

## **Appendix 12**

### **Responses to Comment**

<b>Concerned Party</b>	<b>Comment</b>	<b>Response/ Actions have been taken</b>
<p>Environmental Protection Department ref. (29) in An (1) in EP2/N3/A/28 Pt.2 dated 7 May 1999 EIA</p>	<p>Section 1.3 Add “<i>The habitat survey area is 500m from the site boundary or the area likely to be impacted by the project.</i>”</p>	<p>Agreed and incorporated in Section 1.4.5.</p>
	<p>Section 2 General</p> <p>(i) The identification and evaluation of traffic noise mitigation measures shall be in accordance with the requirements of <i>Technical Memorandum on Environmental Impact Assessment Ordinance Process</i> under the EIAO(TM). In this regard, all references to EPD/HyD Working Group Guidelines mentioned elsewhere in Section 2 shall be deleted and the text amended (the amendments should be applied to the relevant sections of the EM&amp;A Manual and the Executive Summary).</p> <p>(ii) Amend all references to HKPSG to Annex 5 of TM for all noise assessment criteria. All criteria of and references to HKPSG in the report shall be revised to criteria stipulated in TM (the amendments should also be applied to the relevant sections of the EM&amp;A Manual and Executive Summary).</p>	<p>Agreed and amended.</p> <p>Agreed and amended.</p>

Concerned Party	Comment	Response/ Actions have been taken
(iii)	<p>Show the demarcation of Route 9 and Route 16 on a properly scaled plan and indicate the predicted noise levels due to the proposed Route 9 near Lai Wan Interchange in Tables 2.9 and 2.10, and accordingly address the noise levels in the relevant text.</p>	<p>Agreed and shown in Appendix 1 and Figure 2.4.</p>
(iv)	<p>It is indicated in Section 2.5.1 that low noise road surfacing and 3m barriers are recommended to the provided to Route 16 near the Lai Wan Interchange, hence, this recommendation should be indicated in the implementation schedule in Section 11 (the amendments should also be applied to the relevant sections of the EM&amp;A Manual and Executive Summary).</p>	<p>Agreed and incorporated in Section 11.</p>
(v)	<p>The EIA should define the development constraints on Site 10 in the implementation schedule (the mitigated noise contribution from Route 9 on Site 10 would exceed the criterion of 70dB(A) L10) and record the current the current planned layout of Site 10. The development constraints (e.g. setback and noise tolerant structure) should be illustrated in a drawing. The implementation schedule should also note that further investigation during the detailed design stage should be carried out to assess the potential of adopting building layout plans including use of blank facades, self protection, screening or suitable building orientation to eliminate the residual traffic noise impact from Route 9. Indirect technical remedies in the form of acoustic insulation and air conditioning should be recommended only when practical measures are exhausted. The amendments should also be applied to the relevant sections of the EM&amp;A Manual and the Executive Summary.</p>	<p>Agreed and incorporated in Section 11 and Figures 3.8-3.11.</p>
Section 2.1.6 and 3.5.3	Update the maximum traffic scenario.	Agreed and updated.
Section 2.2.2	Amend the paragraph as Kai Tak airport has already been relocated.	Agreed and amended.

Concerned Party	Comment	Response/ Actions have been taken
	<p>Section 2.2.3 The quoted background noise level at Tsing Yi shall be deleted unless a detailed background noise measurement has been conducted there.</p>	Agreed.
	<p>Tables 2.5 – 2.8 The noise levels presented in these tables should be rounded up to the nearest whole number.</p>	Agreed and amended.
	<p>Section 2.4.13 For clarity, the 1<sup>st</sup> sentence shall be revised to read “..... <i>has incorporated well gasketed good quality windows plus air conditioning, at the worst-affected sensitive rooms.</i>”</p>	Amended.
	<p>Section 2.4.14 The noise exceedance of up to 4 dB(A) at QTC-1 does not concur with that indicated in Table 2.5 (3dB(A)). The report should be amended.</p>	Amended.
	<p>Section 2.4.25 Amend “82dB(A)” in 1<sup>st</sup> sentence.</p>	Amended.
	<p>Section 2.4.27 As there was an EIA study for WKE, the 1<sup>st</sup> sentence shall be deleted and the 2<sup>nd</sup> sentence should be amended to read “<i>Traffic noise will increase after opening of R16, ....</i>” to avoid confusion.</p>	Agreed and amended.
	<p>Section 2.5.1 The statement “<i>subject to cost considerations</i>” shall be deleted from the 4<sup>th</sup> bullet.</p>	Deleted.
	<p>Section 2.5.3 Amend “All feasible noise mitigation measures will be ....” to “All recommended mitigation measures shall be.....” The amendments should also be applied to the relevant sections of the Section 11.</p>	Amended.

Concerned Party	Comment	Response/ Actions have been taken
	<p>Section 2.5.4 Amend as "As the eastern area of Mei Foo is within ...70dB(A). The major traffic noise contribution is from existing roads. These properties would not be eligible for indirect remedies under the ExCo criteria (Clause 3)." Please delete the last sentence "Mitigation reduces ... KMB site."</p>	Amended.
	<p>The EIA should confirm in one of these sections that the residual impacts from the Route 9 for all affected NSRs would not contribute more than 1dB(A) of the total noise levels, that the recommended measures would mitigate the noise impacts from Route 9 and the all effective direct measures on Route 9 are exhausted.</p>	Confirmed in Section 2.5.7.
	<p>Section 2.5.6 (i) Amend the 7<sup>th</sup> &amp; 8<sup>th</sup> lines to read "However, as recommended mitigation measures will reduce noise contribution from new road sections to well below that from existing road sections, on-site mitigation....". (ii) Provide the number of flats exposed to noise levels over 70 dB(A) at the KMB site and the number of dwellings (both existing and planned) protected by and benefits from the proposed direct technical remedies.</p>	Amended in Section 2.5.7.  Added in Section 2.5.6.
Figures	Amend relevant figures for latest layouts for Site 6 and 10.	Amended as in Figures 3.8 – 3.11.
Section 3.5.2 and 3.5.3	State the requirement for the adoption of the EURO III standard.	Added in Section 3.5.4.
Sections 3.5.4, 3.6.10, 3.7.4 and Tables 3.5 & 3.6	Re-write the text and tables including correcting the predicted exposure concentration levels at the air sensitive receivers to tally with the revised assessment and contour diagrams for the updated traffic figures and to take account of the EURO III standard.	All sections have been amended.
Section 3.8 Stipulate the 25m at grade setback for Site 6 as a result of the revised air quality impact form Route 9 for the updated traffic figures.		Noted.

