2025年 8月 6 日

此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 2025 -08- 0 6. The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S12A
表格第 S12A 號

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》(第131章)第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

2501720 1/8 by hand

Form No. S12A 表格第 S12A 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/KC/17
	Date Received 收到日期	2025 -08- 06

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

LAI SUN TEXTILES COMPANY LIMITED

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

DeSPACE (International) Limited

3. Application Site 申請地點

(a)	Whether the application directly relates to any specific site? 申請是否直接與某地點有關？	Yes 是 ☑ No 否 ☐ (Please proceed to Part 4 請跳到第 4 部分填寫)
(b)	Full address/ location/ demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories 新界和宜合道97至107號 丈量約份444地段第316號及葵涌市地段第146號
(c)	Site Area 申請地點面積	2,764.8 sq.m 平方米 ☑ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	.....sq.m 平方米 ☐ About 約
(e) Current use(s) 現時用途	Industrial building (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. Eligibility of Applicant 申請人資格

The applicant 申請人 –

☑ (a) is a person whose name is registered in the Land Registry as that of the sole owner or one of the owners of any non-Government land within the application site, when this application is made[&] (if the applicant is the sole owner, there is no need to fill in Part 5).
(a) 是一名人士，其姓名或名稱於提出申請時已在土地註冊處註冊，該註冊顯示申請人為申請地點內任何非政府土地的唯一或其中一名擁有人[&] (如申請人為唯一擁有人，不用填寫第 5 部分)。

☐ (b) is a person who has obtained consent to this application from at least one owner as defined in (a) above[&].
(b) 是一名人士，已獲得最少一名上述 (a) 所界定的擁有人同意這宗申請[&]。

☐ (c) is a person who has obtained consent to this application from the Director of Lands in relation to any government land within the application site[&].
(c) 是一名人士，就這宗申請地點內的任何政府土地，已獲得地政總署署長同意這宗申請[&]。

☐ (d) is a public officer.
(d) 是公職人員。

☐ (e) is a public body as defined by section 2 of the Prevention of Bribery Ordinance (Cap. 201).
(e) 是《防止賄賂條例》(第 201 章)第 2 條所界定的公共機構。

5. Statement on Consent from/Notification to "Current Land Owner"[#] 就「現行土地擁有人」[#]的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s) "[#].
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –
☐ has obtained consent(s) of ..... "current land owner(s)"[#].
已取得 ..... 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)"[#] obtained 取得「現行土地擁有人」[#]同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to "current land owner(s):
已採取合理步驟以取得「現行土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of "Current Land Owner(s)"# 取得「現行土地擁有人」# 的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)"#& on _____ (DD/MM/YYYY)
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to "Current Land Owner(s)"# 向「現行土地擁有人」# 發出通知所採取的合理步驟

☐ published notices in local newspapers& on _____ (DD/MM/YYYY)
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises& on _____ (DD/MM/YYYY)
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee& on _____ (DD/MM/YYYY)
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Plan Proposed to be Amended 擬議修訂的圖則

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Kwai Chung Outline Zoning Plan No. S/KC/32 葵涌分區計劃大綱核准圖編號S/KC/32
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	"Other Specified Uses" annotated "Business" 「其他指定用途，註明「商貿」」

7. Proposed Amendments 擬議修訂

(a) Propose to rezone the application site to the following zone(s)/use(s)
(May insert more than one 「✔」) (Please illustrate the details on plan)
建議將申請地點的用途地帶改劃作下列地帶 / 用途
(可在多於一個方格內加上「✔」號) (請在圖則顯示詳情)

- ☐ Comprehensive Development Area [ ]
  綜合發展區 [ ]
- ☑ Residential (Group ☐A/☐B/☐C/☐D/☑E) [2]
  住宅 (☐甲類 / ☐乙類 / ☐丙類 / ☐丁類 / ☐戊類) [ ]
- ☐ Agriculture [ ] 農業 [ ]
- ☐ Industrial (Group D) [ ] 工業 (丁類) [ ]
- ☐ Government, Institution or Community [ ]
  政府、機構或社區 [ ]
- ☐ Recreation [ ] 康樂 [ ]
- ☐ Country Park [ ] 郊野公園 [ ]
- ☐ Conservation Area [ ] 自然保育區 [ ]
- ☐ Commercial [ ] 商業 [ ]
- ☐ Village Type Development [ ]
  鄉村式發展 [ ]
- ☐ Industrial [ ] 工業 [ ]
- ☐ Open Storage [ ] 露天貯物 [ ]
- ☐ Open Space [ ] 休憩用地 [ ]
- ☐ Green Belt [ ] 綠化地帶 [ ]
- ☐ Coastal Protection Area [ ]
  海岸保護區 [ ]
- ☐ Site of Special Scientific Interest [ ]
  具特殊科學價值地點 [ ]

- ☐ Other Specified Uses (☐Business/☐Industrial Estate/☐Mixed Use/☐Rural Use/☐Petrol Filling Station/☐Others (please specify_____)) [ ]
  其他指定用途 (☐商貿 / ☐工業邨 / ☐混合用途 / ☐鄉郊用途 / ☐加油站 / ☐ 其他 (請註明：_____)) [ ]
- ☐ Road 道路
- ☐ Others (please specify_____)
  其他 (請註明：_____)

Please insert subzone in [ ] as appropriate.
請於[ ]內註明支區，如適用。

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁

☑ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:
(Please use separate sheets if the space below is insufficient)
建議修訂圖則的《註釋》的詳情，如適用：
(如下列空間不足，請另頁說明)

Rezone the application site from "OU(B)" to "R(E)" under a recommended new sub-zone of "R(E)2".

"On land designated "R(E)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 28,589m2, of which maximum domestic gross floor area of 16,458m2 shall be provided and minimum nondomestic gross floor area of 7,200m2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided."

Please refer to the Appendix 1 - Proposed Amendments on the Notes

☑ Proposed Notes of Schedule of Uses of the zone attached
夾附對《 註釋 》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☑ Particulars of development are included in the **Appendix.** Please refer to the Planning Statement
附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.
這宗申請並不包括任何指定的擬議發展計劃。

9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

Please refer to the Planning Statement

10. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

LAM KWOK CHUN
Name in Block Letters 姓名（請以正楷填寫）

Director
Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☑ RPP 註冊專業規劃師 (No. 267)
Others 其他 .....

on behalf of 代表 DeSPACE (International) Limited

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 31/07/2025 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)
根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)
擬議發展的發展計劃（只作指示用途）

1. Development Proposal 擬議發展計劃

☑ Proposed Gross floor area (GFA) 擬議總樓面面積	28,589 sq.m. 平方米	☑ About 約
☑ Proposed plot ratio 擬議地積比率	10.34	☑ About 約
☑ Proposed site coverage 擬議上蓋面積	70% (non-domestic) ; 35% (domestic) %	☑ About 約
☑ Proposed number of blocks 擬議座數	1	
☑ Proposed number of storeys of each block 每座建築物的擬議層數	28 storeys 層 ☐ include 包括 ..... storeys of basements 層地庫 ☑ exclude 不包括 1 storeys of basements 層地庫	
☑ Proposed building height of each block 每座建築物的擬議高度	..... m 米 130 mPD 米(主水平基準上)	☐ About 約 ☑ About 約
☑ Domestic part 住用部分		
GFA 總樓面面積	16,458 sq.m. 平方米	☑ About 約
number of units 單位數目	253	
average unit size 單位平均面積	..... sq.m. 平方米	☐ About 約
estimated number of residents 估計住客數目	683	
	GFA 總樓面面積	
☑ Non-domestic part 非住用部分	..... sq.m.平方米	☐ About 約
☐ hotel 酒店	..... sq.m.平方米 (please specify the number of rooms 請註明房間數目: .....)	☐ About 約
☐ office 辦公室	..... sq.m.平方米	☐ About 約
☑ shop and services/eating place 商店及服務行業/食肆	131 sq.m.平方米	☑ About 約
☐ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☑ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積) ...RCHE and/or RCHD - 12,000 sqm.....	
☐ Open space 休憩用地	(please specify land area(s)) (請註明面積)	
☐ private open space 私人休憩用地	..... sq.m.平方米	☐ Not less than 不少於
☐ public open space 公共休憩用地	..... sq.m.平方米	☐ Not less than 不少於

☑ Transport-related facilities 與運輸有關的設施

☑ parking spaces 停車位 (please specify type(s) and number(s)) (請註明種類及數目)

Private Car Parking Spaces 私家車車位	74 (including 3 Disabled)
Motorcycle Parking Spaces 電單車車位	4
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
Others (Please Specify) 其他 (請列明)	

☑ loading/unloading spaces 上落客貨車位 (please specify type(s) and number(s)) (請註明種類及數目)

Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	2
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	2
Others (Please Specify) 其他 (請列明)	2 (Ambulance cum Light Bus)

☐ other transport-related facilities 其他與運輸有關的設施 (please specify type(s) and number(s)) (請註明種類及數目)

Use(s) of different floors (if applicable) 各樓層的用途(如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
1	28	B/F: Car Park LG/1: Car Park G/F: Shop and Services, Entrance Lobby, E&M 1/F - 3/F: RCHD 4/F - 6/F: RCHE 7/F: RCHE, Clubhouse, Sky Garden 8/F: Clubhouse 9/F - 26/F: Flat

Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途

Any vehicular access to the site? 是否有車路通往地盤?

Yes 是 ☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明道路名稱(如適用))
Wo Yi Hop Road

☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)

No 否 ☐

For Development involving columbarium use, please complete the table in the Annex to this Appendix.
如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。

2. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures
如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☑ Please provide details 請提供詳情 Redevelopment of the existing 15-storey industrial building (IB), known as Park Sun Building, into a 28-storey Commercial-cum-Residential Development (excluding basement floors)
	No 否	☐
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☐

Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)
請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

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For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別) _____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories 新界和宜合道97至107號，丈量約份444地段第316號及葵涌市地段第146號
Site area 地盤面積	2,764.8 sq. m 平方米 ☑About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Kwai Chung Outline Zoning Plan No. S/KC/32 葵涌分區計劃大綱核准圖編號S/KC/32
Zoning 地帶	"Other Specified Uses" annotated "Business" 「其他指定用途，註明「商貿」」
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☑ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☑ Rezone the application site from OU(B) to R(E)2 把申請地點由_____地帶改劃為_____

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米		Plot Ratio 地積比率	
	Domestic 住用	16,458	☑ About 約 ☐ Not more than 不多於	5.95	☑About 約 ☐Not more than 不多於
	Non-domestic 非住用	12,131	☑ About 約 ☐ Not more than 不多於	4.39	☑About 約 ☐Not more than 不多於
(ii) No. of block 幢數	Domestic 住用				
	Non-domestic 非住用				
	Composite 綜合用途	1			

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括 ☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括 ☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			130 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			28 Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括 ☑ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	70% (non-domestic) 35% (domestic)	% ☑ About 約
(v)	No. of units 單位數目	253	
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	 74 (including 3 Disabled) 4
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Ambulance cum Light Bus _____	 2 2 2

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☑
Floor plan(s) 樓宇平面圖	☐	☑
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☑
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☑
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Land Contamination Review		
_____		

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

Plan
DeSPACE (International) Limited

Architect
index architecture limited

Traffic Consultant
CKM Asia Limited

Environmental Consultant
BeeXergy Consulting Limited



S12A Planning Application

Rezoning from “Other Specified Uses” annotated “Business”(“OU(B)”) to “Residential (Group E) 2” (“R(E)2”)

For Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories

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www.indexarchitecture.com

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CKM ASIA LIMITED
Traffic and Transportation Planning Consultants

BXG

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Executive Summary

The Applicant, **LAI SUN TEXTILES COMPANY LIMITED**, now seeks town planning permission from the Town Planning Board (TPB) for a Section 12A planning application for proposed rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2") to facilitate the redevelopment of the existing 15-storey industrial building (IB), known as Park Sun Building, into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs) atop 1 basement carpark floors at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories (hereinafter referred to as "the Application Site").

According to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 (the OZP), the "Flat" and Social Welfare Facility involving residential care are neither Column 1 or Column 2 uses upon redevelopment. In this regard, the Applicant proposes to amend the OZP to rezone the Application Site from "OU(B)" to "R(E)2" with a maximum gross floor area of 28,589m^2, of which a maximum domestic gross floor area of 16,458m^2 and a non-domestic gross floor area of not less than 7,200m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided. The maximum building height remains at 130 mPD as stipulated on the current OZP.

With due consideration of the government's policy intention and the social needs, the proposed amendment is aimed at providing more new private housing supply in Kwai Chung Sub-Area and offering quality residential care services for the elderly and person with disabilities (PWDs). Converting the existing Park Sun Building for commercial-cum-residential with GIC facilities would make optimal use of scarce land resources to support the Government's policy through private initiative without the need of going through the lengthy land resumption process implemented by the Government.

The Application Site is located at a prime location in the very east periphery of the "OU(B)" area and next to the residential zone across the Wo Yip Hop Road. Recognizing the seriousness of the demand for private housing and residential care services, and a favorable circumstance of the subject "OU(B)" zone being transformed from a traditional industrial district into a vibrant commercial hotspot, the Applicant has a great intention to further re-energize the local community through the proposed commercial-cum-residential with GIC facilities model.

The proposed development aligns with prevailing policy objectives, justifies land use compatibility and technical considerations. It is anticipated that the development would not cause any insurmountable impacts on landscape, visual, traffic, air quality, noise, air ventilation, drainage and sewerage impact to the surrounding area. With these justifications, the Applicant respectfully requests the TPB to approve the application.

行政摘要

申請人**麗新紡織有限公司**，現向城市規劃委員會（下稱城規會）提出第 12A 條修訂圖則申請，擬議從「其他指定用途，只適用於「商貿」」改劃至「住宅(戊類) 2」，將位於新界和宜合道 97 至 107 號，丈量約份 444 地段第 316 號及葵涌市地段第 146 號，現有 15 層高工業大樓（百新大廈），重建成一座 28 層商住發展項目及一層地庫，並設有社會福利設施（安老院舍及/或殘疾人士院舍）（下稱該申請地點）。

根據葵涌分區計劃大綱核准圖編號 S/KC/32（下稱大綱圖），擬議住宅及社會福利設施（涉及住宿照顧者）不屬於第一欄及第二欄用途。因此，申請人擬議修訂大綱圖，將該地點由從「其他指定用途，只適用於「商貿」」改劃至「住宅(戊類) 2」，不得超過最高總樓面面積 28,589 平方米，當中住宅樓面面積最高為 16,458 平方米，而用作安老院舍及/或殘疾人士院舍的非住宅樓面面積不得少於 7,200 平方米。最大建築高度仍維持目前大綱圖所規定的 130 米高度限制。

在考慮到政府政策意圖和社會需求的情況下，此次擬議的修訂旨在提供葵涌區更多的新私人住房供應，並為長者和殘疾人士提供優質的住宿照顧服務。將現有的百新大廈改建為商住結合及附帶社福設施，通過私人倡議支持政府政策，能有效利用有限的土地資源及無需經過政府收地所致冗長的過程。

該申請地點位於「其他指定用途，只適用於「商貿」」東部邊緣的黃金位置，與毗鄰住宅區一街之隔。鑑於私人住宅和住宿照顧服務需求的嚴重性，以及該「其他指定用途，只適用於「商貿」」區域由傳統工業區轉變為繁華商業熱點的有利條件，申請人有意通過商住結合的設施模式進一步帶動當地社區。

擬議發展項目符合現行政策目標、合乎土地用途相容性和技術考慮。預計擬議發展項目對周邊地區的景觀、視覺、交通、空氣質素、噪音、通風、排水和污水影響，不會造成不可克服的影響。申請人基於上述理由，懇請城規會批准其申請。

（聲明：此中文譯本僅供參考，如中文譯本和英文原文有差異時，應以英文原文為準。）

SECTION ONE | INTRODUCTION

1.1 Project Background

DeSPACE (International) Limited act on behalf of the Applicant, **LAI SUN TEXTILES COMPANY LIMITED**, to prepare and submit this Section 12A planning application for proposed rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2") to facilitate the redevelopment of the existing 15-storey industrial building (IB), known as Park Sun Building, into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs) atop 1 basement carpark floors at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories (hereinafter referred to as "the Application Site").

The Application Site is zoned as "OU(B)" under the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 (the OZP). Please refer to **Figure 1** and **Figure 2** for the Location Plan and Lot Index Plan respectively. For redevelopment of an existing building, the "OU(B)" is subject to a maximum total plot ratio (PR) of 9.5 or the PR of the existing building at plot ratio of 10.59, whichever is the greater. In terms of building height, it is restricted for 130 metres above Principal Datum (mPD) as stipulated on the Plan of the OZP, or the height of the existing building, whichever is the greater. However, the "Flat" and Social Welfare Facility involving residential care are neither Column 1 or Column 2 uses.

In this regard, the Applicant proposes to amend the OZP to rezone the Application Site from "OU(B)" to "R(E)2" with a maximum gross floor area of 28,589m^2, of which a maximum domestic gross floor area of 16,458m^2 and a non-domestic gross floor area of not less than 7,200m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided. The maximum building height remains at 130 mPD as stipulated on the current Plan. Please refer to the **Appendix 1 – Proposed Amendment on the Notes**.

1.2 Planning Objectives

As highlighted in the successive Chief Executive Policy Address, the Government has emphasized the following policy agenda -

(1) ***Housing Supply*** – As proposed in the 2023 Policy Address, the Government's top priority is to increase land supply in order to making Hong Kong a better place for living and working. A multi-pronged strategy has been implemented to expedite the provision of land for housing. Privately-owned land has been identified as a significant source of housing supply. According to the Long Term Housing Strategy Annual Progress Report 2023, the Government will continue to spare no efforts in creating sufficient land to meet the private housing supply target of 132 000 units for the 10-year period from 2024-25 to 2033-34.

(2) ***RCHE Supply*** – In the face of an ageing population, the Government formulates cross-sectoral policies and initiatives to cater for the needs of the elderly. As proposed in the 2022 Policy Address, more incentives will be provided to developers for the construction

and operation of RCHEs in private development projects. In June 2023, the Lands Department (LandsD) introduced the "Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments - Time-limited Enhancements" (LandsD's Practice Note Issue No. 5/2023) (hereinafter referred to as "the Incentive Scheme for RCHEs") with the aim of incentivizing developers to construct and operate RCHEs within private development projects **(Appendix 2 - The Incentive Scheme for RCHEs).** Eligible RCHEs will be exempted from premium payment, and be excluded from the calculation of the total permissible gross floor area of the development projects as stipulated in the land lease. Private Developers may apply for different concessions during the three-year pilot period from 20th June 2023 to 19th June 2026.

(3) ***RCHD Supply*** – To address the needs of persons with disabilities (PWDs), the Government encourage the provision of RCHDs in new private developments and help improving the waitlisting situation of subsidised RCHD places in the long run. As proposed in 2023 Policy Address, the Government will launch the "Incentive Scheme to Encourage Provision of Residential Care Homes for Persons with Disabilities in New Private Developments" (hereinafter referred to as "the Incentive Scheme for RCHDs") by modelling on the prevailing the Incentive Scheme for RCHEs **(Appendix 3 - The Incentive Scheme for RCHDs)**. Eligible RCHDs will be exempted from premium payment, and be excluded from the calculation of the total permissible gross floor area of the development projects as stipulated in the land lease. Private Developers may apply for different concessions during the three-year pilot period from 20th December 2023 to 19th December 2026.

As such, the subject development proposal directly aligns with the policy initiative by integrating the different uses under one roof with due consideration to the compatibility with the surroundings and technical feasibility.

1.3 Development Proposal

The Application Site is currently occupied by an existing 15-storey industrial building 'Park Sun Building'. The indicative scheme has been formulated to demonstrate the feasibility of the proposed amendment and the proposed redevelopment. The implementation will contribute to the Government's effort in increasing housing supply and to improve quality living environment with RCHEs and/or RCHDs serving the long term needs of Kwai Chung district as the population continues to rise in age.

After reviewing the latest Incentive Scheme for RCHEs and RCHDs, the Applicant intends to ensure the optimized design with its licensing portion to a maximum gross floor area (GFA) of 12,000 sqm which could fully capitalize on the internal layout, ensure a high quality of the RCHEs and/or RCHDs and sufficiently address the shortfall of the quality elderly home and PWDs bed spaces.

The Applicant in the meantime would explore opportunities to obtain policy support from the relevant bureau for the proposed RCHEs and/or RCHDs.

SECTION TWO | SITE CONTEXT

2.1 Site Context and Surrounding Land Uses

The Application Site with a site area of about 29,760 sqft (or 2,764.8 sqm), is situated in the east periphery of the "OU(B)" area and next to the residential zone across the Wo Yip Hop Road (**Figure 2** refers).

The Existing Park Sun Building is bounded by other industrial buildings to its north, south and west. It is located in area zoned "OU(B)" between Ta Chuen Ping Street and Wo Yi Hop Road, which is predominantly surrounded by a mix of residential, industrial and Industrial-office developments in the area.

The surrounding areas have the following characteristics:

a) the Application Site is located in the midst of the Castle Peak Road/Wo Yi Hop Road industrial/business area, which is characterised by a mix of residential, industrial and industrial-office developments, including newly developed iCITY Industrial Building, Silka Tsuen Wan Hotel Building and Hotel Ease Tsuen Wan;

b) to the south across Ta Chuen Ping Street and further west are The Apex (i.e., one of the private residential developments of Kwai Chung) and mainly Industrial Buildings within the same industrial/business cluster, including numerous approved applications for proposed data centre, permitted industrial-office development and hotel related to the Policy; and

c) to the further northeast, east and south across Wo Yi Hop Road are mainly clusters of residential buildings including Shek Lei Estate and Shek Yam Estate.

2.2 Land Status

The Application Site falls within:
<u>Lot No. 316 in D.D. 444</u>
Lot No. 316 in D.D. 444 is held under New Grant No. 4353 dated 2.11.1964 as varied or modified by a modification letter dated 10.4.1969 with a site area of 15,000 sqft. According to the lease, the lot shall be used for general industrial and/or godown purposes excluding offensive trades. Spaces shall be provided for parking, loading and unloading of motor vehicles at the rate of not less than 1 vehicle for each 10,000 sqft or part thereof of gross floor area but in any event not less than 1 vehicle for each 5,000 sqft or part thereof of the site area.

<u>Kwai Chung Town Lot 146</u>
KCTL 146 is held under New Grant No. 4719 dated 24.1.1970 with a site area of 14,760 sqft. According to the lease, the lot shall be used for general industrial / godown purposes excluding offensive trades. No building shall be erected on the lot except a factory and/or a warehouse, ancillary offices and quarters for persons essential to the safety and security of the building. Spaces shall be provided for parking, loading and unloading of motor vehicles at the rate of not less than 1 vehicle for each 10,000 sqft or part thereof of gross floor area but not less than 1 vehicle for each 5,000 sqft or part thereof of the site area.

2.3 Accessibility

The Application Site is located at about 1km to the northeast of MTR Kwai Hing station and about 1.5km to the east of MTR Tai Wo Hau Station. It is served by various modes of public transport including buses and public light buses on Wo Yi Hop Road. There is an existing bus stop outside the building along Wo Yi Hop Road.

SECTION THREE | TOWN PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 Statutory Planning Context of the Application Site

The Application Site falls within an area zoned "OU(B)" on the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 and is subject to BHR of 130 mPD (or the BH of the existing building, whichever is the greater) and PR of 9.5 (or the PR of the existing building, whichever is the greater) under the OZP. The planning intention of the "OU(B)" zone is primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings. According to the Notes of the OZP, the proposed residential use and social welfare facility use are neither a Column 1 nor Column 2 use in the "OU(B)" zone.

Given that, it is required to rezone the Application Site to "R(E)2" zone in order to facilitate the proposed commercial-cum-residential development with social welfare facility (RCHEs and/or RCHDs) development. The zone itself intends to phase out the existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem. The tailormade sub-area "R(E)2" is intended for a proposed commercial-cum-residential development with a maximum gross floor area of 28,589m^2, of which a maximum domestic gross floor area of 16,458m^2 and a non-domestic gross floor area of not less than 7,200m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided. This zoning is to facilitate appropriate planning control in terms of the amended PR over the scale and design of development.

3.2 Non-Statutory Planning Context

3.2.1 Proposed Residential Development

<u>Government's Multi-Pronged Approach to Increase Housing Supply</u>

In recent years, Hong Kong has faced a significant housing shortage. According to the Long-Term Housing Strategy Annual Progress Report 2023, in terms of private housing, the major strategic direction is to stabilize the residential property market through steady land supply and appropriate demand-side management measures. The Government will continue to spare no efforts in creating sufficient land to meet the private housing supply target of 132 000 units

for the 10-year period from 2024-25 to 2033-34. It is anticipated that the Government and our society have to respond promptly and plan forward to allocate more land resources to tackle the housing shortage.

In face of the housing crisis, the Government has adopted a multi-pronged approach to increase land and housing supply, such as introducing the new Light Public Housing (LPH) with about 30,000 units. It also targets to deliver sufficient land for private housing development to meet the projected demand. In order to further speed up the provision of housing units, the Government introduces numerous guidance to substantially compress the time required for land production such as the implementation of streamline statutory procedures and the extension of the arrangement of charging land premium at standard rates.

A Minimum Supply of Private Housing Development in Kwai Chung

As per the Monthly Digests published by the Building Department, there are only two new private residential developments, including [1] Kwai Chung Town Lot No. 515 at Lai Kong Street and [2] Edition 178, 178 Hing Fong Road in Kwai Chung since 2013. The two sites are located near the Lai King MTR Station and the Kwai Fong MTR station respectively. The supply of new private housing flat units in the district is relatively low to serve the potential residents and meet the market demand.

3.2.2 Proposed RCHE

The Surging Demand for RCHE in Hong Kong

Ageing population and the foreseeable threat of shortage of elderly facilities has been a focus of a wide range of policy initiatives and studies in Hong Kong, including the Chief Executive's Policy Addresses and the latest version of strategic plan of Hong Kong, "HK2030+: Towards a Planning Vision and Strategy Transcending 2030" (HK2030+). Hong Kong has the highest life expectancy in the world with 81.7 years old for men and 87.66 years old for women. Statistics from Census and Statistic Department has indicated that the proportion of population aged 65 or older will increase from 15.4 percent of the population to 36 percent in 2064. For the elderly dependency ratio, it was estimated that 1,000 individuals supported 180 nos. of elderly in 2011 while in 2041, 1,000 individuals will be supporting nearly every 500 elderly (2 adults to 1 elderly). In 2016, about 8% of the population aged 65 or above (i.e. 93,600 nos.) lived in RCHEs. To address the anticipated shortfall, the consecutively published Policy Addresses have emphasized on strengthening the existing provision of home care and community care with the support of residential care for the ageing population.

2022 Policy Address

According to the Policy Address released by the Chief Executive, the endeavour of the Government to lift the quality and quantity of RCHE is observed. It is targeted to provide an additional 6,200 subsidised service places by end-2027 (+20%) where 2,600 places of these will commence service next year. The Development Bureau (DEVB) and Labour and Welfare Bureau (LWB) have been asked to put forward proposals by early 2023 to provide more incentives, such as granting GFA concessions, to encourage developers to build elderly service facilities in their private development projects.

The 2023-24 Budget

Upon review, the Government has decided to, in addition to continue to exempt the gross floor area (GFA) of these private RCHEs from payment of premium, raise the GFA of RCHEs that can be exempted in each development project. Furthermore, they propose **to exempt such GFA from the calculation of the maximum GFA of the relevant projects**. It is hoped that these enhanced measures will increase the supply of quality private RCHEs. They will launch the enhanced measures in the second quarter of 2023 and will conduct a review after a three-year trial period.

Time-Limited Enhancements to the 2003 Incentive Scheme **(Appendix 2 - The Incentive Scheme for RCHEs)**

As aforementioned, Lands Department launched time-limited enhancements to the 2003 Incentive Scheme. During the three-year pilot period from 20th June 2023 to 19th June 2026, private developers may apply for the following concessions: -

(i) exempt one or more eligible RCHE premises from payment of land premium in land transactions of lease modification, land exchange and private treaty grant for new private developments (excluding industrial developments);

(ii) exempt eligible RCHE premises from the calculation of total permissible gross floor area under lease.

To be eligible for the Concessions, provision of RCHE premises in a Proposed Development must have the support of the Social Welfare Department ("SWD"). The key conditions in relations to the town planning controls are summarized as follows: -

(i) The Concessions will be subject to a cap of no more than 12,000m^2 in total GFA or 10% of the total permissible GFA under lease, whichever is the greater. More than one eligible RCHE premises per development site may be eligible for the Concessions;

(ii) The size and location of each RCHE premises will have to be approved by SWD;

(iii) Provision of the RCHE premises must comply with all requirements as may be imposed by SWD and all applicable ordinances, by-laws or regulations that are in force from time to time;

(iv) Throughout the term under lease, the RCHE premises shall be managed and operated as licensed RCHE(s) under the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation and to the satisfaction of SWD; and

(v) The above requirements shall be stipulated as conditions under lease, as appropriate.

On June 2023, the Panel on Welfare Services of the Legislative Council held further discussions[1]. The key points are highlighted below:

[1] Source: LC Paper No. CB(2)729/2023

(i) The Development Bureau ("DEVB") added that relevant Government departments, including the Buildings Department, the Lands Department ("LandsD") and the Planning Department, would implement streamlined administrative procedures in tandem, wherever possible, to facilitate applications and expedite process.

(ii) DEVB would also provide guidance to individual developers in their development projects if necessary.

(iii) In response to Members' suggestion of attracting more developers to participate in the Scheme by increasing the plot ratio for small private development projects, **DEVB explained that developers could apply to the Town Planning Board for a change of plot ratio for their development sites**.

(iv) LWB advised that to place parts of the RCHE used for dormitory purpose 24 metres above the ground, the RCHEs should comply with additional management and building fire safety requirements.

(v) LWB would impose additional requirements for private RCHEs participating in the Enhanced Bought Place Scheme ("EBPS") on requirements such as staffing and equipment which would be reviewed from time to time. It would be a commercial decision for private RCHEs to incorporate gerontechnology products to meet their operational needs and to enhance their service quality.

3.2.3 Proposed RCHD

The Surging Demand for RCHD in Hong Kong

The Government offers a comprehensive range of rehabilitation services aimed at supporting persons with disabilities (PWDs) in developing their physical, mental and social capabilities. These services are designed to meet their diverse needs and encompass various provisions such as pre-school services, day rehabilitation services, residential care services and community support services.

Residential care services are provided for PWDs who cannot live independently and those who cannot be adequately cared for by their families, with a view to improving their quality of life and helping them develop independent living skills. The RCHD caters to individuals aged 6 and above who require residential accommodation and care, as outlined in the Residential Care Homes (Persons with Disabilities) Ordinance (Cap.613).

As at March 2025, the total number of cases on the waiting list for subvented RCHDs is 10,232[2]. There were only 22 private RCHDs participating in the Bought Place Scheme for Private RCHD providing a total of 1,379 services places as at June 2023[3]. The waiting list has been remained at a high position for the last five years without a substantial decrease. There are new cases received by the needy every year via the central referral system, while the new supply of RCHD bedspaces (including those moving out/natural wastage) fails to catch up with the demand on the waiting list.

[2] Source: https://www.swd.gov.hk/storage/asset/section/341/en/Annex%20II%20(EN)%202025331.pdf

[3] Source: https://www.legco.gov.hk/yr2023/english/panels/ws/papers/ws20230905cb2-815-1-e.pdf

2023 Policy Address

According to the Policy Address released by the Chief Executive, the Government is promoting the construction and operation of RCHDs in private development projects. Taking inspiration from the existing arrangements for Incentive Scheme for RCHEs, the government will introduce the "Incentive Scheme to Encourage Provision of Residential Care Homes for Persons with Disabilities in New Private Developments" (Incentive Scheme for RCHD) this year. Under this scheme, eligible RCHDs will be exempted from premium payment for lease modifications, land exchange or private treaty grants, and **the relevant GFA of the RCHD will not be counted in the calculation of total permissible GFA for the entire project**.

The 2023-24 Budget

It has been emphasized that, in addition to the Incentive Scheme for RCHE, the DEVB and the LWB will formulate a similar scheme for RCHDs so as to encourage the market to provide more quality private RCHDs.

Incentive Scheme to Encourage Provision of Residential Care Homes for Persons with Disabilities in New Private Developments **(Appendix 3 - The Incentive Scheme for RCHDs)**

In pursuance of a policy initiative in the 2023-24 Budget and the 2023 Policy Address, an incentive scheme will be introduced to encourage the RCHD in new private developments

(i) exempt one or more eligible RCHD premises with a size not exceeding a maximum total gross floor area of 12,000m^2 or 10% of the total permissible GFA under lease, whichever is the greater, per development project from payment of land premium in respect of lease modifications, land exchanges and private treaty grants for new private developments ("the Land Transactions"); and

(ii) exempt eligible RCHD premises from the calculation of total permissible GFA under lease.

To be eligible for the Concessions, the provision of RCHD premises in a Proposed Development must have the support of the Social Welfare Department ("SWD"). The key conditions in relations to the town planning controls are summarized as follows: -

(i) The size and location of the RCHD premises will have to be approved by SWD. No sub-division of the RCHD premises will be allowed and assignment, mortgage, underletting, or other. disposal of the RCHD premises will be prohibited except as a whole unit;

(ii) Provision of the RCHD premises must comply with all requirements as may be imposed by SWD and all applicable ordinances, by-laws or regulations that are in force from time to time;

(iii) Throughout the term under lease, the RCHD premises shall be managed and operated as licensed RCHD(s) under the Residential Care Homes (Persons. with Disabilities) Ordinance (Cap. 613) and its subsidiary legislation and to the satisfaction of SWD; and

(iv) The above requirements shall be stipulated as conditions under lease, as appropriate.

3.2.4 Policy Initiative to Revitalise Industrial Buildings

A bulk of industrial premises in Hong Kong have been rendered surplus and vacant as a result of economic restructuring to a service-oriented economy. To optimize utilization of the existing industrial stock and make better use of valuable land resources, the Government has launched a policy of “Revitalization of Industrial Buildings” which was first announced in 2010-2016 (Revitalisation Scheme 1.0) and reactivated in 2018 till present (Revitalisation Scheme 2.0). The Development Bureau (DEVB) announced a series of revitalization policy measures to facilitate the redevelopment and wholesale conversion of old underutilized industrial buildings.

The Application Site is located within Site B11 along Wo Yi Hop Road, as identified in the "2020 Area Assessments of Industrial Land in the Territory". This area comprises 66 industrial buildings, predominantly used for non-polluting activities, with warehouse/storage accounting for 57.4%. Manufacturing/workshop use constitutes only 9.3%. The vacancy rate of this area (9.1%) significantly exceeds both the Kwai Tsing district average (5.9%) and the territory-wide rate (6.4%), according to the Hong Kong Property Review 2021 by the Rating and Valuation Department. It revealed the need to explore alternative land uses for better utilization of the area.

3.3 Planning History

In October 2000, the Application Site was located within an area zoned as “Industrial” (“I”) under the Draft Kwai Chung Outline Zoning Plan No. S/KC/15. The majority of land in “I” zone within the Metro areas was recommoned for rezoning to “OU(B)” as per the Report on Area Assessments of Industrial Land in the Territory. The Application Site was consequently rezoned to “OU(B)” under the Draft Kwai Chung Outline Zoning Plan No. S/KC/16 in February 2001. It was subject to a maximum plot ratio of 9.5 or the plot ratio of the existing building, with a maximum building height of 130mPD.

3.4. Previous Planning Application(s)

Part of the Application Site is involved in three previous applications (No. A/KC/153 for commercial/office building and minor relaxation of plot ratio; No. A/KC/227 and No. A/KC/254 for temporary fee-paying carpark for 3 Years). All were approved by the Committee in March 1994, January 1998 and December 2000 respectively.

The subject building, Park Sun building, is subject to a special wavier executed for whole conversion. The Applicant had an intention to convert in a wholesale manner into office and/or other commercial uses and signed a waiver letter for wholesale conversation with the Lands Department in 2018. However, the proposed conversation model is no longer in line with market expectations, is operationally infeasible and has therefore been postponed and terminated.

3.5 Similar Planning Application(s)

There has been one approved similar application (No. Y/YL/16) to rezone the Application Site to "R(E)" to facilitate the redevelopment of the existing industrial building, known as Lai Sun Yuen Long Centre, into a 24-storey commercial-cum-residential development with social welfare facilities atop one basement carpark floor. The board paper and TPB meeting minutes of the application are reviewed. The key considerations are outlined as follows.

Table 1 Planning Considerations from Relevant Approved Application		
Y/YL/16 (Approved on 27/8/2021)	Planning Considerations	Meeting Minutes
	- Furthermore, **any floor space dedicated for GIC facilities, as required by the Government, may be disregarded.** Planning permission from the Board would be required to effectuate the proposal with 'Flat' being a Column 2 use under the relevant provisions of the "R(E)" zone. Except for the addition of non-domestic PR restriction and the floor space exemption clause on GIC facilities, the Notes for the "R(E)2" zone are identical to that of the extant "R(E)1" zone. - The Site is the subject of a valid planning permission (No. A/YL/259) for proposed minor relaxation of PR restriction for permitted office, shop and services and eating place uses to facilitate redevelopment of the subject building into a 15-storey (excluding one basement carpark floor) commercial building with additional PR of 20% under the IB Revitalisation Scheme 2.0. Notwithstanding the current rezoning application, **the industrial uses/floor spaces within the current IB will be forgone upon impending redevelopment.** Given this background, the application can be considered on its individual merits and circumstances. In this connection, DG of TI has no comment on the proposed rezoning. - Given its **fringe location within the TTIA and with various open spaces and residential uses nearby**, the proposed rezoning for residential development with commercial and GIC uses on the lower floors is generally considered not	Members noted that should the current rezoning application be approved, subsequent s.16 application for the proposed residential development would be required under the proposed "R(E)2" zone so as to **address the potential industrial/residential interface issue**. While **agreeing with the applicant's observation that the transformation of TTIA into general business uses had not been realised in the past 20 years and the land could be used for residential development to meet the imminent housing need**, a Member was concerned whether approval of the current application would set a precedent for similar applications within TTIA and the cumulative loss of industrial floor space might affect the local employment in Yuen Long. The Chairman remarked that each application would be considered on its own individual merits, and the **applicant should demonstrate that the proposed development was compatible with the surrounding developments, technically**

	incompatible with the surrounding land uses. - **Proposed domestic PR of 5 and non-domestic PR of 0.22 are generally in line with the prevailing PR restriction of 5 for the "OU(B)" and "R(E)1" zones within TTIA**, as well as that for the "R(E)" and "R(A)" zones to the south of the Site. The proposed BHR of 85mPD is the same as the prevailing BHR for the "R(E)1" zones at the northern/western portion of TTIA, and not dissimilar to the prevailing BHR of 15 storeys (excluding basement(s)) for the "OU(B)" zones within the centre and eastern portions of TTIA given the generally higher floor-to-floor heights of commercial developments. - Although the proposed scheme is indicative in nature and may be subject to change at the s.16 planning application stage, **the applicant has undertaken that social welfare facilities (i.e. sub-base/premises for STFAST, one team for HCS for Frail Elderly Persons (2-team size non-kitchen based) and 120-place DCC for the Elderly (kitchen-based)) will be provided** in the proposed residential development as per the request of DSW. In addition to the above, the applicant pledges to **provide a voluntary 1.5m-wide fullheight setback along Wang Yip Street East to facilitate widening of footpath from 3.25m to 4.75m**, which could enhance the walking environment of the area. **The applicant has submitted technical assessments to demonstrate that the proposed rezoning is acceptable from traffic, sewerage and environmental perspectives.** Relevant concerned departments, including C for T, CHE/NTW, HyD, CE/RD 2-2, HyD, CE/MN, DSD and DEP have no in-principle objection to/no adverse comments on the application.	**feasible and would not cause insurmountable adverse impact on the surroundings**.

The subject application is similar to the approved Y/YL/16, including but not limited to:

- ✓ The industrial uses/floor spaces within the existing IB will be forgone upon redevelopment as per the signed waiver letter for wholesale conversation in 2018;
- ✓ To provide new housing supply and meet the imminent housing need in Kwai Chung district;
- ✓ Located in fringe location of the subject "OU(B)" area with residential uses nearby;
- ✓ The proposed maximum domestic PR of 5.95 and non-domestic PR of 0.05 are lower than the existing permitted PR of 10.59 and they are generally in line with the prevailing PR restrict for nearby residential zone;
- ✓ RCHEs and/or RCHDs will be provided to serve the community;
- ✓ 2.3m-wide full height setback from the southern site boundary is provided to connect Wo Yi Hop Road with the service lane, thereby providing greater connectivity between Wo Yi Hop Road, Ta Chuen Ping Street and Lam Tin Street; and
- ✓ Technical assessments have been conducted to demonstrate that the proposed rezoning is acceptable from landscape, traffic, air quality, noise and sewerage perspectives.

In addition, a similar application (Y/YL/21) was approved on 14 March 2025, which facilitated the provision of social welfare facilities by relaxing the PR restriction from 5.94 (OZP compliance) to 11.97 (rezoning application) in accordance with the Incentive Scheme for RCHE policy (PN 5/2023). The inclusion of the RCHE would not jeopardize the original permissible GFA for domestic and non-domestic uses.

Similarly, the current development scheme seeks additional GFA of not more than 12,000m² for social welfare facilities (RCHEs and/or RCHDs) at the Site. The proposed GFA will not be interchangeable with other non-domestic uses.

Reference is also made to the Legislative Council Panel on Welfare Services paper on 12 June 2023 titled "Encourage Developers to Provide Residential Care Homes for the Elderly and Residential Care Homes for Persons with Disabilities in Private Development Projects", which outlines enhanced measures to encourage RCHE and RCHD provision in private developments. Paragraph 4(b) states:

> "(b)When calculating the total GFA of the entire project, the total GFAof the eligible RCHE premises in the private development projectwill be exempted and will not be counted in the original totalpermissible GFA of the entire project, allowing the developers to usethe original permissible GFA for other purposes."

SECTION FOUR | THE PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH RCHEs AND/OR RCHDs

4.1 Development Rationale

Thanks to the gathering momentum of industrial revitalization in Hong Kong and the key inspirations of increasing housing supply and improving quality living environment as stated in the Policy Address, the Applicant has been actively engaged in discussion on the potential redevelopment models. While Kwai Chung has undergone significant transformation from a traditional industrial district into a vibrant commercial hotspot, the Applicant has a great intention to further re-energize the local community through provision of new residential units. In fact, there is a minimum number of or a few private housing developments in Kwai Chung Sub-Area the last 20 years. The proposed residential development would target young families seeking quality and modern housing in the district, senior residents who wish to continue living in their familiar community and working professionals drawn to the area's improving amenities.

In addition, after careful consideration, the Applicant has come to the view that it is necessary to take good care of the elderly and the disabled in the local community, as the existing RCHEs and RCHDs are operated in the lower floors of the residential buildings where the building conditions might not be able to fully satisfy the operational needs. As such, a tailored made and purpose built RCHEs and/or RCHDs is proposed to address the present and future shortfall for elderly facilities and care services for PWDs, and bring improvement to the RCHE and RCHD service quality in the community.

4.2 Development Proposal

The proposed development comprises of 1 no. of building block providing the commercial, residential and RCHEs and/or RCHDs use under one roof, with building height of 28 storeys (or not exceeding 130 mPD) atop 1 basement floors. It could provide a total of 253 private residential units, with a range of 26 to75 sqm flat size. The development shall comply with SBDG requirements as promulgated in the PNAP APP-152 as well as all satisfy all acceptance criteria and conditions stated in PNAP APP-151 if GFA exemption/concession is applied for.

The proposed RCHEs and/or RCHDs is proposed below the aforementioned residential portion to provide 298 beds (or a range of 280 -380) in total. Please refers to **Appendix 12** for the RCHE and RCHD Schedule of Accommodation. The proposed RCHDs will be operated as a Medium to High Care Level Home, providing care services for those with moderate to severe grade disabilities. In order to meet the operational needs of the RCHEs and/or RCHDs, the floor-to-floor height is 3.6m to accommodate the provision of E&M services and achieve good ventilation and controlling the spread of communicable diseases such as COVID-19. The key development parameters of the proposed redevelopment are summarized below. Please read **Tables 2** in conjunction with the Schematic Design as shown in **Appendix 4**.

TABLE 2 – Major Development Parameters					
[1]Site Area (about)	29,760 ft^2 (or 2764.8 m^2)				
Proposed Rezoning	From "OU(B)' to "R(E)2"				
[4]Total GFA [2,3]Domestic [5]Non-domestic	28,589 m^2 Maximum 16,458 m^2 Maximum 12,131 m^2				
SC (about)	70% (non-domestic) 35% (domestic)				
No of Building Block	1				
No. of Storey	28 (excluding the basement floors)				
Building Height (BH)	Not more than 130 mPD (87.6 m) (NB: the mean street level is 42.4mPD)				
No. of Units	253				
No. of beds of RCHEs and/or RCHDs	280-380 (NB: RCHE of 180-260 and for RCHD of 100-120)				
No. of Car Parking Spaces	Private Car	Motor-cycle	HGV L/UL	LGV L/UL	Light Bus[7]
Flat	49 (including 1 Disabled)	3	1	-	-
Shop and Services	1	1	1	-	-
[6]RCHEs and/or RCHDs	24 (including 2 Disabled)	-	-	2	2
Total	74 (including 3 Disabled)	4	2	2	2
Greenery Area	Not less than 20%				

Remark:

[1] Subject to New Grant 4353 and New Grant 4719

[2] The floor area of the proposed clubhouse shall be exempted from GFA calculation, subject to the decisions by the Building Authority (BA) at building plan submission stage.

[3] According to the Remarks under the Notes of the OZP, in determining the maximum plot ratio or gross floor area, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

[4] The proposed development scheme is indicative only and subject to detailed design. The proposal includes a maximum gross floor area of 28,589m^2, of which a maximum domestic gross floor area of 16,458m^2 and a non-domestic gross floor area of not less than 7,200m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided. A minimum GFA of 7,200m^2 for RCHEs and/or RCHDs is proposed, allowing flexibility in floor area arrangement to comply with ever-changing codes of practice/guidelines and facilitate detailed design at a later stage.

[5] Under the indicative scheme, a total of 131m^2 of non-domestic GFA is proposed for shops and services, while 12,000m^2 of non-domestic GFA is proposed for RCHEs and/or RCHDs according to the Incentive Schemes.

[6] As long as the premises is to be used as licensed RCHE(s) and/or RCHD(s), the Applicant may lease or sell the premises as one whole unit, or operate the RCHE(s) and/or RCHD(s) in the premises by themselves or by entrusting an organization, whereby the service fees will be set by the developer or operator(s). (Pursuant to the Incentive Scheme for RCHE and RCHD).

[7] Share use with ambulance

4.3 Vehicular and Circulation Arrangement

The application boundary aligns with the lease plan under the New Grant 4353 and New Grant 4719 of the concerned two private lots. One run-in/out is provided at Wo Yi Hop Road. To prevent any potential interfacing issues, separate entrances and lift lobbies have been designated for commercial use, residential use, and RCHEs and/or RCHDs use.

4.4 Design Merits

The Applicant has a good intention in incorporating the following design merits **(Appendix 5 – Planning and Design Merits refers)**: -

1. Cross Ventilation

To mitigate the undesirable wall effect of long buildings along Wo Yi Hop Road, various voids are carved into the T-shaped residential block to create permeability and facilitate air flow. Natural ventilation is allowed to penetrate through the common areas of the residential floors to provide cross-ventilation of wind, thereby also improving the quality of the common spaces of the residential floors.

2. Green Ring

The green ring forms a leisure walkway connecting with the interior spaces to the 4/F sky garden. The space facilitates a healthy lifestyle for residents, to get outside for exercise, sunlight and fresh air instead of staying at their rooms all day. The soft and hard landscape design provides varying widths of seating space and leisure pockets for the enjoyment of the elderly and their bona-fide guests.

3. Porosity

To avoid creating the undesirable wall effect of long buildings along Wo Yi Hop Road, the proposed development is composed of 2 rotated "L shapes" instead of an extruded mass. The interlocked void space creates a permeability and allows cross-ventilation of wind and air. The porosity generated is also intended to allow more light to reach the lower levels of the site and the open spaces at ground level.

In view of the urban density in the vicinity of the proposed development, the building form provides a visual permeability and spatial relief for the surrounding areas along Wo Yi Hop Road. Not only will the porosity of the building benefit the vicinity of the site, but the permeability of light and air will also enhance and promote the health and well-being of the elderly.

4. Operational Synergy

The operation of an RCHE above an RCHD shall provide a mutually beneficial relationship for residents of both programmes. As residents of an RCHE rarely leaves the building, elderly residents can interact with persons with disabilities to improve their social life at the communal space on G/F and 4/F - namely the shared courtyard and green ring respectively. At the same time, the residents of RCHD may be able to visit the RCHE and provide various services and engage in activities to improve their quality of life and provide healthy daily routines and purposes.

5. Public Access

With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the entirety of the building is set-back from the southern site boundary. A 2.3m-wide pedestrian footpath, which is not designated for 24-hour public access, is provided to connect Wo Yi Hop Road with the service lane, thereby providing greater connectivity between Wo Yi Hop Road, Ta Chuen Ping Street and Lam Tin Street.

A 5m setback from the lot boundary abutting Wo Yi Hop Street is proposed to serves as a buffer zone to the nearby road. It also provides an opportunity to enhance the area with landscaping at the pedestrain level.

The Applicant may apply to the Buildings Department during the General Building Plan submission stage for a bonus PR for the dedication of land (i.e., the 2.3m setback and 5m setback) for public passage under Regulation 22(2) of B(P)R. In total, approximately 356.69m^2 will be dedicated for use as public passage/road widening (equivalent to a bonus PR of 0.645). Please note that this bonus GFA to be claimed has not been included in the proposed development scheme.

4.5 Adherance to the Requirements set in the Code of Practice for Residential Care Homes

It is noted that all the facilities accessible for residents will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE/D is to be situated, as pursuant to the requirements as set out in para 5.2.3 of Code of Practice for Residential Care Homes (Elderly Persons) (updated June 2024) and 5.3 of Code of Practice for Residential Care Homes (Persons with Disabilities) (updated in June 2024) ("CoPs"). 6-7/F of the proposed development - to be situated at a height of more than 24m above the ground will include ancillary facilities including staff resting room, office, laundry room and kitchen. Access to the mentioned ancillary facilities will be limited to staff only and will not be accessible to the residents.

SECTION FIVE | PROPOSED LAND USE ZONING

5.1 Proposed Amendments to Matters shown on the OZP

The subject site currently falls within area zoned "OU (Business)" on the OZP. To facilitate the proposed commercial-cum-residential development with RCHEs and/or RCHDs, an amendment to the current zoning is required. As per the OZP, the Residential (Group E) could be an ideal zoning for the proposed development. The R(E) zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. It is also noted that the development controls in term of the maximum total plot ratio restriction of 5.0 is insufficient to accommodate the proposed development.

As such, it is proposed to rezone the application site from "OU(B)" to "R(E)" under a recommended new sub-zone of "R(E)2". The Column 1 and Column 2 of the current "R(E)" remains applicable to the proposed sub-zone. The Note is proposed to be amended as follows **(Appendix 1 – Proposed Amendments on the Notes refers)**:

> "On land designated "R(E)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 28,589m^2, of which a maximum gross floor area of 28,589m^2, of which a maximum domestic gross floor area of 16,458m^2 and a non-domestic gross floor area of not less than 7,200m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided."

The proposed development scheme is indicative and subject to detailed design. A maximum domestic GFA and a minimum non-domestic GFA are reserved to enable flexibility in floor area arrangement, allowing compliance with ever-changing codes of practice/guidelines and making it more responsive to changing market conditions and demands. This provision would not frustrate the planning intention of the proposed zoning while streamlining development control procedures and minimizing future amendments to non-domestic GFA control, provided that the total gross floor area remains unchanged.

SECTION SIX | PLANNING AND TECHNICAL JUSTIFICATIONS

6.1 In Line with Prevailing Policy on Enhancing Housing and Land Supply through Optimization of Land Resources

Solving the housing problem tops the agenda of the HKSAR Government. To deal with the problem of inadequate accommodation, the Government targets to bring solutions to address the long-term problem of housing shortage with the objective to let people see the hope of getting on the housing ladder earlier and having more decent housing.

In the subsequent years, the Government has committed various initiatives and means to continuously increase land supply. As stated in the 2022 Policy Address, the Government would introduce the new Light Public Housing, increase the overall public housing production, set a minimum size for newly-built flats, deliver sufficient land for private housing development and so on.

With due consideration of the Policy Address and the social needs, the proposed amendment is aimed at providing more housing supply in Kwai Chung Sub-Area. Converting the existing Park Sun Building as an industrial building for residential purpose would make optimal use of scarce land resources to support the Government's housing policy through private initiative without the need of going through the lengthy land resumption process implemented by the Government.

In order to further speed up the provision of housing units, the Government introduces numerous guidance to substantially compress the time required for land production such as the implementation of streamline statutory procedures and the extension of the arrangement of charging land premium at standard rates. The Government also streamline and simplify complex processes in the planning and development regimes such as the public comment on the rezoning application.

6.2 Land Use Compatibility

The proposed GFA for flats and shops and services (equivalent to PR of 6) is considered compatible with the surrounding area, considering that the Residential (Group A)3 located to the east of the Application Site has a maximum plot ratio of 6.62. Moreover, the Application Site is located within Site B11[4] along Wo Yi Hop Road, as identified in the "2020 Area Assessments of Industrial Land in the Territory". Notwithstanding the vibrant industrial operations with warehouse/storage as a predominant use in the occupied IBs, Site B11 has seen active transformation to commercial uses. In addition, new residential developments are emerging in the surrounding area. The approved planning applications or planned development and executed special waivers are summarized in **Table 3 and Table 4** respectively: -

[4] Source: https://www.pland.gov.hk/file/planning_studies/comp_s/2020AA/Appendices.pdf

Table 3 : Approved Planning Applications or Planned Development				
	Address	Applied Use/ Development	Application No. (Date of Approval)	Implemented? (as per BD's records)
1	Nos. 15-19 Chun Pin Street	for Hotel	A/KC/374-1 (26.6.15)	Yes
			A/KC/459 (12.4.19) [lapsed]	No
2	Nos. 57-61 Ta Chuen Ping Street	for Minor Relaxation of PR Restriction for Permitted Industrial-Office Redevelopment	A/KC/460 (5.7.19) [lapsed]	No
		for Minor Relaxation of PR Restriction for Hotel	A/KC/469 (6.11.20) [lapsed]	No
		for Minor Relaxation of PR Restrictions for Proposed Data Centre Development	A/KC/484 (24.6.22)	No record yet
3	Nos. 4-30 Lei Muk Road	for Hotel	A/KC/428-1 (31.1.19) [lapsed]	No
4	94-100 Ta Chuen Ping Street	for Minor Relaxation of Plot Ratio Restriction for Permitted Non-Polluting Industrial Use	A/KC/476 (28.1.22)	No record yet
5	Nos. 2-16 Lam Tin Street	for Minor Relaxation of PR Restrictions for Proposed Data Centre Development	A/KC/466 (29.5.20)	Completed NT7/2023/OP
6	7-13 Lam Tin Street	Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Non-Polluting Industrial Use	A/KC/478 (20.5.22)	No
7	Nos. 66-72 Lei Muk Road	for Minor Relaxation of Plot Ratio Restriction for Permitted Non-Polluting Industrial Use	A/KC/486 (18.3.22)	No
8	Nos. 2-10 Tai Yuen Street	for Minor Relaxation of PR Restrictions for Proposed Data Centre Development	A/KC/473 (11.6.21)	Work in progress
9	Nos. 45-51 Kwok Shui Road	for Hotel	A/KC/430 (9.10.15) [lapsed]	No
		for Minor Relaxation of Plot Ratio Restriction for Permitted Non-Polluting Industrial Use	A/KC/463 (17.3.20) [lapsed]	No
10	Nos. 57-59 Kwok Shui Road	for Hotel	A/KC/424 (12.12.14)	No
11	Nos. 543-549 Castle Peak Road	for Minor Relaxation of Plot Ratio Restriction for Permitted Non-Polluting Industrial Use	A/KC/487 (22.4.22)	Work in progress
12	Nos. 1-7 Cheung Wing Road, Kwai Chung	Comprehensive Development for 'Flat', 'Eating Place', 'Shop and Services' and 'Office' uses; and Minor	A/KC/444-1 (17.3.23)	No record yet

		Relaxation of Building Height Restriction from 120mPD to 145mPD		
13	Shek Pai Street	For Public Housing	TPB Paper No. 10909	Work in progress

Table 4 : Executed Special Waivers		
	Address	Implemented?
1	Nos. 97-107 Wo Yi Hop Road (i.e., Park Sun Building)	No
2	No. 119 Wo Yi Hop Road (for hotel)	Yes
3	Nos. 15-19 Chun Pin Street (for hotel)	Yes
4	Nos. 31-35 Lam Tin Street	Yes
5	No. 29 Lam Tin Street	No
6	Nos. 26-38 Ta Chuen Ping Street	Yes
7	Nos. 57-59 Kwok Shui Road (for office)	Yes

There are up to 11 nos. of IBs subject to at least one planning permission and 7 nos. of IBs with special waiver executed for wholesale conversion. Additionally, one private and one public development, similar to this composite development proposal, are being promoted. Considering the possible changes on the local character in the near future and the residential neighbourhood that surrounds B11 and along Wo Yi Hop Road, opportunities could be given to rezone the subject Application Site to "R(E)2" to encourage and facilitate redevelopment to phasing out the IBs and address industrial, residential and commercial interface in the process. It is understood that not all industrial sites are suitable for conversion to residential use mainly due to the industrial/residential interface problems as well as the mismatch in infrastructure and community facilities. In fact, the subject application site sits at the fringe of the existing "OU(B)" (i.e., next to residential zonings) and industrial areas with numerous non-polluting sensitive uses (e.g. commercial/office). The implementation of the redevelopment could act as a buffer between the remaining industrial uses and neighbouring residential developments on one hand, and boost the housing supply in Kwai Chung on the other. Please also note that the proposed residential development with commercial and GIC uses on the lower floors is common in the local community and generally considered not incompatible with the surrounding land uses.

6.3 The Executed Special Wavier

With reference to the **Table 4**, the subject building, Park Sun building, is one of the 7 nos. of IBs subject to a special wavier executed for whole conversion. The Applicant had an intention to convert in a wholesale manner into office and/or other commercial uses and signed a waiver letter for wholesale conversation with the Lands Department in 2018. As per the Waiver Letter dated 20 June 2018, the Government has approved and granted a temporary waiver of the restrictions in relation to use for the permitted purposes, provision of parking, loading and unloading, provision of fire service installation or equipment and so on.

Prior the implementation of the conversion, the Applicant carried out market research together with a financial feasibility study based on the aforementioned list of permitted purposes. However, the proposed conversation model is no longer in line with market expectations, is operationally infeasible and has therefore been postponed and terminated. Having said that, the feasibility of this proposed commercial-cum-residential development with RCHEs and/or RCHDs in this new application had been carefully considered to avoid further delay to the redevelopment. The proposal is a major opportunity for the applicant to implement redevelopment to meet the social and local needs of housing units and RCHEs and/or RCHDs beds.

6.4 The Application Site Immediately Available to Meet the Housing Demand

The Park Sun Building has been erected at the Application Site since 1974. While two thirds were under multiple ownership, the Applicant as the sole owner had an intention to redevelop the Application Site for a long time. While the conversion proved to be unfeasible under the market constraints, the Applicant has immediately explored other redevelopment options, including the current application. It is found that there is a minimum number of or a few private housing developments in Kwai Chung Sub-Area the last 20 years. This redevelopment proposal is considered necessary for providing other options of housing to the local community.

Thanks to the gathering momentum of industrial revitalization in Hong Kong and a recent development of a 24-hour digital industrial project, iCITY, initiated by Soundwill Holdings Limited, the landowner of the neighbouring lot (e.g, Lot 313 S.A in D.D. 444), our intended development with numerous design merits could further re-energize the local community and become a source of attraction for numerous younger families and working professionals moving into the area. Construction works for the proposed commercial-cum-residential development with RCHE could immediately commence upon approval of this application and the subsequent land administrative application.

6.5 Limited Supply but Long Pressing Demand for RCHEs and/or RCHDs Places in the Private Sector

Unlike other welfare services that are predominantly provided by the public sector (i.e. SWD and NGOs), the bulk of RCHE places are in the private sector. As at 31 December 2023, the total provision of RCHEs by private sectors and NGOs in Hong Kong were 55,208 places (70%) and 23,806 places (30%) respectively[5]. As such, private sector plays an important role in the supply of RCHE places.

The demand and supply for RCHDs is much more complicated. The average waiting time for various residential rehabilitation services for PWDs varies significantly, ranging from 4.2 months to 150.8 months[6]. The underlying reason for this prolonged waiting time can be attributed to the comparatively slower turnover rate of residents in RCHDs as compared to the turnover rate in RCHEs catering to the elderly population. There are new cases are added to the waiting list through the central referral system every year, while the supply of available

[5] Source: https://www.swd.gov.hk/en/pubsvc/elderly/elderly_info/elderly_ah_sps/elderlysps/rcse/

[6] Source: https://www.legco.gov.hk/yr2023/english/panels/ws/papers/ws20230612cb2-535-5-e.pdf

RCHD bedspaces struggles to meet the demand. Unlike RCHE where private sectors provide the majority, the provision of RCHD is predominantly from the Government (about 82% in a total number of 340 RCHD). As shown in **Table 5**, there are only 62 private RCHDs (about 18%) in Hong Kong.

Table 5: Provision of RCHDs		
Provision of RCHDs	No. of RCHDs	Possession
Subvented RCHDs	261/340	76.8%
Self-financing	17/340	5%
Private RCHDs under Bought Place Scheme	21/340	6.2%
Private RCHDs (Non- Bought Place Scheme)	41/340	12%

In view of the pressing demand for residential care services for the elderly and PWDs over the territory, the subject proposal supports the policy direction to explore the possibility of reserving land or premises in new development projects or redevelopment projects, where appropriate, for welfare facilities. It addresses the immediate and future shortfall for elderly facilities and residential rehabilitation services for PWDs, relieve heavy demand of ageing population in the community over the long run and relieve stress of the providers in both public and private sectors.

6.6 In Line with the Prevailing Policy of Residential Care Services for the Elderly and PWDs

Proposed RCHE

Taking into consideration the need to continuously allocate resources to strengthen and enhance elderly services, the Government has been continuously providing supportive measures for elderly services under a multi-pronged approach, with the underlying principle of the elderly care policy on 'ageing in place as the core, institutional care as back-up'. In addition, as stated in the Policy Address 2018, it is acknowledged that the population-based planning ratios as stated in the HKPSG in respect of subsidised residential care services and community care services, district elderly community centres and neighbourhood elderly centres will be reinstated. In this connection, the proposed quality purpose-built RCHE premises is considered in line with the prevailing policy context.

The proposed RCHE is in line with the policy background and objectives of the Scheme to Encourage Provision of RCHE Premises in New Private Developments dated July 2003 and also the latest Time-Limited Enhancements to the 2003 Incentive Scheme. SWD is invited to note that the Applicant understands all the conditions for obtaining the concession from LandsD and therefore wishes to obtain the support of the SWD.

With reference to the LC paper of Subcommittee on Increasing the Provision of Residential Care Places for the Elderly on 19 December 2022, since the introduction of the scheme, LandsD has received 6 land exchange applications, and out of them 4 obtained SWD's support and the other 2 are still being processed. Among the applications obtained SWD's support, 2 of them have executed the land lease and were exempted from premium payment. The first project completed under the above scheme is located in Tuen Mun, of which the concerned

RCHE has commenced operation since June 2021, providing about 200 non-subsidised residential care places for the elderly.

Proposed RCHD

The Government is dedicated to providing comprehensive support for PWDs by offering residential care services, community care services, and rehabilitation services. These initiatives aim to assist PWDs in maximizing their physical, mental, and social capabilities, promoting their integration into the community. To cater to the needs of PWDs who cannot live independently or receive adequate care from their families, various subsidized Residential Care Services are available.

In 2010, the SWD introduced the Pilot Bought Place Scheme (BPS) for Private RCHDs. This scheme aimed to incentivize operators to enhance their service standards, increase the supply of subsidized residential care places, and foster the development of a more diverse range of service options for PWDs. Since October 2014, the BPS has become a regular service. Starting from the 2019-2020 period, the government has procured an additional 700 or more places through the BPS, further expanding the availability of subsidized residential care for PWDs. The Applicant recognizes the urgent needs of the PWDs and aims to address those needs by offering a purpose-built RCHD that will accommodate other compatible uses within the building. The proposed purpose-built RCHD will be eligible to apply for the BPS to provide services through private force.

The Government has recently formulated an Incentive Scheme for RCHDs so as to encourage the market to provide more quality private RCHDs. The proposed purpose-built RCHD is in line with the policy background and objectives of the Incentive Scheme for RCHDs. SWD is invited to note that the Applicant understands all the conditions for obtaining the concession from LandsD and therefore wishes to obtain the support of the SWD.

6.7 To Improve the Living Standards by Providing Higher Quality and Purpose Built RCHEs and/or RCHDs in Kwai Tsing

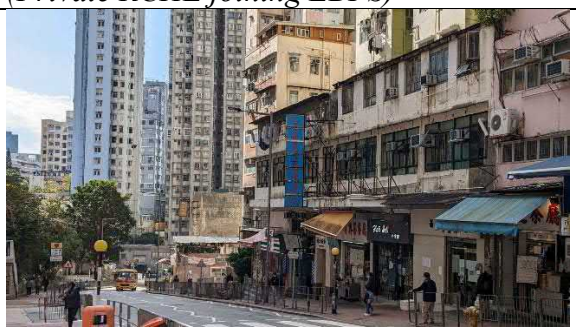
In Kwai Tsing District, there are 56 private RCHEs[7]. Many of them are operated on the lower floors of the existing residential buildings. The conditions of which might not be able to fully satisfy the latest operational needs or cannot meet the legitimate and changing expectations of most Hong Kong people. The **Table 6** provides an overview of the conditions observed in some of the nearby existing private RCHEs.

Table 6: Conditions of Nearby Existing Private RCHEs





[7] Source: https://www.elderlyinfo.swd.gov.hk/en/search-result?dt%5B0%5D=5&n%5B0%5D=25&n%5B1%5D=26

On Fuk Home For Elder *(Private RCHE joining EBPS)*	*See Yan Home For Aged* *(Private RCHE joining EBPS)*
 *Sun Man Fook Aged Home* *(Private RCHE joining EBPS)*	 *Shek Lei Kind Heart Elderly Care Home* *(Private RCHE not joining EBPS)*

In addition to the RCHE, there are 27 RCHDs in the area[8]. Out of these 27 RCHDs, five of them are private RCHDs. Similar to the RCHEs, these private RCHDs are also located on the lower floors of existing residential buildings. No much space is provided to meet the recreational and outdoor needs of the residents. The **Table 7** provides an overview of the conditions observed in some of the nearby existing private RCHDs.

Table 7: Conditions of Nearby Existing Private RCHDs

 *Green Garden Rehabilitation Centre* *(Private RCHD not joining BPS)*	 *Imperial Gardens* *(Private RCHD joining BPS)*
 *Kai Shing Physically Handicapped Care Home (Private RCHD not joining BPS)*	 *Parklane Rehabilitation Home* *(Private RCHD joining BPS)*

With reference to the Provision of Major Community Facilities in Kwai Chung Planning Area under TPB Paper No. 10909, while there appears to be a surplus in RCHE and RCHD provisions, many existing facilities were not purpose-built and lack adequate functional areas to meet the market need. The existing RCHEs and RCHDs are unlikely to offer some relevant leisure and recreational facilities such as outdoor daily workouts to the residents due to the site

[8] Source: https://www.rchdinfo.swd.gov.hk/en/content/home-treasure-co-limited

constraints. The proposed composite development also offers a unique solution to intergenerational living, potentially benefiting both the elderly or disabled and their families. By providing dedicated residential care homes alongside family residences within the same development, it fosters close proximity, facilitating regular visits, immediate assistance in emergencies, and mutual support between generations. In this regard, the proposal with a purpose-built RCHEs and/or RCHDs can provide an alternative choice, capable of helping to address the present and future expectations for residential care facilities, provide upscale services, and bring improvement to the RCHE and RCHD service quality in the community.

6.8 To Improve the Living Standards of RCHE and RCHD by Increasing the Area of Floor Space per Resident

The RCHEs and RCHDs in Hong Kong has long been seen as not keeping up with the international standards, especially with regards to living space per person. This issue has been reviewed by and debated in the "Working Group on the Review of Ordinances and Codes of Practice for Residential Care Homes" about for increasing the minimum area per resident for RCHE and RCHD from 6.5m^2 to 9.5m^2. The proposed rezoning for the proposed commercial-cum-residential development with RCHEs and/or RCHDs development can design to allow a higher area of floor space per resident (i.e., above 9.5 m^2) thus to offer a living environment that is comparable with the international standards for the future residents.

6.9 Compatible Building Height

A brief study on the building height profile of the existing development nearby has been undertaken. It is observed that the subject Central Kwai Chung IB cluster ("OU(B)") and the residential buildings along Wo Yi Hop Road ("R(A)") is restricted for not exceeding 130 mPD. To respect the height profile of the existing development and potential redevelopments as stated in para. 6.2, it is proposed to impose a building height restriction of 130 mPD at the Application Site which is the same as the permitted building height of the application site which is currently zoned "OU(B)".

The proposed building height is mainly attributable to the operational needs of the RCHEs and/or RCHDs. The floor-to-floor height of the RCHE is 3.6m due to the need to accommodate the provision of E&M services such as air duct, sprinkler, and lighting. In achieving good ventilation and controlling the spread of communicable diseases such as COVID-19, residential care home shall adopt mechanical ventilation, rate of fresh air replacement to attain a minimum of 10L/s/person as advised by the Department of Health. As such, with the structural beams height to be 500mm, the air duct for fresh air supplies is assumed to be 350mm height and total 450mm for installation, other space is reserved for sprinkler / lighting fixtures / other facilities installation, and floor finishing. As per Residential Care Homes (Elderly Persons) Regulation (Cap. 459, section 23), the ceiling of every room shall be situated at a height not less than 2500mm measuring vertically from the floor or not less than 2300mm measuring vertically from the floor to the underside of any beam.

In achieving a significant improvement in the living condition of the RCHEs and/or RCHDs, the proposed redevelopment pays careful attention to the visual context of the wider neighbourhood including the existing developments and potential redevelopments. The proposed building height restriction at 130 mPD could accommodate the aforementioned

design merits such as the Cross Ventilation, Green-Ring and Porosity. It is ensured that the proposed BH is generally considered not incompatible with the existing and planned developments in the area.

6.10 No Adverse Landscape Impact

Potential impacts on landscape and trees are not anticipated as the application site is currently occupied as the Park Sun Building. The Building has been erected at the Application Site since 1974 and no redevelopment is observed with reference to the Occupation Permit. No tree is identified within the Application Site, so the redevelopment of the Application Site will not cause any tree-cutting practice. The photo below illustrates the current condition, where no tree is observed.



In the proposed development, at-grade periphery planting and landscape treatments will be provided as far as possible to create visual amenity to the surrounding. A green ratio of not less than 20% is provided. Please refer to **Appendix 6– Landscape Master Plan**.

The current proposed scheme has incorporated sufficient greenings by providing landscape treatment at the G/F, Sky Gardens and Rooftop. It is believed that the proposed redevelopment would not cause insurmountable problems on landscape aspects.

6.11 No Adverse Visual Impact

The proposed development involves redevelopment of the existing 15-storey IB, into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (RCHEs and/or RCHDs). The Application Site is subject to BHR of 130 mPD (or the BH of the existing building, whichever is the greater) and PR of 9.5 (or the PR of the existing building, whichever is the greater) under the OZP.

It is important to note that the proposed development has a lower development intensity compared to the existing industrial building. The proposed PR of 10.34, including the disregarded GFA for RCHEs and/or RCHDs, is lower than the existing building's PR of 10.59. In addition, the proposed building height adheres to the 130mPD restriction. In other words, the proposed development does not seek any relaxation of the PR, SC and BH requirements. Therefore, it is considered that the proposed development, with no increment in the

permitted PR and BH, will not result insignificant adverse visual impacts on the surrounding contexts.

6.12 No Adverse Traffic Impact

The residential and commercial portions of the proposed development would accommodate the high-end provision of parking space according to the Hong Kong Planning Standards and Guidelines (HKPSG). In addition, additional parking spaces and loading and unloading spaces will be provided to cater the parking demand of the RCHE and RCHD visitors and meet the operational needs.

A Traffic Impact Assessment (TIA) has been conducted to study the traffic impact of the Proposed Development on the surrounding road networks. Please refer to **Appendix 7 - Traffic Impact Assessment**. It concludes both trip generation and attraction from proposed development can be absorbed by the nearby road networks. Yet, no significant traffic impact will be induced.

6.13 No Adverse Air Quality Impact

During the construction phase, the Proposed Development will involve relatively small-scale demolition, site formation, foundation and superstructure works which are expected to generate insignificant air quality impact to the surrounding area and could be effectively minimised by implementation of general mitigation measures for construction sites. Hence, no adverse impact on air quality to the surrounding area is anticipated.

During the operation phase, the carpark will be designed and operated in accordance with ProPECC PN 2/96 Control of Air Pollution in Car Parks, while the best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. Hence, the air quality impact arising from the operation of carpark and kitchen within the Proposed Development is not expected. Refuse collection points are located away from the Proposed Development and will be regularly cleaned and maintained by FEHD. As such, the Proposed Development will not be subject to odour impact from refuse collection points. On the other hand, the Proposed Development will be located away from nearby major roads and active industrial chimneys with sufficient buffer distance provided in accordance with the requirements stipulated in Chapter 9 of the HKPSG to ensure the users will not be subject to unsatisfactory air quality. With reference to the findings of the Air Quality Impact Assessment, no adverse air quality impact is anticipanted. For details, please refer to **Appendix 8 – Air Quality Impact Assessment.**

6.14 No Adverse Noise Impact

Road traffic noise impact on the planned noise sensitive uses within the Proposed Development has been assessed. Mitigation measures in the form of fixed glazing (with mechanical ventilation) and acoustic window (baffle type) have been proposed to mitigate the road traffic noise impact to the Proposed Development. With the recommended noise mitigation measures put in place, no adverse road traffic noise impact on the Proposed Development is anticipated.

Fixed noise impact on the Proposed Development has also been assessed. No exceedance is predicted at all representative NSRs of the Proposed Development based on the current development layout. Hence, no insurmountable fixed noise impact on the Proposed Development is envisaged. Fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Suitable at source noise control measures such as silencers and acoustic linings shall be provided when necessary. For details, please refer to **Appendix 9 – Noise Impact Assessment.**

6.15 No Adverse Land Contamination Impact

According to the findings of the Land Contamination Review, the Subject Site most likely shows no indication of land contamination. However, further site investigations will be conducted if deemed necessary. Should the site investigation reveal potential contamination, a detailed land contamination study, including a Contamination Assessment Plan (CAP), Environmental Site Investigation (SI) and Contamination Assessment Report (CAR), if necessary, will be prepared in the later stage to determine the presence and extent of contamination on the Subject Site. Any required land contamination assessment and/or remediation works will be completed prior to the commencement of construction, in accordance with relevant government guidelines. For details, please refer to **Appendix 10 – Land Contamination Review.**

6.16 No Adverse Air Ventilation Impact

The existing Park Sun Building is impermeable with large building bulk. The proposed development presents the following good design measures to facilitate air flow:
- A 5m building setback along the eastern boundary;
- A 2.3m building setback along the southern boundary;
- Voids at residential block and RCHE/RCHD block; and
- A 6.15m high sky garden at 7/F.

It is anticipated that the proposed development will not create adverse air ventilation impact to the surroundings.

6.17 No Adverse Sewerage Impact

A Sewerage Impact Assessment has been conducted to evaluate the sewerage generation from the proposed development. The assessment reviews existing sewerage conditions and analyzes potential impacts on the current sewerage network. Results indicate that cumulative peak discharge will remain within hydraulic capacity limits. All existing sewers have sufficient capacity and no upgrading is required to serve the proposed composite development. With reference to the findings of the Sewerage Impact Assessment, no adverse sewerage impact is anticipanted. For details, please refer to the **Appendix 11 – Sewerage Impact Assessment**.

6.18 No Adverse Drainage Impact

Surface runoff is mainly from rainfall and it will be directed to existing public storm drains. Since the application site is currently hard-paved, the proposed development is not expected to alter drainage paths or runoff patterns.

As existing drains will be retained without modification, no additional stormwater discharge will be generated. Therefore, adverse impact on the existing drainage system is not anticipated and a detailed drainage impact assessment is unnecessary.

SECTION SEVEN | CONCLUSION

This Section 12A planning application for proposed rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2") to facilitate the redevelopment of the existing 15-storey industrial building (IB), known as Park Sun Building, into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs) atop 2 basement carpark floors at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories (hereinafter referred to as "the Application Site").

This planning statement has demonstrated that the proposed development would facilitate redevelopment of IB to re-energize and support the local community through provisions of private housing units on upper floors and quality RCHEs and/or RCHDs bed spaces on lower floors and some retail spaces on ground floor. In short, the proposed rezoning is justified based on the following planning grounds:

- ✓ In line with Prevailing Policy on Enhancing Housing and Land Supply through Optimization of Land Resources;
- ✓ To be compatible with the existing and planned developments in a wider context;
- ✓ To phase out the IBs and address industrial, residential and commercial interface in the process;
- ✓ Addressing the operationally infeasible and undesirable wholesale conversation model;
- ✓ Addressing the demand of private housing units;
- ✓ Address the surging demand of RCHE and RCHD places in Hong Kong;
- ✓ To improve the RCHE and RCHD quality of the Kwai Tsing;
- ✓ A compatible building height; and
- ✓ No adverse landscape, visual, traffic, air quality, noise, air ventilation, drainage and sewerage impacts as a result of the development proposal.

The proposal is comprehensively justified in terms of planning and social welfare merits. It is anticipated that the proposed development would not result in insurmountable impacts to the surroundings. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject application.

DeSPACE (International) Limited

Date: 5th September 2025

Pages: 10 + Attachments

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

BY HAND AND BY EMAIL

(tpbpd@pland.gov.hk)

Dear Sir/Madam,

Submission of S12A Town Planning Application

****

For Proposed Rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2"), Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories

Planning Applicntlon No. Y/KC/17 - Further Information (1)

References are made to the emails on 28th August 2025 and 3rd September 2025 from the Planning Department in relation to technical comments from various departments

In order to address the comments, attached please find the table of response-to-comment (RtC) with attachments for your consideration.

Should you have any queries with this submission, please feel free to contact Mr. Mario Li at [redacted] or the undersigned at [redacted]

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED



Greg Lam

S12A Planning Application Rezoning from "Other Specified Uses" annotated "Business" ("OU(B)") to "Residential (Group E) 2" ("R(E)2")

Section 12A Application No. Y/KC/17

Departmental Comments		Responses
28 August 2025 refers: **Drainage Services Department (DSD)**		
1	Section 4 (Table: Sewage Flow Estimate) & Appendix 1 - Catchment inflow factor should be applied in calculating the average flows and contributing population, not only the peak flows.	Revised accordingly. Please refer to the **Attachment 1 – Extract of Revised Sewerage Impact Assessment**. The figures in Table 3 (Total Estimated Peak Flow) and Table 4 (Sewer Capacity Check) remain unchanged, with the catchment inflow factor as adopted in the previous submission.

Departmental Comments		Responses
28 August 2025 refers: **Environmental Protection Department (EPD)**		
General		
1	Please note that the comments below on Planning Statement and responses to comments (RtC) are provided on an administrative basis and should not be construed in any way to pre-empt Town Planning Board's decision nor EPD's decision on the s.12A planning application.	Noted.
2	Please be reminded 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 air quality assessment results as presented in the planning application would be invalidated.	Noted.
3	Please note that submission of Noise Impact Assessment (NIA) with quantitative analysis to identify suitable noise mitigation measures at detailed design stage should be required under the planning mechanism should the proposed rezoning has been approved.	Noted.
4	Please note that submission of Sewerage Impact Assessment (SIA) at detailed design stage should be required under the planning mechanism should the proposed rezoning has been approved.	Noted.

Planning Statement (PS)		
5.	Section 6.13 - Please update according to the comment provided for the AQIA below.	Updated in Section 6.13. Please refer to the **Attachment 2 – Extract of Revised Planning Statement**.
6	Section 6.15 - Please update according to the comment provided for the LCR below.	Updated in Section 6.15.
7	Section 6.17 - Please correct the typo: "With reference to the findings of the Sewerage Impact Assessment, no adverse sewerage impact is *anticipated'*.	Updated in Section 6.17.
Appendix 11 of PS - Land Contamination Review (LCR)		
8	Section 1.1.4 - Please remove the terms "legislation" and "standard".	Updated. Please refer to the **Attachment 3 – Revised Land Contamination Review**.
9	Section 2.3.4 - Please follow up the outstanding reply from CLP and update Section 3.1.2 if necessary.	Section 2.3.4 is updated with CLP's response included in Appendix 4.
10	Section 3.1.4 - The sentence "However, further site investigations will be conducted if deemed necessary." Is confusing as below: (i) Please clarify whether "further site investigations" mentioned on lines 2 and 3 shall be written as "site re-appraisal". (ii) It remains unclear whether "further site investigations" are necessary and under what conditions they would be considered necessary. Please clarify.	 Updated in Section 3.1.4. Updated in Section 3.1.4. Further site re-appraisal will be conducted at the next Section 16 planning application stage to determine whether potential contamination sources are present in the Subject Site.
11	Appendix 1 (p. 13) - The layout plan for the ground floor is in low resolution. Please clarify whether any potential contamination activities or land uses are indicated on the plan.	The approved General Building Plan is attached in the Appendix 1. There is a vehicle repair workshop located on the G/F facing Wo Yi Hop Road, as shown in VP 11 – VP 13 of Appendix 6.
12	Appendix 5- (i) Please supplement a description for each photo. (ii) Photo V5 - Please clarify what materials are stored in the blue bucket. (iii) Photo V6 - Previous comment has not been duly addressed. Please clarify what materials are stored in the red bucket.	 Supplemented in Appendix 6. Both containers in (ii) and (iii) are empty on the site visit carried out on 25th July 2025.

Appendix 9 of the PS -Air Quality Impact Assessment (AQIA)		
13	Section 2.1.2 - Please revise "surrounding" in Line 1 to "all relevant air pollutant emissions including".	The Section is revised accordingly. Please refer to the **Attachment 4 – Revised Air Quality Impact Assessment**.
14	Sections 2.1.2, 2.5.6 and 4.3.5, Figure 2.1 - Please note that the identification of air pollution and odour sources should generally encompass the 500 m assessment area from the boundary of the subject site. The 200 m distance represents the required buffer for odour source, rather than the assessment area.	Noted. The assessment area for identification of air pollution and odour sources has been corrected.
15	Section 2.3.1 - Please add "limits" after "concentration" in Line 3.	The Section is revised accordingly.
16	Table 2.1 - The new AQOs took effect on 11 Apr 2025. Please update the table accordingly.	The Table is revised accordingly.
17	Table 2.2 - Some of the buffer distances for Industrial Areas are incorrect. Please revise.	The Table is revised accordingly.
18	Section 2.4.3 - Please correct the typo *"oduor"* in Line 3.	The Section is revised accordingly.
19	Sections 2.5.1, 2.5.2, Table 2.3 - The 2023 monitoring data is available. Please update the table and compare the air pollutant concentrations against the prevailing AQOs.	The Section and Table are revised accordingly.
20	Table 2.4- Please compare the concentration data with the prevailing AQOs.	The prevailing AQOs in Table is revised accordingly.
21	Table 2.6- (i) Please add a column showing the number of chimneys at each location. (ii) Please specify to which ASR the fifth column is referring, or consider removing the last three columns.	 The column is added accordingly. The three columns are removed accordingly.
22	RC#6 and Section 2.5. 7- (i) The separation distance between the chimney and the application site (44 m) is inconsistent with that presented in Table 2.6 (52 m). Please review. (ii) Written confirmation from the operator or the building management, verifying the inactive status of these three chimneys, is required.	 Please be clarified that the separation distance should be 52m. The information should be obtained in later stage.
23	Section 2.5.10 - Please clearly state that the chimney under discussion refers to VIB_01 as listed in Table 2.6.	The Section is revised accordingly.
24	Section 2.5.11 - (i) Please correct the typo on last sentence" ..... no *adverse* air quality	 The typo is corrected accordingly.

	impact. .... " (ii) Please clearly state that the two chimneys under discussion refer to PDC_01 and PDC_02 as listed in Table 2.6. (iii) Please provide the two approved S16 applications for reference. Please note that data centers usually conduct routine running tests of their emergency generators and thus air pollutant emissions are expected. Please confirm whether these potential chimneys are designated for emergency power generation only, and supplement with the details of routine running tests, such as the frequency and duration for these potential chimneys, to substantiate its claim of "no adverse air quality impact". Alternatively, please verify whether the chimneys are located more than 200 m away from the application site to comply with the buffer distance requirements as stipulated by HKPSG.	 The Section is revised accordingly. It is assumed that routine running tests for emergency generators in quarterly with each no longer than a week per each time. In view of and short period emission, no adverse air quality Table and Figure 2.4.
25	Section 3.2.1 - Please revise the second bullet point to "Gaseous and PM emissions from the operation of powered mechanical equipment (PM Es) and dump trucks". Please revise the subtitle before Section 3.3.3 and relevant content in Sections 3.3.3 and 3.3.4 accordingly.	The Section is revised accordingly.
26	Section 3.3 - Please note that the air quality impacts arising from the construction works of the proposed development shall not be limited to dust impact. More information should be provided to address the potential air quality impacts during the construction phase, such as the size of the site formation or excavation area, amount of excavated materials to be handled, the maximum number of dump trucks and mechanical equipment to be deployed at the work site at any given time, identification of any concurrent projects within 500 m from the project site boundary and their cumulative air quality impact during the construction stage.	The Section is revised accordingly.
27	Table 4.1 - Please add ">" before 10 in the third column.	The Table is revised accordingly.
28	Sections 4.3.3--4.3.4 - (i) Please revise "GSD_01-21" in Line 3 to "GDS 01-21". (ii) The buffer distance requirements for industrial chimneys, as stipulated by HKPSG, vary based on the height differences between chimney exits and	 The Section is revised accordingly. The Section is revised accordingly.

	ASRs. Please review and revise these two sections to address (i) whether these chimneys comply with the buffer distance requirements, and (ii) whether significant air pollutant emissions and thus adverse air quality impacts are anticipated from these chimneys.	
29	Section 4.3.5 - (i) Please specify the date on which the site survey was conducted. (ii) Please verify whether deodorizing devices have been installed at the RCPs and the North Kwai Chung Market, or whether any other control measures have been implemented to mitigate potential odour impacts. (iii) Please verify whether any air or odour complaints records have been documented over the past five years related to these nearby RCPs and the North Kwai Chung Market.	The date is added in the Section. The information should be obtained in later stage. The information should be obtained in later stage.
30	Section 4.3.6 - Please present the carpark exhaust outlet locations on the map and confirm that the exhaust air from the carpark will be discharged to the atmosphere at such a location as not to cause a nuisance to any air-sensitive uses of the proposed development or other existing and planned ASRs.	The exhaust outlet is presented in Figure 2.3.
31	Section 4.3. 7 - (i) Please delete "and" after "use" in Line 3. (ii) Please present the exhaust outlet locations for the kitchens on the map and indicate their minimum separation distances from any nearby ASRs.	The Section is revised accordingly. The exhaust outlet for kitchens and minimum separation distances from nearby ASRs are presented in Figure 2.3.
32	Figures 4.1 a--4.1 r - Please add a remark to state that "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".	The Figure is revised accordingly.
33	Figure 4.2 - (i) GSB chimneys are not displayed on the maps. Please remove the first sentence in the Note. (ii) Please provide the reference source for establishing the 100 m buffer zone for GDS chimneys, or consider removing this figure.	The figure is removed. The figure is removed.

34	Appendix 2.1 - Please indicate the date on which the site survey was conducted.	The site survey date is indicated in Appendix accordingly.
Appendix 10 of PS- Noise Impact Assessment (NIA)		
35	Section 2.4.2 - Please provide TD endorsement on the traffic forecast data to support the traffic noise impact assessment once available.	Please refer to the **Attachment 5 – TD Endorsement Letter.**

Departmental Comments		Responses
28 August 2025 refers: **Food and Environmental Hygiene Department (FEHD)**		
1	Should there be any associated works and operations, it shall not cause any environmental nuisance, pest infestation and obstruction to the surrounding. For any waste generated from the operations and works (if any), the project proponent should arrange its proper disposal at their own expenses.	Noted.

Departmental Comments		Responses
28 August 2025 refers: **Lands Department (LandsD)**		
1	The proposed commercial cum residential with RCHE and/or RCHD development contravenes the user restriction, among others, under the respective leases of the Lots. It is noted that further s.16 planning application is required under the proposed "R(E)2" zone even if the subject s.12A rezoning application is approved. If the subsequent s.16 planning approval is given, the owner(s) of the Lots should jointly apply for a lease modification from LandsD prior to implementation of the proposed redevelopment. Upon receipt of a lease modification application, it will be considered by LandsD acting in the capacity as landlord at its sole discretion. There is no guarantee that any application will be approved. In the event that an application is approved, it will be subject to such terms and conditions as the Government shall see fit, including but not limited to the payment of premium and administrative fee.	Noted.
2	Regarding the proposed RCHE and/or RCHD of 12,000m2, it should be subject to the policy support from the Social Welfare Department (SWD).	Under the indicative scheme of the S12A application, a total of 131m2 of non-domestic GFA is proposed for shops and services,

	The Applicant should consult SWD and refer to the LAO Practice Note No. 5/2023 and 10/2023 about the exemption criteria including but not limited to the GFA calculation. In addition, the Applicant proposed to allow flexibility such that only a min. of 7,200m2 GFA of RCHE and/or RCHD is to be specified in the OZP [para. 4.2 on page 16 of the Planning Statement (PS) refers], the Applicant should be requested to clarify the use of the remaining GFA of 4,800m2, and to specify the same in the OZP.	while 12,000m2 of non-domestic GFA is proposed for RCHEs and/or RCHDs according to the Incentive Schemes. A minimum non-domestic GFA is proposed on the OZP note is to provide flexibility in floor area arrangement, allowing compliance with ever-changing codes of practice/guidelines and making it more responsive to changing market conditions and demands. The detailed development proposal, including both domestic and non-domestic GFA, will be submitted and assessed in the subsequent S16 application to the Town Planning Board.
3	According to record of this office, the special waiver mentioned in para. 3.4 on page 11 and para 6.3 on page 22 of the PS was terminated on 5.7.2022. The Applicant shall revise relevant paragraphs concerning the said special waiver.	Para. 3.4 and Para. 6.3 are revised.
4	We noted in point 5 of para. 4.4 on page 18 of the PS that the Applicant intended to apply for bonus plot ratio from BD during General Building Plan submission stage for dedication of land for street widening and provision of footpath under B(P)R 22(2). Such proposal would be subject to BD's comment and TD's & HyD's agreement to take over such dedicated area (if applicable).	Noted.
5	LandsD reserves comment on the proposed schematic design including the site area which would only be examined in detail during the building plan submission stage. There is no guarantee that the schematic design presented in the subject planning application will be acceptable under the lease if it is so reflected in future building plan submission(s).	Noted.

Departmental Comments		Responses
28 August 2025 refers: **Road Management Office, Hong Kong Police Force (RMO)**		
1	While I have in-principle no comment at this stage, please ensure that during the design, vehicle going in / out of the building are smooth and queuing on the road is minimised, as the travel pattern might be different	Noted.

	than before.	

Departmental Comments		Responses
28 August 2025 refers: **Tsuen Wan and West Kowloon District Planning Office, Planning Department (PlanD)**		
1	Please specify the opening hours of the 2.3-wide pedestrian access connecting Wo Yi Hop Road to the service lane.	This footpath is accessible to the public from 8am to 8pm daily. Updated in Section 4.4.5 Public Access of the Planning Statement.

Departmental Comments		Responses
28 August 2025 refers: **Urban Design Unit, PlanD**		
1	Section 4.4 and Appendix 5 (Planning and Design Merits) – With regard to discussions on sunlight penetration, please note that glare impact is not under the purview of PlanD.	Noted.
2	Section 4.4.5 (Public Access) 6th line – Wo Yi Hop Street should read as Wo Yi Hop Road.	Updated in Section 4.4.5 of the PS.
3	Section 6.11 2nd para. – Please delete "including the disregarded GFA for RCHEs/RCHDs" to tally with the proposed Notes of the OZP.	Updated in Section 6.11 of the PS
4	Appendix 6 (Landscape Master Plan) – The Consultant may wish to supplement a rooftop plan to tally with para. 6.10 of the PS.	The current proposed scheme has incorporated sufficient greenings by providing landscape treatment at the G/F and Sky Gardens on 4/F and 7/F. Updated in Section 6.11 of the PS.

Departmental Comments		Responses
28 August 2025 refers: **Landscape Unit, PlanD**		
1	The applicant is recommended to further explore the tree planting opportunity of the Wo Yi Hop Road to enhance the landscape quality and provide more greenery particularly at pedestrian level and the buildings frontage.	In the proposed development, at-grade periphery planting and landscape treatments will be provided as far as possible to create visual amenity to the surrounding.
2	Consideration of biodiversity aspect by enriching diversification of landscape planting types and optimizing the use of native species in the proposed development is recommended.	A wider variety of landscape planting types and native species will be explored and developed during the detailed design stage.

Departmental Comments		Responses
3 September 2025 refers: **Transport Department**		
1	R-to-C #7 - The junction analysis is making reference to an outdated MOC. Please check and review.	The junction analysis is updated based on the updated MoC received. Please refer to Appendix 2 in **Attachment 6 - Revised Traffic Impact Assessment**.

Attachment 1

Extract of Revised Sewerage Impact Assessment

within the proposed composite development. The wastewater generated will be contributed by the residents and employees.

Table: Sewage Flow Estimate

	No. of persons	Unit Flow Factor (m^3/person/ day)	Estimated Dry Weather Flow	Catchment Inflow Factor[1]	Flow Rate (m^3/day)	Contributing Population[2]	Peaking Factor[3]	Peak Flow (L/s)
Shop Employees	3	0.28 [4]	0.84	1.1	301.7	1,117.42	6	23.05
RCHE and/or RCHD Residents	380	0.19 [5]	72.2					
RCHE and/or RCHD employees	60	0.28 [6]	16.8					
Residents on 7/F to 26/F	683	0.27 [7]	184.44					

Remarks:

[1] Catchment Inflow Factor=1.1 (Kwai Chung) is based on EPD's GESF Table T-4.

[2] It is based on the equation from GESF: Contributing Population = $\frac{Calculated\ total\ average\ flow}{0.27}$

[3] Peaking Factor=6 for population 1,000-5,000 (including stormwater allowance) as per EPD's GESF Table T-5

[4] Unit flow factor = 0.28 (Commercial Employee + J4) is based on EPD's GESF Table T-2

[5] Unit flow factor = 0.19 (Institutional and special class) is based on EPD's GESF Table T-1

[6] Unit flow factor = 0.28 (Commercial Employee + J11) is based on EPD's GESF Table T-2

[7] Unit flow factor = 0.27 (Private R2) is based on EPD's GESF Table T-1

5. Overall Sewer Capacity

The estimated cumulative peak discharge of all downstream sewerage generated from the proposed development with the concerned catchments account for no more than 35% of the hydraulic capacity of the concerned sewer (from manholes FMH4020964 to FMH4020951). No exceedance of hydraulic capacity for all cumulative peak discharge is anticipated. Detailed calculations of sewage generation and hydraulic capacity are provided in **Appendix 1**. All existing sewers have sufficient capacity and no upgrading is required to serve the proposed composite development.

Table 1 Calculation for Sewage Generation Rate of the Proposed Development

1. Park Sun Redevelopment on G/F Shop		
Total GFA	131	m^2
Worker Density	2.1	worker/100m^2 - from CIFSUS (Table 8) - Worker Density (Retail Trade - Private Commercials)
Estimated Population	3	
Unit Flow Factor	0.28	m^3/day/person - from GESF(Table T-2) - UFF for Commercial Flow and Student Flows (Commercial Employee and J4 Wholesale & Retail)
Estimated Dry Weather Flow	0.84	m^3/day
2. Park Sun Redevelopment on 1/F - 3/F RCHD and 4/F - 6/F RCHE		
Nos. of Beds	380	the upper-end provison in the proposal
Nos. of Staff	60	As advised by the Applicant
Unit Flow Factor for the Residents	0.19	m3/day/person - from GESF(Table T-1) - UFF for Domestic Flows (Institutional and special class)
Unit Flow Factor for staff	0.28	m3/day/person - from GESF(Table T-2) - UFF for Commercial Flows and Student Flows (Commercial Emppolyee and J11 Community, Social & Personal Services)
Estimated Dry Weather Flow	89.00	m^3/day
3. Park Sun Redevelopment on 7/F to 26/F Residential		
Nos. of Flat Units	253	the upper-end provison in the proposal
Average Domestic Household Size	2.7	from 2024 Population Census
Total Estimated Population	683	
Unit Flow Factor	0.27	m3/day/person - from GESF(Table T-1) - UFF for Domestic Flow (Private R2. Planning for Future)
Estimated Dry Weather Flow	184.44	m^3/day
Total Flow from Proposed Development		
Catchment Inflow Factor	1.1	Catchment Inflow Factor = 1.10 (Kwai Chung) from EPD's GESF Table T-4
Flow Rate	301.70	m^3/day
Contributing Population	1117.42	0.27 from EPD's GESF
Peaking Factor	6	Peaking Factor=6 for population 1000 - 5000 (including stormwater allowance) from EPD's GESF Table T-5
Peak Flow	**23.05**	L/s

Attachment 2

Extract of Revised Planning Statement

(iv) The above requirements shall be stipulated as conditions under lease, as appropriate.

3.2.4 Policy Initiative to Revitalise Industrial Buildings

A bulk of industrial premises in Hong Kong have been rendered surplus and vacant as a result of economic restructuring to a service-oriented economy. To optimize utilization of the existing industrial stock and make better use of valuable land resources, the Government has launched a policy of "Revitalization of Industrial Buildings" which was first announced in 2010-2016 (Revitalisation Scheme 1.0) and reactivated in 2018 till present (Revitalisation Scheme 2.0). The Development Bureau (DEVB) announced a series of revitalization policy measures to facilitate the redevelopment and wholesale conversion of old underutilized industrial buildings.

The Application Site is located within Site B11 along Wo Yi Hop Road, as identified in the "2020 Area Assessments of Industrial Land in the Territory". This area comprises 66 industrial buildings, predominantly used for non-polluting activities, with warehouse/storage accounting for 57.4%. Manufacturing/workshop use constitutes only 9.3%. The vacancy rate of this area (9.1%) significantly exceeds both the Kwai Tsing district average (5.9%) and the territory-wide rate (6.4%), according to the Hong Kong Property Review 2021 by the Rating and Valuation Department. It revealed the need to explore alternative land uses for better utilization of the area.

3.3 Planning History

In October 2000, the Application Site was located within an area zoned as "Industrial" ("I") under the Draft Kwai Chung Outline Zoning Plan No. S/KC/15. The majority of land in "I" zone within the Metro areas was recommoned for rezoning to "OU(B)" as per the Report on Area Assessments of Industrial Land in the Territory. The Application Site was consequently rezoned to "OU(B)" under the Draft Kwai Chung Outline Zoning Plan No. S/KC/16 in February 2001. It was subject to a maximum plot ratio of 9.5 or the plot ratio of the existing building, with a maximum building height of 130mPD.

3.4. Previous Planning Application(s)

Part of the Application Site is involved in three previous applications (No. A/KC/153 for commercial/office building and minor relaxation of plot ratio; No. A/KC/227 and No. A/KC/254 for temporary fee-paying carpark for 3 Years). All were approved by the Committee in March 1994, January 1998 and December 2000 respectively.

The subject building, Park Sun building, is subject to a special wavier executed for whole conversion. The Applicant had an intention to convert in a wholesale manner into office and/or other commercial uses and signed a waiver letter for wholesale conversation with the Lands Department in 2018. However, the proposed conversation model is no longer in line with market expectations, is operationally infeasible and has therefore been postponed and terminated. The special wavier was terminated on 5.7.2022.

4. Operational Synergy

The operation of an RCHE above an RCHD shall provide a mutually beneficial relationship for residents of both programmes. As residents of an RCHE rarely leaves the building, elderly residents can interact with persons with disabilities to improve their social life at the communal space on G/F and 4/F - namely the shared courtyard and green ring respectively. At the same time, the residents of RCHD may be able to visit the RCHE and provide various services and engage in activities to improve their quality of life and provide healthy daily routines and purposes.

5. Public Access

With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the entirety of the building is set-back from the southern site boundary. A 2.3m-wide pedestrian footpath, which is not designated for 24-hour public access, is provided to connect Wo Yi Hop Road with the service lane, thereby providing greater connectivity between Wo Yi Hop Road, Ta Chuen Ping Street and Lam Tin Street. This footpath is accessible to the public from 8am to 8pm daily.

A 5m setback from the lot boundary abutting Wo Yi Hop Road is proposed to serves as a buffer zone to the nearby road. It also provides an opportunity to enhance the area with landscaping at the pedestrain level.

The Applicant may apply to the Buildings Department during the General Building Plan submission stage for a bonus PR for the dedication of land (i.e., the 2.3m setback and 5m setback) for public passage under Regulation 22(2) of B(P)R. In total, approximately 356.69m^2 will be dedicated for use as public passage/road widening (equivalent to a bonus PR of 0.645). Please note that this bonus GFA to be claimed has not been included in the proposed development scheme.

4.5 Adherance to the Requirements set in the Code of Practice for Residential Care Homes

It is noted that all the facilities accessible for residents will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE/D is to be situated, as pursuant to the requirements as set out in para 5.2.3 of Code of Practice for Residential Care Homes (Elderly Persons) (updated June 2024) and 5.3 of Code of Practice for Residential Care Homes (Persons with Disabilities) (updated in June 2024) ("CoPs"). 6-7/F of the proposed development - to be situated at a height of more than 24m above the ground will include ancillary facilities including staff resting room, office, laundry room and kitchen. Access to the mentioned ancillary facilities will be limited to staff only and will not be accessible to the residents.

Prior the implementation of the conversion, the Applicant carried out market research together with a financial feasibility study based on the aforementioned list of permitted purposes. However, the proposed conversation model is no longer in line with market expectations, is operationally infeasible and has therefore been postponed and terminated. The special wavier was terminated on 5.7.2022. Having said that, the feasibility of this proposed commercial-cum-residential development with RCHEs and/or RCHDs in this new application had been carefully considered to avoid further delay to the redevelopment. The proposal is a major opportunity for the applicant to implement redevelopment to meet the social and local needs of housing units and RCHEs and/or RCHDs beds.

6.4 The Application Site Immediately Available to Meet the Housing Demand

The Park Sun Building has been erected at the Application Site since 1974. While two thirds were under multiple ownership, the Applicant as the sole owner had an intention to redevelop the Application Site for a long time. While the conversion proved to be unfeasible under the market constraints, the Applicant has immediately explored other redevelopment options, including the current application. It is found that there is a minimum number of or a few private housing developments in Kwai Chung Sub-Area the last 20 years. This redevelopment proposal is considered necessary for providing other options of housing to the local community.

Thanks to the gathering momentum of industrial revitalization in Hong Kong and a recent development of a 24-hour digital industrial project, iCITY, initiated by Soundwill Holdings Limited, the landowner of the neighbouring lot (e.g, Lot 313 S.A in D.D. 444), our intended development with numerous design merits could further re-energize the local community and become a source of attraction for numerous younger families and working professionals moving into the area. Construction works for the proposed commercial-cum-residential development with RCHE could immediately commence upon approval of this application and the subsequent land administrative application.

6.5 Limited Supply but Long Pressing Demand for RCHEs and/or RCHDs Places in the Private Sector

Unlike other welfare services that are predominantly provided by the public sector (i.e. SWD and NGOs), the bulk of RCHE places are in the private sector. As at 31 December 2023, the total provision of RCHEs by private sectors and NGOs in Hong Kong were 55,208 places (70%) and 23,806 places (30%) respectively[5]. As such, private sector plays an important role in the supply of RCHE places.

The demand and supply for RCHDs is much more complicated. The average waiting time for various residential rehabilitation services for PWDs varies significantly, ranging from 4.2 months to 150.8 months[6]. The underlying reason for this prolonged waiting time can be attributed to the comparatively slower turnover rate of residents in RCHDs as compared to the turnover rate in RCHEs catering to the elderly population. There are new cases are added to the waiting list through the central referral system every year, while the supply of available

[5] Source: https://www.swd.gov.hk/en/pubsvc/elderly/elderly_info/elderly_ah_sps/elderlysps/rcse/

[6] Source: https://www.legco.gov.hk/yr2023/english/panels/ws/papers/ws20230612cb2-535-5-e.pdf

design merits such as the Cross Ventilation, Green-Ring and Porosity. It is ensured that the proposed BH is generally considered not incompatible with the existing and planned developments in the area.

6.10 No Adverse Landscape Impact

Potential impacts on landscape and trees are not anticipated as the application site is currently occupied as the Park Sun Building. The Building has been erected at the Application Site since 1974 and no redevelopment is observed with reference to the Occupation Permit. No tree is identified within the Application Site, so the redevelopment of the Application Site will not cause any tree-cutting practice. The photo below illustrates the current condition, where no tree is observed.



In the proposed development, at-grade periphery planting and landscape treatments will be provided as far as possible to create visual amenity to the surrounding. A green ratio of not less than 20% is provided. Please refer to **Appendix 6– Landscape Master Plan**.

The current proposed scheme has incorporated sufficient greenings by providing landscape treatment at the G/F and Sky Gardens on 4/F and 7/F. It is believed that the proposed redevelopment would not cause insurmountable problems on landscape aspects.

6.11 No Adverse Visual Impact

The proposed development involves redevelopment of the existing 15-storey IB, into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (RCHEs and/or RCHDs). The Application Site is subject to BHR of 130 mPD (or the BH of the existing building, whichever is the greater) and PR of 9.5 (or the PR of the existing building, whichever is the greater) under the OZP.

It is important to note that the proposed development has a lower development intensity compared to the existing industrial building. The proposed PR of 10.34 is lower than the existing building's PR of 10.59. In addition, the proposed building height adheres to the 130mPD restriction. In other words, the proposed development does not seek any relaxation of the PR, SC and BH requirements. Therefore, it is considered that the proposed development, with no increment in the permitted PR and BH, will not result insignificant adverse visual

impacts on the surrounding contexts.

6.12 No Adverse Traffic Impact

The residential and commercial portions of the proposed development would accommodate the high-end provision of parking space according to the Hong Kong Planning Standards and Guidelines (HKPSG). In addition, additional parking spaces and loading and unloading spaces will be provided to cater the parking demand of the RCHE and RCHD visitors and meet the operational needs.

A Traffic Impact Assessment (TIA) has been conducted to study the traffic impact of the Proposed Development on the surrounding road networks. Please refer to **Appendix 7 - Traffic Impact Assessment**. It concludes both trip generation and attraction from proposed development can be absorbed by the nearby road networks. Yet, no significant traffic impact will be induced.

6.13 No Adverse Air Quality Impact

During the construction phase, the Proposed Development will involve relatively small-scale demolition, site formation, foundation and superstructure works which are expected to generate insignificant air quality impact to the surrounding area and could be effectively minimised by implementation of general mitigation measures for construction sites. Hence, no adverse impact on air quality from fugitive dust of construction, operation of PMEs and dump trucks to the surrounding area is anticipated.

During the operation phase, the carpark will be designed and operated in accordance with ProPECC PN 2/96 Control of Air Pollution in Car Parks, while the best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. The air exhaust outlet for carpark and kitchen would also be located away from nearby air sensitive receivers as far as possible. Hence, the air quality impact arising from the operation of carpark and kitchen within the Proposed Development is not expected. Refuse collection points North Kwai Chung Market are located away from the Proposed Development and will be regularly cleaned and maintained by FEHD. No odour issue from RCPs and market is identified during site survey. As such, the Proposed Development will not be subject to odour impact within assessment area. On the other hand, the Proposed Development will be located away from nearby major roads and active industrial chimneys with sufficient buffer distance provided in accordance with the requirements stipulated in Chapter 9 of the HKPSG to ensure the users will not be subject to unsatisfactory air quality. Potential air emissions from data centres within assessment area are identified, the potential emissions are expected to be emitted from routine running tests with relatively short period of time for emission, therefore, no significant air pollutant emissions is anticipated. With reference to the findings of the Air Quality Impact Assessment, no adverse air quality impact is anticipated. For details, please refer to **Appendix 8 – Air Quality Impact Assessment**.

6.14 No Adverse Noise Impact

Road traffic noise impact on the planned noise sensitive uses within the Proposed

Development has been assessed. Mitigation measures in the form of fixed glazing (with mechanical ventilation) and acoustic window (baffle type) have been proposed to mitigate the road traffic noise impact to the Proposed Development. With the recommended noise mitigation measures put in place, no adverse road traffic noise impact on the Proposed Development is anticipated.

Fixed noise impact on the Proposed Development has also been assessed. No exceedance is predicted at all representative NSRs of the Proposed Development based on the current development layout. Hence, no insurmountable fixed noise impact on the Proposed Development is envisaged. Fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Suitable at source noise control measures such as silencers and acoustic linings shall be provided when necessary. For details, please refer to **Appendix 9 – Noise Impact Assessment.**

6.15 No Adverse Land Contamination Impact

According to the findings of the Land Contamination Review, the Subject Site most likely shows no indication of land contamination. However, further site re-appraisal will be conducted at the next Section 16 planning application stage to determine whether potential contamination sources are present in the Subject Site. Should the site re-appraisal reveal potential contamination, a detailed land contamination study, including a Contamination Assessment Plan (CAP), Environmental Site Investigation (SI) and Contamination Assessment Report (CAR), if necessary, will be prepared in the later stage to determine the presence and extent of contamination on the Subject Site. Any required land contamination assessment and/or remediation works will be completed prior to the commencement of construction, in accordance with relevant government guidelines. For details, please refer to **Appendix 10 – Land Contamination Review.**

6.16 No Adverse Air Ventilation Impact

The existing Park Sun Building is impermeable with large building bulk. The proposed development presents the following good design measures to facilitate air flow:
- A 5m building setback along the eastern boundary;
- A 2.3m building setback along the southern boundary;
- Voids at residential block and RCHE/RCHD block; and
- A 6.15m high sky garden at 7/F.

It is anticipated that the proposed development will not create adverse air ventilation impact to the surroundings.

6.17 No Adverse Sewerage Impact

A Sewerage Impact Assessment has been conducted to evaluate the sewerage generation from the proposed development. The assessment reviews existing sewerage conditions and analyzes potential impacts on the current sewerage network. Results indicate that cumulative peak discharge will remain within hydraulic capacity limits. All existing sewers have sufficient capacity and no upgrading is required to serve the proposed composite development. With reference to the findings of the Sewerage Impact Assessment, no adverse sewerage impact is anticipated. For details, please refer to the **Appendix 11 – Sewerage Impact Assessment**.

6.18 No Adverse Drainage Impact

Surface runoff is mainly from rainfall and it will be directed to existing public storm drains. Since the application site is currently hard-paved, the proposed development is not expected to alter drainage paths or runoff patterns.

As existing drains will be retained without modification, no additional stormwater discharge will be generated. Therefore, adverse impact on the existing drainage system is not anticipated and a detailed drainage impact assessment is unnecessary.

SECTION SEVEN | CONCLUSION

This Section 12A planning application for proposed rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2") to facilitate the redevelopment of the existing 15-storey industrial building (IB), known as Park Sun Building, into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs) atop 2 basement carpark floors at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories (hereinafter referred to as "the Application Site").

This planning statement has demonstrated that the proposed development would facilitate redevelopment of IB to re-energize and support the local community through provisions of private housing units on upper floors and quality RCHEs and/or RCHDs bed spaces on lower floors and some retail spaces on ground floor. In short, the proposed rezoning is justified based on the following planning grounds:

- ✓ In line with Prevailing Policy on Enhancing Housing and Land Supply through Optimization of Land Resources;
- ✓ To be compatible with the existing and planned developments in a wider context;
- ✓ To phase out the IBs and address industrial, residential and commercial interface in the process;
- ✓ Addressing the operationally infeasible and undesirable wholesale conversation model;
- ✓ Addressing the demand of private housing units;
- ✓ Address the surging demand of RCHE and RCHD places in Hong Kong;
- ✓ To improve the RCHE and RCHD quality of the Kwai Tsing;
- ✓ A compatible building height; and
- ✓ No adverse landscape, visual, traffic, air quality, noise, air ventilation, drainage and sewerage impacts as a result of the development proposal.

The proposal is comprehensively justified in terms of planning and social welfare merits. It is anticipated that the proposed development would not result in insurmountable impacts to the surroundings. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject application.

Attachment 3

Revised Land Contamination Review.

SECTION 12A APPLICATION

To rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Land Contamination Review

September 2025

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ANNEX 1	BRAVO Records of the Subject Site
ANNEX 2	Email from EPD Responding to Chemical Spillage/ Incident Record
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ANNEX 4	Mail and Email from CLP Responding to Transformer Records
ANNEX 5	Site Walkover Checklist
ANNEX 6	Photo Records of the Subject Site at LG/F & G/F

1. Introduction

1.1. Background

1.1.1. The Subject Site is situated in the north-eastern part of the Kwai Chung District accessible from Wo Yi Hop Road. It is zoned "Other Specified Uses" annotated "Business" ("OU(B)") under Kwai Chung Outline Zoning Plan (No. S/KC/32) with building height restriction of 130mPD.

1.1.2. It is proposed to be redeveloped into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs) with a maximum total plot ratio of 6.0 (for flat and shop and services) and maximum building height of 130mPD. In addition, a maximum gross floor area of 12,000 m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided.

1.1.3. The Applicant seeks town planning permission from the Town Planning Board (TPB) for a Section 12A planning application for proposed rezoning "Other Specified Uses" annotated "Business" ("OU(B)") to "Residential (Group E) 2" ("R(E)2") to facilitate the redevelopment. In view of the redevelopment of an existing industrial building, a land contamination review is prepared to assess the potential land contamination impact at the subject site, if any.

1.1.4. The land contamination review has been conducted in accordance with the following guidelines:

- EPD Guidance Note for Contaminated Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land.

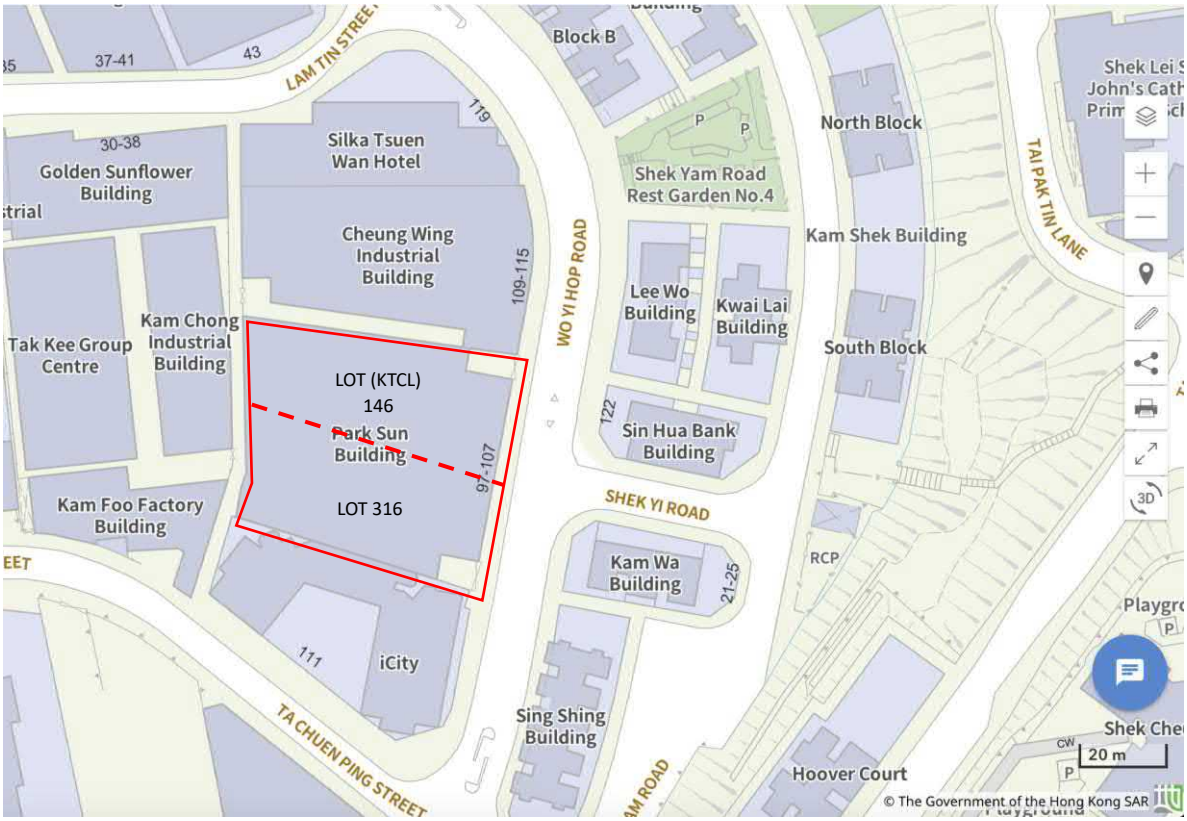
1.2. Subject Site and its Environs

1.2.1. The Subject Site is currently occupied by Park Sun Building, a 15-storey industrial building (IB). It is surrounded by a mix of industrial, commercial and residential developments in the area.

1.2.2. According to the lease, the subject site shall be used for general industrial / godown purposes excluding offensive trades. The Park Sun Building has been erected at the subject site since 1974 and no redevelopment is observed with reference to the Occupation Permit (OP) and the approved General Building Plan (GBP). It is currently used as a car park on LG/F and for industrial uses from G/F, which is the ground level to Wo Yi Hop Road, up to 13/F.

1.2.3. The Subject Site is currently bounded by Wo Yi Hop Road to the east (with residential development on the opposite side), industrial buildings to the north and west, and an office building named iCity to the south. **Figure 1.1** shows the location of the Subject Site and its Environs.

Figure 1.1 Location Plan of Park Sun Building (indicated in red box)



1.3. Proposed Development

1.3.1. The proposed development comprises of one 28-storey building block providing the commercial, residential and RCHEs and/or RCHDs atop 1 basement floor. It could provide a total of 253 private housing units. The proposed RCHEs and/or RCHDs is located below the aforementioned residential portion to provide a range of 280-380 beds in total.

2. Land Contamination Review

2.1. Background and Site Description

2.1.1. With respect to this land contamination review, a desktop review (including the review of historical land uses, information collected from relevant government departments) was conducted.

2.1.2. According to the information from the Applicant, the Park Sun Building was built in 1974 and records can be found from the Building Records Access and Viewing On-Line (BRAVO) of Building Departments (BD) (**Appendix 1**). The industrial building is still present with a 50-year completion.

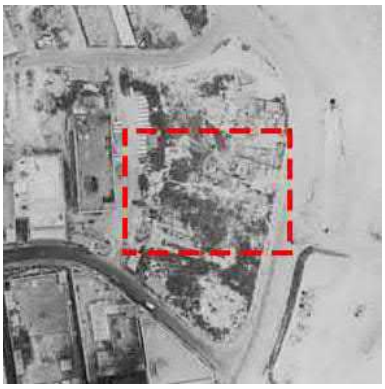
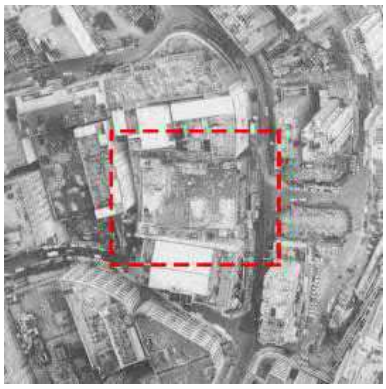
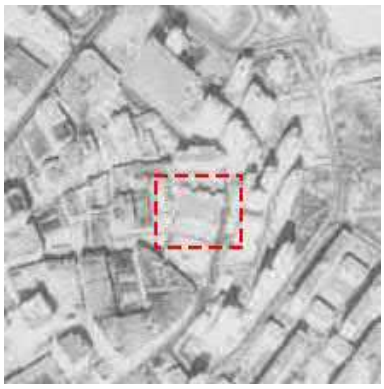
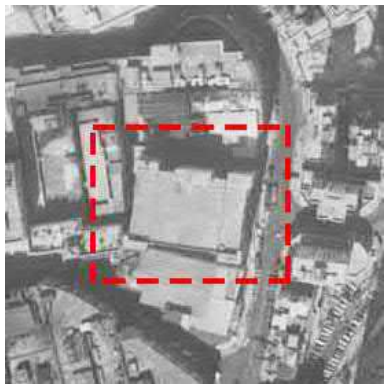
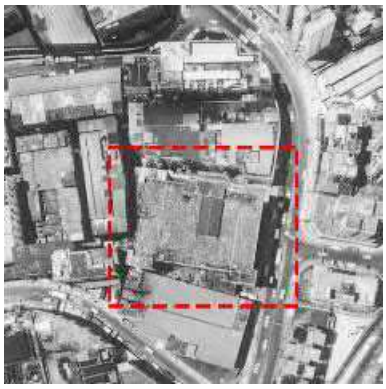
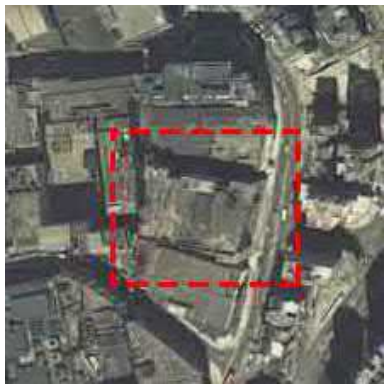
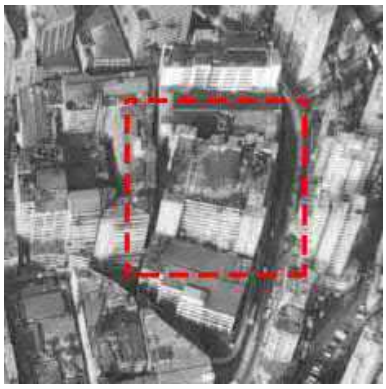
2.2. Historical Review of Land Use

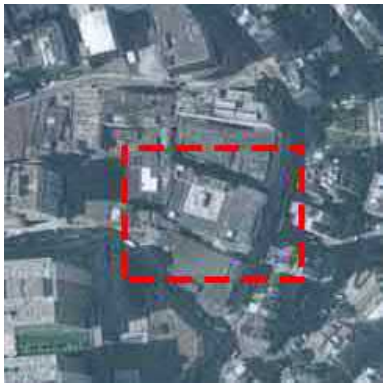
2.2.1. Historical aerial photographs are obtained and reviewed from Survey and Mapping Office of Lands Department (LandsD) to evaluate the likelihood of potential contamination associated with past uses of the Site. The reviewed aerial photographs are summarized below in **Table 2.1**, and the selected photographs are provided in **Table 2.2**:

Table 2.1 Review of Historical Aerial Photographs

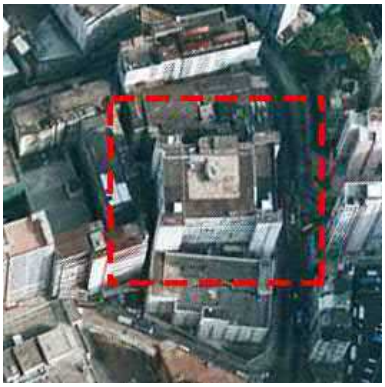
Year	Height (feet)	Reference No.	Observations
1967	3900	1967-5285	Flat and Vacant Land
1973	2400	04477	Under Construction
1974	**12500**	**09781**	**Park Sun Building**
1976	4000	13221	Land use was the same as in 1974.
1981	2000	38382	Land use was the same as in 1974.
1985	5000	CN00900	Land use was the same as in 1974.
1990	4000	A23543	Land use was the same as in 1974.
1995	3500	CN11105	Land use was the same as in 1974.
2000	6000	CN28060	Land use was the same as in 1974.
2005	4000	CW65348	Land use was the same as in 1974.
2010	6000	CS29194	Land use was the same as in 1974.
2015	6000	CS57485	Land use was the same as in 1974.
2020	6900	E110065C	Land use was the same as in 1974.
2023	6900	E193914C	Land use was the same as in 1974.

Table 2.2 Selected Aerial Photographs

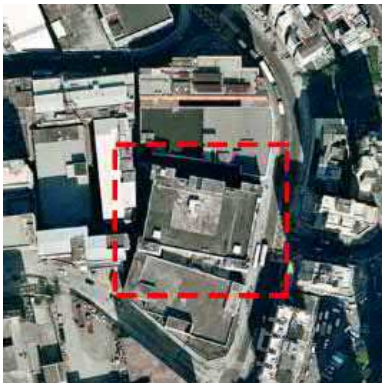
 1967	 1973
 1974	 1976
 1981	 1985
 1990	 1995



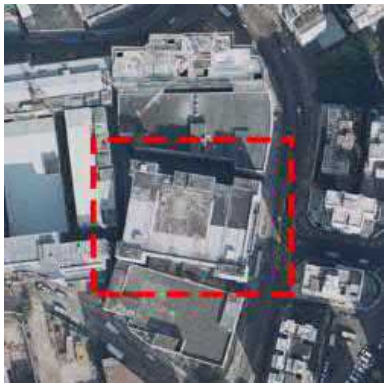
2000



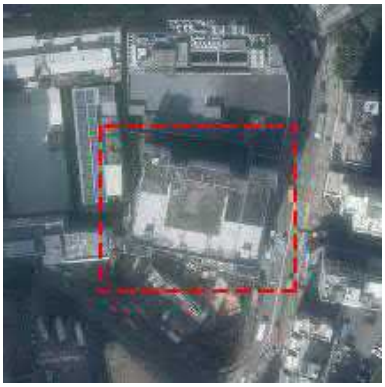
2005



2010



2015



2020



2023

2.2.2. Based on the aerial photographs reviewed, the Subject Site was vacant until 1973 that sign of construction was found in 1973. The Park Sun Building has been in operation no later than 1974 until now.

2.2.3. With reference to the BRAVO, there is only 1 building record about the Subject Site, which is Park Sun Building, up to the report assessment date (**Appendix 1**).

2.3. Acquisition of Local Authority Records

2.3.1. The Environmental Protection Department (EPD) , Fire Services Department (FSD), and CLP Power Hong Kong Limited (CLP) were approached to obtain the information of chemical waste and dangerous goods.

2.3.2. As replied by EPD, there was no chemical waste spillage / incident record onsite in the past 2 years between 2021 and 2023 **(Appendix 2)**.

2.3.3. As replied by FSD, neither records of dangerous goods, nor incidents of spillage / leakage of dangerous goods were found onsite. The reply letter from FSD **(Appendix 3)** is attached for your reference.

2.3.4. As replied by CLP, no polychlorinated biphenyls (PCBs) or PCB-containing oil are involved as the dielectric fluid in the transformer equipment installed on LG/F. There are also no recorded incidents of oil spillage, leakage, or contamination related to the transformer during its operation or maintenance history (**Appendix 4**).

2.4. Site Visit

2.4.1. A site visit was carried out on 2nd April 2025 and 25th July 2025 to identify potential source of contamination. A Site Walkover Checklist has been completed on the latter date on LG/F and G/F together with the Tenant's representative, as stipulated in the EPD's Practice Guide, and is included in **Appendix 5**. Photo records of the Subject Site on both floors have been taken and are provided in **Appendix 6.**

2.4.2. LG/F is general parking and drop-off areas paved with concrete in good condition. No sign of chemical spillage, pollutant nor potential source of contamination are observed.

2.4.3. G/F is comprised of a public vehicle park on the west side of the Site, and a vehicle repair workshop on the east side with a shopfront facing Wo Yi Hop Road. According to **Appendix 6**, hydraulic fluids and cleaning solvents are stored on site, but there was no spillage / leakage / contamination on site and in the past.

3. Conclusion

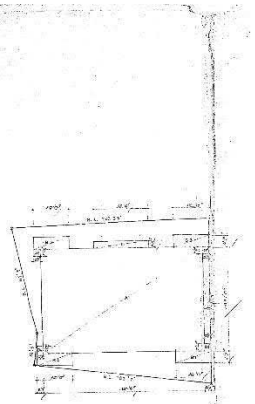
3.1.1. After reviewing the historical aerial photos of the site, the Park Sun Building has been in operation since 1974 and has had no other use.

3.1.2. Responses from the FSD, EPD and CLP indicate that there are no chemical waste spillage or incidents on the site within the past two years, nor any records of dangerous goods or associated spillage/leakage incidents.

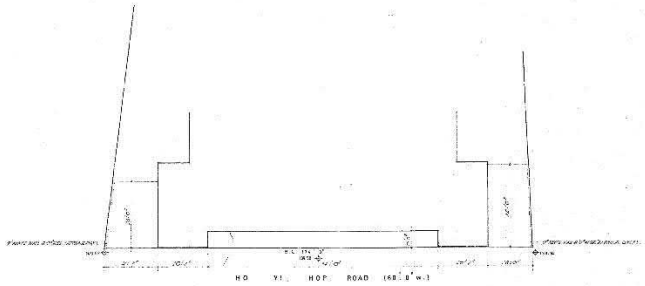
3.1.3. The car park on LG/F and G/F are in operation on paved grounds. A vehicle repair workshop is also present on the G/F shop. Both floors show no sign of chemical spillage, pollutant nor potential source of contamination are observed.

3.1.4. Based on current information, the Subject Site most likely shows no indication of land contamination. However, further site re-appraisal will be conducted at the next Section 16 planning application stage to determine whether potential contamination sources are present in the Subject Site. Should the site re-appraisal reveal potential contamination, a detailed land contamination study, including a Contamination Assessment Plan (CAP), Environmental Site Investigation (SI) and Contamination Assessment Report (CAR), if necessary, will be prepared to determine the presence and extent of contamination on the Subject Site. Any required land contamination assessment and/or remediation works will be completed prior to the commencement of construction, in accordance with relevant government guidelines.

Appendix 1
BRAVO Records of the Subject Site



ROOF COVERED AREA DIAGRAM



HO YI HOP ROAD (60'-0" W.)

