

**ROAD WORKS AT WEST KOWLOON  
PROJECT PROFILE  
MARCH 2009**

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## **FIGURES**

Figure 1 Layout Plan

Figure 2 Locations of Identified Sensitive Receivers

## **1 BASIC INFORMATION**

### **1.1 PROJECT TITLE**

Road Works at West Kowloon

### **1.2 PURPOSE AND NATURE OF THE PROJECT**

Additional traffic capacity and network restructuring will be required through and within the West Kowloon Reclamation Area (WKRA), upon the opening of the West Kowloon Terminus (WKT) of the Express Rail Link and development of the West Kowloon Cultural District (WKCD). The road network in WKRA will also serve the future commercial/residential developments in the vicinity. The roads D1A, D1, Lin Cheung Road - Austin Road West Underpass and upgrading of Austin Road West (hereinafter, the Project) are proposed to accommodate the increasing traffic demand.

### **1.3 NAME OF THE PROJECT PROPONENT**

MTR Corporation Limited

### **1.4 BACKGROUND AND PROJECT DESCRIPTION**

#### **Existing Roads Network in WKRA**

The road network inside WKRA and around WKT is shaped by block-like sites of Union Square, City Golf Club and Bus Terminus. Major roads include West Kowloon Highway, Lin Cheung Road, Canton Road, Jordan Road, Wui Cheung Road and Austin Road West.

Lin Cheung Road, a dual carriageway with two or three lanes in each direction, is the principal north-south entry/exit and through route of the WKRA. A significant volume of cross district traffic from Tsim Sha Tsui, Jordan and WKRA towards the western parts of HK Island, Kowloon and the New Territories converges on it.

Wui Cheung Road is a dual carriageway located between Lin Cheung Road and Canton Road. It is currently a key link for traffic from WKRA towards Tsim Sha Tsui, as well as Ferry Street southbound to the area.

Austin Road West, the section between Canton Road and Lin Cheung Road, is currently a one-lane, one-way westbound carriageway. It is one of the main east-west corridor linking WKRA and with Tsim Sha Tsui. This section of Austin Road is being widened to single two carriageway by Government. The widening works will be completed in later of this year to tie in with the opening of Austin Station (AUS).

### **Description of Project**

To ease the current congested traffic condition and fulfil future demand, construction of new roads and upgrading the existing roads are proposed in the West Kowloon Reclamation Area (See Figure 1). The proposed roads of the Project are defined as:

- Road D1A: Dual carriageway extending from Hoi Wang Road to Jordan Road and Wui Cheung Road, running parallel to Lin Cheung Road and Man Cheong Street
- Road D1: Dual carriageway extending from Road D1A, connecting Wui Cheung Road and Austin Road West, running parallel to Lin Cheung Road and Canton Road
- Lin Cheung Road – Austin Road West Underpass: Dual two-lane underpass running from north of Jordan Road, along and below Lin Cheung Road and Austin Road West with a depressed junction, to the west of Canton Road
- Upgrading of Austin Road West: Austin Road West will be upgraded from a single two carriageway, i.e. post AUS opening situation, to a dual carriageway.

### **1.5 LOCATION AND SCALE OF PROJECT**

The subject site is located within the West Kowloon Reclamation Area (WKRA) (Figure 1).

### **1.6 NUMBER AND TYPES OF DESIGNATED PROJECTS**

In accordance with the definitions given in the EIAO Technical Memorandum, this project is a Designated Project (DP) under Part 1 Schedule 2, A1 and A9 - “A road which is an expressway, trunk road, primary distributor road or district distributor road including new roads, and major extensions or improvements to existing roads” and “A road fully enclosed by decking above and by structure on the sides for more than 100m”, respectively.

### **1.7 NAME AND TELEPHONE NUMBER OF CONTACT PERSONS**

Dr. Glenn Frommer  
MTR Corporation Limited  
Head of Sustainability Development  
Tel: 2688 1552

## **2 OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME**

### **2.1 PROJECT PLANNING AND IMPLEMENTATION**

The Project will be entrusted by the Highways Department to MTR Corporation Limited. The Project will be planned and implemented by MTR Corporation Limited in-house departments together with external consultants and contractors.

### **2.2 PROJECT PROGRAMME**

The construction works is tentatively scheduled to commence in 2010 and complete by 2014/2015.

