

**SHA TIN NEW TOWN – STAGE II
TRUNK ROAD T4**

PROJECT PROFILE

**Prepared in accordance with the
Environmental Impact Assessment Ordinance
(Cap 499)**

**New Territories East Development Office
Territory Development Department
1213, Chinachem Golden Plaza
77 Mody Road
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Kowloon**

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Drawing

Drawing Nos. STZ0143, 0144, 0145 & 0146

1. Basic Information

1.1 Project Title

Trunk Road T4 in Sha Tin

1.2 Purpose and Nature of Project

The proposed Trunk Road T4 is an elevated road connecting the proposed Road T3 in Tai Wai and Sha Tin Road. It will also provide connections to Shing Mun Tunnel Road and Che Kung Miu Road.

The existing Tai Po Road (Sha Tin Section) is experiencing extensive traffic congestion during peak hours. The review carried out by Transport Planning Unit of Transport Department in early 2001 revealed that Sha Tin Road and Tai Po Road (Sha Tin Section) would be operating at or above capacity with the respective v/c ratios up to 1.1 and 1.3 in 2016. Sha Tin Road would be overloaded with a v/c ratio of 1.2 even in 2011.

The implementation of Trunk Road T4 in time would relieve congestion along Sha Tin Road and Tai Po Road (Sha Tin Section) with v/c ratios lowered to the range of 0.7 – 0.9. In addition, the provision of Trunk Road T4 would greatly enhance the operational effectiveness of the local roads within the Sha Tin Town Centre area by diverting a substantial amount of the through traffic from the Sha Tin New Town, which comprises the Sha Tin and Ma On Shan districts, and the NENT region to the urban regions via the proposed Route 9 (Cheung Sha Wan – Sha Tin) and Road T3 as well as the existing Route 5 (Shing Mun Tunnel) and vice versa.

A Preliminary Project Feasibility Study (PPFS) for this project was completed in February 1997. The PPFS Report recommended a detailed Environmental Impact Assessment (EIA) be carried out to address the environmental issues and examine the extent of investigation measures necessary for compliance with HKPSG standards. The EIA will form part of an Investigation Assignment (IA) Study consultancy assignment, which will also include traffic and drainage impact assessments, site investigation works and preparation of a preliminary design for the project. Detailed design will commence upon completion of this IA.

1.3 Name of Project Proponent

New Territories East Development Office, Territory Development Department

1.4 Location and Scale of Project

The proposed Trunk Road T4 is mainly located along the Lion Rock Tunnel Road corridor between Tai Po Road (Sha Tin) and Sha Tin Road. Slip roads will be provided to connect with Shing Mun Tunnel Road, Che Kung Miu Road, Trunk Road T3 and Sha Tin Road. Site location plans, Drawing Nos. STZ0143 and STZ0144 are attached.

This project involves the construction of about 1.6km of dual 2-lane elevated carriageways of trunk road standard.

1.5 Number and Type of Designated Projects to be Covered

The project covered in the project profile is a Designated Project under the Environmental Impact Assessment Ordinance (EIAO) by virtue of Schedule 2 under the Ordinance.

Item 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 Persons

2. **Outline of Planning and Implementation Programme**

2.1 Project Planning and Implementation

Consultants will be engaged to carry out this IA (including EIA study), preliminary design and detailed design for the Project and supervise the subsequent construction works.

2.2 Tentative Implementation Programme

It is intended to appoint consultants in July 2002 for this investigation assignment. The study would last for eighteen months and the deliverables, including the EIA, Drainage Impact Assessment (DIA), Traffic Impact Assessment (TIA) and the final design reports will be submitted in December 2003 for approval under EIAO. Detailed design is programmed to start in April 2004 and complete by October 2005 for construction to start in August 2006 and complete by November 2009.

3. Possible Impacts on the Environment

3.1 Ecological Impact

Most part of the alignment of the proposed Trunk Road T4 is along existing transport corridor and will not cross over any area of significant ecological value. It was therefore concluded in the PPFS report adopted in February 1997 that ecological impact from the project is minimal and assessment of ecological impact is therefore not required.