FIRE RESISTANCE REQUIREMENT FOR ELEMENTS OF CONSTRUCTION

ROOF	FLOOR	STAIRCASES, LIFT WELL WALLS		EXT. WALLS	EXTERNAL & INTERNAL LOAD BEARING WALLS			
		EXT. (ABOVE GROUND)	INTERNAL (BELOW GROUND)		EXT. (ABOVE GROUND)	INTERNAL (BELOW GROUND)		
UNDER 10 STOREYS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS
OVER 10 STOREYS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS
BASEMENT	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS	2 HRS

SCHEDULE OF EXIT MEANS

FLOOR	MAX. NO. OF PERSONS	EXITS				STAIRCASES			
		NO. & WIDTH OF EXITS	MAX. TRAVEL DIST.	NO. & WIDTH OF EXITS	MAX. TRAVEL DIST.	NO. OF FLIGHTS	WIDTH OF FLIGHTS	NO. OF RISERS	WIDTH OF TREADS
1ST FLOOR	1	1 NO. @ 1.2m	22.5m	1 NO. @ 1.2m	22.5m	1	1.2m	16	0.25m
2ND FLOOR	1	1 NO. @ 1.2m	22.5m	1 NO. @ 1.2m	22.5m	1	1.2m	16	0.25m
ROOF	1	1 NO. @ 1.2m	22.5m	1 NO. @ 1.2m	22.5m	1	1.2m	16	0.25m

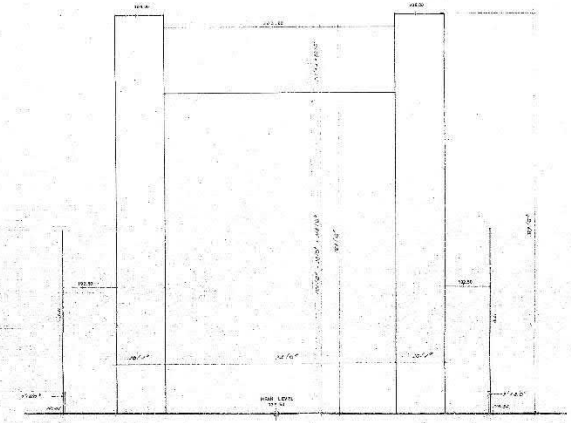
SCHEDULE OF SANITARY FITMENTS

FLOOR	MALE	FOR MALE			FOR FEMALE				FOR HANDICAPPED	
		W.C.	URINAL	BASIN	W.C.	URINAL	BASIN		W.C.	BASIN
1ST FLOOR										
2ND FLOOR										
ROOF										

DISCHARGE VALUE OF STAIRCASES

PERMISSIBLE SHADOW AREA :

PROPOSED :



SHADOW AREA DIAGRAM

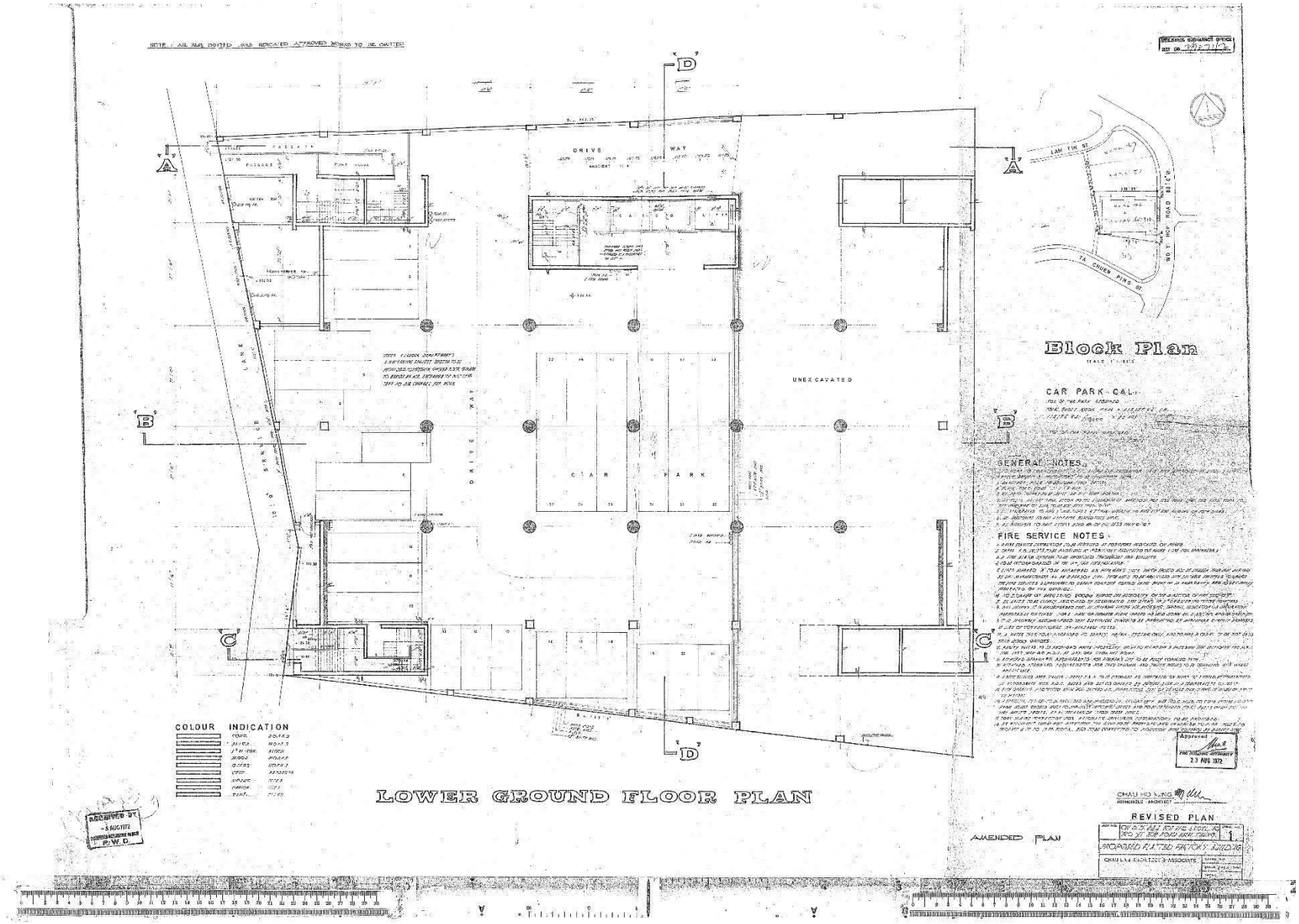
RECEIVED BY
7 DEC 1971
BUILDING CONTROL BRANCH
P.W.D.

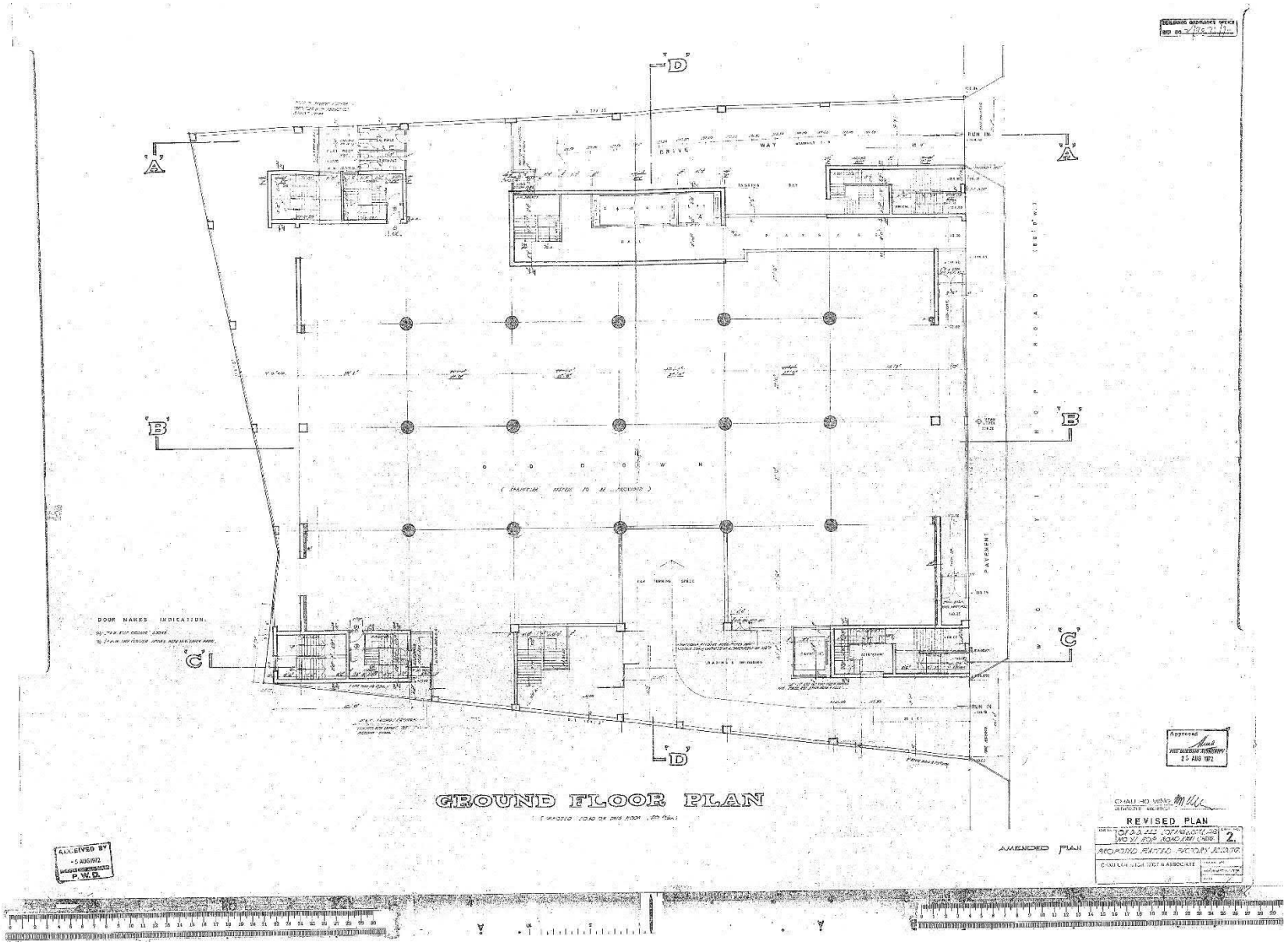
APPROVED
for Authorised Officer
1 JAN 1972

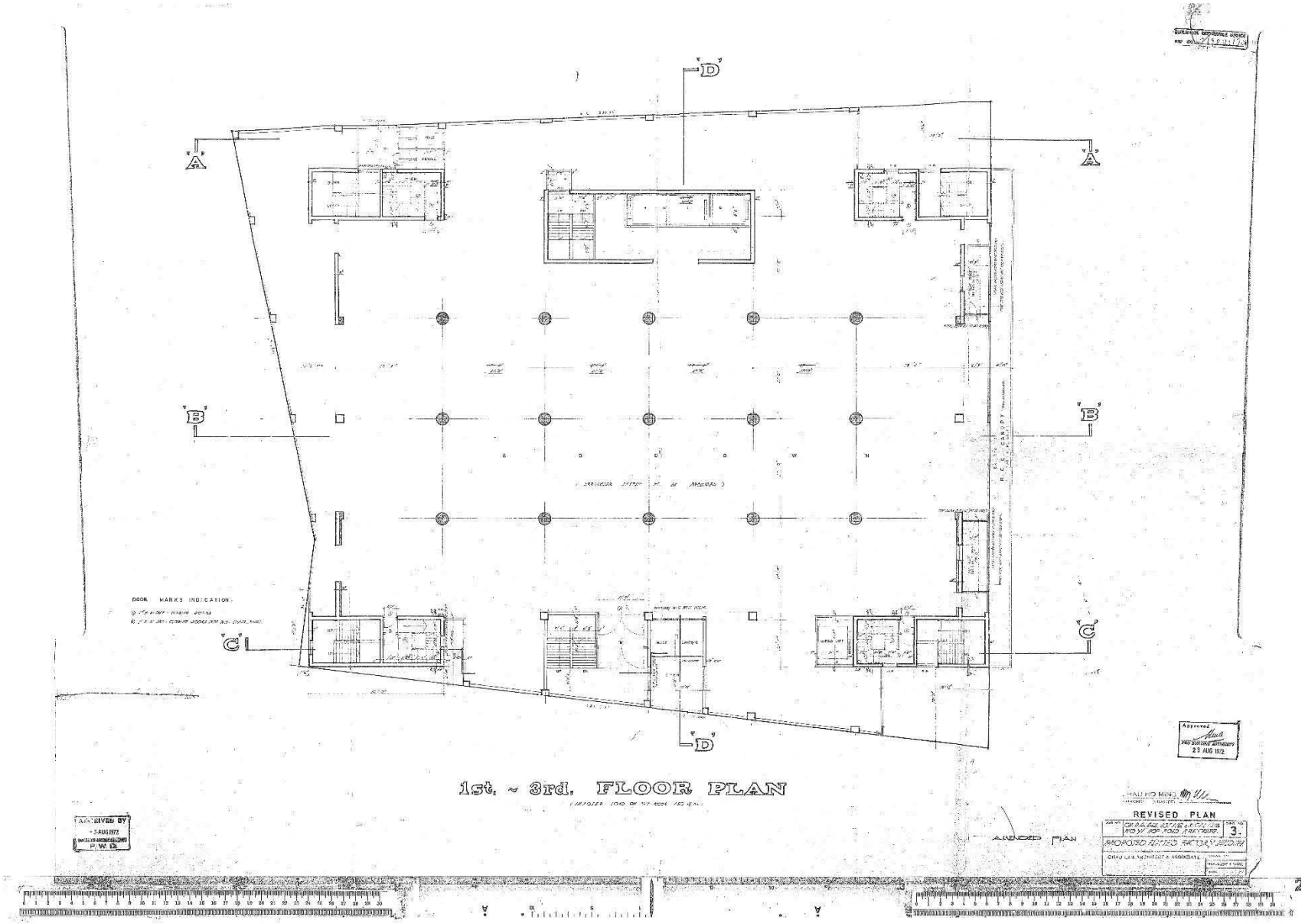
CHAU HO MING
AUTHORISED ARCHITECT

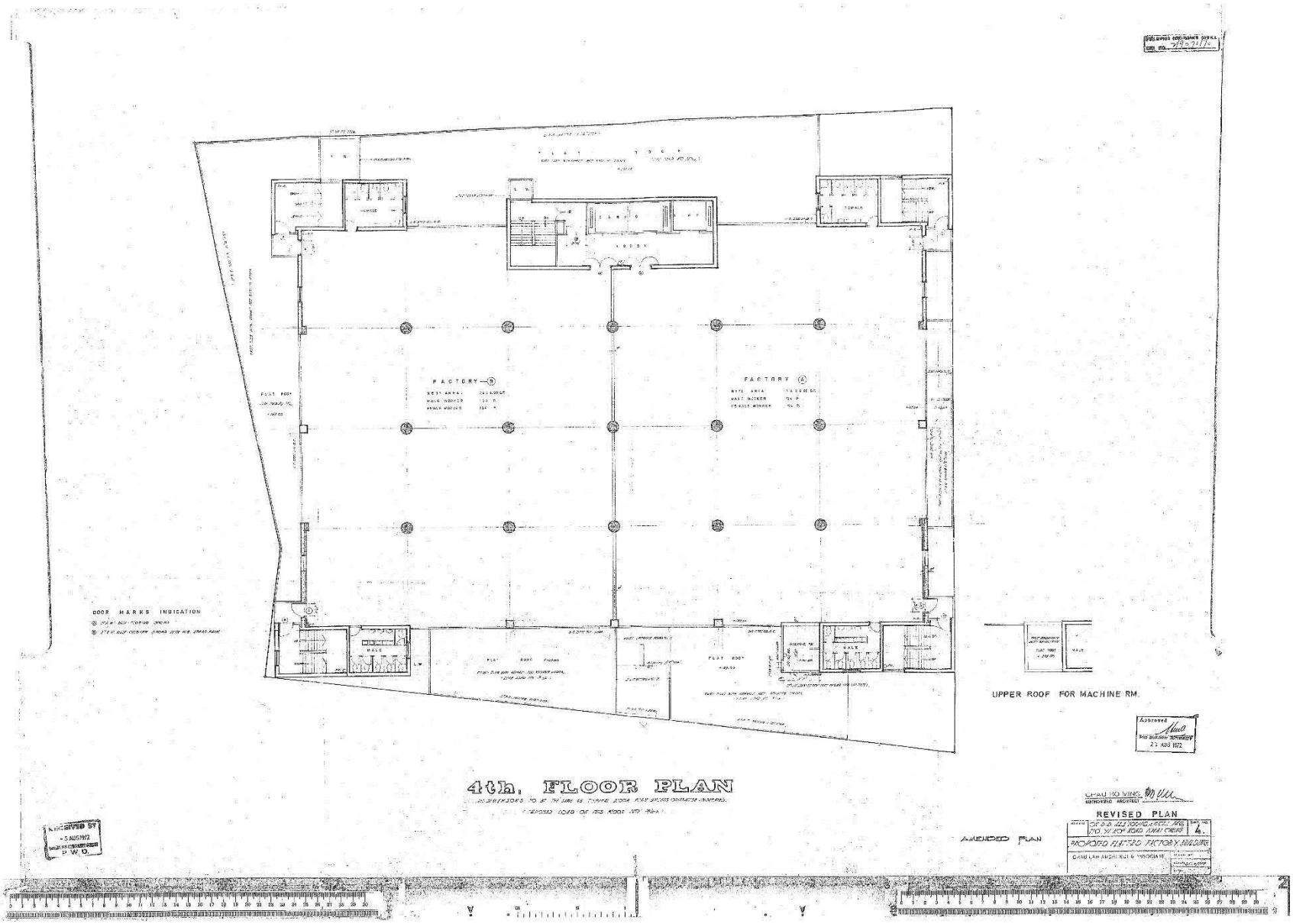
REVISED PLAN

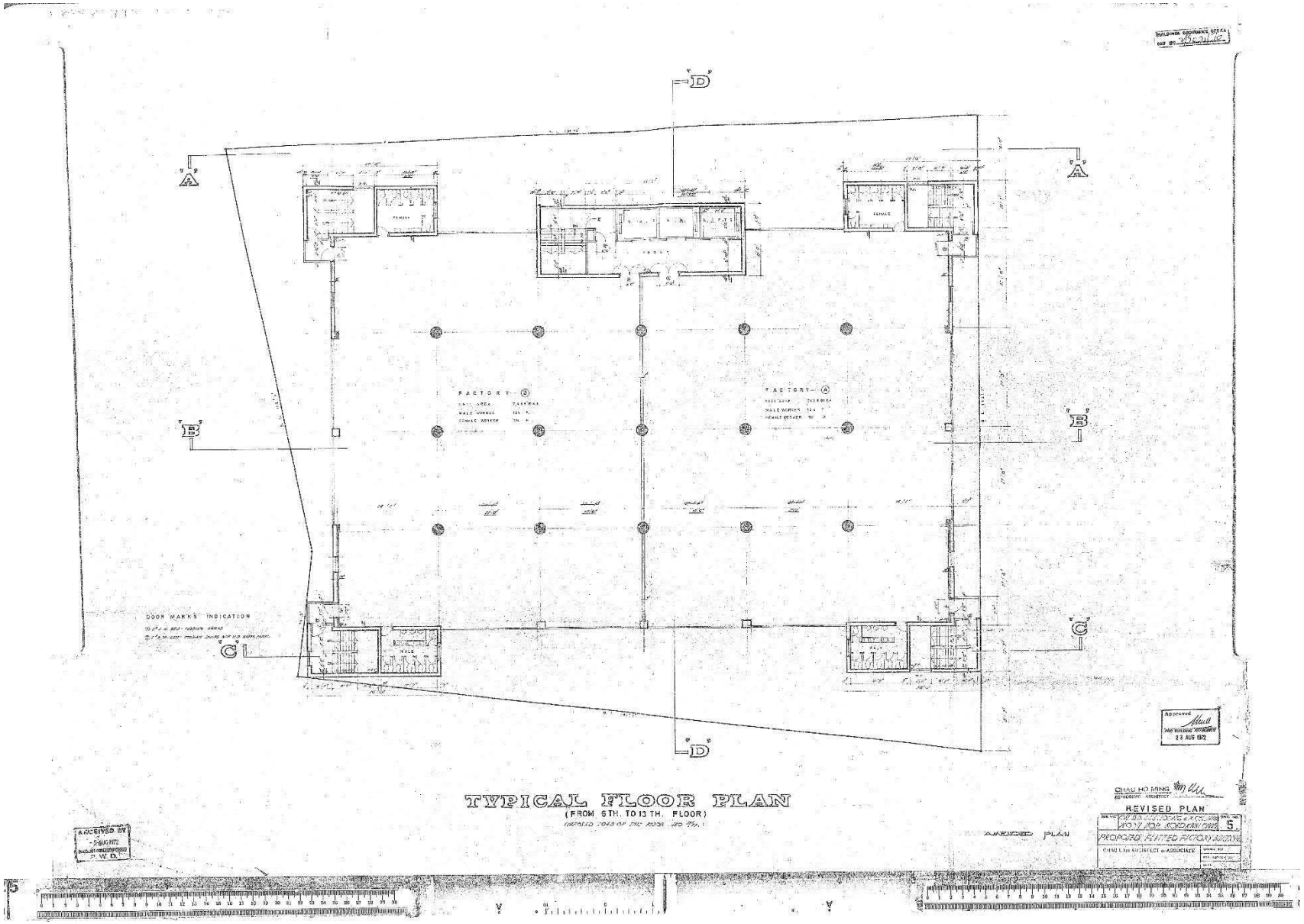
JOB NO. OF 3D FACTORY BLOCK ON NO. 14 HOP SHO ROAD, KWUN TONG
PROPOSED FLATTED FACTORY BUILDING
CHAU LAU ARCHITECTS ASSOCIATE

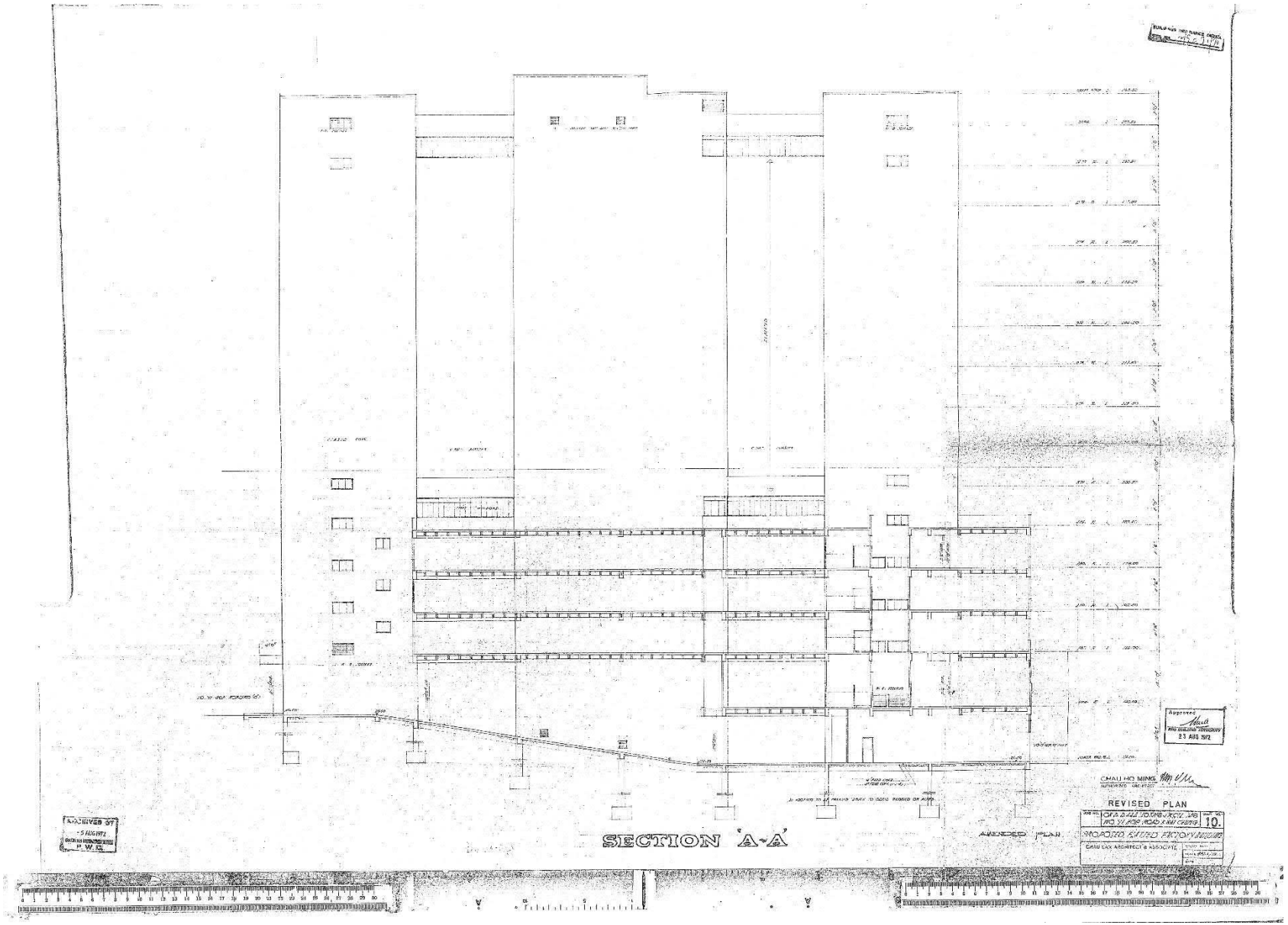

LOWER GROUND FLOOR PLAN
Block Plan
GENERAL NOTES
FIRE SERVICE NOTES
CAR PARK
UNEXCAVATED
DRIVE WAY
LAM TIN ST
TA CHUEN PING ST
WO LUNG ROAD
REVISED PLAN
AMENDED PLAN
PROPOSED FLATTED FACTORY BUILDING
CHAU LAI ARCHITECTS & ASSOCIATE
CHAU HO MING
ARCHITECT
Approved
FIRE SERVICES DEPARTMENT
23 AUG 1972
ACCEPTED BY
8 AUG 1972
P.W.D.

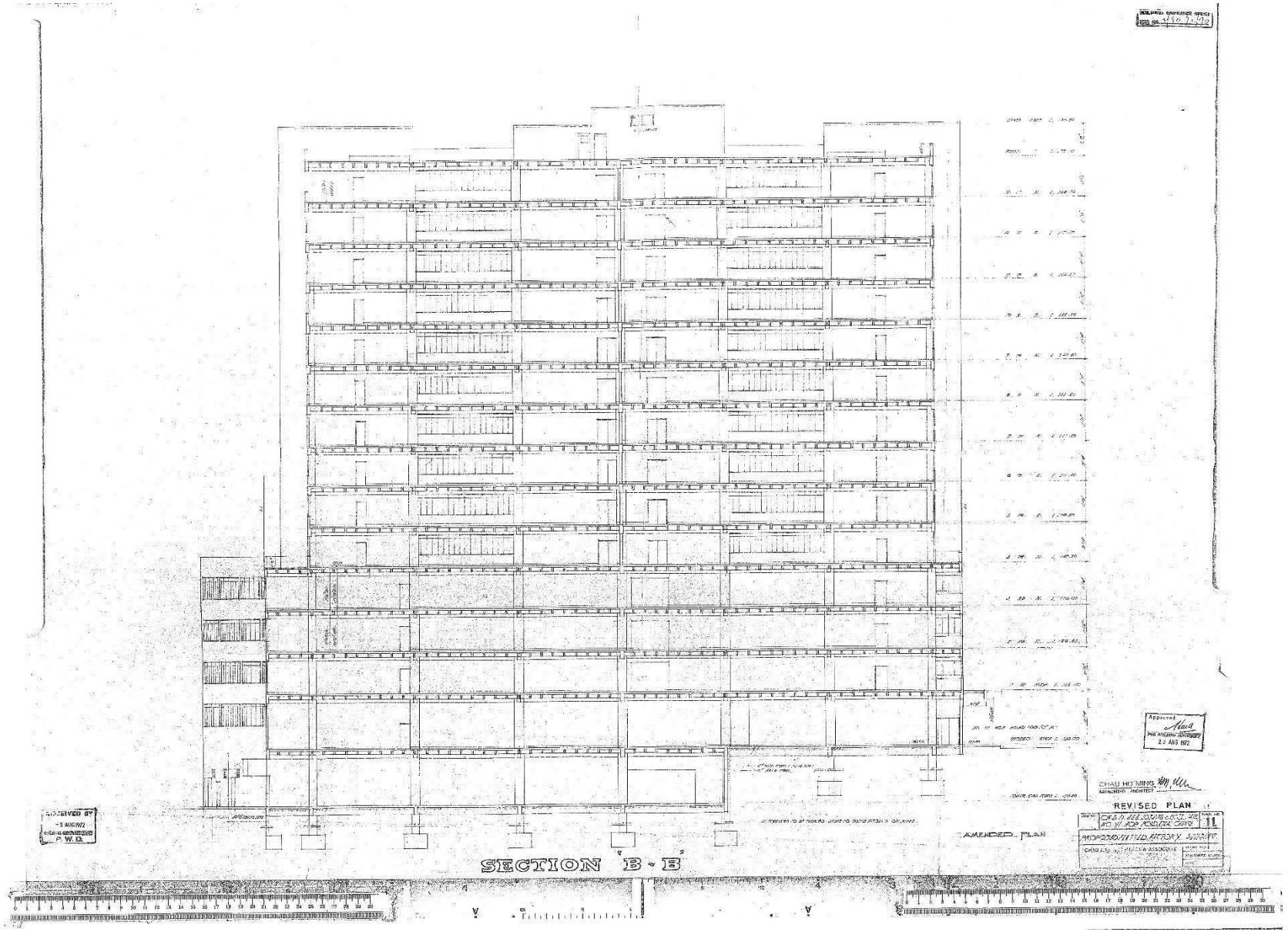

GROUND FLOOR PLAN
REVISED PLAN
AMENDED PLAN
DOOR MAKES INDICATION.
RECEIVED BY
P.W.D.

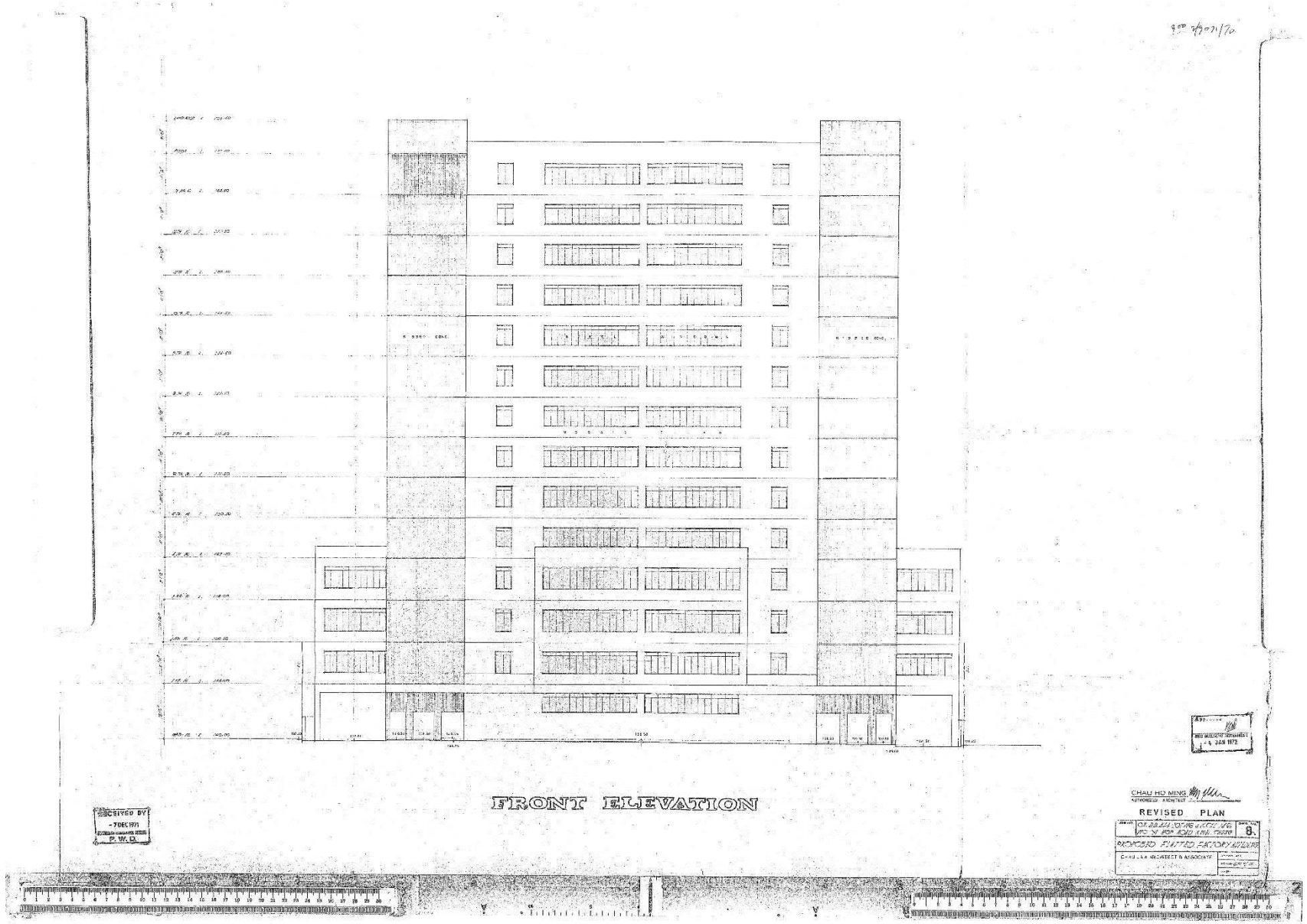

1st. ~ 3rd. FLOOR PLAN
REVISED PLAN
AMENDED PLAN


FACTORY
FACTORY
DOOR MARKS INDICATION
UPPER ROOF FOR MACHINE RM.
4th. FLOOR PLAN
AMENDED PLAN
REVISED PLAN
PROPOSED PLASTIC FACTORY BUILDING
CHAU LAM ARCHITECT & ASSOCIATE
RECEIVED
5 AUG 1972
P.W.D.
Approved
23 AUG 1972


D
A
A
B
B
C
C
D
FACTORY - B
FACTORY - A
DOOR MARKS INDICATION
TYPICAL FLOOR PLAN
(FROM 6TH. TO 13 TH. FLOOR)
REVISED PLAN
APPROVED PLAN
RECEIVED BY
Approved
23 AUG 1972
CHAU HO MING
REVISED PLAN
PROPOSED PAINTED FACTORY BUILDING
CHAU HO MING ARCHITECT & ASSOCIATES


SECTION 'A-A'
REVISED PLAN
AMENDED PLAN
CHAU KAI & ASSOCIATE


SECTION B - B
AMENDED PLAN
REVISED PLAN


FRONT ELEVATION
RECEIVED BY
- 7 DEC 1971
P. W. D.
CHAU HO MING
AUTHORIZED ARCHITECT
REVISED PLAN
PROPOSED FLATTED FACTORY BUILDING
CHAU & LAM ARCHITECT & ASSOCIATES
8.

Appendix 2

Email from EPD responding to Chemical Spillage/ Incident Record

Gmail Arthur Ma

Fw: Inquiry on past incident records of Park Sun Building, Kwai Chung

heidihycheung@epd.gov.hk <heidihycheung@epd.gov.hk> Mon, Jul 15, 2024 at 5:40 PM
To:
Cc: ericmui@epd.gov.hk

Dear Mr. Ma,

This office did not receive any spillage / incident records related to Park Sun Building, Kwai Chung in the past two years (2021-2023). Thanks.

Regards,
Heidi / E(RW)41
Tel: 2417 6067

----- Forwarded by Heidi HY CHEUNG/EPD/HKSARG on 15/07/2024 17:36 -----

From: Arthur Ma
To: hkfsdenq@hkfsd.gov.hk, hkfsd_dg_enq@hkfsd.gov.hk, aio_fsd@hkfsd.gov.hk, enquiry@epd.gov.hk, hotline_w@epd.gov.hk, psolee@epd.gov.hk
Cc:
Date: 09/07/2024 09:33
Subject: Inquiry on past incident records of Park Sun Building, Kwai Chung

Dear Sir/Madam,

We are writing to inquire about the relevant records (e.g. dangerous good storage license, spillage/incident records, licensed chemical waste producers, etc.) of Park Sun Building, which is located at No. 97-107 Wo Yi Hop Road, Kwai Chung (Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146).

We are currently applying a Section 12A Town Planning Application to the Town Planning Board (TPB) to seek planning permission for a proposed commercial-cum-residential development with social welfare facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs). We need to check with your department for the relevant records to substantiate whether there is any potential land contamination issue caused by previous operation or past incident.

Please reply to us at your earliest convenience. Should you have any queries, please feel free to contact Mr. Mario Li or myself at [redacted]. Thank you for your kind cooperation.

Best regards,
Arthur Ma

Appendix 3

Mail from FSD responding to Dangerous Goods License/ Incident Records

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES
DEPARTMENT
FIRE SERVICES HEADQUARTERS
BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (97) in FSD GR 6-5/4 R Pt. 54
來函檔號 YOUR REF. :
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2988 1196
電 話 TEL NO. : 2733 7570

30 July 2024

Suit 1601, 16/F,
Tower II, Lippo Centre,
Admiralty, Hong Kong
(Attn: Mr. Arthur MA)

Dear Mr. MA,

Inquiry on past incident records of Park Sun Building, Kwai Chung
Request for Information of Dangerous Goods & Incident Records

I refer to your email of 9.7.2024 regarding the captioned request and reply below in response to your questions:-

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

2. A total of 1 fire incident record was found at the subject location. Please refer to **Appendix A** for details.

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

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

Ref. number and date should be quoted in reference to this letter
凡 提 及 本 信 時 請 引 述 編 號 及 日 期



Appendix 4

Mail and Email from CLP Responding to Transformer Records

CLP 中電

中華電力有限公司
CLP Power Hong Kong Limited

東西區
East & West Region

香港九龍佐敦渡華路一號百周年大樓
Centenary Building, 1 To Wah Road
Jordan, Kowloon, Hong Kong

電話 Tel (852) 2678 3838
傳真 Fax (852) 2678 3737
電郵 Email we@clp.com.hk
網址 Website www.clpgroup.com

29 July 2025

DeSpace (International) Limited
Suite 1601, 16/F
Tower II
Lippo Centre
Admiralty, Hong Kong

Attention: Mr. Greg Lam

Our ref.: WE/L/2510780/25-07/TL/WHF/KSL

Dear Mr. Lam,

Inquiry Regarding Transformer Operation and Potential PCB/ Oil Spillage at Transformer Room, Park Sun Building

We refer to your letter dated 25 July 2025 regarding the captioned subject, we confirmed that the existing transformers inside the captioned transformer room is free from PCB.

Should you have any queries regarding the above, please contact our Mr. K. S. Lau on telephone number [redacted].

Yours sincerely,
for and on behalf of
CLP Power Hong Kong Limited

Tony Leung
Principal Manager – Planning & Design
(East and West Region)

tl:whf:ksl:cl

Information Classification: PROPRIETARY

Outlook

RE: Inquiry Regarding Potential Oil Spillage at Transformer Room, Park Sun Building

From Lau, Kin Sang [redacted]
Date Thu 28/08/2025 3:54 PM
To kenjiwong[redacted]
Cc mariol[redacted]; greg[redacted]
[redacted]

Dear Mr. Wong,

We have no such record regarding the incidents of oil spillage, leakage, or related contamination.

If you have any queries, please contact me at [redacted].

Regards
K S Lau

From: kenjiwong[redacted]
Sent: Thursday, August 28, 2025 3:50 PM
To: Lau, Kin Sang [redacted]
Cc: marioli[redacted]
Subject: Inquiry Regarding Potential Oil Spillage at Transformer Room, Park Sun Building

External email: Please pay attention and check whether the sender is trustworthy before clicking any links and opening any attachments.

Dear Mr. Lau,

I refer to the letter sent to Mr. W.H. Fung on 25th July 2025.

As discussed in our telephone conversation, please advise whether there have been any recorded incidents of oil spillage, leakage, or related contamination concerning the transformer at Park Sun Building on 97-107 Wo Yi Hop Road during its operation or maintenance period.

Should you have any queries, please feel free to contact the undersigned.

Regards,
Kenji Wong

T: (852) [redacted] **F: 3590-6233**
Suite 1601, 16/F, Tower 2, Lippo Centre,
89 Queensway, Admiralty, Hong Kong

Appendix 5

Site Walkover Checklist

Site Walkover Checklist

General Site Details

Site Owner / Client	Lai Sun Textiles Company Limited
Property Address	Park Sun Building
	97-107 Wo Yi Hop Road
	Kwai Chung, New Territories

Person Conducting the Questionnaire

Name	Mr. Kenji WONG
Position	Consultant

Site Description

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

State the size and location of the nearest residential communities.
Residential estates directly opposite the building to the east across Wo Yi Hop Road, with the nearest Kam Wa Building approximately 20m, etc.

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?
No

Questionnaire with Existing/Previous Site Owner or Occupier

	Yes/No	Notes
1. What are the main activities/operations at the above address?		LG/F – G/F: Car parking G/F: Vehicle repair workshop Above 1/F: Industrial use
2. How long have you been occupying the site?		Since 1975 – Present
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?		LIM POR-YEN, as per land search
5. What were the main activities/operations during their occupancy?		Vacant land, as per aerial photos
6. Have there been any major changes in operations carried out at the site in the last 10 years?	No	
7. Have any polluting activities been carried out in the vicinity of the site in the past?	No	
8. To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	Yes	G/F: Vehicle repair workshop
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.)	Yes	Hydraulic fluid
• Where do you store these chemicals?		Chemical drums
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)?		Delivered by Light Goods Vehicles in chemical drums, usually arriving before midnight

	Yes/No	Notes
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.)	Yes	
19. How are the wastes disposed of?		Wastes are stored temporarily and delivered to the designated collection point outside the premises by the vehicle repair workshop
20. Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	
21. Have any spills occurred on site? (If yes, please provide details.)	No	
• 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	
25. Has the site ever been remediated? (If yes, please provide details.)	No	

Observations

	Yes/No	Notes
1. Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	No	
2. What are the conditions of the bund walls and floors?		Concrete paved without clear damage of ground surface
3. Are any surface water drains located near to drum storage and unloading areas?	Yes	
4. Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	
5. Is there a storage site for the wastes?		
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.)	No	
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?	Yes	Vehicle repair workshop on G/F - Hydraulic fluids and cleaning solvents

Appendix 6

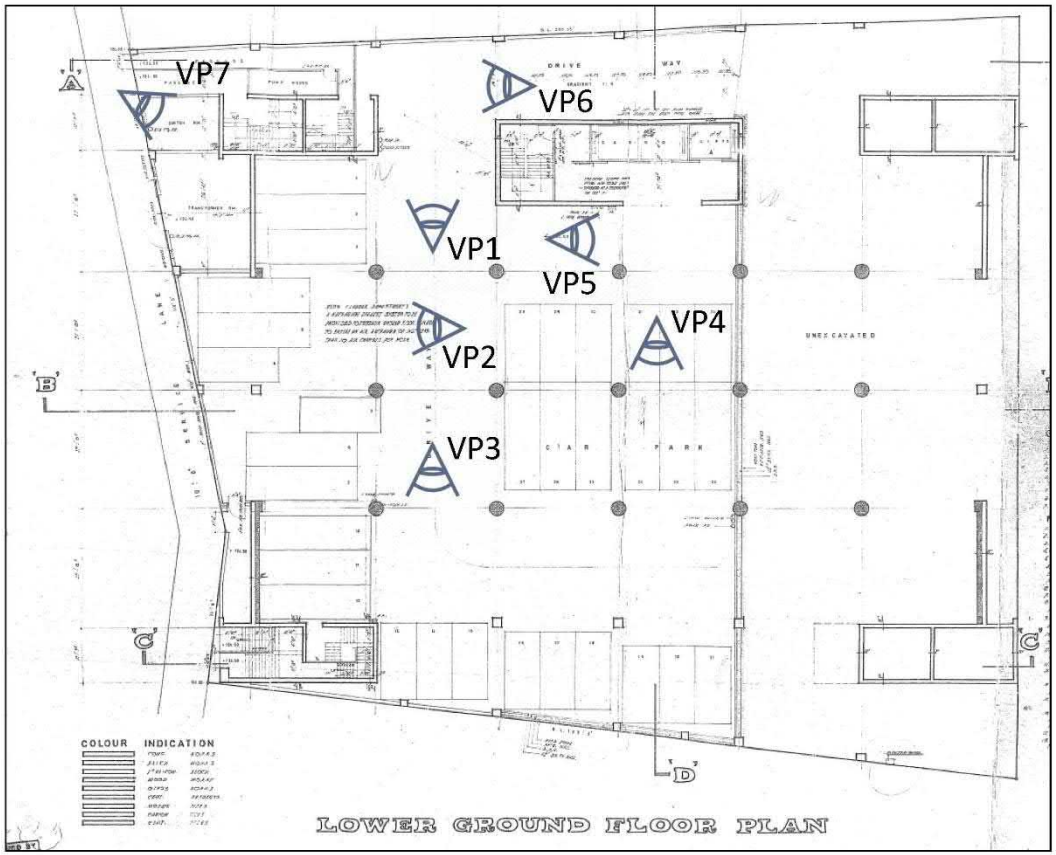
Photo Records of the Subject Site at LG/F & G/F



VP1: North Side View on LG/F



VP2: East Side View on LG/F

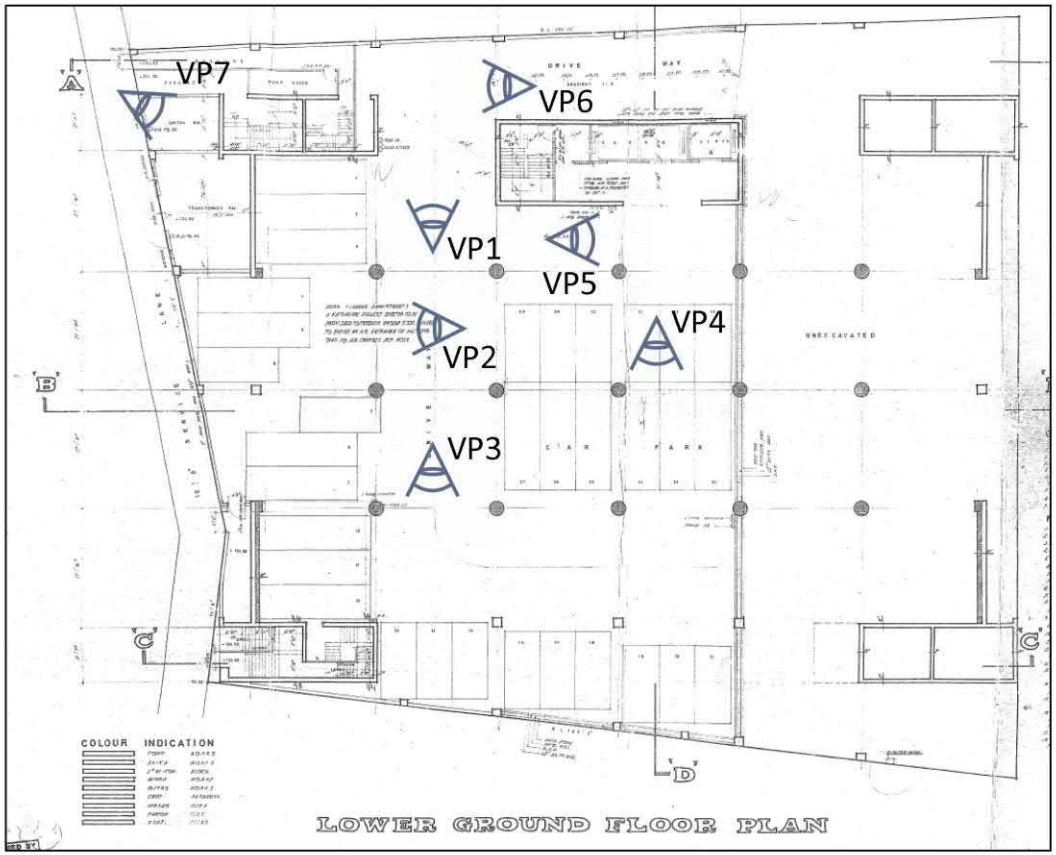




VP3: South Side View A on LG/F



VP4: South Side View B on LG/F

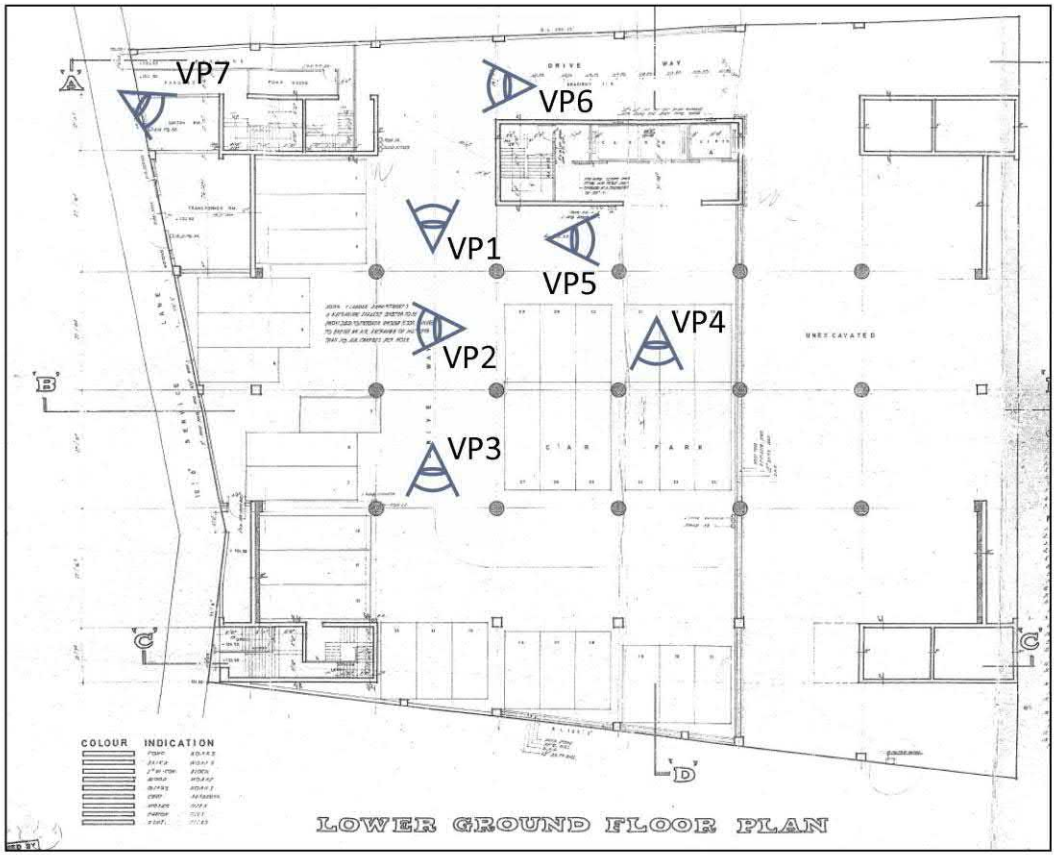




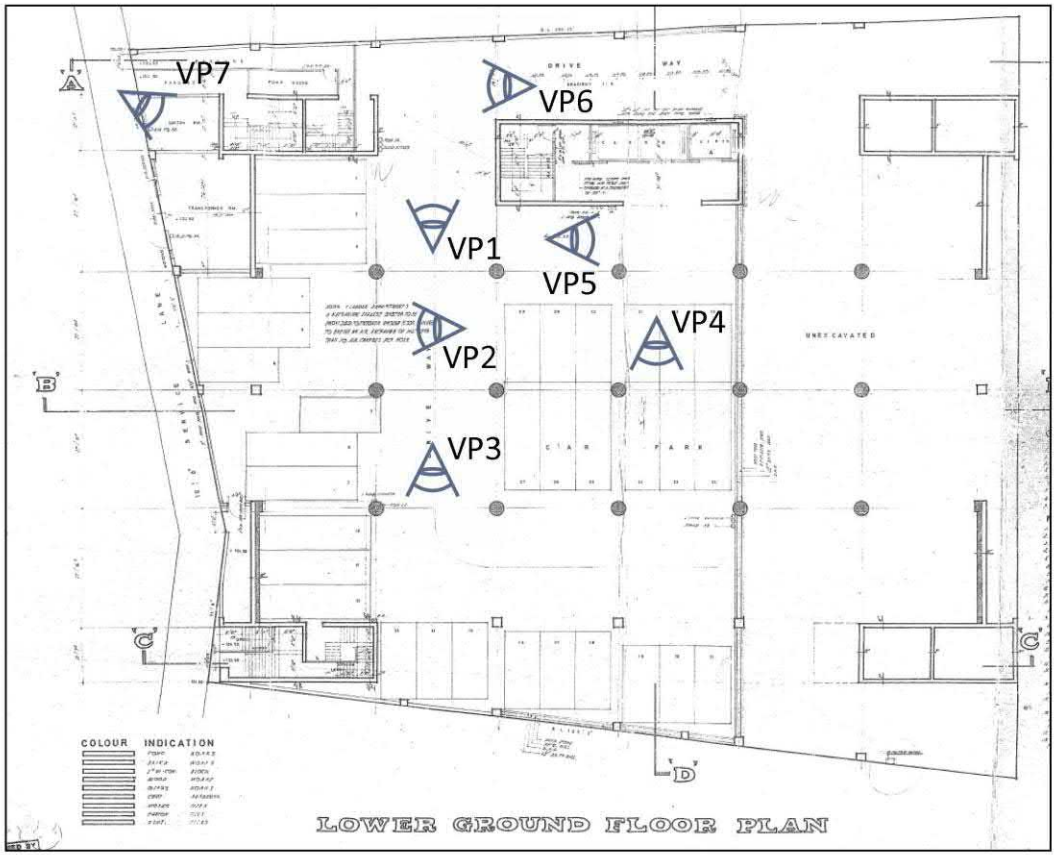
VP5: East Side View on LG/F



VP6 : Close-up of Security Booth on LG/F

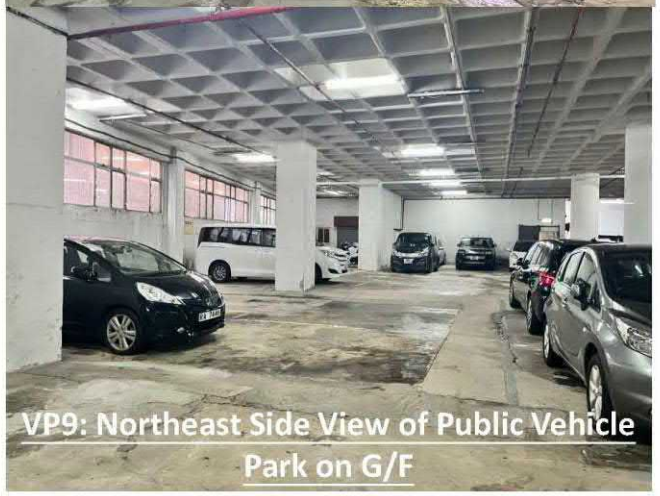



VP7: Switch Room on LG/F

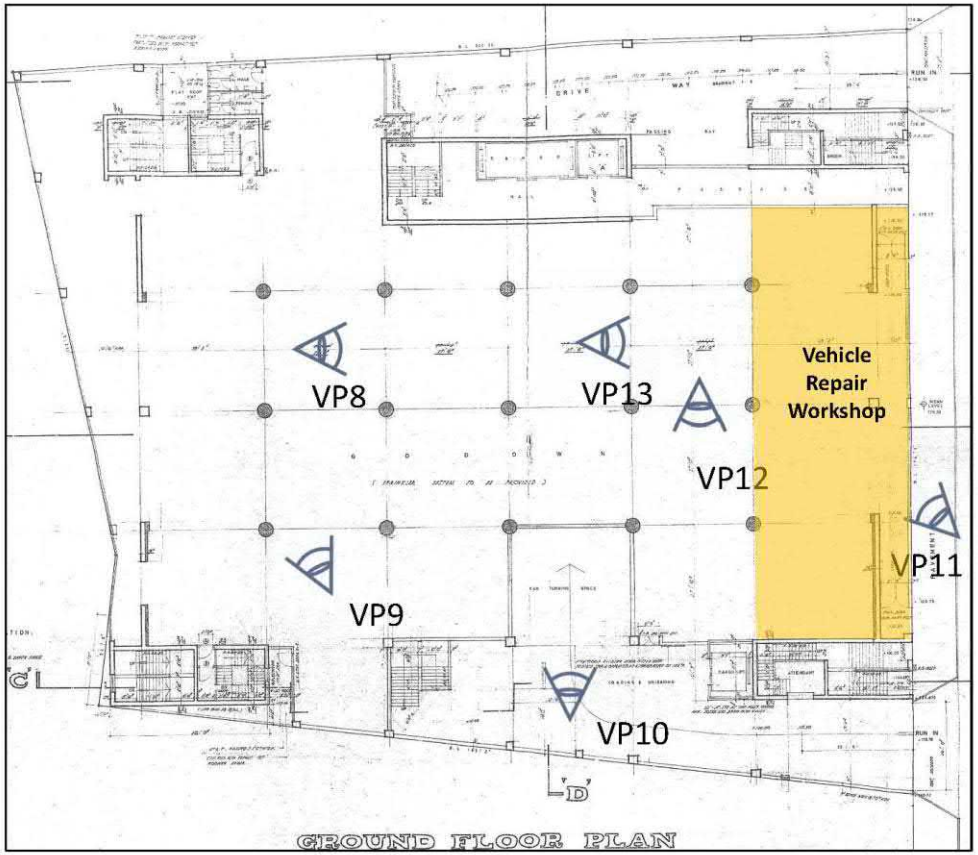

VP7
VP6
VP1
VP5
VP4
VP2
VP3
COLOUR
INDICATION
LOWER GROUND FLOOR PLAN

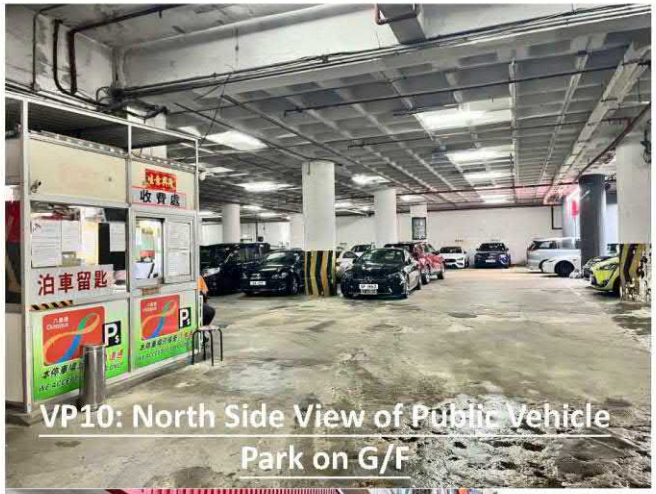


VP8: East Side View of Public Vehicle Park on G/F



VP9: Northeast Side View of Public Vehicle Park on G/F

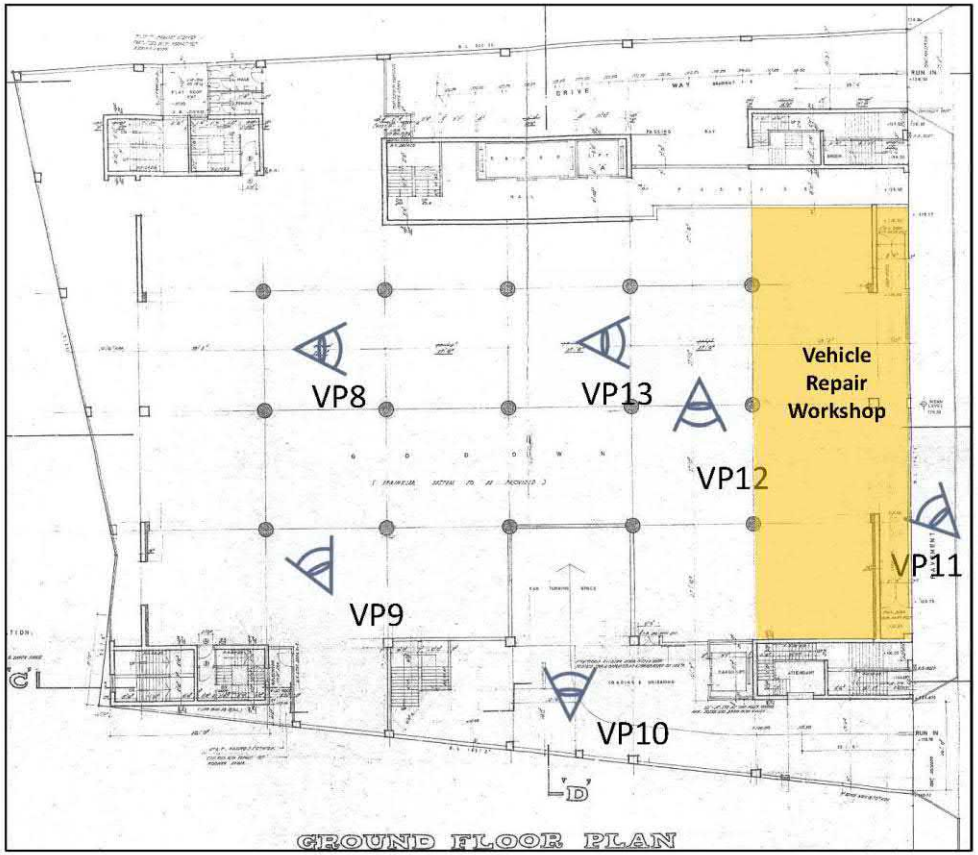


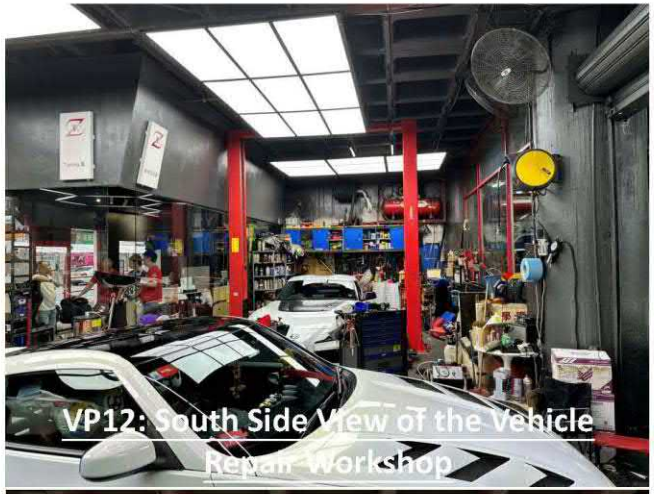


VP10: North Side View of Public Vehicle Park on G/F



VP11: Exterior View of the Vehicle Repair Workshop

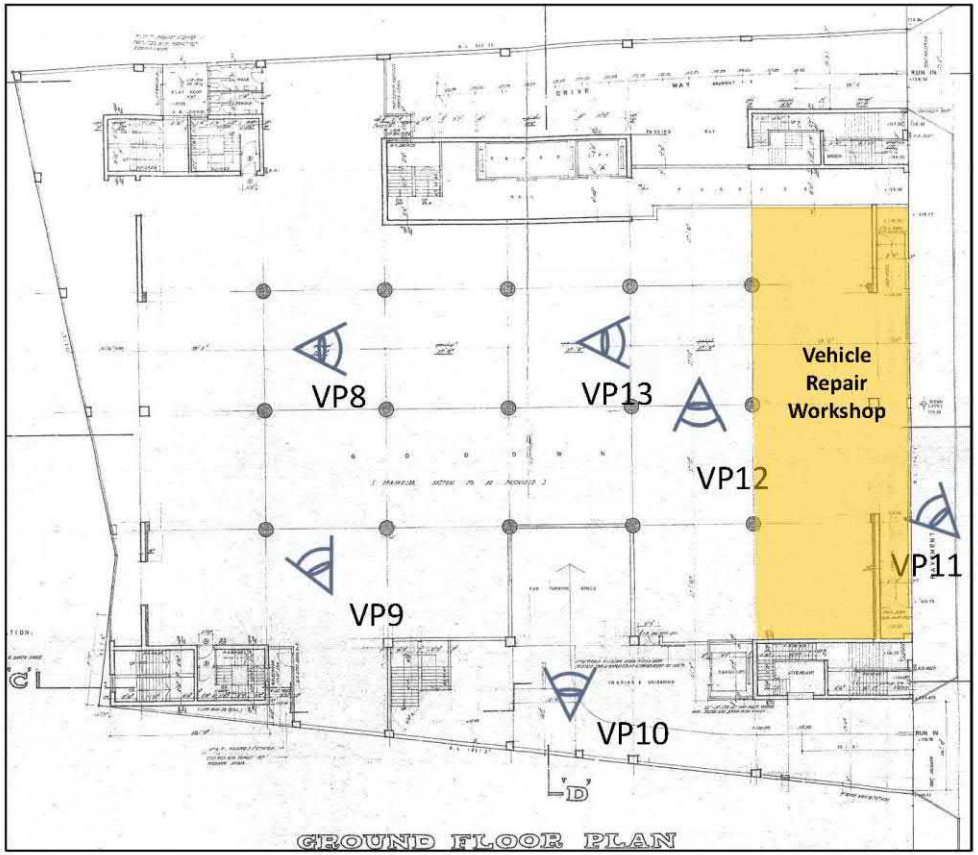




VP12: South Side View of the Vehicle Repair Workshop



VP13: East Side View of the Vehicle Repair Workshop



Attachment 4

Revised Air Quality Impact Assessment

SECTION 12A APPLICATION FOR AMENDMENT TO THE APPROVED KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/32 TO REZONE THE APPLICATION SITE FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" TO "RESIDENTIAL (GROUP E) 2", LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KTCL) 146, 97-107 WO YI HOP ROAD, NEW TERRITORIES

AIR QUALITY IMPACT ASSESSMENT REPORT

Sep 2025

Report No.: RT23055-AQIA-04

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Project:	SECTION 12A APPLICATION FOR AMENDMENT TO THE APPROVED KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/32 TO REZONE THE APPLICATION SITE FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" TO "RESIDENTIAL (GROUP E) 2", LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KTCL) 146, 97-107 WO YI HOP ROAD, NEW TERRITORIES AIR QUALITY IMPACT ASSESSMENT
Report No.:	RT23055-AQIA-04

Revision	Issue Date	Description	Author	Checker	Approver
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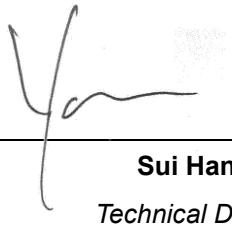
Prepared By:



Leo Yu

Consultant

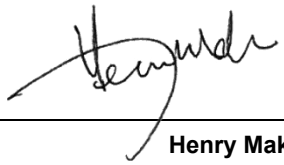
Checked by



Sui Hang Yan

Technical Director

Approved by:



Henry Mak

Director

Disclaimer:

- This report is prepared and submitted by BeeXergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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1. INTRODUCTION

1.1. BACKGROUND

1.1.1. Lai Sun Textiles Co. Ltd. (Project Proponent) proposed to rezone the Application Site from "Other Specified Uses" annotated "Business" to Residential (Group E) 2", at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories (hereafter refer to "the Proposed Development").

1.1.2. BeeXergy Consulting Limited was commissioned by the Project Proponent to undertake an Air Quality Impact Assessment (AQIA) supporting its planning application under Section 12A of the Town Planning Ordinance (TPO) for the Proposed Development.

1.2. PROJECT LOCATION

1.2.1. The Application Site is located in Kwai Chung District, with a site area of approximately 2,764.8m^2. It is currently bounded by industrial buildings to the north and west, Wo Yi Hop Road to the east, and an office building to the south. The Application Site is currently zoned as "Other Specified Uses" annotated "Business" under the Approved Kwai Chung Outline Zoning Plan No. S/KC/32. **Figure 1.1** showed the location of Application Site and its environs.

1.3. PROJECT DESCRIPTION

1.3.1. The Proposed Development will convert the existing permitted uses to Residential Care Home for Persons with Disabilities (RCHD), Residential Care Home for the Elderly (RCHE), flats. The key development parameters were summarised in **Table 1.1** and the Master Layout Plan provided by the Index Architecture Limited (the Project Architect) was enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	28 (excluding the basement floors)
Gross Floor Area (GFA)	Total: 16,589m^2 Flat: 16,458m^2 (excluding clubhouse area) Shop and Services: 131m^2 RCHD and/or RCHE: not more than 12,000m^2
Building Height	Not more than +130 mPD (87.6 m)
Proposed Floor Use	B1/F to LG1/F: Carpark

Proposed Floor Use	G/F: Shared Use 1/F to 3/F: RCHD 4/F to 6/F: RCHE 7/F to 26/F: Flats
No. of Parking Spaces	74
Tentative Population Intake Year	2030
Proposed RCHD and/or RCHE	
Total No. of Beds	Within a range of 280-380
Proposed Flats	
Total No. of Flats	253

1.4. STRUCTURE OF THE REPORT

1.4.1. This AQIA Report includes the following sections:

- Section 1 introduced the project background;
- Section 2 presented the relevant legislation, standards, guidelines, and baseline conditions for this AQIA;
- Section 3 identified and evaluated the air quality impact associated with the Construction of the Proposed Development;
- Section 4 identified and evaluated the air quality impact associated with the Operation of the Proposed Development; and
- Section 5 summarized the conclusion of this AQIA.

2. RELEVANT LEGISLATION, STANDARDS, GUILDELINES, AND BASELINE CONDITIONS

2.1. INTRODUCTION

2.1.1. This section outlined the relevant legislation, standards, guidelines, and baseline conditions for this AQIA.

2.1.2. This AQIA considered all relevant air pollutant emissions including industrial emissions from chimneys and vehicular emissions and odour emissions within the 500m assessment area. The assessment area of the Project Site were shown in **Figure 2.1**.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

2.2.1. The relevant legislation, standards, and guidelines applicable to the present review of air quality impact include:

- Air Pollution Control Ordinance (APCO) (Cap. 311);
- Air Pollution Control (Smoke) Regulations (Cap. 311C);
- Air Pollution Control (Fuel Restriction) Regulations (Cap. 311I);
- Air Pollution Control (Construction Dust) Regulation (Cap. 311R);
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z);
- Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance;
- Hong Kong Planning Standards and Guidelines (HKPSG);
- ProPECC PN 2/96 “Control of Air Pollution in Car Parks”; and
- Environmental Protection Department (EPD)’s Guideline “Control of Oily Fume and Cooking Odour from Restaurants and Food Business”.

2.3. AIR QUALITY OBJECTIVES

2.3.1. The APCO provides a statutory framework for establishing the Air Quality Objectives (AQOs) and stipulating the preventative/mitigation measures for air pollution sources. The AQOs stipulate concentration limits for a range of pollutants, which were summarized below in Error! Reference source not found..

Table 2.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	Number of Exceedances Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-hour	75	9
	Annual	30	N/A
Fine Suspended Particulates ($PM_{2.5}$) [iii]	24-hour	37.5	18
	Annual	15	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
	Peak season	100	N/A
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead	Annual	0.5	N/A

Notes:

[i] All measurements of the concentration of gaseous air pollutants, i.e., SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 K and a reference pressure of 101.325 kPa.

[ii] PM_{10} means suspended particles in air with a nominal aerodynamic diameter of 10μm or less.

[iii] $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5μm or less.

2.4. HONG KONG PLANNING STANDARDS AND GUIDELINES

2.4.1. Environmental requirements to be considered in land use planning are outlined in Chapter 9 of the HKPSG. The standards and guidelines provide recommendations on suitable locations for developments and sensitive users, provision of environmental facilities and design, layout, phasing, and operational controls to minimize adverse environmental impacts. It also lists out environmental factors influencing land use planning and recommends buffer distances for land uses.

2.4.2. Buffer distances on usage of open space sites for active and passive recreational uses are also recommended. Evaluation of the potential air quality impact on the Proposed Development due to the open road emissions and industrial emissions shall refer to the guidelines as stipulated in the HKPSG. The buffer distance requirements in HKPSG were extracted below in **Table 2.2**.

Table 2.2 HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	*Type of Road*		
	Trunk Road and Primary Distributor	> 20m	Active and Passive Recreational Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity Areas
	District Distributor	> 10m	Active and Passive Recreational Uses
		< 10m	Passive Recreational Uses
Roads and Highways	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
	Under Flyover	N/A	Passive Recreational Uses
Industrial Areas	*Difference in Height between Industrial Chimney Exit and the Site*		
	< 20m	> 200m	Active and Passive Recreational Uses
		5 – 200m	Passive Recreational Uses
	20 – 30m (*)	> 100m	Active and Passive Recreational Uses
		5 – 100m	Passive Recreational Uses
	30 – 40m	> 50m	Active and Passive Recreational Uses
		5 – 50m	Passive Recreational Uses
	> 40m	> 10m	Active and Passive Recreational Uses

Remarks:

a) 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.

b) 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.

c) The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.

d) Amenity areas are permitted in any situation.

2.4.3. Some small-scale community uses (i.e. crematoria, livestock yards, stock wagon washing areas, and wholesale fish and poultry markets) can cause significant air pollution nuisance primarily due to odour. Usually, a buffer distance of at least 200m from nearby sensitive uses is required.

2.5. BASELINE CONDITIONS

Existing Ambient Air Quality

2.5.1. The nearest EPD General Air Quality Monitoring Station (AQMS) to the Application Site is the Kwai Chung AQMS located at Kwai Chung Police Station, which is approximately 1.6km to the Southwest of the Application Site. The concentrations of the key air pollutants relevant to the Project in the recent five years (2019 – 2023) at Kwai Chung AQMS extracted from EPD's Smart Air Modelling Platform (SAMP) were summarized in **Table 2.3**, which depicted the trend in ambient air quality.

Table 2.3 Air Quality Monitoring Data at Kwai Chung General AQMS Station

Pollutant	Averaging Time	Concentration (μg/m^3) [1], [2]					Prevailing AQOs (μg/m^3)
		2019	2020	2021	2022	2023	
NO_2	1-hour (19th highest)	184	184	180	168	182	200
	Annual	**54**	**48**	**52**	**44**	**50**	40
SO_2	10-min (4th highest)	53	43	45	59	48	500
	24-hour (4th highest)	18	12	14	17	13	40
RSP	24-hour (10th highest)	59	46	56	53	54	75
	Annual	29	23	26	23	25	30
FSP	24-hour (36th highest)	29	24	27	28	26	37.5
	Annual	**18**	14	**16**	15	**16**	15
O_3	8-hour (10th highest)	143	124	124	139	128	160

Notes:

[1] Underlined and bolded figures indicate the exceedance recorded.

[2] CO not being monitored at Kwai Chung General AQMS Station.

2.5.2. As shown in **Table 2.3**, the monitored air pollutant concentrations from 2019 to 2023 could comply with the prevailing AQOs except for the annual NO_2 concentrations from 2019 to 2023.

Predicted Background Air Quality

2.5.3. Apart from the air quality monitoring data, EPD also provides a set of regional background concentrations for key pollutants in the "Pollutants in the Atmosphere and their Transport over Hong Kong" (PATH) model v3.0. Given that the tentative intake year of the Proposed Development would be in the Year 2030, the background air quality predicted by PATH v3.0 for Year 2030 was presented as the future background air quality during the operation phase.

2.5.4. The 500m assessment area was covered by the PATH grids (36, 39), (37, 39), (36, 38), and (37, 38) as shown in **Figure 2.2**. The predicted background concentrations at the PATH grids in Year 2030 were summarized in **Table 2.4**. The predicted background concentrations in the Year 2030 were expected to be lower than their respective AQOs except Ozone.

Table 2.4 Background Air Pollutant Concentrations Predicted in Year 2030

Pollutant	Averaging Time	PATH Grid (36, 39)	PATH Grid (37, 39)	PATH Grid (36, 38)	PATH Grid (37, 38)	Prevailing AQOs
		Concentration ($\mu g/m^3$) [1]				
NO_2	1-hour (19th highest)	83	74	89	79	200
	Annual	16	14	17	14	40
SO_2	10-min (4th highest)	22	22	22	22	500
	24-hour (4th highest)	6	6	7	6	40
RSP	24-hour (10th highest)	48	49	49	49	75
	Annual	19	19	19	19	30
FSP	24-hour (36th highest)	24	25	25	25	37.5
	Annual	11	11	12	11	15
O_3	8-hour (10th highest)	**168**	**166**	**168**	**168**	160
CO	1-hour (1st highest)	519	509	517	508	30,000
	8-hour (1st highest)	487	480	487	480	10,000

Notes:

[1] Underlined and bolded figures indicate the exceedance recorded.

Air Quality Sensitive Receivers (ASRs)

2.5.5. Representative ASRs within 500m assessment area were identified based on topographic maps supplemented by site surveys, outline zoning plans and other published plans in the vicinity of the Application Site. Within the 500m assessment area, ASRs that are closest to the Application Site are anticipated to be the most affected and therefore considered the most representative ASRs for the worst-case scenario air quality impact assessment, whilst other ASRs located further away from these first-tier representative ASRs are expected to be less impacted. Details of the identified representative ASRs were summarized in **Table 2.5** below and their locations were shown in **Figure 2.3**.

Table 2.5 Summary of Identified Representative ASRs

ASR ID	Description of ASR	Separation Distance from the Application Site
ASR01	Industrial Development to the North of the Application Site	<5m
ASR02	Residential and Commercial Development to the East of the Application Site	~20m
ASR03	Industrial Development to the South of the Application Site	<5m
ASR04	Industrial Development to the West of the Application Site	~3m

Site Surveys

2.5.6. Site surveys were conducted on 11 December 2023, 3 January 2024 and 20 February 2025 to identify any industrial emissions and odour emission within the 500m assessment area. A total of Twenty-eight (28) industrial chimneys were identified within the 500m assessment area. **Table 2.6** below summarized the industrial chimneys identified. The location of the identified industrial chimneys was shown in **Figure 2.4**. Details of the site survey record were shown in **Appendix 2.1**

Table 2.6 Summary of Industrial Chimneys Identified During the Site Surveys

Chimney ID	Location	Closest Distance to the Application Site	No. of Chimney Identified	Current Chimney Status
GSB_01-03	Golden Sunflower Building	~52m	3	Abandoned
GDS_01-21	GDS Data Centre	~106m	21	Emergency
GIB_01	Grand Industrial Building	~306m	1	Active
TCSCC_01-03	Tung Chun Soy and Canning Company	~357m	3	Active
VIB_01	Vigor Industrial Building	~264m	1	Active
PDC_01	Proposed Data Centre	~307m	1	Emergency
PDC_02	Proposed Data Centre	~219m	1	Emergency

2.5.7. Three (3) industrial chimneys (**Photo 1** in **Appendix 2.1**) were identified at the Golden Sunflower Building (GSB_01-03) located approximately 52m away from the Application Site. Based on the site survey record, the industrial chimneys were abandoned and no longer being used during the time of the site survey (**Photos 2 to 3** in **Appendix 2.1**).

2.5.8. Twenty-one (21) industrial chimneys (GDS_01-21) were identified at the GDS Data Centre. The chimney GDS_01 (**Photos 4** in **Appendix 2.1**) is located the closest, which is approximately 106m away from the Application Site. The chimneys would only be used for emergency power generation for the Data Centre according to Specified Process License L-7-065(1). Detail of the Specified Process License L-7-065(1) was shown in **Appendix 2.2**.

2.5.9. One (1) industrial chimney (**Photo 7** in **Appendix 2.1**) was identified at the Grand Industrial Building (GIB_01) and three (3) industrial chimneys (**Photo 8** in **Appendix 2.1**) were identified at the Tung Chun Soy Sauce and Canning Company (TCSCC_01-03). The above-mentioned chimneys are located over 300m away from the Application Site and were in operation during the time of the site survey.

2.5.10. In addition, there were potential chimneys for Ngan Fai Laundry Limited at Vigor Industrial Building (VIB_01). However, the distance between the Proposed Development and Vigor Industrial Building was greater than 200m, which is greater than the buffer distance required in HKPSG, thus Vigor Industrial Building is not

considered in this assessment.

2.5.11. Two (2) approved S16 Application for data centre near Tai Yuen Street (PDC_01) and Ta Chuen Ping Street (PDC_02) are identified within assessment. Potential planned chimneys at data centre may lead to adverse air quality impact. Given that chimneys at data center would likely be used for emergency power generation, no adverse air quality impact on Proposed Development is anticipated.

2.5.12. During the site survey, the presence of other potential air pollution sources and dusty uses within the assessment area such as concrete batching plants, tunnel portals and ventilation buildings has been assessed, no additional air pollution sources are identified.

3. CONSTRUCTION PHASE AIR QUALITY IMPACT ASSESSMENT

3.1. INTRODUCTION

3.1.1. This section identified potential impacts on air quality associated with the construction of the Proposed Development.

3.2. IDENTIFICATION OF AIR QUALITY IMPACT

3.2.1. Based on the nature of the Proposed Development, the potential air quality impacts due to the construction of the Proposed Development were identified below:

- Fugitive Dust Emissions from Demolition and Construction; and
- Gaseous and PM emissions from the operation of powered mechanical equipment (PMEs) and dump trucks.

3.3. EVALUATION OF AIR QUALITY IMPACT

Fugitive Dust Emissions from Demolition and Construction

3.3.1. Fugitive dust emissions and gaseous emissions from construction machinery were expected to be generated from various construction activities during demolition, site formation, foundation, and superstructure works.

3.3.2. Based on the latest development scheme and information provided by Project Team, deep foundation excavation and large-scale site formation will not be required. The area of excavation is approximately 2,765m^2, it is expected that only 2 dump truck per day is required. The estimated amount of excavated materials to be handled and number of truck trips per day are summarized in **Table 3.1** below.

Table 3.1 Estimated Volume of Excavated Materials and Number of Truck Trips Per Day

Construction Stage	Estimated Total Volume of Excavated / Backfill Material during the Construction Stage	Estimated Number of Truck Trips per Day
Foundation Stage (~6 Months)	1246.5m^3 C&D Material (Inert C&D: 1244m^3, Non-inert C&D: 2.5m^3)	<2 Trip per Day
Superstructure Stage (~18 Months)	1659m^3 C&D Material (Inert C&D: 1327m^3, Non-inert C&D: 332m^3)	<1 Trip per Day
Remarks: a) Assumed that there will be 22 working days per month. b) Assumed that the average dump truck capacity will be 7.5m^3 per trip.		

3.3.3. Mitigation measures set out under the *Air Pollution Control (Construction Dust) Regulation* shall be strictly followed during the demolition, site formation, foundation, and superstructure works. With the proper implementation of dust mitigation measures, no adverse impact associated with the fugitive dust generated from construction is anticipated. Details of recommended mitigation measures were provided in **Section 3.4** below.

Gaseous and PM emissions from the Operation of PMEs and dump trucks

3.3.4. Gaseous and PM emissions are expected to be generated from the operation of PMEs such as Generators, Excavators, and Dump Trucks.

3.3.5. On average 5 nos. of PMEs will be operated simultaneously within the Application Site. Gaseous and PM emissions from PMEs are expected to be limited. Provided that the *Air Pollution Control (Fuel Restriction) Regulation*, *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation,* and *Motor Vehicle Idling (Fixed Penalty) Ordinance* shall be followed, no adverse air quality impacts associated with Gaseous and PM emissions from the operation of PMEs and dump trucks is anticipated. Details of recommended mitigation measures were provided in **Section 3.4** below.

3.4. RECOMMENDED MITIGATION MEASURES

3.4.1. The following air quality mitigation measures are recommended for the construction phase of the Proposed Development:

- The works area for site clearance/demolition should be sprayed with water or a dust suppression chemical before, during and after the operation 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 should be used to enclose the whole wall to a height of at least 1 m higher than the highest level of the structure being demolished;
- Erection of hoarding of not less than 2.4m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials should be covered entirely by impervious sheeting and/or placed in an area sheltered on the top and four sides;
- Restricting heights from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;
- All dusty materials should be sprayed with water immediately prior to any loading,

unloading or transfer operation so as to maintain the dusty materials wet;

- Locate all the dusty activities away from any nearby ASRs as far as practicable;
- The travelling speed of vehicles within the site should be controlled to reduce the traffic induced dust dispersion;
- Immediately before leaving a construction site, all vehicles should be washed to remove any dusty materials from the bodies and wheels;
- Where a vehicle leaving the site is carrying a load of dusty materials, the load should be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement, pulverized fuel ash or any other dusty materials collected by fabric filters or other air pollution control systems or equipment should be disposed of in totally enclosed containers;
- 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 floor level of the building, or if a canopy is provided at the first floor level, 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;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimize gaseous and prevent black smoke emission;
- Use cleaner fuel such as ULSD or biodiesel in diesel operated construction plant or use electric power supplied from power utilities when practicable;
- Switch off the engine of PMEs when idling;
- Provide electric power supply for on-site machinery as far as practicable. Diesel generators and machinery as well as exempted machinery should be avoided to minimize the gaseous and particular matter emissions; and
- Conduct regular site audits to ensure the implementation of air quality mitigation measures.

4. OPERATION PHASE AIR QUALITY IMPACT ASSESSMENT

4.1. INTRODUCTION

4.1.1. This section identified potential impacts on air quality associated with the operation of the Proposed Development.

4.2. IDENTIFICATION OF AIR QUALITY IMPACT

4.2.1. Based on the nature of the Proposed Development and site survey observations, the potential air quality impacts during the operation of the Proposed Development were identified below:

- Vehicular Emissions from nearby road traffic;
- Industrial Emissions from nearby chimneys;
- Odour Emissions from nearby RCP;
- Emissions from car parks within the Proposed Development; and
- Emissions from kitchen within the Proposed Development.

4.3. EVALUATION OF AIR QUALITY IMPACT

Vehicular Emissions from nearby road traffic

4.3.1. The Application Site is bounded by Wo Yi Hop Road and is subject to the air quality impact associated with the vehicular emission from existing open roads. In order to comply with the buffer distance requirements as stipulated in the HKPSG, the air-sensitive uses at the Proposed Development have been positioned away from Wo Yi Hop Road. The required buffer distances from the surrounding road were summarized in **Table 4.1** and illustrated in **Figure 4.1**. 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.

Table 4.1 Recommended Buffer in HKPSG (Vehicular Emissions)

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance Allowed for the Proposed Development
Wo Yi Hop Road (from Tai Loong Street to Lei Muk Road)	District Distributor	>10m	>10m

Note:

1. As advised by the Project's Traffic Consultant, Wo Yi Hop Road (from Tai Loong Street to Lei Muk Road) is classified as a District Distributor according to the Annual Traffic Census 2023. The relevant page of traffic census was enclosed in Appendix 4.1

Industrial Emissions from nearby chimneys

4.3.2. Based on the site survey record in **Appendix 2.1**, the industrial chimneys at Golden Sunflower Building (GSB_01-03) were no longer being used, while chimneys at Grand Industrial Building (GIB_01) and Tung Chun Soy and Canning Company (TCSCC_01-03) are located over 300m away from the Application Site. In view of no emission (GSB_01) and sufficient buffer distance allowed (GIB_01 and TCSCC_01 to 03) according to HKPSG recommendation, no adverse air quality impact from the above-mentioned chimneys is anticipated.

4.3.3. The industrial chimneys at the GDS Data Centre (GSD 01-21) located approximately 106m from the Proposed Development. The air-sensitive uses at the Proposed Development have been positioned away from the industrial as far as possible. The chimneys would only be used for emergency power generation for the Data Centre according to Specified Process License L-7-065(1) (**Appendix 2.2** refers). It is noted that routine running tests for emergency generators would be carried out regularly and thus air pollutant emissions would be expected. For typical routine running tests for emergency generators, it is expected that the frequency and duration would be performed quarterly per year and no longer than one week each time. Therefore, in view of the emergency nature of the generators and short period of time for air pollutant emissions from routine running tests, no significant air pollutant emissions are anticipated and thus no adverse air quality impacts are anticipated.

4.3.4. In addition, the reliability rate of power supply from China Light and Power Company (CLP) is 99.997%[1]. Given the industrial chimneys at GDS Data Centre are expected to be used for emergency power generation for the Data Centre, with the high-reliability rate of power supply from CLP, the chance of industrial chimneys at GDS Data Centre being operated is not likely and adverse air quality impact from the industrial chimneys at GDS Data Centre is not anticipated.

Odour Emissions from RCP and Market

4.3.5. Ta Chuen Ping Street Refuse Collection Point (RCP), Shek Lei (II) Estate RCP, Shek Yam Estate RCP and North Kwai Chung Market are located at approximately 71m, 184m, 150m and 160m away from the Application Site respectively. Other odour emission sources including crematoria, livestock yards, stock wagon washing areas, and wholesale fish and poultry markets were not identified within the 500m assessment area. The location of the identified RCPs was shown in **Figure 2.4**. During the site survey on dated , no odour from the RCPs and the market was identified. Given that the refuses at the RCPs are enclosed inside the containers, and RCPs and the market are regularly cleaned by the Food and Environmental Hygiene Department (FEHD), no

[1] CLP's Power Supply Reliability Rate (https://www.clp.com.hk/en/power-quality)

adverse odour impact on the Proposed Development is expected.

Emissions from car parks within the Proposed Development

4.3.6. The car parks within the Proposed Development will be designed and operated in accordance with *ProPECC PN 2/96 Control of Air Pollution in Car Parks*. The car parks are mainly used for private car parking and the starting emissions generated by the vehicles are expected to be limited. Nonetheless, the idling period of vehicles will be governed by *Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance* which excessive emissions from idling vehicles within the Application Site is not expected. Given the above, no adverse air quality impact from car park operations is anticipated.

Emissions from the kitchen within the Proposed Development

4.3.7. Emissions from the kitchens on 2/F, 3/F and 4/F, and its associated cooking fumes/ventilation within the Proposed Development which are solely serve for RCHD and RCHE residents and not under 'shop and services' use are controlled under APCO. The best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. Given the above, no adverse air quality impact from kitchen operation is anticipated. Details of recommended mitigation measures were provided in **Section 4.4** below.

4.4. RECOMMENDED MITIGATION MEASURES

4.4.1. The following air quality mitigation measures are recommended for the operation phase of the Proposed Development:

- Positioning of the outlet of the exhaust system away from sensitive receivers as far as practicable;
- Installation of air pollution control equipment (e.g., electrostatic precipitator, air washer, scrubbers, etc.) for exhaust system serving the cooking stoves or other cooking appliances, where appropriate; and
- Regular maintenance of air pollution control equipment.

5. CONCLUSION

5.1.1. The Project Proponent proposed to rezone the Application Site from "Other Specified Uses" annotated "Business" to Residential (Group E) 2", at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories.

5.1.2. With the implementation of appropriate mitigation measures, no adverse air quality impact during construction is anticipated.

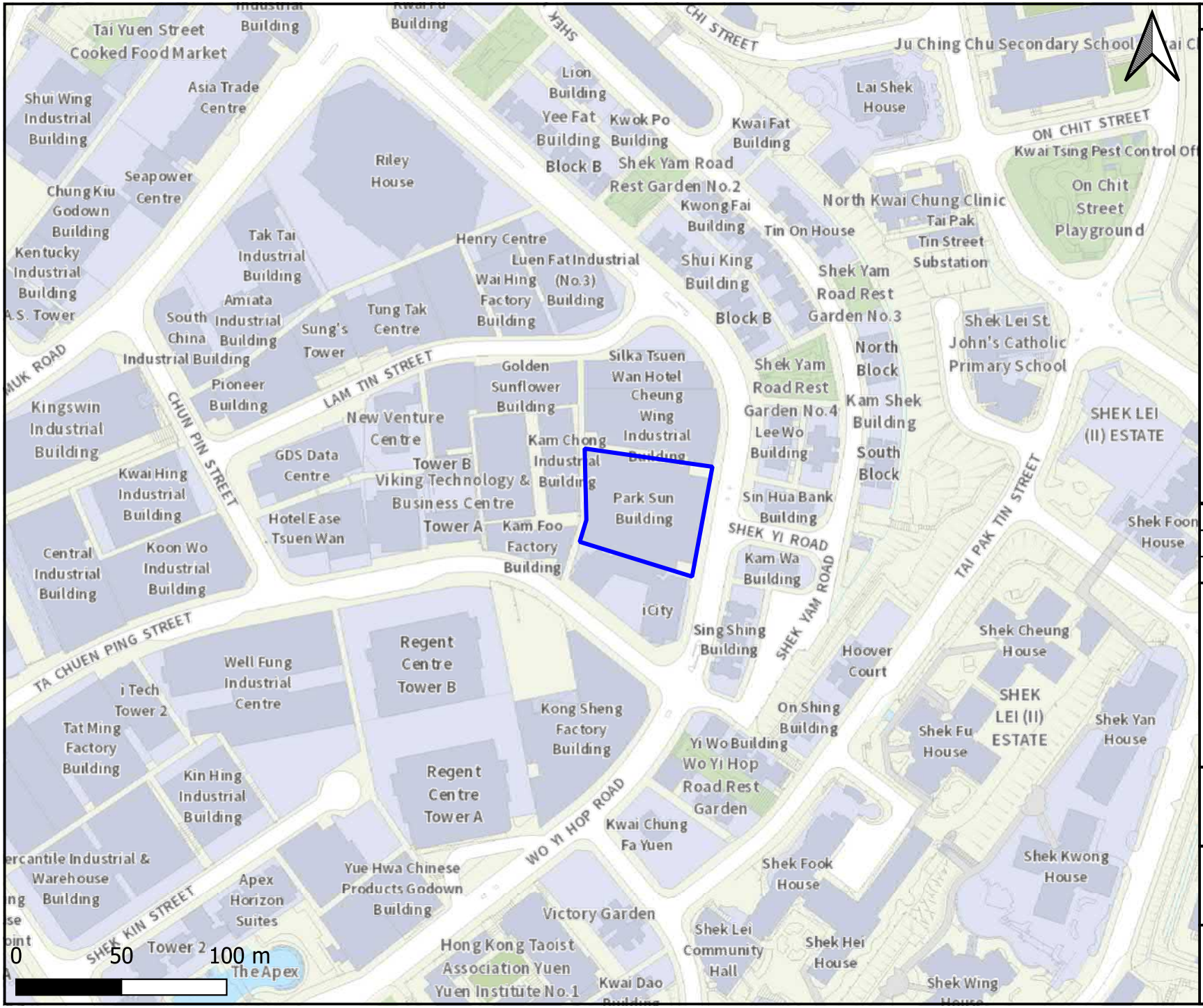
5.1.3. Sufficient buffer distances as recommended in HKPSG are allowed in the design of the Proposed Development, no adverse air quality impact due to vehicular and industrial chimneys emission are anticipated.

5.1.4. No adverse odour impact from the nearby RCPs on the Proposed Development is expected given the RCPs will be regularly cleaned and maintained by FEHD.

5.1.5. The carpark within the Proposed Development will be designed and operated in accordance with *ProPECC PN 2/96 "Control of Air Pollution in Car Parks"*. The idling period of vehicles will be governed by *Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance* which excessive emission from idling vehicles is not expected and no adverse air quality impact is anticipated.

5.1.6. The kitchen within the Proposed Development will adopt the best practical control measures recommended in EPD's Guideline "*Control of Oily Fume and Cooking Odour from Restaurants and Food Business"* during its operation, no adverse air quality impact from kitchen operation is anticipated.

FIGURE 1.1
LOCATION OF APPLICATION SITE AND ITS ENVIRONS



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Legend

Application Site

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

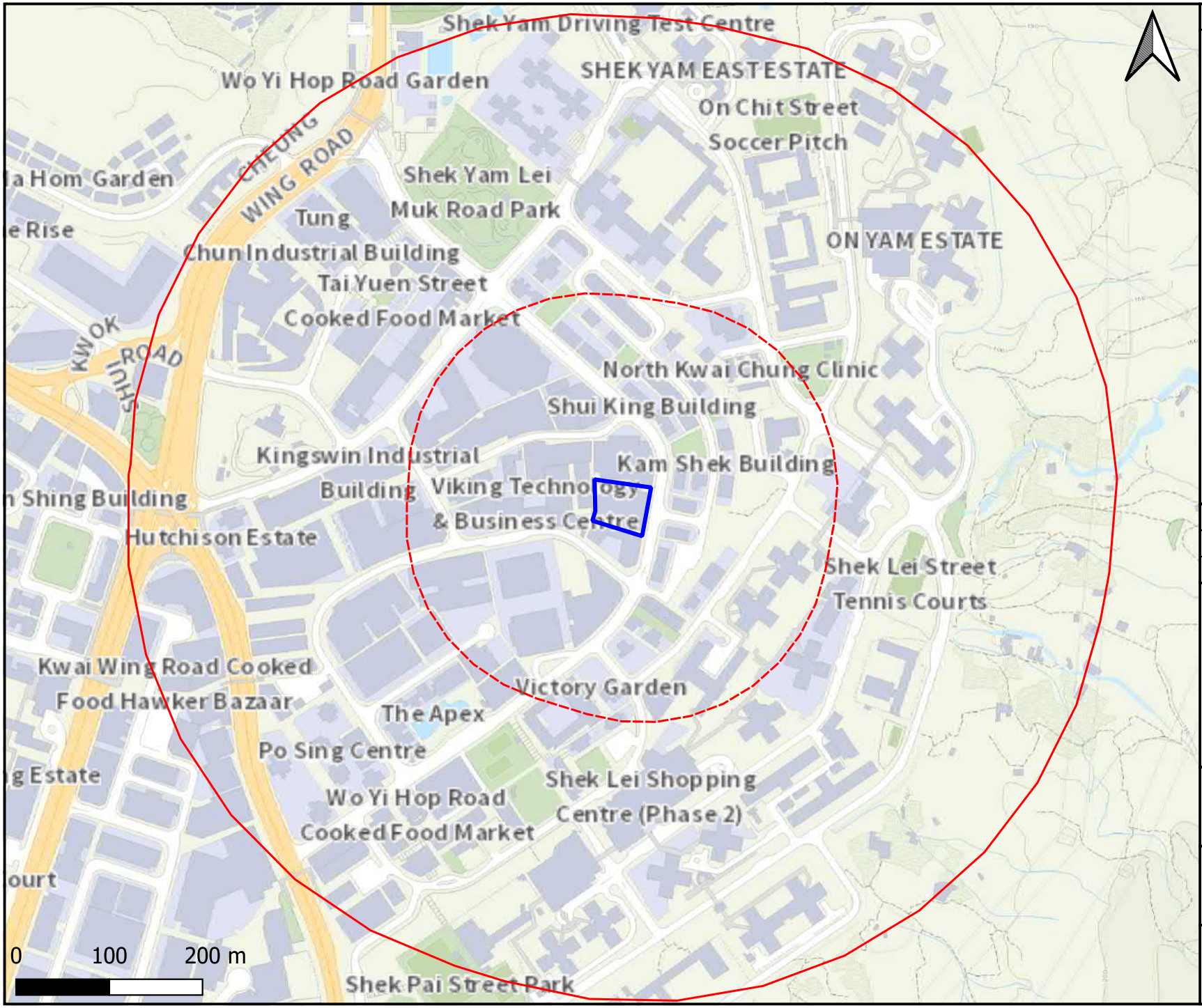
Location of Application Site and Its Environs

Figure No.	Rev.
Figure 1.1	0

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\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE Development at Park Sun (W23055)\PREP\Deliverables\AQIA Report\RT23055-AQIA-01_v0\GIS\RT23055-AQIA-01.qgz

FIGURE 2.1
200M AND 500M ASSESSMENT AREA



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Legend

- Application Site
- 200m Assessment Area
- 500m Assessment Area

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240314	240314	240314

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

200m and 500m Assessment Area

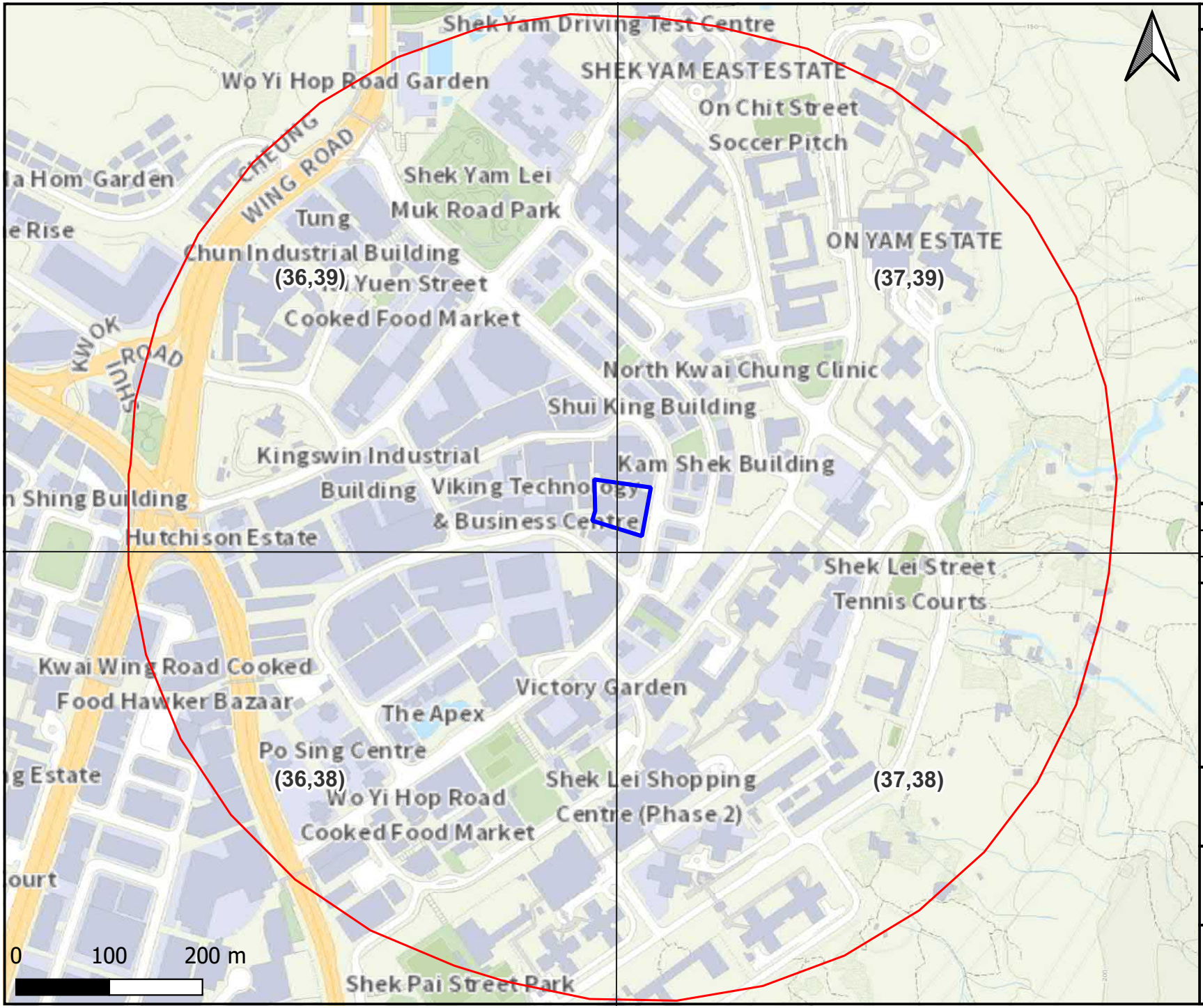
Figure No.	Rev.
Figure 2.1	0

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\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE Development at Park Sun (W23055)\PREP\Deliverables\AQIA Report\RT23055-AQIA-01_v0\GIS\RT23055-AQIA-01.qgz

FIGURE 2.2

PATH GRIDS COVERED THE 500M ASSESSMENT AREA



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Legend

- Application Site
- 500m Assessment Area
- PATH Grids

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

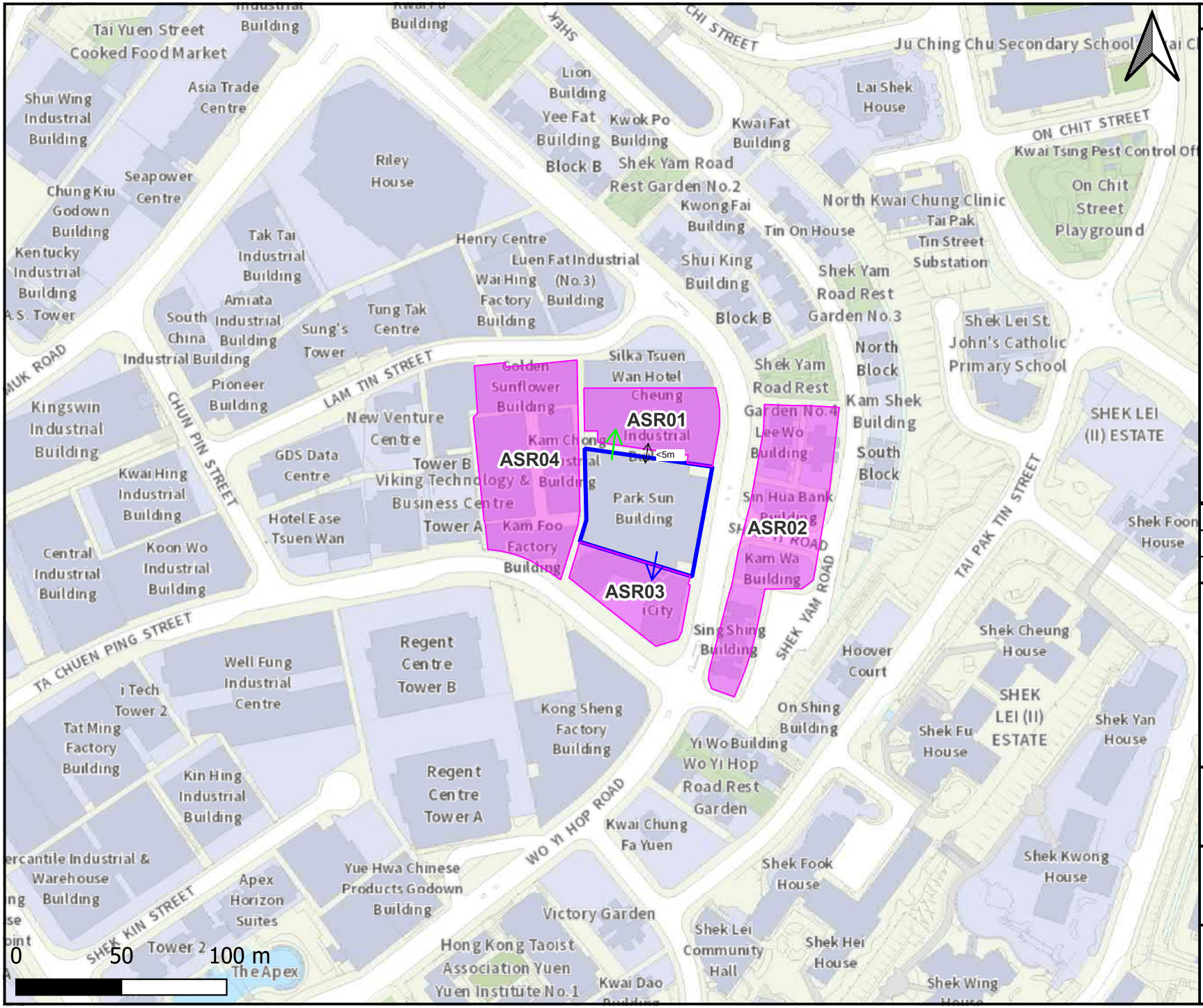
PATH Grids covered the 500m Assessment Area

Figure No.	Rev.
Figure 2.2	0

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FIGURE 2.3
LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS (ASRS)



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Legend

- Application Site
- Air Sensitive Receivers (ASRs)
- Kitchen Exhaust
- Carpark Exhaust

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

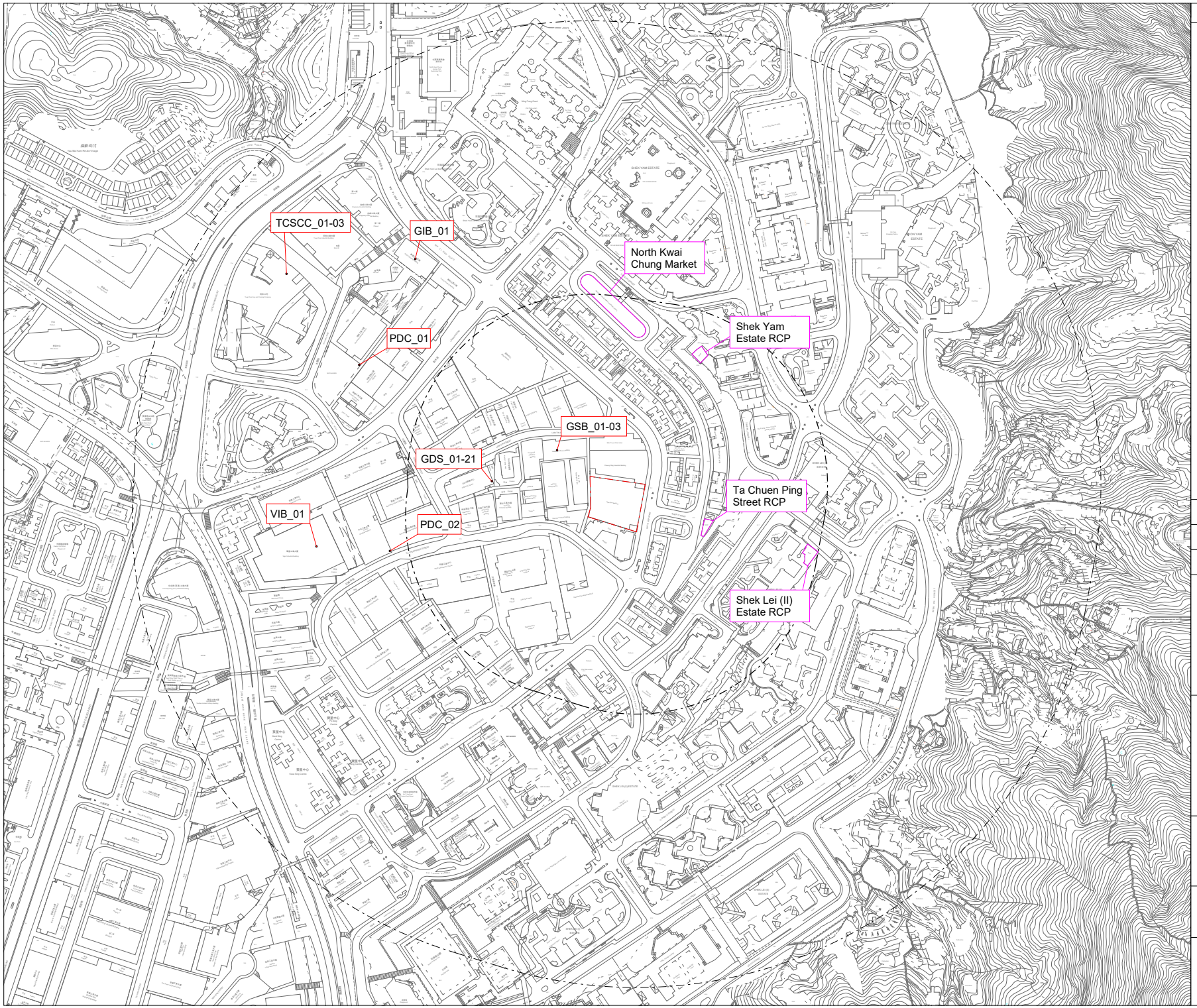
Location of Representative Air Sensitive Receivers (ASRs)

Figure No.	Rev.
Figure 2.3	0

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FIGURE 2.4
LOCATION OF INDUSTRIAL CHIMNEYS AND REFUSE COLLECTION POINTS



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LEGEND:

- Application Site
- 500/200m Assessment Area
- Industrial Chimney
- Refuse Collection Point (RCP)

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

DrawingTitle

Location of Industrial Chimneys and Refuse Collection Points

Drawing No.	Rev.
FIGURE 2.4	0

Scale:

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FIGURE 4.1

10M BUFFER ZONE FOR DISTRICT DISTRIBUTOR



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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (G/F)

Drawing No.	Rev.
Figure 4.1a	0

Scale: A4 - 1:650

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (1/F)

Drawing No.	Rev.
Figure 4.1b	0

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (2/F)

Drawing No.	Rev.
Figure 4.1c	0

Scale: A4 - 1:650

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (3/F)

Drawing No.	Rev.
Figure 4.1d	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (4/F)

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Figure 4.1e	0

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LEGEND:

10m Buffer Distance

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Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (5/F)

Drawing No.	Rev.
Figure 4.1f	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (6/F)

Drawing No.

Figure 4.1g

Rev.

0

Scale:

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (7/F)

Drawing No.

Figure 4.1h

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

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Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (8/F)

Drawing No.	Rev.
Figure 4.1i	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
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Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (9/F-12/F)

Drawing No.

Figure 4.1j

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LEGEND:

10m Buffer Distance

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Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (13/F)

Drawing No.	Rev.
Figure 4.1k	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
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Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (14/F)

Drawing No.	Rev.
Figure 4.1l	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
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Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (15/F)

Drawing No.	Rev.
Figure 4.1m	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

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Drawing Title

10m Buffer Zone for District Distributor (16/F-18/F)

Drawing No.	Rev.
Figure 4.1n	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (19/F-20/F)

Drawing No.	Rev.
Figure 4.1o	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (21/F-22/F)

Drawing No.

Figure 4.1p

Rev.

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A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (23/F)

Drawing No.

Figure 4.1q

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (24/F-26/F)

Drawing No.	Rev.
Figure 4.1r	0

Scale: A4 - 1:650

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APPENDIX 1.1
MASTER LAYOUT PLAN



PARKING PROVISIONS

PRIVATE CAR:	40 NO.S
MOTORCYCLE:	1 NO.S

0 1 2 5 m

1:250 @A3

index
architecture
limited

Flat 12, 8/F.,
Decca Industrial Centre,
12 Kut Shing Street, Chai Wan,
Hong Kong SAR
Tel: (852) 2155 1007
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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: BASEMENT 1/F Layout Plan

Sheet: Rev:-



PARKING PROVISIONS

PRIVATE CAR:	35 NO.S
MOTORCYCLE:	4 NO.S

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

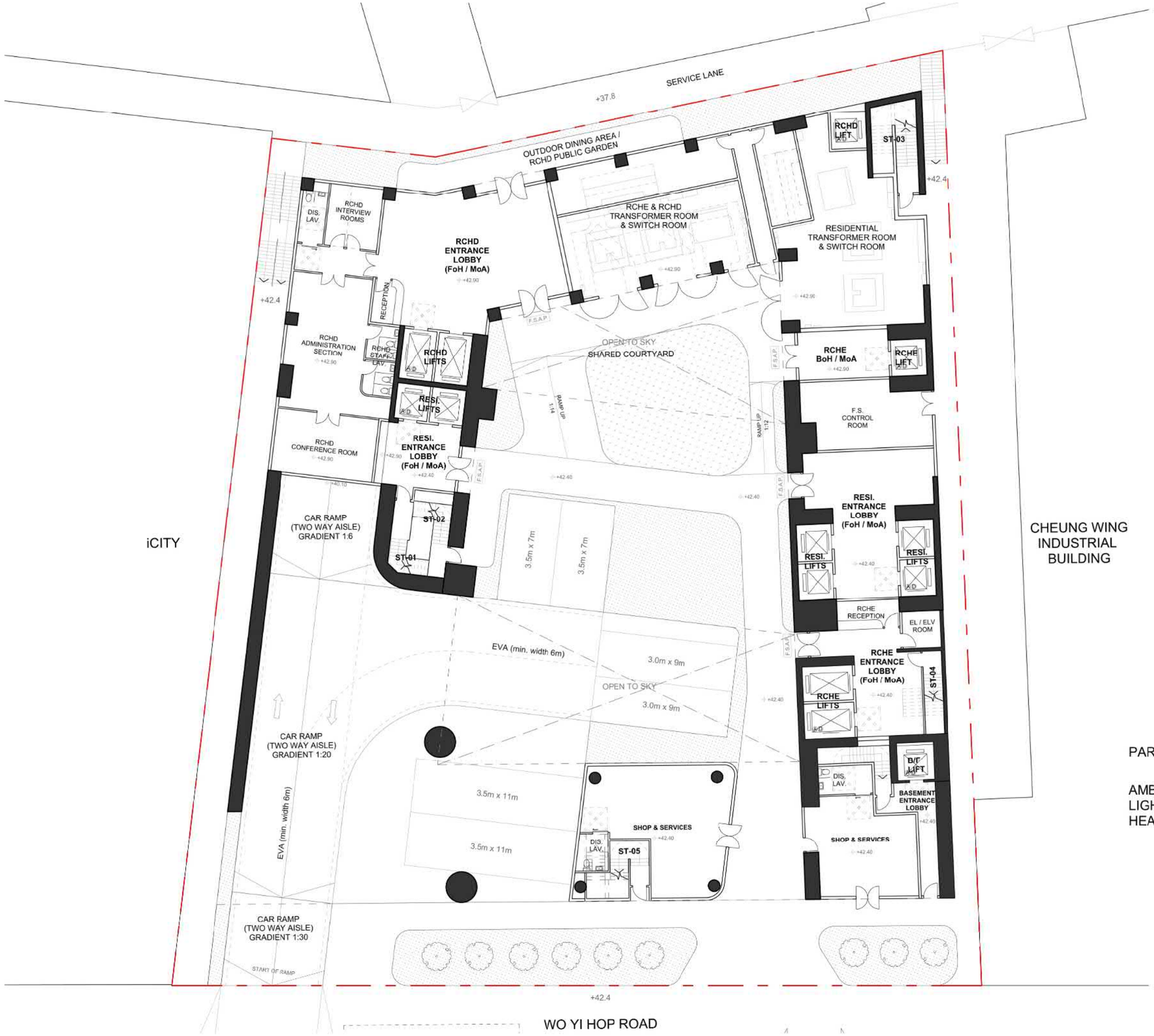
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung Hong Kong

Drawn: OC Scale: 1:250@A3

Title: LOWER GROUND 1/F Layout Plan

Sheet: Rev:-



PARKING PROVISIONS

AMBULANCE:	2 NO.S
LIGHT GOODS VEHICLE:	2 NO.S
HEAVY GOODS VEHICLE:	2 NO.S

GRASS

SHRUB

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: G/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

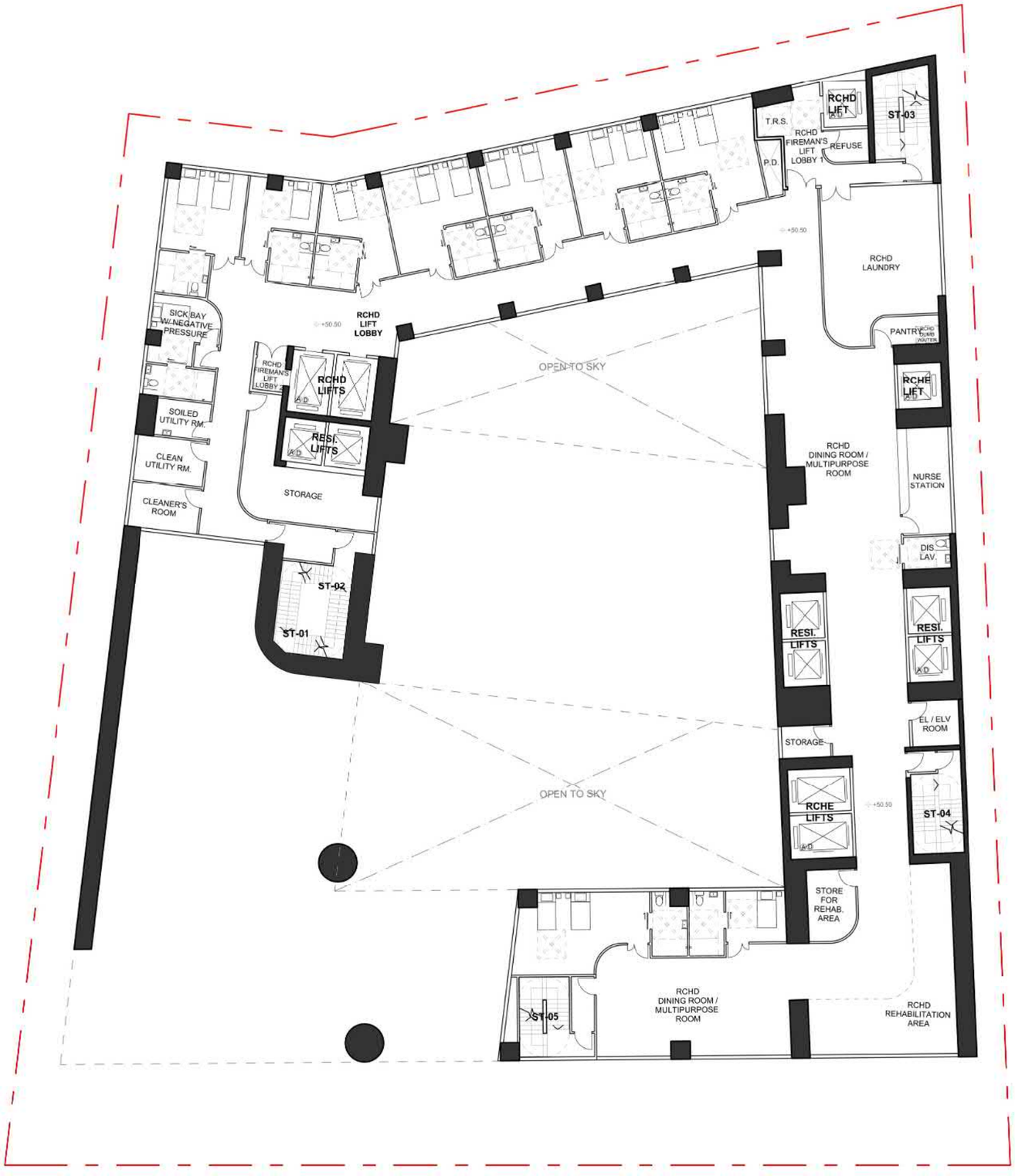
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 1/F Layout Plan

Sheet: Rev:-



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1:250 @A3

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Client: Kin Ying Co. Ltd.

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Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 2/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 3F Layout Plan

Sheet: Rev:-



GRASS

SHRUB

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 4/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 5/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 6/F Layout Plan

Sheet: Rev:-



GRASS

SHRUB

0 1 2 5 m

1:250 @A3

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Project no: 22013

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Drawn: OC Scale: 1:250@A3

Title: 7/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Project: Park Sun Bulding Redevelopment

Client: Kin Ying Co. Ltd.

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Hong Kong

Drawn OC Scale: 1:250@A3

Title: 8/F Layout Plan

Sheet: Rev:-



Floor Level:

9/F: +74.65 10/F: +77.73 11/F: +80.80 12/F: +83.88

0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: CC Scale: 1:250@A3

Title: 9-12/F Layout Plan

Sheet: Rev:-



Floor Level:
13/F: +86.95

0 1 2 5 m

1:250 @A3

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Drawn: CC Scale: 1:250@A3

Title: 13/F Layout Plan

Sheet: Rev:-



Floor Level:
14/F: +90.03

0 1 2 5 m

1:250 @A3

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Drawn: CC Scale: 1:250@A3

Title: 14/F Layout Plan

Sheet: Rev:-



Floor Level:
15/F: +93.10

0 1 2 5 m

1:250 @A3

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Drawn: CC Scale: 1:250@A3

Title: 15/F Layout Plan

Sheet: Rev:-



Floor Level:
16/F: +96.18 17/F: +99.25 18/F: +102.33

0 1 2 5 m
1:250 @A3

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Client: Kin Ying Co. Ltd.

