



土木工程拓展署

Civil Engineering and Development Department

Slip Roads from Tsing Tsuen Road to Tsuen Wan Road, and from Ma Tau Pa Road/Wing Shun Street to Tsuen Wan Bypass

Project Profile

(Ref. 053-03)

April 2011

Reviewed:

A blue ink signature of Bosco Wong, written in a cursive style, positioned above a horizontal line.

Bosco Wong

11 April 2011

Approved for Issue:

A black ink signature of Charles Luk, written in a cursive style, positioned above a horizontal line.

Charles Luk

11 April 2011

AECOM ASIA COMPANY LIMITED

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1 BASIC INFORMATION

Project Title

- 1.1 The title of the proposed project is “Slip Roads from Tsing Tsuen Road to Tsuen Wan Road, and from Ma Tau Pa Road/Wing Shun Street to Tsuen Wan Bypass” (hereinafter named as the Project).

Purpose and Nature of the Project

- 1.2 Tsuen Wan Road (TWR) is part of a strategic road network carrying a significant volume of long distance traffic through the Tsuen Wan area, between the north-west New Territories, Kowloon and Tsing Yi. It also functions as a collector-distributor road in Tsuen Wan.
- 1.3 Future development of north-west New Territories, operation of MTRC west rail and corresponding residential and commercial developments, as well as the planned MTR residential developments TW5, TW6 and TW7 would definitely lead to an increase of traffic demand of the region. It is anticipated that the vehicle/capacity (V/C) ratio on TWR will be increased up to 1.3 by 2016, leading to serious traffic congestion problem.
- 1.4 In July 2002, the former Territory Development Department (TDD) engaged consultants to carry out an Environmental Impact Assessment (EIA) under the Investigation Assignment. The EIA report for *Tsuen Wan Bypass, Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange, and associated Junction Improvement Works* was approved under the EIA Ordinance in December 2008.
- 1.5 AECOM Asia Co. Ltd. was commissioned by Civil Engineering and Development Department (CEDD) to undertake the Design and Construction Assignment under Agreement No. CE1/2009 (HY) for Tsuen Wan Bypass, Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange, and associated Junction Improvement Works.
- 1.6 Subsequent to the engineering design review, changes to the layout adopted in the previous approved EIA have been made. Two additional slip roads are proposed to the original scheme:
- Slip Road B: 1-lane up ramp from Ma Tau Pa Road/Wing Shun Street to the proposed Tsuen Wan Bypass (TWB) Kowloon Bound; and
 - Slip Road C: 1-lane carriageway on elevated structure from Tsing Tsuen Road Tsuen Wan bound to Tsuen Wan Road (TWR) Kowloon bound.

Name of Project Proponent

- 1.7 Civil Engineering and Development Department (CEDD) is the Project Proponent.

Background and Project Description

- 1.8 The original road scheme, as adopted in the approved EIA (December 2008), includes the construction of 2.1 km viaducts, namely Tsuen Wan Bypass (TWB) between Tuen Mun Road and Tsuen Tsing Interchange along the existing elevated Tsuen Wan Road (TWR), and widening of the existing at-grade TWR between Tsuen Tsing Interchange and Kwai Tsing Interchange. The road scheme also includes the provision of the following slip roads:
- an up ramp from the Hoi On Road/Hoi Hing Road junction to the proposed TWB Kowloon bound;
 - a down ramp from the proposed TWB Tuen Mun bound to Hoi On Road/Hoi Hing Road junction; and
 - a down ramp from the proposed TWB Kowloon bound to at-grade Texaco Road.

- 1.9 Whilst the TWB and widening of TWR will improve the traffic condition of the existing TWR between Tuen Mun Road and Kwai Tsing Interchange, there were suggestions from the District Councils for improving the connectivity of the main TWR corridor by provision of additional slip roads. Subsequent to the review of the engineering feasibility and the associated improvement to traffic, the following two slip roads will be added to the Project for implementation.
- Slip Road from Ma Tau Pa Road/Wing Shun Street to TWB Kowloon Bound (Slip Road B) – There are significant amount of vehicles from the industrial area bounded by Texaco Road and Ma Tau Pa Road heading towards Kwai Tsing and Kowloon travelling through Lung Tak Street, Texaco Road, Tsuen Tsing Interchange and then TWR. To improve the junction performance of Texaco Road/Lung Tak Street Junction and Tsuen Tsing Interchange, a proposed up ramp from Ma Tau Pa Road / Wing Shun Street / Texaco Road Junction to TWB Kowloon bound, serving as an additional access route to TWR Kowloon bound, is added to the original scheme. To facilitate the construction of Slip Road B, the existing Texaco Road North bound will be realigned and the junction of existing Ma Tau Pa Road and Texaco Road will also be improved.
 - Slip Road from Tsing Tsuen Road Tsuen Wan bound to TWR Kowloon bound (Slip Road C) – To improve the junction performance of Tsuen Tsing Interchange, a proposed elevated road from Tsing Tsuen Road Tsuen Wan bound to TWR Kowloon bound, serving as an exclusive slip road bypassing Tsuen Tsing Interchange, is added to the original scheme. The existing slip roads from Tsing Tsuen Road near Tsuen Tsing Interchange will be realigned to accommodate the proposed columns of Slip Road C. Besides, the adjacent slope will be modified accordingly.
- 1.10 In order to achieve an overall traffic improvement to the area, and owing to the similar nature of construction works and overlapping of construction areas, these two additional slip roads will be constructed in conjunction with the construction of TWB and widening of TWR under the same construction contract. In this connection, these two slip roads will be open for road traffic at the same time as the TWB and the widened TWR.

