FORM 5

[redacted]

Application No. : [redacted]
Reference No. :
(For official use)

FORM 5
ENVIRONMENTAL IMPACT ASSESSMENT ORDINANCE [redacted]
(CHAPTER 499)
SECTION 13(1)

Application for Variation of an Environmental Permit

PART A PREVIOUS APPLICATIONS

☐ No previous application for variation of an environmental permit.

☑ The environmental permit was previously amended.

Application No. : VEP-503/2016

PART B DETAILS OF APPLICANT

B1. Name : (person or company)

West Kowloon Cultural District Authority

[Note : In accordance with section 13(1) of the Ordinance, the person holding an environmental permit or a person who assumes responsibility for the designated project may apply for variation of the environmental permit.]

B2. Business Registration No. : (if applicable) N/A

B3. Correspondence Address :

[redacted]

B4. Name of Contact Person : [redacted]

B5. Position of Contact Person : [redacted]

B6. Telephone No. : [redacted]

B7. Fax No. : [redacted]

B8. E-mail Address : (if any) [redacted]

PART C DETAILS OF CURRENT ENVIRONMENTAL PERMIT

C1. Name of the Current Environmental Permit Holder :

West Kowloon Cultural District Authority

C2. Application No. of the Current Environmental Permit : EP-453/2013/B

C3. The Current Environmental Permit was Issued in : month / year

07 2016

Important Notes : Please submit the application together with

(a) 3 copies of this completed form; and

(b) appropriate fee as stipulated in the Environmental Impact Assessment (Fees) Regulation

to the Environmental Protection Department at the following address :

The EIA Ordinance Register Office,
27th floor, Southorn Centre,130 Hennessy Road,
Wan Chai, Hong Kong.

RECEIVED
- 8 MAY 2026
EIAO Register Office, E.P.D.

☐ Tick (✓) the appropriate box

EPD185

PART D PROPOSED VARIATIONS TO THE CONDITIONS IN CURRENT ENVIRONMENTAL PERMIT

D1. Condition(s) in the Current Environmental Permit :	D2. Proposed Variation(s) :	D3. Reason for Variation(s) :	D4. Describe the environmental changes arising from the proposed variation(s) :	D5. Describe how the environment and the community might be affected by the proposed variation(s) :	D6. Describe how and to what extent the environmental performance requirements set out in the EIA report previously approved or project profile previously submitted for this project may be affected :	D7. Describe any additional measures proposed to eliminate, reduce or control any adverse environmental impact arising from the proposed variation(s) and to meet the requirements in the Technical Memorandum on Environmental Impact Assessment Process :
Figure 1 and Figure 3 of Current EP (EP-453/2013/B)	To update the design of the roundabout of the underpass road. Refer to Section 2.2 of the Environmental Review Report	To enhance road safety while improving spatial efficiency. Refer to Section 2.3 of the Environmental Review Report	The proposed variations are not expected to induce adverse environmental impact due to lower traffic flow for underpass road. For details refer to Section 2.4 of the Environmental Review Report	The proposed variations are not expected to induce adverse environmental impact due to lower traffic flow for underpass road. For details refer to Section 2.5 of the Environmental Review Report	Based on the proposed variations, the environmental performance requirements set out in the approved EIA Report is not expected to be affected	No additional measures are considered necessary

PART E DECLARATION BY APPLICANT

E1. I hereby certify that the particulars given above are correct and true to the best of my knowledge and belief. I understand the environmental permit may be suspended, varied or cancelled if any information given above is false, misleading, wrong or incomplete.

[redacted]

Signature of Applicant | Full Name in Block Letters | Position

West Kowloon Cultural District Authority 西九文化區管理局 11

28 APR 2026

on behalf of _____ _____

Company Name and Chop (as appropriate) | Date

NOTES :

1. A person who constructs or operates a designated project in Part I of Schedule 2 of the Ordinance or decommissions a designated project listed in Part II of Schedule 2 of the Ordinance without an environmental permit or contrary to the permit conditions commits an offence under the Ordinance and is liable to a maximum fine of $5,000,000 and to a maximum imprisonment for 2 years.