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Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 16-18/F Layout Plan

Sheet: Rev:-



Floor Level:
19/F: +105.40 20/F: +108.48

0 1 2 5 m

1:250 @A3

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Drawn: OC Scale: 1:250@A3

Title: 19-20/F Layout Plan

Sheet: Rev:-



Floor Level:
21/F: +111.55 22/F: +114.63

0 1 2 5 m

1:250 @A3

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Drawn: OC Scale: 1:250@A3

Title: 21-22/F Layout Plan

Sheet: Rev:-



Floor Level:
23/F: +117.70

0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

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Drawn: OC Scale: 1:250@A3

Title: 23/F Layout Plan

Sheet: Rev:-



Floor Level:
24/F: +120.78 25/F: +123.85 26/F: +126.93

0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 24-26/F Layout Plan

Sheet: Rev:-



GRASS

SHRUB

0 1 2 5 m

1:250 @A3

Floor Level:

R/F: +130.00 25/F: +123.85 26/F: +126.93

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Project: Park Sun Building Redevelopment

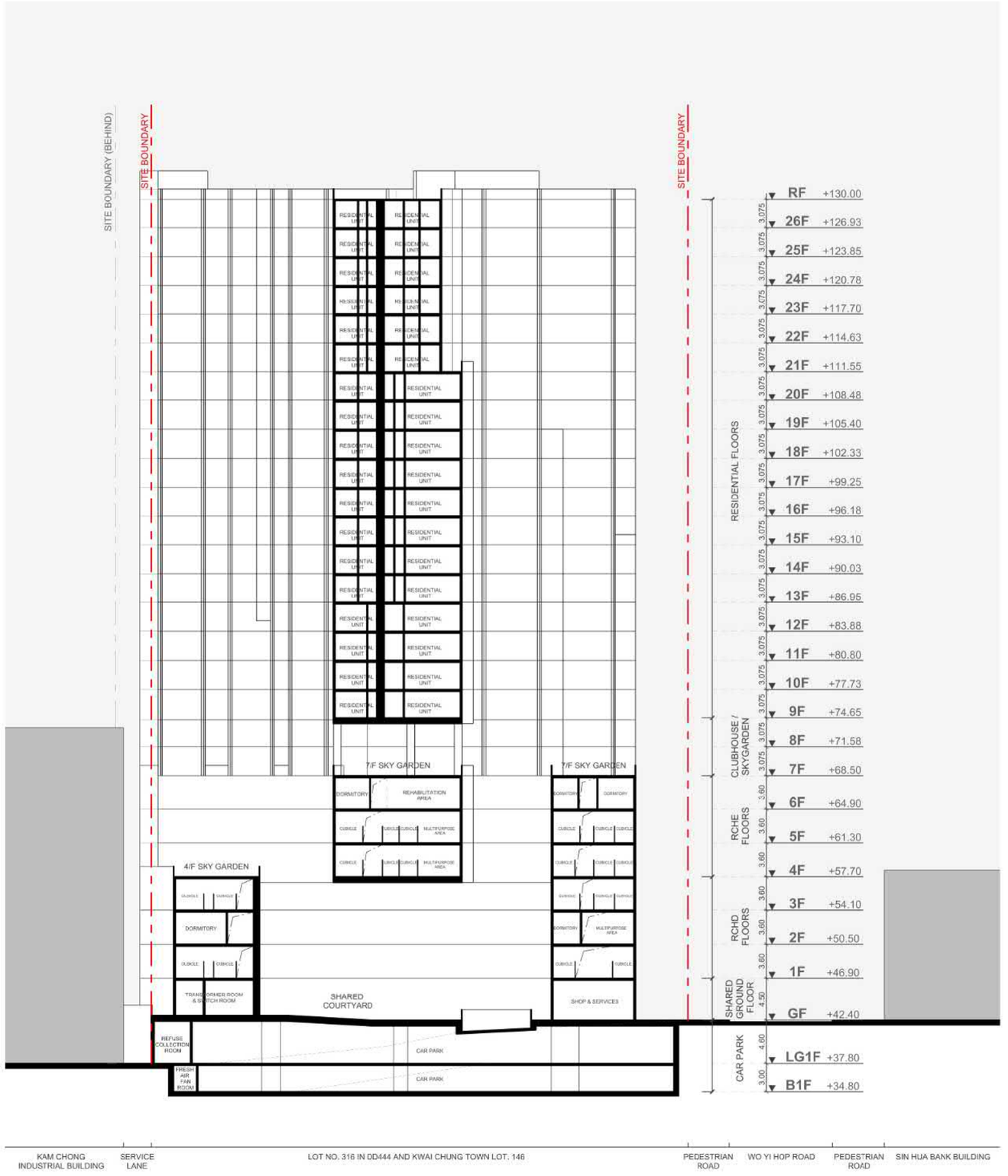
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

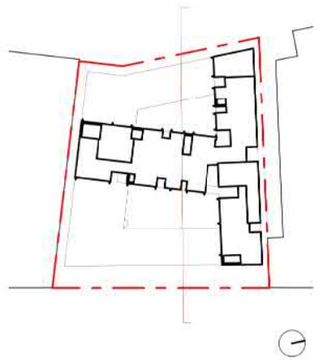
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Title: Roof Layout Plan

Sheet: Rev:-



SECTION X-X'



0 5 10m

1:500@A3

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Address: Wo Yi Hop Road, Kwai Chung Hong Kong

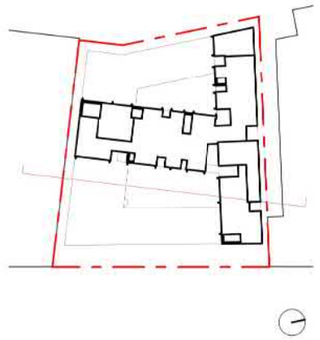
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Title: Section X-X'

Sheet: Rev:-



SECTION Y-Y'



0 5 10m

1:500@A3

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Project: Park Sun Building Redevelopment

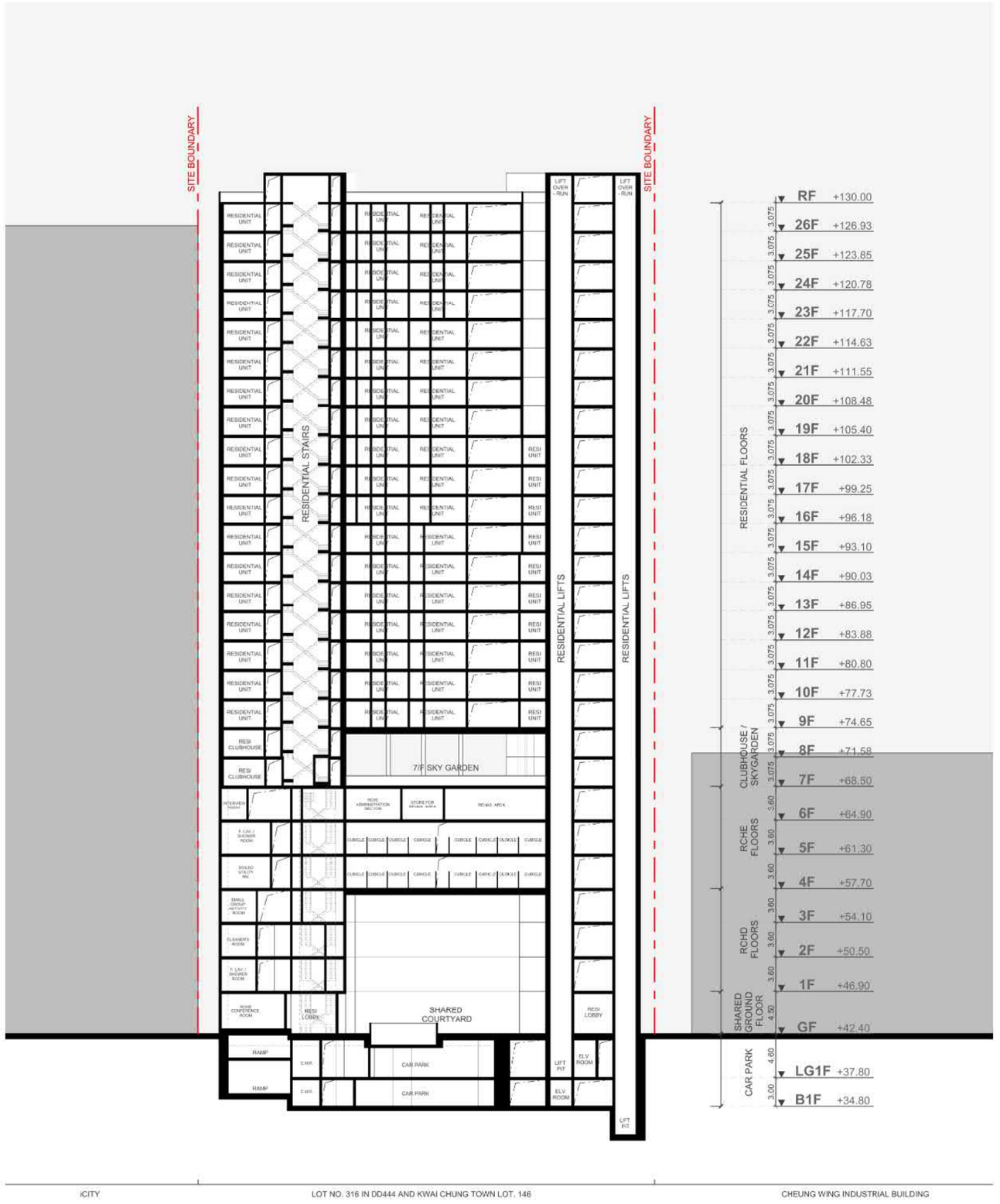
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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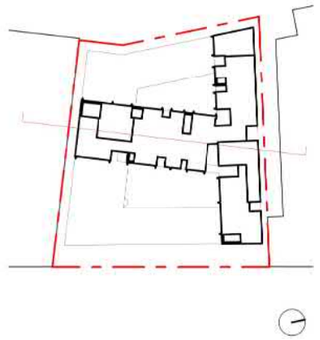
Drawn: OC Scale: 1:500@A3

Title: Section Y-Y'

Sheet: Rev:-



SECTION Z-Z'



0 5 10m

1:500@A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung Hong Kong

Drawn OC Scale: 1:500@A3

Title: Section Z-Z'

Sheet: Rev:-

APPENDIX 2.1

SITE SURVEY RECORD

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025

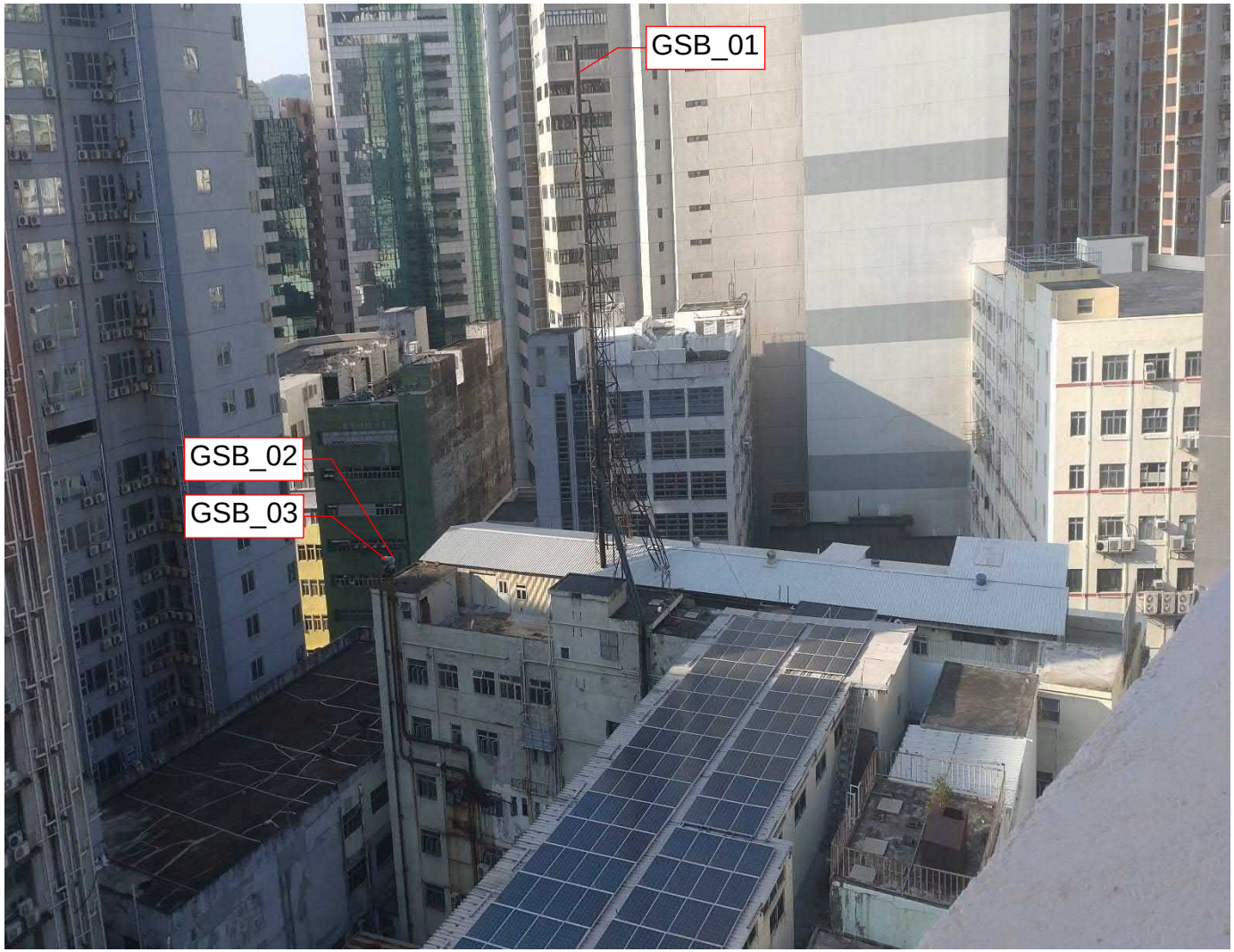


Photo 1: Industrial Chimneys at Golden Sunflower Building (GSB_01-03)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025

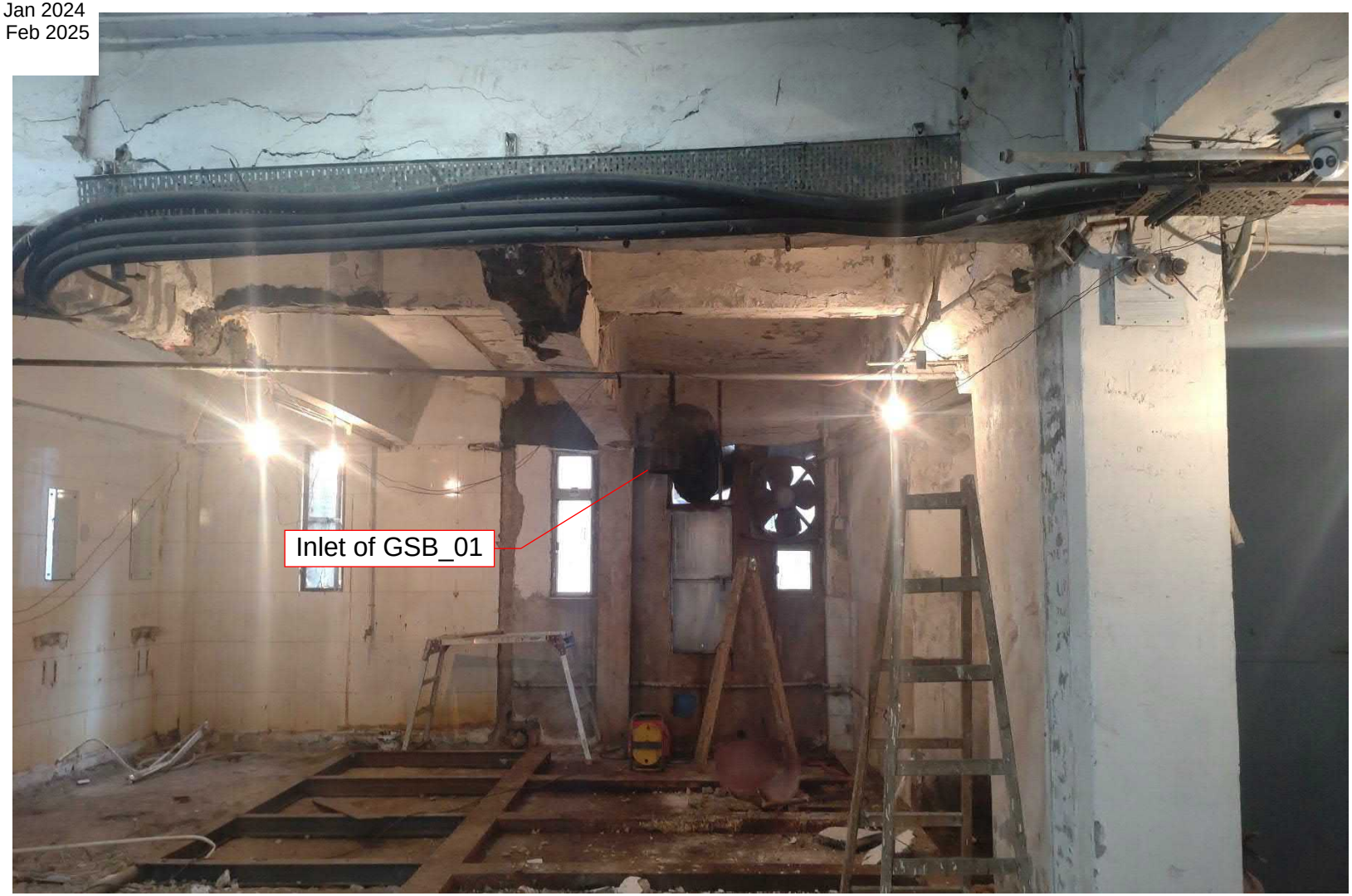


Photo 2: Industrial Chimney GSB_01 being abandoned

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025



Photo 3: Industrial Chimneys GSB_02-03 being abandoned

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025

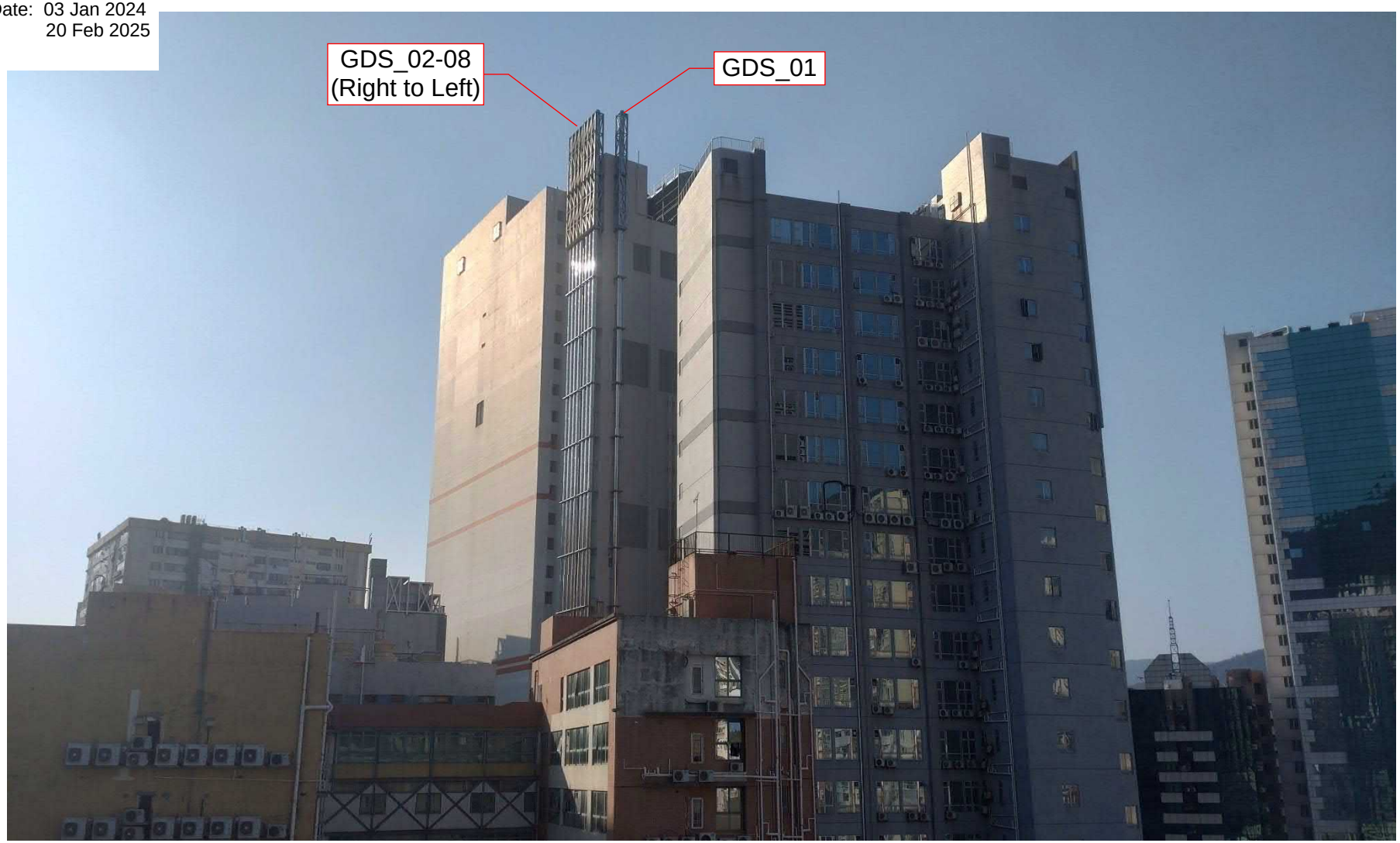


Photo 4: Industrial Chimneys at GDS Data Centre (GDS_01-08)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025

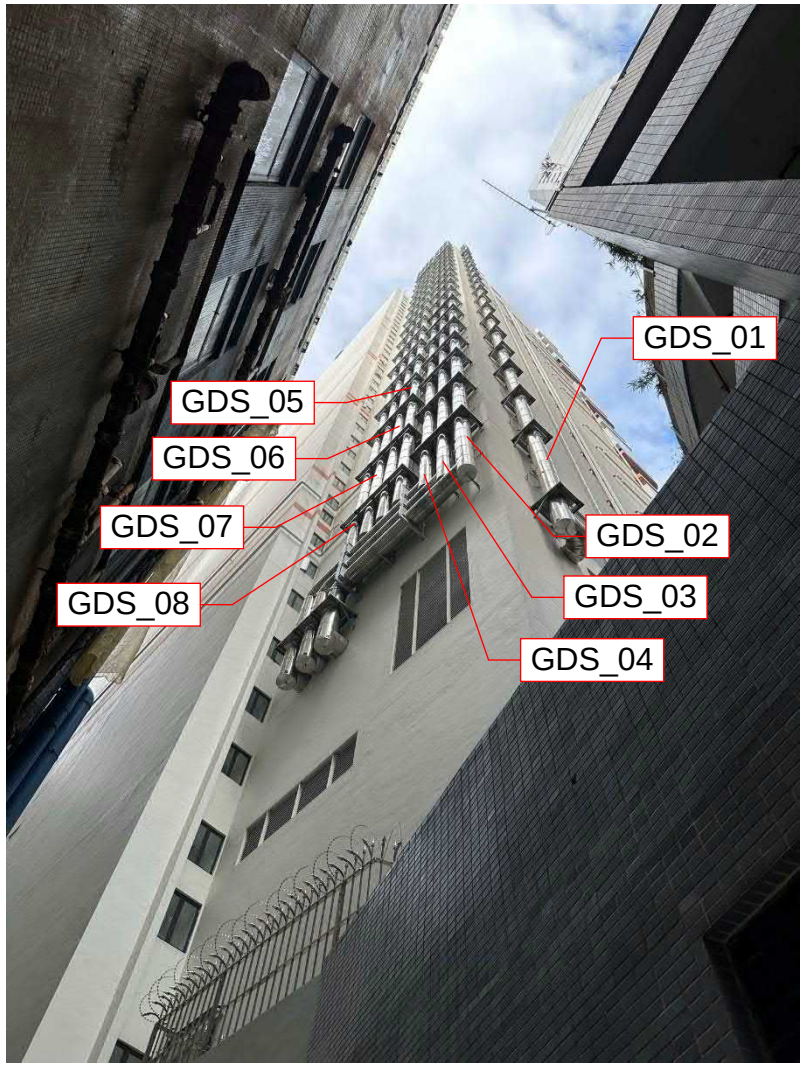


Photo 5: Industrial Chimneys at GDS Data Centre (GDS_01-08)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025

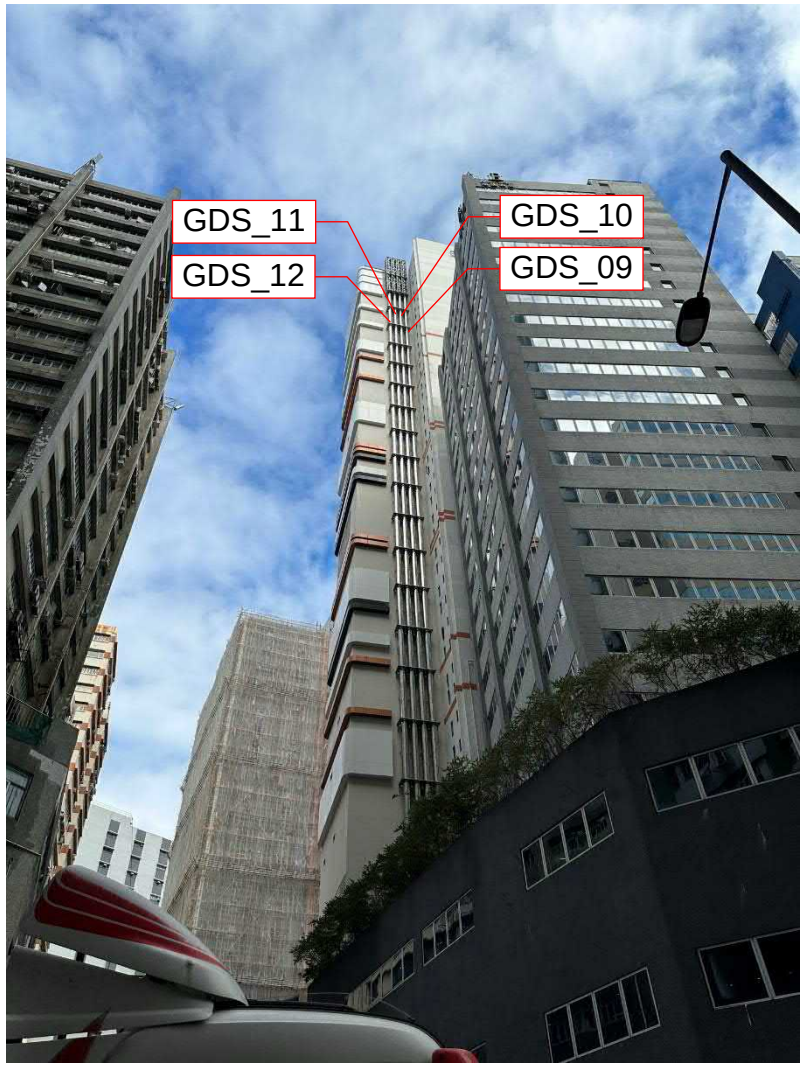


Photo 6: Industrial Chimneys at GDS Data Centre (GDS_09-12)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025



Photo 7: Industrial Chimney at Grand Industrial Building (GIB_01)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024
20 Feb 2025

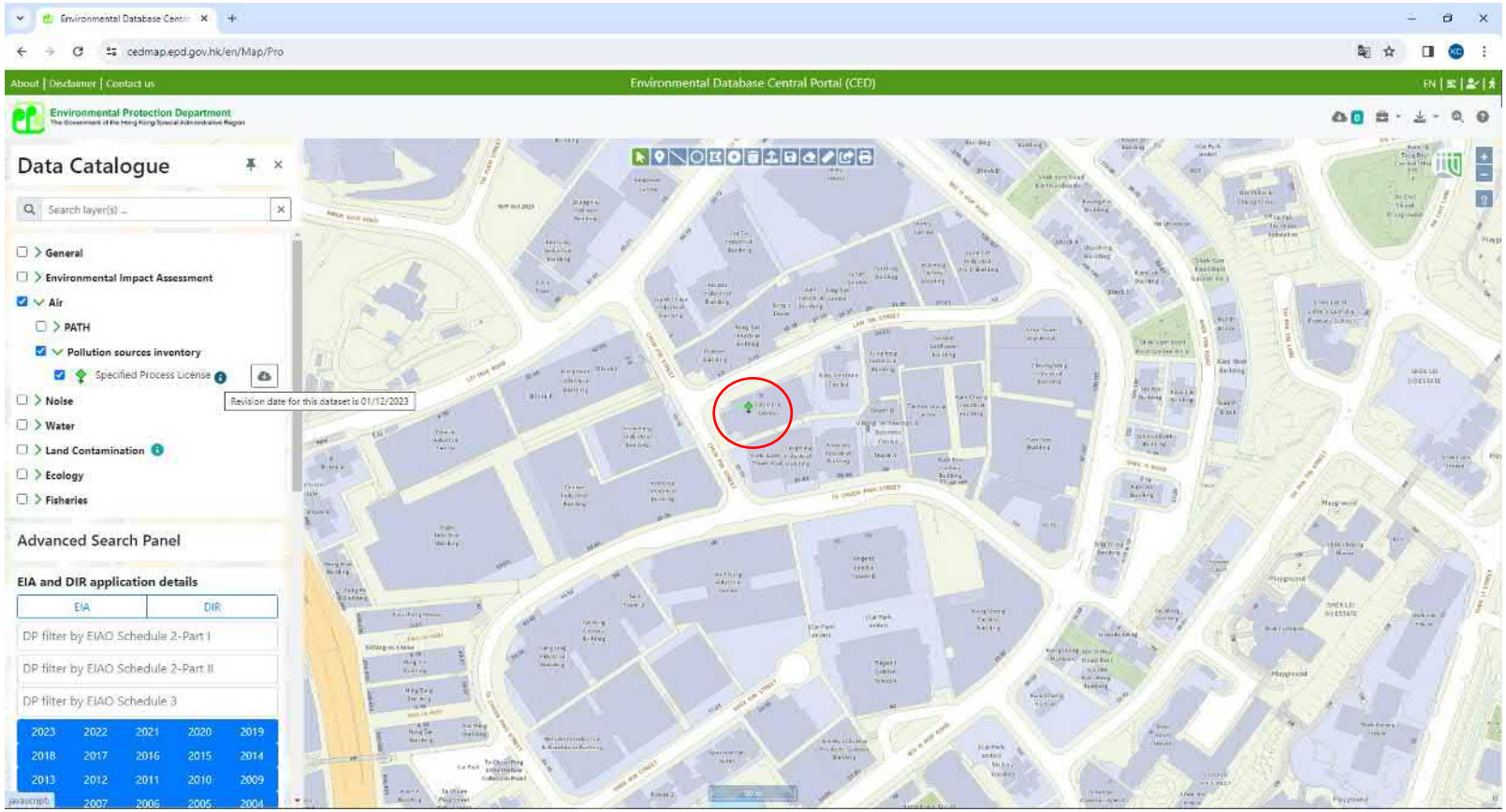


Photo 8: Industrial Chimneys at Tung Chun Soy and Canning Company (TCSCC_01-03)

APPENDIX 2.2

INFORMATION OF SPECIFIED PROCESS LICENSE L-7-065(1)

Appendix 2.2 – Information of Specified Process License L-7-065(1)



License No.	L-7-065(1)
License Holder	EDP I (HK) Limited
Address of Premises	2-16 Lam Tin Street, Kwai Chung, N.T.
Effective Date	6 March 2023
Expiry Date	5 March 2028
Specified Process involved	Electricity works
Remark: Information extracted from EPD's CED on 28 February 2024.	

申請書登記冊
依據《空氣污染管制條例》第 14(3)(a)條載備

編號： A0889

1. 申請的類別*

新領牌照	✓
牌照續期	
更改牌照	
轉讓牌照	
因根據第 21 條被終止豁免而所需的牌照	
取消或更改任何豁免條件或條款	

2. 申請人姓名 / 名稱（英文） EDPI (HK) Limited

（中文）

3. 申請人地址 香港金鐘夏慤道 16 號遠東金融中心 25 樓 B 室

4. 申請日期 2022 年 1 月 13 日

5. 列入登記冊日期 2022 年 11 月 8 日

6. 在報章上刊登最後公告的日期 2022 年 12 月 日

* 在適當的格加 "√" 號

7. 進行指明工序的處所

處所名稱		地 址	電話號碼
中 文	英 文		
	GDS HK1 Data Centre	香港新界葵涌藍田街 2-16 號	37582429

8. 工程性質

現有牌照編號	有效期屆滿日期	申請所指的指明工序的分類 †	操作方式（連續式 / 間歇式）	裝置 / 處理 * 能力	筒倉容量（只適用於水泥工程）	排放點總數
--	--	電力工程	間歇式	40 兆瓦	--	21

9. 在同一處所內進行的其他指明工序

指明工序的分類 †	牌照編號 / 豁免文件編號 *
--	--

9A. 根據條例第 14A 條「空氣污染控制計劃」

甲． 有關之控制計劃已呈交　是 / 否 *

乙． 可供參閱　是 / 否*

† 在條例附表 1 指定

* 刪去不適用者

10. 有害或厭惡性排放物 *

排放點編號	廢氣流率（立方米/小時）		排往大氣的方式												處所 100 米範圍內的最高建築物／構築物			
			出口溫度（攝氏）		逃逸性排放（是 / 否）		排出或烟囪高度 (米)		排出口或烟囪橫剖面									
									闊（米）		長（米）		直徑（米）		距離（米）		高度（米）	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	20880	--	485	--	否	--	159.12	--	--	--	--	--	0.55	--	68	--	123	--
EP13 to EP15	25560	--	560	--	否	--	113.15	--	--	--	--	--	0.55	--	68	--	123	--
EP16 to EP20	25560	--	560	--	否	--	129.50	--	--	--	--	--	0.55	--	68	--	123	--
EP21	11052	--	515	--	否	--	140.85	--	--	--	--	--	0.35	--	68	--	123	--

排放點編號	排放物的詳細資料													
	成分		排放率（公斤/小時）				控制設備		每日平均濃度 *（毫克/立方米）		最高濃度 *（毫克/立方米）		處於最高濃度的期間（小時/日）	
			平均		最高									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0036 26.1 0.189 0.00755	--	0.0036 26.1 0.189 0.00755	--	烟囪	--	0.172 1250 9.05 0.362	--	0.172 1250 9.05 0.362	--	緊急用途	--
EP13 to EP15	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	烟囪	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	緊急用途	--
EP16 to EP20	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	烟囪	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	緊急用途	--
EP21	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0012 9.76 0.060 0.00346	--	0.0012 9.76 0.060 0.00346	--	烟囪	--	0.109 885.5 5.43 0.313	--	0.109 885.5 5.43 0.313	--	緊急用途	--

* 以處於標準溫度攝氏零度及 101.325 千帕斯的情況下計算。不得以稀釋空氣的方法來使排放率低於上限。

附註

任何人可在報章刊登公告的 30 天內，以有關地區的空氣質素指標正受到威脅為理由，或以有害或厭惡性排放物的排放會或相當可能會損害健康為理由，反對批准申請。反對書上須載有提出反對人士的姓名、地址及身分，用作進行所建議指明工序處所的地址，以及空氣質素指標正如何受到威脅或有害或厭惡性排放物的排放會如何導致健康受損。反對書應按《空氣污染管制（指明工序）規例》附表 2 表格 5 擬備，並呈交監督，副本則送交環境局局長。

REGISTER OF APPLICATIONS UNDER SECTION 14(3)(a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: A0889

1. Type of Application*

New Licence	✓
Renewal of Licence	
Variation of Licence	
Transfer of Licence	
A Licence subsequent to the Cessation of an Exemption under Section 21	
Cancellation or Variation of Any Term or Condition of Exemption	

2. Name of Applicant (English) EDPI (HK) Limited

(Chinese)

3. Address of Applicant Unit B, 25/F Far East Finance Centre, 16 Harcourt Road, Admiralty, Hong Kong

4. Date of Application 13 January 2022

5. Date of Entry into Register 8 November 2022

6. Date of Last Notice in Newspapers December 2022

* Tick the appropriate box

7. Premises Where the Specified Process is Conducted

Name of Premises		Address	Telephone No.
English	Chinese		
GDS HK1 Data Centre		2-16, Lam Tin Street, Kwai Chung, N.T. Hong Kong	37582429

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process† under Application	Mode of Operation (Continuous / Batch)	Installed Processing* Capacity	Silo Capacity (for Cement Works Only)	Total No. of Emission Points
--	--	Electricity Works	Batch	40 MW	--	21

9. Other Specified Processes Conducted in Same Premises

Classification of Specified Process †	Licence / Exemption* Numbers
--	--

9A. Air Pollution Control Plan under Section 14A

a. Has the plan been submitted Yes / ~~No~~ *

b. Whether the plan is available for inspection Yes / ~~No~~ *

† As specified in the Schedule 1 of the Ordinance

* Delete if not applicable

10. Noxious or Offensive Emissions *

Emission Point No	Exhaust Gas Flowrate (m^3/h)		Mode of Discharge to Atmosphere												Highest Building / Structure within 100m of the Premises			
			Exit Temperature (°C)		Fugitive Emission (Yes /No)		Discharge or Chimney Height (m)		Cross-Section of Discharge Exit or Chimney									
									Width (m)		Length (m)		Diameter (m)		Distance (m)		Height (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	20880	--	485	--	No	--	159.12	--	--	--	--	--	0.55	--	68	--	123	--
EP13 to EP15	25560	--	560	--	No	--	113.15	--	--	--	--	--	0.55		68	--	123	--
EP16 to EP20	25560	--	560	--	No	--	129.50	--	--	--	--	--	0.55	--	68	--	123	--
EP21	11052	--	515	--	No	--	140.85	--	--	--	--	--	0.35	--	68	--	123	--

* Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION

Emission Point No.	Details of Emissions													
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m^3)		Maximum Concentration* (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0036 26.1 0.189 0.00755	--	0.0036 26.1 0.189 0.00755	--	Chimneys	--	0.172 1250 9.05 0.362	--	0.172 1250 9.05 0.362	--	Emergency Only	--
EP13 to EP15	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	Chimneys	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	Emergency Only	--
EP16 to EP20	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	Chimneys	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	Emergency Only	--
EP21	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0012 9.76 0.060 0.00346	--	0.0012 9.76 0.060 0.00346	--	Chimneys	--	0.109 885.5 5.43 0.313	--	0.109 885.5 5.43 0.313	--	Emergency Only	--

) Expressed as at 0°C temperature and 101.325 kPa pressure.

11. Note

Any person may object within 30 days of notice in newspapers, to the granting of the application on the grounds that the Air Quality Objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address, and identity of the person making the objection, the address of the premises of the proposed specified process, and how the Air Quality Objective is being threatened or how the emission of noxious or offensive emissions would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulations and be forwarded to the Authority and copied to the Secretary for the Environment.

牌照登記冊

依據《空氣污染管制條例》第 15 條

批給的牌照以進行指明工序

編號：L0519　　牌照號碼：L-7-065(1)

1. 牌照詳細資料

發出日期	有效期至	申請日期	申請編號	擬續期牌照(如有)編號
2023年3月7日	2028年3月6日	2022年1月13日	A0889	

牌照持有人姓名 (先寫姓氏) / 名稱		商業登記 / 公司註冊證書* 號碼
中文	英文	
李國華	LI Kwok Wah (EDPI (HK) Limited)	身分證號碼：G695 69568354-000-06-22-1

擬進行指明工序的處所的名稱
--- (GDS HK1)

擬進行指明工序的處所的地址
新界葵涌藍田街 2-16 號

指明工序的分類 †	裝置/處理*能力	筒倉容量 (只適用於水泥工程)
電力工程	40.0 兆瓦	

*刪去不適用者

†在條例附表 1 指定

2. 持牌期間牌照更改情況

申請日期	申請的批給日期

3. 持牌期間牌照轉讓情況

申請日期	申請的批給日期	受讓人姓名(先寫姓氏) / 名稱		受讓人的商業登記 / 公司註冊證書 * 號碼
		中文	英文	

4. 取消牌照

取消日期.....

*刪去不適用者

REGISTER OF LICENCES FOR THE CONDUCT OF A SPECIFIED PROCESS
GRANTED UNDER SECTION 15 OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No. : L0519 Licence No. : L-7-065(1)

1. Details of the Licence

Date of Issue	Date of Expiry	Date of Application	Serial No. of the Application	Serial No. of the Licence (if any) being Renewed
07 March 2023	06 March 2028	13 January 2022	A0889	

Name of Licence Holder (Surname First)		Business Registration / Certificate of Incorporation * No.
English	Chinese	
LI Kwok Wah (EDPI (HK) Limited)	李國華	HKID No.:G695 69568354-000-06-22-1

Name of the Premises where the Specified Process is conducted
GDS HK1

Address of the Premises where the Specified Process is conducted
No. 2-16 Lam Tin Street, Kwai Chung, N.T.

Classification of Specified Process †	Installed / Processing* Capacity	Silo Capacity (for Cement Works Only)
Electricity Works	40.0 MW	

* Delete if not applicable

† As specified in the First Schedule of the Ordinance

2. Variation(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application

3. Transfer(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application	Name of the Transferee (Surname First)		Business Registration / Certificate of Incorporation * No. of the Transferee
		English	Chinese	

4. Cancellation of the Licence.

Date of Cancellation .....

* Delete if not applicable

APPENDIX 4.1
EXTRACT FROM ANNUAL TRAFFIC CENSUS 2023

Appendix B - AADT of Counting Stations - ordered by Station Nos.

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2022	AADT 2023	Change of 2023 as % of 2022
5220	C	DD	Kwai Chung INT ramps E & F	Kwai Chung Rd	Lai King Hill Rd INT	14,090 *	13,790	-2.2
5221	C	DD	Cheung Wing Rd	Wo Yi Hop Rd	Kwai Chung Rd RA	44,470 *	38,270	-14.0
5222	C	DD	Tai Wo Hau Rd	Texaco Rd	Tai Ha St eastern junction	17,560 *	17,080	-2.7
5223	C	DD	Kwai Yik Rd	Kwai Chung Rd	Hing Fong Rd	21,120 *	23,110	+9.4
5224	C	DD	Kwai Fuk Rd	Shing Fuk St	Texaco Rd	15,640 *	15,680	+0.2
5225	C	DD	Wo Yi Hop Rd	Tai Loong St	Lei Muk Rd	14,300 *	16,910	+18.3
5226	C	DD	Lei Muk Rd	Wo Yi Hop Rd	Chun Pin St	7,420 *	6,330	-14.6
5227	C	DD	Sha Tsui Rd	Pun Shan St	Tso Kung St	19,610 *	17,430	-11.1
5228	C	DD	Chung On St	Sha Tsui Rd	Yeung Uk Rd	10,300 *	9,820	-4.6
5229	C	DD	Tai Ho Rd (GL)	Castle Peak Rd - Tsuen Wan	Hoi Pa St	25,670 *	22,080	-14.0
5230	C	DD	Ma Tau Pa Rd & Texaco Rd	Yeung Uk Rd	Texaco Rd RA	15,000 *	16,360	+9.0
5231	C	DD	Texaco Rd	Texaco Rd N	Tsuen Fu St	45,460 *	52,430	+15.3
5232	C	DD	Tsing Yi Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	21,140 *	21,060	-0.3
5233	C	DD	Fung Cheung Rd	Castle Peak Rd - Yuen Long	Hop Yick Rd	23,470 *	23,230	-1.0
5234	C	DD	Ma Miu Rd	Yuen Long On Ning Rd	Ma Wang Rd	15,670 *	16,800	+7.2
5235	C	DD	Kuk Ting St	Castle Peak Rd - Yuen Long	Sai Tai St	10,550 *	9,260	-12.2
5236	C	DD	Castle Peak Rd - Ping Shan	Yuen Long Tai Yuk Rd	Ma Wang Rd	19,820 *	20,590	+3.9
5237	C	DD	Ming Kum Rd	Pui To Rd	Shek Pai Tau Rd	14,170 *	17,930	+26.5
5238	C	DD	Tuen Mun Heung Sze Wui Rd	Pui To Rd	Tuen Hing Rd	30,950 *	38,830	+25.5
5239	C	PD	Castle Peak Rd - San Hui	Tuen Mun Heung Sze Wui Rd	Tseng Choi St	11,090 *	12,870	+16.0
5240	C	DD	Pui To Rd	Tsun Wen Rd	Ming Kum Rd	15,450 *	18,860	+22.1
5241	C	DD	Ngan Shing St	Siu Lek Yuen Rd	Chap Wai Kon St	14,280 *	16,810	+17.7
5242	C	DD	Sha Kok St	Tai Chung Kiu Rd	Sha Tin Wai Rd	12,380 *	11,840	-4.4
5243	C	DD	Ting Kok Rd	Nam Wan Rd	Tai Po Tai Wo Rd	18,260 *	21,420	+17.3
5244	C	DD	San Wan Rd	Sha Tau Kok Rd	So Kwun Po INT	12,780 *	13,900	+8.8
5245	C	DD	Po Lam Rd N	Po Hong Rd	Tsui Lam Rd	15,800 *	12,830	-18.8
5246	C	DD	On Kui St	Lok Yip Rd	Sha Tau Kok Rd - Lung Yuek Tau	6,690 *	7,760	+15.9
5247	C	DD	Tsing Yi Rd W	Fung Shue Wo Rd	Tam Kon Shan INT	34,690 *	27,700	-20.2
5248	C	LD	Kwai Shing Circuit & Shing Fuk St	Kwai Luen Rd	Kwai Fuk Rd	13,460 *	15,760	+17.0
5249	C	LD	Tai Ho Rd	Yeung Uk Rd	Tsuen Wan Ferry Pier	13,600 *	19,430	+43.0
5250	C	LD	Fung Shue Wo Rd	Tsing Yu St	Tsing Yi Rd W	15,220 *	15,530	+2.0

*** AADT estimated by Growth Factor**

Attachment 5

TD Endorsement Letter

From: Kenneth Pak Kin LEE <kennethpakkinlee@td.gov.hk>
Sent: 2025年9月2日星期二 17:50
To: CKM Asia
Subject: Re: Proposed Redevelopment at lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 - 107 Wo Yi Hop Road, New Territories - Traffic Forecast for Traffic Noise Impact Assessment
Attachments: J7396_3.pdf

Dear Tommy,

I refer to your submission via letter ref. J7396/3 dated 31 July 2025.

Please note that the Traffic Noise Impact Assessment is not under our purview. We are not in a position to offer comment on the traffic figures tailor-made for the studies.

Notwithstanding the above, I have no comment on the traffic forecast methodology and traffic data, provided that they shall tally with those for the Traffic Impact Assessment (TIA) report. In case there is any discrepancy in the traffic data between the TIA report and the traffic noise impact assessment, please highlight it for our consideration.

Regards,

Kenneth LEE
E/KwC, TSSD
2399 2420

From: "CKM Asia" [redacted]
To: "kennethpakkinlee@td.gov.hk" <kennethpakkinlee@td.gov.hk>
Date: 31/07/2025 04:27 PM
Subject: Proposed Redevelopment at lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 - 107 Wo Yi Hop Road, New Territories - Traffic Forecast for Traffic Noise Impact Assessment

---

Attn: Transport Department – Mr. LEE Pak Kin, Kenneth (Engr/Kwai Chung)

Dear Mr. Lee,

We write to submit the enclosed letter (CKM ref.: J7396/3) for the captioned project. The original document is sent to you by post.

Should you have any queries, please do not hesitate to contact the undersigned.

Thank you for your attention.

Regards,
Tommy Law

CKM Asia Limited
Traffic and Transportation Planning Consultant
21st Floor, Methodist House
36 Hennessy Road
Wan Chai, Hong Kong
Tel: [redacted]
Fax: (852) 2528 6343
Email: mail@ckmasia.com.hk
Website: www.ckmasia.com.hk

CKM ASIA LIMITED 陳錦敏亞洲有限公司

Traffic and Transportation Planning Consultants 交通及運輸策劃顧問

Our Ref: J7396/3 31 July 2025

Transport Department
NT Regional Office
Traffic Survey & Support Division
Kwai Tsing Section
Rm 1015, 10/F, Mongkok Government Offices,
30 Luen Wan Street, Mong Kok,
Kowloon

Attn: Mr. LEE Pak Kin, Kenneth (Engr/Kwai Chung)
(BY POST & EMAIL: kennethpakkinlee@td.gov.hk)

Dear Mr. Lee,

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

Traffic Forecast for Traffic Noise Impact Assessment

CKM Asia Limited, a traffic and transportation planning consultancy firm, is engaged by the Owner of the captioned lot to produce the year 2045 traffic data for the purpose of conducting the Traffic Noise Impact Assessment ("TNIA") by the project Environmental Consultant.

In connection, we write to submit attached Technical Note on Traffic Forecast Methodology for your office review and comment. It is highly appreciated if you can provide your feedback on the traffic forecast methodology to produce year 2045 traffic data, which are solely used for the TNIA at your earliest convenience.

Should you have any queries, please do not hesitate to contact the undersigned.

Thank you for your attention.

Yours sincerely,

Tommy Law
Senior Traffic Engineer
Encl.

KIM\LCH

21st Floor, Methodist House, 36 Hennessy Road, Wanchai, Hong Kong
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Technical Note on Traffic Forecast Methodology for Traffic Noise Impact Assessment

1. BACKGROUND

The Subject Site located at 97 – 107 Wo Yi Hop Road in Kwai Chung is currently occupied by an industrial building known as the Park Sun Building (the "Park Sun Building"). The Owner has the intention to redevelop the Park Sun Building into a commercial-cum-residential development with Social Welfare Facilities (the "Proposed Redevelopment"), which comprises of:

(1) 1 residential block with 253 flats;
(2) Residential Care Homes for the Elderly ("RCHE") with no more than 260 beds;
(3) Residential Care Homes for Persons with Disabilities ("RCHD") with no more than 120 beds; and
(4) Retail with the gross floor area ("GFA") of 131m^2.

The location of the Subject Site is shown in Figure EIA1.

CKM Asia Limited is the Traffic Consultant engaged by the Owner to produce year 2045 traffic data for the Environmental Consultant to conduct the Traffic Noise Impact Assessment ("TNIA"). This Technical Note summarises the traffic forecast methodology, and the details are presented in paragraphs below.

2. TRAFFIC FORECASTING METHODOLOGY

The 2045 traffic data is produced to suit the requirements of the TNIA, as follows:

- the road sections where traffic data is required are located within 300m of the Proposed Redevelopment – please refer to Figure EIA1
- the 2045 traffic data is classified into 2 categories, including:
  i. Light Vehicles (including motorcycle, private car and taxi)
  ii. Heavy Vehicles (including light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus)

The road sections which are located in Kwai Tsing and Tsuen Wan are covered by the "NTW2" Base District Traffic Model ("BDTM"). The BDTM has traffic forecasts up to year 2031, and to produce the 2045 traffic data, the traffic flows are estimated with reference to the following:

(a) 2031 traffic flows derived based on the NTW2 BDTM;
(b) estimated traffic growth from 2031 to 2045 based on the higher of:
  (i) 2019 – based Territorial Population and Employment Data Matrix ("TPEDM") data for Kwai Chung District produced by Planning Department;
  (ii) Hong Kong Population Projections 2022 – 2046, published by Census and Statistics Department; and
  (iii) Annual Traffic Census ("ATC") published by Transport Department
(c) other developments in the vicinity of the Proposed Redevelopment; and
(d) Traffic generated by the Proposed Redevelopment.

Details on Items (b), (c) and (d) are found in the paragraphs below.

Item (b) Estimated Growth Rate from 2031 to 2045

(i) 2019-based TPEDM

Table 1 summarises the population and employment data for Kwai Chung District which shows the highest annual growth rate for population is 0.25% per annum and for employment is -0.26% per annum.

TABLE 1 2019-BASED TPEDM DATA FOR KWAI CHUNG DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2019	2026	2031	2019 to 2026	2026 to 2031	2019 to 2031
Population	319,150	315,800	319,700	-0.15%	0.25%	0.01%
Employment	195,950	192,350	183,600	-0.26%	-0.93%	-0.54%

(ii) Hong Kong Population Projections 2022 – 2046

Table 2 shows that the annual growth rate from 2031 to 2045 is 0.33%.

TABLE 2 HONG KONG POPULATION PROJECTIONS 2022 – 2046

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2045	2031 to 2045
7,820,200	8,190,700	0.33%

(iii) ATC

Table 3 shows the historical annual average daily traffic of ATC stations located in the vicinity of the Subject Site, which has an overall average annual growth rate of -0.08%.

TABLE 3 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Year \ Station	5225	5226	5431	6046	6024	6023	Overall
2011	16,750	8,450	28,260	12,870	2,530	14,080	82,940
2012	16,640	8,390	28,070	12,230	4,420	13,400	83,150
2013	14,500	7,200	29,260	11,430	3,780	12,950	79,140
2014	14,690	6,700	27,720	11,530	3,820	13,060	77,520
2015	14,970	6,830	21,630	11,740	3,890	13,310	72,370
2016	15,380	7,020	22,230	12,070	4,000	13,680	74,380
2017	15,660	7,140	22,640	10,980	4,060	14,500	74,980
2018	14,090	5,220	22,970	10,980	4,010	12,480	69,750
2019	14,040	7,280	28,020	10,940	4,000	12,440	76,720
2020	13,900	7,210	27,220	10,830	3,960	12,320	75,400
2021	14,440	7,490	28,270	11,250	4,110	12,800	78,360
2022	1,300	7,420	27,980	11,830	5,200	15,410	82,140
2023	16,910	6,330	28,920	13,090	3,880	13,300	82,430
						Average Annual Growth	-0.08%

Note: 5225 – Wo Yi Hop Road (From Tai Loong Street to Lei Muk Road)
5226 – Lei Muk Road (From Wo Yi Hop Road to Chun Pin Street)
5431 – Wo Yi Hop Road (From Lei Muk Road to Cheung Wing Road)
6046 – Lei Muk Road (From Wo Yi Hop Road to Tung Chi Street)
6024 – Lei Muk Road (From Castle Peak Road – Kwai Chung to Chun Pin Street)
6023 – Wo Yi Hop Road (From Castle Peak Road – Kwai Chung to tai Loong Street)

To be conservative, the growth rate of +0.33% per annum is adopted for the traffic growth between 2031 and 2045.

Item (c) Other Developments in the Vicinity of the Proposed Redevelopment

The major planned developments in the vicinity of the Proposed Redevelopment are summarized in Table 4, and are included in the traffic forecast.

TABLE 4 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Site	Address	Use	Development Parameter (Approx.)
1	CDA at 1 - 7 Cheung Wing Road (TPB ref: A/KC/444)	Residential, Office and Retail	Around 1,336 flats, 8,563 m^2 Retail GFA and 14,685 m^2 Office GFA
2	45 - 51 Kwok Shui Road (TPB ref: A/KC/463)	Industrial	around 13,472 m^2 GFA
3	2 - 16 Lam Tin Street (TPB ref: A/KC/466)	Data Centre	around 22,931 m^2 GFA
4	Shek Lei (II) Estate, Kwai Chung (TPB ref: A/KC/467)	Residential	additional of 1,700 flats
5	2 - 10 Tai Yuen Street (TPB ref: A/KC/473)	Data Centre	around 21,821 m^2 GFA
6	94 - 100 Ta Cheung Ping Street (TPB ref: A/KC/476)	Industrial	around 16,945 m^2 GFA
7	7 - 13 Lam Tin Street (TPB ref: A/KC/478)	Industrial	around 9,531 m^2 GFA
8	45 - 51 Tai Kin Pai Road (TPB ref: A/KC/480)	Industrial	around 24,955 m^2 GFA
9	57 - 61 Ta Chuen Ping Street (TPB ref: A/KC/484)	Data Centre	around 25,775 m^2 GFA
10	66 - 72 Lei Muk Road (TPB ref: A/KC/486)	Industrial	around 18,793 m^2 GFA
11	543 – 549 Castle Peak Road, Kwai Chung (TPB ref: A/KC/487)	Industrial	around 16,423 m^2 GFA
12	13 - 17 Wah Sing Street (TPB ref: A/KC/505)	Industrial	around 20,265 m^2 GFA
13	1 Lei Muk Road, Kwai Chung (Ref.: LSPS/006)	Residential	Around 829 flats

Item (d) Traffic Generated by the Proposed Redevelopment

In view that the TPDM does not provide trip generation rates of RCHE and RCHD, trip generation surveys were conducted during the AM and PM weekday peak periods at 3 RCHEs found in Table 5 and 3 RCHDs in Table 6. The derived trip rates are presented in Tables 7 and 8.

TABLE 5 TRIP RATES OF 3 RCHES

Ref.	RCHE	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	11	4	3	3
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	9	6	7	13
3	Freni Care and Attention Home	3	3	2	3
Trip Rates (pcu/hour/bed)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	0.0210	0.0076	0.0057	0.0057
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	0.0346	0.0231	0.0269	0.0500
3	Freni Care and Attention Home	0.0150	0.0150	0.0100	0.0150
	Adopted (maximum rates) =	0.0346	0.0231	0.0269	0.0500

TABLE 6 TRIP RATES OF 3 RCHDS

Ref.	RCHD	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Home of Loving Faithfulness	1	1	1	1
2	Caritas Jockey Club Lai King Rehabilitation Centre	11	9	1	3
3	Tung Hoi Association for the Gifted Child Limited	5	4	4	5
Trip Rates (pcu/hour/ bed)					
1	Home of Loving Faithfulness	0.0303	0.0303	0.0303	0.0303
2	Caritas Jockey Club Lai King Rehabilitation Centre	0.0218	0.0178	0.0020	0.0059
3	Tung Hoi Association for the Gifted Child Limited	0.0450	0.0360	0.0360	0.0450
	Adopted (maximum rates) =	0.0450	0.0360	0.0360	0.0450

The calculated traffic generation associated with the Proposed Redevelopment is presented in Table 7.

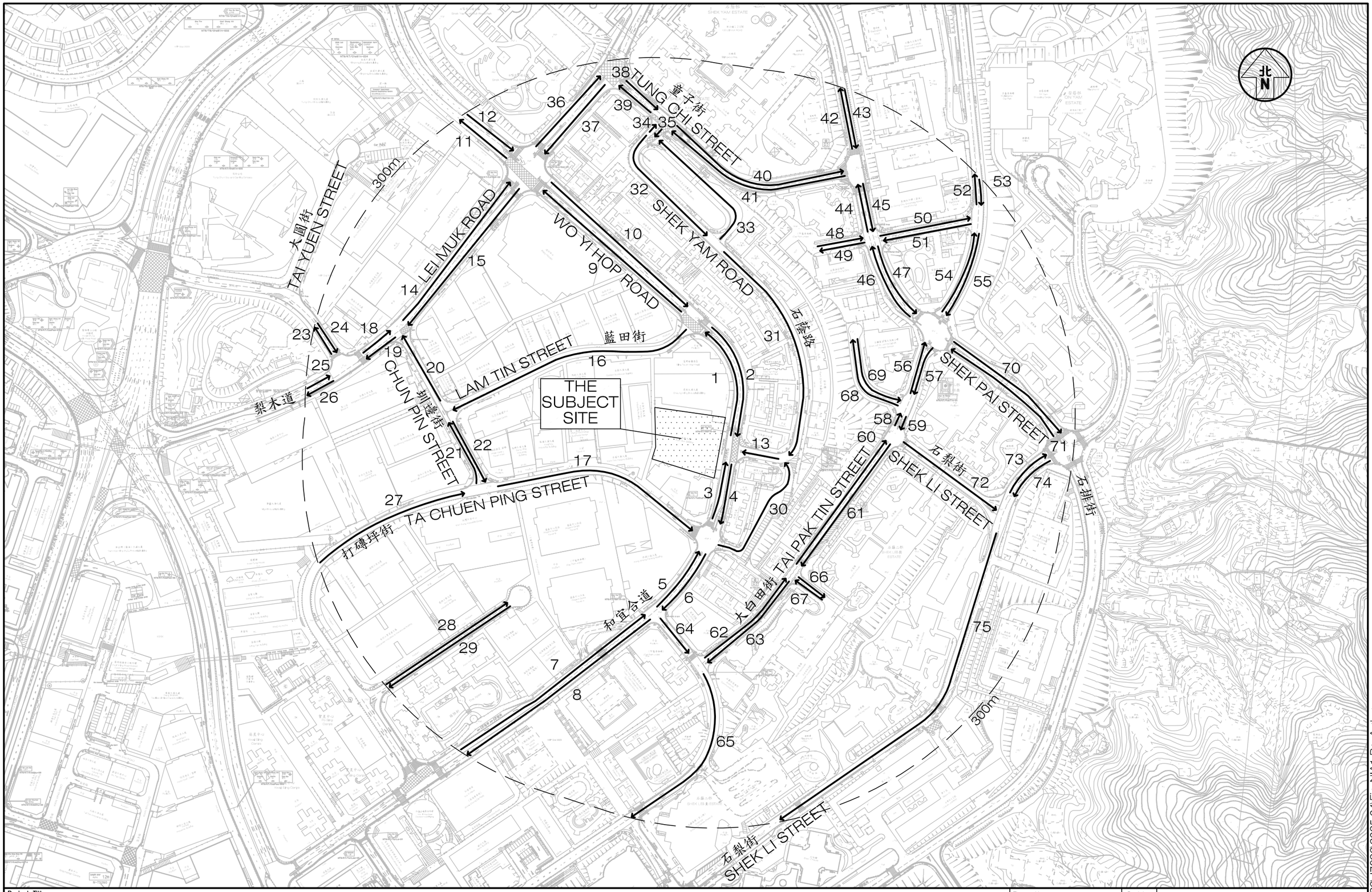
TABLE 7 TRAFFIC GENERATION OF THE PROPOSED REDEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for residential use (pcu/hour/flat) from TPDM						
Private Housing: Medium-Density / R(A) with an average flat size of 60m^2	0.0425	0.0718	NA	0.037	0.0286	NA
Trip Generation Rates for retail use (pcu/hour/100 sq.m. GFA) from TPDM						
Retail	0.2434	0.2296	NA	0.3563	0.3100	NA
Trip Generation Rates for RCHE (pcu/hour/bed)						
RCHE (Table 5)	0.0346	0.0231	NA	0.0269	0.0500	NA
Trip Generation Rates for RCHD (pcu/hour/bed)						
RCHD (Table 6)	0.0450	0.0360	NA	0.0360	0.0450	NA
Traffic Generation of Proposed Redevelopment (pcu/hour)						
Residential Use: 253 flats [a]	11	19	30	10	8	18
Retail: 131 m^{2}GFA [b]	1	1	2	1	1	2
RCHE: 260 beds [c]	9	7	16	7	13	20
RCHD: 120 beds [d]	6	5	11	5	6	11
Total [a] + [b] + [c] +[d]	27	32	59	23	28	51

3. OUTPUTS OF TRAFFIC FORECAST

After applying the above derived traffic growths to the 2031 BDTM, the 2045 matrices are produced. These 2045 matrices are used for the traffic model assignment in order to produce the 2045 traffic flow which is presented in Appendix A.

Figure



Project Title: PROPOSED DEVELOPMENT AT 97 – 107 WO YI HOP ROAD, KWAI CHUNG	J7396	Figure No.: NIA1	Revision: A
Figure Title: LOCATION OF TRAFFIC DATA WITHIN 300M STUDY AREA FROM SUBJECT SITE		Designed by: T T O / Drawn by: N C M / Checked by: K C	
		Scale in A3: 1 : 3000 / Date: 16 APR 2025	

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Appendix A
Year 2045 Traffic Forecast

TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2045 TRAFFIC FORECAST

Date:7 May 2025 **Job No.: J7396**

Link ID	Road Section	From Road	To Road	AM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Wo Yi Hop Road (NB)	Shek Yi Road	Lam Tin Street	580	66%	34%
L002	Wo Yi Hop Road (SB)	Lam Tin Street	Shek Yi Road	420	75%	25%
L003	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Shek Yi Road	440	66%	34%
L004	Wo Yi Hop Road (SB)	Shek Yi Road	Ta Chuen Ping Street	530	68%	32%
L005	Wo Yi Hop Road (NB)	Tai Loong Street	Ta Chuen Ping Street	320	70%	30%
L006	Wo Yi Hop Road (SB)	Ta Chuen Ping Street	Tai Loong Street	540	64%	36%
L007	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Tai Loong Street	510	69%	31%
L008	Wo Yi Hop Road (SB)	Tai Loong Street	Ta Chuen Ping Street	260	71%	29%
L009	Wo Yi Hop Road (NB)	Lam Tin Street	Lei Muk Road	550	63%	37%
L010	Wo Yi Hop Road (SB)	Lei Muk Road	Lam Tin Street	560	72%	28%
L011	Wo Yi Hop Road (NB)	Lei Muk Road	Cheung Wing Road	1,260	65%	35%
L012	Wo Yi Hop Road (SB)	Cheung Wing Road	Lei Muk Road	1,340	68%	32%
L013	Shek Yi Road (WB)	Shek Yam Road	Wo Yi Hop Road	280	60%	40%
L014	Lei Muk Road (EB)	Chun Pin Street	Wo Yi Hop Road	440	64%	36%
L015	Lei Muk Road (WB)	Wo Yi Hop Road	Chun Pin Street	360	58%	42%
L016	Lam Tin Street (WB)	Wo Yi Hop Road	Chun Pin Street	180	64%	36%
L017	Ta Chuen Ping Street (EB)	Chun Pin Street	Wo Yi Hop Road	190	42%	58%
L018	Lei Muk Road (EB)	Kwok Shui Road	Chun Pin Street	320	63%	37%
L019	Lei Muk Road (WB)	Chun Pin Street	Kwok Shui Road	640	54%	46%
L020	Chun Pin Street (NB)	Lam Tin Street	Lei Muk Road	410	54%	46%
L021	Chun Pin Street (NB)	Ta Chuen Ping Street	Lam Tin Street	320	54%	46%
L022	Chun Pin Street (SB)	Lam Tin Street	Ta Chuen Ping Street	90	69%	31%
L023	Kwok Shui Road (NB)	Lei Muk Road	Tai Yuen Street	740	56%	44%
L024	Kwok Shui Road (SB)	Tai Yuen Street	Lei Muk Road	100	56%	44%
L025	Lei Muk Road (EB)	Cheung Wing Road	Kwok Shui Road	440	68%	32%
L026	Lei Muk Road (WB)	Kwok Shui Road	Cheung Wing Road	120	70%	30%
L027	Ta Chuen Ping Street (EB)	Shek Kin Street	Chun Pin Street	440	47%	53%
L028	Shek Kin Street (EB)	Ta Chuen Ping Street	Cul-de-sac	120	56%	44%
L029	Shek Kin Street (WB)	Cul-de-sac	Ta Chuen Ping Street	110	51%	49%
L030	Shek Yam Road (NB)	Wo Yi Hop Road	Shek Yi Road	80	56%	44%
L031	Shek Yam Road (SB)	Shek Yam Road	Shek Yi Road	200	48%	52%
L032	Shek Yam Road (SB)	Shek Yam Road	Shek Yam Road	260	35%	65%
L033	Shek Yam Road (NB)	Shek Yam Road	Shek Yam Road	70	0%	100%
L034	Shek Yam Road (NB)	Shek Yam Road	Tung Chi Street	70	0%	100%
L035	Shek Yam Road (SB)	Tung Chi Street	Shek Yam Road	260	35%	65%
L036	Lei Muk Road (EB)	Wo Yi Hop Road	Tung Chi Street	670	63%	37%
L037	Lei Muk Road (WB)	Tung Chi Street	Wo Yi Hop Road	520	60%	40%
L038	Tung Chi Street (EB)	Lei Muk Road	Shek Yam Road	420	53%	47%
L039	Tung Chi Street (WB)	Shek Yam Road	Lei Muk Road	300	54%	46%
L040	Tung Chi Street (EB)	Shek Yam Road	Tai Pak Tin Street	250	61%	39%
L041	Tung Chi Street (WB)	Tai Pak Tin Street	Shek Yam Road	340	56%	44%
L042	Tai Pak Tin Street (NB)	Tung Chi Street	Lei Muk Road	310	48%	52%
L043	Tai Pak Tin Street (SB)	Lei Muk Road	Tung Chi Street	390	57%	43%
L044	Tai Pak Tin Street (NB)	On Chit Street	Tung Chi Street	440	61%	39%
L045	Tai Pak Tin Street (SB)	Tung Chi Street	On Chit Street	430	71%	29%
L046	Tai Pak Tin Street (NB)	On Chit Lane	On Chit Street	360	55%	45%
L047	Tai Pak Tin Street (SB)	On Chit Street	On Chit Lane	280	62%	38%
L048	On Chit Street (EB)	Cul-de-sac	Tai Pak Tin Street	10	40%	60%
L049	On Chit Street (WB)	Tai Pak Tin Street	Cul-de-sac	10	67%	33%
L050	On Chit Street (EB)	Tai Pak Tin Street	On Chit Lane	200	79%	21%
L051	On Chit Street (WB)	On Chit Lane	Tai Pak Tin Street	120	78%	22%
L052	On Chit Street (NB)	On Chit Lane	Access Road of On Chit Street	210	79%	21%
L053	On Chit Street (WB)	Access Road of On Chit Street	On Chit Lane	220	79%	21%
L054	On Chit Lane (NB)	Shek Pai Street	On Chit Street	50	60%	40%
L055	On Chit Lane (SB)	On Chit Street	Shek Pai Street	140	73%	27%
L056	Tai Pak Tin Street (NB)	Tai Pak Tin Lane	Shek Pai Street	90	57%	43%
L057	Tai Pak Tin Street (SB)	Shek Pai Street	Tai Pak Tin Lane	150	57%	43%
L058	Tai Pak Tin Street (NB)	Shek Li Street	Tai Pak Tin Lane	90	57%	43%
L059	Tai Pak Tin Street (SB)	Tai Pak Tin Lane	Shek Li Street	150	57%	43%
L060	Tai Pak Tin Street (NB)	Access Road of Shek Lei (ii) Estate	Shek Li Street	170	49%	51%
L061	Tai Pak Tin Street (SB)	Shek Li Street	Access Road of Shek Lei (ii) Estate	50	92%	8%
L062	Tai Pak Tin Street (NB)	Tai Loong Street	Access Road of Shek Lei (ii) Estate	170	49%	51%
L063	Tai Pak Tin Street (SB)	Access Road of Shek Lei (ii) Estate	Tai Loong Street	60	91%	9%
L064	Tai Loong Street (SB)	Wo Yi Hop Road	Tai Pak Tin Street	480	62%	38%
L065	Tai Loong Street (SB)	Tai Pak Tin Street	Wai Kek Street	370	72%	28%
L066	Access Road of Shek Lei (ii) Estate (EB)	Tai Pak Tin Street	Cul-de-sac	20	81%	19%
L067	Access Road of Shek Lei (ii) Estate (WB)	Cul-de-sac	Tai Pak Tin Street	30	77%	23%
L068	Tai Pak Tin Lane (NB)	Tai Pak Tin Street	Cul-de-sac	10	100%	0%
L069	Tai Pak Tin Lane (SB)	Cul-de-sac	Tai Pak Tin Street	10	88%	13%
L070	Shek Pai Street (EB)	Tai Pak Tin Street	On Chuk Street	290	68%	32%
L071	Shek Pai Street (WB)	On Chuk Street	Tai Pak Tin Street	350	53%	47%
L072	Shek Li Street (EB)	Tai Pak Tin Street	On Chuk Street	180	40%	60%

TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2045 TRAFFIC FORECAST

Date:7 May 2025 **Job No.: J7396**

Link ID	Road Section	From Road	To Road	AM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L073	On Chuk Street (NB)	Shek Li Street	Shek Pai Street	70	54%	46%
L074	On Chuk Street (SB)	Shek Pai Street	Shek Li Street	50	77%	23%
L075	Shek Li Street (SB)	On Chuk Street	Wai Kek Street	160	45%	55%

Note: "LV" includes motorcycle, private car and taxi
"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2045 TRAFFIC FORECAST

Date:7 May 2025 **Job No.: J7396**

Link ID	Road Section	From Road	To Road	PM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Wo Yi Hop Road (NB)	Shek Yi Road	Lam Tin Street	660	70%	30%
L002	Wo Yi Hop Road (SB)	Lam Tin Street	Shek Yi Road	400	85%	15%
L003	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Shek Yi Road	470	61%	39%
L004	Wo Yi Hop Road (SB)	Shek Yi Road	Ta Chuen Ping Street	520	71%	29%
L005	Wo Yi Hop Road (NB)	Tai Loong Street	Ta Chuen Ping Street	310	61%	39%
L006	Wo Yi Hop Road (SB)	Ta Chuen Ping Street	Tai Loong Street	540	68%	32%
L007	Wo Yi Hop Road (NB)	Ta Chuen Ping Street	Tai Loong Street	540	56%	44%
L008	Wo Yi Hop Road (SB)	Tai Loong Street	Ta Chuen Ping Street	280	73%	27%
L009	Wo Yi Hop Road (NB)	Lam Tin Street	Lei Muk Road	570	70%	30%
L010	Wo Yi Hop Road (SB)	Lei Muk Road	Lam Tin Street	530	82%	18%
L011	Wo Yi Hop Road (NB)	Lei Muk Road	Cheung Wing Road	1,270	68%	32%
L012	Wo Yi Hop Road (SB)	Cheung Wing Road	Lei Muk Road	1,390	76%	24%
L013	Shek Yi Road (WB)	Shek Yam Road	Wo Yi Hop Road	330	66%	34%
L014	Lei Muk Road (EB)	Chun Pin Street	Wo Yi Hop Road	470	59%	41%
L015	Lei Muk Road (WB)	Wo Yi Hop Road	Chun Pin Street	370	69%	31%
L016	Lam Tin Street (WB)	Wo Yi Hop Road	Chun Pin Street	220	60%	40%
L017	Ta Chuen Ping Street (EB)	Chun Pin Street	Wo Yi Hop Road	250	61%	39%
L018	Lei Muk Road (EB)	Kwok Shui Road	Chun Pin Street	270	61%	39%
L019	Lei Muk Road (WB)	Chun Pin Street	Kwok Shui Road	610	67%	33%
L020	Chun Pin Street (NB)	Lam Tin Street	Lei Muk Road	440	60%	40%
L021	Chun Pin Street (NB)	Ta Chuen Ping Street	Lam Tin Street	340	63%	37%
L022	Chun Pin Street (SB)	Lam Tin Street	Ta Chuen Ping Street	120	66%	34%
L023	Kwok Shui Road (NB)	Lei Muk Road	Tai Yuen Street	740	65%	35%
L024	Kwok Shui Road (SB)	Tai Yuen Street	Lei Muk Road	80	65%	35%
L025	Lei Muk Road (EB)	Cheung Wing Road	Kwok Shui Road	450	65%	35%
L026	Lei Muk Road (WB)	Kwok Shui Road	Cheung Wing Road	140	76%	24%
L027	Ta Chuen Ping Street (EB)	Shek Kin Street	Chun Pin Street	460	61%	39%
L028	Shek Kin Street (EB)	Ta Chuen Ping Street	Cul-de-sac	120	57%	43%
L029	Shek Kin Street (WB)	Cul-de-sac	Ta Chuen Ping Street	110	52%	48%
L030	Shek Yam Road (NB)	Wo Yi Hop Road	Shek Yi Road	80	60%	40%
L031	Shek Yam Road (SB)	Shek Yam Road	Shek Yi Road	250	58%	42%
L032	Shek Yam Road (SB)	Shek Yam Road	Shek Yam Road	300	46%	54%
L033	Shek Yam Road (NB)	Shek Yam Road	Shek Yam Road	60	0%	100%
L034	Shek Yam Road (NB)	Shek Yam Road	Tung Chi Street	60	0%	100%
L035	Shek Yam Road (SB)	Tung Chi Street	Shek Yam Road	300	46%	54%
L036	Lei Muk Road (EB)	Wo Yi Hop Road	Tung Chi Street	740	69%	31%
L037	Lei Muk Road (WB)	Tung Chi Street	Wo Yi Hop Road	480	70%	30%
L038	Tung Chi Street (EB)	Lei Muk Road	Shek Yam Road	410	59%	41%
L039	Tung Chi Street (WB)	Shek Yam Road	Lei Muk Road	240	55%	45%
L040	Tung Chi Street (EB)	Shek Yam Road	Tai Pak Tin Street	220	71%	29%
L041	Tung Chi Street (WB)	Tai Pak Tin Street	Shek Yam Road	300	63%	37%
L042	Tai Pak Tin Street (NB)	Tung Chi Street	Lei Muk Road	250	50%	50%
L043	Tai Pak Tin Street (SB)	Lei Muk Road	Tung Chi Street	290	54%	46%
L044	Tai Pak Tin Street (NB)	On Chit Street	Tung Chi Street	440	57%	43%
L045	Tai Pak Tin Street (SB)	Tung Chi Street	On Chit Street	400	62%	38%
L046	Tai Pak Tin Street (NB)	On Chit Lane	On Chit Street	400	55%	45%
L047	Tai Pak Tin Street (SB)	On Chit Street	On Chit Lane	350	62%	38%
L048	On Chit Street (EB)	Cul-de-sac	Tai Pak Tin Street	10	71%	29%
L049	On Chit Street (WB)	Tai Pak Tin Street	Cul-de-sac	10	25%	75%
L050	On Chit Street (EB)	Tai Pak Tin Street	On Chit Lane	80	68%	32%
L051	On Chit Street (WB)	On Chit Lane	Tai Pak Tin Street	70	71%	29%
L052	On Chit Street (NB)	On Chit Lane	Access Road of On Chit Street	80	58%	43%
L053	On Chit Street (WB)	Access Road of On Chit Street	On Chit Lane	100	64%	36%
L054	On Chit Lane (NB)	Shek Pai Street	On Chit Street	30	46%	54%
L055	On Chit Lane (SB)	On Chit Street	Shek Pai Street	60	58%	42%
L056	Tai Pak Tin Street (NB)	Tai Pak Tin Lane	Shek Pai Street	80	62%	38%
L057	Tai Pak Tin Street (SB)	Shek Pai Street	Tai Pak Tin Lane	90	48%	52%
L058	Tai Pak Tin Street (NB)	Shek Li Street	Tai Pak Tin Lane	70	58%	42%
L059	Tai Pak Tin Street (SB)	Tai Pak Tin Lane	Shek Li Street	90	49%	51%
L060	Tai Pak Tin Street (NB)	Access Road of Shek Lei (ii) Estate	Shek Li Street	160	49%	51%
L061	Tai Pak Tin Street (SB)	Shek Li Street	Access Road of Shek Lei (ii) Estate	40	72%	28%
L062	Tai Pak Tin Street (NB)	Tai Loong Street	Access Road of Shek Lei (ii) Estate	170	50%	50%
L063	Tai Pak Tin Street (SB)	Access Road of Shek Lei (ii) Estate	Tai Loong Street	50	73%	27%
L064	Tai Loong Street (SB)	Wo Yi Hop Road	Tai Pak Tin Street	510	60%	40%
L065	Tai Loong Street (SB)	Tai Pak Tin Street	Wai Kek Street	390	66%	34%
L066	Access Road of Shek Lei (ii) Estate (EB)	Tai Pak Tin Street	Cul-de-sac	30	72%	28%
L067	Access Road of Shek Lei (ii) Estate (WB)	Cul-de-sac	Tai Pak Tin Street	40	69%	31%
L068	Tai Pak Tin Lane (NB)	Tai Pak Tin Street	Cul-de-sac	10	60%	40%
L069	Tai Pak Tin Lane (SB)	Cul-de-sac	Tai Pak Tin Street	10	100%	0%
L070	Shek Pai Street (EB)	Tai Pak Tin Street	On Chuk Street	340	64%	36%
L071	Shek Pai Street (WB)	On Chuk Street	Tai Pak Tin Street	380	53%	47%
L072	Shek Li Street (EB)	Tai Pak Tin Street	On Chuk Street	150	38%	62%

TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2045 TRAFFIC FORECAST

Date:7 May 2025 **Job No.: J7396**

Link ID	Road Section	From Road	To Road	PM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L073	On Chuk Street (NB)	Shek Li Street	Shek Pai Street	70	48%	52%
L074	On Chuk Street (SB)	Shek Pai Street	Shek Li Street	100	59%	41%
L075	Shek Li Street (SB)	On Chuk Street	Wai Kek Street	170	47%	53%

Note: "LV" includes motorcycle, private car and taxi
"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

Attachment 6

Revised Traffic Impact Assessment

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

Traffic Impact Assessment
Revised Report
September 2025

Prepared by: CKM Asia Limited

Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

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Section 12A Planning Application for Proposed Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and /or Residential Care Homes for Persons with Disabilities) (RCHEs and / or RCHDs), at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97 – 107 Wo Yi Hop Road, New Territories

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1.0 INTRODUCTION

Background

1.1 The Subject Site is located at 97 – 107 Wo Yi Hop Road in Kwai Chung. It is currently occupied by an industrial building which is known as the Park Sun Building (the "Park Sun Building"). The location of the Subject Site is shown in Figure 1.1.

1.2 The Owner has the intention to redevelop the Park Sun Building into a commercial-cum-residential development with Social Welfare Facilities (the "Proposed Redevelopment") which comprises of:

(1) 1 residential block with 253 flats;
(2) Residential Care Homes for the Elderly ("RCHE") with no more than 260 beds;
(3) Residential Care Homes for Persons with Disabilities ("RCHD") with no more than 120 beds; and
(4) Retail with the gross floor area ("GFA") of 131m^2.

1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment ("TIA") in support of the Proposed Redevelopment. The report presents the findings and recommendations of the TIA for the Proposed Redevelopment.

1.4 The comments from Transport Department on the pre-Section12A submission TIA was received on 16th July 2025, the response to comments is found in Appendix 1.

Scope of the Assessment

1.5 The main objectives of this TIA are as follows:

- To assess the existing traffic issues in the vicinity of the Subject Site;
- To quantify the amount of traffic generated by the Proposed Redevelopment; and
- To examine the traffic impact on the local road network in the vicinity of the Subject Site.

Contents of the Report

1.6 After this introduction, the remaining chapters contain the following:

Chapter Two	-	describes the existing situation;
Chapter Three	-	outlines the development proposal;
Chapter Four	-	presents the traffic impact analysis; and
Chapter Five	-	summarises the overall conclusion

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The Subject Site is located to the immediate west of Wo Yi Hop Road and is bounded by iCity to the south, Cheung Wing Industrial Building to the north and Kam Chong Industrial Building to the west.

Existing Road Network

2.2 Wo Yi Hop Road is a district distributor, and it is of single carriageway 2-lane standard. It connects with Cheung Wing Street to the west and Castle Peak Road – Kwai Chung to the south.

2.3 Shek Yi Road is a local distributor, and it is of single carriageway standard and is 1-way westbound from Shek Yam Road to Wo Yi Hop Road.

Traffic Survey

2.4 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Friday, 7th March 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layouts are shown in Figures 2.2 to 2.9.

2.5 The surveyed junctions include the following:

- J1: Wo Yi Hop Road / Cheung Wing Road;
- J2: Lei Muk Road / Wo Yi Hop Road;
- J3: Lam Tin Street / Wo Yi Hop Road;
- J4: Shek Yi Road / Wo Yi Hop Road;
- J5: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road;
- J6: Tai Loong Street / Wo Yi Hop Road;
- J7: Ta Chuen Ping Street / Wo Yi Hop Road; and
- J8: Castle Peak Road – Kwai Chung / Wo Yi Hop Road

2.6 The counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. From the survey, the AM and PM peak hours were found to be between 0730 – 0830 and 1745 – 1845 hours respectively, and the existing AM and PM peak hour traffic flows are presented in Figure 2.10.

Operational Performance of the Surveyed Junctions

2.7 The existing operational performance of the surveyed junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual ("TPDM"). The existing operational performance of the junctions are summarised in Table 2.1 and the detailed calculations are found in Appendix 2.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter[1]	AM Peak Hour	PM Peak Hour
J1	Wo Yi Hop Road / Cheung Wing Road	Signal	RC	84%	> 100%
J2	Lei Muk Road / Wo Yi Hop Road	Signal	RC	42%	59%
J3	Lam Tin Street / Wo Yi Hop Road	Signal	RC	> 100%	97%
J4	Shek Yi Road / Wo Yi Hop Road	Priority	RFC	0.574	0.620
J5	Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road	Signal	RC	> 100%	> 100%
J6	Tai Loong Street / Wo Yi Hop Road	Priority	RFC	0.428	0.506
J7	Wo Yi Hop Road / Ta Chuen Ping Street	Signal	RC	94%	71%
J8	Castle Peak Road – Kwai Chung / Wo Yi Hop Road	Signal	RC	82%	67%

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity

2.8 Table 2.1 shows that the junctions now operate with capacity.

Public Transport Facilities

2.9 The Subject Site is located close to public transport services with numerous franchised bus and public light bus routes operating in the vicinity. Details of the franchised bus and green minibus ("GMB") routes operating in the vicinity of the Subject Site are presented in Figure 2.11 and Table 2.2.

TABLE 2.2 FRANCHISED BUS AND GMB SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 235	Kwai Chung (On Yam Estate) – Tsuen Wan (Circular)	8 – 20
KMB 235M	Kwai Chung (On Yam Estate) – Kwai Fong Station	6 – 15
KMB 31	Tsuen Wan West Station – Shek Lei (Circular)	10 – 20
KMB 31A	Kwai Chung Estate – Shek Lei (Tai Loong Street)	AM Peak
KMB 31B	Shek Lei (Tai Loong Street) – Olympic Station	15 – 30
KMB 31M	Shek Lei (Lei Pui St) – Kwai Fong Station	7 – 15
KMB 31P	Shek Lei Commercial Complex – Kwai Fong Station	2 per day
KMB 32	Tsuen Wan (Shek Wai Kok) – Olympic Station	20 – 30
KMB 35A	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	5 – 20
KMB 35X	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	1 per day
KMB 36	Lei Muk Shue – Tsuen Wan West Station (Circular)	10 – 20
KMB 36A	Lei Muk Shue – Cheung Sha Wan (Hoi Tat Estate) (Circular)	15 – 30
KMB 36B	Lei Muk Shue – Jordan (West Kowloon Station)	12 – 25
KMB 36M	Lei Muk Shue – Kwai Fong Station	6 – 15
KMB 36X	Lei Muk Shue – Tsim Sha Tsui East (Mody Road)	3 per day
KMB 38	Kwai Shing (East) – Ping Tin	6 – 25
KMB 38P	Kwai Shing (Central) – Ping Tin	3 per day
KMB 40E	Kwai Chung (Kwai Fong Estate) – Nai Chung	4 per day
KMB 40P	Tsuen Wan (Nina Tower) – Kwun Tong Ferry	8 – 30
KMB 40X	Wu Kai Sha Station – Kwai Chung Estate	9 – 25
KMB 42C	Tsing Yi (Cheung Hang Estate) – Lam Tin Station	6 – 25
KMB 43A	Shek Lei (Tai Loong Street) – Tsing Yi (Cheung Wang Estate)	6 – 20
KMB 43S	Hek Yam – Hong Kong Science Park	1 per day
KMB 46P	Mei Tin – Kwai Fong Station	10 – 20
KMB 46X	Hin Keng – Mei Foo	5 – 25

Route	Routing	Frequency (minutes)
KMB 47A	Shui Chuen O – Kwai Fong (South)	30
KMB 47X	Chun Shek – Kwai Shing (East)	7 – 25
KMB 48X	Wo Che – Tsuen Wan (Bayview Garden)	6 – 20
KMB 73D	Tsuen Wan (Nina Tower) – Tai Po (Fu Shin)	7 per day
KMB 73F	Tsuen Wan (Nina Tower) – Education University of Hong Kong	2 per day
KMB 73P	Tsuen Wan (Nina Tower) – Tai Mei Tuk	4 per day
KMB 73X	Tsuen Wan (Nina Tower) – Tai Po (Fu Shin)	4 – 15
KMB 234C	Sham Tseng – Kwun Tong (Tsui Ping North Estate)	6 per day
KMB 273C	Kau Lung Hang – Tsuen Wan West Station	1 per day
KMB 273P	Tsuen Wan West Station – Tai Po (Tai Wo)	3 per day
KMB 278A	Tsuen Wan (Nina Tower) – Queen's Hill	15 – 60
KMB 278P	Sheung Shui (Tai Ping) – Tsuen Wan (Nina Tower)	2 per day
KMB 278X	Tsuen Wan (Nina Tower) – Sheung Shui	7 – 25
KMB 935	Shek Lei (Tai Loong Street) – Wan Chai (Fleming Road)	4 per day
KMB 936	Tsuen Wan (Shek Wai Kok) – Causeway Bay (Cotton Path)	20 – 30
KMB 936A	Tsuen Wan (Shek Wai Kok) – Causeway Bay (Cotton Path)	5 per day
KMB X42P	Tsing Yi Station – La Tin Station	3 per day
KMB N237	Mei Foo – Kwai Shing (Circular)	Overnight
LWB A30	Lei Muk Shue to Airport (Ground Transportation Centre)	8 per day
LWB NA30	Lei Muk Shue Estate – HZMB Hong Kong Port	Overnight
GMB 401	Shek Yam – Tsing Yi Ferry Pier	7– 10
GMB 403	Lei Pui Street Bus Terminus – Sha Tin Wai (Circular)	20
GMB 403A	On Yam On Chuk Street – Sha Tin Tam Kon Po Street (Circular)	8 – 12
GMB 403P	Shek Lei Lei Pui Street – Sha Tin Tam Kon Po Street (Circular)	6 – 20
GMB 403X	Tai Wai Station Public Interchange – Northeast Kwai Chung (Circular)	1 per day
GMB 406	Shek Lei – Kwai Shing (Circular)	4 per day
GMB 410	Northeast Kwai Chung – Princess Margaret Hospital	15 – 30
GMB 83A	On Yam Estate (On Chit Street) – Tsuen Wan (Chuen Lung Street)	25 – 30
GMB 86	Shek Lei (Lei Pui Street) – Tsuen Wan (Hoi Kwai Road)	10 – 20
GMB 86A	Shek Lei (Lei Pui Street) – Tsuen Wan (Chuen Lung Street)	15 – 30
GMB 86M	Shek Lei (Lei Pui Street) – Tsuen Wan (Chuen Lung Street)	5 – 20
GMB 94	Kwai Shing – Shek Wai Kok	7 – 30
GMB 94A	Kwai Shing – Lei Muk Shue Estate Public Transport Interchange	12 – 15

Note: KMB – Kowloon Motor Bus GMB – Green Minibus LWB – Long Win Bus

3.0 THE PROPOSED REDEVELOPMENT

Development Schedule

3.1 The Proposed Redevelopment comprises of:

(1) 1 residential block with 253 flats;
(2) RCHE with no more than 260 beds;
(3) RCHD with no more than 120 beds ; and
(4) Retail with 131m^2 GFA.

3.2 Run-in/out of the Proposed Redevelopment is provided at Wo Yi Hop Road.

3.3 The detailed flat mix for residential use is shown in Table 3.1.

TABLE 3.1 DETAILS OF THE RESIDENTIAL FLATS

Flat Type	Flat Size (GFA)	Number of Flats
A	≤ 40m^2	159
B	40.1 – 70m^2	94
	Total Number of Flats =	253

Provision of Internal Transport Facilities

Residential and Retail Use

3.4 A comparison of the proposed internal transport facilities for residential use and retail use and the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") are presented in Table 3.2.

TABLE 3.2 COMPARISON OF THE HKPSG RECOMMENDATIONS AND THE PROPOSED INTERNAL TRANSPORT FACILITIES

Use	HKPSG Recommendation (1) 253 flats comprising of 159 flats @ ≤ 40m^2 and 94 flats @ 40.1 – 70m^2 (2) Retail = 131m^2 GFA	Proposed Provision
	Car Parking Space	
Residential (I)	Number of space = GPS x R1 x R2 x R3, where: Global Parking Standard (GPS) = 1 space per 4 – 7 flats R1 = 0.5 for flat size of ≤ 40m^2; 1.2 for flat size of 40.1 – 70m^2 R2 = 1.0 for development outside 500m of rail station(1) R3 = 0.9 for domestic plot ratio (PR) = 6 Minimum =(159 x 0.5 ÷ 7 x 1 x 0.9) +(94 x1.2÷7 x 1 x 0.9) = 10.2 + 14.5 = 11 + 15 = 26 nos. Maximum =(159 x 0.5 ÷ 4 x 1 x 0.9) +(94 x1.2÷4 x 1 x 0.9) = 17.9 + 25.4 = 18 + 26 = 44 nos.	Residential (I) 43 @ 5m (L) x 2.5m (W) x 2.4m (H); and 1 @ 5m (L) x 3.5m (W) x 2.4m (H) Visitor (II) 5 @ 5m (L) x 2.5m (W) x 2.4m (H); Retail (III) 1 @ 5m (L) x 2.5m (W) x 2.4m (H); Total (I)+(II)+(III) = 44 + 5 + 1
Visitor (II)	Visitor car parking spaces: 5 visitor spaces per block with > 75 units per block =5 nos. for 1 residential block	

Use	HKPSG Recommendation (1) 253 flats comprising of 159 flats @ ≤ 40m^2 and 94 flats @ 40.1 – 70m^2 (2) Retail = 131m^2 GFA	Proposed Provision
Retail (III)	1 car parking space per 150-300 m^2 GFA Minimum = 131 / 300 = 0.4 = 1 no. Maximum = 131 / 150 = 0.9 = 1 no.	= 50 nos. = maximum, OK
Total (I) + (II) + (III)	Minimum = 26 + 5 + 1 = 32 nos. Maximum = 44 + 5 + 1 = 50 nos.	
	Motorcycle Parking Space	
Residential (I)	1 motorcycle parking space per 100 – 150 flats Minimum = 253 / 150 = 1.7, say 2 nos. Maximum = 253 / 100 = 2.5, say 3 nos.	Residential (I) 3 @ 2.4m (L) x 1m (W) x 2.4m (H)
Retail (II)	5 – 10% of the total provision of car parking space Minimum = 1 x 5% = 0.05 = 1 no. Maximum = 1 x 10% = 0.1 = 1 no.	Retail (II) 1 @ 2.4m (L) x 1m (W) x 2.4m (H)
Total (I) + (II)	Minimum = 2 + 1 = 3 nos. Maximum = 3 + 1 = 4 nos.	Total (I)+(II) = 3 + 1 = 4 nos. = Maximum, OK
	Loading / Unloading Bay	
Residential (I)	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block =1no. for 1 residential block	Residential (I) 1 @ 11m (L) x 3.5m (W) x 4.7m
Retail (II)	1 loading / unloading bay for goods vehicles for every 800 to 1200 sq,m. or part thereof, GFA Minimum = 131 / 1200 = 0.11 = 1 no. Maximum = 131 / 800 = 0.16 = 1 no.	Retail (II) 1 @ 11m (L) x 3.5m (W) x 4.7m
Total (I) + (II)	Minimum = 1 + 1 = 2 nos. Maximum = 1 + 1 = 2 nos.	Total (I)+(II) = 1 + 1 = 2 nos. = Maximum, OK

Note: (1) The Subject Site is located at some 1.5km walking distance from MTR Kwai Hing Station

3.5 Table 3.2 shows that the internal transport facilities provided for residential and retail use comply with the maximum recommendations of the HKPSG.

RCHE Use

3.6 The HKPSG has no recommendation on the provision of internal transport facilities for RCHE, hence, reference is made to 3 RCHEs with similar transport accessibility, i.e., far from MTR station. These are presented in Table 3.3, and their internal transport facilities are found in Table 3.4.

TABLE 3.3 3 RCHES LOCATED FAR FROM MTR STATION

Ref.	RCHE	Address	No. of beds	Distance from nearest MTR Station
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	33 – 35 Lai Chi Ling Road, Kwai Chung, New Territories	524	1.5 km (Lai King Station)
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	16 Wah Fat Street, Tuen Mun	260	2.2 km (Tuen Mun Station)
3	Freni Care and Attention Home	1H, Shiu Fai Terrace, Wan Chai, Hong Kong	200	2.5 km (Wan Chai Station)

TABLE 3.4 INTERNAL TRANSPORT FACILITIES PROVIDED IN THE 3 RCHES

Ref.	RCHE	No. of beds	Internal Transport Facilities		
			Car	Light Bus / Ambulance	LGV
Parking Provision					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	524	15	2	0
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	260	5	1	0
3	Freni Care and Attention Home	290	14	1	1
Provision rate (space / bed)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	524	0.0286	0.0038	0
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	260	0.0192	0.0038	0
3	Freni Care and Attention Home	290	0.0483	0.0034	0.0034
	Adopted provision rate =		0.0483	0.0038	0.0034

3.7 The internal transport facilities provision rate adopted for the Proposed RCHE found in Table 3.4, is used and the calculated internal transport facilities is presented in Table 3.5.

TABLE 3.5 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR PROPOSED RCHE

Use	No. of beds	Adopted Provision rate (space / bed)			Proposed Provision		
		Car	Light Bus / Ambulance	LGV	Car[(1)]	Light Bus / Ambulance	LGV
RCHE	260	0.0483	0.0038	0.0034	13	1	1

Note: [(1)] including 1 no. car parking space for persons with disabilities (5m (L) x 3.5m (W) x 2.4m (H))

RCHD Use

3.8 The HKPSG has no recommendation on the provision of internal transport facilities for RCHD, hence, reference is made to 3 RCHDs with similar transport accessibility, i.e., far from MTR station. These are presented in Table 3.6, and their internal transport facilities are found in Table 3.7.

TABLE 3.6 3 RCHDS LOCATED FAR FROM MTR STATION

Ref.	RCHE	Address	No. of beds	Distance from nearest MTR Station
1	Home of Loving Faithfulness	7 Castle Peak Road in Kwu Tung	33	3.4 km (Sheung Shui Station)
2	Caritas Jockey Club Lai King Rehabilitation Centre	31 Lai Chi Ling Road, Kwai Chung, New Territories	505	1.5 km (Lai King Station)
3	Tung Hoi Association for the Gifted Child Limited	Section A, B, C, D, E and F of Lot No. 2340 in DD No. 104, Yuen Long, New Territories	111	4.5 km (Yuen Long Station)

TABLE 3.7 INTERNAL TRANSPORT FACILITIES PROVIDED IN THE 3 RCHDS

Ref.	RCHE	No. of beds	Internal Transport Facilities		
			Car	Light Bus / Ambulance	LGV
Parking Provision					
1	Home of Loving Faithfulness	33	3	0	0
2	Caritas Jockey Club Lai King Rehabilitation Centre	505	6	1	1
3	Tung Hoi Association for the Gifted Child Limited	111	4	0	0
Provision rate (space / bed)					
1	Home of Loving Faithfulness	33	0.0909	0	0
2	Caritas Jockey Club Lai King Rehabilitation Centre	505	0.0119	0.0020	0.0020
3	Tung Hoi Association for the Gifted Child Limited	111	0.0360	0	0
	Adopted provision rate =		0.0909	0.0020	0.0020

3.9 The internal transport facilities provision rate adopted for the Proposed RCHD found in Table 3.7, is used and the calculated internal transport facilities is presented in Table 3.8.

TABLE 3.8 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR PROPOSED RCHD

Use	No. of beds	Adopted Provision rate (space / bed)			Proposed Provision		
		Car	Light Bus / Ambulance	LGV	Car[(1)]	Light Bus / Ambulance	LGV
RCHD	120	0.0909	0.0020	0.0020	11	1	1

Note: [(1)] including 1 no. car parking space for persons with disabilities (5m (L) x 3.5m (W) x 2.4m (H))

3.10 Based on the above, the total internal transport facilities provided by the Proposed Redevelopment is summarised in Table 3.9.

TABLE 3.9 SUMMARY OF INTERNAL TRANSPORT FACILITIES OF THE PROPOSED REDEVELOPMENT

Item		Use	Proposed Provision
Car Parking Space		Residential	44
		Visitor	5
		Retail	1
		RCHE	13
		RCHD	11
		Total	74[(1)]
Motorcycle Parking Space		Residential	3
		Retail	1
		Total	4
Loading / Unloading Bay	HGV	Residential	1
		Retail	1
		Total	2
	LGV	RCHE	1
		RCHD	1
		Total	2
Light Bus / Ambulance Parking Space		RCHE	1
		RCHD	1
		Total	2

Note: [(1)] including 3 nos. car parking space for persons with disabilities (5m (L) x 3.5m (W) x 2.4m (H)) for Residential, RCHE and RCHD

3.11 The carpark layout plans for G/F, LG/F and B/F are shown in Figures 3.1 – 3.3. The pedestrian routes from the disabled parking spaces to the nearby lift lobby are shown in Figures 3.4 and 3.5.

Swept Path Analysis

3.12 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease. The swept path analysis drawings for critical movements are found in Appendix 3.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Redevelopment is expected to be completed by 2030, and the design year adopted for the capacity analysis is 2033, i.e. 3 years after the completion of the Proposed Redevelopment.

Traffic Forecasting

4.2 The 2033 traffic flows used for the junction analysis are produced with reference to the following:

(ii) 2031 traffic flows derived based on the NTW2 Base District Traffic Model ("BDTM");

(iii) estimated traffic growth from 2031 to 2033 based on the higher of: (a) 2019 – based Territorial Population and Employment Data Matrix ("TPEDM") data produced by Planning Department for Kwai Chung District, (b) Hong Kong Population Projections 2022 – 2046, published by Census and Statistics Department, or (c) historic Annual Average Daily Traffic ("AADT") produced by Transport Department;

(iv) the other developments in the vicinity of the Proposed Redevelopment; and

(v) Traffic generated by the Proposed Redevelopment.

4.3 The (ii) estimated traffic growth from 2031 to 2033, (iii) the other development in the vicinity of the Proposed Redevelopment and (iv) traffic generated by the Proposed Redevelopment are presented in the paragraphs below.

Estimated Growth Rate from 2031 to 2033

4.4 The (a) 2019 – based TPEDM data for Kwai Chung District, and the (b) Hong Kong Population Projections 2022 – 2046, and (c) historic AADT are summarised in Tables 4.1 – 4.3 respectively.

TABLE 4.1 2019-BASED TPEDM DATA FOR KWAI CHUNG DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2019	2026	2031	2019 to 2026	2026 to 2031	2019 to 2031
Population	319,150	315,800	319,700	-0.15%	0.25%	0.01%
Employment	195,950	192,350	183,600	-0.26%	-0.93%	-0.54%

TABLE 4.2 HONG KONG POPULATION PROJECTIONS 2022 – 2046

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2033	2031 to 2033
7,820,200	7,903,600	0.53%

TABLE 4.3 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Year \ Station	5225	5226	5431	6046	6024	6023	Overall
2011	16,750	8,450	28,260	12,870	2,530	14,080	82,940
2012	16,640	8,390	28,070	12,230	4,420	13,400	83,150
2013	14,500	7,200	29,260	11,430	3,780	12,950	79,140
2014	14,690	6,700	27,720	11,530	3,820	13,060	77,520

Year \ Station	5225	5226	5431	6046	6024	6023	Overall
2015	14,970	6,830	21,630	11,740	3,890	13,310	72,370
2016	15,380	7,020	22,230	12,070	4,000	13,680	74,380
2017	15,660	7,140	22,640	10,980	4,060	14,500	74,980
2018	14,090	5,220	22,970	10,980	4,010	12,480	69,750
2019	14,040	7,280	28,020	10,940	4,000	12,440	76,720
2020	13,900	7,210	27,220	10,830	3,960	12,320	75,400
2021	14,440	7,490	28,270	11,250	4,110	12,800	78,360
2022	1,300	7,420	27,980	11,830	5,200	15,410	82,140
2023	16,910	6,330	28,920	13,090	3,880	13,300	82,430
						Average Annual Growth	-0.08%

Note: 5225 – Wo Yi Hop Road (From Tai Loong Street to Lei Muk Road)
5226 – Lei Muk Road (From Wo Yi Hop Road to Chun Pin Street)
5431 – Wo Yi Hop Road (From Lei Muk Road to Cheung Wing Road)
6046 – Lei Muk Road (From Wo Yi Hop Road to Tung Chi Street)
6024 – Lei Muk Road (From Castle Peak Road – Kwai Chung to Chun Pin Street)
6023 – Wo Yi Hop Road (From Castle Peak Road – Kwai Chung to tai Loong Street)

4.5 Table 4.1 shows that the highest annual growth rate for population is +0.25% and for employment is -0.26%. Table 4.2 shows that the annual growth rate from 2031 to 2033 is +0.53%. Table 4.3 shows that in the historic AADT of the stations between 2011 and 2023 in the vicinity has average annual growth rate of -0.08% per annum. To be conservative, the growth rate of +0.53% per annum is adopted for the traffic growth between 2031 and 2033.

Other Developments in the Vicinity of the Proposed Redevelopment

4.6 The major planned developments in the vicinity of the Proposed Redevelopment are summarized in Table 4.4, and are included in the traffic forecast.

TABLE 4.4 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Site	Address	Use	Development Parameter (Approx.)
1	CDA at 1 - 7 Cheung Wing Road (TPB ref: A/KC/444)	Residential, Office and Retail	Around 1,336 flats, 8,563 m^2 Retail GFA and 14,685 m^2 Office GFA
2	45 - 51 Kwok Shui Road (TPB ref: A/KC/463)	Industrial	around 13,472 m^2 GFA
3	2 - 16 Lam Tin Street (TPB ref: A/KC/466)	Data Centre	around 22,931 m^2 GFA
4	Shek Lei (II) Estate, Kwai Chung (TPB ref: A/KC/467)	Residential	additional of 1,700 flats
5	2 - 10 Tai Yuen Street (TPB ref: A/KC/473)	Data Centre	around 21,821 m^2 GFA
6	94 - 100 Ta Cheung Ping Street (TPB ref: A/KC/476)	Industrial	around 16,945 m^2 GFA
7	7 - 13 Lam Tin Street (TPB ref: A/KC/478)	Industrial	around 9,531 m^2 GFA
8	45 - 51 Tai Kin Pai Road (TPB ref: A/KC/480)	Industrial	around 24,955 m^2 GFA
9	57 - 61 Ta Chuen Ping Street (TPB ref: A/KC/484)	Data Centre	around 25,775 m^2 GFA
10	66 - 72 Lei Muk Road (TPB ref: A/KC/486)	Industrial	around 18,793 m^2 GFA
11	543 – 549 Castle Peak Road, Kwai Chung (TPB ref: A/KC/487)	Industrial	around 16,423 m^2 GFA
12	13 - 17 Wah Sing Street (TPB ref: A/KC/505)	Industrial	around 20,265 m^2 GFA
13	1 Lei Muk Road, Kwai Chung (Ref.: LSPS/006)	Residential	Around 829 flats

Traffic Generated by the Proposed Redevelopment

4.7 In view that the TPDM does not provide trip generation rates of RCHE and RCHD, trip generation surveys were conducted during the AM and PM weekday peak periods at 3 RCHEs found in Table 3.3 and 3 RCHDs in Table 3.6. The derived trip rates are presented in Tables 4.5 and 4.6.

TABLE 4.5 TRIP RATES OF 3 RCHES

Ref.	RCHE	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	11	4	3	3
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	9	6	7	13
3	Freni Care and Attention Home	3	3	2	3
Trip Rates (pcu/hour/bed)					
1	Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home	0.0210	0.0076	0.0057	0.0057
2	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	0.0346	0.0231	0.0269	0.0500
3	Freni Care and Attention Home	0.0150	0.0150	0.0100	0.0150
	Adopted (maximum rates) =	0.0346	0.0231	0.0269	0.0500

TABLE 4.6 TRIP RATES OF 3 RCHDS

Ref.	RCHD	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Home of Loving Faithfulness	1	1	1	1
2	Caritas Jockey Club Lai King Rehabilitation Centre	11	9	1	3
3	Tung Hoi Association for the Gifted Child Limited	5	4	4	5
Trip Rates (pcu/hour/ bed)					
1	Home of Loving Faithfulness	0.0303	0.0303	0.0303	0.0303
2	Caritas Jockey Club Lai King Rehabilitation Centre	0.0218	0.0178	0.0020	0.0059
3	Tung Hoi Association for the Gifted Child Limited	0.0450	0.0360	0.0360	0.0450
	Adopted (maximum rates) =	0.0450	0.0360	0.0360	0.0450

4.8 The calculated traffic generation associated with the Proposed Redevelopment is presented in Table 4.7.

TABLE 4.7 TRAFFIC GENERATION OF THE PROPOSED REDEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for residential use (pcu/hour/flat) from TPDM						
Private Housing: Medium-Density / R(A) with an average flat size of 60m^2	0.0425	0.0718	NA	0.037	0.0286	NA
Trip Generation Rates for retail use (pcu/hour/100 sq.m. GFA) from TPDM						
Retail	0.2434	0.2296	NA	0.3563	0.3100	NA
Trip Generation Rates for RCHE (pcu/hour/bed)						
RCHE (Table 4.5)	0.0346	0.0231	NA	0.0269	0.0500	NA
Trip Generation Rates for RCHD (pcu/hour/bed)						
RCHD (Table 4.6)	0.0450	0.0360	NA	0.0360	0.0450	NA
Traffic Generation of Proposed Redevelopment (pcu/hour)						
Residential Use: 253 flats [a]	11	19	30	10	8	18
Retail: 131 m^{2}GFA [b]	1	1	2	1	1	2
RCHE: 260 beds [c]	9	7	16	7	13	20
RCHD: 120 beds [d]	6	5	11	5	6	11
Total [a] + [b] + [c] +[d]	27	32	59	23	28	51

4.9 The comparison of the traffic generation between Park Sun Building and the Proposed Redevelopment is presented in Table 4.8.

TABLE 4.8 COMPARISON OF TRAFFIC GENERATION BETWEEN PARK SUN BUILDING AND THE PROPOSED REDEVELOPMENT

Use	Traffic Generation (pcu/hour)					
	AM Peak Hour			PM Peak Hour		
	IN	OUT	2-way	IN	OUT	2-way
Park Sun Building [a]	36	27	63	29	23	52
The Proposed Redevelopment [b]	27	32	59	23	28	51
Difference [b] – [a]	-9	5	-4	-6	5	-1

4.10 Table 4.8 shows that the compared with Park Sun Building, the Proposed Redevelopment generates less traffic during the AM and PM peak hours, i.e., 4 and 1 pcu (2-way) less respectively. It can be concluded from traffic generation aspect, the Proposed Redevelopment will result in less traffic impact to the surrounding road network compared with Park Sun Building.

2033 Traffic Flows

4.11 Year 2033 traffic flows for the following cases are derived:

2033 without the Proposed Redevelopment [A]	= (i) 2031 traffic flows derived with reference to BDTM + (ii) estimated total growth from 2031 to 2033
2033 with the Proposed Redevelopment [B]	= [A] + (iii) comparison of traffic generation between Park Sun Building and the Proposed Redevelopment (Table 4.8)

4.12 The ingress and egress route of the Proposed Redevelopment is shown in Figure 4.1 and the 2033 peak hour traffic flows for the cases without and with the Proposed Redevelopment, are shown in Figures 4.2 - 4.3, respectively.

2033 Junction Operational Performance

4.13 Year 2033 capacity analysis for the cases without and with the Proposed Redevelopment are summarised in Table 4.9 and detailed calculations are found in the Appendix 2.

TABLE 4.9 2033 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter[1]	Without the Proposed Redevelopment		With the Proposed Redevelopment	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Wi Yi Hop Road / Cheung Wing Road	Signal / RC	44%	61%	44%	61%
J2	Lei Muk Road / Wo Yi Hop Road	Signal / RC	16%	21%	16%	21%
J3	Lam Tin Street / Wo Yi Hop Road	Signal / RC	69%	58%	69%	57%
J4	Shek Yi Road / Wo Yi Hop Road	Priority / RFC	0.680	0.740	0.678	0.739
J5	Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road	Signal / RC	81%	75%	81%	74%
J6	Tai Loong Street / Wo Yi Hop Road	Priority / RFC	0.474	0.566	0.475	0.566
J7	Wo Yi Hop Road / Ta Chuen Ping Street	Signal / RC	73%	54%	75%	55%
J8	Castle Peak Road – Kwai Chung / Wo Yi Hop Road	Signal / RC	58%	46%	59%	46%

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity

4.14 Table 4.9 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Redevelopment.

5.0 CONCLUSION

5.1 The Subject Site is located at 97 – 107 Wo Yi Hop Road in Kwai Chung, and is currently occupied by the Park Sun Building. The Owner has the intention to redevelop Park Sun Building into new development which comprises of:

(1) 1 residential block with 253 flats;
(2) RCHE with no more than 260 beds;
(3) RCHD with no more than 120 beds; and
(4) Retail with 131m^2 GFA.

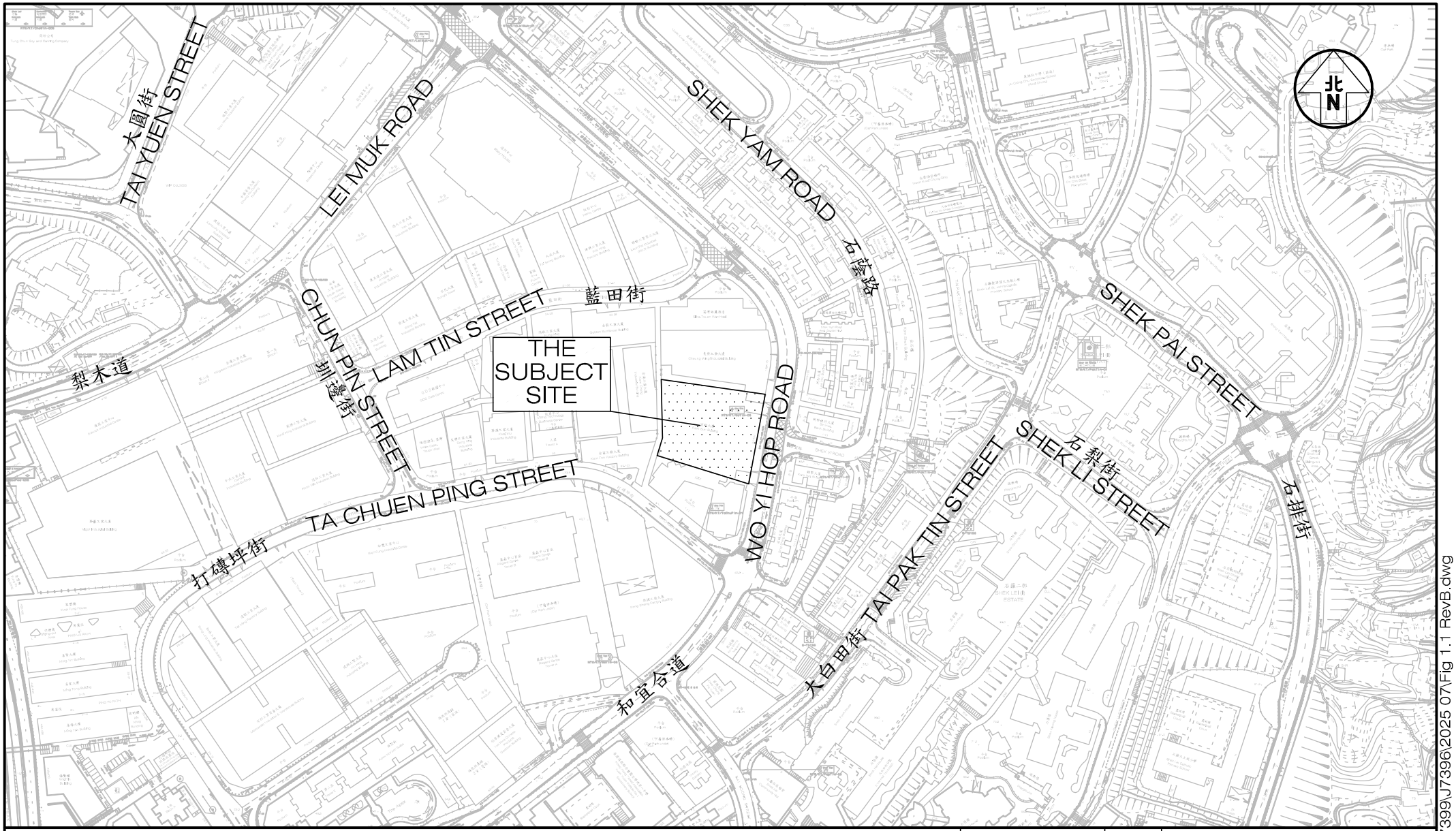
5.2 Manual classified counts were conducted at junctions located in the vicinity of the Proposed Redevelopment in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours.

5.3 The internal transport facilities provided for residential and retail use comply with maximum recommendations of the HKPSG. Whilst, the internal transport facilities provided for the RCHE and RCHD use are based on the operational needs with the reference to 3 similar RCHEs and 3 similar RCHDs.

5.4 The Proposed Redevelopment is expected to be completed by 2030, and the junction capacity analysis is undertaken for year 2033. Compared with Park Sun Building, the Proposed Redevelopment will result in less traffic impact to the surrounding road network. For the design year 2033, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed Redevelopment.

5.5 It is concluded that the Proposed Redevelopment will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Redevelopment is acceptable.

Figures



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES

J7396

Figure Title

LOCATION OF SUBJECT SITE

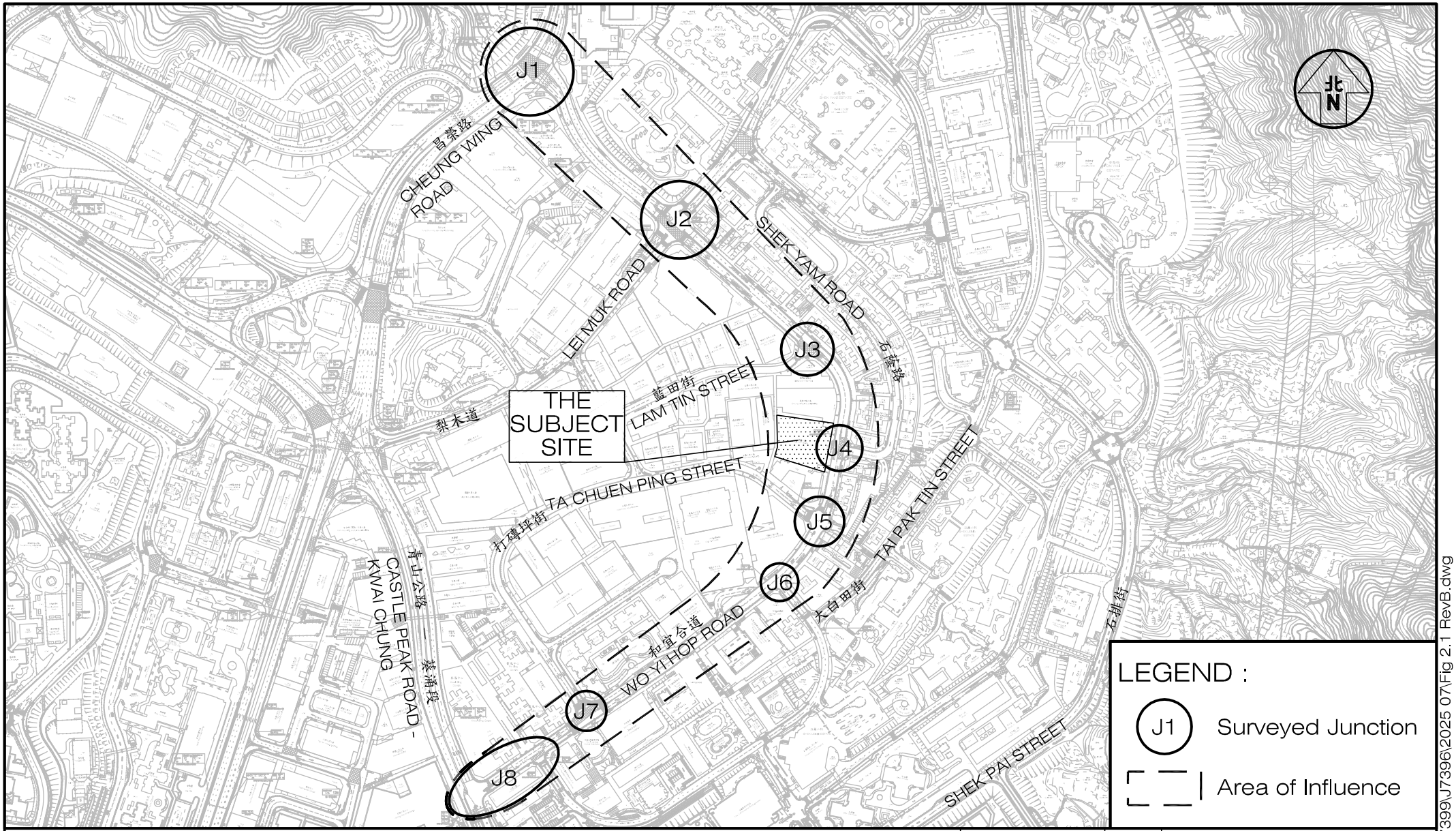
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1 : 3000	28 JUL 2025

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Project Title SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure No. 2.1

Revision B

Figure Title

LOCATION OF SURVEYED JUNCTIONS

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Scale in A4: 1 : 5500

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Figure Title

EXISTING JUNCTION LAYOUT OF WO YI HOP ROAD / CHEUNG WING ROAD

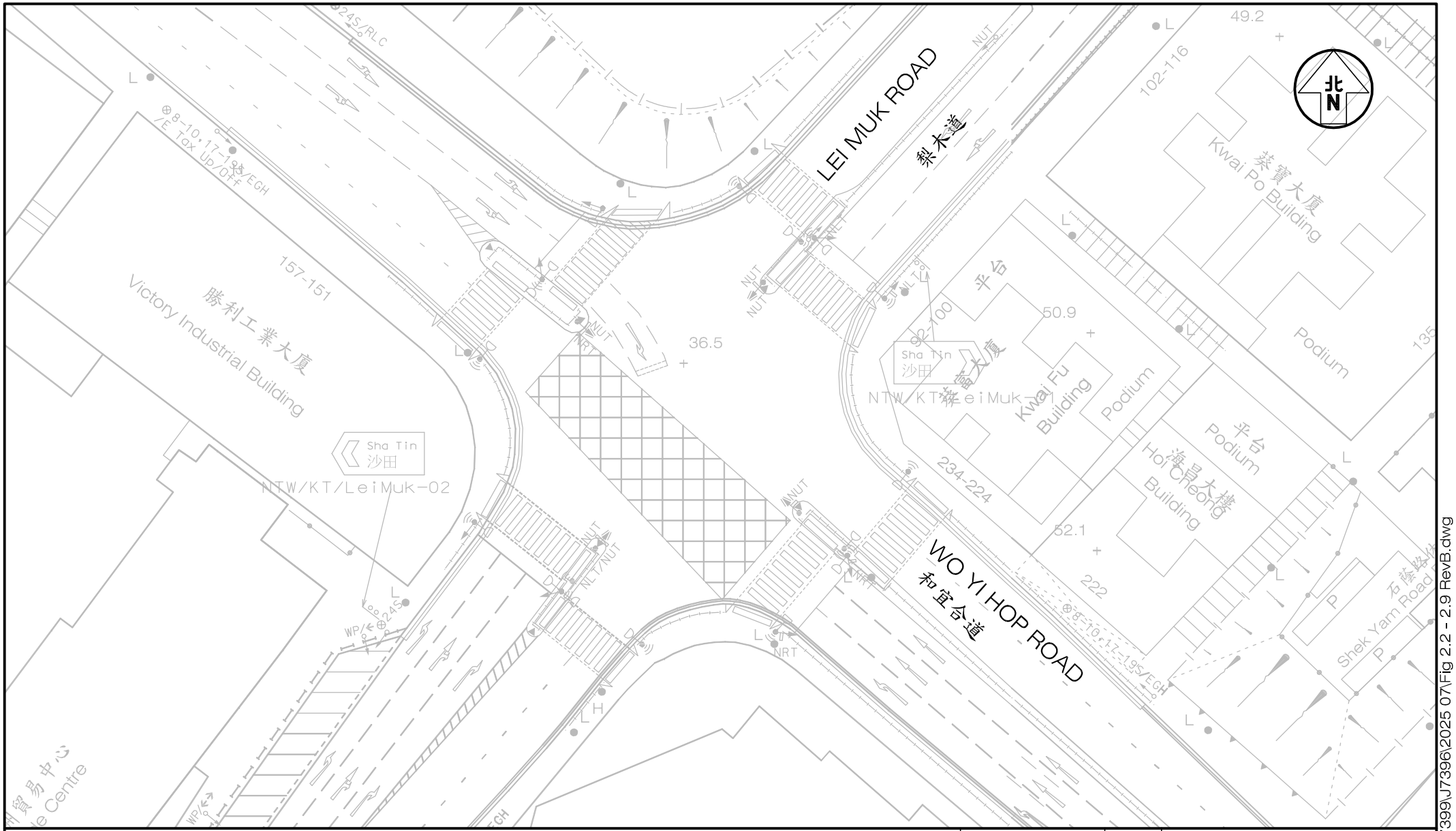
Figure No.	Revision
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Figure Title

EXISTING JUNCTION LAYOUT OF LEI MUK ROAD / WO YI HOP ROAD

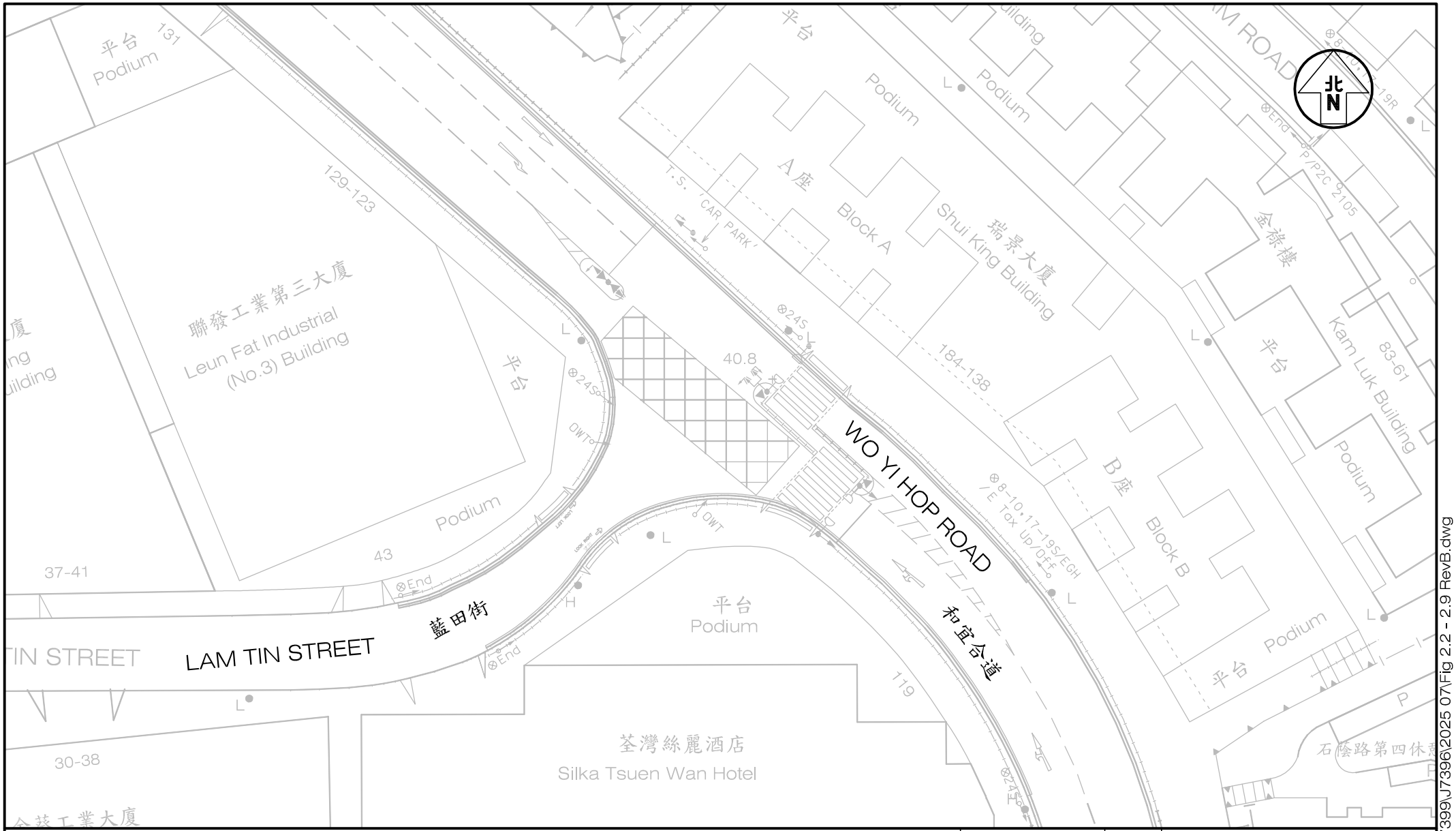
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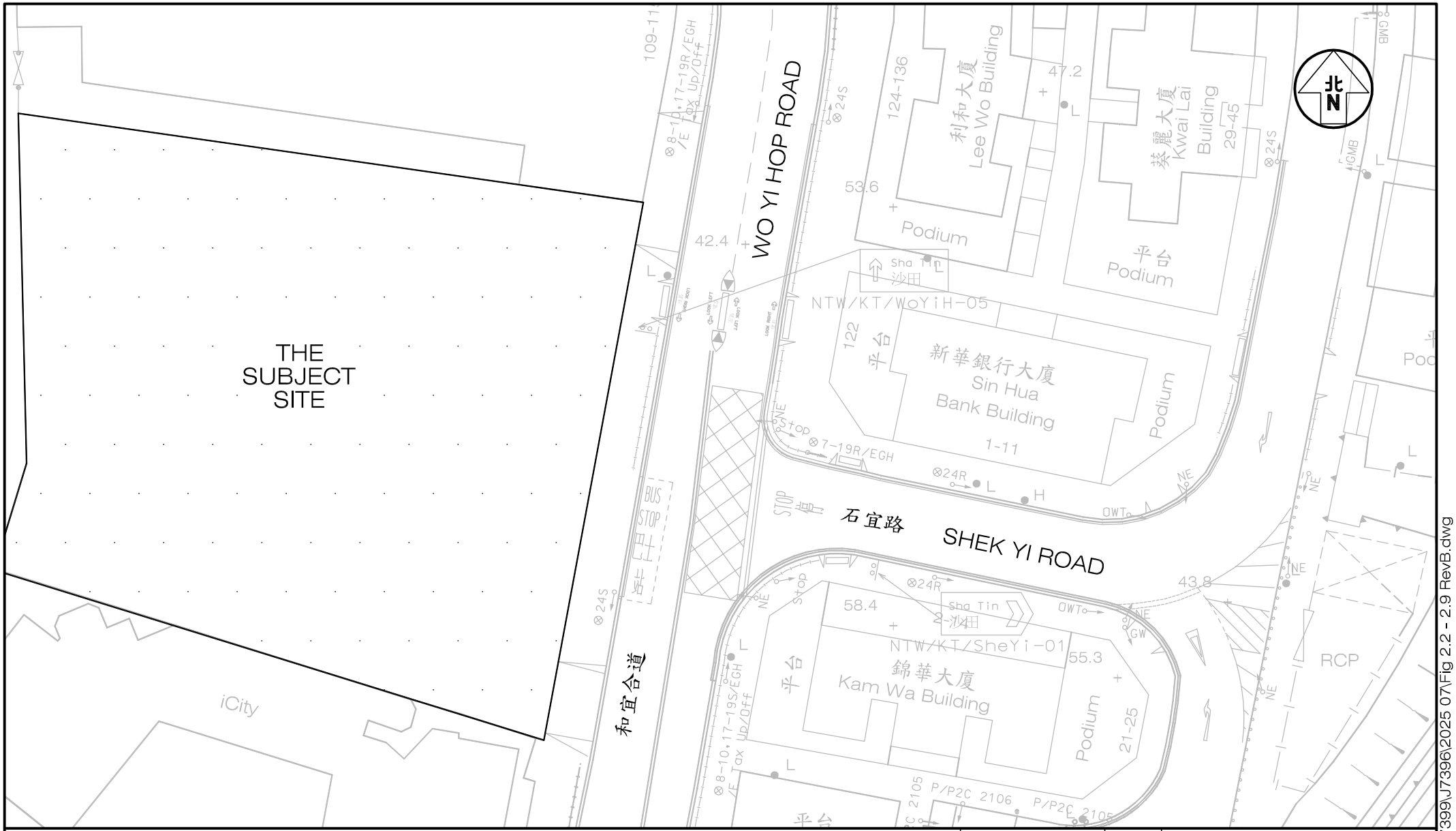
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Project Title	SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES	J7396	Figure No. 2.4 / Revision B
Figure Title	EXISTING JUNCTION LAYOUT OF LAM TIN STREET / WO YI HOP ROAD	Designed by L C H / Drawn by N C M / Checked by K C	
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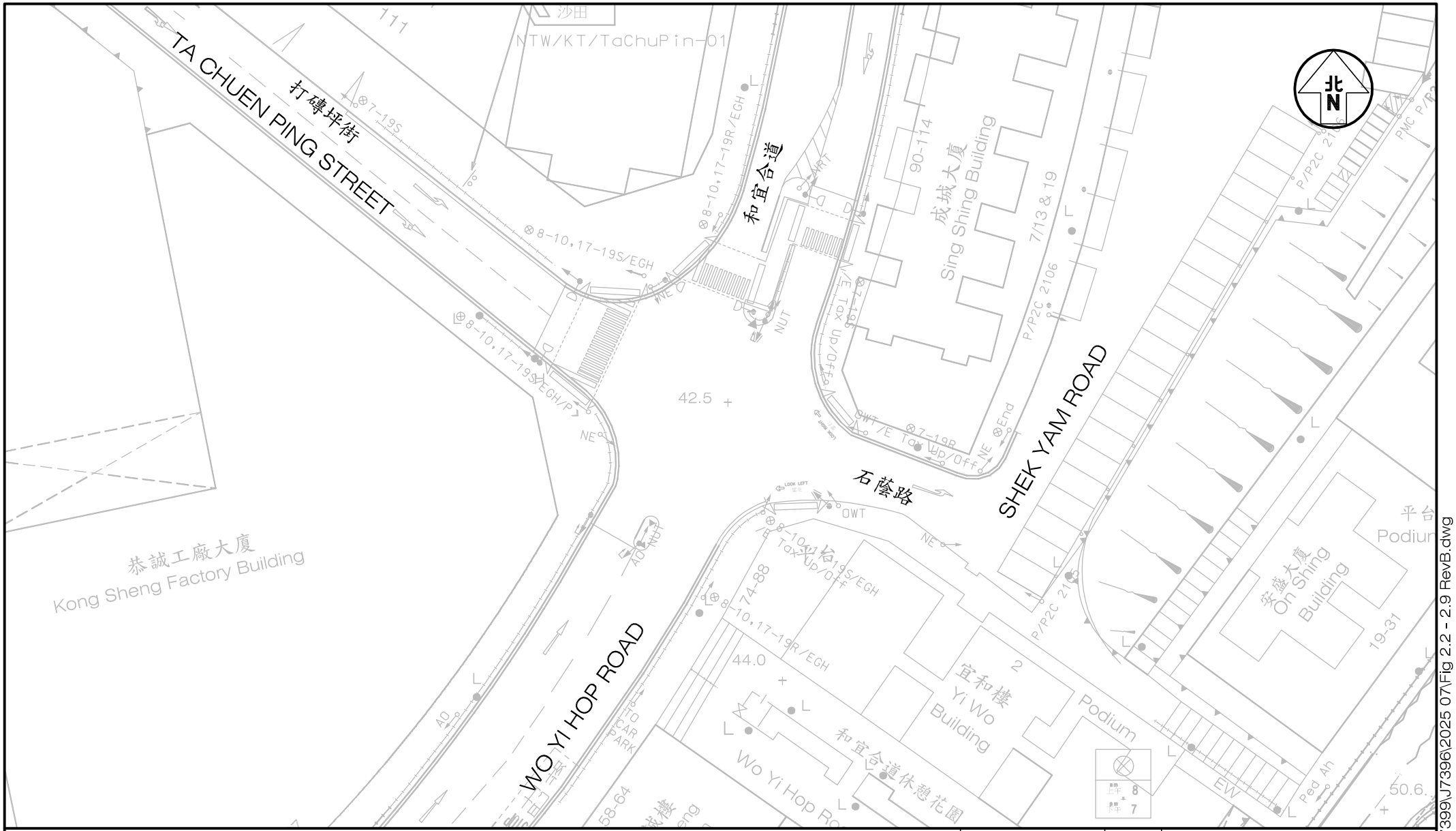
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Project Title	SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396	Figure No. 2.5	Revision B
Figure Title	EXISTING JUNCTION LAYOUT OF SHEK YI ROAD / WO YI HOP ROAD	Designed by L C H / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 500 / Date 28 JUL 2025	

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Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

