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**Appendix C –  
Environmental Assessment**

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Prepared for

**Century Shiner Limited**

Prepared by

**Ramboll Hong Kong Limited**

**SECTION 16 PLANNING APPLICATION FOR PROPOSED  
AMENDMENTS TO AN APPROVED SCHEME (UNDER  
APPLICATION NO. A/H6/91 WITH MINOR RELAXATION OF  
PLOT RATIO RESTRICTION APPROVED) FOR PERMITTED  
FLAT USE AT 4, 4A, 4B AND 4C TAI HANG ROAD, HONG  
KONG  
ENVIRONMENTAL ASSESSMENT**

Date **April 2026**

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**Environmental Consultant**



Signed

Approved by **Calvin Chiu**  
**Technical Director**



Signed

Project Reference **CTCTAIHGEI00**

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## 1. INTRODUCTION

### 1.1 Background and Objectives

- 1.1.1 The Application Site at Nos. 4, 4A, 4B and 4C Tai Hang Road, Hong Kong is zoned "Residential Group (B)" ("R(B)") under the Approved Causeway Bay Outline Zoning Plan No. S/H6/17. It is currently vacant.
- 1.1.2 A Section 16 planning application (No. A/H6/91) was submitted to the Town Planning Board (TPB) for the proposed development to be redeveloped as residential use with minor relaxation of the plot ratio. Technical assessments including environmental assessment were prepared to support the application. In the environmental assessment (EA1) prepared for the application (No. A/H6/91), road traffic noise and air quality impacts were addressed. The application was approved in early 2022 with conditions.
- 1.1.3 It is noted that condition (b) of the approved planning application (No. A/H6/91) requires the submission of a revised environmental assessment and implementation of the mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the TPB. A revised environmental report (Ref: R5123\_V3.2 August 2023) (EA2) has been submitted with respect to condition (b) and was considered acceptable according to letter from Planning Department (Ref.: TPB/A/H6/91 dated 19 September 2023). In EA2, road traffic noise and air quality impacts were addressed, resembling EA1.
- 1.1.4 Recently, due to further development of the design, further amendment to the original proposal approved under planning application (No. A/H6/91) is considered necessary. The current application proposes amendments to the Approved Scheme to increase the number of units from 61 to 176, with no change to other major development parameters including GFA, PR and number of storeys as compared with the Approved Scheme. Ramboll Hong Kong Limited is commissioned by the Applicant to update the environmental assessment based on the current proposal.
- 1.1.5 This environmental assessment follows the approved EA1 and EA2 by addressing environmental noise and air quality impact with respect to the latest redevelopment proposal.

### 1.2 Environs of the Subject Site

- 1.2.1 The Subject Site is bounded by (Lower) Tai Hang Road to the north. To the immediate east is an existing residential development (Jolly Villa). The other two sides immediate to the Application Site are slope area and zoned "Green Belt" ("GB").
- 1.2.2 The southern side of the Application site is sloping upward so that existing towers are erected near to the northern site boundary close to Tai Hang Road. The elevation of east side of Tai Hang Road abutting the Application Site is relatively higher.
- 1.2.3 The district is characterised by residential uses so that proposed residential redevelopment is fully compatible with the surrounding.
- 1.2.4 **Figure 1.1** shows the location of the Application Site.

### 1.3 Proposed Development

- 1.3.1 The proposed development consists of 1 residential tower sitting on top of a 6-storey carpark podium building. The main roof of the tower is elevated at 142.20mPD. There

are 22 residential storeys (7/F to 33/F with 13/F, 14/F, 24/F omitted; 28/F designed as refuge cum skygarden & 29/F designed as Resident's Recreational). Low zone residential floor (7/F to 27/F; 18 storeys) consists of 9 flats per floor. High zone residential floor (30/F to 32/F; 3 storeys) consists of 4 flats per floor. 33/F (1 storey) accommodates penthouse (2 flat). There are altogether 176 flats in the proposed development.

- 1.3.2 The residential tower is generally close to the northern site boundary, but relatively apart from the boundary when compared to MLP of approved planning application (No. A/H6/91). The lowest residential floor is elevated at about 54mPD and over 30m above Tai Hang Road on northern side which will provide vertical buffer separation to reduce environmental noise and air quality impact originated from Tai Hang Road.
- 1.3.3 The proposed development is tentatively completed for occupation in 2030.
- 1.3.4 **Appendix 1-1** shows the proposed development scheme.

## **1.4 Appraisal of Environmental Noise and Air Quality**

### **Noise Impact**

- 1.4.1 There is no aboveground railway system in the vicinity of the Application Site. Railway noise impact is not a concern.
- 1.4.2 The district is characterised by residential uses. No industrial or fixed noise source can be identified in the vicinity of the Application Site. Fixed/industrial noise impact is not considered a concern.
- 1.4.3 In detailed design of the potentially noisy equipment onsite (e.g. AC system for clubhouse, ventilation system for carpark podium building), the potential noise impact will be controlled in accordance with the standard under HKPSG (i.e. ANL-5dB(A) or prevailing background whichever is lower). There are practical noise mitigation measures such as selection of more quiet equipment, careful design of locations, enclosure or simply with the fixed noise source (e.g. pumps) housed indoors, use of silencer, acoustic louvre, etc. Adverse fixed noise impact from future operation of the proposed development is not anticipated.
- 1.4.4 Tai Hang Road is the major road serving this district and relatively high volume of traffic flow is expected. Moreover, since the tower disposition is close to Tai Hang Road, road traffic noise should be a concern. The tentative completion year is different from assumption in EA1 and EA2 which necessitates assessment based on new set of traffic forecast. Chapter 2 includes an assessment of road traffic noise impact.

### **Air Quality Impact**

- 1.4.5 Referring to the finding of EA1 and EA2, the concentrations of most criteria pollutants (SO<sub>2</sub>, NO<sub>2</sub>, RSP and FSP) are predicted to be within the relevant Air Quality Objectives, except NO<sub>2</sub> concentration at north portion of the Application Site facing Tai Hang Road from 25.10mPD to 40.05mPD (G/F to 3/F in the current scheme which are occupied by non-air sensitive uses including car ramp, parking space and plant rooms). It is also noted that the air sensitive uses of the proposed development (residential unit starting from 7/F, residents' recreational facilities at much higher floors) are elevated much higher at 53.70mPD and above, which is higher than the air sensitive uses adopted in EA1 and EA2. The impact is envisaged to be much lower.

- 1.4.6 Moreover, based on the contour plots in EA1 and EA2, it is understood that major emission should come from northern side. In the current scheme, the block disposition is generally the same as that in EA1. When compared to EA1, the blocks is slightly setback from northern site boundary. Therefore, the likely air quality impact will be lower or at least not worse than before as determined in EA1.
- 1.4.7 Disregard that the tentative completion year (2030) for the current application is shifted when compared to the assumptions in EA1 and EA2 (2025), the traffic forecast (see **Appendix 2-1**) suggests that the forecasted flow for year 2045 for road links in the vicinity of the Application Site (i.e. Tai Hang Road) is lower than the forecast for year 2040 adopted in the EA1 and EA2. Moreover, the average vehicular emission strength should generally decrease due to the Government's policy to gradually phase out vehicles with higher emissions. In other words, the overall pollutant emission by considering the traffic flow and vehicular emission strength will be lower or not worse than the assumption in the EA1 and EA2 so that worsened impact is not anticipated.
- 1.4.8 Therefore, it is considered that the finding and conclusion in the EA1 and EA2 is still valid and applicable. No adverse air quality impact on the proposed development is anticipated. The air quality impact is not discussed further in this context.

## 2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

### 2.1 Introduction

2.1.1 Potential noise impact arising from nearby existing and future road carriageways on the proposed residential redevelopment at the Application Site has been assessed by using modelling in this assessment. Practicable environmental mitigation measures have been recommended, where necessary.

### 2.2 Assessment Criteria

2.2.1 Noise standards are recommended in the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against noise impact from sources such as road traffic, railway and aircraft etc.

2.2.2 The proposed development includes domestic dwellings which would rely on opened window for ventilation purpose. Other uses such as carpark or clubhouse are either non-noise sensitive in nature or does not rely on openable window for ventilation purpose.

2.2.3 According to the guidelines, the maximum noise level from road traffic, measured in terms of  $L_{10(1-hr)}$  is recommended to be 70 dB(A) at typical facades of new dwellings.

### 2.3 Assessment Methodology

2.3.1 The methodology involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows on existing and future road carriageways situated in the vicinity of the Application Site.

2.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was used to predict the hourly  $L_{10}$  noise levels generated from road traffic at selected representative NSRs. The predicted noise levels were then compared with the relevant HKPSG noise standards. Noise mitigation measures are recommended at situations when adverse road traffic noise impact is predicted.

2.3.3 Based on the tentative completion date of the development (2030), traffic forecast for the year 2045 (peak traffic flow) on the road carriageways situated in the vicinity of the proposed development was provided by CTA (the project traffic consultant) for prediction of the worst case traffic noise impact within 15 years from the completion of the proposed development. The projected traffic flows and vehicle composition are shown in **Appendix 2-1**. Project traffic consultant has sought Transport Department (TD) for agreement and respective correspondence is provided in **Appendix 2-1**.

### 2.4 Noise Sensitive Receivers (NSRs)

2.4.1 NSRs were selected to represent the noise sensitive uses of the proposed development. Locations of the representative NSRs are shown in **Figure 2.1**. The assessment points have been taken to be situated at 1.2m above floor slabs and at 1m away from the external facade of windows of the residential unit.

### 2.5 Predicted Traffic Noise Levels under Base Scenario

2.5.1 The proposed development is designed so that the residential portion of the proposed development is elevated around 30m above ground to maximise vertical separation between the noise sensitive uses and Tai Hang Road.

2.5.2 Under the base scenario, there is no additional noise mitigation measures assumed. The predicted traffic noise level was shown in **Appendix 2-2**.

2.5.3 According to the result adopting peak traffic flow, there will be exceedance of the road traffic noise standard. The maximum predicted noise level is  $L_{10(1-hr)}$  75 dB(A). There are 106 out of 176 dwellings with road traffic noise exceedance affecting up to 33/F, equivalent to a road traffic noise compliance rate of 40%.

## 2.6 Consideration of Noise Mitigation Measures

2.6.1 In consideration of the above, noise mitigation measures for domestic uses are duly considered below.

### Blank Wall / Fixed Glazing / Maintenance Window

- For some locations not necessary to provide ventilation openings but nearer to noise source and possibly with noise exceedance will be dedicated as blank wall, fixed glazing with or without maintenance window (i.e. no ventilation opening). The fixed glazing with maintenance window will be equipped with a removable handle or key lock system to ensure the maintenance window remains locked except for cleaning and maintenance purposes. The purpose of fixed glazing (not for ventilation purpose) will be stated in relevant documents such as sales brochure, GBP and DMC in future.

### Acoustic Window/ Acoustic Door (Baffle Type)

- According to ProPECC PN 5/23, there are configurations of Acoustic Window (Baffle Type) with opening of around  $0.5\text{m}^2$  (600mm x 870mm) and  $1.1\text{m}^2$  (750mm x 1500mm), inner sliding panel with gap width of 100mm to 175mm and overlapping length of at least 100mm with the referenced room area of  $8\text{m}^2$  and  $18\text{m}^2$ . Noise reduction of respectively 6 dB(A) and 7dB(A) are achievable.
- To increase the flexibility on balcony design, the applied Acoustic Door (Baffle Type) has been referenced to the redevelopment project of ex-North Point Estate (hereafter referred as "NPE"). A road traffic noise sound attenuation of 8.8dB(A) for living rooms determined based on onsite field test is adopted. The system has gap width of 100mm, overlapping length of 375mm, opening area of  $3.2\text{m}^2$  and no micro-perforated absorber (MPA) applied.
- The configuration and noise reduction of these innovative measures after adjustment for improvement measures, room size, etc. are tabulated and shown in **Appendix 2-4**.

2.6.2 **Figure 2.2** shows the noise mitigation measures. A schedule of noise mitigation measures is tabulated in **Appendix 2-5**.

## 2.7 Predicted Traffic Noise Levels under Mitigated Scenario

2.7.1 The predicted traffic noise level after mitigation was shown in **Appendix 2-2**. It is noted that the predicted mitigated noise level using acoustic window (baffle type or acoustic door (baffle type) as shown in the table is not the actual noise level at the external façade after the application of acoustic windows. These predicted noise levels

are the equivalent noise levels at 1m from the external façade after accounting the reduction in noise levels inside the flat offered by the proposed baffle type acoustic window.

- 2.7.2 According to the result, with all recommended noise mitigations in place, full compliance of road traffic noise standard (i.e.  $L_{10(1-hr)}$  70 dB(A)) can be achieved. No adverse road traffic noise impact is anticipated.

## **2.8 Conclusion**

- 2.8.1 A road traffic noise impact assessment was conducted based on the worst case scenario within 15 years from tentative completion year of the proposed development.
- 2.8.2 The result indicated that with noise mitigation measures (i.e. acoustic window (baffle type), acoustic door (baffle type), blank wall/fixed glazing/maintenance window) in place, there will be no adverse road traffic noise impact on the proposed development.

### 3. CONCLUSION

- 3.1.1 The potential environmental noise and air quality impacts arising from the proposed development at the Application Site have been evaluated either quantitatively or qualitatively.

#### **Road Traffic Noise Impact**

- 3.1.2 A road traffic noise impact assessment was conducted based on the worst case scenario within 15 years from tentative completion year of the proposed development. The result indicated that with noise mitigation measures (i.e. acoustic window (baffle type), acoustic door (baffle type), and blank wall/fixed glazing/maintenance window) in place, there will be no adverse road traffic noise impact on the proposed development.