2. A person for whom a designated project is constructed, operated or decommissioned and who permits the carrying out of the designated project in contravention of the Ordinance commits an offence and is liable to a maximum fine of $5,000,000 and to a maximum imprisonment for 2 years.

AECOM

Building Services Engineering Design Consultancy Services for Enhanced Detailed Design of IB&UR and Notional Design of Topside Development in Zones 2A and 2B

WKCD Zone 2B Underpass Road Environmental Review Report for VEP Application

May 8 2026

Delivering a better world

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1. INTRODUCTION

1.1 Background

1.1.1 AECOM Asia Company Limited has been commissioned by the West Kowloon Cultural District Authority to undertake Building Services Engineering Design Consultancy Services for Enhanced Detailed Design of IB&UR and Notional Design of Topside Development in Zones 2A and Zone 2B.

1.1.2 The following section presents an environmental review of the proposed variations of the WKCDA Zone 2B Underpass Road (UR).

2. ENVIRONMENTAL REVIEW

2.1 Conditions in the Current Environmental Permit

2.1.1 Pursuant to Section 10 of the Environmental Impact Assessment Ordinance (EIAO), the Director of Environmental Protection granted the Environmental Permit (No. EP-453/2013) to the West Kowloon Cultural District Authority on 18 November 2013.

2.1.2 In January 2014, application for Variation of Environmental Permit (VEP) was submitted to vary Figure 1 of EP-453/2013 to show revised alignment of the Underpass Road servicing the WKCD which was amended in February 2014. In June 2016, application for VEP was submitted to vary "Scale and Scope of Designated Projects" in Part B, Condition 2.9 in Part C and Figure 1 and Figure 3 of the EP-453/2013/A to present revised alignment of the Underpass Road servicing the WKCD with removal of the interim underpass road connecting to Austin Road West which was amended in July 2016.

2.1.3 Under the current EP (EP-453/2013/B), the alignment of the Underpass Road (UR) servicing the WKCD is presented in **Figure 1** and **Figure 3**. **Figure 3** of the EP also presents the location and extent of open road section and proposed sound-absorbing material.

2.2 Proposed Variations

Alignment of the UR

2.2.1 The proposed roundabout of the UR has been realigned and overlay of revised alignment (in orange colour) on **Figure 1** and **Figure 3** of the EP (EP-453/2013/B) is presented in **Exhibit A** and **Exhibit B** below.

Exhibit A Overlay of revised alignment of UR on Figure 1 of EP-453/2013/B

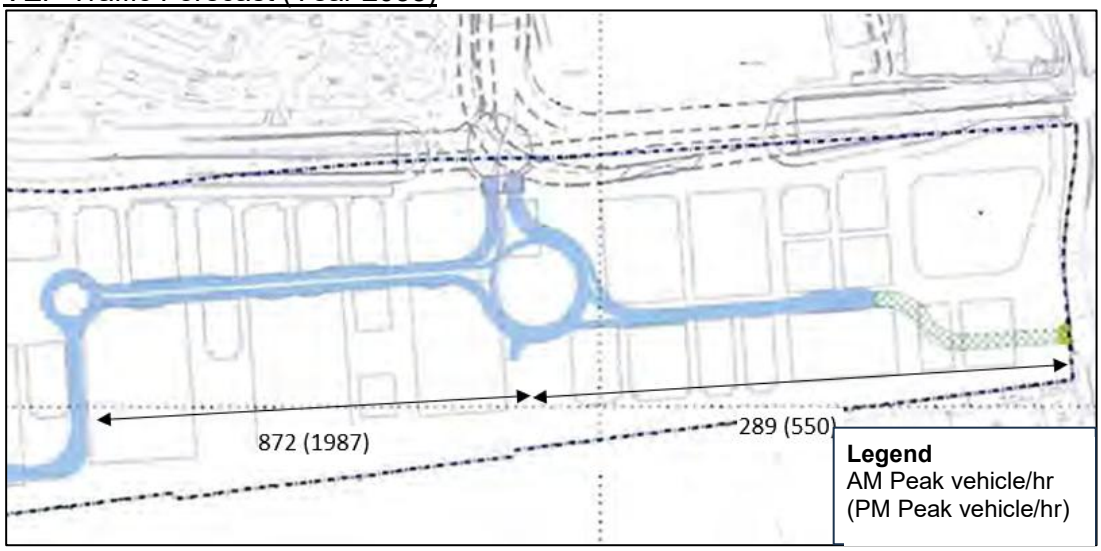
Exhibit B Overlay of revised alignment of UR on Figure 3 of EP-453/2013/B

