

合約編號 **NEX/1034**  
**Agreement No. NEX/1034**

# 地鐵尖沙咀站北行人隧道 **Tsim Sha Tsui Station Northern Subway**




工程項目簡介  
**Project Profile**

二零零七年七月  
**July 2007**

**MTR Corporation Limited**

**Consultancy Agreement No. NEX/1034  
Tsim Sha Tsui Station Northern Subway**

**Project Profile**

| Date         | Revision | Prepared   | Checked   | Approved  |
|--------------|----------|--|---|---|
| 17 July 2007 | A        | BLHC  | FKKN  | PTC  |
|              | B        |  |   |   |
|              | C        |  |   |   |
|              | D        |  |   |   |

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## 1. BASIC INFORMATION

### Project Title

- 1.1 The title of this project is known as Tsim Sha Tsui Station Northern Subway (TNS) (hereafter called the “Project”).

### Purpose and Nature of the Project

- 1.2 The purpose of this Project is to provide passengers with a direct and accessible safe subway in addition to the at-grade road entrances and to relieve the existing busy northern concourse and platform areas of Tsim Sha Tsui (TST) Station by providing a new direct high-capacity corridor for effective passenger access.

- 1.3 The Project mainly comprises:

- An underground pedestrian subway link that connects the north end of the TST Station platform with integrated entrances in the basements of the Tung Ying Building Redevelopment, Miramar Hotel and Miramar Shopping Centre;
- An underground satellite concourse underneath Nathan Road located adjacent to Tung Ying Building and the Miramar Hotel. The satellite concourse will relieve the existing busy northern concourse area by providing a new corridor for passenger access;
- Two public entrances (one integral with ventilation shafts) on the western footpath of Nathan Road outside Park Lane Shopper’s Boulevard; and
- A new plant basement near existing Entrance A1 to house the station equipment relocated from the north end of TST Station for accommodating the TNS connection.

### Name of Project Proponent

- 1.4 The project proponent is the MTR Corporation Limited.

### Location of the Project

- 1.5 The Project is located in Tsim Sha Tsui district which is an urban area with mixture of commercial and residential developments. The proposed works lie along Nathan Road from Cameron Road junction to Miramar Shopping Centre near Kimberley Road. The proposed new plant basement will be located under the existing Entrance A1 of the TST Station. The location of the proposed Project is shown in **Figure 1.1**. Three cross sections of the Project are shown in **Figures 1.2 to 1.4**.

### Number and Type of Designated Project

- 1.6 In accordance with Section 9(2)(g) of the Environmental Impact Assessment (EIA) Ordinance, the TST Station had been in operation before the Ordinance came into effect and thus is an exempted designated project. The proposed Project partly falls within the existing Railway Area Plan and partly outside. An EIA study is hence required under the EIA Ordinance and an Environmental Permit must be obtained prior to the commencement of the works.

**Name and Telephone Number of Contact Person(s)**

1.7 For details of the project please contact:

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MTR Corporation Limited  
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Fax: 2993 7577  
Email : gfrommer@mtr.com.hk

**Tentative Project Programme**

1.8 The preliminary time-table of project implementation is shown in **Table 1.1**

**Table 1.1 Tentative Project Programme**

| <b>Activity</b>                     | <b>Time Period</b> |
|-------------------------------------|--------------------|
| Appointment of Design Consultant(s) | February 2007      |
| Finalizing of Design                | March 2008         |
| Commencement of Construction        | December 2008      |
| Commissioning                       | Early 2012         |
| Operation                           | Early 2012         |

1.9 Based on the tentative construction programme, the proposed Project will be carried out concurrently with the Tung Ying Building Redevelopment adjacent to TNS Project site, which is being under construction. However, it is expected that the foundation and infrastructure works of the Tung Ying Building Redevelopment shall be completed at the time of the commencement of this Project i.e. December 2008. Cumulative environmental impacts from the Tung Ying Building Redevelopment are thus envisaged to be insignificant.

