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**(ACE Paper 57/97)**  
**for information**

**Inclusion of Additional Noise Barrier at Pak Shek Kok  
in Gazette Plans under Tolo Highway Widening Project**

**Purpose**

1. This paper seeks to inform Members of the proposed inclusion of additional noise barriers (about 1km long for roadside and 0.6km long for central median) on the gazette plans under Highways Department's project "Widening of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange" (Tolo Highway project), to protect planned noise-sensitive residential development in Pak Shek Kok reclamation area.

**Background**

2. Previous EIA studies conducted under the Tolo Highway project recognised the potential housing development at the northern section of the Pak Shek Kok Development Area (Area) and allowed certain length of noise barrier for protecting such planned use. The extent which has been endorsed by ACE, however, has been limited both at roadside and at between carriageways (median) as shown on Figure 1 as there were still uncertainties at that time on the exact size and development parameters for the housing site. In April 1997, another feasibility study for the Area was commissioned by Territory Development Department to formulate landuse plan for the Area. On 13.11.1997, the development parameters for housing site (plot ratio from 3 to 5) as well as the plan were endorsed by the Committee on Planning and Land Development, and the current extent of noise barrier would become inadequate to mitigate traffic noise impacts on the planned housing development.

3. The Tolo Highway project is now under detailed design stage and is scheduled to be gazetted under Roads Ordinance on 5.12.1997. The project is under a fast-track programme and is scheduled for completion before end 2001 to alleviate the traffic congestion at the Tolo Highway. Noise barrier, being an integral element of the proposed roadworks, has been indicated on the gazette plans for public consultation. To reflect the findings of latest EIA review under the Pak Shek Kok feasibility study, it is therefore considered essential to include the most up-to-date extent of the barriers now for gazetting purpose.

### **Appraisal and proposed barrier**

4. According to the endorsed development concept plan for the Area, medium density residential developments, together with government/institution/community uses and open space will be exposed to up to 80dB(A) levels of road traffic noise, with the originally proposed barriers in place. These levels are 10 dB(A) over appropriate Hong Kong Planning Standards and Guidelines (HKPSG) criterion for residential developments. Quantitatively modelled assessments have predicted that both the roadside barriers (8m cantilever canopy type) and median absorptive barriers (5m vertical type) should be extended for 1000m and 615m respectively as shown on Figure 1.

5. With the proposed extension, assessment indicated that the residential developments should not be exposed to road traffic noise levels above those recommended in HKPSG. Future planning work will also provide further opportunities to protect the housing site in terms of site layout and orientation.

