

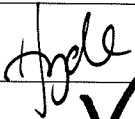
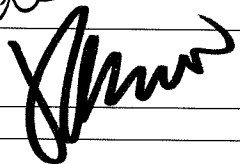
MTR Corporation Limited

Consultancy Agreement No. NEX/1023

**West Island Line
Environmental Impact Assessment**

Executive Summary

October 2008

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Figure

Figure 1.1 Overall View of West Island Line

1. INTRODUCTION

- 1.1 The existing Mass Transit Railway (MTR) Island Line (ISL) provides mass transit railway services to major population and employment centres along the north shore of Hong Kong Island between Chai Wan and Sheung Wan. An extension of the ISL to Western District has been planned for many years, and has been recommended in Railway Development Strategy 2000 as one of the priority railway extensions. Following Government's decision in mid 2005 to proceed with further planning and preparation works for this extension, the MTR Corporation Limited (MTRCL) commenced preliminary design in October 2005, including an Environmental Impact Assessment (EIA) study. The Executive Council approved further planning and detailed design of the new railway extension in October 2007.
- 1.2 The extension of the ISL to Western District is known as the West Island Line (WIL) (hereafter referred to as "the Project"). The route length of the fully underground WIL is approximately 3km. Three new underground stations will be provided, namely Sai Ying Pun (SYP), University (UNI) and Kennedy Town (KET). The WIL will significantly improve accessibility to the Western District, and relieve road congestion in this area, improving environmental quality. The overall plan of the proposed WIL scheme is shown in **Figure 1.1**.
- 1.3 This Executive Summary provides the key findings of the EIA Report, including an assessment of potential environmental impacts from the construction and operation phases of the Project, and recommendations for control measures to comply with environmental legislation and standards.

2. PROJECT DESCRIPTION

Scope of Project

- 2.1 The Project comprises the following elements:
- Approximately 3km of underground railway from Sheung Wan via Sai Ying Pun and University of Hong Kong to Kennedy Town
 - An overrun tunnel extending from KET Station to the Ex-police Quarters site.
 - Three stations: Kennedy Town Station (KET Station); University Station (UNI Station); and Sai Ying Pun Station (SYP Station)
 - Ventilation shafts, cooling towers and chillers for stations and railway tunnel.
- 2.2 Overnight storage of explosives is needed for the construction of the underground railway facilities. A temporary magazine is proposed at an abandoned site at Victoria Road, comprising several underground rock caverns connected with a tunnel.
- 2.3 The excavated materials arising from the WIL construction would reach ground level via four main construction shafts respectively located at the ex-Police Quarter at Kennedy Town, Kennedy Praya site, Hill Road Rest Garden and Sai Woo Lane in SYP. They will be disposed of via barging points at the Kennedy Town Incinerator and Abattoir site (KET Abattoir site) and the Western District Public Cargo Working Area (Western PCWA) respectively. A construction shaft would also be provided at the King George V Memorial Park. This shaft would not be used for mucking out but for personnel and material access only.
- ### Preliminary Construction Programme
- 2.4 Based on the preliminary design information, the Project is scheduled to commence in early 2009 for completion in late 2013 / early 2014.

Designated Project

- 2.5 The WIL, as an extension of the MTR Island Line, is a designated project under the EIA Ordinance (EIAO) falling into the following categories:
- A railway and its associated stations (Item A.2 of Part I of Schedule 2 of the EIAO)
 - A railway tunnel more than 800m in length between portals (Item A.7 of Part I of Schedule 2 of the EIAO)
- 2.6 The temporary magazine consisting of underground rock caverns is considered a designated project under Item Q.2, Part 1 of Schedule 2 of the EIAO.

Public Consultation

- 2.7 MTRC considers that the views and support of the community are important in the planning and design of the WIL. Extensive public consultation has been conducted during the preliminary design of the Project. The public generally welcomes and looks forward to the implementation of WIL as early as possible.
- 2.8 A key public concern was related to the need to preserve the tree walls along Forbes Street Playground. In response to this, the cut and cover KET Station has been located as far away from the tree walls as possible, with a radical internal station design to minimize the station length, avoiding and minimizing the disturbance to the tree walls.

