

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary information on 71TI - Public transport interchange, cross boundary coach terminus and an operational area for the Marine Police in Sai Wan Ho

INTRODUCTION

At the Public Works Subcommittee meeting on 24 May 2000, Members considered PWSC(2000-01)32 on **71TI** – Public transport interchange, cross boundary coach terminus and an operational area for the Marine Police in Sai Wan Ho. The Administration undertook to provide information on the noise impact of the proposed public transport interchange (PTI) and cross boundary coach terminus (CBCT) on the sensitive receivers adjacent to the project site.

THE ADMINISTRATION'S RESPONSE

2. In September 1999, we carried out a preliminary environmental review (PER) for the project to assess its potential impacts on air, noise, water and visualisation during the construction and operation stages. The Director of Environmental Protection was satisfied with the PER findings and recommended that environmental impact assessment was not necessary for this project. A summary of the findings of PER is at Enclosure 1 for Members' reference.

3. The PER shows that the noise impact of the proposed PTI and CBCT on the sensitive receivers identified is minimal. It is because the noise generated by vehicles operating inside the proposed PTI and CBCT will be contained within a 'covered' environment and thus could be controlled and mitigated in a more effective manner as compared with that of the existing 'open-air' PTI. We will address the potential noise impacts of the proposed PTI and CBCT at the design stage and will incorporate the control and mitigation measures as part of the overall design of the building development.

4. Furthermore, the commissioning of the PTI and CBCT will not substantially increase the traffic flow on the peripheral road systems. For instance, the traffic volume on Tai Hong Street is estimated to increase slightly from 400 vehicles per hour to 434 vehicles per hour during peak hours after the opening in 2006. Therefore, the increase in noise level generated by additional traffic will only be marginal. A site plan is at Enclosure 2.

5. As a whole, we shall stipulate in the Conditions of Sale that the future developer should design the PTI, CBCT and the operational area for the Marine Police with due regard to the acoustic aspects. The design should also be optimised to minimise the noise impact arising from its operation.

Transport Bureau
June 2000