



Proposed Road Improvement Works in West Kowloon Reclamation Development Phase I

Project Profile

(Report No. 276799/11.01/B)

August 2011

Highways Department, HKSAR Government

Proposed Road Improvement Works in West
Kowloon Reclamation Development
Phase I

Schemes H, I, J, Q (Interim Option) and Improvement Works at the
Junction of Canton Road/ Ferry Street/ Jordan Road

Project Profile

August 2011

Highways Department

6/F., Homantin Government Offices, 88 Chung Hau Street, Homantin, Kowloon

Issue and revision record

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A	June 2011	Various	Eric Ching	H. T. Cheng	First Issue
B	August 2011	Various	Eric Ching	H. T. Cheng	Second Issue

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1. Basic Information

1.1 Project Title

Proposed Road Improvement Works in West Kowloon Reclamation Development Phase I

1.2 Purpose and Nature of the Project

There will be substantial developments in West Kowloon Reclamation Development (WKRd) including the West Kowloon Cultural District (WKCD), Austin Station of the Kowloon Southern Link (KSL), West Kowloon Terminus (WKT) of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and building developments above the two railway stations. With the completion of these developments and the commissioning of the new transport facilities, their traffic impacts to the road network of WKRd and its vicinity will be significant.

The purpose of the project is to improve the existing road infrastructure in the WKRd and to enhance its accessibility, so as to provide better infrastructural support to various current and upcoming developments in the area, including the above-mentioned projects.

1.3 Name of Project Proponent

Highways Department (HyD) of HKSAR Government

1.4 Location and Scale of the Project

The proposed road improvement works under this Project comprise the following Schemes as described below:

Scheme H - Widening of the elevated Nga Cheung Road (NCR) plus a new slip road from Hoi Po Road to West Kowloon Highway (WKH) northbound

This Scheme consists of two parts. Part A will include the construction of a 6m wide road bridge, of approximate length of 300m linking the elevated Hoi Po Road to the unnamed slip road towards WKH northbound, together with the realignment of adjacent existing Lin Cheung Road northbound and Hoi Fai Road. Part B will include the modification of the bridge structure of the elevated NCR for provision of an additional traffic lane for an approximate length of 200m near the junction of NCR/ Jordan Road. The proposed layouts of this scheme are shown on Drawing Nos. 276799/RL/1001 to 1003 and 276199/RL/3001.

Scheme I - Provision of New Link Road from elevated NCR to Western Harbour Crossing (WHC)

This Scheme will include the construction of a 6m wide road bridge, with local widening to 8.2m at the bend, of approximate length of 200m linking the elevated NCR to the Hong Kong Bound of the WHC toll plaza area. The proposed layout of this Scheme is shown on Drawing No. 276799/RL/4001. Due to its tight curvature at the bend, only small vehicles (e.g. private cars, light goods vehicles) will be allowed to use this new link road.

Scheme J - Provision of New Link Road from WKH southbound to NCR

This Scheme will include the construction of a 6m wide carriageway of length 220m approximately linking the slip road from WKH southbound to NCR. The proposed layout of this Scheme is shown on Drawing No. 276799/RL/2001.

Scheme Q – Interim Road Improvement Option along Canton Road

This Interim Option will include the road junction improvement at junction of Canton Road/ Austin Road/ Austin Road West, road junction improvement at junction of Canton Road/ Wui Cheung Road, widening of Canton Road northbound turning left into Jordan Road, and modification of traffic islands near the junction of Canton Road/ Jordan Road. The proposed layout of this Scheme is shown on Drawing no. 276799/ST/5601.

Regarding Scheme Q (Underpass Option) originally stated under the Project Definition Statement which involves the construction of an underpass along Canton Road at the junction of Canton Road/ Austin Road/ Austin Road West, its technical feasibility is still yet to be ascertained subject to the clarification of a number of site constraints and uncertainties. If the underpass option is found to be technically feasible subsequently, it will be put under Phase 2 of the project for implementation later. Scheme Q (Underpass Option) therefore does not fall under this Project Profile.

Improvement Works at the Junction of Canton Road/ Ferry Street/ Canton Road

The improvement works will include the widening of Jordan Road eastbound downstream of the junction, and the demolition of existing ramp and provisioning of lift for the subway on Jordan Road eastbound near Wai Ching Street. The proposed layout of this junction improvement work is shown on Drawing No. 276799/RL/6001.

1.5 Number and Types of Designated Projects to be covered by the Project Profile

The proposed road improvement works involve construction of road bridge linking to WKH, modification of bridge structure of the elevated NCR, construction of road bridge and carriageway connecting WKH and NCR and junction improvement works at Junctions of Canton Road/ Austin Road, Canton Road/ Wui Cheung Road and Canton Road/ Ferry Street/ Jordan Road. As confirmed with the Transport Department, the proposed road Schemes H (Part A) and J would be categorized as urban trunk road and Schemes H (Part B) and I would be classified as primary distributor road. These work components are classified as “Designated Project” under the following category under Part I of Schedule 2 of the Environmental Impact Assessment Ordinance:

A.1 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 road.

1.6 Name and Telephone Number of Contact Person(s)

Name: Mr. K F Lam
Post: SE/SD, Highways Department/ Major Works Project Management Office
Tel.: 2762-3583
Fax: 2761-4864
Address: 6/F Homantin Government Offices, 88 Chung Hau Street, Homantin, Kowloon.

2. Outline of Planning and Implementation Programme

2.1 Project Planning and Implementation

The Project will be planned and implemented by Major Works Project Management Office of Highways Department together with external consultants and contractors.

2.2 Project Programme

The construction of Schemes H, I, J, Q (Interim Option) and the road junction improvement works at Canton Road/ Ferry Street/ Jordan Road is scheduled to commence in early 2014 and complete in 2015.

2.3 Interfacing with other Projects

Potential projects that would interface with the construction of this Project have been identified and are listed below in **Table 2.1**.

Table 2.1 Concurrent Projects Anticipated During Construction Phase

Name of Project	Anticipated Programme
Express Rail Link	2010 - 2015
West Kowloon Cultural Development (Phase 1 facilities)	2012 – 2015
Central Kowloon Route & Widening of Gascoigne Road Flyover	2015 - 2020
Contract No. 9/WSD/08 - Laying of Western Harbour Main and Associated Land Mains from West	Sept 2009 – End 2012
Road Works at West Kowloon	2011 – 2014
Traffic Study on the Pedestrian Links for the West Kowloon New Development Area and its connection with surrounding districts	2011 – 2012
MTR Property Developments at Site C and Site D near Austin Station	2010 - 2015

The effects of these projects when taken together with this Project will be reviewed to determine the cumulative environmental impacts to the sensitive receivers.

3. Possible Impact on the Environment

3.1 Existing Available Data

In 2010, Highways Department engaged consultant to undertake a Feasibility Study for the possible alignment of the proposed road improvement. Areas along the project alignment were examined and assessed based on environment criteria such as noise, air quality, water quality, waste management, ecology, landscape and visual and cultural heritage.

3.2 Construction and Operation Environmental Impact

It is anticipated that surrounding sensitive receivers could be potentially affected by noise, air quality, water quality, ecological, landscape and visual, cultural heritage, and waste management impacts during the construction and operation stages.

3.3 Noise

During the construction phase, the major construction activities involved in this Project were identified to include site preparation, utility diversion, piling works, bridge construction, construction of cut off wall, traffic decking, excavations and road building works. Some of these construction activities will overlap with one another in order to meet the construction programme. Hence, cumulative noise impact from the overlapping works during the construction phase will also be a key noise issue to the identified noise sensitive receivers (NSRs) of the Project.

