

### 3.0 DESCRIPTION OF THE ENVIRONMENT

The area surrounding the proposed road works is a typical urban setting and consists predominately of high-rise residential buildings and educational institutions. The existing noise environment is dominated by heavy road traffic along the existing Lei Yue Mun Road, Kai Tin Road and Yau Tong Road. The prevailing traffic noise levels at the existing noise sensitive receivers (NSRs) along Lei Yue Mun Road and Kai Tin Road are in the range of 50-82 dB(A). In view of the heavy traffic using Eastern Harbour Crossing and Lei Yue Mun Road, vehicular emissions would be the major air quality impacts to the air sensitive receivers (ASRs) along Lei Yue Mun Road. High concentration of air pollutants, such as NO<sub>2</sub> and RSP are expected.

Victoria Harbour is the downstream receiving water body and is located outside the construction area, at a distance of approximately 360m from the nearest works area at the western slip roads. There are a number of small streams and surface drainage channels on the hillslopes to the east of Lei Yue Mun Road. These streams enter culverts that join the existing stormwater drainage system in the area. As the works limit of the Project is located within the Consultation Zone of Sai Tso Wan Landfill, precautionary measures may be required during construction and operation phases of the Project to prevent landfill gas migration.

### 4.0 ASSESSMENT FINDINGS

#### 4.1 Construction Noise

Noise from construction activities would result in potential impact on the noise sensitive receivers (NSRs) located in the vicinity of the work sites. Unmitigated construction noise levels at the representative NSRs have been predicted for different scenarios and are in the range of 54 to 90dB(A). The results indicate that the noise levels at most of the NSRs would exceed the EIAO-TM noise criteria.

Noise control measures would be required to mitigate the noise levels to the EIAO-TM noise criteria. Mitigation measures recommended include good site practices, the use of quiet plant and movable noise barriers.

With the adoption of the recommended control measures, all the residential NSRs could be protected against the construction noise impact. Nevertheless, the noise levels at the schools during some noisy construction activities would still exceed the EIAO-TM criterion of 70dB(A) for schools by 1-4dB(A). However, the on-site survey also revealed that all the affected schools have already been noise insulated. Additional noise reduction of around 10dB(A) to 15dB(A) can be achieved depending on the type of insulation. Nonetheless, to further reduce the potential noise impacts at the schools, it is recommended that the particularly noisy construction activities should be scheduled to avoid examination period and concurrent operation.

#### 4.2 Road Traffic Noise

Noise result from the operation phase of the proposed road alignment would mainly be generated by traffic noise from the open road sections. The potential