



DeSPACE (International) Limited

Date: 12<sup>th</sup> September 2024

Page(s): 5 + Attachments  
BY HAND & EMAIL  
(tpbpd@pland.gov.hk)

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

Dear Sir/Madam,

**SECTION 16 APPLICATION  
TOWN PLANNING ORDINANCE (CHAPTER 131)**

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**APPLICATION FOR PERMISSION UNDER SECTION 16 TOWN PLANNING APPLICATION  
FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PERMITTED  
FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL  
CARE HOME(S) FOR THE ELDERLY) IN "RESIDENTIAL (GROUP A)" ZONE IN LOT  
NO. 3678 in D.D. 120, YUEN LONG, NEW TERRITORIES**

**Town Planning Application No. A/YL/319 – Submission of Further Information (5)**

References are made to the emails dated 5<sup>th</sup> July 2024, 28<sup>th</sup> August 2024 and 29<sup>th</sup> July 2024 respectively from the Planning Department in relation to the technical comments from various departments.

In order to address the comments above, attached please find 4 copies of the response-to-comment table and the following attachments: -

- Attachment 1: Transport Department's Agreement on the Traffic Forecast Data
- Attachment 2: Replacement of Revised Sewerage Impact Assessment Report
- Attachment 3: Replacement of Revised Environmental Assessment Report

Please be advised that this FI(5) should be exempted from the publication requirement and/or the recounting requirement in accordance with TPB PG-No. 32B since the replacement pages of the report is only a technical clarification/response to comments of relevant Government department WITHOUT changing the nature of the application, the proposed uses nor the proposed scheme; and does NOT involve major changes in the assumptions and methodologies, findings and proposed mitigation measures of the assessments.

We should be most grateful if you notify us of any queries on the application for our corresponding action in due course.

Should there be any queries, please do not hesitate to contact Mr. Calton HEUNG at [REDACTED] or the undersigned at [REDACTED]

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



Greg Lam



**Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in “Residential (Group A)” Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)**

Departmental Comments (Email from Planning Department dated 5.7.2024, 28.8.2024 and 29.8.2024)

Departmental Comments	Response
<p><b><u>1. Environmental Protection Department (5.7.2024)</u></b></p>	
<p>a) According to the EA report, the predicted maximum traffic noise level would comply with the noise criteria under HKPSG, and no adverse traffic noise impact is anticipated. In addition, the consultant has qualitatively conducted the fixed noise impact assessment that there is no insurmountable fixed noise impact is anticipated. Given practicable and feasible noise mitigation measures could be available, from noise planning point of view, we have no objection to this planning application provided that there is mechanism, e.g. approval condition, to require the applicant to submit a proper NIA report to review, explore, demonstrate and implement noise mitigation measures for full compliance with the relevant noise criteria and requirements under HKPSG and NCO.</p> <p>Nevertheless, per the RtoC 7(b) on noise impacts, please document Transport Department (TD)’s agreement on the traffic forecast data in the report.</p>	<p>Noted with thanks. The Transport Department (TD)’s agreement on the traffic forecast data in the revised Environmental Assessment (EA) report is supplemented for clarification. Please refer to TD’s email dated 28 August 2024 in <b>Attachment 1</b>.</p>

<p><b><u>1. Drainage Services Department</u></b> <b><u>(28.8.2024)</u></b></p>	
<p>a) Appendix 3: Please indicate the proposed terminal manhole and its connection with details on drawing.</p>	<p>Please be clarified on the proposed terminal manhole and its connection with details in Appendix 3 of the revised Sewerage Impact Assessment (SIA) report (<b>Attachment 2</b>).</p>
<p>b) Appendix 3: According to the drawing, for FMH1018371, the incoming pipe size (A2) is not consistent. The outlet pipe (X1) should be 500mm dia. pipe instead of 225mm dia. pipe.</p>	<p>Please be clarified on the connection details for FMH1048046 and FMH1018371 in Appendix 3 of the revised SIA report (<b>Attachment 2</b>).</p>
<p>c) Appendix 3: Please revise the appendix cover and figure title as "Existing and Proposed Sewerage Plan".</p>	<p>For clarification, the appendix cover and figure title are renamed to "Existing and Proposed Sewerage Plan" in Appendix 3 of the revised SIA report (<b>Attachment 2</b>).</p>
<p>d) Response to comment (h): Please add the following in the report text and drawing note that "The cover level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s)."</p>	<p>For clarification, "The cover level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s)." is incorporated into Section 3.4 and Appendix 3 of the revised SIA report (<b>Attachment 2</b>).</p>
<p><b><u>2. Environmental Protection</u></b> <b><u>Department (29.8.2024)</u></b></p>	
<p><b>Comments on the SIA Report</b></p>	
<p>a) Appendix 3 -</p> <p>i. The proposed pipe sizes in FMH1018373, FMH1048046, FMH1018371 and invert levels in FMH1018371 are still inconsistent with the proposed upgraded pipe works and drainage record plan, please check and revise.</p>	<p>Please be clarified on the proposed pipe sizes in FMH1018373, FMH1048046, FMH1018371 and invert levels in FMH1018371 in the Appendix 3 of the revised SIA report (<b>Attachment 2</b>).</p>