As mentioned in Section 2.3, the construction programme of this Project will overlap with other several construction projects including Express Rail Link and West Kowloon Road Works Projects. Construction noises from these projects will also be identified as key noise sources to the identified NSRs under this Project.

During the operation phase, traffic noise impacts to the identified NSRs will be generated by the proposed roads and existing local roads along the project areas. In addition, roads proposed by other projects such as Express Rail Link Projects and West Kowloon Road Works will also generate additional traffic noise.

3.4 Air Quality

During the construction phase, the major construction activities of the Project as mentioned in Section 3.3 would contribute to construction dust impacts.

During the operation phase, vehicular emissions from open roads of this Project and Road Works at West Kowloon, and portal emission from Road Works at West Kowloon are the major potential air quality impacts on air sensitive receivers (ASRs).

3.5 Water Quality

The potential sources of water quality impact associated with the construction of the proposed road improvement works include surface runoff, general construction activities, accidental spillage and sewage from workforce.

The only source of operational phase water quality impact would be from the surface runoff. The runoff may contain grit, oil and debris from the road users including vehicles and pedestrians. Since road drainage system design has already included silt traps in the gully inlets to remove silt and grit before the runoff enters the public storm water drainage system, it is expected that the impact on water quality will be minimal.

3.6 Waste Management

The construction activities will generate a variety of wastes that can be divided into distinct categories, based on their composition and ultimate method of disposal, including:

- Construction and Demolition (C&D) materials from earthworks and site formation, and handling, collection, transportation and disposal of C&D material, including excavated sediment;
- Chemical waste from maintenance of mechanical equipment; and
- General Refuse.

Apart from the abovementioned materials and wastes, the road improvement in certain sections will also require fill materials.

No waste issues are anticipated during the operation phase of this Project.

3.7 Ecology

Potential impacts on ecological resources during construction phase may include:

- Direct habitat loss of plantation due to site clearance and tree felling;
- Direct impact of loss of foraging and roosting ground for bird species due to tree felling or transplanting; and
- Indirect impact of disturbance to wildlife due to human activities and construction works.

During operation phase, potential impacts on ecological resources will be permanent loss of plantation due to road widening.

3.8 Landscape and Visual

During construction phase, potential impacts affecting landscape and visual amenity may arise from:

- Construction works for excavation;
- Construction of roads, retaining walls, pile cap, piers, bridge decks, new lanes and associated structures and facilities;
- Temporary stockpiling of construction and demolition materials, storage of construction equipment and plants;

- Temporary traffic and road diversions;
- Contractor's temporary works area, such as site accommodation and temporary parking areas;
- Dust during dry weather; and
- Erection of noise barriers.

During operation phase, potential impacts affecting landscape and visual amenity may arise from:

- Operation of new roads and link roads; and
- Operation of noise barriers and enclosures.

3.9 Cultural Heritage

There will be no direct impacts to any cultural heritage resources as there is no heritage site partly or wholly within the project site boundary (inclusive of works area), or any archaeological potential at the works areas. There is also no heritage site within 50 metres of the project site boundary (inclusive of works area).

4. Major Elements of the Surrounding Environment

4.1 Existing and Planned Sensitive Receivers

The existing and planned sensitive receivers are discussed below. Any planned sensitive receivers identified during the study will be considered. Detailed investigation and surveys will be carried out under the project to assess the impact.

4.2 Noise

For Schemes H, I and J of the Project, potential noise sensitive receivers are located at:

- Residential estates including Island Harbourview, Florient Rise, Park Avenue, Charming Garden and Sorrento; and
- Educational buildings including HKMA David Li Kwok Po College and Yau Ma Tei Catholic Primary School;

For Scheme Q (Interim option) and Improvement Works at junction of Canton Road/ Ferry Street/ Jordan Road, potential noise sensitive receivers are located at:

- Residential buildings along Ferry Street, Jordan Road and Canton Road including Man Wah Building, Fu Yee Court, Yen Yin Building, Kam Ha Court, Yue Tak Building, Lee Shing Mansion, Ho Kwan Building, 54 Bowring Street, Lee Loy Mansion, Garden Building, Wai On building, The Victoria Towers and Manley House;
- Educational buildings including Jordan Pak Hoi Kindergarten and Nursery, Lai Chack Middle School and Canton Road Government Primary School;
- Homes for the aged – Mutual Good Aged Home at the first floor of Lee Loy Mansion; and
- Planned residential development at Austin Station.

4.3 Air Quality

For Schemes H, I and J of the Project, potential air sensitive receivers are located at:

- Offices including Skyway House, Yau Ma Tei Public Cargo Working Area Administrative Building, Civil Aid Service Headquarter and International Commerce Centre;
- Planned office and commercial buildings including West Kowloon Government Office and Topside Development at West Kowloon Terminus;
- Residential buildings and serviced apartment including Florient Rise, Park Avenue, Charming Garden, Sorrento and The Cullinan;
- Educational buildings including Yau Ma Tei Catholic Primary School and Polytechnic University Hong Kong Community College;

- Shopping centre – Olympian City One; and
- Open space areas including tennis court of Island Harbourview and Olympic Park;

For Scheme Q (Interim option) and Improvement Works at junction of Canton Road/ Ferry Street/ Jordan Road, potential air sensitive receivers are located at:

- Government, Institution and Community facilities including Fresh Air Intake Location of Austin Station and the planned West Kowloon Cultural District;
- Municipal complex – Kwun Chung Municipal Services Building;
- Commercial buildings including China H.K. City and the planned Topside Development at West Kowloon Terminus;
- Residential buildings including Man Wah Building, Lee Kiu Building, Lee Shing Mansion, Shui Heung Yuen Apartments, Ho Kwan Building, Garden Building, Wai On Building, The Victoria Towers, Lee Loy Mansion and the planned Residential Development at Austin Station;
- Hotel – The Royal Pacific Hotel;
- Open space area – the football field of Hong Kong Scout Centre; and
- Other Specified Uses area – Hong Kong Girl Guides Association Headquarters and related hostel use.

4.4 Water Quality

Potential water sensitive receivers would be:

- Yau Ma Tei WSD Water Intake;
- MTRC Kowloon Station Cooling Water Intake;
- China H.K. City Cooling Water Intake;
- Harbour City Cooling Water Intake; and
- Proposed Express Rail Link Cooling Water Intake.

4.5 Ecology

The proposed road improvement works sites are situated along and in the immediate vicinity of existing major roads with some roadside planting. The habitats likely to be impacted by the Project are man-made, disturbed and of low ecological value. Flora and fauna species within the works area are common and widespread urban species.

4.6 Landscape and Visual

Potential landscape and visual sensitive receivers would be:

Landscape Sensitive Receivers

- The Victoria Harbour;
- Yau Ma Tei Typhoon Shelter area;
- Urban recreational areas including Kowloon Park, King George V Memorial Park, Cherry Street Park; and
- Public amenity areas in Yau Ma Tei and outside Central Park and Park Avenue.

Visual Sensitive Receivers

- Workers at Kwun Chung Municipal Service Building, Lifung Tower, MTR Olympic Station, Civil Aid Service headquarters, the International Commerce Centre, CLP Power Centenary Substation at To Wah Road, and HSBC Centre Tower;
- Travellers along Jordan Road, Nga Cheung Road, Ferry Street, Hoi Fai Road, West Kowloon Highway, Canton Road and MTR Olympic Station;
- Residents at Island Harbourview, Sorrento, The Cullinan, Charming Garden, Park Avenue and Central Park, The Victoria Towers, Wai On Building, Man Wah Building and Yue Tak Building;
- Community at HKMA David Li Kwok Po College, Polytechnic University Hong Kong Community College, Lai Chack Middle School and Canton Road Government Primary School; and
- Outdoor leisure activity participants at King George V Memorial Park, Canton Road Playground and Olympian City Phase II podium garden.