### **2.3 PROJECT INTERFACE**

Major project committed that will interface with the Project includes:

<b>Projects</b>	<b>Responsible Party</b>	<b>Anticipated Construction Period</b>
Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	MTR Corporation Limited	4 <sup>th</sup> quarter of 2009 – 2015
West Kowloon Cultural District (WKCD)	WKCD Authority / Civil Engineering and Development Department	1 <sup>st</sup> quarter of 2012 – 2014/2015 for Phase I of the Arts and Cultural Facilities and associated supporting infrastructure
Central Kowloon Route	Highways Department	2012 – 2016

## **3 POSSIBLE IMPACTS ON THE ENVIRONMENT**

### **3.1 POTENTIAL ENVIRONMENTAL IMPACTS: CONSTRUCTION PHASE**

#### **3.1.1 Air Quality**

During construction, dust is the potential air quality impact which would be generated from construction activities such as material handling, excavation, vehicle movement and erosion of unpaved area and stockpiles. The potential air quality impact however is anticipated to be short-term and be controlled through appropriate design and good site practice stipulated in the Air Pollution Control (Construction Dust) Regulation.

#### **3.1.2 Noise**

During construction, the source of noise nuisance is primarily from the use of Powered Mechanical Equipment (PME) on site. The construction activities for the

project involve the use of plant for excavation, paving etc. and the traffic travelling to and from the sites. Construction noise impact is anticipated to be short-term and can be reduced to an acceptable level with implementation of the mitigation measures outlined in Section 5.1.

### **3.1.3 Water Quality**

Site runoff is expected to be the only water quality impact from construction sites for this land-based project. The potential sources of site runoff may include water from dust suppression sprays and wastewater from erosion of temporarily stockpile by rainfall. Water quality impact however would be readily mitigated with the adoption of good site management practices outlined in Section 5.1.

### **3.1.4 Waste Management**

C&D waste will be generated from the construction activities, vehicle and plant maintenance etc. Waste generation will be first avoided and then reduced by reusing materials on-site in order to minimise the off-site waste disposal as far as practicable. With proper waste management, adverse impact from this project is unlikely.

### **3.1.5 Landscape and Visual Impact**

Potential landscape and visual impacts are anticipated from construction activities and plant, however the impacts would be short-term and can be minimized by appropriate mitigation measures.

## **3.2 POTENTIAL ENVIRONMENTAL IMPACTS: OPERATIONAL PHASE**

### **3.2.1 Air Quality**

In the operational phase, air quality impact may arise from vehicular emission of the traffic on the proposed roads. The vehicular emission impact assessment will be conducted to assess the potential impact to the planned and existing air sensitive receivers.

### **3.2.2 Noise**

Road traffic noise impact to the adjacent NSRs would be the main concern during operational phase. Different mitigation measures scenarios, if required, will be explored to mitigate the traffic noise impact.

### **3.2.3 Landscape and Visual**

Landscape and visual impacts may arise from proposed noise barriers/enclosures, if required. Landscape and visual impacts will be evaluated in the EIA Stage.

## **4 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT**

### **4.1 EXISTING AND PLANNED SENSITIVE RECEIVERS**

Representative sensitive receivers (SRs) have been identified in accordance with EIA-TM. SRs may include residential uses (including all domestic premises including temporary housing), institutional uses (including educational institutions including kindergarten and nurseries, hospitals, medical clinics, homes for the aged, convalescent homes, places of worship, libraries, court of law, performing arts centres, auditoria and amphitheatres) and commercial uses (including offices, shopping centre, etc).

Representative existing and planned sensitive receivers (SRs) are tabulated in Table 4.1 and shown on **Figure 2**. The list of sensitive receivers is not exhaustive and will be reviewed during the EIA stage.

Table 4.1 Major Sensitive Receivers

Type	Sensitive Receivers
Government Use	FSD West Kowloon Rescue Training Centre
Residential	Man Yiu Building, Man King Building, Wai On Building, Sorrento, The Waterfront, The Arch, The HarbourSide, The Victoria Towers, Planned Development at Sites C and D
Institutional	Hong Kong Girl Guides Association Headquarters and related hostel use and Future WKCD
Commercial Use	Austin Station and Planned development at Site A (West Kowloon Terminus under Hong Kong Section of the Express Rail Link)

## **5 ENVIRONMENTAL PROTECTION MEASURES AND IMPLICATIONS**

### **5.1 POTENTIAL MEASURES TO MINIMIZE ENVIRONMENTAL IMPACTS**

Potential measures are outlined below to minimise environmental impacts. These measures will be further reviewed during the EIA process.

#### **5.1.1 Construction Phase**

##### **Air Quality**

Good site practices and relevant dust control measures set out in the Air Pollution Control (Construction Dust) Regulations will be implemented to control the dust impacts on the nearby sensitive receivers. With the mitigation measures in place, it is expected that the construction dust impact will be minimized to acceptable levels.

