

立法會
Legislative Council

LC Paper No. CB(1) 1594/07-08
(These minutes have been seen
by the Administration)

Ref : CB1/PL/EA/1

Panel on Environmental Affairs

Minutes of meeting
held on Monday, 28 April 2008, at 2:30 pm
in Conference Room A of the Legislative Council Building

Members present : Hon Audrey EU Yuet-mee, SC, JP (Chairman)
Hon Emily LAU Wai-hing, JP (Deputy Chairman)
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon Howard YOUNG, SBS, JP
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-ye, GBS, JP
Hon CHOY So-yuk, JP
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon CHEUNG Hok-ming, SBS, JP
Hon Mrs Anson CHAN, GBM, JP

Members absent : Hon Martin LEE Chu-ming, SC, JP
Hon SIN Chung-kai, SBS, JP
Hon WONG Yung-kan, SBS, JP
Hon LEE Wing-tat

Public officers attending : **For item IV**

Environment Bureau

Mr Edward YAU
Secretary for the Environment

Ms Anissa WONG
Permanent Secretary for the Environment

Environmental Protection Department

Mr Albert LAM
Deputy Director of Environmental Protection (2)

Mr Vincent TANG
Assistant Director (Nature Conservation & Infrastructure
Planning)

Agriculture, Fisheries and Conservation Department

Mr C C LAY
Assistant Director (Conservation)

For item V

Environmental Protection Department

Mr TSE Chin-wan
Assistant Director (Environmental Assessment)

Mr Maurice YEUNG
Principal Environmental Protection Officer (Assessment
and Noise)

Highways Department

Mr CHOW Chun-wah
Chief Engineer / Major Works 1-3

Planning Department

Mr Raymond LEE
Chief Town Planner / Studies and Research

Clerk in attendance : Miss Becky YU
Chief Council Secretary (1)1

Staff in attendance : Mrs Mary TANG
Senior Council Secretary (1)2

Miss Mandy POON
Legislative Assistant (1)4

I. Confirmation of minutes

- (LC Paper No. CB(1) 1215/07-08 — Minutes of the meeting held on 25 February 2008
LC Paper No. CB(1) 1329/07-08 — Minutes of the meeting held on 18 March 2008)

The minutes of the meetings held on 25 February and 18 March 2008 were confirmed.

II. Information paper issued since last meeting

2. Members noted the following information paper which was issued since the last meeting-

- LC Paper No. CB(1) 1139/07-08(01) — Administration's response to the submission from Friends of the Earth (HK) regarding management of municipal solid waste

III Items for discussion at the next meeting

- (LC Paper No. CB(1) 1331/07-08(01) — List of follow-up actions
LC Paper No. CB(1) 1331/07-08(02) — List of outstanding items for discussion)

3. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 26 May 2008, from 2:30 pm to 4:30 pm -

- (a) Banning idling vehicles with running engines; and
- (b) Public consultation on mandatory implementation of Building Energy Codes

4. The Chairman reminded members of the special meeting scheduled for Friday, 16 May 2008, at 8:30 am to continue discussion on the measures to tackle fly-tipping. She also informed members that the Panel on Development would discuss “Review of the measures to promote green features in building developments” at its meeting on Tuesday, 27 May 2008, at 2:30 pm, and that the Panel on Environmental Affairs (EA Panel) would be invited to join the discussion. In this connection, members agreed to delete the item on “Policies on sustainable urban development and green buildings” from the list of outstanding items for discussion of the EA Panel as this was closely related to the subject to be discussed by the Panel on Development.

IV. Progress of implementation of the new nature conservation policy

- (LC Paper No. CB(1) 1331/07-08(03) — Administration's paper on progress of implementation of the new nature conservation policy
- LC Paper No. CB(1) 1331/07-08(04) — Paper on nature conservation prepared by the Legislative Council Secretariat (Background brief
- LC Paper No. CB(1) 2327/04-05(01) — Referral arising from the meeting between LegCo Members and members of Heung Yee Kuk on 25 January 2005
- LC Paper No. CB(1) 2327/04-05(02) — Referral arising from the meeting between LegCo Members and members of the Yuen Long District Council on 5 May 2005
- LC Paper No. CB(1) 577/06-07 — Referral arising from the meeting between LegCo Members and members of Heung Yee Kuk on 31 October 2006
- LC Paper No. CB(1) 844/06-07(01) — Hon LEE Wing-tat's concern about the conservation of wetland along the West Rail)