Location and Scale of Project

- 1.11 The subject site is located in the existing urban area of Tsuen Wan (see **Drawing Nos. 1.1 to 1.3**).

Number and Types of Designated Projects Covered by the Project Profile

- 1.12 This Project is a Designated Project (DP) under Part I Schedule 2, A8 – “A road or railway bridge more than 100m in length between abutments”.

Name and Telephone Number of Contact Person(s)

- 1.13 All queries regarding the project can be addressed to:

Name: Mr. K. L. Cheung, Senior Engineer / NTW 4
Address: Civil Engineering and Development Department
26/F, Tsuen Wan Government Offices, 38 Sai Lau Kok Road, Tsuen Wan
Telephone: 2417 6370

2 OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

Project Team

- 2.1 Civil Engineering and Development Department (CEDD) is the Project Proponent. AECOM Asia Co. Ltd. is appointed by CEDD to undertake the Design and Construction Assignment including the Environmental Impact Assessment.

Project Programme

- 2.2 The construction works of the project is tentatively scheduled to commence in end 2012 and complete in end 2016.

Project Interface

- 2.3 The Project may have interaction with the following projects:
- Development at TW5: No confirmed schedule, it is assumed that the works would commence in end 2012.
 - Development at TW6: No programme.
 - Development and proposed school site at TW7: Anticipated to be completed by 2014.
 - Tsuen Wan Bypass, widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange, and associated junction improvement works: Tentatively scheduled to commence in end 2012 for completion in end 2016.
 - Retrofitting of noise barriers on Tsuen Wan Road: Tentatively scheduled to commence in end 2014 for completion in end 2017.
 - Construction of Footbridge A under project "Extension of Footbridge Network in Tsuen Wan" is being carried out by HyD. The anticipated completion date of Footbridge A shall be early 2012.
 - Cycle track between Tsuen Wan and Tuen Mun – Advance Works (from Tsing Tsuen Bridge to Tsuen Wan West Sports Centre) anticipated to commence in mid 2013 for completion in early 2015; Stage 1 (from Tsuen Wan West Sports Centre to Ting Kau) anticipated to commence in mid 2015 for completion in mid 2019.
 - Replacement and rehabilitation of aged water mains Stage 3, mains in Tsuen Wan, Kwai Tsing and Sai Kung areas is being carried out by WSD. The tentative completion date of entire R&R of Water Mains Stage 3 shall be mid 2012.
 - Replacement and rehabilitation of aged water mains Stage 4, mains in New Territories is scheduled to commence in early 2012 and be completed by end 2015.

3 POSSIBLE IMPACT ON THE ENVIRONMENT

Construction Phase

Air Quality

- 3.1 During construction, dust is the potential air quality impact which would be generated from construction activities such as material handling, excavation, vehicle movement and erosion of unpaved area and stockpiles. The potential air quality impact however is anticipated to be short-term and be controlled through appropriate design and good site practice stipulated in the Air Pollution Control (Construction Dust) Regulation.

Noise

- 3.2 During construction, the source of noise nuisance is primarily from the use of Powered Mechanical Equipment (PME) on site. The construction activities for the project involve the use of plant for piling, substructure and superstructure construction, utility diversion, etc. Construction noise impact is anticipated to be short-term and can be reduced to an acceptable level with implementation of the mitigation measures outlined in Section 5.

Water Quality

- 3.3 Site runoff is expected to be the only water quality impact from construction sites for this land-based project. The potential sources of site runoff may include water from dust suppression sprays and wastewater from erosion of temporarily stockpile by rainfall. Water quality impact however would be readily mitigated with the adoption of good site management practices outlined in Section 5.

Waste Management

- 3.4 C&D waste will be generated from the construction activities, vehicle and plant maintenance etc. Waste generation will be first avoided and then reduced by reusing materials on-site in order to minimise the off-site waste disposal as far as practicable. With proper waste management, adverse impact from this project is unlikely.

Land Contamination

- 3.5 The proposed slip road from Tsing Tsuen Road to the widened Tsuen Wan Road (Slip Road C) slightly encroaches the boundary of the former oil depot. However, given the encroached area is situated at a higher elevation of approximately +20mPD, it is not anticipated that oil storage tanks had been sited within the encroached area. Further, as advised by Fire Services Department, neither records of dangerous goods licence nor incidents of spillage/leakage of dangerous goods were found at the encroached area. Thus, adverse land contamination impacts due to the historical operation as an oil depot was not expected.