<p>ii. Please show the information of the proposed manhole for the proposed connection sewer to FMH1048046 in the drawing.</p>	<p>For clarification, the information of the proposed manhole for the proposed connection sewer to FMH1048046 is shown in Appendix 3 of the revised SIA report (<b>Attachment 2</b>).</p>
<p>b) Appendix 6 - Catchment Inflow Factor for "Yuen Long" instead of "Central Kolwoon" should be quoted in Remark [1], please revise.</p>	<p>Please be clarified on the Catchment Inflow Factor to be "Yuen Long" in Remark [1] in Appendix 6 of the revised SIA report (<b>Attachment 2</b>).</p>
<p>c) 3. Appendix 7 - Please check the sewage flow of FMH1018374-FMH1018373 and clarify if sewage flow from catchment D is included or not.</p>	<p>Please be clarified that Catchment D is included in the "Catchment" column for FMH1018374 to FMH1018373 in Appendix 7 of the revised SIA report (<b>Attachment 2</b>).</p>
<p>d) Please check the contributing population (Pc) and sewage flow of proposed manhole to FMH1048046. Sewage flow from Catchment B to Catchment E should be excluded.</p>	<p>The population (Pc) and sewage flow of the proposed manhole to FMH1048046 is clarified in Appendix 7 of the revised SIA report (<b>Attachment 2</b>).</p>
<p><b>Comments on EA Report</b></p>	
<p>a) Sections 2.5.4 and 2.5.5 – For the two identified concurrent projects, please provide sources of information to support the EM&amp;A programmes with dust monitoring will be implemented for these two projects. Please supplement in Sections 2.5.4 and 2.5.5 accordingly.</p>	<p>Relevant information regarding the environmental permit and EM&amp;A manual of the two identified concurrent projects are clarified in Sections 2.5.4 and 2.5.5 of the revised EA report (<b>Attachment 3</b>).</p>
<p>b) Section 2.5.6 - Please add "emission" after "gaseous" in line 2 of the 18th bullet.</p>	<p>18<sup>th</sup> bullet of Section 2.5.6 in the revised EA report (<b>Attachment 3</b>) is clarified as "Regular maintenance of construction equipment deployed</p>

	on-site should be conducted to minimize gaseous emission and prevent black smoke emission;”.
c) Section 2.6.7 - Please revise "no potential odour issue" in the last line to "no adverse odour impact arising from the nullah on the proposed development". Also suggest to put this section after Section 2.6.4.	Section 2.6.5 (previous Section 2.6.7) is clarified in the revised EA report ( <b>Attachment 3</b> ).
d) Section 2.7.1 - Please delete "dust" in line 2.	"dust" is deleted from Section 2.7.1 in the revised EA report ( <b>Attachment 3</b> ).
e) There is no further comment from the perspective of waste management and land contamination.	Noted with thanks.

## **Attachment 1**

Transport Department's Agreement on the Traffic  
Forecast Data

NR7PG

By Fax and by Post  
2214 0817**運輸署***Transport Department*

本署檔案 Our Ref. : (NRD0Z) in TD NR157/161/YLDD-120  
來函檔號 Your Ref. : 23122HK/kvl/mwy/02  
電話 Tel. : 2399 2191  
圖文傳真 Fax : 2381 3799  
電郵 Email : [saitungchan@td.gov.hk](mailto:saitungchan@td.gov.hk)

28 August 2024

CTA Consultants Limited  
Unit 2108, 21/F,  
Westlands Centre,  
20 Westlands Road,  
Quarry Bay, Hong Kong  
(Ms Claudia Yim)

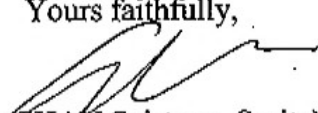
Dear Ms Yim,

**S16 Town Planning Application Planning Application  
Yuen Long Theatre Lot 3678 DD 120**

**Technical Note on Methodology for Estimating Traffic Forecast for  
Traffic Noise Impact Assessment (TNIA)**

I refer to your above referenced letter dated 5 August 2024 and have no further comments on the submission from traffic engineering perspective.