4.7 Cultural Heritage

There is no built heritage resource within the project site or within 50 metres of the site boundary. There is also no built heritage resource of interest including declared monuments, graded historic buildings or Government historic sites found in the vicinity of the proposed road improvement works.

There is no archaeological site located within the project area. There is also no archaeological potential at these works area as the disturbances caused by the previous reclamation works had damaged submerged archaeological resources, if any.

The Director of Leisure and Cultural Services has confirmed in December 2010 that no Heritage Impact Assessment is required for this project.

5. Environmental Protection Measures and Any Further Environmental Implications

Based upon the potential impacts as a result of the construction and operation of the project, it is anticipated that mitigation measures will be required. Measures to minimise environmental effects are detailed below.

5.1 Measures to Minimize Environmental Impacts

5.1.1 Noise

Subject to investigation, the following measures will be considered during construction period to minimize construction noise impacts on nearby noise sensitive receivers:

- Good site practice to limit noise emissions at source;
- Selection of quieter plant;
- Use of movable noise barrier;
- Use of noise enclosure/ acoustic shed; and
- Use of noise insulating fabric.

Subject to investigation, the following measure will be considered during operational period to minimize the traffic noise impacts on nearby noise sensitive receivers:

- Use of Low Noise Road Surfacing; and
- Use of Noise Barrier / Enclosure

5.1.2 Air Quality

During construction period, the relevant requirements stipulated in the Air Pollution Control (Construction Dust) Regulation and good practices for dust control will be implemented. Key measures are:

- Regular water spraying on site;
- Frequent water spraying for heavy construction activities;
- Good housekeeping and site management;
- Wheel washing facilities at construction site exit;
- Spraying all dusty materials with water prior to loading or transfer operation; and
- Treating exposed earth by compaction, hydro-seeding, vegetation planting or seeding with latex, vinyl or bitumen.

No specific mitigation measures will be required during operation phase.

5.1.3 Water Quality

Appropriate measures will be implemented during construction phase to control site runoff and prevent high loads of suspended solids from entering the land drainage and marine environment. Construction site runoff will be prevented or minimised in accordance with the guidelines stipulated in the EPD's Practice Note for Professional Persons, Construction Site Drainage (ProPECC PN 1/94). All discharges from the construction site will be controlled to comply with the standards for effluents discharged into the Victoria Harbour Water Control Zone (WCZ) under the Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS). Good housekeeping and stormwater best management practices will be implemented to ensure all construction runoff complies with WPCO standards.

No specific mitigation measure will be required during operation phase.

5.1.4 Waste

The waste management hierarchy is to minimise waste generation. A material/waste management plan for this Project will be established prior to commencement of construction phase to outline the methods that can be incorporated into the project for waste minimization, including reuse, recycle, handling, storage, transportation and disposal of the expected waste materials.

No specific mitigation measure will be required during the operation phase.

5.1.5 Ecology

Trees will be retained as far as possible, and habitats that will be affected by the construction works will be well defined. Any trees identified as affected by the works will be considered for transplantation if the health conditions and species of the tree are appropriate for transplanting. Felling will only be considered as the last resort. Trees to be retained along the alignment will be protected by provision of protective measures (hoarding or fence) to avoid physical damage to the preserved trees. Stockpiling or compacting soil around tree roots will be avoided. Compensatory planting plan will be considered subject to investigation.

Bird nest is protected under the Wild Animals Protection Ordinance Cap.170. In case of active bird nest observed within the works limit prior to tree felling or transplanting, no tree will be disturbed until the nest is abandoned.

Good construction practices and management will minimize construction disturbance to the surrounding habitat and the associated vegetation and fauna. Disturbance to off-site habitats would be minimized by clearly defining the works boundary and fencing off the whole works limit.

No specific mitigation measure will be required during the operation phase.

5.1.6 Landscape and Visual

Construction phase mitigation measures will be adopted from the commencement of construction throughout the entire construction period. Possible construction phase mitigation measures include:

- Minimize the construction period as far as possible.

- The works limit should be clearly defined to avoid further impact on adjacent offsite landscapes. Screens or hoardings around the site limit should be in visually unobtrusive colours to screen the proposed works.
- Trees identified to be preserved according to the approved tree survey plan and tree assessment schedule prepared in accordance with ETWB TCW No. 3/2006 – *Tree Preservation* and HyD TC No. 3/2008 – *Independent Vetting of Tree Works under the Maintenance of Highways Department* should be protected until the end of the construction works.
- Trees identified to be transplanted according to the approved tree survey plan and tree assessment schedule prepared in accordance with ETWB TCW No. 3/2006 – *Tree Preservation* and HyD TC No. 3/2008 – *Independent Vetting of Tree Works under the Maintenance of Highways Department* should be transplanted and maintained until the end of the Establishment Period.
- An aesthetically pleasing, integrated design in terms of form, textures, finishes and colours of the proposed development components and associated structures should be compatible with the existing surroundings and be guided by schematic theme paving of the future West Kowloon Reclamation Development and the Advisory Committee on the Appearance of Bridges and Associated Structures in the later detailed designed stage.
- Noise barriers which will surround the works site will hide the unsightly views from overhead buildings and lower possible dust emissions to the surrounding areas. Temporary greening and beautifying of the noise barriers will also be considered.

The operational phase mitigation measures will be built as part of the construction works. The full effect of these measures may not be appreciated until a few years it is implemented. Possible operational phase mitigation measures include:

- Compensatory planting will be provided to mitigate the impact of the potential tree felling. Off-site planting may be required due to the lack of adequate space within the works area.
- Vertical greening for noise barriers could soften and hide these structures, as well as acting as a dust ameliorator and noise reducer. The potential areas for vertical greening are dependent on the location of noise barriers.

5.1.7 Cultural Heritage

No typical mitigation method is needed for built heritage resources as no impacts are anticipated. The Director of Leisure and Cultural Services has confirmed in December 2010 that no Heritage Impact Assessment is required for this project.

Though impact on archaeological resources is not expected, in the unlikely event that archaeological finds are identified in the course of excavation works, the Contractor should stop the excavation work and inform AMO immediately. Mitigation measures to be adopted for any identified archaeological deposits should be agreed by AMO before implementation.

5.2 Severity, Distribution and Duration of Environmental Effects

It is expected that the proposed road improvement works will not cause insurmountable or adverse environmental impacts.

Subject to investigation on noise impacts, permanent noise barrier or low noise surfacing may be required to keep the noise impact to acceptable level.