Concerned Party	Comment	Response/ Actions have been taken
	<p>Section 5 The section on landscape and visual assessment shall be amended in accordance with comments sent separately by Director of Planning to fully reflect the conclusions of the separate Outline Landscaping and Visual Assessment Report (report reference CE/2746/OR0026-01) (District Planning Office/Tsuen Wan, Kwai Tsing &amp; Sham Shui Po memo ref. PD/TKS S/TT/16 VII dated 23.4.99 refers).</p>	Amended.
	<p>Section 6.3.6 Amend the 2<sup>nd</sup> sentence as “The lower slopes of the planted woodland or the low scrub grassland will be removed for the proposed works”.</p>	Amended.
	<p>Section 6.3.8 and 6.4.12 Add the dates of survey specified for the Western Portal area.</p>	Date added.
	<p>Section 6.3.10 Delete the phrase “if the above road scenario is chosen”.</p>	Deleted.
	<p>Section 6.4.7 Add “With careful construction working methods, it should be possible to avoid impact on the three trees. This is not considered to be a key ecological issue.” at the end of the paragraph.</p>	Section 6.4.7 amended.
	<p>Section 6.4.8 (i) Delete “woodland” form the first sentence. (ii) Include the significance of impact (e.g. high, moderate or low) on the losses of trees and scrubland at or near the Eastern Portal.</p>	Agreed. Section 6.4.8 amended.
	<p>Section 6.4.8 Amend “scrub land” as “scrubland”.</p>	Amended.
	<p>Section 6.4.19 Delete “but whereas it is difficult..... on the avi-fauna” and “Temporary or permanent.... for birds local to the portal.”</p>	Amended.
	<p>Section 6.4.20 Delete the last sentence “It is recommended that .... disturbance during construction.”</p>	Amended.

Concerned Party	Comment	Response/ Actions have been taken
	Section 6.4.23	
	Indicate in Figure 6.1 the location of two ponds mentioned here.	Figure 6.1 amended
	Sections 6.5.2, 6.5.3 and 6.5.4	
	Delete these sections.	Sections deleted.
	Section 6.5.5	
	Rephrase the second sentence to clarify.	Rephased as Section 6.5.2.
	Section 6.5.9	
	Remove this section and put after Section 6.5.1 and Section 6.5.5	Relocated as Section 6.5.3.
	Section 6.5	
	Include a summary to elaborate the significance (e.g. high, moderate, low) of each impact under this section such as:	Agreed and incorporated in Section 6.5.7.
	(i) "less than 1 hectare of scrubland which is commonly found in Hong Kong will be lost."	
	(ii) "the upper section of the transient stream with only common aquatic fauna will be routed."	
	(iii) "areas needed for the construction of access, haul roads, storage and works place."	
	Section 6.5.7 (2 <sup>nd</sup> bullet)	
	Amend ".....aquatic fauna will be-routed."	Amended.
	Section 6.5.8	
	Delete this section and retain this in Section 6.5.7	Amended.
	Section 6.6.3	
	Provide a quantitative estimate of the potential areas available for rehabilitation and replanting (or delete the requirement for replanting).	Amended.
	Section 6.6.4	
	Indicate which species are native/exotic and which species was recorded on site.	Detailed in Table 6.4.
	Section 6.6.5	
	Provide a few examples to elaborate the meaning of "standard control".	Provided in Section 6.6.5.

Concerned Party	Comment	Response/ Actions have been taken
	Section 6.6.6 Delete this section.	Deleted.
	Section 6.7.2 Delete "and are worthy of retention" (line 2).	Deleted.
	Section 6.7.4 Delete this section.	Deleted.
	Table 6.5 Amend as per the summary of Section 6.5.	Table 6.5 updated as per Section 6.5.7.
	Table 6.5 Amend the Table as follows: <u>Potential Impact</u> Less than 1 ha scrubland loss  Low impact on stream at eastern portal  General Damage to habitats during noise construction.	Amended.
	Section 7.5.14 Provide the worst scenario and a package of mitigation measures to demonstrate the extent of cumulative construction noise impacts and the feasibility/practicability of noise mitigation.	Additional cumulative construction noise impacts are given in Table 7.5.
	Section 7.7.6 As monitoring of the marine water is not necessary , delete the requirement in this section.	Deleted as Section 7.8.6.



Concerned Party	Comment	Response/ Actions have been taken
	<p>Section 7.8</p> <p>(i) Include the uncertainty of the quantities of estimated wastes such as tunnel spoil by giving an appropriate range.</p> <p>(ii) Include the estimated amount of various wastes that could be reused of site, especially the tunnel spoil.</p> <p>(iii) Include an estimate of the quantity and disposal time of “vegetation wastes” in the EIA report. The impact caused by handling, collection, and disposal routes shall be addressed in details and appropriate mitigation measures should be developed accordingly.</p>	<p>Included in Section 7.9.8 and 7.9.9.</p> <p>Included in Section 7.9.10.</p> <p>Included in Section 7.9.6.</p>
	<p>Section 7.9</p> <p>Include the following mitigation measures:</p> <p>a. Legislative requirements and guidelines : Different types of wastes should be segregated, stored, transported and disposed of in accordance with the relevant legislative requirements and guidelines.</p> <p>b. Training: Training and instruction for construction staff will be given on site to increase their awareness on waste management issues and the need to minimize waste generation.</p> <p>c. On-site separation: On-site waster separation of both municipal solid wastes and construction and demolition waste should be conducted as far as possible in order to minimize the amount of solid waste requiring disposal at the landfills.</p> <p>d. Temporary storage area: The separated waste should be stored in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal.</p>	<p>It has been included in Table 7.8.</p>