Yours faithfully,

  
(Ms CHAN Sai-tung, Sarita)  
for Commissioner for Transport

## **Attachment 2**

Replacement of Revised Sewerage Impact  
Assessment Report



### 3.3 Assessment Results & Discussion

Detailed calculations of sewage flow generation and hydraulic capacity are provided in **Appendices 4 to 7**. The estimated cumulative peak discharge of all downstream sewerage of the proposed Site account for no more than 100% of the hydraulic capacity of the concerned sewer. No exceedance of hydraulic capacity for all cumulative peak discharge is anticipated under the proposed sewerage network with upgraded pipework.

### 3.4 Assessment Summary

To summarize, there will be one sewer discharge point from the Site to the inlet of proposed sewer terminal manhole which will then be connected to the public sewer manhole along the Yuen Long Pau Cheung Square. In view of the proposed development and the vicinity, the following proposed upgraded pipe works are recommended:

- Proposed upgraded pipe works for the Pipes FWD1019560, FWD1019561, FWD1062247, FWD1019559 and FWD1019558 by new 200 mm, 200 mm, 225 mm, 500 mm and 500 mm diameter sewers respectively.

According to the estimated sewage generation calculations, it is anticipated that the proposed sewerage will have sufficient capacity to cater for the sewage generated from the proposed Site. No adverse sewerage impact associated with the proposed Development is anticipated.

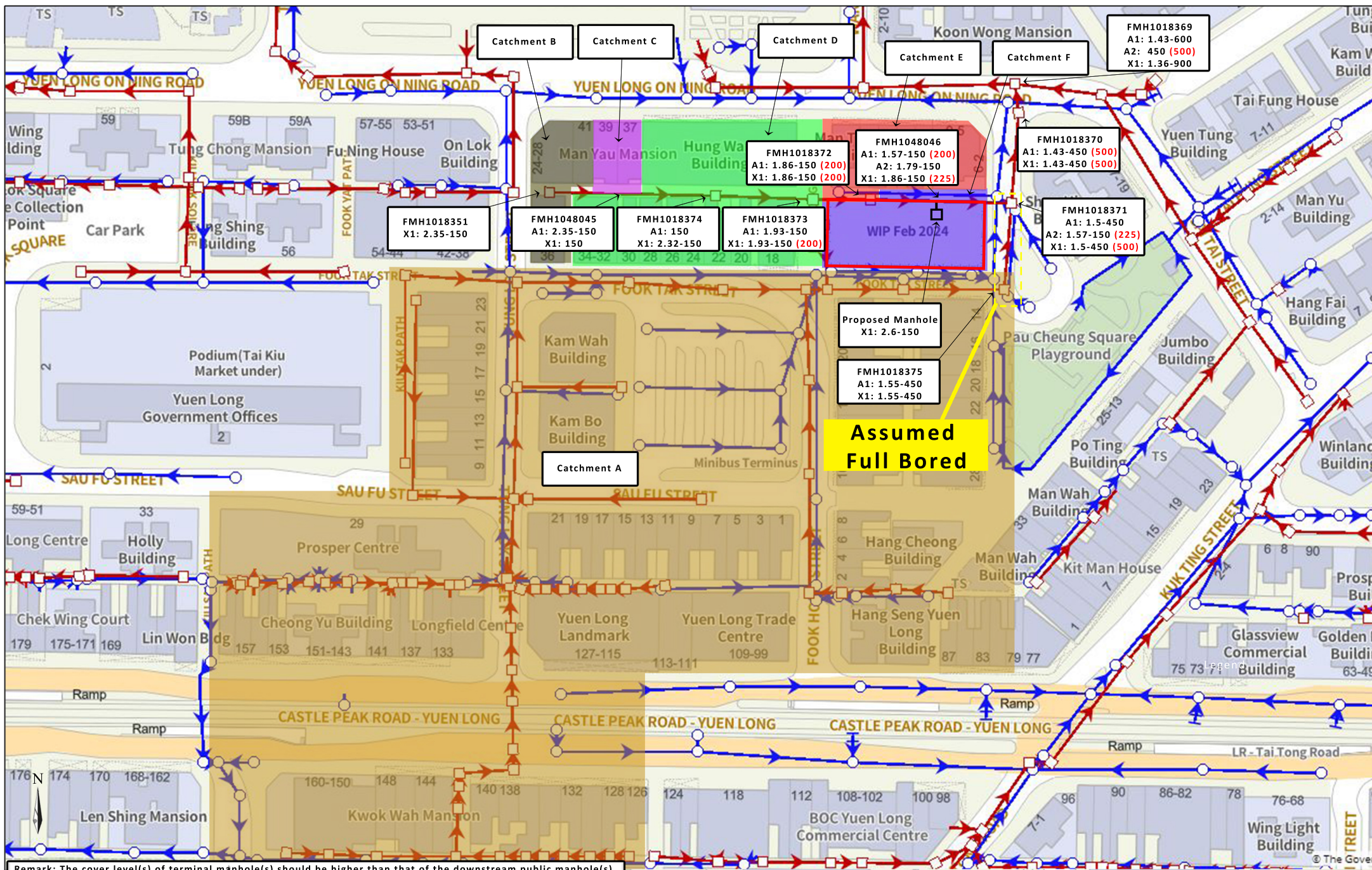
Detailed alignment and the design of the connecting sewer will be subject to the detailed design of the Project<sup>1</sup>. The Applicant shall be responsible for appointing a qualified engineer for properly design and construct of the connecting sewers, likely at the design stage of Project. Agreement and approval from relevant government departments, including DSD, shall be obtained in due course.

