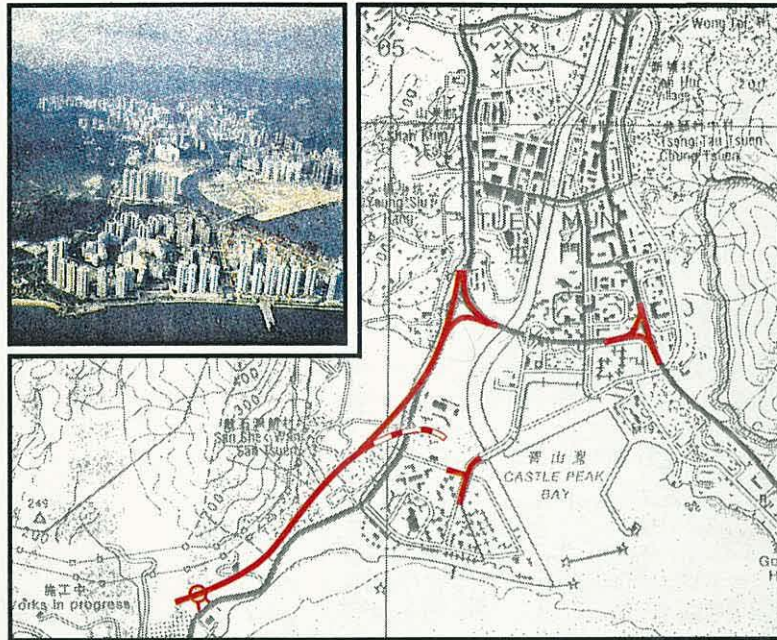




拓展署  
Territory Development  
Department, Hong Kong

青山山麓繞道、屯門公路/皇珠路交匯處及其他道路接駁處之改善工程  
**Foothills Bypass, Tuen Mun Road/Wong Chu Road  
Interchange and Other Road Junction  
Improvement Works**

Agreement No. CE 44/95



環境影響評估研究行政撮要  
**Environmental Impact  
Assessment  
Executive Summary**

一九九七年一月  
January 1997

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EIA-1052/R

EIA/OIL.1/97

Territory Development Department, Hong Kong

Agreement No. CE 44/95  
Foothills Bypass, Tuen Mun  
Road/Wong Chu Road Interchange  
and Other Road Junction  
Improvement Works :  
*Final Executive Summary*

6 January 1997

Reference C1507

For and on behalf of ERM-Hong Kong, Ltd

Approved by: F. CHEUNG

Signed: [Signature]

Position: Technical Director

Date: 6 January 1997

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## INTRODUCTION

In April 1996, the Territory Development Department (TDD) commissioned Scott Wilson Kirkpatrick (SWK), in association with ERM-Hong Kong, Ltd (ERM), Aspinwall Clouston, SWK Atria and Parsons Brinckerhoff to undertake the design and construction of the Foothills Bypass together with other improvement works under Agreement No CE44/95. *Figure 1* shows the location of the route alignment and the study area.

The Project forms part of the Tuen Mun Area 38 development. The proposed development of Area 38 includes the River Trade Terminal (RTT) and Area 38 Special Industries Area (SIA), which are scheduled for completion in 1999 and 2002 respectively.

The Foothills Bypass and associated road works which are scheduled to be completed by the end of 2001, are being implemented to overcome anticipated traffic problems within Tuen Mun, due to the proposed developments of the RTT and SIA. The Bypass is primarily required to provide an alternative route for traffic, thereby diverting traffic away from various residential areas in Tuen Mun and in particular, to mitigate the environmental impact on Lung Mun Road. The road improvement works will provide the additional traffic capacity necessary to service the proposed SIA and RTT developments.

SWK and ERM have worked on a number of projects within the Study Area. The most recent of these projects is the *Reclamation and Servicing of Tuen Mun Area 38 for Special Industries - Improvement to Roads and Junctions within Tuen Mun Environmental Impact Assessment (Road Improvement EIA)*. The *Road Improvement EIA* was commissioned by the Highways Department in 1995, to assess the potential environmental impacts associated with the improvement to roads and junctions within Tuen Mun in relation to the Area 38 Study. A noise mitigation package comprising noise enclosures, barriers, cantilever barriers and low noise road surfacing was recommended to benefit residents in the vicinity of Wong Chu Road. The results and recommendations of the Road Improvement EIA have been presented to Tuen Mun District Board in February 1996 and endorsed by the Advisory Council on Environment (ACE) in May 1996.