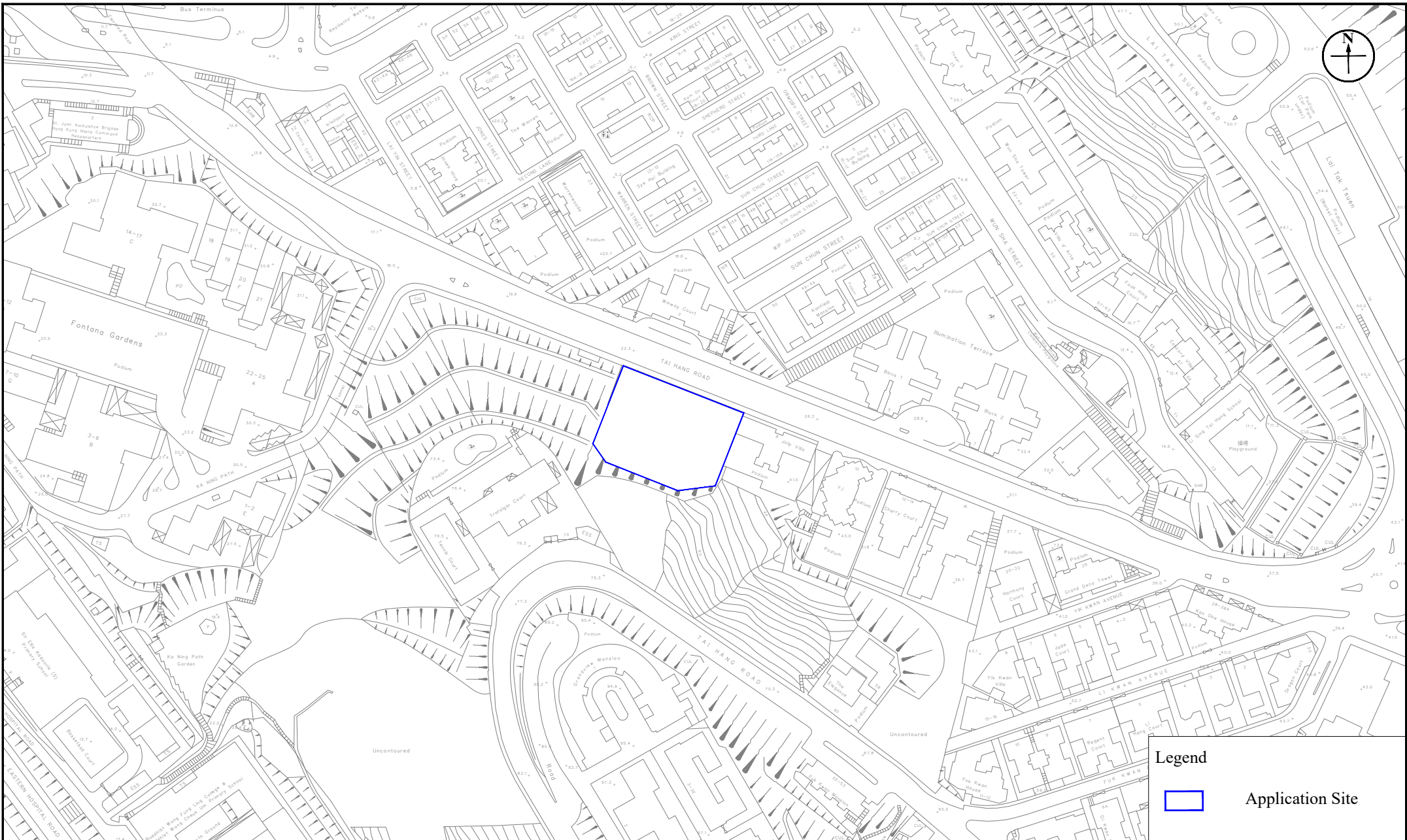
#### **Other Environmental Noise Impact**

- 3.1.3 There is absence of any aboveground railway system, industrial and fixed noise source in the surrounding. The potential railway and fixed/industrial noise impact is not considered a concern.
- 3.1.4 In detailed design of the potentially noisy equipment onsite (e.g. AC system for clubhouse, ventilation system for carpark podium building), the potential noise impact will be controlled in accordance with the standard under HKPSG (i.e. ANL-5dB(A) or prevailing background whichever is lower). There are practical noise mitigation measures such as selection of more quiet equipment, careful design of locations, enclosure or simply with the fixed noise source (e.g. pumps) housed indoors, use of silencer, acoustic louvre, etc. Adverse fixed noise impact from future operation of the proposed development is not anticipated.

#### **Air Quality Impact**

- 3.1.5 The finding and conclusion of previous EA reports is considered valid and applicable. Air pollutant emission is mainly from open road traffic emission. Based on the current scheme, the air sensitive uses of the proposed development provide sufficient vertical separation from pollutant emission sources at lower elevations. Moreover, the building disposition is relatively setback from northern boundary and relatively distance apart from Tai Hang Road on northern side which was found to contribute more air quality impact. Added that the overall emissions from overall pollutant emission is expected not to be worse than before, the conclusion in previous EA reports that the development is not subject to adverse air quality impact is considered still valid with respect to the current proposal.

**Figures**



**Figure:** 1.1

**Title:** Location of Application Site and its Environs

**Project:** Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

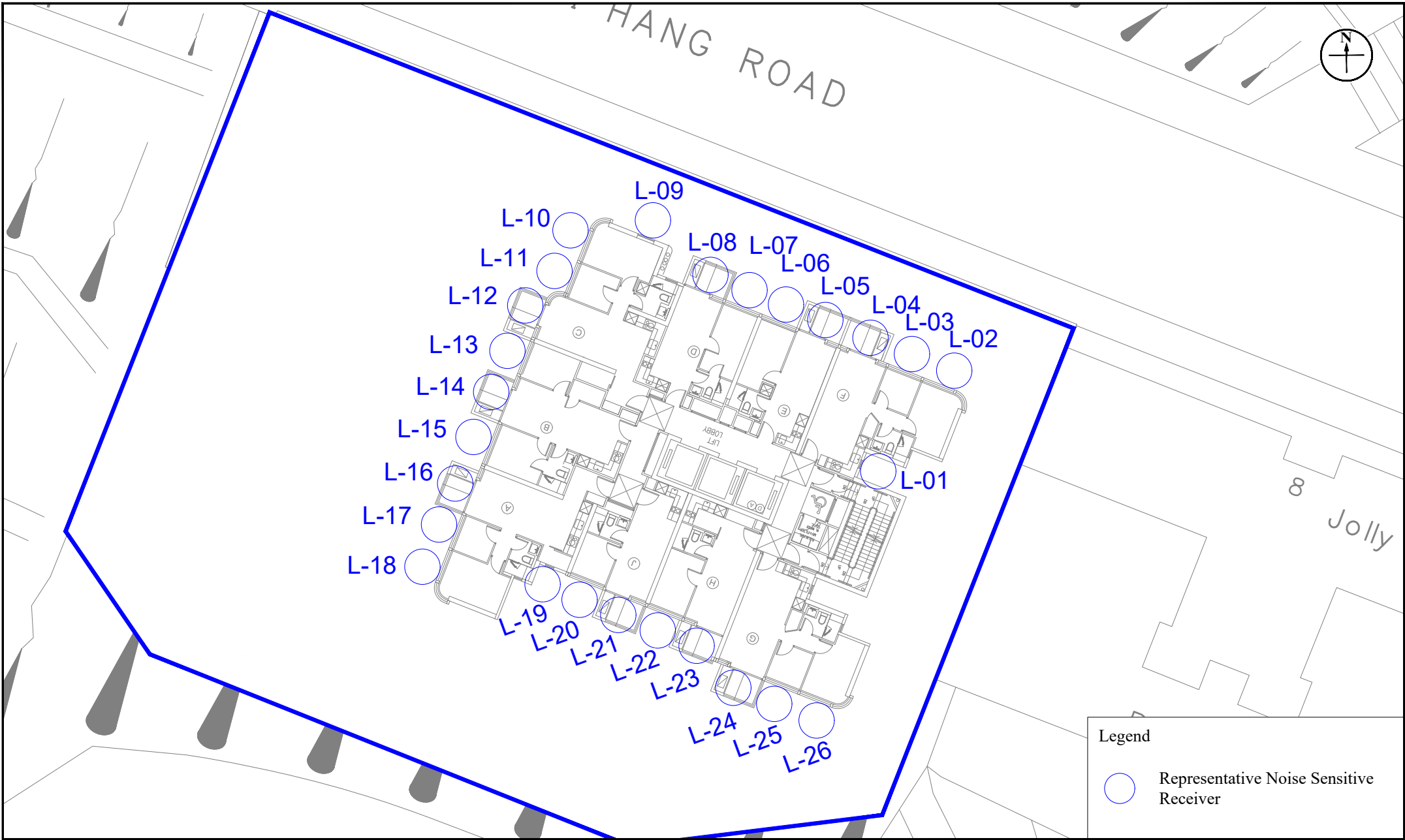
**Legend**



Application Site



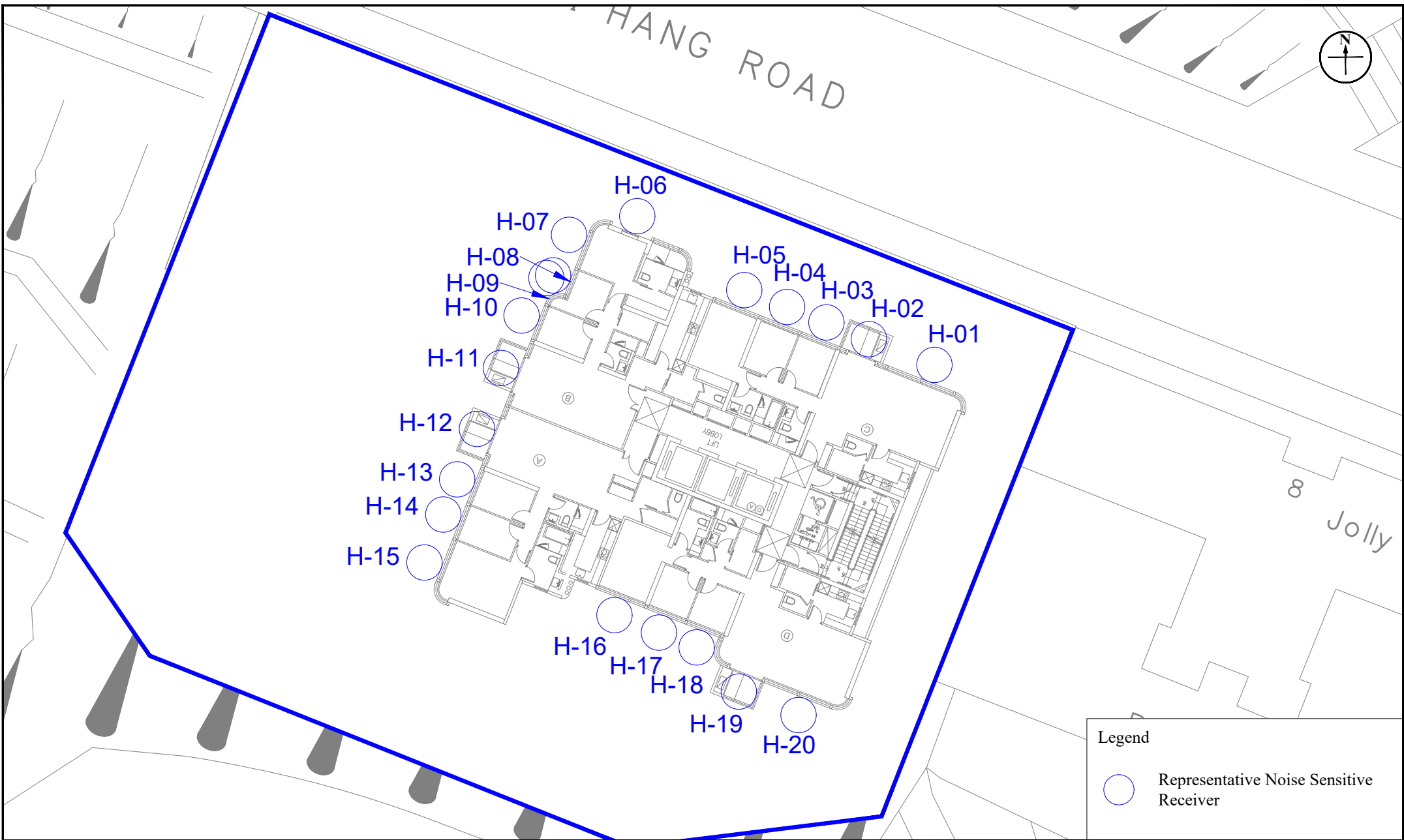
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Checked by:	CC
Rev.:	2.0
Date:	Apr 2026



**Legend**

○ Representative Noise Sensitive Receiver

<b>Figure:</b> 2.1a	<b>Title:</b> Locations of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment (Low Zone: 7/F - 27/F)	<b>RAMBOLL</b>
		Drawn by: CM
<b>Project:</b> Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong		Checked by: CC
		Rev.: 4.0
		Date: Apr 2026



Legend

○ Representative Noise Sensitive Receiver

**Figure:** 2.1b

**Title:** Locations of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment (High Zone: 30/F - 32/F)

**Project:** Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

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Drawn by:	CM
Checked by:	CC
Rev.:	4.0
Date:	Apr 2026



**Figure:** 2.1c

**Title:** Locations of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment (Penthouse: 33/F)

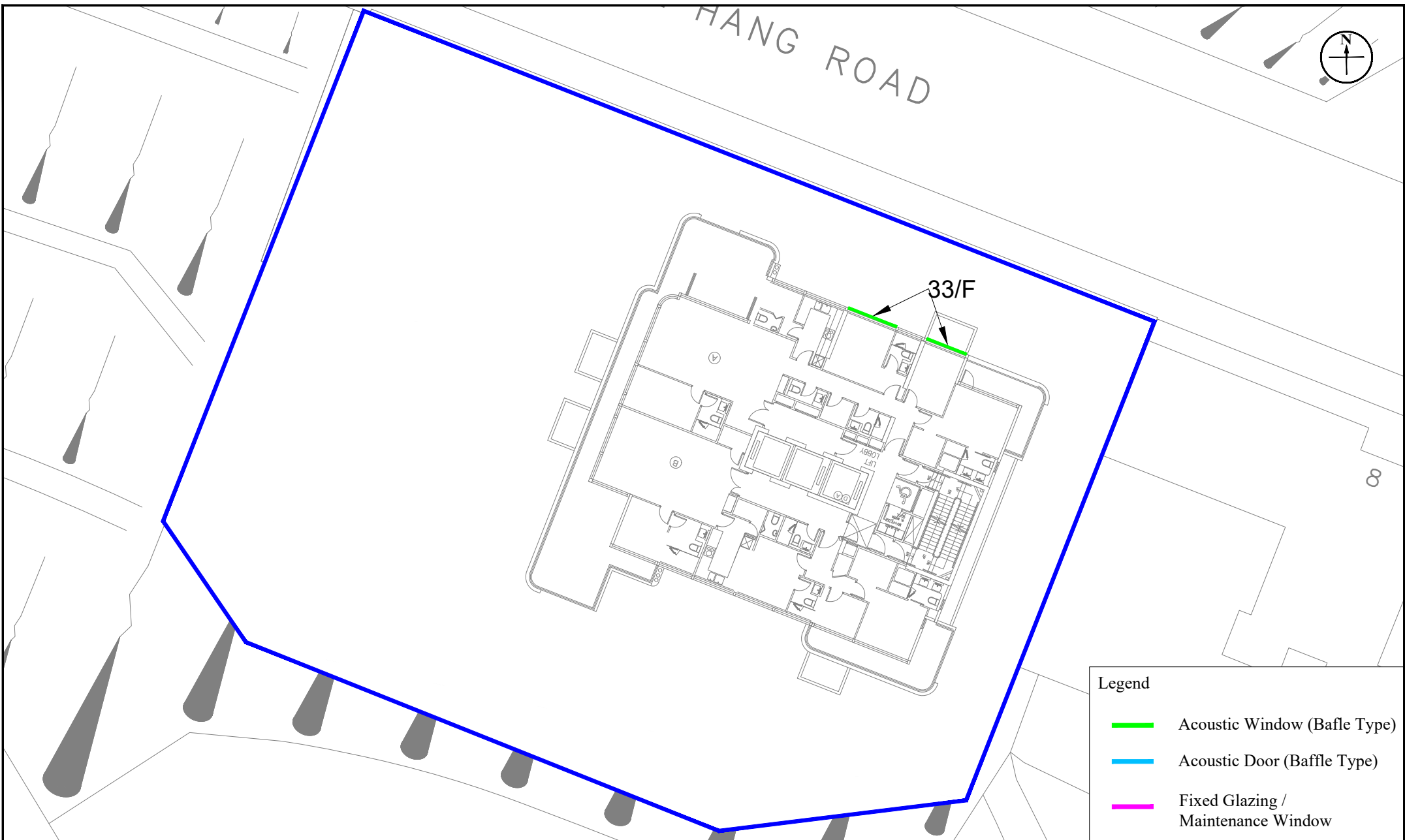
**Project:** Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