Concerned Party	Comment	Response/ Actions have been taken
	<p>e. Records of wastes: Records of quantities of wastes generated, recycled and disposed (locations) should be properly kept.</p> <p>f. Trip-ticket system: In order to monitor the disposal of solid waste at the landfills and control fly-tipping, it is recommended to apply a trip-ticket system on all solid waste transfer/disposal operations. The trip-ticket system should be included as one of the contractual requirements, and monitored by an Environmental Team and audited by an Independent Checker (Environment).</p>	
	<p>Section 8 A chapter on construction waste issues should be included.</p>	<p>Section 8.5 covers this issue.</p>
	<p>Section 8.3.4 (i) Delete "Mei Foo Sun Chun" in the 2<sup>nd</sup> sentence. (ii) Amend the last sentence as "The details of noise monitoring shall be subject to detailed monitoring plan deposited to the Director of Environmental Protection as per Section 8 of the Environmental Monitoring and Auditing Manual."</p>	<p>The wording "Site 10" has been deleted. Amended.</p>
	<p>Section 8.5 Add "The details of noise monitoring shall be subject to the detailed monitoring plan deposited to the Director of Environmental Protection as per Section 8 of the Environmental Monitoring and Auditing Manual."</p>	<p>It has been included in Section 8.4.3.</p>
	<p>Section 8.4 As monitoring of the marine water is not necessary, delete the requirement in this section.</p>	<p>Deleted.</p>

Concerned Party	Comment	Response/ Actions have been taken
<p>Environmental Protection Department ref. ( ) in EP2/N3/28 dated 19 April 1999 Risk Assessment Section 9 of EIA</p>	<p>Section 2,2 The population data used in the study should be provided in tabulated form for two time periods including day and night. This should include population in the nearby industrial sites, roads and new developments including CT9. Reference should also be made to the source of the population data for each area. In addition, a map showing the population areas defined in the study including the population or Route 9 should be shown for clarity.</p>	<p>The whole risk assessment report has been incorporated into the EIA Report Chapter9. Population data for day, night and peak travel times was estimated from available data, including nearby sites, Route 9 and Route 3 and CT9. The source is shown in Section 9.2.2. second last paragraph of the Report. Initially a total of 8 population files were created for the societal risk calculations. These were for the four PHI sites, each excluding the PHI site's own population in order to reflect the risk to surrounding populations only. Four files were created without Route 9 traffic and toll plaza population and four with Route 9 populations. In the more detailed study of the Caltex site, three periods were also considered, i.e. 1.Day Peak 2.Day off-peak 3.Night  In the original report only part of these files were shown as Table 7.3. They are spreadsheet generated ASCII files. Population data is given in Appendix 9E. For the Caltex societal risk, the internal population in Caltex is ignored. For the earlier runs for Shell, Esso and CRC the day population was used as the basis. A presence factor of 0.5 applied as a default value for the 24 hour average, except where 1.0 was considered more appropriate, e.g. Sai Tso Wan Road.</p>

Concerned Party	Comment	Response/ Actions have been taken
		<p>The justification for the use of the 0.5 presence factor in the Shell, Esso and CRC runs was that this provided an approximate daily average. Factors considered were:</p> <ul style="list-style-type: none"> <li>(a) very limited data was available for night time populations,</li> <li>(b) during peak hours when people are commuting, they can not all be <u>at</u> work, at the same time</li> <li>(c) there is usually a fraction of people absent from their work site during working hours for various reasons.</li> <li>(d) A significant of Indoor workers would be shielded from exposure to heat radiation or flash fire,</li> <li>(e) The working day is only 0.238 of the hours in a week but the activities, which would affect risk to surrounding populations, i.e. activity at the LPG terminals and ignition sources would tend to coincide with the working day. Accordingly the average daily presence factor would be expected to lie between 0.238 and 1.0 but be substantially less than 1.0 for reasons (b), (c) and (d),</li> <li>(f) the study was conducted at a coarse level and aimed to provide a reasonable approximation to the previous detailed QRA studies on the sites.</li> </ul> <p>The sensitivity work on the Caltex site indicates that this assumption was reasonable given the brief and time scale for the study. Use of the population and meteorological data for the three daily time periods resulted in reduction in risk of approximately 12% for events effecting less than 30 people with almost no difference for the larger events.</p> <p>Population data files in Appendix 9E; explain the respective columns of data. The full data was used by Riskprof in the study. The program cannot run without full data and the total population and calculated population after inclusion of presence factor is shown in the results files as verification of the data file.</p>

Concerned Party	Comment	Response/ Actions have been taken
	<p>Table 7.2 &amp; 7.3</p> <p>(i) Provide sample calculations to show how the values of population listed in the second, third, fourth and fifth table are derived and the relationship of how those figures relate with the population file in table 7.3.</p> <p>(ii) Provide justification for using 1.6 people/vehicle during peak hour and 2.2 people/vehicle during off-peak hour considering that there would be buses using the route.</p> <p>(iii) Provide an explanation of using a presence factor of 0.5 in table 7.3..</p>	<p>See above. Full Tables of data are provided.</p>
	<p>Section 4.3</p> <p>Delete "... The expected increase due to Route 9, will be somewhat marginal".</p>	<p>The statement deleted.</p>
	<p>Section 5.2.1</p> <p>The requirement in the section paragraph that "it will be necessary to provide procedures and event action plans to cover rapid cessation of construction activities...." should be included in Section 9.9 – Recommendations.</p>	<p>It is included in Section 9.9.9.</p>

