

# Request for Further Information under Section 8(1)

Refer to Section 2.8.3 – Barging Points, of the EIA Report

1. Further information on the option selection of barging points, considerations of the alternative locations and routings for delivery of construction and demolition materials (C&DM).
2. Further information on the environmental impacts due to the C&DM delivery to and from the Telegraph Bay Barging Point (TBBP) by a number of trucks via various public roads, like Victoria Road, Sha Wan Drive and Cyberport Road etc.
3. Further information on the control measures to reduce the environmental impacts associated with the operation of TBBP.

Need of Temporary Barging Points at Southern District

It is proposed to establish two temporary barging facilities within the Southern District for disposal of the excavated materials generated from the construction of the South Island Line (East) (SIL(E)). In view of the geographic locations of the major mucking out points for the excavated materials, it is recommended that separate barging points should be provided near the mucking out points at Island South for more efficient handling and disposal of the excavated materials, and in order to reduce impacts on traffic and the associated environmental impacts.

The overall traffic impact / congestion and associated environmental impacts would be considerably greater if no suitable locations for the proposed barging points could be identified within the Southern District, as the excavated materials would have to be transported by trucks to dumping facilities outside the district via Pok Fu Lam Road or Aberdeen Tunnel and even the Cross Harbour Tunnel, thus putting additional traffic to the major roads in / outside the Southern District. The progress of the construction works could also be affected.

Reasons of Selecting Temporary Barging Point at Telegraph Bay

Various alternative sites including either side of the Aberdeen Channel, the demolished barging point of Ocean Park project and seafront locations of Aberdeen and Ap Lei Chau, Kellett Bay and Telegraph Bay – existing Drainage Services Department (DSD)'s Hong Kong West Drainage Tunnel and Harbour Area Treatment Scheme (HATS) Stage 2A works areas were identified as possible barging point site at Island South.

As discussed in Section 2.8.3.2 of the EIA Report, use of the barging points at Aberdeen Channel, Ocean Park and Kellett Bay would result in either serious safety issues or too much traffic impact / congestion and associated environmental impacts. Hence these locations are considered as not practicable.

Taking into account land availability, extent and accessibility to sea front, road and marine traffic constraints, incompatible facilities and local residents' concerns, two sites were considered as viable for locating the temporary barging points on the south side of Hong Kong Island:

Site A – near Lee Nam Road;  
Site B – near Telegraph Bay.

It is proposed that Site A will be used mainly for disposal of excavated materials generated at works sites in Ap Lei Chau and Wong Chuk Hang depot, while Site B will mainly serve construction works for Nam Fung Tunnel. Setting up two temporary barging points at Island South is required to share the delivery volume and therefore minimize the environmental and traffic impact on the local community.

The site of the Telegraph Bay barging point is located at waterfront area of Telegraph Bay next to DSD's Hong Kong West Drainage Tunnel and HATS Stage 2A site offices. It is reasonably distant from nearby community and is well served by public roads that are still under capacity. It is currently proposed to use the established barging facilities of DSD's Hong Kong West Drainage Tunnel project as an alternative of constructing a new temporary pier at Telegraph Bay to minimize the environmental and traffic impacts on the Southern District as a whole. If there is no barging point at Telegraph Bay, the trucks may have to travel approximately additional 4km to Chai Wan Public Filling Barging Point for spoil disposal. This may cause other traffic and associated environmental impacts along the route to Chai Wan which includes a number of high-rise residential estates such as City Garden, Provident Centre, Tai Koo Shing, Heng Fa Chuen. Preliminary estimation shows that approximately 8,000 numbers of dwelling would be affected and the numbers might be increased subject to the transport route selected.