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<sup>1</sup> The cover level(s) of the terminal manhole(s) should be higher than that of the downstream public manholes(s).

## **Appendix 3**

### **Existing and Proposed Sewerage Plan**



Remark: The cover level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s).

<b>LEGEND:</b>  Application Site  Proposed Mitigation	<b>FIGURE NO.</b> 1	<b>FIGURE TITLE:</b> Existing and Proposed Sewerage Plan	<b>PROJECT NAME:</b> Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120, Yuen Long, New Territories	<b>PREPARED BY:</b>  DeSPACE (International) Limited
	<b>SCALE:</b> A4 - 1:1300			
	<b>DATE:</b> 14.5.2024			

## **Appendix 6**

### **Total Estimated Peak Flow After Development**

**Total Estimated Peak Flow After Development**

**After Development**

Catchment	From the Most Upstream	Total Estimated Dry Weather Flow (m <sup>3</sup> /day)	Catchment Inflow Factor <sup>[1]</sup>	Cumulative Average Dry Weather Flow (m <sup>3</sup> /day)	Contributing Population <sup>[2]</sup>	Peaking Factor <sup>[3]</sup>	Total Estimated Peak Flow (m <sup>3</sup> /day)	Total Estimated Peak Flow (L/s)
B	36 Fook Tak St, Yuen Long	12.10	1	12.10	44.80	8	96.78	1.12
	On Ting Building, 41-45 On Ning Road	19.41	1	31.51	116.70	8	252.08	2.92
B to C	Man Yau Building, 37-39 On Ning Road	12.55	1	44.06	163.19	8	352.49	4.08
B to C to D	20-34 Fook Tak St, Yuen Long	49.93	1	93.99	348.10	8	751.90	8.70
	Hung Wan Building, 21-35 On Ning Road	44.77	1	138.76	513.93	8	1110.09	12.85
	18 Fook Tak St, Yuen Long	12.10	1	150.86	558.74	8	1206.88	13.97
B to C to D to E	Man Tat Building, 19 On Ning Rd	9.60	1	160.46	594.29	8	1283.67	14.86
	Fook Loi Building, 11-17 On Ning Road	34.40	1	194.86	721.69	8	1558.85	18.04
	On Wing Building, 5-9 On Ning Road	23.20	1	218.06	807.61	8	1744.44	20.19
B to C to D to E to F	<b>The Subject Site</b>	161.59	1	379.64	1406.08	6	2277.85	26.36
B to C to D to E to F to A	Assumed Full Bored							

Remarks:

<sup>[1]</sup> Catchment Inflow Factor = 1.00 (Yuen Long) based on EPD's GESF Table T-4

<sup>[2]</sup> Based on the equation from GESF: 
$$\text{Contributing Population} = \frac{\text{Calculated total average flow (m}^3\text{/day)}}{0.27 \text{ (m}^3\text{/person/day)}}$$

<sup>[3]</sup> Peaking Factor=8 for population <1000, and 6 for population 1000-5000 (including stormwater allowance) base on EPD's GESF Table T-5