EXISTING JUNCTION LAYOUT OF TA CHUEN PING STREET / WO YI HOP ROAD / SHEK YAM ROAD

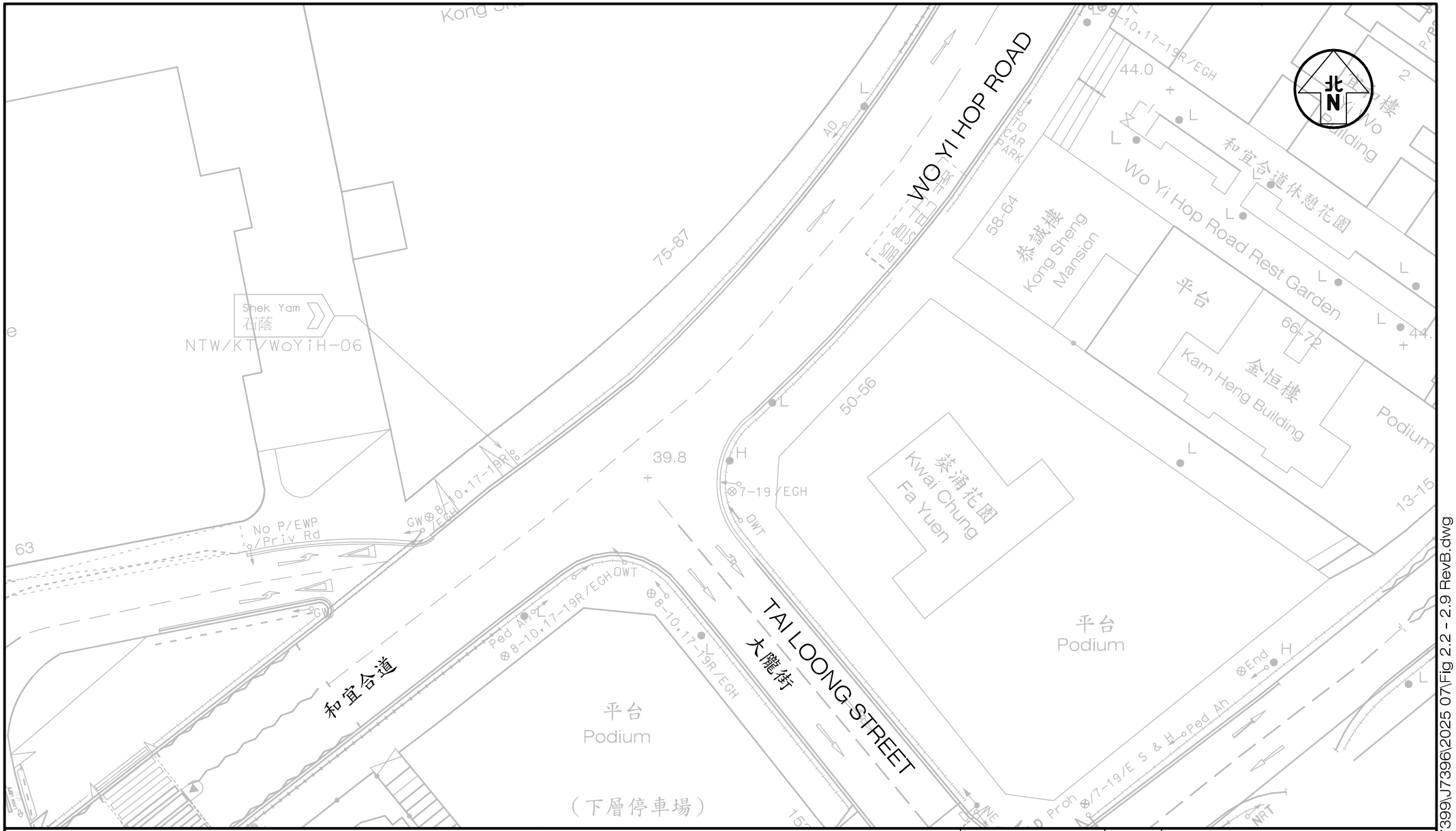
Figure No.	Revision
2.6	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 500	28 JUL 2025

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T:\JOB\J7350-J7399\J7396\2025 07\Fig 2.2 - 2.9 RevB.dwg



Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

EXISTING JUNCTION LAYOUT OF TAI LOONG STREET / WO YI HOP ROAD

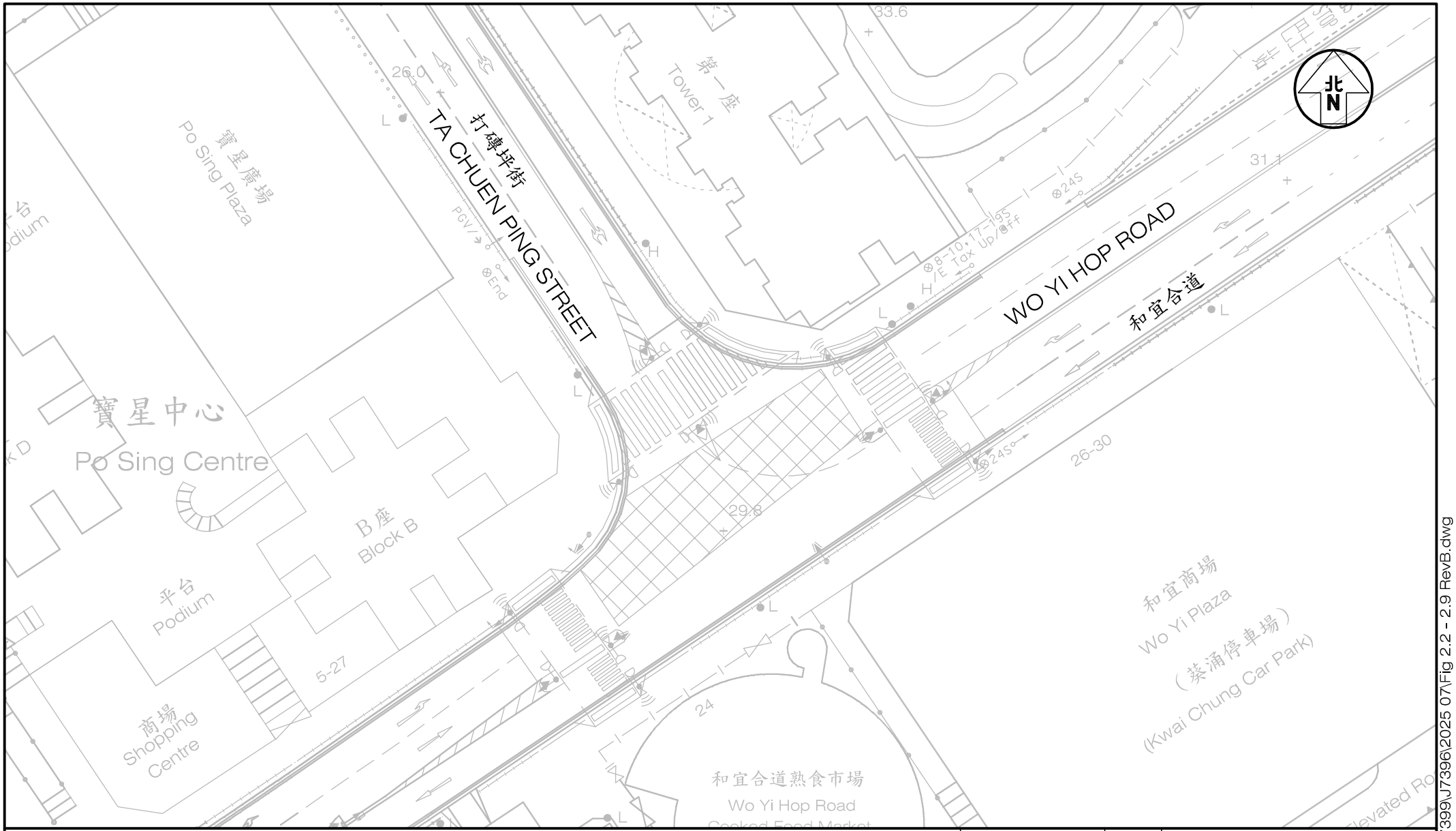
Figure No.	Revision
2.7	B

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Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title

EXISTING JUNCTION LAYOUT OF WO YI HOP ROAD / TA CHUEN PING STREET

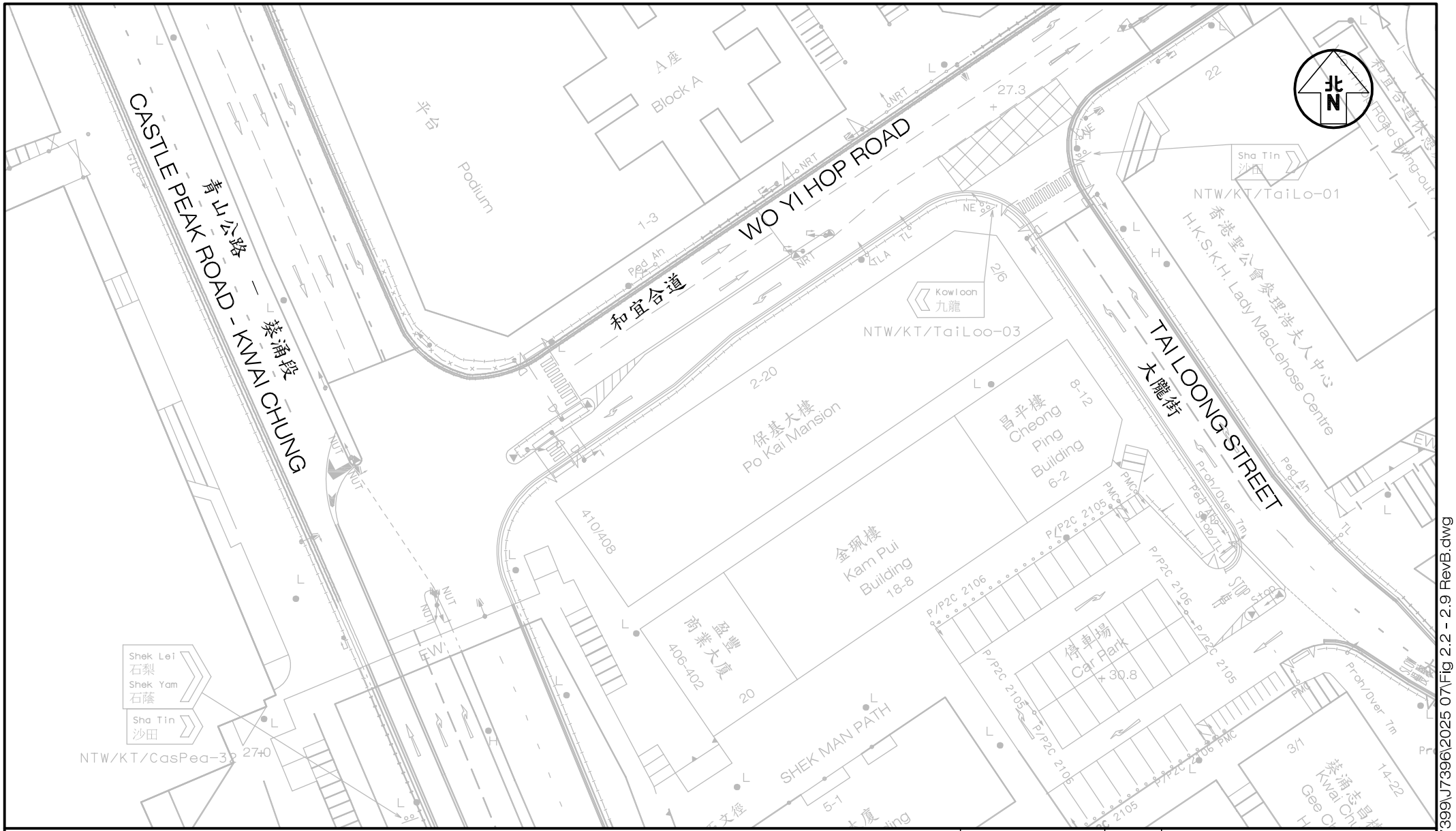
Figure No.	Revision
2.8	B

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Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD - KWAI CHUNG / WO YI HOP ROAD

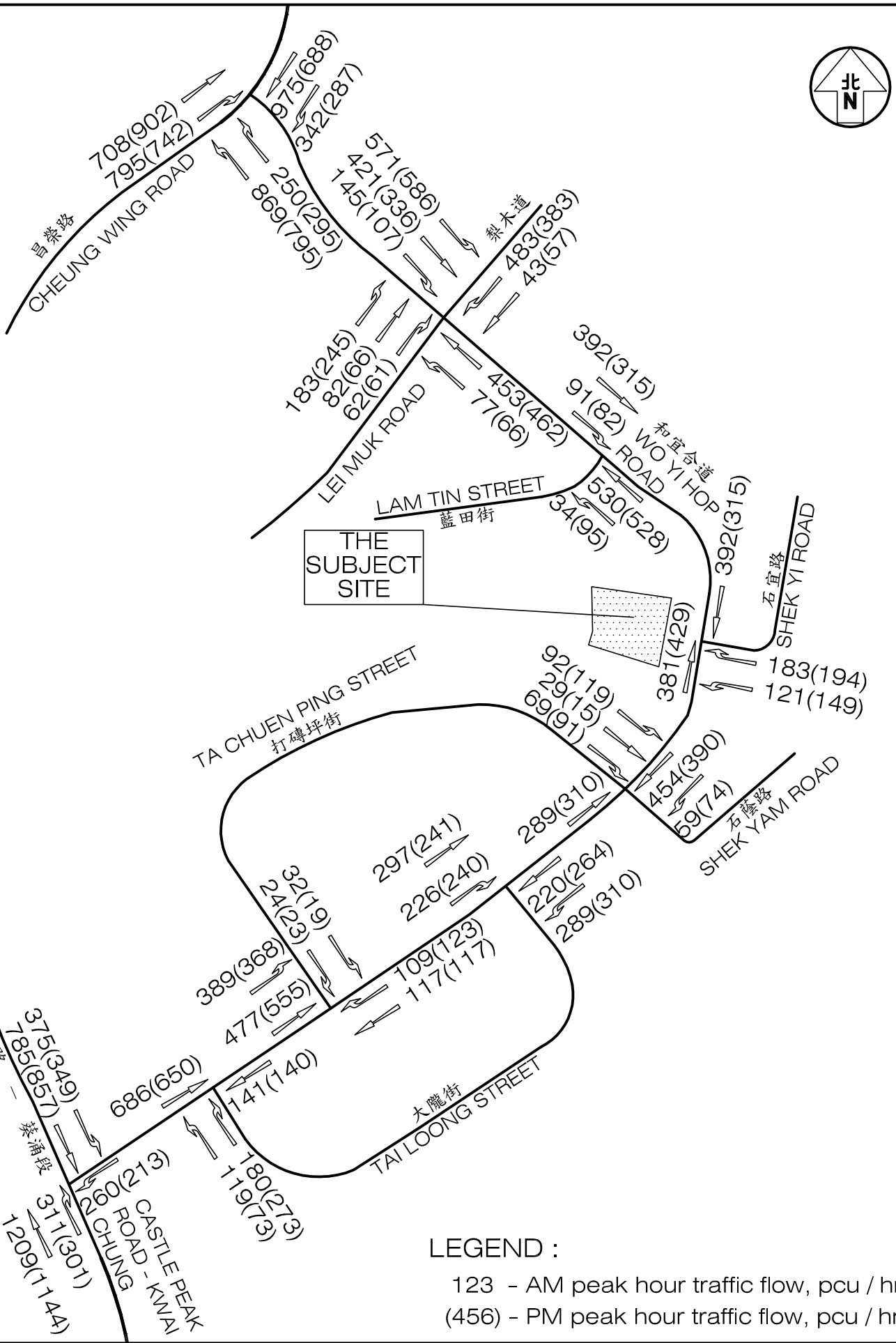
Figure No.	Revision
2.9	B

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Scale in A4	Date
1 : 600	28 JUL 2025

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LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES

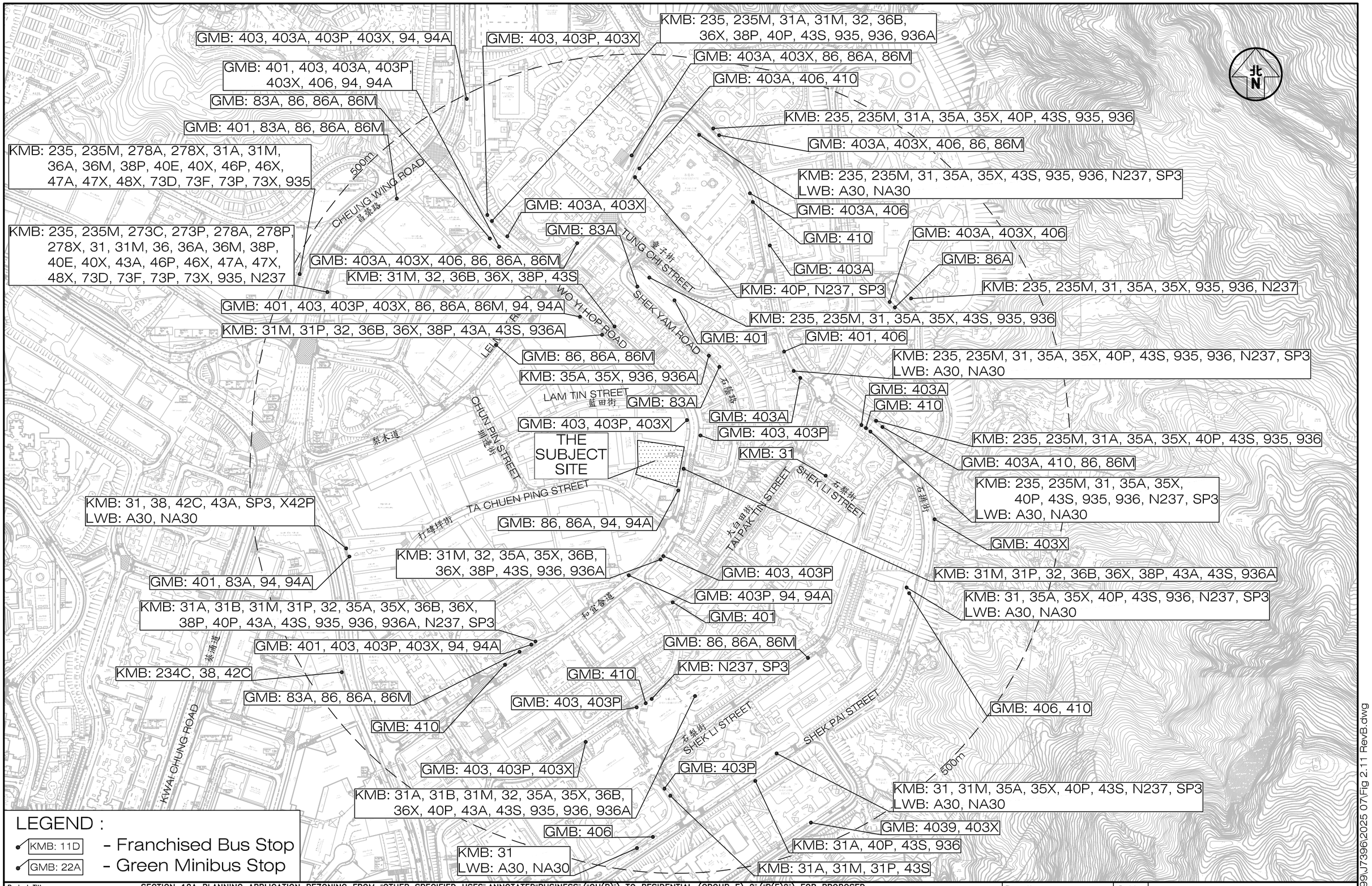
Job No.	Figure No.			Scale in A4
J7396	2.10			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L C H	N C M	K C	B	28 JUL 2025

Figure Title

EXISTING PEAK HOUR TRAFFIC FLOWS

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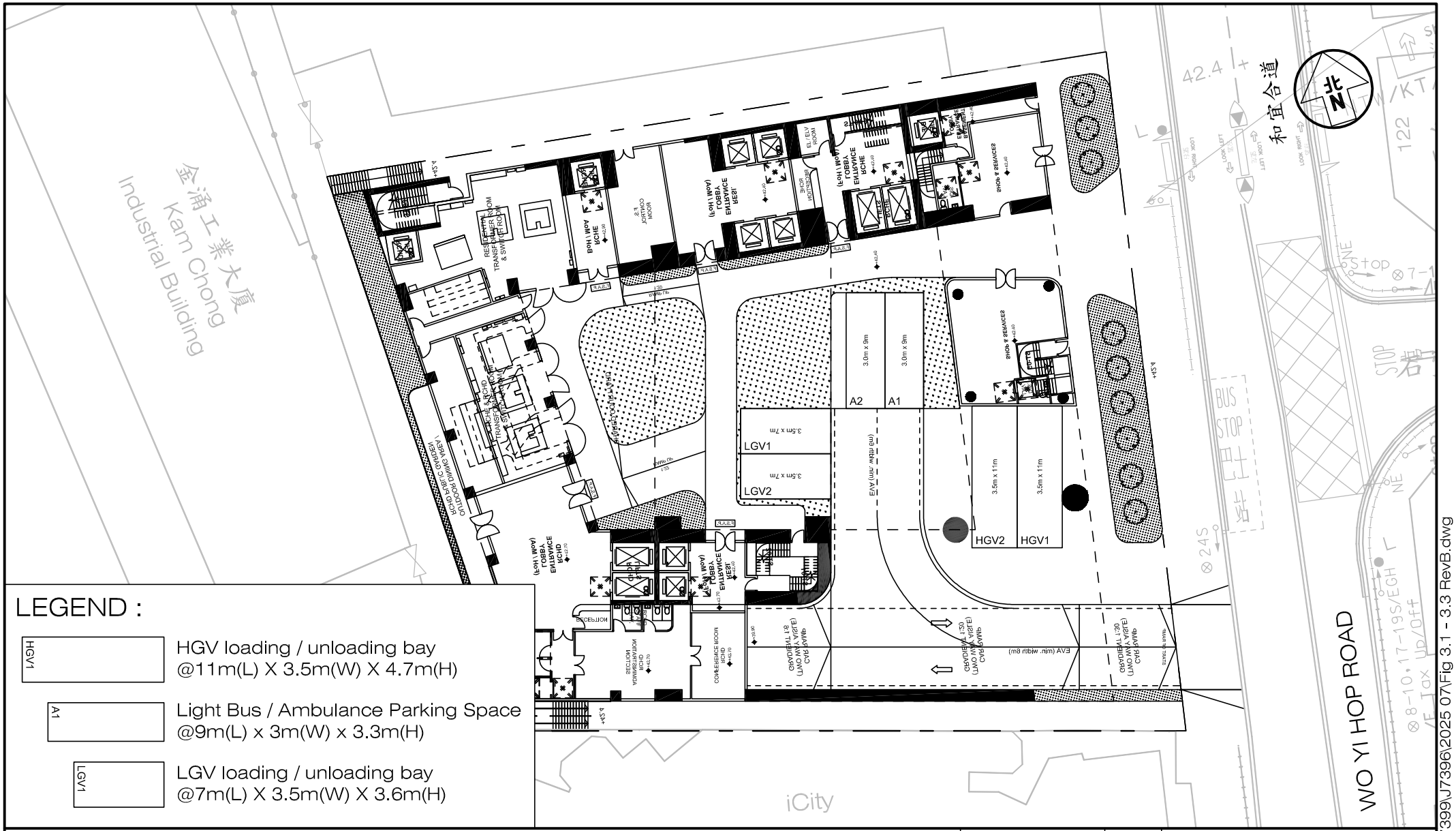
LEGEND :

- KMB: 11D - Franchised Bus Stop
- GMB: 22A - Green Minibus Stop

Project Title	SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED"BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2" ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396
Figure Title	HE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE
Figure No.	2.11
Revision	B
Designed by	C Y Y
Drawn by	N C M
Checked by	K C
Scale in A3	1 : 4500
Date	28 JUL 2025

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LEGEND :

HGV1	HGV loading / unloading bay @11m(L) X 3.5m(W) X 4.7m(H)
A1	Light Bus / Ambulance Parking Space @9m(L) x 3m(W) x 3.3m(H)
LGV1	LGV loading / unloading bay @7m(L) X 3.5m(W) X 3.6m(H)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES — J7396

Figure Title: G/F LAYOUT PLAN

Figure No.	Revision
3.1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 400	28 JUL 2025

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北
N

LEGEND :

C1 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)

C7(D) — Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)

M1 — Motorcycle parking space @2.4m(L) X 1m(W) X 2.4m(H)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title: LG/F LAYOUT PLAN

Figure No.	Revision
3.2	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

Scale in A4	Date
1 : 400	28 JUL 2025

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T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.1 - 3.3 RevB.dwg



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N

LEGEND :

C1 — Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)

C5(D) — Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396	Figure No. 3.3	Revision B	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: B/F LAYOUT PLAN	Designed by L C H / Drawn by N C M / Checked by K C Scale in A4 1 : 400 / Date 28 JUL 2025		

T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.1 - 3.3 RevB.dwg



LEGEND :

⟷ Pedestrian Route

SCALE 1:400(A4)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 - 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

THE PEDESTRIAN ROUTE FROM THE DISABLED PARKING SPACES TO THE NEARBY LIFT LOBBY ON LG/F

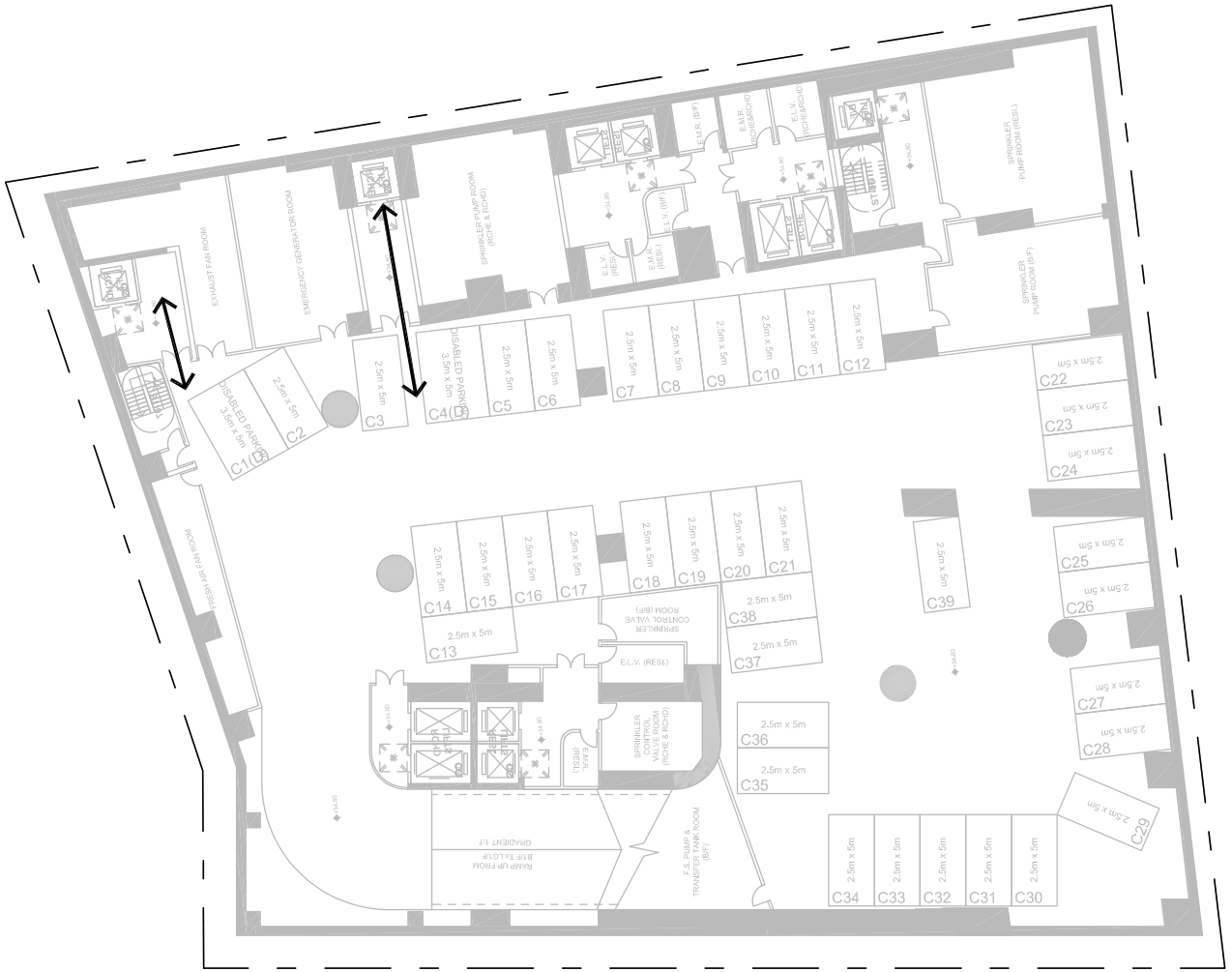
Figure No.	Revision
3.4	B

Designed by	Drawn by	Checked by
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Scale in A4	Date
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T:\JOB\J7350-J7399\J7396\2025 07\Fig 3.4 - 3.5 RevB.dwg



LEGEND :

⟷ Pedestrian Route

SCALE 1:400(A4)

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

THE PEDESTRIAN ROUTE FROM THE DISABLED PARKING SPACES TO THE NEARBY LIFT LOBBY ON B/F

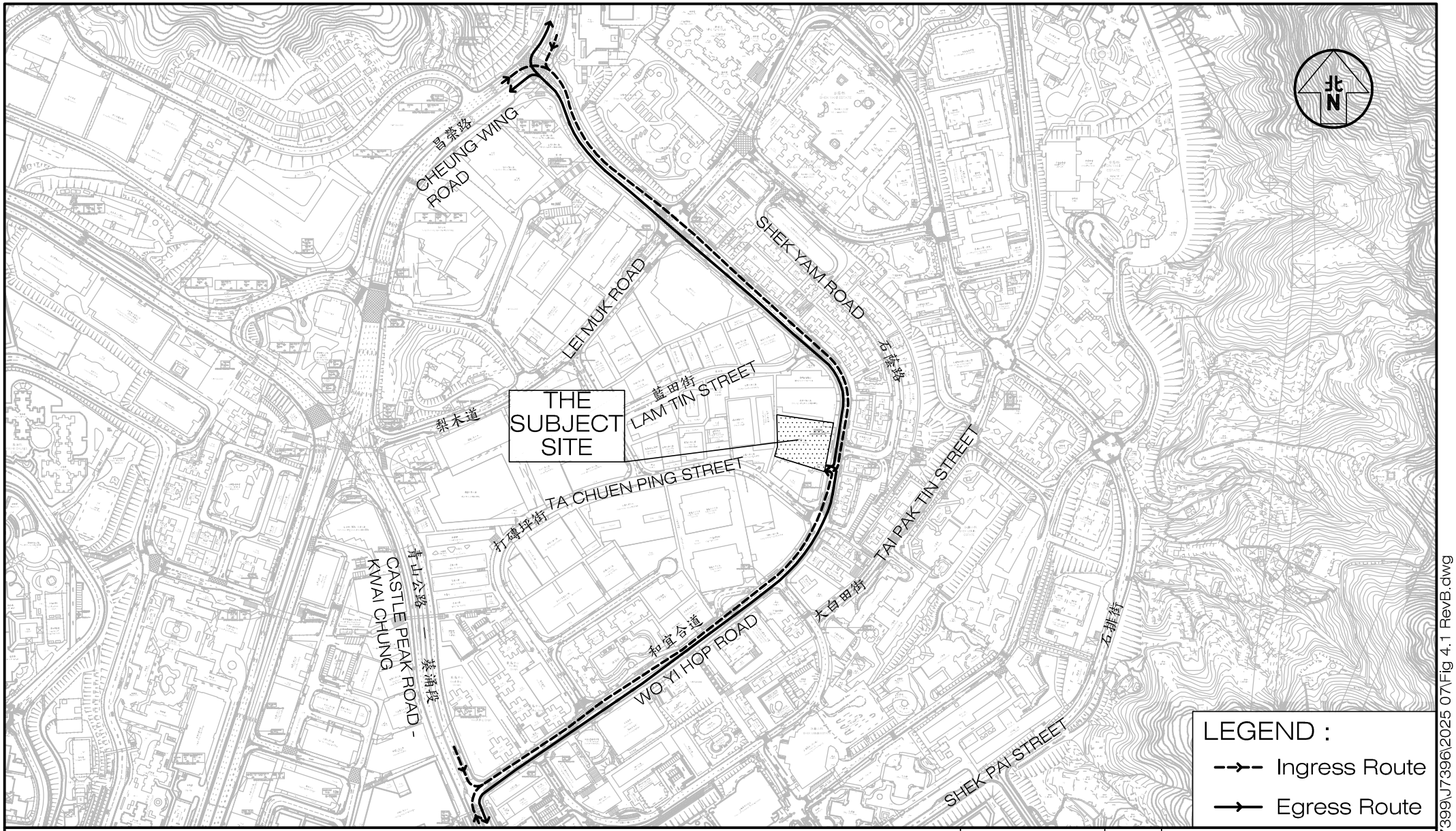
Figure No.	Revision
3.5	B

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Project Title SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

THE INGRESS AND EGRESS ROUTE OF THE PROPOSED REDEVELOPMENT

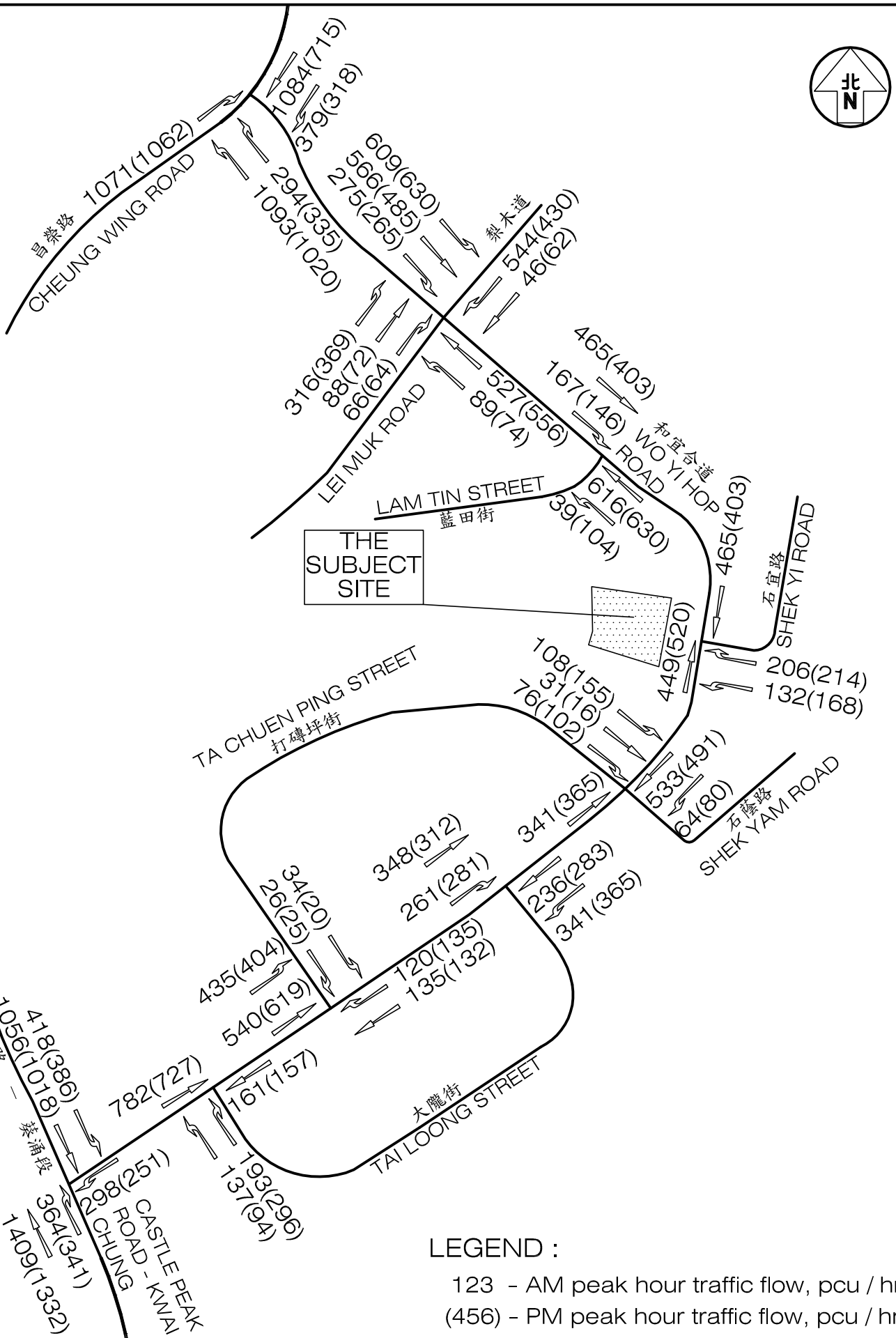
Figure No.	Revision
4.1	B

Designed by	Drawn by	Checked by
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Scale in A4	Date
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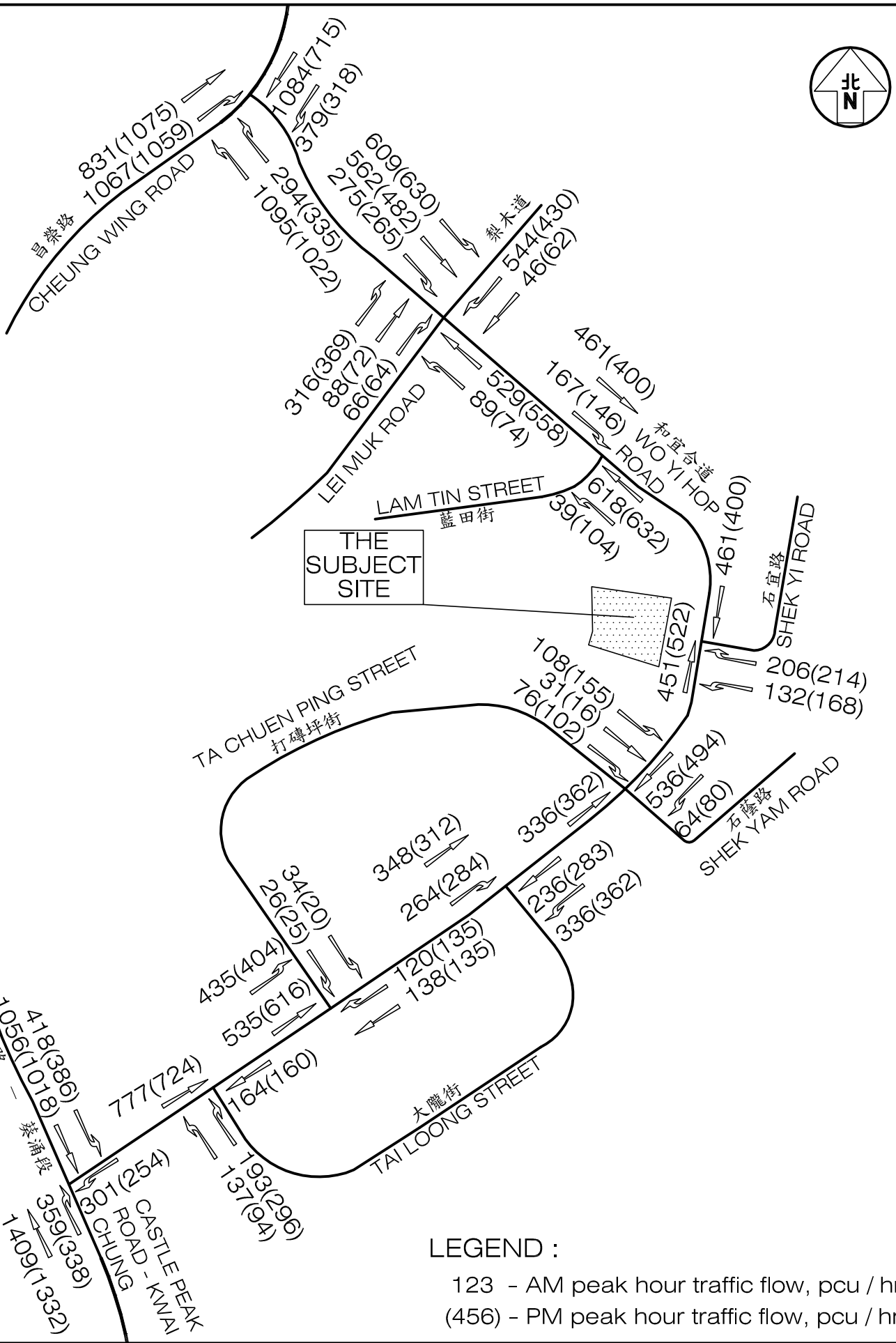
Job No.	Figure No.			Scale in A4
J7396	4.2			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L C H	N C M	K C	B	28 JUL 2025

Figure Title

YEAR 2033 PEAK HOUR TRAFFIC FLOWS
WITHOUT THE PROPOSED REDEVELOPMENT

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LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 – 107 WO YIP HOP ROAD, NEW TERRITORIES

Job No.	Figure No.			Scale in A4
J7396	4.3			N.T.S.
Designed by	Drawn by	Checked by	Revision	Date
L C H	N C M	K C	B	28 JUL 2025

Figure Title

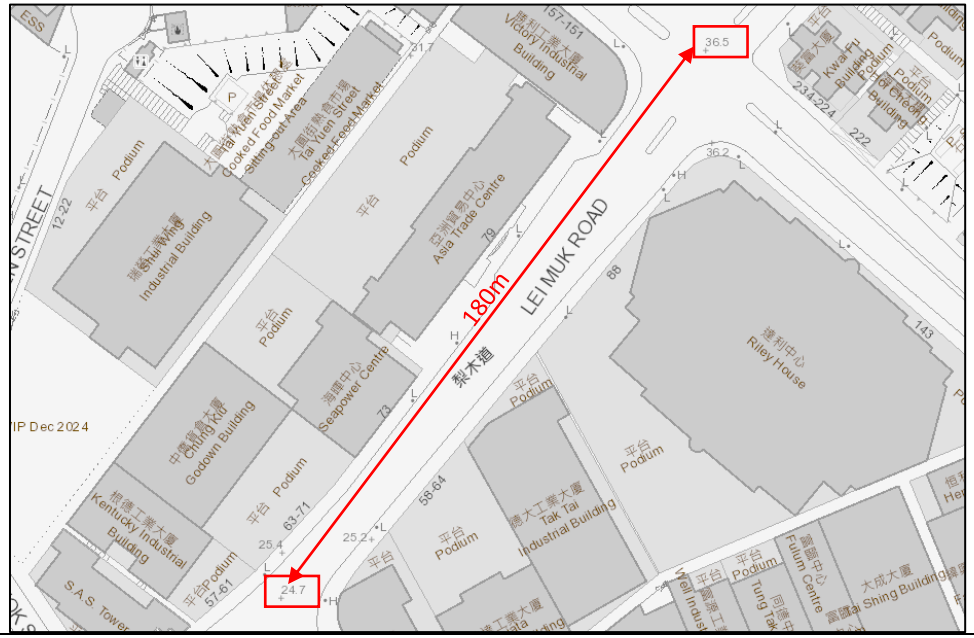
YEAR 2033 PEAK HOUR TRAFFIC FLOWS
WITH THE PROPOSED REDEVELOPMENT

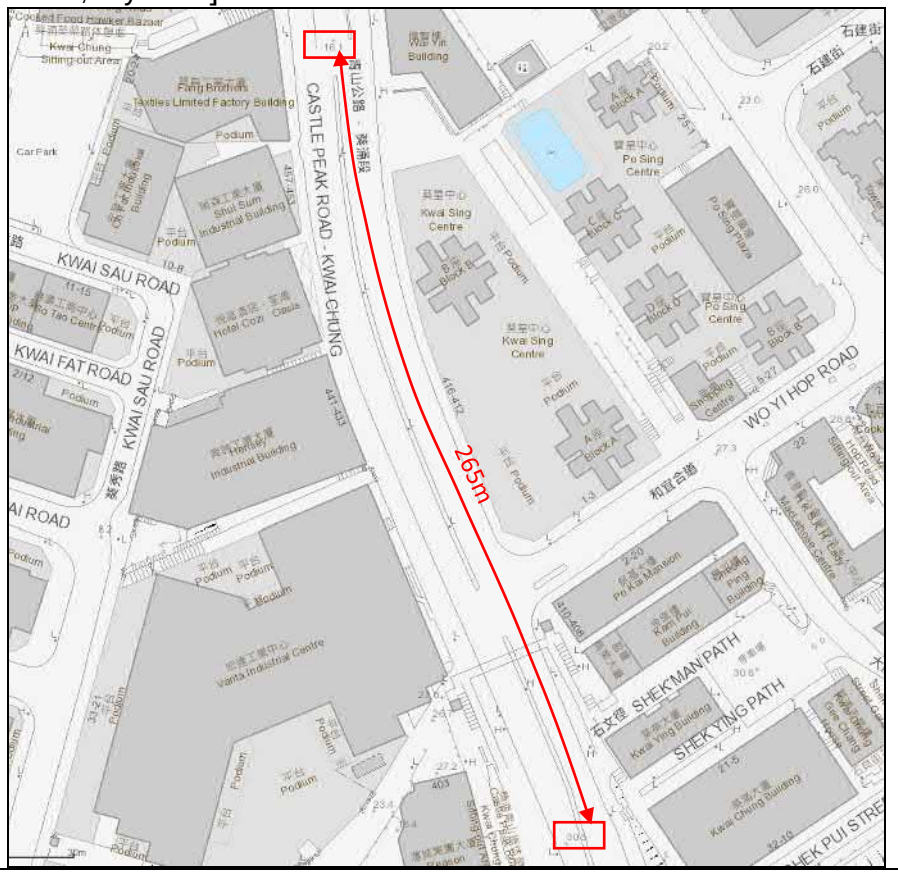
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Appendix 1 – Response to comments from Transport Department

S12A Planning Application Rezoning from "Other Specified Uses" annotated " Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2")
Response-to-Comment Table (In response to the comments received for the Planning Enquiry submission on 21 May 2025)

Departmental Comments		Responses
16 Jul 2025 refers: Transport Department Contact person: Mr. Kenneth Lee / 2399 2420 / kennethpakkinlee@td.gov.hk		
1	#1 - The Area of Influence (AOI) is not shown in Figure 2.1. Please review.	Noted. Please refer to Figure 2.1 in the Traffic Impact Assessment.
2	#2 - There is no Figure R1.	Please refer to Figure 4.1 for the ingress and egress routes of traffic travelling to / from the Proposed Redevelopment.
3	#5 - Please also provide the swept paths analysis for the car park spaces no. C36, C37 and C38 on B/F.	Please refer to Figures SP11 – SP13 for the swept path analysis for the car parking spaces C36, C37 and C38.
4	#6 - Please illustrate the pedestrian route from the disabled parking spaces to the nearby lift lobby.	Please refer to Figures 3.4 and 3.5 for the pedestrian route from the disabled parking spaces to the nearby lift lobby.
5	#18 - Please clarify the consideration for applying 5% of the Effect of Gradients.	Reference is made to slope information provided in web site of Civil Engineering and Development Department (CEDD). Based on the measurement of map below, 7% is adopted for gradient of Lei Muk Road in junction analysis. [Calculation = (36.5 – 24.7) / 180 = 0.655, say 7%] 

6	#21 - The updated DS1 and DS2 (JCN 10044) are attached for reference. Please review the assessment.	The junction analysis is updated based on the updated Method of Control (MoC) received.
7	#23 - The updated DS1 and DS2 (JCN 10041) are attached for reference. Please review the assessment.	The junction analysis is updated based on the updated MoC received.
8	#24 - Please clarify the consideration for applying 5% of the Effect of Gradients.	Reference is made to slope information provided in web site of CEDD. Based on the measurement of map below, 5.5% is adopted for gradient of Castle Peak Road – Kwai Chung in junction analysis. [Calculation = (30.5 – 16.1) / 265 = 0.054, say 5.5%] 

Appendix 2 – Calculation

Signal Junction Analysis

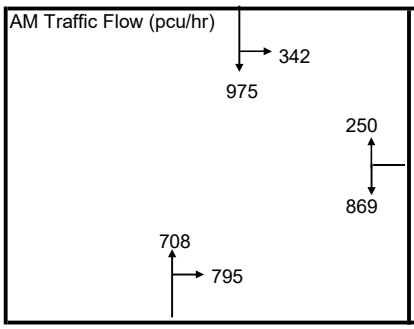
Junction: Wo Yi Hop Road / Cheung Wing Road — Job Number: J7396

Scenario: Existing Condition — P. 1

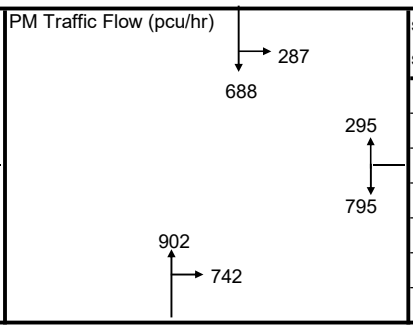
Design Year: 2025 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Cheung Wing Road NB	SA	A1	2,3	3.20				1935	342	0.177			1935	435	0.225	
	SA	A2	2,3	3.20				2075	366	0.176		100	2075	467	0.225	
	RT	B1	3	3.20	15.0		100	1886	398	0.211	0.211	100	1886	371	0.197	0.197
	RT	B2	3	3.20	15.0		100	1886	397	0.210		100	1886	371	0.197	
Wo Yi Hop Road WB	LT	F1	1,3	3.20	10.0		100	1431	384	0.268		100	1431	352	0.246	
	LT	F2	1,3	3.20	10.0		100	1804	485	0.269		100	1804	443	0.246	
	RT	E1	1	3.20	15.0		100	1886	135	0.072	0.072	100	1886	159	0.084	0.084
	RT	E2	1	3.20	15.0		100	1603	115	0.072		100	1603	136	0.085	
Wo Yi Hop Road SB	LT	C1	1,2	3.40	15.0		100	1777	342	0.192			1955	287	0.147	
	SA	D1	2	3.40				2095	325	0.155	0.155		2095	229	0.109	0.109
	SA	D2	2	3.40				2095	325	0.155			2095	229	0.109	
	SA	D3	2	3.40				2095	325	0.155			2095	230	0.110	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



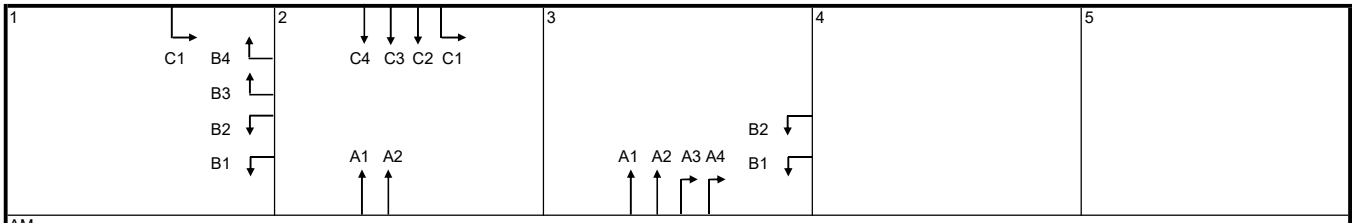
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.438		0.390	
L (s)	12		12	
C (s)	112		110	
practical y	0.804		0.802	
R.C. (%)	84%		105%	

Note:

* According to section 2.4.10.4 in chapter 2.4 in volume 4 of TPDM, site factor of 85% is applied on the saturation flow of F1 and E2 due to the short lane effect



AM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	
PM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

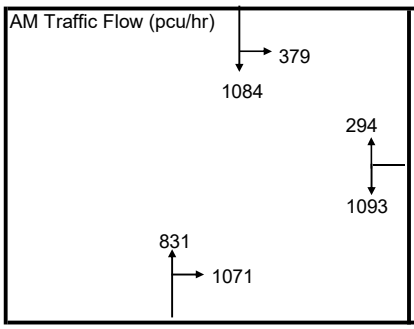
Junction: Wo Yi Hop Road / Cheung Wing Road — Job Number: J7396

Scenario: Future Condition (Without Proposed Development) — P. 2

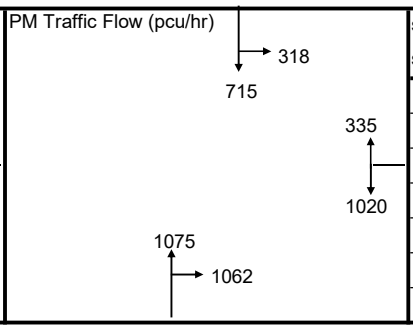
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Cheung Wing Road NB	SA	A1	2,3	3.20				1935	401	0.207			1935	519	0.268	
	SA	A2	2,3	3.20				2075	430	0.207		100	2075	556	0.268	
	RT	B1	3	3.20	15.0		100	1886	536	0.284	0.284	100	1886	531	0.282	0.282
	RT	B2	3	3.20	15.0		100	1886	535	0.284		100	1886	531	0.282	
Wo Yi Hop Road WB	LT	F1	1,3	3.20	10.0		100	1431	483	0.338		100	1431	451	0.315	
	LT	F2	1,3	3.20	10.0		100	1804	610	0.338		100	1804	569	0.315	
	RT	E1	1	3.20	15.0		100	1886	159	0.084	0.084	100	1886	181	0.096	0.096
	RT	E2	1	3.20	15.0		100	1603	135	0.084		100	1603	154	0.096	
Wo Yi Hop Road SB	LT	C1	1,2	3.40	15.0		100	1777	379	0.213			1955	318	0.163	
	SA	D1	2	3.40				2095	361	0.172			2095	238	0.114	0.114
	SA	D2	2	3.40				2095	361	0.172			2095	238	0.114	
	SA	D3	2	3.40				2095	362	0.173	0.173		2095	239	0.114	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



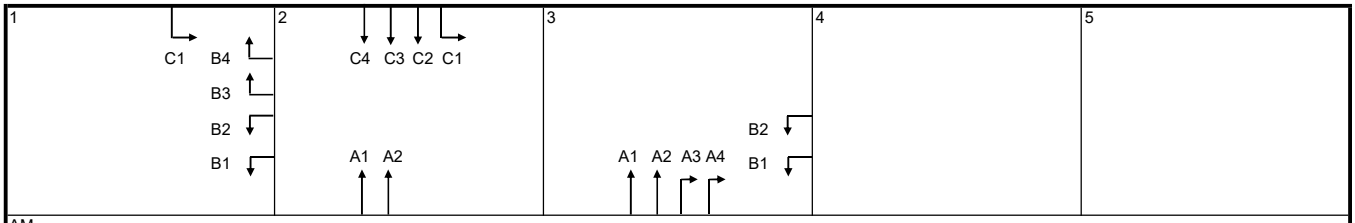
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.541		0.491	
L (s)	12		12	
C (s)	90		100	
practical y	0.780		0.792	
R.C. (%)	44%		61%	

Note:

* According to section 2.4.10.4 in chapter 2.4 in volume 4 of TPDM, site factor of 85% is applied on the saturation flow of F1 and E2 due to the short lane effect



AM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	
PM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

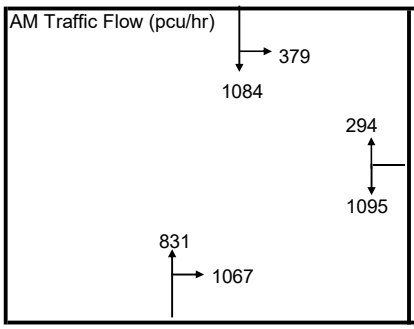
Junction: Wo Yi Hop Road / Cheung Wing Road Job Number: J7396

Scenario: Future Condition (With Proposed Development) P. 3

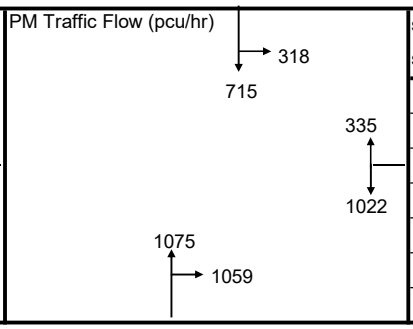
Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Cheung Wing Road NB	SA	A1	2,3	3.20				1935	401	0.207			1935	519	0.268	
	SA	A2	2,3	3.20				2075	430	0.207		100	2075	556	0.268	
	RT	B1	3	3.20	15.0		100	1886	534	0.283	0.283	100	1886	530	0.281	0.281
	RT	B2	3	3.20	15.0		100	1886	533	0.283		100	1886	529	0.280	
Wo Yi Hop Road WB	LT	F1	1,3	3.20	10.0		100	1431	484	0.338		100	1431	452	0.316	
	LT	F2	1,3	3.20	10.0		100	1804	611	0.339		100	1804	570	0.316	
	RT	E1	1	3.20	15.0		100	1886	159	0.084	0.084	100	1886	181	0.096	
	RT	E2	1	3.20	15.0		100	1603	135	0.084		100	1603	154	0.096	0.096
Wo Yi Hop Road SB	LT	C1	1,2	3.40	15.0		100	1777	379	0.213			1955	318	0.163	
	SA	D1	2	3.40				2095	361	0.172			2095	238	0.114	0.114
	SA	D2	2	3.40				2095	361	0.172			2095	238	0.114	
	SA	D3	2	3.40				2095	362	0.173	0.173		2095	239	0.114	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



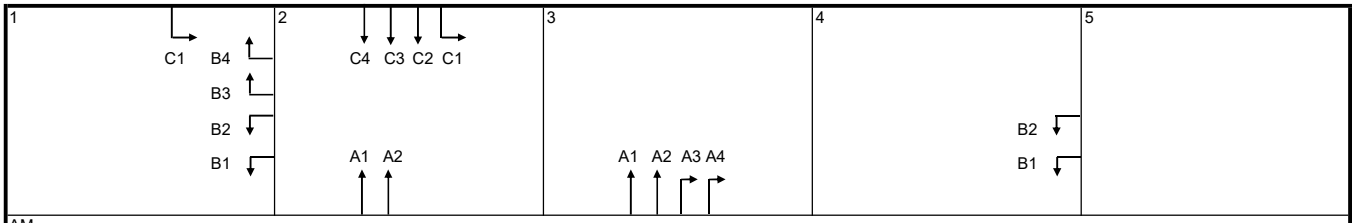
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.540		0.491	
L (s)	12		12	
C (s)	90		100	
practical y	0.780		0.792	
R.C. (%)	44%		61%	

Note:

* According to section 2.4.10.4 in chapter 2.4 in volume 4 of TPDM, site factor of 85% is applied on the saturation flow of F1 and E2 due to the short lane effect



AM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =							
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =							
PM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =	I/G =		G =	I/G =							
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =							

Signal Junction Analysis

Junction: Lei Muk Road / Wo Yi Hop Road — Job Number: J7396

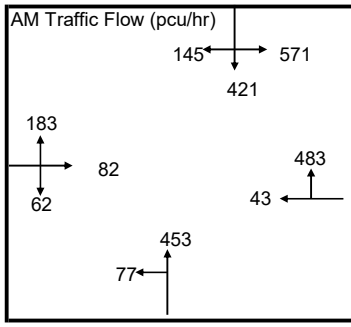
Scenario: Existing Condition — P. 4

Design Year: 2025 — Designed By: — Checked By: — Date: 28 Jul 2025

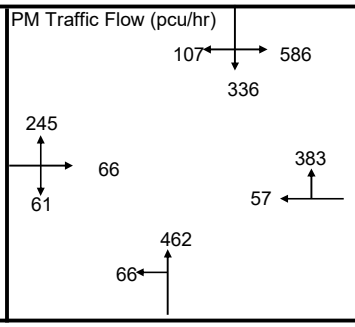
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road SB	LT+SA	A1	3, 4	3.50	25.0		90	1864	538	0.289	0.289	93	1861	486	0.261	0.261
	SA+RT	A2	3, 4	3.50	20.0		21	2072	599	0.289		17	2078	543	0.261	
Lei Muk Road EB	LT	B1	1	3.00	20.0	7	100	1508	88	0.058		100	1508	117	0.078	
	LT	B2	1	3.00	20.0	7	100	1638	95	0.058		100	1638	128	0.078	0.078
	SA+RT	B3	1	3.00	20.0	7	23	1731	144	0.083	0.083	64	1680	127	0.076	
Wo Yi Hop Road NB	LT	C1	3	2.20	15.0		100	1668	77	0.046		100	1668	66	0.040	
	SA	C2	3	3.00				2055	227	0.110			2055	231	0.112	
	SA	C3	3	3.00				2055	226	0.110			2055	231	0.112	
Lei Muk Road WB	SA+RT	D1	2	3.50	20.0		95	1834	253	0.138		94	1836	211	0.115	0.115
	RT	D2	2	3.50	25.0		100	1986	273	0.137	0.137	100	1986	229	0.115	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1, 2		min crossing time =	6	sec GM +	11	sec FGM =	17	sec
	P5	1, 3, 4		min crossing time =	5	sec GM +	8	sec FGM =	13	sec
	P6	2, 3, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P7	1, 2, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

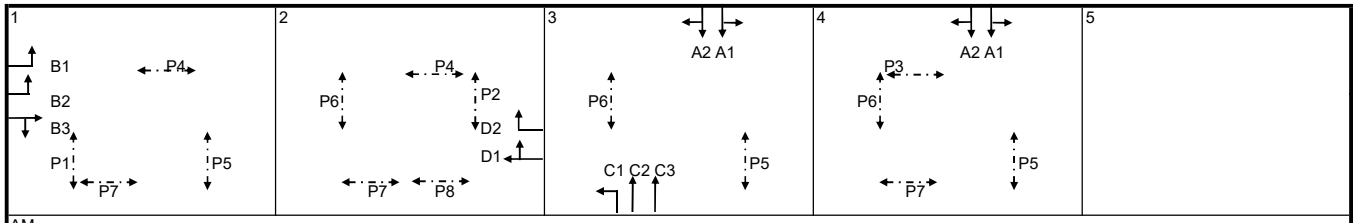


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3,4		1+2+3,4	
Sum y	0.509		0.454	
L (s)	22		22	
C (s)	112		110	
practical y	0.723		0.720	
R.C. (%)	42%		59%	

Note:



AM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		
PM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lei Muk Road / Wo Yi Hop Road — Job Number: J7396

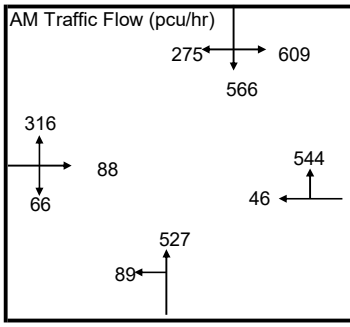
Scenario: Future Condition (Without Proposed Development) — P. 5

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

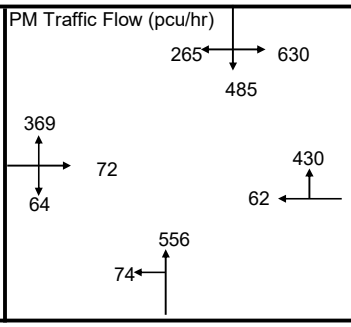
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road SB	LT+SA	A1	3, 4	3.50	25.0		87	1868	687	0.368	0.368	93	1861	652	0.350	
	SA+RT	A2	3, 4	3.50	20.0		20	2074	763	0.368		17	2078	728	0.350	0.350
Lei Muk Road EB	LT	B1	1	3.00	20.0	7	100	1508	151	0.100		100	1508	177	0.117	
	LT	B2	1	3.00	20.0	7	100	1638	165	0.101	0.101	100	1638	192	0.117	0.117
	SA+RT	B3	1	3.00	20.0	7	21	1734	154	0.089		64	1680	136	0.081	
Wo Yi Hop Road NB	LT	C1	3	2.20	15.0		100	1668	89	0.053		100	1668	74	0.044	
	SA	C2	3	3.00				2055	264	0.128			2055	278	0.135	
	SA	C3	3	3.00				2055	263	0.128			2055	278	0.135	
Lei Muk Road WB	SA+RT	D1	2	3.50	20.0		94	1836	283	0.154		94	1836	236	0.129	0.129
	RT	D2	2	3.50	25.0		100	1986	307	0.155	0.155	100	1986	256	0.129	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1, 2		min crossing time =	6	sec GM +	11	sec FGM =	17	sec
	P5	1, 3, 4		min crossing time =	5	sec GM +	8	sec FGM =	13	sec
	P6	2, 3, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P7	1, 2, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

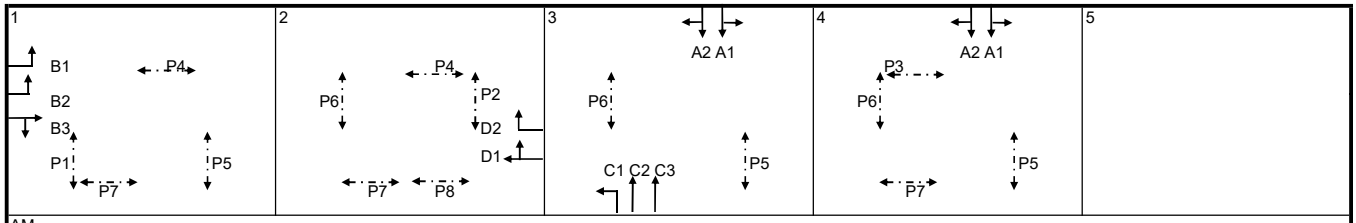


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3,4		1+2+3,4	
Sum y	0.623		0.596	
L (s)	22		22	
C (s)	112		110	
practical y	0.723		0.720	
R.C. (%)	16%		21%	

Note:



AM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		
PM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lei Muk Road / Wo Yi Hop Road — Job Number: J7396

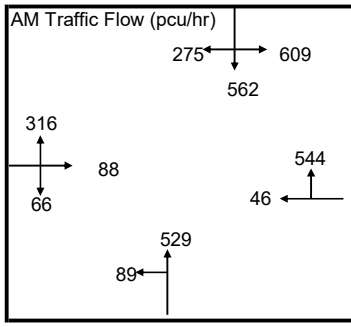
Scenario: Future Condition (With Proposed Development) — P. 6

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

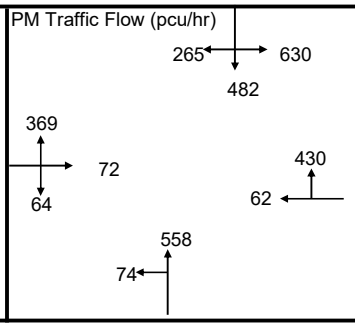
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road SB	LT+SA	A1	3, 4	3.50	25.0		90	1864	685	0.367	0.367	91	1863	651	0.349	0.349
	SA+RT	A2	3, 4	3.50	20.0		21	2072	761	0.367		16	2080	726	0.349	
Lei Muk Road EB	LT	B1	1	3.00	20.0	7	100	1508	151	0.100		100	1508	177	0.117	
	LT	B2	1	3.00	20.0	7	100	1638	165	0.101	0.101	100	1638	192	0.117	0.117
	SA+RT	B3	1	3.00	20.0	7	23	1731	154	0.089		60	1685	136	0.081	
Wo Yi Hop Road NB	LT	C1	3	2.20	15.0		100	1668	89	0.053		100	1668	74	0.044	
	SA	C2	3	3.00				2055	265	0.129			2055	279	0.136	
	SA	C3	3	3.00				2055	264	0.128			2055	279	0.136	
Lei Muk Road WB	SA+RT	D1	2	3.50	20.0		95	1834	283	0.154	0.154	94	1836	236	0.129	0.129
	RT	D2	2	3.50	25.0		100	1986	307	0.155		100	1986	256	0.129	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P2	2		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P3	4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P4	1, 2		min crossing time =	6	sec GM +	11	sec FGM =	17	sec
	P5	1, 3, 4		min crossing time =	5	sec GM +	8	sec FGM =	13	sec
	P6	2, 3, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec
	P7	1, 2, 4		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

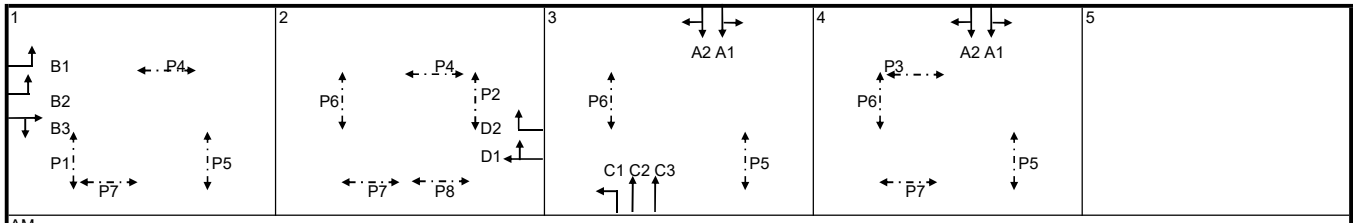


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3,4		1+2+3,4	
Sum y	0.623		0.595	
L (s)	22		22	
C (s)	112		110	
practical y	0.723		0.720	
R.C. (%)	16%		21%	

Note:



AM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		
PM	G =	I/G =	6	G =	I/G =	7	G =	I/G =		G =	I/G =	12	G =	I/G =		
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lam Tin Street / Wo Yi Hop Road Job Number: J7396

Scenario: Existing Condition P. 7

Design Year: 2025 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road EB	SA	A1	1,2	3.00				1915	392	0.205			1915	315	0.164	
	RT	A2	2	3.50	25.0		100	1986	91	0.046	0.046	100	1986	82	0.041	0.041
Wo Yi Hop Road WB	LT+SA	B1	1	4.50	25.0		13	2049	564	0.275	0.275	10	2053	623	0.303	0.303
pedestrian phase		P1	2,3		min crossing time =		17	sec GM +		5	sec FGM =		22	sec		
		P2	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

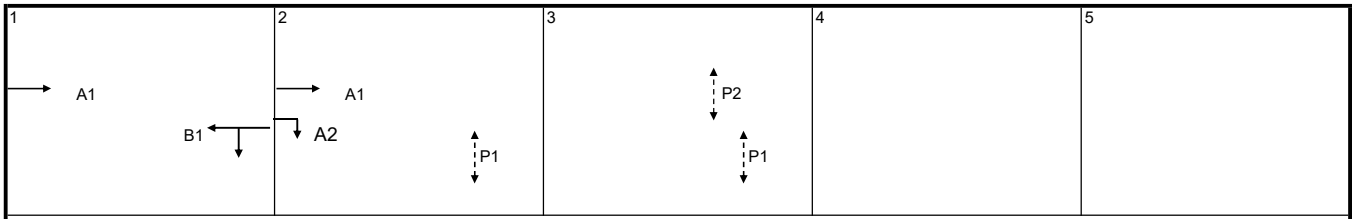


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.321		0.345	
L (s)	27		27	
C (s)	112		110	
practical y	0.683		0.679	
R.C. (%)	113%		97%	



AM	G =	I/G =	5	G =	I/G =	3	G =	19	I/G =	2	G =	I/G =		G =	I/G =				
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =				
PM	G =	I/G =	5	G =	I/G =	3	G =	19	I/G =	2	G =	I/G =		G =	I/G =				
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =				

Signal Junction Analysis

Junction: Lam Tin Street / Wo Yi Hop Road Job Number: J7396

Scenario: Future Condition (Without Proposed Development) P. 8

Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road EB	SA	A1	1,2	3.00				1915	465	0.243			1915	403	0.210	
	RT	A2	2	3.50	25.0		100	1986	167	0.084	0.084	100	1986	146	0.074	0.074
Wo Yi Hop Road WB	LT+SA	B1	1	4.50	25.0		14	2048	655	0.320	0.320	10	2053	734	0.358	0.358
pedestrian phase		P1	2,3		min crossing time =		17	sec GM +		5	sec FGM =		22	sec		
		P2	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.404		0.431	
L (s)	27		27	
C (s)	112		110	
practical y	0.683		0.679	
R.C. (%)	69%		58%	

Note:

1	2	3	4	5
A1	A1	P2		
B1	A2	P1		
	P1			

AM																	
	G =	I/G =	5	G =	I/G =	3	G =	19	I/G =	2	G =	I/G =		G =	I/G =		
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		
PM																	
	G =	I/G =	5	G =	I/G =	3	G =	19	I/G =	2	G =	I/G =		G =	I/G =		
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =		

Signal Junction Analysis

Junction: Lam Tin Street / Wo Yi Hop Road Job Number: J7396

Scenario: Future Condition (With Proposed Development) P. 9

Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Wo Yi Hop Road EB	SA	A1	1,2	3.00				1915	461	0.241			1915	400	0.209	
	RT	A2	2	3.50	25.0		100	1986	167	0.084	0.084	100	1986	146	0.074	0.074
Wo Yi Hop Road WB	LT+SA	B1	1	4.50	25.0		15	2047	657	0.321	0.321	12	2050	736	0.359	0.359
pedestrian phase		P1	2,3		min crossing time =		17	sec GM +		5	sec FGM =		22	sec		
		P2	3		min crossing time =		5	sec GM +		5	sec FGM =		10	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

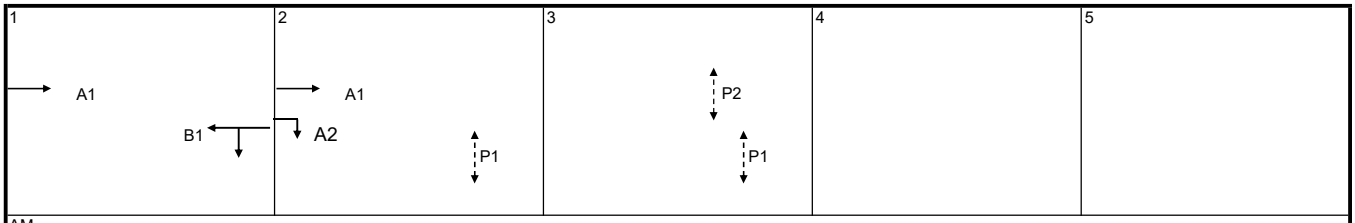


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2		1+2	
Sum y	0.405		0.433	
L (s)	27		27	
C (s)	112		110	
practical y	0.683		0.679	
R.C. (%)	69%		57%	

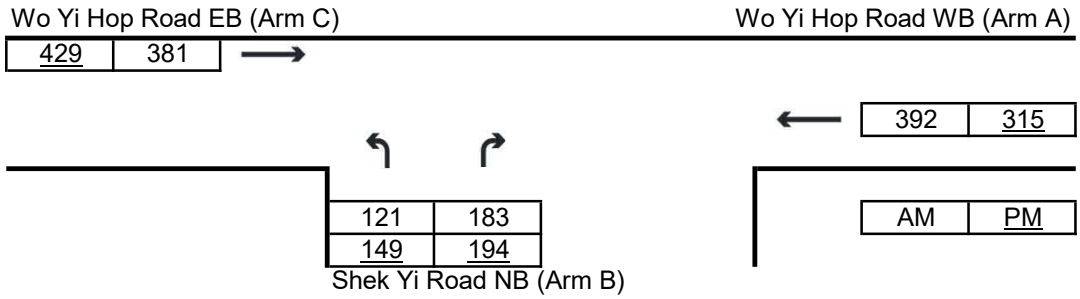
Note:



AM																					
	G =		I/G =	5	G =		I/G =	3	G =	19	I/G =	2	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		
PM																					
	G =		I/G =	5	G =		I/G =	3	G =	19	I/G =	2	G =		I/G =		G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		

Priority Junction Analysis

Junction:	Shek Yi Road / Wo Yi Hop Road				
Design Year:	2025	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Existing Condition				Page 10



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	86	w-BA	5.00	D	1.0046
	W-CR	0.00	V-lBA	16	w-BC	5.00	E	1.0924
			V-rBC	86	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

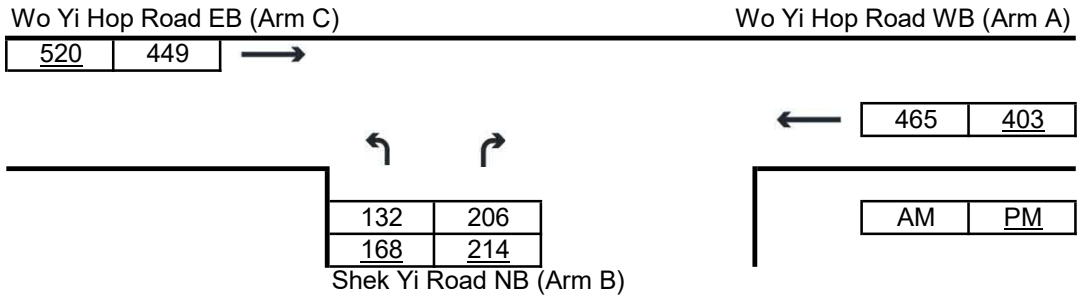
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	381	429	Q-BA	457	470
q-CB	0	0	Q-BC	697	720
q-AB	0	0	Q-CB	374	386
q-AC	392	315	Q-BAC	530	553
q-BA	183	194			
q-BC	121	149			
f	0.398	0.434			

Ratio-of-flow to Capacity	AM	PM
B-A	0.400	0.413
B-C	0.174	0.207
C-B	0.000	0.000
B-AC	0.574	0.620

Priority Junction Analysis

Junction:	Shek Yi Road / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (Without Proposed Development)			Page	11



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	86	w-BA	5.00	D	1.0046
	W-CR	0.00	V-lBA	16	w-BC	5.00	E	1.0924
			V-rBC	86	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

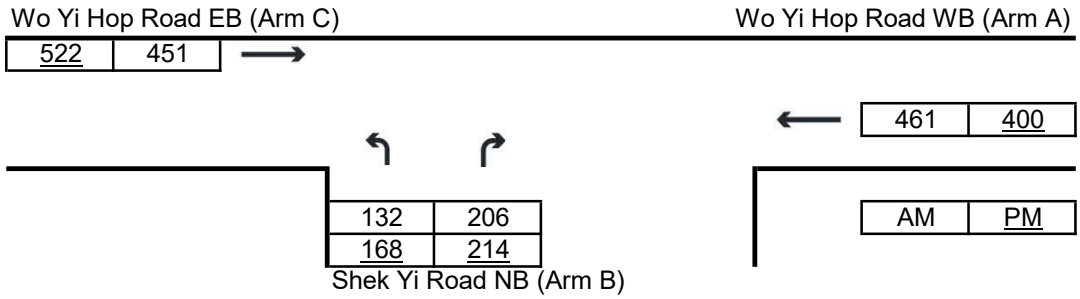
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	449	520	Q-BA	425	430
q-CB	0	0	Q-BC	676	694
q-AB	0	0	Q-CB	362	372
q-AC	465	403	Q-BAC	497	516
q-BA	206	214			
q-BC	132	168			
f	0.391	0.440			

Ratio-of-flow to Capacity	AM	PM
B-A	0.484	0.498
B-C	0.195	0.242
C-B	0.000	0.000
B-AC	0.680	0.740

Priority Junction Analysis

Junction:	Shek Yi Road / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (With Proposed Development)			Page	12



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	7.30	V-rBA	86	w-BA	5.00	D	1.0046
	W-CR	0.00	V-lBA	16	w-BC	5.00	E	1.0924
			V-rBC	86	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7482

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	451	522	Q-BA	426	431
q-CB	0	0	Q-BC	677	695
q-AB	0	0	Q-CB	363	373
q-AC	461	400	Q-BAC	498	517
q-BA	206	214			
q-BC	132	168			
f	0.391	0.440			

Ratio-of-flow to Capacity	AM	PM
B-A	0.483	0.497
B-C	0.195	0.242
C-B	0.000	0.000
B-AC	0.678	0.739

Signal Junction Analysis

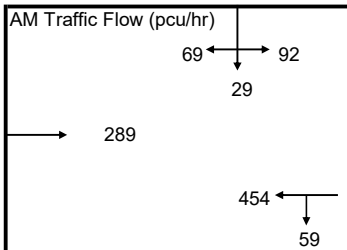
Junction: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road — Job Number: J7396

Scenario: Existing Condition — P. 13

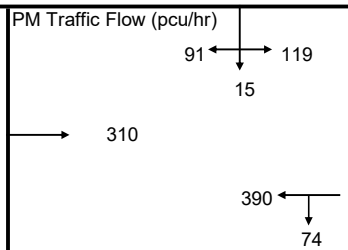
Design Year: 2025 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	2	3.00	12.0		100	1702	92	0.054	0.054	100	1702	119	0.070	0.070
	SA+RT	A2	2	3.50	20.0		87	1976	98	0.050		84	1980	106	0.054	
Wo Yi Hop Road EB	SA	B1	1	4.50				2065	289	0.140			2065	310	0.150	
Wo Yi Hop Road WB	LT+SA	C1	1,4	3.90	12.3		11	1978	513	0.259	0.259	9	1983	464	0.234	0.234
pedestrian phase		P1	1, 3		min crossing time =		6	sec GM +		10	sec FGM =		16	sec		
		P2	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P3	2, 3		min crossing time =		5	sec GM +		6	sec FGM =		11	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

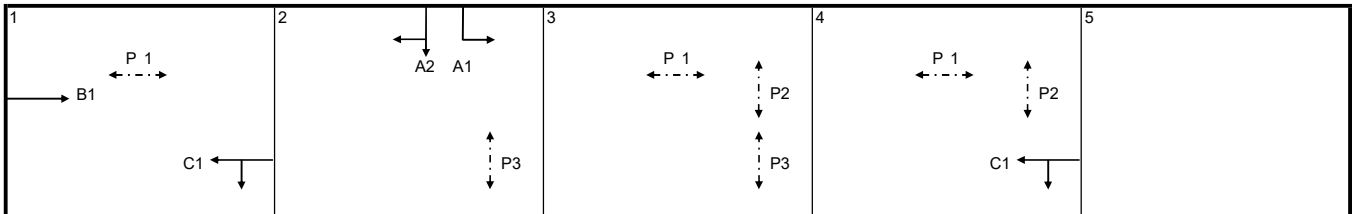


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.313		0.304	
L (s)	29		29	
C (s)	110		110	
practical y	0.663		0.663	
R.C. (%)	111%		118%	

Note:



AM																
	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	
PM																
	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

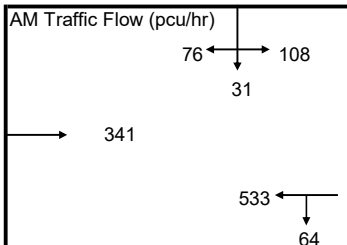
Junction: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road — Job Number: J7396

Scenario: Future Condition (Without Proposed Development) — P. 14

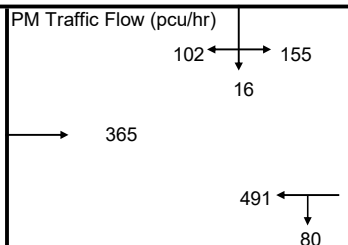
Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	2	3.00	12.0		100	1702	108	0.063	0.063	100	1702	155	0.091	0.091
	SA+RT	A2	2	3.50	20.0		90	1972	107	0.054		87	1976	118	0.060	
Wo Yi Hop Road EB	SA	B1	1	4.50				2065	341	0.165			2065	365	0.177	
Wo Yi Hop Road WB	LT+SA	C1	1,4	3.90	12.3		11	1978	597	0.302	0.302	10	1981	571	0.288	0.288
pedestrian phase		P1	1, 3		min crossing time =			6	sec GM +		10	sec FGM =		16	sec	
		P2	3		min crossing time =			5	sec GM +		7	sec FGM =		12	sec	
		P3	2, 3		min crossing time =			5	sec GM +		6	sec FGM =		11	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

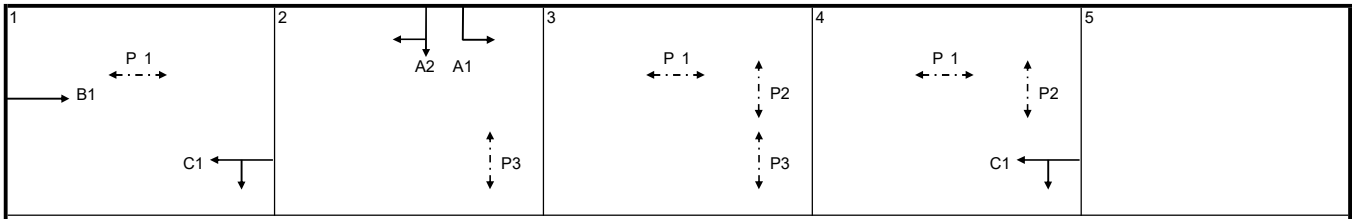


$S=1940+100(W-3.25)$ $S_M=S\div(1+1.5f/r)$

$S=2080+100(W-3.25)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.365		0.379	
L (s)	29		29	
C (s)	110		110	
practical y	0.663		0.663	
R.C. (%)	81%		75%	

Note:



AM	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	
PM	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	

Signal Junction Analysis

Junction: Ta Chuen Ping Street / Wo Yi Hop Road / Shek Yam Road — Job Number: J7396

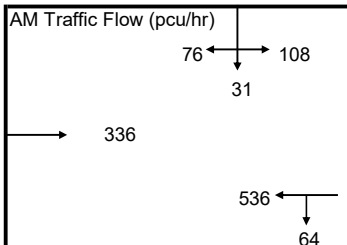
Scenario: Future Condition (With Proposed Development) — P. 15

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

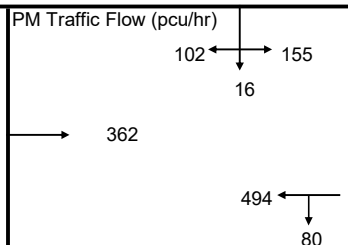
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT	A1	2	3.00	12.0		100	1702	108	0.063	0.063	100	1702	155	0.091	0.091
	SA+RT	A2	2	3.50	20.0		90	1972	107	0.054		87	1976	118	0.060	
Wo Yi Hop Road EB	SA	B1	1	4.50				2065	336	0.163			2065	362	0.175	
Wo Yi Hop Road WB	LT+SA	C1	1,4	3.90	12.3		11	1978	600	0.303	0.303	10	1981	574	0.290	0.290

pedestrian phase	P1	1, 3		min crossing time =	6	sec GM +	10	sec FGM =	16	sec
	P2	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P3	2, 3		min crossing time =	5	sec GM +	6	sec FGM =	11	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

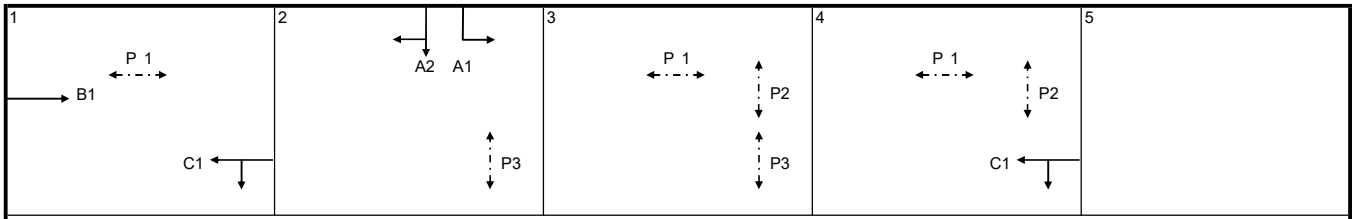


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+4		1+2+4	
Sum y	0.367		0.381	
L (s)	29		29	
C (s)	110		110	
practical y	0.663		0.663	
R.C. (%)	81%		74%	

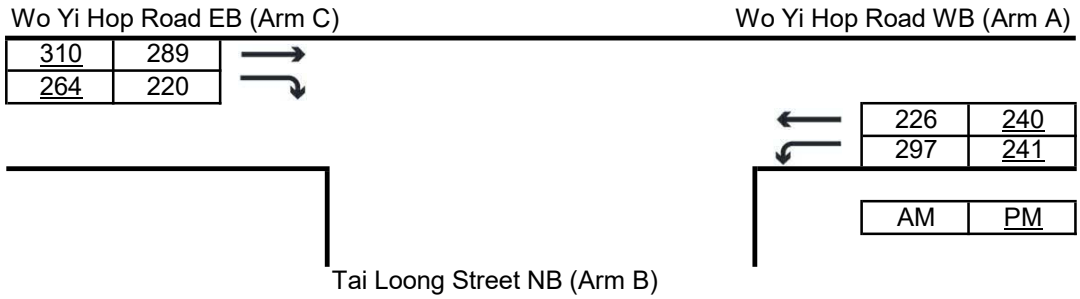
Note:



AM	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	
PM	G =	I/G =	6	G =	I/G =	5	G =	18	I/G =	2	G =	I/G =		G =	I/G =	
	G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =		G =	I/G =	

Priority Junction Analysis

Junction:	Tai Loong Street / Wo Yi Hop Road				
Design Year:	2025	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Existing Condition				Page 16



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	10.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	2.20	F	0.8209
			V-rCB	65			Y	0.6274

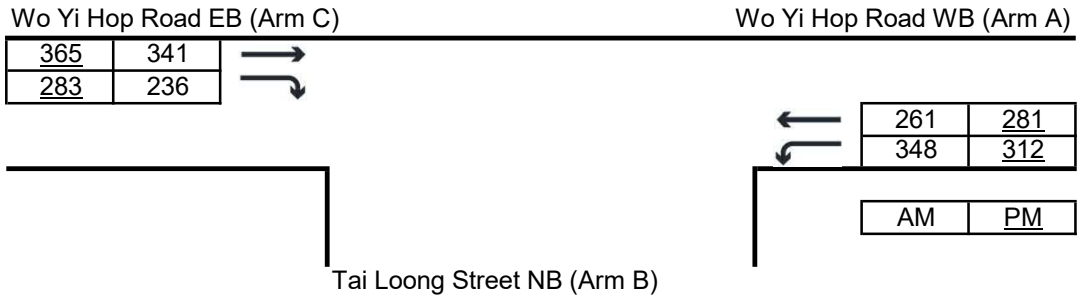
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	289	310	Q-BA	232	224
q-CB	220	264	Q-BC	391	392
q-AB	297	241	Q-CB	514	521
q-AC	226	240	Q-BAC	232	224
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.428	0.506
B-AC	0.000	0.000

Priority Junction Analysis

Junction:	Tai Loong Street / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (Without Proposed Development)			Page	17



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	10.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	2.20	F	0.8209
			V-rCB	65			Y	0.6274

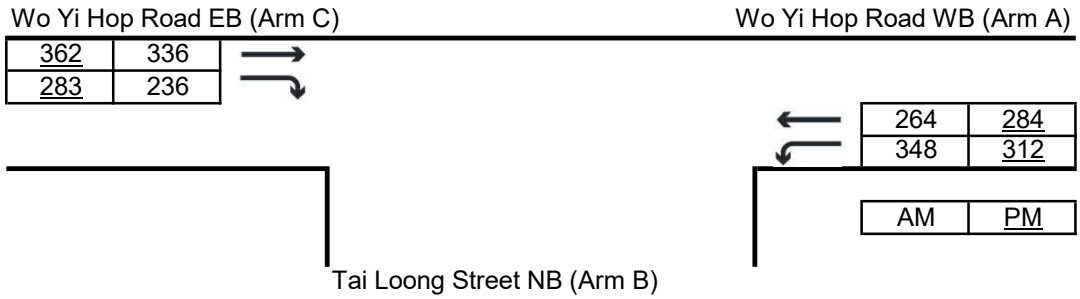
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	341	365	Q-BA	219	208
q-CB	236	283	Q-BC	383	382
q-AB	348	312	Q-CB	497	500
q-AC	261	281	Q-BAC	219	208
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.474	0.566
B-AC	0.000	0.000

Priority Junction Analysis

Junction:	Tai Loong Street / Wo Yi Hop Road				
Design Year:	2033	Job Number:	J7396	Date:	28 Jul 2025
Scenario:	Future Condition (With Proposed Development)			Page	18



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	10.80	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	2.20	F	0.8209
			V-rCB	65			Y	0.6274

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	336	362	Q-BA	219	208
q-CB	236	283	Q-BC	383	382
q-AB	348	312	Q-CB	497	500
q-AC	264	284	Q-BAC	219	208
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.475	0.566
B-AC	0.000	0.000

Signal Junction Analysis

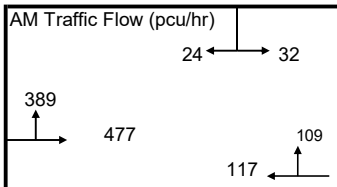
Junction: Wo Yi Hop Road / Ta Chuen Ping Street — Job Number: J7396

Scenario: Existing Condition — P. 19

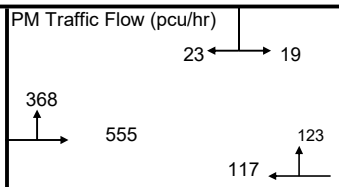
Design Year: 2025 — Designed By: — Checked By: — Date: 4 Sep 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT+RT	A1	1	3.50	16.5		100	1801	56	0.031	0.031	100	1801	42	0.023	0.023
Wo Yi Hop Road EB	LT	B1	1, 2	2.65	17.5		100	1732	389	0.225		100	1732	368	0.212	
	SA	B2	2	3.20				2075	477	0.230	0.230		2075	555	0.267	0.267
Wo Yi Hop Road WB	SA	C1	2, 3	2.40				1855	117	0.063			1855	117	0.063	
	RT	C2	3	3.20	26.0		100	1962	109	0.056	0.056	100	1962	123	0.063	0.063
pedestrian phase		P1	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		P2	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		P3	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

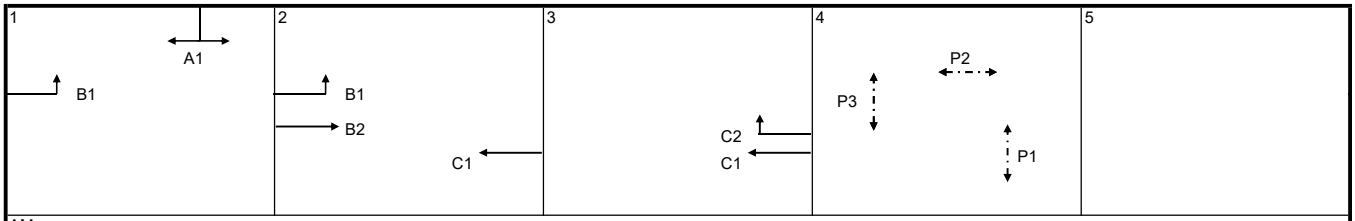


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3+4	1+2+3	1+2+3+4	1+2+3
Sum y	0.317	0.317	0.353	0.353
L (s)	38	12	38	12
C (s)	120	89	116	89
practical y	0.615	0.779	0.605	0.779
R.C. (%)	94%	146%	71%	120%

Note:



AM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		
PM																					
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	11	G =	19	I/G =	1	G =		I/G =		
	G =		I/G =	5	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		I/G =		

Signal Junction Analysis

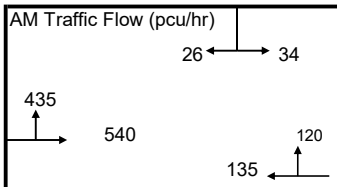
Junction: Wo Yi Hop Road / Ta Chuen Ping Street — Job Number: J7396

Scenario: Future Condition (Without Proposed Development) — P. 20

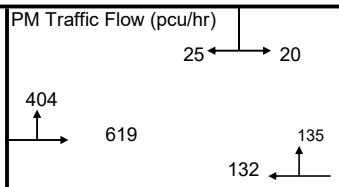
Design Year: 2033 — Designed By: — Checked By: — Date: 4 Sep 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT+RT	A1	1	3.50	16.5		100	1801	60	0.033	0.033	100	1801	45	0.025	0.025
Wo Yi Hop Road EB	LT	B1	1, 2	2.65	17.5		100	1732	435	0.251		100	1732	404	0.233	
	SA	B2	2	3.20				2075	540	0.260	0.260		2075	619	0.298	0.298
Wo Yi Hop Road WB	SA	C1	2, 3	2.40				1855	135	0.073			1855	132	0.071	
	RT	C2	3	3.20	26.0		100	1962	120	0.061	0.061	100	1962	135	0.069	0.069
pedestrian phase		P1	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		P2	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		P3	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

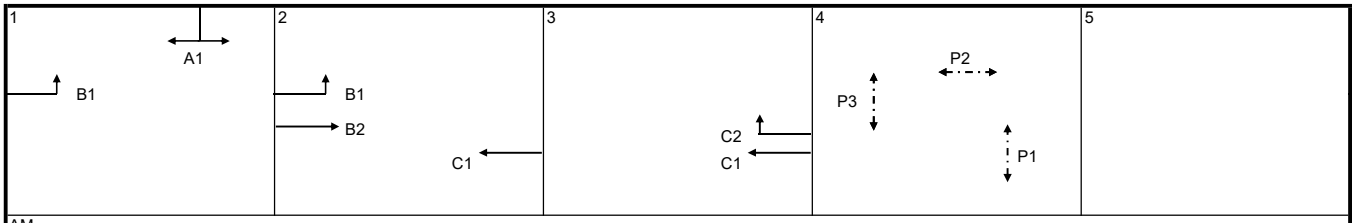


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3+4	1+2+3	1+2+3+4	1+2+3
Sum y	0.355	0.355	0.392	0.392
L (s)	38	12	38	12
C (s)	120	89	116	89
practical y	0.615	0.779	0.605	0.779
R.C. (%)	73%	120%	54%	99%

Note:



AM	G =	I/G = 5	G =	I/G = 5	G =	I/G = 11	G = 19	I/G = 1	G =	I/G =						
	G =	I/G = 5	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =						
PM	G =	I/G = 5	G =	I/G = 5	G =	I/G = 11	G = 19	I/G = 1	G =	I/G =						
	G =	I/G = 5	G =	I/G = 5	G =	I/G = 5	G =	I/G =	G =	I/G =						

Signal Junction Analysis

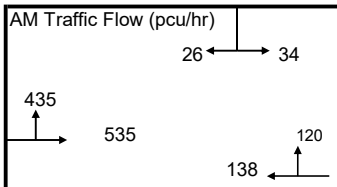
Junction: Wo Yi Hop Road / Ta Chuen Ping Street — Job Number: J7396

Scenario: Future Condition (With Proposed Development) — P. 21

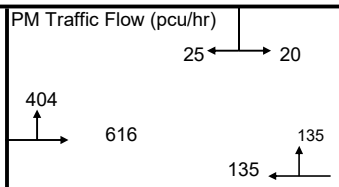
Design Year: 2033 — Designed By: — Checked By: — Date: 4 Sep 2025

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Ta Chung Ping Street S	LT+RT	A1	1	3.50	16.5		100	1801	60	0.033	0.033	100	1801	45	0.025	0.025
Wo Yi Hop Road EB	LT	B1	1, 2	2.65	17.5		100	1732	435	0.251		100	1732	404	0.233	
	SA	B2	2	3.20				2075	535	0.258	0.258		2075	616	0.297	0.297
Wo Yi Hop Road WB	SA	C1	2, 3	2.40				1855	138	0.074			1855	135	0.073	
	RT	C2	3	3.20	26.0		100	1962	120	0.061	0.061	100	1962	135	0.069	0.069
pedestrian phase		P1	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		
		P2	4		min crossing time =		8	sec GM +		8	sec FGM =		16	sec		
		P3	4		min crossing time =		6	sec GM +		6	sec FGM =		12	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

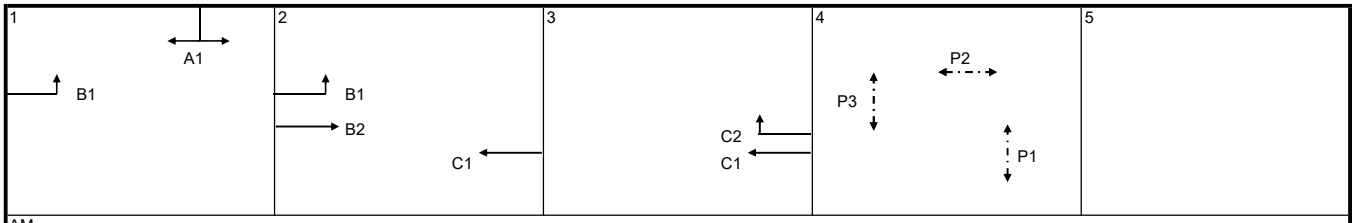


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	AM Peak		PM Peak	
Group	1+2+3+4	1+2+3	1+2+3+4	1+2+3
Sum y	0.352	0.352	0.391	0.391
L (s)	38	12	38	12
C (s)	120	89	116	89
practical y	0.615	0.779	0.605	0.779
R.C. (%)	75%	121%	55%	99%



AM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	11	G =	19	I/G =	1	G =	I/G =						
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =		I/G =		G =	I/G =						
PM																					
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	11	G =	19	I/G =	1	G =	I/G =						
	G =	I/G =	5	G =	I/G =	5	G =	I/G =	5	G =		I/G =		G =	I/G =						

Signal Junction Analysis

Junction: Castle Peak Road - Kwai Chung / Wo Yi Hop Road Job Number: J7396

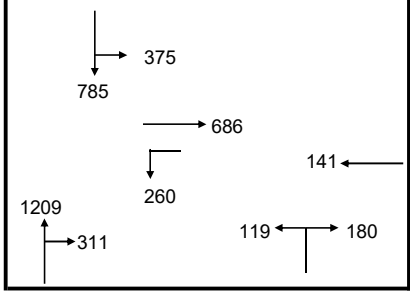
Scenario: Existing Condition P. 22

Design Year: 2025 Designed By: Checked By: Date: 28 Jul 2025

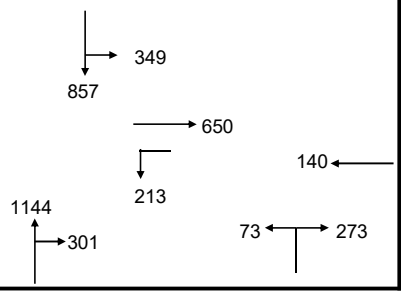
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1	3.20	15.0	5.5	100	1549	375	0.242	0.242	100	1549	349	0.225	
	SA	A2	1	3.30		5.5		1854	393	0.212			1854	429	0.231	
	SA	A3	1	3.30		5.5		1854	392	0.211			1854	428	0.231	0.231
Castle Peak Road NB	SA	B1	1,2,3	3.00				1915	1209	0.631			1915	1144	0.597	
	RT	B2	2	3.30	15.0		100	1895	157	0.083	0.083	100	1895	152	0.080	0.080
	RT	B3	2	3.00	15.0		100	1868	154	0.082		100	1868	149	0.080	
Wo Yi Hop Road WB	LT	C1	2, 3	3.30	10.0		100	1691	260	0.154		100	1691	213	0.126	
Wo Yi Hop Road EB	SA	D1	1, 2	3.00				1915	328	0.171			1915	311	0.162	
	SA	D2	1, 2	3.30				2085	358	0.172			2085	339	0.163	
Tai Loong Street NB	LT	E1	3	3.30	10.0		100	1691	119	0.070		100	1691	73	0.043	
	RT	E2	3	3.30	15.0		100	1895	180	0.095	0.095	100	1895	273	0.144	0.144
Wo Yi Hop Road WB	SA	F1	1, 2	3.30				1945	141	0.072			1945	140	0.072	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	P2	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec	
	P3	1, 2		min crossing time =	5	sec GM +	8	sec FGM =	13	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

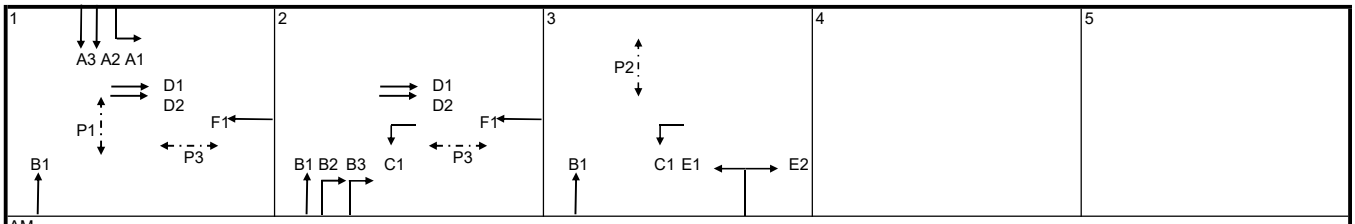


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.420		0.455	
L (s)	18		18	
C (s)	120		116	
practical y	0.765		0.760	
R.C. (%)	82%		67%	

Note:



AM																
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =		G =	I/G =			
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =			
PM																
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =		G =	I/G =			
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =			

Signal Junction Analysis

Junction: Castle Peak Road - Kwai Chung / Wo Yi Hop Road Job Number: J7396

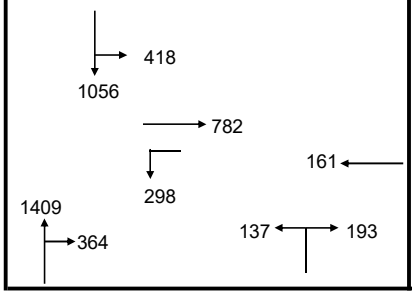
Scenario: Future Condition (Without Proposed Development) P. 23

Design Year: 2033 Designed By: Checked By: Date: 28 Jul 2025

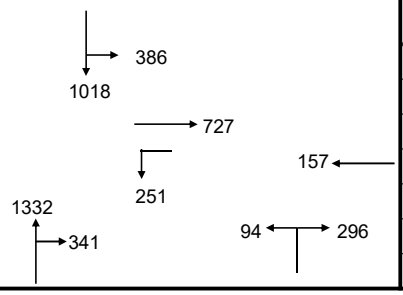
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1	3.20	15.0	5.5	100	1549	418	0.270		100	1549	386	0.249	
	SA	A2	1	3.30		5.5		1854	528	0.285	0.285		1854	509	0.275	
	SA	A3	1	3.30		5.5		1854	528	0.285			1854	509	0.275	0.275
Castle Peak Road NB	SA	B1	1,2,3	3.00				1915	1409	0.736			1915	1332	0.696	
	RT	B2	2	3.30	15.0		100	1895	183	0.097	0.097	100	1895	172	0.091	0.091
	RT	B3	2	3.00	15.0		100	1868	181	0.097		100	1868	169	0.090	
Wo Yi Hop Road WB	LT	C1	2, 3	3.30	10.0		100	1691	298	0.176		100	1691	251	0.148	
Wo Yi Hop Road EB	SA	D1	1, 2	3.00				1915	374	0.195			1915	348	0.182	
	SA	D2	1, 2	3.30				2085	408	0.196			2085	379	0.182	
Tai Loong Street NB	LT	E1	3	3.30	10.0		100	1691	137	0.081		100	1691	94	0.056	
	RT	E2	3	3.30	15.0		100	1895	193	0.102	0.102	100	1895	296	0.156	0.156
Wo Yi Hop Road WB	SA	F1	1, 2	3.30				1945	161	0.083			1945	157	0.081	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	6	sec FGM =	11	sec
	P2	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P3	1, 2		min crossing time =	5	sec GM +	8	sec FGM =	13	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

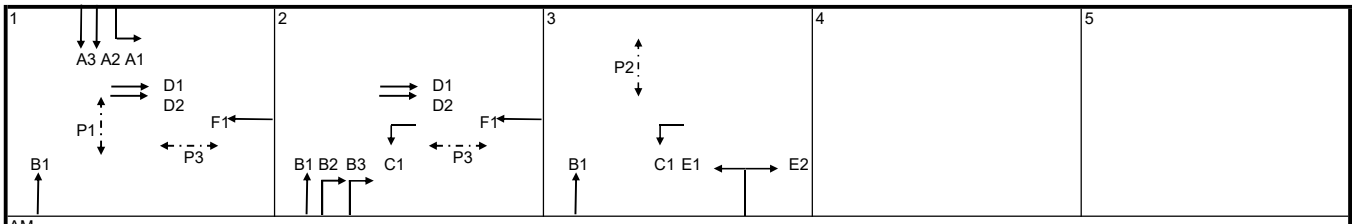


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.483		0.522	
L (s)	18		18	
C (s)	120		116	
practical y	0.765		0.760	
R.C. (%)	58%		46%	

Note:



AM													
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =	G =	I/G =	
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	
PM													
G =	I/G =	6	G =	I/G =	5	G =	I/G =	10	G =	I/G =	G =	I/G =	
G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =	G =	I/G =	

Signal Junction Analysis

Junction: Castle Peak Road - Kwai Chung / Wo Yi Hop Road — Job Number: J7396

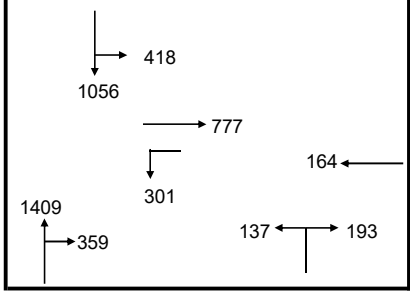
Scenario: Future Condition (With Proposed Development) — P. 24

Design Year: 2033 — Designed By: — Checked By: — Date: 28 Jul 2025

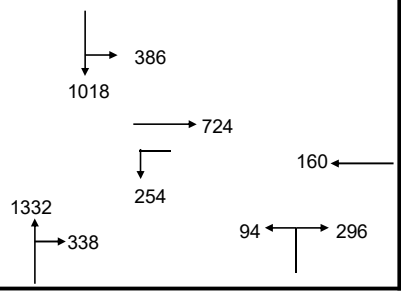
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road SB	LT	A1	1	3.20	15.0	5.5	100	1549	418	0.270		100	1549	386	0.249	
	SA	A2	1	3.30		5.5		1854	528	0.285	0.285		1854	509	0.275	
	SA	A3	1	3.30		5.5		1854	528	0.285			1854	509	0.275	0.275
Castle Peak Road NB	SA	B1	1,2,3	3.00				1915	1409	0.736			1915	1332	0.696	
	RT	B2	2	3.30	15.0		100	1895	181	0.096	0.096	100	1895	170	0.090	0.090
	RT	B3	2	3.00	15.0		100	1868	178	0.095		100	1868	168	0.090	
Wo Yi Hop Road WB	LT	C1	2, 3	3.30	10.0		100	1691	301	0.178		100	1691	254	0.150	
Wo Yi Hop Road EB	SA	D1	1, 2	3.00				1915	372	0.194			1915	347	0.181	
	SA	D2	1, 2	3.30				2085	405	0.194			2085	377	0.181	
Tai Loong Street NB	LT	E1	3	3.30	10.0		100	1691	137	0.081		100	1691	94	0.056	
	RT	E2	3	3.30	15.0		100	1895	193	0.102	0.102	100	1895	296	0.156	0.156
Wo Yi Hop Road WB	SA	F1	1, 2	3.30				1945	164	0.084			1945	160	0.082	

pedestrian phase	P1	1		min crossing time =	5	sec GM +	6	sec FGM =	11	sec
	P2	3		min crossing time =	5	sec GM +	7	sec FGM =	12	sec
	P3	1, 2		min crossing time =	5	sec GM +	8	sec FGM =	13	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

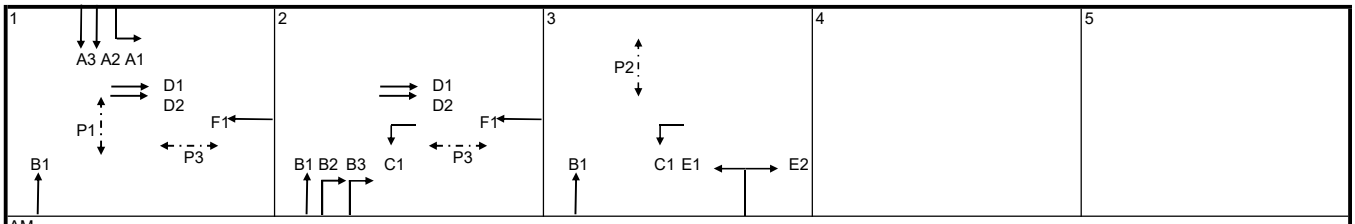


$S=1940+100(W-3.25)$ $S_M=S\div(1+1.5f/r)$

$S=2080+100(W-3.25)$ $S_M=(S-230)\div(1+1.5f/r)$

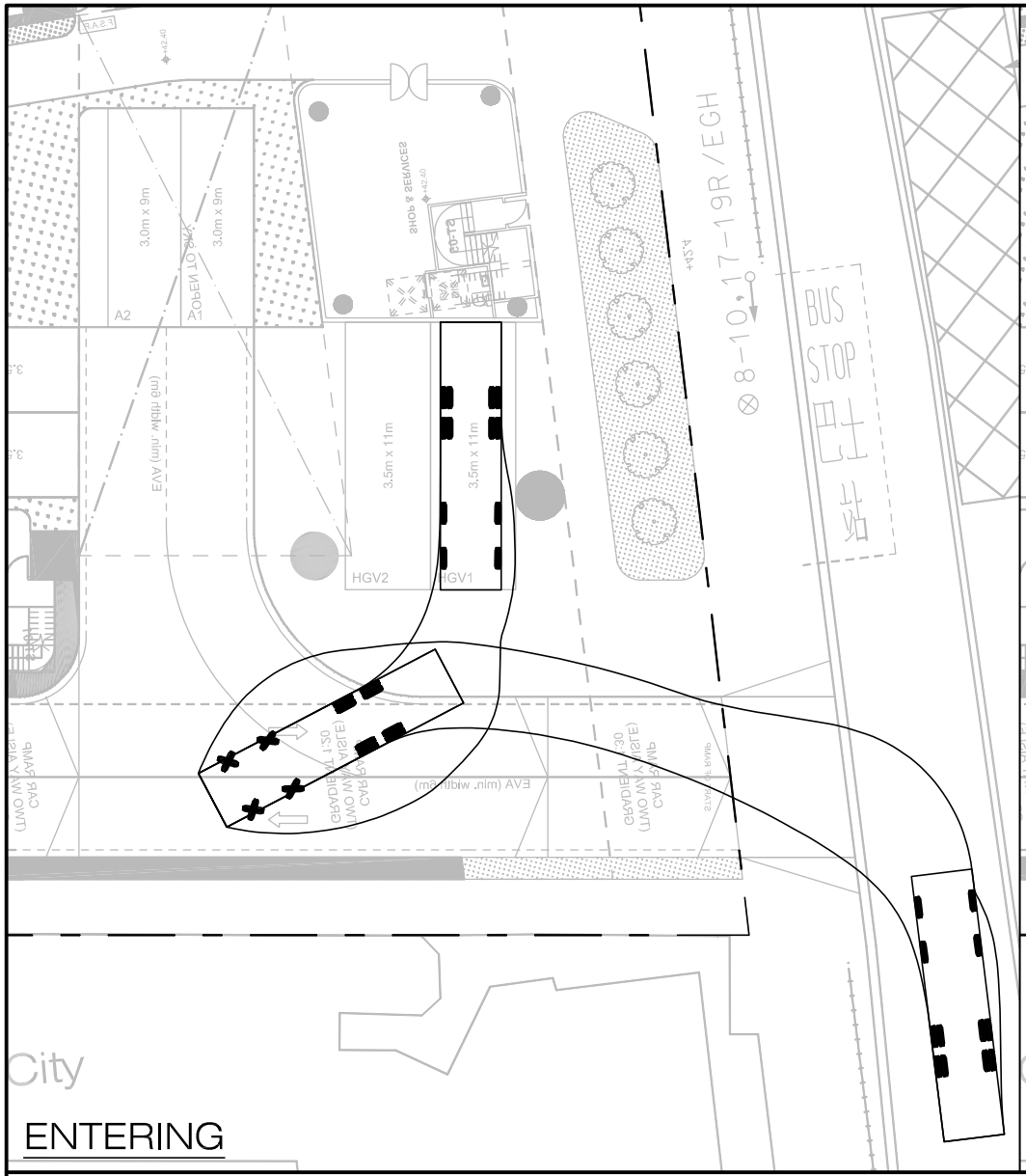
	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.482		0.520	
L (s)	18		18	
C (s)	120		116	
practical y	0.765		0.760	
R.C. (%)	59%		46%	

Note:

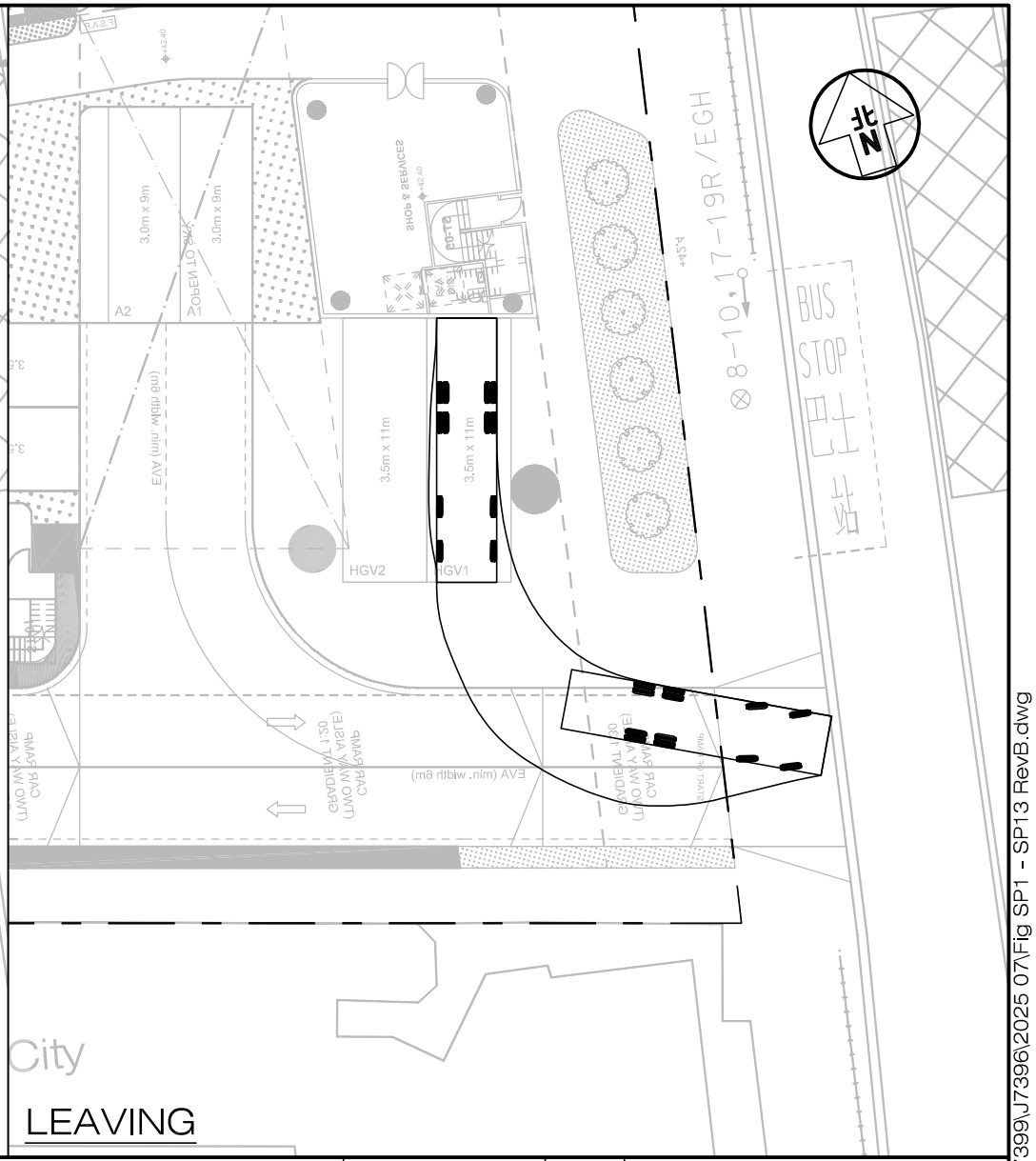


AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 10	G =	I/G =	G =	I/G =			
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =			
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 10	G =	I/G =	G =	I/G =			
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =			

Appendix 3 –
Swept Path Analysis



ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES

J7396

Figure Title

SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY HGV1 ON G/F

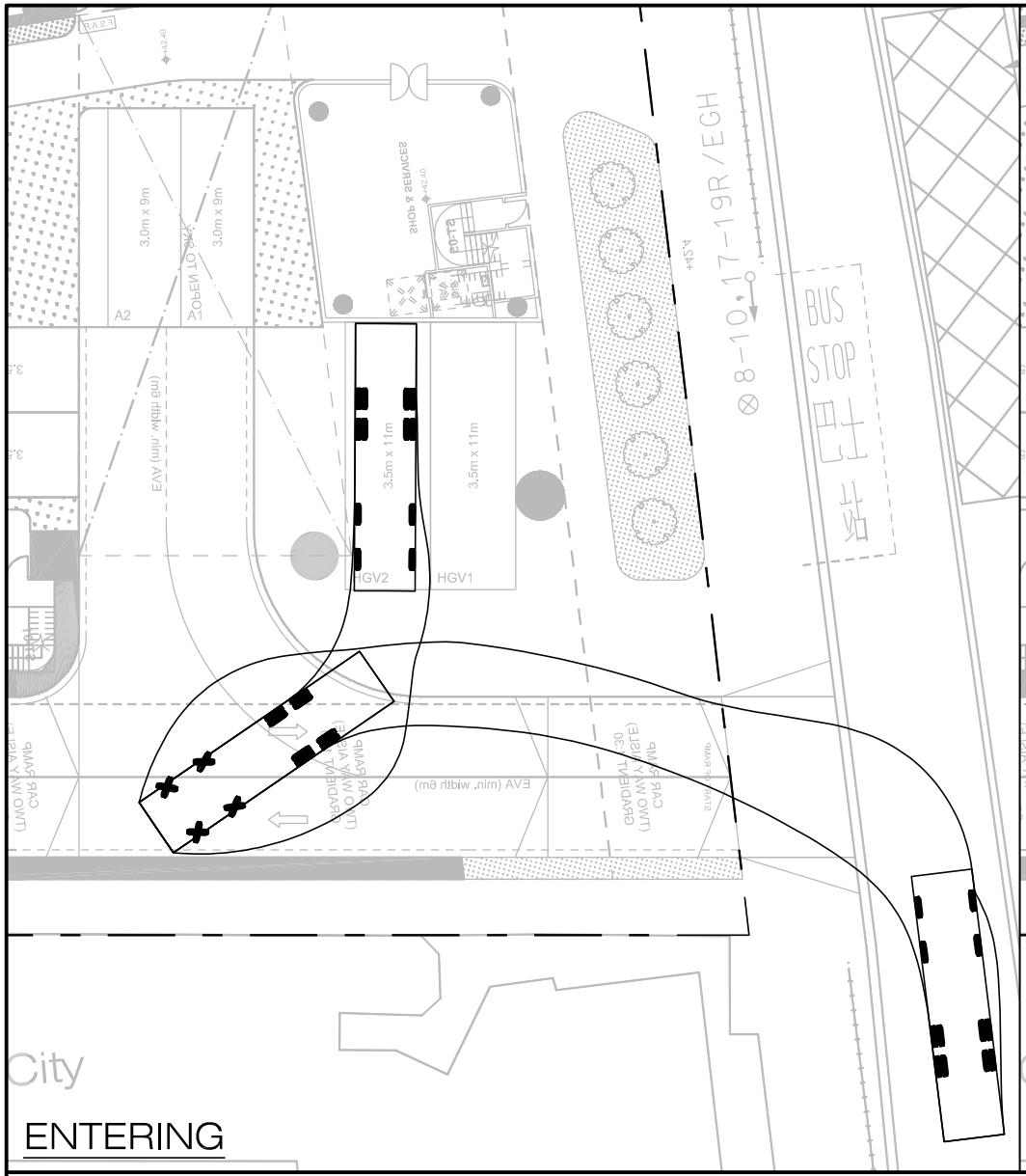
Figure No.	Revision
SP1	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

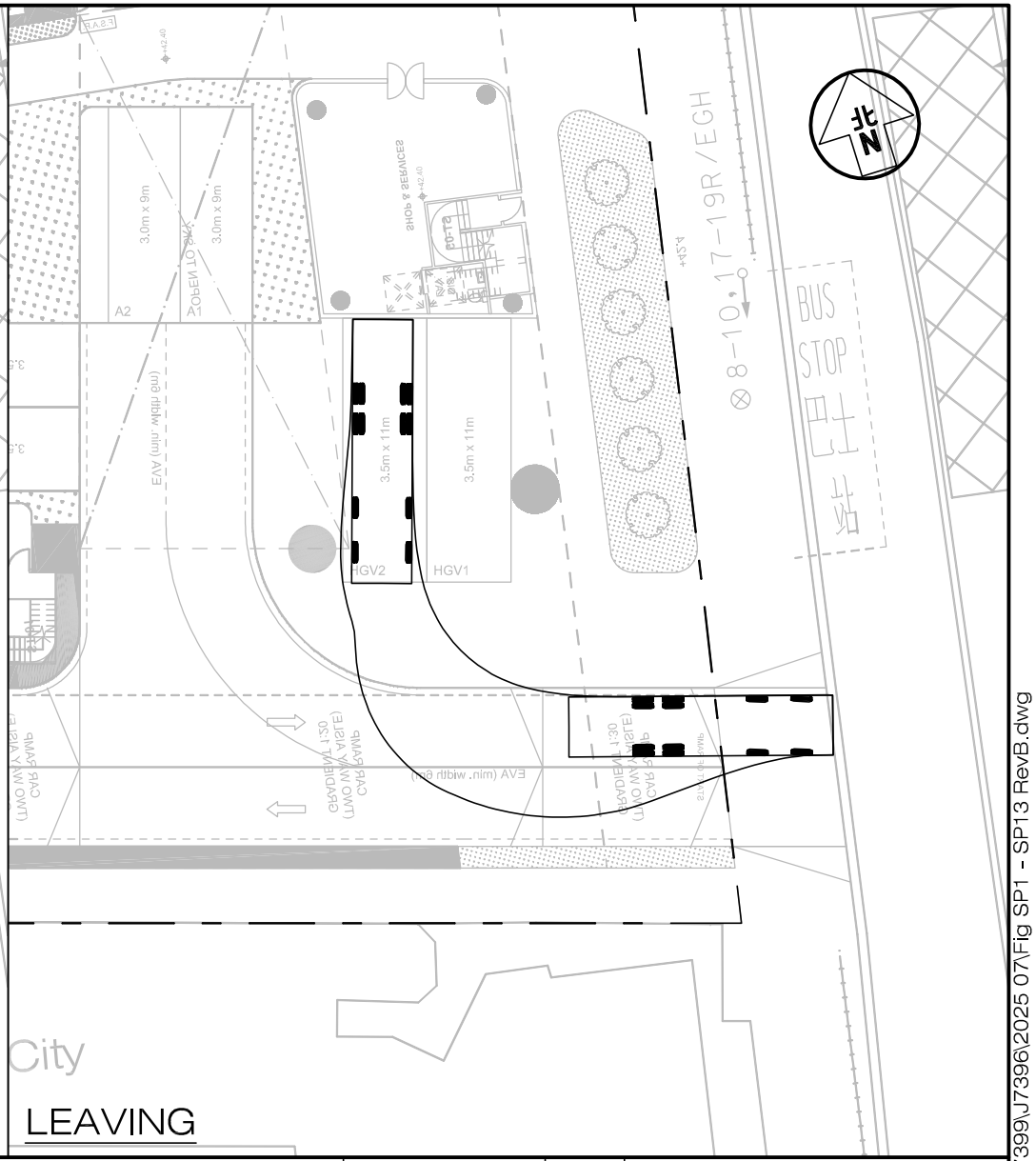
Scale in A4	Date
1 : 300	28 JUL 2025

CKM Asia Limited
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ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY HGV2 ON G/F

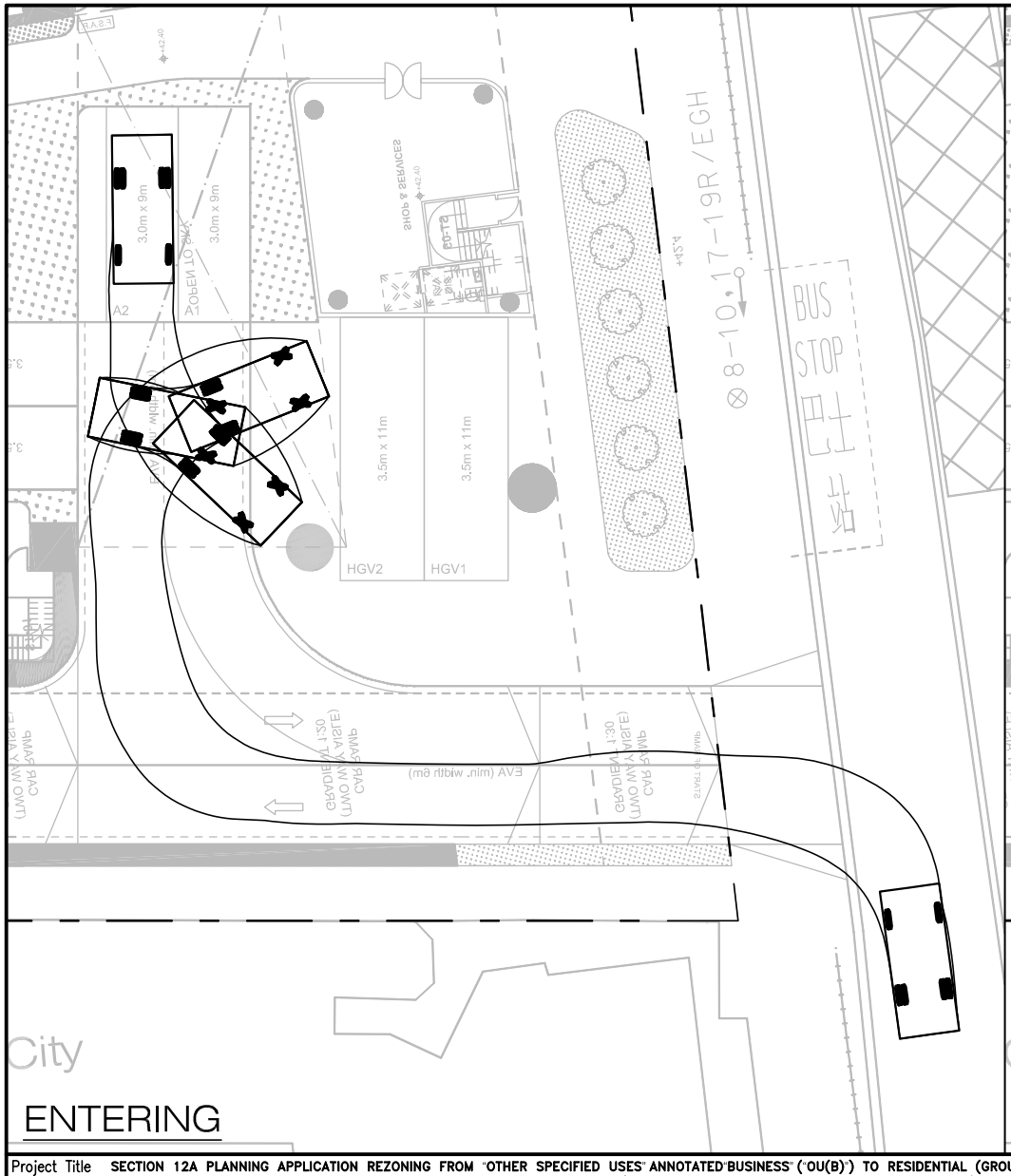
Figure No.	Revision
SP2	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