6. Use of Previously Approved EIA Reports

No previous approved EIA report exists for the proposed project. However, reference may be made to the following previously approved EIA reports within the study area:

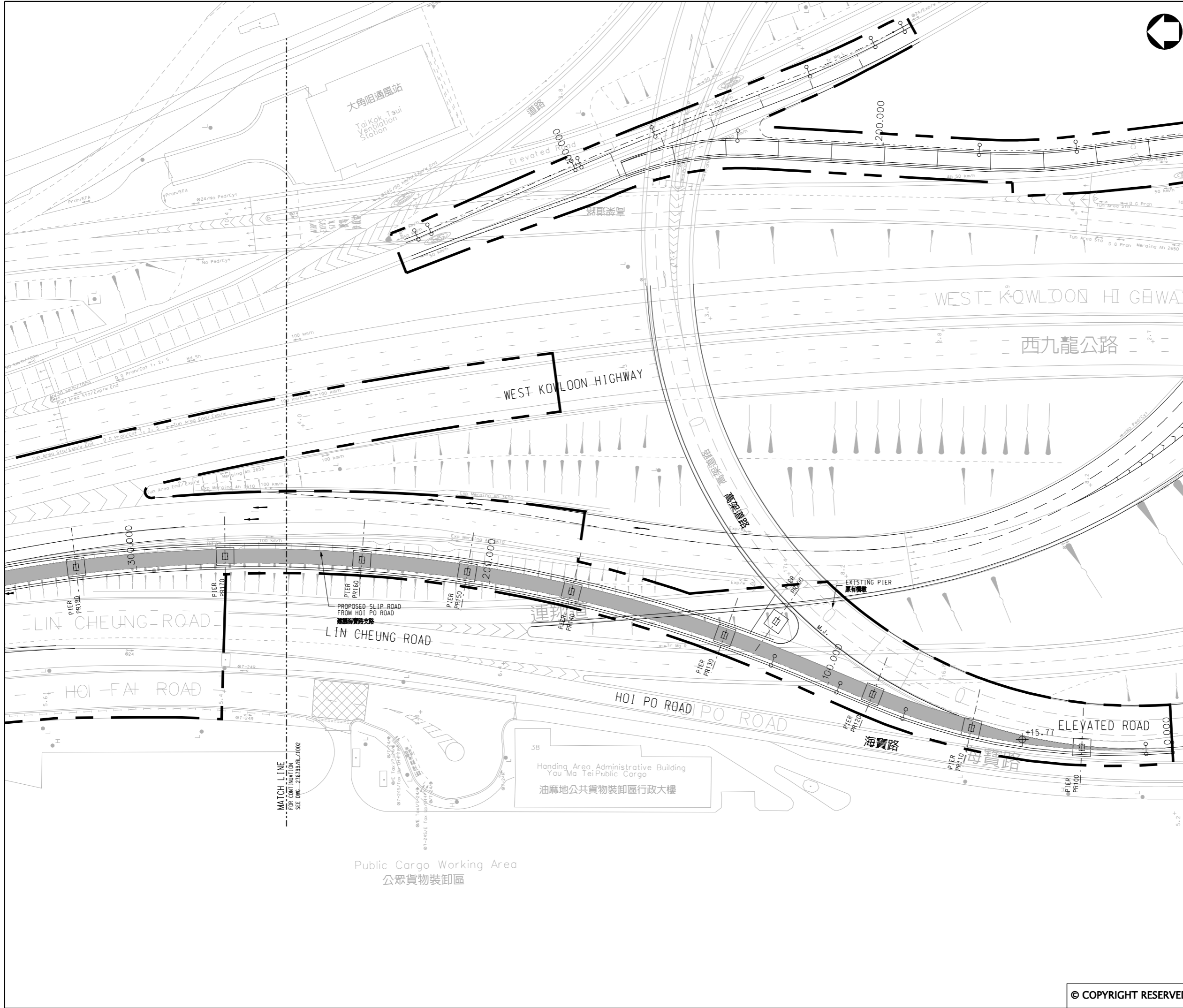
- Road Works at West Kowloon (EIAO Register No. AEIAR-141/2009);
- Hong Kong Section of Guangzhou - Shenzhen - Hong Kong Express Rail Link (EIAO Register No. AEIAR-143/2009); and
- Kowloon Southern Link (EIAO Register No. AEIAR-083/2005).

Details of these previously approved EIA reports, their findings and relevance to this Project is summarised below:

Table 6.1: Summary of Previously Approved EIA Reports of Relevance to this Project

Title of Approved EIA Report	Date of Approval	Environmental Aspects Addressed	Findings, Recommended Measures and Relevance to this Project
Road Works at West Kowloon	23 Sep 2009	Noise, Air Quality, Water Quality, Waste Management, and Landscape and Visual	Part of the study area for this approved EIA overlaps that for this Project, hence some of the identified sensitive receivers and findings including air and noise impact assessments would be relevant to this Project.
Hong Kong Section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link	28 Sep 2009	Ecology, Fisheries, Airborne Noise, Groundborne Noise, Landscape and Visual, Cultural Heritage, Land Contamination, Waste Management, Water Quality, Air Quality, Hazard to Life, Landfill Gas Hazard, and Impacts on the Restored Ngau Tam Mei Landfill	Part of the study area for this approved EIA overlaps that for this Project at the West Kowloon Terminus, hence some of the assessment findings, including particularly the water quality impact assessment, would have direct relevance to this Project.
Kowloon Southern Link	30 Mar 2005	Construction Dust, Airborne Noise, Groundborne Noise, Water Quality, Waste Management, Land Contamination, Landscape and Visual, Cultural Heritage, and Hazard Assessment	Part of the study area for this approved EIA overlaps that for this Project, hence some of the assessment findings would be relevant to this Project.

Figures



Notes 註釋

NOTES : 註釋

- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
除在其他方面指定外,全部以毫米為量度單位
- ALL LEVELS ARE IN METERS ABOVE HONG KONG PRINCIPAL DATUM.
所有水平以米為單位並在香港主水平基準上

LEGEND: 圖例

- PROPOSED WORKS AREA
建議工地界限
- PROPOSED SLIP ROAD
建議支路

Rev	Date	Drawn	Description	Ch'k'd	App'd

Client

The Government of the Hong Kong
Special Administrative Region
Highways Department
香港特別行政區政府路政署

Mott MacDonald

20/F Two Landmark East
100 How Ming Street
Kowloon, Kowloon
Hong Kong
T +852 2828 6757
F +852 2327 1823
www.mottmac.com.hk

Project

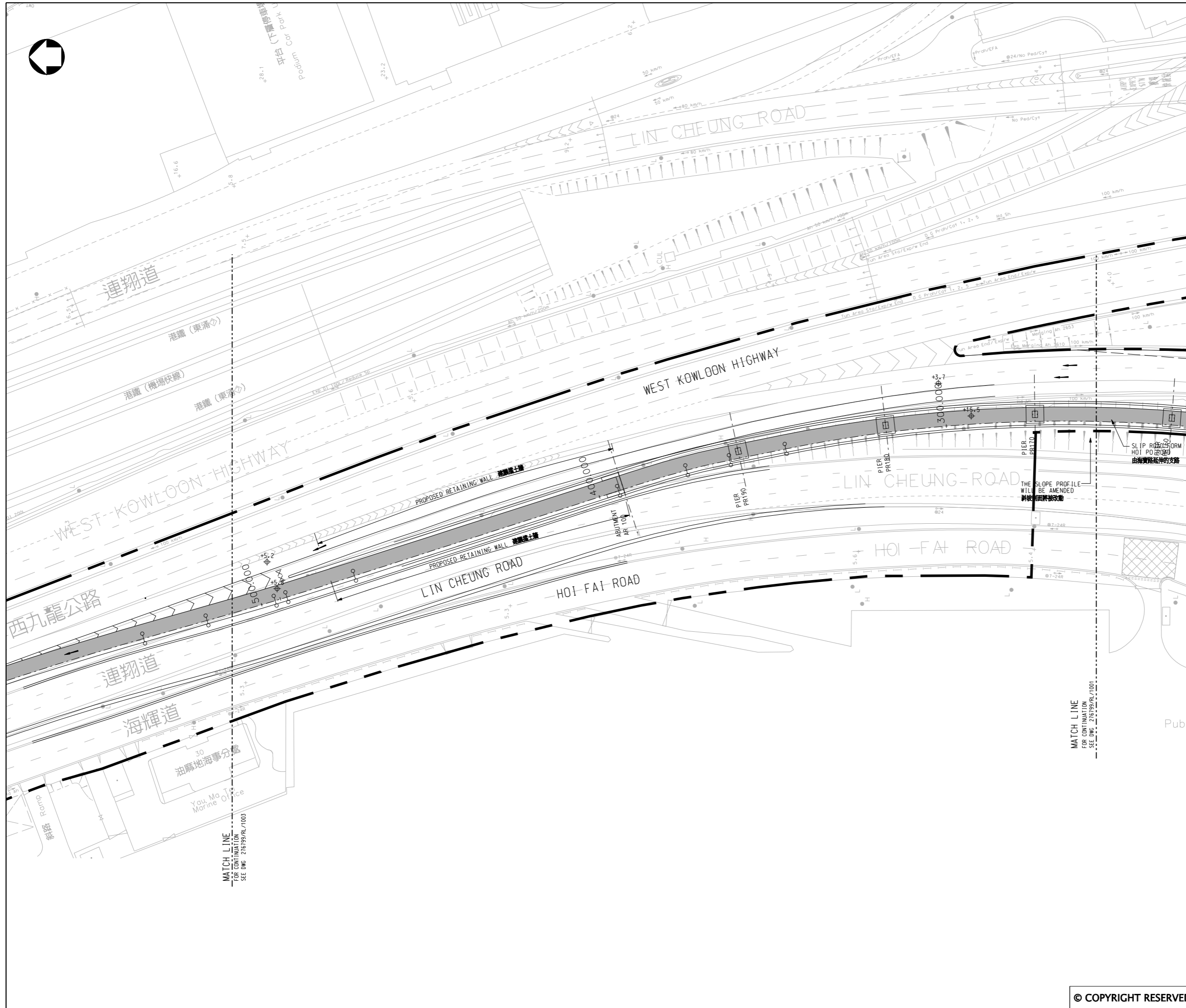
PROPOSED ROAD IMPROVEMENT WORKS
IN WEST KOWLOON RECLAMATION DEVELOPMENT
西九龍填海發展區的建議道路改善工程

