

By Email

Our Ref: S3023b/TDM_KB/23/008Lg

10 June 2025

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



PLANNING LIMITED
規劃顧問有限公司

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電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

**Proposed Composite Redevelopment with Trade Mart/Exhibition and
Commercial, Residential, Social Welfare Facilities and School Uses and
Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032,
1 Trademart Drive, Kowloon Bay, Kowloon
- Section 16 Planning Application No. A/K22/42 -
(Further Information No. 4)**

Reference is made to the captioned S16 Planning Application acknowledged by the Town Planning Board ("TPB") on 19 February 2025.

Please find enclosed the followings for your information and necessary replacement:


- Annex 1** Replacement page(s) of the Environmental Assessment following receipt of the "No Comment" reply from the Transport Department on the long-term traffic forecasts; and
- Annex 2** Replacement page of the Visual Impact Assessment

Kindly note that the replacement pages are merely to provide clarifications on queries raised by relevant government department(s). There is no change in methodology and conclusion of the respective assessments.

Meanwhile, should you have any queries in relation to the above and/or attached, please do not hesitate to contact the undersigned at 3426 8451 or our Mr. Elden Chan at 3579 5778.

Thank you for your kind attention.

Yours faithfully,
For and on behalf of
KTA PLANNING LIMITED


Pauline LAM
Encl.

cc. the Applicant & Team
PL/EC/vy



ANNEX 1

2. TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 This road traffic noise impact assessment is prepared to address potential road traffic noise impact on the noise sensitive uses of the Proposed Development and to recommend mitigation measures where practicable to attenuate the impact.
- 2.1.2 The Proposed Development consists of residential, retail, GIC, office uses, hotel showroom/ exhibition related uses and other ancillary facilities such as carpark and E&M rooms. The residential dwellings (residential towers & RCHE) are noise sensitive in nature and will rely on opened window for ventilation purpose. All other uses (e.g.: kindergarten, office base of social work service for pre-primary institutions (SWSPPi), DCCE, clubhouse, retail, office, hotel, showroom/ exhibition related uses, etc) are either non-noise sensitive in nature or do not rely on opened window for ventilation purpose.

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.
- 2.2.2 Under the HKPSG, the criterion for road traffic noise impact for dwellings, is $L_{10(1\text{-hour})}$ 70 dB(A). The criteria apply to habitable rooms which rely on openable windows for ventilation.

2.3 Assessment Methodology

- 2.3.1 In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the Proposed Development has been assessed based on the proposed master layout plan (MLP).
- 2.3.2 It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated within or in the vicinity of the Application Site. Calculation of predicted road traffic noise were based on the worst case peak hour traffic flows projected within a 15-year period from the target completion and occupation date (Year 2029) of the proposed development.
- 2.3.3 For worst-case scenario evaluation, the assessment year was chosen to be year 2044, which has the maximum forecasted traffic flow within the 15-year period. The year 2044 traffic forecast data is prepared by Project Traffic Consultant and attached in **Appendix 2-1**. Confirmation from the Transport Department (TD) is sought by the Project Traffic Consultant, and the reply from TD is attached in **Appendix 2-1**.
- 2.3.4 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) was used to predict the hourly $L_{10(1\text{-hour})}$ noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise standards.
- 2.3.5 The road surfacing type of most of the carriageways within 300m assessment area of the Application Site is assumed impervious while Kwun Tong Bypass, Central Kowloon Route, part of Kai Cheung Road, part of Shing Kai Road and part of Muk On Street are assumed pervious. Speed limit of 50 km/hr is assumed for all roads generally, except Kai Fuk Road, Kai Tak Tunnel and Kwun Tong Bypass (70 km/hr), Central Kowloon