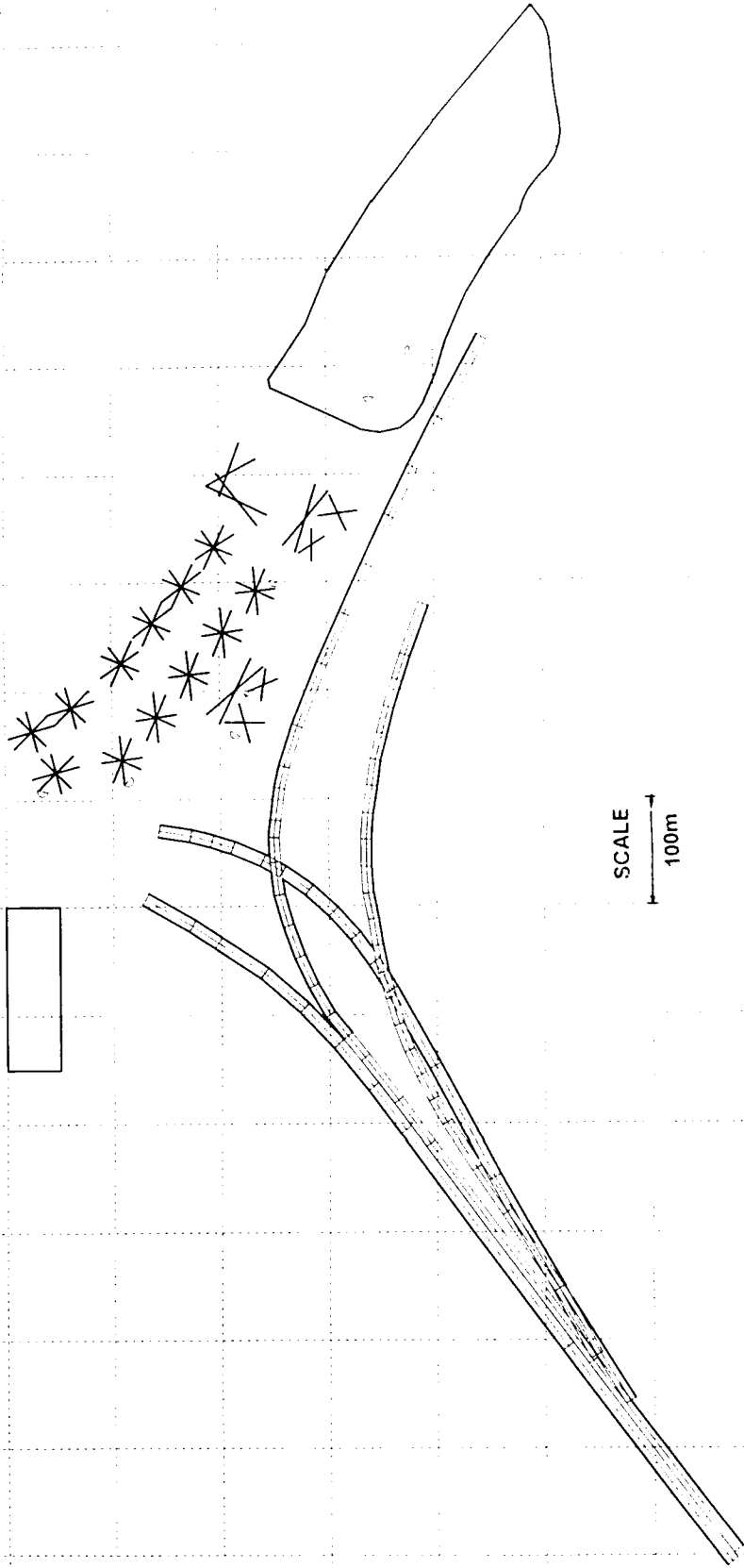
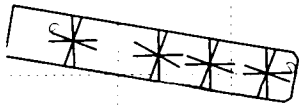
Concerned Party	Comment	Response/ Actions have been taken												
	<p>Section 6.2  Provide a justification for the statement "A 600 tonne release from the closest LPG facility. Shell Mounded storage, is not credible due to the containment and insulation provided by the building." Taking into account that cold catastrophic failure could cause a vessel to release its content instantaneously or over a very short period of time. LPF could then pass through the drains or concrete to form a passive cloud. The following failure cases for the Shell PFG terminal should be included:</p> <table border="1" data-bbox="558 1120 877 1832"> <thead> <tr> <th><u>Failure Case frequency</u></th> <th><u>Initial phase</u></th> <th><u>Failure</u></th> </tr> </thead> <tbody> <tr> <td>Catastrophic Failure (Full) 6/year/vessel</td> <td>Liquid</td> <td>2.63E-</td> </tr> <tr> <td>Catastrophic Failure (Half Full) 6/year/vessel</td> <td>Liquid</td> <td>1.23E-</td> </tr> <tr> <td>Catastrophic Failure (20% Full) 6/year/vessel</td> <td>Liquid</td> <td>2.63E-</td> </tr> </tbody> </table>	<u>Failure Case frequency</u>	<u>Initial phase</u>	<u>Failure</u>	Catastrophic Failure (Full) 6/year/vessel	Liquid	2.63E-	Catastrophic Failure (Half Full) 6/year/vessel	Liquid	1.23E-	Catastrophic Failure (20% Full) 6/year/vessel	Liquid	2.63E-	<p>The statement on the 600 tonne release at Shell not being credible was based on the factors given in the following page of the report which mentions the protection given by the sand mounding and containment structure.</p> <p>The risk of cold catastrophic failure is raised in the comment.</p> <p>The protection provided by the mounding eliminates major external causes of cold catastrophic failure with the residual risk being mainly those of inherent material defect, corrosion or operation outside the vessel design limits. These factors are considered to be low risk considering the applicable standards for construction of LPG tanks, the high standards applied within Shell, the provision of pressure relief valves, and the product temperatures involved.</p> <p>Corrosion of tanks should be detected by the corrosion monitoring systems before any leakage could occur. In the event of a leak developing, this would normally be from a pinhole initially which would be detected before any major release developed. The vessel contents would be transferred to other storage to minimise release, and steps taken to prevent ignition as normal emergency responses. The risk of metallurgical or manufacturing defect, contamination or inadequate low temperature ductility leading to brittle failure is the most significant risk. However, measures are taken in design, material specification, manufacture and testing and in operation to address these factors.</p>
<u>Failure Case frequency</u>	<u>Initial phase</u>	<u>Failure</u>												
Catastrophic Failure (Full) 6/year/vessel	Liquid	2.63E-												
Catastrophic Failure (Half Full) 6/year/vessel	Liquid	1.23E-												
Catastrophic Failure (20% Full) 6/year/vessel	Liquid	2.63E-												