Traffic Flow

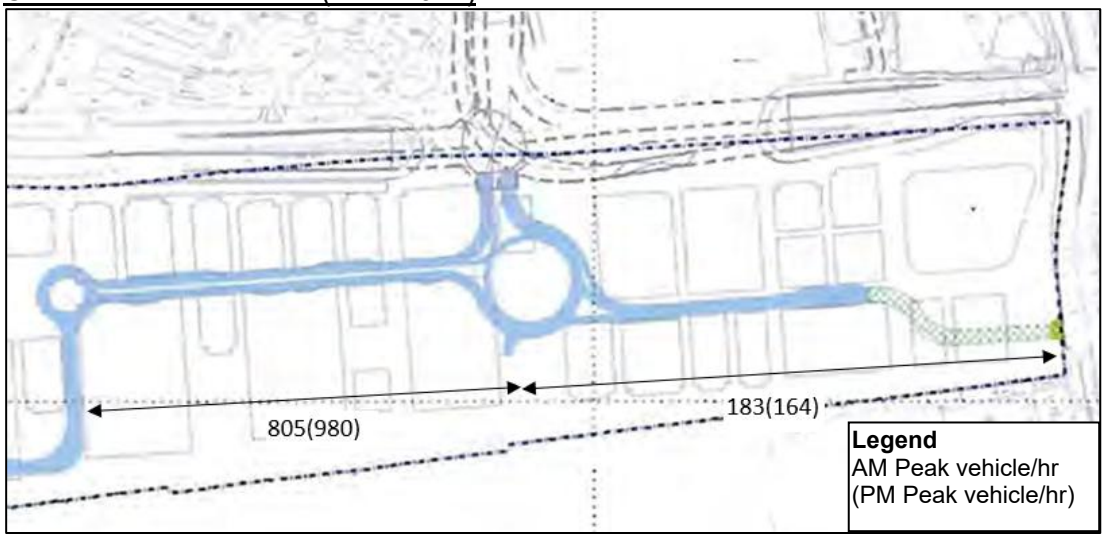
2.2.2 Based on available information from Traffic Engineer, the current traffic flow for UR is expected to be generally lower than that adopted in the VEP supporting documents (refer to **Exhibit C**).

Exhibit C Comparison of Traffic Forecast for UR (VEP vs Current)

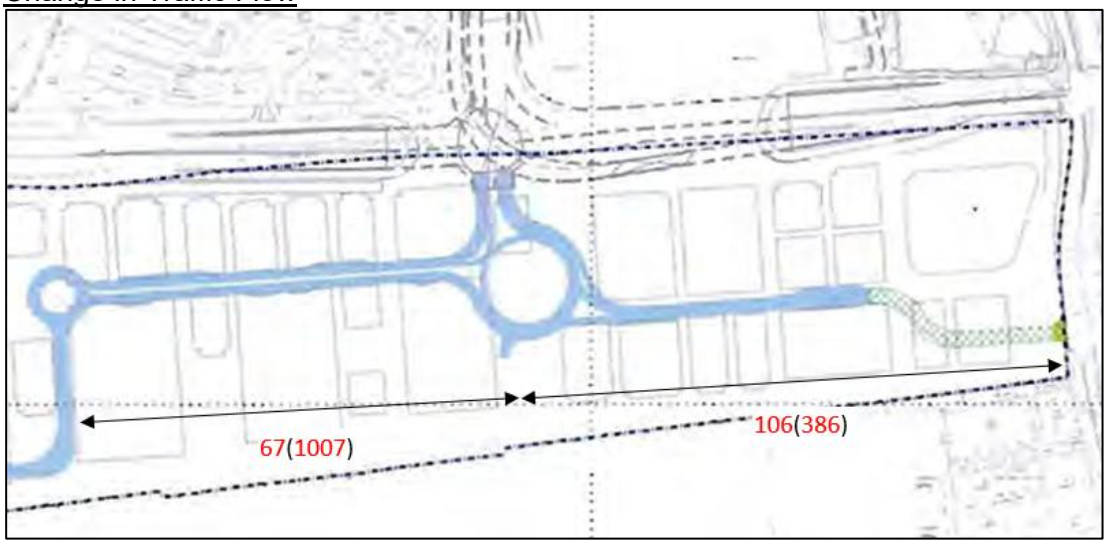
VEP Traffic Forecast (Year 2035)



