



Project Profile for  
Proposed Comprehensive Development  
At Wing Kei Tsuen,  
Yuen Long, N.T.

Prepared for:

**Planet Universal Limited  
and Infinity View Limited**

Prepared by:

**ENVIRON Hong Kong Limited**

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## 1.0 Basic Information

### 1.1 Project Title

Proposed Comprehensive Development at Wing Kei Tsuen, Yuen Long, N.T. (the Project).

### 1.2 Purpose and Nature of Project

The Project is a low-rise comprehensive development west of Castle Peak Road – Tam Mi Section and San Tin Highway. The Project Site is zoned “Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)” (“OU(CDWRA)”) on the Approved Nam Sang Wai Outline Zoning Plan (OZP No. S/YL-NSW/8).

Active and abandoned open storage, ponds, vacant land overgrown with grass and shrubs, and some temporary structures are found within the Project Site. With due considerations given to the design of the residential development and the wetland restoration area, the Project will serve to upgrade the existing rural environment by helping to phase out open storage and port back-up uses on degraded wetlands and restore these wetlands, thereby aligning with the planning intention of the zone as stipulated in the approved OZP.

### 1.3 Name of the Project Proponent

The Project Proponent is Planet Universal Limited and Infinity View Limited.

### 1.4 Location and Scale of Project

The Project will occupy an area of about 7.3 ha in various lots in D.D.104 and the adjoining Government land of Wing Kei Tsuen, Yuen Long, New Territories (**Figure 1** refers). The existing villages of Pok Wai and Wing Kei Tsuen are located to the north and southeast of the Project Site, respectively.

The Project will comprise a low-rise residential component with a building height of not more than 6 storeys at a plot ratio of not more than 0.4 and areas allocated for wetland restoration.

### 1.5 Name and Type of Designated Project to be Covered by the Project Profile

The proposed development is a designated project (DP) by virtue of Item P.1, Part I, Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499), i.e. “a residential or recreational development, other than New Territories exempted houses, within Deep Bay Buffer Zone 1 or 2”.

### 1.6 Contact Person

The following person may be contacted for enquiries concerning the Project:

Mr. David Yeung, ENVIRON Hong Kong Limited, Tel. 3743 0788.

## **2.0 Outline of Implementation Programme**

### **2.1 Project Time Table**

The Project is being planned and designed by consultants appointed by the Project Proponent. An application will be made separately to the Town Planning Board under the provisions of the Town Planning Ordinance (TPO) (Cap. 131). The construction works for the Project are expected to commence in 2015 for completion in 2020.

### **2.2 Project Interface**

There is no major known committed project in the immediate vicinity that would interface with the Project.

### 3.0 Major Elements of the Surrounding Environment

Major elements of the surrounding environment to be considered include existing ponds in the adjoining areas of the “OU(CDWRA)” zone and the “Conservation Area” (“CA”) zone. The Project Site is bordered in the north by a drainage channel constructed as part of the flood protection works for Pok Wai. Pok Wai Floodwater Storage Pond and Pumping Station are located further north to the drainage channel. The trained Kam Tin River runs at about 200m southwest of the Project Site beyond the existing ponds in the “CA” zone.

A number of roads, such as San Tin Highway and Castle Peak Road – Tam Mi Section to the east and Pok Wai Road to the northeast, are located in the vicinity of the Project Site.

Two “Industrial (Group D)” (“I(D)”) zones are located at about 150m to the east of the Project Site across Castle Peak Road and San Tin Highway and about 300m to the south of the Project Site, respectively.

Existing air, noise, and visual sensitive receivers in the vicinity of the Project are mainly residential uses at Wing Kei Tsuen and Pok Wai. With reference to the landuse zones in the surrounding areas (**Figure 2** refers), additional sensitive receivers may also come on board in future.