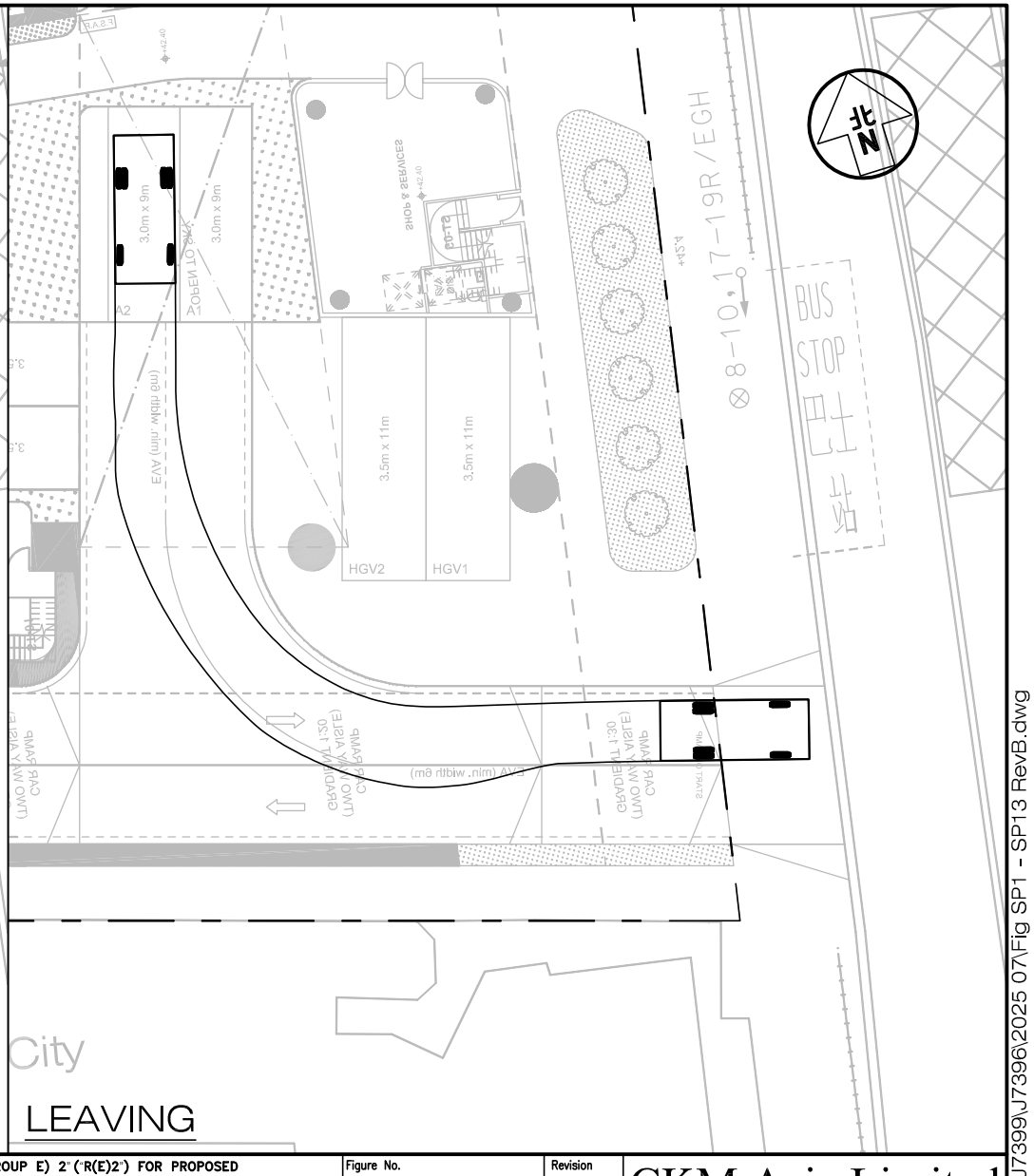
Scale in A4	Date
1 : 300	28 JUL 2025

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ENTERING



LEAVING

Project Title: SECTION 12A PLANNING APPLICATION REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" ("OU(B)") TO RESIDENTIAL (GROUP E) 2 ("R(E)2") FOR PROPOSED COMMERCIAL-CUM-RESIDENTIAL DEVELOPMENT WITH SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY AND /OR RESIDENTIAL CARE HOMES FOR PERSONS WITH DISABILITIES) (RCHES AND / OR RCHDS), AT LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KCTL) 146, 97 -107 WO YIP HOP ROAD, NEW TERRITORIES J7396

Figure Title

SWEPT PATH OF AMBULANCE ENTERING AND LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE A2 ON G/F

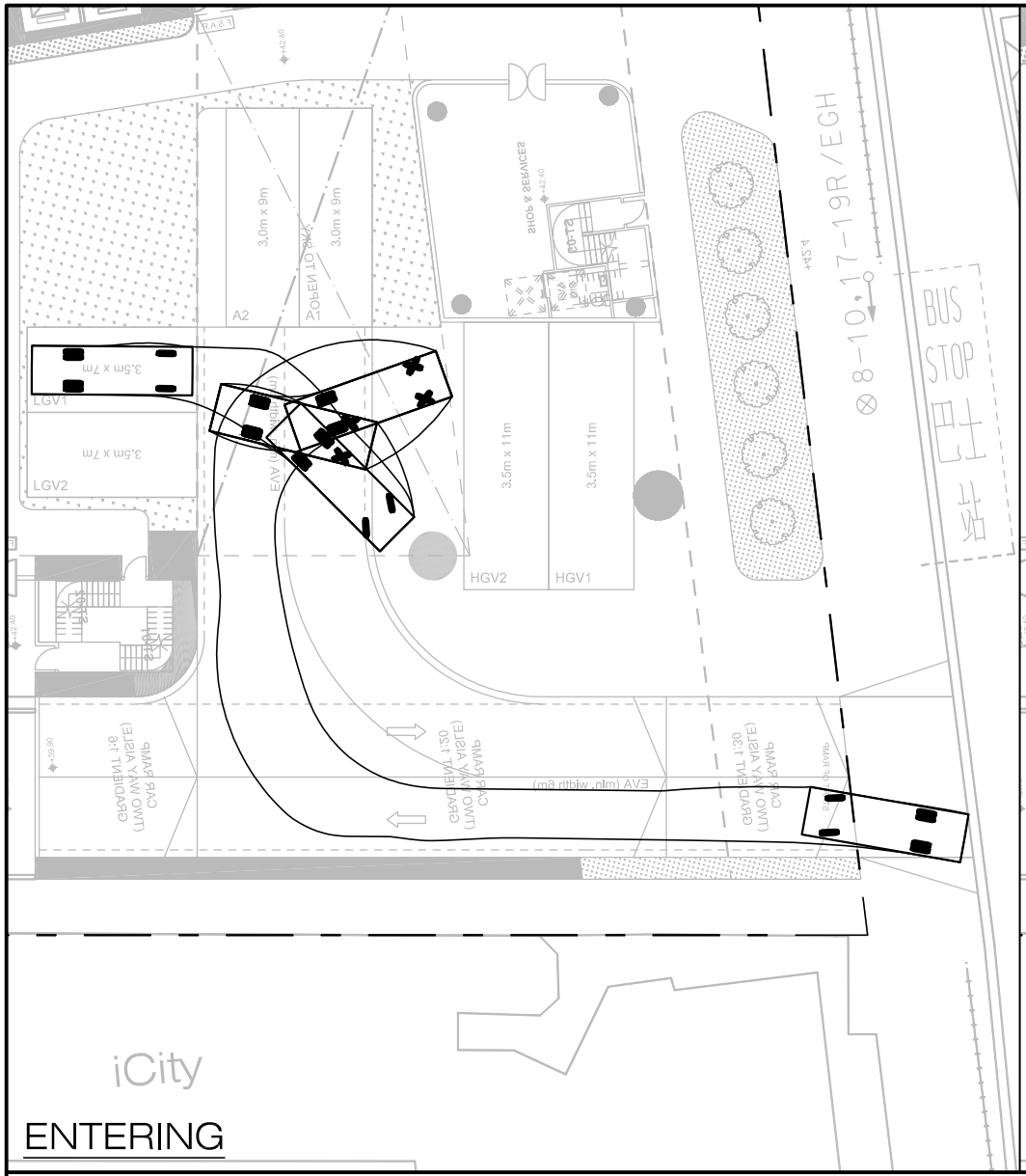
Figure No.	Revision
SP3	B

Designed by	Drawn by	Checked by
L C H	N C M	K C

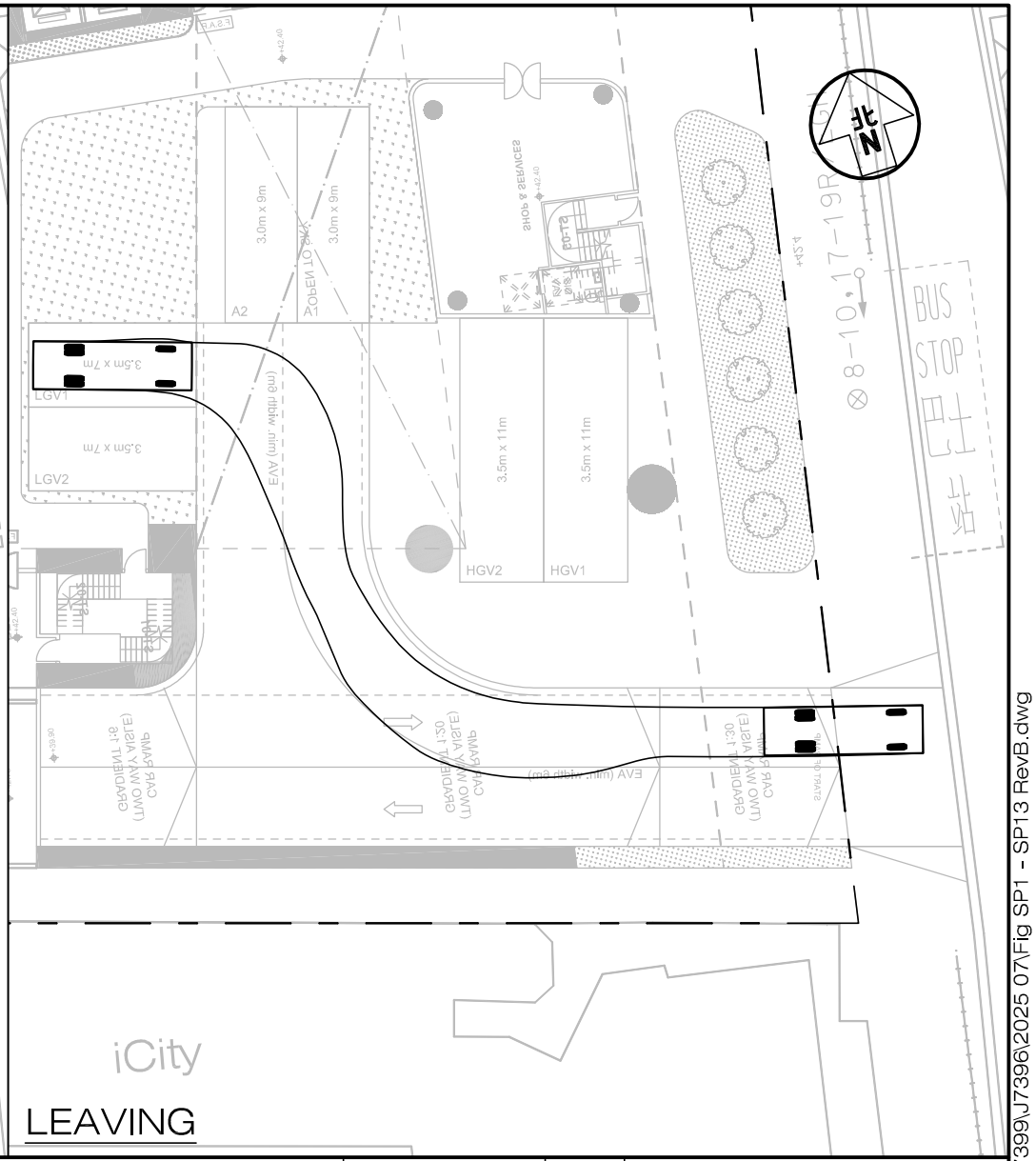
Scale in A4	Date
1 : 300	28 JUL 2025

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Figure Title

SWEPT PATH OF LGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY LGV1 ON G/F

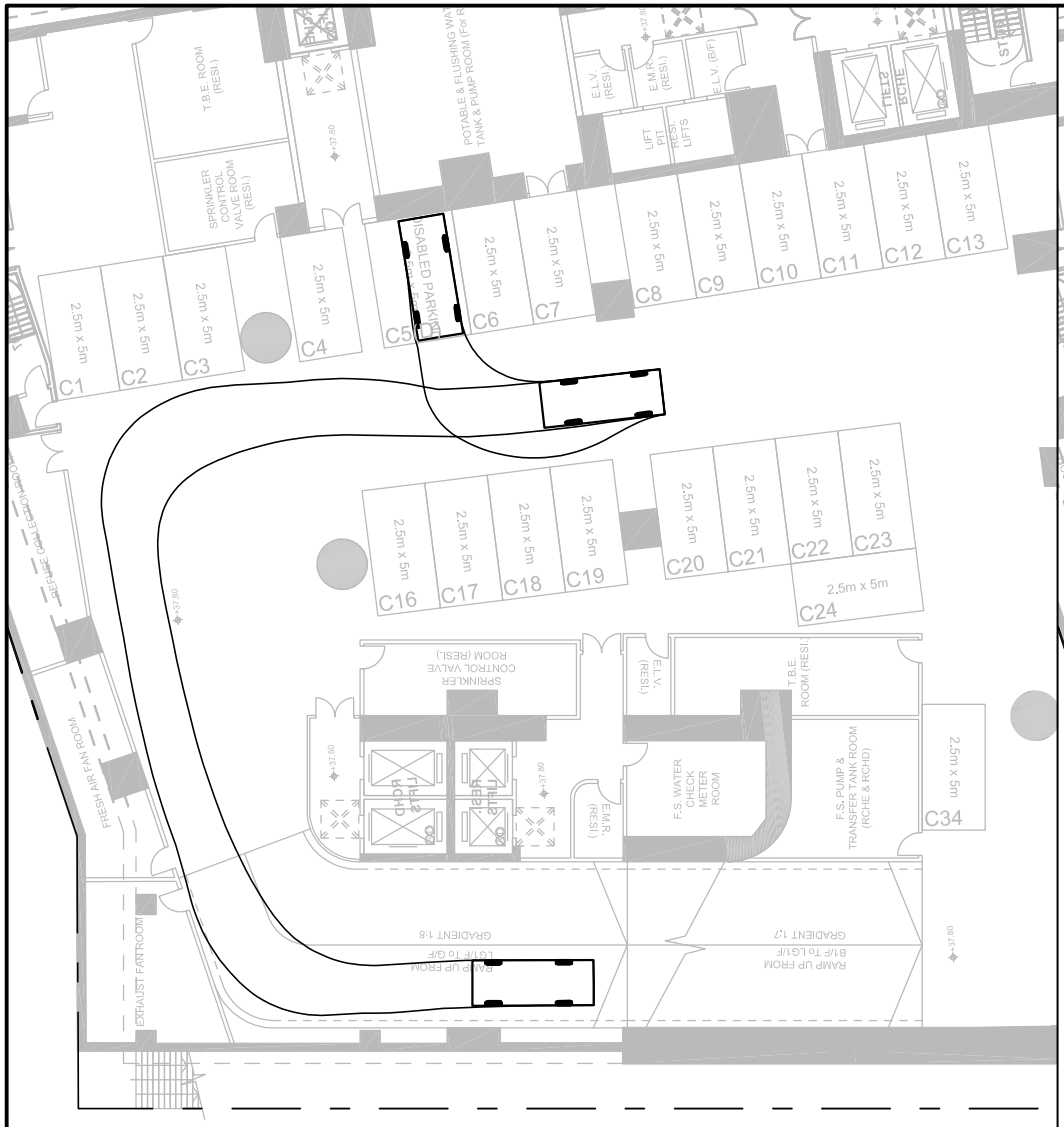
Figure No.	Revision
SP4	B

Designed by	Drawn by	Checked by
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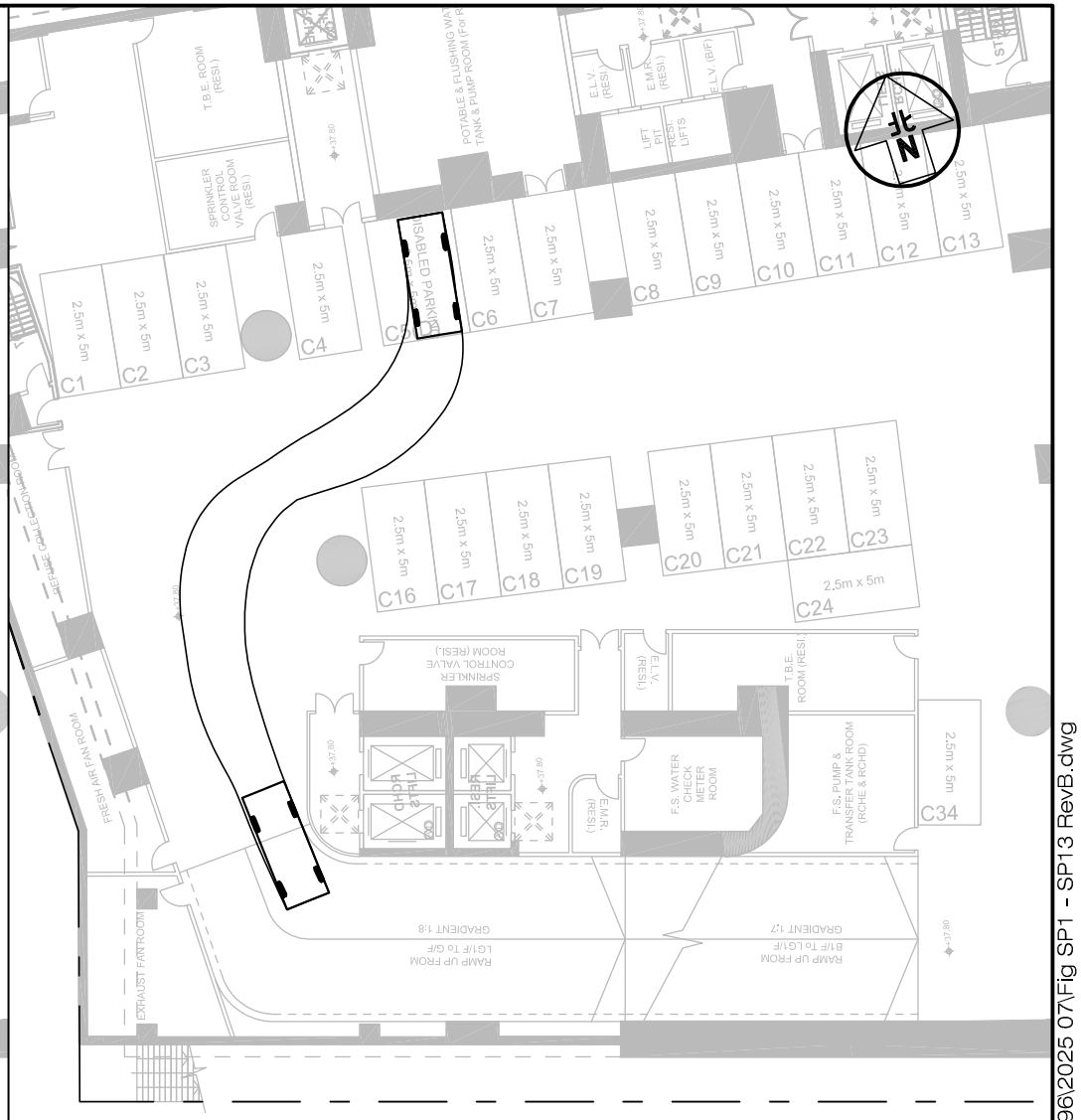
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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C5(D) ON LG/F

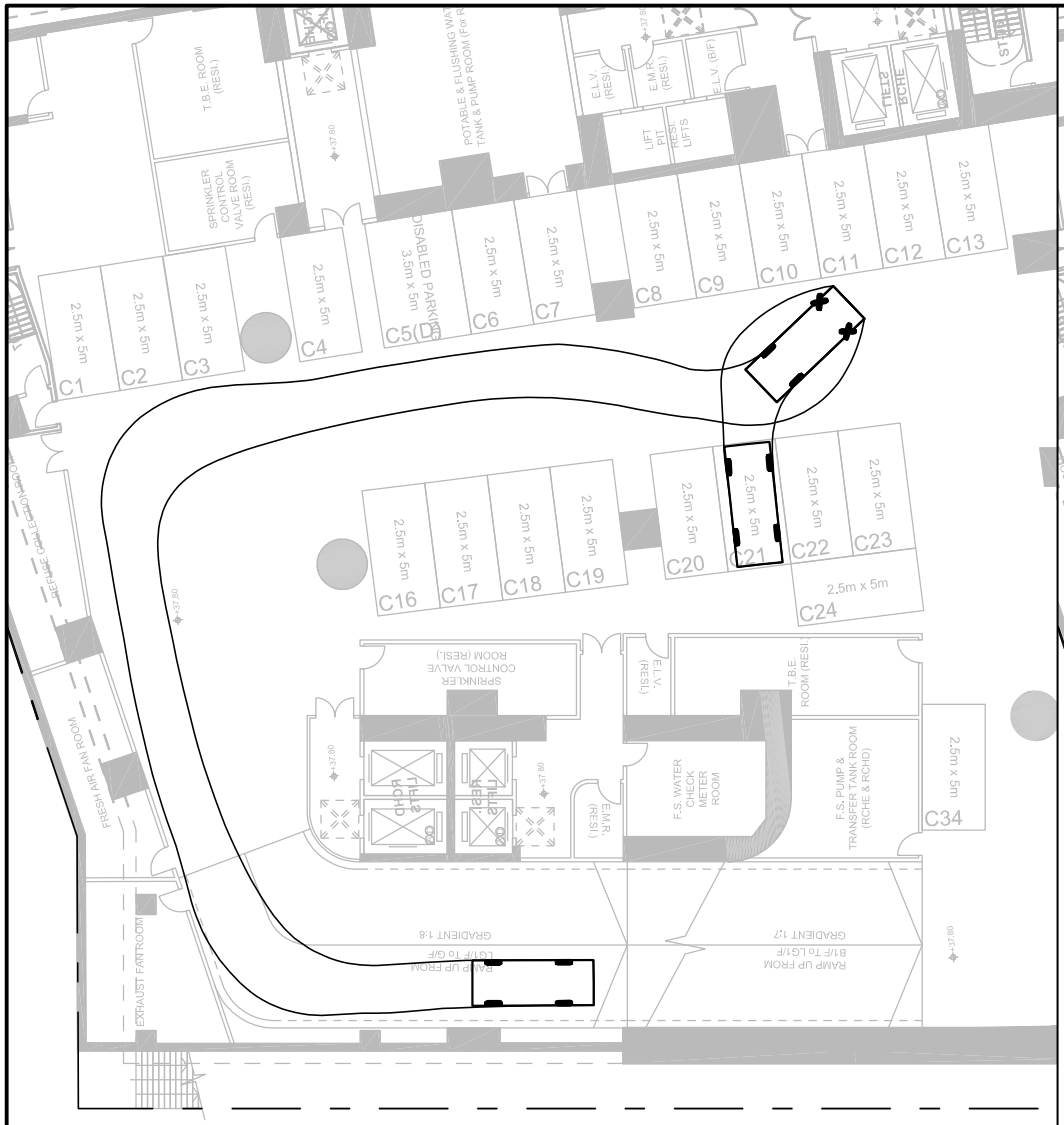
Figure No.	Revision
SP5	B

Designed by	Drawn by	Checked by
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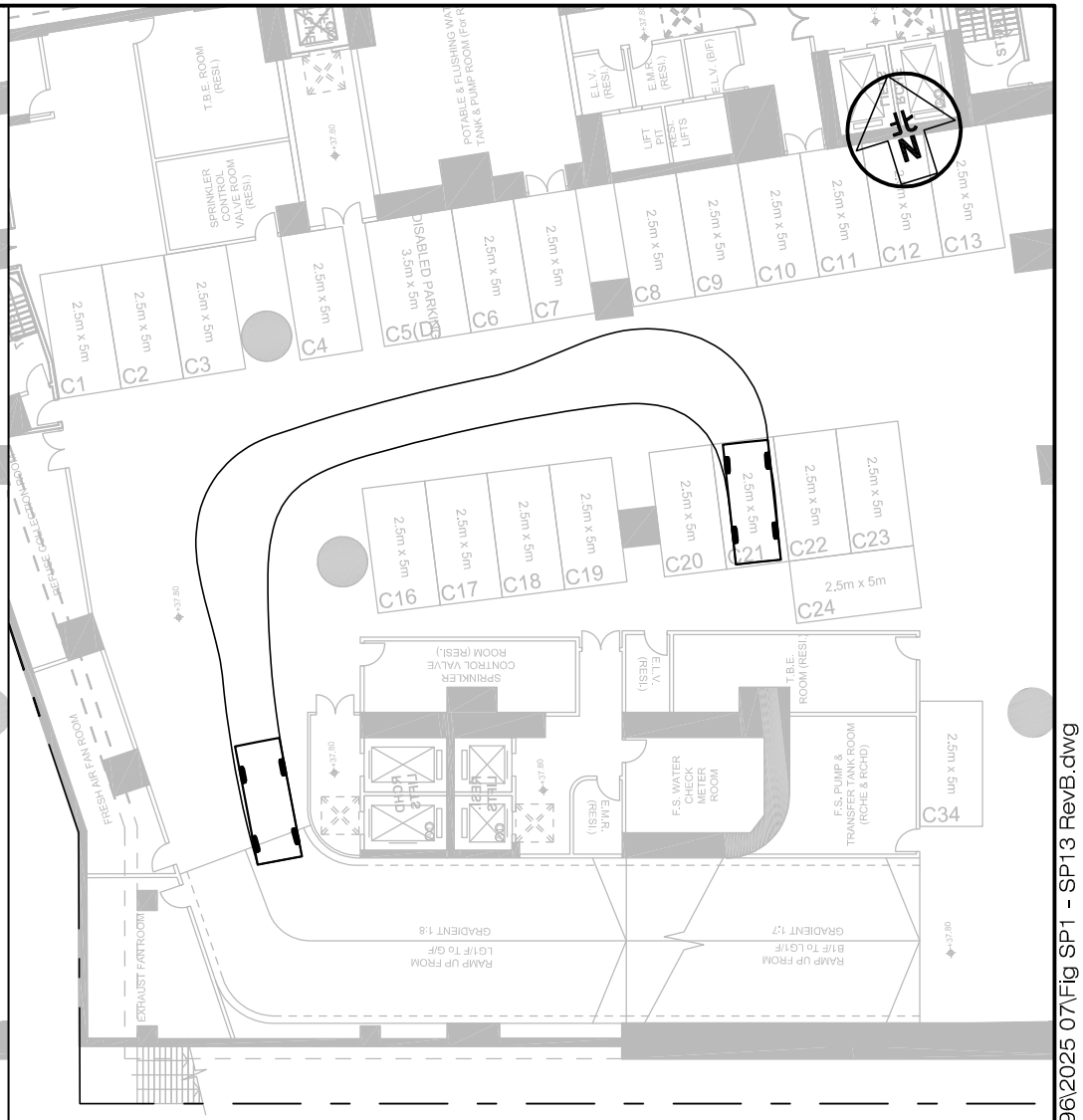
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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C21 ON LG/F

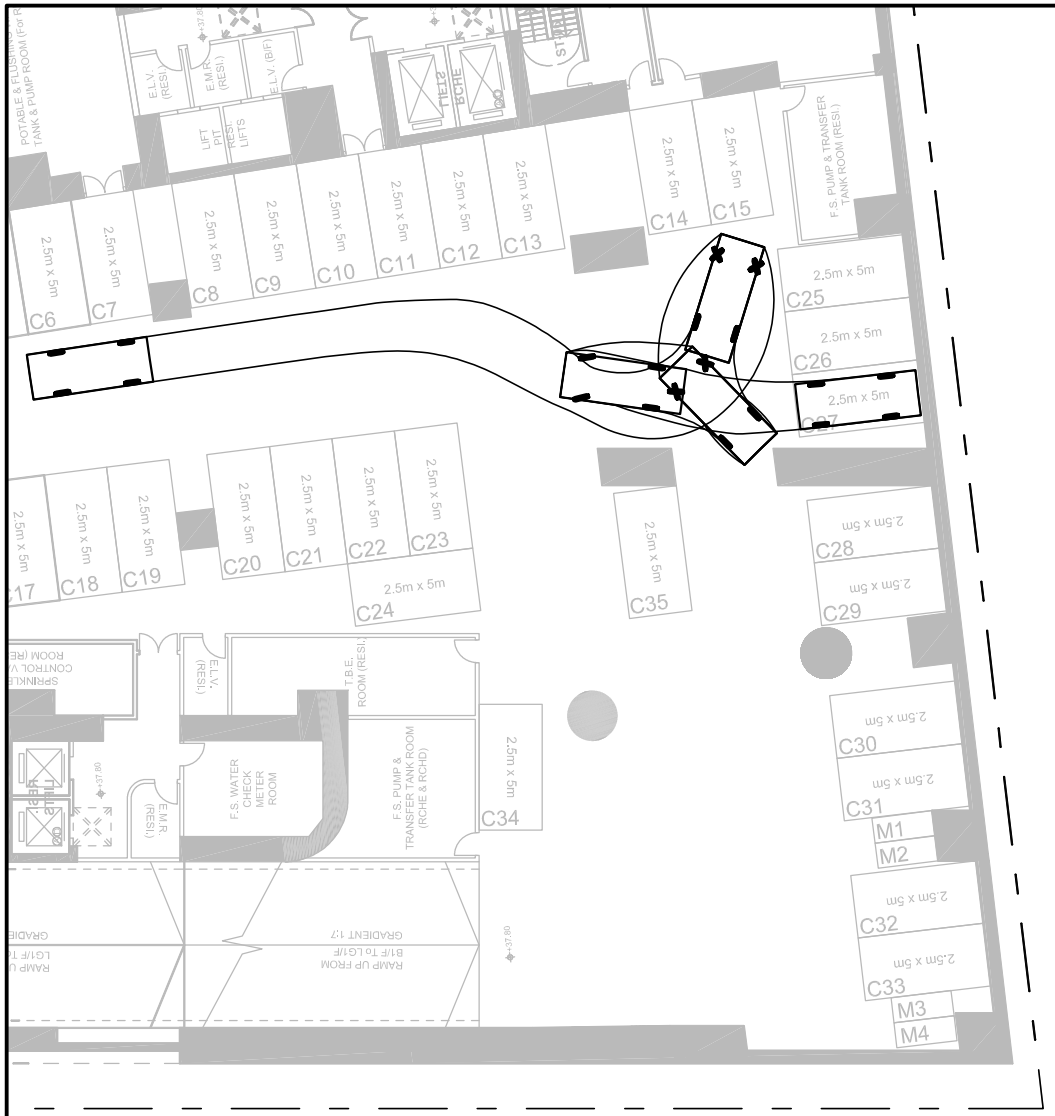
Figure No.	Revision
SP6	B

Designed by	Drawn by	Checked by
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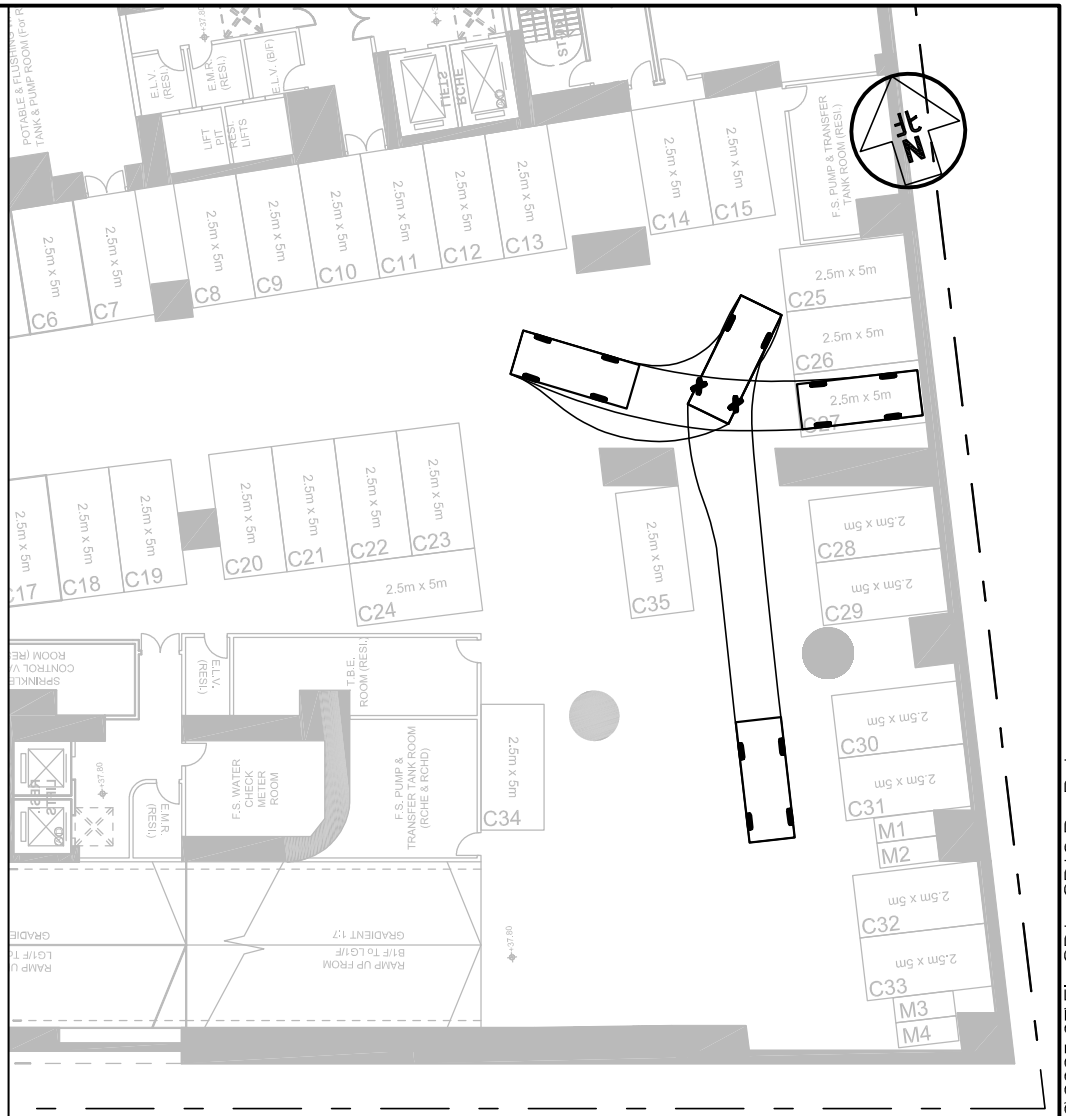
Scale in A4	Date
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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C27 ON LG/F

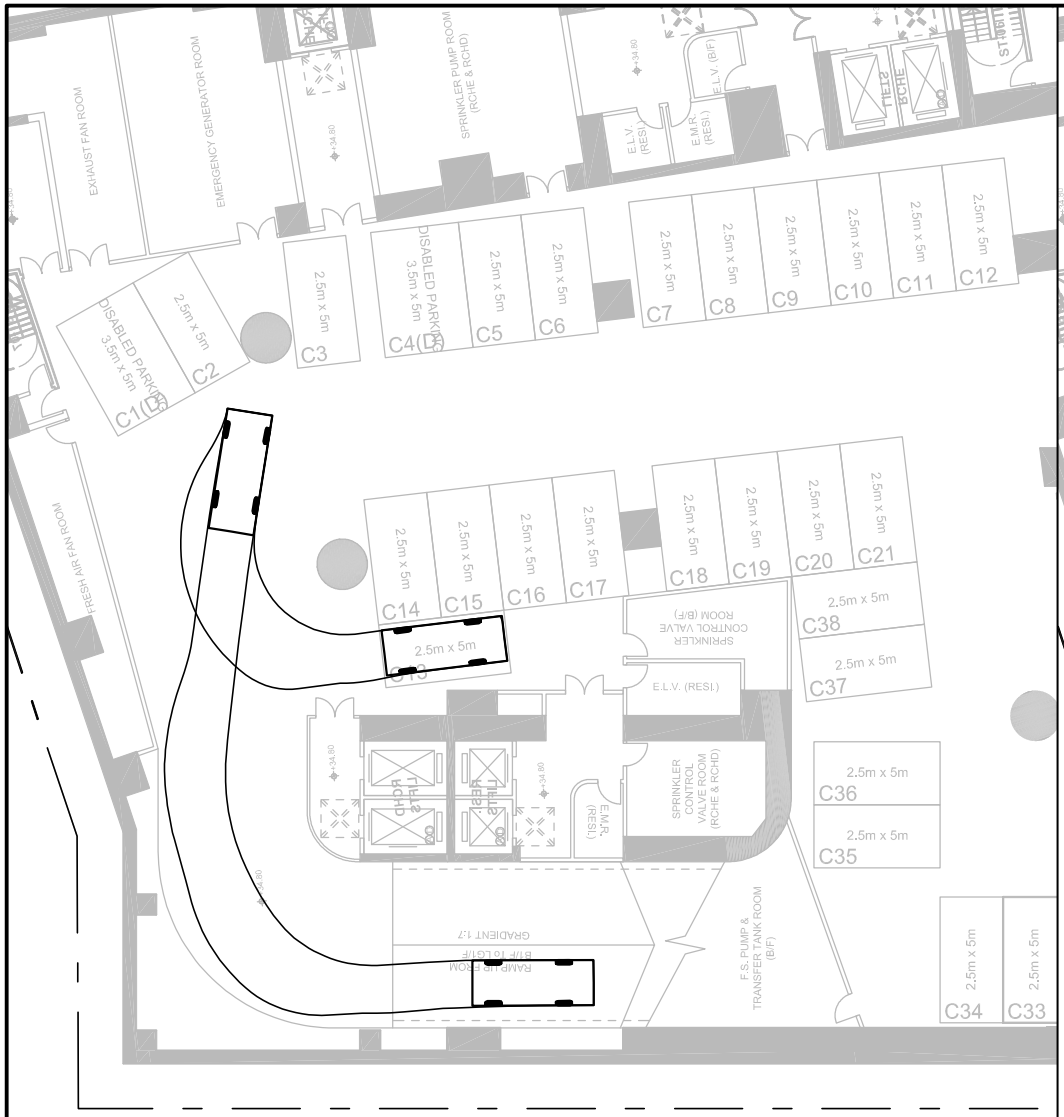
Figure No.	Revision
SP7	B

Designed by	Drawn by	Checked by
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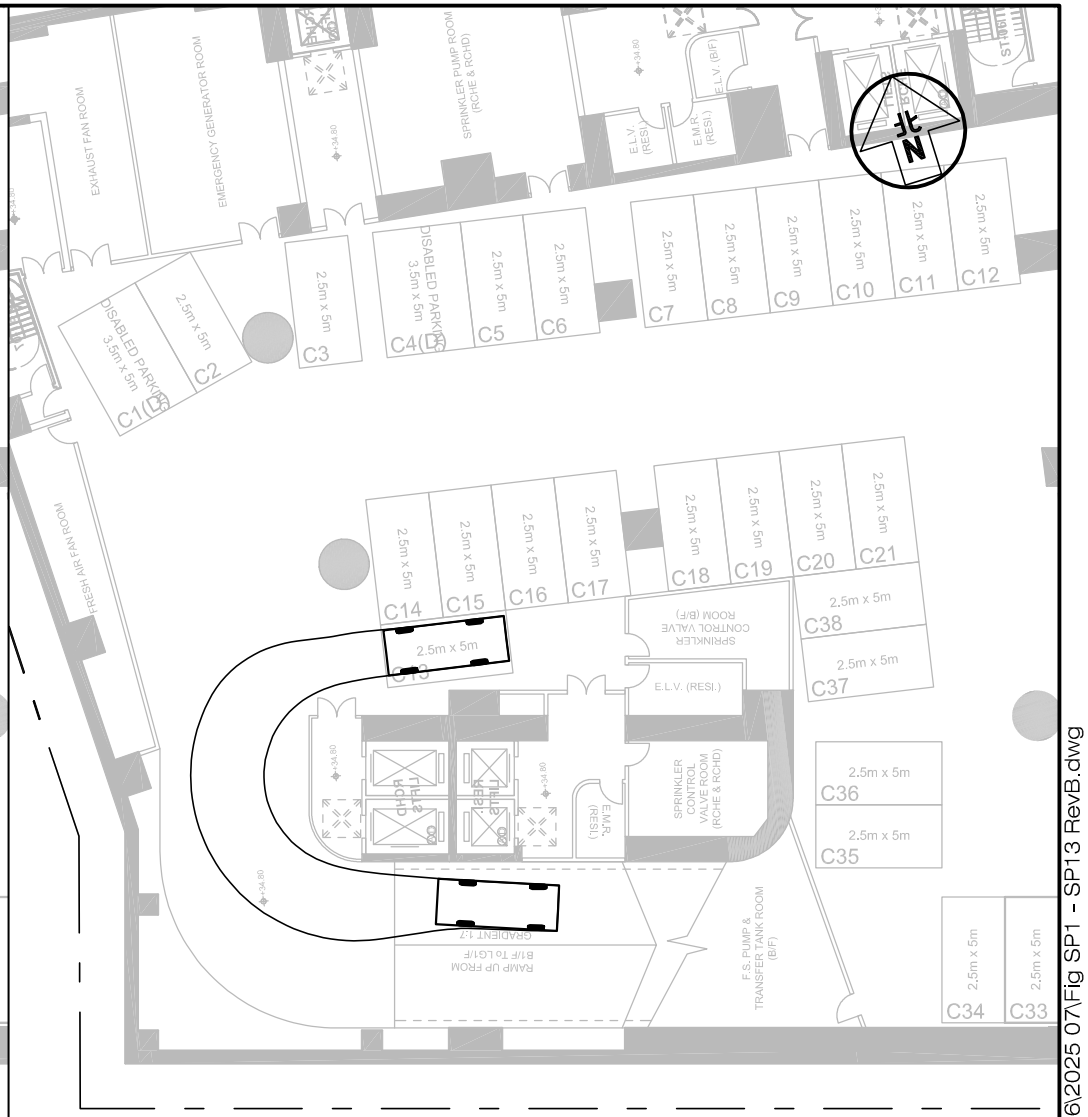
Scale in A4	Date
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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C13 ON B/F

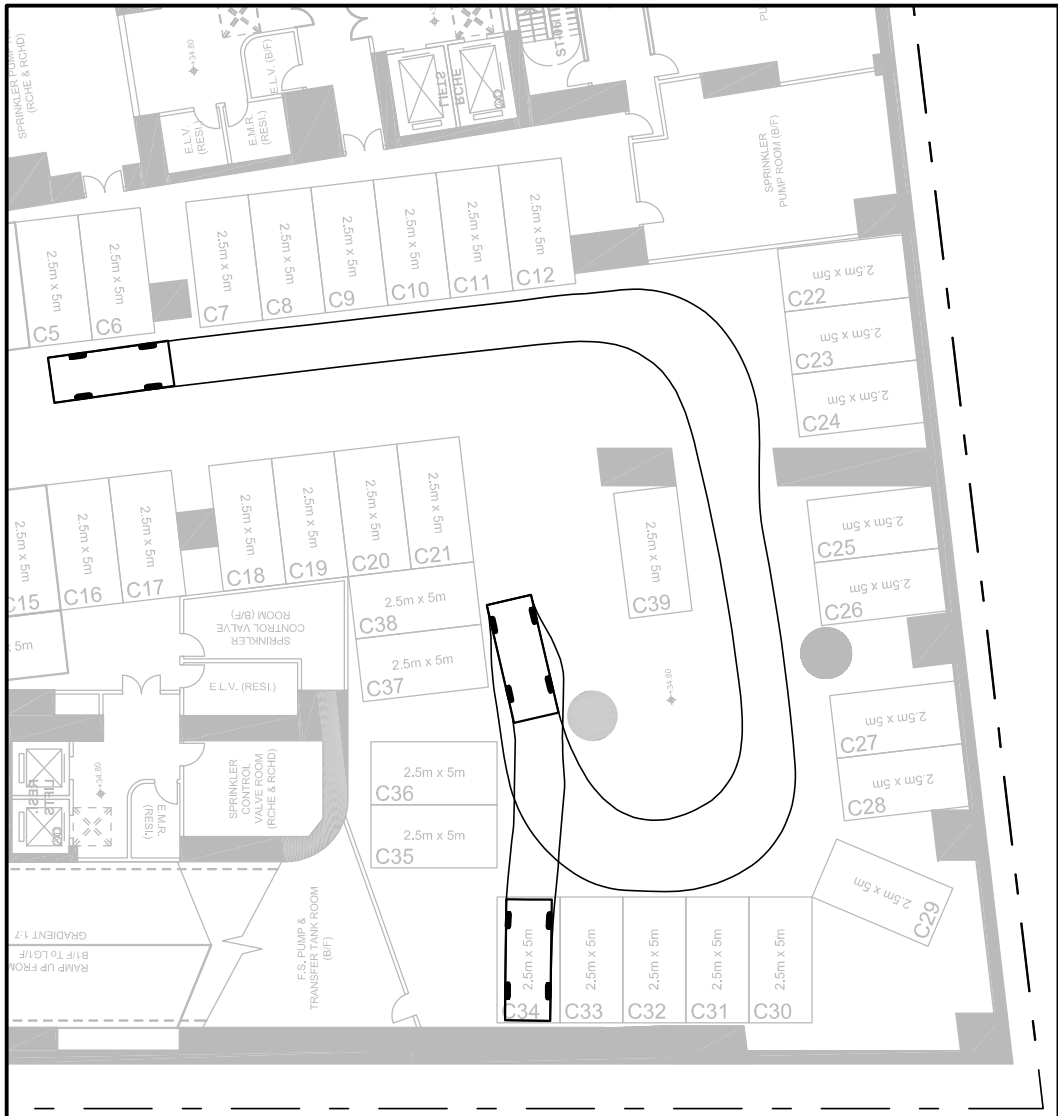
Figure No.	Revision
SP8	B

Designed by	Drawn by	Checked by
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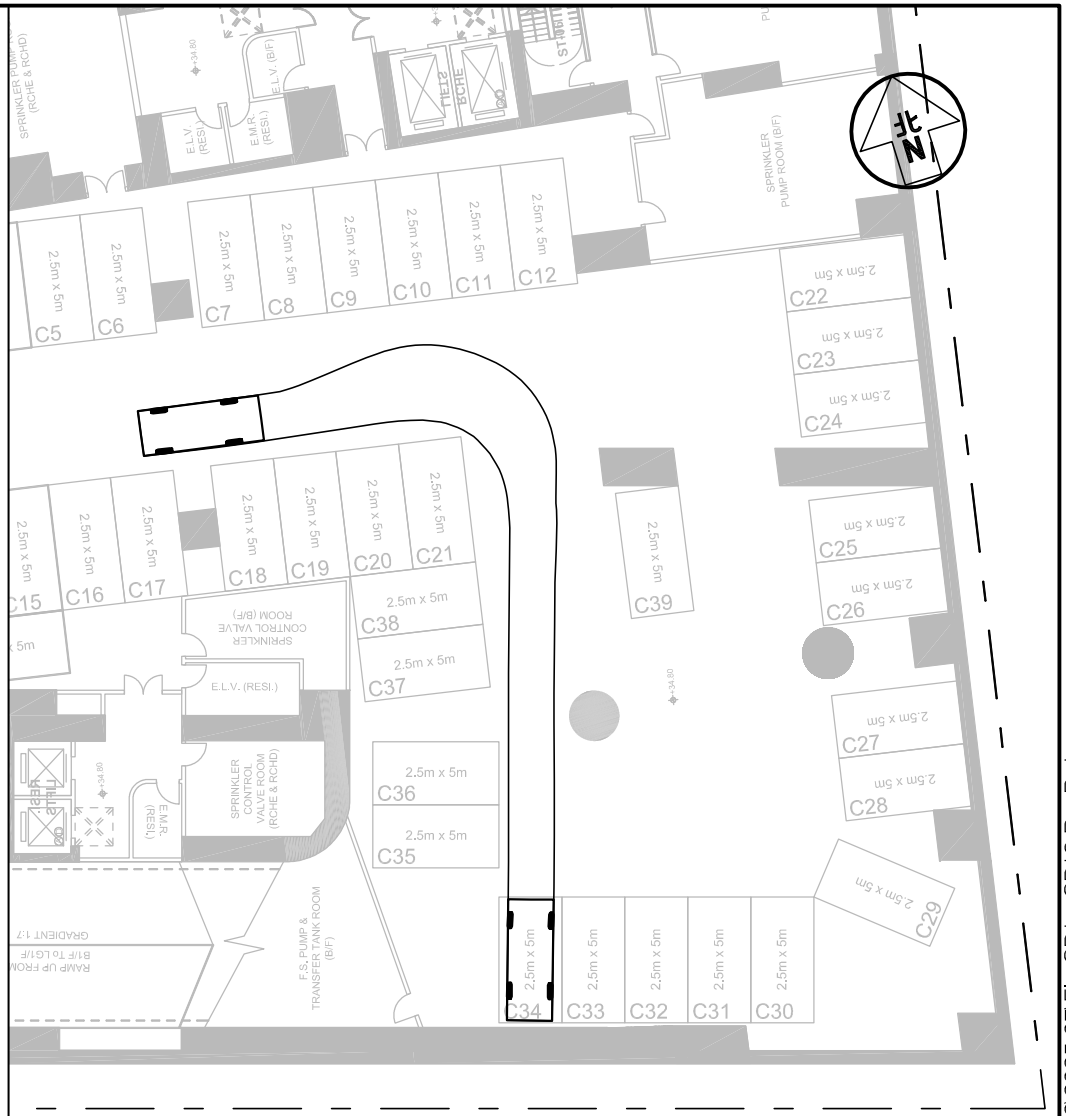
Scale in A4	Date
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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C34 ON B/F

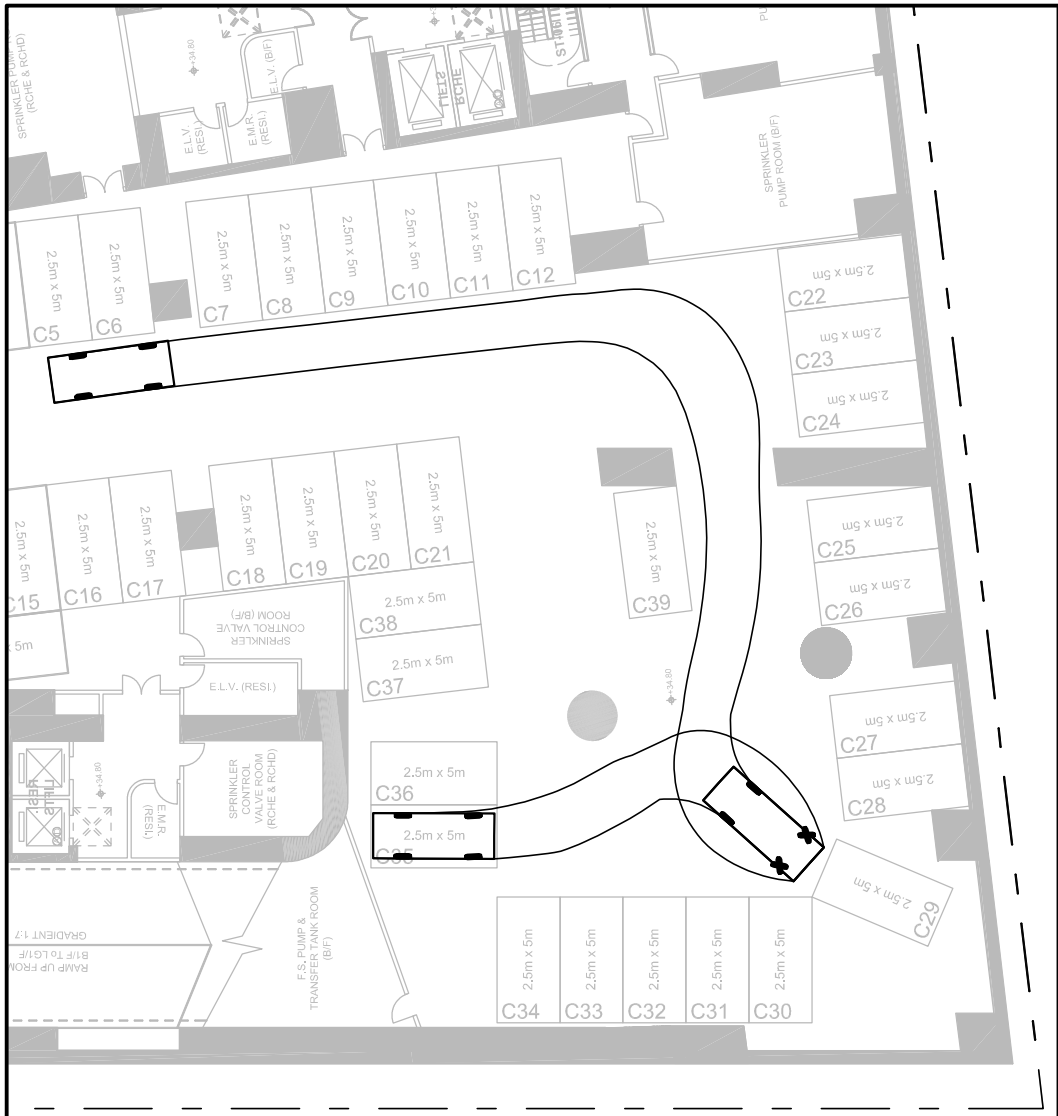
Figure No.	Revision
SP9	B

Designed by	Drawn by	Checked by
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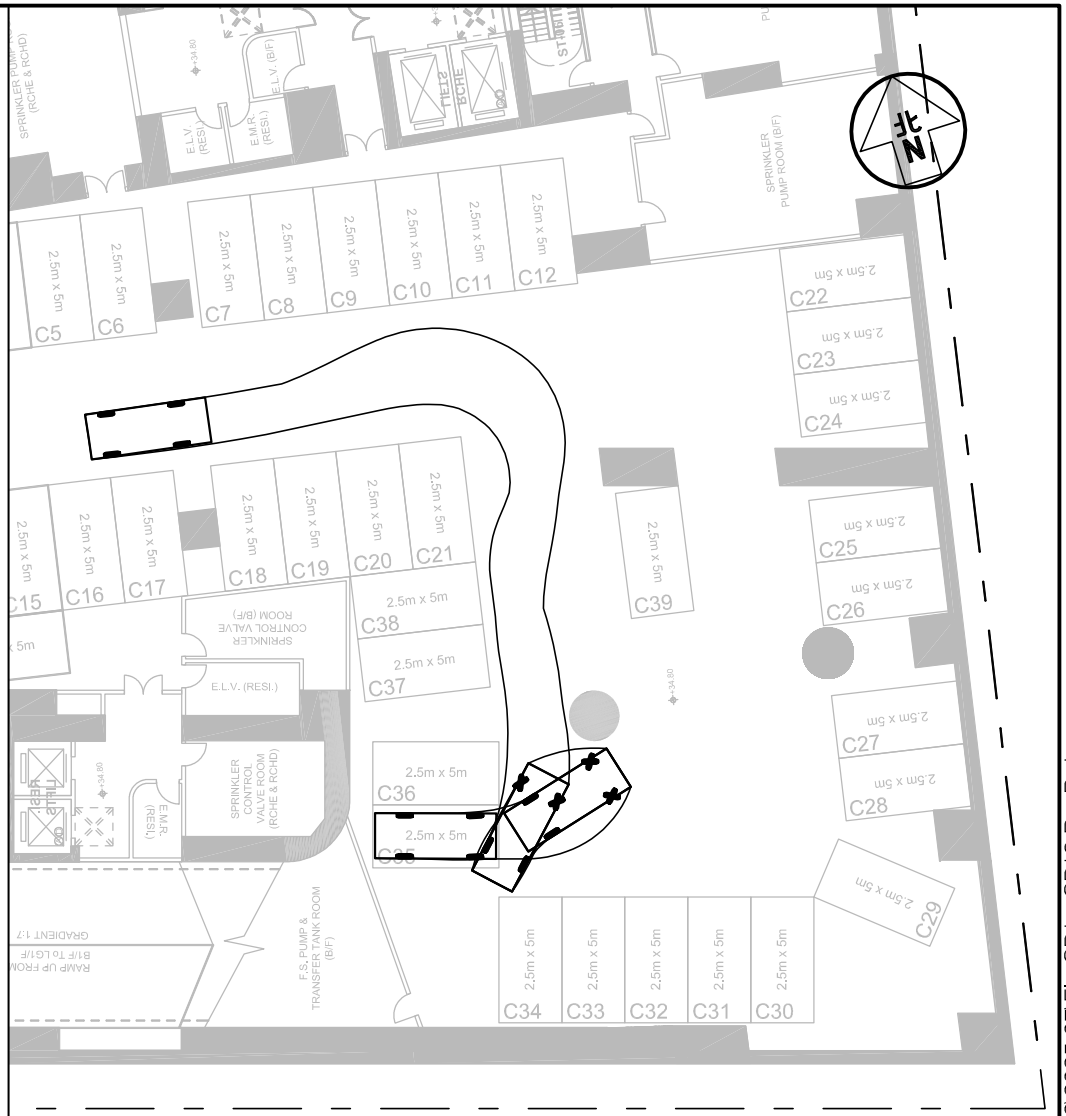
Scale in A4	Date
1 : 300	28 JUL 2025

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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C35 ON B/F

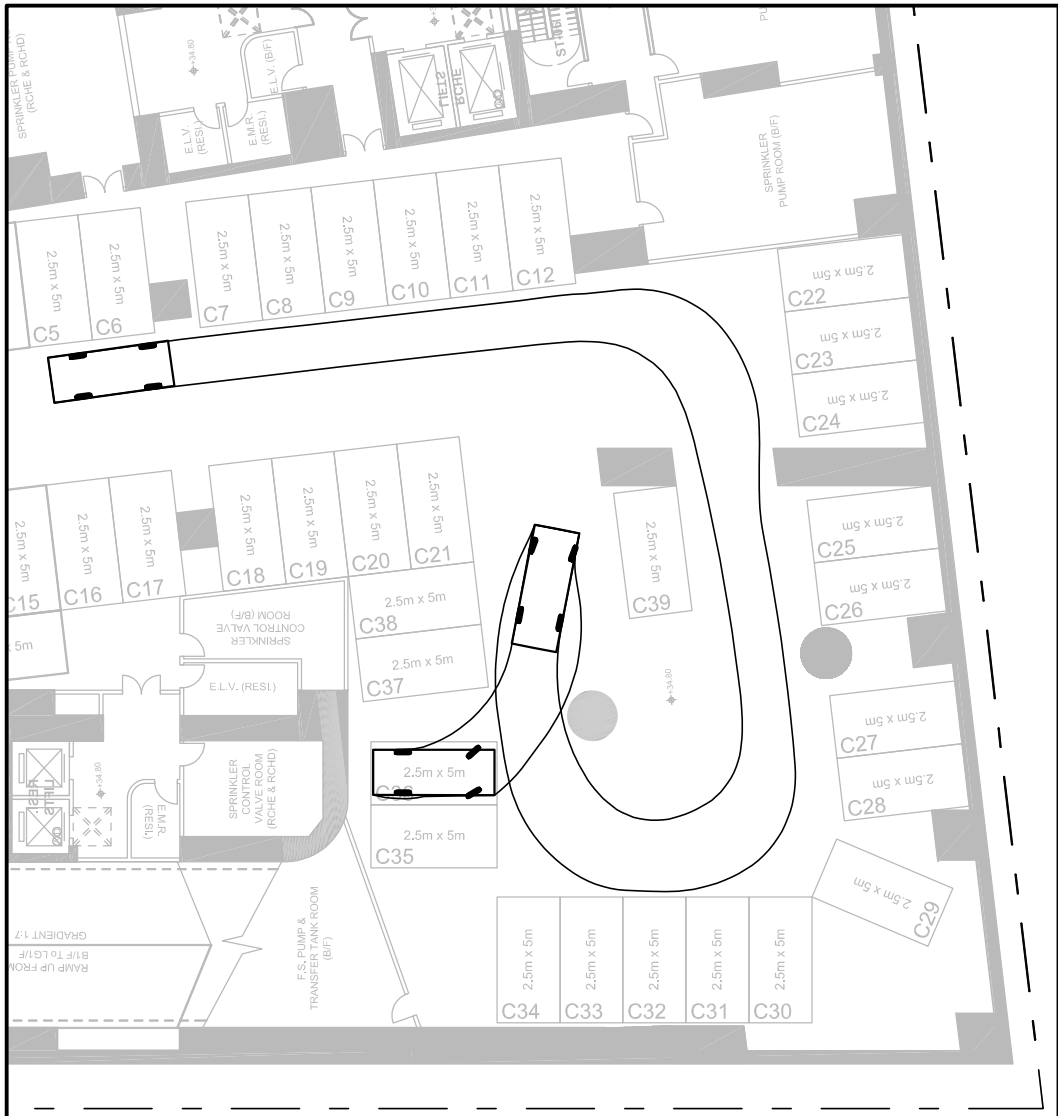
Figure No.	Revision
SP10	B

Designed by	Drawn by	Checked by
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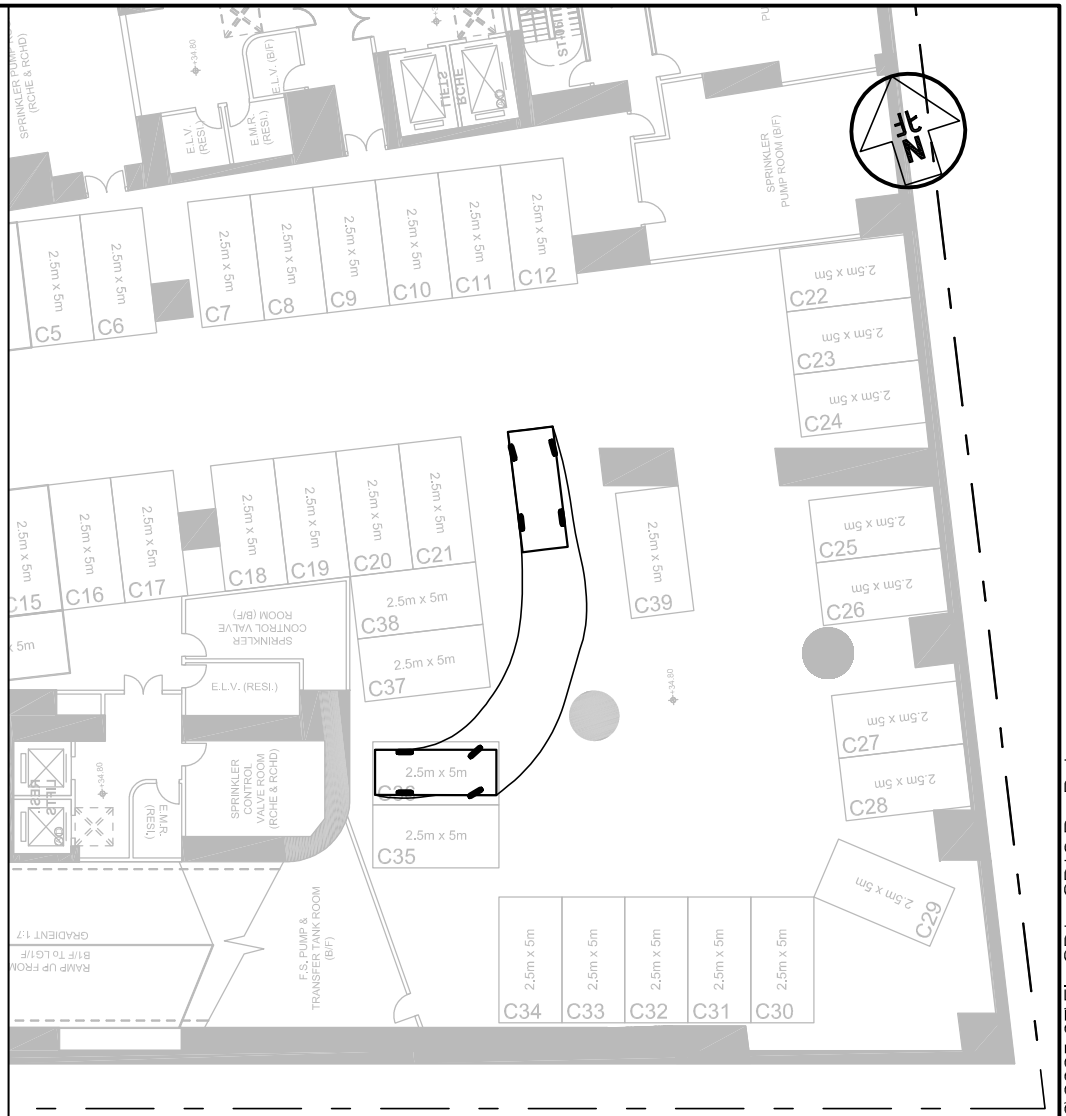
Scale in A4	Date
1 : 300	28 JUL 2025

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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C36 ON B/F

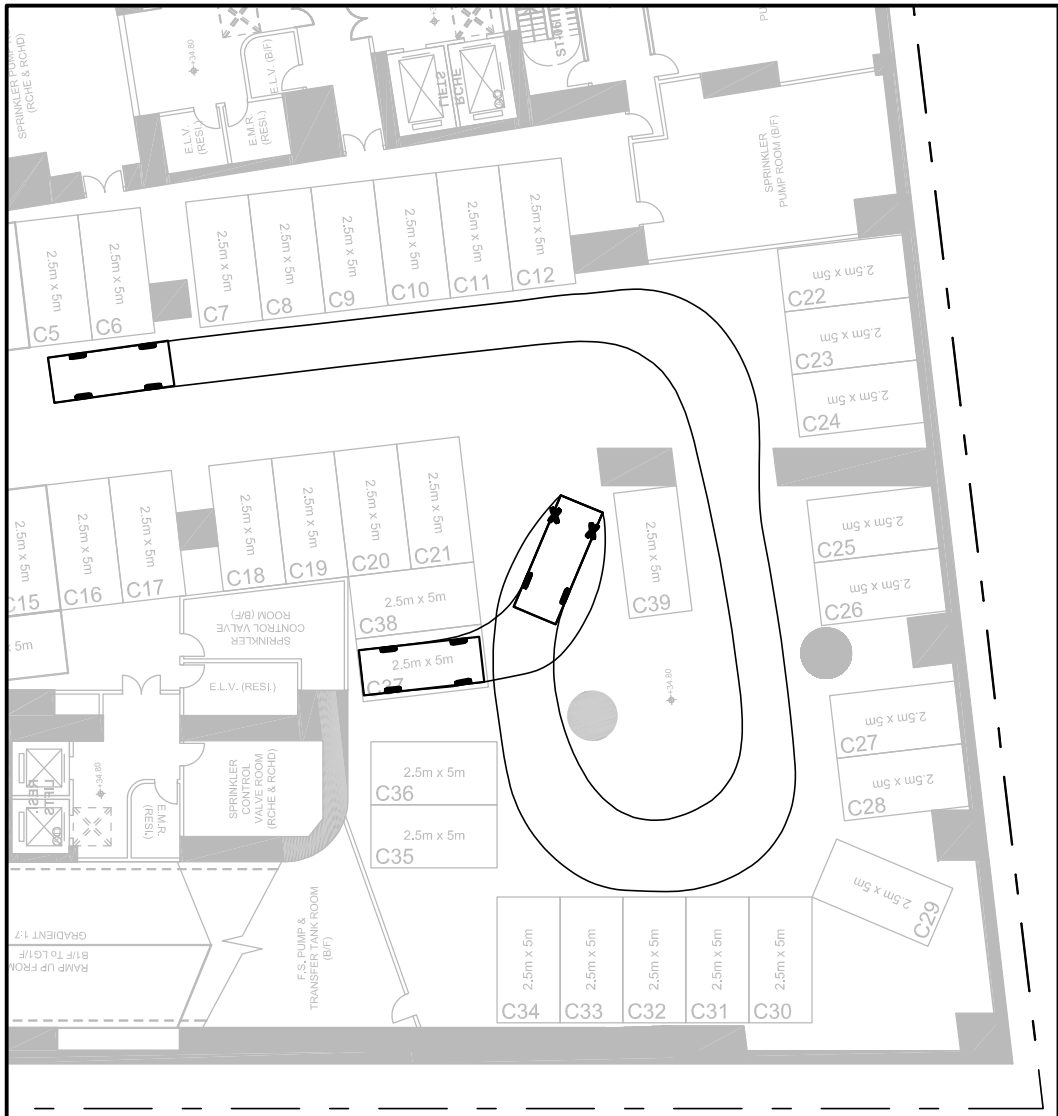
Figure No.	Revision
SP11	B

Designed by	Drawn by	Checked by
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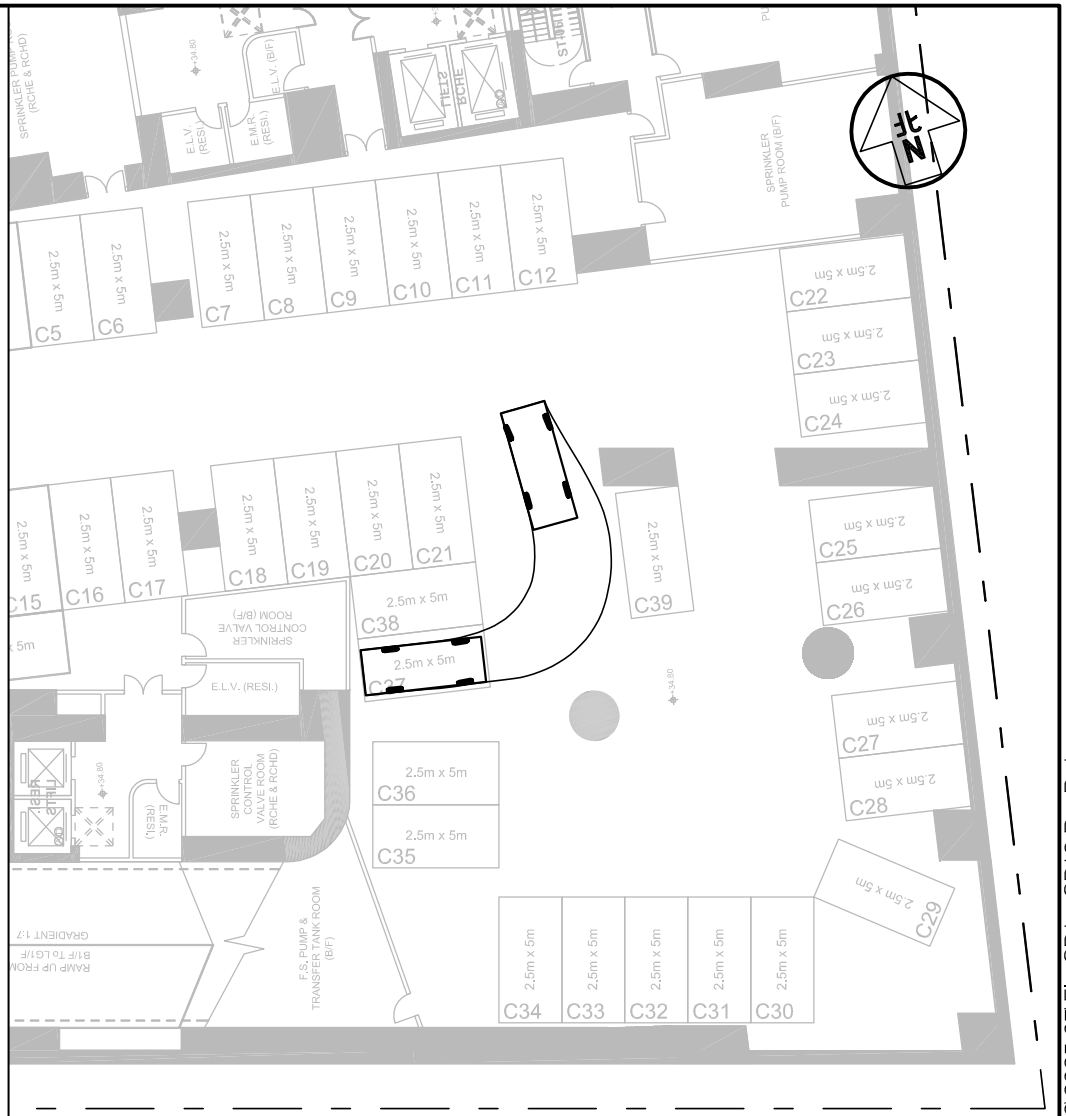
Scale in A4	Date
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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C37 ON B/F

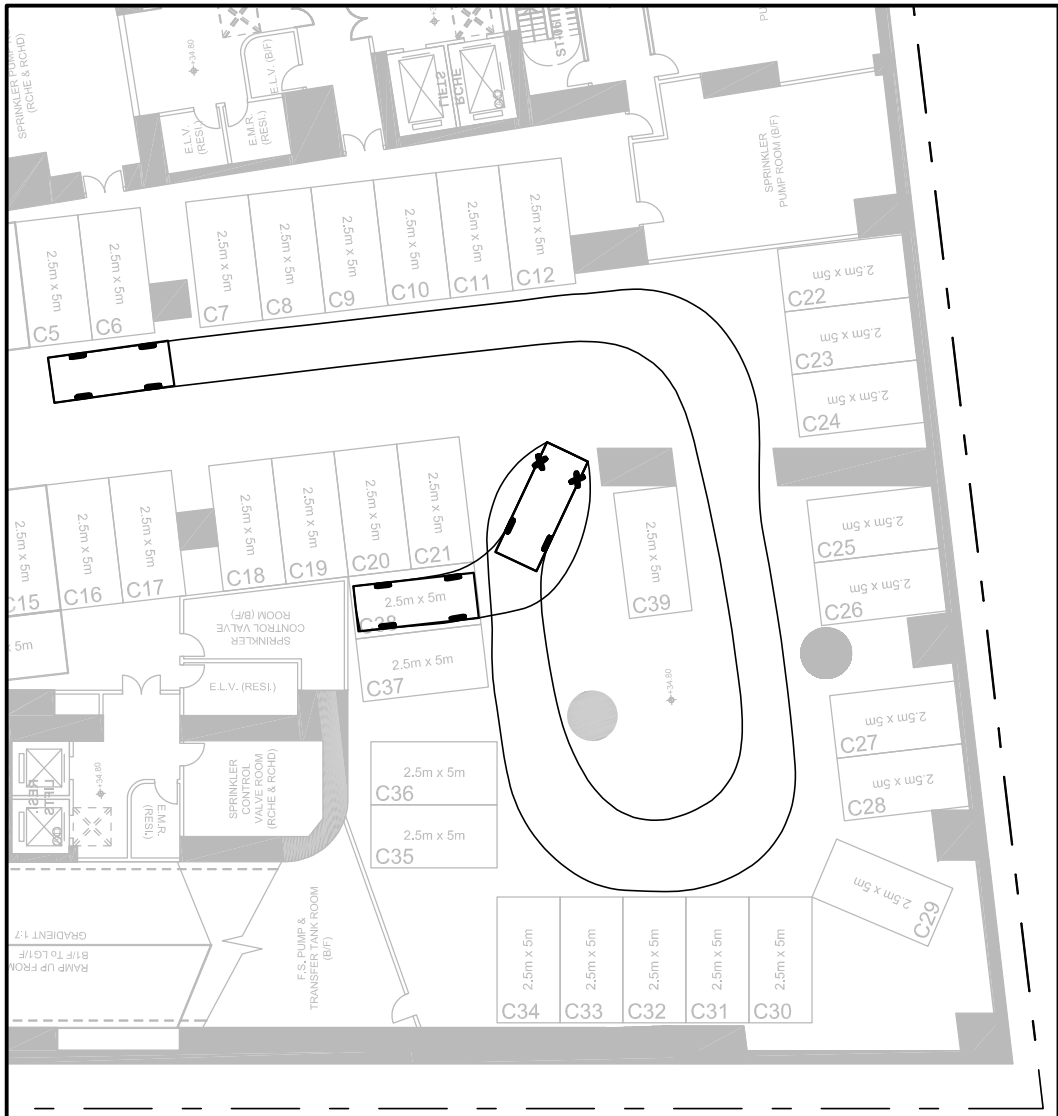
Figure No.	Revision
SP12	B

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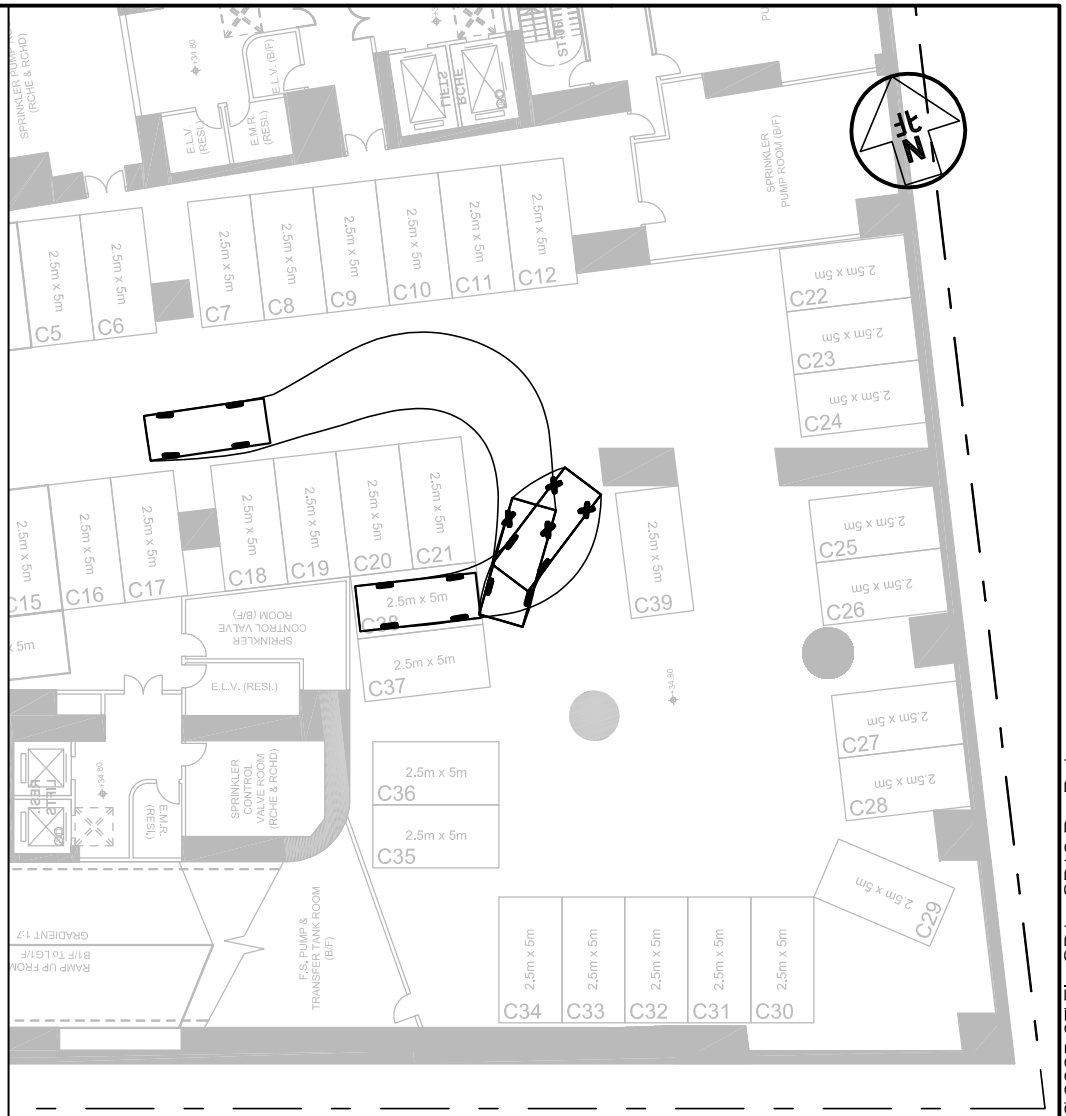
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Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE C38 ON B/F

Figure No.	Revision
SP13	B

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DeSPACE (International) Limited

Date: 22nd September 2025

Pages: 5 + Attachments

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

BY HAND AND BY EMAIL

(tpbpd@pland.gov.hk)

Dear Sir/Madam,

Submission of S12A Town Planning Application

****

For Proposed Rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2"), Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories

Planning Applicntlon No. Y/KC/17 - Further Information (2)

References are made to the emails on 10th September 2025 and 11th September 2025 from the Planning Department in relation to technical comments from Social Welfare Department.

In order to address the comments, attached please find the table of response-to-comment (RtC) with attachments for your consideration.

Should you have any queries with this submission, please feel free to contact Mr. Mario Li at [redacted] or the undersigned at [redacted].

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

DeSPACE (International) Limited 構建(國際)有限公司

Greg Lam

S12A Planning Application Rezoning from "Other Specified Uses" annotated "Business" ("OU(B)") to "Residential (Group E) 2" ("R(E)2")

Section 12A Application No. Y/KC/17

Departmental Comments		Responses
10 September 2025 refers: **Labour and Welfare Bureau (LWB) and Social Welfare Department (SWD)**		
RCHE Service perspective		
1	Development Scheme (Master Layout Plan) - It is noted that bedspaces are individually partitioned into single cubicles across 4/F and 5/F. In accordance with Para. 4.9.4 of the Code of Practice for Residential Care Home (Elderly Persons) June 2024 (Revised Edition) (CoP), "Every room used for habitation or for the purpose of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 31, 32and 33 of the Building (Planning) Regulations, (Cap. 123 sub. leg. F)." In this regard, the applicant is reminded to comply with the Chapter 4.9 Heating, Lighting and Ventilation of the CoP when designing the RCHE. - There are 11 parking spaces measuring 2.5m x 5m located at B1/F and another parking space labelled "disabled parking" measuring 3.5m x 5m on LG/F respectively which are demarcated as RCHE areas. Would the applicant please provide clarification on purposes of these parking spaces.	Noted. The design complies with the Chapter 4.9 Heating, Lighting and Ventilation of the CoP. The proposed parking spaces are intended for use by visitors of the RCHE only. Adequate parking provision will encourage more frequent visits from family members and relatives of RCHE residents. With reference to the Traffic Impact Assessment, the proposed transport provision are based on three comparable RCHEs with similar accessibility challenges (located far from MTR stations), including (1) Yan Chai Hospital Mrs. Kwok Yuk Cheung Care And Attention Home and Chinachem Care And Attention Home, (2) Caritas Li Ka Shing Care and Attention Home, Tuen Mun and (3) Freni Care and Attention Home.

2	<u>R-to-C</u> - The applicant noted our previous comments on the minimum provision of toilet and shower facilities and minimum area of floor space for each resident. - Regarding the provision of Laundry situated at 24m above the ground level, the applicant addressed the issue vide its reply to LORCHE that Section 4.5 of the planning statement has been updated, which stated that access to the ancillary facilities situated at 24m above the ground level (i.e. laundry) will be limited to staff only and will not be accessible to the residents. We have no further comment.	Noted.
3	<u>Schedule of Accommodation</u> - Referring to the SoA of 185-p RCHE derived from the standard SoA of 200-p RCHE, it is noted that the applicant had addressed our previous comments. The following issues are brought to the attention of the applicant for review – *Apparent excessive NOFA of the following provisions is noted –* 1. Nurse Station cum Medical Consultation Room 2. Soiled Utility Room Would the applicant please review and update the design of the above provisions. *Provision of Sky Garden on 4/F* This area should not be included in the RCHE SoA table, as it is an open, roof-top area. Would the applicant please remove from the SoA table.	A larger NOFA is proposed for "Nurse Station cum Medical Consultation Room" and "Soiled Utility Room" to provide a better working environment for staff and increased storage space to maintain tidiness and hygiene. The SoA table is updated. Please refer to **Attachment 1**.
Licensing perspective		
4	While our previous comments in July 2025 are still valid and applicable, the applicant is reminded that prescribed windows are required for all dormitory areas.	Noted. The prescribed windows are provided for all dormitory areas.

Departmental Comments		Responses
11 September 2025 refers: **Labour and Welfare Bureau (LWB) and Social Welfare Department (SWD)**		
RCHD Service perspective		
1	Please label "loading/unloading bay" and "parking" for RCHD light buses and ambulance distinctively. Please note that the loading/unloading bay should be linked with covered walkway to the RCHD lift lobby. The current "open to sky" location is not preferred.	The label "loading/unloading bay" and "parking" are marked on the relevant plans. Please refer to the **Attachment 2**. The design for covered walkway from the loading/unloading bay to the RCHD lift lobby will be explored in later detailed design stage.
2	As the proposed RCHD will be operated as a medium to high level care home providing home care services to those PWD with moderate to severe grade disabilities some residents are required to use walkers or wheelchairs and some may be mentally confused or have double incontinence. Please ensure that the PWDS can reach the "Lav./Shower Room" with a short walking distance.	Noted. The PWDs can reach the "Lav./Shower Room" with a short walking distance.
3	There is no specification in the Best Practice in Design and Operation of RCHD (March 2024) [Best Practice] on the ratio between the number of toilet and the number of beds. Instead, para. 6(a) of the Best Practice stated that toilet and shower facilities should be accessible directly within dormitory. If attached toilets/showers cannot be provided for individual dormitory, shared toilets/showers at short walking distance each serving a cluster of two dormitories should be provided. The design and size of toilet/bathrooms for RCHD residents should facilitate the use of disabled persons. The toilet and shower/bathroom should be large enough to accommodate wheelchair users and residents in need of transfer by lifting device and	Noted. The area of the toilet and shower/bathrooms are large enough for use of the PWDs.

	assistance by staff members. Please ensure that the area of the toilet and shower/bathrooms are large enough for use of the PWDs.	
4	According to para.6 (c) of Best Practice, each RCHD should be provided with proper isolation facilities, preferably a designated isolation room attached to the nurse duty room/nurse station, for intensive supervision or separation purpose. Therefore, the "sick-bay w/negative pressure" is preferred to be attached to the nurse station or located near the nurse station.	Noted. The "sick-bay w/negative pressure" to be attached to the nurse station or located near the nurse station will be explored in later detailed design stage.
Licensing perspective		
5	Paragraph 5.3.3 of the Code of Practice for Residential Care Homes (Persons with Disabilities) June 2024 (Revised Edition) stipulates "if an RCHD operator can prove that the RCHD possesses facilities for fire safety, evacuation and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of the DSW, the DSW may approve the ancillary facilities of the RCHD to which the residents normally do not have access (e.g. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24 m above the street level."	Noted.
6	It is noted that the laundry room is located above 24m where is not accessed by residents. The applicant should ensure barrier-free emergency access, adequate fire installations and contingency planning and the proposal should be submitted for DSW's consideration upon licence application stage.	Noted.

Attachment 1

Revised SoA

Schedule of Accomodation for 185-place RCHE - Summary

	No. s	Program	Area (m²)	Recommended Area for 200 ppl (SWD)	Recommended Area for 185 ppl (PRO RATA)	Provided vs Recommended (PRO RATA)	% diff (PRO RATA)	SWD Remarks
a) Resident's Area	185 beds	**Dormitory**	**1392.8 m²**	-	1324.6 m²	68.2 m²	5.2%	7.16m² per capita
b) Area for Common Use by Residents	1 x	**Small Group Activity Room**	**23.5 m²**	25.0 m²	23.1 m²	0.4 m²	1.6%	
	6 x	**Dining Area / Multipurpose Room**	**402.7 m²**	440.0 m²	407.0 m²	-4.3 m²	-1.1%	2.2m² per capita
	2 x	**Pantry for residents**	**29.7 m²**	as appro	as appro	**N/A**	**N/A**	
	5 x	**Communal Lavatory / Shower Room**	**144.5 m²**	as appro	as appro	**N/A**	**N/A**	
	6 x	**Accessible Lavatory**	**25.5 m²**	as appro	as appro	**N/A**	**N/A**	
c) Nursing Area	3 x	**Nurse Station cum Medical Consultation Room**	**77.6 m²**	48.0 m²	48.0 m²	29.6 m²	61.7%	10m² per floor per 50 residents
	3 x	**Sick/Isolation/Quiet Room**	**31.7 m²**	32.0 m²	-	-0.3 m²	-0.9%	8m² per floor per 50 residents
e) Rehabilitation Area	1 x	**Rehabilitation Area**	**86.8 m²**	100.0 m²	92.5 m²	-5.7 m²	-6.2%	100m² per building
	1 x	**Store for Rehabilitation Area**	**10.2 m²**	10.0 m²	-	0.2 m²	2.0%	10m² per building
f) Supporting Facilities	1 x	**Reception**	**7.7 m²**	8.0 m²	7.4 m²	0.3 m²	4.1%	
	1 x	**Administration Section**	**47.6 m²**	53.8 m²	49.8 m²	-2.2 m²	-4.4%	
	1 x	**Conference Room**	**27.4 m²**	27.0 m²	25.0 m²	2.4 m²	9.7%	
	2 x	**Interview/Meeting/Family Room**	**14.3 m²**	14.0 m²	-	0.3 m²	2.1%	1 No.s 8m² 1 No.s 6m²
	3 x	**Soiled Utility Room**	**25.1 m²**	16.0 m²	14.8 m²	10.3 m²	69.6%	4m² per floor per 50 residents
	3 x	**Clean Utility Room**	**17.3 m²**	20.0 m²	18.5 m²	-1.2 m²	-6.5%	20m² per building
	1 x	**Laundry**	**49.5 m²**	50.5 m²	46.7 m²	2.8 m²	6.0%	
	1 x	**Kitchen cum Store**	**60.1 m²**	60.0 m²	55.5 m²	4.6 m²	8.3%	
	8 x	**General Store**	**69.5 m²**	70.0 m²	64.8 m²	4.8 m²	7.3%	70m² per building
	3 x	**Refuse Room**	**13.1 m²**	as appro	as appro	**N/A**	**N/A**	
	1 x	**Cleaner's Room**	**4.8 m²**	as appro	as appro	**N/A**	**N/A**	
Total			**2561.4 m²**					

Attachment 2

Revised Plans



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Flat 12, 8/F.,
Decca Industrial Centre,
12 Kut Shing Street, Chai Wan,
Hong Kong SAR
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Fax: (852) 2155 1008
Email: info@indexarchitecture.com

FOR INFORMATION

Issue	Description	Date
-	ISSUE	10-04-2024

ALL DRAWINGS AND WRITTEN MATERIAL HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE DESINGER, AND THE SAME WAY NOT BE DUPLICATED, USED, OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE DESIGNER.

ALL DIMENSION TO BE VERIFIED BY CONTRACTOR

Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: G/F Layout Plan

Sheet: Rev:-



B 1 / F
Car parking use



L G 1 / F
Car parking use



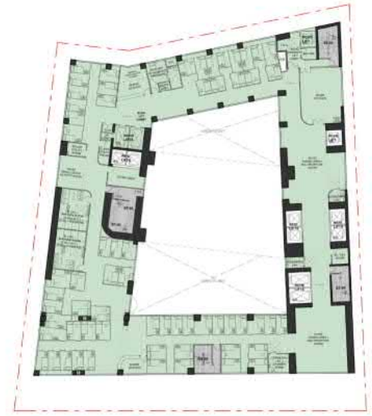
G / F
Shared use



1 / F
RCHD use



2 / F
RCHD use



3 / F
RCHD use



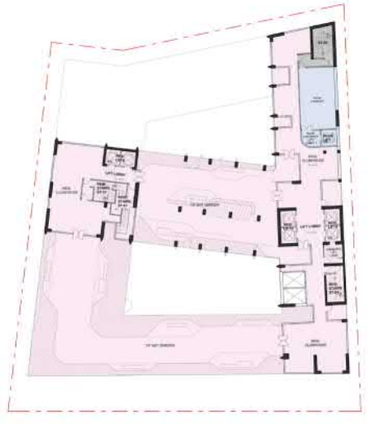
4 / F
RCHE use



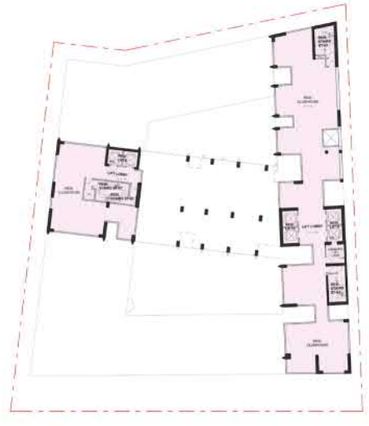
5 / F
RCHE use



6 / F
RCHE use



7 / F
RCHE + Residential clubhouse



8 / F
Residential clubhouse



9 - 2 6 / F
Residential use

Shop Area

Shared Area

RCHD Zone

RCHE Zone

Residential Zone

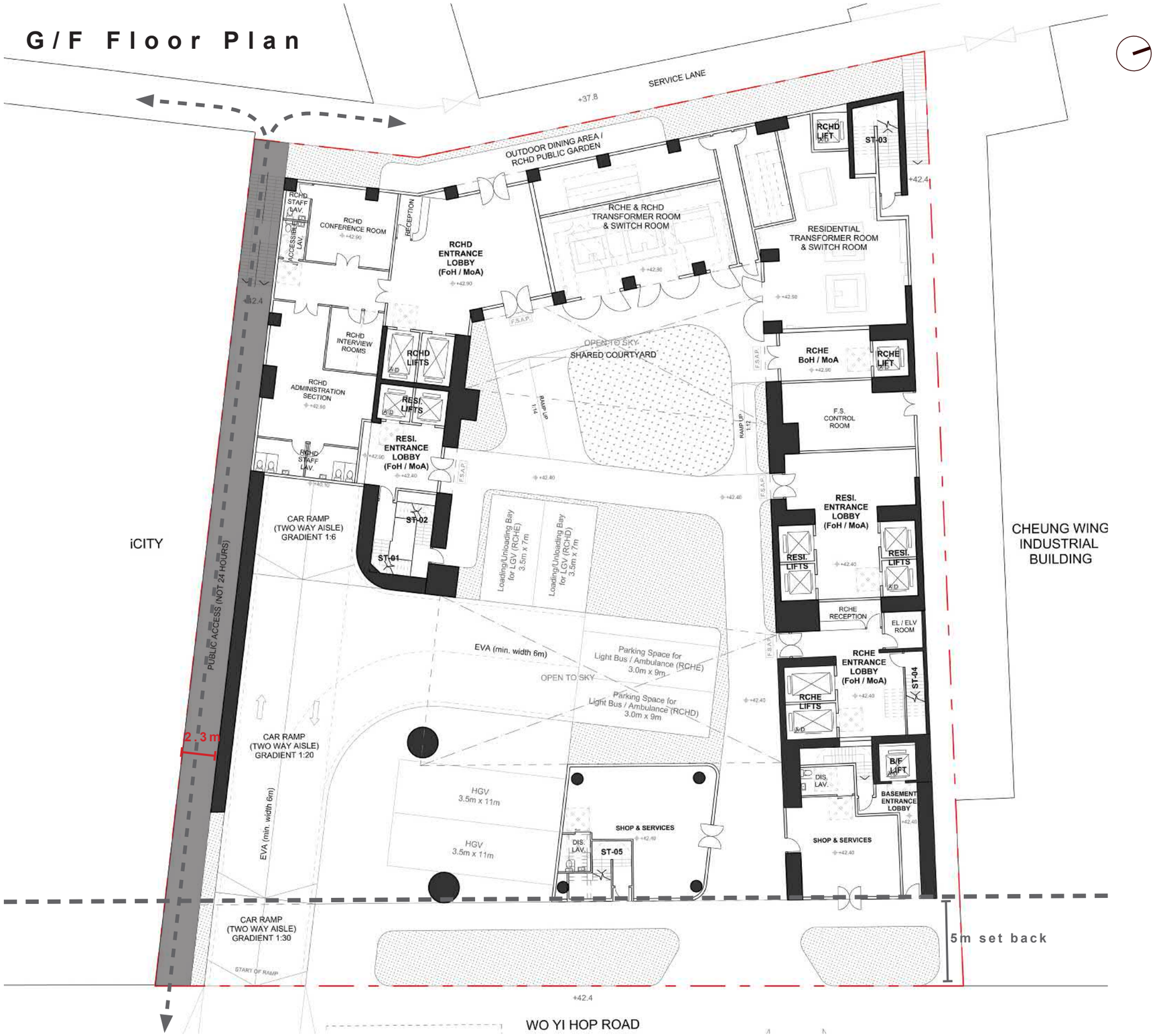
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PREMISE DEMARCATION PLANS OVERVIEW

G/F Floor Plan



5. Public Access (Not 24-Hours): public pathway for direct access from Wo Yi Hop Road to Service Lane through Project Site

DESIGN CONCEPT

With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the entirety of the building is set-back from the southern site boundary. A pedestrian foot-path is provided to connect Wo Yi Hop Road with the service lane, thereby providing greater connectivity between Wo Yi Hop Road, Ta Chuen Ping Street and Lam Tin Street.

DESIGN GUIDELINE

- The entirety of the building is set back from the southern site boundary to provide an approximately 2.3m wide pedestrian access path.

- The access path will be designed with hard-paving to improve the street scape condition of the neighborhood at pedestrian level.

Remark

A 5m setback serves as a buffer zone to the nearby road. It also provides an opportunity to enhance the area with landscaping at the pedestrain level.

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URBAN DESIGN MERIT 5 - PUBLIC ACCESS



Application Site Boundary

Building Above

Proposed Shrub Planting

Proposed Grass Paving

Proposed Paving

Proposed Paving

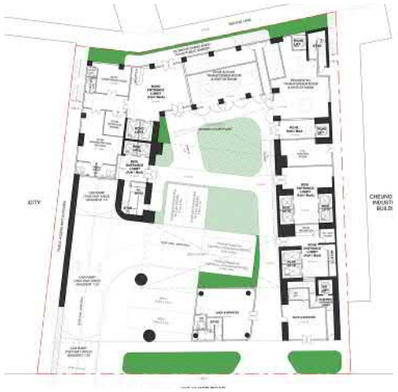
Proposed Bench Seating

CONCEPTUAL LANDSCAPE MASTER PLAN - G/F

0 1 2 5m

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Primary Zone



G/F

Total Green Area: 276.5m2

Greening features with no reduction factor
188.0m2

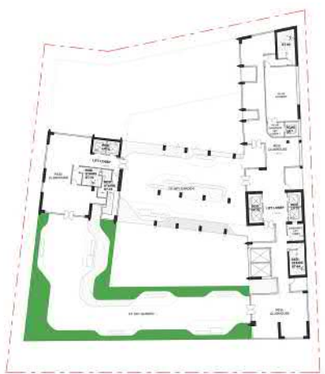
Greening features subject to 50% reduction factor
177.0 x 0.5 = 88.5m2

Non-Primary Zone



4/F Sky Garden

Total Green Area: 120.0m2



7/F Sky Garden

Total Green Area: 156.5m2

*SITE AREA: 2764.8m2
(min total green coverage: 553.0m2 or 20%)

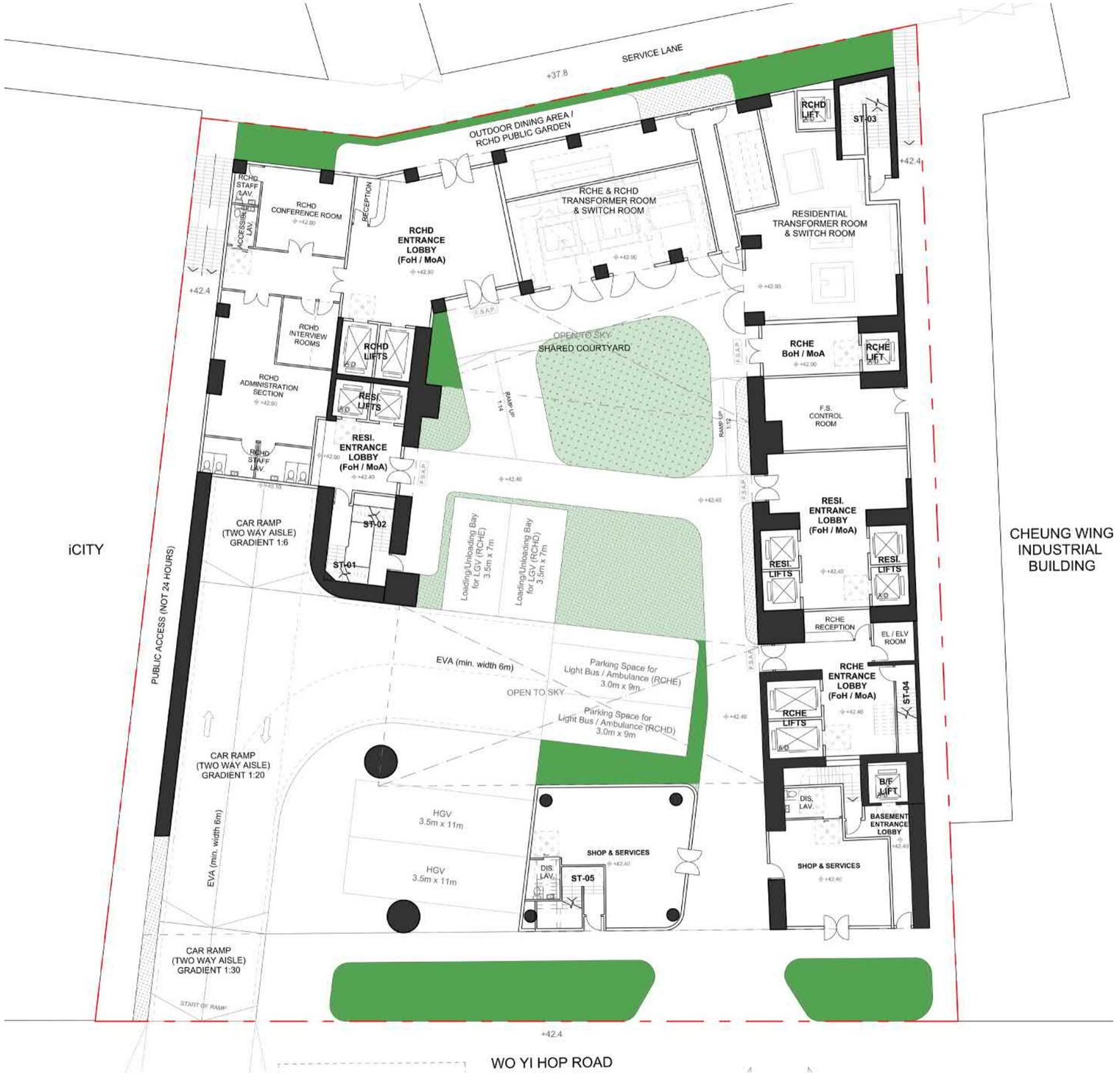
TOTAL GREEN COVERAGE

not less than 553.0m2 or 20%

	Greening features with no reduction factor	Greening features subject to 50% reduction factor (*Max. 165.9m2)	**Total area**
Primary Zone (*Min.276.5m2)	188.0m2	88.5m2	**276.5m2 (10%)**
Non- Primary Zone (*Max.276.5m2)	276.5m2	-	**276.5m2 (10%)**
Total Area	464.5m2	88.5m2	**553.0m2**

GREEN COVERAGE CALCULATIONS

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G/F

(Primary Zone)
Total Green Area: 276.5m2

Greening features with no reduction factor
188.0m2

Greening features subject to 50% reduction factor
177 x 0.5 = 88.5m2

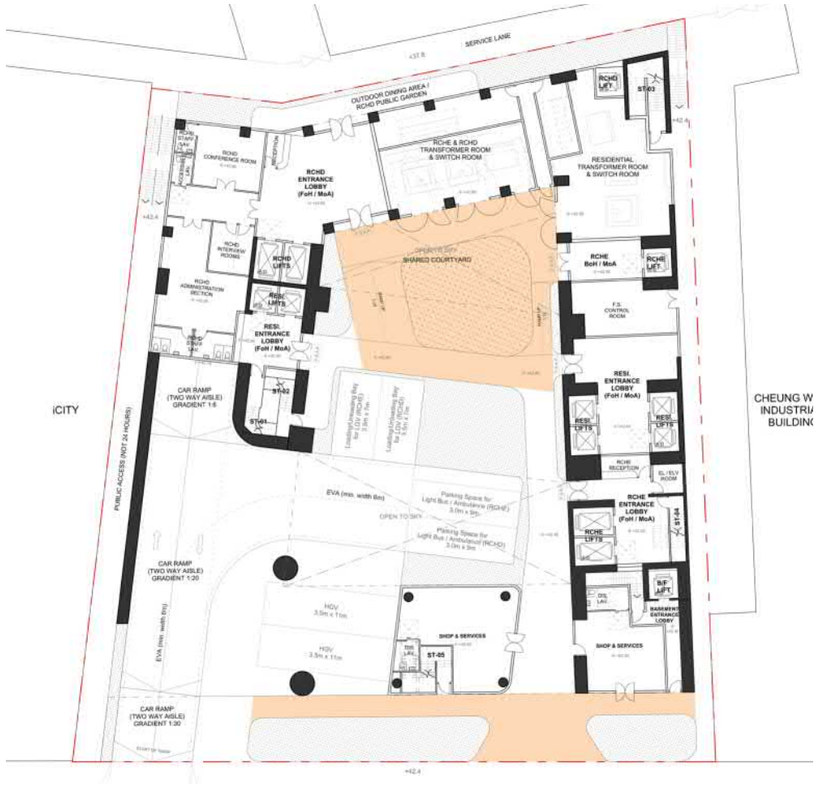
GREEN COVERAGE - G/F

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Total number of person: 1064

no.s bed applied for: 280 - 380
380 in RCHD & RCHE

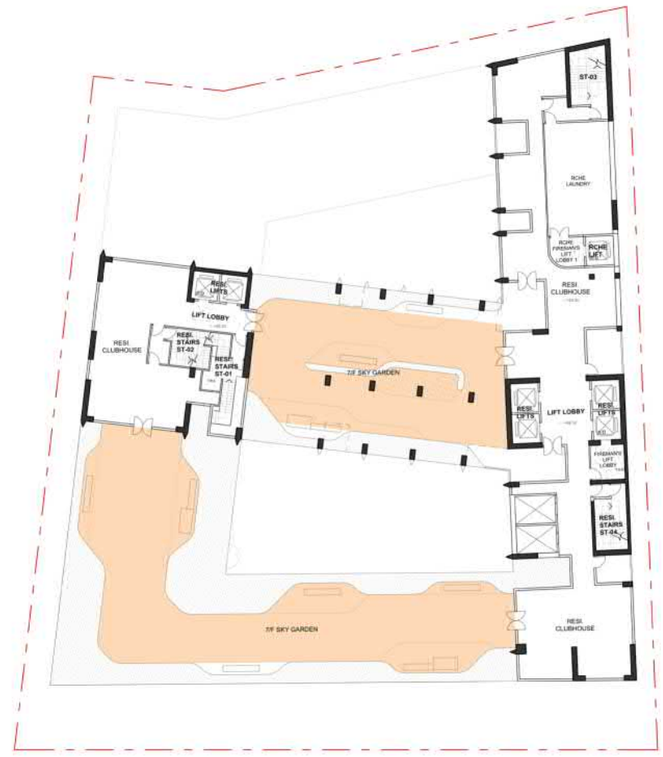
253 no.s units x 2.7person per unit
684 in Residential Units



G/F: 361m2



4/F: 185m2



7/F: 518m2

TOTAL OPEN SPACE: 1064SQM or NOT LESS THAN 1SQM PER PERSON

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Date: 3rd October 2025

Pages: 8 + Attachments

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

BY HAND AND BY EMAIL

(tpbpd@pland.gov.hk)

Dear Sir/Madam,

Submission of S12A Town Planning Application

****

For Proposed Rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2"), Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories

Planning Application No. Y/KC/17 - Further Information (3)

References are made to the emails on 23rd September 2025 and 25th September 2025 from the Planning Department in relation to technical comments.

In order to address the comments, attached please find the table of response-to-comment (RtC) with attachments for your consideration.

Should you have any queries with this submission, please feel free to contact Mr. Mario Li at [redacted] or the undersigned at [redacted].

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

DeSPACE (International) Limited 構建(國際)有限公司

Greg Lam

S12A Planning Application Rezoning from "Other Specified Uses" annotated "Business" ("OU(B)") to "Residential (Group E) 2" ("R(E)2")

Section 12A Application No. Y/KC/17

Departmental Comments		Responses
23 September 2025 refers: **Urban Design Unit, PlanD**		
1	It is noted from the R-to-C Table and para. 6.10 of the planning statement that no landscape treatment is proposed at the rooftop. The Consultant may wish to review/update the Schematic Sections in the Landscape Master Plan to ensure consistency.	Noted and updated. Please refer to the **Attachment 1 – Revised Landscape Master Plan**.

Departmental Comments		Responses
25 September 2025 refers: **Landscape Unit, PlanD**		
1	Appendix 6 (Landscape Master Plan): Drawing – Schematic Section – G/F – Discrepancy in the section is observed between the proposed planting type located in the shared courtyard and the description. The applicant is advised to rectify the discrepancy.	Noted and updated. Please refer to the **Attachment 1 – Revised Landscape Master Plan**.

Departmental Comments		Responses
25 September 2025 refers: **Tsuen Wan and West Kowloon District Planning Office, PlanD**		
1	The applicant's intention to maximise the provision of RCHE/RCHD floor area to meet the 12,000m^2 cap of LandsD's incentive schemes for provision of RCHE/RCHD in new private developments under the indicative scheme is noted. It is also noted that a development restriction of a minimum non-domestic GFA of 7,200m^2 for RCHE and/or RCHD is suggested in the proposed Notes for the "R(E)2" zone to provide flexibility in floor area arrangement. In this regard, please clarify the alternative floor use arrangement of the remaining non-domestic GFA of 4,800m2 as a scenario in which the proposal to maximise the provision of RCHE and/or RCHD is not being pursued.	The Applicant's primary objective is to maximize the RCHE/RCHD floor area provision. The current scheme proposes an optimal development model comprising domestic GFA of 16,458m², RCHE/RCHD GFA of 12,000m², and shop and services GFA of 131m². This mix has been carefully determined based on land use compatibility, financial viability and demands for private residential units and quality RCHE/RCHD services. The proposed shop and services GFA of 131m² is considered sufficient to cater to the residents' needs.

		The non-domestic GFA to be erected will be subject to detailed technical viability study and the intentions of potential operators to run the optimal size of premises. This takes into account the demand and service gaps arising from the changing market, operator's operational capacity and floor area efficiency, all aimed at providing a comfortable, safe and quality space for the occupants. In the event that the RCHE/RCHD floor area does not reach the maximum 12,000m^2, the remaining non-domestic GFA of 4,800m^2 would accommodate uses under Column 2 of the proposed R(E)2 zone, specifically those that are compatible with and supportive of the needs of flat residents, RCHE/RCHD occupants and the community. These uses may include, but are not limited to, "Eating Place", "Shop and Services", "Educational Institution" and/or "Hotel" etc. The compatibility and technical feasibility of these alternative floor uses will be fully assessed in the subsequent S16 planning application, if necessary.
2	If available, please supplement the details of the operator(s) of the proposed RCHE/RCHD facilities.	At this stage, the applicant has not reached any agreement with potential operators for the proposed RCHE/RCHD.

Departmental Comments		Responses
28 August 2025 refers: **Tsuen Wan and West Kowloon District Planning Office, Planning Department (PlanD)**		
1	Please specify the opening hours of the 2.3-wide pedestrian access connecting Wo Yi Hop Road to the service lane.	This footpath is accessible to the public from 9am to 6pm daily. It is proposed based on normal commercial activity periods, consideration for the security and management of the development and maintaining reasonable public accessibility during daytime. Updated in Section 4.4.5 Public Access of the

		Planning Statement. Please refer to the **Attachment 3 – Extract of Revised Planning Statement.** Remarks: FI(1) responses to be superseded)
2	/	A minor error on the plan "Urban Design Merits Overview" is noted and amended. Please refer to the **Attachment 2 – Revised Planning and Design Merits.**

Departmental Comments		Responses
23 September 2025 refers: **Environmental Protection Department (EPD)**		
Air Quality Planning Statement		
1	Section 6.13 – (i) Last Sentence of Paragraph 1: Please revise as "Hence, no adverse air quality impacts associated with the construction activities of the proposed development are anticipated".	The sentence is revised. Please refer to the **Attachment 3 – Extract of Revised Planning Statement.**
	(ii) Line 4 of Paragraph 2: Please remove this sentence "Refuse collection points North Kwai Chung Market are located away from the Proposed Development and will be regularly cleaned and maintained by FEHD." as the meaning is unclear.	The sentence is removed.
	(iii) Paragraph 2: The statements concerning potential odour impacts from the RCPs and North Kwai Chung Market are subject to revision, as the AQIA has not been finalized.	The related sentence is revised.
	(iv) The statements regarding potential air quality impacts from data	The related sentence is revised.

	centers should align with those in the finalized AQIA. Please update according to the comments provided for the AQIA below.	
Revised Air Quality Impact Assessment (AQIA)		
2	RtC#22(ii) and Sections 2.5.7 and 4.3.2: Our previous comments have yet to be addressed. Please provide the written confirmation from the operator or the building management to verify the inactive status of these three chimneys.	Please refer to the **Attachment 4 – Revised Air Quality Impact Assessment.** Written confirmation from operator or building management cannot be provided due to rejection by building management and owner. Site inspection and investigation is therefore carried out in weekdays and weekend to verify the status of chimneys. Detailed findings refer to Appendix 2.3.
3	RtC#24(iii) and Section 2.5.11: Our previous comments have yet to be fully addressed. Relevant documents for the two approved S.16 applications should be provided as reference sources. Please review the potential air quality impacts of PDC_01 and PDC_02 on the proposed development using one of the following approaches: (i) Confirm whether these two chimneys are located more than 200 m away from the proposed project site, thereby satisfying the buffer distance requirements for industrial chimneys by HKPSG. (ii) Confirm whether these two chimneys are designated exclusively for emergency power generation, and provide details of routine running tests, including frequency and duration, to demonstrate that these chimneys associated with the emergency generators are not considered as industrial chimneys.	The potential air quality impacts of PDC_01 and PDC_02 are assessed. These two chimneys are located more than 200 m away from the proposed project site, thereby satisfying the buffer distance requirements for industrial chimneys by HKPSG, no adverse air quality impact on Proposed Development is anticipated. The section is revised accordingly.
4	RtC#29 and Section 4.3.5: (i) Please correct the typo “dated,” in Line 7. (ii) RtoC#29(ii), Our previous comments have yet to be addressed. Please provide the written confirmations from the owners or operators of the RCPs	 The section is revised accordingly. No relevant information from the owners or operators of the RCPs and the North Kwai Chung Market regarding the

	and the North Kwai Chung Market, regarding the implementation of deodorizing devices or other control measures to mitigate potential odour impacts. (iii) RtoC#29(iii), following the email to you from our colleague of regional office (YU/CHEUNG) dated 19 September 2025, please note that there was no relevant complaint against the RCPs and North Kwai Chung Market received over the past 5 years. Please update accordingly.	implementation of deodorizing devices or other control measures is received. Site survey is therefore carried out to verify odour problem. No odour from the RCPs and the North Kwai Chung Marketis identified. The section is revised accordingly.
5	Section 2.3.1: Error message was found at the end of the paragraph.	The section is revised accordingly.
6	Tables 2.3 and 2.4: (i) Please present the 19th highest 24-hour FSP concentrations. (ii) The 2024 air quality monitoring data is now available and the latest five-year data should be presented. Please revise Table 2.3 and Section 2.5.2 accordingly .	 The table is revised accordingly. The section is revised accordingly.
7	Section 2.5.2: In addition to NO2, the annual average FSP concentrations in 2019, 2021 and 2023 also exceed the prevailing AQO. Please revise.	The section is revised accordingly.
8	Sub-section title before Section 3.3.1: Please revise “Fugitive Dust” to “Gaseous and PM Emissions”.	The sub-section title is revised accordingly.
9	Section 3.3.5: (i) Please provide the maximum number of PME to be deployed simultaneously at the work site. (ii) Please note that it should be “Air Pollution Control (Fuel Restriction) Regulation**s**”.	 The section is revised accordingly. The section is revised accordingly.
10	Section 4.3.3: (i) Please maintain the consistency of naming for chimneys across the	 Noted.

	submissions. Please revise “GSD 01-21” in Line 1 to “GDS_01-21”. (ii) Please remove Line 2 “The air-sensitive uses at the proposed Development have been positioned away from the industrial as far as possible” or otherwise provide sufficient justifications. (iii) Please verify whether the details of the routine running tests for the emergency generators at the GDS Data Centre have been obtained from their owners or operators.	 The section is removed accordingly. The section is revised, since no information can be obtained form owners or operators, reference is made to general standard accepted by data center industry for details of the routine running tests.
11	Section 4.3.7: Please revise first sentence as “……and not under ‘shop and services’ use **are** controlled under APCO”.	The section is revised accordingly.
12	Figure 2.3: The exhaust outlets for both the carpark and kitchen are oriented towards ASRs in close proximity. Please be advised that potential air and odour nuisances are anticipated, and enhanced measures may be necessary.	The use of enhanced measures would be considered when necessary which is presented in Section 4.4.1.
Land Contamination Revised Land Contamination Review		
13	Section 2.4.3: (i) Please specify whether the vehicle repair workshop is accessible during site walkover. (ii) Please indicate whether the vehicle repair workshop is still in operation. If that is the case, please mention it in Section 3.1.4 to reflect that, due to its ongoing activity, new sources of contamination—such as changes in operation or land use—may arise, necessitating further site re-appraisal. (iii) Please remove "and in the past" in the last sentence, as the past condition regarding spillage / leakage / contamination at the workshop is not available in Appendix 6.	 Section 2.4.3 is revised. The vehicle repair workshop is accessible and in operation during site walkover conducted on 25th July 2025. Section 3.1.4 is revised. Section 2.4.3 is revised.

14	Appendix 6 and RtC#12: The photo description should focus on documenting on-site observations and conditions to substantiate any potential land contamination issues, rather than solely providing locational information. Please update accordingly.	Please refer to the **Attachment 5 –Revised Land Contamination Review.** Appendix 6 is revised accordingly if the relevant photos present any potential sources of pollution, and confirmation that there were no spillage / leakage / contamination during the site walkovers.