## 2. POSSIBLE IMPACT ON THE ENVIRONMENT

### Outline of Proposed Construction Methods

- 2.1 The cut-and-cover method will be adopted for the construction of satellite concourse, new plant basement and entrances, with implementation of temporary traffic arrangements. The proposed excavations will be decked to allow traffic to be diverted back over the excavations. Mined tunnelling will be considered for the construction of the subways connecting the new entrances and concourses.
- 2.2 Potential environmental impacts associated with the construction and operation of the project have been identified based on the preliminary project design information. The likely environmental impacts of the proposed works that may arise during both construction and operation phases are described below.

### Noise

#### Construction Phase

- 2.3 The key airborne construction noise is likely to be generated from the construction of the satellite concourse, the new entrances outside Park Lane Shoppers' Boulevard and the new plant basement under existing Entrance A1. Noise impacts due to the use of powered mechanical equipment (PME) at noise sensitive receivers (NSRs) close to the proposed works areas are expected. However, there will only be limited access available in busy Nathan Road, so the amount of construction plants to be employed will be restricted and thus the magnitude and extent of the construction works will be limited. Also, the noise impacts generated from the proposed works are expected to be short-term.
- 2.4 It is envisaged that tunnel construction works will be continued during restricted hours (i.e. time between 1900 and 0700 hours and any time on a general holiday, including Sunday) according to the preliminary construction programme. The reason for the 24-hour working of tunnelling works is to reduce the risk of adversely affecting the operating railway or sink holes in the ground surface due to tunnelling collapse.

#### *Vibration*

- 2.5 As the above ground and below ground works will be of limited scope and taking cognizance of the insignificant impacts noted in the previous MTRC Tsim Sha Tsui Station Modification Works using similar powered mechanical equipment, it is concluded that vibrations will not have a significant impact on nearby structures.

#### Operation Phase

- 2.6 Operational noise would be generated from fixed noise sources. The vent shaft integrated with one proposed new MTR entrance Q5 is likely to be the major source.

### Air Quality

#### Construction Phase

- 2.7 Aboveground construction works would pose potential dust impacts arising from excavation, material handling, loading and unloading of fill materials on air sensitive receivers (ASRs) in the vicinity of the site area of the proposed Project.

### Operation Phase

- 2.8 Adverse air quality impact during the operation of the proposed project is not anticipated.

### **Construction Waste Management**

- 2.9 Wastes generated by the construction works are likely to include excavated materials, chemical waste, construction waste sediment and general refuse. The management and disposal of the construction and demolition material would follow relevant procedures and requirements. It is noted that there will not be a significant amount of waste produced given the construction methods envisioned.

### **Construction Water Quality**

- 2.10 Potential sources of water pollution include construction runoff from exposed surfaces; effluent from dewatering activities and implementation of dust suppression measures. These effluents are generally contaminated by suspended solids. Other potential water pollution source includes sewage generated due to workforce on site.

### **Ecology**

- 2.11 There are no ecological sensitive receivers, such as Sites of Special Scientific Interest (SSSIs), Fish Culture Zones and Marine Parks and/or Reserves and other areas of ecological importance or conservation interest, within or in the immediate vicinity of the site area. Hence unacceptable ecological impacts are not expected during the construction and operation phases of the proposed Project. Detailed ecological surveys are considered unnecessary as the project is within a developed urban area, there are no ecological sensitive receivers and hence none will be disturbed.

### **Landscape and Visual**

- 2.12 Two proposed new entrances are located on Park Lane Shopper's Boulevard. The trees along Nathan Road in the proximity of Park Lane Shoppers' Boulevard, which are listed in the Register of Old and Valuable Trees (OVT) under ETWB TCW No. 29/2004, is a valuable landscape resource. Construction works in the vicinity would be designed and carried out with special care to ensure that those trees will be well preserved and protected.

### Construction Phase

- 2.13 Since part of the construction works will be carried out in the existing busy roads, significant landscape impact during the construction phase is not expected. The potential visual impacts on residents in the vicinity of the construction site during construction will be short term and will be addressed with suitable mitigation measures. There would be no tree felling within the site area.