3. ENVIRONMENTAL IMPACT ASSESSMENT

- 3.1 The EIA Study was conducted in accordance with EIAO Study Brief No. ESB-130/2005, following the guidelines on assessment methodologies in the Technical Memorandum on Environmental Impact Assessment (EIAO-TM). A conservative approach was adopted in the assessment based on worst case assumptions.
- 3.2 The EIA study process was initiated at an early stage of the planning and design of the Project. This has allowed incorporation of environmental considerations into the development of the scheme design, particularly important given the substantial site constraints and dense population of the Western district.
- 3.3 The main findings of the EIA study are summarized below.

Airborne Noise

- 3.4 The potential source of noise impact during the construction phase of the Project would mainly be the use of powered mechanical equipment (PME) for various construction activities, including site possession, building demolition, excavation, station construction, tunnel construction, backfilling and reinstatement works. As the area is densely populated, in the absence of any control measures, construction noise levels exceeding the EIAO-TM noise assessment criteria would be expected at a number of noise sensitive receivers (NSRs) in the vicinity of the works areas.
- 3.5 Construction noise control measures have been incorporated into the construction method design, such as use of quieter construction methods and equipment, movable and temporary noise barriers, full enclosure, noise insulating fabric, acoustic enclosure, noise insulating cover and decking over excavation areas. With these measures in place, there would be compliance with the noise criteria at most NSRs.
- 3.6 There would nevertheless be some exceedance of the noise criteria at some NSRs in close proximity to the works areas for KET Station, vent shaft for the overrun tunnel, Entrances B1, B2 and C1 and Hill Road vent shaft of UNI Station, Entrances A1 and A2, B1 and B2, B3 and C of SYP Station, as well as the ground treatment works at New Market Street. Direct on-site noise control measures are considered as far as practicable, given site constraints and safety factors. Indirect technical remedies

(ITR) in the form of window insulation are recommended as a last resort for mitigating the residual construction noise impacts. ITR would generally require the provision of upgraded window glazing for the noise sensitive facades exposed to excessive residual impacts, and provision of air-conditioning. The estimated number of NSRs considered to be eligible for ITR provision would be approximately 109.

- 3.7 During the operational phase, the main source of airborne noise impact would be the fixed plant used for tunnel ventilation and cooling systems for stations and adits. The maximum allowable Sound Power Levels (SWL) has been incorporated into the fixed plant design to comply with the SWL criteria. No adverse operational noise impact at NSRs would therefore be envisaged.

Ground-borne Noise

- 3.8 Potential ground-borne construction noise impacts would arise mainly from rock breaking activities and tunnel boring. The noise impacts on neighbouring sensitive receivers are predicted to meet the statutory requirements. Therefore no adverse ground-borne construction noise impact was expected and no mitigation measures would be required.
- 3.9 Ground-borne train noise has been predicted at representative sensitive receivers. Results indicated that vibration mitigating trackform would be required at some sections of the WIL alignment near Hongway Garden and Sai Wan Estate in order to provide sufficient attenuation to meet the stipulated criteria, and there would not be any adverse residual impacts.

Landscape and Visual

- 3.10 Potential landscape and visual impacts have been considered during the development of the project design to avoid direct impacts on important landscape resources, including the tree walls at Forbes Street and King George V Memorial Park, as well as Old and Valuable Trees identified within the Project boundary. The physical extent of works has also been minimized as far as possible to minimize impacts on the identified resources and sensitive receivers.
- 3.11 With the implementation of mitigation measures such as tree protection measures, good site practices and aesthetic hoardings during the construction phase, and architectural and soft landscape treatment for the operation phase, landscape and visual impacts pertinent to the Project would be considered acceptable.

Cultural Heritage

Built Heritage

- 3.12 The key cultural resources identified within the Study Area included five Declared Monuments, seventeen graded historical buildings, as well as buildings and structures that are not yet graded but of high architectural and historical significance. The scheme design of the WIL has avoided direct impact on these resources.
- 3.13 There may be potential landscape and visual impacts. With the implementation of recommended mitigation measures, no adverse landscape and visual impacts to the identified built heritage are expected.
- 3.14 There may be potential vibration impacts resulted from tunnel boring or blasting. By controlling the vibration levels from the proposed construction works, no adverse vibration impacts would be expected. No adverse vibration impacts due to operational trains would be expected as there would be sufficient separation distance maintained between the rail tracks and heritage sites.

Archaeology

- 3.15 According to records of Antiquities and Monuments Office, no known sites of archaeological potential were identified within the WIL Project boundary. As a precautionary measure, a watching brief by a qualified archaeologist is recommended for the identification of any historical finds in several works areas which might have a potential for finds and remains of archaeological interest to be found, considering geology, topography and landuse.