Landfill Gas Hazard

- 3.6 The Project falls within the Consultation Zone (250m) of the former Gin Drinker's Bay Landfill (i.e. presently known as Kwai Chung Park). Under Annexes 7 and 19 of the Technical Memorandum on Environmental Impact Assessment Process, landfill gas hazard assessment would be required for the construction of the Project.

Landscape and Visual Impact

- 3.7 Potential landscape and visual impacts are anticipated from construction activities and plant, however the impacts would be short-term and can be minimized by appropriate mitigation measures.

Ecological Impact

- 3.8 The Project would be within an extremely "urban" area and principally no natural habitat would be affected. No important ecological resources have been identified within the study area. Ecological impact to the habitats would be considered negligible.

Cultural Heritage Impact

- 3.9 The following six historical buildings have been identified outside the 300m study boundary. The closest built heritage structure is Old House, Lot 956, Hoi Pa Village is located approximately 500m from the nearest works area. Therefore, no adverse impact on cultural heritage is anticipated.

- Tsuen Wan Tin Hau Temple
- Sam Tung Uk
- Old House, Hoi Pa Village
- Old House, Lot 956, Hoi Pa Village
- Chan Yi Cheung Ancestral Hall
- Ha Kwai Chung Tin Hau Temple

Operation Phase

Air Quality

- 3.10 In the operation phase, air quality impact may arise from vehicular emission of the traffic on the proposed roads. The vehicular emission impact assessment will be conducted to assess the potential impact to the planned and existing air sensitive receivers.

Noise

- 3.11 Road traffic noise impact to the adjacent NSRs would be the main concern during operation phase. Direct noise mitigation measures, if required, will be explored and proposed to mitigate the traffic noise impact.

Water Quality

- 3.12 The potential water quality impacts during operation phase would be the discharges of surface runoff to Rambler Channel. The surface runoff may contain minimal amounts of oil, grease and grit that may cause water quality impacts to Rambler Channel, if uncontrolled.

Landfill Gas Hazard

- 3.13 The Project falls within the Consultation Zone (250m) of the former Gin Drinker's Bay Landfill (i.e. presently known as Kwai Chung Park). Under Annexes 7 and 19 of the Technical Memorandum on Environmental Impact Assessment Process, landfill gas hazard assessment would be required for the operation of the Project.

Landscape and Visual

- 3.14 The Project and the proposed noise barriers/enclosures, if required, will have landscape and visual impact. An assessment would therefore be required to minimize the impact.

4 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

- 4.1 The study area covers the existing urban area of Tsuen Wan West and Kwai Chung. This dense urban area includes a variety of land uses such as industrial buildings, high rise residential towers, schools, open spaces and recreational facilities. In addition, planned West Rail property developments at TW5 to TW7 have been identified.
- 4.2 There are major transport links in the close vicinity of the project site which include Tsuen Wan Road, Texaco Road and Tsing Tsuen Road. There are no natural habitats in the area. Rambler Channel would be the nearest receiving water body within the study area. The environmental condition in the study area is mainly influenced by traffic noise from the existing transport links, while air quality is generally affected by vehicular and industrial emission.
- 4.3 The major existing and planned sensitive receivers identified within the study area are listed in **Table 4.1** and illustrated in **Figure 4.1**.

Table 4.1 Major Representative Sensitive Receivers

Type	Sensitive Receivers
Residential	Planned developments at TW5, TW6 and TW7, Vision City, The Dynasty, Residential buildings along Yeung Uk Road, Waterside Plaza, Riviera Garden, Kwai Shing West Estate, Hibiscus Park
Institutional	Tsuen Wan Caritas Clinic, Proposed school site at TW7, SKH Chu Yan Primary School, CNEC Lee I Yao Memorial Secondary School, Shak Chung Shan Memorial Catholic Primary School
Industrial	Texaco Road Industrial Centre, Metropolitan Industrial & Warehouse Building, Leader Industrial Centre, Tak Fung Industrial Centre, Kerry Godown, Chun Shing Factory Estate, Kingsford Industrial Building, Waford Industrial Building, Marvel Industrial Building, Profit Industrial Building, Kwai Shun Industrial Centre
Open Spaces / Recreational	Tsuen Wan Park, Wing Kei Road 5-A-Side Soccer Pitch, Kwai Shun Street Playground
Marine water	Cooling water intakes in Rambler Channel

5 ENVIRONMENTAL PROTECTION MEASURES AND ANY FURTHER ENVIRONMENTAL IMPLICATIONS

Construction Phase

Air Quality

- 5.1 Good site practices and relevant dust control measures set out in the Air Pollution Control (Construction Dust) Regulations will be implemented to control the dust impacts on the nearby sensitive receivers. With the mitigation measures in place, it is expected that the construction dust impact will be minimized to acceptable levels.

Noise

- 5.2 General site practices including the location of noisy machinery away from sensitive receivers; the use of silencers, mufflers and acoustic shields on plant and equipment; regular maintenance of plant and equipment; and the reduction in number of machines used at any one time, will be adopted as needed to control noise impacts.

