APPENDIX V

Revised Pages of the Supporting Planning Statement

4.6.3. Junction capacity assessments were carried out at the key junctions in the vicinity for the year 2036. The results have indicated that all nearby junctions will operate satisfactorily for both reference and design scenarios.

Pedestrian Traffic

4.6.4. To ascertain the adequacy of footpath width for walking between the proposed development, bus/GMB stops and the MTR Causeway Bay Station, a pedestrian count survey was conducted.

4.6.5. The proposed development is estimated to generate 2-way pedestrian flows of 895 person/ hour during weekday AM, weekday PM and weekend peak hours. The condition of the key footpaths will be satisfactory after accommodating the pedestrians generated and attracted by the proposed development in all scenarios with LOS "C" or above, similar to the existing condition.

4.7. Environmental Considerations

Air Quality

4.7.1. During the construction stage, good site practices and sufficient air quality control measures as stipulated under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Fuel Restriction) Regulations and Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation will be implemented to prevent adverse air quality impact.

4.7.2. According to HKPSG, the recommended minimum buffer distance from the nearby roads (i.e Caroline Hill Road, a local distributor) is 5m. No air sensitive uses have been placed within this zone. Similarly, area with 100-200m horizontal buffer distance from any chimneys require a 20m difference in height between the chimney exit and fresh air intake location. The proposed fresh air intake location will be designed at or below 104.7mPD.

4.8. Drainage and Sewerage Considerations

Drainage

4.8.1. The Site is currently fully paved. The current peak runoff from the Site area is 0.447 m^3/s whereas the anticipated peak runoff upon completion of the proposed SCAA Sports Link would be reduced to 0.406 m^3/s.

4.8.2. According to the DSD drainage record plans, public stormwater pipes of 375mm in diameters are available along Caroline Hill Road. The reduction in surface runoff would post no negative impact to the public drainage system.

Sewerage

buildings.

5.7. No Unacceptable Visual Impact

5.7.1. The Visual Impact Assessment in *Appendix IX* has reviewed the potential visual impact of the proposed development onto 9 selected public viewpoints. The assessment report concluded that, though proposed building would have some slightly visual impacts to the public viewers, with responsive building height, mass and scale, building setback andplanting proposal at street level, green wall and greening on the roof etc., all these would help to alleviate the impact to an acceptable level, and proposed building is therefore compatible with the existing urbanised and recreational landscape and visual context. Proposed building is acceptable from visual perspective.

5.8. No Adverse Technical Impacts

Traffic Impact

5.8.1. Noted the concern from the previous planning application, the design of the proposed SCAA Sports Link has been refined with careful attention on traffic impact. The current plan positions the proposed SCAA Sports Link to provide sports facilities and operate according to its current operation mode. This proposed SCAA Sports Link is expected to generate significantly less vehicle and pedestrian traffic than the previous proposal.

5.8.2. A Traffic Impact Assessment has been carried out and the results revealed that all junctions and key footpths will have sufficient capacity to accommodate the expected traffic growth and the traffic generated by the Proposed Development. The TIA concluded that the proposed SCAA Sports Link would not induce adverse traffic impact on the adjacent road networks and should be acceptable from traffic viewpoint (*Appendix III* refers).

Noise Impact

5.8.3. According to the Noise Impact Assessment in *Appendix V*, the proposed SCAA Sports Link would not be subject to or generate any adverse noise impact.

Air Quality Impact

5.8.4. During the construction stage, with the implementation of good site practices and sufficient air quality control measures as stipulated under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Fuel Restriction) Regulations and Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, adverse air quality impact generated from the construction of the proposed SCAA Sports Link would not be anticipated.

5.8.5. During the operational phase, the Proposed Development Scheme has reserved

sufficient horizontal buffer distance from nearby road sections as promulgated in the HKPSG to minimise the air quality impacts of vehicular emissions and industrial emissions. Thus, no adverse air quality impact would be anticipated at the Site during the operational phase.

5.8.6. There are 4 nos. of chimneys nearby and these are located at Saint Paul's Hospital Main Block with a height of 124.7mPD. Whilst the main roof level of the proposed SCAA Sports Link would be approximately +45.4mPD, there would be a height difference of about 79.3m between the hospital chimneys and the proposed building. Having considered the horizontal difference between the two (more than 100m), there would be sufficient buffer distance from the chimney exit and the proposed fresh air intake location at the proposed SCAA Sports Link. Therefore, no adverse air quality impact to the Proposed Development would be anticipated.

Impact on Air Ventilation

5.8.7. An Air Ventilation Assessment – Expert Evaluation (*Appendix IV* refers) has been carried out to to provide qualitative evaluation of wind performance of the proposed SCAA Sports Link under the Proposed Development Scheme. With the good design features to improve air ventilation performance, including building setback, and perforated fence adopted in the proposed SCAA Sports Link, it is anticipated that there shall be insignificant impact to the wind environment in the surrounding area.

Drainage and Sewerage Impacts

5.8.8. Results of the Drainage Impact Assessment in *Appendix VII* confirm that there would be reduction in contribution of stormwater surface runoff upon completion of the proposed SCAA Sports Link. Therefore, the assessment concluded that there would be no adverse drainage impact on existing stormwater system.

5.8.9. According to the Sewerage Impact Assessment in *Appendix VIII*, the estimated Average Dry Weather Flow ("ADWF") to be generated by the proposed SCAA Sports Link would be 27.02m^3/day. The existing public sewerage system would have sufficient capacity to cater for the anticipated flow, therefore no adverse sewerage impact would be anticipated.