### Transport Route Selection

The community located in the area of Telegraph Bay comprises mainly residential and educational uses. Taking into account the concerns of the local community, it is currently proposed that the trucks travelling to the barging point would primarily take the route via Victoria Road (from Pok Fu Lam Road) and Sha Wan Drive and would depart via Cyberport Road (route 1), see **Figure 1**. Another option is that trucks would only travel to and from the barging point via part of the Victoria Road (from Pok Fu Lam Road) and Cyberport Road (route 2), see **Figure 2**. Moreover, trucks would not pass by schools near Telegraph Bay either using the proposed route 1 or route 2. The proposed two routes are assessed as the most appropriate routes which contain the shortest distance for truck travelling to and from the Telegraph Bay barging point. Longer distances would be required for other route alternatives such as via the Pok Fu Lam Road adjacent to the Queen Mary Hospital.

The capacity of the existing road network in the vicinity of the proposed barging points has been reviewed. The road capacity of the proposed truck delivery routes can handle the additional trucks and the existing traffic condition and associated environmental impacts would not be worsened due to the construction of SIL(E). In response to the comments received from the community, the average number of trucks going to the Telegraph Bay barging point has been reduced and would be approximately 150 per working day which is far less than the capacity of the road network. The truck movement would be within acceptable speed limit and safety procedures would be strictly adhered to. Potential environmental impact as a result of the aforesaid arrangement would unlikely be significant.

Temporary Traffic Management (TTM) works will be implemented if necessary to ensure the proposed construction traffic could be accommodated safely. For the proposed route 1, necessary improvement works to the junction of Victoria Road and Sha Wan Drive will be carried out as the TTM, see **Figure 3**. Minor kerb line adjustment and associated works would be carried out at the junction. Large scale excavation works involving many powered mechanical equipment are not anticipated. In this connection, the environmental impact arising from the junction improvement works is considered insignificant. The implementation of the TTM would be monitored by the Site Liaison Group (SLG) which comprises the Government departments including Highways Department, Transport Department and Hong Kong Police Force, and adequate mitigation measures as directed by the SLG would be implemented to minimize any environmental impacts arising from the TTM to the neighbourhood.

The proposed operation hours of the barging facility have been reduced to avoid causing traffic impact / congestion and associated environmental impacts during peak hours. The facility would be closed on public holidays. The delivery programme for offsite disposal would be well planned such that potential environmental impact from transporting the C&D material would be minimised.

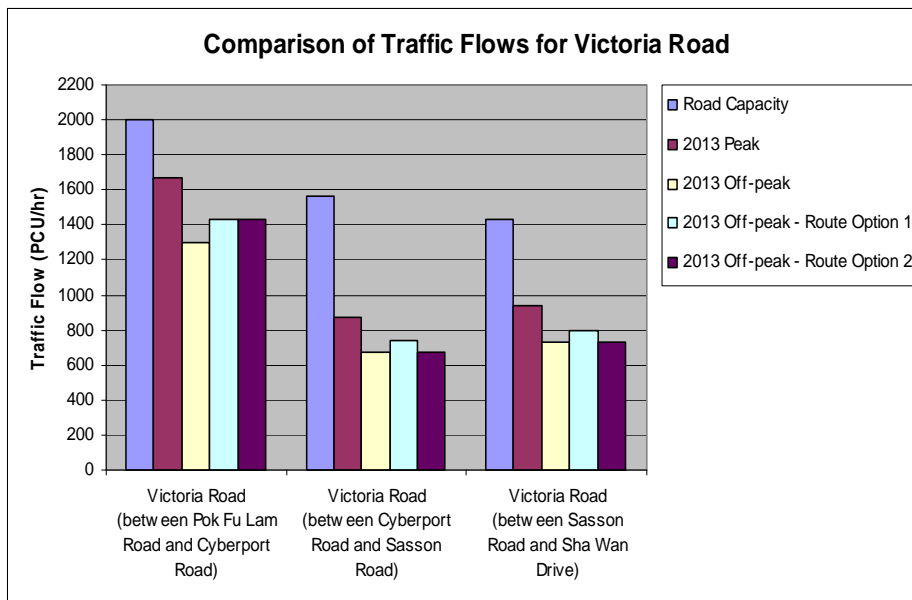
Environmental Acceptability due to Construction Traffic