## **Appendix 7**

### **Calculation of Flow Capacity**

**Calculation of Flow Capacity**

**Proposed Building (Without Mitigation Measures)**

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s <sup>2</sup> )	k <sub>s</sub> (m)	v (m <sup>3</sup> /s)	V (m/s)	Area (m <sup>2</sup> )	Q <sub>c</sub> (m <sup>3</sup> /s)	Accumulated ADWF (m <sup>3</sup> /day)	P <sub>c</sub>	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
FWD1019563	FMH1018375	FMH1018371	23	1.55	1.5	0.45	0.225	0.002	9.810	0.00060	0.0000011	0.940	0.159	0.134	Assumed full bored	Assumed full bored	8	A	134.50	134.50	134.50	100%	100%	100%	Assumed full bored
FWD1019541	FMH1018351	FMH1048045	18	2.41	2.35	0.15	0.075	0.003	9.810	0.00060	0.0000011	0.573	0.018	0.009	31.51	116.70	8	B	9.12	2.92	2.92	31.99%	31.99%	31.99%	
FWD1062244 <sup>me-3</sup>	FMH1048045	FMH1018374	27	2.35	2.32	0.15	0.075	0.001	9.810	0.00060	0.0000011	0.326	0.018	0.005	44.06	163.19	8	B+C	5.18	4.08	4.08	78.72%	78.72%	78.72%	
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.015	9.810	0.00060	0.0000011	1.220	0.018	0.019	44.06	163.19	8	B+C+D	19.40	13.97	13.97	72.00%	72.00%	72.00%	
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.15	0.075	0.005	9.810	0.00060	0.0000011	0.670	0.018	0.011	150.86	558.74	8	B+C+D	10.65	13.97	13.97	131.16%	131.16%	131.16%	
FWD1019560	FMH1018372	FMH1048046	15.3	1.86	1.79	0.15	0.075	0.005	9.810	0.00060	0.0000011	0.674	0.018	0.011	218.06	807.61	8	B+C+D+E	10.72	20.19	20.19	188.32%	188.32%	188.32%	
FWD1062247	FMH1048046	FMH1018371	19	1.57	1.5	0.15	0.075	0.004	9.810	0.00060	0.0000011	0.604	0.018	0.010	379.64 <sup>me-4</sup>	1406.08	6	B+C+D+E+site(F)	9.60	20.19	26.36	210.33%	274.65%	274.65%	
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.45	0.225	0.003	9.810	0.00060	0.0000011	1.091	0.159	0.156	379.64 <sup>me-4</sup>	1406.08	6	A+B+C+D+E+site(F)	156.10	154.69	160.86	99.10%	103.05%	103.05%	
FWD1019558 <sup>me-3</sup>	FMH1018370	FMH1018369	6.4	1.43	1.36	0.45	0.225	0.011	9.810	0.00060	0.0000011	2.125	0.159	0.304	379.64 <sup>me-4</sup>	1406.08	6	A+B+C+D+E+site(F)	304.18	154.69	160.86	50.85%	52.88%	52.88%	

**Proposed Building (With Mitigation Measures)**

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s <sup>2</sup> )	k <sub>s</sub> (m)	v (m <sup>3</sup> /s)	V (m/s)	Area (m <sup>2</sup> )	Q <sub>c</sub> (m <sup>3</sup> /s)	Accumulated ADWF (m <sup>3</sup> /day)	P <sub>c</sub>	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
FWD1019563	FMH1018375	FMH1018371	23	1.55	1.5	0.45	0.225	0.002	9.810	0.00060	0.0000011	0.940	0.159	0.134	Assumed full bored	Assumed full bored	8	A	134.50	134.50	134.50	100%	100%	100.00%	Assumed full bored
FWD1019541	FMH1018351	FMH1048045	18	2.41	2.35	0.15	0.075	0.003	9.810	0.00060	0.0000011	0.573	0.018	0.009	31.51	116.70	8	B	9.12	2.92	2.92	31.99%	31.99%	31.99%	
FWD1062244 <sup>me-3</sup>	FMH1048045	FMH1018374	27	2.35	2.32	0.15	0.075	0.001	9.810	0.00060	0.0000011	0.326	0.018	0.005	44.06	163.19	8	B+C	5.18	4.08	4.08	78.72%	78.72%	78.72%	
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.015	9.810	0.00060	0.0000011	1.220	0.018	0.019	44.06	163.19	8	B+C+D	19.40	13.97	13.97	72.00%	72.00%	72.00%	
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.2	0.1	0.005	9.810	0.00060	0.0000011	0.809	0.031	0.023	150.86	558.74	8	B+C+D	22.86	13.97	13.97	61.10%	61.10%	61.10%	
FWD1019560	FMH1018372	FMH1048046	15.3	1.86	1.79	0.2	0.1	0.005	9.810	0.00060	0.0000011	0.814	0.031	0.023	218.06	807.61	8	B+C+D+E	23.01	20.19	20.19	87.73%	87.73%	87.73%	
FWD1062247	FMH1048046	FMH1018371	19	1.57	1.5	0.225	0.1125	0.004	9.810	0.00060	0.0000011	0.787	0.040	0.028	379.64	1406.08	6	B+C+D+E+site(F)	28.17	20.19	26.36	71.68%	93.60%	93.60%	
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.5	0.25	0.003	9.810	0.00060	0.0000011	1.166	0.196	0.206	379.64 <sup>me-4</sup>	1406.08	6	A+B+C+D+E+site(F)	206.01	154.69	160.86	75.09%	78.09%	78.09%	
FWD1019558 <sup>me-3</sup>	FMH1018370	FMH1018369	6.4	1.43	1.36	0.5	0.25	0.011	9.810	0.00060	0.0000011	2.271	0.159	0.325	379.64 <sup>me-4</sup>	1406.08	6	A+B+C+D+E+site(F)	325.04	154.69	160.86	47.59%	49.49%	49.49%	