##### **Noise**

General site practices including the location of noisy machinery away from sensitive receivers; the use of silencers, mufflers and acoustic shields on plant and equipment; regular maintenance of plant and equipment; and the reduction in number of machines used at any one time, will be adopted as needed to control noise impacts.

##### **Water Quality**

Water quality impact mitigation measures will be implemented in accordance with the Practice Note for Professional Persons on Construction Site Drainage (ProPECC PN 1/94) such as drainage facilities to control site runoff, wheel washing facilities, proper toilet facilities and comprehensive waste management procedures.

##### **Waste Management**

Mitigation measures to avoid or minimise potential impacts may include the reuse of C&D material in the construction. A disposal plan will be required to detail disposal sites for waste that cannot be recycled on-site and adopting the trip-ticketing system, to monitor disposal and hence prevent illegal dumping. A waste management plan / control measures shall be developed.

Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance and oil interceptors should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

##### **Landscape and Visual**

Potential landscape and visual impacts are anticipated from construction activities and plant, however, the impacts would be short-term and can be minimized by appropriate mitigation measures.



### **5.1.2 Operational Phase**

#### **Air Quality**

The details and extent of air quality mitigation measures will be subject to the assessment results in the EIA Stage.

#### **Noise**

The details and extent of noise mitigation measures will be subject to the assessment results in the EIA Stage.

#### **Landscape and Visual**

The details of mitigation measures for landscape and visual impacts will be addressed in the EIA stage.

### **5.2 ENVIRONMENTAL MONITORING AND AUDIT**

This Project Profile has outlined the potential environmental impacts which would arise from the construction and operation of the proposed road works and has introduced briefly some possible environmental mitigation measures that can be incorporated into the Project. An environmental monitoring and audit programme, for the construction and/or operational phase of the project, will be developed.

## **6 USE OF PREVIOUSLY APPROVED EIA REPORTS**

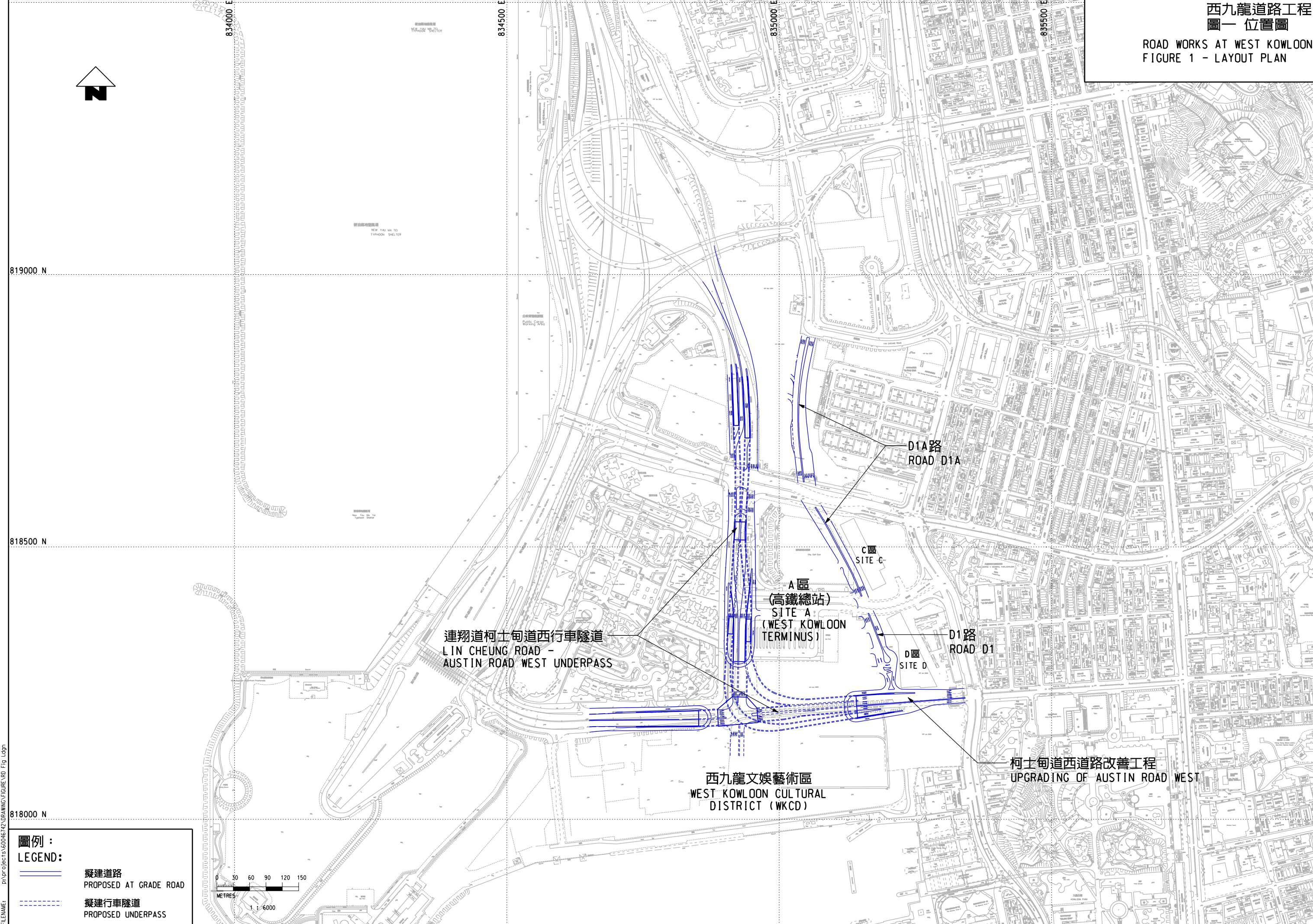
No previously approved report exists for the project. However, reference may be made within the study area from West Kowloon Reclamation Comprehensive Traffic Analysis Review and Environmental Impact Assessment Final Report, Acer Consultants (Far East) Limited, June 1997 (Register No. EIA-125/BC)

