

8. EVALUATION OF RESIDUAL ENVIRONMENTAL IMPACTS

8.1 Construction Noise Impact

8.1.1 The construction noise impact is anticipated to be within the EIAO-TM requirement given that the proposed mitigation measures are properly implemented. No adverse residual impact is anticipated.

8.2 Construction Dust Impact

8.2.1 The construction dust impact is anticipated to be within the EIAO-TM requirement by proper implementation of dust suppression measures. No adverse residual impact is anticipated.

8.3 Traffic Noise Impact

8.3.1 The recommended noise mitigation measures are effective in reducing the new road contributions at all the NSRs to below 70 dB(A). For those NSRs with noise levels exceeding 70 dB(A), the dominant noise sources are contributed by other existing roads outside this Project. In fact the traffic noise from new roads contribute less than 1 dB(A) to the overall noise levels. In view of this, considerations have been given to indirect mitigation at the affected NSRs. Appendix M presents a detailed assessment of eligibility according to the EPD's criteria as described in Section 3.3. The assessment results show that none of the NSRs is eligible for consideration for indirect measures as either the new roads do not contribute more than 1.0 dB(A) to the overall noise levels or the predicted future noise level is no more than 1.0 dB(A) higher than the prevailing traffic noise level at the receivers. The residual impact is considered acceptable in meeting the EIAO-TM noise criteria.

8.3.2 The total number of dwellings where the predicted noise levels exceed 70 dB(A) is estimated to be 2605, and the total number of classrooms where the noise levels exceed 65 dB(A) is estimated to be 135, if no mitigation measures are provided. While the EIAO-TM noise criteria cannot be met, the proposed direct technical remedies on the new roads serve to some extent to minimise the noise impact at the NSRs and to reduce the total number of affected dwellings by about 835. In addition to the 835 dwellings being in full compliance with the stipulated noise criteria of 70 dB(A), a total of about 2690 dwellings and 130 classrooms are estimated to benefit from the proposed noise mitigation scheme by 1-22 dB(A) noise reduction. Table 8.1 shows the number of dwellings protected and/or benefited from the proposed mitigation measures.

Table 8.1 Number of Sensitive Units Benefiting from Mitigation Measures

Sensitive Development	Number of Noise Sensitive Receivers Exceeding the EIAO-TM noise criteria in 2000 and 2006			Number of Noise Sensitive Receivers Benefiting from Mitigation Measures (i.e. ≥ 1 dB(A) Reduction)
	Prevailing (2000)	Unmitigated (2006)	Mitigated (2006)	
Residential Dwellings	1590	2605	1770	2690
Classrooms	135	135	135	130

8.4 Vehicle Emissions Impact

8.4.1 The residual impact is anticipated to be within the AQO standard.

8.5 Landscape and Visual Impacts

8.5.1 The residual impacts that will result from the road works subsequent to the implementation of the mitigation measures are:

- a slight adverse impact on the local residents of the high-rise estates of King Lam Estate, Hau Tak Estate and On Ning Garden due to the road infrastructure becoming a more dominant element within the landscape despite road side tree planting. The impact is considered acceptable.
- a significant adverse landscape and visual impact for residents and to the planned open space between On Ning Garden and the proposed interchange due to the introduction of the high level slip roads and noise barriers. Due to their elevated position the long term residual impact of these structures cannot be completely mitigated against, however, within the context of the site and the quality of the existing landscape and views the impact is considered acceptable with mitigation measures.

8.6 Land Use Impact

8.6.1 The proposed Grade Separated Interchange T1/P1/P2 will have no significant residual land use impact.