3.2 Noise, Air Quality and Water Quality Impacts

3.2.1 Construction Phase

During construction, activities on the site could result in excessive noise and other short-term adverse impacts on air quality and water quality. The study would assess and recommend appropriate control measures to be taken to prevent such adverse impacts.

3.2.2 Operational Phase

The existing and planned housing development adjacent to the proposed trunk road could be subject to the noise and vehicular emission when the trunk road is in operation. These impacts will be assessed and mitigation measure will be proposed under the study to cater for the effects.

3.3 Waste Management

Waste management and control, for example, excavated material, construction and demolition wastes, etc. in the construction stage will also be addressed in the study. The PPFS report has identified the areas to be resumed or cleared for the project. No land contamination issue has been identified in these areas.

3.4 Landscape and Visual Impacts

The project will involve earthworks, construction of bridges and earth retaining structures, which may disturb the natural topography, natural stream and woodland within the site. This may also affect the landscape characteristics and create visual impacts. The potential landscape and visual impacts would be addressed with suitable mitigation measures in the study.

4. Major Elements of the Surrounding Environment

4.1 Existing and Planned Sensitive Receivers

During the construction stage and after completion of Trunk Road T4, the existing and planned sensitive receivers, which might be affected, are listed as below and as shown on Drawing Nos. STZ0145 & 0146: -

Ref. No.	Location	Status
ESR1	Tung Lo Wan Village	Existing
ESR2	Sha Tin Clinic	Existing
ESR3	On Ting Terrace	Existing
ESR4	Villa Maria and adjoining developments, including the existing church at Chung Ling Lane	Existing
ESR5	Heritage Museum	Existing
ESR6	Ecclesia Bible College	Existing
ESR7	Scenery Court	Existing
ESR8	Hilton Plaza	Existing
ESR9	Sha Tin Tau Village	Existing
ESR10	Chun Shek Estate	Existing
ESR11	Shan Ha Wai (Tsang Tai Uk)	Existing
ESR12	Pok Hong Estate	Existing
ESR13	Mei Lam Estate	Existing
ESR14	Tsok Pok Hang New Village	Existing
PSR1	Proposed residential housing developments along and near Tung Lo Wan Hill Road, Tai Wai	Planned
PSR2	Proposed residential housing development at Che Kung Miu Station (CKMS) of the Kowloon Canton Railway Corporation (KCRC) East Rail Extension (Ma On Shan (MOS) Rail) project	Planned
PSR3	Proposed residential housing development at “Ng Yuen”, opposite CKMS of the MOS Rail	Planned

4.2 Natural Environment

During the construction stage and after completion of Trunk road T4, the sensitive parts of the natural environment, which might be affected, are listed as below and as shown on Drawing Nos. STZ0145 & 0146: -

Ref. No.	Location
N1	The natural hillside along Lion Rock Tunnel Road at Pok Hong Estate
N2	The natural hillside along Shing Mun Tunnel Road beside Tung Lo Wan Village
W1	Shing Mun River Channel
W2	Kwun Yam Shan Stream

The Kwun Yam Shan Stream runs at the south of Trunk road T4 as shown on Drawing No. STZ0146. The stream is connected to drainage channels and is not within the project boundary.