Title

PROPOSED SLIP ROAD FROM HOI PO ROAD TO
WEST KOWLOON HIGHWAY - SCHEME H (PART A)
ROAD LAYOUT PLAN (SHEET 1 OF 3)
建議由海寶路至西九龍公路的新支路 - 計劃H(A部分) 道路平面佈置圖 (頁一)

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC
Scale at A1	Project	276799	Status
1:500	CAD file	J:\276799\report\0707\276799-RL-100P5.dgn	PRE
Drawing No	276799/RL/1001	Rev	P5

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Notes 註釋

- NOTES : 註釋**
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
除在式樣方面指定外, 全部以毫米為量度單位
 2. ALL LEVELS ARE IN METERS ABOVE HONG KONG PRINCIPAL DATUM.
所有水平以米為單位並在香港主水平基準上

LEGEND: 圖例

- PROPOSED WORKS AREA
建議工地界限
- PROPOSED SLIP ROAD
建議支路

Rev	Date	Drawn	Description	Ch'k'd	App'd

Client

The Government of the Hong Kong
Special Administrative Region
Highways Department
香港特別行政區政府路政署

20/F Two Landmark East
100 How Ming Street
Kowloon, Hong Kong
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F +852 2327 1823
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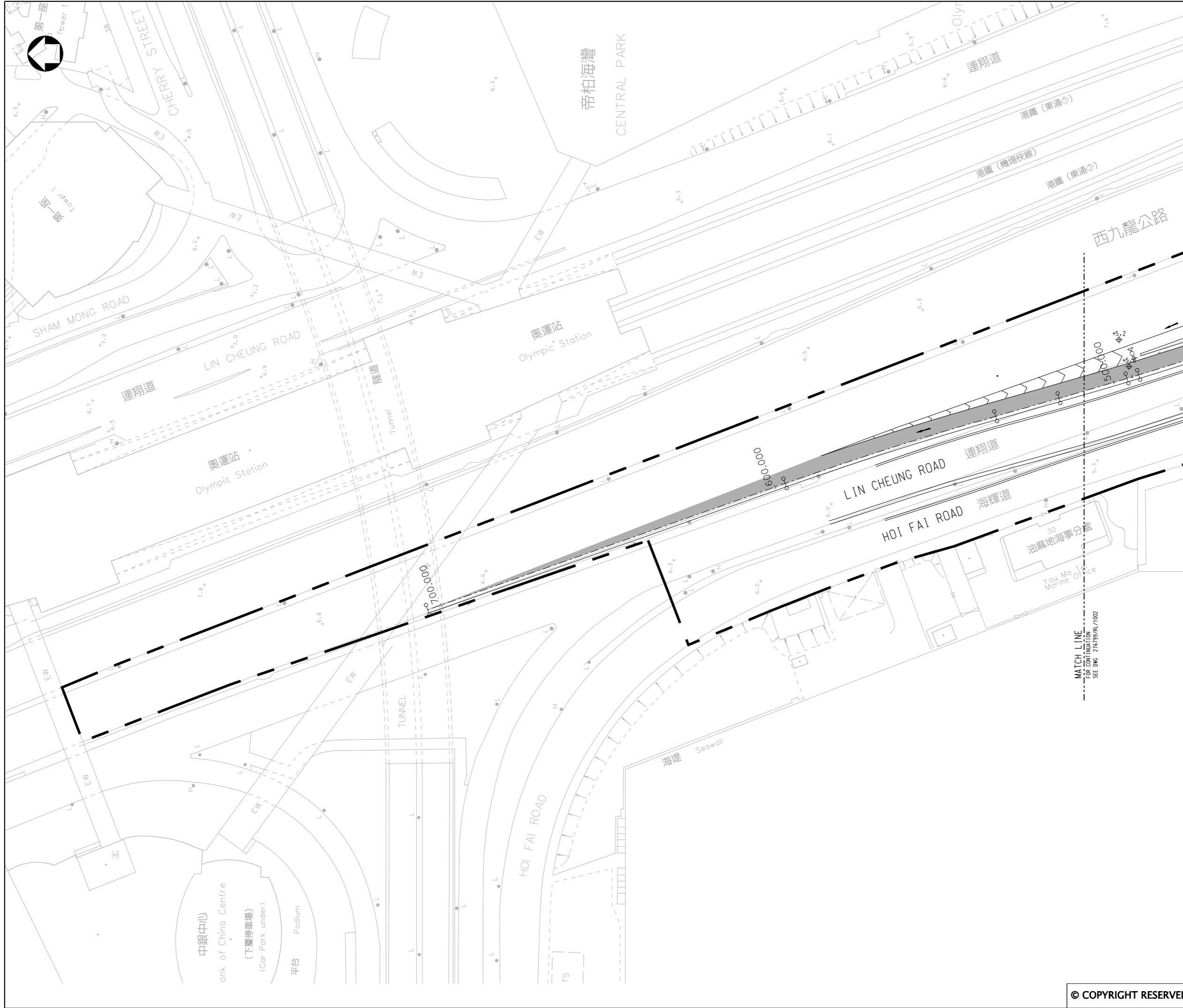
PROPOSED ROAD IMPROVEMENT WORKS
IN WEST KOWLOON RECLAMATION DEVELOPMENT
西九龍填海發展區的建議道路改善工程

Title

PROPOSED SLIP ROAD FROM HOI PO ROAD TO
WEST KOWLOON HIGHWAY - SCHEME H (PART A)
ROAD LAYOUT PLAN (SHEET 2 OF 3)
建議由海輝路至西九龍公路的新支路 - 計劃H (A部分) 道路平面佈置圖 (頁二)

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC
Scale at A1	Project	276799	Status
1:500	CAD file	J:\276799\report\0707\276799-RL-1002P5.dgn	PRE
Drawing No	276799/RL/1002	Rev	P5