### Operation Phase

- 2.14 Most of the Project will be completed underground except two new entrances at the street level. Minor landscape impacts may arise from disturbance of landscape resource (e.g. trees) from these new entrances.

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**3. MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT**

- 3.1 The Project is located at Nathan Road in Tsim Sha Tsui with high volume of road traffic and MTR Tsuen Wan Line running tunnels underground. To the east and south of the site are Miramar Shopping Centre, Hotel Miramar, some commercial buildings and some commercial/residential mixed buildings such as Hai Phong Mansion, Comfort Building and Burlington House with retail shops at street level.
- 3.2 To the west of the site are the Park Lane Shopper's Boulevard and the Kowloon Mosque and Islamic Centre with the Kowloon Park behind.
- 3.3 To the north of the site is the Heritage Resources Centre of the Antiquities and Monuments Office.
- 3.4 The existing land use of the Project site is "Other Specified Uses" in the current Outline Zoning Plan. The land uses surrounding the Project site are mainly Commercial, with a few G/IC sites and Open Space.



#### 4. DESCRIPTION OF MITIGATION MEASURES

- 4.1 Broad mitigation measures for the project to minimise potential environmental impacts are indicated below, subject to further detailed assessment in the EIA study.

##### **Noise**

##### Construction Phase

- 4.2 Commonly used direct mitigation measures such as quieter PME, quieter alternative construction method (e.g. use of concrete crushers in lieu of conventional noisy excavator mounted breaker) and good site practices would be necessary to alleviate airborne construction noise impacts. If significant noise levels are predicted, purpose-built barriers or enclosures would be used to further alleviate the impacts to acceptable levels.
- 4.3 To ensure compliance with the Noise Control Ordinance (NCO) and the relevant TM during restricted hours, the Contractor will be required to apply a Construction Noise Permit (CNP) from the Noise Control Authority and abide by any conditions stated in the CNP

##### Operation Phase

- 4.4 Operation noise from associated fixed plant is controlled under the Noise Control Ordinance (NCO). With proper design of the vent shaft, potential noise impact from the operation of vent shaft at the NSRs would comply with the stipulated noise criteria. No insurmountable adverse noise impact due to the operation of the vent shaft is expected.

##### **Air Quality**

- 4.5 Good site practices and the requirements stipulated in the Air Pollution Control (Construction Dust) Regulation would be followed to mitigate any potential dust impacts to acceptable levels during construction of the Project.
- 4.6 The Contractor(s) should implement dust suppression measures set out in the Air Pollution Control (Construction Dust) Regulation, such as provision of wheel-washing facilities and watering of exposed ground.

##### **Construction Waste Management**

- 4.7 Appropriate waste handling and on-site storage practices, transportation and disposal routes for each type of waste will be considered, though the compact construction site will limit possibilities for reuse of material.

##### **Construction Water Quality**

- 4.8 The Contractor(s) should ensure compliance with the Water Pollution Control Ordinance (WPCO) and other relevant regulations. Mitigation measures with reference to the previous MTRC Tsim Sha Tsui Station Modification Works would be implemented.

**Ecology**

- 4.9 As ecological impacts are not expected during the construction and operation phases of the proposed Project, no mitigation measures are required.

**Landscape and Visual**Construction Phase

- 4.10 The works should avoid and minimize disturbance to significant landscape resources, e.g. minimise work areas as far as practicable.

Operation Phase

- 4.11 Precautionary principles and practices have been adopted in positioning and designing the new entrances and subway alignment to ensure that the impacts on the OVTs are minimized.
- 4.12 The design of the two new entrances at street level are an integral part of the existing environment. Minimizing the potential landscape and visual impact will be one of the key considerations in the design.

**Public Consultation**

- 4.13 The Corporation will undertake considerable public consultation on the TNS. The Project proposal was already presented to the Traffic and Transport Committee of the Yau Tsim Mong District Council and received support from the committee. Consultation will be continued throughout the preliminary and detailed design of the TNS as well as the construction stage.

