

Prepared by

Ramboll Hong Kong Limited

PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PERMITTED FLAT AND PROPOSED SHOP AND SERVICES USES AT LOTS 4614 AND 4615 RP IN D.D. 116, LOTS 1753 S.B SS.3(PART), 1753 S.B RP (PART), 1756 S.A (PART), 1756 RP(PART), 1757, 1758 RP AND 1760 RP IN D.D. 120, AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG, NEW TERRITORIES

## QUALITATIVE AIR IMPACT ASSESSMENT

Date July 2024  
Prepared by Kyle Kam  
Assistant Environmental Consultant

Signed 

Approved by Tony Cheng  
Senior Manager

Signed 

Project Reference HENYLSHEI00

Document No. R9175\_v1.3

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## 1. INTRODUCTION

### 1.1 Project Background

- 1.1.1 The Proposed Development is located at Residential Group B under the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 which is designated for residential use. Below is the extract of the notes of the Yuen Long OZP for the use.

- 8 -

S/YL/27

#### RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose-designed building only)	Hospital
Utility Installation for Private Project	Hotel
	Institutional Use (not elsewhere specified)
	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

- 1.1.2 Under the Column 1, flat and residential institution "i.e. residential use" is always permitted to be constructed at the Subject Site. The plot ratio of the residential use under the OZP is 3.5 and with a maximum building height of 25 storeys (excluding basement car park). As such, existing residential development "Sereno Verde" is located immediate east of the Subject Site.

- 1.1.3 Figure 1.1 shows the location of the Subject Site and the surrounding developments.
- 1.1.4 During the land exchange application, as per the Transport Department's request, a strip of land along the Tai Shu Ha Road East has to be reserved as non-building area of the proposed development. This strip of land is reserved with a view not to jeopardizing the potential road widening works in the future, if necessary. Under current status, there is no program for the road widening of Tai Shu Ha Road East from neither the Transport Department nor the project proponent. Similarly, there is also another non-building area along Tai Tong Road reserved for road widening if there is a plan in future.
- 1.1.5 Under this current planning application, the Applicant proposed to have 20% plot ratio relaxation, i.e. to have an additional 4 storeys increase from 20 storeys to 24 storeys.
- 1.1.6 Ramboll Hong Kong Limited (the Consultant) has been commissioned by the Applicant to conduct this qualitative air quality impact assessment in relation to the planning application. Architectural drawings and technical information of the Subject Site were provided by project proponent.
- 1.2 Subject Site and its Environs
- 1.2.1 The Subject Site is located at the junction of Tai Tong Road and Tai Shu Ha Road East. The site is currently zoned as "Residential Group B (R(B))".
- 1.2.2 The Subject Site is bounded by road carriageways, Tai Tong Road to the north and Tai Shu Ha Road East to the southwest of the Subject Site. Tai Shu Ha Road West is located further southwest of the Subject Site; while Yuen Long Highway is located further south of the Subject Site. An existing residential development "Sereno Verde" is located to the northeast of the Subject Site.
- 1.2.3 Figure 1.1 shows the location of the Subject Site and the surrounding environs.
- 1.3 The Proposed Development
- 1.3.1 The Proposed Development will mainly comprise of 1 residential tower with 25 storeys (the maximum building height is 101 mPD). As shown in the section, club house and E/M use are located at ground floor and 1<sup>st</sup> floor. Residential storeys start from 2/F to 24/F.
- 1.3.2 Master layout plans and sections of the Proposed Development are shown in Appendix 1.1.

## 2. AIR QUALITY IMPACT ASSESSMENT

### 2.1 Introduction

2.1.1 This air quality impact assessment is prepared to evaluate potential air quality impact on the Proposed Development as well as potential impact to the surroundings, if any.

### 2.2 Construction Phase Air Quality Impact

#### Impact Brought during Construction Phase

2.2.1 The construction site area is ~ 2,540 m<sup>2</sup>. The scale of dusty activities would not be huge since the site formation area is around ~ 928 m<sup>2</sup> (including both domestic building and retail block). Also, the scale of excavation work would not be huge since there are no basements in the proposed scheme, i.e. only typical foundation work for buildings will be carried out.

2.2.2 For the construction machinery operating on-site, the number of this is anticipated to be around 3 to 5 as the construction site is small. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer, and etc.) with a proper label are allowed to be used in the construction site. The Contractor is also required to use mains electricity supply for construction equipment as far as practicable and to Ultra-low sulphur diesel (ULSD) for all diesel-operated plants and equipment on Site and place any diesel or petroleum fuelled equipment away from nearby sensitive receivers as practicable. Therefore, with the implementation of machinery regulation, the air quality impact due to operation of machinery is anticipated to be insignificant.

2.2.3 Travelling of the dump trucks is another potential source of construction dust and gaseous emissions. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, 2m depth ground soil would be excavated for pile cap construction of the residential tower. Therefore, the volume of excavated materials to be handled would be around (~ 928m<sup>2</sup> x 2m) 1,855m<sup>3</sup>. The period of excavation is anticipated to be around or less than 1 month. The number of dump trucks is anticipated to be around 10 trucks/ day (assuming each truck can carry 15 tons and there is around 18 working days in 1 month), based on the current available information of the proposed development. To further reduce the air quality impact from excavation and site formation, phasing of the excavation is suggested to avoid relatively large scale of excavation at the same period. Fugitive dust will be the only potential major source of air quality impact during the construction phase of the proposed development. It is anticipated that unacceptable impacts from the criteria pollutants – NO<sub>2</sub>, SO<sub>2</sub>, CO, etc. are unlikely to be significant.

2.2.4 The ASRs closed to the project site are mainly residential buildings, such as Sereno Verde and Reach Summit as well as the adjacent village houses. Also, an educational facility called Ling Man School is also identified as ASRs. Section 2.2.6 shows the location of the ASRs.

2.2.5 With relatively short distance from the closest ASRs, mitigation measures are suggested to be implemented. Construction Dust Mitigation Measures are presented in section 2.2.7 below.

#### Representative Air Sensitive Receivers (ASRs)

- 2.2.6 The Subject Site is located in rural area. There are a number of village and residential developments in the vicinity, which are considered as ASRs. These representative ASRs are shown in Table 2.1 and tabulated below. Figure 2.2 shows the location of these existing ASRs.