Water Quality

- 5.3 Water quality impact mitigation measures will be implemented in accordance with the Practice Note for Professional Persons on Construction Site Drainage (ProPECC PN 1/94) such as drainage facilities to control site runoff, wheel washing facilities, proper toilet facilities and comprehensive waste management procedures.

Waste Management

- 5.4 Mitigation measures to avoid or minimise potential impacts may include the reuse of C&D material in the construction. A disposal plan will be required to detail disposal sites for waste

that cannot be recycled on-site and adopting the trip-ticketing system, to monitor disposal and hence prevent illegal dumping. A waste management plan/control measures shall be developed.

- 5.5 Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance and oil interceptors should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

Landfill Gas Hazard

- 5.6 For construction works adjacent to the former Gin Drinker's Bay Landfill, safety requirements will be stipulated to minimize the risk of fires, explosions, asphyxiation of workers and toxicity effects.

Landscape and Visual

- 5.7 The potential landscape and visual mitigation measures include:

- avoidance of impacts of adjacent landscape by minimizing temporary works areas;
- avoidance of impacts on existing mature trees;
- temporary re-provision of open space should the existing public open area be affected by construction works; and
- compensatory planting scheme should be provided where tree felling required.

Operation Phase

Air Quality

- 5.8 The details and extent of air quality mitigation measures will be subject to the assessment results in the EIA Stage.

Noise

- 5.9 The details and extent of noise mitigation measures will be subject to the assessment results in the EIA Stage.

Water Quality

- 5.10 For the operation phase, a surface water drainage system with interceptors and silt traps will be provided to collect runoff during rainfall. The collected runoff would be discharged to the stormwater drainage system and is considered unlikely to produce any quantifiable adverse effects on the receiving coastal water.

Landfill Gas Hazard

- 5.11 The risk associated with the landfill gas will be assessed. Any utilities to be laid under the project within the Consultation Zone will be designated as "special routes" and the necessary precautions outlined in Landfill Gas Hazard Assessment Guidance Note will be adopted for all maintenance or extension works.

Landscape and Visual

- 5.12 The landscape and visual impact would be reduced by appropriate landscaping works and careful architectural treatment of highways structures. The details of mitigation measures for landscape and visual impacts will be addressed in the EIA stage.

Environmental Monitoring and Audit

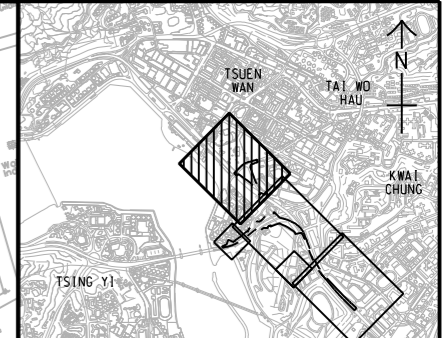
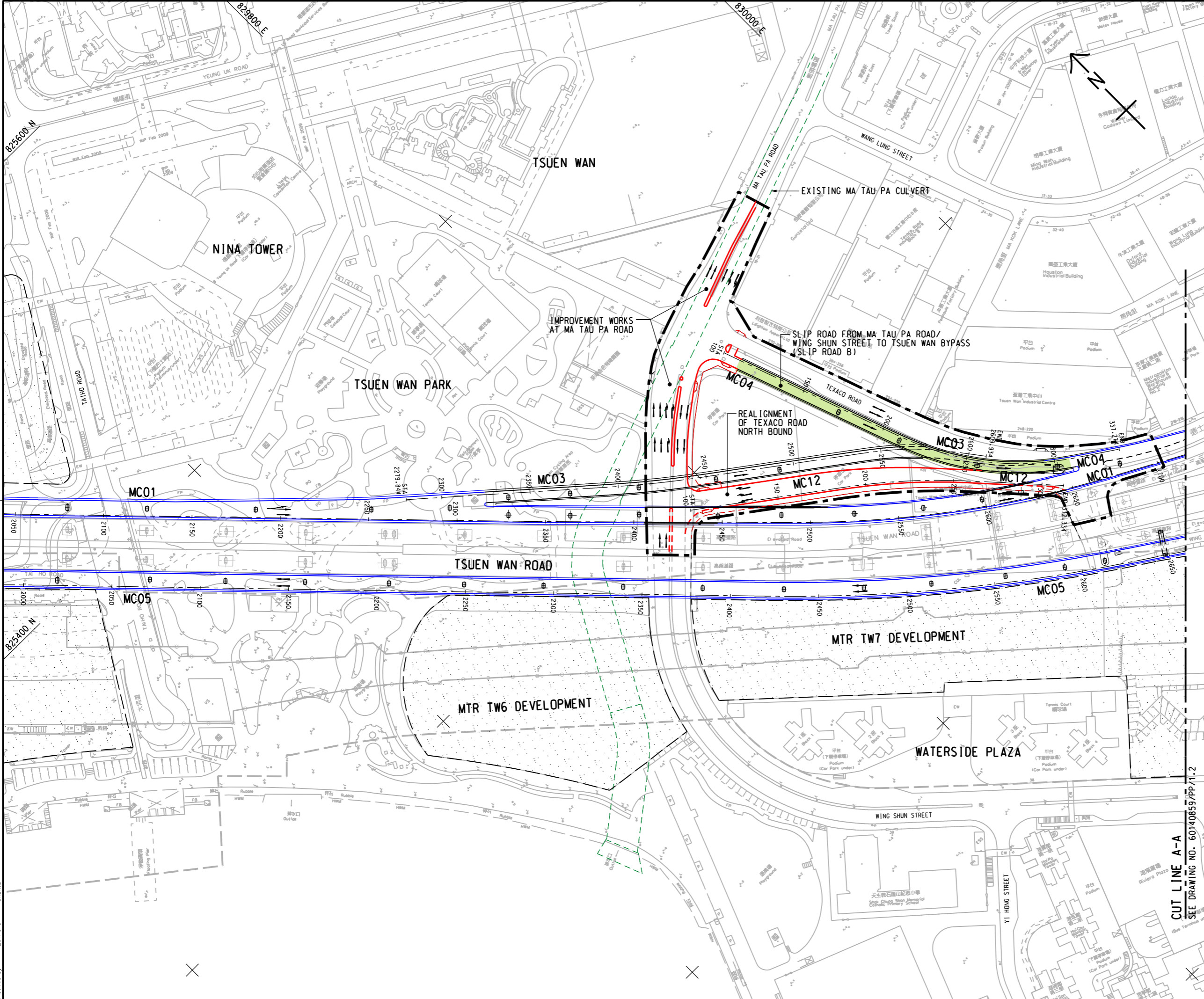
- 5.13 This Project Profile has outlined the potential environmental impacts which would arise from the construction and operation of the proposed road works and has introduced briefly some possible environmental mitigation measures that can be incorporated into the Project. An environmental monitoring and audit programme, for the construction and/or operational phase of the project, will be developed.