拓展署委託史偉高顧問工程師（香港）有限公司，聯同香港環境資源管理顧問有限公司、奧頓香港有限公司、史偉高亞卓亞公司及柏誠（亞洲）有限公司，合力設計和興建CE44/95 號合約內之「青山山麓繞道」以及其他道路改善工程。圖一顯示了有關工程的沿線位置和研究區域。

這項工程是屯門第卅八區發展計劃的一部份。該區建議中的發展包括內河貨運碼頭及「第卅八區特殊工業區」。這兩個項目將分別於一九九九年及二零零二年完成。

「青山山麓繞道」及有關之道路工程將於二零零一年底完成，目的是要解決建議中之「內河貨運碼頭」及「特殊工業區」發展計劃，對屯門區所會造成的交通問題。該繞道的主要作用，是提供另一條通道，讓車輛不必通過屯門區內的住宅區，從而減輕龍門路帶來的環境影響。至於其他道路改善工程，則可增加交通容量，以應付建議中的「特殊工業區」和「內河貨運碼頭」的發展。

史偉高顧問工程師（香港）有限公司和香港環境資源管理顧問有限公司曾在該研究區域內進行過多個研究項目。最近期的一項為《屯門第卅八區特殊工業用途之填海及基本建設工程－道路改善工程之環境影響評估研究》（以下簡稱《道路改善工程環境影響評估》）。該項研究於一九九五年受路政署委託進行，目的是評估與《第卅八區研究》有關的屯門區道路及接駁處改善工程，對環境所可能造成的影響。為減輕皇珠路一帶居民所受到的噪音影響，該項評估研究建議了一系列噪音緩解措施，包括噪音隔音罩、隔音屏障、懸臂式隔音屏障，以及低噪音路面。《道路改善工程環境影響評估》的結果和建議，已於一九九六年二月呈交屯門區議會考慮，並於同年五月獲環境諮詢委員會通過。

## PROJECT DESCRIPTION

The Foothills Bypass will extend from Wong Chu Road to Tuen Mun Area 45, along the foothills of the Castle Peak range. The Bypass will comprise a dual 2-lane carriageway on embankment. The Bypass will be connected to Lung Mun Road by a circular, at-grade roundabout located in Area 45.

The northern section of the Foothills Bypass, which was assessed in the *Road Improvement EIA*, remains virtually the same as the scheme that was endorsed in May 1996 (see the *Road Improvement EIA* for further details). The only minor engineering change is the widening of the existing Wong Chu Road Bridge over the nullah to reduce the weaving of traffic and make allowances for traffic not joining the Bypass.

The Wu Shan Road/Wu King Road/Hoi Wong Road (D11/D13/D14) junction is predicted to be under-capacity in future due to natural traffic growth. To cope with the increase of traffic, both from natural growth and the Area 38 development, this junction needs to be improved.

The main construction activities associated with the Bypass will comprise:

- bulk earthworks;
- cut and fill construction;
- road embankment formation; and
- Bypass road works.

The construction phase of the Foothills Bypass and associated road works is expected to take 36 months, with works commencing in 1998 and terminating by the end of 2001. The Government's anticipated completion date for the Project is late 2001.

The traffic forecasts that have been considered are based on those generated by the Tuen Mun Port Development Study traffic model but which have been subsequently updated, adjusted and agreed in consultation with the Transport Department. For the purpose of assessing the operational phase impacts, traffic forecasts for the year 2011 have been identified as the worst case scenario in relation to vehicle emissions and noise impacts. The Transport Department has advised the Foothills Bypass Study Team that the latest available design year to be adopted for planning data and traffic figures for a Government project is 2011. Traffic figures beyond 2011 have not yet been estimated and, therefore, 2011 traffic figures have been utilised for this Project.