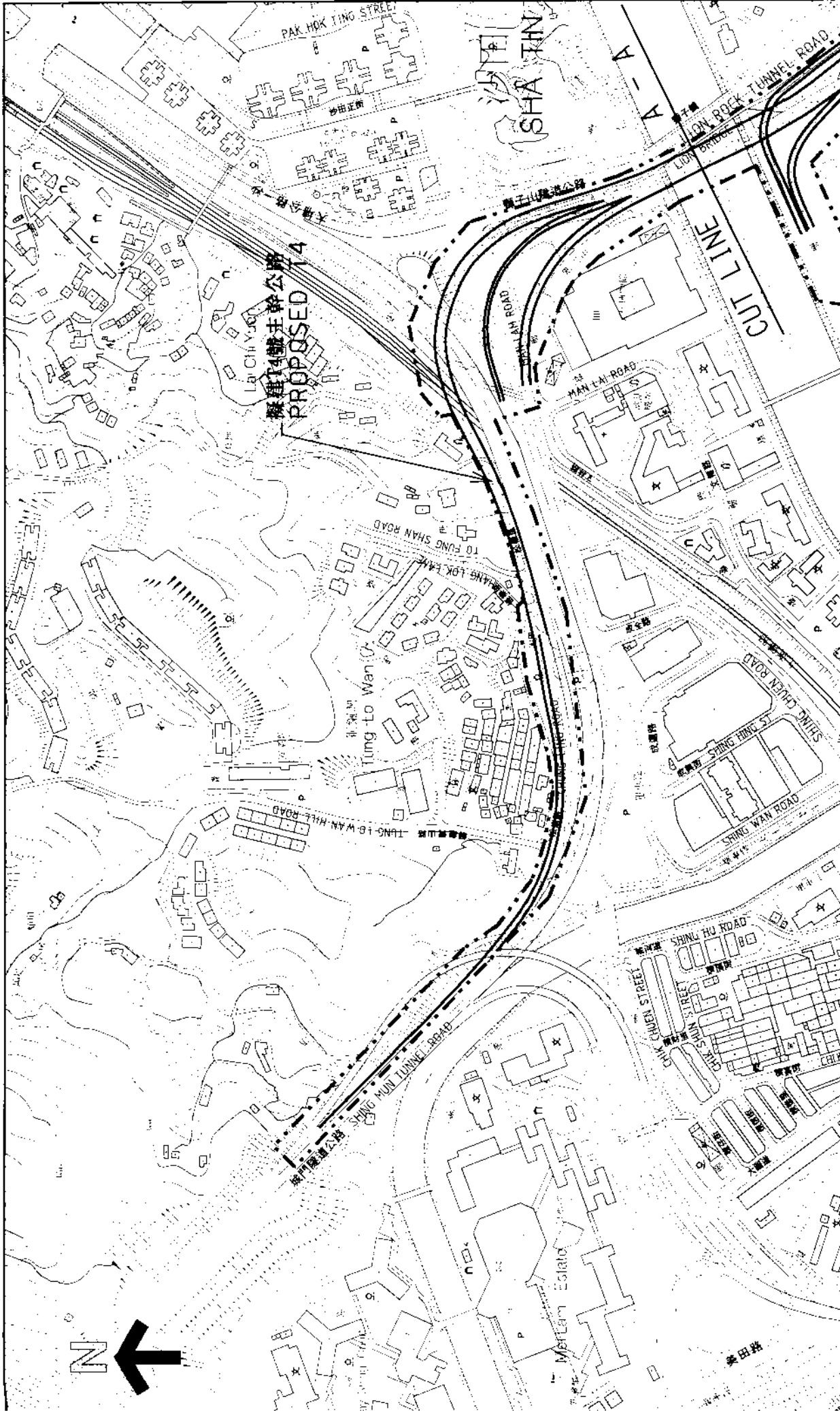
5. Environmental Protection Measures and Environmental Implications