Possible Severity, Distribution and Duration of Environmental Effects

- 5.14 With the implementation of the recommended mitigation measures, no adverse environmental impacts (both short and long term) are expected from the proposed project.

6 USE OF PREVIOUSLY APPROVED EIA REPORTS

- 6.1 No previously approved report exists for the Project. However, reference would be made to the EIA report on Tsuen Wan Bypass, Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange, and associated Junction Improvement Works, Scott Wilson Limited, September 2008.
- 6.2 The EIA was approved by the Government on 8 December 2008 (Register No. AEIAR-124/2008). Environmental considerations which were addressed in the EIA include:
- Air quality
 - Noise
 - Water quality
 - Waste management, including land contamination
 - Landfill gas hazard
 - Landscape and visual
 - Hazard related to Yau Kom Tau Water Treatment Works
 - Ecology
 - Cultural heritage



KEY PLAN
SCALE A1 1 : 30000
A3 1 : 60000

- NOTES:**
- COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
 - DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.

- LEGEND:**
- SITE BOUNDARY
 - SLIP ROAD
 - ROAD WORKS ASSOCIATED WITH THE CONSTRUCTION OF SLIP ROAD B & C
 - SOIL CUT SLOPE
 - ROCK CUT SLOPE
 - TSUEN WAN BYPASS (REFER TO APPROVED EIA REPORT AEIAR - 124/2008)
 - WEST RAIL PROPERTY DEVELOPMENT BOUNDARY
 - MTRC PROTECTION ZONE
 - MTR UNDERGROUND STRUCTURE
 - EXISTING UNDERGROUND CULVERT

REV.	DESCRIPTION	BY	CHKD.	DATE

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Civil Engineering and Development Department