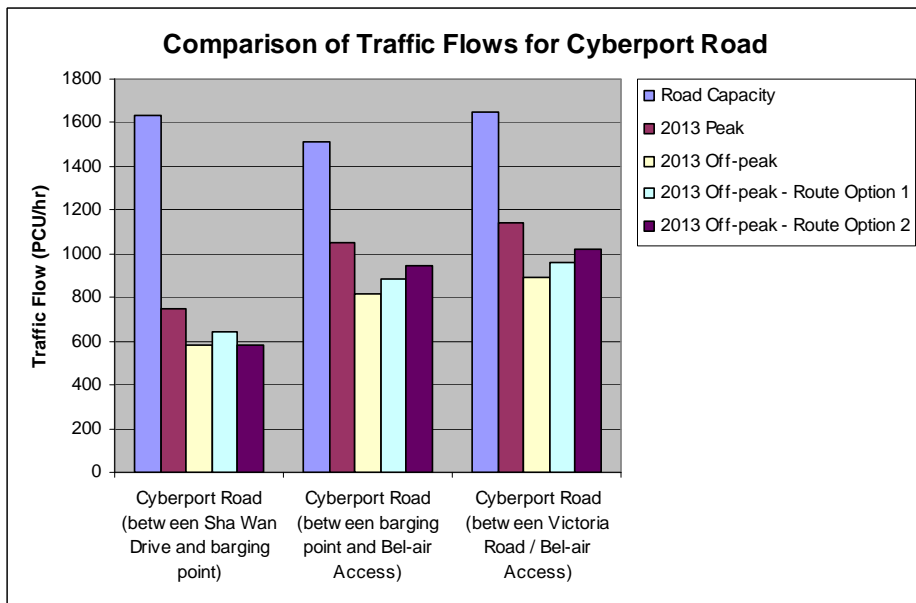
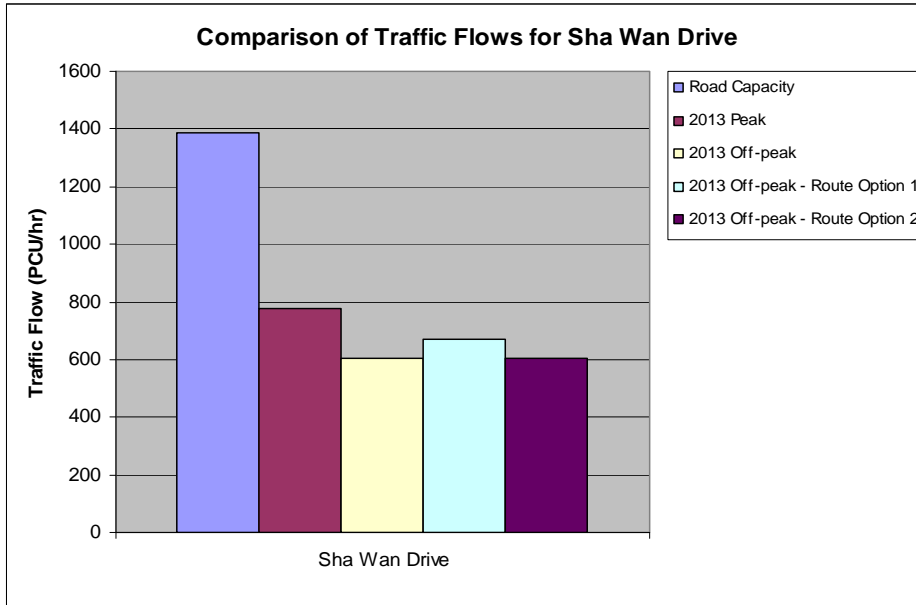
The temporary barging point at Telegraph Bay will operate from 2012 to 2014. According to the latest spoil disposal programme of the Project, the year with peak construction traffic to the Telegraph Bay barging point is identified to be 2013.

