CHAPTER EIGHT NOISE

1. Noise is a form of pollution which can affect our daily lives to the extent that it can impair sleep or impede work or recreational activities. Government has been successful in enacting the Noise Control Ordinance and its Technical Memoranda in an effort to control noise levels, however, these tools should not be used as the solution to potential problems but rather in support of the planning process. In the HKPSG, the overall policy objective for the control of noise includes the provision "to have due regard to noise in planning public development projects". A fundamental TDS objective is "to minimise or reduce noise impacts from major transport corridors and industrial sources".

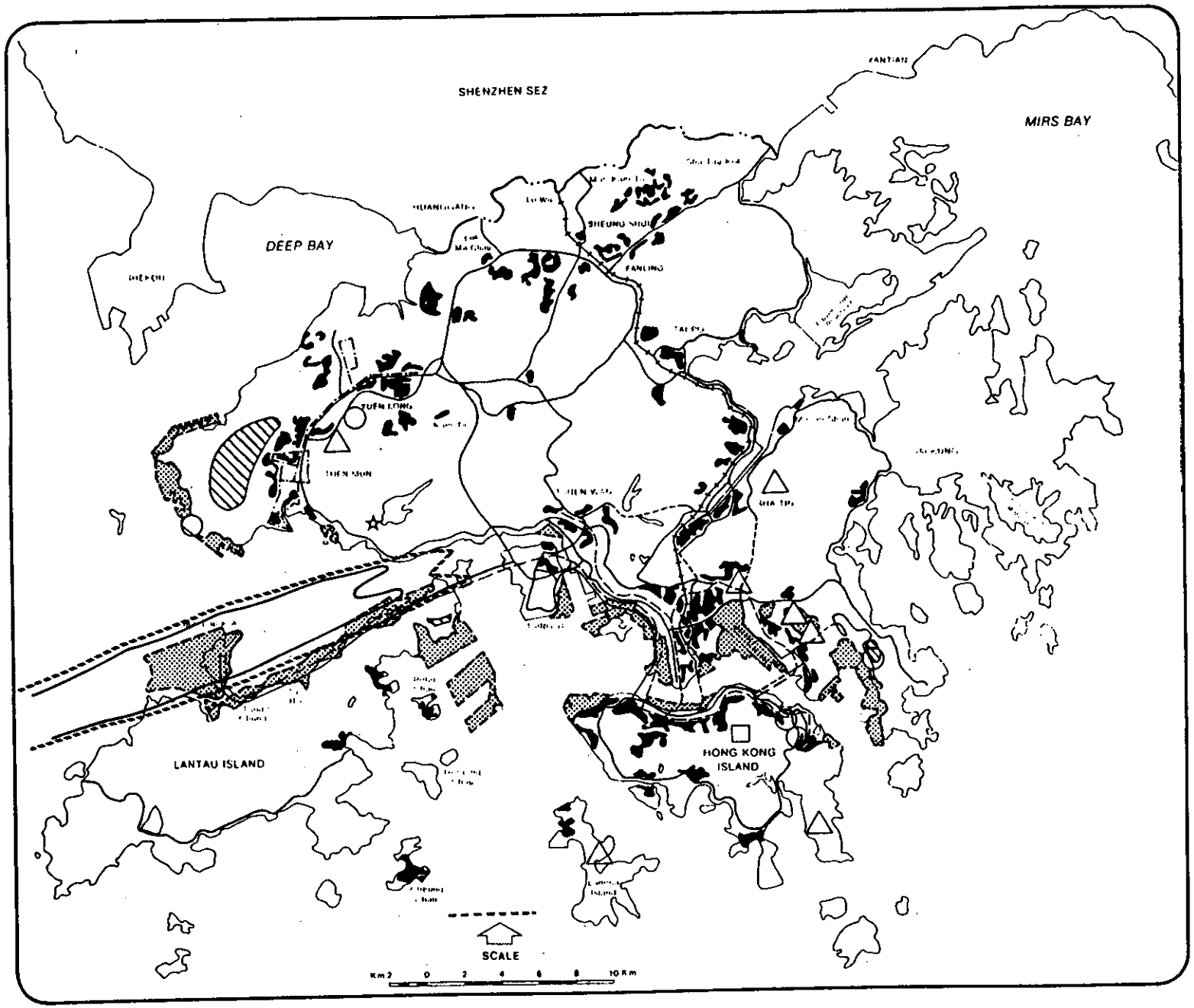
2. Major noise sources include construction noise which is temporary and of relatively short duration (although the scale of the developments proposed under the TDS Review may bely this concept). Road and rail traffic noise can be persistent although the intensity can vary throughout the day. Industrial noise and noise associated with port and airport operations are primarily off-site noise impacts which are more widespread in their effects and more difficult to assess and control than construction or traffic related noise impacts. It should be noted that neither cumulative noise assessments nor off-site noise impacts are within the scope of this assessment but will require detailed study in future.