SLIP ROADS FROM TSING TSUEN ROAD TO TSUEN WAN ROAD, AND FROM MA TAU PA ROAD/WING SHUN STREET TO TSUEN WAN BYPASS

ROAD LAYOUT PLAN

SHEET 1 OF 3

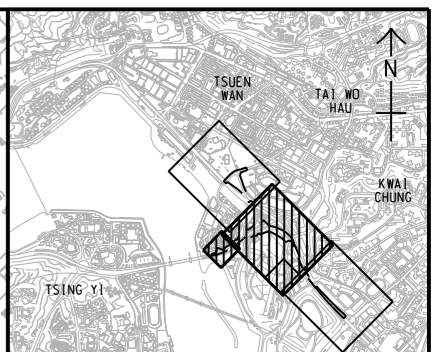
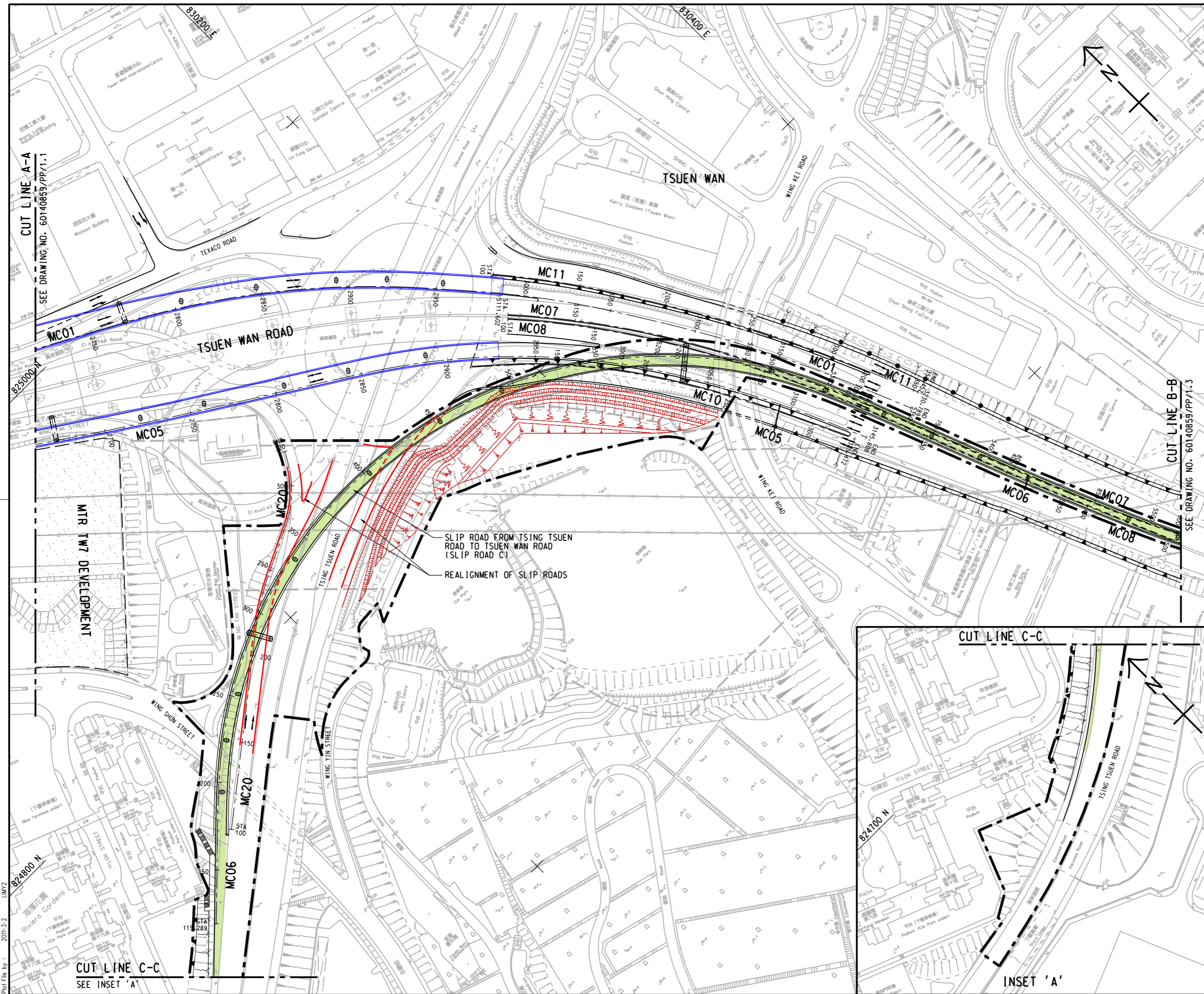
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圖紙編號

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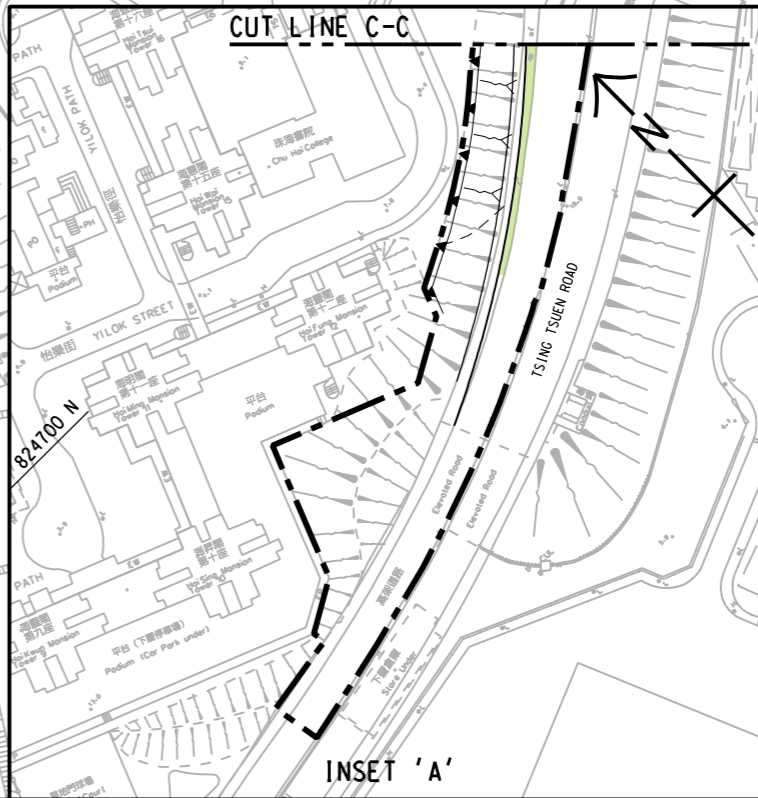
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KEY PLAN
SCALE A1 1 : 30000
A3 1 : 60000

NOTE:
1. FOR GENERAL NOTES AND LEGEND REFER TO DRAWING NO. 60140859/PP/1.1.