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Date:	Apr 2026







**Figure:** 2.2c

**Title:** Locations of Proposed Road Traffic Noise Mitigation Measures (Penthouse: 33/F)

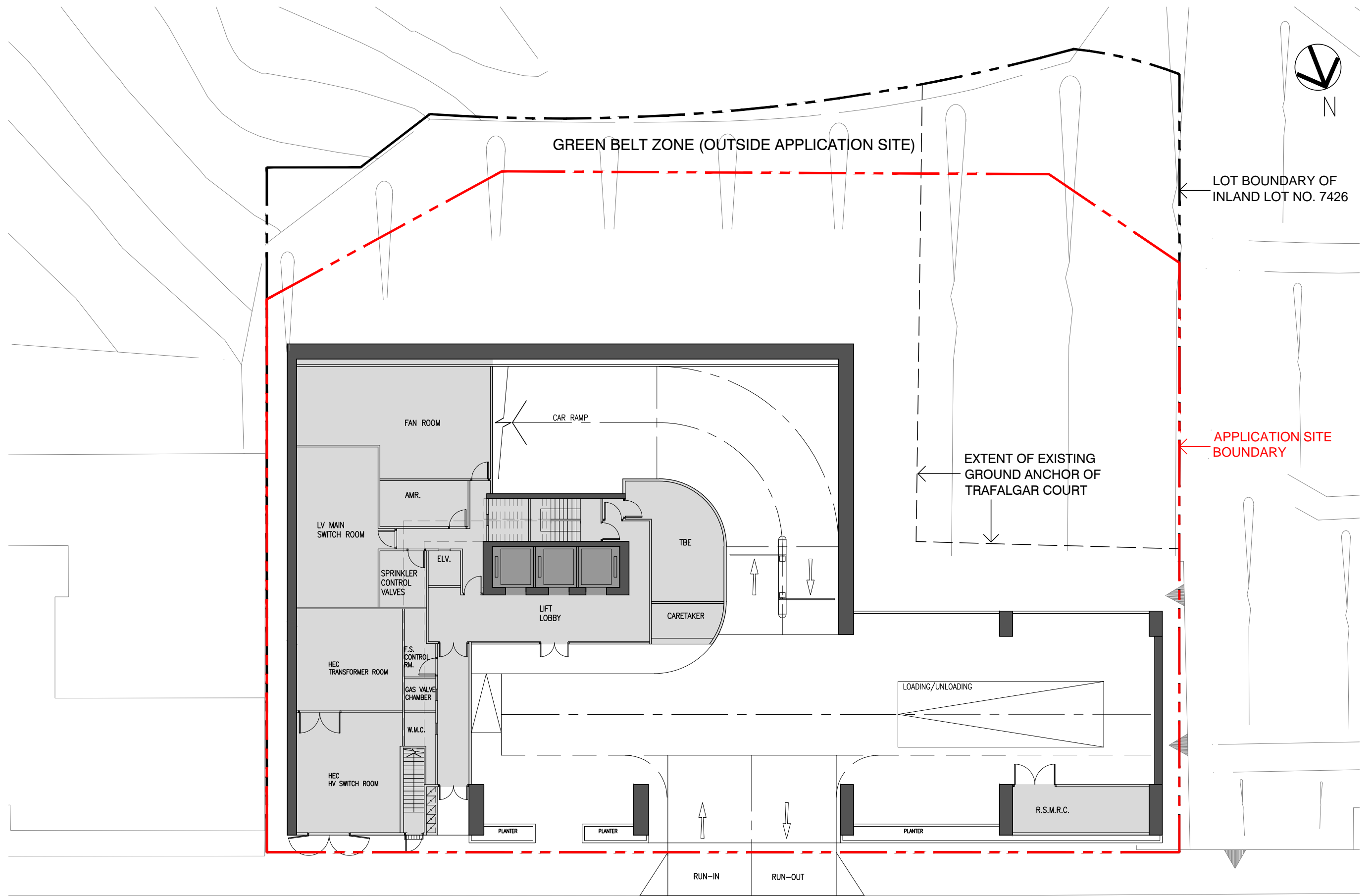
**Project:** Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