Current Traffic Forecast (Year 2041)



Change in Traffic Flow



Total length of carriageway

2.2.3 The total length of carriageway for western portion of the UR remains unchanged while that for the eastern portion of the UR is expected to be shortened (refer to **Exhibit D** and **Table 2-1**). The total length of carriageway of UR is expected to be shortened.

Exhibit D Total length of carriageway

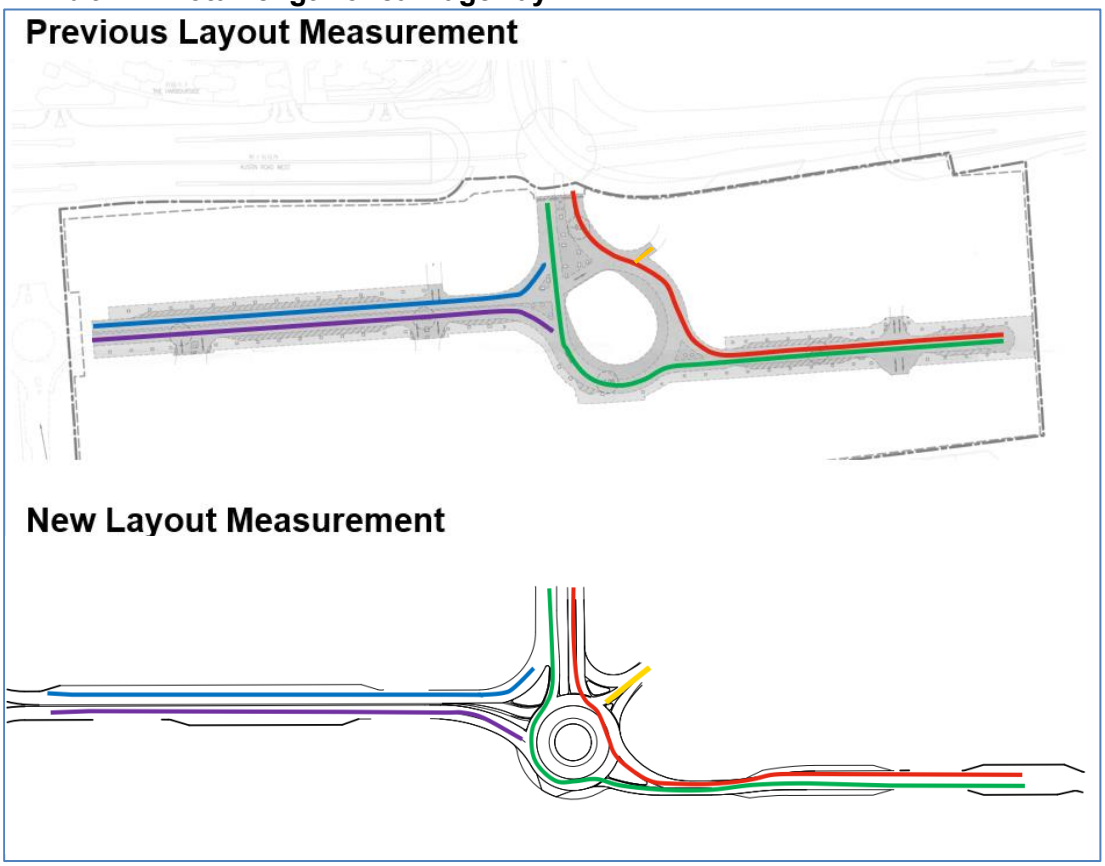


Table 2-1 Total Length of Carriageway

		Previous Layout Measurement (VEP)	New Layout Measurement
Eastern Portion	Northern Carriageway	326m	326m
	Northeastern Carriageway	12m	22m
	Southern Carriageway	400m	370m
Western Portion	Northern Carriageway	260m	260m
	Southern Carriageway	260m	260m
	Total	**1258m**	**1238m**