## 4.0 Possible Impact on the Environment

### 4.1 Air Quality

#### 4.1.1 Construction Phase Impact

Construction dust would be generated from construction activities such as site formation, excavation, material handling, vehicle movements and wind erosion of unpaved areas. Potential impacts from construction dust are however expected to be short-term and could be readily mitigated by the adoption of good site practice through the enforcement of environmental control clauses in the works contracts.

#### 4.1.2 Operational Phase Impact

Air quality impacts may arise as a result of traffic emissions from vehicles on the roads in the vicinity of the Project Site (**Figure 2** refers). The major road nearest to the Project Site is Castle Peak Road – Tam Mi Section, which is classified as a Rural Road. As the Hong Kong Planning Standards and Guidelines (HKPSG) has not made any recommendations on the buffer distance between a Rural Road and air sensitive uses, the minimum buffer distance of 5m between active and passive recreational uses and a Local Distributor recommended by HKPSG is used as reference. Since the buffer distance between the Project Site and Castle Peak Road – Tam Mi Section is over 20m, no unacceptable air quality impacts due to vehicular emissions are expected. Considering that the Project is a low-rise low-density residential development, no unacceptable air quality impacts from the increased vehicle movements associated with the operation of the Project on the environment is expected.

No industrial chimneys were identified immediately adjacent to the Project Site. The presence of chimneys will be reviewed during the EIA study and a Chimney Emission Impact Assessment will be carried out if any chimneys are found.

### 4.2 Noise

#### 4.2.1 Construction Phase Impact

The use of powered mechanical plant and equipment will be the major source of noise during the construction of the Project. The impacts are however expected to be short-term and could be readily mitigated by the implementation of effective control measures.

#### 4.2.2 Operational Phase Impact

Road traffic on the surrounding road network may give rise to noise impacts on the Project during the operational phase but they are anticipated to be satisfactorily addressed through the adoption of appropriate development scheme layout and building designs for the Project. Potential industrial noise impacts may arise from the operation of the open storage nearby, such as that located north of the Project Site. A detailed industrial noise assessment will be undertaken during the EIA study.

### **4.3 Water Quality**

#### **4.3.1 Construction Phase Impact**

Water quality impacts during the construction phase may include additional flow from site runoff, increase in suspended solids and turbidity, change in pH values, spillage of waste oils and sewage generated by the site workforce. These impacts are however expected to be minimized through the provision of proper construction site drainage and good site management.

#### **4.3.2 Operational Phase Impact**

Sewage will be generated from the Project upon occupation of the residential development. There is currently no public sewerage in the immediate vicinity of the Project Site. Provision of public sewers is being planned by the Government but there is no committed programme. Interim sewage treatment facilities may therefore be required to allow proper treatment and disposal of sewage generated before public sewer connections are available.

### **4.4 Waste Management**

#### **4.4.1 Construction Phase Impact**

Waste generated during the construction of the Project will mainly comprise vegetation, excavated materials and materials from demolition during the site clearance/formation stage. Other types of waste may include small amounts of chemical waste and general refuse. The volume of wastes to be generated will be quantified and the implications on waste management will be considered in the EIA study.

#### **4.4.2 Operational Phase Impact**

The proposed residential use of the Project will generate municipal waste. No significant impacts are expected with appropriate waste collection provisions in the design of the Project and the implementation of proper waste management procedures.

### **4.5 Ecology**

#### **4.5.1 Construction Phase Impact**

The construction of the Project will likely require changes to existing habitats within the Project Site, hence causing direct loss in these habitats. Ecological disturbance may also arise as a result of construction activities. The ecological value of the habitats involved will be evaluated and the impacts from the Project on ecology will be assessed during the EIA study. Appropriate measures to address potential ecological impacts will be considered during layout planning and design of the Project.



#### **4.5.2 Operational Phase Impact**

The key ecological issue of the Project will be the loss of existing habitats. With the incorporation of appropriate measures during the planning and design of the Project, including the provision of wetland restoration area, ecological impacts during the operational phase of the proposed residential development are expected to be fully addressed.

