

**For information**

**Legislative Council Panel on Transport**

**458CL - Sha Tin New Town, Stage 2 – Construction of Road T3**

**INTRODUCTION**

At the meeting of the Legislative Council Panel on Transport held on 20 December 2002, Members considered LC Paper No. CB(1)527/02-03(03) on PWP Item 458CL “Sha Tin New Town Stage 2 – Construction of Road T3” and requested the Administration to provide supplementary information on the following :

- (a) how the 3,500 beneficiary dwellings of the provision of noise barriers were arrived at and the number of dwellings in Mei Lam Estate that would benefit from the provision of noise barriers; and
- (b) results of the Environmental Impact Assessment (EIA) study on the degree of reduction in noise levels as a result of the provision of noise barriers.

**THE ADMINISTRATION’S RESPONSE**

**Statutory and Related Noise Limits**

2. The prevailing requirements under the Environmental Impact Assessment Ordinance (EIAO) are that :

- (a) the total traffic noise from new roads, measured at a distance of one metre from the facade of a building, shall not exceed 70 dB(A) for residential buildings and 65 dB(A) for schools; and
- (b) the increase in traffic noise level arising from the new roads, above the traffic noise level from existing roads, shall be less than 1 dB(A).

In accordance with the assessments in the EIA study, the predicted traffic noise level brought about by Road T3 at all affected buildings in 2022 will, with the proposed noise mitigation measures, fall within the statutory requirements.

**Number of Dwellings Benefiting from the Noise Mitigation Measures**

3. The figures quoted in paragraph 15 of the LC Paper No.

CB(1)527/02-03(03) (i.e. 3,500 existing and 2,000 planned dwellings) included all those dwelling units that are located along and close to Road T3. These dwellings will benefit directly from the proposed noise barriers i.e. the predicted traffic noise level at these dwellings will exceed the limits as stated in paragraph 2 above if the proposed noise barriers are not implemented.

4. In addition to the dwellings that will benefit directly from the provision of noise barriers, a further 3,400 dwellings in the Tai Wai area not in the immediate vicinity of Road T3 are expected to benefit indirectly from the proposed noise barriers i.e. the predicted traffic noise level at these dwellings will not exceed the statutory limits in paragraph 2 above even if the proposed noise barriers are not implemented.

5. In Mei Lam Estate, some 1,020 dwellings (out of the 3,500 beneficiary dwellings) facing Road T3 will benefit directly from the proposed noise barriers. The remaining units in Mei Lam Estate will benefit indirectly from the provision of noise barriers by way of reduction in traffic noise generated from Road T3.

6. Taking into account all dwellings which will benefit both directly and indirectly from the provision of noise barriers, the estimated cost of providing noise barriers per dwelling is about \$40,000.

### **Degree of Reduction in Noise Level**

7. According to the EIA, the predicted traffic noise level at some of the noise sensitive receivers arising purely from Road T3 by 2022, if unmitigated, will reach the maximum level of 86 dB(A). With the noise barriers and enclosures provided, the mitigated traffic noise from Road T3 by 2022 will be reduced to a maximum of 69 dB(A), and the increase in traffic noise level above that from existing roads will be less than 1 dB(A).

8. Some of the noise sensitive receivers will be affected by a combination of traffic noise from both the existing roads and the future Road T3. According to the EIA, the traffic noise levels at some of the noise sensitive receivers will be at a maximum level 81dB(A). With the noise mitigation measures to be provided under the Road T3 project, the overall traffic noise levels by 2022 at these receivers, which will be predominated by the traffic noise from the existing roads rather than from Road T3, will be reduced to a maximum level 78 dB(A). The present level of proposed noise mitigation measures under the Road T3 project is considered adequate as contributions of Road T3 to the overall noise levels are not significant (less than 1 dB(A)).