Anticipated dump truck traffic to the Telegraph Bay barging point is 65 PCU/hr\* (or 26 veh/hr). The proposed operation hour of the barging facility has been reduced and is assumed to be 6 hours daily (0900 to 1500). \* PCU/hr = Passenger Car Unit per hour

The contribution to the existing heavily trafficked Wong Chuk Hang Road, Aberdeen Praya Road and Shek Pai Wan Road from the construction traffic shall be limited. According to the 2009 Traffic Census, the annual average daily traffic of Wong Chuk Hang Road, Aberdeen Praya Road and Shek Pai Wan Road are approximately 59,615 vehicles, 35,827 vehicles and 32,580 vehicles respectively and thus the anticipated construction traffic is only less than 1% of the daily flow. Hence the study area is only focus on the barging point access route in Telegraph Bay area (i.e. from and to the Pok Fu Lam Road / Victoria Road Junction) with category of District Distributor or below.

The projected peak and off peak traffic flows in 2013 of the concerned major road links in Telegraph Bay area and their corresponding capacities are shown in Tables 1 and 2 of the **Appendix 1**. The estimated off-peak overall traffic flows i.e. with construction traffic along the concerned road links are derived as shown in Table 3 of the **Appendix 1**. The comparison of the “Road Capacity”, “Peak Hour Flow”, “Off-peak Hour Flow” and “Off-peak Hour with Construction Traffic” for the major road links are presented in chart diagrams as follows. As shown in chart diagrams, it is anticipated that all road links would be operating within their capacity during the off-peak with the construction traffic in place.





It is noted that the estimated flow of the “Off-peak Hour with Construction Traffic” scenario for the concerned road links are less than that of the “Background Peak Hour Flow” scenario. Hence, it is expected that the traffic condition with the construction traffic to / from the barging point at Telegraph Bay would be no worst than the peak hour background traffic condition. Only minor increment to the off-peak hour traffic flow is expected.

**Conclusion**

Based on the results of the road capacity assessment, the traffic condition with the construction traffic to / from the barging point at Telegraph Bay would be no worst than the peak hour background traffic condition and only minor increment to the off-peak hour traffic flow is anticipated. Thus, environmental concern in term of air quality and noise is considered insignificant.

According to the 2009 Traffic Census, the annual average daily traffic of Victoria Road is 7,890 vehicles. Therefore the anticipated construction traffic is only around 2% of the daily flow which is also considered as insignificant to the concerned area.

In view of the limited increment in the local traffic flow of the Telegraph Bay area, for both route options, the potential environmental impact due to the construction traffic is considered to be insignificant. In the selection of the route option, other factors e.g. road safety would also need to take into account apart from the environmental considerations.

Nevertheless, mitigation measures are proposed in order to minimize the potential environmental nuisance: (1) the tipping area at the barging point would be enclosed and covered trucks and wheel-washing bay would be used; (2) the operation of the barging point, the truck traffic operation as well as the environmental conditions would be closely monitored; (3) the Corporation encourages the use of Euro IV standard vehicles by the contractors, and has set up an incentive scheme in the construction contracts for good environmental protection performance of the contractors. The Corporation will continue to maintain communication with the local community during the construction stage.

Refer to Section 4.6.7.2 and Appendix 4.4 of the EIA Report

4. Further clarification on the water depth level covered in the marine ecological dive survey at Telegraph Bay.

The depth of spot dive indicated in the Dive Survey Report of the EIA Report is the depth of the spot location but not the area surveyed. During spot dive survey, the surveyor would search 10m distance within the spot for any coral communities. For the spot location of 5-8m depth on sloping seawall, the survey area would extend 10m down slope of the seawall which covers water depth level of more than 8m. On this basis, the dive survey conducted in Telegraph Bay has reached water depth level of more than 8m which covered the sea bed level at approximate -6.96mPD. Over the course of the dive survey, no black coral was found in the Project Area at the water depth level of more than 8m.

Refer to Section 4.6.4 of the EIA report – Impact on the Short-nosed Fruit Bats at Sham Wan Towers

5. Are there any other suitable Chinese Fan-palm or Petticoat Palm near the affected ones so that the bats can roost?

Chinese Fan-palms are commonly planted in the urban park, garden and roadside planting area in Ap Lei Chau. Aside from Sham Wan Towers, Short-nosed Fruit Bat roosting underneath Chinese Fan-palm was noted near Wong Chuk Hang Road over the course of the field survey which indicates such roosting habitat is common in the territory.