**5. USE OF PREVIOUSLY APPROVED EIA REPORTS**

- 5.1 The project will make reference of the EIA Report on Modifications to MTRC Tsim Sha Tsui Station, Register No. AEIAR-043/2001, approved on 12 September 2001 under EIAO Ordinance. This report assessed the potential environmental impacts during the construction phase of the pedestrian subways connecting the KCR East Tsim Sha Tsui and MTR Tsim Sha Tsui Stations and recommended any necessary mitigation measures.
- 5.2 Reference will be adopted to develop construction methods and any necessary mitigation measures.

## Figures

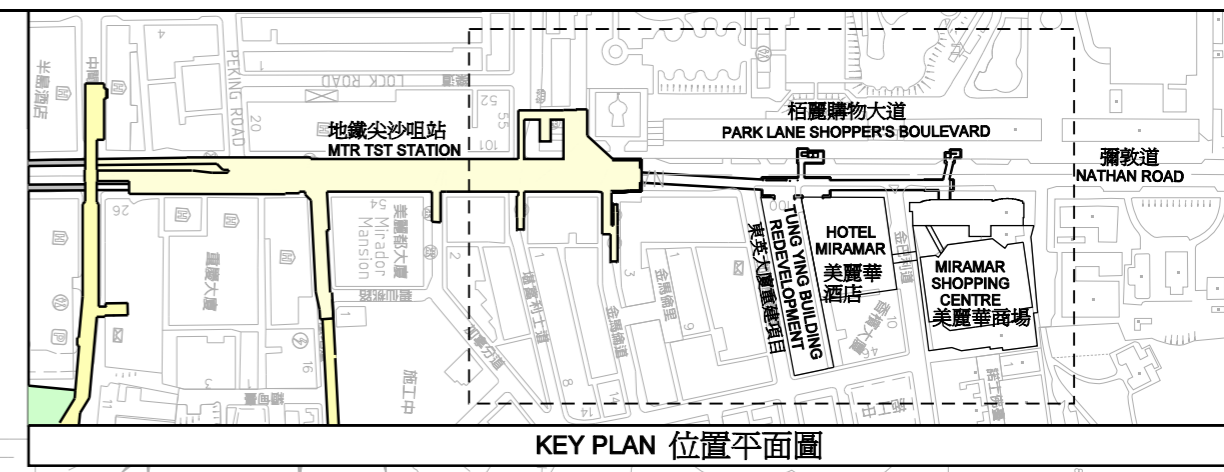
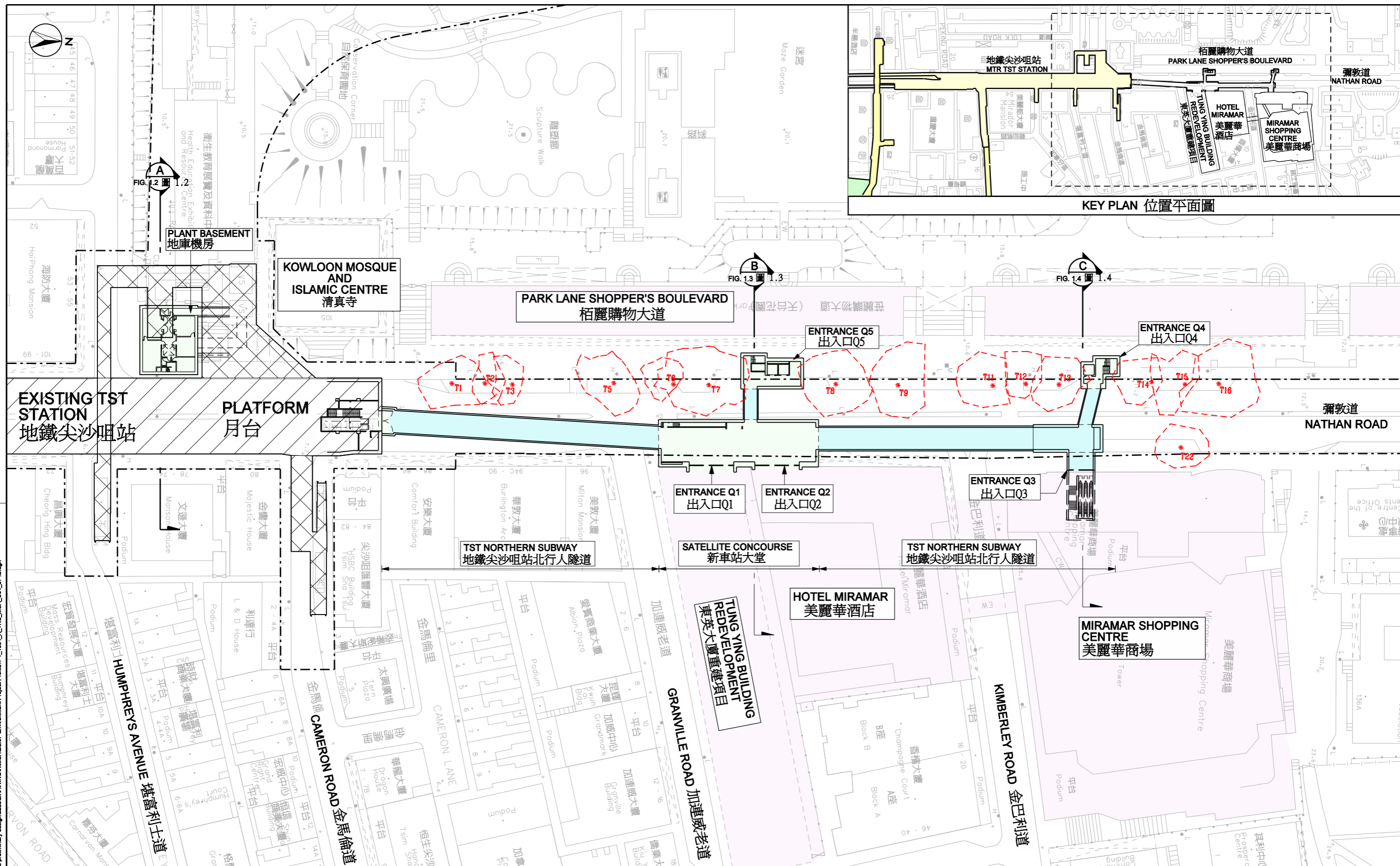
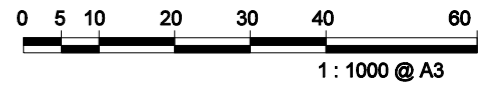