Table 2.1 Summary of Representative Air Sensitive Receivers

ASR	Description	Type	Approximate Horizontal Distance to the Proposed Development
ASR01	Sereno Verde Block 7	R(B)	~18m to the northeast
ASR02	Sereno Verde Block 6	R(B)	~85m to the northeast
ASR03	Sereno Verde Block 5	R(B)	~98m to the northeast
ASR04	Sereno Verde Block 3	R(B)	~110m to the southeast
ASR05	Village near the Tai Shu Ha Road West	V	~38m to the southwest
ASR06	Village near the Tai Shu Ha Road West	V	~1m to the south
ASR07	Village near the Tai Shu Ha Road West	V	~1m to the southeast
ASR08	Village near the Tai Shu Ha Road West	V	~1m to the northwest

#### Mitigation Measures for Fugitive Dust Emission

- 2.2.7 **Fugitive dust emission and gas emission** arising from construction activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations. With the adoption of good practices, it is expected that emission of construction dust can be kept at an acceptable level. The recommended dust mitigation measures are described below. In addition, EPD's recommended pollution control clause for construction contracts will be incorporated and required in future tender document to ensure that all relevant environmental protection and pollution control ordinances are observed and complied.

#### *General Site Management*

- 2.2.8 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.
- 2.2.9 Under the Air Pollutant Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, etc.) with a proper label are allowed to be used in the construction site, which would meet the prescribed emission standards and requirement. According to the requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulation and its amendment, using liquid fuel with a sulphur content of less than 0.005% by weight (such as Ultra Low Sulphur Diesel) for the equipment should be fulfilled in order to control the emissions of SO<sub>2</sub>. In addition, dust potentially generated as a result of the concreting works for the construction of superstructure, floor slab, etc. would be minimized as the concrete would be pre-mixed

and delivered to the Proposed Development Sites by concrete lorry mixer. Emissions will be generated during the operation of the concrete lorry mixer (i.e. unloading of concrete) within the Proposed Development Sites. However, the time for the concrete lorry mixer operated within the Proposed Development Sites for unloading the concrete would be limited. Therefore, it is anticipated that the emissions from the concrete lorry mixer will be limited. In addition, as the haul roads will be paved and watered for the reduction of the dust on the haul roads, it is anticipated that the dust generated during the movement of the concrete lorry mixer on the haul roads will be reduced and minimized.

2.2.10 Frequent mist/water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

2.2.11 Hoarding of not less than 2.4m high from ground level along site boundary, which is next to a road or other public area should be provided.

#### *Vehicles and Unpaved Site Roads*

2.2.12 Dust emission from unpaved roads comes predominantly from travelling of vehicles. Areas within the site where there are regular vehicle movements should have an approved hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designed roadways within the site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges of the side and tail boards. Wheel-wash troughs and hoses should be provided at exit points of the site.

#### *Material Stockpiling and Handling*

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

2.2.14 Moreover, as the Subject Site is close to the nearby ASRs (i.e. Sereno Verde Block 3, 5, 6 and 7 and village near Tai Shu Ha Road West). The following control measures are suggested to minimise the potential construction impact to the nearby ASRs:

- Plan site layout so that machineries, dust causing activities and stockpiling are away from receptors as far as possible;
- Higher site hoarding (>= 3m) should be implemented where there are receptors at close proximity to the construction site and dusty activities;
- Haul road shall be away from the project boundary as much as possible.

#### Concurrent Project

2.2.15 There are 2 potential concurrent projects "An Exquisite Boutique Residence for Young Families and Urbanites" and R(A)6 identified within the 500m study area from the site boundary which would contribute to the cumulative impact during the construction phase. The location of the potential concurrent project is shown in Figure 2.1.

2.2.16 For the "An Exquisite Boutique Residence for Young Families and Urbanites", according to the available public information, the tentative completion year of this potential concurrent project would be 2025/26, while the tentative completion year of the



proposed development is 2028, i.e. the start of the construction phase of the proposed development may be in 2025/2026. The overlapping of the construction period of two projects may not be over a year, and the construction work of the Young Families and Urbanites in year 2025/2026 may be building works that the major construction activities would be carried out at indoor area. No major construction dust is expected to be generated from indoor construction works of the Young Families and Urbanites construction site. Nevertheless, with the adoption of good practices as mentioned in section 2.2.7 above, it is expected that **construction fugitive dust and gas emission** of both construction site can be kept to an acceptable level, and the nearby ASRs of the two construction site, i.e. the nearby village houses and Sereno Verde, would not be subject to adverse construction **air quality** impact.

- 2.2.17 For the R(A) 6 site to east of the proposed development, there is no public available information of its construction program. This R(A) 6 site is about 350m east of the proposed development with residential uses (village houses, Sereno Verde, Reach Summit) located in between. Typical construction mitigation measure works will be implemented at each construction site to minimize the potential construction dust impact. With the long separation distance between the two construction sites, the potential cumulative construction **air quality** impact upon the existing ASRs is expected not to be significant after the implementation of mitigation measures.
- 2.2.18 In addition, the applicant will liaise with the relevant parties of the concurrent project, if any, to avoid any heavy dusty activities to be conducted at the same time to minimize the cumulative **air quality impact** at the area.
- 2.2.19 For example, the project proponent/contractor shall liaise with relevant parties of the concurrent projects to avoid any heavy dusty activities to be conducted at the same time. Also, **dust and gaseous emission** generated can be further minimized with the implementation of appropriate dust control measures and requirements listed in the Air Pollution Control (Construction Dust) Regulation of the APCO as well as good site practices. With the implementation of these mitigation measures/ control and relatively small construction area, adverse cumulative air quality impact is not anticipated.

### 2.3 Operational Phase Air Quality Impact

#### Industrial Emission Impact

- 2.3.1 The Subject Site is surrounded by residential developments (to the Northeast and Southeast of the Subject site), Open Space (to the Southwest and Northwest of the Subject Site), and Village Type Development (to the West of the Subject Site).
- 2.3.2 According to the observation in desktop review and the site visit carried out in October 2023 (See Appendix 2.1), there is no emission source such as chimney stack or any other emission like fluff, odour, smoke identified within 200m from the Subject Site. In addition, during the site visit, no air/odour nuisance from the nearby areas (e.g., Tai Sang Feeds Co., Ltd, nearby nullah and workshops) was found at the site boundary of the proposed development.
- 2.3.3 No adverse air quality impact due to industrial emission and any other emission from fixed sources is expected.

#### Vehicular Emission Impact

- 2.3.4 The Subject Site is surrounded by Tai Shu Ha Road East to the west, and Tai Tong Road to the North.

- 2.3.5 Table 3.1 in Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG) has been referenced (shown below as Table 2.2) for provision of buffer separation from identified air pollution sources in the vicinity.

Table 2.2 HKPSG's Recommended Minimum Buffer Distance from Roads

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

- 2.3.6 The endorsement of the road type of the adjacent road from Transport Department is attached in Appendix 2.2. It is clarified that there is no road widening road and road type of Tai Shu Ha Road East and Tai Tong Road. As mentioned in Section 1.1.4, there is a strip of non-building area along the existing road kerb of the Tai Shu Ha Road East and Tai Tong Road. The non-building areas are reserved with a view not to jeopardizing the potential road widening works in the future, if necessary. Under current status, there is no planning for the road widening of Tai Shu Ha Road East and Tai Tong Road from neither the Transport Department nor the project proponent.

