

## **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.

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Transport Bureau  
June 2000

### Summary of Preliminary Environmental Review

Project Title: Public Transport Interchange, Cross Boundary Coach Terminus and an operational area for the Marine Police in Sai Wan Ho

a) Board Description of Review Undertaken :

The Highways Department has carried out a preliminary environmental review on the PTI, CBCT and the operational area for the Marine Police. The review considered the potential impacts in respect of air, noise, water and visual arising from the project during the construction and operation stages.

b) Key Findings of the Review :

The operation of this covered PTI, CBCT and the operational area for the Marine Police would have limited potential to cause adverse noise impacts on nearby sensitive receivers. The environmental impacts such as noise and air quality arising from the operation of the PTI, CBCT and the operational area for the Marine Police should be addressed and incorporated as part of the design of the building as a whole. Due regard should be given to the acoustics in designing the PTI, CBCT and the operational area for the Marine Police. The mechanical ventilation system should be designed in accordance with the ProPECC PN 1/98 on Control of Air Pollution in Semi-confined Public Transport Interchanges and the ProPECC PN2/96 on Control of Air Pollution in Car Parks. The exhaust should be so dispersed that it would not cause any air pollution nuisance to nearby air receptors including users in the open space.

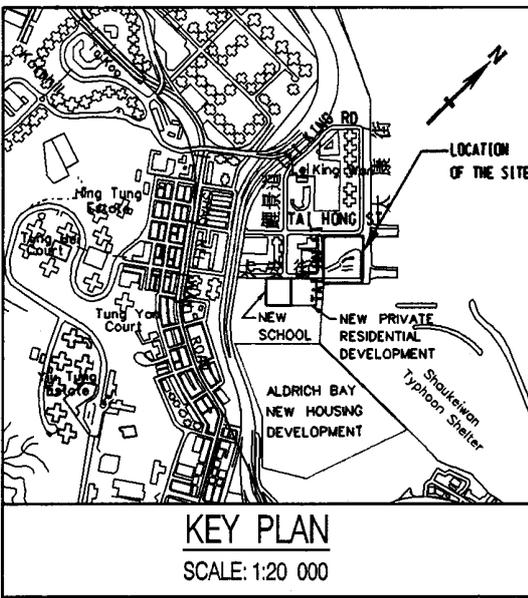
To minimize water quality impact arising from cleaning of vehicles in the PTI, CBCT and the operational area for the Marine Police, surface water drainage system with oil interceptors should be incorporated. During the operation of the facility, the operator should ensure these regularly cleaned and maintained by a licenced contractor. No pollutant discharge can be made into the enclosed waters in the vicinity of the site, such as the Aldrich Bay Typhoon Shelter.

The impacts arising from the construction can be mitigated by proper site management. The contractors will be required to follow the dust control requirements stipulated in the Air Pollution Control (Construction Dust) Regulation, including spraying water on the construction roads and covering the dusty stockpile materials to minimize the dust impacts. The contractors will be required to provide pre-treatment facilities for the site drainage prior to discharge into the public drainage system or the enclosed waters in the vicinity of the site, such as Aldrich Bay Typhoon Shelter.

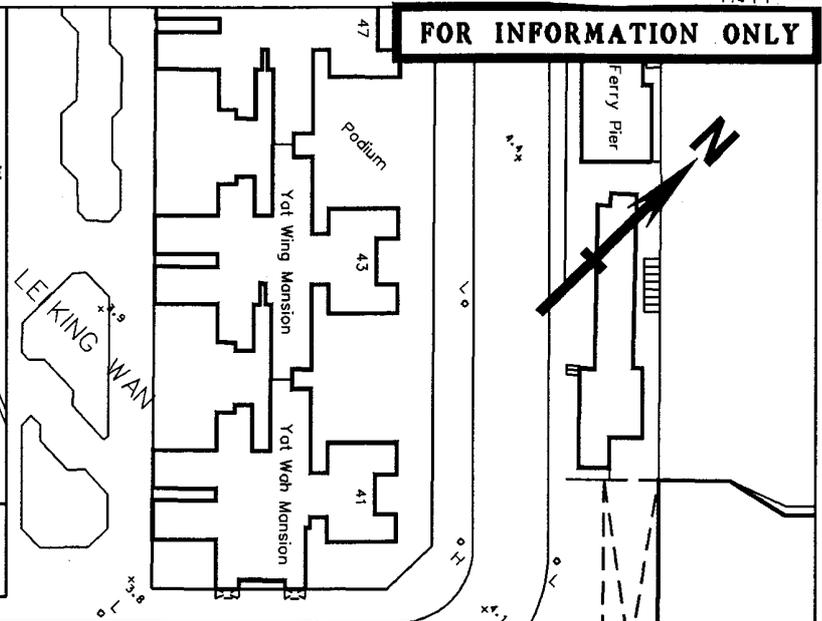
c) Environmental Impact Assessments Needed in Later Stages :

No environmental impact assessment is required.