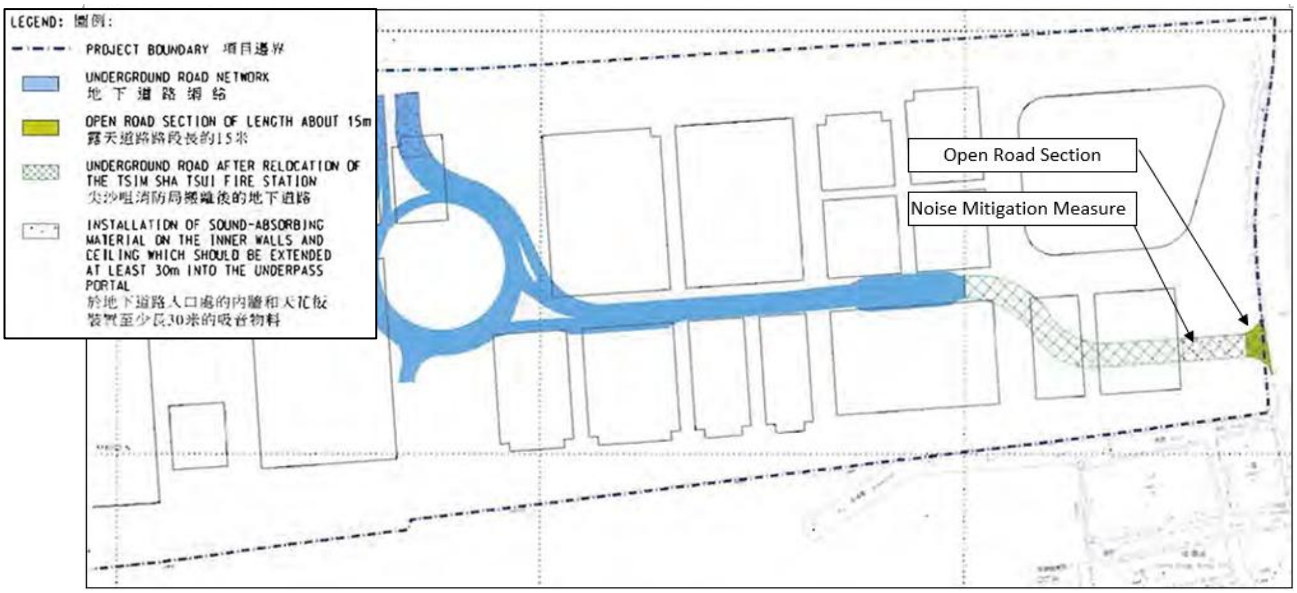
Location and extent of open road section

2.2.4 No changes are proposed to locations and extent of open road sections and same as that presented in the EP (refer **Exhibit E**).

Location and extent of proposed noise mitigation measures

2.2.5 No changes are proposed to locations and extent of noise mitigation measures (sound-absorptive material) and same as that presented in the EP (refer **Exhibit E**).