- 2.3.7 In accordance with above table as stipulated in HKPSG, the minimum requirements on the buffer distance from Tai Tong Road is >5m, from Tai Shu Ha East Road is >5m.

Table 2.3 Buffer Distance between Kerb Sid of Concerned Road Links and Proposed Air Sensitive Uses

Road Name	Road Type	Recommended Buffer Distance (m)	Shortest Horizontal Distances Between Kerb Side of Concerned Road Links and the Sensitive use of Application Site (m)
Tai Tong Road	Local Distributor	>5m	>5m
Tai Shu Ha East	Feeder Road	>5m	>5m

- 2.3.8 As shown in Table 2.3 and Figure 2.3, the recommended buffer distance requirement for Tai Tong Road and Tai Shu Ha Road in the HKPSG would be complied. Besides, it is confirmed that there no air-sensitive uses of the proposed development including openable window, fresh air intake and recreational use in the open space located within the relevant buffer distance 5m of local road requirement stipulated in Table 3.1 of Chapter 9- Environment.
- 2.3.9 Therefore, it is considered that the future occupant would not be subject to adverse air quality impact.

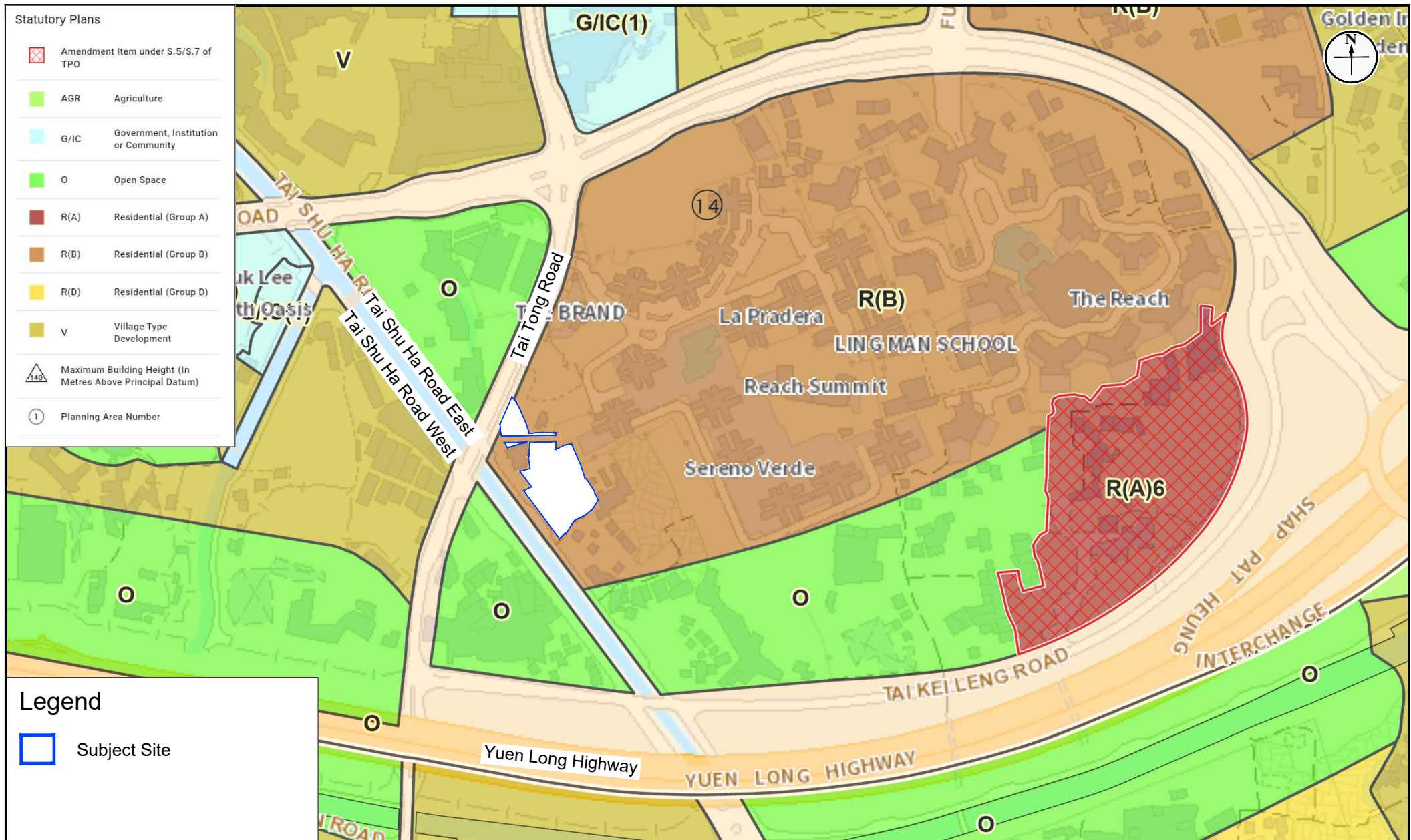
## 2.4 Conclusion

- 2.4.1 Potential air quality impacts arising during construction phase of the Proposed Development have been assessed. With the implementation of effective environmental mitigation measures, the potential impacts are anticipated to be insignificant. In conclusion, it is envisaged that construction phase environmental impacts arising from the Proposed Development would be insignificant.
- 2.4.2 As confirmed by site survey in Oct 2023, there is no industrial emission identified within 200m from the Proposed Development, which meets the buffer distance requirement under the HKPSG. In addition, the relevant HKPSG vehicular buffer distance to the Proposed Development is fulfilled.
- 2.4.3 Furthermore, the air sensitive uses in the Proposed Development including fresh air intake location, openable window and recreational uses in open space are designed to meet the buffer distance requirement with respect to the nearest existing carriageways.
- 2.4.4 Therefore, no adverse air quality impact during both construction and operational phases for the Proposed Development are anticipated.

### 3. CONCLUSION

- 3.1.1 The Proposed Development is located at Residential Group B under the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 which is designated for residential use. The current planning application is to apply for the minor plot ratio relaxation, i.e. an increase of the residential floors. According to the project proponent, there will be an increase of four residential floors on top of the proposed development.
- 3.1.2 A strip of land along the Tai Shu Ha Road East and Tai Tong Road have to be reserved as non-building area of the proposed development. The non-building areas are solely reserved with a view not to jeopardizing the potential road widening works in the future, if necessary. Under current status, there is no planning for the road widening of Tai Shu Ha Road East and Tai Tong Road from neither the Transport Department nor the project proponent.
- 3.1.3 Both constructional and operational air quality impacts of the proposed development are reviewed in this qualitative assessment study.
- 3.1.4 With adequate construction phase mitigation measures, the potential construction air quality impact from the Proposed Development to the adjacent Air Sensitive Receivers would be minimized.
- 3.1.5 As confirmed by site survey in Oct 2023, there is no industrial emission identified within 200m from the Proposed Development, which meets the buffer distance requirement under the HKPSG. In addition, the relevant HKPSG vehicular buffer distance to the Proposed Development is fulfilled.
- 3.1.6 As mentioned above, the air sensitive uses in the Proposed Development including fresh air intake location, openable window, and recreational use in the open space are designed to meet the buffer distance requirement with respect to the nearest existing carriageways.
- 3.1.7 Therefore, no adverse air quality impact during both construction and operational phases for the Proposed Development are anticipated.