Concerned Party	Comment	Response/ Actions have been taken
	<p>In the event of a "cold" failure, the potential release of LPG is limited by the heat available for vapourisation. The provision of sand mounding, which is a good insulator, provides insulation from external heat sources. In the extreme event of a catastrophic rupture in which the vessel may be fully or partially ejected from the mound, a substantial amount of liquid from the lower portion of the tank could be expected to remain in the mound. This would burn as a pool fire rather than be consumed in the fireball. A pool fire would have lesser hazard distances than the fireball.</p> <p>After full consideration of failure frequencies, and probabilities of LPG content levels, and release fractions, the instantaneous release of the total contents of 600 tonne was therefore considered non-credible in the initial study.</p> <p>At the suggestion of the E&amp;MSD, the three failure cases have been included and further results obtained.</p>	
	<p>Table 7.3</p> <p>Provide a sample calculation to show how the population values are derived and present the population modeled on a drawing with co-ordinates shown for clarity. The number of people assumed to be present on Route 9 should also be included.</p>	
	<p>Section 9.9</p> <p>(i) "Sai Tso Road" should be revised to "Sai Tso Wan Road".</p> <p>(ii) State which parties will be responsible for implementing and monitoring the recommendations (this should also be include in both the EIA report and the EM&amp;A Manual).</p>	<p>(i) Agreed and amended.</p> <p>(ii) Responsibility for implementation is included in Section 11.</p>
	<p>Appendix A</p> <p>Include the failure cases for Shell and Esso and the details concerning the release inventory, initial phase, release duration and so forth in the table.</p>	<p>Failure case details for Shell and Caltex are detailed in Appendix 9A.</p> <p>Failure case details for ESSO and CRC are detailed in Appendix 9B.</p>

Concerned Party	Comment	Response/ Actions have been taken
Others	Include the individual risk contours for the four terminals in the report.	Individual risk contours and combined risk contours for the four terminals are given in Figures 9.8.1 to 9.8.7.
Section 11	Include the same mitigation measures as for Section 7.9 of the EIA Report.	Agreed and amended.
Section 11, Item 6	“Construction”, activities for “All plant activity” & “Plant maintenance” Add the recommended construction noise mitigation measures as incorporated in the Action Plan for Construction Noise of the EM&A Manual.	Added.
Appendix 1, figures on traffic data	(i) Include a blow-up plan showing traffic data such as traffic flows and % of heavy vehicles for each alignment in and around Lai Wan Interchange. (ii) Amend the title in accordance with Section 8.3.4. That is “% of heavy vehicles” should have been used.	Included in Appendix 1.  Included in Appendix 1.
Appendix 1, Figures A1 to A4	Provide the scales of the figures.	Figures amended with scales.
Figure 1.5	Indicate representative NSRs such as MF1 and KMB1 and the adopted layout for Sites 10 and 6.	Figure 1.5 amended.
Figure 2.1 & 2.2	(i) Correct the 2 scales shown on each figure. (ii) Indicate on a 1:2000 plan clearly the recommended noise barriers, with chainage, near the Lai Wan Interchange.	Figure 2.1 & 2.2 amended.
Figure 2.3	Indicate the distance from the barrier and the nearest lane and provide a typical detail of the recommended 3m noise barriers.	Figure 2.3 amended.
Figure 2.4	Correct the location and the noise levels of the NSRs as per Tables 2.7 and 2.10.	Figure 2.4 amended.



<b>Concerned Party</b>	<b>Comment</b>	<b>Response/ Actions have been taken</b>
	<p>General comments on Sites 6 and 10 of WKR  Update the assessment in accordance with Housing Department latest layout plans and to recommend adequate mitigation measures for the adopted layouts.</p>	<p>Relevant sections (2.4.20 – 2.4.26), (3.7.6 – 3.7.8) and Figures 3.8 – 3.11 have been updated.</p>