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Notes 註釋

NOTES : 註釋

- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
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- ALL LEVELS ARE IN METERS ABOVE HONG KONG PRINCIPAL DATUM.
所有水平以米為單位並在香港主水平基準上

LEGEND: 圖例

- PROPOSED WORKS AREA
建議工地界限
- PROPOSED SLIP ROAD
建議支路

Rev	Date	Drawn	Description	Ch'k'd	App'd

Client

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Mott MacDonald

20/F Two Landmark East
100 How Ming Street
Kowloon, Kowloon
Hong Kong
T +852 2828 6757
F +852 2327 1823
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PROPOSED ROAD IMPROVEMENT WORKS
IN WEST KOWLOON RECLAMATION DEVELOPMENT
西九龍填海發展區的建議道路改善工程

Title

PROPOSED SLIP ROAD FROM HOI PO ROAD TO
WEST KOWLOON HIGHWAY - SCHEME H (PART A)
ROAD LAYOUT PLAN (SHEET 3 OF 3)
建議由海寶路至西九龍公路的新支路 - 計劃H (A部分) 道路平面佈置圖 (頁三)

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC

Scale at A1
1:500

Project
276799

Status
PRE

Drawing No
276799/RL/1003

Rev
P5

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Notes 註釋

LEGEND: 圖例


- PROPOSED WORKS AREA
建議工地界限
- PROPOSED WIDENING OF NGA CHEUNG ROAD
建議擴闊建議工程

Rev	Date	Drawn	Description	Ch'k'd	App'd

Client


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 100 How Ming Street
 Kowloon, Kowloon
 Hong Kong
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 F +852 2327 1823
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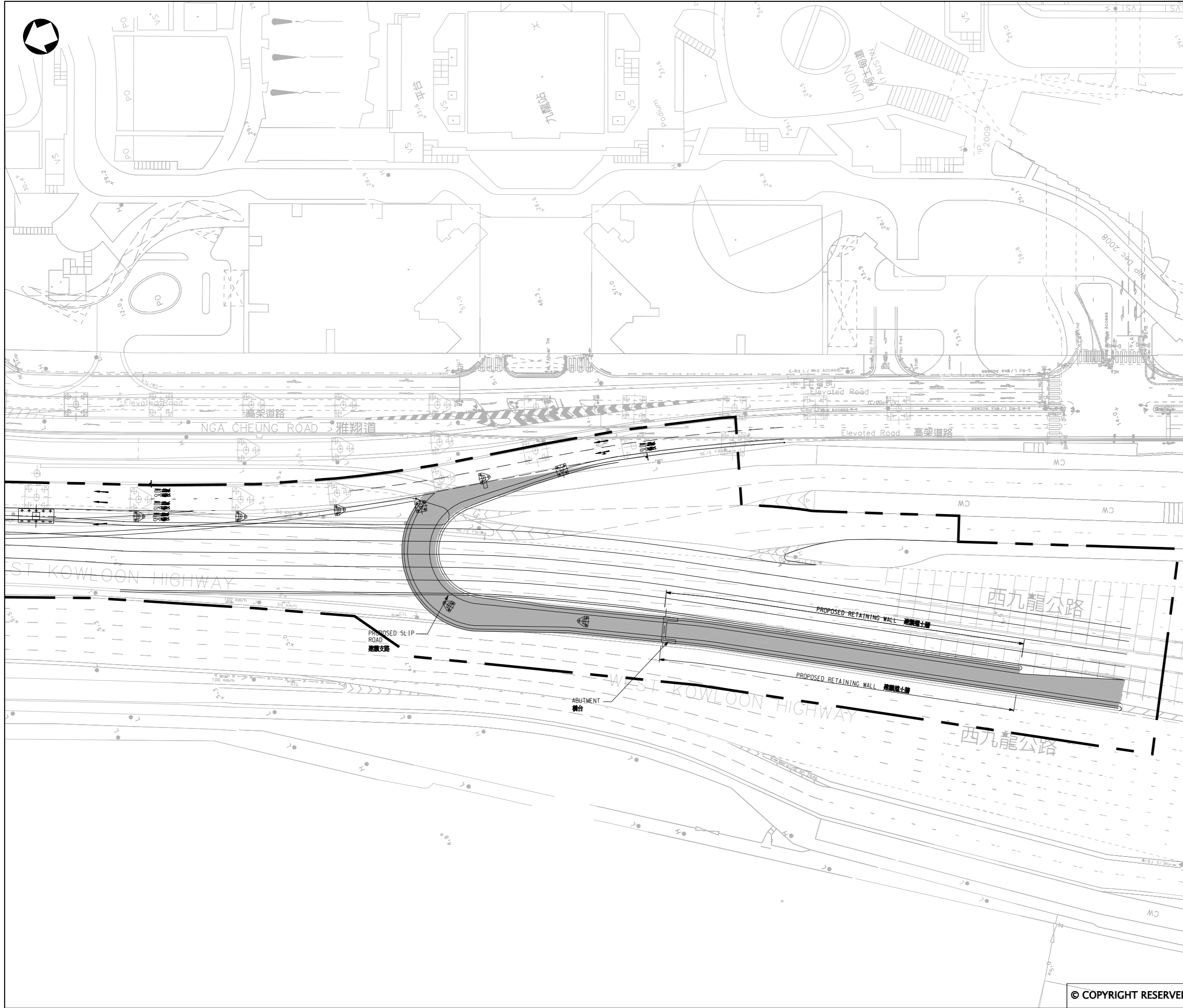
Title

PROPOSED ROAD IMPROVEMENT WORKS
 IN WEST KOWLOON RECLAMATION DEVELOPMENT
 西九龍填海發展區的建議道路改善工程

WIDENING OF NGA CHEUNG ROAD - SCHEME H (PART B)
ROAD LAYOUT PLAN
 雅翔道擴闊工程 - 計劃H (B部分) 道路平面佈置圖

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC
Scale at A1	Project	276799	Status
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Drawing No	276799/RL/3001	Rev	P4