SLIP ROAD FROM TSING TSUEN ROAD TO TSUEN WAN ROAD (SLIP ROAD C)
REALIGNMENT OF SLIP ROADS



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SLIP ROADS FROM TSING TSUEN ROAD TO TSUEN WAN ROAD, AND FROM MA TAU PA ROAD/WING SHUN STREET TO TSUEN WAN BYPASS

ROAD LAYOUT PLAN

SHEET 2 OF 3

AECOM

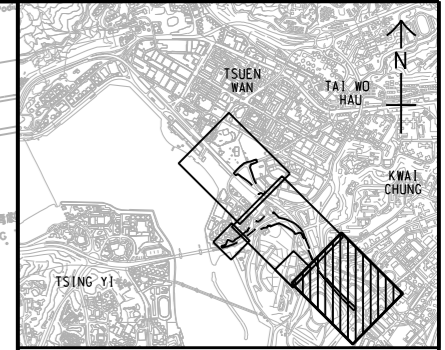
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APPROVED BY 批准	
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CUT LINE A-A
SEE DRAWING NO. 60140859/PP/1.1

CUT LINE B-B
SEE DRAWING NO. 60140859/PP/1.3

CUT LINE C-C
SEE INSET 'A'

Plot File by : 2011-3-2 LMV2
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KEY PLAN
SCALE A1 1 : 30000
A3 1 : 60000

NOTE:
1. FOR GENERAL NOTES AND LEGEND REFER TO DRAWING NO. 60140859/PP/1.1.

CUT LINE B-B
SEE DRAWING NO. 60140859/PP/1.2

Plot File by : 2011-3-2 LMY2
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SLIP ROADS FROM TSING TSUEN ROAD TO TSUEN WAN ROAD, AND FROM MA TAU PA ROAD/WING SHUN STREET TO TSUEN WAN BYPASS