Vehicle Class Description	Fuel Type	Gross Vehicle Weight (tonnes)	Symbol 1 (in csv output file)	Symbol 2 (in bcd output file & traffic data)
Light Goods Vehicles (2.5-3.5t)	ALL	>2.5-3.5t	LGV2.5-3.5t	LGV4
Light Goods Vehicles (3.5-5.5t)	ALL	>3.5-5.5t	LGV>3.5t	LGV6
Medium & Heavy Goods Vehicles (5.5-15t)	ALL	>5.5-15t	HGV<=15t	HGV7
Medium & Heavy Goods Vehicles (15-24t)	ALL	>15-24t	HGV15-24t	HGV8
Public Light Buses	ALL	ALL	PLB	PLB
Private Light Buses (<=3.5t)	ALL	<=3.5t	PrLB<=3.5t	PV4
Private Light Buses (>3.5t)	ALL	>3.5t	PrLB>3.5t	PV5
Non-franchised Buses (<6.4t)	ALL	<=6.36t	NFB<=6.4t	NFB6
Non-franchised Buses (6.4-15t)	ALL	>6.36-15t	NFB6.4-15t	NFB7
Non-franchised Buses (15-24t)	ALL	>15-24t	NFB15-24t	NFB8
Single Deck Franchised Buses	ALL	ALL	FBSD	FBSD
Double Deck Franchised Buses	ALL	ALL	FBDD	FBDD
Motor Cycles	ALL	ALL	MC	MC
Heavy Goods Vehicles (>24t)	ALL	>24t	HGV>24t	HGV9
Non-franchised Buses (>24t)	ALL	>24t	NFB>24t	NFB9

- 4.5.20 The estimated 18-class distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Vehicle Licensed Number by Age and Technology Group Fractions".
- 4.5.21 All concerned roadways shall be characterized with speed limits. Average speeds of 24 hours were prepared for each road.
- 4.5.22 The established road traffic data, including traffic flow, 24-hour vehicle mix and 24-hour average speed was provided by the Project Traffic Consultant. Confirmation from the Transport Department (TD) is sought, and the reply from TD on the methodology adopted for the traffic forecast is attached in **Appendix 4-8**. It should be noted that the traffic forecasts for the assessment have been produced strictly in accordance with the methodology of the traffic forecast.

EMFAC-HK Input*Geographical Area*

- 4.5.23 "Hong Kong" is selected as the Geographical Area.

Calendar Year

- 4.5.24 2029 are chosen as the Calendar Year in the EMFAC-HK Model to represent the worst case scenario emissions based on the findings from sensitivity test (see **Section 4.5.45**) (because the vehicle fleet will become cleaner over time as the fleet incorporates newer vehicles adhering to more stringent emission standards) for the Proposed.

Season or Month

- 4.5.25 Per the EPD Guideline, "Annual" is selected in this study to evaluate the highest vehicle emission within the Model Year.

Mode and Output

- 4.5.26 EMFAC-HK Model is run in Emfac mode for calculating area fleet average emissions.

Temperature and Humidity

- 4.5.27 The information of temperature and relative humidity from PATH meteorological output in the corresponding grids was used in this assessment.
- 4.5.28 In accordance with a *Guideline of Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction* published by EPD in March 2021, the daily profiles available in SAMP v2.1 of the lowest temperature and relative humidity data in each hour for each month was applied for short-term (i.e. hourly or 24-hour average) and the average temperature and relative humidity data in each hour for each month was applied for long-term (i.e. annual average) for the calculation of vehicular emissions from open roads for air quality impact assessment. For emissions of portals, PTI and bus depot, the minimum quarterly temperatures and RHs were applied for both short-term and long-term air quality impact. Since the 500m assessment area mainly covered 5 different grids (Grid (42, 34), Grid (43, 33), Grid (43, 34), Grid (44, 33) and Grid (44, 34)), the minimum quarterly temperatures and RHs among these covered PATH grids would be adopted as a conservative approach.

Speeds

- 4.5.29 The average speed data provided by the Project Traffic Consultant for every hour of each road was used for the subsequent calculation. As mentioned in **Section 4.5.22**, the relevant correspondence of the endorsement by the **TD is attached in Appendix 4-8**.

Exhaust / Evaporation Technology Fractions

- 4.5.30 Vehicle classes are grouped with different exhaust and evaporation technology group indexes and technology fractions. Each technology group represents a distinct emission control technology. Default exhaust and evaporation technology fractions are adopted in this assessment.

Population and Accrual Rate

- 4.5.31 Default vehicle populations forecast and accrual rate in EMFAC-HK Model is adopted.

Trips and VKT

Appendix 2-1 Year 2044 Traffic Forecast (15 Years from 2029)

From: Sze Ho CHAN <szehochan@td.gov.hk>
Sent: Friday, 6 June, 2025 17:12
To: CKM Asia
Cc: Kwong Mo WONG
Subject: RE: TMD1 - Redevelopment of KITEC at NKIL 6032, 1 Trademart Drive, Kowloon Bay (TPB No. A/K22/42): Traffic Forecast for Environment Assessment Study
Attachments: J7363_EAS_R1A_250605.pdf

Dear Mr. Tang,

I refer to the preceding emails regarding the captioned submission.