Exhibit E Locations of Open Road and Noise Mitigation Measures

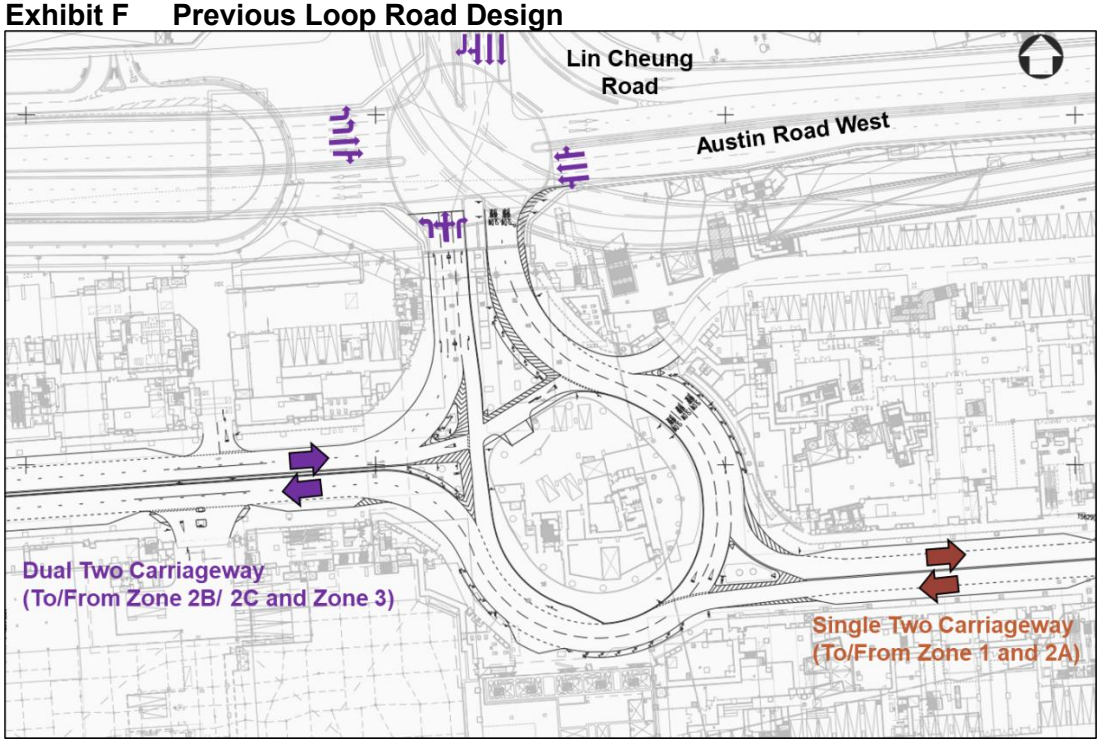


2.3 Reasons for Variations

2.3.1 Throughout the course of the design development of the UR alignment, continuous efforts have been undertaken to optimize structural design, civil works, road works, and spatial utilization to achieve an efficient and safe development layout.

2.3.2 Key issues identified in the original loop road design include a misleading roundabout layout, where traffic is required to yield at the main road shown in **Exhibit F**, and an unconventional roundabout-like loop road design that prohibits U-turn movements, which potentially confusing unfamiliar drivers.