The EIA was approved by the Government on September 1997 and subsequently submitted to the Advisory Council on the Environment (ACE) sub-committee in 1998 and has been placed in the Environmental Impact Assessment (EIA) Register since 1 April 1998 for public access. Environmental considerations which were addressed in the EIA include:

- Air Quality
- Noise
- Water Quality
- Waste Management Strategy
- Construction Impacts, Construction Phasing and Environmental Monitoring & Audit



西九龍道路工程  
圖一 位置圖

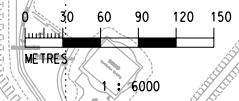
ROAD WORKS AT WEST KOWLOON  
FIGURE 1 - LAYOUT PLAN



PLOT DRW: R:\usr\mst\NTR\PLT\DRIVER\WINDOWS\X3\COLOUR.dwg  
 MODELNAME: ps:\projects\60046\FZ\DRAWING\FIGURE.DWG  
 FILENAME: 2009-3-7 Fig 1.dwg

**圖例 :**  
**LEGEND:**

	擬建道路 PROPOSED AT GRADE ROAD
	擬建行車隧道 PROPOSED UNDERPASS

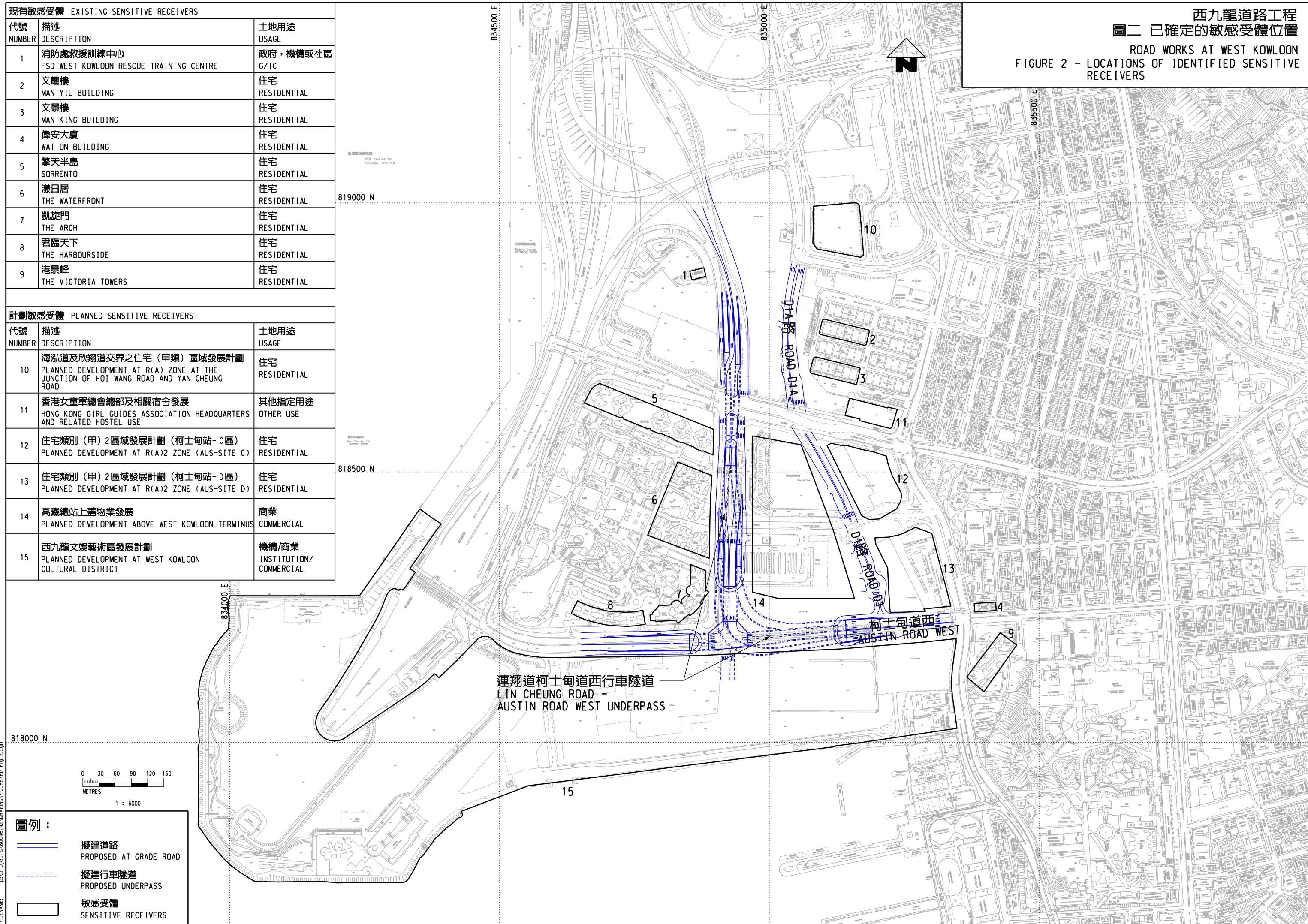


西九龍道路工程  
圖二 已確定的敏感受體位置

ROAD WORKS AT WEST KOWLOON  
FIGURE 2 - LOCATIONS OF IDENTIFIED SENSITIVE RECEIVERS

現有敏感受體 EXISTING SENSITIVE RECEIVERS		
代號 NUMBER	描述 DESCRIPTION	土地用途 USAGE
1	消防處救援訓練中心 FSD WEST KOWLOON RESCUE TRAINING CENTRE	政府，機構或社區 G/I/C