**Hydraulic Check of the Proposed Connection Sewer**

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s <sup>2</sup> )	k <sub>s</sub> (m)	v (m <sup>3</sup> /s)	V (m/s)	Area (m <sup>2</sup> )	Q <sub>c</sub> (m <sup>3</sup> /s)	ADWF (m <sup>3</sup> /day)	P <sub>c</sub>	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
Proposed Pipe	Proposed Manhole	FMH1048046	4.2	2.6	1.79	0.15	0.075	0.193	9.810	0.00060	0.0000011	4.454	0.018	0.079	161.59	598.47	8	site(F)	78.71	-	6.17	-	7.84%	7.84%	

**Legend**

- d = pipe diameter, m
- r = pipe radius (m) = 0.5d
- s = slope of the total energy line
- k<sub>s</sub> = hydraulic pipeline roughness, m
- V = Velocity of flow calculated based on Colebrook-White Equation, m/s
- ADWF = Average Dry Weather Flow, m<sup>3</sup>/day
- Q<sub>c</sub> = Flow Capacity (10% sedimentation incorporated), m<sup>3</sup>/s
- P<sub>c</sub> = Contributing Population = ADWF/0.27
- P = Peaking Factor (including stormwater allowance)

**Remarks:**

- (1) The value of k<sub>s</sub> = 0.6mm for velocities greater than 1.2m/s, otherwise 3mm is adopted for the calculation of slimed clayware sewer, poor condition (based on Table 5: Recommended Roughness Values in Sewerage Manual)
- (2) The mean velocity is calculated using the Colebrook-White Equation.
- (3) The invert level of Pipes FWD1062244 (upstream & downstream) and FWD1019558 (downstream) are not found in the Drainage Services Department's drainage record plan. Interpolation is used to calculate the appropriate invert levels.
- (4) Since Catchment A is assumed as fully bored, its estimated dry weather flow is negligible for the accumulated ADWF.

## **Attachment 3**

Replacement of Revised Environmental Assessment  
Report



implemented for this concurrent project during its construction phase to check the effectiveness of the recommended control measures and compliance with the relevant statutory criteria. As shown on the EIA project registry<sup>1</sup>, the project is under EP-578/2020 and the EM&A manual<sup>2</sup> has been implemented since the commencement of construction works<sup>3</sup> (i.e., December 2023). Close liaison with the contractor of the concurrent projects shall be conducted to avoid any dusty activities to be taken at the same time to minimize the cumulative air quality impact. With the mitigation measures and good site practices in place, adverse cumulative impact on air quality is not expected.

- 2.5.5. Based on the latest information on the Highways Department's (HyD's) website, the Proposed Development may overlap with the Construction of Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station. Location of this potential concurrent project is presented in **Figure 2.2**. This project is currently under planning/design and there is no anticipated construction commencement date. In view of the construction works of this potential concurrent project is relatively minor in scale (i.e. construction of a footbridge, drainage improvement works and landscaping works) and the large separation distance (i.e. approximately 310m from the Project Site), the cumulative air quality impact from this potential concurrent project would be minimal during the concurrent period. In addition, an environmental monitoring and audit (EM&A) programme will be implemented for this potential concurrent project during its construction phase to check the effectiveness of the recommended control measures and compliance with the relevant statutory criteria. As shown on the EIA project registry<sup>4</sup>, the project is under EP-525/2017 and the EM&A manual<sup>5</sup> will be implemented prior to the commencement of construction works. Close liaison with the contractor of the concurrent projects shall be conducted to avoid any dusty activities to be taken at the same time to minimize the cumulative air quality impact. With the mitigation measures and good site practices in place, adverse cumulative impact on air quality is not expected.

