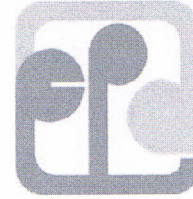


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Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn: Ms Doris Lo)

5 July 2019

Dear Ms Lo,

Public Works Subcommittee
Follow-up to meeting on 1 June 2019
Supplementary information pertaining to PWSC(2019-20)4

At the Public Works Subcommittee meeting on 1 June 2019, Members requested the Government to provide supplementary information in relation to "PWP item 832TH - Retrofitting of noise barriers on Long Tin Road" before submission of the item to the Finance Committee for consideration of funding approval. The information is provided at **Enclosure** for reference.

Yours sincerely,

(K K LAU)

For Director of Environmental Protection

c.c.
SFST (Attn: Mr Andy WONG) (Fax: 2147 5240)

Enclosure

As requested by Hon. WU Chi-wai and Hon. TAM Man-ho, the Administration is required to provide supplementary information to illustrate in detail the occupation time of Parkside Villa, Scenic Garden and Park Royale and whether Long Tin Road has already come into operation (please specify the commissioning time of Long Tin Road); whether the developers of these housing estates had followed the then relevant legislations and planning requirements (e.g. the traffic noise standard for residential buildings in the “Hong Kong Planning Standards & Guidelines”) to implement noise mitigation designs and measures (please specify details of the relevant designs and measures); whether there has been any factor or any change in the legislative and planning requirements up to now, which makes it necessary for the Government to take up the responsibility to retrofit noise barriers on the concerned road section at present to mitigate the current road traffic noise impact on the residents of these housing estates.

Supplementary Information

In the planning of new highways or major improvement works to existing highways, the Administration would consider the traffic noise impact caused by the concerned projects on nearby residents and put forward noise mitigation measures. Furthermore, the Town Planning Board may impose conditions when approving new residential developments and the Administration may also impose clauses in the relevant land lease, to require developers to carry out noise impact assessment to ensure that the adopted noise mitigation measures meet the guidelines of the “Hong Kong Planning Standards & Guidelines” (“HKPSG”).

Parkside Villa, Scenic Gardens and Park Royale were occupied between 1997 and 1999, while Long Tin Road was opened to traffic in 1993. The occupation time and the implemented noise mitigation measures for each residential development are tabulated below:

Residential Development	Parkside Villa	Scenic Garden	Park Royale
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Occupation Time	May 1997	December 1997	July 1999
Implemented Noise Mitigation Measures	Residential blocks adopted self-protecting design. All windows directly facing Long Tin Road were designed as fixed glazing. Clubhouse and noise barrier were constructed between residential blocks and Long Tin Road to serve as noise screening structure of 15m high. Noise insulation windows with 6mm thick pane and air conditioners were installed for units affected by traffic noise at levels over 70dB(A).	Residential blocks were setback by 20m maximum, to increase distance from Long Tin Road. Boundary wall of 5m high was constructed along the side facing Long Tin Road. Resident clubhouse was constructed between residential blocks and Long Tin Road as buffer. Noise insulation windows with 6mm thick pane and air conditioners were installed for units affected by traffic noise at levels over 70dB(A).	Noise insulation windows with 6mm or 8mm thick pane and air conditioners were installed for units affected by traffic noise at levels over 70dB(A).

According to the guidelines stipulated in the HKPSG, project proponents should consider and implement practicable mitigation measures (e.g. adopting self-protecting building design and installing noise barriers) to minimise the traffic noise impact on residents. However, if there are overriding constraints on the location and design of a development that prevent it from meeting the noise planning standard in the HKPSG in all residential units, suitable acoustic insulation should be provided for the remaining non-compliant units. Proponents of the concerned residential developments, after having considered and implemented practicable direct noise mitigation measures, had installed suitable insulation windows and air conditioners for the non-compliant units as the last resort to mitigate the traffic noise impact. Thus, the relevant guidelines of the HKPSG have been met.

The three concerned residential developments were occupied progressively from 1997 to 1999. At that time, the Government was developing the North West New Territories (including Tuen Mun, Yuen Long and Tin Shui Wan) to address the population growth and the housing demand in Hong Kong. The population of Tin Shui Wai was planned to increase significantly from 150 000 to 325 000 in the “Tin Shui Wai Development Engineering Investigations for Development of Area 3, 30 & 31 of the Development Zone and the Reserve Zone” completed in 1997. Long Tin Road is one of the two major roads connecting Tin Shui Wai to urban Kowloon (the other one is Hung Tin Road). Therefore, the traffic flow on Long Tin Road, and hence the associated traffic noise, has increased significantly as compared with that when the noise impact assessments for the three residential developments were carried out.

After occupation of the three concerned residential developments, the Environmental Protection Department (EPD) received a number of complaints against traffic noise from Long Tin Road, including complaints referred by Legislative Council members, District Council members and the Ombudsman. After reviewing the relevant situations, the EPD and the Highways Department confirmed the technical feasibility of retrofitting noise barriers on the existing Long Tin Road, and included Long Tin Road in the Noise Barrier Retrofitting Programme in 2007 to alleviate the road traffic noise impact on the residential developments.

- Ends -