Figures



**Figure:** 1.1

**Title:** Location of the Subject Site and its Environs

**Project:** Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat And Proposed Shop And Services Uses At Lots 4614 And 4615 RP In D.D. 116, Lots 1753 S.B SS.3 (Part), 1753 S.B RP (Part), 1756 S.A(Part), 1756 RP(Part), 1757, 1758 RP In D.D. 120, And Adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories

**RAMBOLL**

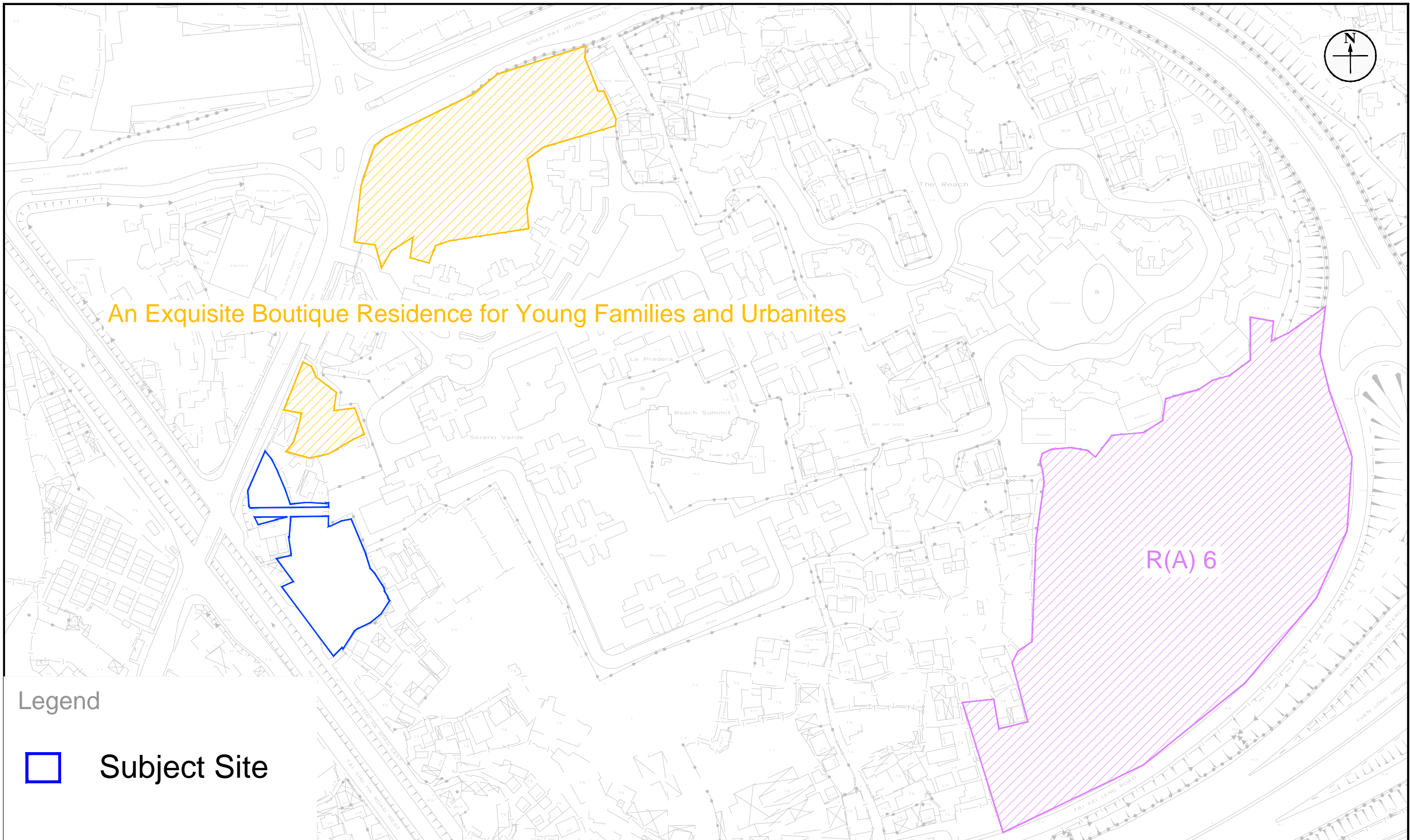
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Checked by: TC