### Recommended Mitigation Measures

- 2.5.6. To ensure that dust and gaseous emissions are minimized during the construction phase of the Project, relevant control requirements stipulated in Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery)

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<sup>1</sup> [https://www.epd.gov.hk/eia/english/alpha/aspd\\_665.html](https://www.epd.gov.hk/eia/english/alpha/aspd_665.html)

<sup>2</sup> [https://www.epd.gov.hk/eia/register/report/eiareport/eia\\_2622020/Webpage/EM&A%20Manual/EM&A%20Manual%20\(Issue%202\)\\_PI.pdf](https://www.epd.gov.hk/eia/register/report/eiareport/eia_2622020/Webpage/EM&A%20Manual/EM&A%20Manual%20(Issue%202)_PI.pdf)

<sup>3</sup> [https://www.epd.gov.hk/eia/english/register/aep/ep5782020\\_content.html](https://www.epd.gov.hk/eia/english/register/aep/ep5782020_content.html)

<sup>4</sup> [https://www.epd.gov.hk/eia/english/alpha/aspd\\_687.html](https://www.epd.gov.hk/eia/english/alpha/aspd_687.html)

<sup>5</sup> [https://www.epd.gov.hk/eia/register/report/eiareport/eia\\_2412016/html\\_EIA/EM&A/039-03\\_FEM&A.pdf](https://www.epd.gov.hk/eia/register/report/eiareport/eia_2412016/html_EIA/EM&A/039-03_FEM&A.pdf)

(Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations should be implemented. The proposed suppression measures are listed below.

- The designated haul road should be hard paved to minimize fugitive dust emission;
- During the site formation works, the active works areas should be water sprayed with water browser or sprayed manually hourly during construction period. The Contractor should ensure that the amount of water spraying is just enough to dampen the exposed surfaces without over-watering which could result in surface water runoff;
- Any excavated dusty materials or stockpile of dusty materials should be covered entirely by impervious sheeting or sprayed with water so as to maintain the entire surface wet, and recovered or backfilled or reinstated as soon as possible;
- Dusty materials remaining after a stockpile is removed should be wetted with water;
- The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcore or similar;
- The Contractor(s) shall only transport adequate amount of fill materials to the Project Site to minimize stockpiling of fill materials on-site, thus reducing fugitive dust emission due to wind erosion;
- Should temporary stockpiling of dusty materials be required, it shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides; or sprayed with water so as to maintain the entire surface wet;
- All dusty materials shall be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet;
- Vehicle speed to be limited to 10 kph except on completed access roads;
- The portion of road leading only to a construction site that is within 30 m of a designated vehicle entrance or exit should be kept clear of dusty materials;
- Every vehicle should be washed to remove any dusty materials from its body and wheels immediately before leaving the construction site;
- The load of dusty materials carried by vehicle leaving the construction site should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- The working area of excavation should be sprayed with water immediately

before, during and immediately after (as necessary) the operations so as to maintain the entire surface wet;

- Restricting height from which materials are to be dropped as far as practicable to minimize the fugitive dust arising from loading/unloading activities;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash shall 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 system or equipment shall be disposed of in totally enclosed containers;
- Electric power supply shall be provided for on-site machinery as far as practicable;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimize gaseous **emission** and prevent black smoke emission;
- Hoarding of not less than 2.4m high from ground level shall be provided along the site boundary except for a site entrance or exit to minimise dust nuisance to the nearby sensitive receivers. For locations with ASRs in immediate proximity to the Project Site, higher hoarding shall be erected; and
- Regular site audit shall be conducted to ensure all the mitigation measures are properly implemented.

2.5.7. With the implementation of above mitigation measures, no adverse construction phase air quality impact is anticipated.

## 2.6. OPERATION PHASE IMPACT REVIEW

### Impact Identification and Evaluation

#### Vehicular Emission

2.6.1. Vehicular emission from existing open roads is the potential air pollution source to the Proposed Development during operation phase.

2.6.2. 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 Yuen Long On Ning Road, Fook Tak Street and Yuen Long Pau Cheung Square. The required buffer distances from the surrounding roads are summarized in **Table 2.776** and illustrated in **Figure 2.3**. 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. Enquiry on the agreement of road type classification to

Transport Department can be found in **Appendix 2.1**.