#### **4.6 Cultural Heritage**

Based on the latest information published by the Antiquities and Monuments Office (AMO) on its website, no known sites of cultural heritage are located within the Project Site or its vicinity.

#### **4.7 Land Contamination**

##### **4.7.1 Construction Phase Impact**

A small unpaved area in the northeastern part of the Project Site is being used for open storage of construction plant. Investigations will be conducted during the EIA study to identify the location and extent of land contamination, if any.

##### **4.7.2 Operational Phase Impact**

The operation of the Project will involve only residential use, and therefore potential impacts relating to land contamination are not expected from the Project.

#### **4.8 Landscape and Visual**

##### **4.8.1 Construction Phase Impact**

Temporary landscape and visual impacts during the construction phase may arise as a result of disturbance to the existing landscape of the Project Site by the presence of construction plant and temporary works.

##### **4.8.2 Operational Phase Impact**

With the relative poor visual amenity and somewhat degraded landscape character of the Project Site at present, the Project is likely to represent a source of positive landscape and visual impact in the longer term through the introduction of proper planning and environmental upgrading. Details of the landscape proposal will be developed during the EIA study.

## **5.0 Potential Measures to Minimize Environmental Impacts**

During the EIA study, potential environmental impacts associated with the Project will be further investigated in accordance with the Study Brief to be issued. Appropriate mitigation measures will be proposed, if required, to reduce the identified impacts to an acceptable level. Environmental monitoring and auditing of potential impacts will be recommended for the construction and operational phases of the Project where appropriate. The following are environmental measures that are currently envisaged to be incorporated in the Project. These will be further refined or elaborated, if necessary, after detailed assessments are completed in the EIA study.

### **5.1 Air Quality**

#### **5.1.1 Construction Phase**

The contractor of the Project will be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation. Good site management practices and dust control measures such as watering, vehicle speed control and stockpile covering will be implemented to minimize construction dust impacts on sensitive receivers.

#### **5.1.2 Operational Phase**

Adverse air quality impact during the operational phase is not expected in view of the buffer distance between the Project Site and nearby local roads and the absence of industrial emission sources within the 500m study area of the Project.

### **5.2 Noise**

#### **5.2.1 Construction Phase**

The contractor of the Project will be required to follow the relevant requirements of the Noise Control Ordinance. Good site management practices and noise control measures such as proper scheduling of works, locating noisy machinery away from sensitive receivers, use of silencers and mufflers, use of noise enclosure, regular maintenance of plant and equipment will be implemented.

#### **5.2.2 Operational Phase**

The exact details and extent of noise mitigation measures that may be required for the operation of the Project will be determined in the EIA study based on the results of detailed assessments to be conducted. In general, road traffic noise impacts on the residential units of the Project can be mitigated through appropriate site layout and building design and where necessary, the use of noise barriers.

Industrial noise impacts upon the proposed residential development are expected to be addressed similarly through layout and building design.

## **5.3 Water Quality**

### **5.3.1 Construction Phase**

The contractor of the Project will be required to follow the guidelines in Practice Note for Professional Persons on Construction Site Drainage (ProPECC PN 1/94) published by Environmental Protection Department (EPD) with respect to water quality control during the construction period. Site runoff and wastewater will be properly contained, collected and handled before disposal.

### **5.3.2 Operational Phase**

Proper means of treatment and/or disposal of sewage generated from the operation of the Project will be provided to ensure that it will not result in a net increase in water pollution load to Deep Bay.

## **5.4 Construction Waste**

### **5.4.1 Construction Phase**

The contractor of the Project will be required to follow relevant provisions of the Waste Disposal Ordinance. Good site management practices and waste control measures (such as reuse of excavated materials, on-site sorting, waste recycling, and adoption of trip ticket system) will be implemented to control potential waste impacts.