「青山山麓繞道」將沿青山山麓，由皇珠路伸展至屯門第四十五區，是一條建於路堤上的雙線、雙程車道，並於第四十五區內，以一個與其他路面等高的圓形迴旋處與龍門路連接。

「青山山麓繞道」北段對環境的可能影響，已在《道路改善工程環境影響評估》中進行了評估；而該段的設計，亦與一九九六年五月時所通過的方案，基本上相同（有關詳情，請參閱《道路改善工程環境影響評估》）。工程上唯一的小改動，是擴闊現時跨河而建的皇珠路，提高交匯處容量，令不使用該「繞道」的車輛能更暢順地轉往其他地區。

因為交通流量的自然增長，湖山路/湖景路/海皇路(D11/D13/D14)接駁處的交通容量將不會足夠應付將來的交通流量，為應付交通流量的自然增長及屯門第三十八區所帶來的交通增長，此接駁處需要改善以容納未來的發展。

與該「繞道」有關之主要建築工程包括：

- 大量填土工程；
- 切削及堆填工程；
- 路堤修築；及
- 「繞道」之道路修築

「青山山麓繞道」及有關之道路工程施工期，預計需時卅六個月，將於一九九八年動工，至二零零一年底竣工。政府方面預計整個項目於二零零一年底完成。

有關之交通流量預測，是根據「屯門港口發展研究」交通模型所產生的數據，並根據與運輸署洽商的結果，加以修正和更新，並取得該署認可。為了評估運作階段的車輛廢氣和噪音所可能造成的影響，已將二零一一年時的交通情況預測，當作最壞情況來作出評估。據運輸署的意見，政府工程項目設計所需的數據及交通情況資料，應以二零一一年的情況為依歸。對二零一一年以後的交通情況，目前仍未可以準確地估計，因此，本項目所用的，是二零一一年的交通情況數據。

The objective of the EIA is to identify and evaluate the potential impacts on the surrounding environment arising from the construction and operation of the Bypass and improvement works in relation to servicing Area 38, and to examine and evaluate mitigation measures on environmental, engineering and cost effectiveness grounds, and recommend an optimum package for implementation. The EIA consolidates all the environmental assessment findings, including comments from Government covering all the important environmental issues. The EIA also includes the general requirements of the Environmental Monitoring and Audit (EM&A) Study which will be necessary to ensure the implementation and effectiveness of the adopted environmental protection and pollution control measures. Specific EM&A requirements are discussed in the *EM&A Manual*.

The main findings of the EIA, during both the construction and operational stages, are summarised below.

## 4

## CONSTRUCTION AND OPERATIONAL IMPACTS

## 4.1

## LAND USE

While the land take impacts associated with the Foothills Bypass and associated road improvement works are significant, the majority of the land is either Government owned or allocated for a future road reserve. Land which is not Government owned or allocated for roadworks is concentrated in the southern section of the Study Area at Area 45, in the vicinity of the connection of the Bypass to Lung Mun Road, and includes a container storage area and orchards.

Archaeological impacts are not anticipated as the nearest archaeological site is approximately 100 m from the proposed Bypass alignment and associated junction improvement works.

Several graves are likely to be affected by the proposed works and, therefore, the District Office (DO) and District Lands Office (DLO) are being consulted.

## 4.2

## AIR QUALITY

The construction of the Foothills Bypass and its connection to Lung Mun Road in the vicinity of Pillar Point will lead to dust emissions. It is predicted that construction activities during the embankment establishment works would exceed EPD's requirements at Pillar Point. However, with the implementation of mitigation measures, the dust emissions could be controlled to meet the Hong Kong Air Quality Objectives (HKAQOs) and the hourly TSP concentration level.

It is also recommended that an EM&A Programme, which includes baseline and impact monitoring, be carried out prior and during the construction of the Foothills Bypass to ensure the effectiveness of the recommended mitigation measures.



