

**Annex E**  
**Replacement Page of Planning Statement**

performance are proposed, which include keeping not less than 5m building setback from site boundaries in all direction, as well as not less than 15m building separation between building clusters. These will facilitate wind penetration and maintain good air ventilation performance to the surrounding area. With the max. 6-storey BHR, wind flowing atop of the towers can still reach further downwind pedestrian area. Therefore, the Proposed Development with the design measures should not have significant adverse impact on the surrounding environment from air ventilation perspective.

### **Traffic**

- 6.8.6 The Traffic Impact Assessment (“TIA”) (**Appendix 6** refers) has estimated that the Proposed Development would generate (attract) traffic flow of 25(18) pcu/hr in the AM peak and 10(13) pcu/hr in the PM peak. It is anticipated in the traffic forecasts that all seven identified junctions will be operated within capacities in both reference and design scenarios in year 2034 taking into account the Highway Department’s upgrading works of sections of Kam Tin Road (under PWP item No. 6820TH). The traffic generated by the Proposed Development would induce insignificant impact on the surrounding road network. For public transport demand, it is assessed that the demand due to the new population in the Proposed Development could be solved by providing additional max. 1 GMB trip per hour. Therefore, the TIA has concluded that the Proposed Development is considered acceptable from traffic point of view.

### **Noise**

#### *Road Traffic Noise*

- 6.8.7 A noise impact assessment (NIA) (**Appendix 7** refers) has been conducted based on the maximum traffic flow data in 15 years after occupation of the Proposed Development (i.e. 2031+15=2046). In order to achieve noise compliance of the stipulated 70dB(A) noise criterion, provision of acoustic window (baffle type) is proposed to mitigate the noise impact from Kam Tin Road.

#### *Fixed Noise*

- 6.8.8 In terms of fixed noise sources impact, a number of fixed noise sources have been identified within 300m of the Site, including a number of car repairing workshop and open storage sites. According to the NIA, the predicted noise levels from the identified fixed noise sources are anticipated to be within the stipulated noise limits (i.e. 60dB(A) Leq(30min) during 0700 to 2300 and 50dB(A) Leq(30min) during 2300 to 0700) in the Noise Control Ordinance.

#### *Aircraft and Helicopter Noise*

- 6.8.9 The runway of the Shek Kong Airfield is located at more than 300m south of the Proposed Development. The maximum measured helicopter noise level L<sub>max</sub> 55dB(A) within the Development Site is within the criteria for helicopter noise stated in HKPSG (i.e. 85dB(A) L<sub>max</sub>). Therefore, adverse impact from helicopter noise to the Proposed Development is not anticipated.