5.1 Measures to Minimize Environmental Impacts

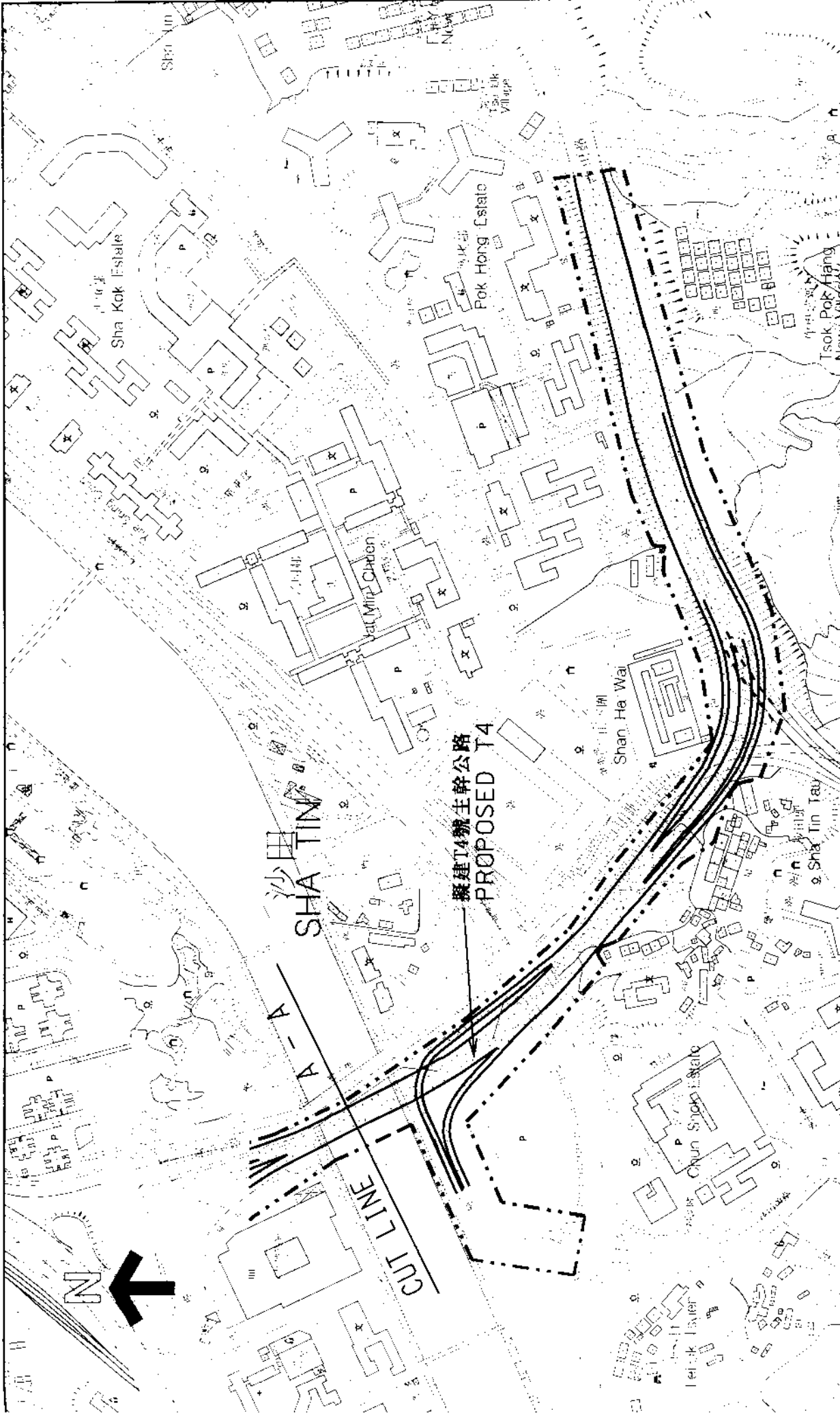
- (i) To implement all control measures applicable to construction works to mitigate environmental impacts during construction stage of the project.
- (ii) To preserve the existing natural terrain as much as possible.
- (iii) To provide measures to reduce the noise impact on the residents, including necessary installation of barriers and enclosures, and to provide measures to reduce landscape and visual impacts, in order to comply with Hong Kong Planning Standard Guidelines (HKPSG) and Environmental Impact Assessment Ordinance Technical Memorandum (EIAOTM).

5.2 Possible Severity, Distribution and Duration of Environmental Effects

- (i) During construction, site activities could result in short-term adverse impact on air quality, water quality and noise on the adjacent sensitive receivers and natural environment.
- (ii) The permanent environmental effects should be reduced to acceptable standards.