5. The Secretary for the Environment (SEN) briefed members on the progress of implementation of the new nature conservation policy (NNCP) by highlighting the salient points in the information paper. In gist, NNCP aimed at regulating, protecting and managing natural resources that were important for the conservation of biological diversity of Hong Kong in a sustainable manner. So far, 12 priority sites had been identified for enhanced conservation under a scoring system drawn up by an Expert Group with membership comprising key academics with expertise in ecology and major green/interest groups. Two new measures were proposed for the conservation of the ecologically important sites which were in private ownership. They were the Pilot Scheme for Management Agreements (MAs), which allowed non-governmental organizations to apply for funding from the Government for entering MAs with landowners, and Public-private Partnership (PPP), which allowed for the development of an agreed scale at the ecologically less sensitive portion of the sites.

6. Mr CHEUNG Hok-ming declared interest as the Deputy Chairman of Heung Yee Kuk. He was pleased with the good progress of the three MA pilot projects, but was disappointed that the Administration had not been proactive in pursuing PPP for the 12 priority sites. To resolve the conflict between nature conservation and development rights of private landowners, the Administration should consider

compensating landowners for their loss of development rights through measures such as land exchange. SEN said that the Administration would endeavour to implement MAs and PPP in the 12 priority sites as far as practicable. Each application would be considered on a case-by-case basis, taking into account transport and environmental implications. Of the five PPP applications received under the PPP Pilot Scheme, which involved land located at Sha Lo Tung, Tai Ho, Mui Tsz Lam & Mau Ping, Wu Kau Tan and Yung Shue O, the Sha Lo Tung project appeared to be most worthy of support. Efforts would be made to ensure that the impact on the ecologically sensitive area would be kept to the minimum.

7. Despite that the 12 priority sites only comprised about 10% of land in Hong Kong, Miss CHOY So-yuk pointed out that they were rich in biodiversity. However, the Administration had not done enough to protect these sites, particularly in view of the rampant problem of land filling activities at private land in the New Territories. She therefore supported for stringent criteria to be applied in the vetting of PPP applications which would have impact on the ecologically sensitive portion of the priority sites. The Secretary for Development had also agreed to consider the transfer of plot ratio in respect of private land with rich biodiversity with a view to reducing the conflict between nature conservation and development rights of private landowners. SEN said that under the PPP Pilot Scheme, development of an agreed scale would be allowed at the ecologically less sensitive portion of any of the 12 priority sites, provided that the project proponent undertook to conserve and manage the rest of the site that was ecologically more sensitive on a long-term basis. In order to provide project proponent with the required flexibility, proposals involving non in-situ land exchange for development with full justifications might be considered, but they had to be examined and approved by the Executive Council on a case-by-case basis. Miss CHOY supported that early consideration should be given to in-situ and non in-situ land exchange for development to encourage more PPP applications.

8. The Chairman questioned the long time which the Administration had taken to vet the five PPP applications. SEN said that it would take time for the inter-departmental Task Force to examine the applications in accordance with the vetting criteria, which included the net benefits, possible adverse environmental impacts, sustainability of proposals, track record of proponents and resource implications etc.

Sha Lo Tung project

9. Referring to the submission from the Kadoorie Farm and Botanic Garden tabled at the meeting, Mrs Anson CHAN noted with concern about the allegation that the statutory process under the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO) had not been followed in the Sha Lo Tung project. She enquired about the criteria for deciding the application of the statutory environmental impact assessment (EIA) process for development projects. The Permanent Secretary for the Environment (PS(Env)) said that EIAO had well-defined scope of application. The provisions were strictly and consistently adopted in determining whether and how individual applications were subject to EIAO procedures. Of the five PPP

applications, three were not recommended by the Advisory Council on the Environment (ACE) on grounds of their impacts on the ecological value of the sites. The two applications which were found worthy of support included the Sha Lo Tung project and the Tai Ho project. The major development works proposed under the Sha Lo Tung project were for the construction of a Multi-cultural Education Centre and a Columbarium Complex, both of which were not designated projects under EIAO. There were no works proposed to be undertaken in the ecological sensitive sites in the Sha Lo Tung valley. Hence, the statutory EIA process was not applicable to the Sha Lo Tung Project. Notwithstanding, the project proponent had agreed to conduct a study meeting the same requirements under the EIAO and arrange the report for public inspection, and submit it to ACE for comments.