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Notes 註釋

LEGEND: 圖例

- PROPOSED WORKS AREA
建議工地界限
- PROPOSED LINK ROAD
建議連接路

Rev	Date	Drawn	Description	Ch'k'd	App'd

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Kowloon, Kowloon
Hong Kong
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F +852 2327 1823
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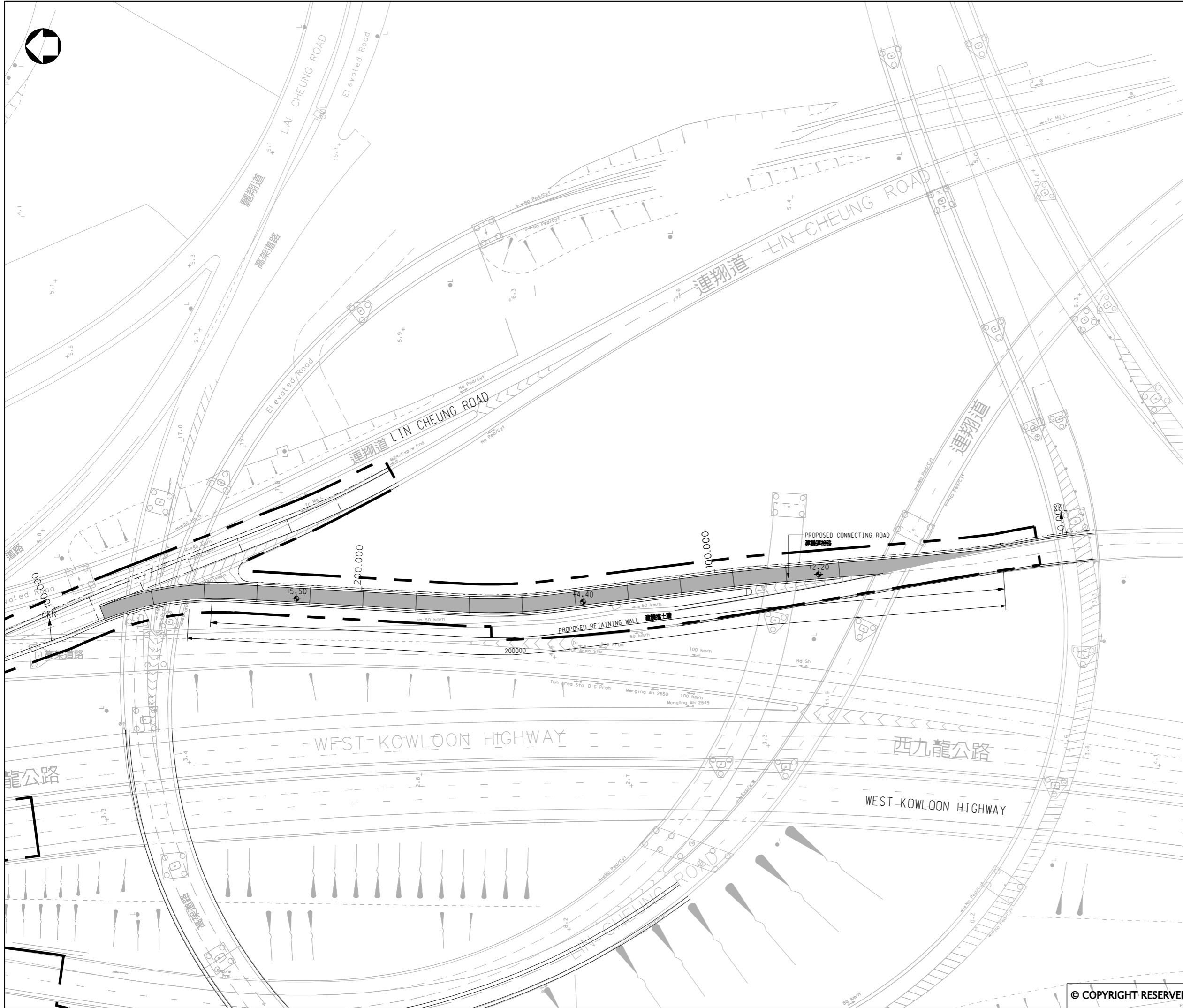
PROPOSED ROAD IMPROVEMENT WORKS
IN WEST KOWLOON RECLAMATION DEVELOPMENT
西九龍填海發展區的建議道路改善工程

Title

NEW LINK ROAD FROM NGA CHEUNG ROAD
TO WEST HARBOUR CROSSING - SCHEME 1
ROAD LAYOUT PLAN
由雅翔道至西區海底隧道的新連接路 - 計劃道路平面佈置圖

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC
Scale at A1	Project	276799	Status
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Drawing No	276799/RL/4001	Rev	P3

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Notes 註釋

NOTES : 註釋

- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
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- ALL LEVELS ARE IN METERS ABOVE HONG KONG PRINCIPAL DATUM.
所有水平以米為單位並在香港主水平基準上

LEGEND: 圖例

- PROPOSED WORKS AREA
建議工地界限
- █ PROPOSED CONNECTING ROAD
建議連接路

Rev	Date	Drawn	Description	Ch'k'd	App'd

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20/F Two Landmark East
100 How Ming Street
Kowloon, Kowloon
Hong Kong
T +852 2528 6757
F +852 2527 1823
W www.mottmac.com.hk

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PROPOSED ROAD IMPROVEMENT WORKS
IN WEST KOWLOON RECLAMATION DEVELOPMENT
西九龍填海發展區的建議道路改善工程

Title

PROPOSED AT-GRADE LINK ROAD
FROM WEST KOWLOON HIGHWAY TO
NGA CHEUNG ROAD - SCHEME J ROAD LAYOUT
建議由西九龍公路至雅翔道的新地面連接路 - 計劃J道路平面佈置圖

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC

Scale at A1
1:500

Project
276799

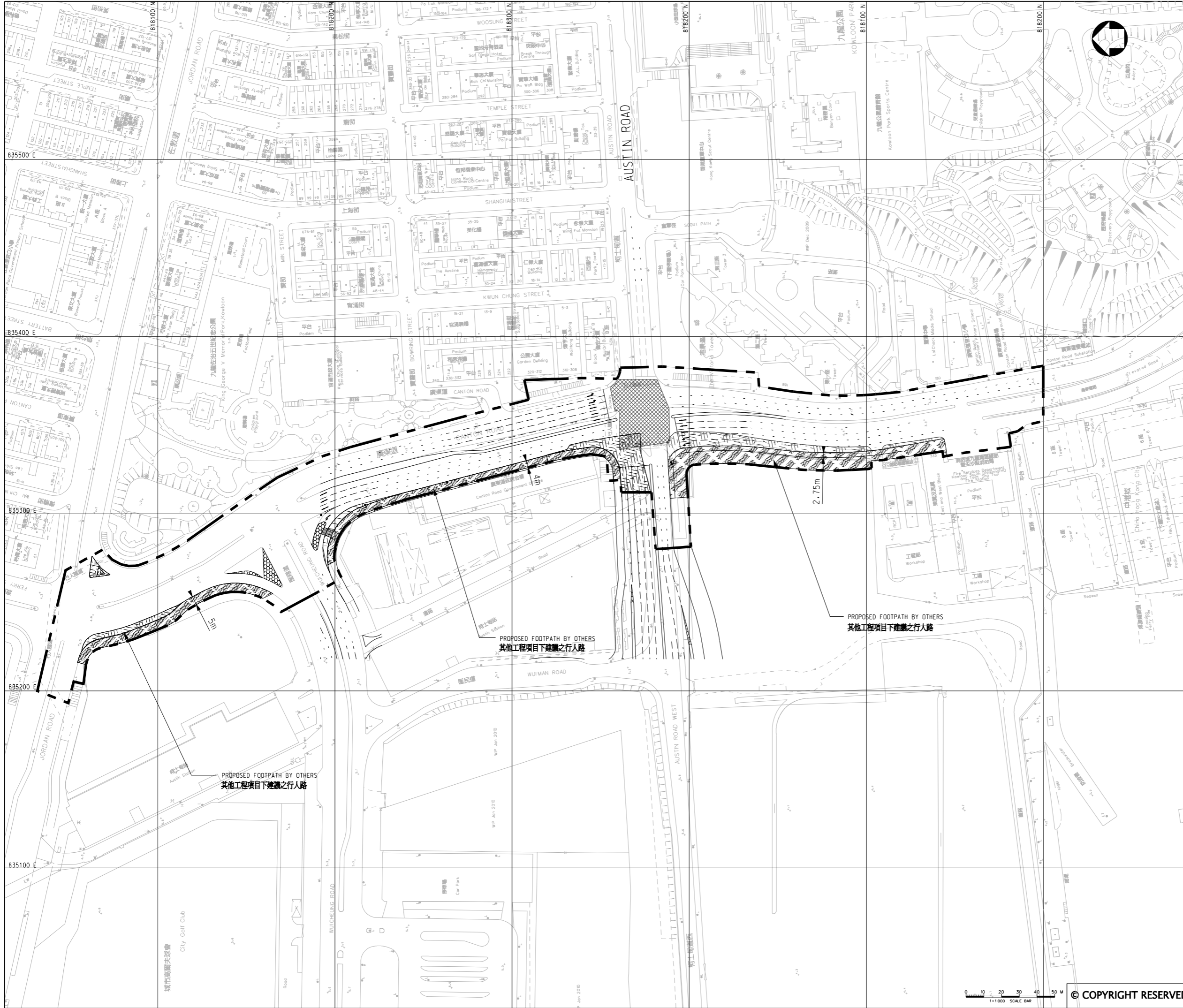
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Drawing No
276799/RL/2001