Refer to Section 4.7.2.1 of the EIA report – Mitigation for Loss of Ardeid Night Roost Habitat

6. Regarding mitigation for the loss of Ardeid night roost habitat, what are the species of trees being affected? Will they be planted before the disturbance to existing habitat being started?

Referring to Chapter 2 Study on Wong Chuk Hang Ardeid Night Roost in Appendix 4.8 of the EIA report, the tree species they used for night roosting are mostly amenity species such as *Mallotus paniculatus*, *Macaranga tanarius*, *Leucaena leucocephala*, *Ficus hispida* and *Cratoxylum cochinchinense*. Such plant species are common in the territory and the woodland contiguous with the affected area. On-site replanting before disturbance is not feasible given the limited available space, but compensation replanting of plant species used by ardeid species will be provided adjacent to the affected area upon completion of the construction phase.



Refer to Sections 4.4.3.2 and 4.5.4 (Table 4.10 on pages 4-21 and 4-22) of the EIA report – Avifauna and Evaluation of Faunal Species of Conservation Interest within Project Area

7. a) Please clarify the conservation status of Intermediate Egrets.  
b) As Intermediate Egrets and Great Egrets look alike, will any Intermediate Egret individual be missed in the survey at the lower end of Wong Chuk Hang Nullah?

Intermediate Egret is a common passage migrant throughout Deep Bay, scarce in summer and winter. It usually occurs in freshwater wetland or open grassland, but its occurrence in urban area is unusual.

Although Great Egret and Intermediate Egret look alike, they can be separated by trained ecologist through the difference in morphological features and more importantly their habitat. The lower course of Wong Chuk Hang Nullah resembles natural watercourse habitat. Such habitat is seldom used by Intermediate Egret but commonly used by Great Egret. Given the difference in habitat preference, the chance of missing the Intermediate Egret due to mis-identification at the lower course of Wong Chuk Hang Nullah is minimal.

## Refer to Section 3.4.1.5 of the EIA report – Mitigation Construction Airborne Noise Impact

8. Several Noise Sensitive Receivers (NSRs) will still be affected by construction noise exceeding the noise criteria. In Section 3.4.1.7, the noise received by many of these NSRs will very likely be improved to very limited extent after further mitigation measures being taken. Have the proponent contacted these NSRs to inform them of their situations? Is there any proposal to form liaison group(s) with these NSRs to solve any ad hoc noise problems or complaints?

The assessment of the potential construction noise impact at the NSRs in the EIA report is based on a construction programme and plant inventory which are well balanced between engineering practicality, environmental impact and duration of the construction though exceedances in criteria were still predicted. An environmental monitoring and audit programme has been recommended to ensure the mitigation measures proposed and good site practices are properly implemented during construction phase.

Numerous public forums and resident meetings have been held by MTRCL. The Corporation will continue to maintain communication with the local community and listen to their views including concern on construction noise. Similar to the practice adopted in other MTRCL's projects, community liaison group will be formed during construction phase so to keep close liaison with the affected parties.

Please clarify the following uncertainties

9. a) Predicted air-borne and ground-borne noise during the construction and operation phases of the Project;
- b) Effectiveness of the mitigation measures related to the above noise impacts; and whether a “worst-scenario” approach is adopted in preparing the mitigation measures.

The predictions were based on relevant Technical Memoranda, Environmental Protection Department’s Guidance Note and methodologies adopted for local and international railway noise assessment studies in agreement with the authority. In addition, conservative approach has been applied to the noise predictions.

Use of quiet Powered Mechanical Equipment, movable noise barriers and enclosures etc have been proposed to mitigate the potential construction noise impact on neighborhood NSRs in accordance with EIAO Guidance Note No. 9/2004.

Noise barriers/ semi-enclosures and resilient trackform have been proposed for use, where necessary, to mitigate the airborne and ground-borne railway noise impacts. These noise mitigation measures were successfully applied to local and international railway projects such as West Rail.

“Worst-scenario” approach has been adopted for the assessment and in the recommendation of the mitigation measures.