Waste Management

- 3.16 Waste types generated by the construction activities are likely to include construction and demolition materials (e.g. from site clearance, excavation and tunnelling works), general refuse, and chemical waste from the maintenance of construction plant and equipment. These wastes will be handled, transported and disposed of following Government guidelines and good site practices.
- 3.17 The main waste types in the operation phase would be general refuse from the public, staff and commercial operators at the stations, and chemical wastes from operational activities at the stations. The handling, collection, transportation and disposal practices of the identified waste would follow the existing arrangements currently in operation at the stations on the existing Island Line.
- 3.18 A review of historical and current landuse of the Project area identified no sites with significant land contamination implications.

Water Quality

- 3.19 Potential impact to water quality during the construction phase would be avoided through implementing control measures on site runoff and drainage from the works areas, such as minimizing construction runoff, and on-site treatment of tunnelling wastewater prior to discharge. Good site management and housekeeping practices would also be in place to prevent any construction wastes and other construction-related materials from entering the public drainage system and coastal waters. Sewage effluent arising from the construction workforce would be managed through provision of portable toilets.
- 3.20 During operation, railway track run-off and tunnel seepage would have no water quality impact. The fresh water cooling system for the WIL is not expected to result in any adverse impacts on water quality. Sewage and wastewater arisings from the operation of the stations would be discharged to foul sewers.

Hazard to Life

- 3.21 The storage, transport and use of explosives for the WIL construction have been assessed in a Quantitative Risk Assessment (QRA). The results show that societal risk and individual risk are within the acceptable limit of the risk guidelines in the Annex 4 of EIAO-TM.

Air Quality

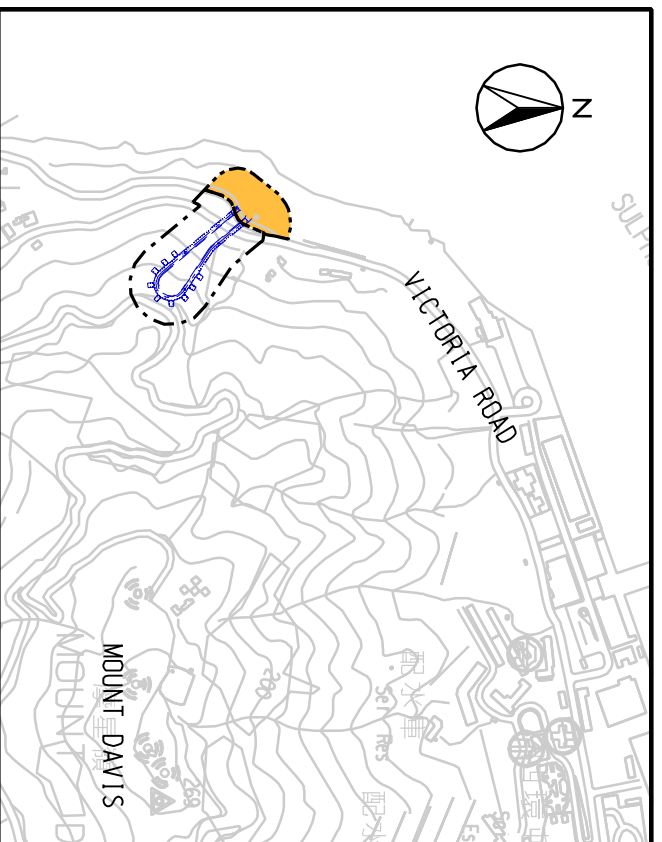
- 3.22 Construction dust from demolition, excavation, materials handling, spoil removal and wind erosion, as well as operation of rock crushing plants and barging facilities, would be the main source of air quality impacts. With the implementation of mitigation measures specified in the Air Pollution Control (Construction Dust) Regulation, as well as dust control measures for rock crushing plants, barging facilities and stockpiles, potential dust impacts at adjacent air sensitive receivers would comply with the established limit.

4. ENVIRONMENTAL MONITORING AND AUDIT

- 4.1 An environmental monitoring and audit (EM&A) programme will be implemented for the Project, to check effectiveness of the recommended mitigation measures and compliance with relevant statutory criteria.

5. CONCLUSION

- 5.1 This EIA study has identified and assessed potential environmental impacts of the Project, in accordance with the EIA study brief and EIAO-TM guidelines. Overall, the study predicts that with the implementation of the recommended environmental control measures during the construction and operational phases, the Project would comply with Government environmental criteria and legislation. This EIA has also demonstrated the acceptability of residual impacts from the Project and the protection of the population and environmentally sensitive resources. An EM&A mechanism has been recommended for implementation to check environmental compliance.