FIG. 1.2 圖 1.2

FIG. 1.3 圖 1.3

FIG. 1.4 圖 1.4

**LEGEND:**  
 圖例:  OPEN CUT EXCAVATION 明挖方式  
 UNDERGROUND EXCAVATION BY TUNNELING METHOD 使用隧道工程方法的地下挖掘  
 OVT 古樹名木  
 - - - RAILWAY AREA PLAN BOUNDARY 地鐵範圍圖則界線



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NEX/1034 TSIM SHA TSUI NORTHERN SUBWAY  
**SITE LAYOUT PLAN**  
 地鐵尖沙咀站北行人隧道位置圖

**地鐵公司 MTR Corporation**

|             |                                 |      |            |
|-------------|---------------------------------|------|------------|
| SCALE       | 1:1000                          | (A3) | FIGURE No. |
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NEX/1034 TSIM SHA TSUI NORTHERN SUBWAY

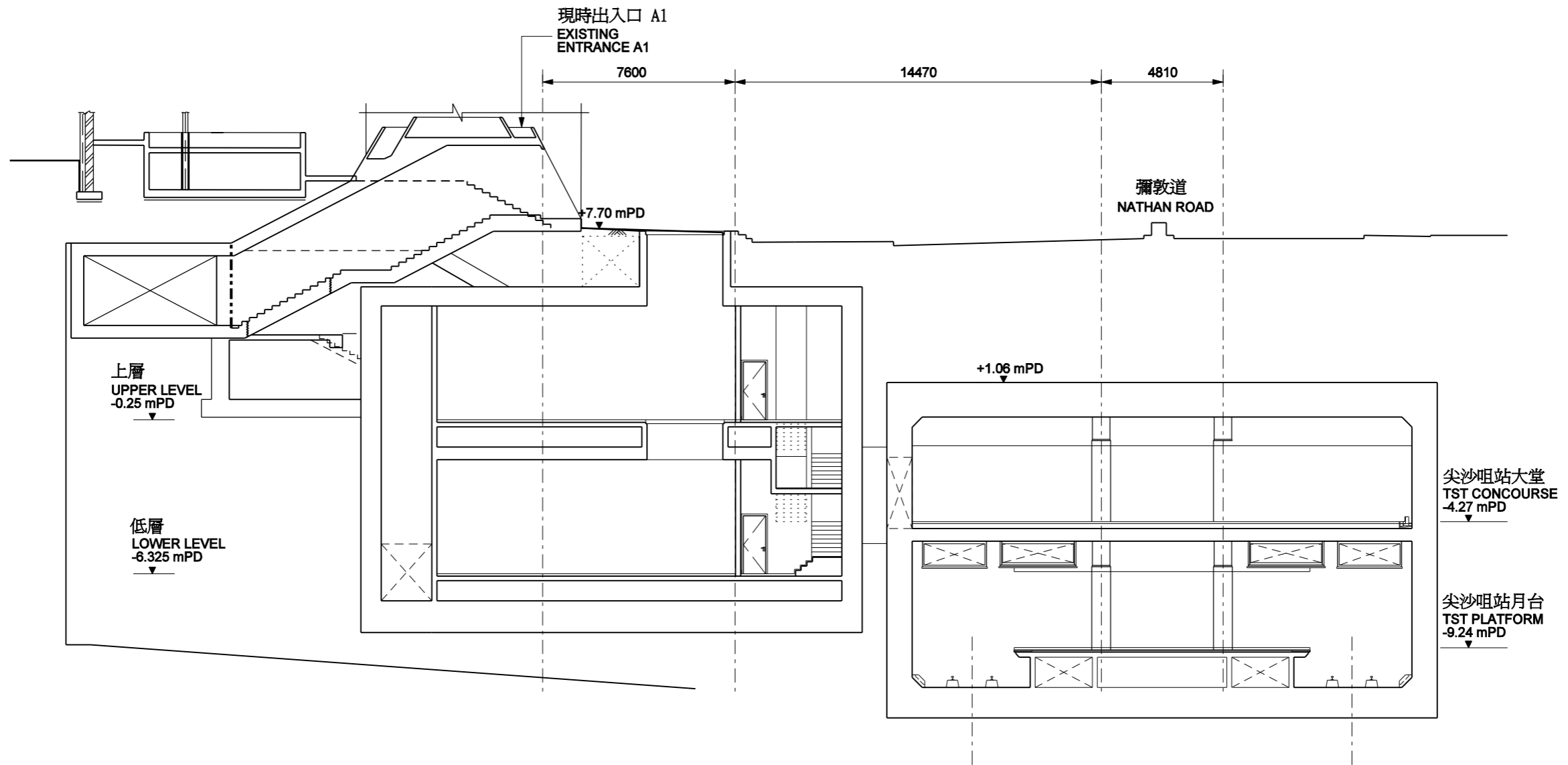
# SECTION A-A

## 切面圖 A-A



|             |                                 |      |            |
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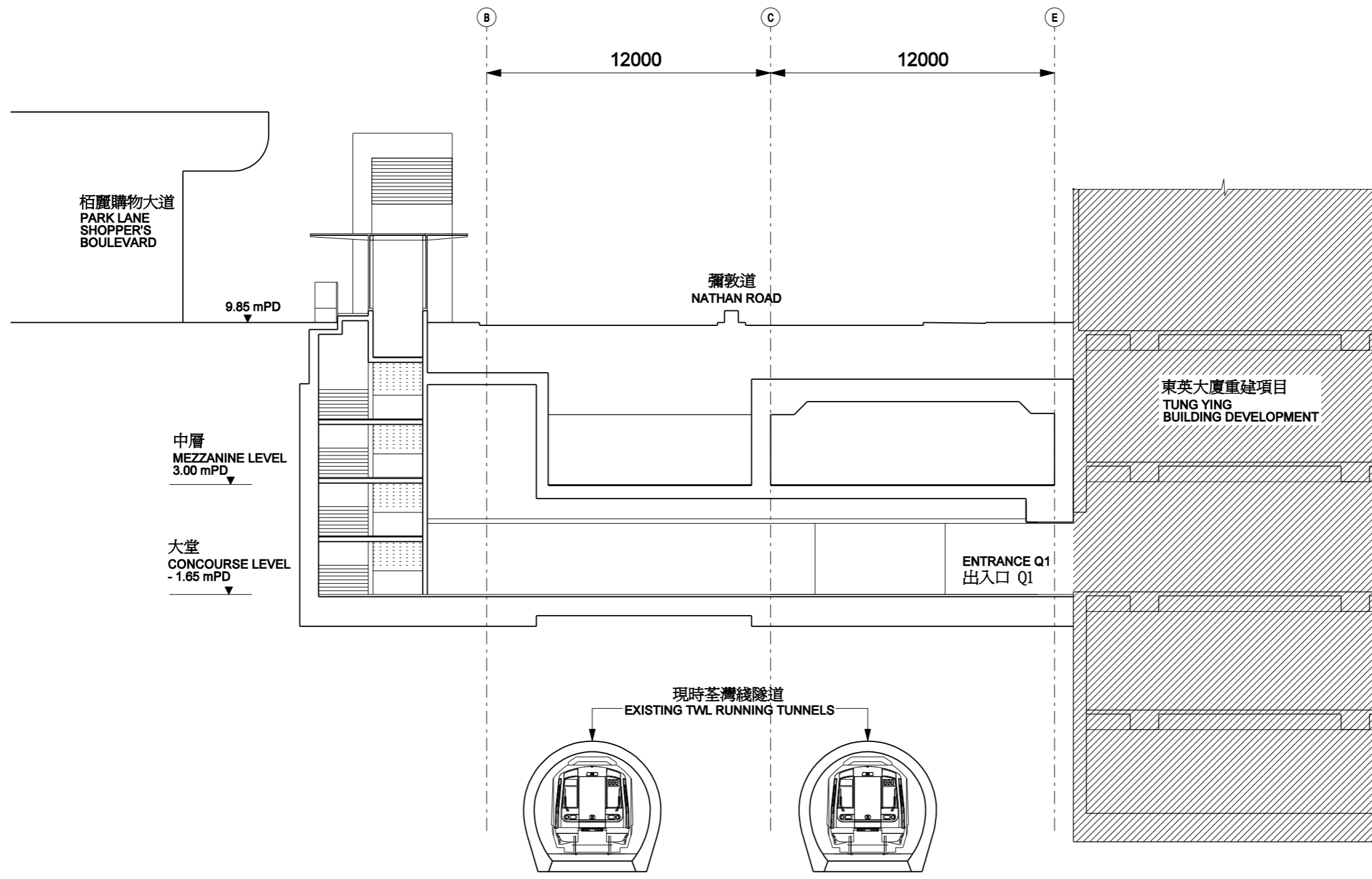
圖 1.2