擬建T4號主幹公路之位置 PROPOSED ROAD ALIGNMENT OF TRUNK ROAD T4 (二張中之第一張) (SHEET 1 OF 2)		繪圖日期 24.11.01		繪圖比例 1 : 5 000		辦事處 新界東拓展處 NT EAST DEVELOPMENT OFFICE	
繪圖人 S Y WONG		校對 K M WU		核准 C K TAM		圖則編號 drawing no. STZ0143	
簽署 Jy		簽署 Ake		簽署 C		日期 24.11.01	
日期 24.11.01		日期 24.11.01		日期 7.12.01		署 拓展署 TERRITORY DEVELOPMENT DEPARTMENT	




擬建T4號主幹公路
PROPOSED T4

別名稱 drawing title

擬建T4主幹公路之位置

PROPOSED ROAD ALIGNMENT OF TRUNK ROAD T4

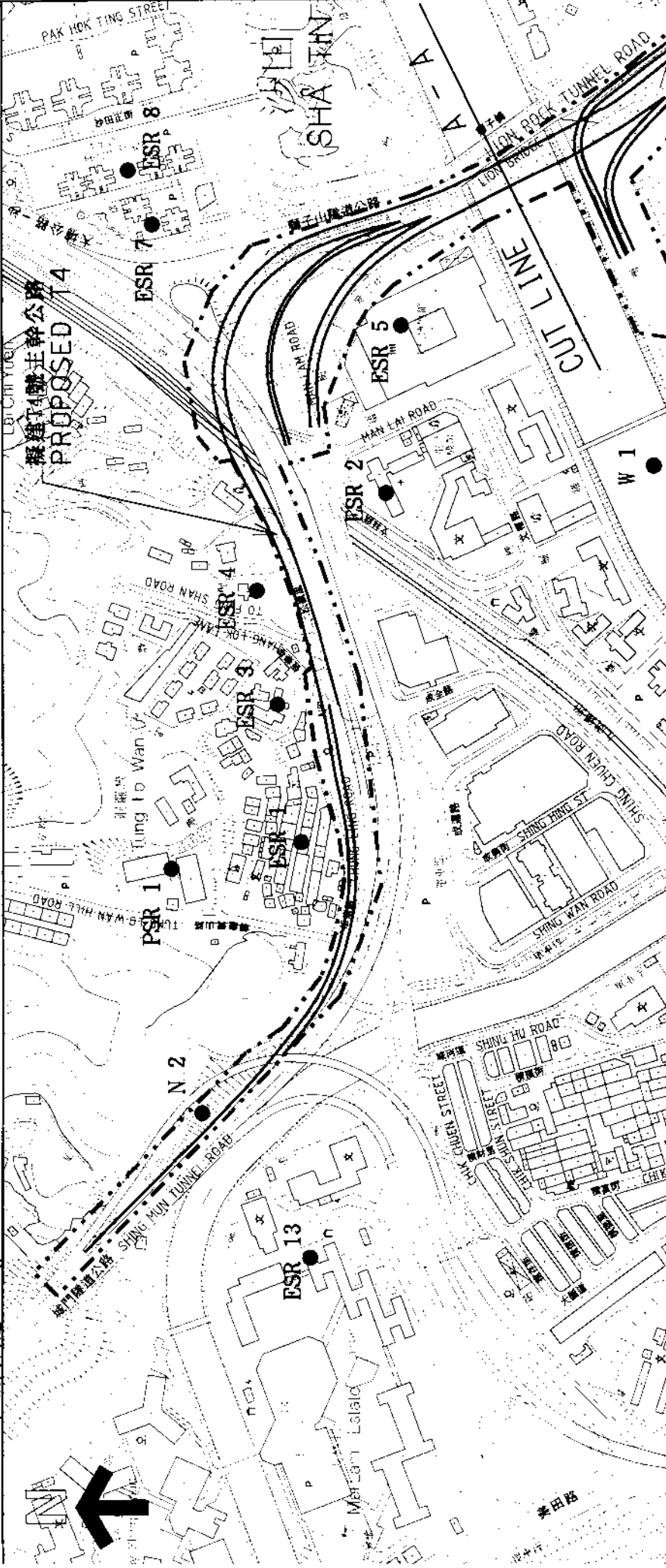
(二張中之第二張)
(SHEET 2 OF 2)