SCALE  
100m



Highways Department

Route 9  
Between Tsing Yi and Cheung Sha Wan  
Detailed Feasibility Study

安建顧問公司  
Atkins China Ltd

a member of the WS Atkins group of companies



Title

New Road Network for  
Route 9 at West Kowloon

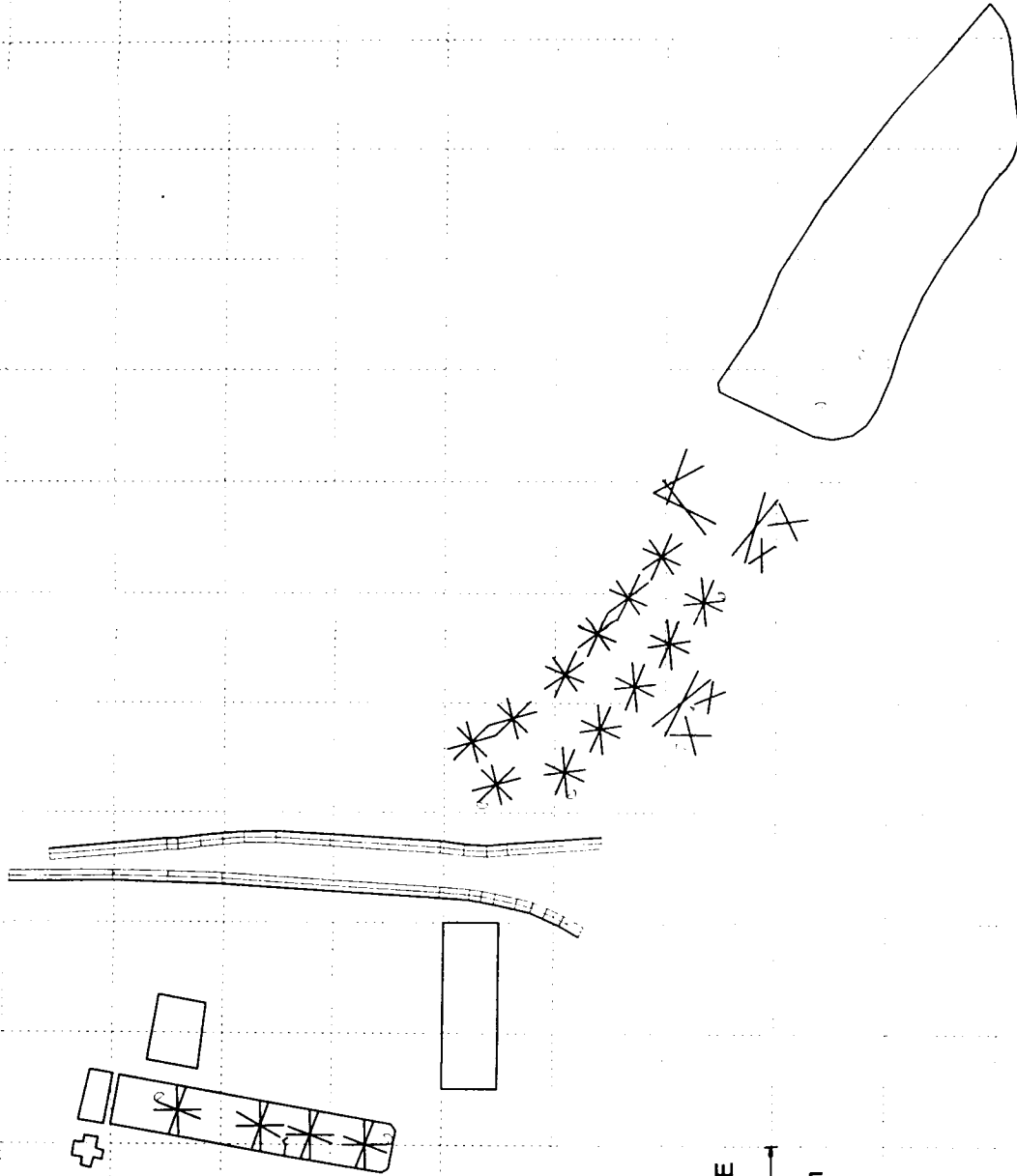
Scale

Date

Apr 99

Figure No

A1



SCALE  
100m



Highways Department

Route 9  
Between Tsing Yi and Cheung Sha Wan  
Detailed Feasibility Study

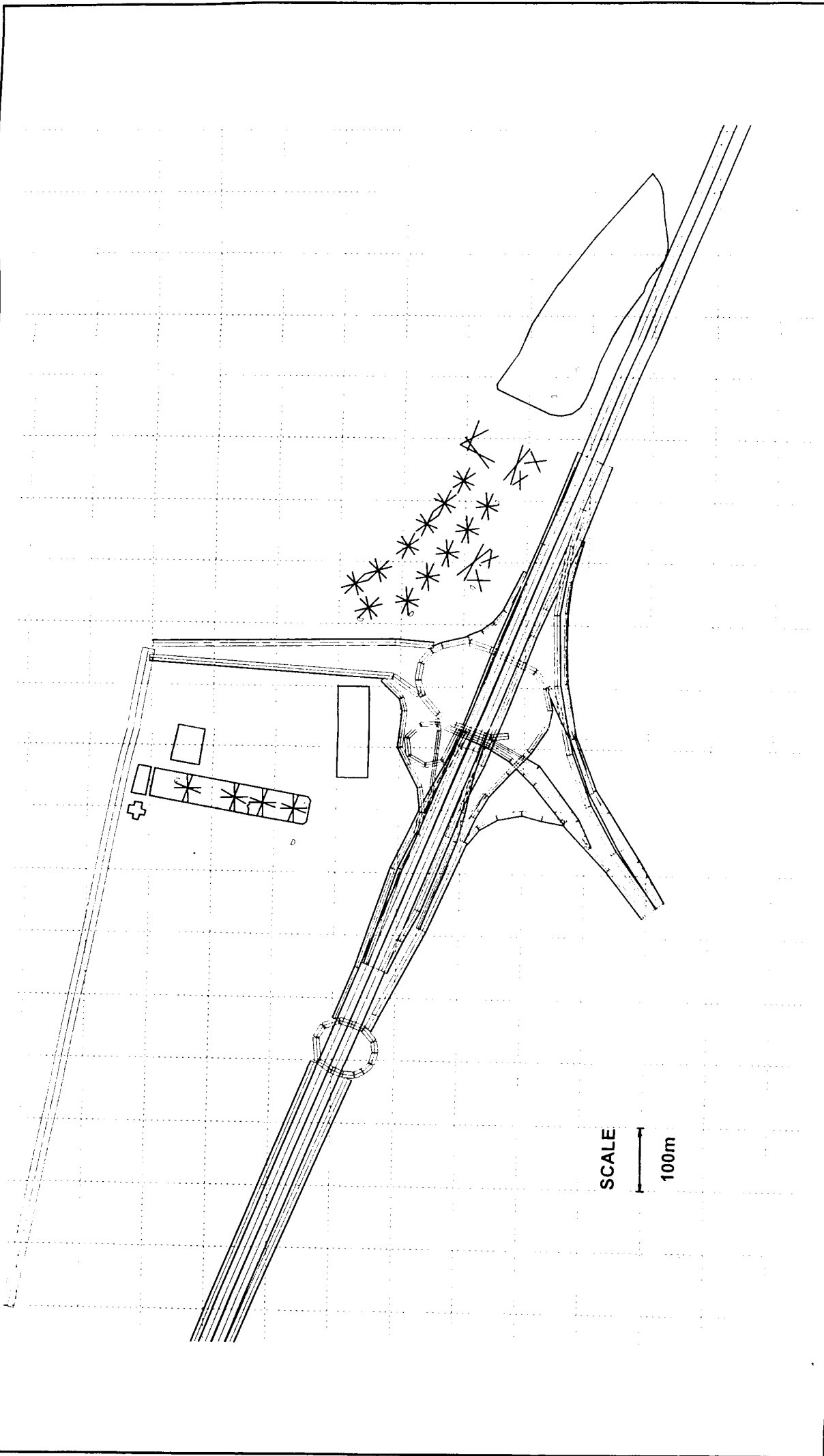
安建顧問公司  
Atkins China Ltd  
a member of the WS Atkins group of companies  
AKINS