Chemical and oily wastes that may be generated from the construction activities, vehicle, and plant maintenance and oil interceptors will be disposed of in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

## **5.5 Ecology**

### **5.5.1 Construction Phase**

Due considerations will be given during the EIA study to the habitat loss and other ecological impact that may arise from the Project and any proposal for mitigation, if found to be required during the EIA study, will be agreed with relevant authorities before the implementation of the Project.

The extent and degree of ecological disturbance from construction activities will be minimized as far as possible through measures such as visual screening, control of site runoff and careful scheduling of construction works.

The effectiveness of the proposed mitigation measures will also be monitored during the construction phase as part of the Environmental Monitoring and Audit (EM&A) programme to be developed in the EIA study.

### **5.5.2 Operational Phase**

Ecological impacts are not anticipated from the operation of the Project. The effectiveness of any proposed ecological mitigation that extends into the operational phase will be monitored through the EM&A programme to be developed in the EIA study.

### **5.6 Cultural Heritage**

No measures to protect sites of cultural heritage are required given the absence of these features within or in the vicinity of the Project Site.

### **5.7 Land Contamination**

The location and extent of land contamination within the Project Site will be investigated. In the event that potential exposure to contaminated materials during the construction phase is identified, workers should take appropriate measures such as wearing protective clothing. Contaminated materials should be removed and appropriate disposal should be arranged. Such materials should also be properly covered before they are transported away from the construction site.

### **5.8 Landscape and Visual**

#### **5.8.1 Construction Phase**

The following measures will be considered for minimizing the potential landscape and visual impacts associated with the Project during the construction phase:

Retention of Valuable Landscape Resources on Site: - valuable landscape resources found on site (including trees, topsoil, etc) will be retained where possible for incorporation in the proposed development;

Good Construction Practice – Landscape and visual impacts during construction will be minimized by regulation of working hours, minimization of the duration of the works, and control of lighting on site;

Tree Protection - Trees to be retained within or adjacent to the works area will be carefully protected to avoid damage by machinery as well as to prevent dumping of materials or compaction of soil around tree roots; and

Tree Transplanting - Any trees identified as affected by the Project will be considered for transplanting to other areas within the Project Site or nearby suitable sites. The feasibility of transplantation will depend on a number of factors such as the size, health and species of the trees, as well as the condition of the local terrain. Adequate time will be allowed to prepare trees for transplantation.

The relevant mitigation measures will be included in the contract clauses for the works and the implementation of these measures will also be audited as part of the EM&A programme during the construction phase.

### **5.8.2 Operational Phase**

Landscape and visual mitigation measures to be incorporated for the Project may include the following:

Compensatory Amenity – the creation of amenity planting will be one of the means for compensating loss of existing vegetation on site;

Screen Planting - Planting of trees along the periphery of the Project Site will assist in screening visual impacts on VSRs;

Aesthetic Treatment of Buildings – Sensitive treatment in terms of architectural form and colour of the buildings will assist in reducing their visual impacts; and

Optimal Site Layout - alternative layouts will be considered to ensure that the landscape and visual impacts associated with the proposed development are minimized. The landscape and visual character may also be incorporated in the design of the buildings.

The details of landscape and visual impact mitigation measures will be formulated in the EIA study with respect to the findings of the assessment therein and these measures will be incorporated at an early stage of the design process.