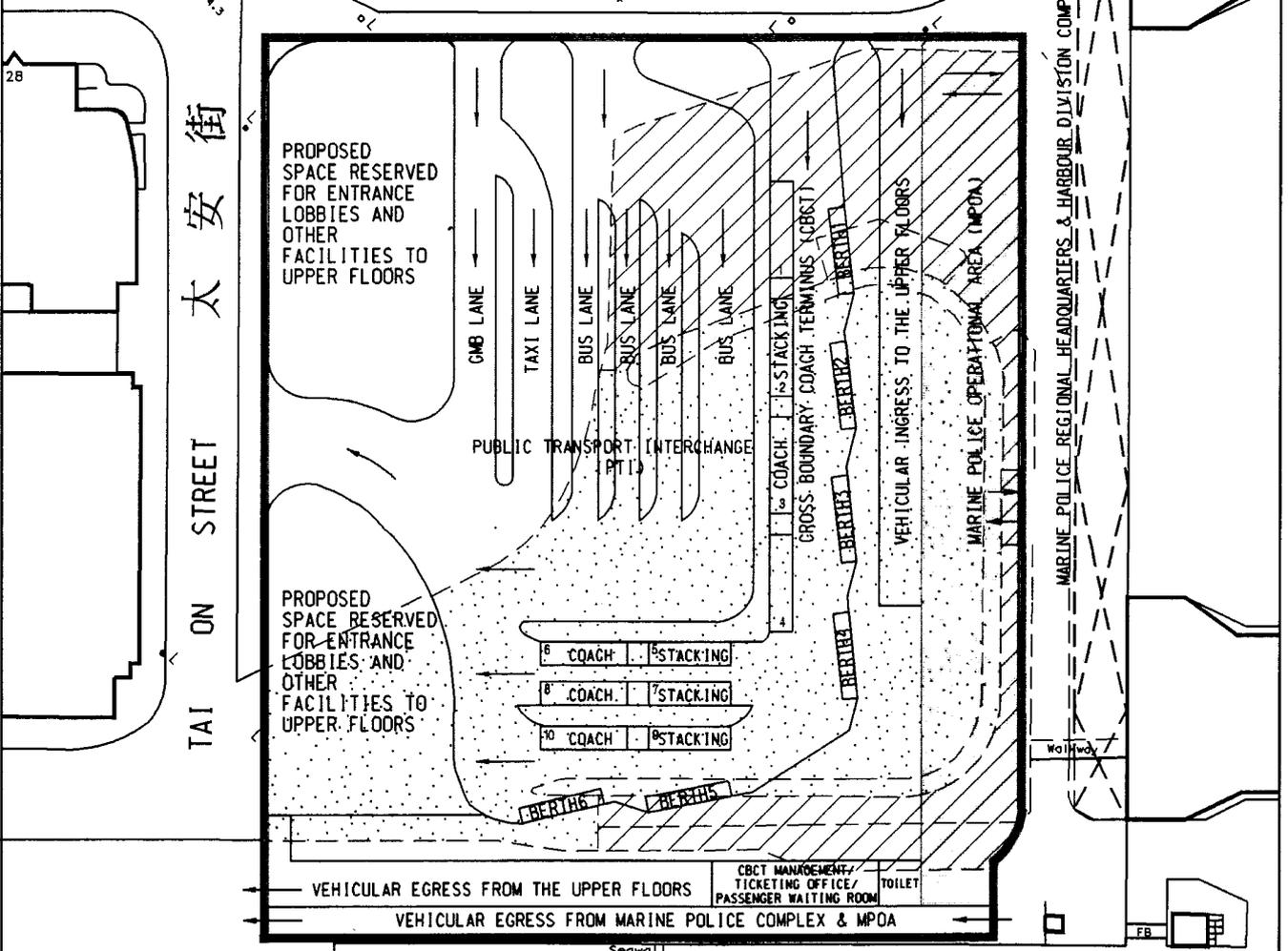
FOR INFORMATION ONLY



**KEY PLAN**  
SCALE: 1:20 000



TAI HONG STREET 太康街



**LEGEND :-**

- BOUNDARY OF LAND SALE SITE
- EXISTING PUBLIC TRANSPORT TERMINUS
- EXISTING MARINE POLICE OPERATIONAL AREA
- PROPOSED PTI & CBCT
- PROPOSED MARINE POLICE OPERATIONAL AREA

title PUBLIC TRANSPORT INTERCHANGE AND CROSS BOUNDARY COACH TERMINUS AND MARINE POLICE OPERATIONAL AREA IN SAI WAN HO - LAYOUT PLAN	drawn by <i>Y. T. Sin</i> Y. T. Sin, (TO)	date 5.2000	drawing no. <b>HH11085_2</b>	scale NOT TO SCALE
	checked <i>S. K. Yu</i> S. K. Yu, Engineer/D(NE)	date 5.2000	HIGHWAYS DEPARTMENT HONG KONG	
	office HIGHWAYS / HONG KONG REGION			