UNDERGROUND MAGAZINE SITES

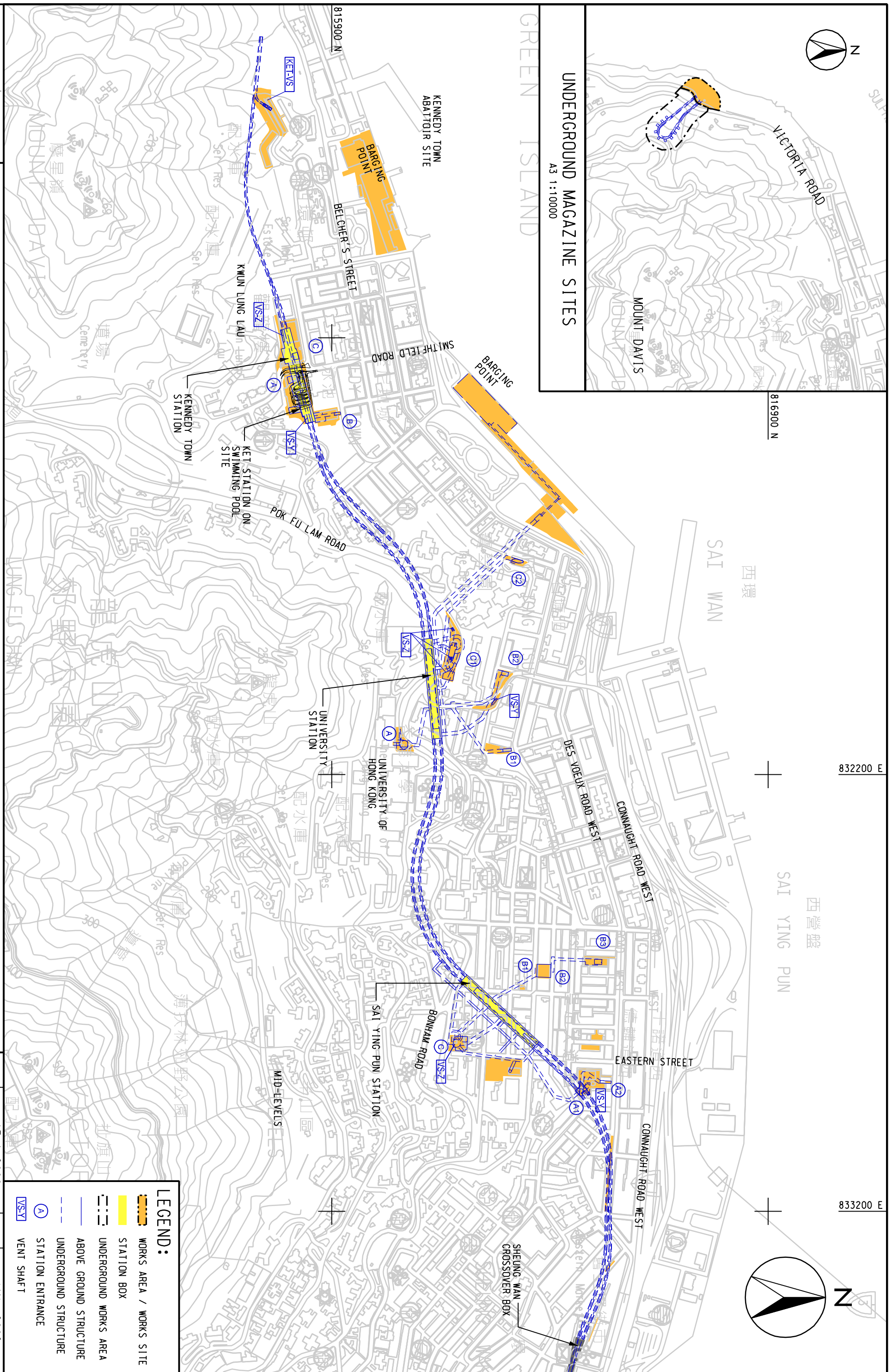
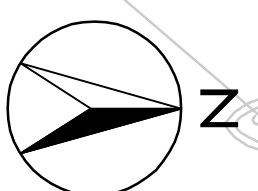
A3 1:10000

816900 N

832200 E

SAI YING PUN
西營盤

833200 E



LEGEND:

	WORKS AREA / WORKS SITE
	STATION BOX
	UNDERGROUND WORKS AREA
	ABOVE GROUND STRUCTURE
	UNDERGROUND STRUCTURE
	STATION ENTRANCE
	VENT SHAFT

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WEST ISLAND LINE ENVIRONMENTAL IMPACT ASSESSMENT

WEST ISLAND LINE OVERALL VIEW

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附圖

圖 1.1 西港島線全線示意圖

1. 引言

- 1.1 現時的港鐵港島線，為香港島北岸介乎柴灣與上環之間的主要人口和就業中心，提供集體運輸鐵路服務。當局多年來都在計劃把港島線伸延至西區；「鐵路發展策略 2000」亦將之列為優先鐵路延線之一。政府於 2005 年中，決定對這條鐵路延線作更深入的規劃和準備工作，所以，港鐵有限公司（簡稱「港鐵公司」）於 2005 年 10 月，就這鐵路延線開始進行初步設計，當中包括環境影響評估研究（簡稱「環評研究」）。行政會議於 2007 年 10 月批准了新鐵路延線的進一步規劃和詳細設計。
- 1.2 這條伸延至西區的港島線延線名為「西港島線」（以下簡稱「本工程項目」）。整條鐵路都在地底，全長約 3 公里。全線會新建三個地下車站，即西營盤、大學和堅尼地城。西港島線會大幅改善西區的交通，並會紓緩區內的道路擠塞情況，以及改善環境質素。圖 1.1 所示，是西港島線建議方案的整體規劃。
- 1.3 本行政摘要闡述了環境影響評估報告內的主要結果，包括本工程項目在施工和運作階段的潛在環境影響評估，以及為符合環保條例和標準而建議實施的控制措施。

2. 工程項目說明

工程項目範圍

- 2.1 本工程項目包括下列元素：

- 一條長約 3 公里的地下鐵路，從上環經西營盤和香港大學伸延至堅尼地城；
- 一條調車隧道，從堅尼地城站伸延至前警察宿舍舊址；
- 三個車站：堅尼地城站、大學站和西營盤站；
- 車站和鐵路隧道的通風井、冷卻塔和製冷機。

- 2.2 為了建造西港島綫各項地下鐵路設施，建議在域多利道一個人煙稀少的地方，設置一個臨時炸藥庫，存放翌日早上需要使用的炸藥。該炸藥庫由多個地下石洞造成，各石洞以一條隧道相連。
- 2.3 建造西港島綫所產生的掘出物料，會經由四條主要豎井送至地面，它們分別位於堅尼地城前警察宿舍舊址、堅尼地城海旁、山道休憩花園和西營盤西湖里。掘出物料然後會經由位於堅尼地城焚化爐和屠房，以及西區公共貨物裝卸區的躉船轉運站運走。而位於佐治五世紀紀念公園的豎井，並不會作運送掘出物料至地面之用，只會作為工人及物料之進出口。

初步施工計劃

- 2.4 根據初步設計資料，本工程項目將於 2009 年初動工，並於 2013 年底 / 2014 年初竣工。

指定工程項目

- 2.5 根據「環境影響評估條例」（以下簡稱「環評條例」），作為港鐵港島綫延綫的西港島綫屬於以下類別的指定工程項目：

- 鐵路及其車站（「環評條例」附表 2 第 I 部 A.2 項）；
- 隧道口之間超過 800 米長的鐵路隧道（「環評條例」附表 2 第 I 部 A.7 項）。

- 2.6 由石洞組成的臨時炸藥庫則屬於「環評條例」附表 2 第 I 部 Q.2 項的指定工程項目。

公眾諮詢

- 2.7 港鐵公司認為，社區的意見和支持對西港島線的規劃和設計都很重要。因此，本項目在進行初步設計時，已經進行廣泛公眾諮詢。市民普遍支持這項計劃，並希望西港島線盡早落成。
- 2.8 保留科士街遊樂場的樹牆是諮詢期間收集到主要意見之一。有見及此，堅尼地城站的挖掘及覆蓋工程已盡量遠離樹牆，並修改車站內部設計，務求盡量縮短車站長度，藉此減少對樹牆的影響。

3. 環境影響評估

- 3.1 是次環評研究，已經按照第 ESB-130/2005 號環評條例研究概要的要求進行，並遵循「環境影響評估程序技術備忘錄」（簡稱「環評技術備忘錄」）的評估方法指引。在進行評估時，亦採用了慎審的方法，即按照最壞情況加以評估。
- 3.2 在本工程項目進行規劃設計的初期，已經開始進行是次環評研究。因此，在進行方案設計時，已經可以考慮環境因素。這點非常重要，因為施工區的限制很多，而且西區人口密集。
- 3.3 是次環評研究的主要結果於下文闡述。