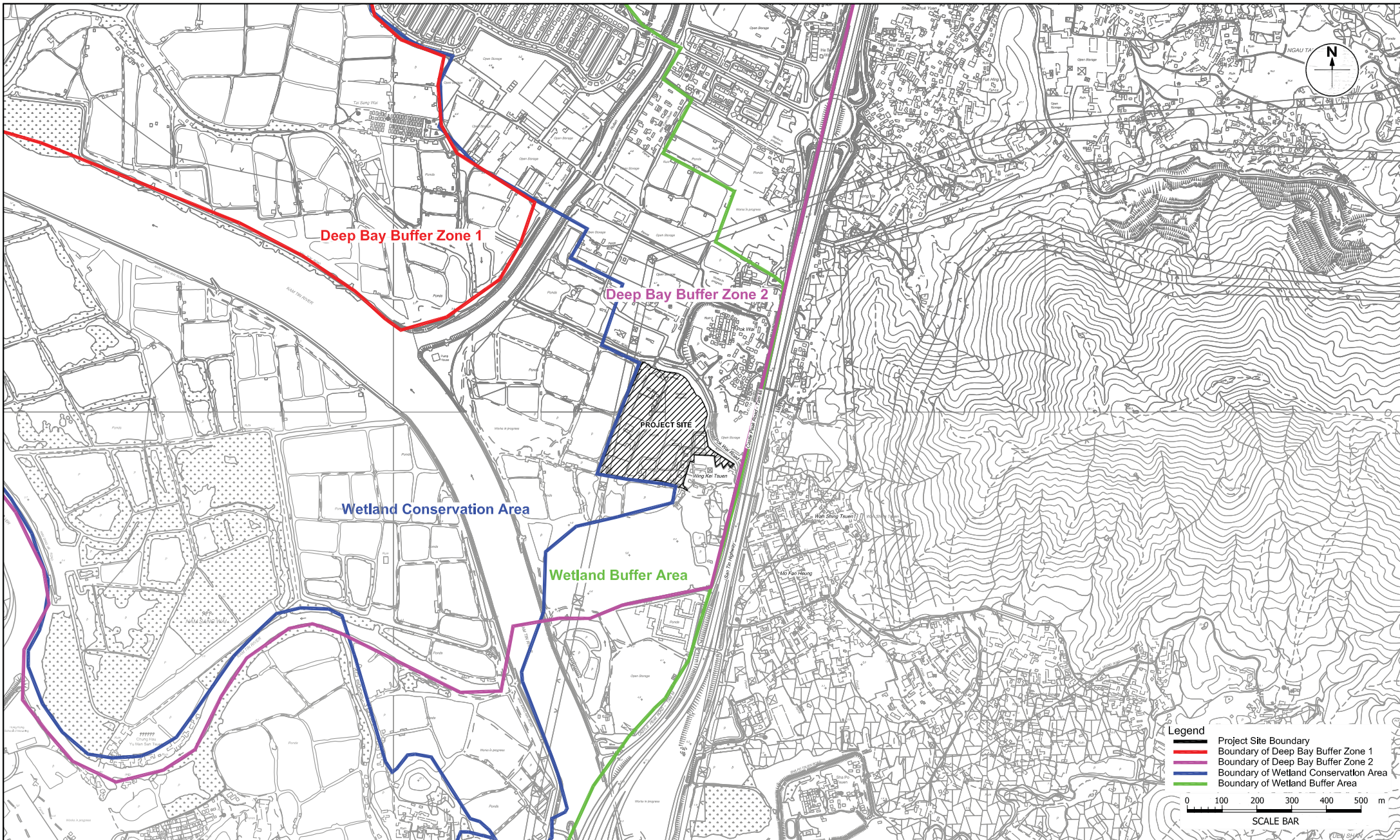
## **6.0 Use of Previously Approved EIA Reports**

Construction of Cycle Tracks and the Associated Supporting Facilities from Sha Po Tsuen to Shek Sheung River (EIAO Register Number: AEIAR-133/2009); and

Yuen Long and Kam Tin Sewerage and Sewage Disposal Stage 2 (EIAO Register Number: AEIAR-78/2004).