Status
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

Rev
P2

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Notes 註釋

LEGEND : 圖例:

-  EXISTING FOOTPATH / TRAFFIC ISLAND TO BE CONVERTED TO ROAD CARRIAGEWAY
現有行人路 / 安全島將予改建為行車路
-  PROPOSED FOOTPATH
建議之行人路
-  PROPOSED TRAFFIC ISLAND
建議之安全島
-  PROPOSED WORKS AREA
建議之工地界限

Rev	Date	Drawn	Description	Ch'k'd	App'd
P2	JUN 11	SZ	ISSUE FOR COMMENT		
P1	APR 11	SZ	ISSUE FOR COMMENT		

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Hong Kong
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F +852 2327 1823
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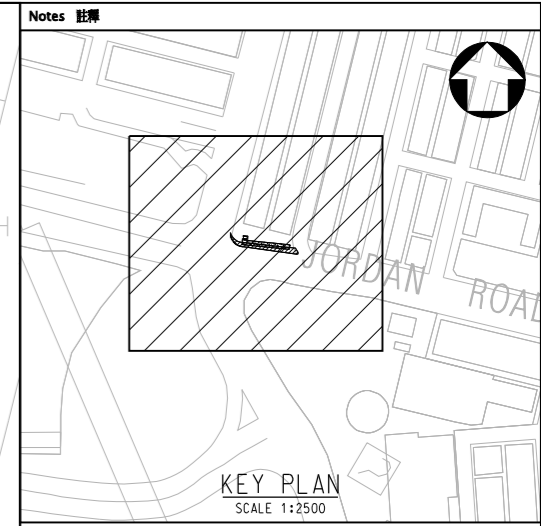
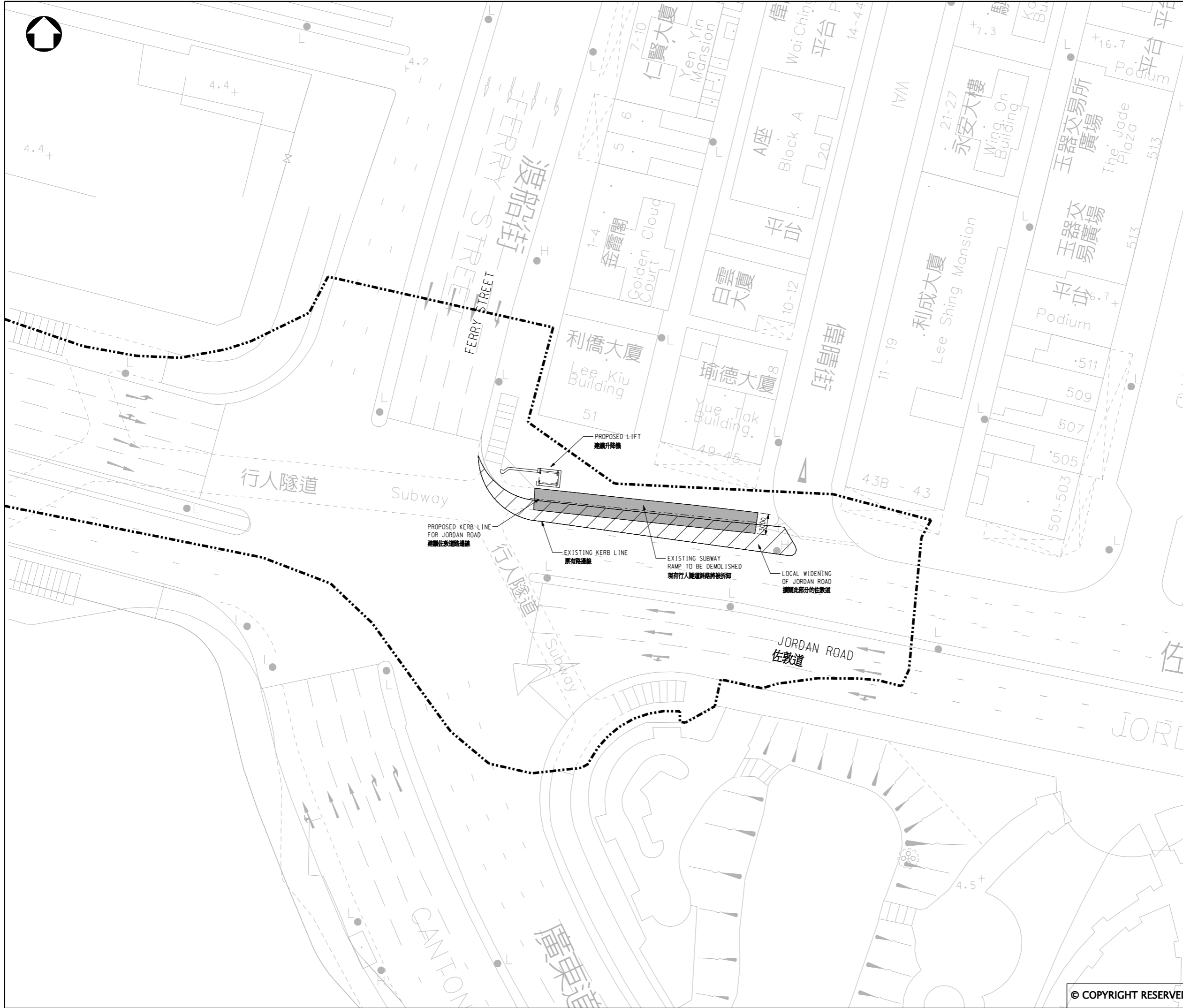
Project

PROPOSED ROAD IMPROVEMENT WORKS
IN WEST KOWLOON RECLAMATION DEVELOPMENT
西九龍填海發展區的建議道路改善工程

Title

IMPROVEMENT WORKS AT CANTON ROAD
-SCHEME Q INTERIM OPTION
-ROAD LAYOUT PLAN
廣東道改善工程 - 計劃Q中期方案道路平面佈置圖

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC
Scale at A1	Project	276799	Status
1 : 1000	CAD file	J:\276799\report\10707N\276799-ST-560P2.dgn	PRE
Drawing No	276799/ST/5601		Rev
			P2



- Notes 註釋
- LEGEND: 圖例
- EXITING FOOTPATH/TRAFFIC ISLAND TO BE MODIFIED
現有行人路 / 安全島將予改建
 - PROPOSED WORKS AREA
建議工地界限

Rev	Date	Drawn	Description	Ch'k'd	App'd

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100 How Ming Street
Kowloon, Kowloon
Hong Kong
T +852 2828 6757
F +852 2327 1823
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PROPOSED ROAD IMPROVEMENT WORKS
IN WEST KOWLOON RECLAMATION DEVELOPMENT
西九龍填海發展區的建議道路改善工程

Title

PROPOSED JUNCTION IMPROVEMENT WORKS AT
CANTON ROAD / FERRY STREET / JORDAN ROAD
- ROAD LAYOUT PLAN
於廣東道 / 渡船街 / 佐敦道路口的改善工程 - 道路平面佈置圖

Designed	EC	Eng.Chk.	TMM
Drawn	SZ	Coordination	SLL
Dwg.Chk.	TMM	Approved	HTC
Scale at A1	Project	276799	Status
1:250	CAD file	J:\276799\Report\0707\276799-RL-600P3.dgn	PRE
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