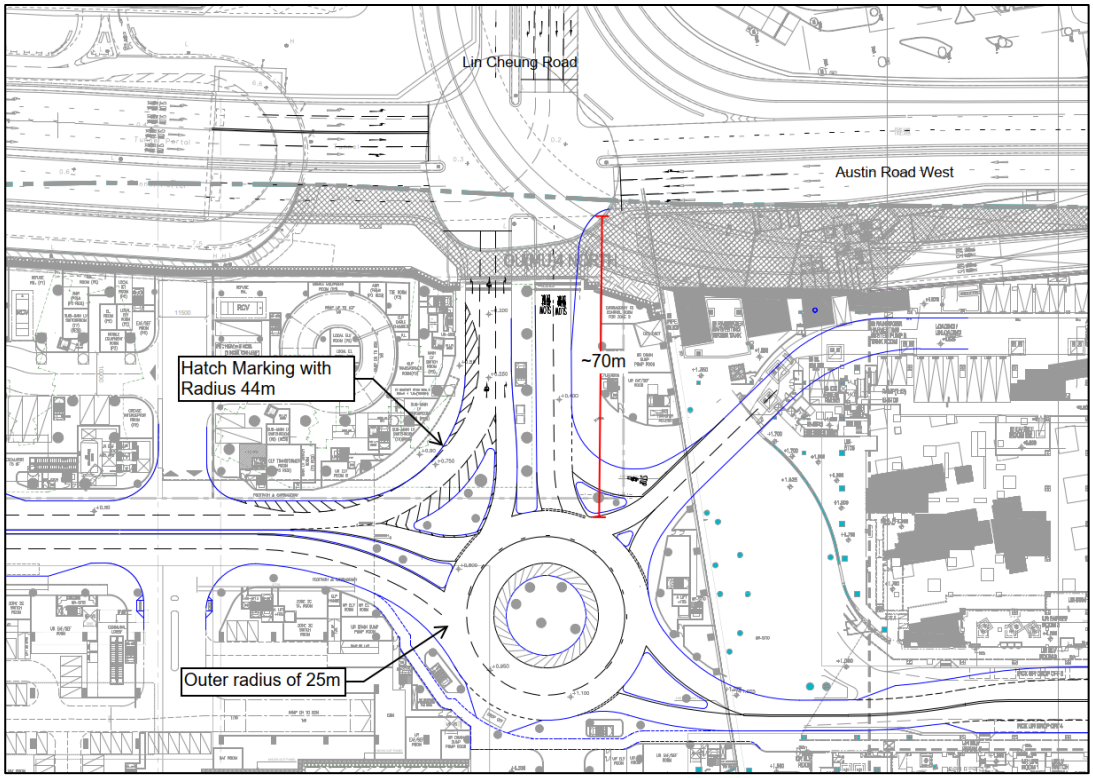
Exhibit F Previous Loop Road Design



2.3.3 In line with these objectives, key issues and to further enhance road safety while improving spatial efficiency, a revised alignment for the UR has been proposed. This

revised design aims to reduce potential conflict points, streamline traffic flow, and maximize land use within the development area. The revised alignment is illustrated in **Exhibit G** below.

Exhibit G Proposed Roundabout Design



2.4 Describe the environmental changes arising from the proposed variations

2.4.1 Based on the proposed variations detailed in **Section 2.2**, which include realignment of roundabout to improve spatial efficiency, update to traffic flow for the UR which is generally lower than that adopted in the approved EIA Report and shorter total length of carriageway, the environmental changes are expected to be related to air quality aspect. The location of portals and ventilation shafts/openings for the proposed variations will remain unchanged from that in the VEP. With consideration of the proposed variations, assuming that the assessment year is the same as that in the approved EIA Report, it is expected that the portal emissions due to the UR will not induce adverse air quality impact during operation phase of the Project and the conclusions of the air quality impact assessment of the approved EIA Report is still considered valid (i.e. not worse than the approved WKCD EIA Report).

2.4.2 The proposed UR is mostly underground and covered while the location and extent of open road section and noise mitigation measures remain the same as that in approved EIA Report. As the current traffic flow for UR is expected to be generally lower than that in the approved EIA Report, adverse noise impact during operation phase of the Project is not expected. The conclusion of the noise impact assessment of the approved EIA Report still considered valid (i.e. not worse than the approved WKCD EIA Report).

2.4.3 The proposed variations are not expected to induce environmental change for aspects including Water Quality, Waste Management, Land Contamination, Ecology (Terrestrial) and Landscape and Visual Impact. No adverse impacts are expected.

2.5 Describe how the environment and community might be affected by the proposed variations

2.5.1 Based on the information provided in **Section 2.3.3** and **Section 2.4**, the environment will not be affected and the community is expected to benefit with enhanced road safety while improving spatial efficiency.

2.6 Describe how and to what extent the environmental performance requirements set out in the EIA Report previously approved or project profile previously submitted for this project may be affected

2.6.1 Based on the proposed variations presented in **Section 2.2**, the environmental performance requirements set out in the approved EIA Report is not expected to be affected.

2.7 Describe any additional measures proposed to eliminate, reduce or control any adverse environmental impact arising from the proposed variations and to meet the requirements in the Technical Memorandum on Environmental Impact Assessment Process

2.7.1 Based on the proposed variations presented in **Section 2.2**, no additional measures are considered necessary to eliminate, reduce or control any adverse environmental impact arising from the proposed variations and to meet the requirements of the EIAO-TM.