## Figures





**Figure: 1**

**Title:** Location Plan of the Project

**Project:** Proposed Comprehensive Development At Wing Kei Tsuen, Yuen Long, N.T.

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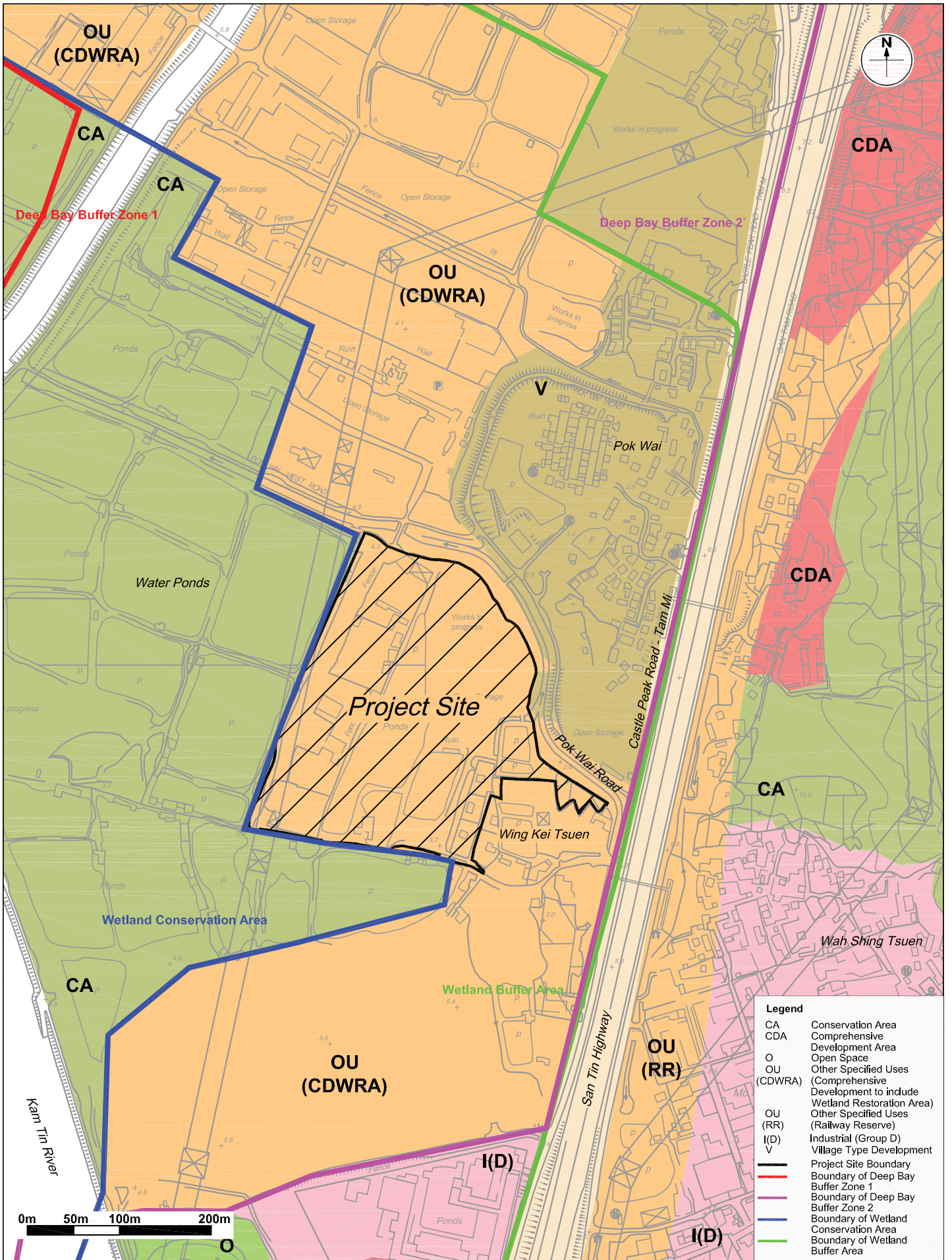
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Date: Oct 2011





**Figure: 2**

**Title:** Existing Land-use Zones for the Project Site and Its Adjacent Areas

(Source: S / YL-NSW/8-Nam Sang Wai OZP, dated Oct 2006 and S / YL-KTN/7-Kam Tin North OZP, dated Nov 2006)

**Project:** Proposed Comprehensive Development At Wing Kei Tsuen, Yuen Long, N.T.

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