**RAMBOLL**

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Date:	Apr 2026

**Appendix 1-1**

**Layout and Floor Plans of the Proposed Development**

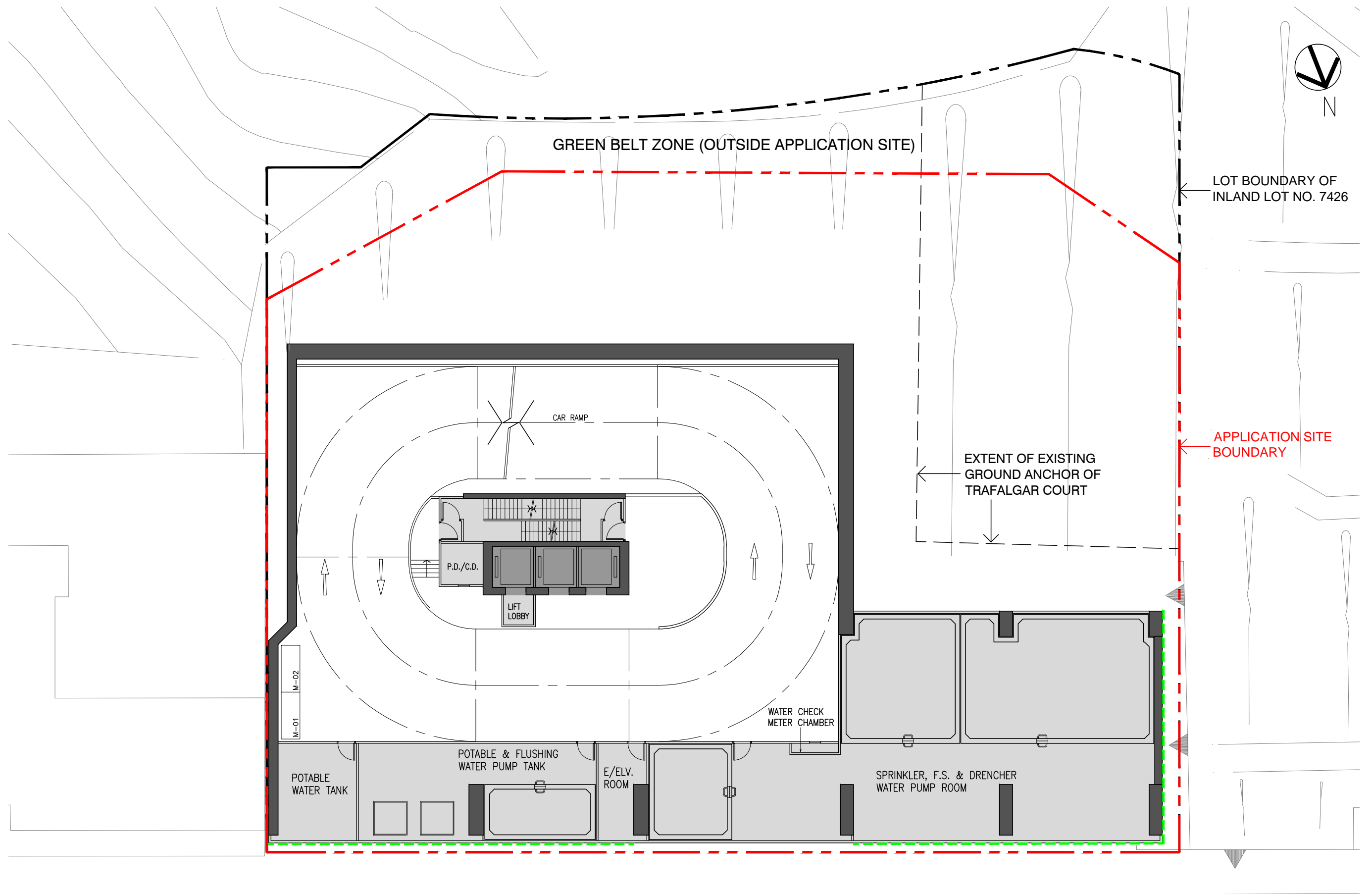


**GROUND FLOOR PLAN**

**(LOWER) TAI HANG ROAD**

**LEGEND**

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

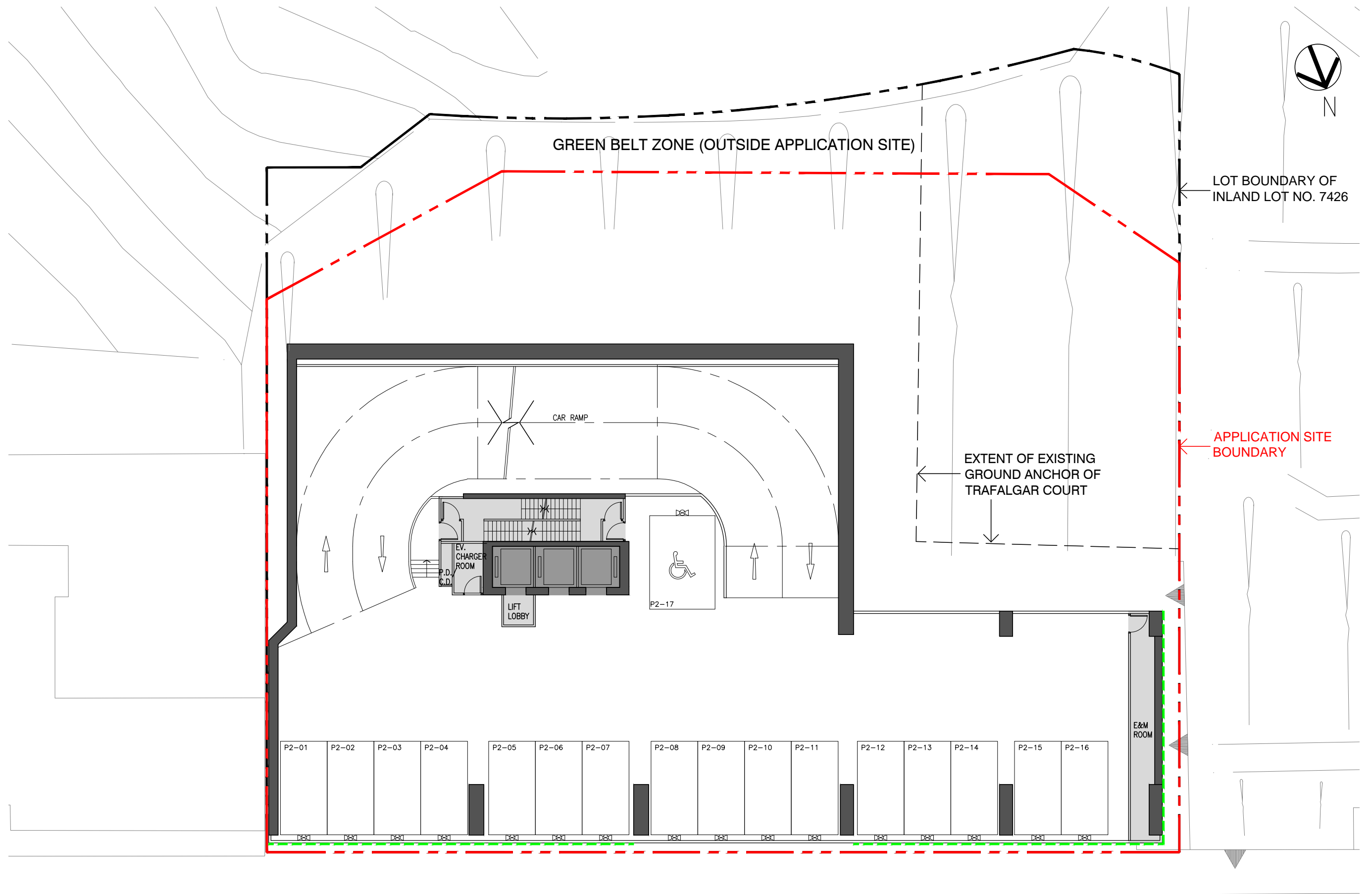


**1ST FLOOR PLAN**  
 PARKING SPACE PROVISION:  
 M-01 TO M-02 = 2 NOS.

(LOWER) TAI HANG ROAD

**LEGEND**

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

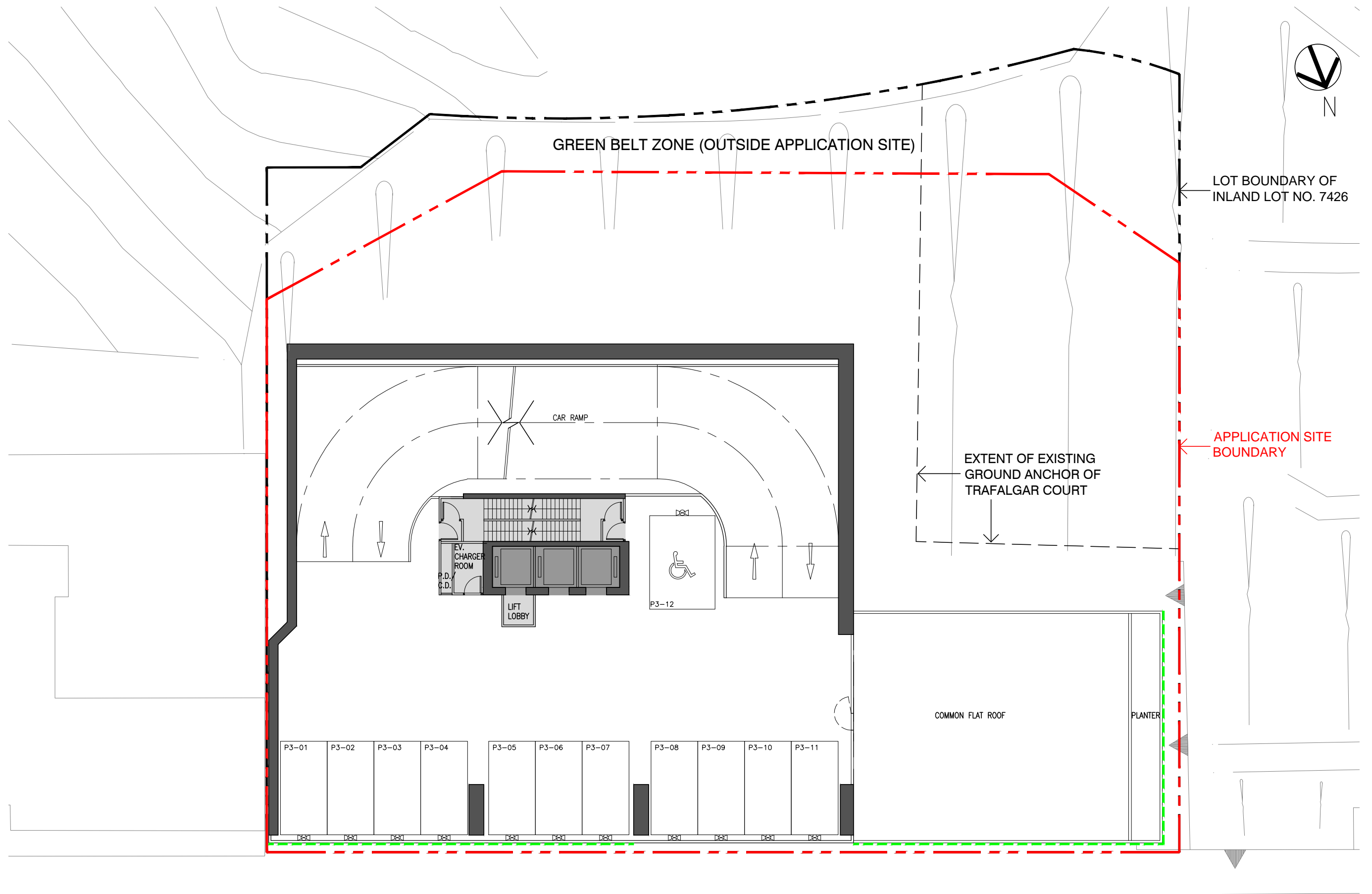


**2ND FLOOR PLAN**  
 PARKING SPACE PROVISION:  
 P2-01 TO P2-17 = 17 NOS.

(LOWER) TAI HANG ROAD

**LEGEND**

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

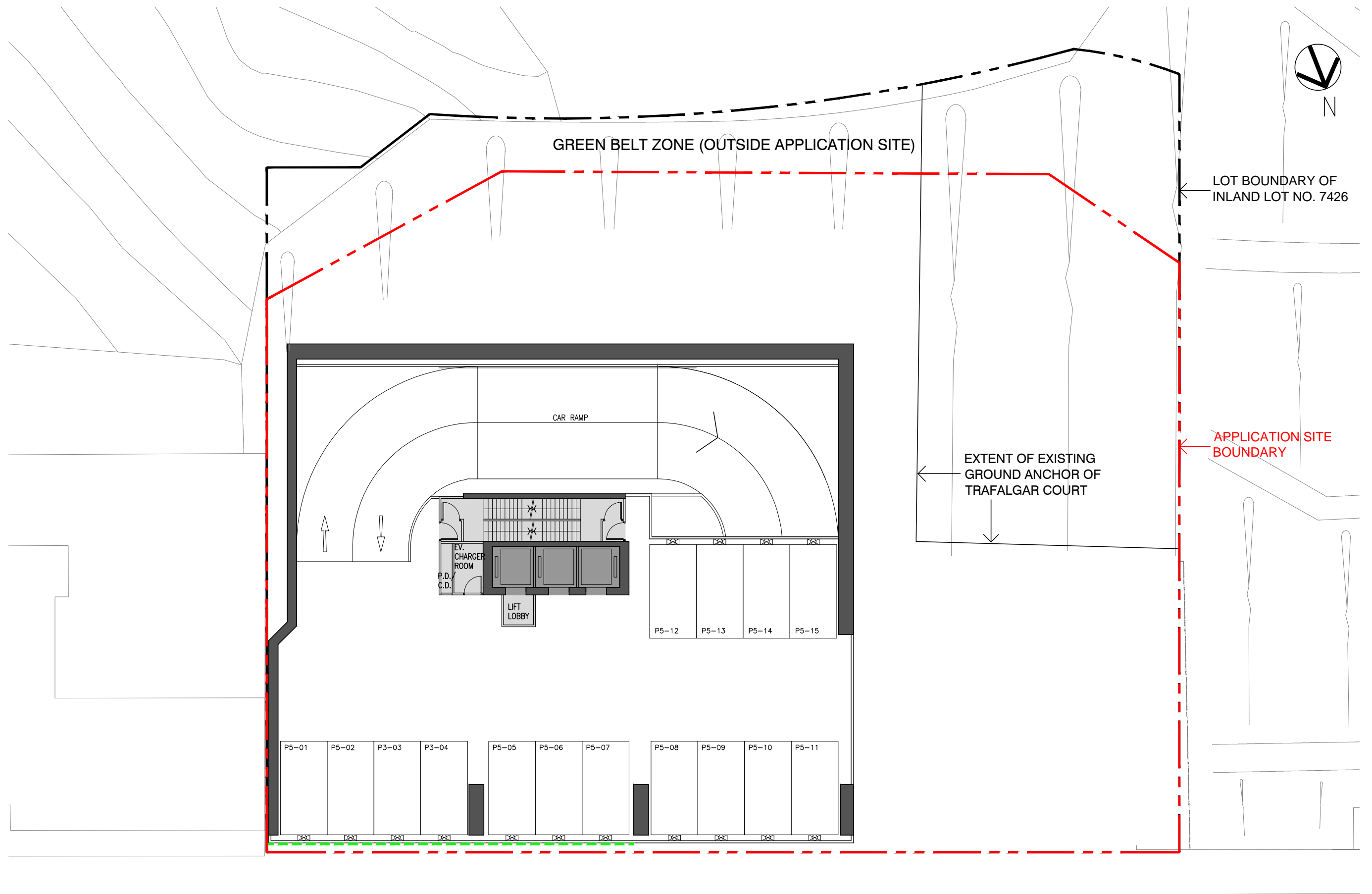


**3RD FLOOR PLAN**  
 PARKING SPACE PROVISION:  
 P3-01 TO P3-12 = 12 NOS.

(LOWER) TAI HANG ROAD

**LEGEND**

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

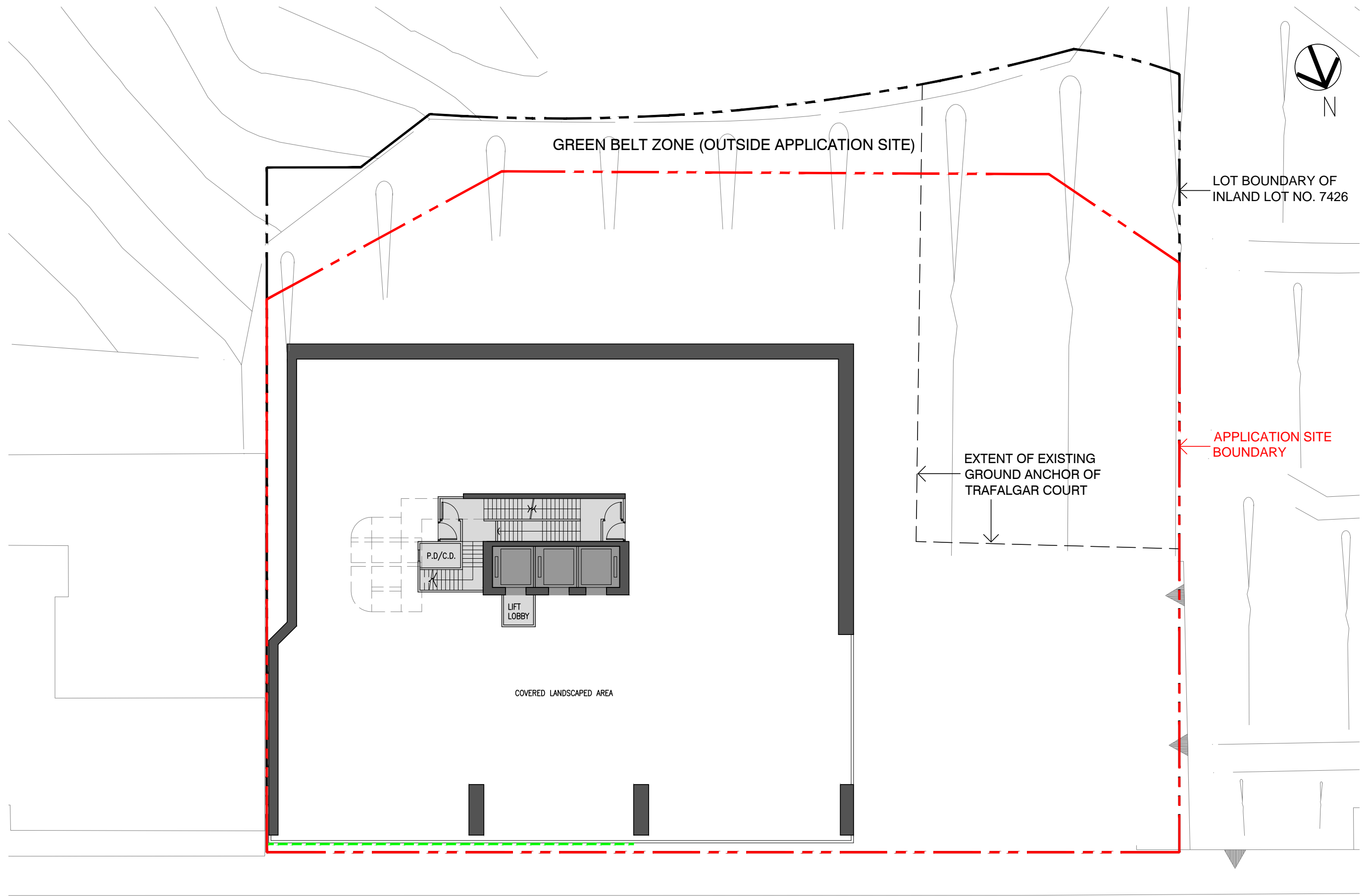