ROAD LAYOUT PLAN

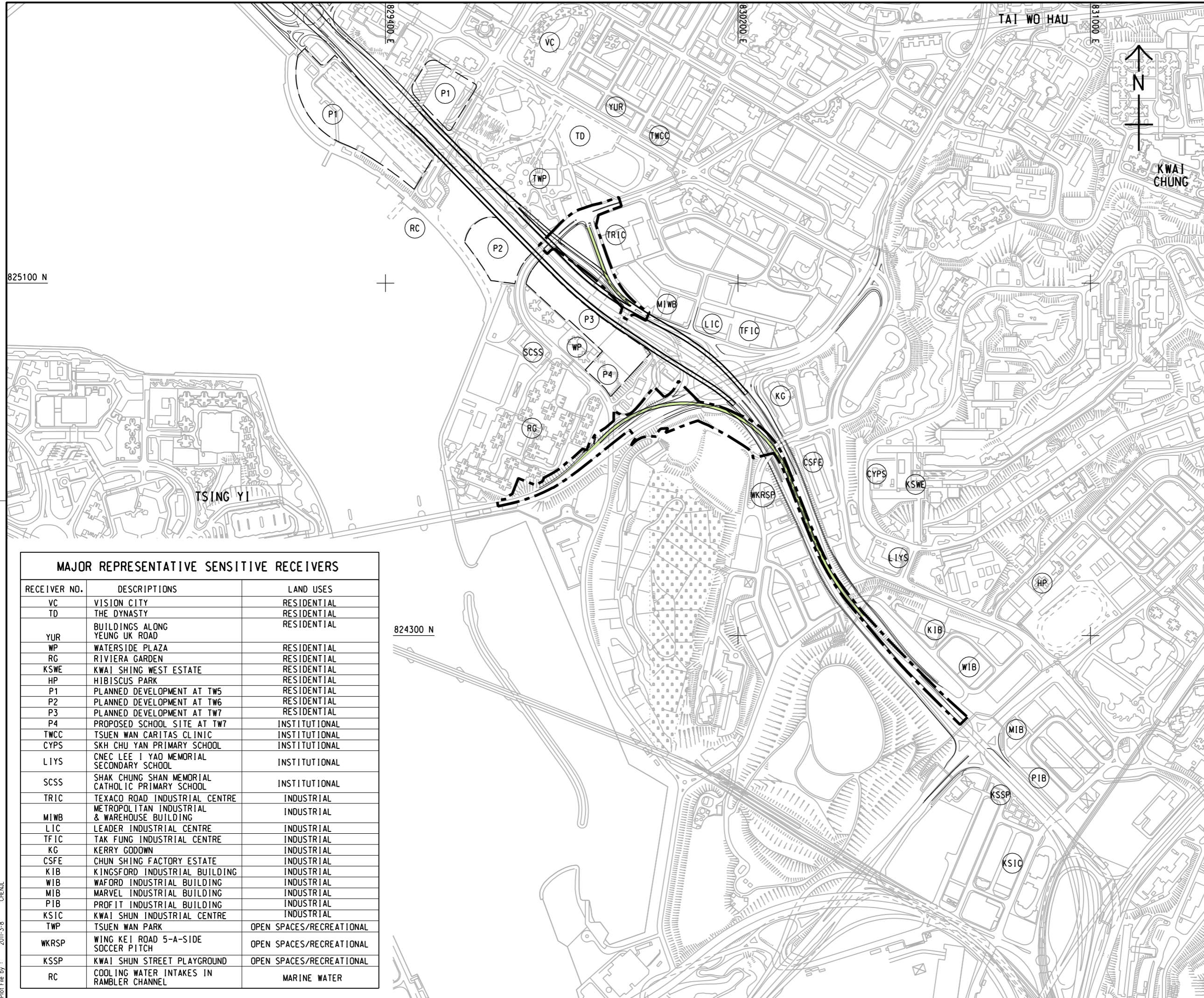
SHEET 3 OF 3

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DRG. NO. 1.3
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SCALE 比例		
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LEGEND:

- SITE BOUNDARY
- WEST RAIL PROPERTY DEVELOPMENT BOUNDARY
- SLIP ROAD

MAJOR REPRESENTATIVE SENSITIVE RECEIVERS

RECEIVER NO.	DESCRIPTIONS	LAND USES
VC	VISION CITY	RESIDENTIAL
TD	THE DYNASTY	RESIDENTIAL
	BUILDINGS ALONG YEUNG UK ROAD	RESIDENTIAL
YUR		
WP	WATERSIDE PLAZA	RESIDENTIAL
RG	RIVIERA GARDEN	RESIDENTIAL
KSWE	KWAI SHING WEST ESTATE	RESIDENTIAL
HP	HIBISCUS PARK	RESIDENTIAL
P1	PLANNED DEVELOPMENT AT TW5	RESIDENTIAL
P2	PLANNED DEVELOPMENT AT TW6	RESIDENTIAL
P3	PLANNED DEVELOPMENT AT TW7	RESIDENTIAL
P4	PROPOSED SCHOOL SITE AT TW7	INSTITUTIONAL
TWCC	TSUEN WAN CARITAS CLINIC	INSTITUTIONAL
CYPS	SKH CHU YAN PRIMARY SCHOOL	INSTITUTIONAL
LIYS	CNEC LEE T YAO MEMORIAL SECONDARY SCHOOL	INSTITUTIONAL
SCSS	SHAK CHUNG SHAN MEMORIAL CATHOLIC PRIMARY SCHOOL	INSTITUTIONAL
TRIC	TEXACO ROAD INDUSTRIAL CENTRE	INDUSTRIAL
MIWB	METROPOLITAN INDUSTRIAL & WAREHOUSE BUILDING	INDUSTRIAL
LIC	LEADER INDUSTRIAL CENTRE	INDUSTRIAL
TFIC	TAK FUNG INDUSTRIAL CENTRE	INDUSTRIAL
KG	KERRY GODOWN	INDUSTRIAL
CSFE	CHUN SHING FACTORY ESTATE	INDUSTRIAL
KIB	KINGSFORD INDUSTRIAL BUILDING	INDUSTRIAL
WIB	WAFORD INDUSTRIAL BUILDING	INDUSTRIAL
MIB	MARVEL INDUSTRIAL BUILDING	INDUSTRIAL
PIB	PROFIT INDUSTRIAL BUILDING	INDUSTRIAL
KSIC	KWAI SHUN INDUSTRIAL CENTRE	INDUSTRIAL
TWP	TSUEN WAN PARK	OPEN SPACES/RECREATIONAL
WKRSP	WING KEI ROAD 5-A-SIDE SOCCER PITCH	OPEN SPACES/RECREATIONAL
KSSP	KWAI SHUN STREET PLAYGROUND	OPEN SPACES/RECREATIONAL
RC	COOLING WATER INTAKES IN RAMBLER CHANNEL	MARINE WATER

REV. NO.	DESCRIPTION	CHK'D BY	DATE

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SLIP ROADS FROM TSING TSUEN ROAD TO TSUEN WAN ROAD, AND FROM MA TAU PA ROAD/WING SHUN STREET TO TSUEN WAN BYPASS

MAJOR REPRESENTATIVE SENSITIVE RECEIVERS



DRG. NO. 圖紙編號	4.1
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SCALE A1 1 : 4000 A3 1 : 8000 DIMENSIONS ARE IN METRES	© COPYRIGHT RESERVED 版權所有