Rev.: 1.0

Date: Oct 2023





**Figure:** 2.2

**Title:** Location of the Potential Concurrent Project

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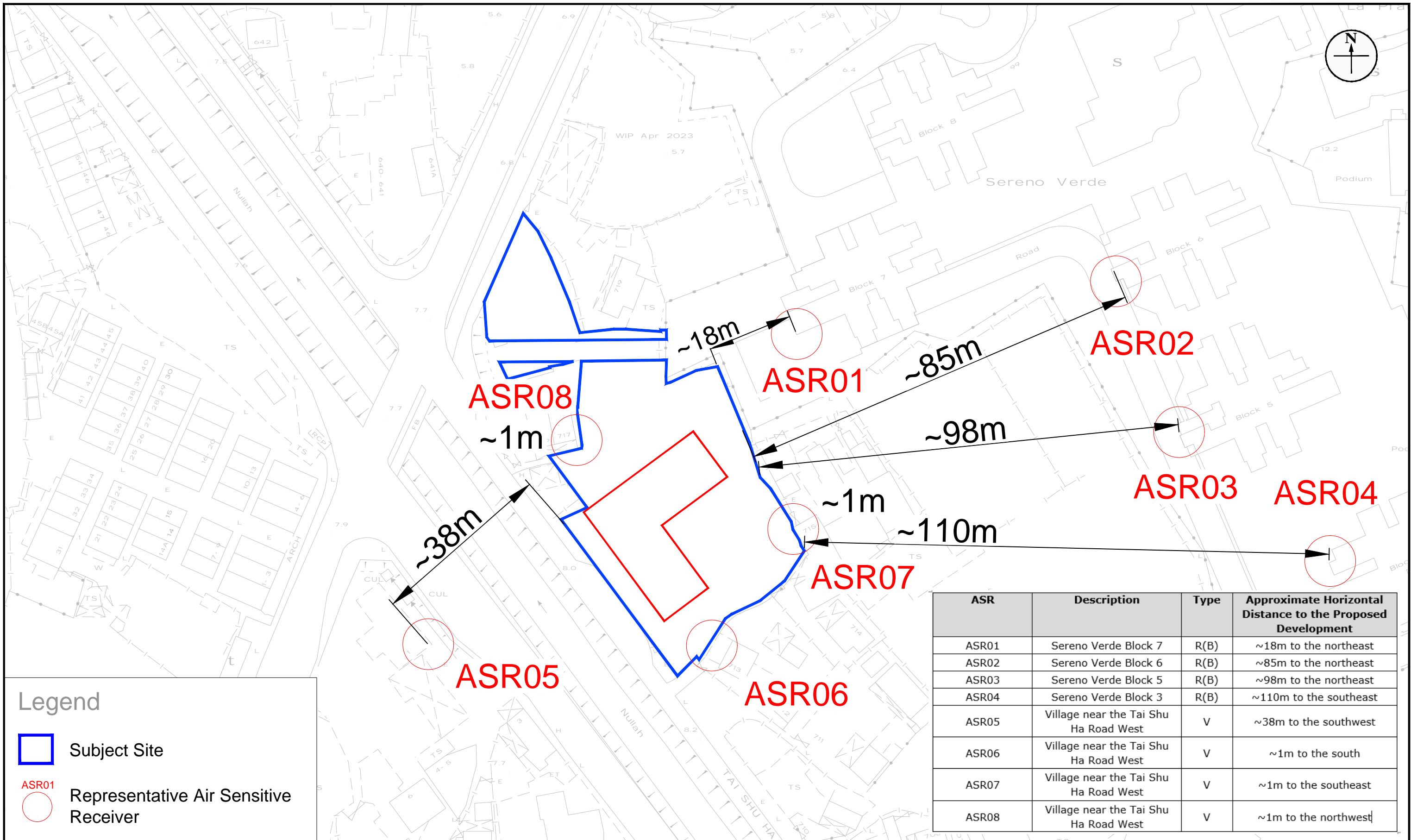
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**Project:** Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat And Proposed Shop And Services Uses At Lots 4614 And 4615 RP In D.D. 116, Lots 1753 S.B SS.3 (Part),1753 S.B RP (Part), 1756 S.A(Part),1756 RP(Part), 1757, 1758 RP And 1760 RP In D.D. 120, And Adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories

Rev.: 1.2

Date: Apr 2024



ASR	Description	Type	Approximate Horizontal Distance to the Proposed Development
ASR01	Sereno Verde Block 7	R(B)	~18m to the northeast
ASR02	Sereno Verde Block 6	R(B)	~85m to the northeast
ASR03	Sereno Verde Block 5	R(B)	~98m to the northeast
ASR04	Sereno Verde Block 3	R(B)	~110m to the southeast
ASR05	Village near the Tai Shu Ha Road West	V	~38m to the southwest
ASR06	Village near the Tai Shu Ha Road West	V	~1m to the south
ASR07	Village near the Tai Shu Ha Road West	V	~1m to the southeast
ASR08	Village near the Tai Shu Ha Road West	V	~1m to the northwest

**Legend**

- Subject Site
- ASR01 Representative Air Sensitive Receiver

**Figure:** 2.2

**Title:** Location of Representative Air Sensitive Receivers during Construction Phase

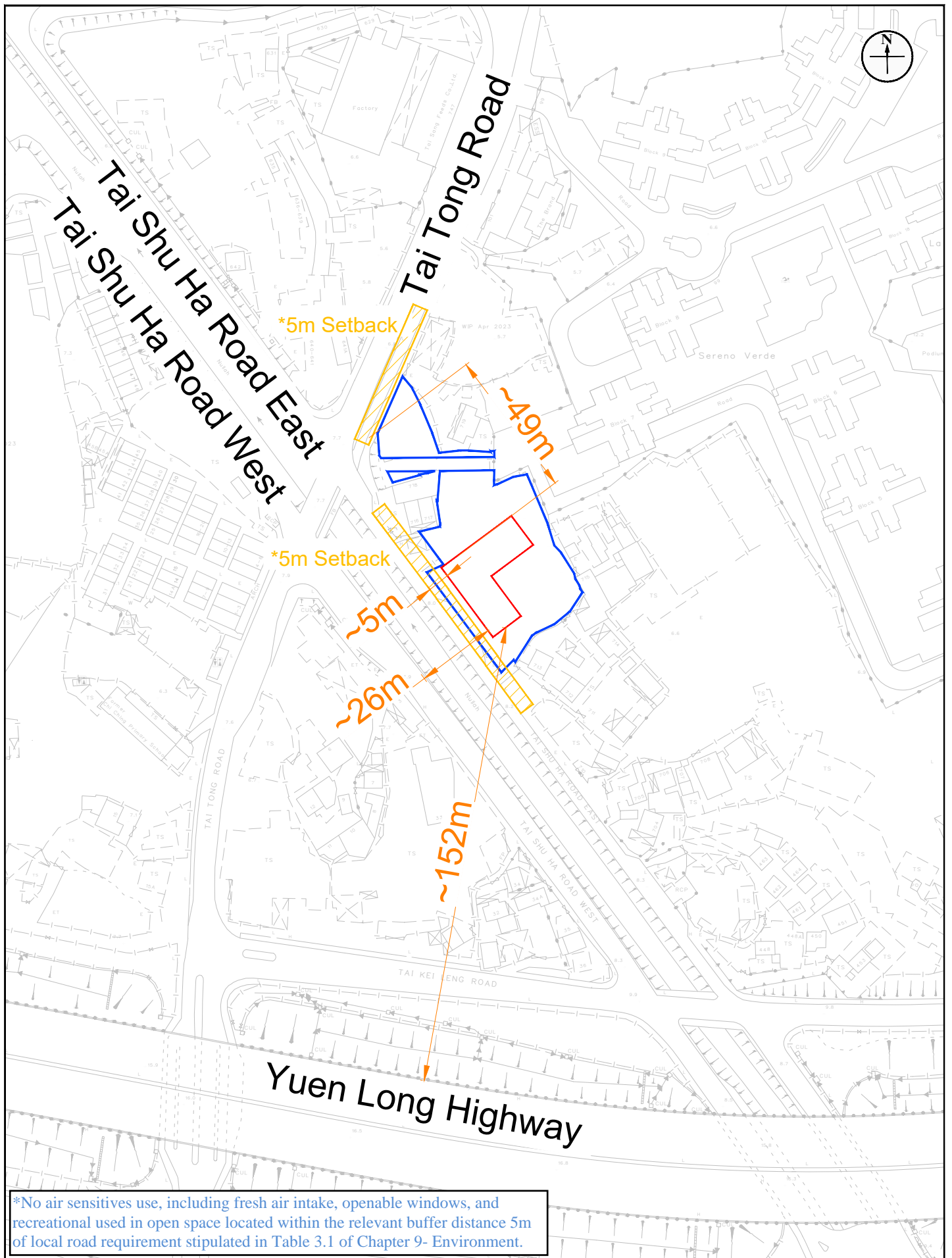


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**Project:** Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat And Proposed Shop And Services Uses At Lots 4614 And 4615 RP In D.D. 116, Lots 1753 S.B SS.3 (Part), 1753 S.B RP (Part), 1756 S.A(Part), 1756 RP(Part), 1757, 1758 RP And 1760 RP In D.D. 120, And Adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories

Rev.: 1.2  
Date: Apr 2024





\*No air sensitive use, including fresh air intake, openable windows, and recreational used in open space located within the relevant buffer distance 5m of local road requirement stipulated in Table 3.1 of Chapter 9- Environment.