**5TH FLOOR PLAN**  
 PARKING SPACE PROVISION:  
 P5-01 TO P5-15 = 15 NOS.

(LOWER) TAI HANG ROAD

**LEGEND**

- PROPOSED LIFT CORE
- ▭ PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

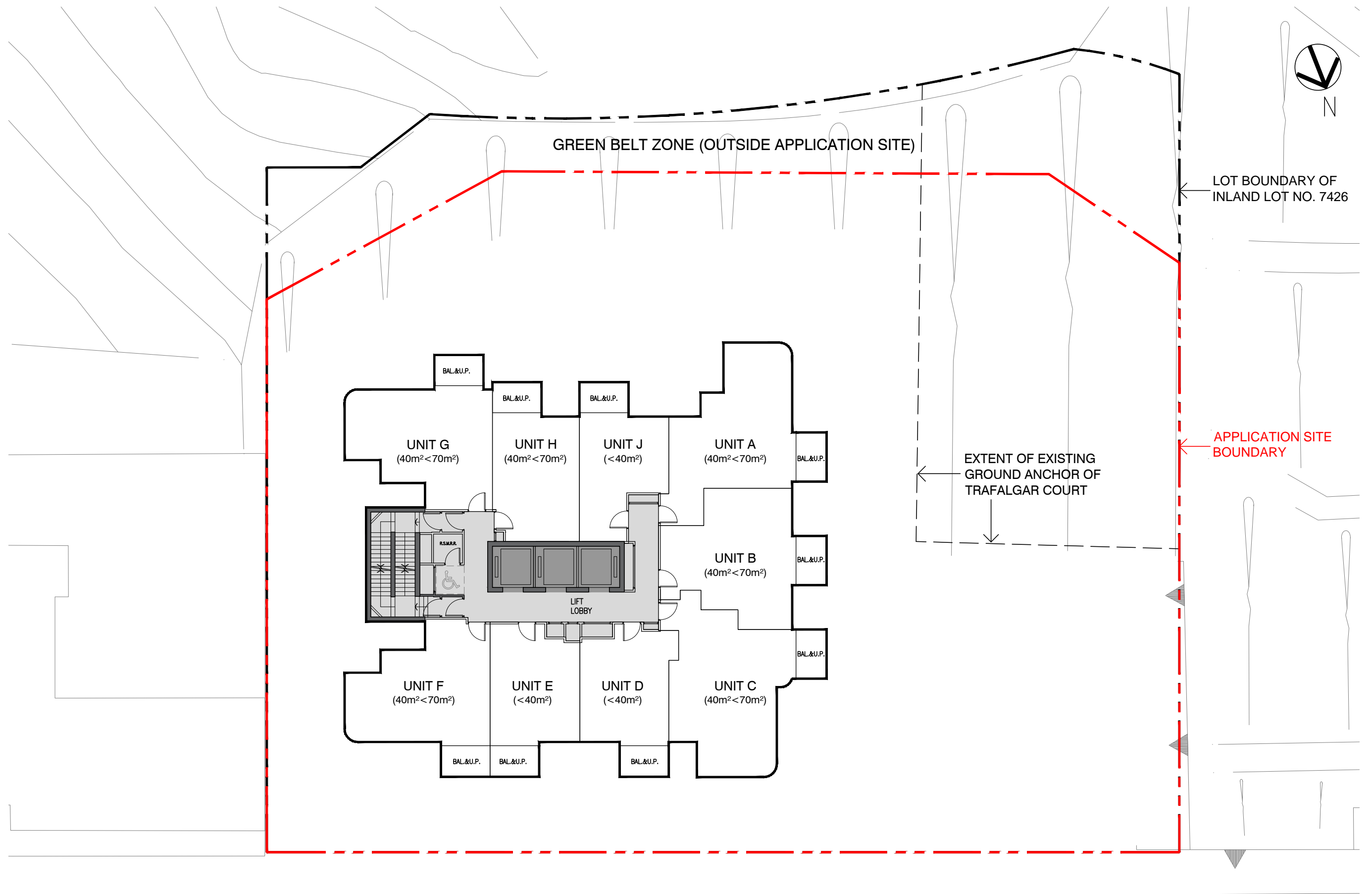


6TH FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

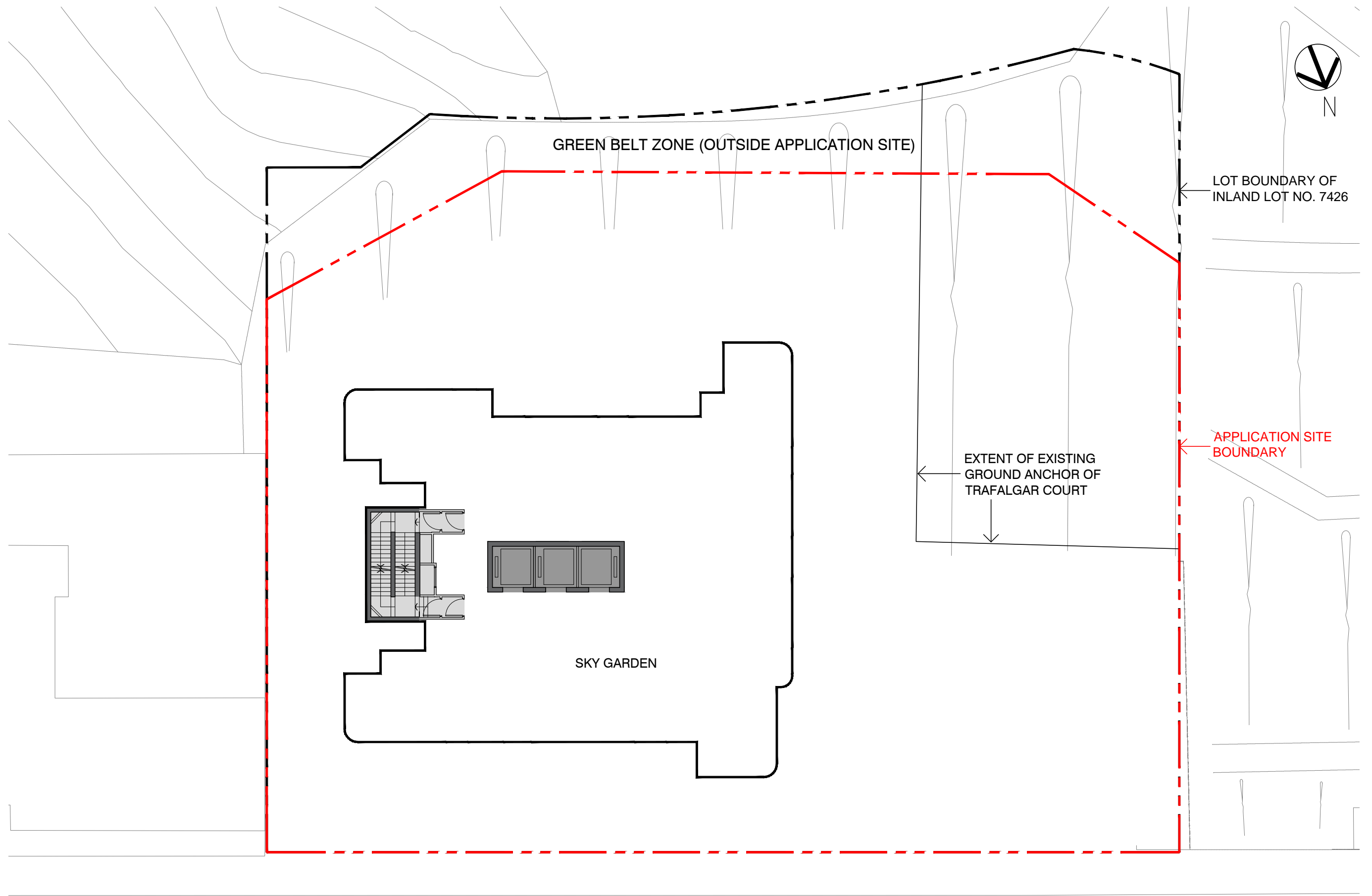


**7TH TO 27TH FLOOR PLAN**  
 (DESIGNATION OF 13TH, 14TH AND 24TH FLOOR ARE OMITTED)

(LOWER) TAI HANG ROAD

**LEGEND**

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

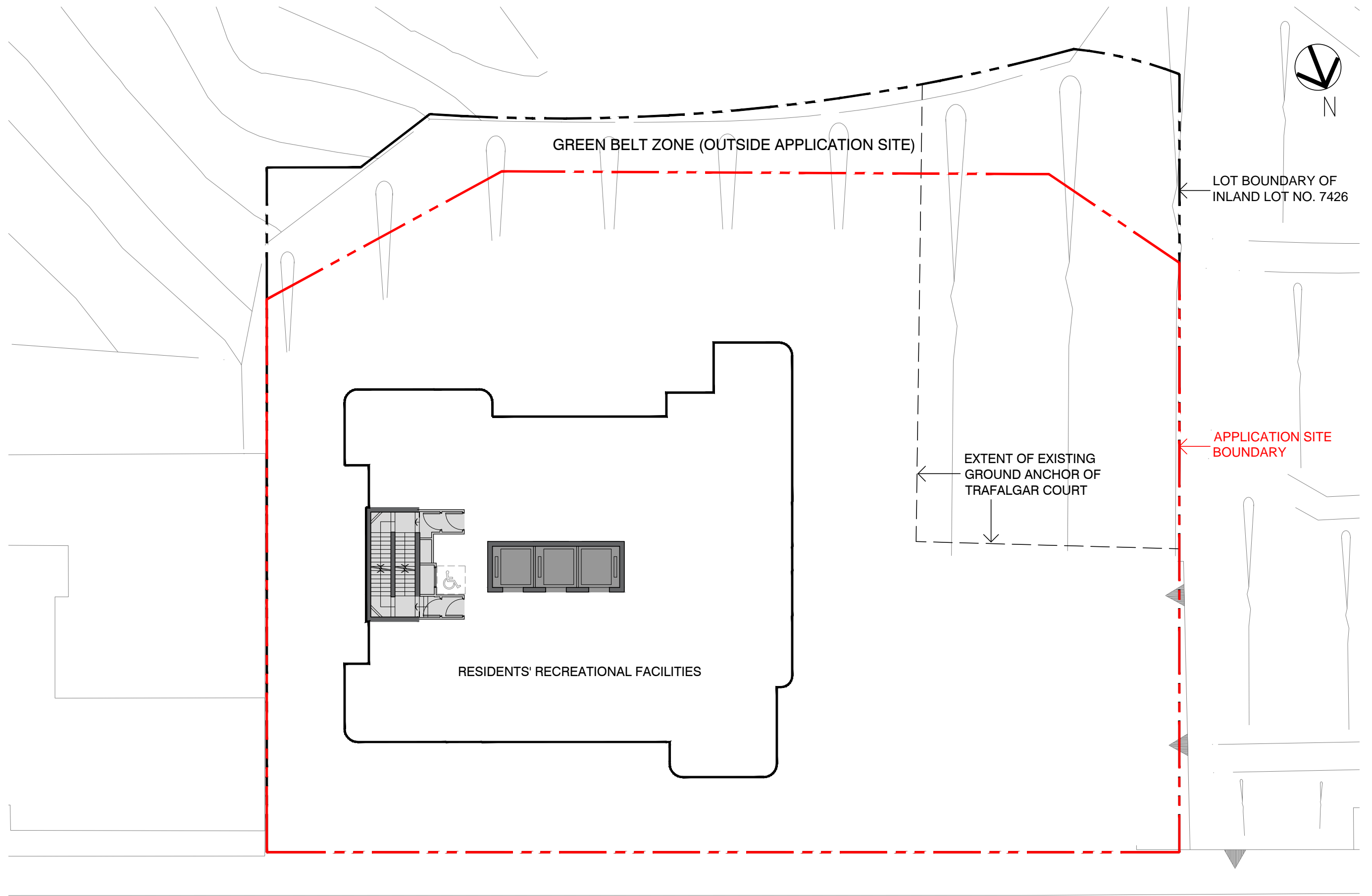


28TH FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

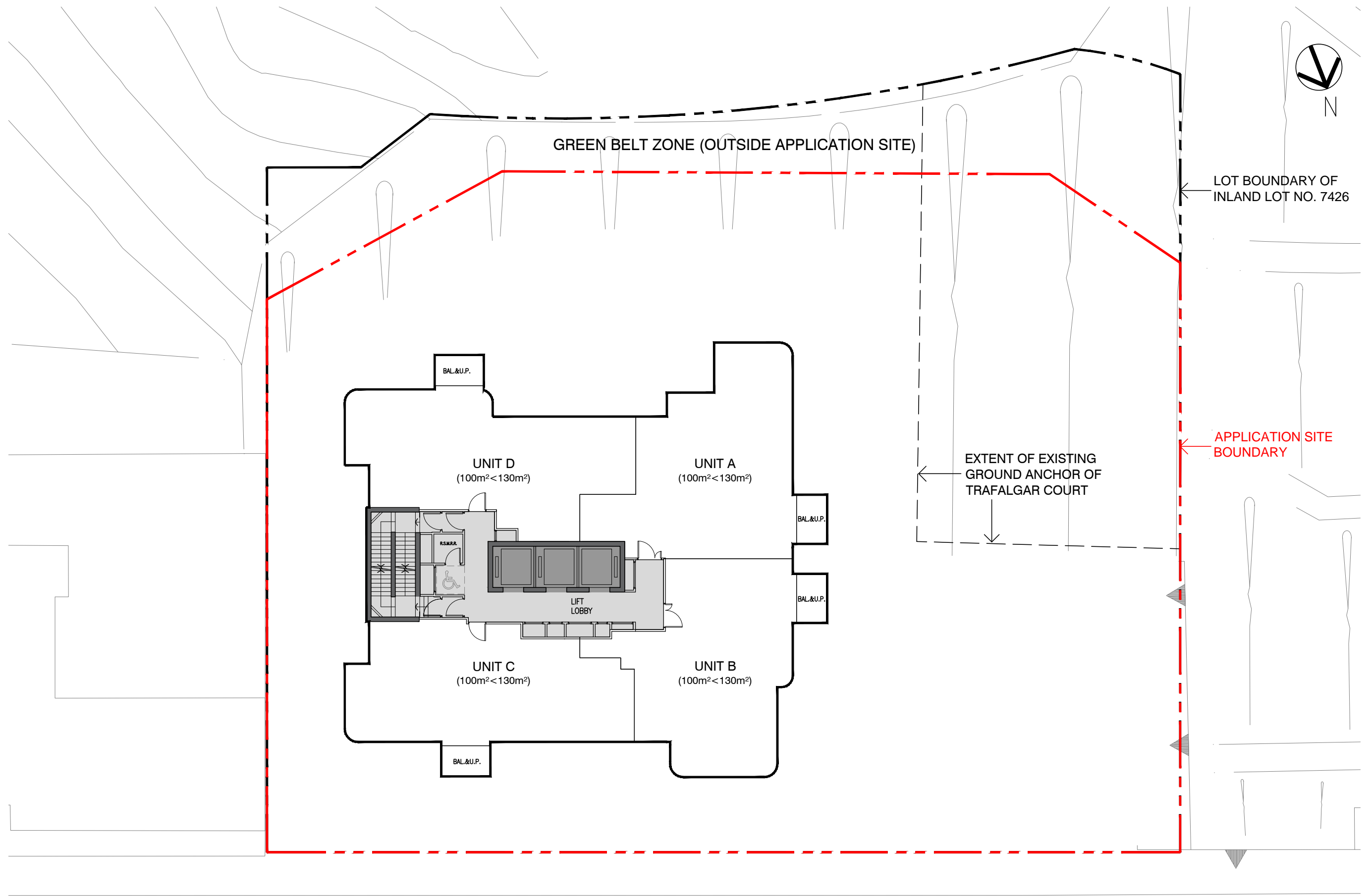


29TH FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

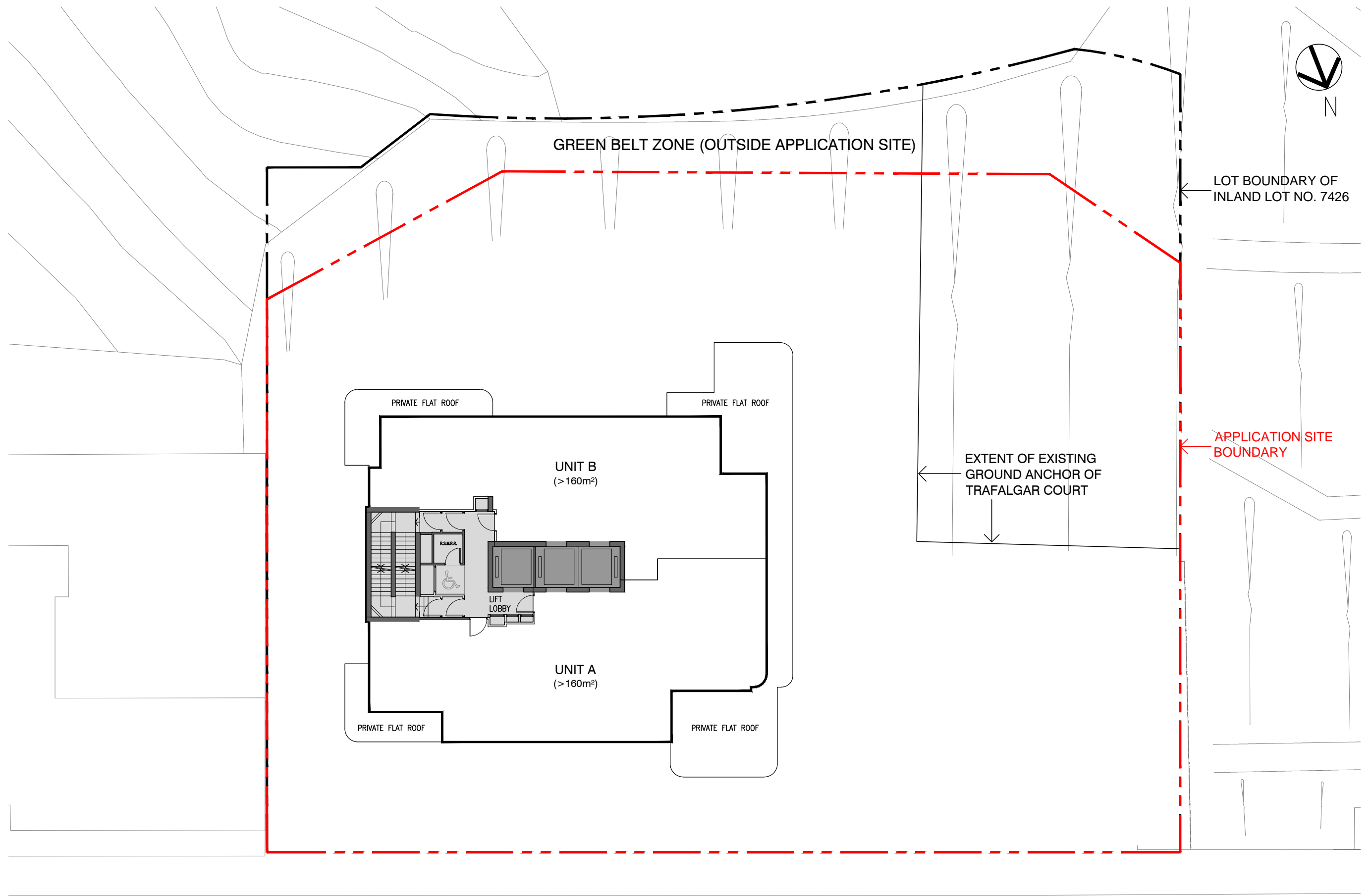


30TH TO 32ND FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

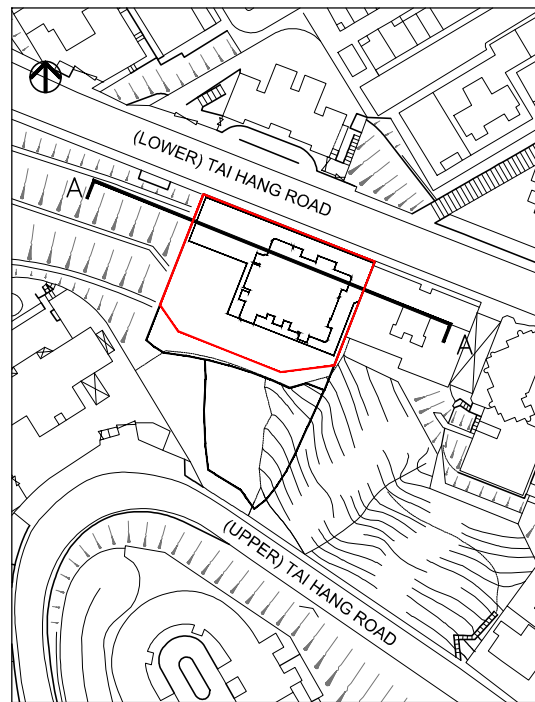


33RD FLOOR PLAN

(LOWER) TAI HANG ROAD

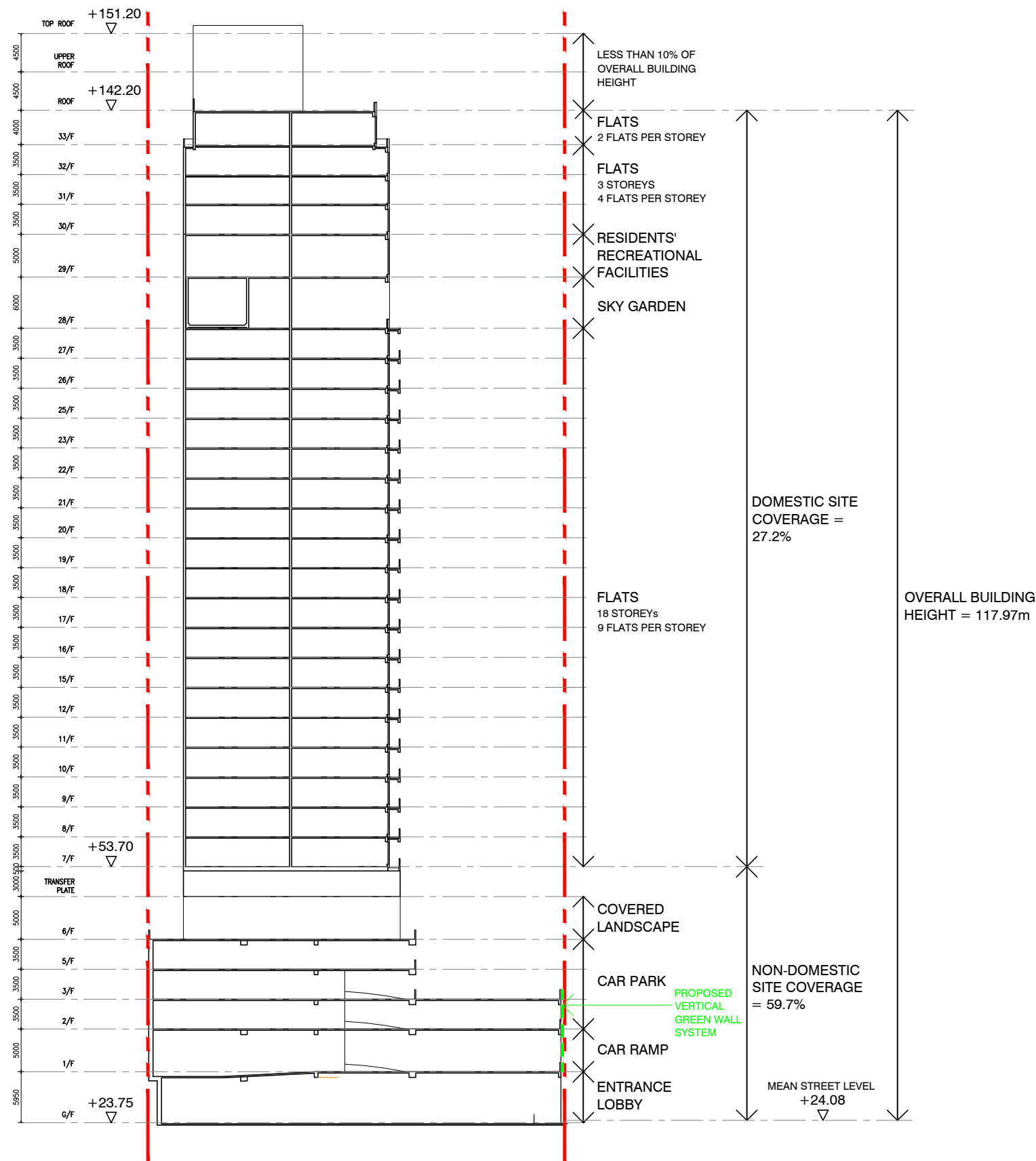
LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