Attachment 1

Revised Landscape Master Plan



Application Site Boundary

Building Above

Proposed Shrub Planting

Proposed Grass Paving

Proposed Paving

Proposed Paving

Proposed Bench Seating

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CONCEPTUAL LANDSCAPE MASTER PLAN - G/F

0 1 2 5m



Application Site Boundary

Proposed Shrub Planting

Proposed Paving

Proposed Paving

Proposed Bench Seating

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CONCEPTUAL LANDSCAPE MASTER PLAN - 4/F SKY GARDEN

0 1 2 5m



Application Site Boundary

Proposed Shrub Planting

Proposed Grass Paving

Proposed Paving

Proposed Paving

Proposed Bench Seating

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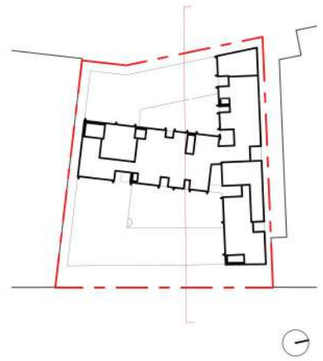
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CONCEPTUAL LANDSCAPE MASTER PLAN - 7/F SKY GARDEN

0 1 2 5m

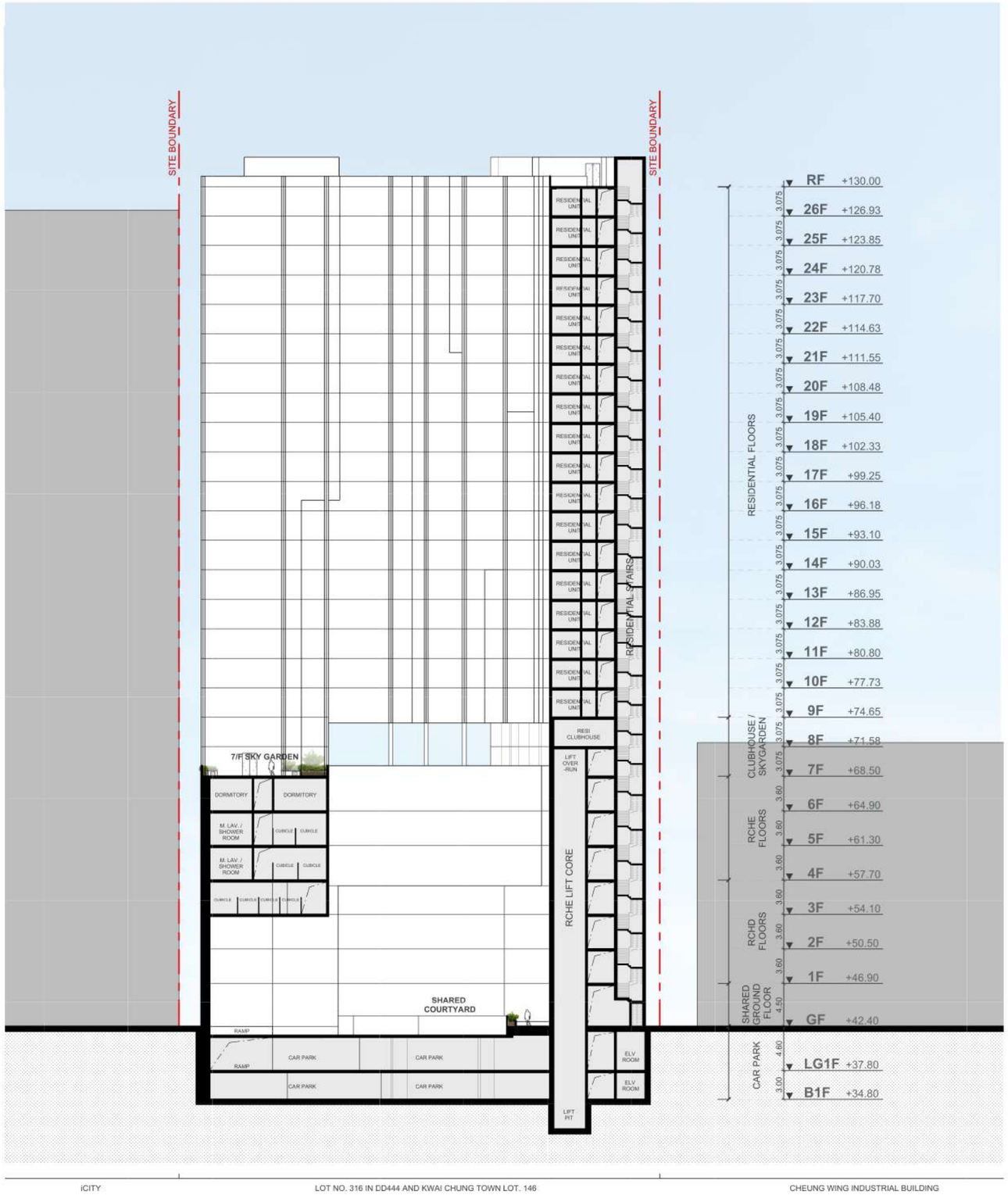


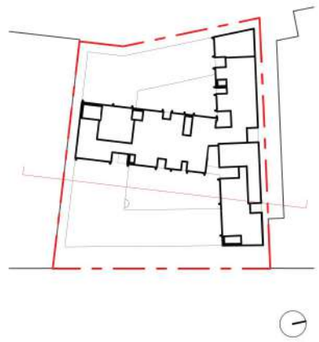


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SCHEMATIC SECTION X-X

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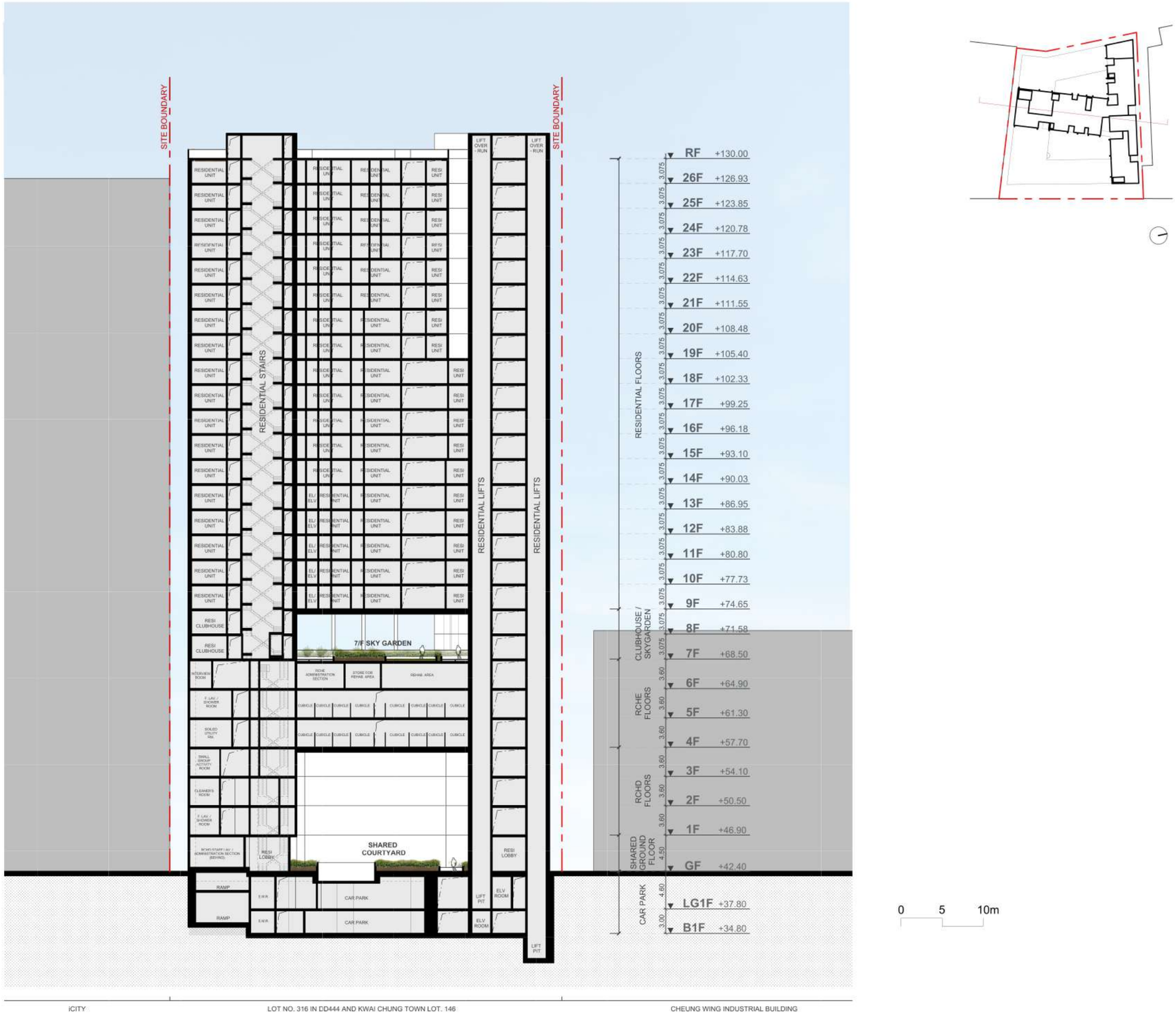


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iCITY | LOT NO. 316 IN DD444 AND KWAI CHUNG TOWN LOT. 146 | CHEUNG WING INDUSTRIAL BUILDING

SCHEMATIC SECTION Y-Y

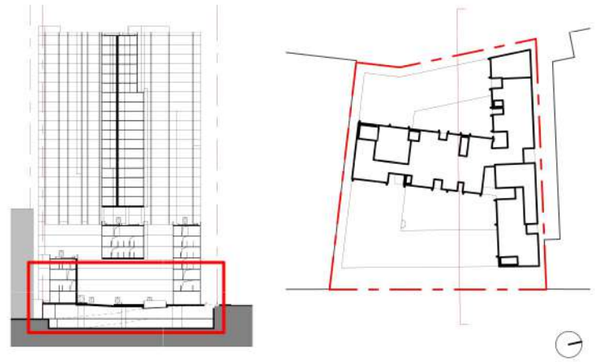
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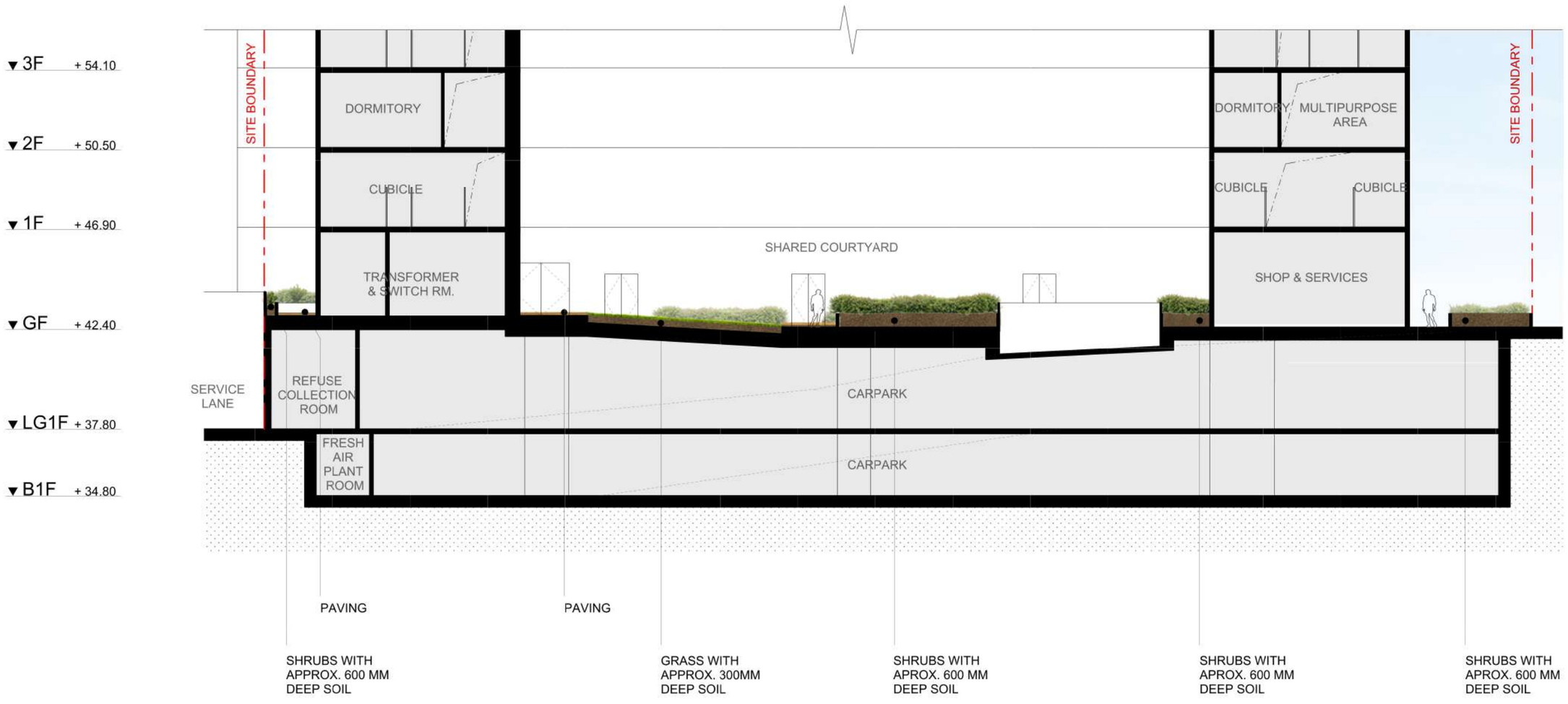


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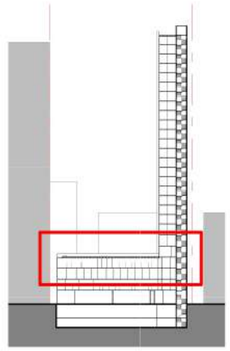


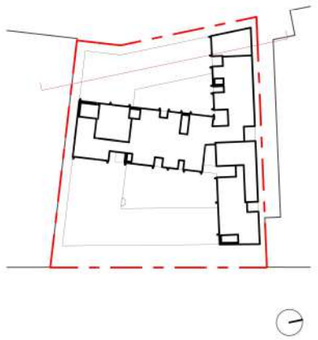


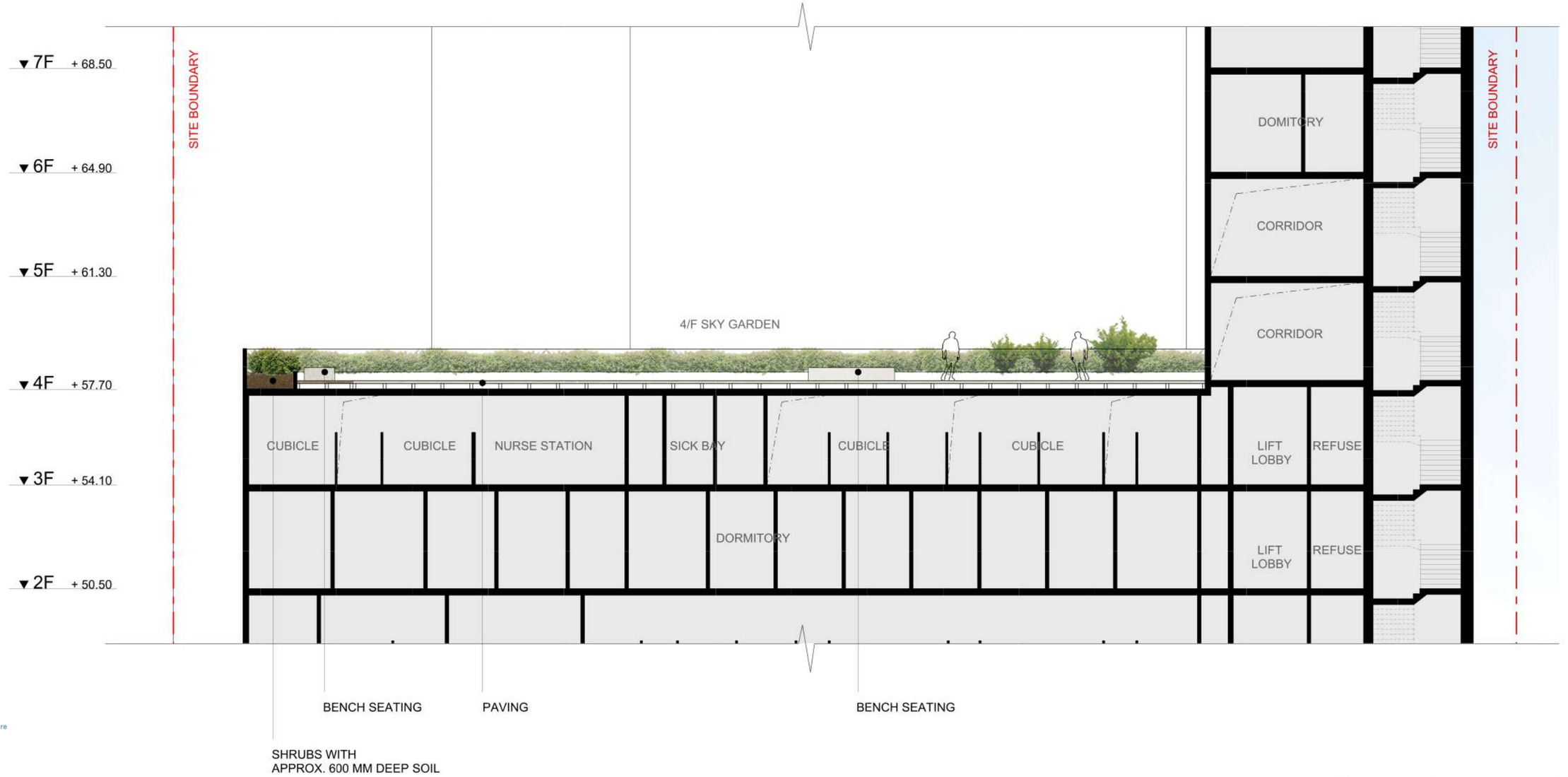
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SCHEMATIC SECTION G/F

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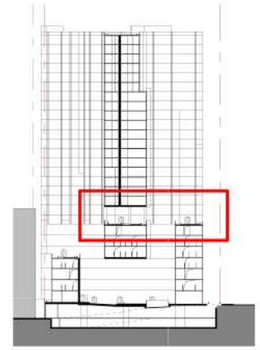


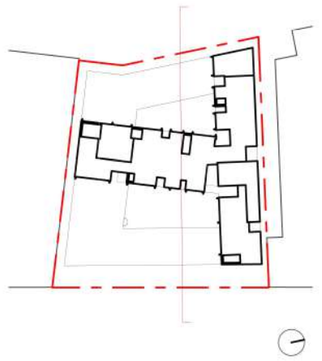




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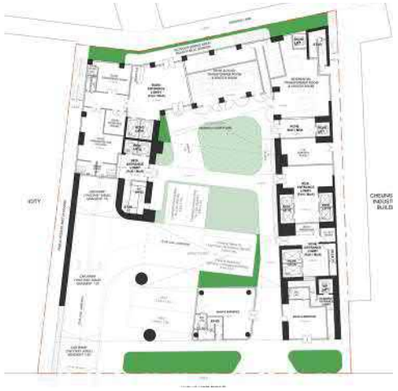




SCHEMATIC SECTION 7/F

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Primary Zone



G/F

Total Green Area: 276.5m2

Greening features with no reduction factor
188.0m2

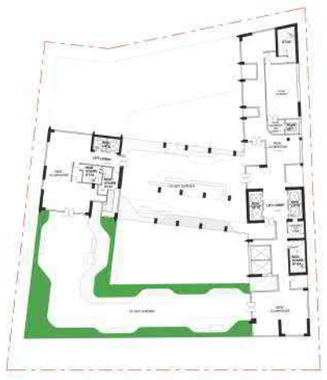
Greening features subject to 50% reduction factor
177.0 x 0.5 = 88.5m2

Non-Primary Zone



4/F Sky Garden

Total Green Area: 120.0m2



7/F Sky Garden

Total Green Area: 156.5m2

*SITE AREA: 2764.8m2
(min total green coverage: 553.0m2 or 20%)

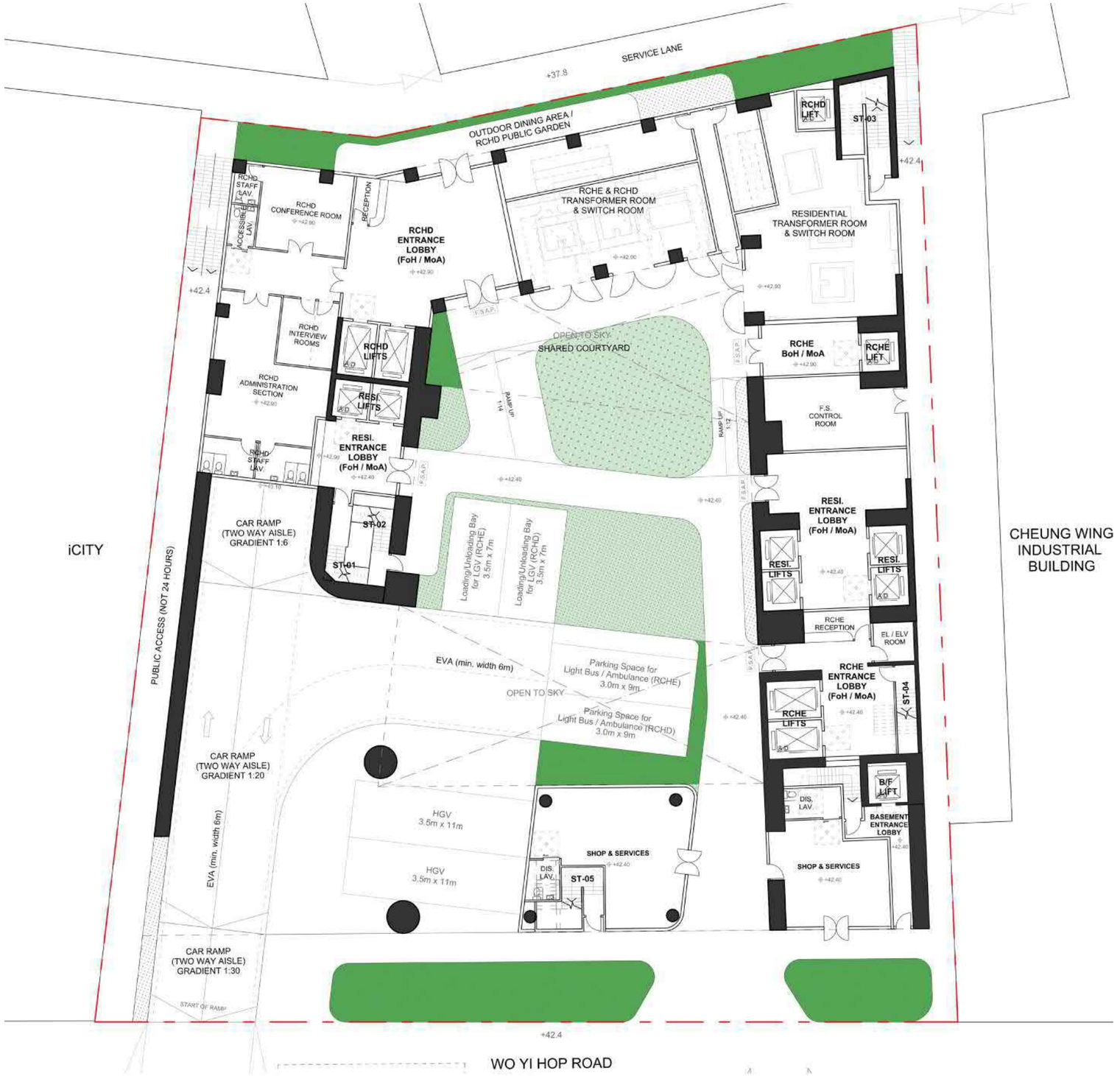
TOTAL GREEN COVERAGE

not less than 553.0m2 or 20%

	Greening features with no reduction factor	Greening features subject to 50% reduction factor (*Max. 165.9m2)	**Total area**
Primary Zone (*Min.276.5m2)	188.0m2	88.5m2	**276.5m2 (10%)**
Non- Primary Zone (*Max.276.5m2)	276.5m2	-	**276.5m2 (10%)**
Total Area	464.5m2	88.5m2	**553.0m2**

GREEN COVERAGE CALCULATIONS

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G/F

(Primary Zone)
Total Green Area: 276.5m2

Greening features with no reduction factor
188.0m2

Greening features subject to 50% reduction factor
177 x 0.5 = 88.5m2

GREEN COVERAGE - G/F

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4/F Sky Garden

(Non-primary Zone)
Total Green Area: 120.0m2

GREEN COVERAGE - 4/F SKY GARDEN

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7/F Sky Garden

(Non-primary Zone)
Total Green Area: 156.5m2

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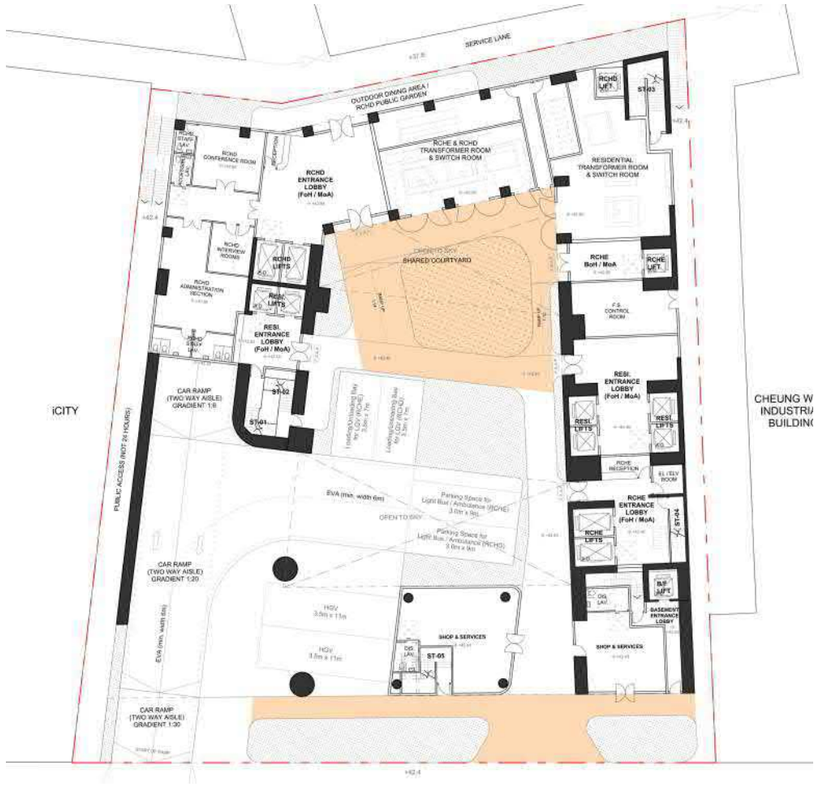
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GREEN COVERAGE - 7/F SKY GARDEN

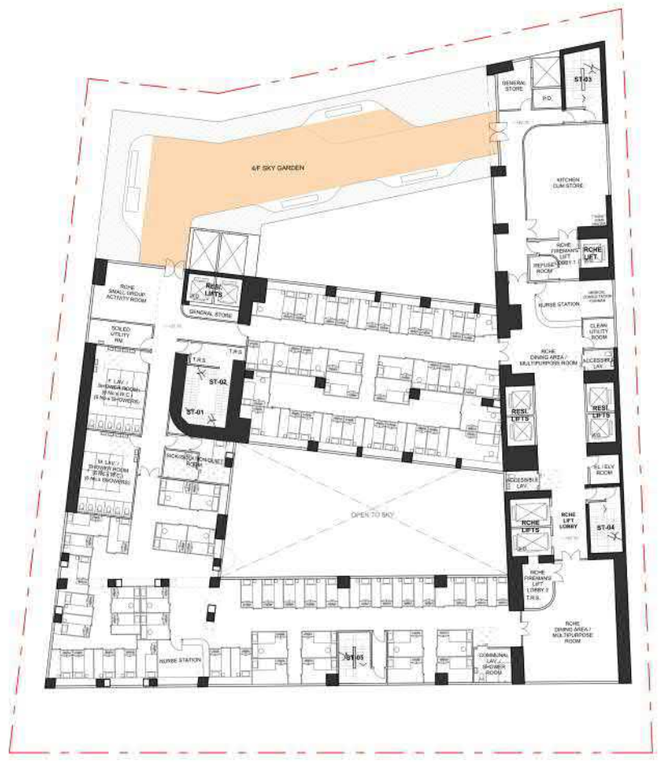
Total number of person: 1064

no.s bed applied for: 280 - 380
380 in RCHD & RCHE

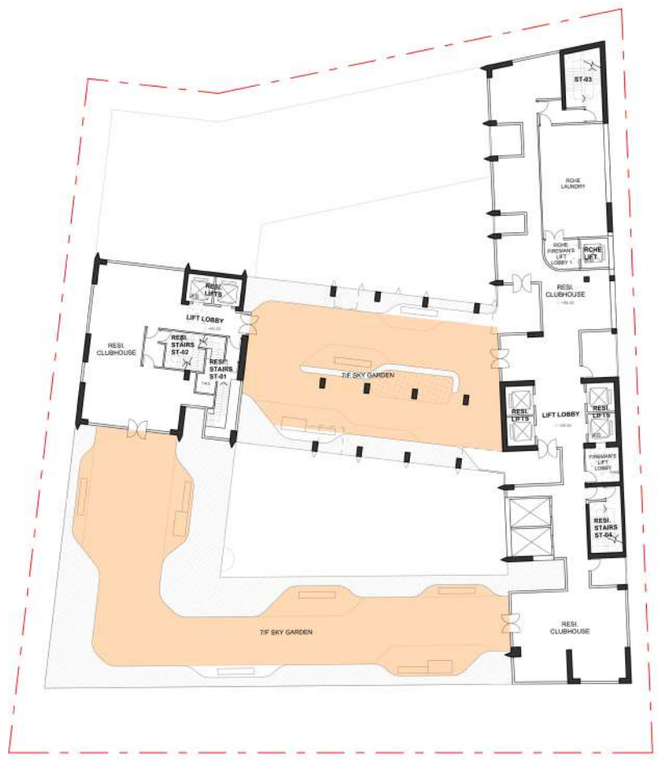
253 no.s units x 2.7person per unit
684 in Residential Units



G/F: 361m2



4/F: 185m2



7/F: 518m2

TOTAL OPEN SPACE: 1064SQM or NOT LESS THAN 1SQM PER PERSON

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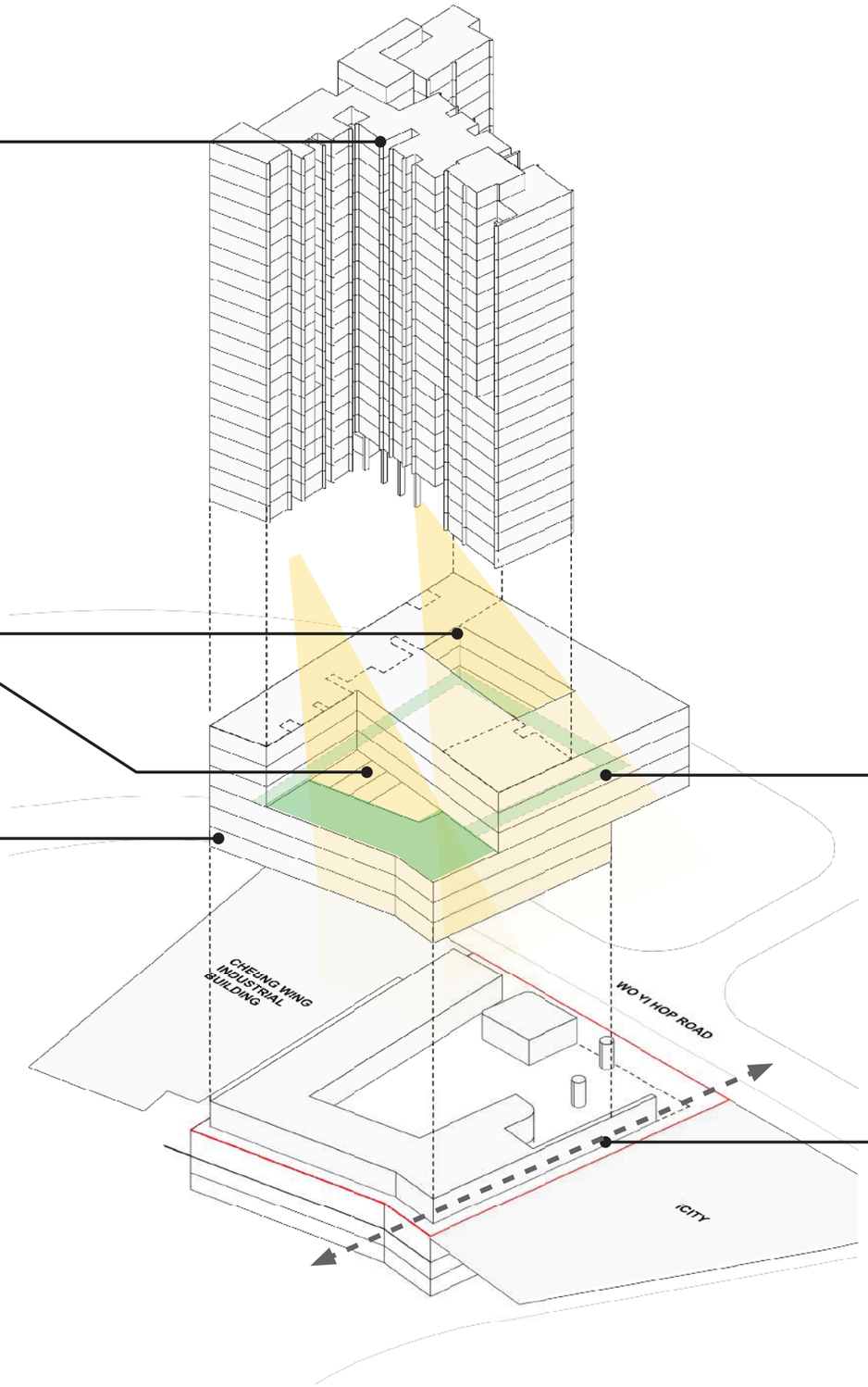
Attachment 2

Revised Planning and Design Merits

1. Cross Ventilation:
carved voids in residential tower to facilitate cross ventilation through common areas

3. Porosity:
building mass allowing porosity for ventilation and sunlight to penetrate into street level

4. Operational Synergy:
a co-beneficial synergy in the operation of RCHD and RCHE to allow social interaction between residents



2. Green Ring:
leisure walkway connecting to 4/F sky garden

5. Public Access (Not 24-Hours):
public pathway for direct access from Wo Yi Hop Road to Service Lane through Project Site

URBAN DESIGN MERITS OVERVIEW

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+83.88

1. Cross ventilation:

DESIGN CONCEPT

To mitigate the undesirable wall effect of long buildings along Wo Yi Hop Road, various voids are carved into the T-shaped residential block to create permeability and facilitate air flow. Natural ventilation is allowed to penetrate through the common areas of the residential floors to provide cross-ventilation of wind, thereby also improving the quality of the common spaces of the residential floors.

URBAN DESIGN GUIDELINE

- Various voids are carved into the residential tower to allow natural ventilation to penetrate through the building mass.

- With good intention of improving the quality of common spaces and the quality of life for residents, cross-ventilation of wind and air, as well as natural light is introduced into the common corridors.

URBAN DESIGN MERIT 1 - CROSS VENTILATION

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*dimensions are approximate and subject to design development



24/F

DIMENSIONS OF VOIDS - RESIDENTIAL FLOOR

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4 / F



2. Green Ring:
health and wellness

DESIGN CONCEPT

The green ring forms a leisure walkway connecting with the interior spaces to the 4/F sky garden. The space facilitates a healthy lifestyle for residents, to get outside for exercise, sunlight and fresh air instead of staying at their rooms all day.

The soft and hard landscape design provides varying widths of seating space and leisure pockets for the enjoyment of the elderly and their bona-fide guests.

URBAN DESIGN GUIDELINE

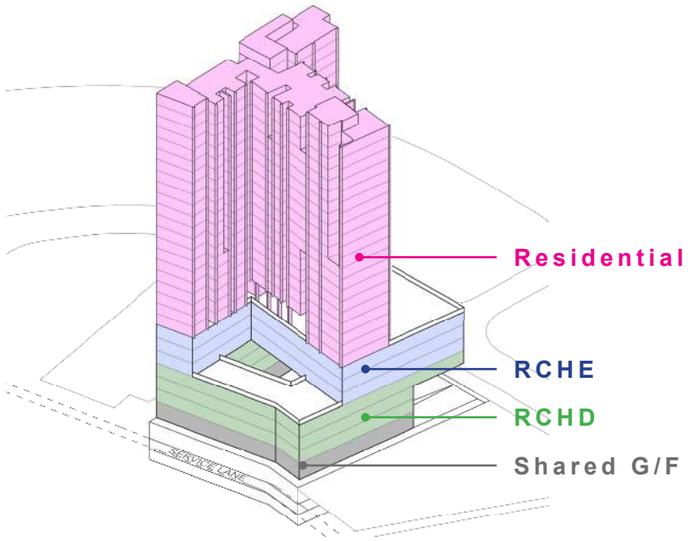
- A 4/F sky garden of approx. 320 m2 is provided. The disposition and design provides a serene and protected leisure space within the urban environment for the residents of the RCHE and RCHD.

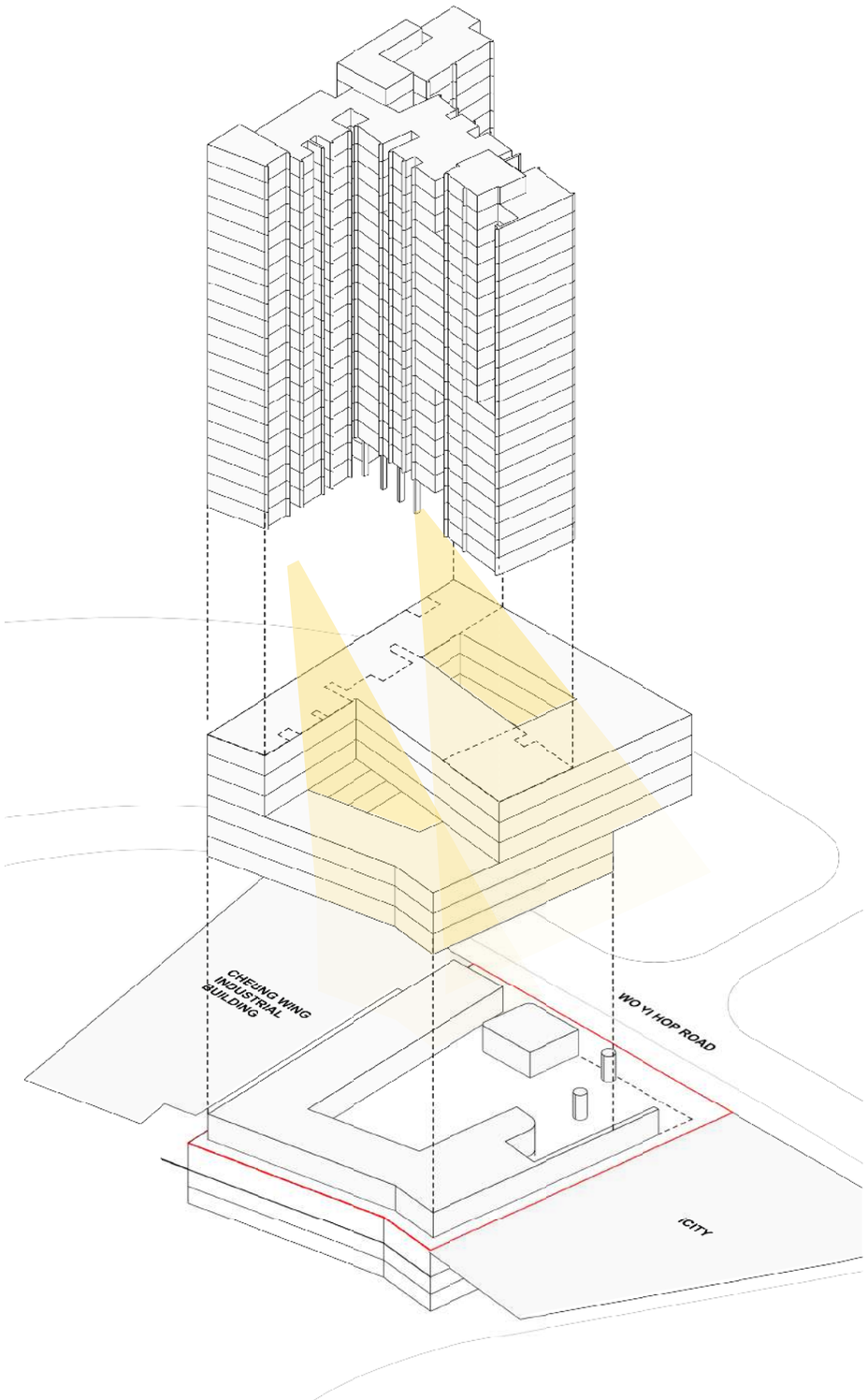
- The green ring is placed at a close proximity to staffed areas of the RCHE to facilitate smooth day-to-day operations and ensure the safety of the users.

- The approximately 320m2 roof garden neighbors the communal space at the central arm of building. This is to promotes social activities for the residents at various time of the day.

- Requirements in Design Manual: Barrier Free Access 2008 are fully complied with.

- Greenery such as climbers and shrubs will be planted on the open air roof garden where practicable to soften and green-up the visual outlook of the building.





POROSITY FOR DAYLIGHT PENETRATION

3. Porosity:
ventilation & sunlight

DESIGN CONCEPT

To avoid creating the undesirable wall effect of long buildings along Wo Yi Hop Road, the proposed development is composed of 2 rotated □L shapes□ instead of an extruded mass. The interlocked void space creates a permeability and allows cross-ventilation of wind and air.

The porosity generated is also intended to allow more light to reach the lower levels of the site and the open spaces at ground level.

In view of the urban density in the vicinity of the proposed development, the building form provides a visual permeability and spatial relief for the surrounding areas along Wo Yi Hop Road.

Not only will the porosity of the building benefit the vicinity of the site, but the permeability of light and air will also enhance and promote the health and well-being of the elderly.

DESIGN GUIDELINE

- Designed for RCHD, RCHE and Residential, the lower C shaped blocked is pushed to the west side of the site to create a generous shared courtyard at the ground space, creating a buffer between users and pedestrians walking along Wo Yi Hop Road, as well as relieving potential congestion along the pavement.

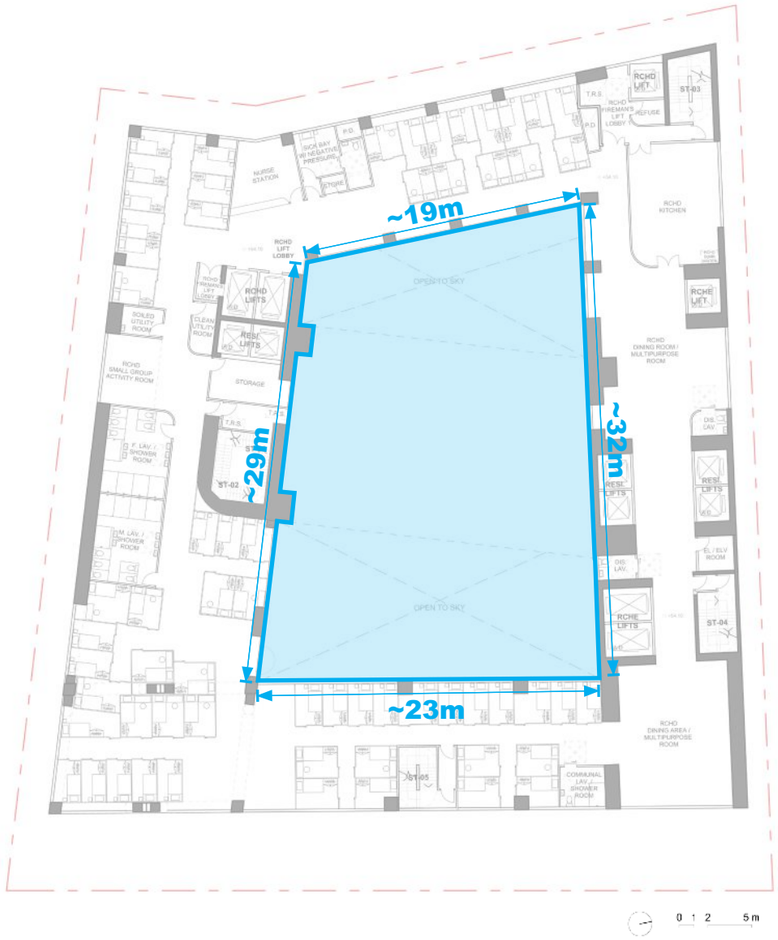
- The 1/F to 7/F building mass creates a staggered void that allows light and wind to penetrate into the lower levels of the site.

- The upper T shaped block is pushed to the northern side of the building mass and lifted up from the 7/F sky garden. The voids, 4/F sky garden and 7/F sky garden increase the porosity of the building, maximising the permeability for wind and air ventilation across the site.

-The interlocked building mass minimises the visual impact of the proposed development along Wo Yi Hop Road.

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*dimensions are approximate and subject to design development



3 / F



4 / F

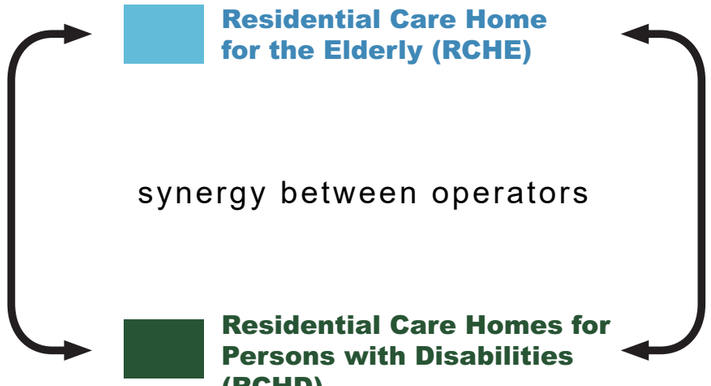
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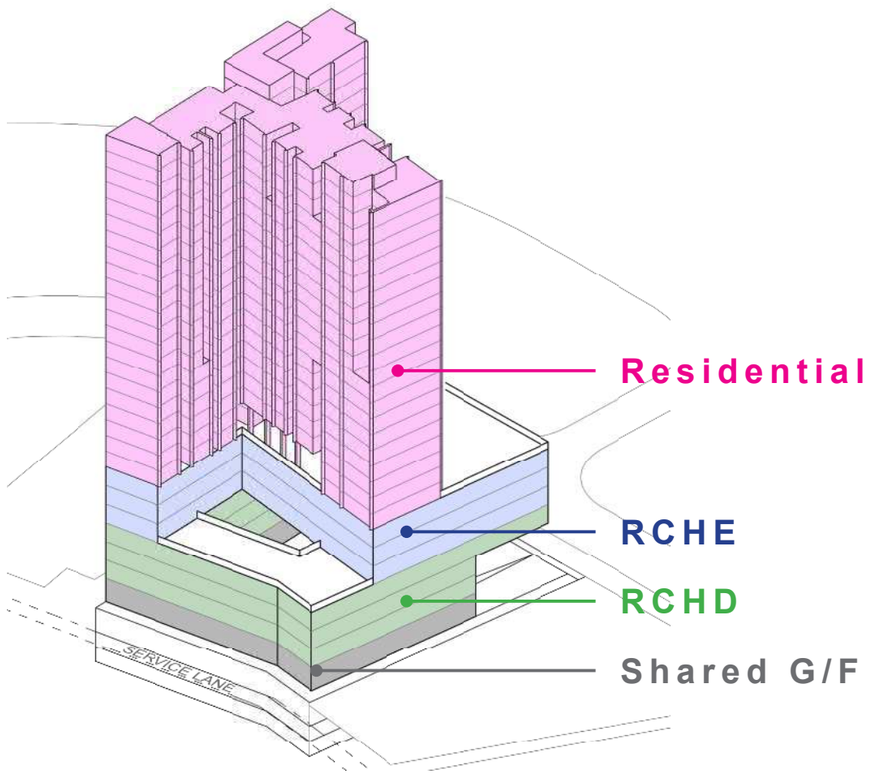
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DIMENSIONS OF VOIDS - RCHD & RCHE FLOORS





4. Operational Synergy: between RCHE and RCHD

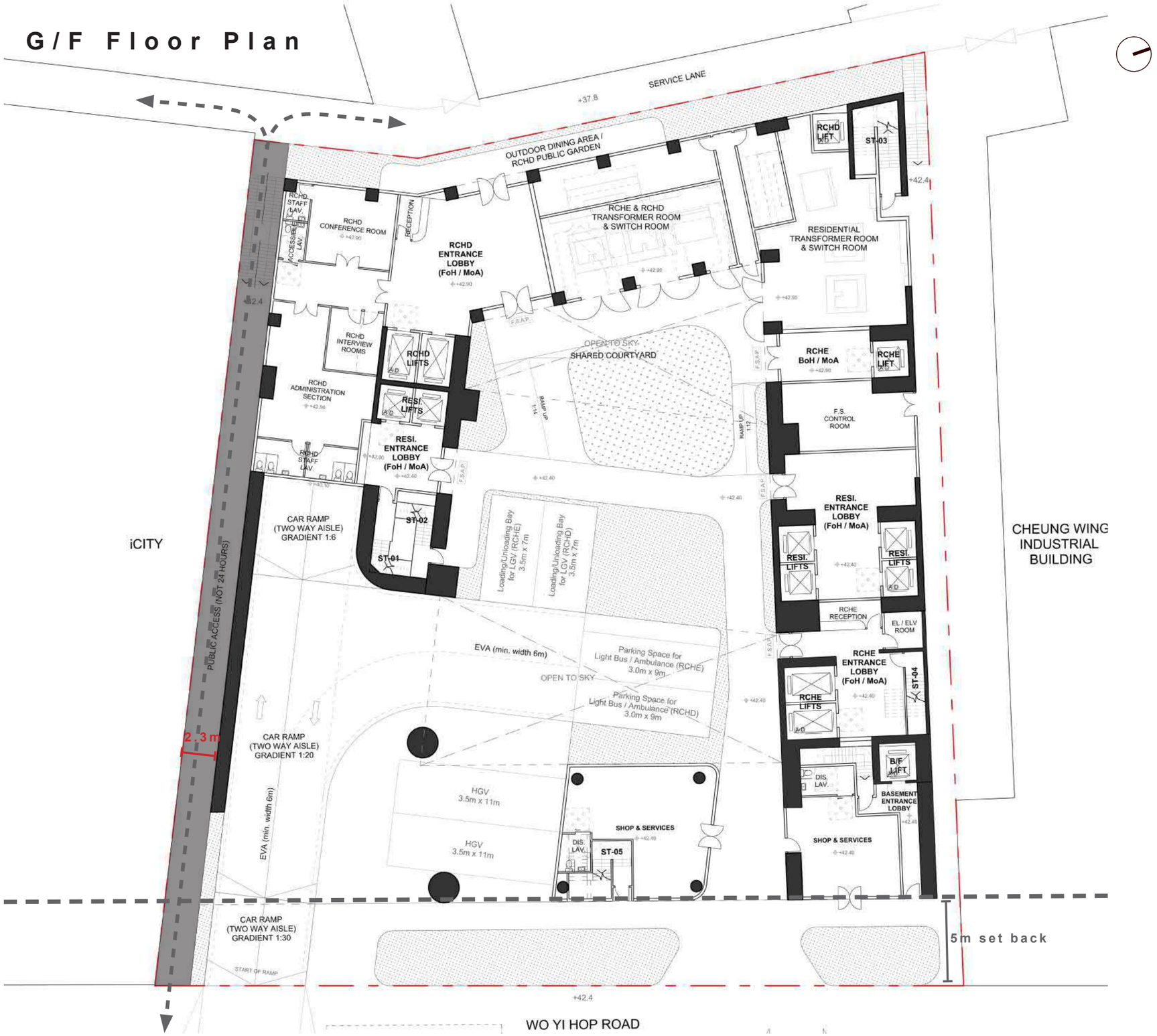
DESIGN CONCEPT

The operation of an RCHE above an RCHD shall provide a mutually beneficial relationship for residents of both programmes. As residents of an RCHE rarely leaves the building, elderly residents can interact with persons with disabilities to improve their social life at the communal space on G/F and 4/F - namely the shared courtyard and green ring respectively. At the same time, the residents of RCHD may be able to visit the RCHE and provide various services and engage in activities to improve their quality of life and provide healthy daily routines and purposes.

DESIGN GUIDELINE

- Three storeys of RCHD is provided from 1/F to 3/F, and three storeys of RCHE is provided from 4/F to 6/F

G/F Floor Plan



5. Public Access (Not 24-Hours): public pathway for direct access from Wo Yi Hop Road to Service Lane through Project Site

DESIGN CONCEPT

With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the entirety of the building is set-back from the southern site boundary. A pedestrian foot-path is provided to connect Wo Yi Hop Road with the service lane, thereby providing greater connectivity between Wo Yi Hop Road, Ta Chuen Ping Street and Lam Tin Street.

DESIGN GUIDELINE

- The entirety of the building is set back from the southern site boundary to provide an approximately 2.3m wide pedestrian access path.

- The access path will be designed with hard-paving to improve the street scape condition of the neighborhood at pedestrian level.

Remark

A 5m setback serves as a buffer zone to the nearby road. It also provides an opportunity to enhance the area with landscaping at the pedestrain level.

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URBAN DESIGN MERIT 5 - PUBLIC ACCESS

Attachment 3

Extract of Revised Planning Statement

4. Operational Synergy

The operation of an RCHE above an RCHD shall provide a mutually beneficial relationship for residents of both programmes. As residents of an RCHE rarely leaves the building, elderly residents can interact with persons with disabilities to improve their social life at the communal space on G/F and 4/F - namely the shared courtyard and green ring respectively. At the same time, the residents of RCHD may be able to visit the RCHE and provide various services and engage in activities to improve their quality of life and provide healthy daily routines and purposes.

5. Public Access

With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the entirety of the building is set-back from the southern site boundary. A 2.3m-wide pedestrian footpath, which is not designated for 24-hour public access, is provided to connect Wo Yi Hop Road with the service lane, thereby providing greater connectivity between Wo Yi Hop Road, Ta Chuen Ping Street and Lam Tin Street. This footpath is accessible to the public from 9am to 6pm daily.

A 5m setback from the lot boundary abutting Wo Yi Hop Road is proposed to serves as a buffer zone to the nearby road. It also provides an opportunity to enhance the area with landscaping at the pedestrain level.

The Applicant may apply to the Buildings Department during the General Building Plan submission stage for a bonus PR for the dedication of land (i.e., the 2.3m setback and 5m setback) for public passage under Regulation 22(2) of B(P)R. In total, approximately 356.69m^2 will be dedicated for use as public passage/road widening (equivalent to a bonus PR of 0.645). Please note that this bonus GFA to be claimed has not been included in the proposed development scheme.

4.5 Adherance to the Requirements set in the Code of Practice for Residential Care Homes

It is noted that all the facilities accessible for residents will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE/D is to be situated, as pursuant to the requirements as set out in para 5.2.3 of Code of Practice for Residential Care Homes (Elderly Persons) (updated June 2024) and 5.3 of Code of Practice for Residential Care Homes (Persons with Disabilities) (updated in June 2024) ("CoPs"). 6-7/F of the proposed development - to be situated at a height of more than 24m above the ground will include ancillary facilities including staff resting room, office, laundry room and kitchen. Access to the mentioned ancillary facilities will be limited to staff only and will not be accessible to the residents.

impacts on the surrounding contexts.

6.12 No Adverse Traffic Impact

The residential and commercial portions of the proposed development would accommodate the high-end provision of parking space according to the Hong Kong Planning Standards and Guidelines (HKPSG). In addition, additional parking spaces and loading and unloading spaces will be provided to cater the parking demand of the RCHE and RCHD visitors and meet the operational needs.

A Traffic Impact Assessment (TIA) has been conducted to study the traffic impact of the Proposed Development on the surrounding road networks. Please refer to **Appendix 7 - Traffic Impact Assessment**. It concludes both trip generation and attraction from proposed development can be absorbed by the nearby road networks. Yet, no significant traffic impact will be induced.

6.13 No Adverse Air Quality Impact

During the construction phase, the Proposed Development will involve relatively small-scale demolition, site formation, foundation and superstructure works which are expected to generate insignificant air quality impact to the surrounding area and could be effectively minimised by implementation of general mitigation measures for construction sites. Hence, no adverse air quality impacts associated with the construction activities of the proposed development are anticipated.

During the operation phase, the carpark will be designed and operated in accordance with ProPECC PN 2/96 Control of Air Pollution in Car Parks, while the best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. The air exhaust outlet for carpark and kitchen would also be located away from nearby air sensitive receivers as far as possible. Hence, the air quality impact arising from the operation of carpark and kitchen within the Proposed Development is not expected. According to the record from the EPD regional office, no relevant complaint against the RCPs and North Kwai Chung Market is received over the past 5 years. Odour issue from RCPs and market is also not identified during site survey. As such, no adverse odour impact on the Proposed Development is expected. On the other hand, the Proposed Development will be located away from nearby major roads and active industrial chimneys with sufficient buffer distance provided in accordance with the requirements stipulated in Chapter 9 of the HKPSG to ensure the users will not be subject to unsatisfactory air quality. Potential air emissions from data centres within assessment area are identified, the potential emissions are expected to be emitted from routine running tests with relatively short period of time for emission, therefore, no significant air pollutant emissions is anticipated. With reference to the findings of the Air Quality Impact Assessment, no adverse air quality impact is anticipated. For details, please refer to **Appendix 8 – Air Quality Impact Assessment**.

6.14 No Adverse Noise Impact

Road traffic noise impact on the planned noise sensitive uses within the Proposed

Attachment 4

Revised Air Quality Impact Assessment

SECTION 12A APPLICATION FOR AMENDMENT TO THE APPROVED KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/32 TO REZONE THE APPLICATION SITE FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" TO "RESIDENTIAL (GROUP E) 2", LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KTCL) 146, 97-107 WO YI HOP ROAD, NEW TERRITORIES

AIR QUALITY IMPACT ASSESSMENT REPORT

Sep 2025

Report No.: RT23055-AQIA-05

Prepared By:

BeeXergy Consulting Limited (BXG)
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712 Prince Edward Road East,
Kowloon, Hong Kong
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Project:	SECTION 12A APPLICATION FOR AMENDMENT TO THE APPROVED KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/32 TO REZONE THE APPLICATION SITE FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" TO "RESIDENTIAL (GROUP E) 2", LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KTCL) 146, 97-107 WO YI HOP ROAD, NEW TERRITORIES AIR QUALITY IMPACT ASSESSMENT
Report No.:	RT23055-AQIA-05

Revision	Issue Date	Description	Author	Checker	Approver
0	18/03/2024	Issued for Comment	KCC	ZC	HM
1	08/04/2024	Issued for Comment	LY	YS	HM
2	09/05/2025	Revised Version	LY	YS	HM
3	29/07/2025	Revised Version	LY	YS	HM
4	02/09/2025	Revised Version	LY	YS	HM
5	03/10/2025	Revised Version	Various	LY	HM

Prepared By:

Various

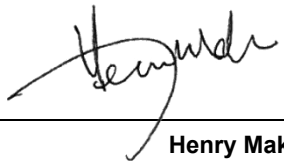
Checked by



Leo Yu

Consultant

Approved by:



Henry Mak

Director

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- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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1. INTRODUCTION

1.1. BACKGROUND

1.1.1. Lai Sun Textiles Co. Ltd. (Project Proponent) proposed to rezone the Application Site from "Other Specified Uses" annotated "Business" to Residential (Group E) 2", at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories (hereafter refer to "the Proposed Development").

1.1.2. BeeXergy Consulting Limited was commissioned by the Project Proponent to undertake an Air Quality Impact Assessment (AQIA) supporting its planning application under Section 12A of the Town Planning Ordinance (TPO) for the Proposed Development.

1.2. PROJECT LOCATION

1.2.1. The Application Site is located in Kwai Chung District, with a site area of approximately 2,764.8m^2. It is currently bounded by industrial buildings to the north and west, Wo Yi Hop Road to the east, and an office building to the south. The Application Site is currently zoned as "Other Specified Uses" annotated "Business" under the Approved Kwai Chung Outline Zoning Plan No. S/KC/32. **Figure 1.1** showed the location of Application Site and its environs.

1.3. PROJECT DESCRIPTION

1.3.1. The Proposed Development will convert the existing permitted uses to Residential Care Home for Persons with Disabilities (RCHD), Residential Care Home for the Elderly (RCHE), flats. The key development parameters were summarised in **Table 1.1** and the Master Layout Plan provided by the Index Architecture Limited (the Project Architect) was enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	28 (excluding the basement floors)
Gross Floor Area (GFA)	Total: 16,589m^2 Flat: 16,458m^2 (excluding clubhouse area) Shop and Services: 131m^2 RCHD and/or RCHE: not more than 12,000m^2
Building Height	Not more than +130 mPD (87.6 m)
Proposed Floor Use	B1/F to LG1/F: Carpark

Proposed Floor Use	G/F: Shared Use 1/F to 3/F: RCHD 4/F to 6/F: RCHE 7/F to 26/F: Flats
No. of Parking Spaces	74
Tentative Population Intake Year	2030
Proposed RCHD and/or RCHE	
Total No. of Beds	Within a range of 280-380
Proposed Flats	
Total No. of Flats	253

1.4. STRUCTURE OF THE REPORT

1.4.1. This AQIA Report includes the following sections:

- Section 1 introduced the project background;
- Section 2 presented the relevant legislation, standards, guidelines, and baseline conditions for this AQIA;
- Section 3 identified and evaluated the air quality impact associated with the Construction of the Proposed Development;
- Section 4 identified and evaluated the air quality impact associated with the Operation of the Proposed Development; and
- Section 5 summarized the conclusion of this AQIA.

2. RELEVANT LEGISLATION, STANDARDS, GUIDELINES, AND BASELINE CONDITIONS

2.1. INTRODUCTION

2.1.1. This section outlined the relevant legislation, standards, guidelines, and baseline conditions for this AQIA.

2.1.2. This AQIA considered all relevant air pollutant emissions including industrial emissions from chimneys and vehicular emissions and odour emissions within the 500m assessment area. The assessment area of the Project Site were shown in **Figure 2.1**.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

2.2.1. The relevant legislation, standards, and guidelines applicable to the present review of air quality impact include:

- Air Pollution Control Ordinance (APCO) (Cap. 311);
- Air Pollution Control (Smoke) Regulations (Cap. 311C);
- Air Pollution Control (Fuel Restriction) Regulations (Cap. 311I);
- Air Pollution Control (Construction Dust) Regulation (Cap. 311R);
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z);
- Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance;
- Hong Kong Planning Standards and Guidelines (HKPSG);
- ProPECC PN 2/96 “Control of Air Pollution in Car Parks”; and
- Environmental Protection Department (EPD)’s Guideline “Control of Oily Fume and Cooking Odour from Restaurants and Food Business”.

2.3. AIR QUALITY OBJECTIVES

2.3.1. The APCO provides a statutory framework for establishing the Air Quality Objectives (AQOs) and stipulating the preventative/mitigation measures for air pollution sources. The AQOs stipulate concentration limits for a range of pollutants, which were summarized below in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	Number of Exceedances Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-hour	75	9
	Annual	30	N/A
Fine Suspended Particulates ($PM_{2.5}$) [iii]	24-hour	37.5	18
	Annual	15	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
	Peak season	100	N/A
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead	Annual	0.5	N/A

Notes:

[i] All measurements of the concentration of gaseous air pollutants, i.e., SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 K and a reference pressure of 101.325 kPa.

[ii] PM_{10} means suspended particles in air with a nominal aerodynamic diameter of 10μm or less.

[iii] $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5μm or less.

2.4. HONG KONG PLANNING STANDARDS AND GUIDELINES

2.4.1. Environmental requirements to be considered in land use planning are outlined in Chapter 9 of the HKPSG. The standards and guidelines provide recommendations on suitable locations for developments and sensitive users, provision of environmental facilities and design, layout, phasing, and operational controls to minimize adverse environmental impacts. It also lists out environmental factors influencing land use planning and recommends buffer distances for land uses.

2.4.2. Buffer distances on usage of open space sites for active and passive recreational uses are also recommended. Evaluation of the potential air quality impact on the Proposed Development due to the open road emissions and industrial emissions shall refer to the guidelines as stipulated in the HKPSG. The buffer distance requirements in HKPSG were extracted below in **Table 2.2**.

Table 2.2 HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	*Type of Road*		
	Trunk Road and Primary Distributor	> 20m	Active and Passive Recreational Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity Areas
	District Distributor	> 10m	Active and Passive Recreational Uses
		< 10m	Passive Recreational Uses
Roads and Highways	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
	Under Flyover	N/A	Passive Recreational Uses
Industrial Areas	*Difference in Height between Industrial Chimney Exit and the Site*		
	< 20m	> 200m	Active and Passive Recreational Uses
		5 – 200m	Passive Recreational Uses
	20 – 30m (*)	> 100m	Active and Passive Recreational Uses
		5 – 100m	Passive Recreational Uses
	30 – 40m	> 50m	Active and Passive Recreational Uses
		5 – 50m	Passive Recreational Uses
	> 40m	> 10m	Active and Passive Recreational Uses

Remarks:

a) 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.

b) 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.

c) The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.

d) Amenity areas are permitted in any situation.

2.4.3. Some small-scale community uses (i.e. crematoria, livestock yards, stock wagon washing areas, and wholesale fish and poultry markets) can cause significant air pollution nuisance primarily due to odour. Usually, a buffer distance of at least 200m from nearby sensitive uses is required.

2.5. BASELINE CONDITIONS

Existing Ambient Air Quality

2.5.1. The nearest EPD General Air Quality Monitoring Station (AQMS) to the Application Site is the Kwai Chung AQMS located at Kwai Chung Police Station, which is approximately 1.6km to the Southwest of the Application Site. The concentrations of the key air pollutants relevant to the Project in the recent five years (2020 – 2024) at Kwai Chung AQMS extracted from EPD's Smart Air Modelling Platform (SAMP) were summarized in **Table 2.3**, which depicted the trend in ambient air quality.

Table 2.3 Air Quality Monitoring Data at Kwai Chung General AQMS Station

Pollutant	Averaging Time	Concentration (μg/m³) [1], [2]					Prevailing AQOs (μg/m³)
		2020	2021	2022	2023	2024	
NO_2	1-hour (19th highest)	184	180	168	182	171	200
	24-hour (10th highest)	89	96	84	97	- [3]	120
	Annual	**48**	**52**	**44**	**50**	**48**	40
SO_2	10-min (4th highest)	43	45	59	48	33	500
	24-hour (4th highest)	12	14	17	13	12	40
RSP	24-hour (10th highest)	46	56	53	54	56	75
	Annual	23	26	23	25	24	30
FSP	24-hour (19th highest)	27	32	34	30	31	37.5
	Annual	14	**16**	15	**16**	15	15
O_3	8-hour (10th highest)	124	124	139	128	129	160
	Peak season	77	74	79	75	- [3]	100

Notes:

[1] Underlined and bolded figures indicate the exceedance recorded.

[2] CO not being monitored at Kwai Chung General AQMS Station.

[3] Data not available in latest Air Quality Statistical Summary for 2024.

2.5.2. As shown in **Table 2.3**, the monitored air pollutant concentrations from 2020 to 2024 could comply with the prevailing AQOs except for the annual NO_2 concentrations from 2020 to 2024 and annual FSP concentrations in 2021 and 2023.

Predicted Background Air Quality

2.5.3. Apart from the air quality monitoring data, EPD also provides a set of regional background concentrations for key pollutants in the "Pollutants in the Atmosphere and

their Transport over Hong Kong" (PATH) model v3.0. Given that the tentative intake year of the Proposed Development would be in the Year 2030, the background air quality predicted by PATH v3.0 for Year 2030 was presented as the future background air quality during the operation phase.

2.5.4. The 500m assessment area was covered by the PATH grids (36, 39), (37, 39), (36, 38), and (37, 38) as shown in **Figure 2.2**. The predicted background concentrations at the PATH grids in Year 2030 were summarized in **Table 2.4**. The predicted background concentrations in the Year 2030 were expected to be lower than their respective AQOs except Ozone.

Table 2.4 Background Air Pollutant Concentrations Predicted in Year 2030

Pollutant	Averaging Time	PATH Grid (36, 39)	PATH Grid (37, 39)	PATH Grid (36, 38)	PATH Grid (37, 38)	Prevailing AQOs
		Concentration (μg/m^3) [1]				
NO_2	1-hour (19th highest)	83	74	89	79	200
	24-hour (10th highest)	36	33	39	35	120
	Annual	16	14	17	14	40
SO_2	10-min (4th highest)	22	22	22	22	500
	24-hour (4th highest)	6	6	7	6	40
RSP	24-hour (10th highest)	48	49	49	49	75
	Annual	19	19	19	19	30
FSP	24-hour (19th highest)	28	28	29	28	37.5
	Annual	11	11	12	11	15
O_3	8-hour (10th highest)	**168**	**166**	**168**	**168**	160
	Peak season	**118**	**117**	**117**	**118**	100
CO	1-hour (1st highest)	519	509	517	508	30,000
	8-hour (1st highest)	487	480	487	480	10,000

Notes:

[1] Underlined and bolded figures indicate the exceedance recorded.

Air Quality Sensitive Receivers (ASRs)

2.5.5. Representative ASRs within 500m assessment area were identified based on topographic maps supplemented by site surveys, outline zoning plans and other published plans in the vicinity of the Application Site. Within the 500m assessment area, ASRs that are closest to the Application Site are anticipated to be the most affected and therefore considered the most representative ASRs for the worst-case scenario air quality impact assessment, whilst other ASRs located further away from these first-tier representative ASRs are expected to be less impacted. Details of the identified representative ASRs were summarized in **Table 2.5** below and their locations were shown in **Figure 2.3**.

Table 2.5 Summary of Identified Representative ASRs

ASR ID	Description of ASR	Separation Distance from the Application Site
ASR01	Industrial Development to the North of the Application Site	<5m
ASR02	Residential and Commercial Development to the East of the Application Site	~20m
ASR03	Industrial Development to the South of the Application Site	<5m
ASR04	Industrial Development to the West of the Application Site	~3m

Site Surveys

2.5.6. Site surveys were conducted on 11 December 2023, 3 January 2024, 20 February, 9 July and 17 September 2025 to identify any industrial emissions and odour emission within the 500m assessment area. A total of Twenty-eight (28) industrial chimneys were identified within the 500m assessment area. **Table 2.6** below summarized the industrial chimneys identified. The location of the identified industrial chimneys was shown in **Figure 2.4**. Details of the site survey record were shown in **Appendix 2.1**

Table 2.6 Summary of Industrial Chimneys Identified During the Site Surveys

Chimney ID	Location	Closest Distance to the Application Site	No. of Chimney Identified	Current Chimney Status
GSB_01-03	Golden Sunflower Building	~52m	3	Abandoned
GDS_01-21	GDS Data Centre	~106m	21	Emergency
GIB_01	Grand Industrial Building	~306m	1	Active
TCSCC_01-03	Tung Chun Soy and Canning Company	~357m	3	Active
VIB_01	Vigor Industrial Building	~264m	1	Active
PDC_01	Proposed Data Centre	~307m	1	Emergency
PDC_02	Proposed Data Centre	~219m	1	Emergency

2.5.7. Three (3) industrial chimneys (**Photo 1** in **Appendix 2.1**) were identified at the Golden Sunflower Building (GSB_01-03) located approximately 52m away from the Application Site. Site surveys were carried out on 20 Feb, 17, 27 and 29 Sep 2025 to further verify the chimney status, the investigation report for site surveys is provided **Appendix 2.3**. Based on the investigation, no evidence of operation or active use of the concerned chimneys was found.

2.5.8. Twenty-one (21) industrial chimneys (GDS_01-21) were identified at the GDS Data Centre. The chimney GDS_01 (**Photos 4** in **Appendix 2.1**) is located the closest, which is approximately 106m away from the Application Site. The chimneys would only be used for emergency power generation for the Data Centre according to Specified Process License L-7-065(1). Detail of the Specified Process License L-7-065(1) was shown in **Appendix 2.2**.

2.5.9. One (1) industrial chimney (**Photo 7** in **Appendix 2.1**) was identified at the Grand Industrial Building (GIB_01) and three (3) industrial chimneys (**Photo 8** in **Appendix 2.1**) were identified at the Tung Chun Soy Sauce and Canning Company (TCSCC_01-03). The above-mentioned chimneys are located over 300m away from the Application Site and were in operation during the time of the site survey.

2.5.10. In addition, there were potential chimneys for Ngan Fai Laundry Limited at Vigor Industrial Building (VIB_01). However, the distance between the Proposed Development and Vigor Industrial Building was greater than 200m, which is greater

than the buffer distance required in HKPSG, thus Vigor Industrial Building is not considered in this assessment.

2.5.11. Two (2) approved S16 Application for data centre near Tai Yuen Street (PDC_01) under application no. A/KC/473 and Ta Chuen Ping Street (PDC_02) under application no. A/KC/484 are identified within assessment area. Given that chimneys at data center are located more than 200m away from the proposed project site as indicated in **Figure 2.4**, which is greater than the buffer distance required for industrial chimneys stipulated in HKPSG, no adverse air quality impact on Proposed Development is anticipated.

2.5.12. During the site survey, the presence of other potential air pollution sources and dusty uses within the assessment area such as concrete batching plants, tunnel portals and ventilation buildings have been assessed, no additional air pollution sources are identified.

3. CONSTRUCTION PHASE AIR QUALITY IMPACT ASSESSMENT

3.1. INTRODUCTION

3.1.1. This section identified potential impacts on air quality associated with the construction of the Proposed Development.

3.2. IDENTIFICATION OF AIR QUALITY IMPACT

3.2.1. Based on the nature of the Proposed Development, the potential air quality impacts due to the construction of the Proposed Development were identified below:

- Fugitive Dust Emissions from Demolition and Construction; and
- Gaseous and PM emissions from the operation of powered mechanical equipment (PMEs) and dump trucks.

3.3. EVALUATION OF AIR QUALITY IMPACT

Gaseous and PM Emissions from Demolition and Construction

3.3.1. Fugitive dust emissions and gaseous emissions from construction machinery were expected to be generated from various construction activities during demolition, site formation, foundation, and superstructure works.

3.3.2. Based on the latest development scheme and information provided by Project Team, deep foundation excavation and large-scale site formation will not be required. The area of excavation is approximately 2,765m^2, it is expected that only 2 dump truck per day is required. The estimated amount of excavated materials to be handled and number of truck trips per day are summarized in **Table 3.1** below.

Table 3.1 Estimated Volume of Excavated Materials and Number of Truck Trips Per Day

Construction Stage	Estimated Total Volume of Excavated / Backfill Material during the Construction Stage	Estimated Number of Truck Trips per Day
Foundation Stage (~6 Months)	1246.5m^3 C&D Material (Inert C&D: 1244m^3, Non-inert C&D: 2.5m^3)	<2 Trip per Day
Superstructure Stage (~18 Months)	1659m^3 C&D Material (Inert C&D: 1327m^3, Non-inert C&D: 332m^3)	<1 Trip per Day
Remarks: a) Assumed that there will be 22 working days per month. b) Assumed that the average dump truck capacity will be 7.5m^3 per trip.		

3.3.3. Mitigation measures set out under the *Air Pollution Control (Construction Dust) Regulation* shall be strictly followed during the demolition, site formation, foundation, and superstructure works. With the proper implementation of dust mitigation measures, no adverse impact associated with the fugitive dust generated from construction is anticipated. Details of recommended mitigation measures were provided in **Section 3.4** below.

Gaseous and PM emissions from the Operation of PMEs and dump trucks

3.3.4. Gaseous and PM emissions are expected to be generated from the operation of PMEs such as Generators, Excavators, and Dump Trucks.

3.3.5. It is anticipated that on average 5 nos. and maximum of 7 nos. of PMEs will be operated simultaneously at the work site within the Application Site. Gaseous and PM emissions from PMEs are expected to be limited. Provided that the *Air Pollution Control (Fuel Restriction) Regulations*, *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation,* and *Motor Vehicle Idling (Fixed Penalty) Ordinance* shall be followed, no adverse air quality impacts associated with Gaseous and PM emissions from the operation of PMEs and dump trucks is anticipated. Details of recommended mitigation measures were provided in **Section 3.4** below.

3.4. RECOMMENDED MITIGATION MEASURES

3.4.1. The following air quality mitigation measures are recommended for the construction phase of the Proposed Development:

- The works area for site clearance/demolition should be sprayed with water or a dust suppression chemical before, during and after the operation 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 should be used to enclose the whole wall to a height of at least 1 m higher than the highest level of the structure being demolished;
- Erection of hoarding of not less than 2.4m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials should be covered entirely by impervious sheeting and/or placed in an area sheltered on the top and four sides;
- Restricting heights from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;
- All dusty materials should be sprayed with water immediately prior to any loading,

unloading or transfer operation so as to maintain the dusty materials wet;

- Locate all the dusty activities away from any nearby ASRs as far as practicable;
- The travelling speed of vehicles within the site should be controlled to reduce the traffic induced dust dispersion;
- Immediately before leaving a construction site, all vehicles should be washed to remove any dusty materials from the bodies and wheels;
- Where a vehicle leaving the site is carrying a load of dusty materials, the load should be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement, pulverized fuel ash or any other dusty materials collected by fabric filters or other air pollution control systems or equipment should be disposed of in totally enclosed containers;
- 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 floor level of the building, or if a canopy is provided at the first floor level, 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;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimize gaseous and prevent black smoke emission;
- Use cleaner fuel such as ULSD or biodiesel in diesel operated construction plant or use electric power supplied from power utilities when practicable;
- Switch off the engine of PMEs when idling;
- Provide electric power supply for on-site machinery as far as practicable. Diesel generators and machinery as well as exempted machinery should be avoided to minimize the gaseous and particular matter emissions; and
- Conduct regular site audits to ensure the implementation of air quality mitigation measures.

4. OPERATION PHASE AIR QUALITY IMPACT ASSESSMENT

4.1. INTRODUCTION

4.1.1. This section identified potential impacts on air quality associated with the operation of the Proposed Development.

4.2. IDENTIFICATION OF AIR QUALITY IMPACT

4.2.1. Based on the nature of the Proposed Development and site survey observations, the potential air quality impacts during the operation of the Proposed Development were identified below:

- Vehicular Emissions from nearby road traffic;
- Industrial Emissions from nearby chimneys;
- Odour Emissions from nearby RCP;
- Emissions from car parks within the Proposed Development; and
- Emissions from kitchen within the Proposed Development.

4.3. EVALUATION OF AIR QUALITY IMPACT

Vehicular Emissions from nearby road traffic

4.3.1. The Application Site is bounded by Wo Yi Hop Road and is subject to the air quality impact associated with the vehicular emission from existing open roads. In order to comply with the buffer distance requirements as stipulated in the HKPSG, the air-sensitive uses at the Proposed Development have been positioned away from Wo Yi Hop Road. The required buffer distances from the surrounding road were summarized in **Table 4.1** and illustrated in **Figure 4.1**. 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.

Table 4.1 Recommended Buffer in HKPSG (Vehicular Emissions)

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance Allowed for the Proposed Development
Wo Yi Hop Road (from Tai Loong Street to Lei Muk Road)	District Distributor	>10m	>10m

Note:

1. As advised by the Project's Traffic Consultant, Wo Yi Hop Road (from Tai Loong Street to Lei Muk Road) is classified as a District Distributor according to the Annual Traffic Census 2023. The relevant page of traffic census was enclosed in Appendix 4.1

Industrial Emissions from nearby chimneys

4.3.2. Based on the site survey record in **Appendix 2.1** and **Appendix 2.3**, no evidence shown that the industrial chimneys at Golden Sunflower Building (GSB_01-03) were being used actively, while chimneys at Grand Industrial Building (GIB_01) and Tung Chun Soy and Canning Company (TCSCC_01-03) are located over 300m away from the Application Site. In view of no emission (GSB_01-03) and sufficient buffer distance allowed (GIB_01 and TCSCC_01 to 03) according to HKPSG recommendation, no adverse air quality impact from the above-mentioned chimneys is anticipated.

4.3.3. The industrial chimneys at the GDS Data Centre (GDS_01-21) located approximately 106m from the Proposed Development. The chimneys would only be used for emergency power generation for the Data Centre according to Specified Process License L-7-065(1) (**Appendix 2.2** refers). It is noted that routine running tests for emergency generators would be carried out regularly and thus air pollutant emissions would be expected. Since details of the routine running tests for the emergency generators at the GDS Data Centre from their owners or operators are not available, reference is made to mainstream standard[1] for diesel generators serving data centers specifying the frequency of load testing for emergency power systems. It is recommended that generator sets in service shall be exercised at least once monthly, for a minimum of 30 minutes and not less than 30% of loading. Therefore, in view of the emergency nature of the generators and short period of time for air pollutant emissions from routine running tests, no significant air pollutant emissions are anticipated and thus no adverse air quality impacts are anticipated.

4.3.4. In addition, the reliability rate of power supply from China Light and Power Company (CLP) is 99.997%[2]. Given the industrial chimneys at GDS Data Centre are expected to be used for emergency power generation for the Data Centre, with the high-reliability rate of power supply from CLP, the chance of industrial chimneys at GDS Data Centre being operated is not likely and adverse air quality impact from the industrial chimneys at GDS Data Centre is not anticipated.

Odour Emissions from RCP and Market

4.3.5. Ta Chuen Ping Street Refuse Collection Point (RCP), Shek Lei (II) Estate RCP, Shek Yam Estate RCP and North Kwai Chung Market are located at approximately 71m, 184m, 150m and 160m away from the Application Site respectively. Other odour emission sources including crematoria, livestock yards, stock wagon washing areas, and wholesale fish and poultry markets were not identified within the 500m assessment area. The location of the identified RCPs was shown in **Figure 2.4**. According to the

[1] NFPA 110 Standard for Emergency and Standby Power Systems Chapter 8

[2] CLP's Power Supply Reliability Rate (https://www.clp.com.hk/en/power-quality)

record from the EPD regional office, no relevant complaint against the RCPs and North Kwai Chung Market is received over the past 5 years. Since no sufficient information for implementation of deodorizing devices and other control measures is received from the EPD and Food and Environmental Hygiene Department (FEHD), site survey is therefore carried out to verify the odour problem in the RCPs and North Kwai Ching Market. During the site survey on 9 July and 17 September 2025, no odour from the RCPs and the market was identified. Given that the refuses at the RCPs are enclosed inside the containers, and RCPs and the market are regularly cleaned by the FEHD, no adverse odour impact on the Proposed Development is expected.

Emissions from car parks within the Proposed Development

4.3.6. The car parks within the Proposed Development will be designed and operated in accordance with *ProPECC PN 2/96 Control of Air Pollution in Car Parks*. The car parks are mainly used for private car parking and the starting emissions generated by the vehicles are expected to be limited. Nonetheless, the idling period of vehicles will be governed by *Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance* which excessive emissions from idling vehicles within the Application Site is not expected. Given the above, no adverse air quality impact from car park operations is anticipated.

Emissions from the kitchen within the Proposed Development

4.3.7. Emissions from the kitchens on 2/F, 3/F and 4/F, and its associated cooking fumes/ventilation within the Proposed Development which are solely serve for RCHD and RCHE residents are controlled under APCO. The best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. Given the above, no adverse air quality impact from kitchen operation is anticipated. Details of recommended mitigation measures were provided in **Section 4.4** below.

4.4. RECOMMENDED MITIGATION MEASURES

4.4.1. The following air quality mitigation measures are recommended for the operation phase of the Proposed Development:

- Positioning of the outlet of the exhaust system away from sensitive receivers as far as practicable;
- Installation of air pollution control equipment (e.g., electrostatic precipitator, air washer, scrubbers, etc.) for exhaust system serving the cooking stoves or other cooking appliances, where appropriate;
- Enhanced measures for potential air and odour nuisances shall be considered where necessary; and
- Regular maintenance of air pollution control equipment.

5. CONCLUSION

5.1.1. The Project Proponent proposed to rezone the Application Site from "Other Specified Uses" annotated "Business" to Residential (Group E) 2", at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories.

5.1.2. With the implementation of appropriate mitigation measures, no adverse air quality impact during construction is anticipated.

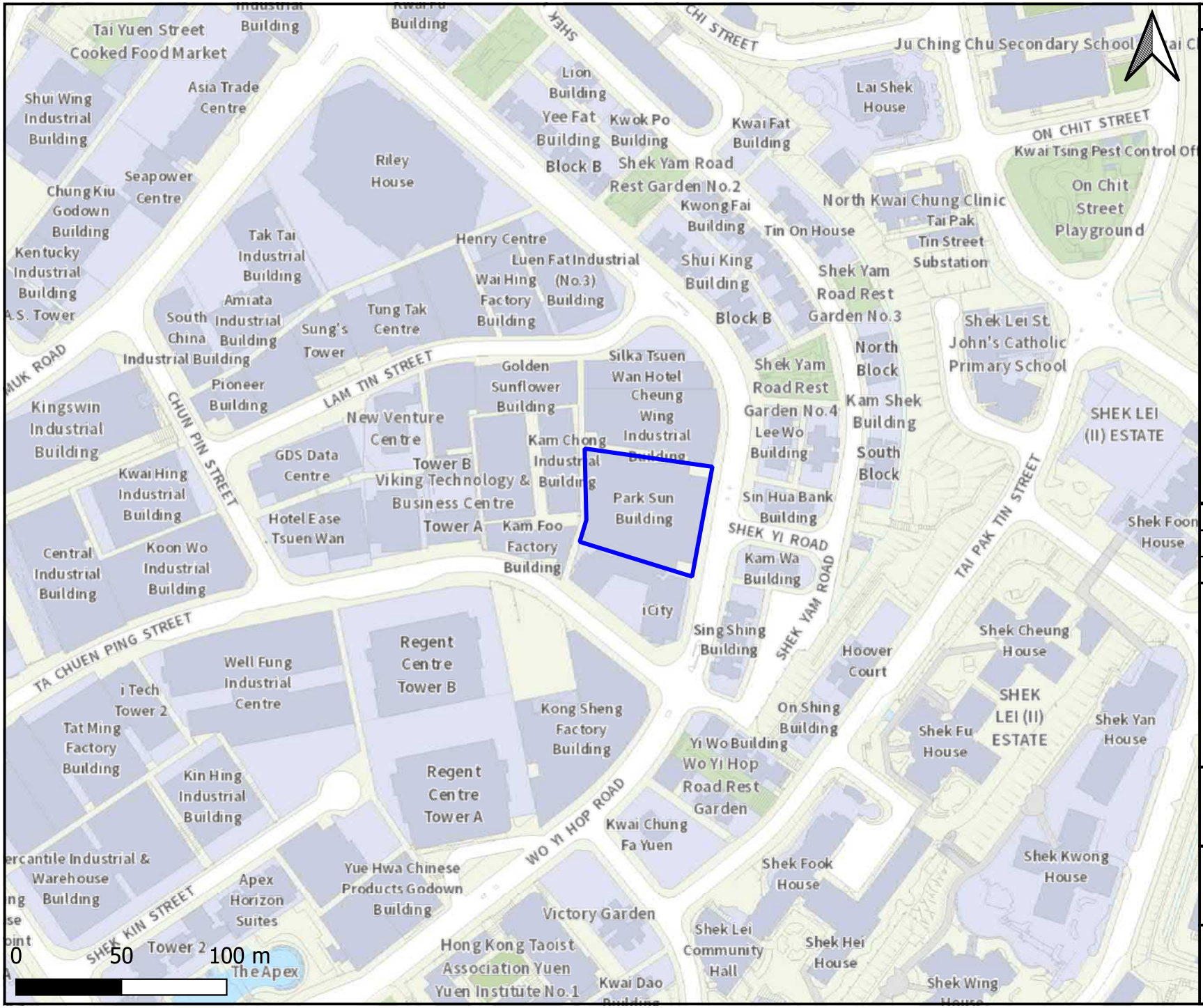
5.1.3. Sufficient buffer distances as recommended in HKPSG are allowed in the design of the Proposed Development, no adverse air quality impact due to vehicular and industrial chimneys emission are anticipated.

5.1.4. No adverse odour impact from the nearby RCPs on the Proposed Development is expected given the RCPs will be regularly cleaned and maintained by FEHD.

5.1.5. The carpark within the Proposed Development will be designed and operated in accordance with *ProPECC PN 2/96 "Control of Air Pollution in Car Parks"*. The idling period of vehicles will be governed by *Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance* which excessive emission from idling vehicles is not expected and no adverse air quality impact is anticipated.

5.1.6. The kitchen within the Proposed Development will adopt the best practical control measures recommended in EPD's Guideline "*Control of Oily Fume and Cooking Odour from Restaurants and Food Business"* during its operation, no adverse air quality impact from kitchen operation is anticipated.

FIGURE 1.1
LOCATION OF APPLICATION SITE AND ITS ENVIRONS



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Legend

Application Site

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

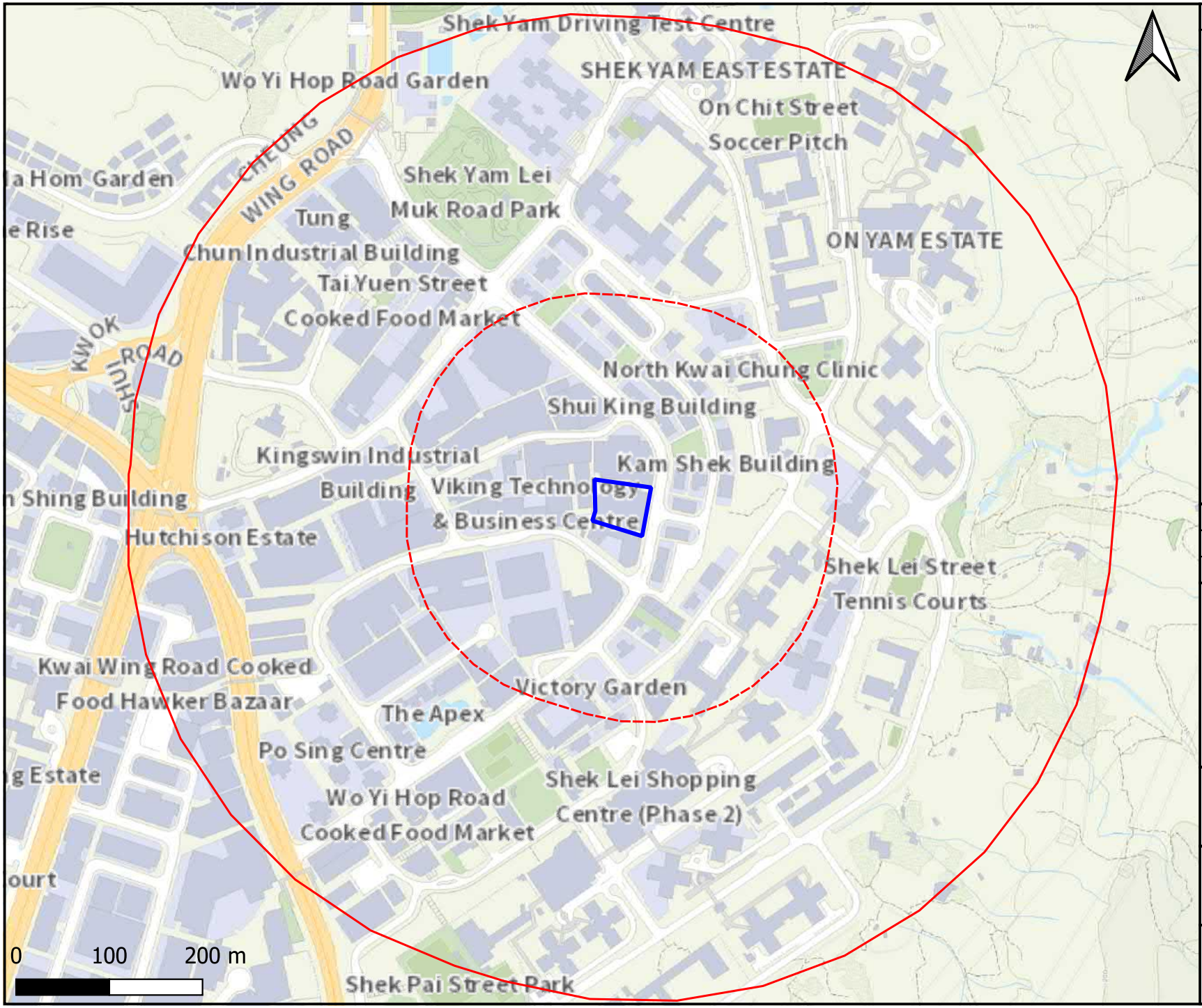
Location of Application Site and Its Environs

Figure No.	Rev.
Figure 1.1	0

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\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE Development at Park Sun (W23055)\PREP\Deliverables\AQIA Report\RT23055-AQIA-01_v0\GIS\RT23055-AQIA-01.qgz

FIGURE 2.1
200M AND 500M ASSESSMENT AREA



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Legend

- Application Site
- 200m Assessment Area
- 500m Assessment Area

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240314	240314	240314

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

200m and 500m Assessment Area

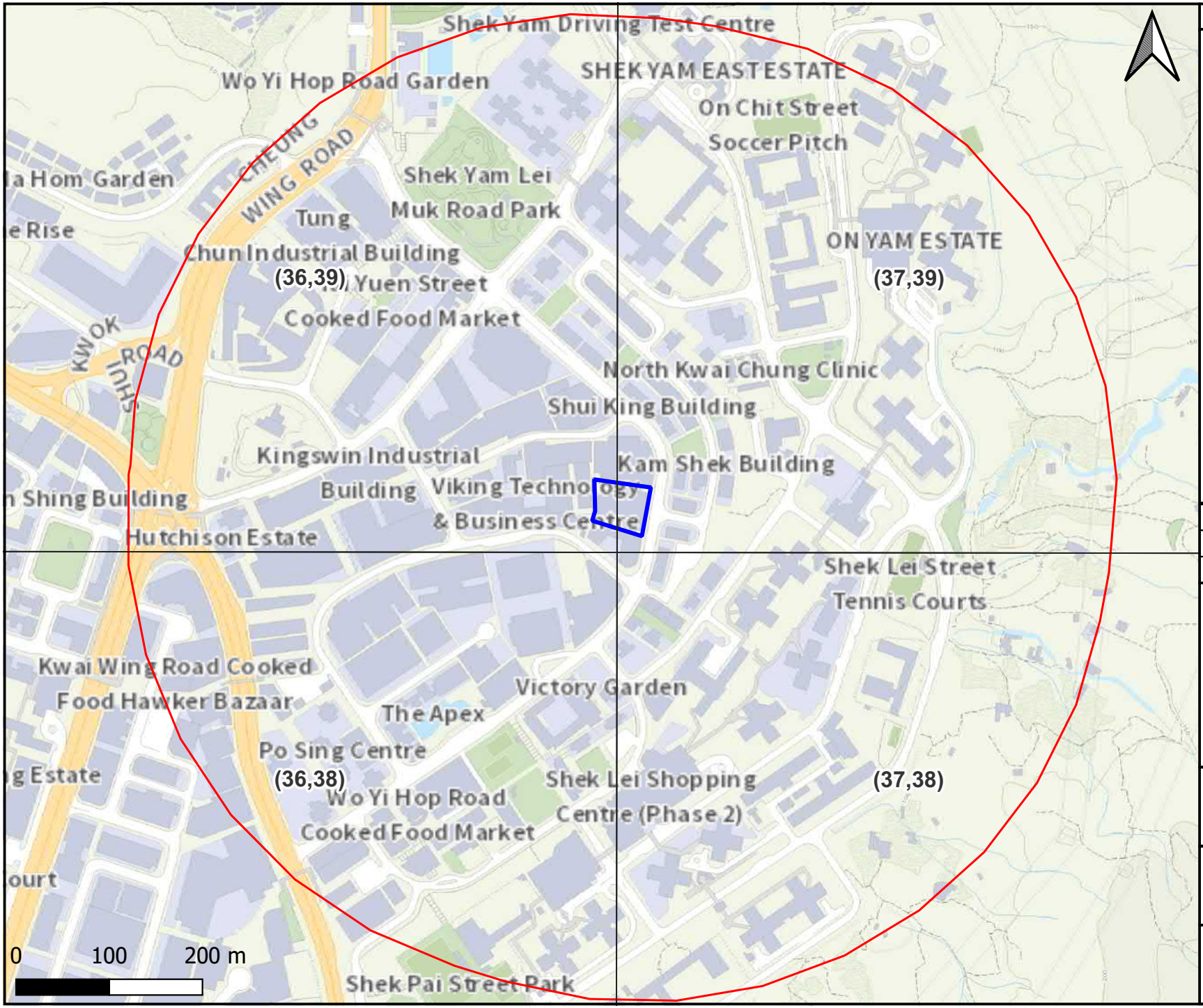
Figure No.	Rev.
Figure 2.1	0

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FIGURE 2.2

PATH GRIDS COVERED THE 500M ASSESSMENT AREA



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Legend

- Application Site
- 500m Assessment Area
- PATH Grids

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

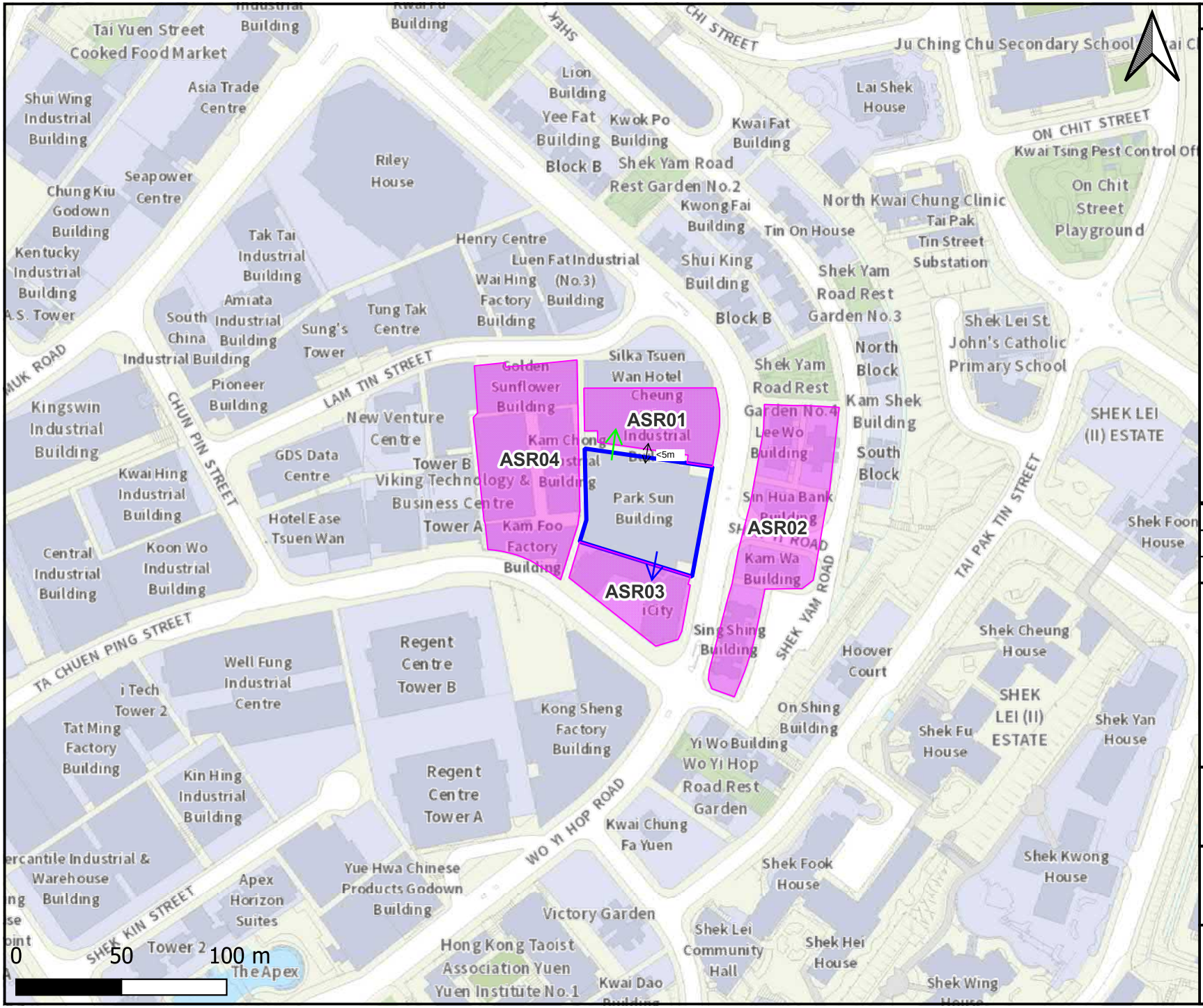
PATH Grids covered the 500m Assessment Area

Figure No.	Rev.
Figure 2.2	0

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FIGURE 2.3
LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS (ASRS)



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Legend

- Application Site
- Air Sensitive Receivers (ASRs)
- Kitchen Exhaust
- Carpark Exhaust

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

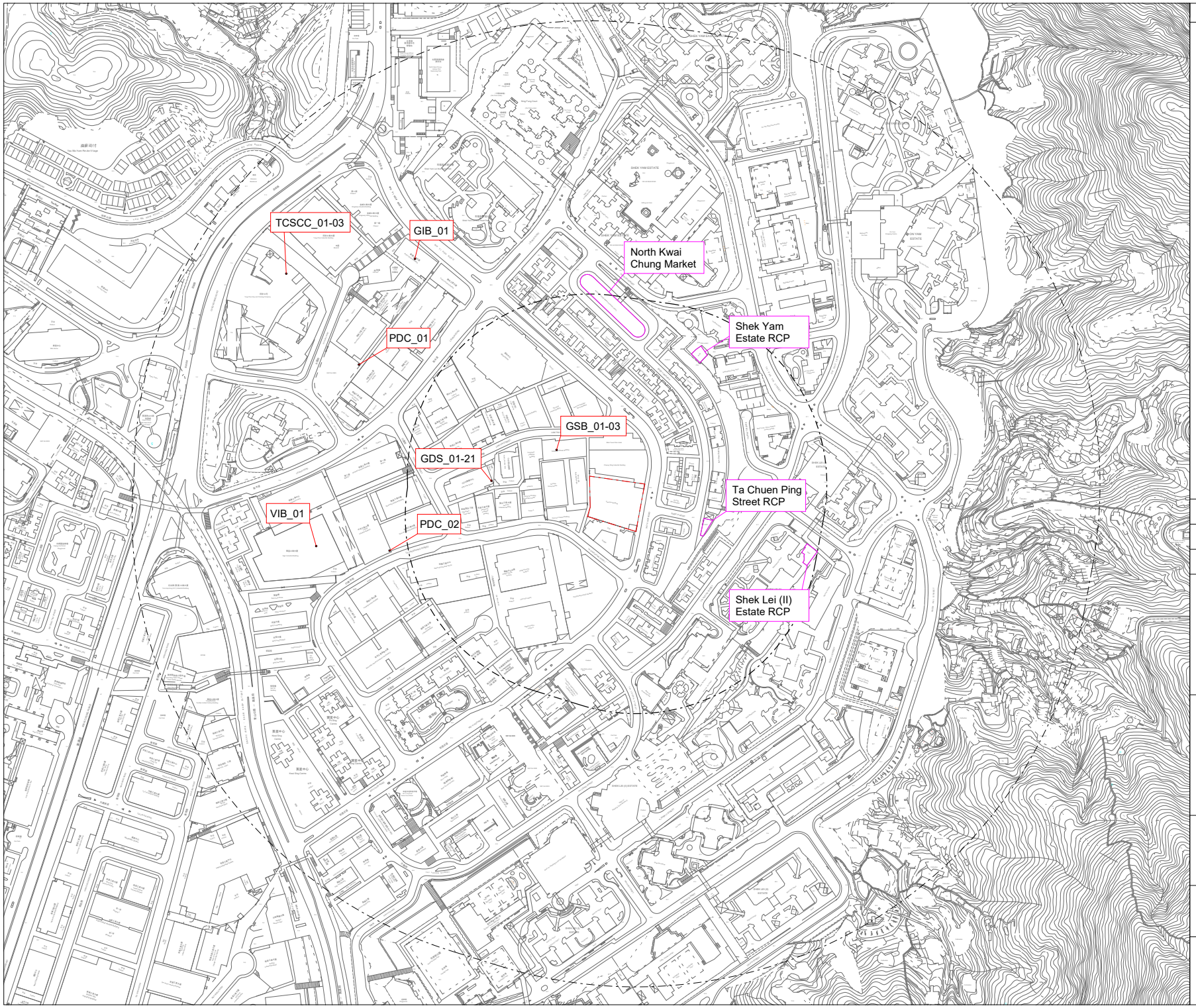
Location of Representative Air Sensitive Receivers (ASRs)

Figure No.	Rev.
Figure 2.3	0

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FIGURE 2.4
LOCATION OF INDUSTRIAL CHIMNEYS AND REFUSE COLLECTION POINTS



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LEGEND:

- Application Site
- 500/200m Assessment Area
- Industrial Chimney
- Refuse Collection Point (RCP)

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

DrawingTitle

Location of Industrial Chimneys and Refuse Collection Points

Drawing No.	Rev.
FIGURE 2.4	0

Scale:

A4 - 1:5500

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FIGURE 4.1

10M BUFFER ZONE FOR DISTRICT DISTRIBUTOR



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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (G/F)

Drawing No.	Rev.
Figure 4.1a	0

Scale: A4 - 1:650

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (1/F)

Drawing No.	Rev.
Figure 4.1b	0

Scale: A4 - 1:650

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (2/F)

Drawing No.	Rev.
Figure 4.1c	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

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Drawing Title

10m Buffer Zone for District Distributor (3/F)

Drawing No.	Rev.
Figure 4.1d	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

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Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

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Drawing Title

10m Buffer Zone for District Distributor (4/F)

Drawing No.	Rev.
Figure 4.1e	0

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10m Buffer Distance

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Date	20240723	20240723	20240723

Project Title

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Drawing Title

10m Buffer Zone for District Distributor (5/F)

Drawing No.	Rev.
Figure 4.1f	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

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Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (6/F)

Drawing No.

Figure 4.1g

Rev.

0

Scale:

A4 - 1:650

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (7/F)

Drawing No.

Figure 4.1h

Rev.

0

Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (8/F)

Drawing No.	Rev.
Figure 4.1i	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (9/F-12/F)

Drawing No.

Figure 4.1j

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0

Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

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Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (13/F)

Drawing No.	Rev.
Figure 4.1k	0

Scale: A4 - 1:650

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10m Buffer Distance

	Prepared	Checked	Approved
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Date	20240723	20240723	20240723

Project Title

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Drawing Title

10m Buffer Zone for District Distributor (14/F)

Drawing No.	Rev.
Figure 4.1l	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

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Drawing Title

10m Buffer Zone for District Distributor (15/F)

Drawing No.	Rev.
Figure 4.1m	0

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LEGEND:

10m Buffer Distance

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Project Title

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Drawing Title

10m Buffer Zone for District Distributor (16/F-18/F)

Drawing No.	Rev.
Figure 4.1n	0

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LEGEND:

10m Buffer Distance

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Date	20240723	20240723	20240723

Project Title

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Drawing Title

10m Buffer Zone for District Distributor (19/F-20/F)

Drawing No.	Rev.
Figure 4.1o	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
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Date	20240723	20240723	20240723

Project Title

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Drawing Title

10m Buffer Zone for District Distributor (21/F-22/F)

Drawing No.

Figure 4.1p

Rev.

0

Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

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Drawing Title

10m Buffer Zone for District Distributor (23/F)

Drawing No.

Figure 4.1q

Rev.

0

Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

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Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (24/F-26/F)

Drawing No.	Rev.
Figure 4.1r	0

Scale: A4 - 1:650

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APPENDIX 1.1
MASTER LAYOUT PLAN



PARKING PROVISIONS

PRIVATE CAR:	40 NO.S
MOTORCYCLE:	1 NO.S

0 1 2 5 m

1:250 @A3

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Flat 12, 8/F.,
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12 Kut Shing Street, Chai Wan,
Hong Kong SAR
Tel: (852) 2155 1007
Fax: (852) 2155 1008
Email: info@indexarchitecture.com

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: BASEMENT 1/F Layout Plan

Sheet: Rev:-



PARKING PROVISIONS

PRIVATE CAR:	35 NO.S
MOTORCYCLE:	4 NO.S

0 1 2 5 m

1:250 @A3

index architecture limited

Flat 12, 8/F.,
Decca Industrial Centre,
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Project: Park Sun Building Redevelopment

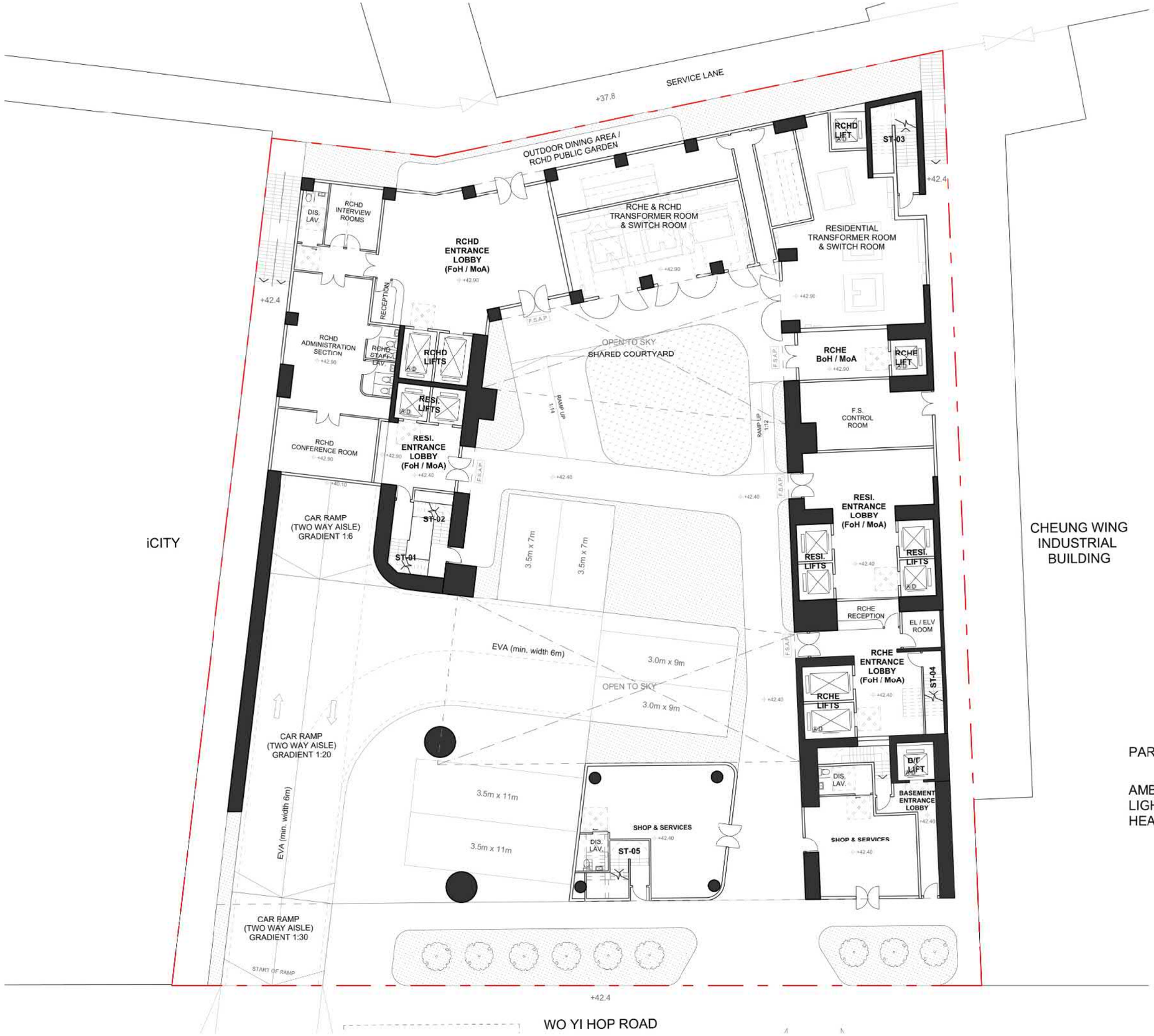
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung Hong Kong

Drawn: OC Scale: 1:250@A3

Title: LOWER GROUND 1/F Layout Plan

Sheet: Rev:-



PARKING PROVISIONS

AMBULANCE:	2 NO.S
LIGHT GOODS VEHICLE:	2 NO.S
HEAVY GOODS VEHICLE:	2 NO.S

GRASS

SHRUB

0 1 2 5 m

1:250 @A3

index architecture limited

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: G/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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-	ISSUE	10-04-2024

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Project no: 22013

Project: Park Sun Building Redevelopment

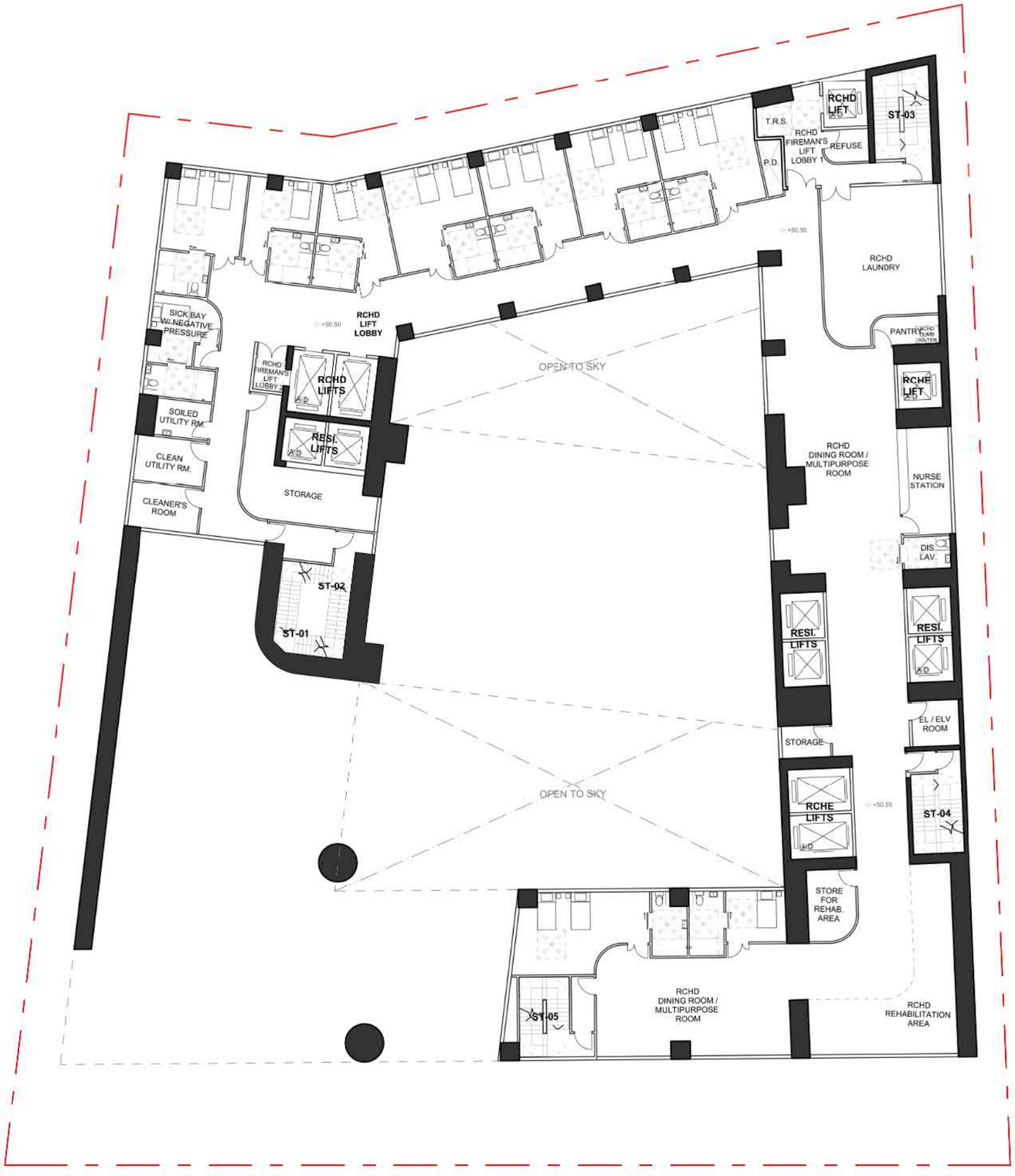
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 1/F Layout Plan

Sheet: Rev:-



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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 2/F Layout Plan

Sheet: Rev:-



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Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 3F Layout Plan

Sheet: Rev:-



GRASS

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 4/F Layout Plan

Sheet: Rev:-



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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Drawn: OC Scale: 1:250@A3

Title: 5/F Layout Plan

Sheet: Rev:-



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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 6/F Layout Plan

Sheet: Rev:-



GRASS

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1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 7/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Bulding Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn OC Scale: 1:250@A3

Title: 8/F Layout Plan

Sheet: Rev:-



Floor Level:

9/F: +74.65 10/F: +77.73 11/F: +80.80 12/F: +83.88

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sur Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: CC Scale: 1:250@A3

Title: 9-12/F Layout Plan

Sheet: Rev:-



Floor Level:
13/F: +86.95

0 1 2 5 m

1:250 @A3

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Project: Park Sur Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: CC Scale: 1:250@A3

Title: 13/F Layout Plan

Sheet: Rev:-



Floor Level:
14/F: +90.03

0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: CC Scale: 1:250@A3

Title: 14/F Layout Plan

Sheet: Rev:-



Floor Level:
15/F: +93.10

0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: CC Scale: 1:250@A3

Title: 15/F Layout Plan

Sheet: Rev:-



Floor Level:
16/F: +96.18 17/F: +99.25 18/F: +102.33

0 1 2 5 m
1:250 @A3

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Client: Kin Ying Co. Ltd.

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Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 16-18/F Layout Plan

Sheet: Rev:-



Floor Level:
19/F: +105.40 20/F: +108.48

0 1 2 5 m

1:250 @A3

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Project: Park Sur Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Drawn: OC Scale: 1:250@A3

Title: 19-20/F Layout Plan

Sheet: Rev:-



Floor Level:
21/F: +111.55 22/F: +114.63

0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Drawn: OC Scale: 1:250@A3

Title: 21-22/F Layout Plan

Sheet: Rev:-



Floor Level:
23/F: +117.70

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sur Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Drawn: OC Scale: 1:250@A3

Title: 23/F Layout Plan

Sheet: Rev:-



Floor Level:
24/F: +120.78 25/F: +123.85 26/F: +126.93

0 1 2 5 m

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Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 24-26/F Layout Plan

Sheet: Rev:-



GRASS

SHRUB

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Floor Level:

R/F: +130.00 25/F: +123.85 26/F: +126.93

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Project no: 22013

Project: Park Sun Building Redevelopment

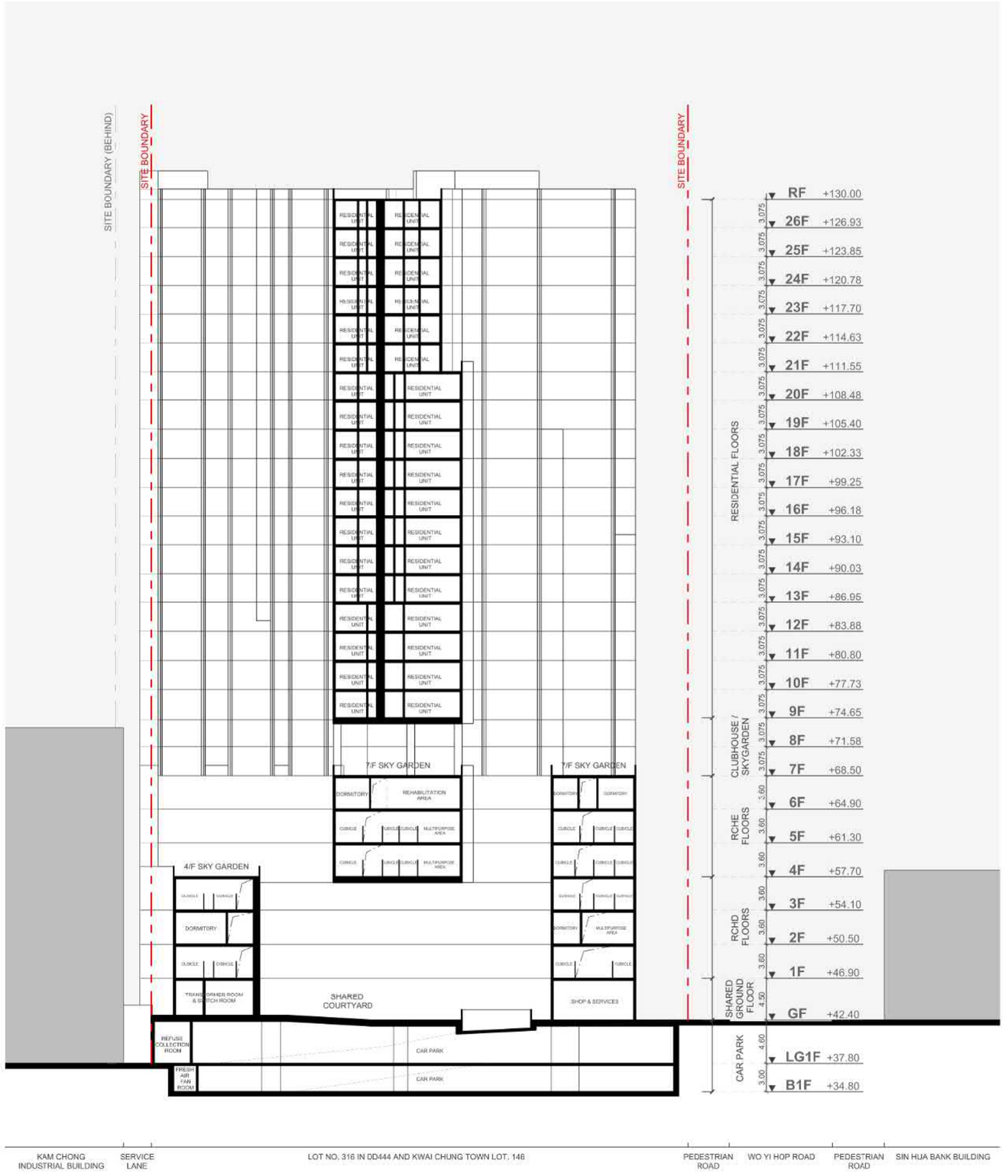
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Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

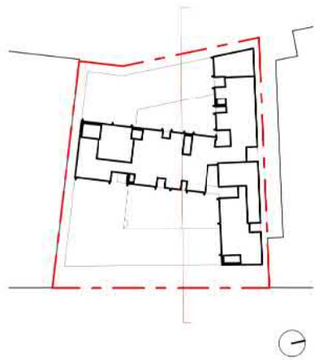
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SECTION X-X'



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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung Hong Kong

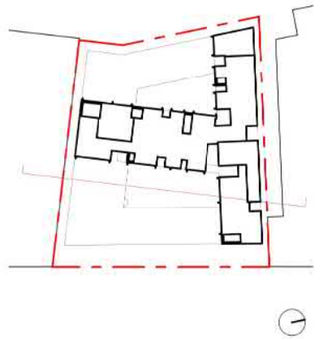
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SECTION Y-Y'



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Project: Park Sun Building Redevelopment

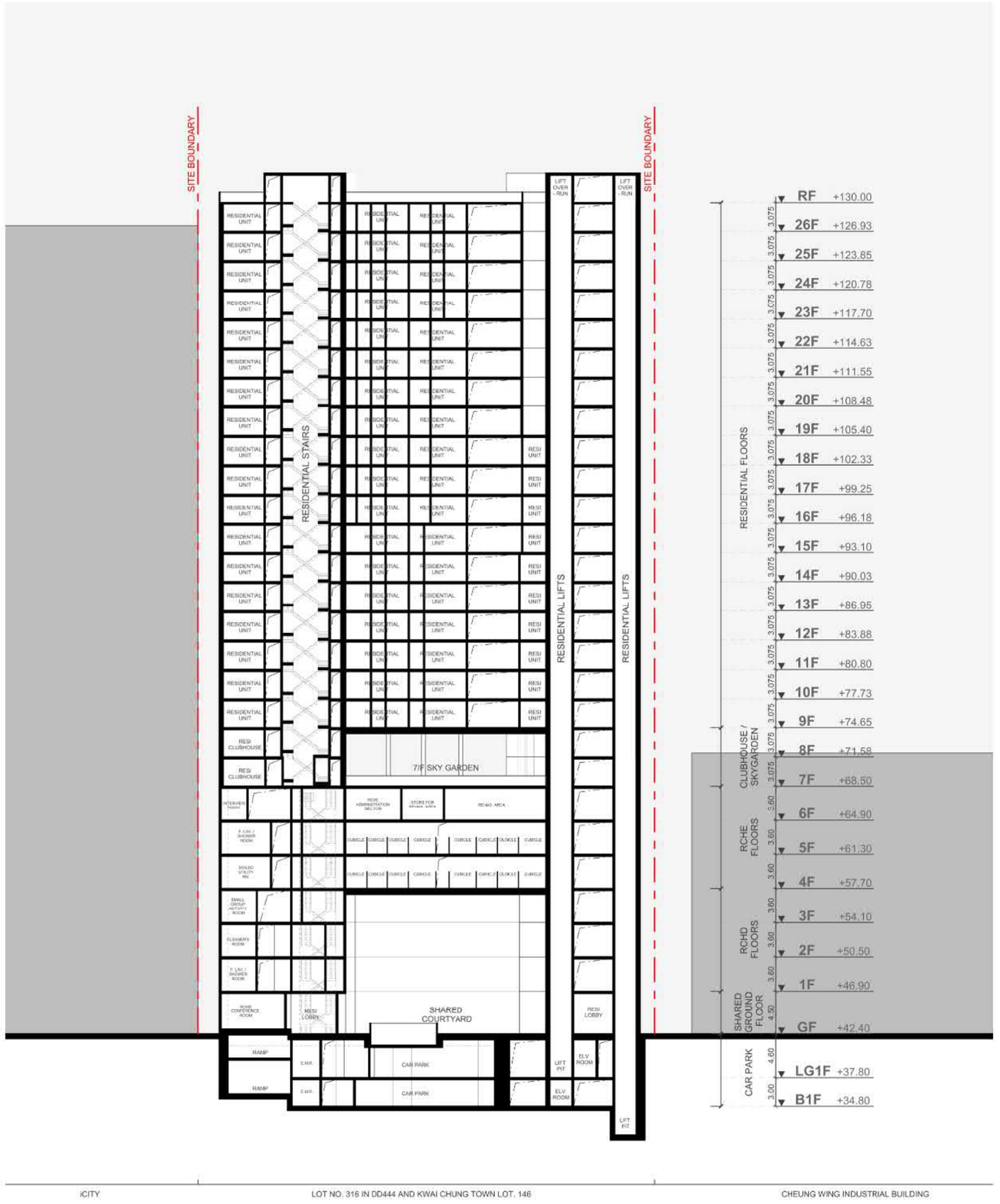
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Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

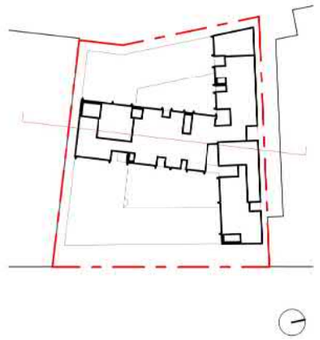
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Title: Section Y-Y'

Sheet: Rev:-



SECTION Z-Z'



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1:500@A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung Hong Kong

Drawn OC Scale: 1:500@A3

Title: Section Z-Z'

Sheet: Rev:-

APPENDIX 2.1

SITE SURVEY RECORD

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

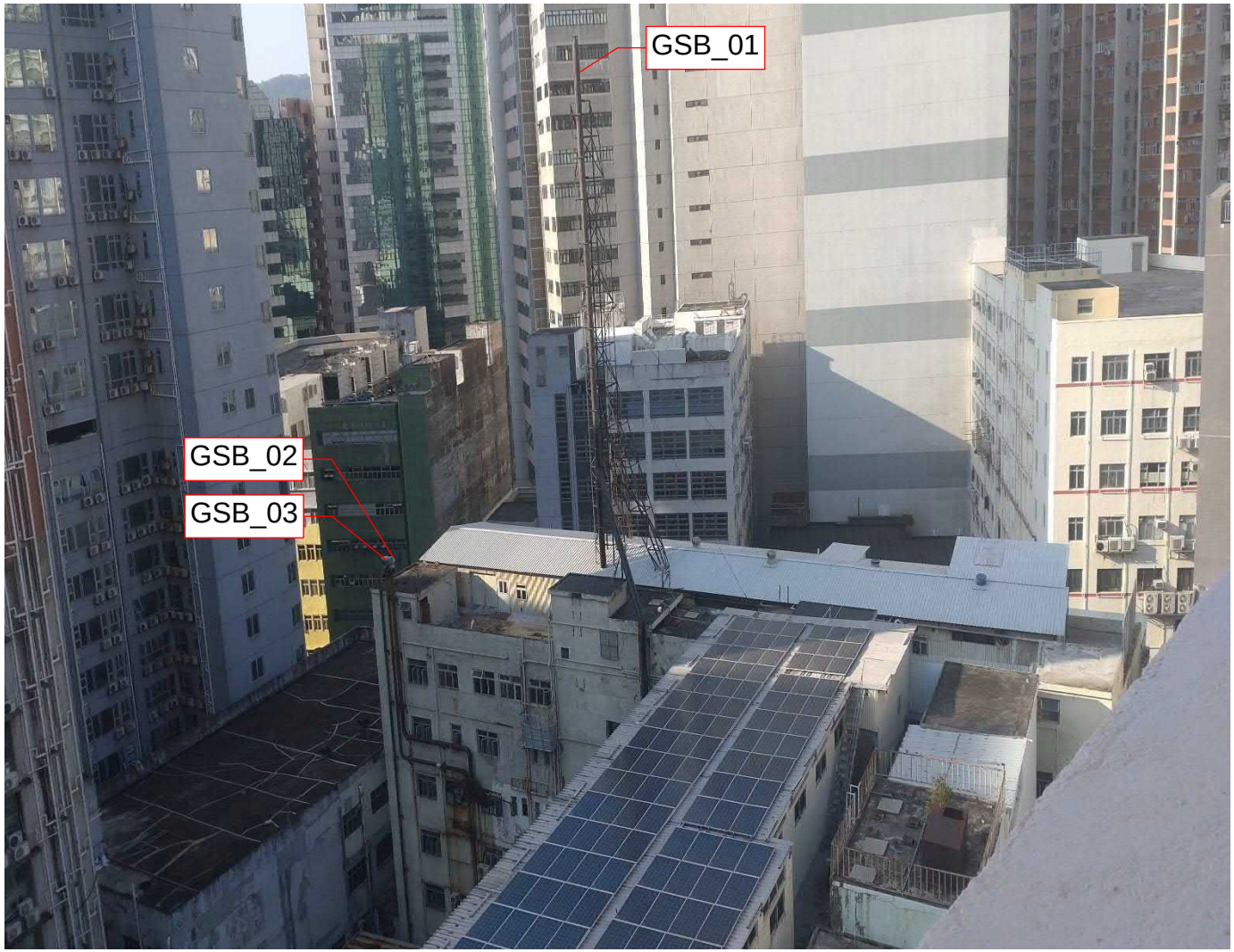


Photo 1: Industrial Chimneys at Golden Sunflower Building (GSB_01-03)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

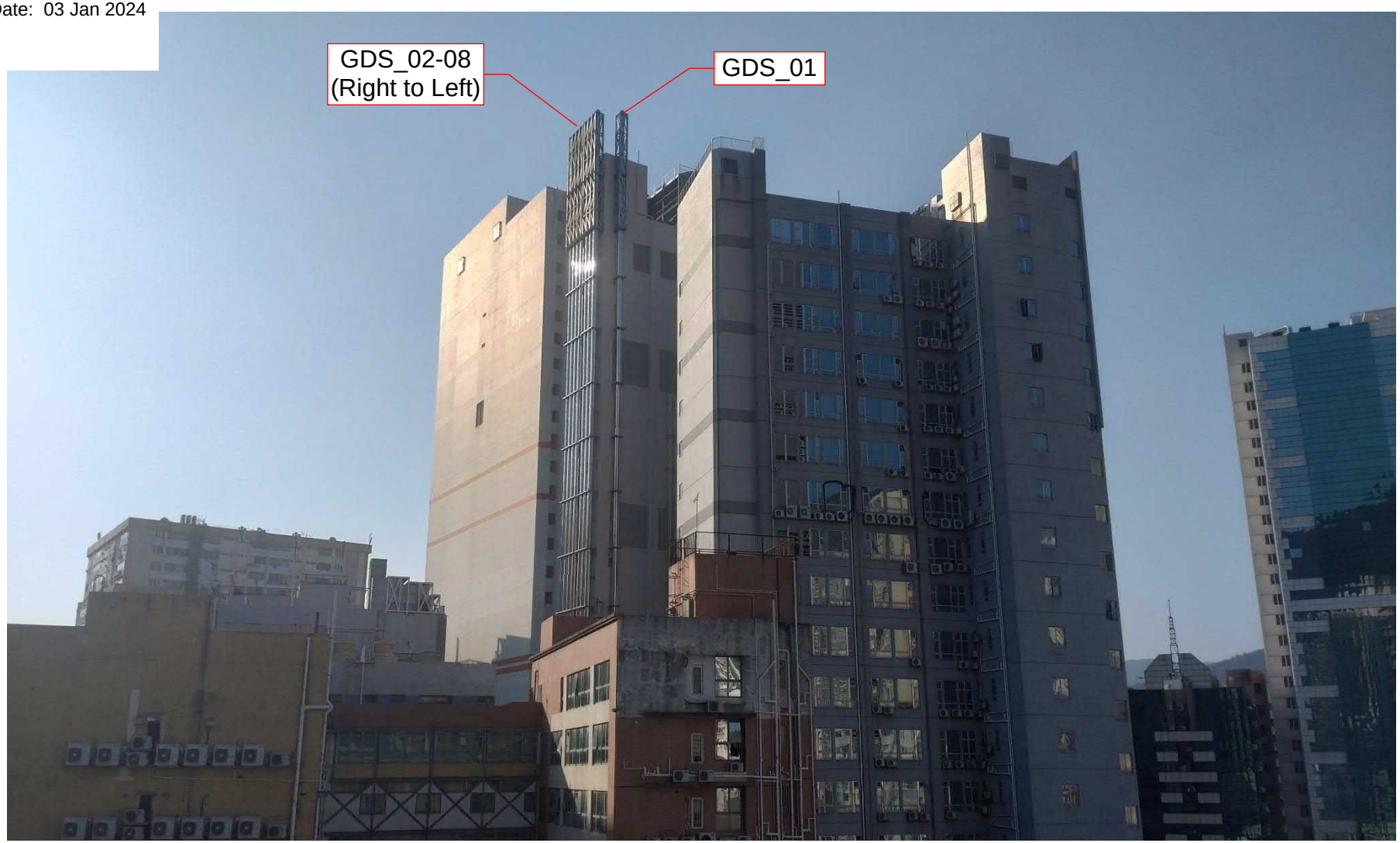


Photo 4: Industrial Chimneys at GDS Data Centre (GDS_01-08)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

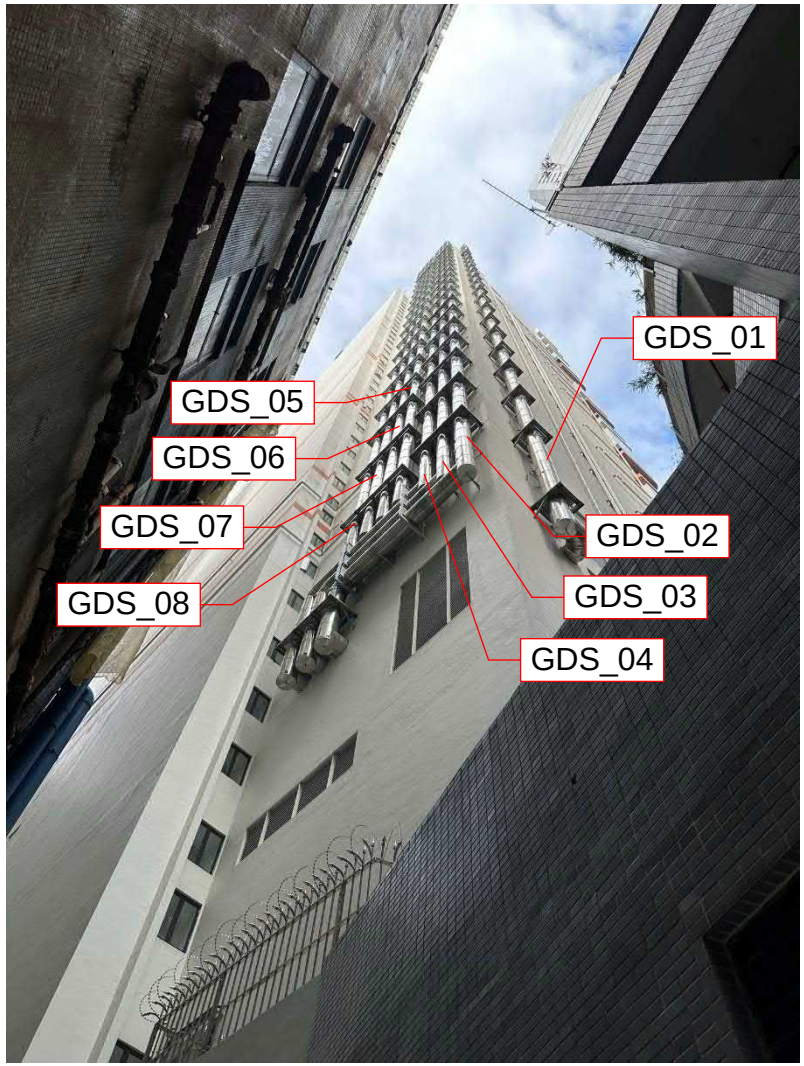


Photo 5: Industrial Chimneys at GDS Data Centre (GDS_01-08)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

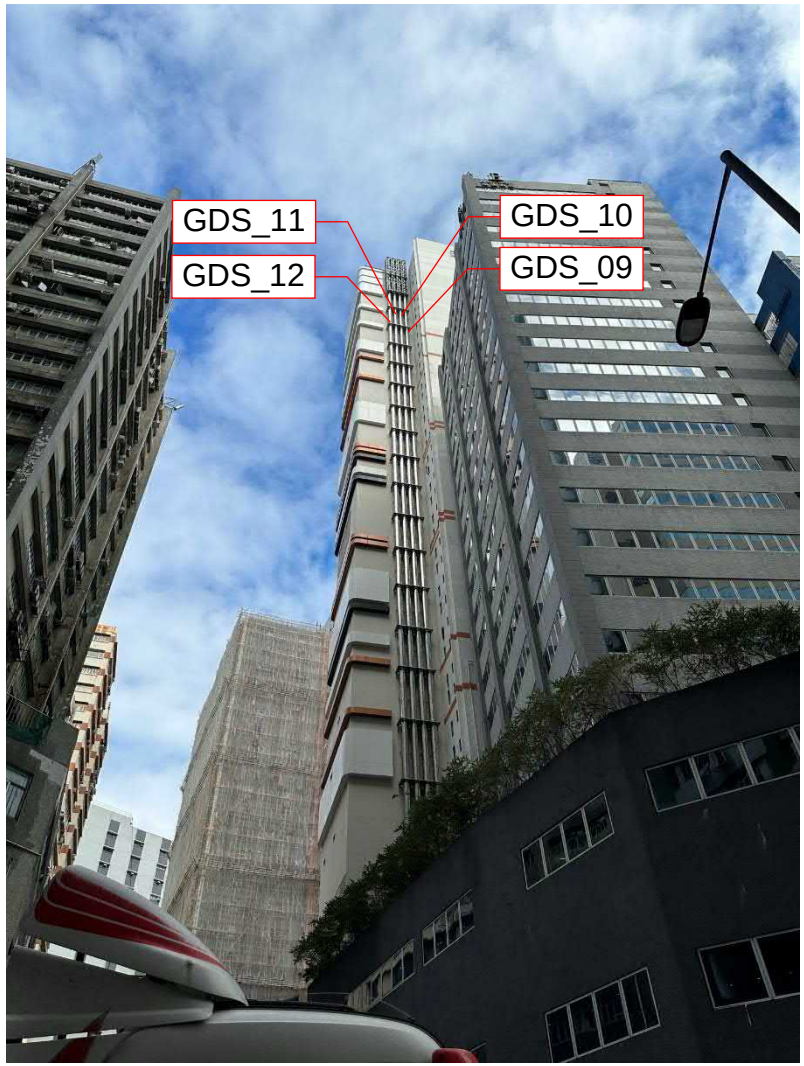


Photo 6: Industrial Chimneys at GDS Data Centre (GDS_09-12)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024



Photo 7: Industrial Chimney at Grand Industrial Building (GIB_01)

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

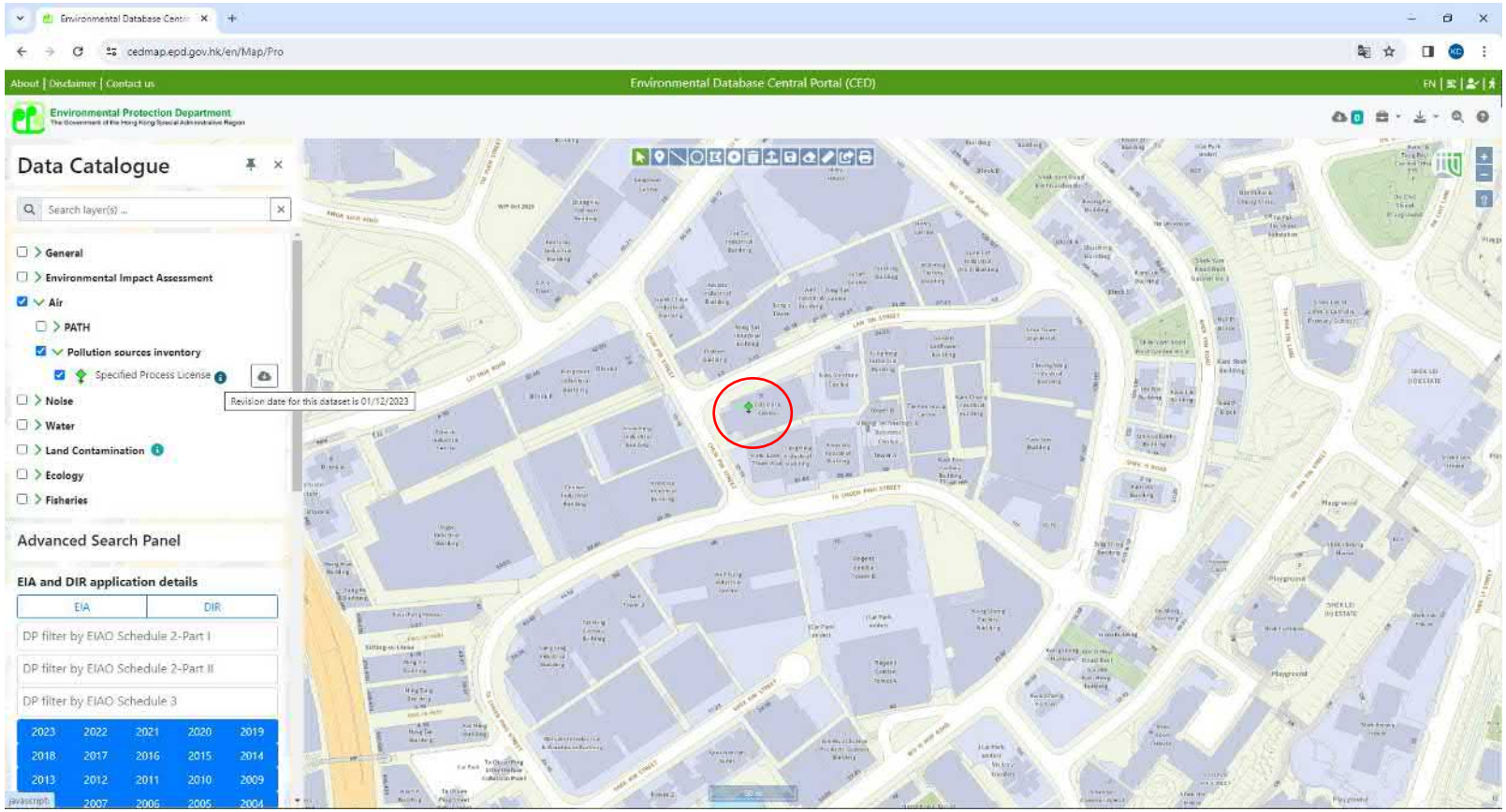


Photo 8: Industrial Chimneys at Tung Chun Soy and Canning Company (TCSCC_01-03)

APPENDIX 2.2

INFORMATION OF SPECIFIED PROCESS LICENSE L-7-065(1)

Appendix 2.2 – Information of Specified Process License L-7-065(1)



License No.	L-7-065(1)
License Holder	EDP I (HK) Limited
Address of Premises	2-16 Lam Tin Street, Kwai Chung, N.T.
Effective Date	6 March 2023
Expiry Date	5 March 2028
Specified Process involved	Electricity works
Remark: Information extracted from EPD's CED on 28 February 2024.	