這項環境影響評估的目標，是要找出並評估有關第卅八區的「青山山麓繞道」及道路改善工程，在施工及運作時，對鄰近地區所可能帶來的影響；以及就環境、工程及成本效益等幾方面，檢討和評估各項緩解措施，並建議一個最適合的施行方案。這項環境影響評估，歸納了各項環境評估的研究結果，包括政府對各項重要環境問題所提出的意見。這項環境影響評估，亦包括了《環境監察及審核研究》內所述的一般要求，以確保所採用的保護環境及控制污染措施將被切實執行，而且確實有效。至於環境監察及審核方面的其他特別要求，則在《環境監察及審核手冊》內有被論及。

對施工及運作階段所作的環境影響評估，其主要結果歸納如下。

## 4 施工及運作影響

### 4.1 土地利用

雖然「青山山麓繞道」及有關之道路改善工程需佔用相當多的土地，不過大部份都屬官地，或已預留作未來道路用途。不屬於這兩類的土地，都集中在第四十五區內研究區域的南部，鄰近「繞道」與龍門路交接處，並包括一個貨櫃存放區和一些果園。

由於最近的考古地點與建議中的「繞道」沿線及有關之接駁處改善工程地點，距離約有一百米，因此預計並不會對古蹟及古物造成影響。

建議中所需進行的工程，有可能對數個墓地造成影響，因此將徵詢政務處及區域地政處的意見。

### 4.2 空氣質素

「青山山麓繞道」的興建及其於望后石附近與龍門路銜接的工程，將會產生沙塵。預計在修建路堤期間，將令望后石一帶的空氣質素降低，超過環境保護署的規定。然而，在實行緩解措施後，所揚起的塵埃將可被控制在《香港空氣質素指標》及一小時總懸浮粒子濃度所要求的範圍內。

建議在「青山山麓繞道」施工前和施工期間，均進行環境監察及審核計劃，包括基準情況和受影響情況的監察，以確保所建議實施的緩解措施確實有效。

During the operational phase, the predicted pollutant levels at the ASRs will comply with the HKAQO's requirements.

#### 4.3

#### NOISE

This assessment has predicted that unmitigated construction activities would cause exceedances of the ProPECC guidelines at some of the nearby NSRs. Most of the construction noise impacts could be mitigated by standard noise mitigation measures such as mobile noise barriers for most NSRs, but specific measures such as the reduction of the number of powered mechanical equipment (PME) and the use of quiet PME would be required for the Tuen Mun Public Riding School and Wu Tsui House which is located at the Wu Shan Road/Wu King Road/Hoi Wong Road (D11/D13/D14) junction. Even with the use of these specific measures, which are considered to be the best practicable means of reducing the noise impact, residual impacts of up to 7 dB are still predicted at Wu Tsui House for the different construction activities. Wu Tsui House would be exposed to construction noise impact for up to 6 months.

Compliance noise monitoring should be carried out during the construction period of the Foothills Bypass at the Sun Tuen Mun Centre, Tuen Mun Public Riding School, Wu Tsui House and Carmel Bunnam Tang Memorial Secondary School. The monitoring is also recommended at other nearby schools in case the works are undertaken during the school examination periods.

As shown in *Figure 1* and *Table 1*, the Foothills Bypass will not contribute significantly to the 2011 traffic noise impacts. Its commissioning would reduce the traffic noise exposure at most of the NSRs which are currently impacted by Lung Mun Road with the exception of Siu Shan Court (N3), Tuen Mun Public Riding School (N8) and San Shek Wan San Tsuen (N10). However, Lung Mun Road will still be the dominant source of noise impacts in the future and Siu Shan Court (N3) will continue to be affected dominantly by road traffic noise from this existing road. Even though the road traffic noise levels at Tuen Mun Public Riding School (N8) and San Shek Wan San Tsuen (N10) have been increase owing to the commissioning of the Foothills Bypass, noise levels at these NSRS are still within the HKPSG limits.

**Table 1** *Predicted Noise Levels at low floor NSRs with Foothills Bypass in Operation - with the Use of Friction Course on Foothills Bypass (dB(A))*

Noise Sensitive Receivers	Prevailing Exposure (1996)	Future Exposure (2011)	Noise from Foothills Bypass (2011)	Change in Noise Exposure
N1 - Proposed LRT Depot Development	78.2	77.4	67.4	-0.8
N2 - Sun Tuen Mun Centre	74.3	73.7	63.2	-0.6
N3 - Siu Shan Court	69.2	73.7	47.2	+4.5
N4 - Chow Chu Yan Primary School	73.3	71.1	58.0	-2.2
N5 - Butterfly Estate	73.2	71.2	60.8	-2.0
N6 - Siu Lam Primary School	72.1	71.2	55.0	-0.9
N7 - Melody Garden	71.4	69.4	59.1	-2.0
N8 - Tuen Mun Public Riding School	59.4	63.9	63.3	+4.5
N10 - San Shek Wan San Tsuen	61.1	68.7	68.3	+7.6