(Post-meeting note: The submission from the Kadoorie Farm and Botanic Garden was subsequently circulated to members vide LC Paper No. CB(1) 1401/07-08(01).)

10. Mr CHEUNG Hok-ming held the view that the Sha Lo Tung project should be proceeded with as soon as possible in an exemplary manner in order to demonstrate the viability of PPP projects. Efforts should be made to resolve the traffic management issues at Sha Lo Tung Road arising from the proposed development. While supporting the Sha Lo Tung project, Miss CHOY So-yuk stressed the need to ensure the sustainability and compatibility of operation of the Multi-cultural Education Retreat cum Columbarium Complex with the overall nature conservation principles. SEN said that although ACE had recommended the Sha Lo Tung project from a nature conservation angle, the project proponent would still need to comply with the relevant statutory requirements and take suitable measures to address various issues raised by ACE. It was hoped that the Sha Lo Tung project would turn out to be a successful and viable PPP pioneer project.

11. The Chairman enquired whether approval for the Sha Lo Tung project would hinge on ACE's assessment on the project proponent's EIA study. PS(Env) said that project proponent had agreed to make public its EIA study and submit it to ACE for consideration. Robust and legally binding measures would be formulated to ensure the continuing compliance of any pledged measures on environmental and nature conservation by the proponent. Any applications for re-zoning in association with the Sha Lo Tung project would be submitted to the Town Planning Board, which would take into account ACE's recommendations on the EIA study.

Tai Ho project

12. In reply to the Chairman's enquiry on the progress of the Tai Ho project, SEN said that while the project was worthy of support from a conservation perspective, there were various problems which had to be addressed before the project could be seriously considered. These problems included the relatively low percentage of landholdings by the project proponent, the lack of an experienced partner to plan and manage the proposed Ecology Park, as well as the potentially complicated land related issues. The project was not ready to be taken forward in its present form. The project proponent would be informed of the concerns of ACE and encouraged to

refine the proposal and address the problems identified with the relevant government authorities. At members' request, the Administration would provide written responses to address the concerns raised by Kadoorie Farm and Botanic Garden and WWF Hong Kong in their submissions.

Designation of protected areas

13. Mr Howard YOUNG recalled that the designation of country parks in earlier days was intended for the enjoyment of the public rather than nature conservation. Given the scarcity of land resources in Hong Kong, the designation of over 40% of the land as country parks would further intensify the shortage of land in Hong Kong. To this end, consideration should be given to using some of the less ecologically important sites within country parks for recreational purposes, such as golf courses, and residential developments, provided that these would not have adverse impact on the ecological value of the sites. He asked if a review of the nature conservation policy could be made to allow for the partial development of country parks. SEN said that country parks were managed for conservation, recreation, education and tourism purposes. He added that with the development of eco-tourism, country parks had become tourist attractions and served educational purposes on nature conservation.

14. Miss CHOY So-yuk said that Hong Kong took pride in its Country Park Ordinance (Cap.208) which had allowed for the designation of over 40% of its land as country parks. She was opposed to any developments which would encroach into country parks, such as the proposed extension of the landfill site into the Tseung Kwan O Country Parks. Mrs Anson CHAN echoed that she would have reservations on allowing developments in country parks. SEN said that there had been positive progress in the development of eco-tourism and the conservation of ecologically important sites through NNCP. Meanwhile, efforts would be made to avoid encroachment of country parks as far as practicable. He would welcome views from the public on ways to conserve country parks.

15. In concluding, the Chairman requested and the Administration agreed to report the progress of implementation of the Sha Lo Tung and Tai Ho projects to the Panel in due course.