申請書登記冊
依據《空氣污染管制條例》第 14(3)(a)條載備

編號： A0889

1. 申請的類別*

新領牌照	✓
牌照續期	
更改牌照	
轉讓牌照	
因根據第 21 條被終止豁免而所需的牌照	
取消或更改任何豁免條件或條款	

2. 申請人姓名 / 名稱（英文） EDPI (HK) Limited

（中文）

3. 申請人地址 香港金鐘夏慤道 16 號遠東金融中心 25 樓 B 室

4. 申請日期 2022 年 1 月 13 日

5. 列入登記冊日期 2022 年 11 月 8 日

6. 在報章上刊登最後公告的日期 2022 年 12 月 日

* 在適當的格加 "√" 號

7. 進行指明工序的處所

處所名稱		地 址	電話號碼
中 文	英 文		
	GDS HK1 Data Centre	香港新界葵涌藍田街 2-16 號	37582429

8. 工程性質

現有牌照編號	有效期屆滿日期	申請所指的指明工序的分類 †	操作方式（連續式 / 間歇式）	裝置 / 處理 * 能力	筒倉容量（只適用於水泥工程）	排放點總數
--	--	電力工程	間歇式	40 兆瓦	--	21

9. 在同一處所內進行的其他指明工序

指明工序的分類 †	牌照編號 / 豁免文件編號 *
--	--

9A. 根據條例第 14A 條「空氣污染控制計劃」

甲． 有關之控制計劃已呈交　是 / 否 *

乙． 可供參閱　是 / 否*

† 在條例附表 1 指定

* 刪去不適用者

10. 有害或厭惡性排放物 *

排放點編號	廢氣流率（立方米/小時）		排往大氣的方式												處所 100 米範圍內的最高建築物／構築物			
			出口溫度（攝氏）		逃逸性排放（是 / 否）		排出或烟囪高度 (米)		排出口或烟囪橫剖面									
									闊（米）		長（米）		直徑（米）		距離（米）		高度（米）	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	20880	--	485	--	否	--	159.12	--	--	--	--	--	0.55	--	68	--	123	--
EP13 to EP15	25560	--	560	--	否	--	113.15	--	--	--	--	--	0.55	--	68	--	123	--
EP16 to EP20	25560	--	560	--	否	--	129.50	--	--	--	--	--	0.55	--	68	--	123	--
EP21	11052	--	515	--	否	--	140.85	--	--	--	--	--	0.35	--	68	--	123	--

排放點編號	排放物的詳細資料													
	成分		排放率（公斤/小時）				控制設備		每日平均濃度 *（毫克/立方米）		最高濃度 *（毫克/立方米）		處於最高濃度的期間（小時/日）	
			平均		最高									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0036 26.1 0.189 0.00755	--	0.0036 26.1 0.189 0.00755	--	烟囪	--	0.172 1250 9.05 0.362	--	0.172 1250 9.05 0.362	--	緊急用途	--
EP13 to EP15	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	烟囪	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	緊急用途	--
EP16 to EP20	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	烟囪	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	緊急用途	--
EP21	粒子 氮氧化物 一氧化碳 二氧化硫	--	0.0012 9.76 0.060 0.00346	--	0.0012 9.76 0.060 0.00346	--	烟囪	--	0.109 885.5 5.43 0.313	--	0.109 885.5 5.43 0.313	--	緊急用途	--

* 以處於標準溫度攝氏零度及 101.325 千帕斯的情況下計算。不得以稀釋空氣的方法來使排放率低於上限。

附註

任何人可在報章刊登公告的 30 天內，以有關地區的空氣質素指標正受到威脅為理由，或以有害或厭惡性排放物的排放會或相當可能會損害健康為理由，反對批准申請。反對書上須載有提出反對人士的姓名、地址及身分，用作進行所建議指明工序處所的地址，以及空氣質素指標正如何受到威脅或有害或厭惡性排放物的排放會如何導致健康受損。反對書應按《空氣污染管制（指明工序）規例》附表 2 表格 5 擬備，並呈交監督，副本則送交環境局局長。

REGISTER OF APPLICATIONS UNDER SECTION 14(3)(a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: A0889

1. Type of Application*

New Licence	✓
Renewal of Licence	
Variation of Licence	
Transfer of Licence	
A Licence subsequent to the Cessation of an Exemption under Section 21	
Cancellation or Variation of Any Term or Condition of Exemption	

2. Name of Applicant (English) EDPI (HK) Limited

(Chinese)

3. Address of Applicant Unit B, 25/F Far East Finance Centre, 16 Harcourt Road, Admiralty, Hong Kong

4. Date of Application 13 January 2022

5. Date of Entry into Register 8 November 2022

6. Date of Last Notice in Newspapers December 2022

* Tick the appropriate box

7. Premises Where the Specified Process is Conducted

Name of Premises		Address	Telephone No.
English	Chinese		
GDS HK1 Data Centre		2-16, Lam Tin Street, Kwai Chung, N.T. Hong Kong	37582429

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process† under Application	Mode of Operation (Continuous / Batch)	Installed Processing* Capacity	Silo Capacity (for Cement Works Only)	Total No. of Emission Points
--	--	Electricity Works	Batch	40 MW	--	21

9. Other Specified Processes Conducted in Same Premises

Classification of Specified Process †	Licence / Exemption* Numbers
--	--

9A. Air Pollution Control Plan under Section 14A

a. Has the plan been submitted Yes / ~~No~~ *

b. Whether the plan is available for inspection Yes / ~~No~~ *

† As specified in the Schedule 1 of the Ordinance

* Delete if not applicable

10. Noxious or Offensive Emissions *

Emission Point No	Exhaust Gas Flowrate (m^3/h)		Mode of Discharge to Atmosphere												Highest Building / Structure within 100m of the Premises			
			Exit Temperature (°C)		Fugitive Emission (Yes /No)		Discharge or Chimney Height (m)		Cross-Section of Discharge Exit or Chimney									
									Width (m)		Length (m)		Diameter (m)		Distance (m)		Height (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	20880	--	485	--	No	--	159.12	--	--	--	--	--	0.55	--	68	--	123	--
EP13 to EP15	25560	--	560	--	No	--	113.15	--	--	--	--	--	0.55		68	--	123	--
EP16 to EP20	25560	--	560	--	No	--	129.50	--	--	--	--	--	0.55	--	68	--	123	--
EP21	11052	--	515	--	No	--	140.85	--	--	--	--	--	0.35	--	68	--	123	--

* Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION

Emission Point No.	Details of Emissions													
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m^3)		Maximum Concentration* (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0036 26.1 0.189 0.00755	--	0.0036 26.1 0.189 0.00755	--	Chimneys	--	0.172 1250 9.05 0.362	--	0.172 1250 9.05 0.362	--	Emergency Only	--
EP13 to EP15	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	Chimneys	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	Emergency Only	--
EP16 to EP20	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0044 35.8 0.277 0.00935	--	0.0044 35.8 0.277 0.00935	--	Chimneys	--	0.172 1400 10.86 0.366	--	0.172 1400 10.86 0.366	--	Emergency Only	--
EP21	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	--	0.0012 9.76 0.060 0.00346	--	0.0012 9.76 0.060 0.00346	--	Chimneys	--	0.109 885.5 5.43 0.313	--	0.109 885.5 5.43 0.313	--	Emergency Only	--

) Expressed as at 0°C temperature and 101.325 kPa pressure.

11. Note

Any person may object within 30 days of notice in newspapers, to the granting of the application on the grounds that the Air Quality Objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address, and identity of the person making the objection, the address of the premises of the proposed specified process, and how the Air Quality Objective is being threatened or how the emission of noxious or offensive emissions would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulations and be forwarded to the Authority and copied to the Secretary for the Environment.

牌照登記冊

依據《空氣污染管制條例》第 15 條

批給的牌照以進行指明工序

編號：L0519　　牌照號碼：L-7-065(1)

1. 牌照詳細資料

發出日期	有效期至	申請日期	申請編號	擬續期牌照(如有)編號
2023年3月7日	2028年3月6日	2022年1月13日	A0889	

牌照持有人姓名 (先寫姓氏) / 名稱		商業登記 / 公司註冊證書* 號碼
中文	英文	
李國華	LI Kwok Wah (EDPI (HK) Limited)	身分證號碼：G695 69568354-000-06-22-1

擬進行指明工序的處所的名稱
--- (GDS HK1)

擬進行指明工序的處所的地址
新界葵涌藍田街 2-16 號

指明工序的分類 †	裝置/處理*能力	筒倉容量 (只適用於水泥工程)
電力工程	40.0 兆瓦	

*刪去不適用者

†在條例附表 1 指定

2. 持牌期間牌照更改情況

申請日期	申請的批給日期

3. 持牌期間牌照轉讓情況

申請日期	申請的批給日期	受讓人姓名(先寫姓氏) / 名稱		受讓人的商業登記 / 公司註冊證書 * 號碼
		中文	英文	

4. 取消牌照

取消日期.....

*刪去不適用者

REGISTER OF LICENCES FOR THE CONDUCT OF A SPECIFIED PROCESS
GRANTED UNDER SECTION 15 OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No. : L0519 Licence No. : L-7-065(1)

1. Details of the Licence

Date of Issue	Date of Expiry	Date of Application	Serial No. of the Application	Serial No. of the Licence (if any) being Renewed
07 March 2023	06 March 2028	13 January 2022	A0889	

Name of Licence Holder (Surname First)		Business Registration / Certificate of Incorporation * No.
English	Chinese	
LI Kwok Wah (EDPI (HK) Limited)	李國華	HKID No.:G695 69568354-000-06-22-1

Name of the Premises where the Specified Process is conducted
GDS HK1

Address of the Premises where the Specified Process is conducted
No. 2-16 Lam Tin Street, Kwai Chung, N.T.

Classification of Specified Process †	Installed / Processing* Capacity	Silo Capacity (for Cement Works Only)
Electricity Works	40.0 MW	

* Delete if not applicable

† As specified in the First Schedule of the Ordinance

2. Variation(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application

3. Transfer(s) of the Licence during the Licensing Period

Date of Application	Date of Grant of Application	Name of the Transferee (Surname First)		Business Registration / Certificate of Incorporation * No. of the Transferee
		English	Chinese	

4. Cancellation of the Licence.

Date of Cancellation .....

* Delete if not applicable

APPENDIX 2.3

INVESTIGATION REPORT OF CHIMNEYS AT GOLDEN SUNFLOWER BUILDING

PROJECT:

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/Kc/32 to rezone the Application Site from "Other Specified Uses" Annotated "Business" To "Residential (Group E) 2", Lot 316 In D.D. 444 and Kwai Chung Town Lot (Ktcl) 146, 97-107 Wo Yi Hop Road, New Territories

Chimney Investigation Report

Sep. 2025

1. Introduction

The objective of this report is to confirm the operational status of the chimneys identified on the rooftop of the Golden Sunflower Building. These chimneys were first noted during a site survey conducted on 03 January 2024. As the current operational status of these chimney(s) are uncertain, a detailed investigation was required to draw a definitive conclusion regarding their abandonment or current use.

2. Identification of Associated Units/Flats

A Building's Department record drawing was obtained via Building Records Access and Viewing On-line (BRAVO) and is shown in **Appendix A**. No proposed pipelines and chimney structures are found on the record plan. On-site observations focused on identifying specific units connecting the three identified chimneys with photo records (**Appendix A** refers) suggest that the chimneys are connected to flats on the 7^{th} and 9^{th} floors of the building. For GSB_01, it was observed to be connected to flat on 9^{th} floor. For GSB_02 and GSB_03, it was observed that they are connected to 7^{th} floor. Attempts were made to contact the building management and owner via phone and email (see **Appendix B** for email records) to confirm our findings. A verbal reply was received via tele-conversation dated 15 September 2025 stating they were unable or unwilling to provide information regarding the status of the mentioned chimney(s).

3. Site Survey and Interviews

To confirm the current use of the premises connected to the chimneys, on-site surveys and interviews were conducted dated 17, 27 and 29 September 2025. Attempts were made to interview the occupants/users of the identified units. A verbal request for information from the occupants/users was made, and supporting observations (e.g., nameplates, usage records) were assessed. The nameplate information for the flats was found to be insufficient for definitively determining the operational status of the connected facilities. Further visual surveys within the premises were required. Based on site observations, the majority of the connected units appeared to be used for storage or offices for rent with no signs of active use or occupancy that would necessitate a chimney connection. Visual evidence collected during the site survey is provided in **Appendix C**. From further information available online, flat for the Hong Kong Hoi Shing Business Center are used for office and individual studio for rent and not for industrial use (**Appendix E** refers). In addition, Every Win Dyeing Co. is found to be dissolved since 2010 (**Appendix E** refers). Therefore, the related flats associated with chimney connections are found not to be industrial use and emission from the chimneys are unlikely to happened.

4. Monitoring Programme

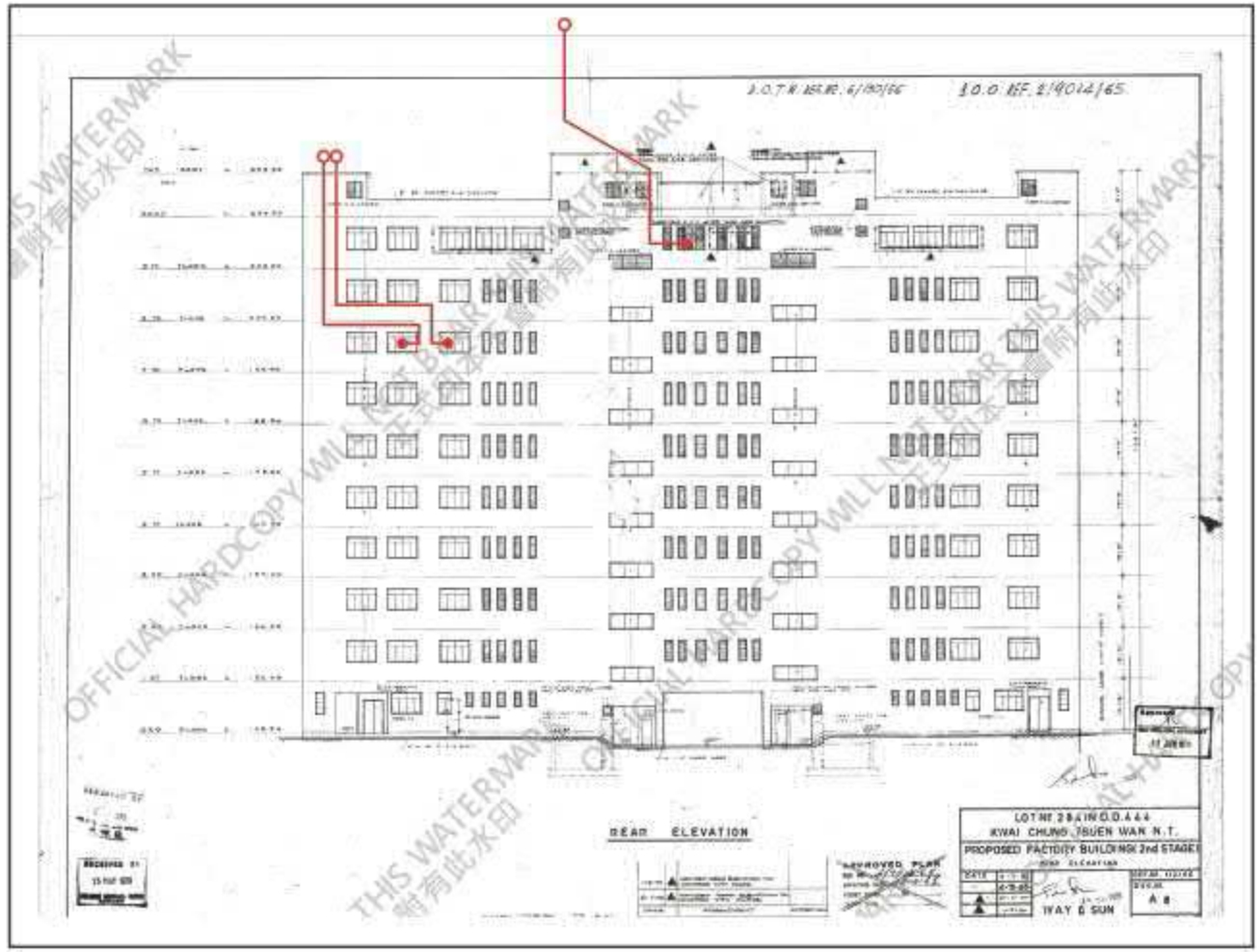
A frequent monitoring programme was implemented to further verify the inactive status of the chimney(s). This monitoring was conducted across different time periods across weekdays and weekends for comprehensive observation. Regular observations were conducted during the morning, afternoon, and evening to ensure various operating cycles were captured. Throughout the monitoring period, no smoke or visible emissions were observed emanating from the chimney(s). This suggests a state of long-term disuse. A detailed photo records of the monitoring are provided in **Appendix D**.

5. Conclusion

Based on the evidence collected through the detailed site investigation, observation, and the implemented monitoring programme, no evidence of operation or active use of the concerned chimney(s) was found. This supports the conclusion that the chimney(s) are currently abandoned.

APPENDIX A

Building’s Department record drawing and observation of chimneys connection



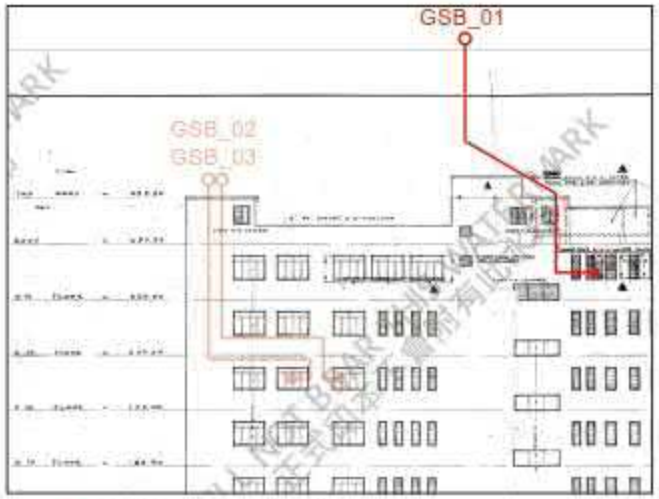
Rear Elevation obtained via BD's BRAVO



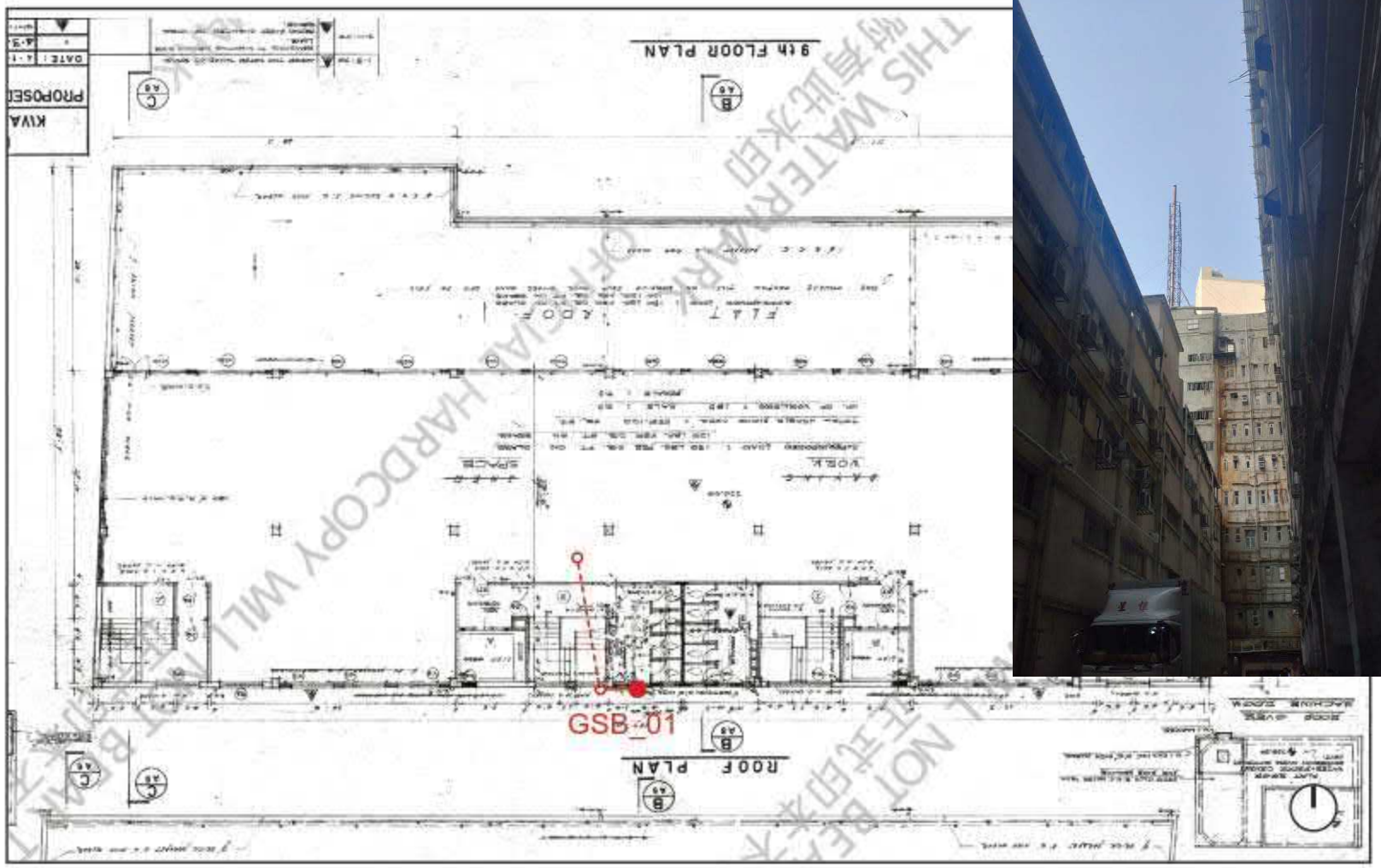
Photo 1: Industrial Chimneys at Golden Sunflower Building (GSB_01-03)



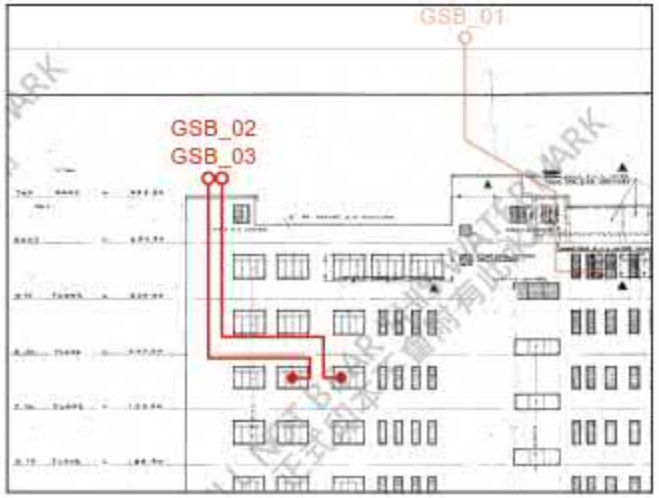
Above: Site Survey by BXG
Below: Google maps aerial view



- GSB_01: 9th Floor
- GSB_02: 7th Floor
- GSB_03: 7th Floor



9th Floor plan obtained via BRAVO



- GSB_01: 9th Floor
- GSB_02: 7th Floor
- GSB_03: 7th Floor





2nd to 7th Floor plan obtained via BRAVO

APPENDIX B

Email records for request for information with building management

查詢有關位於藍田街30-38號 葵涌金葵工業大廈 天台煙囪的運作狀況

Leo Yu 15 September 2025 at 17:25
To:
Cc:

楊小姐 (億達行物業管理有限公司):

就我們日前的查詢，請告知是否有任何消息。我們期待您的回覆。謝謝。

Best regards,

Leo Yu

> On Wed, 10 Sept 2025 at 18:52, Henry Mak wrote:
>
> > 致：億達行物業管理有限公司
> >
> > 謹啟者：
> >
> > 本公司承蒙構建(國際)有限公司委任，負責就位於葵涌和宜合道 97-107 號的擬議重建項目進行環境研究工作。
> >
> > 於實地視察期間，我們注意到金葵工業大廈天台上設有約三個煙囪（詳情請參閱附錄附圖）。根據環境保護署（EPD）的要求，我們需進一步確認上述煙囪是否仍然運作或已被棄置。
> >
> > 為此，敬請貴公司協助填妥隨附問卷，並簽署回條以確認相關煙囪的運作狀況。
> >
> > 我們對貴公司的大力支持深表感謝。如有任何疑問或需要進一步資訊，請隨時致電 (852) 3568 4701 或發送電郵至 info@beexergy.com 與本人聯絡。期待早日收到您的回覆。
> >
> > 此致
> >
> > *Henry Mak*
> >
> > *豐能顧問有限公司*

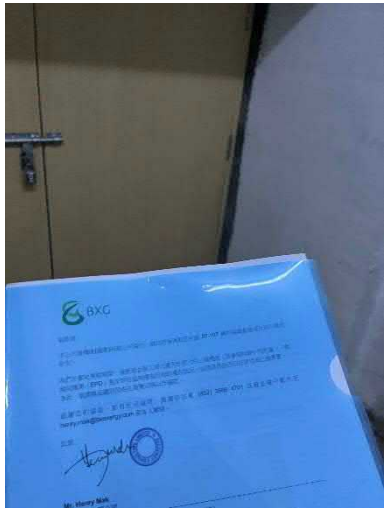
APPENDIX C

On-site survey records

9/F Flat A & B (Hong Kong Hoi Shing Business Center)	
Date: 17 Sep 2025 (Wed) 27 Sep 2025 (Sat) 29 Sep 2025 (Mon)	 

Findings:

- Flat operation status: Office and Studio for rent
- No occupant or operator is reached out during site visit.
- No situation inside the flat can be observed.

7/F Flat A1 & A2 (No nameplate)	
Date: 17 Sep 2025 (Wed) 27 Sep 2025 (Sat) 29 Sep 2025 (Mon)	  

Findings:

- Flat operation status: No occupants replied in the flat during three surveys conducted at different times. No operational noises were heard from inside the unit during these visits.
- No occupant or operator is reached out during site visit.
- No situation inside the flat can be observed.

7/F Flat B1 (Every Win Dyeing Co.)	
Date: 17 Sep 2025 (Wed) 27 Sep 2025 (Sat) 29 Sep 2025 (Mon)	
Findings: - Flat operation status: No occupants replied in the flat during three surveys conducted at different times. No operational noises were heard from inside the unit during these visits. - No occupant or operator is reached out during site visit. - No situation inside the flat can be observed.	

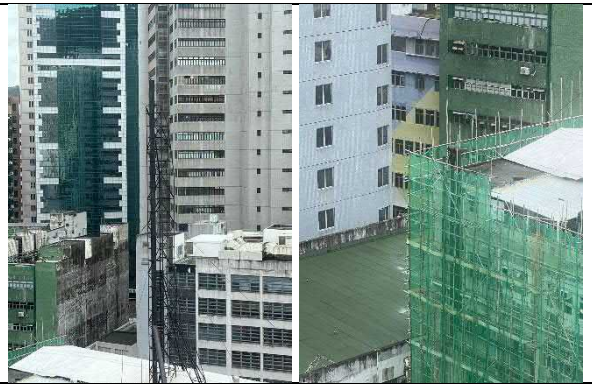
7/F Flat B2 (億豐行貿易有限公司)	
Date: 17 Sep 2025 (Wed) 27 Sep 2025 (Sat) 29 Sep 2025 (Mon)	 

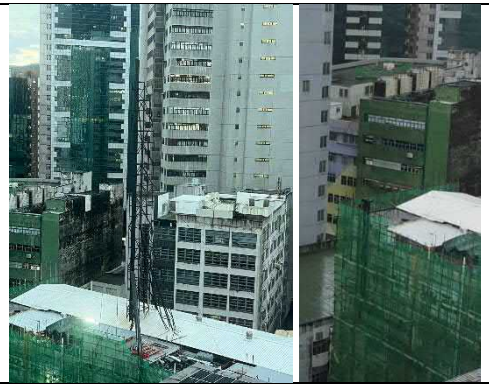
Findings:

- Flat operation status: Storage use
- Worker is reached out during site visit. As advised by the worker, the flat is mainly for storage of miscellaneous items.
- Storage of miscellaneous items is observed at entrance area, entering to flat and photo taking inside is not allowed.
- Worker advised he is unaware of any chimney connection inside this flat and other flats, no information of the three chimneys can be provided.
- Request for completion of questionnaire is refused by worker.

APPENDIX D

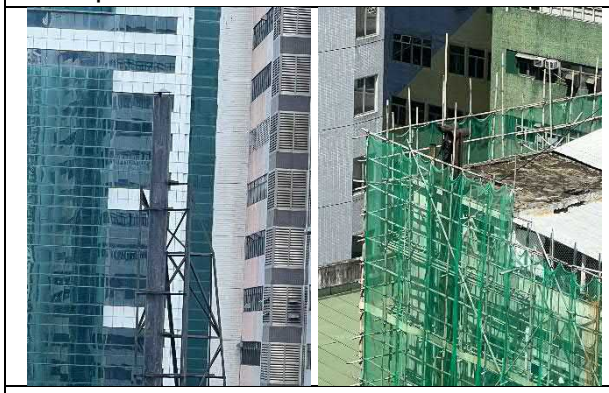
Detailed photo records of chimney monitoring

18 Sep 2025		
		
Morning	Afternoon	Evening

19 Sep 2025		
		
Morning	Afternoon	Evening

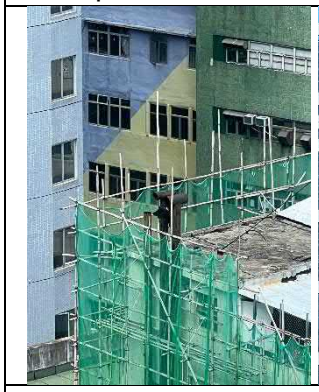
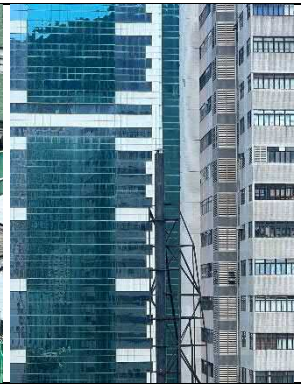
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Morning	Afternoon	Evening

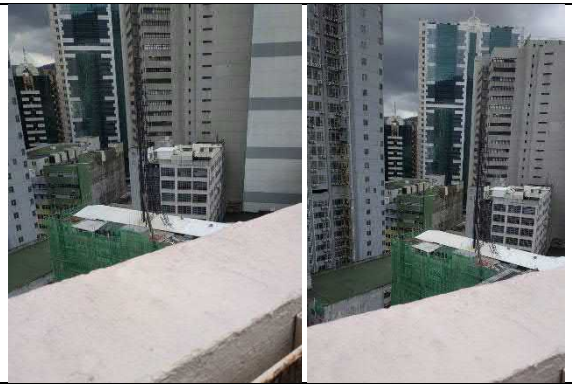
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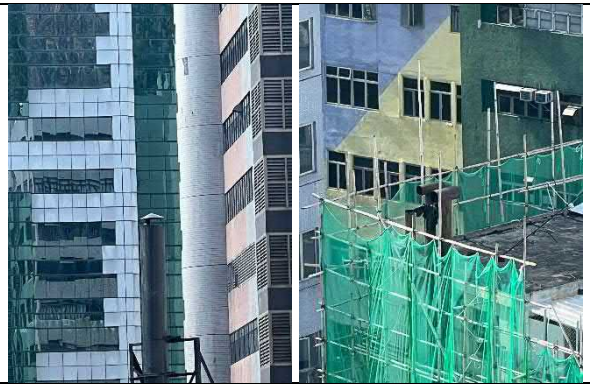
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Morning	Afternoon	Evening

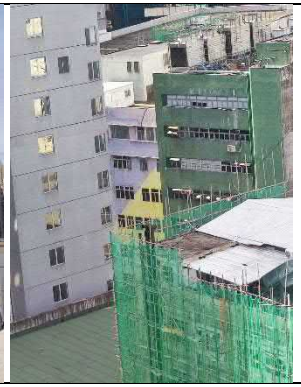
25 Sep 2025		
-		
Morning	Afternoon	Evening

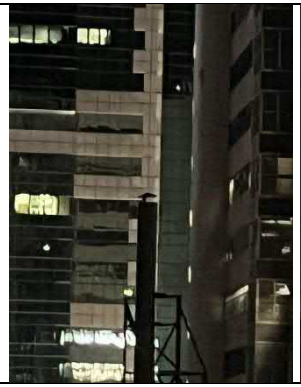
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Morning	Afternoon	Evening

27 Sep 2025		
 	 	 
Morning	Afternoon	Evening

28 Sep 2025		
		
Morning	Afternoon	Evening

29 Sep 2025		
		
Morning	Afternoon	Evening

30 Sep 2025		
 	 	 
Morning	Afternoon	Evening

01 Oct 2025		
 	 	 
Morning	Afternoon	Evening

APPENDIX E

Online Information





Hong Kong Hoi Shing Business Center



Every Win Dyeing Co.

APPENDIX 4.1

EXTRACT FROM ANNUAL TRAFFIC CENSUS 2023

Appendix B - AADT of Counting Stations - ordered by Station Nos.

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2022	AADT 2023	Change of 2023 as % of 2022
5220	C	DD	Kwai Chung INT ramps E & F	Kwai Chung Rd	Lai King Hill Rd INT	14,090 *	13,790	-2.2
5221	C	DD	Cheung Wing Rd	Wo Yi Hop Rd	Kwai Chung Rd RA	44,470 *	38,270	-14.0
5222	C	DD	Tai Wo Hau Rd	Texaco Rd	Tai Ha St eastern junction	17,560 *	17,080	-2.7
5223	C	DD	Kwai Yik Rd	Kwai Chung Rd	Hing Fong Rd	21,120 *	23,110	+9.4
5224	C	DD	Kwai Fuk Rd	Shing Fuk St	Texaco Rd	15,640 *	15,680	+0.2
5225	C	DD	Wo Yi Hop Rd	Tai Loong St	Lei Muk Rd	14,300 *	16,910	+18.3
5226	C	DD	Lei Muk Rd	Wo Yi Hop Rd	Chun Pin St	7,420 *	6,330	-14.6
5227	C	DD	Sha Tsui Rd	Pun Shan St	Tso Kung St	19,610 *	17,430	-11.1
5228	C	DD	Chung On St	Sha Tsui Rd	Yeung Uk Rd	10,300 *	9,820	-4.6
5229	C	DD	Tai Ho Rd (GL)	Castle Peak Rd - Tsuen Wan	Hoi Pa St	25,670 *	22,080	-14.0
5230	C	DD	Ma Tau Pa Rd & Texaco Rd	Yeung Uk Rd	Texaco Rd RA	15,000 *	16,360	+9.0
5231	C	DD	Texaco Rd	Texaco Rd N	Tsuen Fu St	45,460 *	52,430	+15.3
5232	C	DD	Tsing Yi Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	21,140 *	21,060	-0.3
5233	C	DD	Fung Cheung Rd	Castle Peak Rd - Yuen Long	Hop Yick Rd	23,470 *	23,230	-1.0
5234	C	DD	Ma Miu Rd	Yuen Long On Ning Rd	Ma Wang Rd	15,670 *	16,800	+7.2
5235	C	DD	Kuk Ting St	Castle Peak Rd - Yuen Long	Sai Tai St	10,550 *	9,260	-12.2
5236	C	DD	Castle Peak Rd - Ping Shan	Yuen Long Tai Yuk Rd	Ma Wang Rd	19,820 *	20,590	+3.9
5237	C	DD	Ming Kum Rd	Pui To Rd	Shek Pai Tau Rd	14,170 *	17,930	+26.5
5238	C	DD	Tuen Mun Heung Sze Wui Rd	Pui To Rd	Tuen Hing Rd	30,950 *	38,830	+25.5
5239	C	PD	Castle Peak Rd - San Hui	Tuen Mun Heung Sze Wui Rd	Tseng Choi St	11,090 *	12,870	+16.0
5240	C	DD	Pui To Rd	Tsun Wen Rd	Ming Kum Rd	15,450 *	18,860	+22.1
5241	C	DD	Ngan Shing St	Siu Lek Yuen Rd	Chap Wai Kon St	14,280 *	16,810	+17.7
5242	C	DD	Sha Kok St	Tai Chung Kiu Rd	Sha Tin Wai Rd	12,380 *	11,840	-4.4
5243	C	DD	Ting Kok Rd	Nam Wan Rd	Tai Po Tai Wo Rd	18,260 *	21,420	+17.3
5244	C	DD	San Wan Rd	Sha Tau Kok Rd	So Kwun Po INT	12,780 *	13,900	+8.8
5245	C	DD	Po Lam Rd N	Po Hong Rd	Tsui Lam Rd	15,800 *	12,830	-18.8
5246	C	DD	On Kui St	Lok Yip Rd	Sha Tau Kok Rd - Lung Yuek Tau	6,690 *	7,760	+15.9
5247	C	DD	Tsing Yi Rd W	Fung Shue Wo Rd	Tam Kon Shan INT	34,690 *	27,700	-20.2
5248	C	LD	Kwai Shing Circuit & Shing Fuk St	Kwai Luen Rd	Kwai Fuk Rd	13,460 *	15,760	+17.0
5249	C	LD	Tai Ho Rd	Yeung Uk Rd	Tsuen Wan Ferry Pier	13,600 *	19,430	+43.0
5250	C	LD	Fung Shue Wo Rd	Tsing Yu St	Tsing Yi Rd W	15,220 *	15,530	+2.0

*** AADT estimated by Growth Factor**

Attachment 5

Revised Land Contamination Review

SECTION 12A APPLICATION

To rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Land Contamination Review

September 2025

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APPENDICES

APPENDIX 1	BRAVO Records of the Subject Site
APPENDIX 2	Email from EPD Responding to Chemical Spillage/ Incident Record
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APPENDIX 4	Mail and Email from CLP Responding to Transformer Records
APPENDIX 5	Site Walkover Checklist
APPENDIX 6	Photo Records of the Subject Site at LG/F & G/F

1. Introduction

1.1. Background

1.1.1. The Subject Site is situated in the north-eastern part of the Kwai Chung District accessible from Wo Yi Hop Road. It is zoned “Other Specified Uses” annotated “Business” (“OU(B)”) under Kwai Chung Outline Zoning Plan (No. S/KC/32) with building height restriction of 130mPD.

1.1.2. It is proposed to be redeveloped into a 28-storey Commercial-cum-Residential Development with Social Welfare Facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs) with a maximum total plot ratio of 6.0 (for flat and shop and services) and maximum building height of 130mPD. In addition, a maximum gross floor area of 12,000 m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided.

1.1.3. The Applicant seeks town planning permission from the Town Planning Board (TPB) for a Section 12A planning application for proposed rezoning “Other Specified Uses” annotated “Business” (“OU(B)”) to “Residential (Group E) 2” (“R(E)2”) to facilitate the redevelopment. In view of the redevelopment of an existing industrial building, a land contamination review is prepared to assess the potential land contamination impact at the subject site, if any.

1.1.4. The land contamination review has been conducted in accordance with the following guidelines:

- EPD Guidance Note for Contaminated Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land.

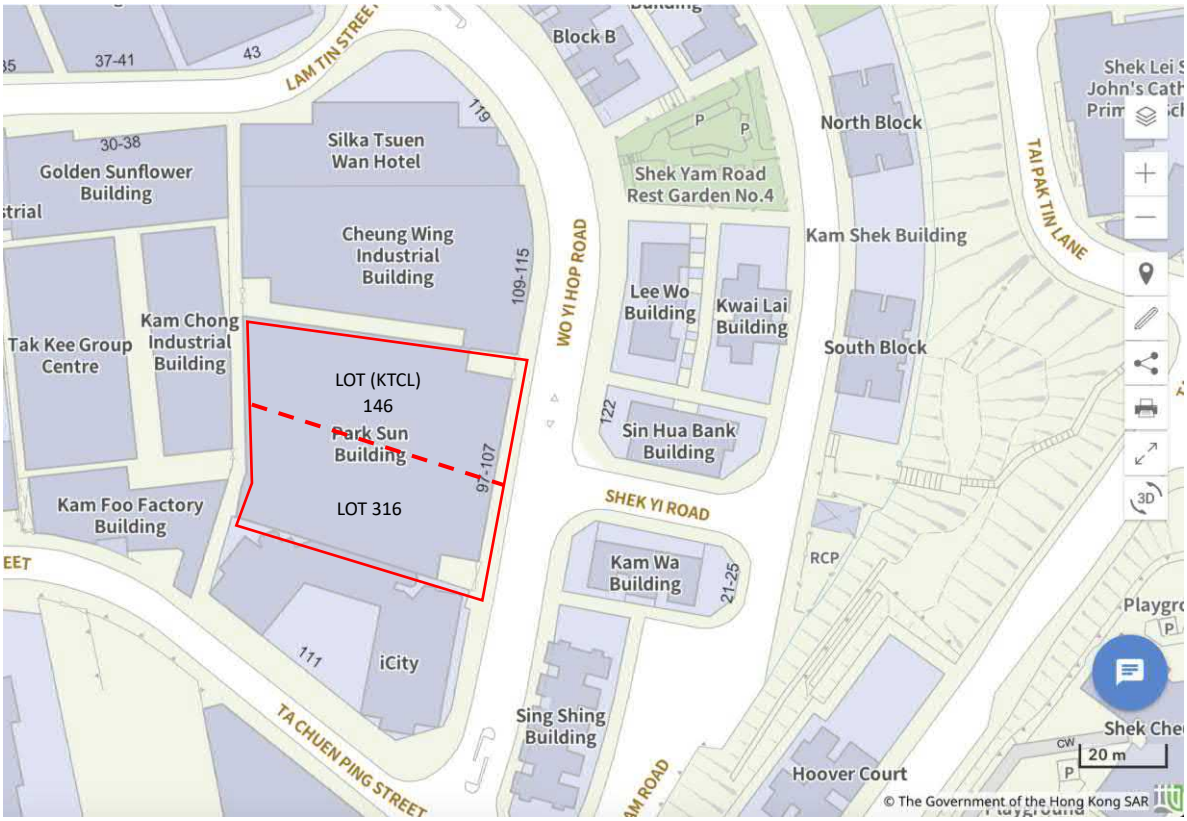
1.2. Subject Site and its Environs

1.2.1. The Subject Site is currently occupied by Park Sun Building, a 15-storey industrial building (IB). It is surrounded by a mix of industrial, commercial and residential developments in the area.

1.2.2. According to the lease, the subject site shall be used for general industrial / godown purposes excluding offensive trades. The Park Sun Building has been erected at the subject site since 1974 and no redevelopment is observed with reference to the Occupation Permit (OP) and the approved General Building Plan (GBP). It is currently used as a car park on LG/F and for industrial uses from G/F, which is the ground level to Wo Yi Hop Road, up to 13/F.

1.2.3. The Subject Site is currently bounded by Wo Yi Hop Road to the east (with residential development on the opposite side), industrial buildings to the north and west, and an office building named iCity to the south. **Figure 1.1** shows the location of the Subject Site and its Environs.

Figure 1.1 Location Plan of Park Sun Building (indicated in red box)



1.3. Proposed Development

1.3.1. The proposed development comprises of one 28-storey building block providing the commercial, residential and RCHEs and/or RCHDs atop 1 basement floor. It could provide a total of 253 private housing units. The proposed RCHEs and/or RCHDs is located below the aforementioned residential portion to provide a range of 280-380 beds in total.

2. Land Contamination Review

2.1. Background and Site Description

2.1.1. With respect to this land contamination review, a desktop review (including the review of historical land uses, information collected from relevant government departments) was conducted.

2.1.2. According to the information from the Applicant, the Park Sun Building was built in 1974 and records can be found from the Building Records Access and Viewing On-Line (BRAVO) of Building Departments (BD) (**Appendix 1**). The industrial building is still present with a 50-year completion.

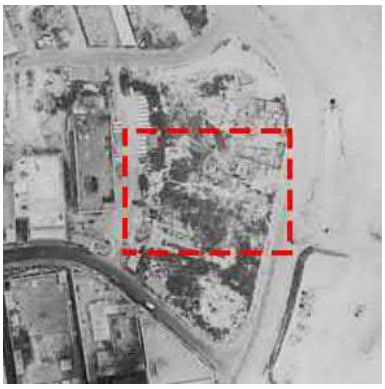
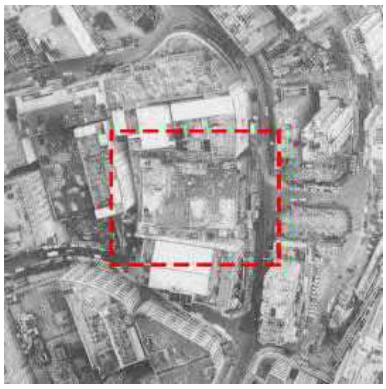
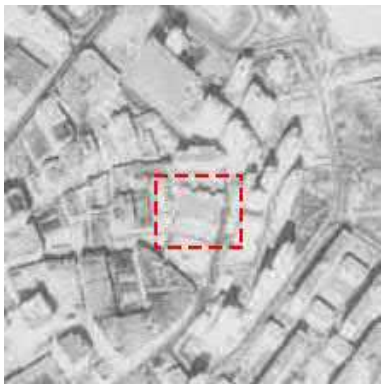
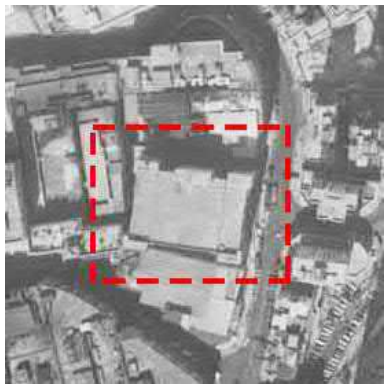
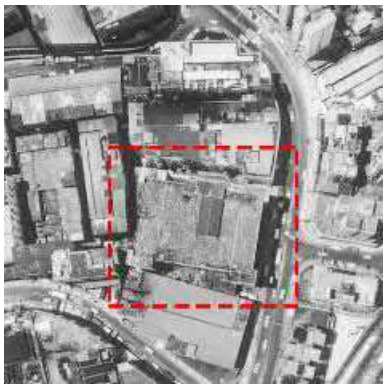
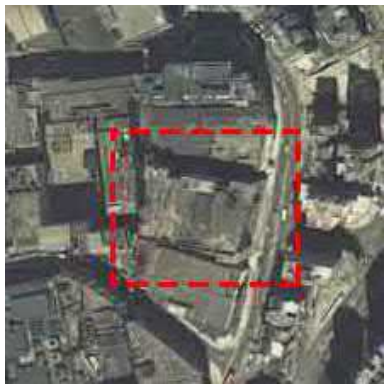
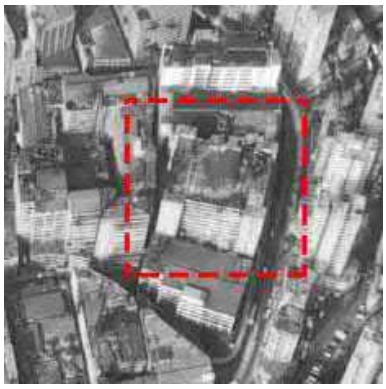
2.2. Historical Review of Land Use

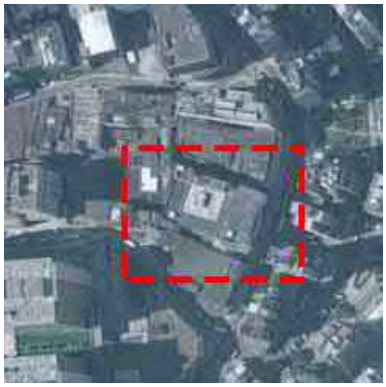
2.2.1. Historical aerial photographs are obtained and reviewed from Survey and Mapping Office of Lands Department (LandsD) to evaluate the likelihood of potential contamination associated with past uses of the Site. The reviewed aerial photographs are summarized below in **Table 2.1**, and the selected photographs are provided in **Table 2.2**:

Table 2.1 Review of Historical Aerial Photographs

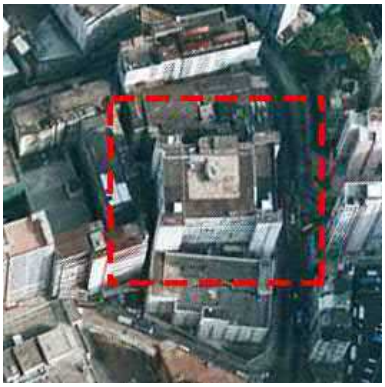
Year	Height (feet)	Reference No.	Observations
1967	3900	1967-5285	Flat and Vacant Land
1973	2400	04477	Under Construction
1974	**12500**	**09781**	**Park Sun Building**
1976	4000	13221	Land use was the same as in 1974.
1981	2000	38382	Land use was the same as in 1974.
1985	5000	CN00900	Land use was the same as in 1974.
1990	4000	A23543	Land use was the same as in 1974.
1995	3500	CN11105	Land use was the same as in 1974.
2000	6000	CN28060	Land use was the same as in 1974.
2005	4000	CW65348	Land use was the same as in 1974.
2010	6000	CS29194	Land use was the same as in 1974.
2015	6000	CS57485	Land use was the same as in 1974.
2020	6900	E110065C	Land use was the same as in 1974.
2023	6900	E193914C	Land use was the same as in 1974.

Table 2.2 Selected Aerial Photographs

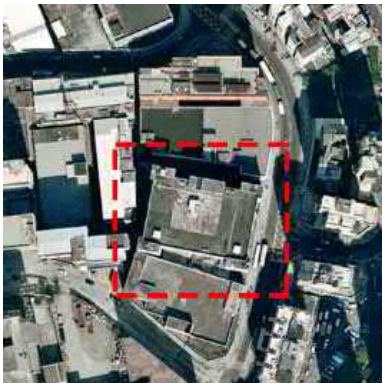
 1967	 1973
 1974	 1976
 1981	 1985
 1990	 1995



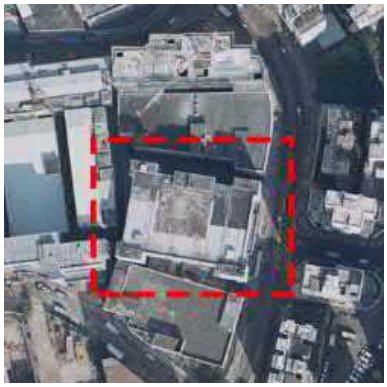
2000



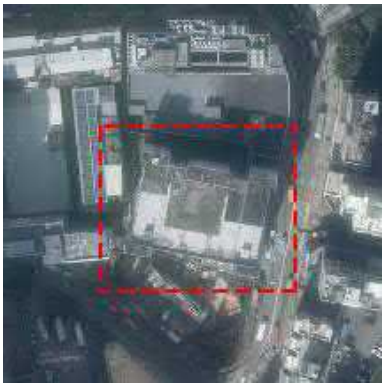
2005



2010



2015



2020



2023

2.2.2. Based on the aerial photographs reviewed, the Subject Site was vacant until 1973 that sign of construction was found in 1973. The Park Sun Building has been in operation no later than 1974 until now.

2.2.3. With reference to the BRAVO, there is only 1 building record about the Subject Site, which is Park Sun Building, up to the report assessment date (**Appendix 1**).

2.3. Acquisition of Local Authority Records

2.3.1. The Environmental Protection Department (EPD), Fire Services Department (FSD), and CLP Power Hong Kong Limited (CLP) were approached to obtain the information of chemical waste and dangerous goods.

2.3.2. As replied by EPD, there was no chemical waste spillage / incident record onsite in the past 2 years between 2021 and 2023 **(Appendix 2)**.

2.3.3. As replied by FSD, neither records of dangerous goods, nor incidents of spillage / leakage of dangerous goods were found onsite. The reply letter from FSD **(Appendix 3)** is attached for your reference.

2.3.4. As replied by CLP, no polychlorinated biphenyls (PCBs) or PCB-containing oil are involved as the dielectric fluid in the transformer equipment installed on LG/F. There are also no recorded incidents of oil spillage, leakage, or contamination related to the transformer during its operation or maintenance history (**Appendix 4**).

2.4. Site Visit

2.4.1. A site visit was carried out on 2nd April 2025 and 25th July 2025 to identify potential source of contamination. A Site Walkover Checklist has been completed on the latter date on LG/F and G/F together with the Tenant's representative, as stipulated in the EPD's Practice Guide, and is included in **Appendix 5**. Photo records of the Subject Site on both floors have been taken and are provided in **Appendix 6.**

2.4.2. LG/F is general parking and drop-off areas paved with concrete in good condition. No sign of chemical spillage, pollutant nor potential source of contamination are observed.

2.4.3. G/F is comprised of a public vehicle park on the west side of the Site, and a vehicle repair workshop on the east side with a shopfront facing Wo Yi Hop Road. The vehicle repair workshop is accessible and in operation during site walkover conducted on 25th July 2025. According to **Appendices 5** and **6**, hydraulic fluids and cleaning solvents are stored on site, but there was no spillage / leakage / contamination on site.

3. Conclusion

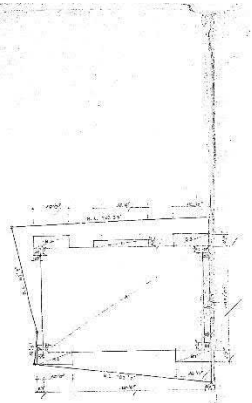
3.1.1. After reviewing the historical aerial photos of the site, the Park Sun Building has been in operation since 1974 and has had no other use.

3.1.2. Responses from the FSD, EPD and CLP indicate that there are no chemical waste spillage or incidents on the site within the past two years, nor any records of dangerous goods or associated spillage/leakage incidents.

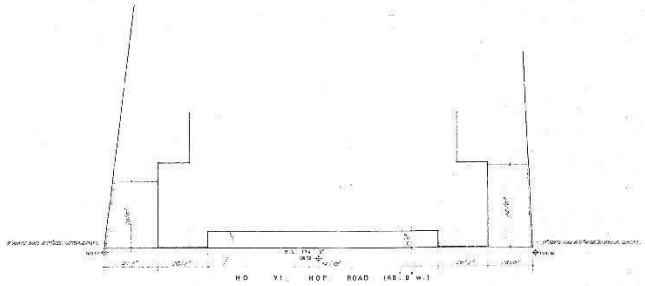
3.1.3. The car park on LG/F and G/F are in operation on paved grounds. A vehicle repair workshop is also present on the G/F shop. Both floors show no sign of chemical spillage, pollutant nor potential source of contamination are observed.

3.1.4. Based on current information, the Subject Site most likely shows no indication of land contamination. However, due to the ongoing operations of the vehicle repair workshop, new potential sources of contamination may arise through changes in operation or land use. A further site re-appraisal will be conducted at the next Section 16 planning application stage to reassess any potential contamination sources within the Subject Site. Should the site re-appraisal reveal potential contamination, a detailed land contamination study, including a Contamination Assessment Plan (CAP), Environmental Site Investigation (SI) and Contamination Assessment Report (CAR), if necessary, will be prepared to determine the presence and extent of contamination on the Subject Site. Any required land contamination assessment and/or remediation works will be completed prior to the commencement of construction, in accordance with relevant government guidelines.

Appendix 1
BRAVO Records of the Subject Site



ROOF COVERED AREA DIAGRAM



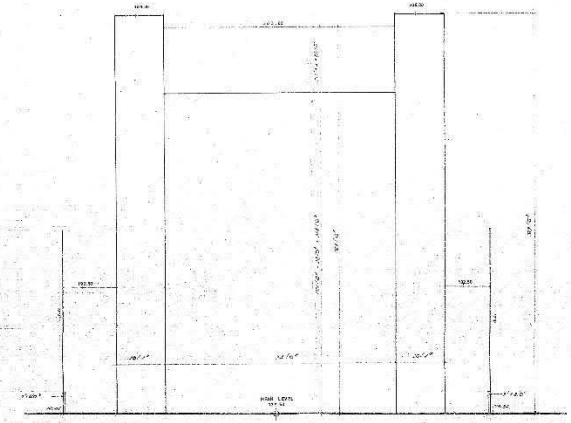
HO YI HOP ROAD (60'-0" W.)

FIRE RESISTANCE REQUIREMENT FOR ELEMENTS OF CONSTRUCTION

SCHEDULE OF EXIT MEANS

SCHEDULE OF SANITARY FITMENTS

DISCHARGE VALUE OF STAIRCASES



SHADOW AREA DIAGRAM

COVERED AREA :

SITE AREA :

PERMISSIBLE ROOF COVERED AREA :

PROPOSED

PLOT RATIO CAL.

PERMISSIBLE PLOT RATIO :

PROPOSED :

PERMISSIBLE SHADOW AREA :

PROPOSED :

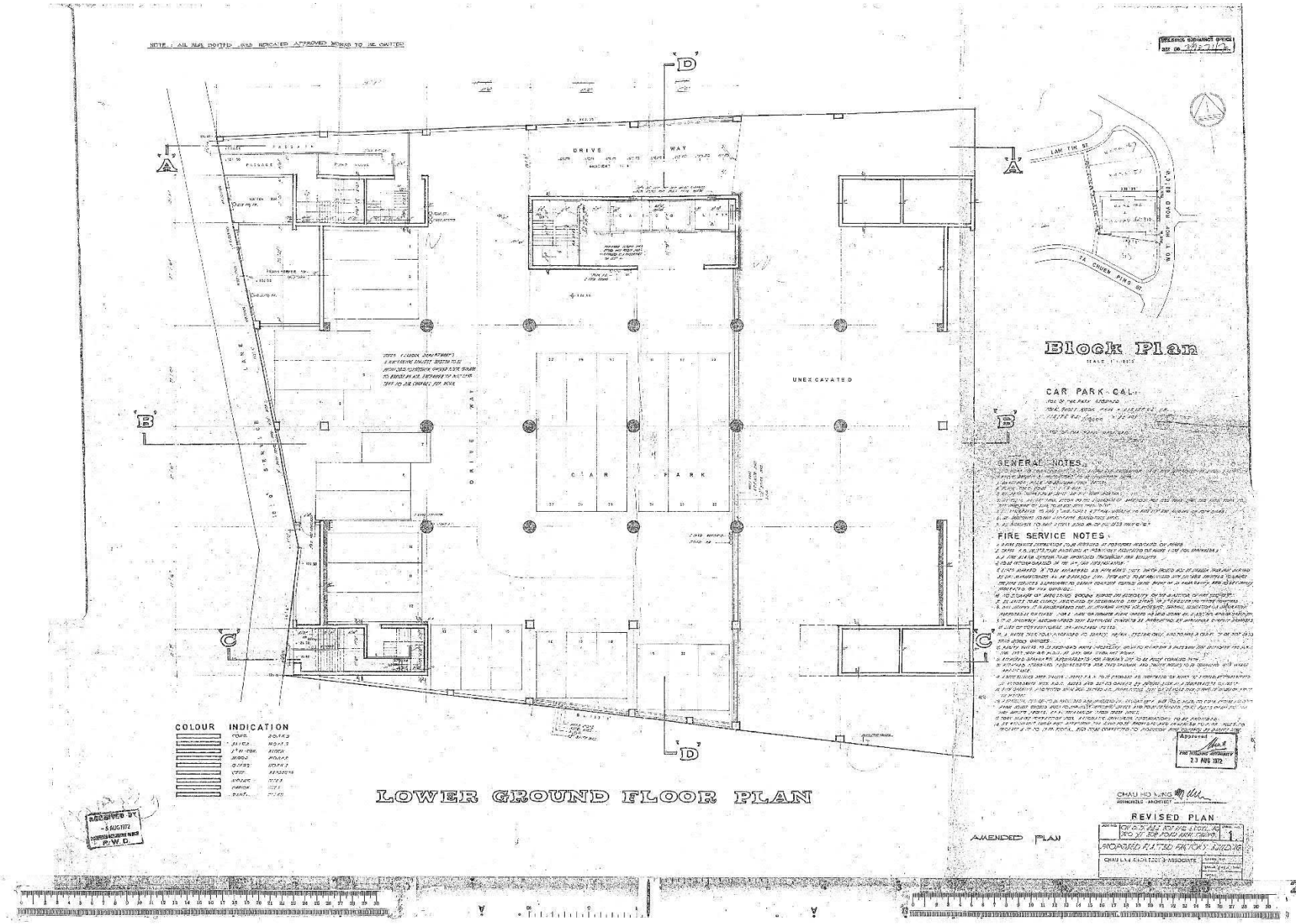
RECEIVED BY
7 DEC 1971
BUILDING CONTROL OFFICE
P.W.D.

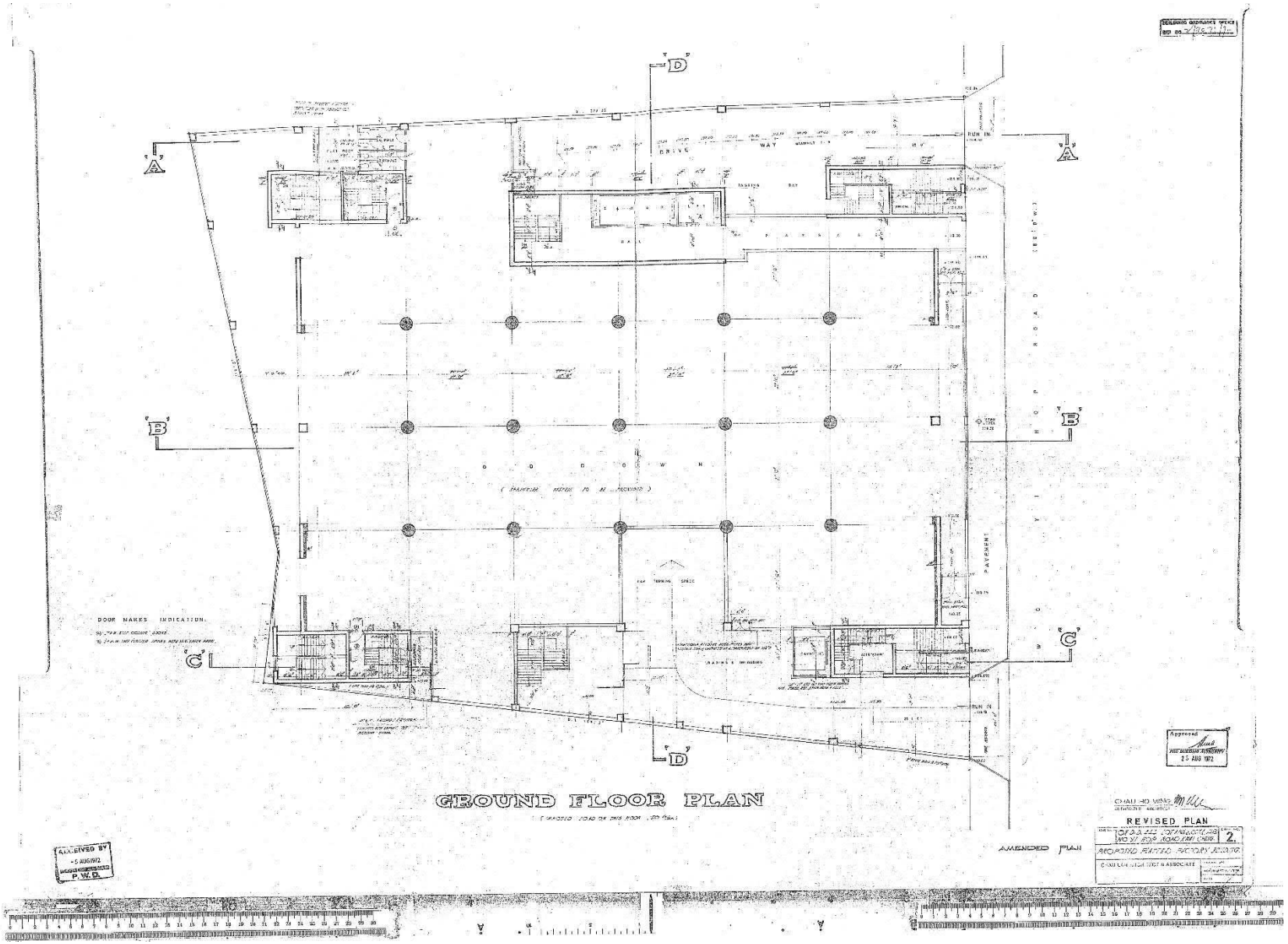
APPROVED
FOR ASSISTANT COMMISSIONER
1 JAN 1972

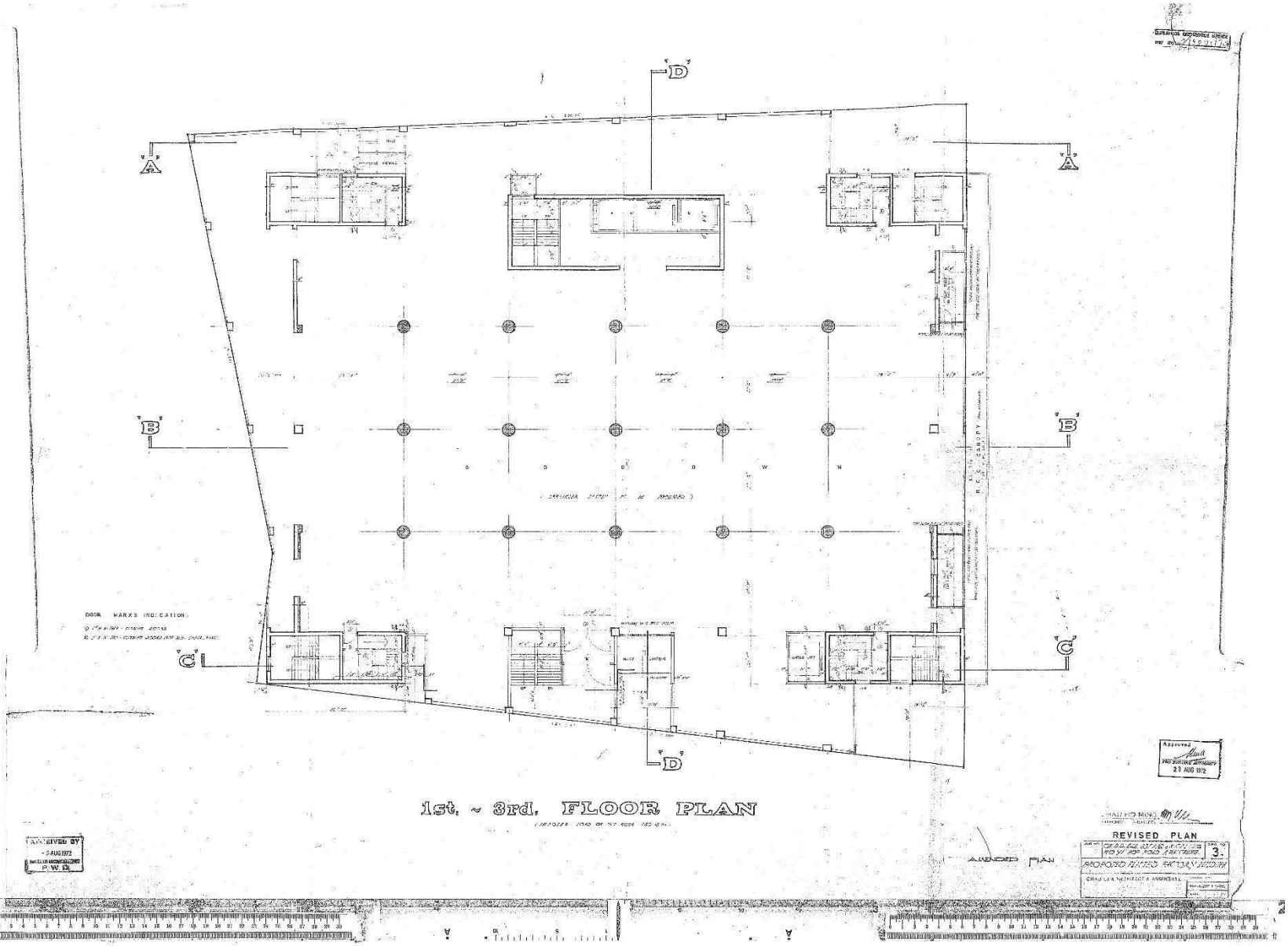
CHAU PO MING
REGISTERED ARCHITECT

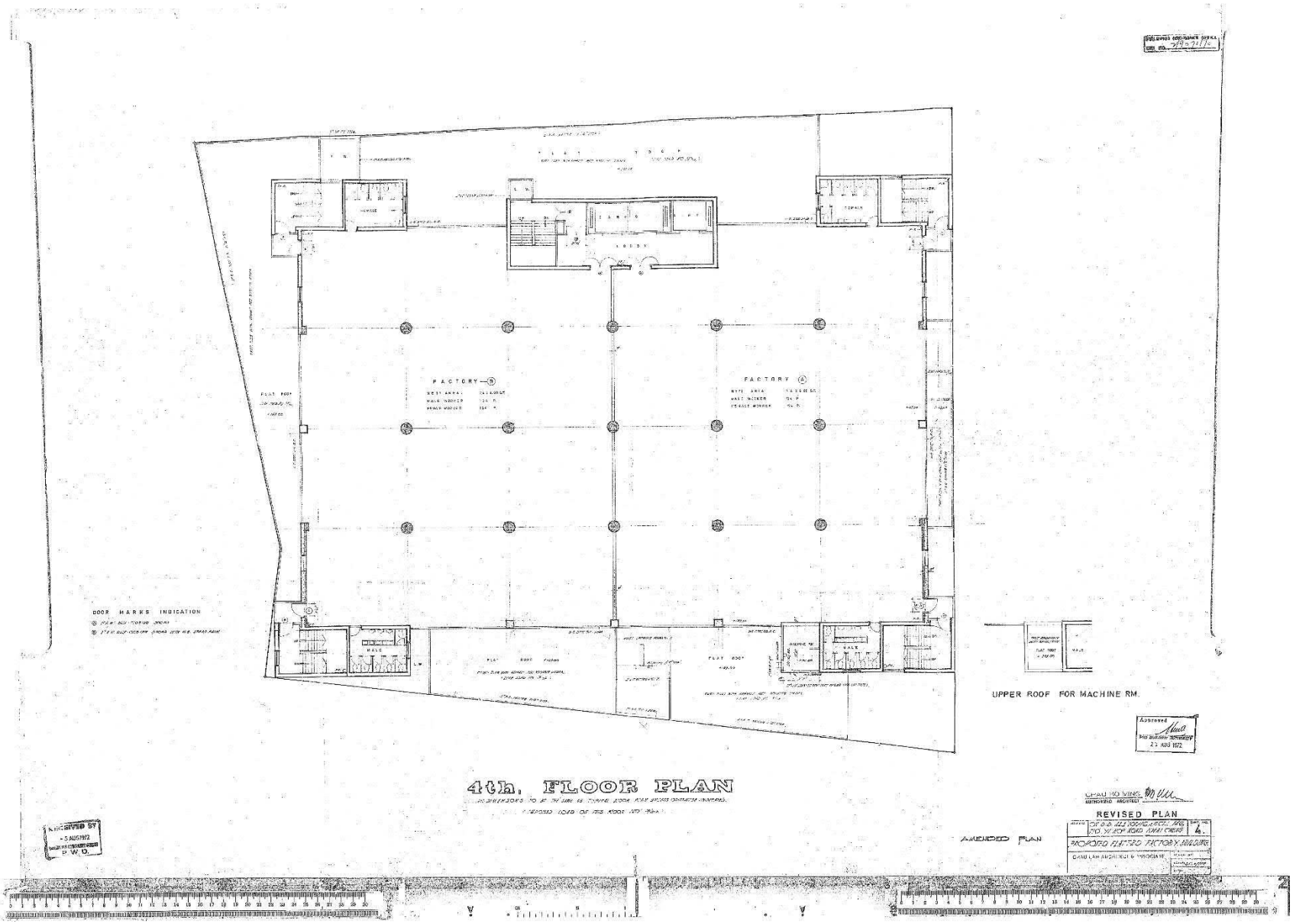
REVISED PLAN

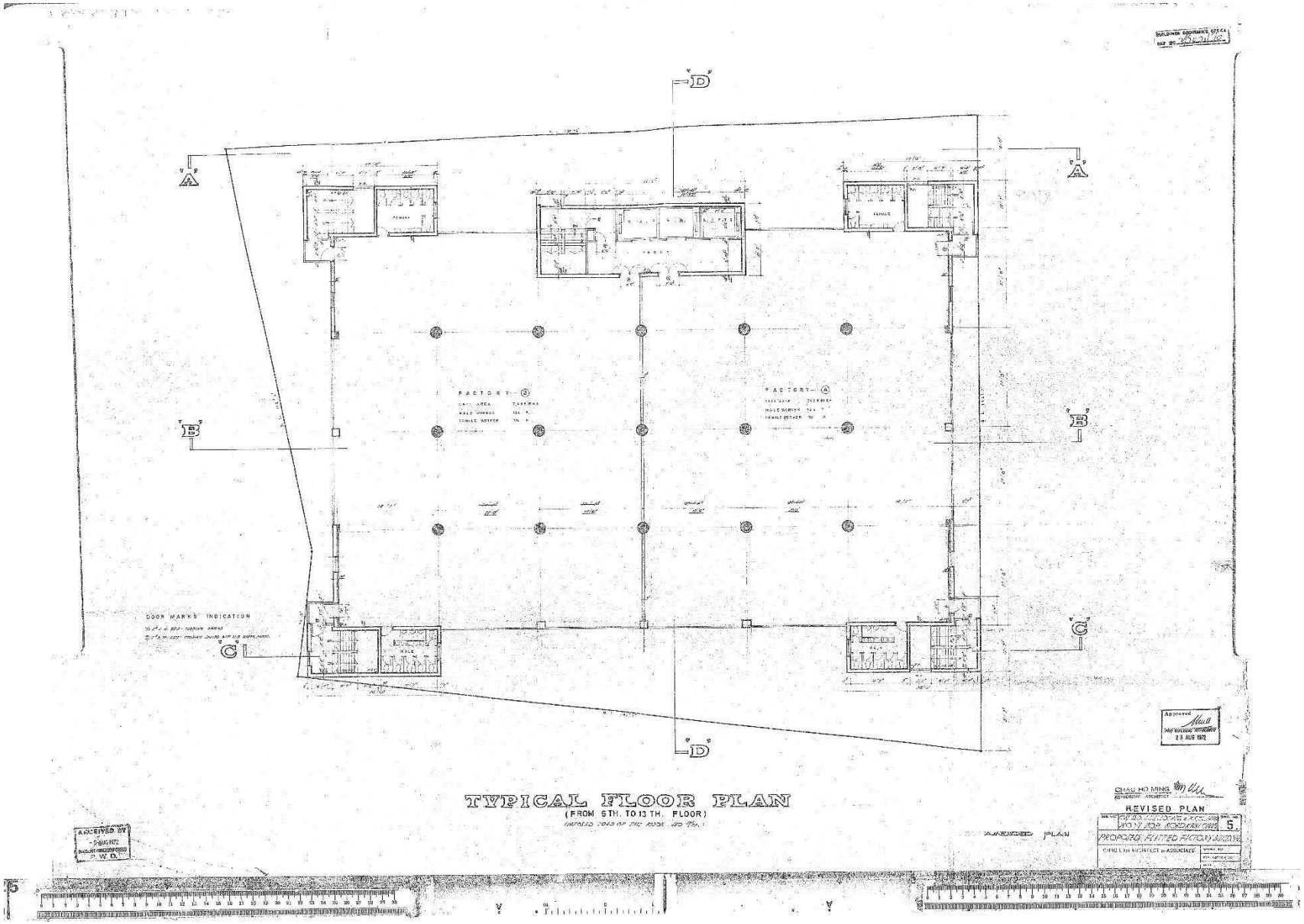
JOB NO. OF 30 STOREYED RESIDENTIAL BLDG. NO. 14, HO YI HOP ROAD, KWUN TONG
PROPOSED PLASTIC FACTORY BUILDING
CHAU LAU ASSOCIATES

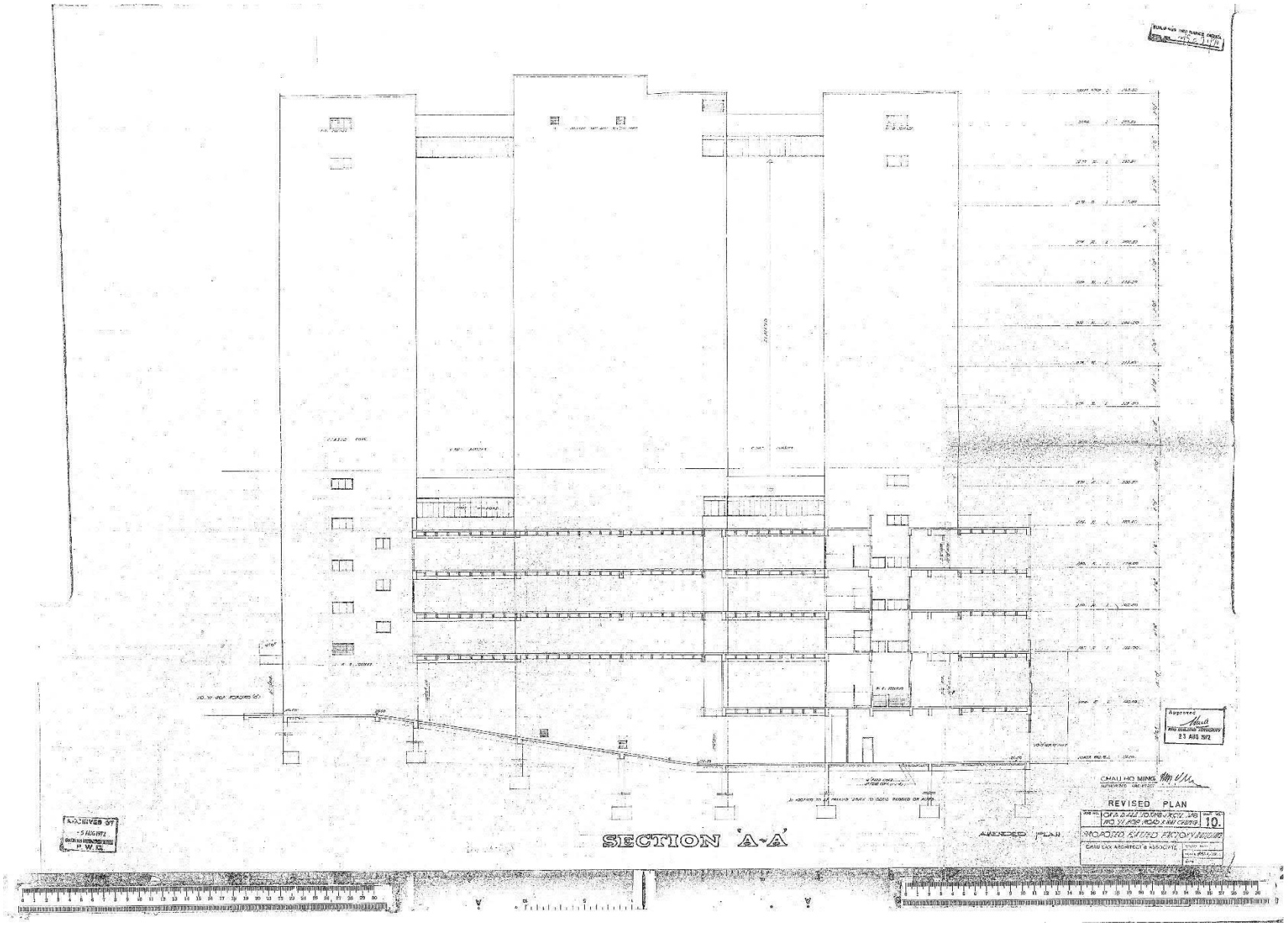

NOTE : ALL RUL DOTTED AREA INDICATED APPROVED WORKS TO BE OMITTED
DRIVE WAY
UNEXCAVATED
CAR PARK
LAM TIN ST
WONG TAI SIN ROAD
TA CHUEN PING ST
Block Plan
CAR PARK CAL.
GENERAL NOTES.
FIRE SERVICE NOTES.
COLOUR INDICATION
Approved
Buildings Authority
23 AUG 1972
LOWER GROUND FLOOR PLAN
CHAU HO MING
REVISED PLAN
AMENDED PLAN
PROPOSED FLATTED FACTORY BUILDING
CHAU L.K.K. ARCHITECT & ASSOCIATE
RECEIVED BY
- 8 AUG 1972
P.W.D.

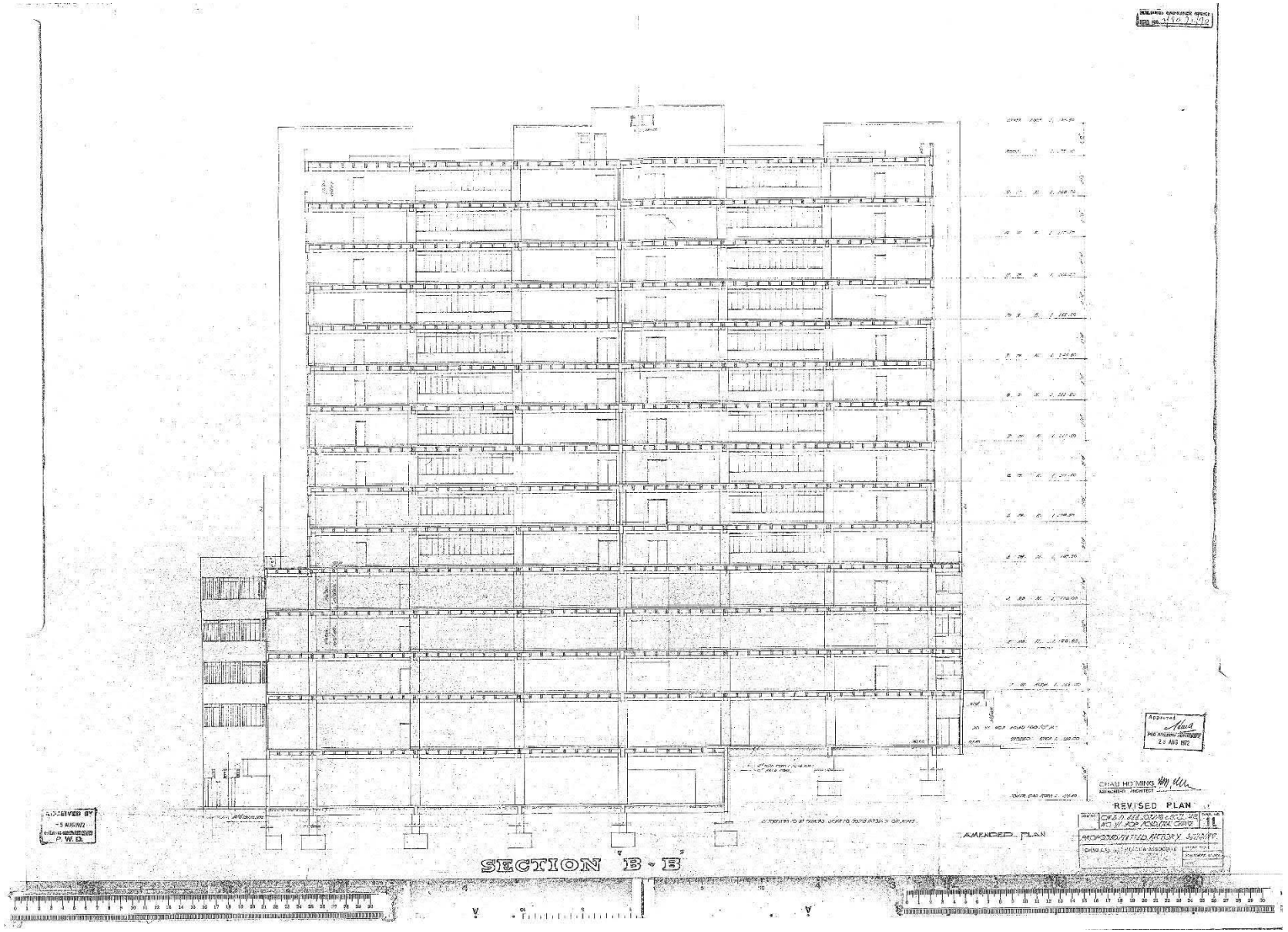

GROUND FLOOR PLAN
REVISED PLAN
AMENDED PLAN
DOOR MAKES INDICATION.
RECEIVED BY
P.W.D.

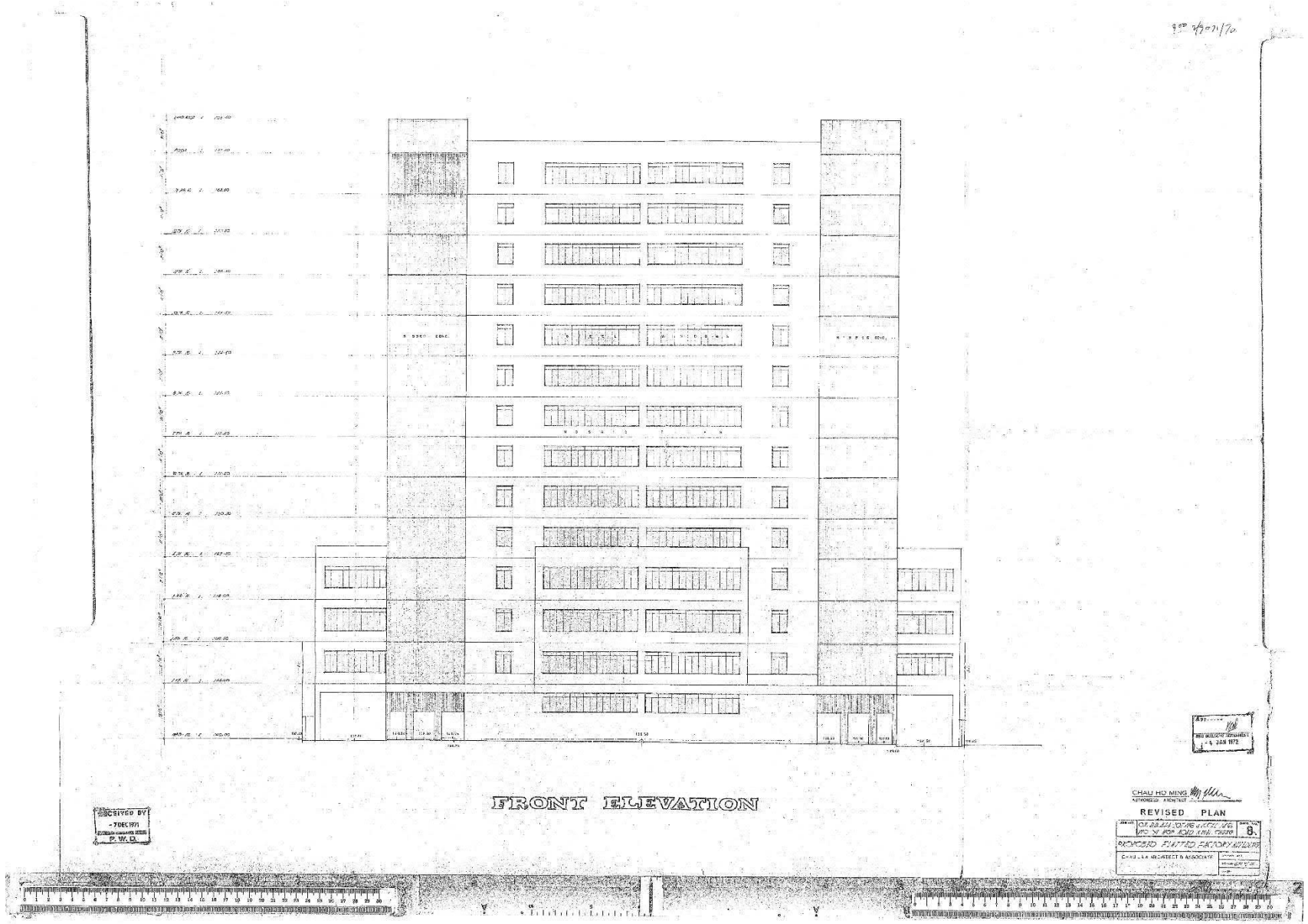

1st. ~ 3rd. FLOOR PLAN
REVISED PLAN
AMENDED PLAN
APPROVED BY
23 AUG 1972


FACTORY
FACTORY
DOOR MARKS INDICATION
UPPER ROOF FOR MACHINE RM.
4th. FLOOR PLAN
AMENDED PLAN
REVISED PLAN
PROPOSED PLASTIC FACTORY BUILDING
CHAU LAM ARCHITECT & ASSOCIATE
RECEIVED
5 AUG 1972
P.W.D.
Approved
23 AUG 1972


D
A
B
C
FACTORY - B
FACTORY - A
DOOR MARKS INDICATION
TYPICAL FLOOR PLAN
(FROM 6TH. TO 13 TH. FLOOR)
REVISED PLAN
AMENDED PLAN
PROPOSED PAINTED FICTORY BUILDING
CHAU HO MING
ARCHITECT - ARCHITECT
Approved
23 AUG 1972
RECEIVED BY
W.D.


SECTION 'A-A'
REVISED PLAN
AMENDED PLAN
CHAU KAI MING
CHAU CAR ARCHITECT & ASSOCIATE


SECTION B - B
AMENDED PLAN
REVISED PLAN
CHAU HO MING
RECEIVED BY
- 5 AUG 1972
P. W. D.


FRONT ELEVATION
RECEIVED BY
- 7 DEC 1971
P. W. D.
CHAU HO MING
AUTHORIZED ARCHITECT
REVISED PLAN
PROPOSED FLATTED FACTORY BUILDING
CHAU & LAM ARCHITECT & ASSOCIATES
8.

Appendix 2

Email from EPD responding to Chemical Spillage/ Incident Record

Gmail Arthur Ma

Fw: Inquiry on past incident records of Park Sun Building, Kwai Chung

heidihycheung@epd.gov.hk <heidihycheung@epd.gov.hk> Mon, Jul 15, 2024 at 5:40 PM
To:
Cc: ericmui@epd.gov.hk

Dear Mr. Ma,

This office did not receive any spillage / incident records related to Park Sun Building, Kwai Chung in the past two years (2021-2023). Thanks.

Regards,
Heidi / E(RW)41
Tel: 2417 6067

----- Forwarded by Heidi HY CHEUNG/EPD/HKSARG on 15/07/2024 17:36 -----

From: Arthur Ma
To: hkfsdenq@hkfsd.gov.hk, hkfsd_dg_enq@hkfsd.gov.hk, aio_fsd@hkfsd.gov.hk, enquiry@epd.gov.hk, hotline_w@epd.gov.hk, psolee@epd.gov.hk
Cc:
Date: 09/07/2024 09:33
Subject: Inquiry on past incident records of Park Sun Building, Kwai Chung

Dear Sir/Madam,

We are writing to inquire about the relevant records (e.g. dangerous good storage license, spillage/incident records, licensed chemical waste producers, etc.) of Park Sun Building, which is located at No. 97-107 Wo Yi Hop Road, Kwai Chung (Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146).

We are currently applying a Section 12A Town Planning Application to the Town Planning Board (TPB) to seek planning permission for a proposed commercial-cum-residential development with social welfare facilities (Residential Care Home for the Elderly and/or Residential Care Homes for Persons with Disabilities) (RCHEs and/or RCHDs). We need to check with your department for the relevant records to substantiate whether there is any potential land contamination issue caused by previous operation or past incident.

Please reply to us at your earliest convenience. Should you have any queries, please feel free to contact Mr. Mario Li or myself at 2493-3626. Thank you for your kind cooperation.

Best regards,
Arthur Ma

Appendix 3

Mail from FSD responding to Dangerous Goods License/ Incident Records

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES
DEPARTMENT
FIRE SERVICES HEADQUARTERS
BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (97) in FSD GR 6-5/4 R Pt. 54
來函檔號 YOUR REF. :
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2988 1196
電 話 TEL NO. : 2733 7570

30 July 2024

(Attn: Mr. Arthur MA)

Dear Mr. MA,

Inquiry on past incident records of Park Sun Building, Kwai Chung
Request for Information of Dangerous Goods & Incident Records

I refer to your email of 9.7.2024 regarding the captioned request and reply below in response to your questions:-

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

2. A total of 1 fire incident record was found at the subject location. Please refer to **Appendix A** for details.

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

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services



Appendix 4

Mail and Email from CLP Responding to Transformer Records

CLP 中電

中華電力有限公司
CLP Power Hong Kong Limited

東西區
East & West Region

香港九龍佐敦渡華路一號百周年大樓
Centenary Building, 1 To Wah Road
Jordan, Kowloon, Hong Kong

電話 Tel (852) 2678 3838
傳真 Fax (852) 2678 3737
電郵 Email we@clp.com.hk
網址 Website www.clpgroup.com

29 July 2025

DeSpace (International) Limited
Suite 1601, 16/F
Tower II
Lippo Centre
Admiralty, Hong Kong

Attention: Mr. Greg Lam

Our ref.: WE/L/2510780/25-07/TL/WHF/KSL

Dear Mr. Lam,

Inquiry Regarding Transformer Operation and Potential PCB/ Oil Spillage at Transformer Room, Park Sun Building

We refer to your letter dated 25 July 2025 regarding the captioned subject, we confirmed that the existing transformers inside the captioned transformer room is free from PCB.

Should you have any queries regarding the above, please contact our Mr. K. S. Lau on telephone number .

Yours sincerely,
for and on behalf of
CLP Power Hong Kong Limited

Tony Leung
Principal Manager – Planning & Design
(East and West Region)

tl:whf:ksl:cl

Information Classification: PROPRIETARY

Outlook

RE: Inquiry Regarding Potential Oil Spillage at Transformer Room, Park Sun Building

From Lau, Kin Sang
Date Thu 28/08/2025 3:54 PM
To
Cc

Dear Mr. Wong,

We have no such record regarding the incidents of oil spillage, leakage, or related contamination.

If you have any queries, please contact me at 2678 3826.

Regards
K S Lau

From:
Sent: Thursday, August 28, 2025 3:50 PM
To:
Cc:
Subject:

External email: Please pay attention and check whether the sender is trustworthy before clicking any links and opening any attachments.

Dear Mr. Lau,

I refer to the letter sent to Mr. W.H. Fung on 25th July 2025.

As discussed in our telephone conversation, please advise whether there have been any recorded incidents of oil spillage, leakage, or related contamination concerning the transformer at Park Sun Building on 97-107 Wo Yi Hop Road during its operation or maintenance period.

Should you have any queries, please feel free to contact the undersigned.

Regards,
Kenji Wong

T: (852) 2493-3626 | F: 3590-6233
Suite 1601, 16/F, Tower 2, Lippo Centre,
89 Queensway, Admiralty, Hong Kong

Appendix 5
Site Walkover Checklist

Site Walkover Checklist

General Site Details

Site Owner / Client	Lai Sun Textiles Company Limited
Property Address	Park Sun Building
	97-107 Wo Yi Hop Road
	Kwai Chung, New Territories

Person Conducting the Questionnaire

Name	Mr. Kenji WONG
Position	Consultant

Site Description

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

State the size and location of the nearest residential communities.
Residential estates directly opposite the building to the east across Wo Yi Hop Road, with the nearest Kam Wa Building approximately 20m, etc.

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?
No

Questionnaire with Existing/Previous Site Owner or Occupier

	Yes/No	Notes
1. What are the main activities/operations at the above address?		LG/F – G/F: Car parking G/F: Vehicle repair workshop Above 1/F: Industrial use
2. How long have you been occupying the site?		Since 1975 – Present
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?		LIM POR-YEN, as per land search
5. What were the main activities/operations during their occupancy?		Vacant land, as per aerial photos
6. Have there been any major changes in operations carried out at the site in the last 10 years?	No	
7. Have any polluting activities been carried out in the vicinity of the site in the past?	No	
8. To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	Yes	G/F: Vehicle repair workshop
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.)	Yes	Hydraulic fluid
• Where do you store these chemicals?		Chemical drums
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)?		Delivered by Light Goods Vehicles in chemical drums, usually arriving before midnight

	Yes/No	Notes
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.)	Yes	
19. How are the wastes disposed of?		Wastes are stored temporarily and delivered to the designated collection point outside the premises by the vehicle repair workshop
20. Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	
21. Have any spills occurred on site? (If yes, please provide details.)	No	
• 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	
25. Has the site ever been remediated? (If yes, please provide details.)	No	

Observations

	Yes/No	Notes
1. Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	No	
2. What are the conditions of the bund walls and floors?		Concrete paved without clear damage of ground surface
3. Are any surface water drains located near to drum storage and unloading areas?	Yes	
4. Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	
5. Is there a storage site for the wastes?		
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.)	No	
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?	Yes	Vehicle repair workshop on G/F: - Hydraulic fluids and cleaning solvents

Appendix 6

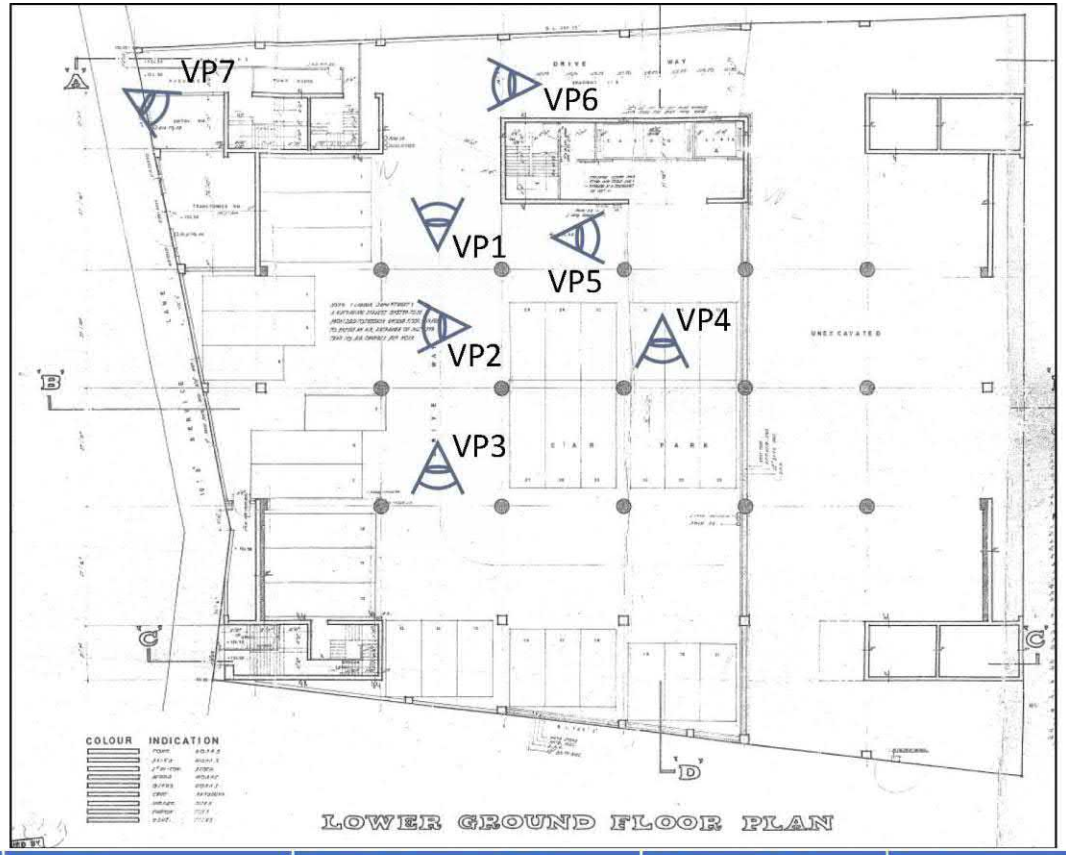
Photo Records of the Subject Site at LG/F & G/F

VP1



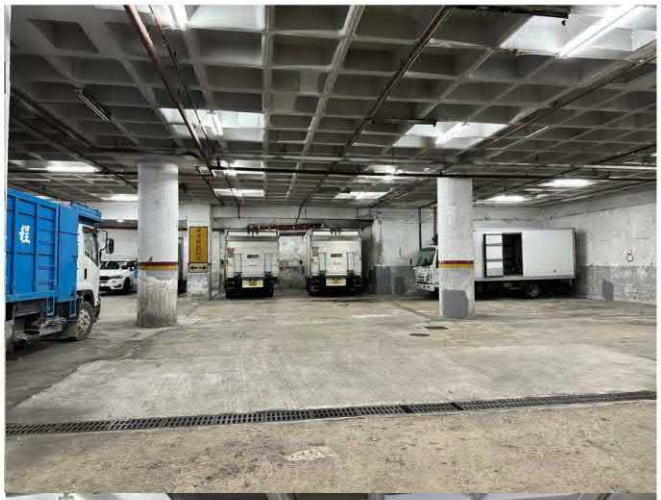
VP2





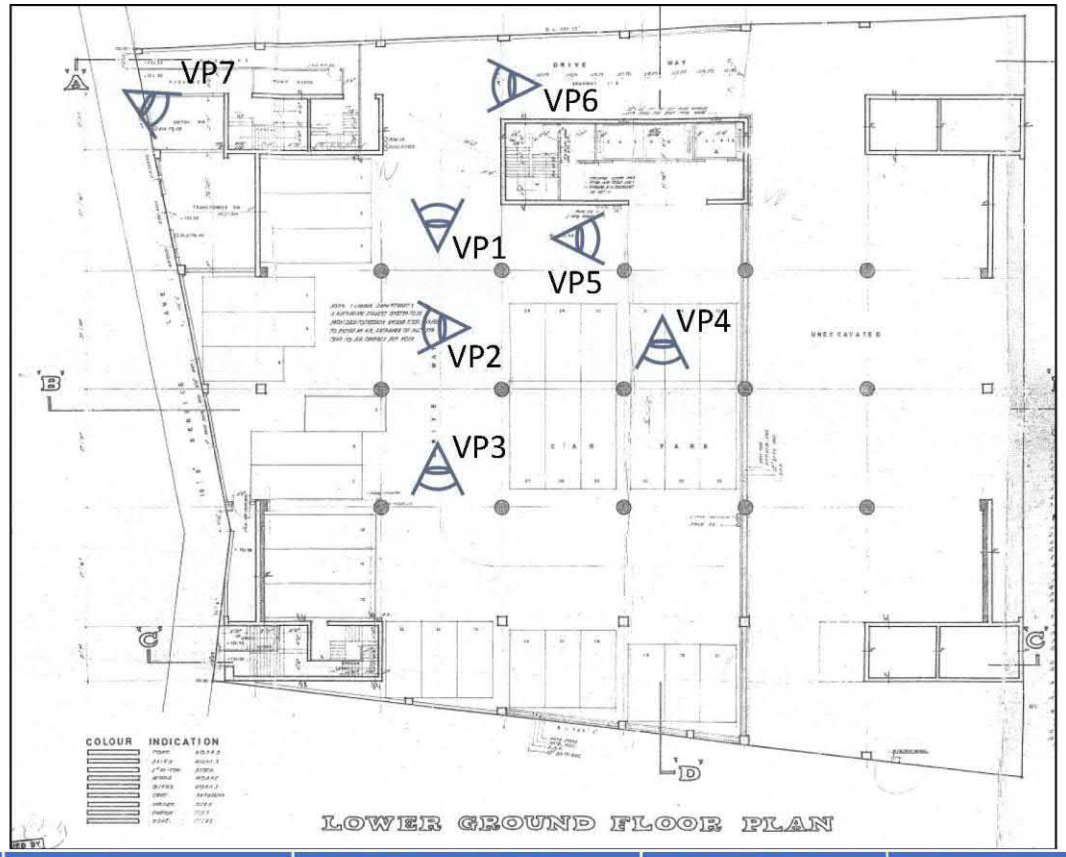
VP	Description	Potential Source of Pollution	Evidence of Spillage /Leakage/Pollution	Free from Contamination?
1	Landing of LG/F access with security guard box	Concrete walls and ground, and vehicles	No	Yes
2	Parked private and goods vehicles	Concrete walls and ground, and vehicles	No	Yes

VP3



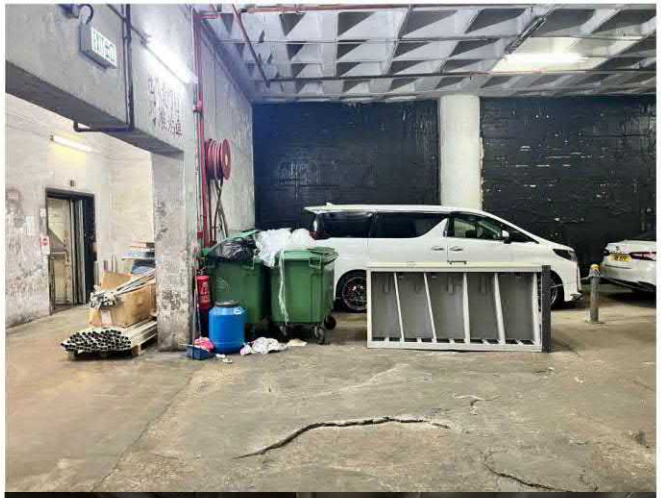
VP4





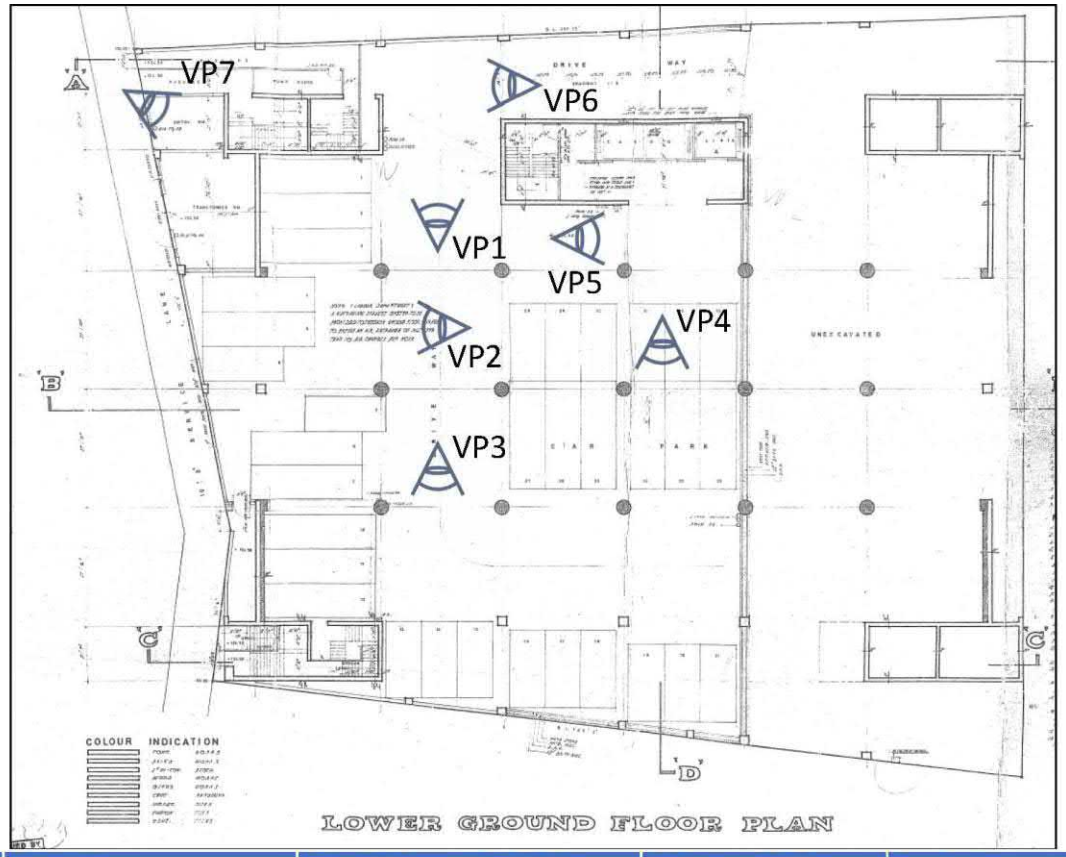
VP	Description	Potential Source of Pollution	Evidence of Spillage /Leakage/Pollution	Free from Contamination?
3	Parked goods vehicles	Concrete walls and ground, and vehicles	No	Yes
4	Parked private and goods vehicles	Concrete walls and ground, and vehicles	No	Yes

VP5



VP6

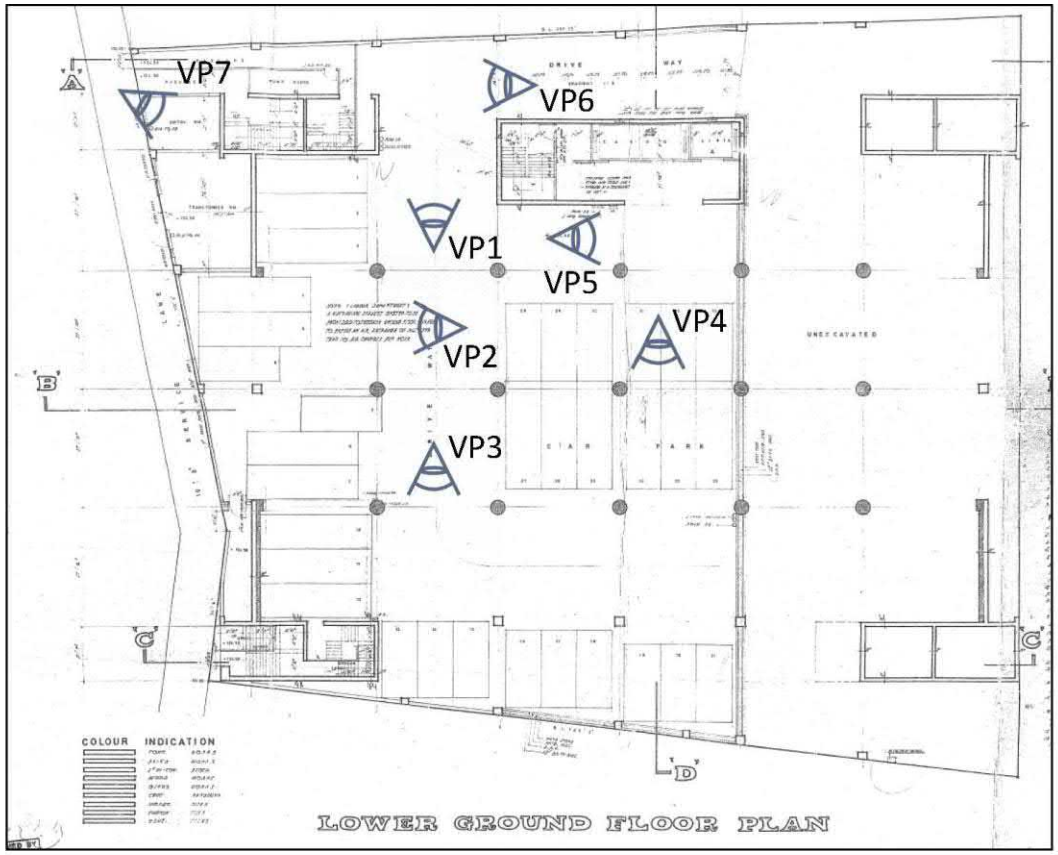




VP	Description	Potential Source of Pollution	Evidence of Spillage /Leakage/Pollution	Free from Contamination?
5	Private car parking, lift lobby and garbage containers	Concrete walls, ground, vehicles, garbage, and blue container	No (Blue container was empty)	Yes
6	Security box	Concrete walls and ground, and red bucket	No (Red bucket was empty)	Yes

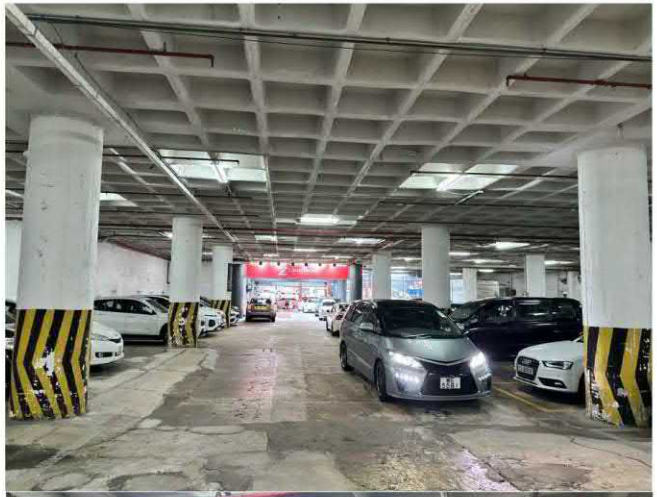
VP7





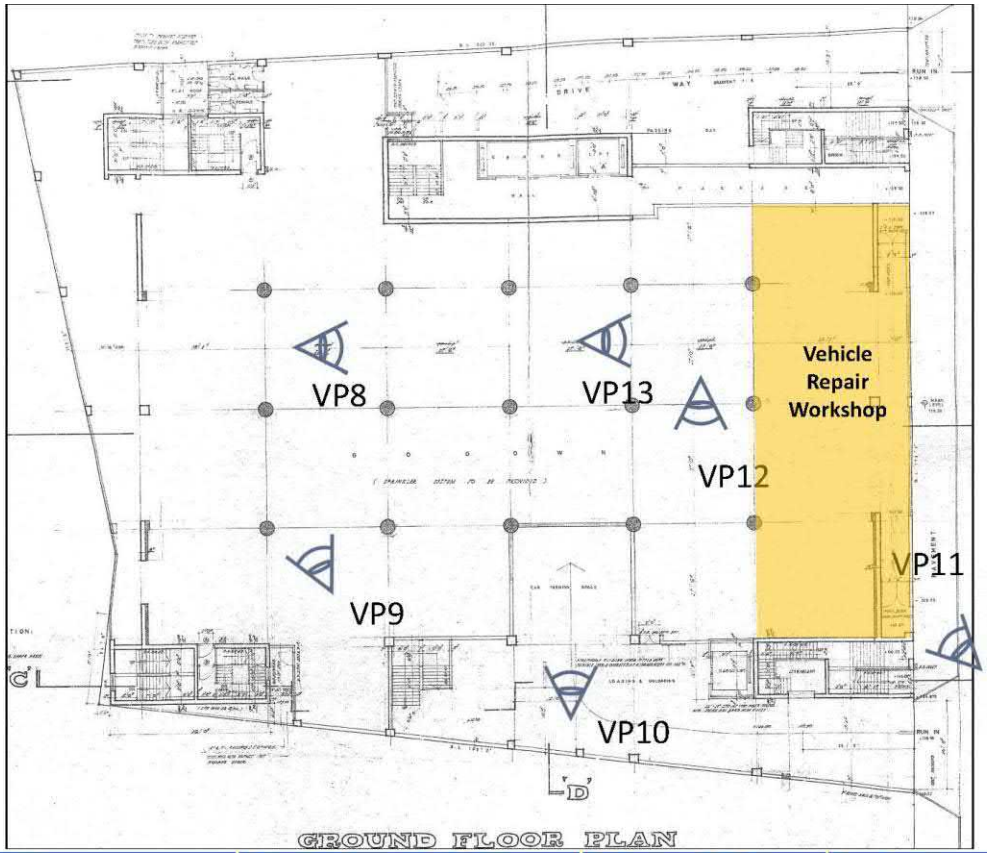
VP	Description	Potential Source of Pollution	Evidence of Spillage /Leakage/Pollution	Free from Contamination?
7	Switch Room	Concrete walls and ground, and electrical switches	No	Yes

VP8



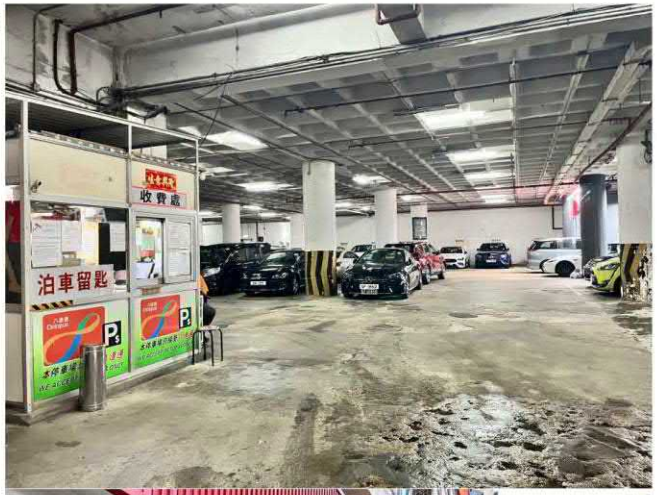
VP9





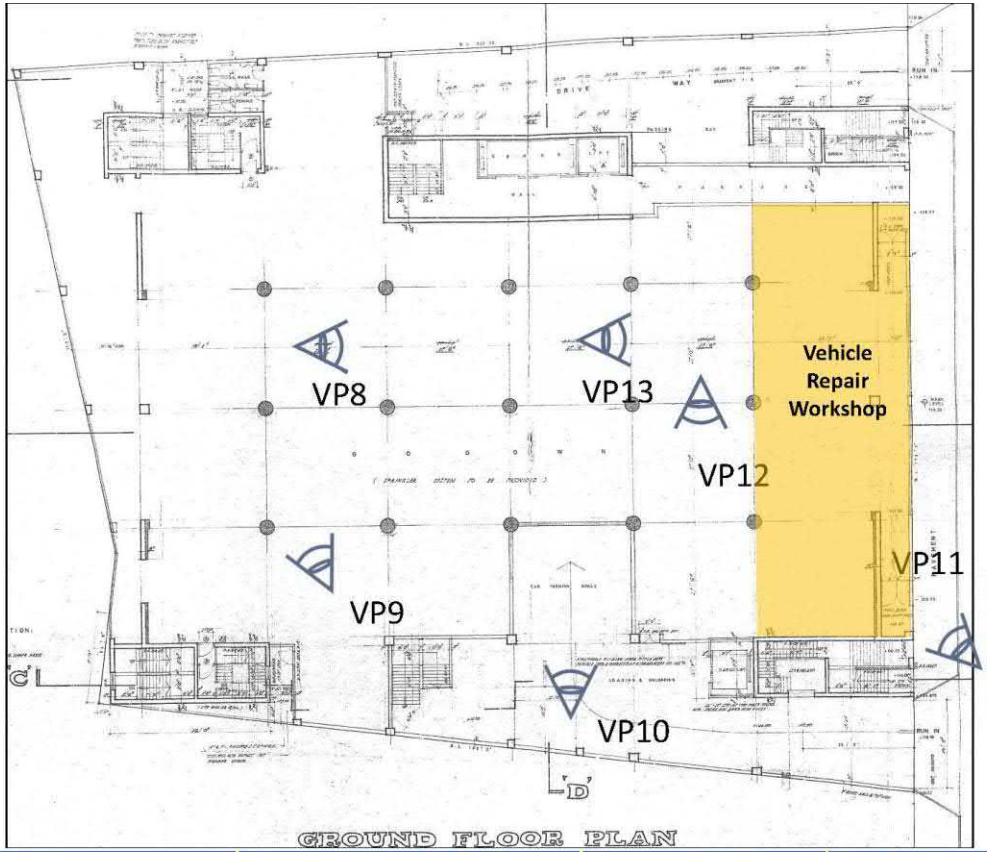
VP	Description	Potential Source of Pollution	Evidence of Spillage /Leakage/Pollution	Free from Contamination?
8	Private car parking	Concrete walls and ground, and vehicles	No	Yes
9	Private car parking	Concrete walls and ground, and vehicles	No	Yes

VP10



VP11





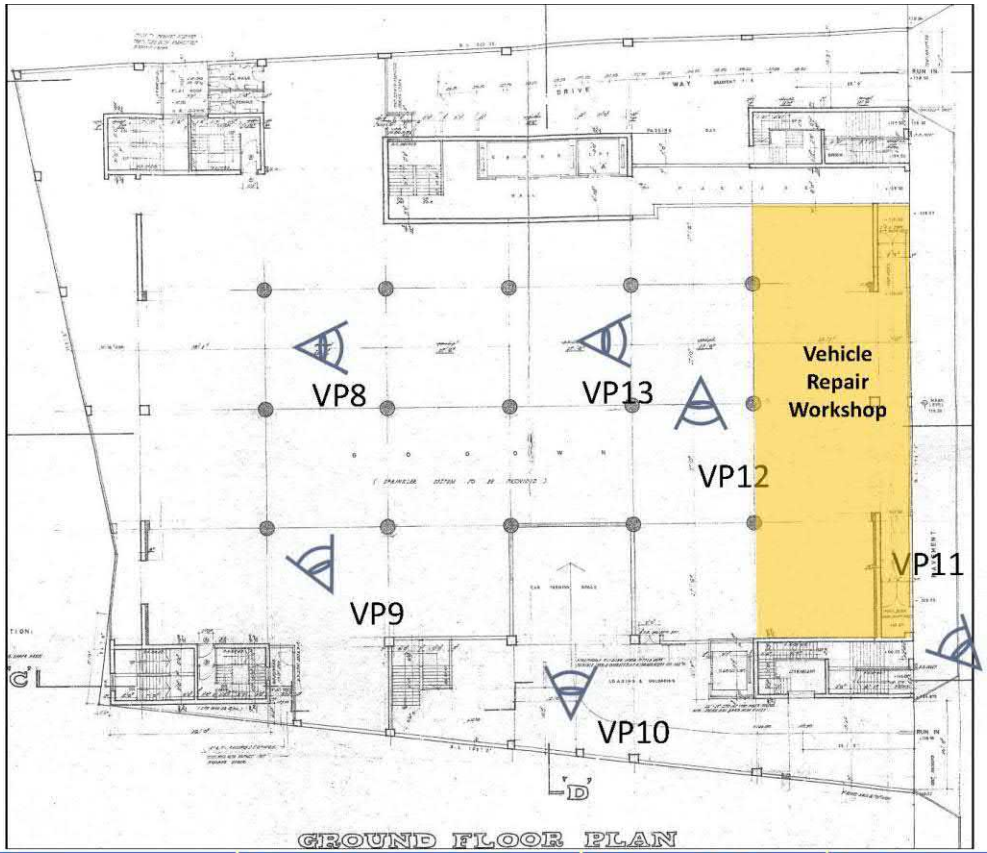
VP	Description	Potential Source of Pollution	Evidence of Spillage /Leakage/Pollution	Free from Contamination?
10	Private car parking and security box	Concrete walls and ground, and vehicles	No	Yes
11	Shopfront and reception of vehicle repair workshop	Concrete walls and ground	No	Yes

VP12



VP13





VP	Description	Potential Source of Pollution	Evidence of Spillage /Leakage/Pollution	Free from Contamination?
12	Repair space of vehicle repair workshop	Vehicles, batteries, spray cans, and other chemicals	No	Yes
13	Private parking of vehicle repair workshop	Concrete walls and ground, batteries, and other chemicals	No	Yes

DeSPACE (International) Limited

Date:6th January 2026

Pages: 5 + Attachments

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

BY HAND AND BY EMAIL

(tpbpd@pland.gov.hk)

Dear Sir/Madam,

Submission of S12A Town Planning Application

****

For Proposed Rezoning from "Other Specified Uses" annotated "Business"("OU(B)") to "Residential (Group E) 2" ("R(E)2"), Lot 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) 146, 97-107 Wo Yi Hop Road, New Territories

Planning Application No. Y/KC/17 - Further Information (4)

References are made to the emails on 24th October 2025, 5th December 2025 and 24th December 2025 from the Planning Department in relation to technical comments. In order to address the comments, attached please find the table of response-to-comment (RtC) with attachments for your consideration. In addition, the intended planning mechanism for the proposed R(E)2 zone is further elaborated in Section 5 of the planning statement. Please refer to Attachment 2.

Given that the further information provided is not substantial, we would appreciate it if the Town Planning Board could **consider scheduling the meeting date for the application at an earlier time**, with a view to expediting the processing of the application. Should you have any queries with this submission, please feel free to contact Mr. Mario Li at [redacted] or the undersigned at [redacted].

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

DeSPACE (International) Limited 構建(國際)有限公司

Greg Lam

S12A Planning Application Rezoning from "Other Specified Uses" annotated "Business" ("OU(B)") to "Residential (Group E) 2" ("R(E)2")

Section 12A Application No. Y/KC/17

Departmental Comments		Responses
5 December 2025 and 24 December 2025 refers: **Environmental Protection Department (EPD)**		
1	The applicant has to update relevant parts of the planning statement and the air quality impact assessment to incorporate the missing information, such as: (i) The missing chimney information, in particular the active chimney connected to UnitB2 at 9/F (shop name "My Angel Pets Service") and two potential active chimneys connected to Unit B1 at 7/F (shop name: "Every Win Dyeing Co.") of Golden Sunflower Industrial Building located adjacent to the subject site; (ii) BD's advice on the subject matter: "BD has been issued removal orders to the concerned owners of Golden Sunflower Industrial Building under Section 24 of the Buildings Ordinance requiring them to remove the 4 existing chimneys of Golden Sunflower Industrial Building (unauthorized building works), by about 2months' time from the date of the said orders."; and etc.	The chimney information are updated in Section 2.5.7, 4.3.2-4.3.6 and Appendix 2.3. Please refer to the **Attachment 1 – Revised Air Quality Impact Assessment.** BD has issued removal orders to the concerned owners of Golden Sunflower Industrial Building under Section 24 of the Buildings Ordinance in December 2025. The letter from BD is provided in Appendix 4.2. The content of Paragraph 6.13 in the Planning Statement, as shown in **Attachment 2**, has been updated accordingly.
2	Please find below our comments for your follow-up:- (i) Section 4.3.2: In order to address potential public concerns about air quality impacts from cremation activities by My Angel Pets Service on the proposed development, the Applicant/Consultant should assess whether any adverse air quality or odour impacts from My Angel Pets Service operations are anticipated, by reviewing existing control measures implemented by My Angel Pets Service.	Air quality impact and odour impact from cremation activities by My Angel Pets Service have been assessed in Section 4.3.3.

	(ii) Please clarify the inconsistent number of chimneys between Table 2.6 and the photo records in Appendix 2.1: - For GDS Data Center, Table 2.6 (i.e. 21 chimneys) vs photo records in Appendix 2.1 (i.e. 12 chimneys). - For Vigor Industrial Building, Table 2.6 (i.e. 1 chimney) but no photo record in Appendix 2.1. (iii) Appendix 2.2: Please update the number of chimney (i.e. 22) in Table 2.6 as indicated in the updated Specified Process License for the GDS Data Centre according to SAMP v2.1 (https://aqia.epd.gov.hk/) and update the License record in Appendix 2.2.	For chimneys at GDS Data Center, clarification has been made in Section 2.5.8. Description on these chimneys have been updated in Appendix 2.1. For chimney(s) at Vigor Industrial Building, no chimney is observed and identified. Discussion on chimney(s) at Vigor Industrial Building has been removed. Updated in Table 2.6 and Appendix 2.2.

Departmental Comments		Responses
24 October 2025 refers: **Social Welfare Department (SWD)**		
RCHD		
1	<u>Service Perspective</u> i. SWD's comments on RCHD's Service Perspective is attached to Attachment I for your follow-up action and response. The updated labels for "loading/unloading bay" and "parking" for RCHD are checked in order. Please revise the disposition of "loading/unloading bay" in detailed design stage, as "open to sky" design is not accepted for service users with disability, particularly wheelchair users.	Noted.
2	Please remove the "sick-bay w/negative pressure" to a location attached to the nurse station or near the nurse station in the detailed design stage.	Noted.
3	<u>Licensing Perspective</u> i. It is noted that a strip of land, where is uncovered and located directly	Noted.

	adjacent to the service lane on the ground floor, is designated for use as "Outdoor Dining Area/RCHD Public Garden". The applicant is to be reminded that the said designated area should be outside the licensing area. 	
RCHE		
4	<u>Service Perspective</u> i. Referring to the applicant's clarification on the provision of 11 parking spaces at B1/F and a disabled parking space on LG/F demarcated as RCHE areas, the proposed parking spaces are intended for use by visitors of the RCHE only. The applicant should note that, referring to Annex 2 "The General Guideline on Calculation of GFA for RCHE premises" attached to the Guidance Note "The Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments", car parking spaces, and loading and unloading areas of the development may be disregarded from GFA calculation according to the prevailing GFA concession mechanism.	Noted.
5	ii. While the applicant has removed the provision of Sky Garden on 4/F from the revised SoA table, the area of Sky Garden is still demarcated as part of the RCHE areas in the revised layout plan. The applicant should note that, referring to LandsD's Practice Note (Issue no. 4/2014) "Accountable and Non-accountable Gross Floor Area under Lease", flat roofs in the form of natural building set back (i.e. on the roof of GFA accountable areas) may be non-accountable for GFA. In this regard, the Sky Garden area may be	Noted.

	disregarded from GFA calculation for concession.	
6	According to the SoA table, the NOFA of the provision of Nursing Stations and Soiled Utility Rooms is relatively larger by 61.7% and 69.6%, respectively, while comparing to recommended areas for the proposed 185-p RCHE on a pro rata basis derived from the standard SoA for a 200-p RCHE. The applicant explained that the larger NOFA for the two provisions is to provide a better working environment for staff and increase storage space to maintain tidiness and hygiene. Referring to the standard SoA, one no. of soiled utility room at 4sqm and one no. of Nursing Station at 10sqm should be provided on each floor having dormitory rooms and for every 50 residents. In view that there are over 70 and 80 bedspaces provided on 4/F and 5/F, respectively, larger NOFA for the two provisions are justifiable.	Noted.
7	<u>Licensing Perspective</u> i. Given that all carparking spaces and loading / unloading areas should not be included in the licensed area of the proposed RCHE, we have no adverse comment on the proposed arrangement regarding allocation of parking spaces for RCHE staff or visitors on B1/F and LG1/F, as well as the reservation of bays on G/F for minibus / ambulance / LGV use.	Noted.
8	ii. The entrances to lift lobbies of lifts capable of accommodating beds on B1/F and LG1/F are noted to be blocked by parking spaces. It should be reviewed in the detailed design stage.	Noted.