「青山山麓繞道」運作期間，在那些對空氣質素感應強的地方的污染水平，預計將符合《香港空氣質素指標》的要求。

#### 4.3 噪音

這項評估預計，若有關工程並不實行任何緩解措施，將令附近一些對噪音感應強的地方的噪音水平，超過專業人員環境諮詢委員會的指引。就多數對噪音感應強的地方而言，大部份的建築噪音影響，可以透過採用標準噪音緩解措施（如流動隔音屏障）來加以緩解。不過在施工期間，仍有可能需要實行一些特別措施，例如減少機動設備的數目及採用較靜的機動設備，以令屯門公眾騎術學校及位於湖山路/湖景路/海皇路(D11/D13/D14)接駁處的湖翠樓所受的影響，減至最低。採用上述的最佳噪音緩解措施後，各類建築工程仍會令湖翠樓的最高噪音水平超過專業人員環境諮詢委員會指引的水平達七分貝(A計權)之多，而湖翠樓亦可能受影響達六個月之久。

在鄰近新屯門中心、屯門公眾騎術學校、湖翠樓及唐賓南紀念中學一帶的「青山山麓繞道」施工期間，應進行噪音監察，以確保噪音不會超出既定標準。若有關工程在學校考試期間進行，則建議在受影響的學校，亦進行同樣的監察。

如圖一及表一所示「青山山麓繞道」並不會使將來(二零一一年)的交通噪音水平顯著提高。該「繞道」完成後，將可令大部份現時受龍門路影響的對噪音感應強的地方(兆山苑(N3)、屯門公眾騎術學校(N8)及散石灣新村(N10)除外)，受到較少噪音影響。不過，龍門路仍會是未來的主要噪音來源，而兆山苑(N3)將繼續受到主要源自這條現有道路的交通噪音影響。雖然屯門公眾騎術學校(N8)及散石灣新村(N10)承受的交通噪音水平會因「繞道」投入運作而提高，但仍會維持在《香港規劃標準及準則》的限制水平內。

表一 青山山麓繞道於低層噪音感應強的地方的預計噪音水平 - 在青山山麓繞道已使用低噪音路面(分貝(A計權))

噪音感應強的地方	現時之噪音 水平 (1996)	將來之噪音 水平 (2011)	山麓繞道噪音 水平 (2011)	噪音水平的差別
N1 - 輕鐵車廠之重建計劃	78.2	77.4	67.4	-0.8
N2 - 新屯門中心	74.3	73.7	63.2	-0.6
N3 - 兆山苑	69.2	73.7	47.2	+4.5
N4 - 雛振猷小學	73.3	71.1	58.0	-2.2
N5 - 蝴蝶邨	73.2	71.2	60.8	-2.0
N6 - 兆霖小學	72.1	71.2	55.0	-0.9
N7 - 美樂花園	71.4	69.4	59.1	-2.0
N8 - 屯門公眾騎術學校	59.4	63.9	63.3	+4.5
N10 - 散石灣新村	61.1	68.7	68.3	+7.6

It is recommended that friction course is provided for the Foothills Bypass. Further mitigation for the Foothills Bypass would not be effective owing to the contribution of noise from the existing highways. On the basis of the noise exposure of the NSRs being reduced with the Foothills Bypass, indirect mitigation measures would not be required.

The traffic noise from Wu Shan Road/Wu King Road/Hoi Wong Road (D11/D13/D14) junction is already an impact to the nearby NSRs, and will increase further in the future due to the natural traffic growth at the junction. The junction improvement will not attract further traffic and the related increase in the predicted traffic noise level will be low.

The widening of the existing Wong Chu Road Bridge over the nullah would have little effect upon the noise exposure of the nearby NSRs. Therefore, no further noise mitigation measures will be required.