It is noted that your "very long-term" traffic figures tailor-made for this exercise are only projected on top of your 2029 forecast figures, which is not comprehensive. However, we have no in-principle objection to your simplified very long-term traffic projection for the captioned study use only, subject to EPD's consent.

Thank you.

Regards,
Vincent Chan
EK/KB, TEK, TD
Tel: 2399 2510

From: "CKM Asia" <mail@ckmasia.com.hk>
To: "Sze Ho CHAN" <szehochan@td.gov.hk>
Date: 05/06/2025 05:25 PM
Subject: RE: TMD1 - Redevelopment of KITEC at NKIL 6032, 1 Trademart Drive, Kowloon Bay (TPB No. A/K22/42): Traffic Forecast for Environment Assessment Study

Attn: Transport Department – Mr Vincent Chan (Engr / Kowloon Bay)

Dear Vincent,

We refer to our emails of 20th May and 4th June 2025 regarding the submission of traffic forecasts for Air Quality Impact Assessment (AQIA) and Traffic Noise Impact Assessment (TNIA) for the captioned project.

**Appendix 4-8 Traffic Forecast for Air Quality Impact Assessment (Traffic
Forecast for Years 2029, 2036 and 2044) (provided in CD)**

From: Sze Ho CHAN <szehochan@td.gov.hk>
Sent: Friday, 6 June, 2025 17:12
To: CKM Asia
Cc: Kwong Mo WONG
Subject: RE: TMD1 - Redevelopment of KITEC at NKIL 6032, 1 Trademart Drive, Kowloon Bay (TPB No. A/K22/42): Traffic Forecast for Environment Assessment Study
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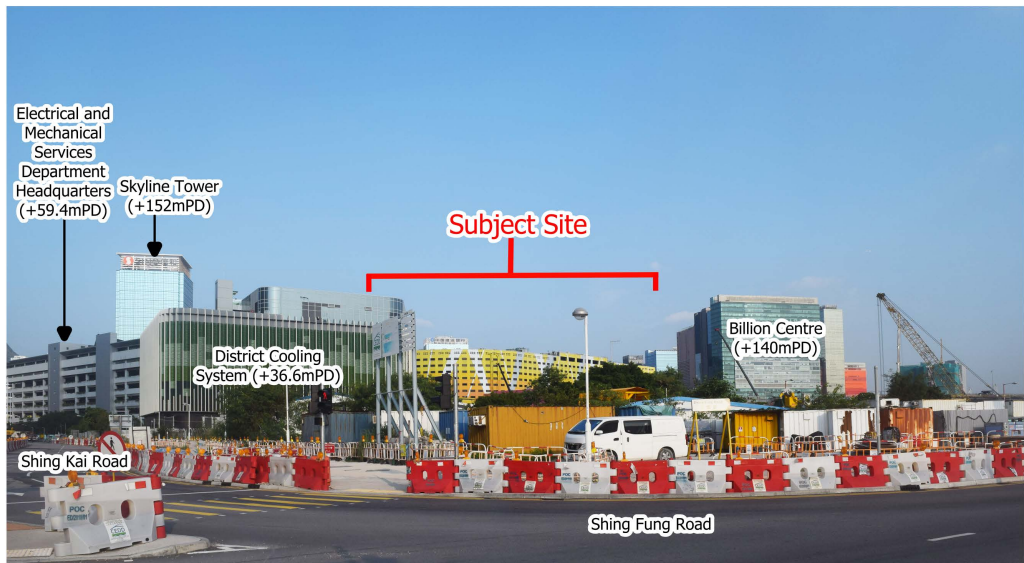
From: "CKM Asia" <mail@ckmasia.com.hk>
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Attn: Transport Department – Mr Vincent Chan (Engr / Kowloon Bay)