**Figure:** 2.3

**Title:** Distance Between the Proposed Development and Surrounding Roads

**Project:** Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat And Proposed Shop And Services Uses At Lots 4614 And 4615 RP In D.D. 116, Lots 1753 S.B SS.3 (Part), 1753 S.B RP (Part), 1756 S.A(Part), 1756 RP(Part), 1757, 1758 RP And 1760 RP In D.D. 120, And Adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories

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Drawn by: KK

Checked by: TC

Rev.: 1.2

Date: Apr 2024

Appendix 1.1 Master Layout Plans and Sections of the Proposed Development

蝶翠峰

Sereno Verde

第六座  
Block 6

第七座  
Block 7

道路  
Road

TAI TONG ROAD

SHOP AT GF  
WITH GREEN ROOF

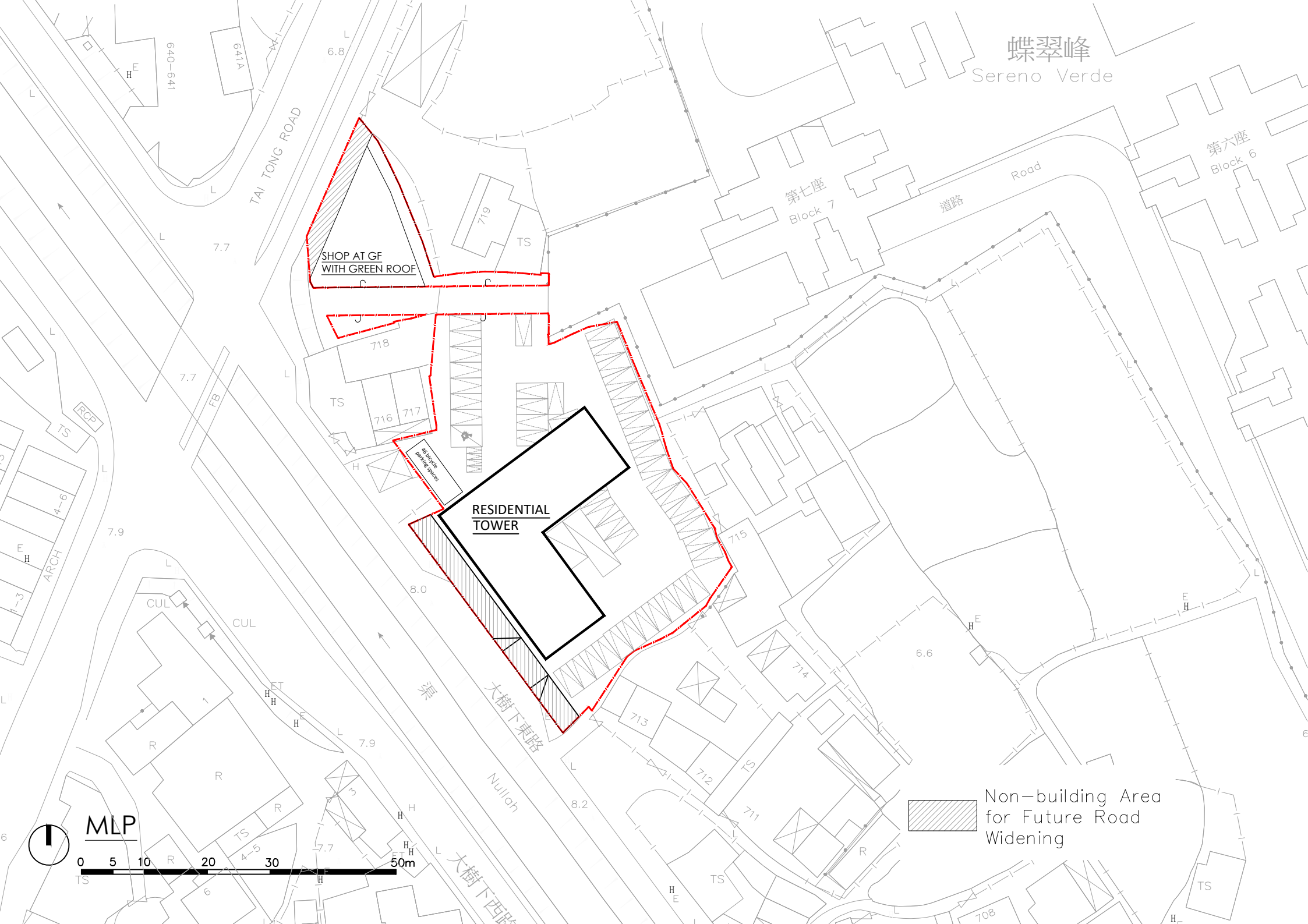