## APPENDIX 1

Table 1 Projected Background Traffic Flows at Concerned Road Links (2013 Peak Hour)

Road Link	Direction	Capacity (PCU/hr)	Traffic Flow (PCU/hr)
Victoria Road (between Pok Fu Lam Road and Cyberport Road)	Eastbound	1000	715
	Westbound	1000	950
Victoria Road (between Cyberport Road and Sasson Road)	Southbound	780	380
	Northbound	780	490
Victoria Road (between Sasson Road and Sha Wan Drive)	Southbound	610	405
	Northbound	820	530
Sha Wan Drive	Southbound	820	415
	Northbound	568	360
Cyberport Road (between Sha Wan Drive and barging point)	Southbound	815	360
	Northbound	815	385
Cyberport Road (between barging point and Bel-air Access)	Southbound	755	505
	Northbound	755	545
Cyberport Road (between Victoria Road / Bel-air Access)	Southbound	920	460
	Northbound	731	685

Note: Construction traffic of DSD's HATS Stage 2A has been incorporated into the background flow

Table 2 Projected Background Traffic Flows at Concerned Road Links (2013 Off-peak Hour)\*\*

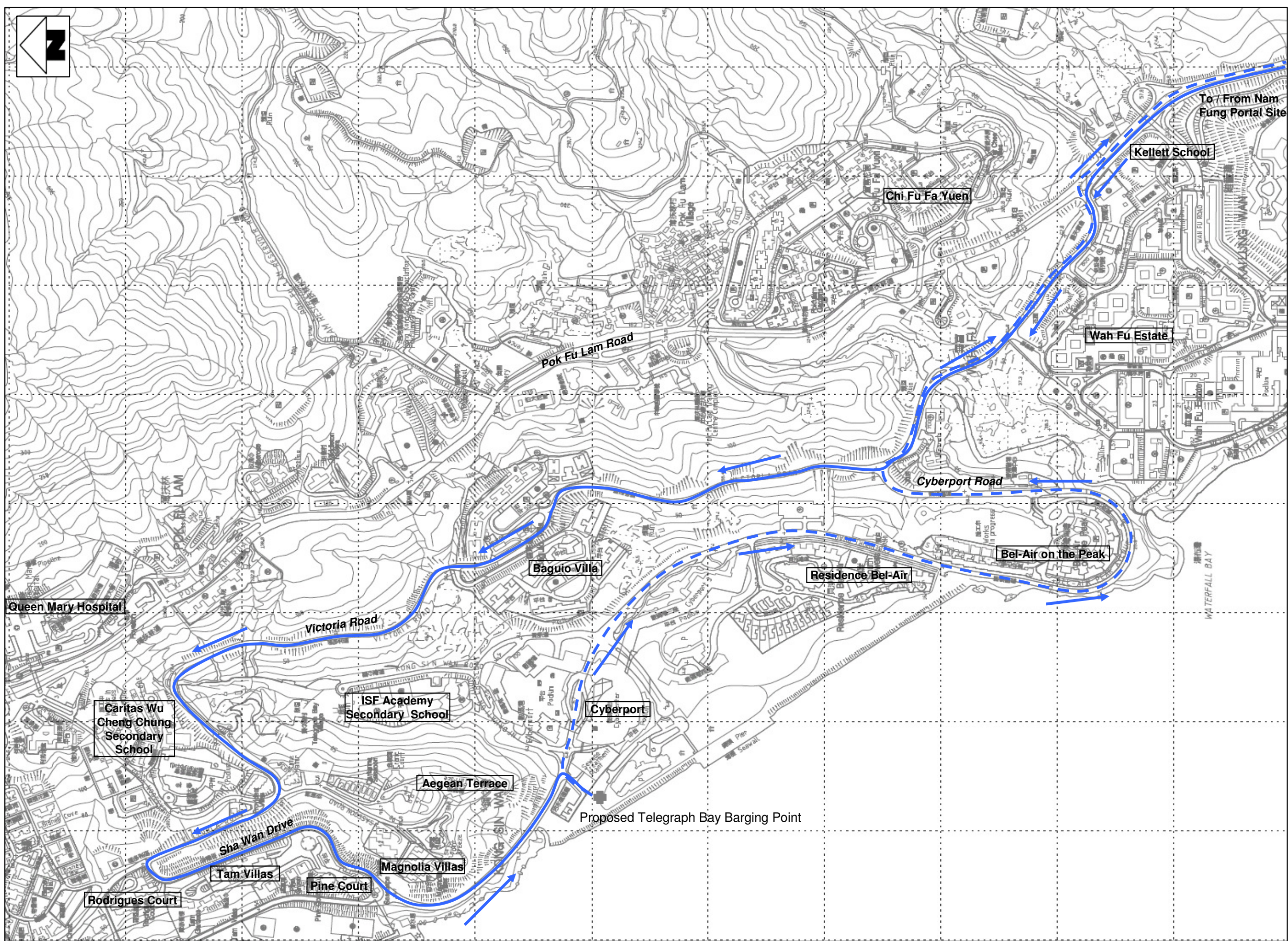
Road Link	Direction	Capacity (PCU/hr)	Traffic Flow (PCU/hr)
Victoria Road (between Pok Fu Lam Road and Cyberport Road)	Eastbound	1000	558
	Westbound	1000	741
Victoria Road (between Cyberport Road and Sasson Road)	Southbound	780	296
	Northbound	780	382
Victoria Road (between Sasson Road and Sha Wan Drive)	Southbound	610	316
	Northbound	820	413
Sha Wan Drive	Southbound	820	324
	Northbound	568	281
Cyberport Road (between Sha Wan Drive and barging point)	Southbound	815	281
	Northbound	815	300