V. Progress of measures to mitigate road traffic noise

(LC Paper No. CB(1) 1331/07-08(05) — Administration's paper on progress of measures to mitigate road traffic noise

LC Paper No. CB(1) 1331/07-08(06) — Paper on measures to address noise impact on existing road prepared by the Legislative Council Secretariat (Background brief)

- LC Paper No. CB(1) 1331/07-08(07) — Extracts from the minutes of the meeting of the Public Works Subcommittee on 20 February 2008
- LC Paper No. CB(1) 1368/07-08(01) — Referral arising from the meeting between LegCo Members and members of Tsuen Wan District Council on 6 March 2008
- LC Paper No. CB(1) 1173/06-07(01) — Referral arising from the meeting between LegCo Members and members of Tsuen Wan District Council on 9 November 2006
- LC Paper No. CB(1) 1173/06-07(03) — Referral arising from the meeting between LegCo Members and members of Kowloon City District Council on 9 November 2006
- LC Paper No. CB(1) 1624/06-07(01) — Referral arising from the meeting between LegCo Members and members of Wong Tai Sin District Council on 7 December 2006
- LC Paper No. CB(1) 1624/06-07(02) — Referral arising from the meeting between LegCo Members and members of Kwun Tong District Council on 1 February 2007
- LC Paper No. CB(1) 2427/06-07(01) — Referral arising from the meeting between LegCo Members and members of Sham Shui Po District Council on 7 June 2007)

16. The Assistant Director of Environmental Protection (Environmental Assessment) (ADEP(EA)) briefed members on the progress of measures to mitigate road traffic noise by highlighting the salient points in the Administration's paper.

17. Ms Emily LAU enquired about the percentage of population in Hong Kong which were exposed to excessive noise, including road traffic and construction noise, and the improvement which the noise abatement measures were expected to bring. She also asked whether consideration would be given to providing noise insulation in the form of air-conditioning and double-glazed windows to those who could not benefit from the abatement measures. ADEP(EA) said that based on a rough estimate, there were about 350 000 residential units or about 1.1 million people who were affected by excessive road traffic noise. The Environmental Protection Department (EPD) and Highways Department (HyD) were working together in

identifying practical measures to reduce road traffic noise. These would include expanding the use of low noise surfacing materials to more road sections to abate the noise problem at source, as well as retrofitting noise barriers on existing roads where feasible at an estimated cost of about \$3,000 million. However, there were technical constraints which had to be overcome in the provision of noise barriers. It was expected that the implementation of these abatement measures would bring relief to about 0.3 million people. The need to address road traffic noise would also be taken into account in the planning and design stage of new and major road projects in the context of EIAO and by the Town Planning Board when considering planning applications. As regards the provision of noise insulation in the form of air-conditioning and double-glazed windows, ADEP(EA) said that this was a passive and ineffective way to address the noise problem. Besides, it was a very costly method.

18. Miss CHOY So-yuk stressed the need for measures to abate noise nuisances, particularly noise generated by trains and trams as well as by patrons of outdoor eateries/restaurants, which were very annoying and affecting residents in the neighbourhood. ADEP(EA) explained that the noise nuisances arising from train operation could in effect be controlled by existing noise legislation.

Retrofitting of noise barriers

19. Ms Miriam LAU opined that a territory-wide survey on the feasibility of retrofitting noise barriers along existing road sections/flyovers should be conducted with a view to reducing the noise impact on neighbouring communities. ADEP(EA) said that EPD and HyD would continue to review the need and the feasibility of retrofitting noise barriers on suitable existing road sections. Subject to the availability of resources, the Administration would, based on the outcome of review, consider including more road sections in the noise barrier retrofitting programme in future. Ms LAU further enquired about the progress of installation of light-weight noise barriers at existing flyovers, including the Eastern Corridor. The Chief Engineer/Major Works 1-3 (CE/MW) explained that it was technically more difficult to retrofit noise barriers along flyovers than road sections not because of their weight but whether the flyover could withstand the additional wind load brought along by the noise barriers. Notwithstanding this limitation, some flyovers had spare capacity to carry the additional wind load and retrofitting works would be feasible. For example, funding had been approved for the provision of noise barriers along the Kwun Tong Bypass while retrofitting works for the Tsing Tsuen Bridge had commenced in January 2008 for completion in 2010. ADEP(EA) added that retrofitting of noise barriers along the Island Eastern Corridor was considered not feasible due to technical constraints. He nevertheless agreed to further look into the matter and identify measures to abate the traffic noise problem in the area.