#### 4.4

##### *WATER*

The potential sources of water quality construction impacts will include: construction runoff and drainage; debris and rubbish; liquid spillages and sewage effluents. Mitigation measures should be implemented to prevent direct or indirect impact sources from adversely affecting streams and other water sensitive receivers such as the Tuen Mun nullah and beaches in the vicinity of the Bypass. During construction, recommended mitigation measures will be routinely audited by the EM&A Team to ensure their effectiveness.

Surface road runoff will arise during the operation of the proposed Foothills Bypass. However, compliance with the Technical Memorandum is expected provided that the recommended mitigation measures are implemented.

#### 4.5

##### *ECOLOGY*

The ecological resources of interest within the defined Study Area comprise of plantation woodland, tall scrubland with scattered pine, grassland, low scrub, cultivated land, abandoned cultivation and freshwater streams. The habitats are considered to be of limited ecological value as the habitats are generally man-made and disturbed, with no rare or endangered species recorded. Impacts arising during construction would include disturbance to and loss of ecological habitats such as the three freshwater stream courses located within the Study Area.

Ecological impacts could be mitigated through implementing good site practices, designing engineering methods that will minimise impacts on habitats and enhancement features such as replanting native species local to the area. Provided that the recommended mitigation measures are undertaken as far as possible, unacceptable impacts to ecological resources are not expected to arise. During the construction phase, it is recommended that ecological auditing be carried out to ensure that good site practices recommended in the EIA are being effectively implemented.

建議「青山山麓繞道」採用低噪音路面。由於其他現存公路所造成的噪音，因此在「青山山麓繞道」再實行其他緩解措施將不會是有效的。鑑於「青山山麓繞道」將令附近那些對噪音感應強的地方受到較少噪音影響，因此毋須實行間接緩解措施。

在湖山路/湖景路/海皇路(D11/D13/D14)接駁處的交通噪音，現時已對附近噪音感應強的地方構成影響；而在未來，這種影響更會隨著該處交通流量的自然增長而相應增加。由於此接駁處的改善工程不會帶來額外的交通流量，預計由此接駁處的交通產生的噪音也不會有顯著增加。

位於屯門河橋面的皇珠路擴闊後，並不會增加附近噪音感應強的地方所受的噪音影響，所以不需額外的噪音緩解措施。

#### 4.4 水質

有關工程對水質可能造成的影響將包括：建築用水的滲漏及排放、建築廢料及垃圾、各類液體的溢出及污水排放。故應實行緩解措施，以避免對河流及其他對水質感應強的地方，如屯門河及鄰近「繞道」的海灘等，造成直接或間接的影響。在施工期間，會由環境監察及審核小組，對所建議實行的緩解措施進行例行評審，以確保其有效。

在「青山山麓繞道」運作期間，將需排走路面積水。不過，只要實行所建議的緩解措施，預計此類排放，將會符合《污水標準備忘錄》的要求。

#### 4.5 生態

在指定研究區內受關注的生態資源包括人工種植的樹林、間雜松樹的高灌木林、草地、矮灌木、農地、荒棄農地及淡水溪澗。這些生態環境，大部份都是由人工做成的，並已受干擾，其中亦無發現任何稀有或瀕臨絕種的生物，因此生態價值頗低。這類地方在施工期間所可能受到的影響，包括生態環境（例如在研究區內的三條淡水溪流）受到滋擾，甚至流失。

若實行下列緩解措施，這些生態環境所受的影響，將可減少。緩解措施包括：良好的工地守則；設計可盡量減少影響生態環境的施工方法；以及實行一些培育環境的措施，例如重植當地品種的植物。只要盡量實行所建議的緩解措施，預計這地區的生態資源，將不會受到不可接受的影響。建議在施工期間，進行生態環境評審，以確保這項環境影響評估內所建議的良好工地守則，被切實執行。

The ecological impact during the operational phase will arise mainly from contaminated surface water runoff. Recommended mitigation measures include designing road drainage which will collect contaminated runoff and spillage. Provided mitigation measures are incorporated into the design, no unacceptable impacts to ecological resources are expected.