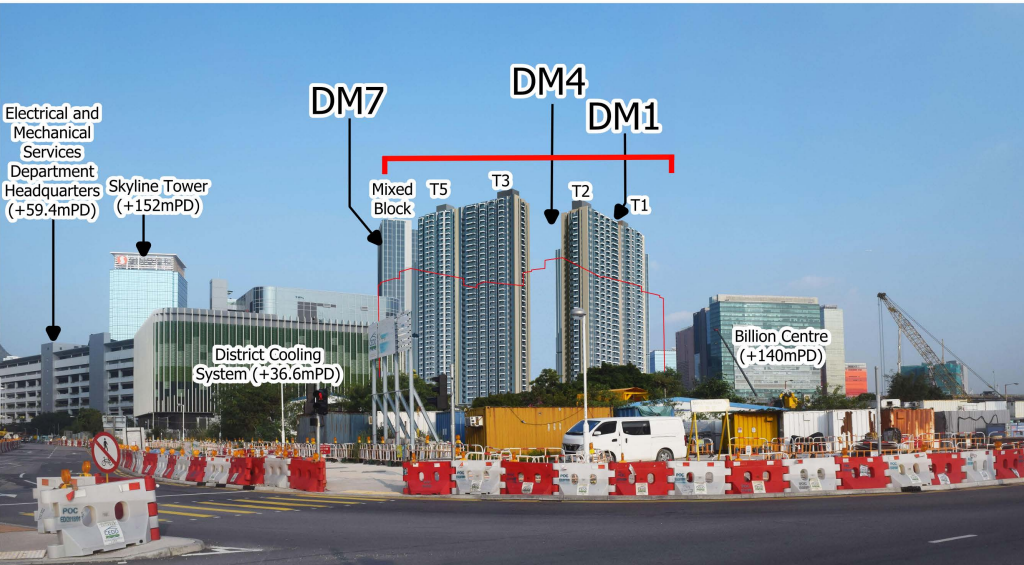
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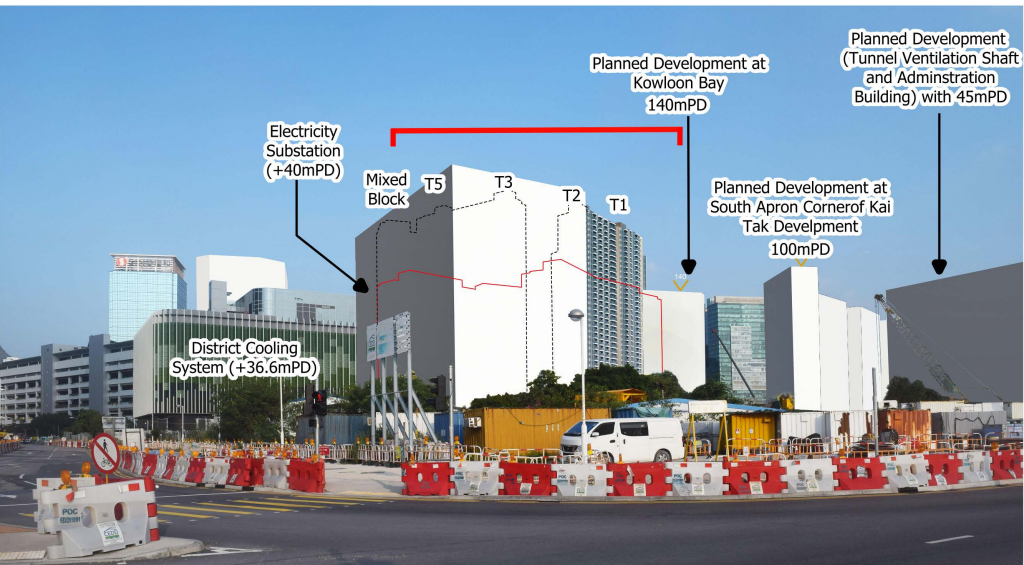
ANNEX 2



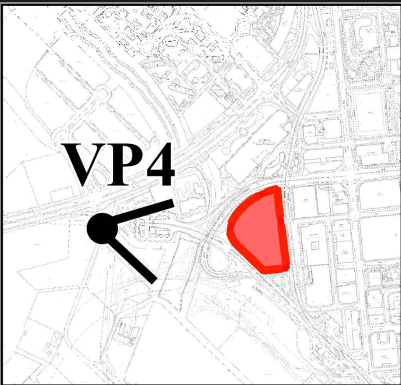
Existing Condition



With Proposed Development



With Proposed Development and Planned/Committed Development



Design Measures:

DM1: The BH of the proposed redevelopment gradually descends from hinterland to waterfront area

DM4: A 15m building separation between the two groups of residential towers to establish a physical and visual connection for pedestrians to view through the Site from the hinterland and other areas of Kai Tak waterfront

DM7: Adopt architectural articulation to break down the perceived bulk and visual massing of the building and to create visual interest

- Proposed Development with 140mPD
- OZP-Compliant Scheme with 100mPD with PR 12

Proposed Residential (Flat) and Permitted Commercial and Trade Mart Redevelopment with Minor Relaxation of Building Height Restriction, New Kowloon Inland Lot No. 6032, 1 Trademart Drive, Kowloon Bay, Kowloon

Visual Impact Assessment

Figure 6.4

Date: 3/4/2024