Attachment 1

Revised Air Quality Impact Assessment

SECTION 12A APPLICATION FOR AMENDMENT TO THE APPROVED KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/32 TO REZONE THE APPLICATION SITE FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" TO "RESIDENTIAL (GROUP E) 2", LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KTCL) 146, 97-107 WO YI HOP ROAD, NEW TERRITORIES

AIR QUALITY IMPACT ASSESSMENT REPORT

Jan 2026

Report No.: RT23055-AQIA-07

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Project:	SECTION 12A APPLICATION FOR AMENDMENT TO THE APPROVED KWAI CHUNG OUTLINE ZONING PLAN NO. S/KC/32 TO REZONE THE APPLICATION SITE FROM "OTHER SPECIFIED USES" ANNOTATED "BUSINESS" TO "RESIDENTIAL (GROUP E) 2", LOT 316 IN D.D. 444 AND KWAI CHUNG TOWN LOT (KTCL) 146, 97-107 WO YI HOP ROAD, NEW TERRITORIES AIR QUALITY IMPACT ASSESSMENT
Report No.:	RT23055-AQIA-07

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Disclaimer:

- This report is prepared and submitted by BeeXergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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BACKGROUND

Lai Sun Textiles Co. Ltd. (Project Proponent) proposed to rezone the Application Site from “Other Specified Uses” annotated “Business” to Residential (Group E) 2”, at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories (hereafter refer to “the Proposed Development”).

BeeXergy Consulting Limited was commissioned by the Project Proponent to undertake an Air Quality Impact Assessment (AQIA) supporting its planning application under Section 12A of the Town Planning Ordinance (TPO) for the Proposed Development.

PROJECT LOCATION

The Application Site is located in Kwai Chung District, with a site area of approximately 2,764.8m^2. It is currently bounded by industrial buildings to the north and west, Wo Yi Hop Road to the east, and an office building to the south. The Application Site is currently zoned as “Other Specified Uses” annotated “Business” under the Approved Kwai Chung Outline Zoning Plan No. S/KC/32. **Figure 1.1** showed the location of Application Site and its environs.

PROJECT DESCRIPTION

The Proposed Development will convert the existing permitted uses to Residential Care Home for Persons with Disabilities (RCHD), Residential Care Home for the Elderly (RCHE), flats. The key development parameters were summarised in **Table 1.1** and the Master Layout Plan provided by the Index Architecture Limited (the Project Architect) was enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	28 (excluding the basement floors)
Gross Floor Area (GFA)	Total: 16,589m^2 Flat: 16,458m^2 (excluding clubhouse area) Shop and Services: 131m^2 RCHD and/or RCHE: not more than 12,000m^2
Building Height	Not more than +130 mPD (87.6 m)
Proposed Floor Use	B1/F to LG1/F: Carpark

Proposed Floor Use	G/F: Shared Use 1/F to 3/F: RCHD 4/F to 6/F: RCHE 7/F to 26/F: Flats
No. of Parking Spaces	74
Tentative Population Intake Year	2030
Proposed RCHD and/or RCHE	
Total No. of Beds	Within a range of 280-380
Proposed Flats	
Total No. of Flats	253

STRUCTURE OF THE REPORT

This AQIA Report includes the following sections:

- Section 1 introduced the project background;
- Section 2 presented the relevant legislation, standards, guidelines, and baseline conditions for this AQIA;
- Section 3 identified and evaluated the air quality impact associated with the Construction of the Proposed Development;
- Section 4 identified and evaluated the air quality impact associated with the Operation of the Proposed Development; and
- Section 5 summarized the conclusion of this AQIA.

INTRODUCTION

This section outlined the relevant legislation, standards, guidelines, and baseline conditions for this AQIA.

This AQIA considered all relevant air pollutant emissions including industrial emissions from chimneys and vehicular emissions and odour emissions within the 500m assessment area. The assessment area of the Project Site were shown in **Figure 2.1**.

RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

The relevant legislation, standards, and guidelines applicable to the present review of air quality impact include:

- Air Pollution Control Ordinance (APCO) (Cap. 311);
- Air Pollution Control (Smoke) Regulations (Cap. 311C);
- Air Pollution Control (Fuel Restriction) Regulations (Cap. 311I);
- Air Pollution Control (Construction Dust) Regulation (Cap. 311R);
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z);
- Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance;
- Hong Kong Planning Standards and Guidelines (HKPSG);
- ProPECC PN 2/96 “Control of Air Pollution in Car Parks”; and
- Environmental Protection Department (EPD)’s Guideline “Control of Oily Fume and Cooking Odour from Restaurants and Food Business”.

AIR QUALITY OBJECTIVES

The APCO provides a statutory framework for establishing the Air Quality Objectives (AQOs) and stipulating the preventative/mitigation measures for air pollution sources. The AQOs stipulate concentration limits for a range of pollutants, which were summarized below in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	Number of Exceedances Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-hour	75	9
	Annual	30	N/A
Fine Suspended Particulates ($PM_{2.5}$) [iii]	24-hour	37.5	18
	Annual	15	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
	Peak season	100	N/A
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead	Annual	0.5	N/A

Notes:

i All measurements of the concentration of gaseous air pollutants, i.e., SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 K and a reference pressure of 101.325 kPa.

ii PM_{10} means suspended particles in air with a nominal aerodynamic diameter of 10μm or less.

iii $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5μm or less.

HONG KONG PLANNING STANDARDS AND GUIDELINES

Environmental requirements to be considered in land use planning are outlined in Chapter 9 of the HKPSG. The standards and guidelines provide recommendations on suitable locations for developments and sensitive users, provision of environmental facilities and design, layout, phasing, and operational controls to minimize adverse environmental impacts. It also lists out environmental factors influencing land use planning and recommends buffer distances for land uses.

Buffer distances on usage of open space sites for active and passive recreational uses are also recommended. Evaluation of the potential air quality impact on the Proposed Development due to the open road emissions and industrial emissions shall refer to the guidelines as stipulated in the HKPSG. The buffer distance requirements in HKPSG were extracted below in **Table 2.2**.

Table 2.2 HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	*Type of Road*		
	Trunk Road and Primary Distributor	> 20m	Active and Passive Recreational Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity Areas
	District Distributor	> 10m	Active and Passive Recreational Uses
		< 10m	Passive Recreational Uses
Roads and Highways	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
	Under Flyover	N/A	Passive Recreational Uses
Industrial Areas	*Difference in Height between Industrial Chimney Exit and the Site*		
	< 20m	> 200m	Active and Passive Recreational Uses
		5 – 200m	Passive Recreational Uses
	20 – 30m (*)	> 100m	Active and Passive Recreational Uses
		5 – 100m	Passive Recreational Uses
	30 – 40m	> 50m	Active and Passive Recreational Uses
		5 – 50m	Passive Recreational Uses
	> 40m	> 10m	Active and Passive Recreational Uses

Remarks:

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.

- 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.
- The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.
- Amenity areas are permitted in any situation.

Some small-scale community uses (i.e. crematoria, livestock yards, stock wagon washing areas, and wholesale fish and poultry markets) can cause significant air pollution nuisance primarily due to odour. Usually, a buffer distance of at least 200m from nearby sensitive uses is required.

BASELINE CONDITIONS

Existing Ambient Air Quality

The nearest EPD General Air Quality Monitoring Station (AQMS) to the Application Site is the Kwai Chung AQMS located at Kwai Chung Police Station, which is approximately 1.6km to the Southwest of the Application Site. The concentrations of the key air pollutants relevant to the Project in the recent five years (2020 – 2024) at Kwai Chung AQMS extracted from EPD's Smart Air Modelling Platform (SAMP) were summarized in **Table 2.3**, which depicted the trend in ambient air quality.

Table 2.3 Air Quality Monitoring Data at Kwai Chung General AQMS Station

Pollutant	Averaging Time	Concentration (μg/m^3) [1], [2]					Prevailing AQOs (μg/m^3)
		2020	2021	2022	2023	2024	
NO_2	1-hour (19th highest)	184	180	168	182	171	200
	24-hour (10th highest)					84	120
	Annual	**48**	**52**	**44**	**50**	**48**	40
SO_2	10-min (4th highest)	43	45	59	48	33	500
	24-hour (4th highest)	12	14	17	13	12	40
RSP	24-hour (10th highest)	46	56	53	54	56	75
	Annual	23	26	23	25	24	30
FSP	24-hour (19th highest)	27	32	34	30	31	37.5
	Annual	14	**16**	15	**16**	15	15
O_3	8-hour (10th highest)	124	124	139	128	129	160
	Peak season						100

Notes:

[1] Underlined and bolded figures indicate the exceedance recorded.

[2] CO not being monitored at Kwai Chung General AQMS Station.

As shown in **Table 2.3**, the monitored air pollutant concentrations from 2020 to 2024 could comply with the prevailing AQOs except for the annual NO_2 concentrations from 2020 to 2024 and annual FSP concentrations in 2021 and 2023.

Predicted Background Air Quality

Apart from the air quality monitoring data, EPD also provides a set of regional background concentrations for key pollutants in the "Pollutants in the Atmosphere and their Transport over Hong Kong" (PATH) model v3.0. Given that the tentative intake

year of the Proposed Development would be in the Year 2030, the background air quality predicted by PATH v3.0 for Year 2030 was presented as the future background air quality during the operation phase.

The 500m assessment area was covered by the PATH grids (36, 39), (37, 39), (36, 38), and (37, 38) as shown in **Figure 2.2**. The predicted background concentrations at the PATH grids in Year 2030 were summarized in **Table 2.4**. The predicted background concentrations in the Year 2030 were expected to be lower than their respective AQOs except Ozone.

Table 2.4 Background Air Pollutant Concentrations Predicted in Year 2030

Pollutant	Averaging Time	PATH Grid (36, 39)	PATH Grid (37, 39)	PATH Grid (36, 38)	PATH Grid (37, 38)	Prevailing AQOs
		Concentration ($\mu g/m^3$) [1]				
NO_2	1-hour (19th highest)	83	74	89	79	200
	24-hour (10th highest)	36	33	39	35	120
	Annual	16	14	17	14	40
SO_2	10-min (4th highest)	22	22	22	22	500
	24-hour (4th highest)	6	6	7	6	40
RSP	24-hour (10th highest)	48	49	49	49	75
	Annual	19	19	19	19	30
FSP	24-hour (19th highest)	28	28	29	28	37.5
	Annual	11	11	12	11	15
O_3	8-hour (10th highest)	**168**	**166**	**168**	**168**	160
	Peak season	**118**	**117**	**117**	**118**	100
CO	1-hour (1st highest)	519	509	517	508	30,000
	8-hour (1st highest)	487	480	487	480	10,000

Notes:

[1] Underlined and bolded figures indicate the exceedance recorded.

Air Quality Sensitive Receivers (ASRs)

Representative ASRs within 500m assessment area were identified based on topographic maps supplemented by site surveys, outline zoning plans and other published plans in the vicinity of the Application Site. Within the 500m assessment area, ASRs that are closest to the Application Site are anticipated to be the most affected

and therefore considered the most representative ASRs for the worst-case scenario air quality impact assessment, whilst other ASRs located further away from these first-tier representative ASRs are expected to be less impacted. Details of the identified representative ASRs were summarized in **Table 2.5** below and their locations were shown in **Figure 2.3**.

Table 2.5 Summary of Identified Representative ASRs

ASR ID	Description of ASR	Separation Distance from the Application Site
ASR01	Industrial Development to the North of the Application Site	<5m
ASR02	Residential and Commercial Development to the East of the Application Site	~20m
ASR03	Industrial Development to the South of the Application Site	<5m
ASR04	Industrial Development to the West of the Application Site	~3m

Site Surveys

Site surveys were conducted on 11 December 2023, 3 January 2024, 20 February, 9 July and 17 September 2025 to identify any industrial emissions and odour emission within the 500m assessment area. **Table 2.6** below summarized the industrial chimneys identified. The location of the identified industrial chimneys was shown in **Figure 2.4**. Details of the site survey record were shown in **Appendix 2.1**.

Table 2.6 Summary of Industrial Chimneys Identified During the Site Surveys

Location of the Chimney	Closest Distance to the Application Site	No. of Chimney Identified	Current Status
Golden Sunflower Industrial Building	~52m	4	A□tiv□ Pot□nti lly A□tiv□ n□ A□ n□on□□
GDS Data Centre	~106m	22	Emergency
Grand Industrial Building	~306m	1	Active
Tung Chun Soy and Canning Company	~357m	3	Active
Proposed Data Centre (A/KC/473)	~307m	1	Emergency
Proposed Data Centre (A/KC/484)	~219m	1	Emergency

4 industrial chimneys (**Photo 1** in **Appendix 2.1**) were identified at the Golden

Sunflower Industrial Building located approximately 52m away from the Application Site. Further site surveys were carried out on 17 September 2025, 27 September 2025, 29 September 2025, 28 November 2025 and 2 January 2026 to verify the chimney status, the investigation report for these further site surveys is provided **Appendix 2.3**. Based on the investigation, there is 1 active chimney, 2 potentially active chimneys and 1 abandoned chimney at the Golden Sunflower Industrial Building.

22 industrial chimneys were identified at the GDS Data Centre. The closet observable chimney (**Photos 2 to 4** in **Appendix 2.1**) is approximately 106m away from the Application Site. 12 chimneys are located at the rooftop of the building, while 10 industrial chimneys are situated at different levels of the building, which are not visible on the building's façade during the site survey. These chimneys would only be used for emergency power generation for the Data Centre according to Specified Process License L-7-065(1). Detail of the Specified Process License L-7-065(1) was shown in **Appendix 2.2**.

1 industrial chimney (**Photo 5** in **Appendix 2.1**) was identified at the Grand Industrial Building and 3 industrial chimneys (**Photo 6** in **Appendix 2.1**) were identified at the Tung Chun Soy Sauce and Canning Company. The above-mentioned chimneys are located over 300m away from the Application Site and were in operation during the time of the site survey.

2 approved S16 Application for data centres near Tai Yuen Street under application no. A/KC/473 and Ta Chuen Ping Street under application no. A/KC/484 are identified within assessment area. Given that chimneys at data centres are located more than 200m away from the proposed project site as indicated in **Figure 2.4**, which is greater than the buffer distance required for industrial chimneys stipulated in HKPSG, no adverse air quality impact on Proposed Development is anticipated.

During the site survey, the presence of other potential air pollution sources and dusty uses within the assessment area such as concrete batching plants, tunnel portals and ventilation buildings have been assessed, no additional air pollution sources are identified.

INTRODUCTION

This section identified potential impacts on air quality associated with the construction of the Proposed Development.

IDENTIFICATION OF AIR QUALITY IMPACT

Based on the nature of the Proposed Development, the potential air quality impacts due to the construction of the Proposed Development were identified below:

- Fugitive Dust Emissions from Demolition and Construction; and
- Gaseous and PM emissions from the operation of powered mechanical equipment (PMEs) and dump trucks.

EVALUATION OF AIR QUALITY IMPACT

Gaseous and PM Emissions from Demolition and Construction

Fugitive dust emissions and gaseous emissions from construction machinery were expected to be generated from various construction activities during demolition, site formation, foundation, and superstructure works.

Based on the latest development scheme and information provided by Project Team, deep foundation excavation and large-scale site formation will not be required. The area of excavation is approximately 2,765m^2, it is expected that only 2 dump truck per day is required. The estimated amount of excavated materials to be handled and number of truck trips per day are summarized in **Table 3.1** below.

Table 3.1 Estimated Volume of Excavated Materials and Number of Truck Trips Per Day

Construction Stage	Estimated Total Volume of Excavated / Backfill Material during the Construction Stage	Estimated Number of Truck Trips per Day
Foundation Stage (~6 Months)	1246.5m^3 C&D Material (Inert C&D: 1244m^3, Non-inert C&D: 2.5m^3)	<2 Trip per Day
Superstructure Stage (~18 Months)	1659m^3 C&D Material (Inert C&D: 1327m^3, Non-inert C&D: 332m^3)	<1 Trip per Day
Remarks: Assumed that there will be 22 working days per month. Assumed that the average dump truck capacity will be 7.5m^3 per trip.		

Mitigation measures set out under the *Air Pollution Control (Construction Dust) Regulation* shall be strictly followed during the demolition, site formation, foundation, and superstructure works. With the proper implementation of dust mitigation measures, no adverse impact associated with the fugitive dust generated from construction is anticipated. Details of recommended mitigation measures were provided in **Section 3.4** below.

Gaseous and PM emissions from the Operation of PMEs and dump trucks

Gaseous and PM emissions are expected to be generated from the operation of PMEs such as Generators, Excavators, and Dump Trucks.

It is anticipated that on average 5 nos. and maximum of 7 nos. of PMEs will be operated simultaneously at the work site within the Application Site. Gaseous and PM emissions from PMEs are expected to be limited. Provided that the *Air Pollution Control (Fuel Restriction) Regulations*, *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation,* and *Motor Vehicle Idling (Fixed Penalty) Ordinance* shall be followed, no adverse air quality impacts associated with Gaseous and PM emissions from the operation of PMEs and dump trucks is anticipated. Details of recommended mitigation measures were provided in **Section 3.4** below.

RECOMMENDED MITIGATION MEASURES

The following air quality mitigation measures are recommended for the construction phase of the Proposed Development:

- The works area for site clearance/demolition should be sprayed with water or a dust suppression chemical before, during and after the operation 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 should be used to enclose the whole wall to a height of at least 1 m higher than the highest level of the structure being demolished;
- Erection of hoarding of not less than 2.4m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials should be covered entirely by impervious sheeting and/or placed in an area sheltered on the top and four sides;
- Restricting heights from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;
- All dusty materials should be sprayed with water immediately prior to any loading,

unloading or transfer operation so as to maintain the dusty materials wet;

- Locate all the dusty activities away from any nearby ASRs as far as practicable;
- The travelling speed of vehicles within the site should be controlled to reduce the traffic induced dust dispersion;
- Immediately before leaving a construction site, all vehicles should be washed to remove any dusty materials from the bodies and wheels;
- Where a vehicle leaving the site is carrying a load of dusty materials, the load should be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement, pulverized fuel ash or any other dusty materials collected by fabric filters or other air pollution control systems or equipment should be disposed of in totally enclosed containers;
- 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 floor level of the building, or if a canopy is provided at the first floor level, 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;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimize gaseous and prevent black smoke emission;
- Use cleaner fuel such as ULSD or biodiesel in diesel operated construction plant or use electric power supplied from power utilities when practicable;
- Switch off the engine of PMEs when idling;
- Provide electric power supply for on-site machinery as far as practicable. Diesel generators and machinery as well as exempted machinery should be avoided to minimize the gaseous and particular matter emissions; and
- Conduct regular site audits to ensure the implementation of air quality mitigation measures.

INTRODUCTION

This section identified potential impacts on air quality associated with the operation of the Proposed Development.

IDENTIFICATION OF AIR QUALITY IMPACT

Based on the nature of the Proposed Development and site survey observations, the potential air quality impacts during the operation of the Proposed Development were identified below:

- Vehicular Emissions from nearby road traffic;
- Industrial Emissions from nearby chimneys;
- Odour Emissions from nearby RCP;
- Emissions from car parks within the Proposed Development; and
- Emissions from kitchen within the Proposed Development.

EVALUATION OF AIR QUALITY IMPACT

Vehicular Emissions from nearby road traffic

The Application Site is bounded by Wo Yi Hop Road and is subject to the air quality impact associated with the vehicular emission from existing open roads. In order to comply with the buffer distance requirements as stipulated in the HKPSG, the air-sensitive uses at the Proposed Development have been positioned away from Wo Yi Hop Road. The required buffer distances from the surrounding road were summarized in **Table 4.1** and illustrated in **Figure 4.1**. 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.

Table 4.1 Recommended Buffer in HKPSG (Vehicular Emissions)

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance Allowed for the Proposed Development
Wo Yi Hop Road (from Tai Loong Street to Lei Muk Road)	District Distributor	>10m	>10m
Note: As advised by the Project's Traffic Consultant, Wo Yi Hop Road (from Tai Loong Street to Lei Muk Road) is classified as a District Distributor according to the Annual Traffic Census 2024. The relevant page of traffic census was enclosed in **Appendix 4.1**.			

Industrial Emissions from nearby chimneys

Based on the site survey records in **Appendix 2.1** and **Appendix 2.3**, 1 active chimney, 2 potentially active chimneys and 1 abandoned chimney were identified at Golden Sunflower Industrial Building.

The active chimney is used for animal cremation activities. According to the information obtained during the further site surveys (see **Appendix 2.3**), the operator of the chimney advised that the chimney has implemented a CCTV monitoring system to track the smoke density, which helps to control dark smoke emissions and prevent long period incomplete combustion or other abnormal operations during the burning process. Therefore, adverse air quality impact from the active chimney is not expected. In addition, any odorous organic compounds generated during the cremation process are expected to be destroyed under high temperature (generally >850°C) in the combustion chamber of the cremator. Therefore, adverse odour impact anticipated from the active chimney is also not expected.

For 2 potentially active chimneys, no noticeable emissions were generated, and there were no signs of operation or operational noise detected from the premises where these chimneys are connected during the further site surveys (see **Appendix 2.3**). However, insufficient information makes it difficult to ascertain the operation status of chimney. Therefore, air quality impact from these chimneys cannot be eliminated and they are considered potentially active.

The abandoned chimney is disconnected from the building and is not connected to any units. Therefore, adverse air quality impact from the abandoned chimney is not expected.

Regarding the 4 existing chimneys of Golden Sunflower Industrial Building, the Buildings Department (BD) has advised that these chimneys were unauthorized building works (UBW). BD has issued removal orders to the concerned owners of Golden Sunflower Industrial Building under Section 24 of the Buildings Ordinance in December 2025 (see **Appendix 4.2**). These concerned owners are required to remove these unauthorized chimneys by about 2 months' time from the date of the said orders. Therefore, these unauthorized chimneys will be removed before the population intake of the Proposed Development. As industrial activities that involve air pollution require chimneys for emissions, once the chimney is removed, the associated industrial activities will be unable to operate. Thus, it is expected that the associated industrial activities related to these active and potentially active chimneys will cease operation (including the animal cremation activities). It is expected that no adverse air quality impact will result from these 4 unauthorized chimneys during the operation phase of the Proposed Development. Should there be any changes in the operation status of these chimneys at a later stage of the Project, the Project Proponent will review and/or

re-assess the AQIA as appropriate. In addition, the operation status of animal cremation activities and the uncertain industrial activities from the potentially active chimneys will also be reviewed and/or re-assessed in relation to the AQIA as appropriate at a later stage of the Project.

Chimneys at Grand Industrial Building and Tung Chun Soy and Canning Company are located over 300m away from the Application Site. In sufficient buffer distance allowed according to HKPSG recommendation, no adverse air quality impact from the above-mentioned chimneys is anticipated.

The industrial chimneys at the GDS Data Centre located approximately 106m from the Proposed Development. The chimneys would only be used for emergency power generation for the Data Centre according to Specified Process License L-7-065(1) (**Appendix 2.2** refers). It is noted that routine running tests for emergency generators would be carried out regularly and thus air pollutant emissions would be expected. Since details of the routine running tests for the emergency generators at the GDS Data Centre from their owners or operators are not available, reference is made to mainstream standard for diesel generators serving data centers specifying the frequency of load testing for emergency power systems. It is recommended that generator sets in service shall be exercised at least once monthly, for a minimum of 30 minutes and not less than 30% of loading. Therefore, in view of the emergency nature of the generators and short period of time for air pollutant emissions from routine running tests, no significant air pollutant emissions are anticipated and thus no adverse air quality impacts are anticipated.

In addition, the reliability rate of power supply from China Light and Power Company (CLP) is 99.997% . Given the industrial chimneys at GDS Data Centre are expected to be used for emergency power generation for the Data Centre, with the high-reliability rate of power supply from CLP, the chance of industrial chimneys at GDS Data Centre being operated is not likely and adverse air quality impact from the industrial chimneys at GDS Data Centre is not anticipated.

Odour Emissions from RCP and Market

Ta Chuen Ping Street Refuse Collection Point (RCP), Shek Lei (II) Estate RCP, Shek Yam Estate RCP and North Kwai Chung Market are located at approximately 71m, 184m, 150m and 160m away from the Application Site respectively. Other odour emission sources including crematoria, livestock yards, stock wagon washing areas, and wholesale fish and poultry markets were not identified within the 500m assessment area. The location of the identified RCPs was shown in **Figure 2.4**. According to the

NFPA 110 Standard for Emergency and Standby Power Systems Chapter 8

CLP's Power Supply Reliability Rate (https://www.clp.com.hk/en/power-quality)

record from the EPD regional office, no relevant complaint against the RCPs and North Kwai Chung Market is received over the past 5 years. Since no sufficient information for implementation of deodorizing devices and other control measures is received from the EPD and Food and Environmental Hygiene Department (FEHD), site survey is therefore carried out to verify the odour problem in the RCPs and North Kwai Ching Market. During the site survey on 9 July and 17 September 2025, no odour from the RCPs and the market was identified. Given that the refuses at the RCPs are enclosed inside the containers, and RCPs and the market are regularly cleaned by the FEHD, no adverse odour impact on the Proposed Development is expected.

Emissions from car parks within the Proposed Development

The car parks within the Proposed Development will be designed and operated in accordance with *ProPECC PN 2/96 Control of Air Pollution in Car Parks*. The car parks are mainly used for private car parking and the starting emissions generated by the vehicles are expected to be limited. Nonetheless, the idling period of vehicles will be governed by *Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance* which excessive emissions from idling vehicles within the Application Site is not expected. Given the above, no adverse air quality impact from car park operations is anticipated.

Emissions from the kitchen within the Proposed Development

Emissions from the kitchens on 2/F, 3/F and 4/F, and its associated cooking fumes/ventilation within the Proposed Development which are solely serve for RCHD and RCHE residents are controlled under APCO. The best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. Given the above, no adverse air quality impact from kitchen operation is anticipated. Details of recommended mitigation measures were provided in **Section 4.4** below.

RECOMMENDED MITIGATION MEASURES

The following air quality mitigation measures are recommended for the operation phase of the Proposed Development:

- Positioning of the outlet of the exhaust system away from sensitive receivers as far as practicable;
- Installation of air pollution control equipment (e.g., electrostatic precipitator, air washer, scrubbers, etc.) for exhaust system serving the cooking stoves or other cooking appliances, where appropriate;
- Enhanced measures for potential air and odour nuisances shall be considered

where necessary; and

- Regular maintenance of air pollution control equipment.

The Project Proponent proposed to rezone the Application Site from “Other Specified Uses” annotated “Business” to Residential (Group E) 2”, at Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories.

With the implementation of appropriate mitigation measures, no adverse air quality impact during construction is anticipated.

Sufficient buffer distances as recommended in HKPSG are allowed in the design of the Proposed Development, no adverse air quality impact due to vehicular and industrial chimneys emission are anticipated.

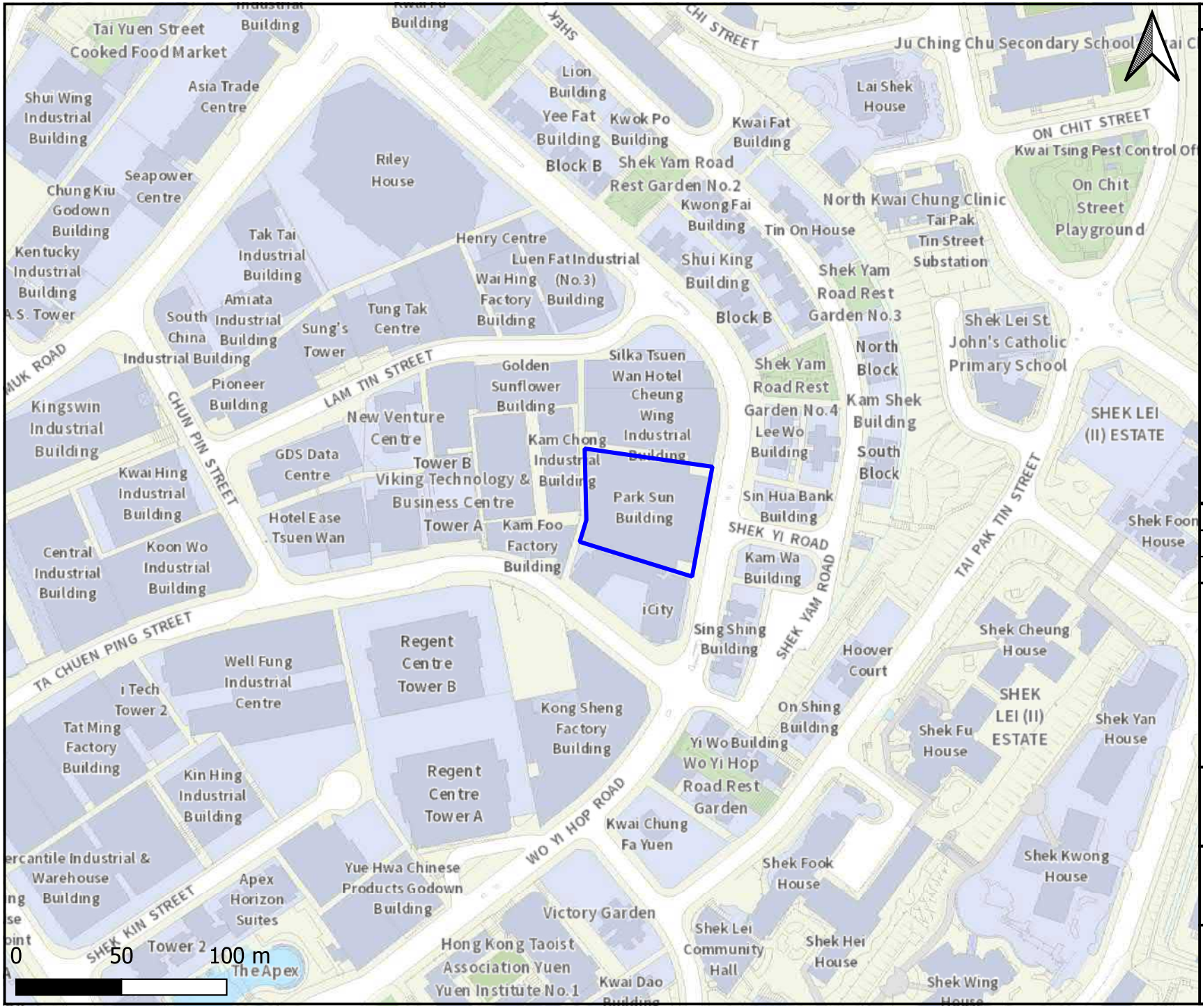
No adverse odour impact from the nearby RCPs on the Proposed Development is expected given the RCPs will be regularly cleaned and maintained by FEHD.

The carpark within the Proposed Development will be designed and operated in accordance with *ProPECC PN 2/96 “Control of Air Pollution in Car Parks”*. The idling period of vehicles will be governed by *Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance* which excessive emission from idling vehicles is not expected and no adverse air quality impact is anticipated.

The kitchen within the Proposed Development will adopt the best practical control measures recommended in EPD’s Guideline “*Control of Oily Fume and Cooking Odour from Restaurants and Food Business”* during its operation, no adverse air quality impact from kitchen operation is anticipated.

FIGURE 1.1

LOCATION OF APPLICATION SITE AND ITS ENVIRONS



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Legend

Application Site

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

Location of Application Site and Its Environs

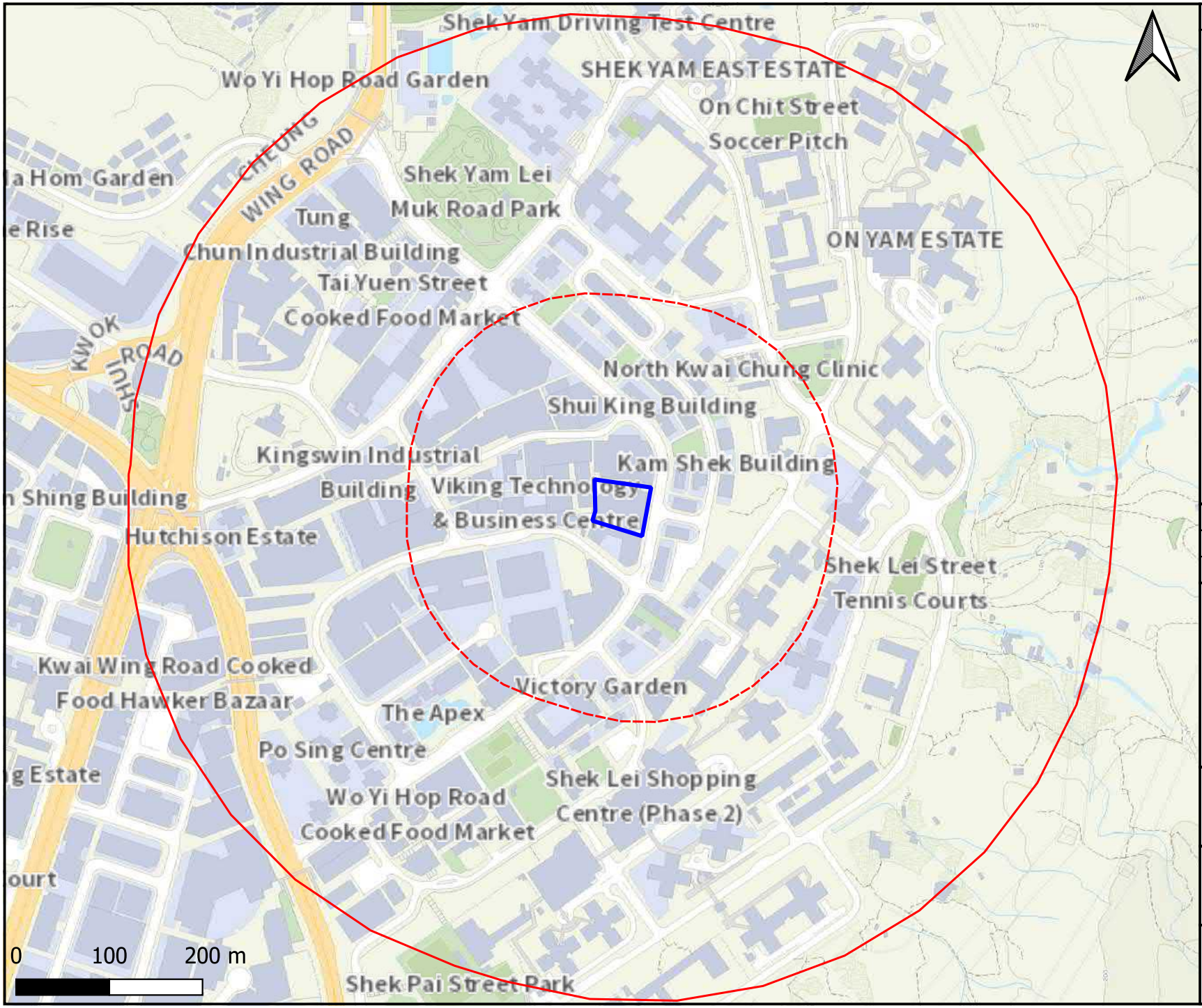
Figure No.	Rev.
Figure 1.1	0

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FIGURE 2.1

200M AND 500M ASSESSMENT AREA



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Legend

- Application Site
- 200m Assessment Area
- 500m Assessment Area

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240314	240314	240314

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

200m and 500m Assessment Area

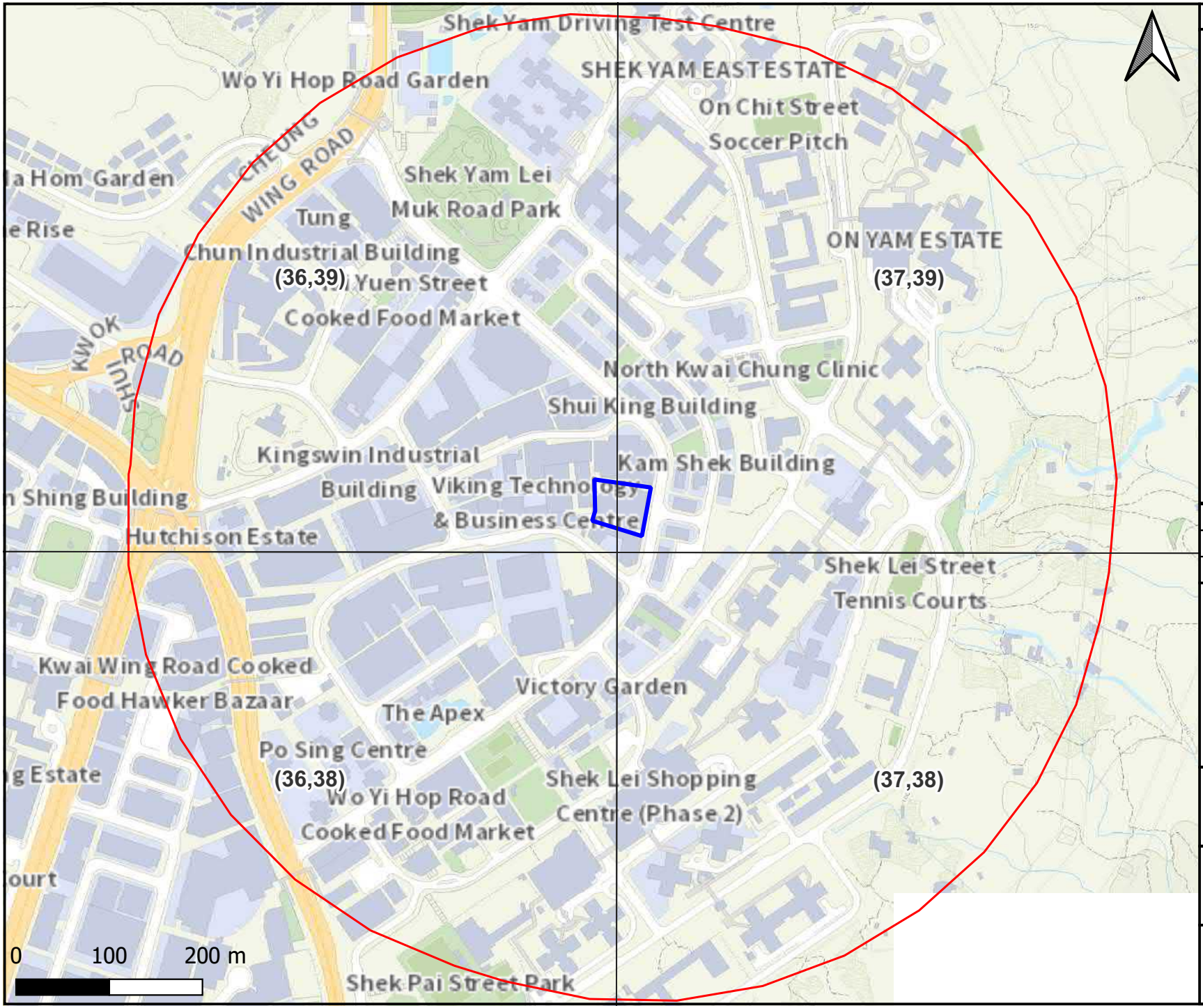
Figure No.	Rev.
Figure 2.1	0

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FIGURE 2.2

PATH GRIDS COVERED THE 500M ASSESSMENT AREA



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Legend

- Application Site
- 500m Assessment Area
- PATH Grids

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

PATH Grids covered the 500m Assessment Area

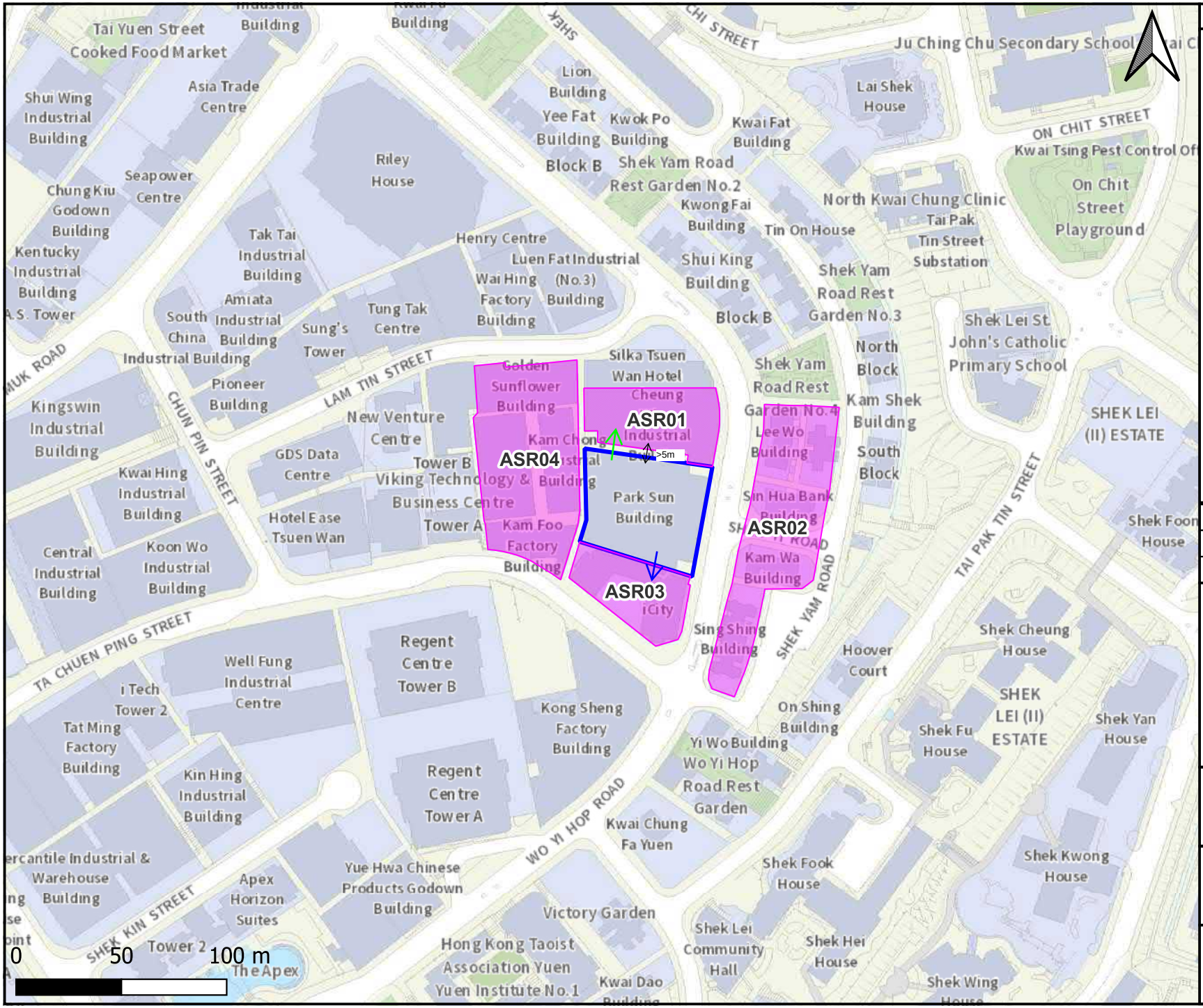
Figure No.	**Rev.**
Figure 2.2	0

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FIGURE 2.3

LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS (ASRS)



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Legend

- Application Site
- Air Sensitive Receivers (ASRs)
- Kitchen Exhaust
- Carpark Exhaust

	Prepared	Checked	Approved
Initial	KCC	ZC	HM
Date	240312	240312	240312

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Figure Title

Location of Representative Air Sensitive Receivers (ASRs)

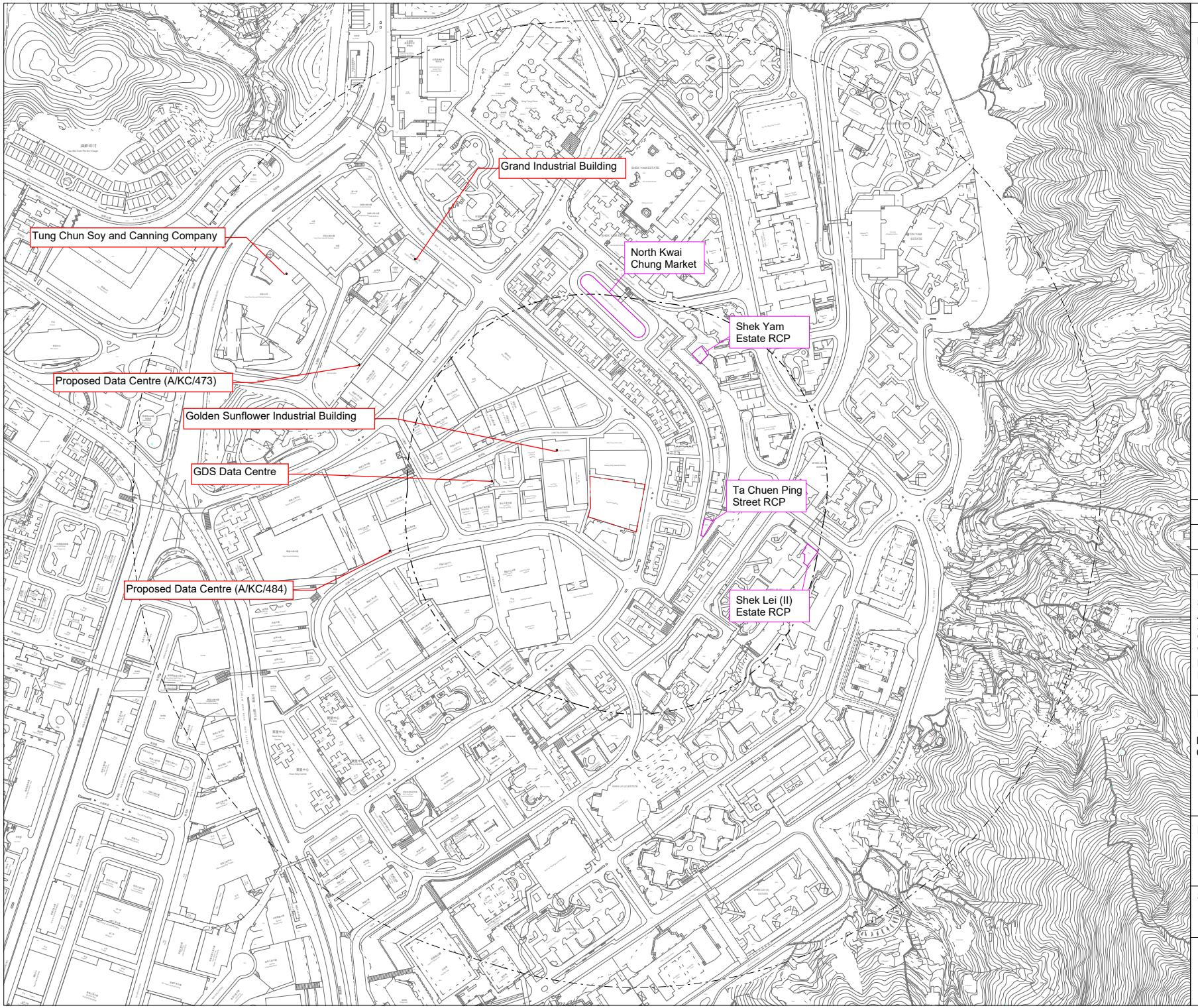
Figure No.	Rev.
Figure 2.3	0

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FIGURE 2.4

LOCATION OF INDUSTRIAL CHIMNEYS AND REFUSE COLLECTION POINTS



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LEGEND:

- Application Site
- 500/200m Assessment Area
- Industrial Chimney
- Refuse Collection Point (RCP)

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250710	20250710	20250710

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

DrawingTitle

Location of Industrial Chimneys and Refuse Collection Points

Drawing No.

FIGURE 2.4

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Scale:

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FIGURE 4.1

10M BUFFER ZONE FOR DISTRICT DISTRIBUTOR



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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (G/F)

Drawing No.	Rev.
Figure 4.1a	0

Scale: A4 - 1:650

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (1/F)

Drawing No.	Rev.
Figure 4.1b	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (2/F)

Drawing No.	Rev.
Figure 4.1c	0

Scale: A4 - 1:650

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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

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (3/F)

Drawing No.

Figure 4.1d

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Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (4/F)

Drawing No.	Rev.
Figure 4.1e	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (5/F)

Drawing No.	Rev.
Figure 4.1f	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (6/F)

Drawing No.

Figure 4.1g

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Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (7/F)

Drawing No.

Figure 4.1h

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (8/F)

Drawing No.	Rev.
Figure 4.1i	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (9/F-12/F)

Drawing No.	Rev.
Figure 4.1j	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (13/F)

Drawing No.

Figure 4.1k

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Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (14/F)

Drawing No.	Rev.
Figure 4.1l	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (15/F)

Drawing No.	Rev.
Figure 4.1m	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (16/F-18/F)

Drawing No.	Rev.
Figure 4.1n	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (19/F-20/F)

Drawing No.	Rev.
Figure 4.1o	0

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (21/F-22/F)

Drawing No.

Figure 4.1p

Rev.

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Scale:

A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (23/F)

Drawing No.	Rev.
Figure 4.1q	0

Scale: A4 - 1:650

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LEGEND:

10m Buffer Distance

	Prepared	Checked	Approved
Initial	NY	CC	YS
Date	20240723	20240723	20240723

Project Title

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/KC/32 to Rezone the Application Site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" Lot 316 in D.D. 444 and Kwai Chung Town Lot (KTCL) 146, 97-107 Wo Yi Hop Road, New Territories

Drawing Title

10m Buffer Zone for District Distributor (24/F-26/F)

Drawing No.	Rev.
Figure 4.1r	0

Scale: A4 - 1:650

BXG

BeeXergy Consulting Limited

APPENDIX 1.1

MASTER LAYOUT PLAN



PARKING PROVISIONS

PRIVATE CAR:	40 NO.S
MOTORCYCLE:	1 NO.S

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: BASEMENT 1/F Layout Plan

Sheet: Rev.-



PARKING PROVISIONS

PRIVATE CAR:	35 NO.S
MOTORCYCLE:	4 NO.S

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

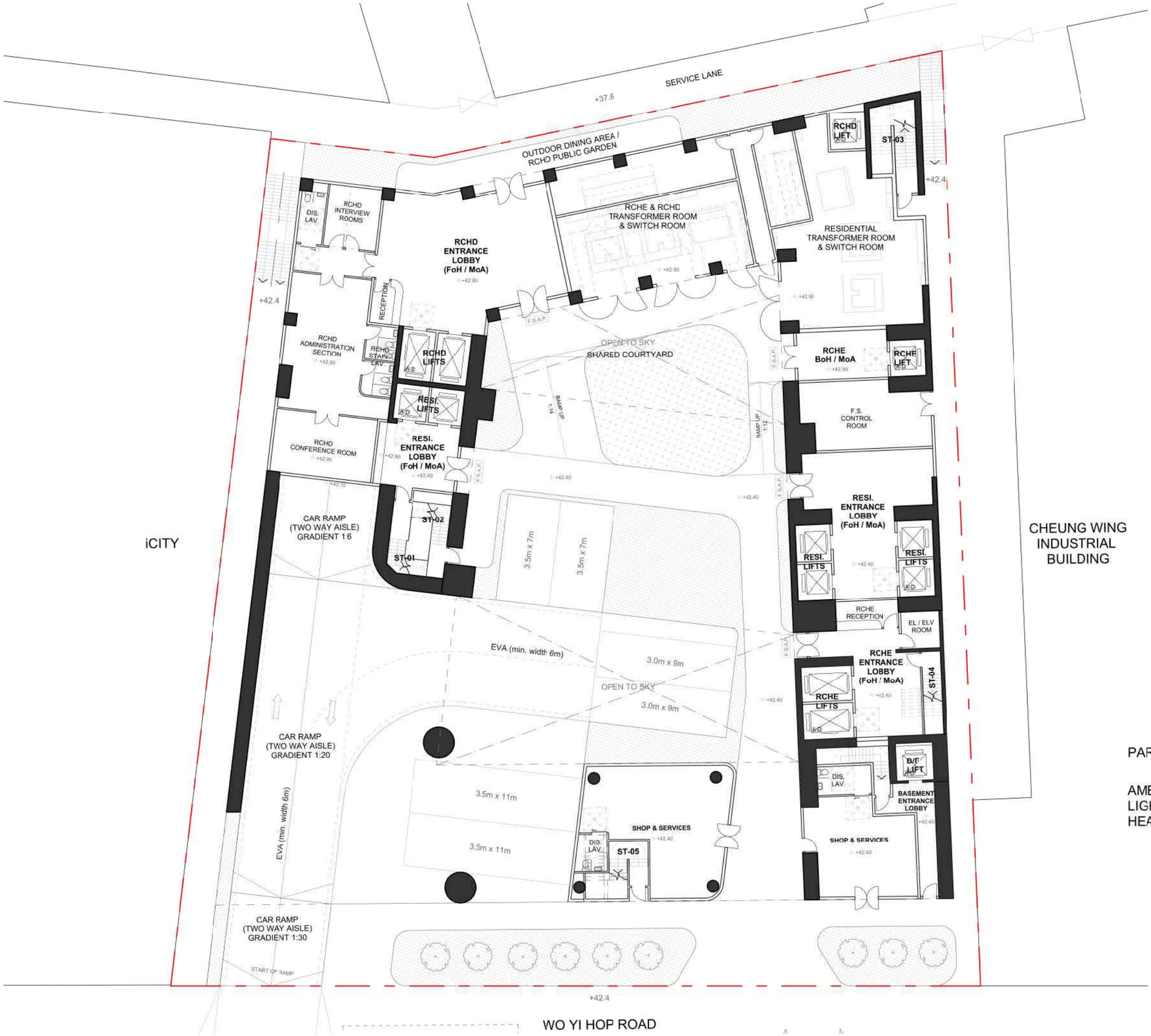
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: LOWER GROUND 1/F Layout Plan

Sheet: Rev.-



PARKING PROVISIONS

AMBULANCE:	2 NO.S
LIGHT GOODS VEHICLE:	2 NO.S
HEAVY GOODS VEHICLE:	2 NO.S

GRASS

SHRUB

0 1 2 5 m

1:250 @A3

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Project no: 22013

Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung Hong Kong

Drawn: OC Scale: 1:250@A3

Title: G/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Drawn: OC Scale: 1:250@A3

Title: 1/F Layout Plan

Sheet: Rev.-



0 1 2 5 m

1:250 @A3

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Drawn OC Scale: 1:250@A3

Title: 2/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Drawn OC Scale: 1:250@A3

Title: 3F Layout Plan

Sheet: Rev:-



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Project: Park Sun Building Redevelopment

Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
Hong Kong

Drawn: OC Scale: 1:250@A3

Title: 4/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Drawn OC Scale: 1:250@A3

Title: 5/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Project: Park Sun Building Redevelopment

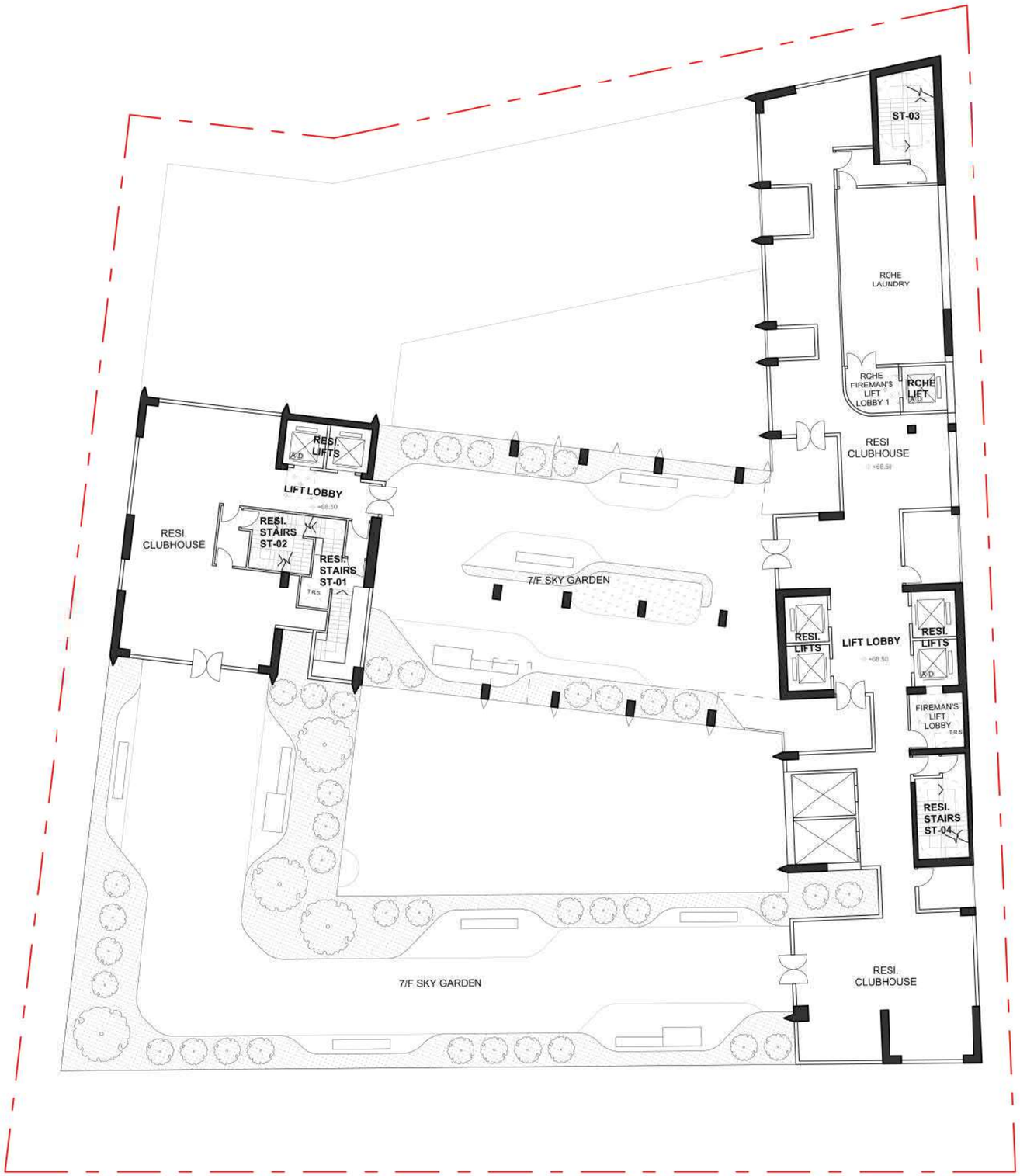
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Title: 6/F Layout Plan

Sheet: Rev:-



GRASS

SHRUB

0 1 2 5 m

1:250 @A3

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Title: 7/F Layout Plan

Sheet: Rev:-



0 1 2 5 m

1:250 @A3

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Drawn: OC Scale: 1:250@A3

Title: 8/F Layout Plan

Sheet: Rev:-



Floor Level:

9/F: +74.65 10/F: +77.73 11/F: +80.80 12/F: +83.88

0 1 2 5 m

1:250 @A3

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Drawn: OC Scale: 1:250@A3

Title: 9-12/F Layout Plan

Sheet: Rev:-



Floor Level:
13/F: +86.95

0 1 2 5 m

1:250 @A3

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Title: 13/F Layout Plan

Sheet: Rev:-



Floor Level:
14/F: +90.03

0 1 2 5 m

1:250 @A3

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Title: 14/F Layout Plan

Sheet: Rev:-



Floor Level:
15/F: +93.10

0 1 2 5 m

1:250 @A3

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Drawn OC Scale: 1:250@A3

Title: 15/F Layout Plan

Sheet: Rev:-



Floor Level:
16/F: +96.18 17/F: +99.25 18/F: +102.33

0 1 2 5 m

1:250 @A3

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Title: 16-18/F Layout Plan

Sheet: Rev:-



Floor Level:
19/F: +105.40 20/F: +108.48

0 1 2 5 m

1:250 @A3

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Title: 19-20/F Layout Plan

Sheet: Rev:-



Floor Level:
21/F: +111.55 22/F: +114.63

0 1 2 5 m

1:250 @A3

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Title: 21-22/F Layout Plan

Sheet: Rev:-



Floor Level:
23/F: +117.70

0 1 2 5 m

1:250 @A3

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Drawn OC Scale: 1:250@A3

Title: 23/F Layout Plan

Sheet: Rev:-



Floor Level:
24/F: +120.78 25/F: +123.85 26/F: +126.93

0 1 2 5 m

1:250 @A3

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Drawn: OC Scale: 1:250@A3

Title: 24-26/F Layout Plan

Sheet: Rev:-



GRASS

SHRUB

0 1 2 5 m

1:250 @A3

Floor Level:

R/F: +130.00 25/F: +123.85 26/F: +126.93

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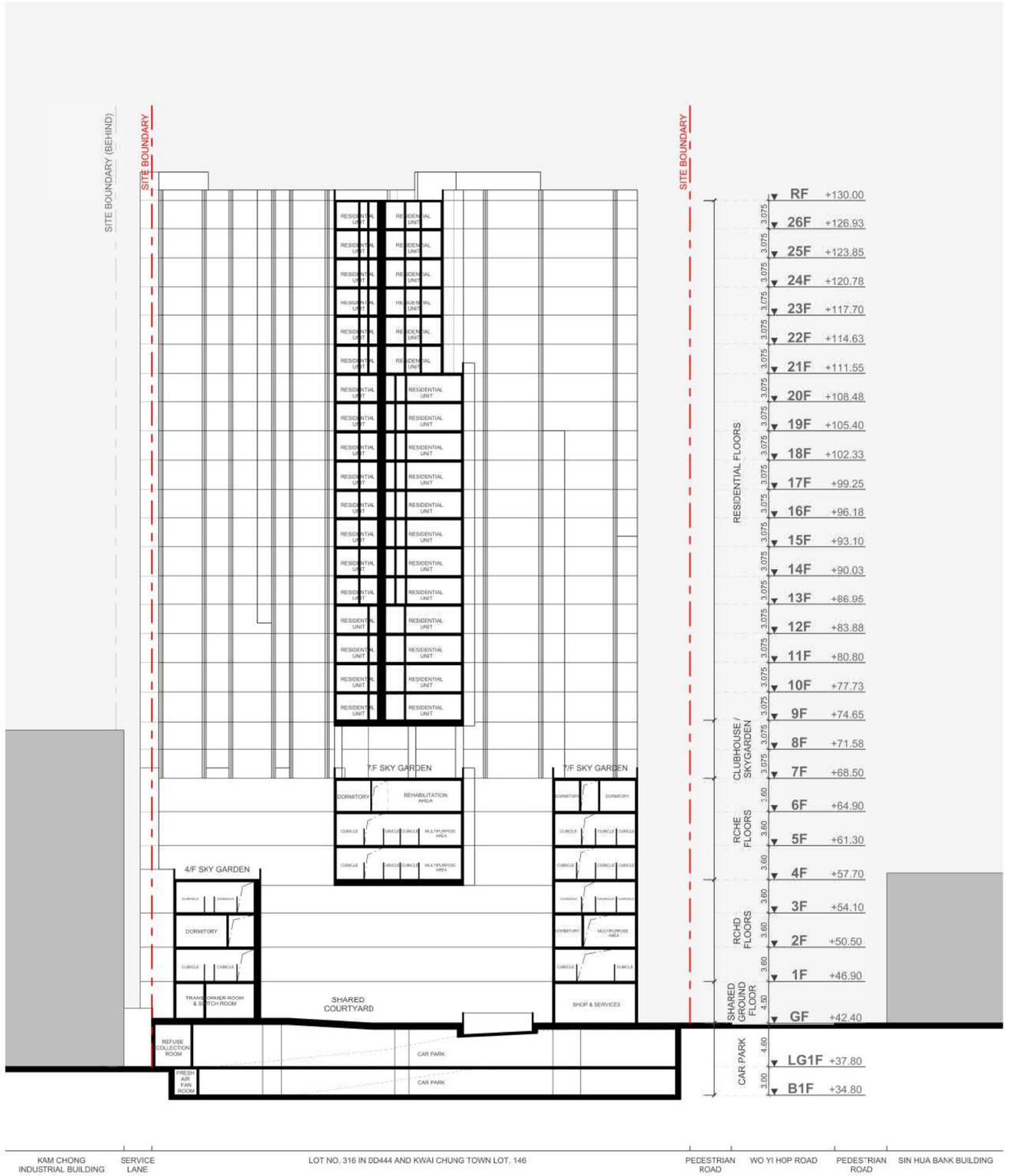
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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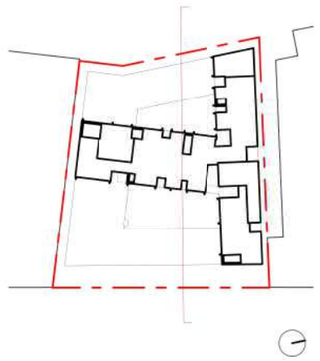
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Title: Roof Layout Plan

Sheet: Rev:-



SECTION X-X'



0 5 10m

1:500@A3

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Drawn: OC Scale: 1:500@A3

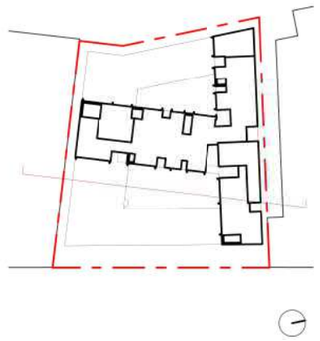
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Sheet: Rev:-



iCITY | LOT NO. 316 IN DD444 AND KWAI CHUNG TOWN LOT. 146 | CHEUNG WING INDUSTRIAL BUILDING

SECTION Y-Y'



0 5 10m

1:500@A3

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Project: Park Sun Building Redevelopment

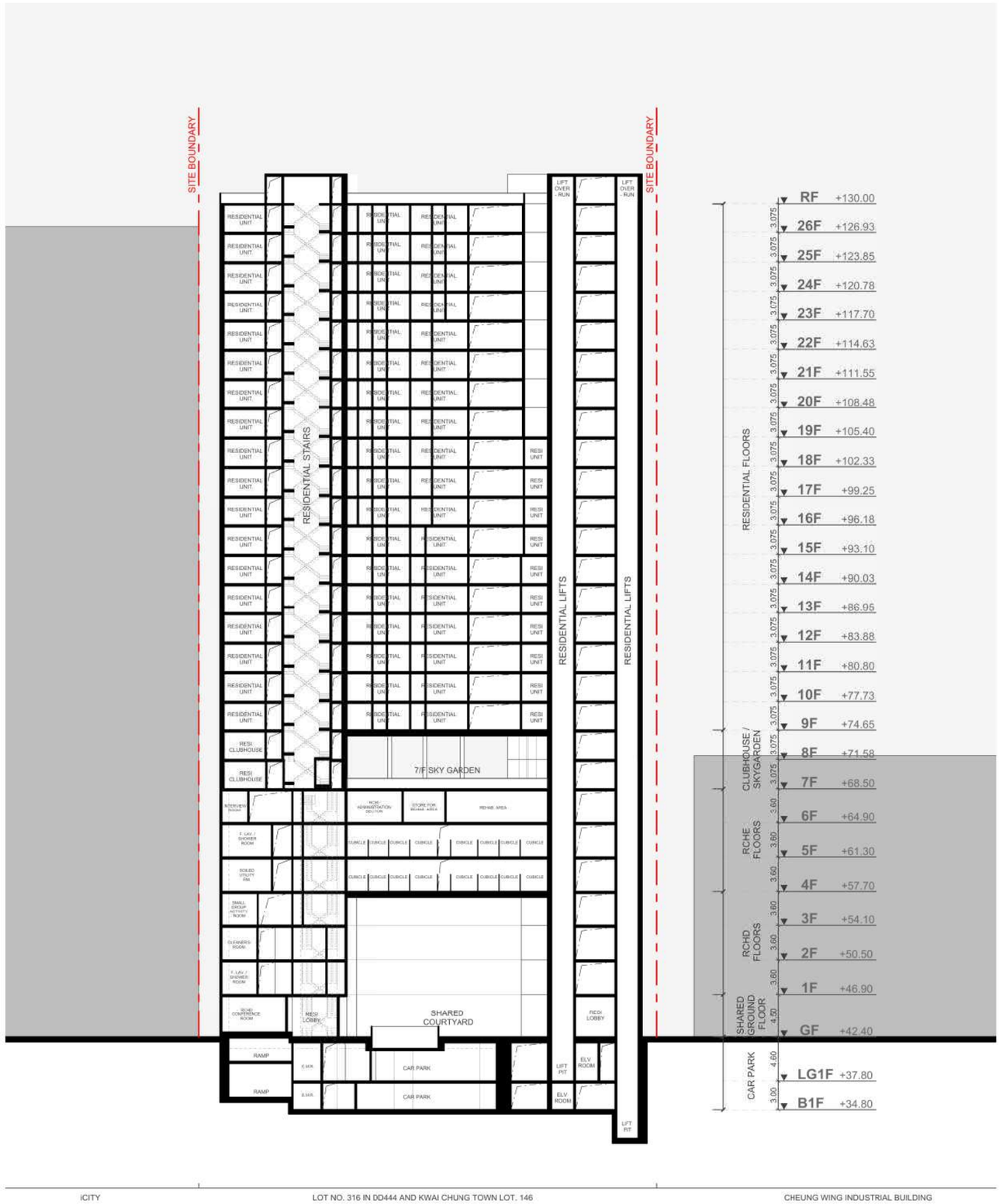
Client: Kin Ying Co. Ltd.

Address: Wo Yi Hop Road, Kwai Chung
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Drawn OC Scale: 1:500@A3

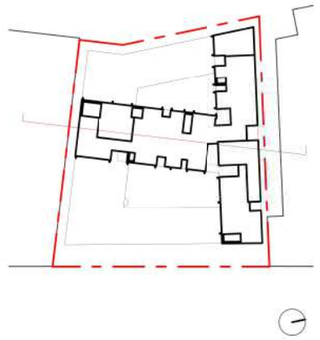
Title: Section Y-Y'

Sheet: Rev:-



iCITY | LOT NO. 316 IN DD444 AND KWAI CHUNG TOWN LOT. 146 | CHEUNG WING INDUSTRIAL BUILDING

SECTION Z-Z'



0 5 10m

1:500@A3

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Drawn: OC Scale: 1:500@A3

Title: Section Z-Z

Sheet: Rev:-

APPENDIX 2.1

SITE SURVEY RECORD

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024



Photo 1: Industrial Chimneys at Golden Sunflower Building

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

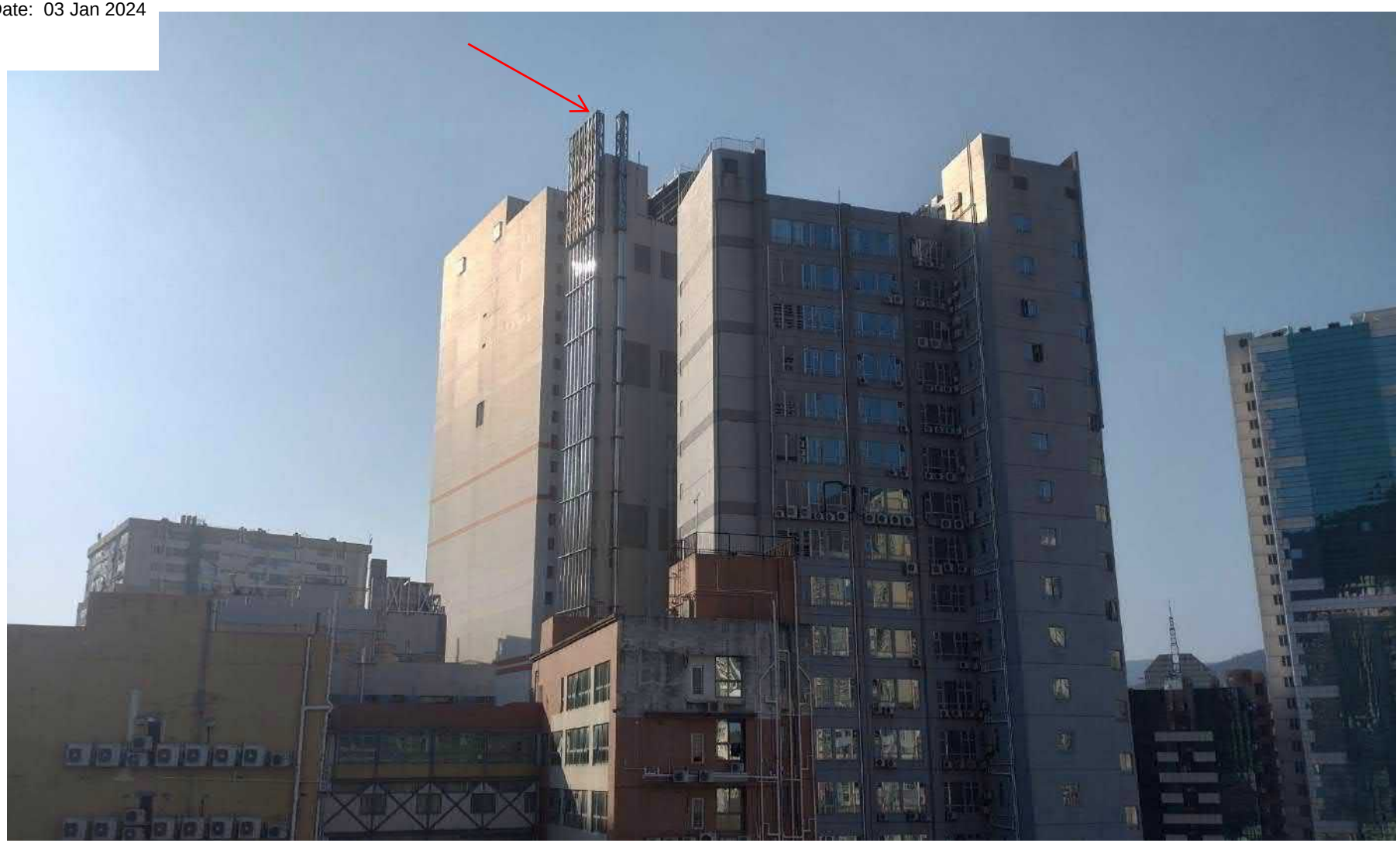


Photo 2: Observable Industrial Chimneys at GDS Data Centre

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

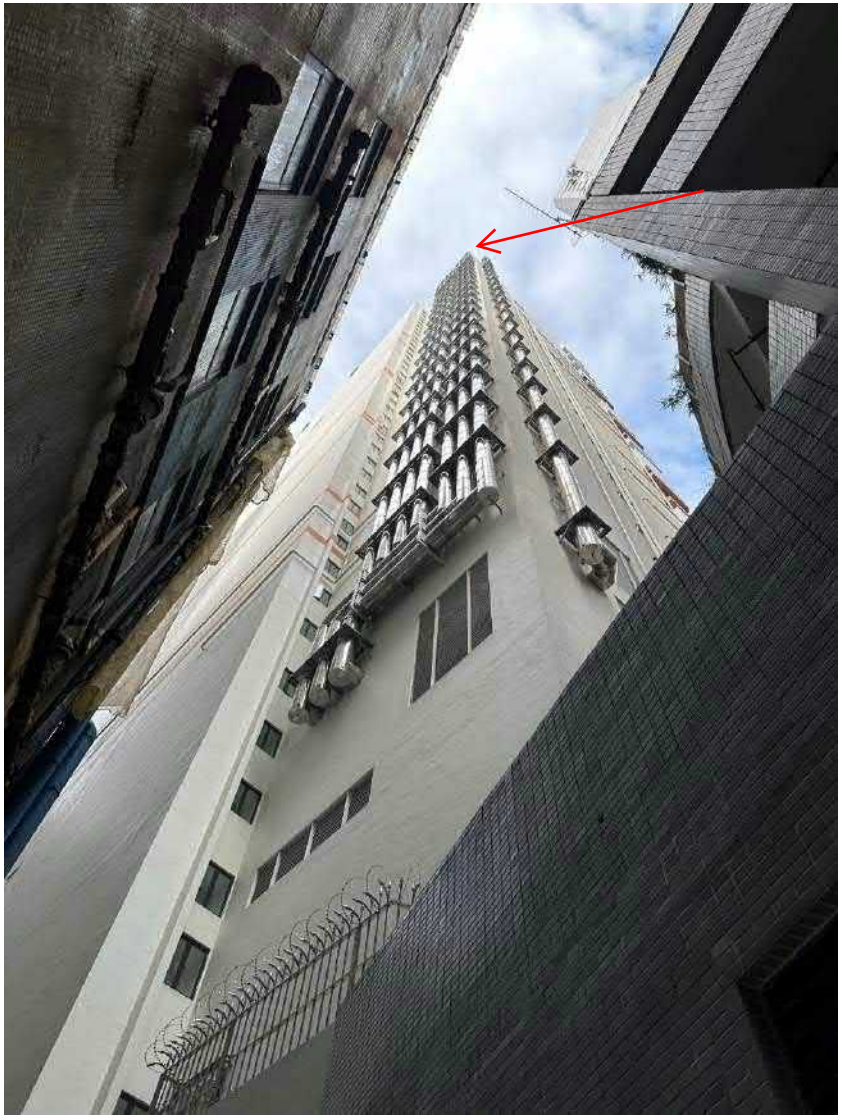


Photo 3: Observable Industrial Chimneys at GDS Data Centre

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024

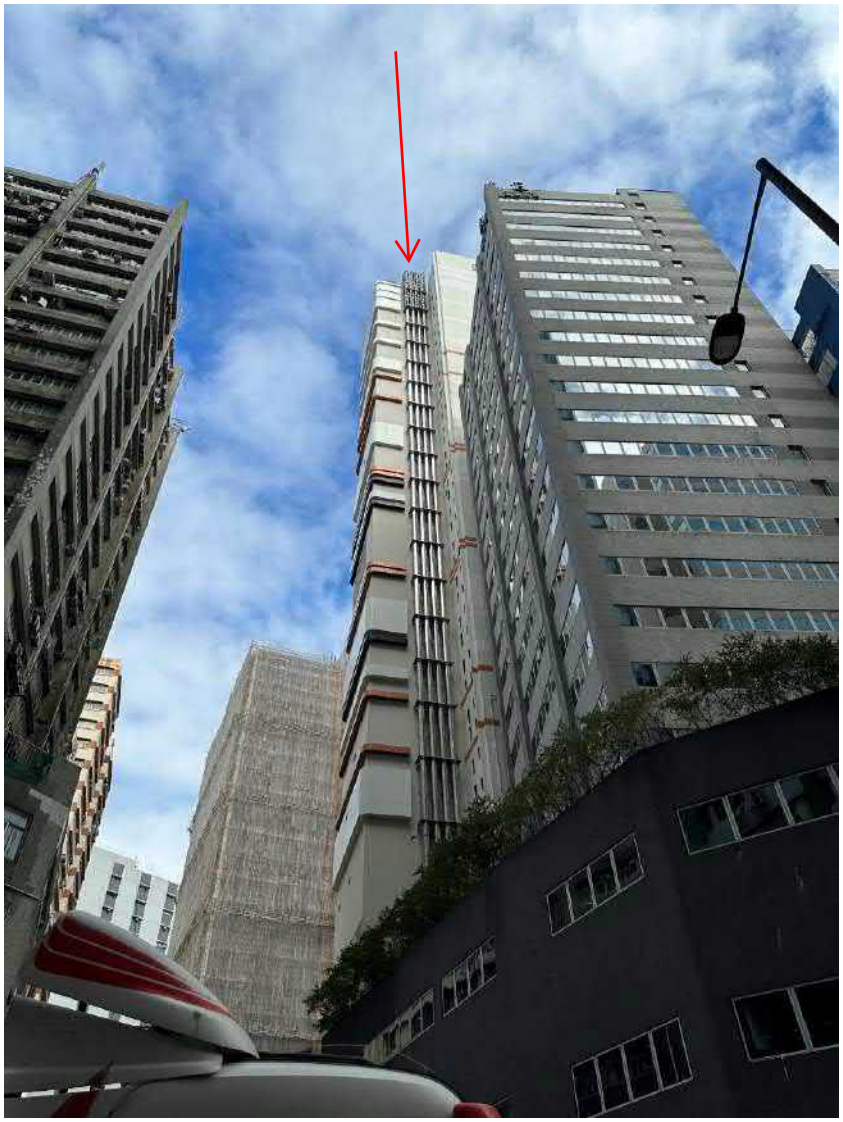


Photo 4: Observable Industrial Chimneys at GDS Data Centre

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024



Photo 5: Industrial Chimney at Grand Industrial Building

Appendix 2.1 – Site Survey Record

Date: 03 Jan 2024



Photo 6: Industrial Chimneys at Tung Chun Soy and Canning Company

APPENDIX 2.2

INFORMATION ON SPECIFIED PROCESS LICENSE L-7-065(1)

REGISTER OF APPLICATIONS UNDER SECTION 14(3)(a) OF THE AIR POLLUTION CONTROL ORDINANCE

Serial No.: A0918

1. Type of Application*

New Licence	☐
Renewal of Licence	☐
Variation of Licence	☑
Transfer of Licence	☐
A Licence subsequent to the Cessation of an Exemption under Section 21	☐
Cancellation or Variation of Any Term or Condition of Exemption	☐

2. Name of Applicant (English) EDP I (HK) Limited

(Chinese) N.A.

3. Address of Applicant Unit B, 25/F Far East Finance Centre, 16 Harcourt Road, Admiralty, Hong Kong

4. Date of Application 25 July 2023

5. Date of Entry into Register 2 January 2024

6. Date of Last Notice in Newspapers 3 October 2024

* Tick the appropriate box

7. Premises Where the Specified Process is Conducted

Name of Premises		Address	Telephone No.
English	Chinese		
GDS HK1		2-16, Lam Tin Street, Kwai Chung, N.T. Hong Kong	37582934

8. Nature of Work

Existing Licence No.	Expiry Date	Classification of Specified Process† under Application	Mode of Operation (Continuous / Batch)	Installed Processing* Capacity	Silo Capacity (for Cement Works Only)	Total No. of Emission Points
L-7-065(1)	6 March 2028	Electricity Works	Batch	42.2 MW	--	22

9. Other Specified Processes Conducted in Same Premises

Classification of Specified Process †	Licence / Exemption* Numbers
--	--

9A. Air Pollution Control Plan under Section 14A

a. Has the plan been submitted Yes /~~No~~ *

b. Whether the plan is available for inspection Yes / ~~No~~ *

† As specified in the Schedule 1 of the Ordinance

* Delete if not applicable

10. Noxious or Offensive Emissions *

Emission Point No	Exhaust Gas Flowrate (m^3/h)		Mode of Discharge to Atmosphere												Highest Building / Structure within 100m of the Premises			
			Exit Temperature (^oC)		Fugitive Emission (Yes /No)		Discharge or Chimney Height (m)		Cross-Section of Discharge Exit or Chimney									
									Width (m)		Length (m)		Diameter (m)		Distance (m)		Height (m)	
	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	20880	No Change	485	No Change	No	No Change	159.12	No Change	--	--	--	--	0.55	No Change	68	No Change	123	No Change
EP13 to EP15	25560	No Change	560	No Change	No	No Change	113.15	No Change	--	--	--	--	0.55	No Change	68	No Change	123	No Change
EP16 to EP20	25560	No Change	560	No Change	No	No Change	129.50	No Change	--	--	--	--	0.55	No Change	68	No Change	123	No Change
EP21	11052	No Change	515	No Change	No	No Change	140.85	No Change	--	--	--	--	0.35	No Change	68	No Change	123	No Change
EP22		25560		560		No		113.15						0.55		68		123

* Column 1 of each item refers to PROPOSED VALUE in the case of a new application or EXISTING VALUE if otherwise and column 2 refers to PROPOSED VARIATION

Emission Point No.	Details of Emissions													
	Composition		Emission Rate (kg/h)				Control Equipment		Average Daily Concentration* (mg/m^3)		Maximum Concentration* (mg/m^3)		Duration of Maximum Concentration (h/d)	
			Average		Maximum									
	1	2	1	2	1	2	1	2	1	2	1	2	1	2
EP1 to EP12	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	No Change	0.0036 26.1 0.189 0.00755	No Change	0.0036 26.1 0.189 0.00755	No Change	Chimneys	No Change	0.172 1250 9.05 0.362	No Change	0.172 1250 9.05 0.362	No Change	Emergency Only	No Change
EP13 to EP15	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	No Change	0.0044 35.8 0.277 0.00935	No Change	0.0044 35.8 0.277 0.00935	No Change	Chimneys	No Change	0.172 1400 10.86 0.366	No Change	0.172 1400 10.86 0.366	No Change	Emergency Only	No Change
EP16 to EP20	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	No Change	0.0044 35.8 0.277 0.00935	No Change	0.0044 35.8 0.277 0.00935	No Change	Chimneys	No Change	0.172 1400 10.86 0.366	No Change	0.172 1400 10.86 0.366	No Change	Emergency Only	No Change
EP21	Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide	No Change	0.0012 9.76 0.060 0.00346	No Change	0.0012 9.76 0.060 0.00346	No Change	Chimneys	No Change	0.109 885.5 5.43 0.313	No Change	0.109 885.5 5.43 0.313	No Change	Emergency Only	No Change
EP22		Particulate Nitrogen Oxides Carbon Monoxide Sulphur Dioxide		0.0044 35.8 0.277 0.00935		0.0044 35.8 0.277 0.00935		Chimney		0.172 1400 10.86 0.366		0.172 1400 10.86 0.366		Emergency Only

* Expressed as at 0°C temperature and 101.325 kPa pressure.

11. Note

Any person may object within 30 days of notice in newspapers, to the granting of the application on the grounds that the Air Quality Objective in that area is being threatened or the emission of noxious or offensive emissions would be, or be likely to be, prejudicial to health. An objection requires the name, address, and identity of the person making the objection, the address of the premises of the proposed specified process, and how the Air Quality Objective is being threatened or how the emission of noxious or offensive emissions would cause prejudice to health. Objections should be made in Form 5 in the Second Schedule to the Air Pollution Control (Specified Processes) Regulations and be forwarded to the Authority and copied to the Secretary for the Environment.

APPENDIX 2.3

INVESTIGATION REPORT OF CHIMNEYS AT GOLDEN SUNFLOWER INDUSTRIAL BUILDING

PROJECT:

Section 12A Application for Amendment to the Approved Kwai Chung Outline Zoning Plan No. S/Kc/32 to rezone the Application Site from "Other Specified Uses" Annotated "Business" To "Residential (Group E) 2", Lot 316 In D.D. 444 and Kwai Chung Town Lot (Ktcl) 146, 97-107 Wo Yi Hop Road, New Territories

Chimney Investigation Report

January 2026

1. Introduction

The objective of this report is to confirm the operation status of the chimneys identified at Golden Sunflower Industrial Building. These chimneys were first noted during a site survey conducted on 3 January 2024. Given the uncertainty regarding their operation status, a detailed investigation was necessary to draw a definitive conclusion regarding their status.

2. Identification of Associated Units/Flats

A Buildings Department (BD) record drawing was obtained via Building Records Access and Viewing On-line (BRAVO) and is shown in **Annex A**. The record plan does not indicate any pipelines or chimney structures, suggesting that the chimney structures may be unauthorized building works.

On-site observations were conducted to identify specific premises/units connecting the identified chimneys (see **Annex A** for photo records). It was found that the chimneys are connected to flats on the 7/F and 9/F of the building. For GSB_01, it was observed to be connected to flat B2 on 9/F of Block B. For GSB_02 and GSB_03, it was observed that they are connected to flat B1 on 7/F of Block B. For GSB_04, the chimney was found to be disconnected at G/F and not connected to any flat unit.

3. Site Survey and Interviews

Attempts were made to contact the building management office of Golden Sunflower Industrial Building via phone and email (see **Annex B** for email correspondence) to confirm the operation status of these chimneys. A verbal response was received via tele-conversation on 15 September 2025, stating that they were unable or unwilling to provide information regarding the status of these chimneys.

To confirm the current use and status of the premises/units connected to the chimneys, further on-site surveys and interviews were conducted on 17 September 2025, 27 September 2025, 29 September 2025, 28 November 2025 and 2 January 2026. Efforts were made to interview the occupants/users of the identified premises/units. Verbal requests for information were made to the occupants/users, and supporting observations (e.g., nameplates, usage records) were assessed. Information collected during the site surveys is provided in **Annex C**.

From the on-site surveys, it was found that chimney at 9/F (GSB_01) is connected to My Angel Pets Service and is currently active. The chimneys at 7/F (GSB_02 and GSB_03) showed no noticeable emissions, and there were no signs of operation or operational noise detected from the respective premises/units during the on-site surveys. However, insufficient information makes it difficult to ascertain the operation status of chimney at 7/F. Thus, chimneys at 7/F are presumed to be potentially active. The chimney at G/F (GSB_04) was found to be disconnected and is not connected to any flat unit. Thus, chimney at G/F are presumed to be abandoned.

4. Conclusion

Based on the evidence collected through the detailed site investigation, and observation, there is 1 active chimney at 9/F, 2 potentially active chimneys at 7/F and 1 abandoned chimney at G/F.

ANNEX A

Buildings Department Record Drawing and Observation of Chimneys Connection

Industrial Chimneys at Golden Sunflower Building (GSB_01-04)

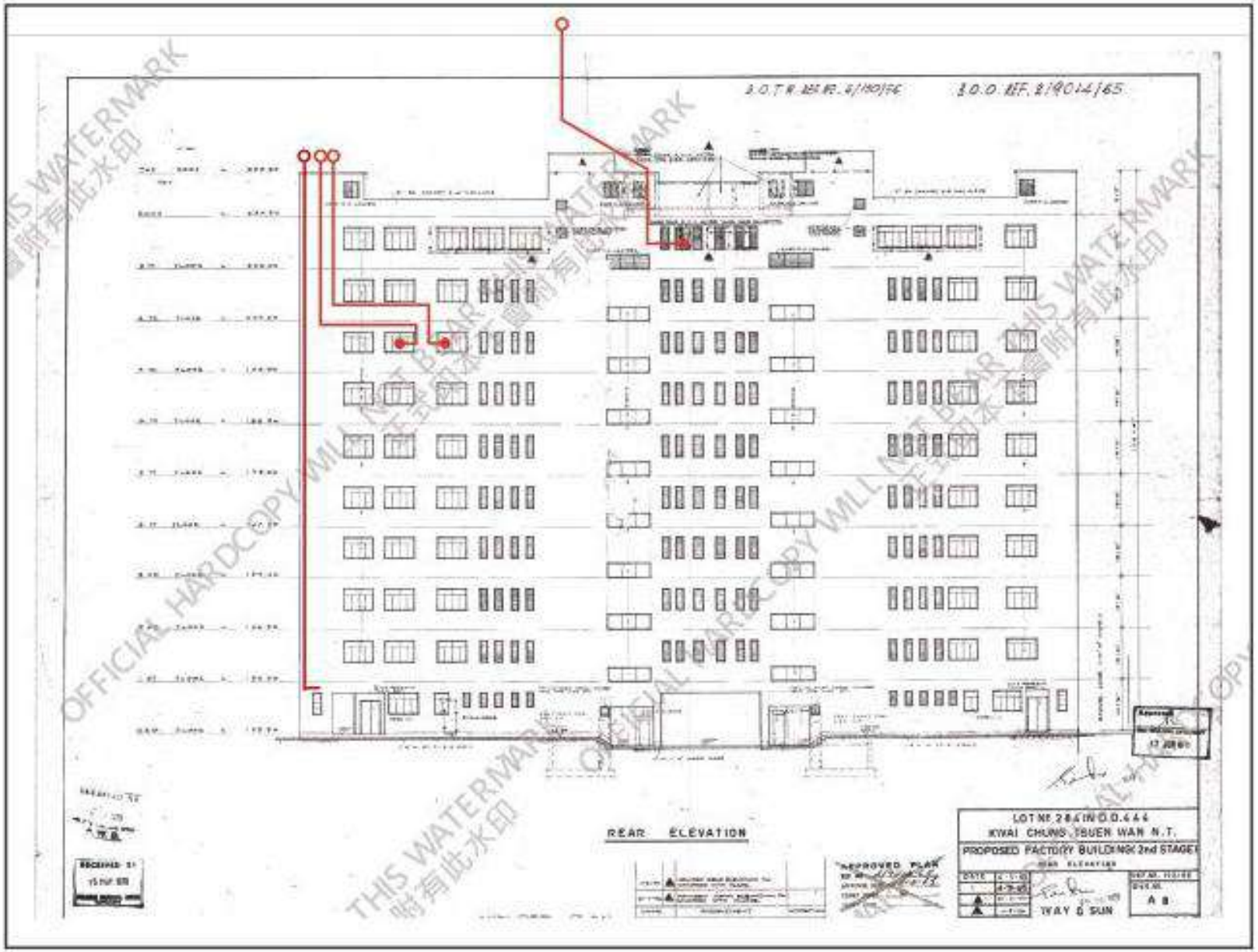
Date: 03 Jan 2024



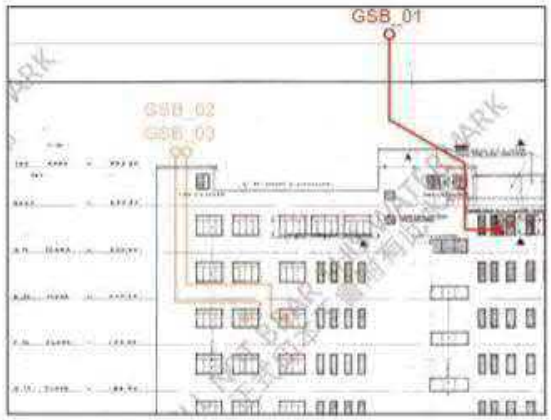
Aerial View in Google Maps

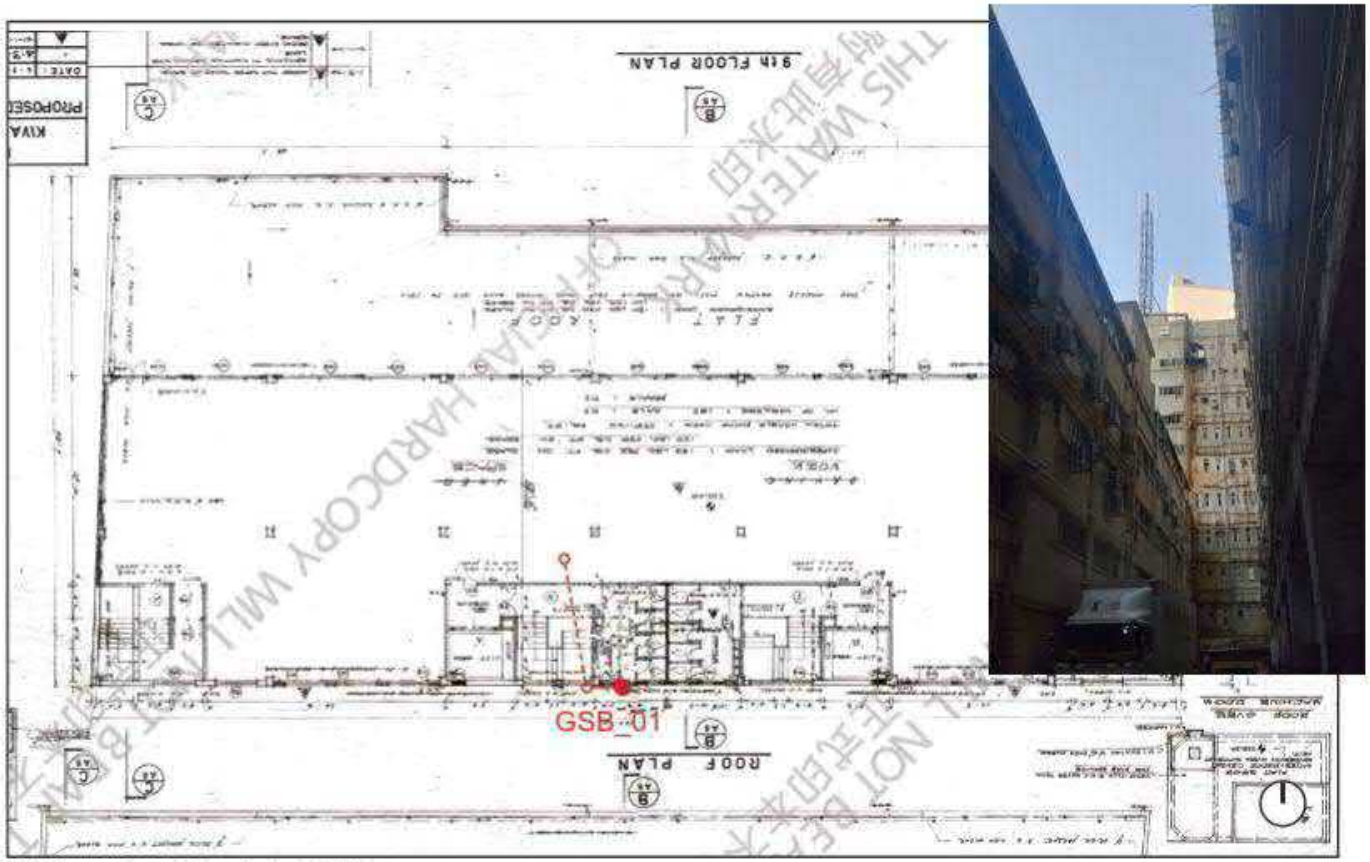


Rear Elevation obtained from BD's BRAVO



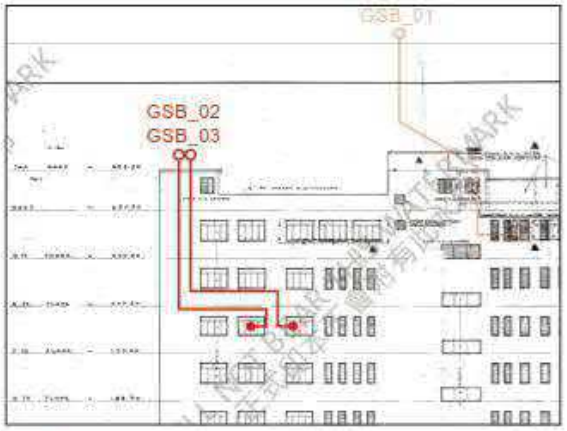
Rear Elevation obtained from BD's BRAVO (Cont'd)



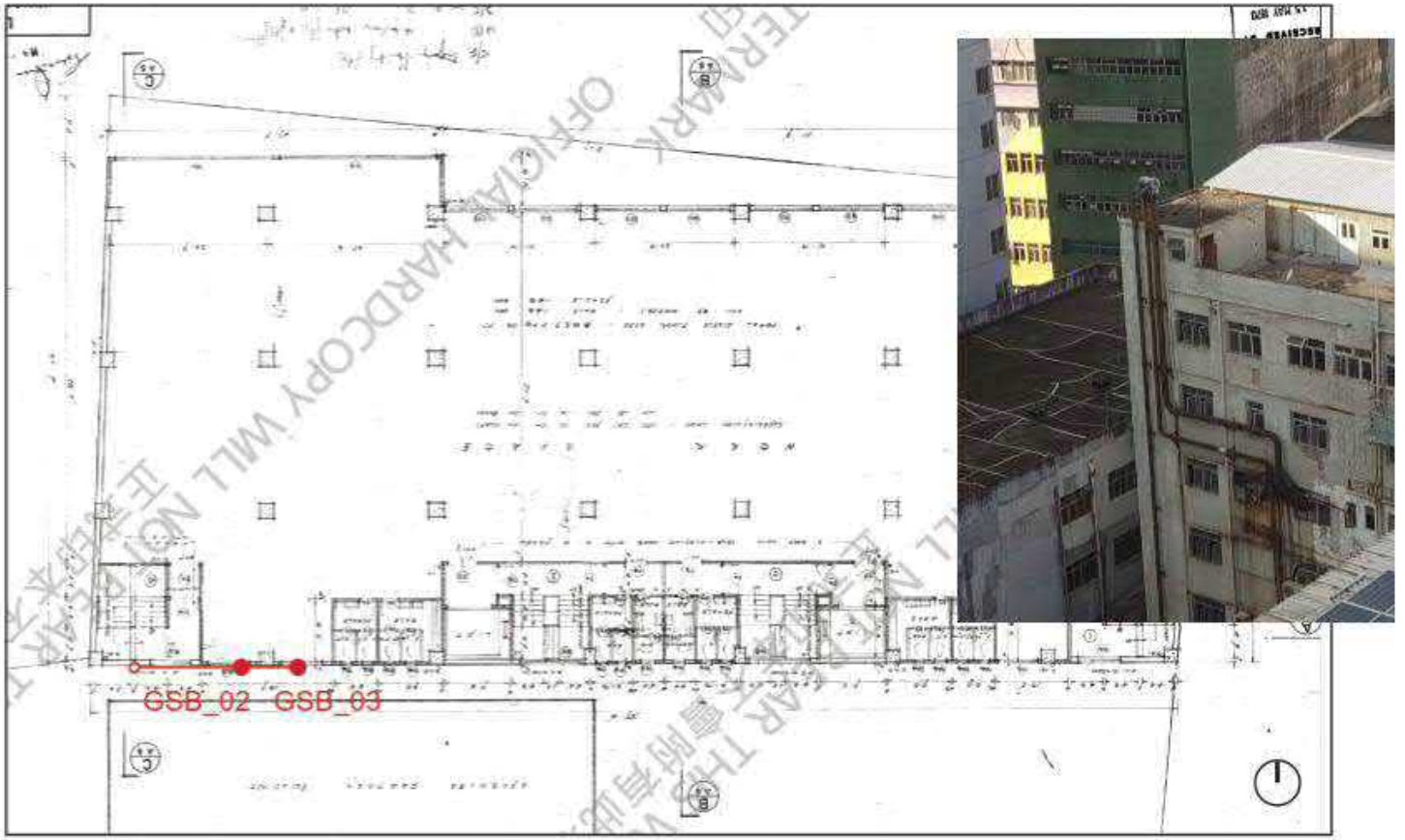


9th Floor plan obtained via BRAVO

Rear Elevation obtained from BD's BRAVO (Cont'd)



- GSB_01: 9th Floor
- GSB_02: 7th Floor
- GSB_03: 7th Floor



2nd to 7th Floor plan obtained via BRAVO

Rear Elevation obtained from BD's BRAVO (Cont'd)



- GSB_04: Ground Floor



GSB_04 being disconnected



ANNEX B

Email Correspondence for Requesting Information from Building Management of Golden Sunflower Industrial Building

Email Records from Building Management of Golden Sunflower Industrial Building

No response from the Building Management



29/09/2025, 10:32 BeeXergy Consulting Ltd Mail - 查詢有關位於藍田街30-38號 葵涌金葵工業大廈 天台煙囪的運作狀況

BXG

Leo Yu

查詢有關位於藍田街30-38號 葵涌金葵工業大廈 天台煙囪的運作狀況

Leo Yu 15 September 2025 at 17:25
To:
Cc: Henry Mak

楊小姐 (億達行物業管理有限公司):

就我們日前的查詢，請告知是否有任何消息。我們期待您的回覆。謝謝。

Best regards,

Leo Yu

On Wed, 10 Sept 2025 at 18:52, Henry Mak wrote:

致：億達行物業管理有限公司

謹啟者：

本公司承蒙博建(國際)有限公司委任，負責就位於葵涌和宜合道 97-107 號的擬議重建項目進行環境研究工作。

於實地視察期間，我們注意到金葵工業大廈天台上設有約三個煙囪（詳情請參閱附錄附圖），根據環境保護署（EPD）的要求，我們需進一步確認上述煙囪是否仍然運作或已被棄置。

為此，敬請貴公司協助填妥隨附問卷，並簽署回條以確認相關煙囪的運作狀況。

我們對貴公司的大力支持深表感謝。如有任何疑問或需要進一步資訊，請隨時致電 (852) 3568 4701 或發送電郵至 info@beexergy.com 與本人聯絡。期待早日收到您的回覆。

此致

Henry Mak

豐能顧問有限公司

ANNEX C

On-site Survey Records

Location	Date	Observations	Photo Records
Flat B1, 7/F (Every Win Dyeing Co.)	17 September 2025 (Wed) 27 September 2025 (Sat) 29 September 2025 (Mon)	- Operation status: Unable to determine - No occupants responded during three on-site surveys conducted at different times. No noticeable emissions were observed from the outside of the building. No signs of operation or operational noises were heard from inside the unit during these on-site visits. - No occupants or operators were reached during on-site visits. - No situation inside the flat can be observed.	
Flat A&B, 9/F (My Angel Pets Service)	28 November 2025 (Fri) 2 January 2026 (Fri)	- Operation status: Active - Staff were reached during site visits. As advised by the staff, the chimney is used for pet cremation services. - The staff mentioned that the chimney has implemented a CCTV monitoring system to track the smoke density, which helps to control dark smoke emissions and prevent long period incomplete combustion or other abnormal operations during the burning process.	

APPENDIX 4.1

EXTRACT FROM ANNUAL TRAFFIC CENSUS 2024

Appendix B - AADT of Counting Stations - ordered by Station Nos.

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5215	C	PD	Lion Rock Tunnel Rd	Che Kung Miu Rd	Sha Tin Rd	10,070	9,390	-6.8
5216	C	PD	Nam Wan Rd	Kwong Fuk Rd	Tai Po Tai Wo Rd	23,580	22,710	-3.7
5217	C	PD	Jockey Club Rd	Sha Tau Kok Rd	So Kwun Po Rd	11,740	11,910	+1.4
5218	C	PD	Jockey Club Rd	Po Shek Wu Rd	Man Kam To Rd	22,510	23,960	+6.5
5219	C	DD	Kwai Chung INT ramps A & B	Kwai Chung Rd	Lai King Hill Rd INT	19,940	19,650	-1.4
5220	C	DD	Kwai Chung INT ramps E & F	Kwai Chung Rd	Lai King Hill Rd INT	13,790	15,120	+9.7
5221	C	DD	Cheung Wing Rd	Wo Yi Hop Rd	Kwai Chung Rd RA	38,270	40,250	+5.2
5222	C	DD	Tai Wo Hau Rd	Texaco Rd	Tai Ha St eastern junction	17,080	19,960	+16.8
5223	C	DD	Kwai Yik Rd	Kwai Chung Rd	Hing Fong Rd	23,110	23,240	+0.6
5224	C	DD	Kwai Fuk Rd	Shing Fuk St	Texaco Rd	15,680	15,290	-2.5
5225	C	DD	Wo Yi Hop Rd	Tai Loong St	Lei Muk Rd	16,910	17,700	+4.6
5226	C	DD	Lei Muk Rd	Wo Yi Hop Rd	Chun Pin St	6,330	6,120	-3.2
5227	C	DD	Sha Tsui Rd	Pun Shan St	Tso Kung St	17,430	18,680	+7.2
5228	C	DD	Chung On St	Sha Tsui Rd	Yeung Uk Rd	9,820	11,310	+15.1
5229	C	DD	Tai Ho Rd (GL)	Castle Peak Rd - Tsuen Wan	Hoi Pa St	22,080	24,910	+12.9
5230	C	DD	Ma Tau Pa Rd & Texaco Rd	Yeung Uk Rd	Texaco Rd RA	16,360	14,860	-9.2
5231	C	DD	Texaco Rd	Texaco Rd N	Tsuen Fu St	52,430	47,810	-8.8
5232	C	DD	Tsing Yi Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	21,060	21,710	+3.1
5233	C	DD	Fung Cheung Rd	Castle Peak Rd - Yuen Long	Hop Yick Rd	23,230	23,910	+2.9
5234	C	DD	Ma Miu Rd	Yuen Long On Ning Rd	Ma Wang Rd	16,800	13,770	-18.1
5235	C	DD	Kuk Ting St	Castle Peak Rd - Yuen Long	Sai Tai St	9,260	9,890	+6.8
5236	C	DD	Castle Peak Rd - Ping Shan	Yuen Long Tai Yuk Rd	Ma Wang Rd	20,590	21,390	+3.9
5237	C	DD	Ming Kum Rd	Pui To Rd	Shek Pai Tau Rd	17,930	17,440	-2.7
5238	C	DD	Tuen Mun Heung Sze Wui Rd	Pui To Rd	Tuen Hing Rd	38,830	37,710	-2.9
5239	C	DD	Castle Peak Rd - San Hui	Tuen Mun Heung Sze Wui Rd	Tseng Choi St	12,870	12,720	-1.1
5240	C	DD	Pui To Rd	Tsun Wen Rd	Ming Kum Rd	18,860	19,840	+5.2
5241	C	DD	Ngan Shing St	Siu Lek Yuen Rd	Chap Wai Kon St	16,810	16,900	+0.5
5242	C	DD	Sha Kok St	Tai Chung Kiu Rd	Sha Tin Wai Rd	11,840	11,070	-6.5
5243	C	DD	Ting Kok Rd	Nam Wan Rd	Tai Po Tai Wo Rd	21,420	22,490	+5.0
5244	C	DD	San Wan Rd	Sha Tau Kok Rd	So Kwun Po INT	13,900	12,130	-12.8
5245	C	DD	Po Lam Rd N	Po Hong Rd	Tsui Lam Rd	12,830	14,140	+10.2

*** AADT estimated by Growth Factor**

APPENDIX 4.2

LETTER FROM BUILDING DEPARTMENT REGARDING THE CHIMNEYS AT GOLDEN SUNFLOWER INDUSTRIAL BUILDING

屋宇署
BUILDINGS DEPARTMENT

YOUR REF 來函檔號：
OUR REF 本署檔號： EB/9014/65/S09(PT.III)
FAX 圖文傳真： 3162 0799
TEL 電話： 3842 4478
WEBSITE 網址： www.bd.gov.hk

[redacted]

14 December 2025

Dear [redacted],

Golden Sunflower Industrial Building,
No. 30-38 Lam Tin Street, Kwai Chung, New Territories

I refer to your emails dated 10.11.2025, 1.12.2025 and 4.12.2025 reporting 4 nos. of suspected unauthorised chimney at the above building. Please find our reply as follows:

Site inspection by staff of this Department revealed that there are 4 nos. of unauthorised chimney at the captioned building. As those unauthorised building works are actionable items under the current enforcement policy, this Department has issued removal orders to the relevant owners requiring them to remove the relevant unauthorised building works.

Should you have any further enquiries, please contact our Ms WONG Ching, Virginia, Assistant Building Surveyor/D4-4 at 3842 4484 or Ms WANG Hang-kuk, Ivy, Survey Officer/D4-2 at 3842 4511.

Yours faithfully,

(LAM Wai-man, Raymond)
Senior Building Surveyor/D4
for Building Authority

Attachment 2

Extract of Revised Planning Statement

SECTION FIVE | PROPOSED LAND USE ZONING

5.1 Proposed Amendments to Matters shown on the OZP

The subject site currently falls within area zoned "OU (Business)" on the OZP. To facilitate the proposed commercial-cum-residential development with RCHEs and/or RCHDs, an amendment to the current zoning is required. As per the OZP, the Residential (Group E) could be an ideal zoning for the proposed development. The R(E) zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board (TPB). It is also noted that the development controls in term of the maximum total plot ratio restriction of 5.0 is insufficient to accommodate the proposed development.

As such, it is proposed to rezone the application site from "OU(B)" to "R(E)" under a recommended new sub-zone of "R(E)2". The Column 1 and Column 2 of the current "R(E)" remains applicable to the proposed sub-zone. The Note is proposed to be amended as follows **(Appendix 1 – Proposed Amendments on the Notes refers)**:

> "On land designated "R(E)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 28,589m^2, of which a maximum gross floor area of 28,589m^2, of which a maximum domestic gross floor area of 16,458m^2 and a non-domestic gross floor area of not less than 7,200m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided."

The proposed development scheme is indicative and subject to detailed design. A maximum domestic GFA and a minimum non-domestic GFA are reserved to enable flexibility in floor area arrangement, allowing compliance with ever-changing codes of practice/guidelines and making it more responsive to changing market conditions and demands. This provision would not frustrate the planning intention of the proposed zoning while streamlining development control procedures and minimizing future amendments to non-domestic GFA control, provided that the total gross floor area remains unchanged.

Should the current Section 12A rezoning application be approved by the TPB, the proposed "R(E)2" would establish a planning mechanism whereby any subsequent redevelopment proposal, including but not limited to development intensity, building height, layout, disposition, planning and design merits, would be subject to further detailed scrutiny at the subsequent Section 16 planning application stage. Placing the proposed uses under Column 2 would enable the TPB to consider each future scheme on its own merits, taking into account the then prevailing planning circumstances and land use compatibility.

At the Section 16 stage, the applicant would be required to submit a definitive scheme together with relevant technical assessments, such as environmental (air quality, noise, land contamination, sewerage) and traffic as appropriate, to demonstrate that the proposed development is technically feasible and environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address any potential industrial/residential (I/R) interface problems and to the satisfaction of the relevant authorities.

6.12 No Adverse Traffic Impact

The residential and commercial portions of the proposed development would accommodate the high-end provision of parking space according to the Hong Kong Planning Standards and Guidelines (HKPSG). In addition, additional parking spaces and loading and unloading spaces will be provided to cater the parking demand of the RCHE and RCHD visitors and meet the operational needs.

A Traffic Impact Assessment (TIA) has been conducted to study the traffic impact of the Proposed Development on the surrounding road networks. Please refer to **Appendix 7 - Traffic Impact Assessment**. It concludes both trip generation and attraction from proposed development can be absorbed by the nearby road networks. Yet, no significant traffic impact will be induced.

6.13 No Adverse Air Quality Impact

During the construction phase, the Proposed Development will involve relatively small-scale demolition, site formation, foundation and superstructure works which are expected to generate insignificant air quality impact to the surrounding area and could be effectively minimised by implementation of general mitigation measures for construction sites. Hence, no adverse air quality impacts associated with the construction activities of the proposed development are anticipated.

During the operation phase, the carpark will be designed and operated in accordance with ProPECC PN 2/96 Control of Air Pollution in Car Parks, while the best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operations. Hence, the air quality impact arising from the operation of carpark and kitchen within the Proposed Development is not expected. According to the record from the EPD regional office, no relevant complaint against the RCPs and North Kwai Chung Market is received over the past 5 years. Odour issue from RCPs and market is also not identified during site survey. As such, no adverse odour impact on the Proposed Development is expected. On the other hand, the Proposed Development will be located away from nearby major roads and active industrial chimneys with sufficient buffer distance provided in accordance with the requirements stipulated in Chapter 9 of the HKPSG to ensure the users will not be subject to unsatisfactory air quality. Several chimneys at Golden Sunflower Industrial Building are identified and one of them are in active. According to Buildings Department record drawings, these chimneys are identified as unauthorized building works (UBW). Buildings Department has issued removal orders to the concerned owners of Golden Sunflower Industrial Building under Section 24 of the Buildings Ordinance on December 2025. The orders will require the removal of these unauthorized chimneys within approximately two months of the order date. Therefore, these chimneys are expected to be removed before population intake of the Proposed Development and no adverse air quality impact from these unauthorized chimneys is anticipated during operation phase of the Proposed Development. Potential air emissions from data centres within assessment area are identified, the potential emissions are expected to be emitted from routine running tests with relatively short period of time for emission, therefore, no adverse air quality impact from the data centre is anticipated. With reference to the findings of the Air Quality Impact Assessment, no adverse air quality impact is anticipated. For details, please refer to **Appendix 8 – Air Quality Impact Assessment**.

Appendix 1

Proposed Amendment on the Notes

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule I : for open-air development or
for building other than industrial or industrial-office building [@]

Ambulance Depot
Government Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)
Utility Installation for Private Project

Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Flat
Government Refuse Collection Point
Hospital
Hotel
House
Institutional Use (not elsewhere specified)
Library
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrance
Office
Petrol Filling Station
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station (not elsewhere specified)
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
Residential Institution
School
Shop and Services
Social Welfare Facility
Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:	

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre (excluding land designated "R(E)1")
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club (excluding land designated "R(E)1")
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility
Training Centre (excluding land designated "R(E)1")

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule II : for existing industrial or industrial-office building [@]
(excluding land designated "Residential (Group E) 1")

Ambulance Depot
Art Studio (excluding those involving direct provision of services or goods)
Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[△])
Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Research, Design and Development Centre
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)
Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)
Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Industrial Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Off-course Betting Centre
Office (not elsewhere specified)
Petrol Filling Station
Place of Recreation, Sports or Culture (not elsewhere specified)
Private Club
Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)
Vehicle Repair Workshop
Wholesale Trade

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion :	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion :
Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution School (excluding kindergarten) Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

@ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.

△ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

The sub-area "Residential (Group E) 1" ("R(E)1") is intended for public rental housing development with specific environmental mitigation measures requirements. This zoning is to facilitate appropriate planning control over the scale, design and layout of development, taking into account various environmental constraints.

Remarks

(1) On land designated "Residential (Group E)" ("R(E)") and "R(E)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum total plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater.

(2) On land designated "R(E)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 28,589m^2, of which a maximum domestic gross floor area of 16,458m^2 and a non-domestic gross floor area of not less than 7,200m^2 for Residential Care Home(s) for the Elderly and/or Residential Care Home(s) for Persons with Disabilities shall be provided.

(3) On land designated "R(E)", "R(E)1" and "R(E)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(4) On land designated "R(E)", "R(E)1" and "R(E)2", in determining the relevant maximum plot ratio or gross floor area for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

RESIDENTIAL (GROUP E) (Cont'd)

Remarks (Cont'd)

(5) In determining the maximum plot ratio or gross floor area for the purpose of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio or gross floor area for the building on land to which paragraph (1) or (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio or gross floor area specified in paragraphs (1) and (2) above may thereby be exceeded.

(7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1), (2) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Appendix III of
MPC Paper No. Y/KC/17A

Comparison with Application No. A/KC/153

Major Development Parameters	Previous Approved Application No. A/KC/153 (a)	Current Application No. Y/KC/17 (b)	Difference (b)-(a) (%)
Application	Minor relaxation of plot ratio (PR) restriction from 9.5 to 9.835 for commercial/office building (retail shop, restaurant, fast food shop, bank and general office use)	Rezone the application site from "Other Specified Uses" annotated "Business" to "Residential (Group E) 2" for residential-cum-commercial development with social welfare facilities (SWF) (i.e. Residential Care Home for the Elderly (RCHE) and/or Residential Care Homes for Persons with Disabilities (RCHD))	--
Site Area	About 2,765m^2	About 2,765m^2	No change
Total GFA/PR *- Domestic* *- Non-domestic*	About 27,190m^2 / 9.835 -- *About 27,190m^2 / 9.835*	About 28,589m^2 / 10.34 *About 16,458m^2 / 5.95* *About 12,131m^2 / 4.39*	+1,399m^2 / +0.505 (+5.2%) *+16,458m^2 / +5.95* *-15,059m^2 / -5.445 (-55.4%)*
No. of Blocks	1	1	No change
Building Height (BH) *(Actual BH)* *(No. of Storeys)*	-- -- *(23 storeys incl. 2 basement levels)*	Not more than 130mPD *(87.6m)* *(28 storeys excl. a basement level)*	-- -- *+7 storeys (+33.3%)*
No. of Units	--	253 units	--
No. of Beds for SWF	--	280-380 beds (180-260 for RCHE/ 100-120 for RCHD)	--
Car Parking Spaces	116 *- Private Car: 110* *- Lorry: 6*	84 *- Private Car: 74* *- Motorcycle: 4* *- LGV L/UL:2* *- HGV L/UL:2* *- Light Bus: 2*	-32 (-27.6%)
Design Population	--	1,064 (684 in residential units and 380 in RCHE and/or RCHD)	--
Private Open Space	--	Not less than 1,064m^2	--
Greenery Provision	--	Not less than 20% (about 553m^2)	--

Detailed Departmental Comments

1. Comments of the District Lands Officer/Tsuen Wan & Kwai Tsing, Lands Department (LandsD):

   (a) the application site (the Site) falls within Lot No. 316 in D.D. 444 and Kwai Chung Town Lot (KCTL) No. 146. The salient lease restrictions are as follows:

   Lot No. 316 in D.D. 444
   Held under New Grant No. 4353 dated 2.11.1964 as varied or modified by a modification letter dated 10.4.1969 with a site area of 15,000ft^2. According to the lease, the lot shall be used for general industrial and/or godown purposes excluding offensive trades. Spaces shall be provided for parking, loading/unloading (L/UL) of motor vehicles at the rate of not less than 1 vehicle for each 10,000ft^2 or part thereof of gross floor area (GFA) but in any event not less than 1 vehicle for each 5,000ft^2 or part thereof of the site area.

   KCTL 146
   Held under New Grant No. 4719 dated 24.1.1970 with a site area of 14,760ft^2. According to the lease, the lot shall be used for general industrial / godown purposes excluding offensive trades. No building shall be erected on the lot except a factory and/or a warehouse, ancillary offices and quarters for persons essential to the safety and security of the building. Spaces shall be provided for parking, L/UL of motor vehicles at the rate of not less than 1 vehicle for each 10,000ft^2 or part thereof of GFA or not less than 1 vehicle for each 5,000ft^2 or part thereof of the site area, whichever is the greater rate.

   (b) regarding the proposed residential care home for the elderly (RCHE) and/or residential care homes for persons with disabilities (RCHD) of 12,000m^2, it should be subject to the policy support from the Social Welfare Department (SWD). The applicant should consult SWD and refer to the Lands Administration Office (LAO) Practice Note No. 5/2023 and 10/2023 about the exemption criteria including but not limited to the GFA calculation;

   (c) it is noted that the applicant intends to apply for bonus plot ratio (PR) from the Buildings Department (BD) during general building plan (BP) submission stage for dedication of land for street widening and provision of footpath under Building (Planning) Regulations (B(P)R) 22(2). Such proposal would be subject to BD's comment and Transport Department and Highways Department's agreement to take over such dedicated area (if applicable); and

   (d) she reserves comments on the proposed schematic design including the site area which would only be examined in detail during the BP submission stage. There is

no guarantee that the schematic design presented in the subject planning application will be acceptable under the lease if it is so reflected in future BP submission(s).

2. Comments of the Director of Environmental Protection:

(a) on air quality aspect, one active chimney and two potentially active chimneys atop the nearby Golden Sunflower Building (**Plan A-2**) have been identified as unauthorised building works (UBW) under the Buildings Ordinance (BO). Removal orders under Section 24 of the BO were issued by BD in December 2025. These chimneys are anticipated to be removed before the occupation of the proposed development at the Site. The applicant has also committed to review the operation status of these chimneys and any associated industrial activities at a later stage;

(b) on noise aspect, with the implementation of all noise mitigation measures recommended in the noise impact assessment, including fixed glazing and acoustic windows, no insurmountable noise impact is anticipated; and

(c) on land contamination aspect, as the current vehicle repairing workshop on the G/F of the Site is still in operation, the applicant has committed to conduct further site re-appraisal to identify any potential source of land contamination at a later stage.

3. Comments of the Director of Social Welfare (DSW):

(a) the applicant indicated in the supplementary planning statement that "the proposed purpose-built RCHD will be eligible to apply for the Bought Place Scheme (BPS) to provide services through private force". SWD does not guarantee or commit to purchasing residential care places under the BPS for the proposed purpose-built RCHD. All applications for BPS participation are subject to SWD's prevailing policies, resource availability and assessment procedures. The applicant must acknowledge that this statement should not be construed as an agreement or precondition for the operation of the proposed RCHD;

(b) for the proposed RCHD, in accordance with paragraph 6.2 of the Code of Practice for Residential Care Homes (Persons with Disabilities) (CoP for RCHD), the applicant is reminded that the minimum area of floor space required for each resident is 9.5m^2 for high care level home and 8m^2 for medium/ low care level home;

(c) from the licensing perspective, the applicant's attention is drawn to paragraph 5.2.3 of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP for RCHE) that "RCHEs should not be situated on the basement floor under general circumstances. Nevertheless, DSW may consider special cases after consulting relevant departments". It was noted that carpark and the RCHE's lifts were located at B1/F and LG1/F. Further comments would be formulated upon receipt of formal licence application and subject to the final approved BP. Additional fire safety requirement would be imposed and will be assessed on case-by-case basis by the relevant departments;

(d) for the laundry room located at more than 24m above the ground, the applicant's attention is drawn to paragraph 5.3.2(a) of CoP for RCHE that the DSW may approve the ancillary facilities of the RCHE to which the residents normally do not have access (e.g. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24m above the ground floor. In addition, the applicant has to prove that the RCHE possesses facilities for fire safety, evacuation and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of the DSW;

(e) it is noted that bedspaces are individually partitioned into single cubicles across 4/F and 5/F. In accordance with paragraph 4.9.4 of the CoP for RCHE, "every room used for habitation or for the purpose of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 31, 32 and 33 of the B(P)R". In this regard, the applicant is reminded to comply with Chapter 4.9 Heating, Lighting and Ventilation of the CoP for RCHE when designing the RCHE;

(f) paragraph 5.3.3 of the CoP for RCHD stipulates that "if an RCHD operator can prove that the RCHD possesses facilities for fire safety, evacuation and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of the DSW, the DSW may approve the ancillary facilities of the RCHD to which the residents normally do not have access (e.g. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24m above the street level";

(g) referring to the applicant's clarification on the provision of 11 parking spaces at B1/F and a disabled parking space on LG1/F demarcated as RCHE areas, the proposed parking spaces are intended for use by visitors of the RCHE only. The applicant should note that, referring to Annex 2 "The General Guideline on Calculation of GFA for RCHE premises" attached to the Guidance Note "The Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments", car parking spaces, and L/UL areas of the development may be disregarded from GFA calculation according to the prevailing GFA concession mechanism;

(h) while the applicant has removed the provision of Sky Garden on 4/F from the revised Schedule of Accommodation (SoA) table, the area of Sky Garden is still demarcated as part of the RCHE areas in the revised layout plan. The applicant should note that, referring to LandsD's LAO Practice Note (Issue no. 4/2014) "Accountable and Non-accountable Gross Floor Area under Lease", flat roofs in the form of natural building set back (i.e. on the roof of GFA accountable areas) may be non-accountable for GFA. In this regard, the Sky Garden area may be disregarded from GFA calculation for concession;

(i) according to the SoA table, the net operational floor area (NOFA) of the provision of Nursing Stations and Soiled Utility Rooms is relatively larger by 61.7% and 69.6%, respectively, while comparing to recommended areas for the proposed 185-

p RCHE on a pro rata basis derived from the standard SoA for a 200-p RCHE. The applicant explained that the larger NOFA for the two provisions is to provide a better working environment for staff and increase storage space to maintain tidiness and hygiene. Referring to the standard SoA, one soiled utility room at 4m^2 and one Nursing Station at 10m^2 should be provided on each floor having dormitory rooms and for every 50 residents. In view that there are over 70 and 80 bedspaces provided on 4/F and 5/F, respectively, larger NOFA for the two provisions are justifiable;

(j) given that all carparking spaces and L/UL areas should not be included in the licensed area of the proposed RCHE, he has no adverse comment on the proposed arrangement regarding allocation of parking spaces for RCHE staff or visitors on B1/F and LG1/F, as well as the reservation of bays on G/F for minibus / ambulance / light goods vehicle use; and

(k) the entrances to lift lobbies of lifts capable of accommodating beds on B1/F and LG1/F are noted to be blocked by parking spaces. It should be reviewed in the detailed design stage.

4. Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department:

(a) the applicant is recommended to further explore the tree planting opportunity along Wo Yi Hop Road to enhance the landscape quality and provide more greenery particularly at pedestrian level and the building frontage; and

(b) consideration of biodiversity aspect by enriching diversification of landscape planting types and optimising the use of native species in the proposed development is recommended.

5. Comments of the Director of Fire Services:

(c) detailed fire safety requirements will be formulated upon receipt of a formal submission of short term tenancy/short term waiver, BPs or referral of application via relevant licensing authority. Furthermore, the emergency vehicular access (EVA) provision shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by BD;

(d) the height restriction as stipulated in Section 20 of Residential Care Homes (Elderly Persons) Regulation (Cap. 459A) and Section 21 of Residential Care Homes (Persons with Disabilities) Regulation (Cap. 613A) shall be followed; and

(e) for RCHE development, if the height restriction as stipulated in Section 20 of Cap. 459A is taken into consideration, it could be relaxed subject to the compliance of specific fire safety requirements including the building fire safety design and management requirements for RCHE to allow parts of RCHE used for dormitory purpose by residents to be situated at a height more than 24 metres above the ground

floor. The condition details of the specific fire safety requirements could refer to the latest version of CoP for RCHE.

6. Comments of the Chief Building Surveyor/New Territories West, BD:

(a) the Site shall be provided with means of obtaining EVA in accordance with Regulation 41D of the B(P)R;

(b) the Site abuts on a specified street (Wo Yi Hop Road) of not less than 4.5m wide. Its permitted development intensity shall be determined under the First Schedule of the B(P)R at the BP submission stage;

(c) RCHE and RCHD are accountable for GFA calculations under the B(P)R. During the pilot period of the incentive schemes introduced by the Government for encouraging the provisions of RCHE and RCHD, modification to permit higher PR to accommodate the additional GFA of eligible RCHE and RCHD premises under the BO will be considered on the basis of the criteria set out in Practice Note for Authorised Persons (AP), Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-172 in BP submission stage;

(d) if the proposed PR is based on the assumption that GFA exemption will be granted for green/amenity features and non-mandatory/non-essential plant room, etc., the pre-requisites in PNAP APP-151 and APP-152 should be complied with;

(e) before any new building works are to be carried out on the Site, prior approval and consent of the Building Authority should be obtained, otherwise they are UBW under the BO. An AP should be appointed as the co-ordinator for the proposed building works in accordance with the BO; and

(f) detailed checking under BO will be carried out at BP submission stage.