Road Link	Direction	Capacity (PCU/hr)	Traffic Flow (PCU/hr)
Cyberport Road (between barging point and Bel-air Access)	Southbound	755	394
	Northbound	755	425
Cyberport Road (between Victoria Road / Bel-air Access)	Southbound	920	359
	Northbound	731	534

\*\* A junction assessment for Pok Fu Lam Road / Victoria Road junction capacity has been carried out for both peak and off-peak hours. According to the projected movements of the junction assessment, the total flows are 4,765 PCU/hr and 3,715 PCU/hr for the period of 0800 to 0900 and 0900 to 1000 respectively at the junction of Victoria Road / Pok Fu Lam Road. This shows that the flow one hour after AM peak is about 78% of the flow of AM peak. With reference to this figure, it is assumed that the off-peak traffic flow is about 78% of the peak hour flow which is the worst case traffic flow prediction for the AM off-peak hours.

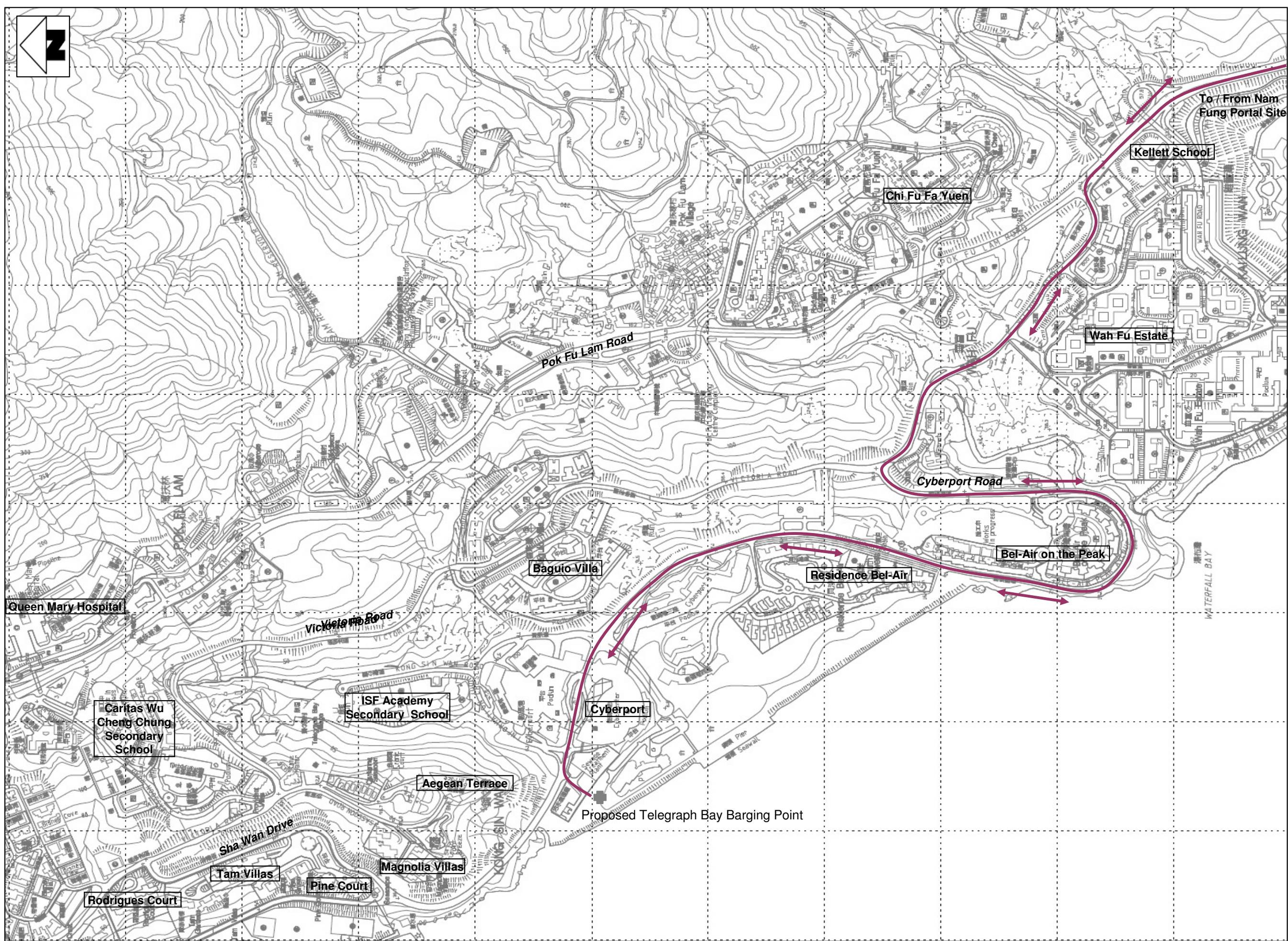
Table 3 Projected Overall Traffic Flows at Concerned Road Links (2013 Off-peak Hour)

Road Link	Direction	Capacity (PCU/hr)	Route 1 Traffic (PCU/hr)	Route 2 Traffic (PCU/hr)
Victoria Road (between Pok Fu Lam Road and Cyberport Road)	Eastbound	1000	623	623