Low noise material resurfacing

20. Mrs Anson CHAN questioned the long lead time for the programme to resurface roads with low noise materials, which was scheduled for completion in 2010. ADEP(EA) said that the road surfacing programme would take a longer time to

complete because it had to be implemented in phases to minimize the disruption to traffic. As at the end of March 2008, resurfacing works on 36 road sections had been completed, providing relief to about 58 000 residents.

Improving road joints at flyovers

21. Ms Miriam LAU enquired about the progress made in reducing the noise generated as a result of vehicles running over road joints at existing roads/flyovers. ADEP(EA) said that apart from smoothing the rugged road surface with road joints, HyD maintained close liaison with joint suppliers with a view to identifying low noise design of flyover joints. Tests on these low noise joints would commence in mid-2008 for completion in late 2009. If these joints were found to be effective in reducing traffic noise, they would be used on a large scale.

22. Ir Dr Raymond HO pointed out that the rugged road surface was attributed to the use of pre-fabricated units for the construction of flyovers back in the 1970s, giving rise to noise nuisances and driving discomfort. To address the problem, consideration should be given to using in-situ building method for construction of flyovers. This would not only ensure a smoother road surface to reduce traffic noise impact on the neighbouring community, but also create more local job opportunities. CE/MW said that the Administration would examine on the use of pre-fabricated units and in-situ construction method in implementing public works projects, taking into account the specific requirements of the projects.

Illegal tampering of vehicles

23. Ms Miriam LAU was concerned about the loud noise generated by illegally tampered vehicles, particularly at night. She enquired if there were any statutory measures which could prohibit illegal tampering of vehicles. ADEP(EA) advised that a new noise standard for vehicles, comparable to that of the European Union standards, had been adopted in Hong Kong. Under the existing legislation, it would be an offence to retrofit vehicle engines through assembly of parts and enforcement action would be taken against illegally tampered vehicles. According to record, about 130 penalty tickets were issued to owners of illegally tampered vehicles in 2003. The situation had been improved over the years and only 34 tickets were issued in 2007. The Administration would look into the matter to see what further actions could be taken to prevent illegal tampering of vehicles.

Use of horns by drivers

24. Ir Dr Raymond HO expressed concern about the indiscriminate use of horns by some drivers, particularly in commercial districts like Central and Tsim Sha Tsui, as this would give tourists a bad image of Hong Kong. He supported that silent zones should be designated where drivers should refrain from using horns as far as practicable, and that publicity should be stepped up to remind drivers to avoid the unnecessary use of horns. ADEP(EA) said that section 43 of the Road Traffic (Traffic Control) Regulations (Cap. 374) stipulated that "no person shall use any audible device on a vehicle on a road except to warn any person on or near a road of

danger". In other words, it would be an offence for drivers to use horns unnecessarily. Notwithstanding, he undertook to relay member's concern about the indiscriminate use of horns to the Police.

Disclosing noise information in sales brochure

25. Noting that a working group had been set up to examine the technical and legal implications in relation to the disclosure of expected levels of traffic noise at residential developments in property sales brochures, Miss CHOY So-yuk enquired whether a decision could be reached by the end of the year. ADEP(EA) advised that the Administration intended to initiate consultation with stakeholders, including the Consumer Council and the Real Estate Developers Association, in late 2008 with a view to identifying an effective option which was acceptable to both the public and the trades.

Progress of measures to abate noise nuisances in different districts

26. Given that the issue of traffic noise had been raised in various meetings between LegCo Members and District Council (DC) members, the Chairman requested the Administration to provide an update on the progress of measures to abate noise nuisances in the districts concerned.

27. For the Wong Tai Sin District, ADEP(EA) said that the New Clearwater Bay Road was one of the 35 projects under the retrofitting programme of noise barriers. Funds had been earmarked for the project and the relevant DC would be consulted within the year.

28. For the Kwun Tong District, ADEP(EA) said that due to a number of constraints, such as the load bearing capacity of the viaduct structure, space limitations for free standing barriers, etc, the Mass Transit Railway Corporation Limited (MTRCL) had concluded that mitigation measures in the form of retrofitting barriers or enclosures were not feasible to address the problem of railway noise generated from trains running along the viaduct between Ngau Tau Kok and Kwun Tong MTR Stations. Notwithstanding, the Administration would continue to explore with MTRCL additional practicable noise mitigation measures at the Kwun Tong Line in the light of advances in technology.