RESIDENTIAL  
TOWER

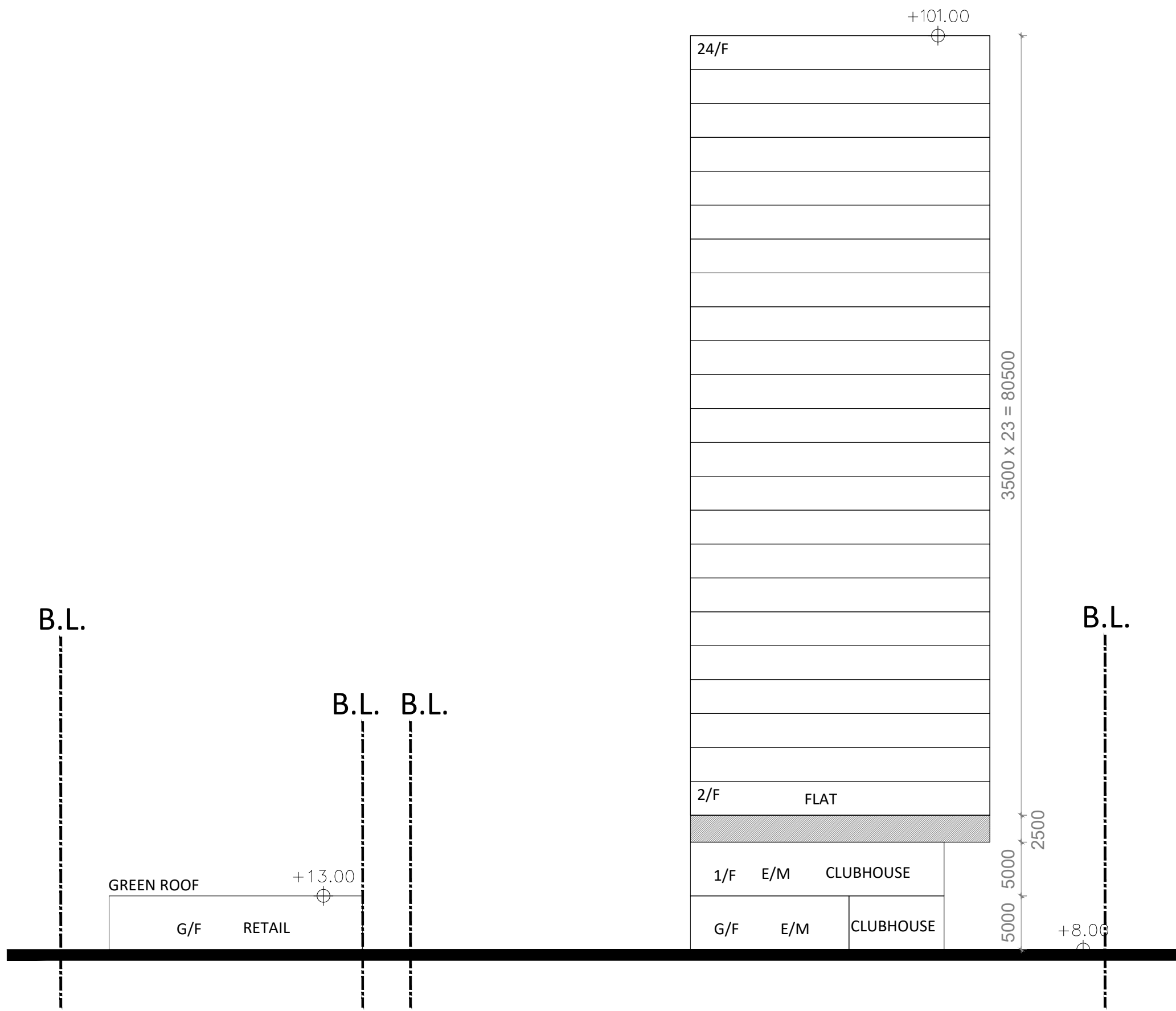
40 people  
parking space

Non-building Area  
for Future Road  
Widening

MLP

0 5 10 20 30 50m

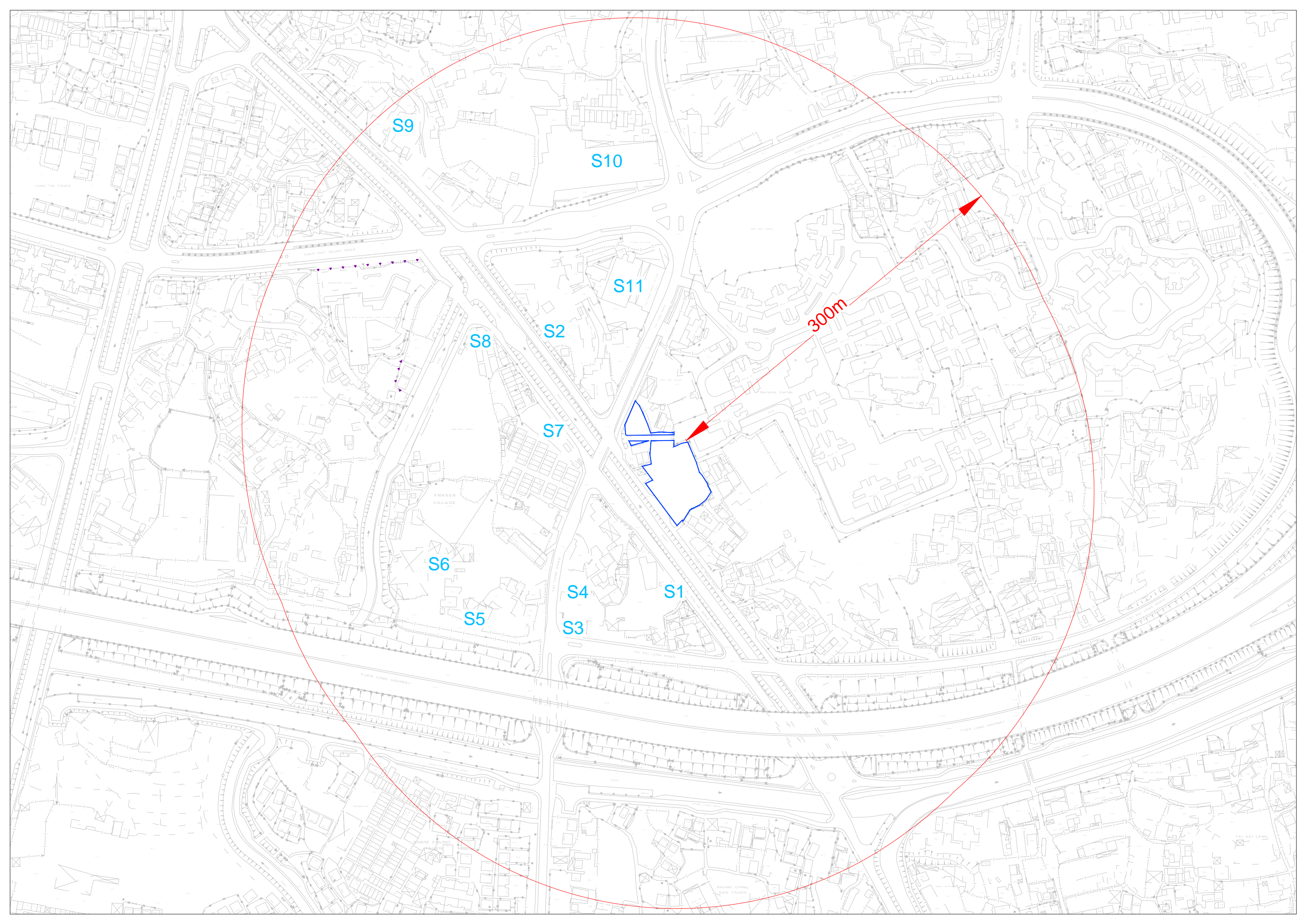




SECTION A-A







S9

S10

S11

S2

S8

S7

S6

S4

S1

S5

S3

300m

SHAP PAT HEUNG ROAD

YUEN LONG HIGHWAY

TAI KEI LENG ROAD

FRASER VILLAGE

SHAM CHUNG

SHUNG CHING SAN TSUEN

TAI KEI LENG

Appendix 2.2 Transport Department's (TD) endorsement on Road Type of  
Adjacent Road of Subject Site





Our Ref: J7231/2

22 August 2023

Transport Department, NT Regional Office  
Traffic Engineering (NTW) Division  
Yuen Long 1 Section  
7/F, Mongkok Government Offices,  
30 Luen Wan Street, Mongkok, Kowloon.

