Attachment 1 –

Replacement Page of the Environmental Assessment

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 development 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 $L_{10\ (1\text{-}hr)}$ 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**. Endorsement from Transport Department (TD) will be provided once available.

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.