Title  
New Road Network for  
Route 16 at West Kowloon

Scale

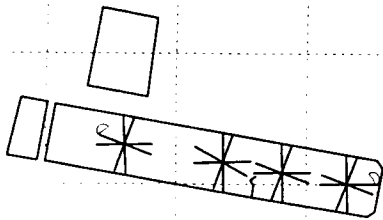
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Apr 99

Figure No.  
A2



SCALE  
100m

	<p>Highways Department</p>	<p>Route 9 Between Tsing Yi and Cheung Sha Wan Detailed Feasibility Study</p>	<p>安建顧問公司 Atkins China Ltd <small>a member of the WS Atkins group of companies</small></p>	<p>Title Existing Planned Road Network at West Kowloon</p> <p>Scale</p> <p>Date Apr 99</p> <p>Figure No. A3</p>
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D



SCALE



100m



Highways Department

Route 9  
Between Tsing Yi and Cheung Sha Wan  
Detailed Feasibility Study

安建顧問公司  
Atkins China Ltd

a member of the WSP Atkins group of companies



Title

Local Road Network at West Kowloon

Scale

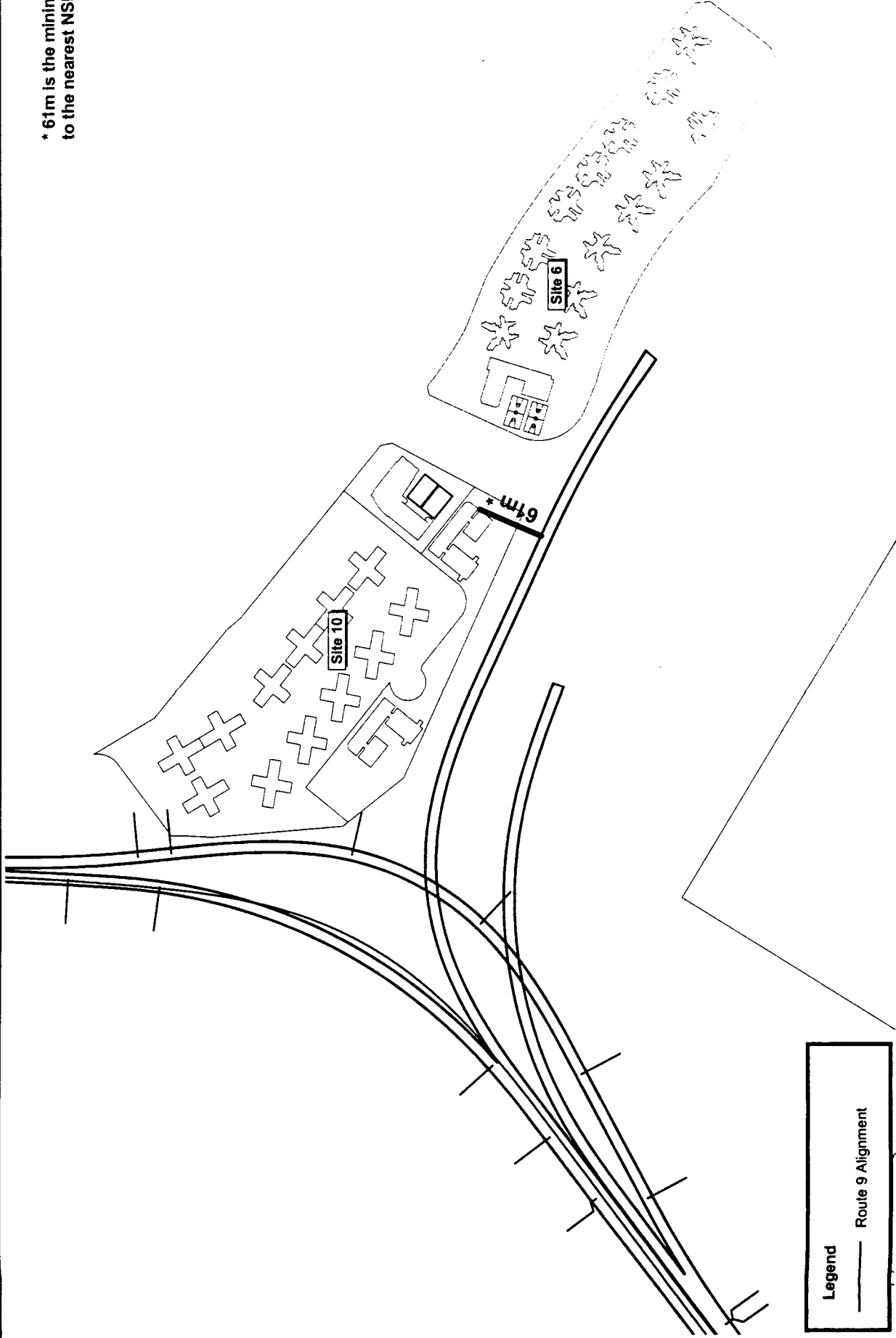
Date

Apr 99

Figure No.

A4

\* 61m is the minimum distance from R9 to the nearest NSR assumed in the EIA



**Legend**

—— Route 9 Alignment

 <b>Highways Department</b>	<b>Route 9</b> Between Tsing Yi and Cheung Sha Wan Detailed Feasibility Study	<b>安建顧問公司</b> <b>Atkins China Ltd</b> <small>a member of the WS Atkins group of companies</small> 	Title <b>Layout Proposal for Sites 6 &amp; 10</b>
		Scale 1:5000	Date Apr 99

DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS ON SITE.