經空氣傳播的噪音

- 3.4 本工程項目在施工階段可能產生噪音的主要來源，是使用機動設備和各種施工活動，包括：整理工地、拆卸建築物、挖掘、建造車站、建造隧道、回填和復原工程。由於該區人口稠密，若不實施任何管制措施，預計施工區附近多個噪音敏感受體的噪音聲級，都會超過「環評技術備忘錄」的評估準則。
- 3.5 因此，在設計施工方法時，已經加入多項建築噪音控制措施，例如採用低噪音建造方法和設備、流動和臨時隔音屏障、不同種類全封閉式隔音罩、隔音物料，以及在挖掘區設置上蓋。在實施這些措施後，大部份噪音敏感受體所感測到的噪音聲級都會符合相關噪音準則。
- 3.6 然而，在堅尼地城站、調車隧道通風井、大學站 B1、B2 和 C1 出口及山道的通風井、西營盤站 A1、A2、B1、B2、B3 和 C 出口，以及位於新市街的施工區附近，部份噪音敏感受體的噪音會超過相關準則。鑑於各種工地限制和安全考慮，會盡可能採用直接的現場噪音控制措施。至於隔音窗戶等間接技術補救措施，則建議留作緩解剩餘建造噪音影響的最後方法。倘若實施間接技術補救措施，便需要為受到過多剩餘影響的噪音敏感樓層安裝經過改良的窗戶和冷氣機。估計合資格接受間接技術補救措施的噪音敏感受體數目約達 109 個。
- 3.7 在運作階段經空氣傳播的噪音影響，主要會來自隧道通風系統，以及車站和通道冷卻系統所使用的固定機器。在這些固定機器的設計中，已經加入聲功率級準則所容許的最高聲功率級。預計噪音敏感受體不會受到不良運作噪音影響。

經土地傳播的噪音

- 3.8 經土地傳播的建造噪音影響的潛在來源，主要是碎石工程和隧道鑽挖工程。根據預測，附近的噪音敏感受體所受到的噪音影響將會符合法例要求。因此，本工程項目將不會造成經土地傳播的不良建造噪音影響，所以無需實施任何緩解措施。
- 3.9 根據預測，火車噪音會經土地傳至部份具代表性的敏感受體。預測結果顯示，一段位於康威花園及西環邨附近的路軌將需要採取減震措施以符合相關噪音標準，當採取此措施後，預計沒有不良噪音影響。

景觀與視覺

- 3.10 在擬訂工程設計時，已經考慮到潛在的景觀及視覺影響，以免直接影響重要的景觀資源，包括科士街和佐治五世紀紀念公園的樹牆，以及施工區內的古樹名木。此外，亦盡量縮小施工區的範圍，藉此減少工程對已知資源和敏感受體的影響。
- 3.11 若能實施適當的緩解措施，例如在施工階段實施樹木保護措施、良好施工方法和美化圍板，以及在運作階段採用建築美化和園景美化處理，本工程項目可能產生的景觀及視覺影響會在可接受範圍。

文化遺產

建築文物

- 3.12 在研究區內已知的主要文化資源包括：五個法定古蹟、十七個已評級歷史建築物，以及多座尚未評級但具高建築及歷史價值的建築物和結構。西港島線的方案設計已經避開直接影響這些資源。
- 3.13 研究區內的建築文物將有可能受到景觀及視覺影響。然而，在實施各項緩解措施後，本工程項目將不會對建築文物造成任何不良的景觀及視覺影響。
- 3.14 研究區內的建築文物亦會有可能受到隧道鑽挖或爆鑽工程時所產生的震動影響。只要對工程時所造成的震動作出控制，本工程項目將不會對建築文物造成不良的影響。在鐵路的運作期間，由於火車軌道與建築文物之間有足夠的分隔距離，因此行車時將不會對建築文物造成不良的震動影響。

考古

- 3.15 根據古物古蹟辦事處的記錄，西港島線施工區內並沒有任何已知的具考古潛力地點。為慎重起見，對於在地質、地形和土地用途上可能找到具考古遺存的施工區，應該安排合資格的考古學家進行考古觀察。

