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**(ACE Paper 8/97)**  
**for advice**

## **Report of the EIA Subcommittee**

The meeting scheduled for 27 January 1997 was not convened as Subcommittee members were satisfied that the EIA Report on Foothills Bypass, Tuen Mun Road/Wong Chu Road and other Road Junction Improvement Works, which was the only EIA report intended for discussion at the January meeting, could be endorsed with conditions by circulation.

### ***EIA Report on Foothills Bypass, Tuen Mun Road/Wong Chu Road and Other Road Junction Improvement Works***

2. The proposed Foothills Bypass is required to cope with the anticipated traffic arising from the development of Tuen Mun Area 38 and to divert the traffic from Lung Mun Road between Butterfly Estate and Wong Chu Road, thereby alleviating the heavy traffic on and reducing the associated traffic noise impact arising from the existing Lung Mun Road.

3. The EIA study covers the construction of a dual 2-lane Foothills Bypass Southern Section, the widening of Wong Chu Road Bridge over the Tuen Mun Nullah and the improvement to the Wu Shan Road/Wu King Road/Hoi Wing Road Junction.

### **Noise Impact at Operational Phase**

4. The EIA study shows that since a large number of existing dwellings along Lung Mun Road have already been exposed to traffic noise level up to 78dB(A), the Foothills Bypass would not contribute substantially to the traffic noise impact predicted for Year 2011. For the majority of noise sensitive receivers (NSRs) identified, the Foothills Bypass would not increase the noise level by more than 1dB(A) compared to the existing traffic noise level. For the remaining few NSRs, the predicted noise level would still be within the Hong Kong Planning Standards and Guidelines requirement.

### Noise Impact at Construction Phase

5. The EIA study predicts that one representative NSR, namely Wu Tsui House which is code-named N11 in the EIA Report, would suffer from noise level higher than that stipulated in the Practice Notes for Professional Persons (June 93) during the construction phase.

### Proposed Mitigation Measures

6. To minimise the traffic noise impact of the Foothills Bypass to existing dwellings, the EIA report recommends the use of low noise road surface for the whole Foothills Bypass. As regards construction noise, it recommends a package of noise mitigation measures including temporary fixed or mobile noise barriers, restricted deployment of powered mechanical equipment which have to be equipped with noise reduction device, careful arrangement of work sequence and restriction of concurrent activities to minimise the construction noise impact.

### EIA Subcommittee's recommendation

7. The Subcommittee was generally satisfied with the EIA report. It was however concerned about the high noise level likely to be suffered during the construction stage by the few NSRs with high predicted noise level. It therefore recommended that the EIA Report be endorsed subject to two conditions, as below :

- (a) that the background noise level at those NSRs with high predicted noise level should be measured. The noise level during the construction stage should not exceed the measured background noise level by 10dB(A), and should also not exceed the predicted noise level; and
- (b) that the EM&A report on the noise impact of the construction phase of improvement works near those NSRs with high predicted noise level should be submitted to EIA Subcommittee for review, one month after commencement of the work and every two months thereafter.

***Advice Sought***

8. Members are requested to advise whether the Subcommittee's recommendation as stipulated in para. 7 above should be accepted.

**Planning, Environment and Lands Branch  
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