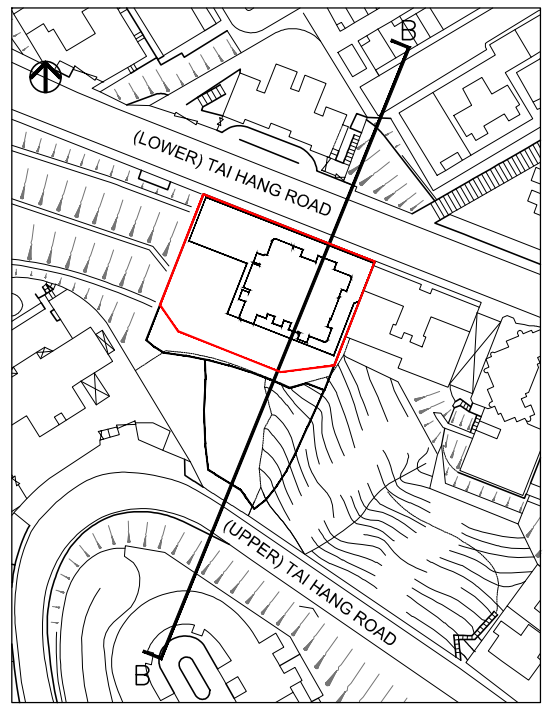
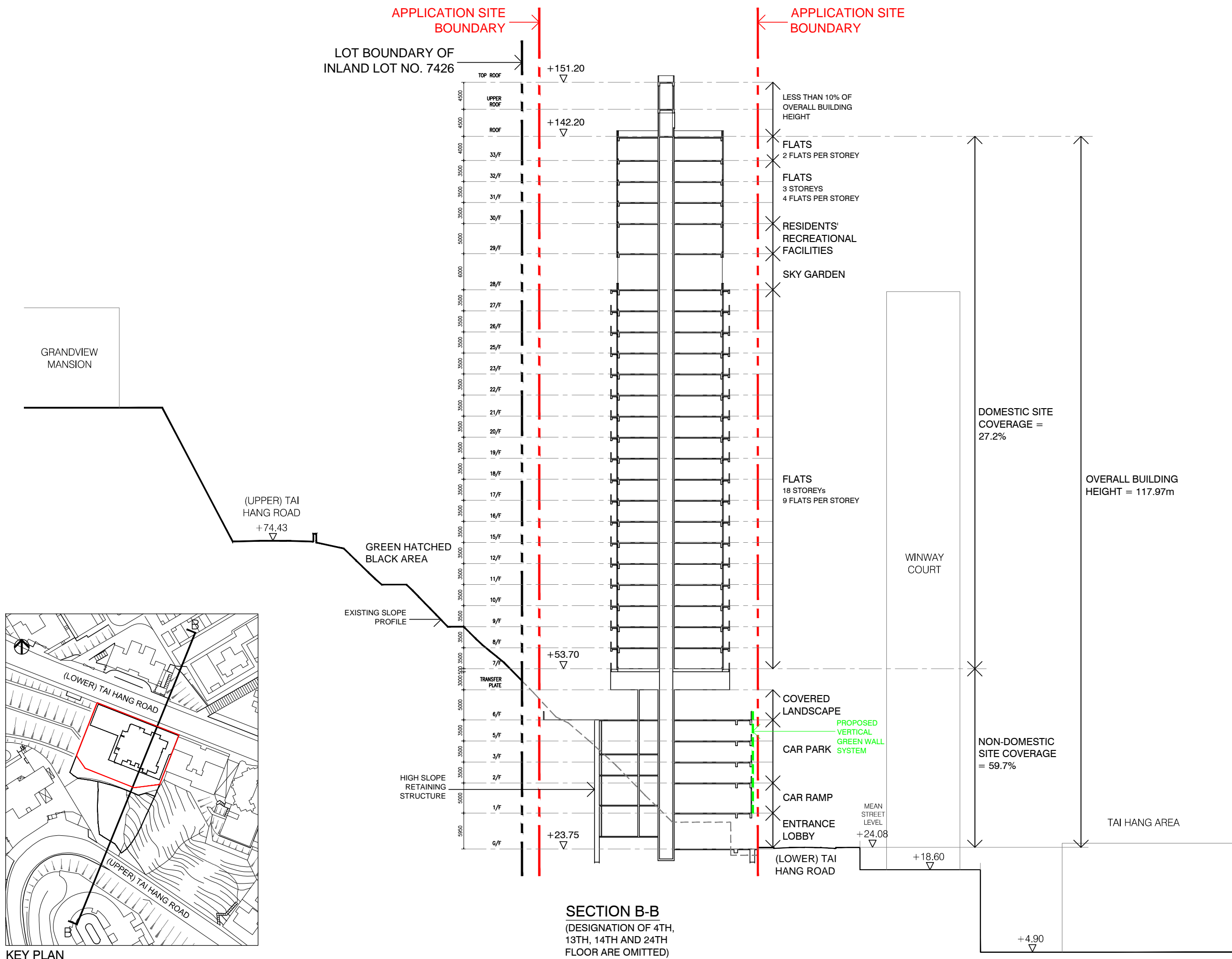


APPLICATION SITE BOUNDARY

APPLICATION SITE BOUNDARY

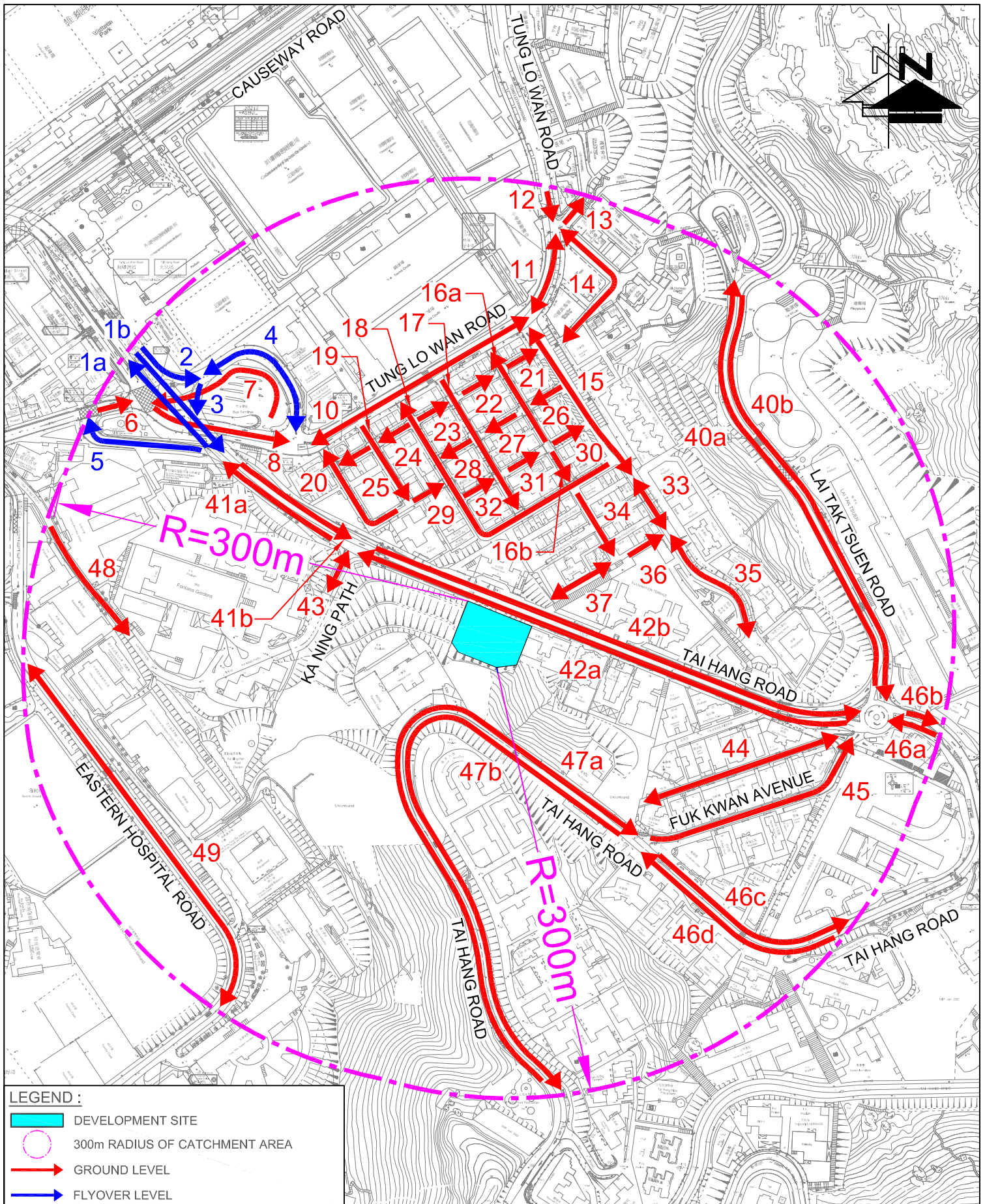


SECTION A-A  
(DESIGNATION OF 4TH, 13TH, 14TH AND 24TH FLOOR ARE OMITTED)



**SECTION B-B**  
 (DESIGNATION OF 4TH, 13TH, 14TH AND 24TH FLOOR ARE OMITTED)

**Appendix 2-1 Traffic Forecast for Year 2045**



**LEGEND :**

- DEVELOPMENT SITE
- 300m RADIUS OF CATCHMENT AREA
- GROUND LEVEL
- FLYOVER LEVEL

FIGURE NO.:	1	PROJECT TITLE:	Residential Redevelopment at Nos 4-4C Tai Hang Road, Hong Kong
PROJECT NO.:	26021HK	DRAWING TITLE:	INDEX PLAN
SCALE:	DATE:	<b>CTA Consultants Limited</b> 志達顧問有限公司	
1 : 3500 @A4	14 APR 2026		

**26021HK**
**Residential Redevelopment at Nos 4-4C Tai Hang Road, Hong Kong**
**TRAFFIC FORECAST FOR TRAFFIC NOISE IMPACT ASSESSMENT**

Link No.	Road Name	Direction	Year 2045			
			AM Peak		PM Peak	
			Traffic Flow (veh/hr)	HV%	Traffic Flow (veh/hr)	HV%
1a	Moreton Terrace Flyover	NB	590	20%	420	20%
1b	Moreton Terrace Flyover	SB	550	20%	580	20%
2	Ramp from Moreton Terrace Flyover to Tung Lo Wan Dr	EB	270	27%	280	15%
3	Ramp from Tung Lo Wan Dr to Moreton Terrace Flyover	WB	300	35%	300	25%
4	Tung Lo Wan Dr	Two-way	570	31%	580	22%
5	Ramp from Moreton Terrace Flyover to Tung Lo Wan Rd	NB	290	25%	480	23%
6	Tung Lo Wan Rd	EB	830	41%	860	32%
7	Bus Station to Tung Lo Wan Rd	WB	80	100%	100	100%
8	Tung Lo Wan Rd	Two-way	770	30%	820	10%
10	Tung Lo Wan Rd	Two-way	510	32%	560	20%
11	Tung Lo Wan Rd	Two-way	410	24%	430	11%
12	Tung Lo Wan Rd	SB	240	24%	240	11%
13	Lai Yin Ln	WB	240	21%	240	12%
14	Lin Fa Kung St West	Two-way	120	8%	120	4%
15	Wn Sha St	Two-way	240	8%	260	4%
16a	Ormsby St	NB	120	8%	120	4%
16b	Ormsby St	SB	60	8%	60	4%
17	Brown St	SB	170	8%	170	4%
18	Sun Chun St /Warren St	NB	170	8%	170	4%
19	Jones St	SB	120	8%	120	4%
20	Lai Yin St	NB	60	8%	60	4%
21	School St	EB	60	8%	60	4%
22	School St	EB	60	8%	60	4%
23	School St	EB	60	8%	60	4%
24	School St	WB	60	8%	60	4%
25	School St	WB	60	8%	60	4%
26	King St	WB	60	8%	60	4%
27	King St	WB	60	8%	60	4%
28	King St	WB	60	8%	60	4%
29	Second Lane	EB	60	8%	60	4%
30	Shepherd St	EB	60	8%	60	4%
31	Shepherd St	EB	60	8%	60	4%
32	Shepherd St	EB	60	8%	60	4%
33	Wun Sha St	Two-way	230	8%	190	4%
34	Ormsby St	SB	60	8%	60	4%
35	Wun Sha St	Two-way	160	8%	140	4%
36	Sun Chun St	EB	60	8%	60	4%
37	Sun Chun St	Two-way	60	8%	60	4%
40a	Lai Tak Tsuen Rd	NB	460	24%	540	17%
40b	Lai Tak Tsuen Rd	SB	310	28%	330	15%
41a	Tai Hang Rd	NB	870	17%	900	18%
41b	Tai Hang Rd	SB	850	27%	880	15%
42a	Tai Hang Rd	NB	850	16%	890	16%
42b	Tai Hang Rd	SB	850	26%	850	12%
43	Ka Ning Path	Two-way	30	0%	30	0%
44	Li Kwan Ave	Two-way	40	0%	40	0%
45	Fuk Kwan Ave	NB	280	0%	310	1%
46a	Tai Hang Rd	NB	520	14%	580	12%
46b	Tai Hang Rd	SB	700	23%	670	6%
46c	Tai Hang Rd	SB	700	23%	670	6%
46d	Tai Hang Rd	NB	520	14%	580	12%
47a	Tai Hang Rd	NB	800	11%	890	9%
47b	Tai Hang Rd	SB	700	20%	670	6%
48	Ka Ning Path	SB	30	0%	40	0%
49	Eastern Hospital Rd	Two-way	290	15%	230	14%