廢物管理

- 3.16 建造工程可能產生的廢物會包括：建造及拆卸物料（例如由工地清理、挖掘及隧道工程所產生）、一般垃圾，以及在維修建造機器時產生的化學廢物。這些廢物會按照政府的指引和良好施工方法加以處理、運送和處置。
- 3.17 在運作階段產生的主要廢物會包括：由車站內的市民、員工和商店人員所產生的一般垃圾，以及車站運作時所產生的化學廢物。對於已知的廢物，均依照現時港島線各站的現行方法處理、收集、運送和處置。
- 3.18 根據施工區過去和現行土地用途的資料，區內沒有任何地點曾受嚴重土地污染影響。

水質

- 3.19 施工階段的潛在水質影響，可以透過管制工地徑流和施工區排水來避免，例如減少施工徑流，以及在排放隧道的廢水前，先在現場加以處理。此外，亦會實施良好的工地管理方法，以防止任何建造廢物和其他與建造有關的物料進入公共排水系統和沿岸海域。至於建造工人所產生的污水，亦會透過提供流動廁所加以管理。
- 3.20 在運作階段的鐵路徑流和隧道滲水，都不會影響水質。預計西港島線的淡水冷卻系統不會對水質造成任何不良影響。各個車站在運作時產生的污水和廢水都會被排放至污水渠。

生命危害

- 3.21 建造西港島綫需要存放、運送和使用炸藥，當中所涉及的風險，都已進行都已進行定量風險評估。評估結果顯示群體風險和個人風險都是在《環境影響評估程序的技術備忘錄》附件四的「可接受的範圍」以內。

空氣質素

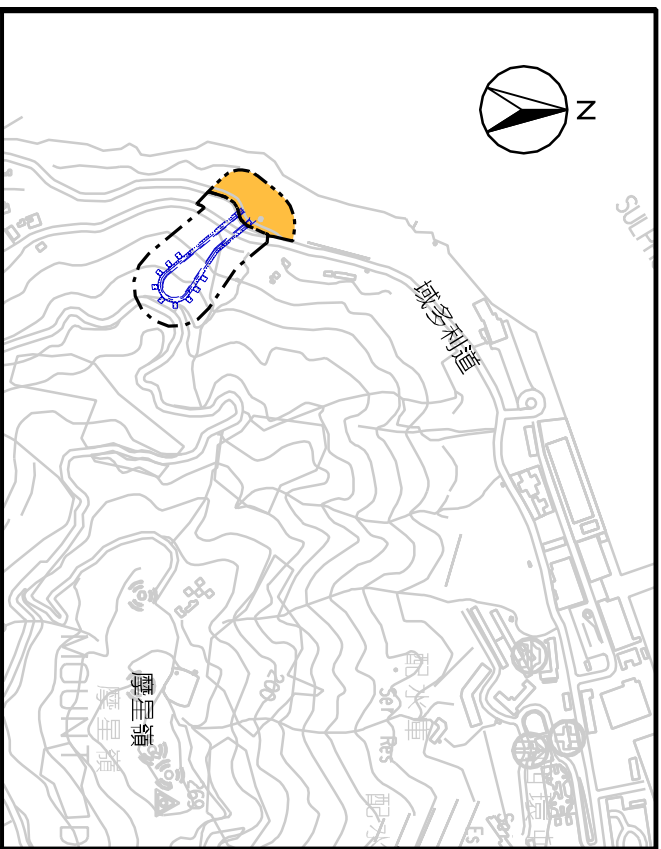
- 3.22 施工期間空氣質素影響的主要來源包括：由拆卸、挖掘、處理物料、清理掘出物料和風化，以及使用碎石機和躉船轉運設施等所產生的建造塵埃。在實施「空氣污染管制（建造工程塵埃）規例」所指定的緩解措施，以及有關碎石機、躉船轉運設施和物料儲存堆的塵埃控制措施後，毗鄰的空氣質素敏感受體所受到的塵埃影響會符合既定上限。

4. 環境監察與審核

- 4.1 本工程項目將會實施一項環境監察與審核計劃，以便檢查各項建議緩解措施的成效，以及對相關法定準則的符合程度。

5. 總結

- 5.1 是次環評研究按照「環評研究概要」和「環評技術備忘錄」的指引，找出了本工程項目的潛在環境影響，並加以評估。是次研究預測，本工程項目在施工和運作階段實施各項建議環境管制措施後，整體而言將會符合政府的環保準則和條例。是次環評結果亦顯示了本工程項目剩餘影響的可接受程度，以及項目對人口和環境敏感資源所提供的保護。是次環評亦建議了一個環境監察與審核計劃，以便檢查本工程項目符合環保規定的程度。