**Table 2.7 Relevant Buffer Distance Requirements**

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance allowed for the Proposed Development
Yuen Long On Ning Road	District Distributor <sup>[1]</sup>	10m	>10m
Fook Tak Street	Local Distributor <sup>[2]</sup>	5m	>5m
Yuen Long Pau Cheung Square	Local Distributor <sup>[2]</sup>	5m	>5m
Notes:			
[1] Reference from the Annual Traffic Census 2022 published by the Transport Department.			
[2] Road classification not identified in the Annual Traffic Census 2022 have been confirmed with the Transport Department as presented in <b>Appendix 2.1</b> .			

2.6.3. As the required buffer distances between ASRs and the surrounding roads could be achieved, no adverse air quality impact associated with vehicular emission on the Proposed Development is anticipated. Although there is a minibus terminus located approximately 18m away from the southwest of Project Site, all motor vehicles are regulated by Motor Vehicle Idling (Fixed Penalty) Ordinance (the Ordinance) (Cap. 611) and idling motor vehicles are prohibited. Moreover, the minibus terminus is an open air design and located at a relatively open area which could disperse any air pollutant easily. Meanwhile, air sensitive uses of the Proposed Development will be located away from this minibus terminus as far as practicable. Thus, no adverse air quality impact associated with vehicular emission on the Proposed Development is anticipated.

#### Chimney Emission

2.6.4. Based on desktop study and verification by site survey conducted on 11 December 2023, no chimney is identified within 200m area from the Project boundary. No air/odour impact is detected around the site boundary of the proposed development. Therefore, no adverse air/odour quality impact arising from chimney emission on the Proposed Development is anticipated.

#### Odour from Nullah

2.6.5. Yuen Long Town Nullah is situated approximately 300m from the Project Site. Location of the nullah can be found in Figure 4.1. It is a stormwater nullah connecting to Shan Pui River. Given the nature is a stormwater nullah and adequate separation distance between the nullah and the Proposed Development, any odour will be dispersed, and no adverse odour impact arising from the nullah on the proposed development is

anticipated.

#### Emission from the Proposed Carpark

2.6.6. There will be an underground carpark on the B2/F and B1/F of the Proposed Development. The proposed carpark will be designed in accordance with EPD's Practice Note for Professional Persons ProPECC PN 2/96 "Control of Air Pollution in Car Parks" so as to ensure the exhaust air discharged to the atmosphere from the carpark would not cause adverse air quality impact to neighbouring air sensitive uses. The exhaust outlets of the carpark will be located away from the nearby ASRs as far as practicable. Proposed carpark exhaust outlet is shown in **Figure 2.4**. Therefore, no adverse air quality impact arising from the proposed carpark on the nearby ASRs is anticipated.

#### Emission from the Kitchen within the Proposed Development

2.6.7. There will be a kitchen on 8/F of the Proposed Development. The exhaust outlets of the kitchen will be located away from the nearby ASRs as far as practicable. Proposed kitchen exhaust outlet is shown in **Figure 2.4**. Oily fume and cooking odour emissions from cooking processes are controlled under the 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 operation. In view of the above, no adverse air quality impact associated with kitchen operation is anticipated.

### Recommended Mitigation Measures

2.6.8. The following mitigation measures are recommended for kitchen operation during the operation phase of the Proposed Development:

- Exhaust outlets of the kitchen should be located away from any nearby ASRs as far as practicable;
- Air pollution control equipment (e.g. electrostatic precipitators, air washers, scrubbers, etc.) should be installed at the exhaust system serving the cooking stoves or other cooking appliances, where appropriate; and
- Regular maintenance of the exhaust system and air pollution control equipment.

## 2.7. CONCLUSION

### Construction Phase

2.7.1. Fugitive dust emission is the major source of air pollution during the construction phase of the Project. Through proper implementation of control measures as required under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel

Restriction) Regulations, construction dust and gaseous emissions can be controlled at source to acceptable levels. Therefore, air quality impact during construction phase is not anticipated to be adverse.

### Operation Phase

- 2.7.2. The potential operation phase air quality impact due to vehicular emission from the surrounding roads and industrial chimney emission have been evaluated. Since the HKPSG buffer distance requirements could be complied and there is no chimney identified within 200m area from the Project boundary, no adverse operation phase air quality impact on the Proposed Development is expected.
- 2.7.3. The potential air quality impact associated with the operation of the carpark and kitchen within the Proposed Development have also been reviewed. The proposed carpark will be designed in accordance with ProPECC PN 2/96 and its exhaust outlets will be located away from the nearby ASRs as far as practicable. As for the kitchen, the exhaust outlets will also be located away from the nearby ASRs as far as practicable and the recommended mitigation measures stated in the EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be followed for the design of exhaust system. As such, no adverse air quality impact arising from the operation of the proposed carpark and kitchen is envisaged.