切面圖  
Section  
1:200 FIG. 1.1 圖 1.1

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切面圖  
Section  
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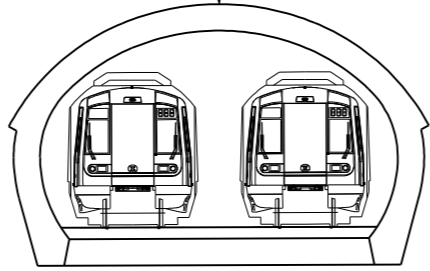
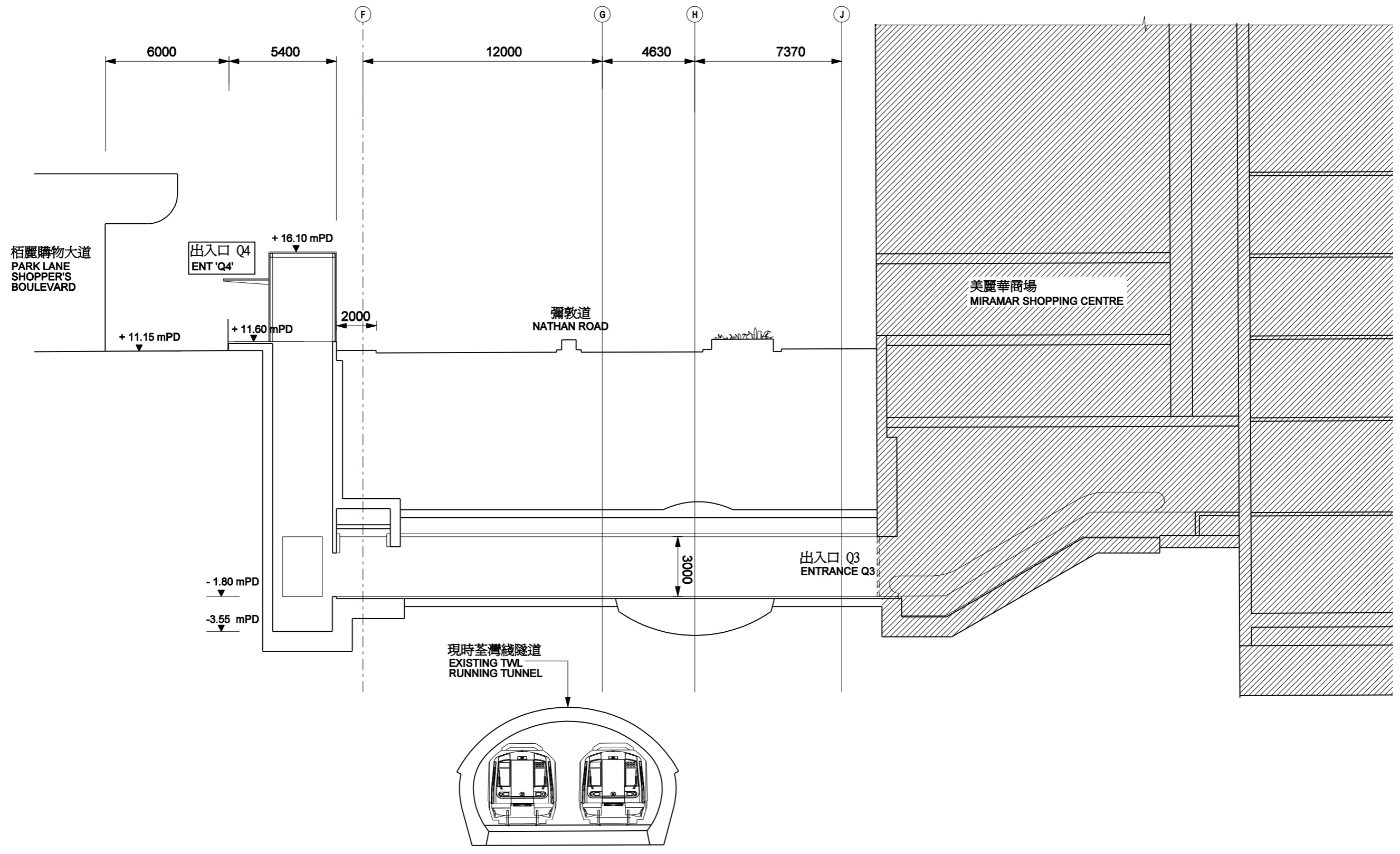
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NEX/1034 TSIM SHA TSUI NORTHERN SUBWAY  
**SECTION B-B**  
切面圖 B-B



|             |                                 |      |            |
|-------------|---------------------------------|------|------------|
| SCALE       | 1:200                           | (A3) | FIGURE No. |
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切面圖  
Section C  
1:200 FIG. 1.1 圖 1.1

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NEX/1034 TSIM SHA TSUI NORTHERN SUBWAY  
**SECTION C-C**  
 切面圖 C-C



|             |                                 |      |            |
|-------------|---------------------------------|------|------------|
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