29. For the Sham Shui Po District, ADEP(EA) said that it was not technically feasible to retrofit noise barriers at Ching Cheung Road. As such, HyD had completed the laying of low noise surfacing material on the uphill carriageway of Ching Cheung Road. Meanwhile, the section of Tai Po Road near Cronin Garden had been included as one of the 35 sections under the retrofitting noise barriers programme. Funds had been earmarked for the project. The relevant DC would be consulted next year on the proposed noise barrier works at Tai Po Road near Cronin Garden. As regards the noise problem at Kwai Chung Road Flyover affecting Phases 1 and 7 of Mei Foo Sun Chuen, ADEP(EA) said that it was not feasible to retrofit noise barriers because the flyover structure would not be able to support the additional load due to noise barriers. Besides, the noise barriers, if erected, would adversely affect the fire

fighting and rescue operations for the residential developments in the area. As for the sections of Kwai Chung Road and Ching Cheung Road affecting Ching Lai Court, low noise surfacing materials had been laid on most part. HyD would closely monitor the condition and carry out maintenance and repair works as necessary. HyD would consider the feasibility of laying low noise surfacing materials on the remaining small section of the Flyover. Also, HyD would actively plan and arrange for low noise road surfacing works on the section of Lung Cheung Road affecting Beacon Heights.

30. For the Tsuen Wan District, ADEP(EA) said that HyD had studied the feasibility of retrofitting noise barriers at the relevant road sections near Fairview Garden, but found that there was not adequate space for erecting noise barriers. Besides, the noise barriers, if erected, would affect road safety and hinder fire fighting. As an alternative, these road sections had been included in the trial scheme for low noise surfacing materials. It was expected that the road surfacing works would be completed by late 2008. Subject to the effectiveness of the trial scheme, similar works would be carried out at Texaco Road near Foo Lai Gardens. As regards the proposal of paving Castle Peak Road (Tsuen Wan section) with low noise surfacing materials, HyD considered it not feasible as the busy traffic would accelerate the wear and tear of the road surface. Meanwhile, the Civil Engineering and Development Department would conduct an EIA study on road improvement works on Tsuen Wan Road and opportunity would be taken to identify practical measures to reduce road traffic noise. The relevant DC would be informed of the outcome of the EIA study in due course.

*(Post-meeting note: The Administration had provided a progress report on the noise mitigation measures taken to address the noise problem in different districts, a copy of which was given in the **Appendix**.)*

VI. Any other business

31. There being no other business, the meeting ended at 4:30 pm.

(Translation)

**Information Papers on Matters Referred to LegCo Members by District Councilors
Issued by Legislative Council Secretariat for
the Meeting of Panel on Environmental Affairs on 28 April 2008
(Brief Update of Cases)**

LegCo Information Papers and Cases Concerned	Contents	Summary of Responses from Bureaux and Departments and Updates
CB(1) 1368/07-08(01) CB(1) 1173/06-07(01) Road traffic noise at Fairview Garden	Request for ameliorating the noise problems of roads near Fairview Garden	<p>The Government has included the sections of Texaco Road near Fairview Garden, Luk Yeung Sun Chuen and Kwan Mun Hau Tsuen in the programme on the trial of surfacing local roads with low noise materials. It is expected that the laying works will commence in mid 2008.</p> <p>Tsuen Wan District Council proposed to retrofit noise barriers on the sections of Texaco Road and Wai Tsuen Road near Fairview Garden. As the proposed barriers will affect traffic safety and obstruct fire fighting, it is therefore technically not feasible to retrofit noise barriers on these road sections.</p>
CB(1) 2427/06-07(01) Road traffic noise problem in Sham Shui Po	<p>Request for installing noise barriers on Ching Cheung Road near Nob Hill</p> <p>Request for providing traffic noise mitigation measures on the section of Lung Cheung Road near Beacon Heights</p>	<p>Highways Department (HyD)/Environmental Protection Department (EPD) and Civil Engineering and Development Department have conducted feasibility studies on retrofitting noise barriers at the section of Ching Cheung Road near Nob Hill. The study results reviewed that it was technically not feasible to retrofit noise barriers there.</p> <p>To further mitigate the noise problem, HyD has surfaced the relevant sections of Ching Cheung Road facing Nob Hill with low noise materials and replaced the expansion joints of the sections concerned.</p> <p>To reduce traffic noise of Lung Cheung Road, departments concerned will adopt appropriate measures to alleviate the impact of traffic noise where practicable. HyD has surfaced the section of Lung Cheung Road near Beacon Heights with low noise materials. The laying works was completed in early 2008.</p>