繪圖 drawn	簽署 initial	日期 date	比例 scale	辦事處 office
S Y WONG	dyj	24.11.01	1 : 5 000	新界東拓展處 NT EAST DEVELOPMENT OFFICE
核對 checked	簽署 initial	日期 date	圖則編號 drawing no.	 拓展署 TERRITORY DEVELOPMENT DEPARTMENT
K M WU	AKC	24.11.01	STZ0144	
核准 approved	簽署 initial	日期 date		
C K TAM	ck	7.12.01		

位置 LOCATION

引編號 Ref.No.

ESR 1	銅鑼灣村 Tung Lo Wan Village
ESR 2	沙田診療所 Sha Tin Clinic
ESR 3	安定台 On Ting Terrace
ESR 4	Villa Maria 及其鄰近發展, 包括位於松嶺里之教堂 Villa Maria and adjoining developments, including the existing church at Chung Ling Lane
ESR 5	文化博物館 Heritage Museum
ESR 7	蔚景園 Scenery Court
ESR 8	希爾頓中心 Hilton Plaza
ESR 13	美林邨 Mei Lam Estate
N 2	傍靠城門隧道公路及銅鑼灣村之天然山坡 The natural hillside along Shing Mun Tunnel Road beside Tung Lo Wan Village
PSR 1	鄰近大圍銅鑼灣山路之擬建住宅房屋發展 Proposed residential housing developments along and near Tung Lo Wan Hill Road, Tai Wai
W 1	城門河道 Shing Mun River Channel



名稱 drawing title

感應強的地方之位置
LOCATION OF SENSITIVE RECEIVERS
 (二張中之第一張)
 (SHEET 1 OF 2)

繪圖 drawn	S Y WONG	簽署 initial	SY	日期 date	24.11.01
核對 checked	K M WU	簽署 initial	KM	日期 date	24.11.01
核准 approved	C K TAM	簽署 initial	CT	日期 date	7.12.01