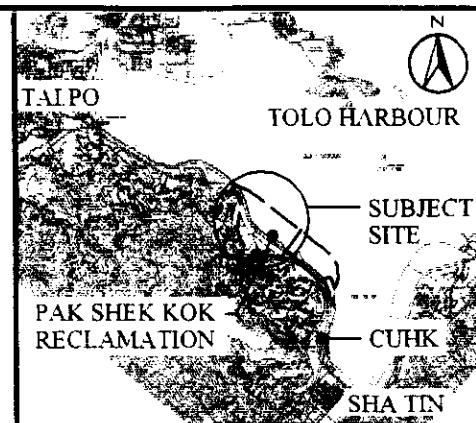
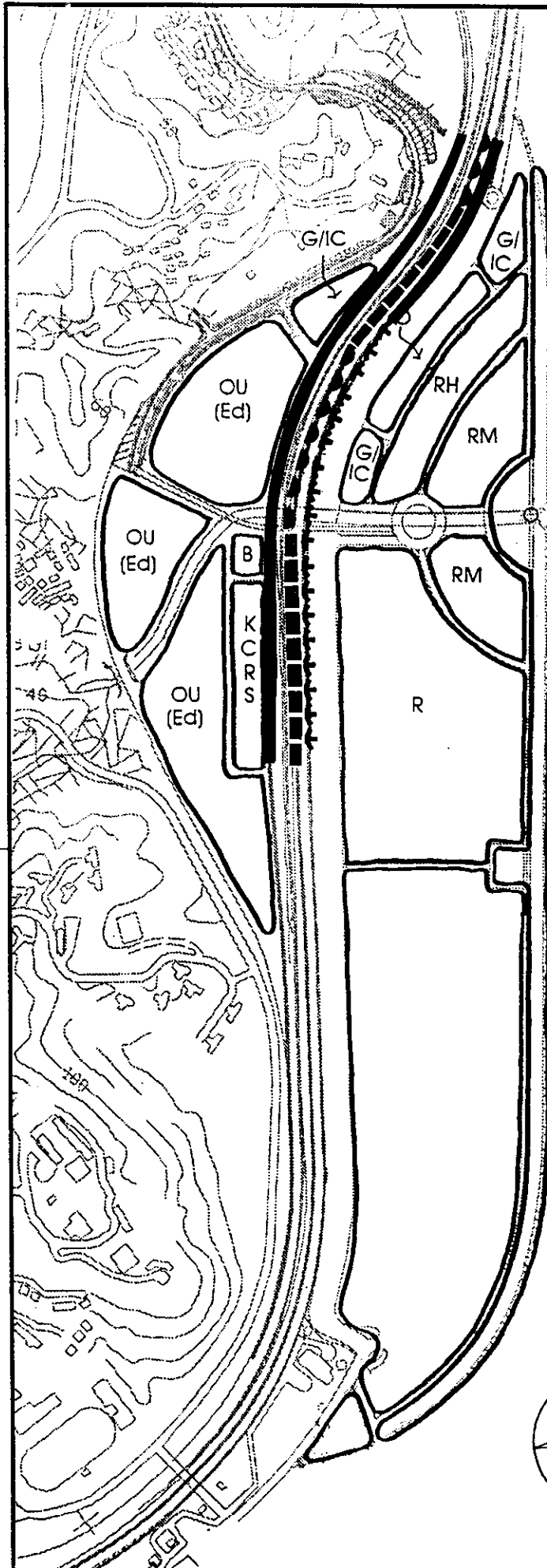
6. It is not envisaged that the barrier installation process would generate perceivable increases in construction impacts to those associated with the widening works, as the additional noise barriers will be installed in conjunction with the Tolo Highway roadworks.

7. It is noted that full consultation with ACE on the EIA results for Pak Shek Kok Development Area will be carried out in mid-1998 upon the completion of feasibility study. However, having completed the noise assessment review now in association with the agreed landuse plan, opportunities now exist for including the noise barrier extension on the gazette plans for the Tolo Highway project. Otherwise, the proposed extended works might need to be gazetted again as a separate scheme, which may also adversely affect the programme of the housing development as well as the roadworks.





### **Recommendations**

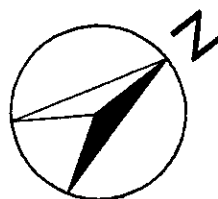
8. Members are requested to note the proposed extension of noise barriers along the Tolo Highway to protect planned noise-sensitive developments in the Pak Shek Kok Development Area.

**NT North Development Office  
Territory Development Department  
November 1997**



# LEGEND :

-  PREVIOUSLY PROPOSED 8m CANOPY NOISE BARRIER (ROADSIDE)
-  PREVIOUSLY PROPOSED 5m VERTICAL NOISE BARRIER (MEDIAN)
-  EXTENSION OF CANOPY NOISE BARRIER FOR PSK DEVELOPMENT (ROADSIDE)
-  EXTENSION OF VERTICAL NOISE BARRIER FOR PSK DEVELOPMENT (MEDIAN)
- RM RESIDENTIAL DEVELOPMENT (LOWER RANGE MEDIUM DENSITY)
- RH RESIDENTIAL DEVELOPMENT (HIGHER RANGE MEDIUM DENSITY)
- R RECREATIONAL DEVELOPMENT WITH HOTEL
- O OPEN SPACE
- OU(ED) OTHER SPECIFIED USES (EDUCATION)
- G/IC GOVERNMENT/INSTITUTION/COMMUNITY
- B BUS TERMINUS
- KCRS KCR STATION



PROPOSED NOISE BARRIERS  
ALONG TOLO HIGHWAY

FIGURE:

1