3. An illustration of the baseline noise profile shown by Figure 8.1 which illustrates the locations of sensitive receivers (particularly in the NWNT and NENT). When considered in the context of the development proposals it is evident that with the increase in development proposed under the NT-Biased Option, the costs associated with minimising noise impacts are likely to be higher than for either the Recommended or HB-Biased Options, as illustrated by Table 8.1.

4. Interfaces between major new roads and residential areas are also used as a performance measure with the results that the greatest potential interfaces exist in the Metro Area. Other areas where such interfaces are likely to occur are in the NWNT. Detailed assessments of these areas will be required at a district level when feasibility studies and preliminary/detailed engineering designs are carried out. At the detailed planning stage, consideration can be given to ways to minimise noise by, for example, orientation of buildings, provision of set backs from noise sources or by including buffer uses at sites which are most severely impacted.

5. In addition to interfaces between residential uses and transport corridors, noise could also cause problems in terms of various land uses such as established, Country Parks, SSSI's and cultivated areas. There is greater potential for such interfaces in the NT-Biased Option than under the other two proposed scenarios.

6. Noise in the urban areas would become an even greater problem than at present with the intensification of development under the HB-Biased Option. The cost of mitigation would, however, be borne by a larger sector of the community.



LEGEND

- Contract Quarry
- Government Quarry
- Rock Crushing Site
- Site Crusher
- Land Based Source Area
- Major Engineering Projects
- Sensitive Receivers

EXISTING/COMMITTED TRANSPORT

- Main Highway
- Freight/Passenger Railway
- Heavy Rail
- Light Rail

NOISE EXPOSURE FORECASTS

- 25 NEF (Year 2000)
- 25 NEF (Year 2030)

TERRITORIAL DEVELOPMENT STRATEGY REVIEW ENVIRONMENTAL PROFILES
NOISE POLLUTION

8.1

7. In addition to the foregoing, increases in ambient noise levels are anticipated as a result of the developments proposed under the port and open storage strategies. Port back-up areas and open storage facilities are noise generators per se and, as these areas are proposed to be located in rural areas, the contribution to the background noise-climate could be significant at a local level. In addition, the off site impacts associated with the transport to and from site of containers and goods could create significant impacts which will need to be examined in detail at a local level. This is particularly pertinent under the NT-Biased Option as the potential interfaces between the residential/transport/port back up lands become a more serious problem as the solution spaces reduce.

8. Cross-border vehicle movements will also need to be studied in detail to ensure the impacts associated with the development of these facilities on local residents are minimised as far as is practicable. The aim to maintain or reduce the ambient noise levels presently experienced will be a key stone of the integrated transport-environment proposals and comprehensive studies will need to be carried out to ensure these goals are achieved in order to make Hong Kong a better place in which to live and work.

Table 8.1 Predicted Traffic Noise levels (dB(A)) at Major Roads

	NT-Biased Option	HB-Biased Option	Recommended Strategy
AM Peak Velocity, km/hr	25.7	26.5	26.8
Harcourt Road			
Traffic Flow, veh/hr	2,441	2,405	2,502
Goods Vehicles, %	18.7	19.9	20.2
Noise Level, dB(A)	73.8	73.9	74.0
Eastern Harbour Tunnel			
Traffic Flow, veh/hr	6,925	6,772	6,889
Goods Vehicles, %	22.9	23.4	23.7
Noise Level, dB(A)	79.1	79.0	79.0
Cross Harbour Tunnel			
Traffic Flow, veh/hr	2,473	2,520	2,561
Goods Vehicles, %	24.2	24.6	24.7
Noise Level, dB(A)	74.8	74.9	74.9
Prince Edward Road West			
Traffic Flow, veh/hr	1,611	1,554	1,674
Goods Vehicles, %	27.0	19.6	19.4
Noise Level, dB(A)	73.4	72.0	72.2
Prince Edward Road East			
Traffic Flow, veh/hr	6,327	5,677	6,071
Goods Vehicles, %	24.7	24.1	24.2
Noise Level, dB(A)	73.4	78.3	78.6
Lion Rock Tunnel			
Traffic Flow, veh/hr	2,511	2,403	2,206
Goods Vehicles, %	31.5	34.6	35.4
Noise Level, dB(A)	75.8	76.0	75.6
Tate's Cairn Tunnel			
Traffic Flow, veh/hr	6,291	6,259	6,194
Goods Vehicles, %	27.3	28.5	30.9
Noise Level, dB(A)	79.3	79.3	79.6
Castle Peak Road (Yuen Long)			
Traffic Flow, veh/hr	6,235	8,838	7,276
Goods Vehicles, %	25.9	26.7	25.9
Noise Level, dB(A)	79.1	80.6	79.6