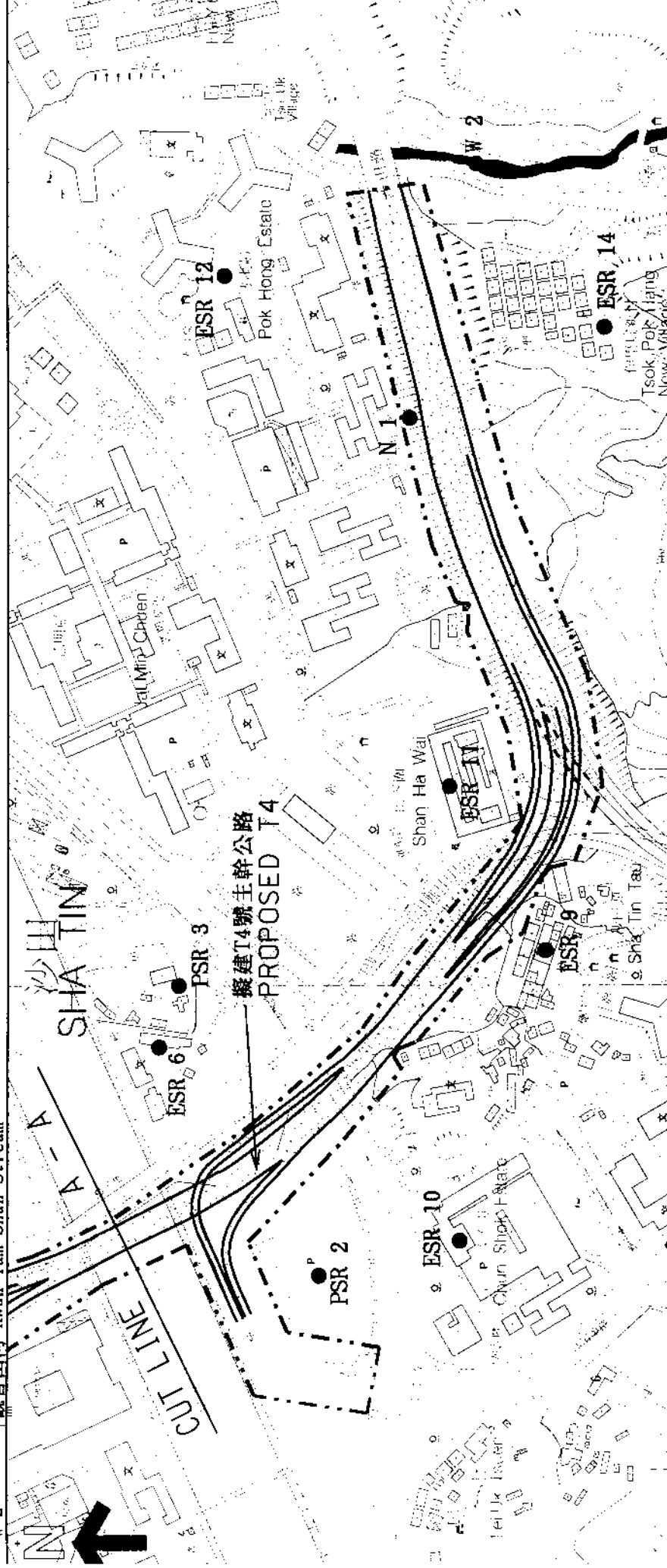
比例 scale	1 : 5 000
圖則編號 drawing no.	STZ0145

辦事處 office
新界東拓展處
 NT EAST DEVELOPMENT OFFICE



拓展署
 TERRITORY DEVELOPMENT DEPARTMENT

編號 Ref. No.	位置 LOCATION
ESR 6	神召神學院 Ecclesia Bible College
ESR 9	沙田頭村 Sha Tin Tau Village
ESR 10	寮石邨 Chun Shek Estate
ESR 11	山下圍 (曾大屋) Shan Ha Wai (Tsang Tai Uk)
ESR 12	博康邨 Pok Hong Estate
ESR 14	作學坑新村 Tsok Pok Hang New Village
N 1	傍靠獅子山隧道公路及博康邨之天然山坡 The natural hillside along Lion Rock Tunnel Road at Pok Hong Estate
PSR 2	九廣鐵路東鐵支線 (馬鞍山段) 於車公廟站之擬建住宅房屋發展 Proposed residential housing development at Che Kung Miu Station (CKMS) of the Kowloon Canton Railway Corporation (KCRC) East Rail Extension (Ma On Shan (MOS) Rail) project
PSR 3	九廣鐵路東鐵支線 (馬鞍山段) 車公廟站對面的吳國之擬建住宅房屋發展 Proposed residential housing development at "Ng Yuen", opposite CKMS of the MOS Rail
W 2	靚音山河 Kwun Yam Shan Stream



名稱 drawing title 感應强的地方之位置 LOCATION OF SENSITIVE RECEIVERS (二張中之第二張) (SHEET 2 OF 2)	繪圖 drawn S Y WONG	簽署 initial Jy	日期 date 24.11.01	辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE
	核對 checked K M WU	簽署 initial AK	日期 date 24.11.01	比例 scale 1 : 5 000
	核准 approved C K TAM	簽署 initial CJ	日期 date 7.12.01	圖則編號 drawing no. STZ0146
				拓展署 TERRITORY DEVELOPMENT DEPARTMENT