#### 4.6 *SOLID WASTE MANAGEMENT*

It is likely that only small quantities of excavated materials, if any, will require disposal off-site and only small volumes of construction, demolition and chemical wastes will be generated. However, mitigation measures relating to good practice have been recommended to ensure that adverse environmental impacts are prevented and that opportunities for waste minimisation and recycling are followed.

It is recommended that auditing of each waste stream should be carried out periodically by the EM&A Team to determine if wastes are being managed in accordance with approved procedures and the site waste management plan and to see if waste reduction targets are being achieved or could be improved.

#### 5 *CONCLUSION*

The EIA has assessed the potential environmental impacts associated with the construction and operation of the proposed Foothills Bypass and associated road improvement works. The findings demonstrate that whilst varying levels of construction impacts have been predicted, provided that the recommended mitigation measures are undertaken, unacceptable impacts are not expected to arise. There will be no increase in the overall traffic noise levels for residents along Lung Mun Road. Other NSRs are within the HKPSG levels. No adverse operational impacts have been identified.

Recommendations for environmental monitoring and auditing have been identified for air and noise to ensure regular and systematic monitoring during construction activities. Additionally, auditing will be carried out during construction activities to ensure the mitigation measures for water quality, ecology and waste are being properly implemented and enforced. As no operational impacts have been identified, EM&A is not recommended during the operational phase.

至於運作階段所造成的生態影響，主要來自受污染的地表水徑流。建議實行的緩解措施，包括設計一些道路排水渠，用作收集路面徑流和溢漏的受污染液體。只要在設計中包含了這類緩解措施，預計生態資源將不會受到不可接受的影響。

#### 4.6 固體廢物管理

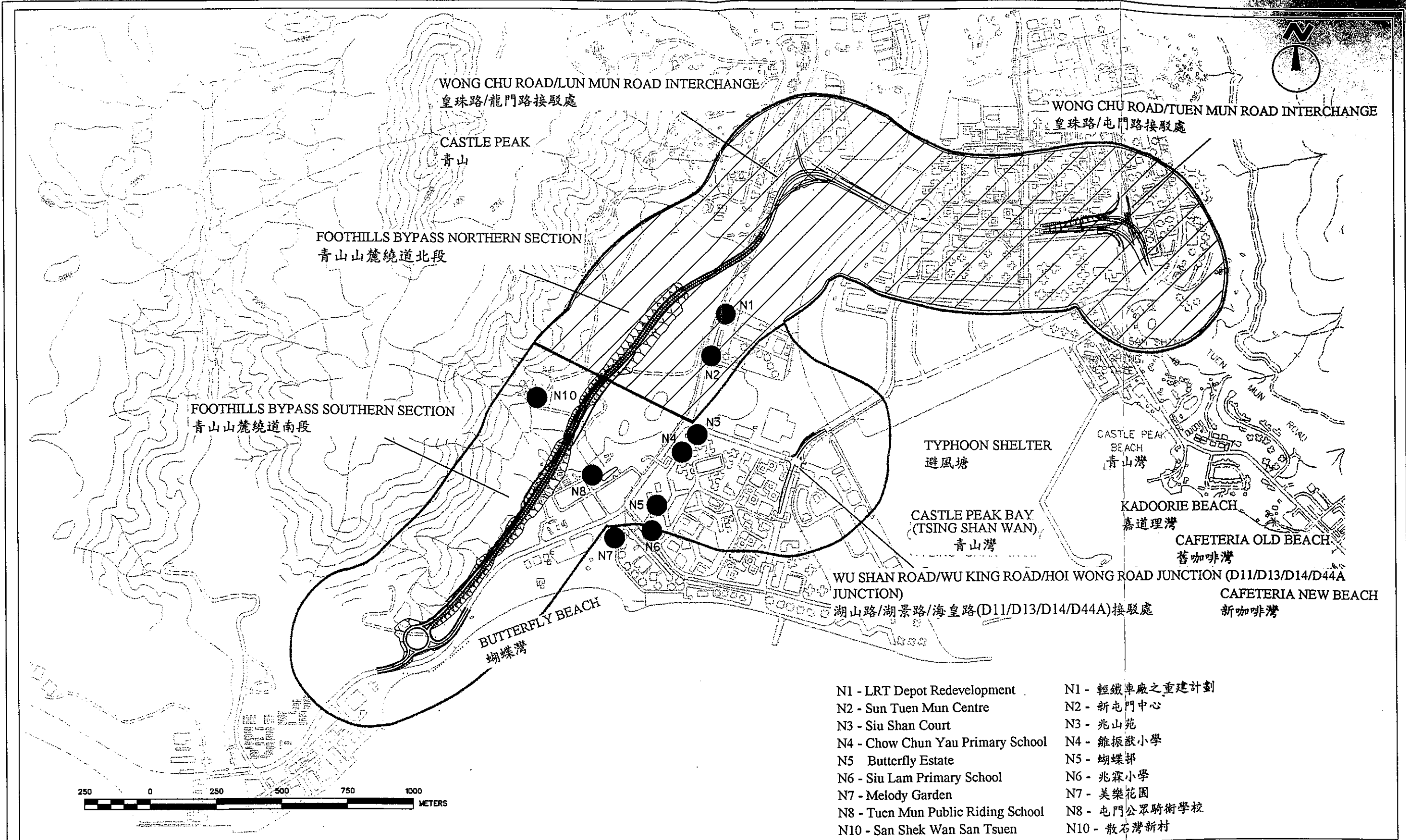
有關工程所挖出的物料，很可能只有極少量需要棄置於工地以外；而所產生的建築、拆卸和化學廢物，數量亦將很少。不過本評估研究仍建議了一些有關良好施工守則的的緩解措施，以確保環境不受影響，以及廢物得以盡量減少，而物料亦有機會被循環再造。