	Westbound	1000	806	806
Victoria Road (between Cyberport Road and Sasson Road)	Southbound	780	296	296
	Northbound	780	447	382
Victoria Road (between Sasson Road and Sha Wan Drive)	Southbound	610	316	316
	Northbound	820	478	413
Sha Wan Drive	Southbound	820	389	324
	Northbound	568	281	281
Cyberport Road (between Sha Wan Drive and barging point)	Southbound	815	346	281
	Northbound	815	300	300
Cyberport Road (between barging point and Bel-air Access)	Southbound	755	459	459
	Northbound	755	425	490
Cyberport Road (between Victoria Road / Bel-air Access)	Southbound	920	359	424
	Northbound	731	599	599



- Proposed Dump Truck Routing to Telegraph Bay Barging Point      ← Route Direction
- - - Proposed Dump Truck Routing from Telegraph Bay Barging Point

Figure 1. Proposed Option 1 Route of Trucks travelling to and from Telegraph Bay Barging Point



— Proposed Dump Truck Routing to and from Telegraph Bay Barging Point  
↔ Route Direction

Figure 2. Proposed Option 2 Route of Trucks travelling to and from Telegraph Bay Barging Point



Figure 3. Location of the Proposed Junction Improvement Works at Victoria Road / Sha Wan Drive