LegCo Information Papers and Cases Concerned	Contents	Summary of Responses from Bureaux and Departments and Updates
	<p>Request for providing traffic noise mitigation measures on the following 6 existing roads in the district:</p> <ul style="list-style-type: none"> • Section of Tai Po Road affecting Cornnin Garden • Kwai Chung Road Flyover affecting Phases 1 and 7 of Mei Foo Sun Chuen • Sections of Kwai Chung Road and Ching Cheung Road affecting Ching Lai Court • Section of Lung Cheung Road affecting Beacon Heights • Tai Po Road • Section of West Kowloon Corridor affecting residential flats in the vicinity of 200 Tung Chau Street 	<p>In response to the request of Sham Shui Po district councilors, EPD and HyD reviewed in 2007 the proposal to extend the noise barriers on the section of Lung Cheung Road near Beacon Heights. Review results indicated that due to the close proximity of the multi-storey designed Beacon Heights to Lung Cheung Road and on-site constraints such as insufficient space, obstruction to emergency vehicle access and traffic safety, it is not feasible to install effective extended noise barriers there.</p> <p><u>Tai Po Road near Cornnin Garden</u> The road section of Tai Po Road near Cornnin Garden has been included in the noise barrier retrofitting programme. The Government has earmarked funds in the Resource Allocation Exercise for the implementation of the retrofitting works on this road section. We plan to consult the Sham Shui Po District Council on the project in 2009.</p> <p><u>Kwai Chung Road Flyover near Phases 1 and 7 of Mei Foo Sun Chuen</u> In response to the concern raised by Sham Shui Po district councilors, the Government has reviewed the proposal on retrofitting noise barriers. The Kwai Chung Road Flyover has been constructed for over some 30 years. Due to limitations of the loadings and structural capacity of the existing flyover, and on-site constraints such as insufficient space and obstruction to fire fighting and rescue operations, it is not feasible to retrofit noise barriers there.</p> <p><u>Kwai Chung Road and Ching Cheung Road near Ching Lai Court</u> The relevant sections of Kwai Chung Road and Ching Cheung Road running in front of Ching Lai Court have been surfaced with low noise materials to reduce traffic noise of Kwai Chung Road and Ching Cheung Road. HyD will monitor the condition of the low noise materials, carry out maintenance and repair works as necessary, and the road joints will be kept smooth as far as possible to ensure the noise reduction performance of the low noise materials.</p> <p>The Kwai Chung Road and Ching Cheung Road in front of Ching Lai Court is a complicated road network comprising a number of sections of at grade roads and flyovers with many road bends. At these road sections it will be difficult to retrofit effective noise barriers.</p>