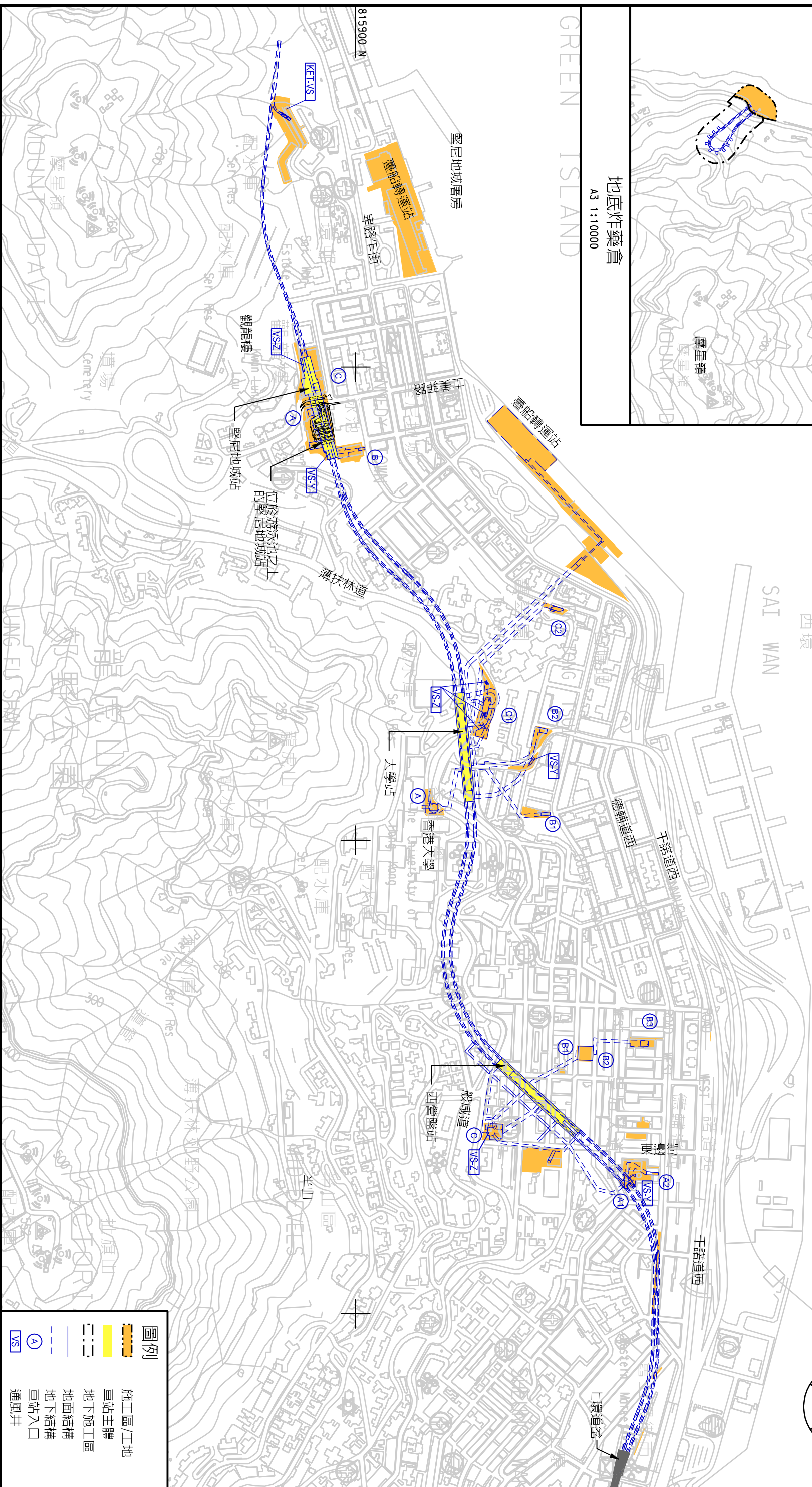
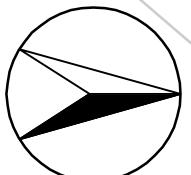
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圖例	
	施工區(工地)
	車站主體
	地下施工區
	地面結構
	地下結構
	車站入口
	通風井

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西港島線環境影響評估
西港島線全線示意圖

SCALE	DATE	DATE	REV
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