

period upon commencement of operation and occupation i.e. morning peak hour traffic flow in year 2031. The scheduled last intake of population in SEKD and operation of road network was expected to be in 2016 and hence the predicted traffic flow of 2031 was used for the traffic noise assessment. An annual growth factor of 1% with the same modal split in year 2016 was assumed in the prediction of the growth in traffic volume upto year 2031. The traffic flow for year 2031 was agreed by TD for use in this EIA Report.

3.2.2.3 Considering the scope of this Project, the following road sections were classified in the following manner for road traffic noise assessment:

- (i) New roads: includes all new roads created and roads substantially altered in SEKD.
- (ii) Existing roads: includes Prince Edward Road East, Kwun Tong Bypass and other existing roads around SEKD.

3.2.2.4 The classification is given in **Appendix 3B** for reference. A checklist of the relevant road improvement scheme in SEKD project is also given in **Appendix 3B** for the identification of existing roads with substantial modifications.

3.2.2.5 Assessment points (APs) at noise sensitive façade were selected to represent identified NSRs for quantitative noise assessments. Traffic noise levels at the APs in respect of each road section and the overall noise levels from the combined road sections (both new and existing) were calculated. Locations of the APs are presented in **Drawing Nos. 22936/EN/280, 22936/EN/281 and 22936/EN/282** respectively for NAKTA Area, Hoi Sham Area and Kai Tak Approach Channel and Runway Area. Traffic noise levels at the APs in respect of each road section and the overall noise levels from the combined road sections (both new and existing) were calculated.

### 3.2.3 Fixed Noise Sources

3.2.3.1 There are numerous different types of fixed noise sources within SEKD areas. Fixed noise sources, which very much depended on future detail design of the facilities, were evaluated with reference to similar facilities in Hong Kong. Quantitative assessments if necessary would be based on standard acoustic principle with reference to the *Technical Memorandum on Noise from places other than Domestic Premises, Public Places or Construction Sites*, issued under the Noise Control Ordinance.

## 3.3 Noise Emission Inventory

3.3.1.1 Sources of noise during construction phase would be associated with the various phases of construction activities, particularly with the use of powered mechanical equipment (PME). Broadly speaking, construction works involved are:

- Site clearance and site formation;
- Transport infrastructure;
- Utilities and services infrastructure; and
- Site development.

3.3.1.2 In South East Kowloon Development, operational noise emission sources can be classified into the followings categories:

1. Noise from transportation
  - (a) Road traffic from existing roads and new/altered roads
  - (b) Shatin to Central Link (SCL) railway
  - (c) Shuttle System – LRT/Trolley Bus

2. Noise from fixed noise sources
  - (a) Railway Depot
  - (b) Sewage Pumping Station (SPS)
  - (c) Electric Substation (ESS)
  - (d) Gas Pigging/Offtake Station (GPS)
  - (e) PTW Expansion Area
  - (f) Trolley Bus/LRT Depot
  - (g) Public Transport Interchange (PTI)
  - (h) Highways Department Depot
  - (i) DSD Maintenance Depot (D)
  - (j) Quarantine and Dog Kennel (Q)
  - (k) Ventilation Shaft
  - (l) Stadium
  - (m) Warm-up Track
  - (n) Swimming Pool Complex
  - (o) Fire Station and Ambulance Depot
  - (p) Refuse Transfer Station (RTS)
  - (q) Public Filling Barging Point (PFBP)
  - (r) Centralised Cooling System (CSCP) & Central Cooling System Pumping Station (CSPS)
  - (s) GLA for DSD & KPTW Extension
  - (t) Typhoon Shelter
  - (u) Vehicle Ferry Pier
  - (v) Cruise Terminal
  - (w) Cruise Terminal with Heliport
  - (x) Heliport
  - (y) Existing Industrial Building
  - (z) Upgrade of Existing Tai Wan Salt Water Pumping Station
  - (aa) Existing HyD Kai Tak Tunnel Admin/Ventilation Building
  - (bb) Automatic Refuse Collection System

3.3.1.3 Fixed noise sources are shown in **Drawing Nos. 22936/TP/101 to 22936/TP/129**. Details of the noise sources are discussed in the following sections.

## 3.4 Planning Against Noise

In developing the layout plan for SEKD, the following concepts have been incorporated to provide better noise environment:

### 3.4.1 *Environmentally Friendly Public Transportation*

3.4.1.1 Considering the SEKD would have a population of over 240,000, there are massive demands for transportation to-and-from SEKD and within SEKD. Environmentally friendly and efficient transportation system is to be adopted. The railway network comprising the existing MTR Kwun Tong Line and the proposed Shatin to Central Link (SCL) forms the backbone of the public transportation services for the future development. As the SCL is proposed to be underground, noise impact to sensitive receivers is virtually minimal. This would also reduce the amount of surface road traffic noise as well.