**Appendix 2-2    Result of Road Traffic Noise Impact Assessment (Base and Mitigated Scenarios)**

**Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers**  
**Base Case - AM Peak Flow (Worst Case)**

**Low Zone (7/F-27/F)**

Floor	mPD	L-01	L-02	L-03	L-04	L-05	L-06	L-07	L-08	L-09	L-10	L-11	L-12	L-13	L-14	L-15	L-16	L-17	L-18	L-19	L-20	L-21	L-22	L-23	L-24	L-25	L-26		
7/F	53.6	47	71	71	71	71	71	71	71	74	72	70	70	69	69	69	69	69	71	69	70	70	70	70	70	70	70		
8/F	57.1	46	73	73	73	73	73	73	73	75	73	71	71	70	69	69	70	70	71	70	70	70	70	70	70	70	70		
9/F	60.6	46	73	73	74	74	74	74	74	75	73	71	71	70	70	70	70	70	71	70	70	70	70	70	70	70	70		
10/F	64.1	46	73	73	74	74	74	74	74	75	73	72	71	71	70	70	70	70	71	70	70	70	70	70	70	70	70		
11/F	67.6	46	73	73	74	74	74	74	74	73	74	73	72	71	71	70	70	70	71	70	70	70	70	70	70	70	70		
12/F	71.1	46	73	73	73	74	74	74	73	74	73	72	71	71	71	70	70	70	71	70	70	70	70	70	70	70	70		
15/F	74.6	45	73	73	73	73	73	73	73	74	73	72	71	71	71	70	70	70	71	70	70	70	70	70	70	70	70		
16/F	78.1	45	73	73	73	73	73	73	73	74	73	72	71	71	71	70	70	70	71	70	70	70	70	70	70	70	70		
17/F	81.6	45	73	73	73	73	73	73	73	73	72	71	71	71	71	70	70	70	72	70	70	70	70	70	70	70	70		
18/F	85.1	45	72	72	73	73	73	73	73	73	72	71	71	71	71	70	70	70	72	70	70	70	70	70	70	70	70		
19/F	88.6	45	72	72	72	73	73	73	72	73	72	71	71	71	70	70	70	70	71	70	70	70	70	70	70	70	70		
20/F	92.1	45	72	72	72	72	72	72	72	73	72	71	71	71	70	70	70	70	71	70	70	70	70	70	70	70	70		
21/F	95.6	45	72	72	72	72	72	72	72	73	72	71	71	70	70	70	70	70	71	69	69	70	70	70	70	70	70		
22/F	99.1	45	72	72	72	72	72	72	72	72	72	71	71	70	70	70	70	70	71	69	69	69	70	69	70	70	70		
23/F	102.6	45	71	72	72	72	72	72	72	72	71	70	70	70	70	70	70	70	71	69	69	69	69	69	69	69	70		
25/F	106.1	45	71	71	72	72	72	72	71	72	71	70	70	70	70	70	70	70	71	69	69	69	69	69	69	69	69		
26/F	109.6	47	71	71	71	72	72	71	72	71	72	71	70	70	70	70	70	70	71	69	69	69	69	69	69	69	69		
27/F	113.1	51	71	71	71	71	71	71	71	72	71	70	70	70	70	70	70	70	71	69	69	69	69	69	69	69	69		
Max Noise Level		51	73	73	74	74	74	74	74	75	73	72	71	71	71	70	70	70	72	70	70	70	70	70	70	70	70		
Exceedance			18			18			18			18			9			18			0			0			0		

**High Zone (30/F-32/F)**

Floor	mPD	H-01	H-02	H-03	H-04	H-05	H-06	H-07	H-08	H-09	H-10	H-11	H-12	H-13	H-14	H-15	H-16	H-17	H-18	H-19	H-20	
30/F	127.6	71	71	71	71	71	71	70	69	69	69	69	69	69	69	70	68	68	68	69	69	
31/F	131.1	71	71	71	71	71	71	69	69	69	69	69	69	69	69	70	68	68	68	68	69	
32/F	134.6	71	71	71	71	70	71	70	69	69	69	69	69	69	69	70	68	68	68	68	68	
Max Noise Level		71	71	71	71	71	71	70	69	69	69	69	69	69	69	70	68	68	68	68	69	69
Exceedance		3			3			0			0			0								

**Penthouse (33/F)**

Floor	mPD	S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09	S-10	S-11	S-12	S-13
33/F	138.1	70	71	71	56	62	62	63	57	67	68	68	68	68
Max Noise Level		70	71	71	56	62	62	63	57	67	68	68	68	68
Exceedance		1			0									

Total no. of Flats:	176
Total no. of Exceedance:	106
Compliance Level:	40%
Max. Noise Level:	75

Notes:  
**71** Noise level exceed standard of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers

Base Case - PM Peak Flow

Low Zone (7/F-27/F)

Floor	mPD	L-01	L-02	L-03	L-04	L-05	L-06	L-07	L-08	L-09	L-10	L-11	L-12	L-13	L-14	L-15	L-16	L-17	L-18	L-19	L-20	L-21	L-22	L-23	L-24	L-25	L-26	
7/F	53.6	45	69	69	69	70	69	69	69	73	70	69	68	68	68	68	68	68	69	68	68	68	68	68	68	68	68	
8/F	57.1	45	71	71	71	72	72	72	71	73	71	69	69	68	68	68	68	68	70	68	68	68	68	68	68	68	68	
9/F	60.6	45	72	72	72	72	72	72	72	73	72	70	69	69	68	68	68	69	70	68	68	68	68	68	68	68	68	
10/F	64.1	45	72	72	72	72	72	72	72	73	72	70	70	69	69	68	68	69	70	68	68	68	68	68	68	68	69	
11/F	67.6	44	72	72	72	72	72	72	72	73	72	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	69	
12/F	71.1	44	72	72	72	72	72	72	72	73	72	70	70	69	69	69	69	69	70	68	68	68	68	68	69	68	69	
15/F	74.6	44	72	72	72	72	72	72	72	73	71	70	70	69	69	69	69	69	70	68	68	68	68	68	69	68	69	
16/F	78.1	44	71	72	72	72	72	72	72	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	69	
17/F	81.6	44	71	71	72	72	72	72	71	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	69	
18/F	85.1	44	71	71	71	71	71	71	71	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	68	
19/F	88.6	43	71	71	71	71	71	71	71	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	68	
20/F	92.1	43	71	71	71	71	71	71	71	71	71	70	69	69	69	69	69	69	70	68	68	68	68	68	68	68	68	
21/F	95.6	43	70	71	71	71	71	71	71	71	71	70	69	69	69	69	69	69	70	68	68	68	68	68	68	68	68	
22/F	99.1	43	70	70	71	71	71	71	71	71	70	69	69	69	69	69	69	69	70	68	68	68	68	68	68	68	68	
23/F	102.6	43	70	70	70	71	71	71	71	70	71	70	69	69	69	69	68	69	70	68	68	68	68	68	68	68	68	
25/F	106.1	44	70	70	70	70	70	70	70	71	70	69	69	69	68	68	68	69	70	67	67	68	68	68	68	68	68	
26/F	109.6	46	70	70	70	70	70	70	70	71	70	69	69	68	68	68	68	69	69	67	67	67	67	67	67	68	68	
27/F	113.1	49	70	70	70	70	70	70	70	70	70	69	69	68	68	68	68	68	69	67	67	67	67	67	67	67	68	
Max Noise Level		49	72	72	72	72	72	72	72	73	72	70	70	69	69	69	69	69	70	68	68	68	68	68	68	69	68	69
Exceedance			13			14		14		17				0	0	0	0	0	0	0	0	0	0	0	0	0	0	

High Zone (30/F-32/F)

Floor	mPD	H-01	H-02	H-03	H-04	H-05	H-06	H-07	H-08	H-09	H-10	H-11	H-12	H-13	H-14	H-15	H-16	H-17	H-18	H-19	H-20	
30/F	127.6	70	70	70	70	69	70	68	68	67	68	68	68	68	68	69	67	67	67	67	67	67
31/F	131.1	70	69	70	69	69	70	68	67	67	68	68	68	68	68	68	67	67	67	67	67	67
32/F	134.6	70	69	69	69	69	70	68	67	67	68	67	67	67	68	68	66	66	66	67	67	67
Max Noise Level		70	70	70	70	69	70	68	68	67	68	68	68	68	68	69	67	67	67	67	67	67
Exceedance			0					0						0					0			

Penthouse (33/F)

Floor	mPD	S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09	S-10	S-11	S-12	S-13
33/F	138.1	68	69	69	55	61	61	61	55	65	66	66	66	66
Max Noise Level		68	69	69	55	61	61	61	55	65	66	66	66	66
Exceedance				0							0			

Total no. of Flats:	176
Total no. of Exceedance:	58
Compliance Level:	67%
Max. Noise Level:	73

Notes:

71 Noise level exceed standard of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers  
 Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type) and Fixed Glazing / Maintenance Window) - AM Peak Flow (Worst Case)

Low Zone (7/F-27/F)

Floor	mPD	L-01	L-02	L-03	L-04	L-05	L-06	L-07	L-08	L-09	L-10	L-11	L-12	L-13	L-14	L-15	L-16	L-17	L-18	L-19	L-20	L-21	L-22	L-23	L-24	L-25	L-26
7/F	53.6	-	67	67	65	66	65	65	66	-	67	70	70	69	69	69	69	69	67	69	70	70	70	70	70	70	70
8/F	57.1	-	69	70	67	68	67	67	68	-	68	67	64	70	69	69	70	70	67	70	70	70	70	70	70	70	70
9/F	60.6	-	70	70	67	69	68	68	69	-	69	67	64	70	70	70	70	70	67	70	70	70	70	70	70	70	70
10/F	64.1	-	70	70	68	69	68	68	69	-	69	68	64	66	70	70	70	70	67	70	70	70	70	70	70	70	70
11/F	67.6	-	70	70	67	69	68	68	69	-	69	68	65	66	70	70	70	70	67	70	70	70	70	70	70	70	70
12/F	71.1	-	69	70	67	69	68	68	68	-	69	68	65	66	64	70	70	70	67	70	70	70	70	70	70	70	70
15/F	74.6	-	69	70	67	69	68	67	68	-	68	68	65	66	64	70	70	70	67	70	70	70	70	70	70	70	70
16/F	78.1	-	69	70	67	68	67	67	68	-	68	68	65	66	64	70	70	70	67	70	70	70	70	70	70	70	70
17/F	81.6	-	69	69	67	68	67	67	68	-	68	67	64	66	64	70	70	70	67	70	70	70	70	70	70	70	70
18/F	85.1	-	69	69	66	68	67	67	68	-	68	67	64	66	64	70	70	70	67	70	70	70	70	70	70	70	70
19/F	88.6	-	68	69	66	68	67	67	67	-	68	67	64	66	70	70	70	70	67	70	70	70	70	70	70	70	70
20/F	92.1	-	68	69	66	68	67	66	67	-	68	67	64	66	70	70	70	70	67	70	70	70	70	70	70	70	70
21/F	95.6	-	68	69	66	67	66	66	67	-	67	67	64	70	70	70	70	70	67	69	69	70	70	70	70	70	70
22/F	99.1	-	68	68	66	67	66	66	67	-	67	67	64	70	70	70	70	70	67	69	69	69	70	69	70	70	70
23/F	102.6	-	68	68	66	67	66	66	67	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	70	69	70
25/F	106.1	-	68	68	65	67	66	66	67	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	69	69	69
26/F	109.6	-	67	68	65	67	66	66	66	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	69	69	69
27/F	113.1	-	67	68	65	67	66	65	66	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	69	69	69
Max Noise Level		0	70	70	68	69	68	68	69	0	69	70	70	70	70	70	70	70	67	70	70	70	70	70	70	70	70
Exceedance			0			0		0			0				0			0			0			0			0

High Zone (30/F-32/F)

Floor	mPD	H-01	H-02	H-03	H-04	H-05	H-06	H-07	H-08	H-09	H-10	H-11	H-12	H-13	H-14	H-15	H-16	H-17	H-18	H-19	H-20	
30/F	127.6	-	62	66	66	65	-	70	69	69	69	69	69	69	69	70	68	68	68	69	69	
31/F	131.1	-	62	66	66	65	-	69	69	69	69	69	69	69	69	70	68	68	68	68	69	
32/F	134.6	-	62	66	66	70	-	70	69	69	69	69	69	69	69	70	68	68	68	68	68	
Max Noise Level		0	62	66	66	70	0	70	69	69	69	69	69	69	69	70	68	68	68	68	69	69
Exceedance			0					0							0							

Penthouse (33/F)

Floor	mPD	S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09	S-10	S-11	S-12	S-13
33/F	138.1	70	67	65	56	62	62	63	57	67	68	68	68	68
Max Noise Level		70	67	65	56	62	62	63	57	67	68	68	68	68
Exceedance				0							0			

Total no. of Flats:	176
Total no. of Exceedance:	0
Compliance Level:	100%
Max. Noise Level:	70

Notes:

71	Noise level exceed standard of 70 dB(A)
Acoustic Window (Baffle Type)	
Acoustic Door (Baffle Type)	
-	Fixed Glazing / Maintenance Window

**Appendix 2-3 Proposed Acoustic Window and Acoustic Door (Baffle Type)  
Design**

Road Traffic Noise Impact Assessment

Acoustic Window (Baffle Type) and Acoustic Door (Baffle Type)

Summary Table of Major Parameters of Reference Case and Maximum Sound Attenuation Available

Name	Outer opening width, mm	Outer opening height, mm	Outer opening area, m <sup>2</sup>	Air gap, mm	Overlapping length, mm	MPA Applied	Room Area, m <sup>2</sup>	Maximum Noise Reduction Available, dB(A)
<b>Acoustic Window (Baffle Type)</b>								
AW1-PN	600	870	0.5	100	100	No	8.0	6.0
AW2-PN	750	1500	1.1	100	100	No	18.0	7.0
<b>Acoustic Door (Baffle Type)</b>								
AD-NPE	1275	2535	3.2	100	375	No	38.3	8.8

Note:

MPA: Micro Perforated Absorber

Road Traffic Noise Impact Assessment

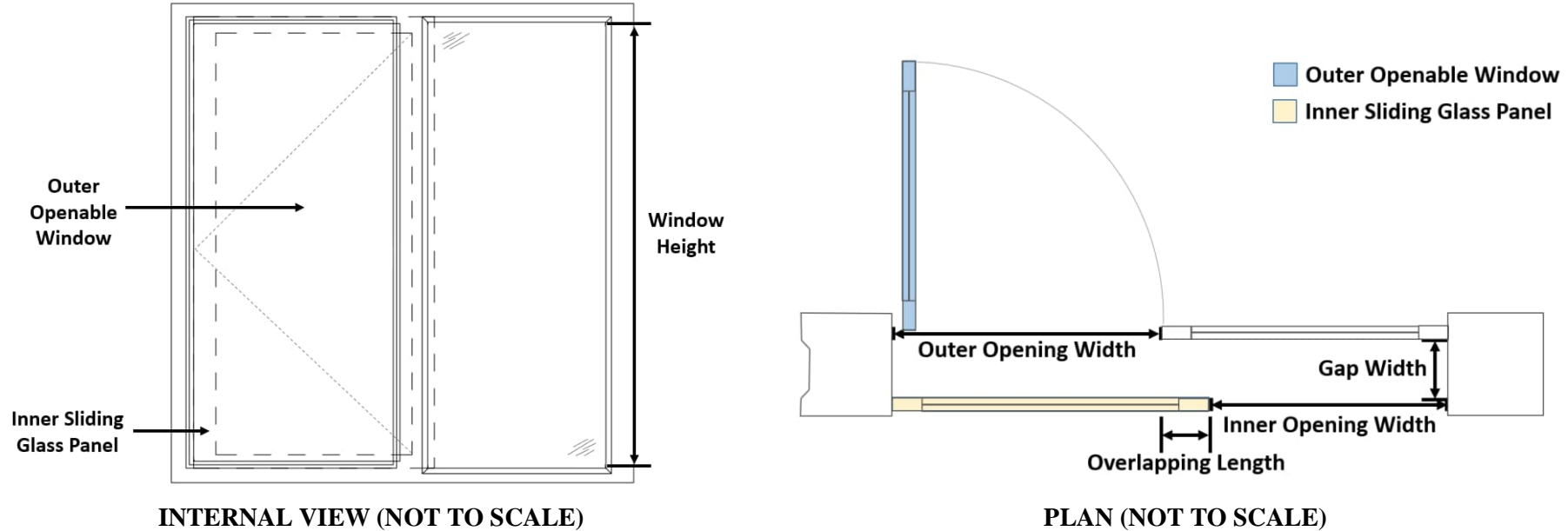
Acoustic Window (Baffle Type) and Acoustic Door (Baffle Type)