NOTES:

1. FOR GENERAL NOTES REFER TO DRAWING NO. 7/16/14/10/700

LEGEND:

- AT GRAD HIGHWAY
- UNDERPASS
- VIADUCT/BRIDGE
- TUNNEL
- NOISE WALL UNDER STRUCTURE
- NOISE BARRIER

NO.	DESCRIPTION	DATE	BY	CHK'D	APP'D

安捷有限公司  
Atkins China Ltd

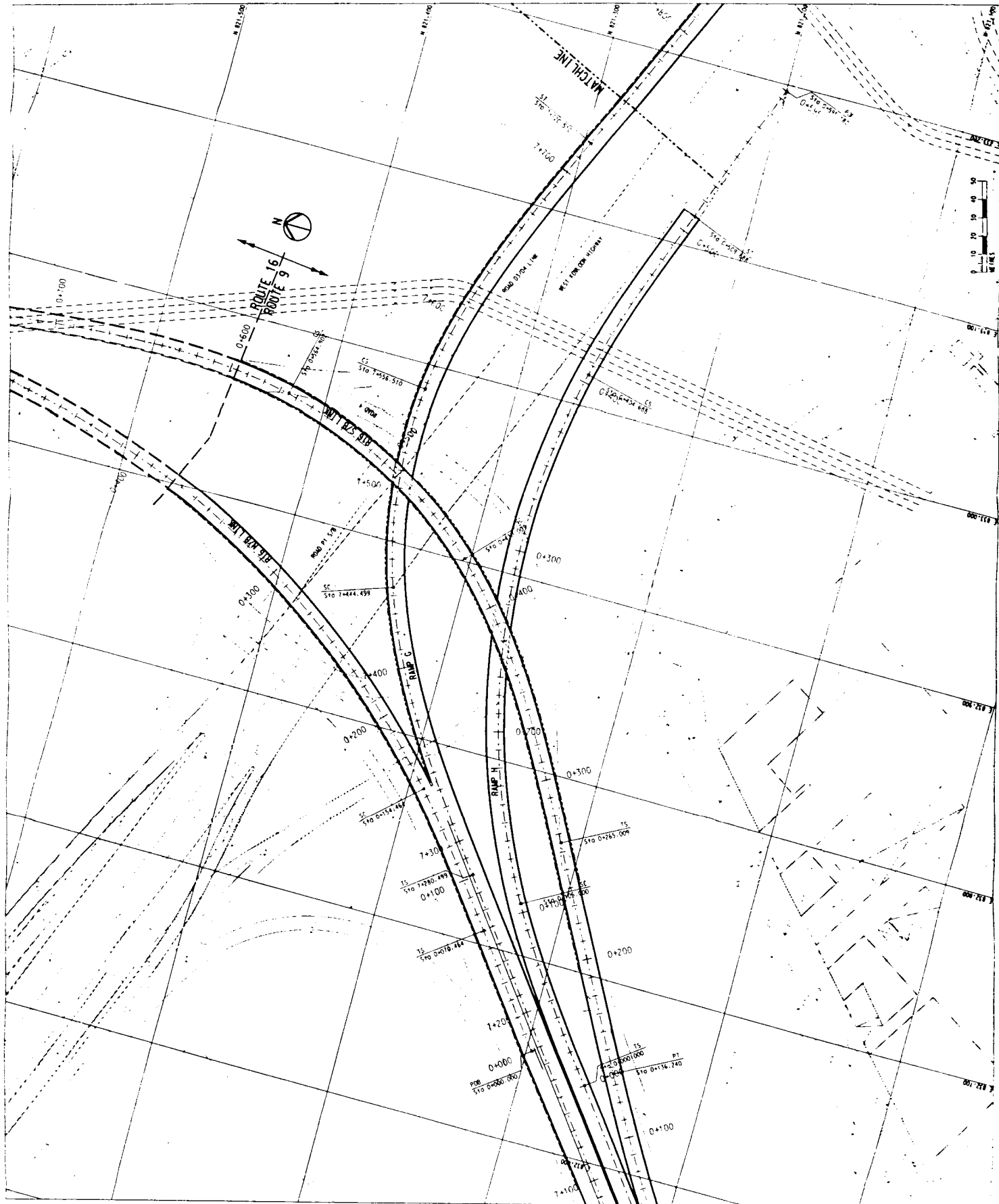
Atkins  
A member of the AECOM group of companies

Highways Department  
Major Works  
Project Management Office

Route 9  
Between Taiyng Yi and Cheung Sha Wan  
Detailed Feasibility Study

LOCATIONS OF  
NOISE BARRIERS  
(SHEET 1 OF 3)

DATE: 1/27/00	SCALE: 1:1000	PROJECT: T.Y.C.S.W.	SHEET: 1 OF 3
DESIGNED BY: [Name]	CHECKED BY: [Name]	APPROVED BY: [Name]	DATE: 1/27/00



DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS ON SITE.

NOTES:  
1. FOR GENERAL NOTES REFER TO DRAWING NO. 7146 (S/10/020)

LEGEND

- AT GRAB HIGHWAY
- VIADUCT / BRIDGE
- TUNNEL
- ROAD UNDER STRUCTURE
- IN PARAPET
- IN BARRIER

NO.	DESCRIPTION	DATE	BY	CHECKED

安捷有限公司  
Atkins China Ltd  
18/F The Grand Tower Centre  
Central Plaza  
Hong Kong  
Telephone: 852 2500  
Facsimile: 852 2511

ATKINS  
A member of the AECOM Group of companies

Highways Department  
Project Management Office

Route 9  
Between Teiing Yi and Cheung Sha Wan  
Detailed Feasibility Study

LOCATIONS OF  
NOISE BARRIERS  
(SHEET 2 OF 3)

NO.	DESCRIPTION	DATE	BY	CHECKED

Scale: 1:2000  
Date: 11/11/02  
Sheet: A7  
1