**Attn: Mr. IP Chi Wai, Louis (Engr /Yuen Long South)**

(BY POST & Email: chiwaiip@td.gov.hk)

Dear Mr. IP,

**Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP (part), 1753sBss3 (part), 1756sA (part), 1756RP (part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)**

**Road Type for Environmental Assessment**

The Environmental Protection Department ("EPD") requested Transport Department to endorse the road type for Tai Shu Ha Road East adopted in the Environmental Assessment for the captioned.

We have checked the Annual Traffic Census ("ATC") published by Transport Department and unable to find the road type for Tai Shu Ha Road East. With reference to the Transport Planning and Design Manual, we are of the view that Tai Shu Ha Road East should be classified as feeder road because this road connect villages or more remote settlements to a Rural Road which is known as Tai Tong Road.

We would greatly appreciate it if your department could confirm agreement to the road type of Tai Shu Ha Road East adopted, i.e., feeder road.

Should you have any queries, please do not hesitate to contact our Mr. Willy LAI or the undersigned.

Thank you for your attention.

Yours sincerely,

CHIN Kim Meng

Director

cc: Client & Design Team (by e-mails)  
KIM/LKW



By Fax and by Post  
2528 6343



本署檔案 Our Ref. : (NNSZ2) in TD NR157/161/YLDD-120  
來函檔號 Your Ref. : J7231/2  
電話 Tel. : 2399 2565  
圖文傳真 Fax : 2381 3799  
電郵 Email : chiwaiip@td.gov.hk

28 August 2023

CKM Asia Limited  
21<sup>st</sup> Floor, Methodist House,  
36 Hennessy Road,  
Wanchai, Hong Kong  
(Attn: Mr. CHIN Kim Meng)

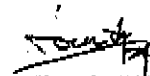
Dear Mr. CHIN,

**Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio  
Restriction at Lots 4614 and 4615RP DD116, and Lots 1753sBRP (part), 1753sBss3(part),  
1756sA (part), 1756RP(part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land,  
Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)**

**Road Type for Environmental Assessment**


We refer to your letter dated 22 August 2023 regarding the captioned. We have no comment on your proposed road type, i.e. the road section of Tai Shu Ha Road East abutting the Application Site as Feeder Road.

Yours faithfully,



(Louis IP)

for Commissioner for Transport



新界分區辦事處  
NT Regional Office  
九龍聯運街三十號旺角政府合署七樓  
7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.  
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO)  
網址 Web Site: <http://www.td.gov.hk>



Our Ref: J7231/6

23 April 2024

Transport Department, NT Regional Office  
Traffic Engineering (NTW) Division  
Yuen Long 1 Section  
7/F, Mongkok Government Offices,  
30 Luen Wan Street, Mongkok, Kowloon.

**Attn: Mr. IP Chi Wai, Louis (Engr /Yuen Long South)**  
(BY POST & Email: [chiwaiip@td.gov.hk](mailto:chiwaiip@td.gov.hk))

Dear Mr. IP,

**Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP (part), 1753sBss3 (part), 1756sA (part), 1756RP (part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)**

**Road Type of Tai Tong Road for Environmental Assessment**

The Environmental Protection Department (“EPD”) requested Transport Department to endorse the road type of Tai Tong Road which is adopted in the Environmental Assessment for the captioned. The comment from EPD comment is as follows:

*“Please obtain TD’s agreement to confirm Tai Tong Road could be considered as LD or provide the peak traffic flow of Tai Tong Road to justify it can be considered as a LD with low traffic.”*

In the Annual Traffic Census (“ATC”), the section of Tai Tong Road between Hop Yick Road and Sham Chung Road, is regarded as a **Rural Road**.

Based on a number of reasons, we are of the view that the concerned section of Tai Tong Road could be considered as a local distributor (“LD”) for Environmental Assessment including the following:

**Reason 1 Agree with the TPDM Definition of LD:**

We refer to the description of LD found in Paragraph 3.2.2.4 of Transport Planning and Design Manual (“TPDM”) Volume 2, Chapter 3:

*“Roads within Districts linking developments to the District Distributor Roads.”*

The concerned section of Tai Tong Road link developments along both sides and then connect with 2 District Distributors at its northern-end, i.e., Hop Yick Road (ATC

stations 6030 refers), and Tai Tong Road between Hop Yick Road and Kau Tuk Road (ATC stations 5636 refers).

**Reason 2 Correspond with the HKPSG Definition of LD:**

According to the Hong Kong Planning Standard and Guideline ("HKPSG") Chapter 8, LD is:

*"Generally single carriageway roads with direct frontage access. Stopping restrictions may be required, but normally only in the vicinity of junctions. On-street parking provision may be permitted."*

The concerned section of Tai Tong Road has the characteristics which correspond with the definition of LD in the HKPSG, including:

1. It provides direct frontage access to developments, especially Sereno Verde, the Brand, Tai Sang Feeds Co., Ltd., lot 1744 S.A and 1744RP in D.D.120 and planned residential development at lot 4054 RP in D.D.120.
2. 24-hour stopping restrictions are found near the junction of Tai Tong Road / Shap Pat Heung Road.

In view of the above 2 reasons, we are of the view that the concerned section of Tai Tong Road could be regarded as LD.

We would greatly appreciate it if your department could confirm agreement to the road type for the section of Tai Tong Road being regarded as LD for Environmental Assessment.

Should you have any queries, please do not hesitate to contact our Mr. Willy LAI or the undersigned.

Thank you for your attention.

Yours sincerely,



CHIN Kim Meng

Director

cc: Client & Design Team (by e-mails)  
KIM/LKW

By Fax and by Post  
2528 6343



本署檔案 Our Ref. : (NQMAV) in TD NR157/161/YLDD-120  
來函檔號 Your Ref. : J7231/6  
電話 Tel. : 2399 2565  
圖文傳真 Fax : 2381 3799  
電郵 Email : chiwaiip@td.gov.hk

17 May 2024

CKM Asia Limited  
21<sup>st</sup> Floor, Methodist House,  
36 Hennessy Road,  
Wanchai, Hong Kong  
(Attn: Mr. CHIN Kim Meng)

Dear Mr. CHIN,

**Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio  
Restriction at Lots 4614 and 4615RP DD116, and Lots 1753sBRP (part), 1753sBss3(part),  
1756sA (part), 1756RP(part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land,  
Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)**

**Road Type of Tai Tong Road for Environmental Assessment**

We refer to your letter dated 23 April 2024 regarding the captioned.

We have no comment on your proposed road type, i.e. the road section of Tai Tong Road between Shap Pat Heung Road and Tai Shu Ha Road East which abutting the subject development as Local Distributor, for environmental assessment purpose.

Yours faithfully,

(Louis IP)

for Commissioner for Transport