LegCo Information Papers and Cases Concerned	Contents	Summary of Responses from Bureaux and Departments and Updates
		<p><u>Lung Cheung Road near Beacon Heights</u> Please refer to the response regarding Lung Cheung Road above.</p> <p><u>Tai Po Road</u> In response to the concern raised by Sham Shui Po district councilors, the Government has reviewed the proposal on retrofitting noise barriers. Tai Po Road, apart from the section facing Cronin Garden, is located in a busy old urban setting with a number of junctions for local roads. Due to various on-site constraints such as insufficient space, traffic safety and obstruction to fire fighting and rescue operations, it is not feasible to retrofit noise barriers on Tai Po Road.</p> <p><u>West Kowloon Corridor near 200 Tung Chau Street</u> To reduce traffic noise of the West Kowloon Corridor, HyD has surfaced the relevant road sections with low noise materials. HyD will monitor the condition of the low noise materials, carry out maintenance and repair works as necessary, and the road joints will be kept smooth as far as possible to ensure the noise reduction performance of the low noise materials.</p> <p>West Kowloon Corridor is a flyover built over some 30 years ago. Due to limitations of the loadings and structural capacity of the existing flyover, and constraints such as the existing traffic lanes at Tung Chau Street and obstruction to fire fighting and rescue operations, it is not feasible to retrofit noise barriers on West Kowloon Corridor.</p>
<p>CB(1) 1624/06-07(01)</p> <p>Construction of noise barriers on New Clear Water Bay Road near Choi Wan Estate</p>	<p>Enquiry on the progress of the construction of noise barriers on New Clear Water Bay Road near Choi Wan Estate</p>	<p>The retrofitting works on New Clear Water Bay Road near Choi Wan Estate has been included in the noise barrier retrofitting programme. The Government has earmarked funds in the Resource Allocation Exercise for the implementation of the retrofitting works on this road section. If everything goes smoothly, we plan to consult the Wong Tai Sin District Council on the project in 2008.</p>
<p>CB(1) 1624/06-07(02)</p> <p>Traffic noise problem along</p>	<p>Request the Government to consider implementing measures to mitigate traffic noise from Lei</p>	<p><u>Sceneway Garden</u> In planning the Sceneway Garden, the developer has already considered the potential traffic noise impact of the relevant section of Lei Yue Mun Road and has adopted</p>

LegCo Information Papers and Cases Concerned	Contents	Summary of Responses from Bureaux and Departments and Updates
Lei Yue Mun Road and noise pollution between MTR Kwun Tong Line between Ngau Tau Kok and Kwun Tong Stations	Yue Mun Road	<p>appropriate noise mitigation measures including the use of decking over design to envelop the carriageway of Lei Yue Mun Road. Traffic noise level bore by most of the flats would comply with the planning standard. For the small number of flats where the noise levels would not comply with the planning standard, the developer has also provided well-insulated windows and air-conditioning facilities in the living rooms and bedrooms.</p> <p><u>Lei On Court</u> In planning the Lei On Court, the Housing Authority has already considered the potential traffic noise impact of Lei Yue Mun Road on the housing estate and has adopted appropriate noise mitigation measures. The two buildings facing Lei Yue Mun Road, i.e. Block 1 and Block 6, have adopted a single-aspect building design and hence noise sensitive receivers such as living rooms of these two blocks do not face Lei Yue Mun Road.</p> <p><u>Proposal to retrofit noise barriers on Lei Yue Mun Road</u> Due to the on-site environment and the constraints of the viaduct structure, it is technically not feasible to install any effective noise barriers or enclosures at the relevant section of Lei Yue Mun Road.</p>
	Request the Administration and MTR Corporation Limited (MTRCL) to investigate measures to reduce rail noise	<p>The MTRCL has adopted various practicable measures to reduce the rail noise:</p> <ul style="list-style-type: none"> • lubricating the track and wheel; • retrofitting of wheel dampers to the trains; • putting new quieter vehicles into service on the Kwun Tong Line; • removing redundant rail joints, thus reducing noise generated by trains running over “gaps” of these joints; • smoothing the operation service during off-peak hour at night. At present, trains operating on Kwun Tong Line after 11:00 p.m. are run at modified speed profile; and • replacing the on-board motor-alternator auxiliary power unit by static inverter. <p>We will continue carrying out liaison with MTRCL in exploring additional practical noise mitigation measures.</p>

LegCo Information Papers and Cases Concerned	Contents	Summary of Responses from Bureaux and Departments and Updates
<p>CB(1) 1173/06-07(03)</p> <p>Traffic noise problem along the East Kowloon Way (i.e. East Kowloon Corridor)</p>	<p>Request the Government to implement measures to mitigate traffic noise from the East Kowloon Way (EKW)</p>	<p>To reduce traffic noise of EKW, HyD has surfaced the relevant road sections with low noise materials. HyD will monitor the condition of the low noise materials, carry out maintenance and repair works as necessary, and the road joints will be kept smooth as far as possible to ensure the noise reduction performance of the low noise materials.</p> <p>In response to Legislative Councilors' request, HyD has reviewed the proposal on retrofitting noise barriers on EKW. Due to limitations of the loadings and structural capacity of EKW, and on-site constraints such as insufficient space and obstruction to fire fighting and rescue operations, it is technically not feasible to retrofit effective cantilevered noise barriers or enclosures on EKW.</p>