3.10.23.2 The proposed naphtha berth is located at Site 3G2. The distance of the nearest NSR at Site 3G1 from the berth is about 160 m. The predicted sound power level at source in order to meet the noise criteria during daytime and nighttime is 109 dB(A) and 99 dB(A) respectively.

3.10.24 *Cruise Terminal*

3.10.24.1 Cruise Terminal would be located at Sites 6A6 and 6A7. Site measurements at existing cruise terminal, the Ocean Terminal, revealed that noise level from mooring cruise in the vicinity was around Leq(30min) 64dB(A). Considering the distance from nearest NSRs of >300 m, adverse impact would not be expected.

3.10.25 *Automatic Refuse Collection System*

3.10.25.1 Automatic Refuse Collection System is a government's initiative for refuse collection in SEKD sites. The adoption of the system would rely on individual site design. The ARCS may vary from different manufacturers/suppliers and site design. Technical details of ARCS have been given in Section 7.5 of this Report. Major noise sources generally are related to air blowers, refuse compactor, refuse separator and the collection point, which are highly site-specific in nature and highly depend on the layout plan. Subject to further study of the ARCS, preventive measures have to be adopted in the first place e.g. careful siting of noisy equipment like air blowers, refuse compactor, de-odorising facilities and exhaust. Further mitigation measures e.g. silencers, acoustic enclosure and shielding should be considered if necessary in order to comply with noise standards. Most of the system could be underground or located in shielded areas and associated impacts could be controlled. Adverse impacts are not expected.

3.10.26 *Noise from Marine Traffic*

3.10.26.1 Noise from marine traffic refers to the movement of vessels and their activities which generate noise. As the SEKD would have noise sensitive development along the shoreline, NSRs are more or less affected by the noise from marine traffic. Marine traffic is similar to noise from public place which implementation control measures are not possible. It is not even possible to quantify accurately or compare to existing standard. It is observed that noise sensitive developments are proposed around the bay area which are away from any active marine transport route.

3.10.26.2 As a reference for evaluation, a site noise measurement was carried out at Hung Hom waterfront immediately in front of Harbour Plaza Hotel. The location was considered comparable to future development sites of SEKD. The measurement noted that there were several kinds of vessel travelling and generating noise, namely speed boats, cargo ships, ferries, tug boats, etc. The noise level for Leq(30min) was recorded as 59.9dB(A). The noise level was low. Although there may be concern over the possible night-time impact, the traffic during night-time would likely be much lower. Noise from individual vessel may sometimes be intrusive due to the low background noise level. However, time-averaged noise impact would not likely be adverse.

3.11 Impacts Summary

3.11.1.1 Landuse and transport planning has provided a proactive approach in minimizing the likely noise impacts from road traffic and other sources. The approach included environmentally friendly public transportation, environmental friendly shuttle service, discourage through traffic movements, reducing noise at local levels, reducing demand for through traffic, underground and depressed road design, and planning design. The amount of vehicular traffic in SEKD has been much reduced with traffic flow on most of the planned distributor roads being less than 1000 vehicles per hour. However, high traffic volume existing roads, namely Prince Edward Road East and Kwun Tong Bypass, would still bound SEKD.

3.11.1.2 The Outline Master Development Plan provided the basis for noise assessments. Noise sensitive receivers were identified and noise impacts assessed. The main impact would be from road traffic noise. The traffic noise impact due to road within SEKD were generally less than 3dBA above the standards while the impacts due to existing roads (Prince Edward Road East and Kwun Tong Bypass) could be as high as 7dBA above the standards. Direct mitigation measures at sources were assessed and implemented as far as possible. Together with the incorporation of suggested measures within planned sites including setback, podium and special building design, acceptable noise levels could be achieved. Landuse planning was also considered to be a better approach in resolving the problem of road traffic noise than providing extensive direct measures at roads which would introduce side effects such as visual intrusions. Providing that mitigation measures were adopted at fixed noise sources at critical locations, residual impact would not be expected. The Outline Master Development Plan was acceptable in broad terms for noise.