建議由環境監察及審核小組，對每一個廢物類別進行定期評審，以確定廢物是否已按照認可程序及工地廢物管理計劃加以管理；並確定減少廢物的目標是否已經達到，以及是否仍有改善餘地。

### 5 結論

是項環境影響評估，已就建議中的「青山山麓繞道」，及有關之道路改善工程的施工和運作，對環境所可能造成的影響，作出了評估。研究結果顯示，雖然預計工程施工將對環境造成不同程度的影響，不過，只要實行所建議的各項緩解措施，預計將不會有不可接受的影響產生。對龍門路沿線的居民而言，整體交通噪音將不會增加。其他對噪音感應強的地方所感受到的噪音，亦會在《香港規劃標準與準則》所定的噪音水平內。至於運作階段，則並未發現此項工程會造成任何壞影響。

是項評估研究，亦提出了有關空氣質素和噪音方面的環境監察及審核建議，以確保在施工期間會進行經常而有系統的監察。此外，在施工期間亦會進行審核工作，以確保有關水質、生態和廢物的緩解措施，被妥善執行。由於並未發現有關道路在運作上會造成任何影響，因此並沒有建議在運作階段進行任何環境監察及審核。



圖一 環境影響評估研究區域




Figure 1 Environmental Impact Assessment Study Area

Date : 27 June 1996      Drawing No.: Contract/C1507/C1507\_32

Sources : Base map - Lands Dept. 1:20k topo

Prepared by ERM's GIS & MAPPING Group

**KEY 圖例**

-  Road Works Assessed by the Road Improvement EIA  
已於《道路改善工程環境影響評估》評估之道路工程
-  Foothills Bypass EIA Study Area  
「青山山麓繞道」環境影響評估研究區域
-  Proposed Foothills Bypass and Other Road Junction Improvement Works  
建議中之「青山山麓繞道」及其他道路接駁處之改善工程

- |                                    |                |
|------------------------------------|----------------|
| N1 - LRT Depot Redevelopment       | N1 - 輕鐵車廠之重建計劃 |
| N2 - Sun Tuen Mun Centre           | N2 - 新屯門中心     |
| N3 - Siu Shan Court                | N3 - 兆山苑       |
| N4 - Chow Chun Yau Primary School  | N4 - 維振猷小學     |
| N5 - Butterfly Estate              | N5 - 蝴蝶邨       |
| N6 - Siu Lam Primary School        | N6 - 兆霖小學      |
| N7 - Melody Garden                 | N7 - 美樂花園      |
| N8 - Tuen Mun Public Riding School | N8 - 屯門公眾騎術學校  |
| N10 - San Shek Wan San Tsuen       | N10 - 散石灣新村    |

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