2	文耀樓 MAN YIU BUILDING	住宅 RESIDENTIAL
3	文景樓 MAN KING BUILDING	住宅 RESIDENTIAL
4	偉安大廈 WAI ON BUILDING	住宅 RESIDENTIAL
5	擎天半島 SORRENTO	住宅 RESIDENTIAL
6	濠日居 THE WATERFRONT	住宅 RESIDENTIAL
7	凱旋門 THE ARCH	住宅 RESIDENTIAL
8	君臨天下 THE HARBOURSIDE	住宅 RESIDENTIAL
9	港景峰 THE VICTORIA TOWERS	住宅 RESIDENTIAL

計劃敏感受體 PLANNED SENSITIVE RECEIVERS		
代號 NUMBER	描述 DESCRIPTION	土地用途 USAGE
10	海泓道及欣翔道交界之住宅 (甲類) 區域發展計劃 PLANNED DEVELOPMENT AT R(A) ZONE AT THE JUNCTION OF HOI WANG ROAD AND YAN CHEUNG ROAD	住宅 RESIDENTIAL
11	香港女童軍總會總部及相關宿舍發展 HONG KONG GIRL GUIDES ASSOCIATION HEADQUARTERS AND RELATED HOSTEL USE	其他指定用途 OTHER USE
12	住宅類別 (甲) 2 區域發展計劃 (柯士甸站 - C 區) PLANNED DEVELOPMENT AT R(A)2 ZONE (AUS-SITE C)	住宅 RESIDENTIAL
13	住宅類別 (甲) 2 區域發展計劃 (柯士甸站 - D 區) PLANNED DEVELOPMENT AT R(A)2 ZONE (AUS-SITE D)	住宅 RESIDENTIAL
14	高鐵路站上蓋物業發展 PLANNED DEVELOPMENT ABOVE WEST KOWLOON TERMINUS	商業 COMMERCIAL
15	西九龍文娛藝術區發展計劃 PLANNED DEVELOPMENT AT WEST KOWLOON CULTURAL DISTRICT	機構/商業 INSTITUTION/ COMMERCIAL



**圖例：**

- 擬建道路  
PROPOSED AT GRADE ROAD
- - - - 擬建行車隧道  
PROPOSED UNDERPASS
- 敏感受體  
SENSITIVE RECEIVERS

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