Table of Major Parameters, Room Size and Sound Attenuation Adjustment of "Proposed Case for Proposed Development" and "Corresponding Reference Case"

Zone	Unit	Room	Opening	NSRs	Case	Proposed Development					Reference Case							Room Size Adjustment: 10xlog(RA / RAref) (adjust downward only), dB(A)	Relative Noise Reduction, dB(A)	Noise Reduction Required, dB(A)	
						Outer opening area, m <sup>2</sup>	Air gap, mm	Overlapping length, mm	MPA applied?	Room area (RA), m <sup>2</sup>	Outer opening width, mm	Outer opening height, mm	Outer opening area, m <sup>2</sup>	Air gap, mm	Overlapping length, mm	MPA applied?	Room area (RAref), m <sup>2</sup>				Ref. sound attenuation, dB(A)
Low Zone	F	BR	W	L-02	AW2-PN	1.1	100	100	No	8.4	750	1500	1.1	100	100	No	18.0	7.0	-3.3	3.7	2.9
Low Zone	F	BR	W	L-03	AW1-PN	0.5	100	100	No	4.2	600	870	0.5	100	100	No	8.0	6.0	-2.8	3.2	3.0
Low Zone	F	LIV/DIN	D	L-04	AD-NPE	3.2	100	375	No	20.8	1275	2535	3.2	100	375	No	38.3	8.8	-2.7	6.1	3.3
Low Zone	E	LIV/DIN	D	L-05	AD-NPE	3.2	100	375	No	15.2	1275	2535	3.2	100	375	No	38.3	8.8	-4.0	4.8	3.4
Low Zone	E	BR	W	L-06	AW1-PN	0.5	100	100	No	7.5	600	870	0.5	100	100	No	8.0	6.0	-0.3	5.7	3.4
Low Zone	D	BR	W	L-07	AW1-PN	0.5	100	100	No	7.9	600	870	0.5	100	100	No	8.0	6.0	-0.1	5.9	3.4
Low Zone	D	LIV/DIN	D	L-08	AD-NPE	3.2	100	375	No	15.5	1275	2535	3.2	100	375	No	38.3	8.8	-3.9	4.9	3.1
Low Zone	C	BR	W	L-10	AW2-PN	1.1	100	100	No	9.8	750	1500	1.1	100	100	No	18.0	7.0	-2.6	4.4	2.7
Low Zone	C	BR	W	L-11	AW1-PN	0.5	100	100	No	4.9	600	870	0.5	100	100	No	8.0	6.0	-2.1	3.9	1.3
Low Zone	C	LIV/DIN	D	L-12	AD-NPE	3.2	100	375	No	24.1	1275	2535	3.2	100	375	No	38.3	8.8	-2.0	6.8	1.0
Low Zone	B	BR	W	L-13	AW1-PN	0.5	100	100	No	5.8	600	870	0.5	100	100	No	8.0	6.0	-1.4	4.6	0.5
Low Zone	B	LIV/DIN	D	L-14	AD-NPE	3.2	100	375	No	21.0	1275	2535	3.2	100	375	No	38.3	8.8	-2.6	6.2	0.1
Low Zone	A	BR	W	L-18	AW2-PN	1.1	100	100	No	9.2	750	1500	1.1	100	100	No	18.0	7.0	-2.9	4.1	1.1
High Zone	C	LIV/DIN	D	H-02	AD-NPE	3.2	100	375	No	37.6	1275	2535	3.2	100	375	No	38.3	8.8	-0.1	8.7	0.4
High Zone	C	BR	W	H-03	AW1-PN	0.5	100	100	No	6.10	600	870	0.5	100	100	No	8.0	6.0	-1.2	4.8	0.5
High Zone	C	BR	W	H-04	AW1-PN	0.5	100	100	No	6.30	600	870	0.5	100	100	No	8.0	6.0	-1.0	5.0	0.4
High Zone	C	BR	W	H-05	AW2-PN	1.1	100	100	No	12.60	750	1500	1.1	100	100	No	18.0	7.0	-1.5	5.5	0.2
Penthouse	A	BR	W	S-02	AW2-PN	1.1	100	100	No	8.70	750	1500	1.1	100	100	No	18.0	7.0	-3.2	3.8	0.1
Penthouse	A	BR	W	S-03	AW2-PN	1.1	100	100	No	12.80	750	1500	1.1	100	100	No	18.0	7.0	-1.5	5.5	0.2

**Appendix 2-4      Estimation of Maximum Allowed Sound Attenuation of Acoustic  
Window and Acoustic Door (Baffle Type)**

(I) Possible design of “Acoustic Window (Baffle Type)” for 8m<sup>2</sup> and 18m<sup>2</sup> habitable rooms (i.e. dining room, living room or bedroom)

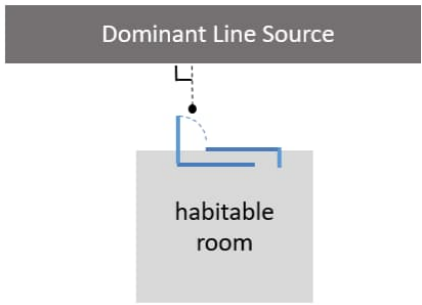
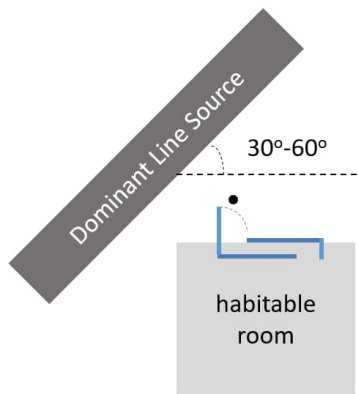
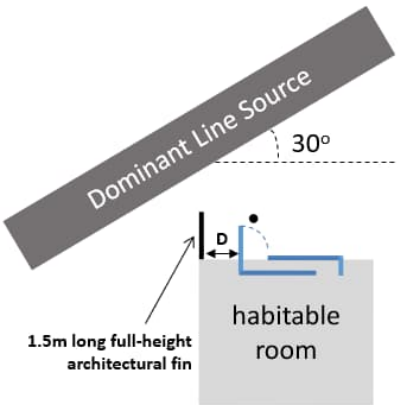


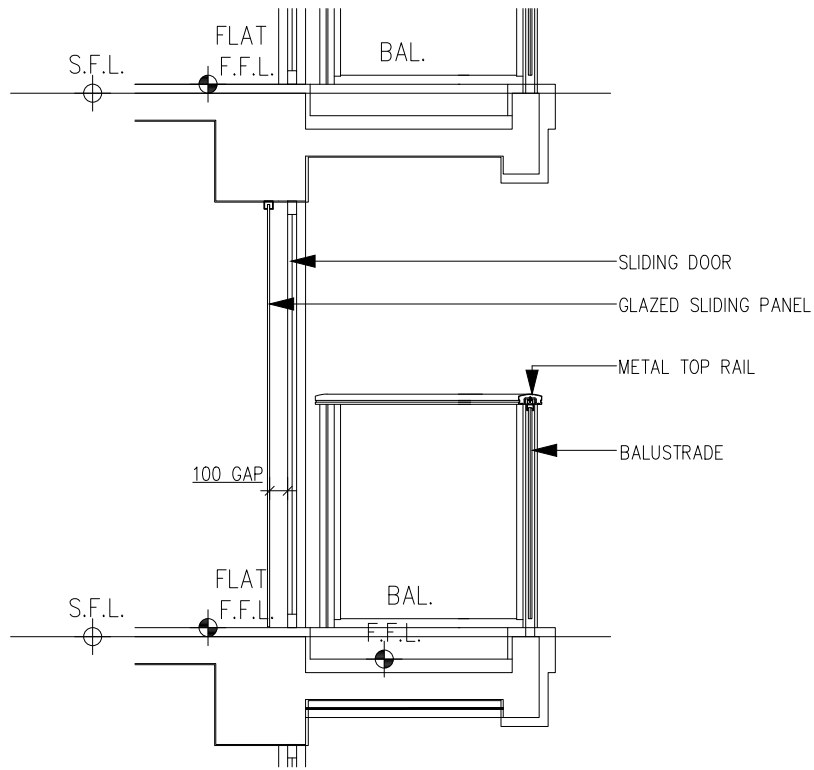
Possible Designs of “Acoustic Window (Baffle Type)” for 8m <sup>2</sup> and 18m <sup>2</sup> rooms					
Room Size (m <sup>2</sup> )	Room Dimensions (mm <sup>3</sup> )	Inner Window Opening (mm <sup>2</sup> )	Outer Window Opening (mm <sup>2</sup> )	Overlapping Length (mm)	Gap Width (mm)
8	3200 (W) x 2500 (D) x 3400 (H)	580 (W) x 870 (H)	600 (W) x 870 (H)	≥ 100	100 to 175
18	5300 (W) x 3390 (D) x 3400 (H)	750 (W) x 1500 (H)	750 (W) x 1500 (H)	≥ 100	100 to 175

*Notes:*

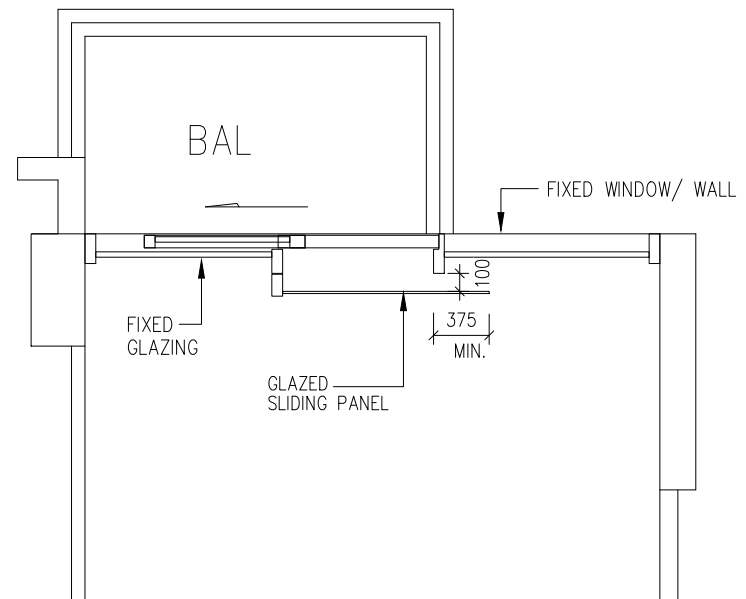
- These are feasible designs of AW(BT) for 8m<sup>2</sup> and 18m<sup>2</sup> rooms.
- For optimum performance of noise reduction, the air gap should have a pane-to-pane overlapping length of ≥ 100mm and a gap width between 100mm and 175mm, with the inner sliding glass panel in a closed position. The window pane shall be ≥ 6mm in thickness.

# Proposed Acoustic Window (Baffle Type) Design

<b>Table 1: Summary on RNR of Acoustic Window (Baffle Type) (for use in NIA)</b> *Plan not to scale	Correction dB(A) L10(1hr)		
	8m <sup>2</sup>	18m <sup>2</sup>	
 <p style="margin-left: 20px;">Dominant Line Source</p> <p style="margin-left: 20px;">habitable room</p>	<p><b>(a) Provision of AW(BT) parallel to dominant line source</b> (whichever side the outer side-hung window is)</p>	<p>- 6.0</p> <p>- 7.5 (added SAM<sup>1</sup>)</p>	<p>- 7.0</p> <p>- 8.5 (added SAM<sup>1</sup>)</p>
 <p style="margin-left: 20px;">Dominant Line Source</p> <p style="margin-left: 20px;">30°-60°</p> <p style="margin-left: 20px;">habitable room</p>	<p><b>(b) Tilting the AW(BT) in (a) above to 30° - 60° horizontal incident angle to dominant line source</b> (whichever side the outer side-hung window is)</p>	<p>- 7.0</p> <p>- 8.5 (added SAM<sup>1</sup>)</p>	<p>- 8.0</p> <p>- 9.5 (added SAM<sup>1</sup>)</p>
 <p style="margin-left: 20px;">Dominant Line Source</p> <p style="margin-left: 20px;">30°</p> <p style="margin-left: 20px;">1.5m long full-height architectural fin</p> <p style="margin-left: 20px;">habitable room</p> <p style="margin-left: 20px;">D</p> <p style="margin-left: 20px;">D = Distance from architectural fin to nearest window frame should be at most 900mm.</p>	<p><b>(b1) If tilted AW(BT) is at 30° horizontal incident angle to dominant line source</b></p> <p>+ 1.5m long full-height architectural fin<sup>2</sup></p> <p>* AW(BT) + architectural fin should be considered as ONE package of noise mitigation measures. Outer side-hung window of AW(BT) and architectural fin should be installed at the side nearer to dominant line source.</p>	<p>- 8.0</p> <p>- 9.5 (added SAM<sup>1</sup>)</p>	<p>- 9.0</p> <p>- 10.5 (added SAM<sup>1</sup>)</p>



TYPICAL SECTION



TYPICAL PLAN

**Appendix: 2-3**

**Title:** Proposed Acoustic Door (Baffle Type) Design

**Project:** Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong



Drawn by: CM

Checked by: CC

Rev.: 1.0

Date: Apr 2026

**Appendix 2-5 Schedule of Noise Mitigation Measures**

## Appendix 2.5 Schedule of Noise Mitigation Measures

Zone	NSR	Unit	Room	Floor	Noise Mitigation Measures
Low Zone	L-01	F	LIV/DIN	7/F-27/F	Fixed Glazing / Maintenance Window
Low Zone	L-02		BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-03		BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-04		LIV/DIN	7/F-27/F	Acoustic Door (Baffle Type)
Low Zone	L-05	E	LIV/DIN	7/F-27/F	Acoustic Door (Baffle Type)
Low Zone	L-06		BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-07	D	BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-08		LIV/DIN	7/F-27/F	Acoustic Door (Baffle Type)
Low Zone	L-09	C	BR	7/F-27/F	Fixed Glazing / Maintenance Window
Low Zone	L-10			7/F-27/F	Acoustic Window (Baffle Type) & Fixed Glazing / Maintenance Window
Low Zone	L-11		BR	8/F-22/F	Acoustic Window (Baffle Type)
Low Zone	L-12		LIV/DIN	8/F-22/F	Acoustic Door (Baffle Type)
Low Zone	L-13	B	BR	10/F-20/F	Acoustic Window (Baffle Type)
Low Zone	L-14		LIV/DIN	12/F-18/F	Acoustic Door (Baffle Type)
Low Zone	L-18	A	BR	7/F-27/F	Acoustic Window (Baffle Type) & Fixed Glazing / Maintenance Window
High Zone	H-01	C	LIV/DIN	30/F-32/F	Fixed Glazing / Maintenance Window
High Zone	H-02			30/F-32/F	Acoustic Door (Baffle Type)
High Zone	H-03		BR	30/F-32/F	Acoustic Window (Baffle Type)
High Zone	H-04		BR	30/F-32/F	Acoustic Window (Baffle Type)
High Zone	H-05		BR	30/F	Acoustic Window (Baffle Type)
High Zone	H-06	B	BR	30/F-32/F	Fixed Glazing / Maintenance Window
High Zone	-			30/F-32/F	Fixed Glazing / Maintenance Window
Penthouse	S-02	A	BR	33/F	Acoustic Window (Baffle Type)
Penthouse	S-03		BR	33/F	Acoustic Window (Baffle Type)

Note:

13/F, 14/F and 24/F omitted.