

## **PROJECT PROFILE FOR MODIFICATIONS TO TSIM SHA TSUI STATION**

### **1. BASIC INFORMATION**

#### **1.1 Project Title**

Modifications to MTRC Tsim Sha Tsui Station

#### **1.2 Purpose and Nature**

1.2.1 The purpose of this project is to:-

- provide modifications to the existing MTRC Tsim Sha Tsui Station (TST), in the form of a southwards extension of the station by approximately 56m, to allow connection of a new pedestrian subway in Mody Road from the proposed KCRC East Tsim Sha Tsui Station (ETS); and to,
- provide for improved passenger flow between the two stations by provision of a new pedestrian subway in Nathan Road, connecting the KCRC Middle Road subway to the new southern end of TST Station.

1.2.2 The project describes an excavation to be undertaken in Nathan Road in Tsim Sha Tsui and construction of a 56m long extension to the TST Station towards the south and a 50m long underground pedestrian subway, extending to Middle Road.

1.2.3 The pedestrian link in Mody Road between ETS and TST Stations cannot be opened until the modification works to TST Station outlined above are completed.

#### **1.3 Name of Project Proponent**

The project proponent will be the MTR Corporation Ltd.

#### **1.4 Location and Scale of the Project**

The project is located in Tsim Sha Tsui in Nathan Road, between the junction with Middle Road and Peking Road. A location and general layout plan is attached for reference. The majority of the works will take place in Nathan Road on top of or next to the existing MTR Tsuen Wan Line running tunnels.

#### **1.5 Number and Type of Designated Projects**

The MTRC Tsim Sha Tsui Station is an exempted designated project under Item A.2 in Schedule 2 of the EIA Ordinance. The Modification Works will be a material change to an exempted project under section 9(4) of the EIA Ordinance, which requires an environmental permit prior to its construction and operation.

## 1.6 **Contact Person and Details**

Environmental Manager, MTR Corporation Ltd.  
Telephone

## 2. **PLANNING AND IMPLEMENTATION PROGRAMME**

The EIA will be undertaken by a specialist consultant independently from the engineering team. MTRC's Environmental Manager will provide the interface between the environmental and station design teams to ensure appropriate designs, and that construction methods and their mitigation measures are properly identified and included in the construction documentation.

It is envisaged that construction of the proposed project will commence in late 2001 - early 2002 and will be completed for the opening of the KCRC ETS Station in August 2004.

## 3. **ENVIRONMENTAL APPRAISAL**

### 3.1 **Possible Impacts on the Environment**

#### 3.1.1 **Construction**

It is currently assumed that the TST station box extension and the pedestrian subway in Nathan Road will be constructed in a bottom-up manner within a temporary excavation. Before proceeding with the underground works, a road deck will be built flush with the existing road surface and will carry Nathan Road traffic during the underground works construction stage.

Construction will commence with demolition of the median strip in Nathan Road, followed by diversion of the existing footpath on the east side of Nathan Road and diversion of the utilities from the footpaths. This will create sufficient space for piling required to provide temporary support to the excavation.

The existing concrete roadway will be demolished and temporary piles and road deck installed. This road deck will be used to maintain Nathan Road traffic flows and to ensure required levels of Emergency Vehicle Access to adjacent properties. Once this has been completed in stages along and across Nathan Road, one lane at a time, the final excavation and construction of the station structure and pedestrian subway will be undertaken underneath the road deck, through covered openings.

Given the location of the project and the sensitive receivers there will be noise and dust impacts from these works. However as the amount of construction plant will be restricted due to limited access available in Nathan Road, it is expected that with judicious choice of plant and the use of purpose built noise barriers or enclosures, noise impacts can be controlled to acceptable levels.

It is envisioned that spoil disposal and concrete delivery will take place through the enclosures in the middle of Nathan Road. Dust impacts can be controlled to acceptable levels with regular site watering.

There will be an impact on traffic in Tsim Sha Tsui, especially as these works will be undertaken in parallel with the KCRC ETS works. The KCRC works will effect the majority of the roadways in the south and east of the Tsim Sha Tsui area. As such a coordinated view on traffic management will need to be developed.

There are no ecological areas that exist in Nathan Road and none will be disturbed during the construction. As such ecological / landscaping / replanting surveys are not required.

There may be some visual impacts during construction, but these will be short-term and will not differ from other construction sites in Hong Kong. There will be no visual impacts from the final works as these works are entirely underground.

### 3.1.2 Operation

As the entire structure is located underground and no new ventilation shafts are proposed, it is anticipated that there will not be any adverse environmental impacts due to operation of this project, once completed. It is expected that the improved pedestrian and rail interchange facilities will provide a significant environmental benefit due to less reliance on road transport.

### 3.2 Major Elements of the Surrounding Environment

Nathan Road is the major north-south road in Tsim Sha Tsui. At the southern end close to the proposed works on the western side, are the Peninsula, Kowloon and Hyatt hotels together with some mixed commercial and residential estates bordering Nathan Road. On the eastern side, the Sheraton hotel and additional mixed commercial and residential estates, such as Chung King Mansions, will also be in close proximity to the works.

At ground level there are shops along both sides of Nathan Road.

### 3.3 Environmental Protection Measures

As noted above, the magnitude and extent of the construction works will be limited at any one time due to restricted access available in Nathan Road. This in itself will provide some mitigation. In addition, purpose built noise barriers or enclosures and appropriate construction plant will be used for installation of piles and for excavation of the construction area.

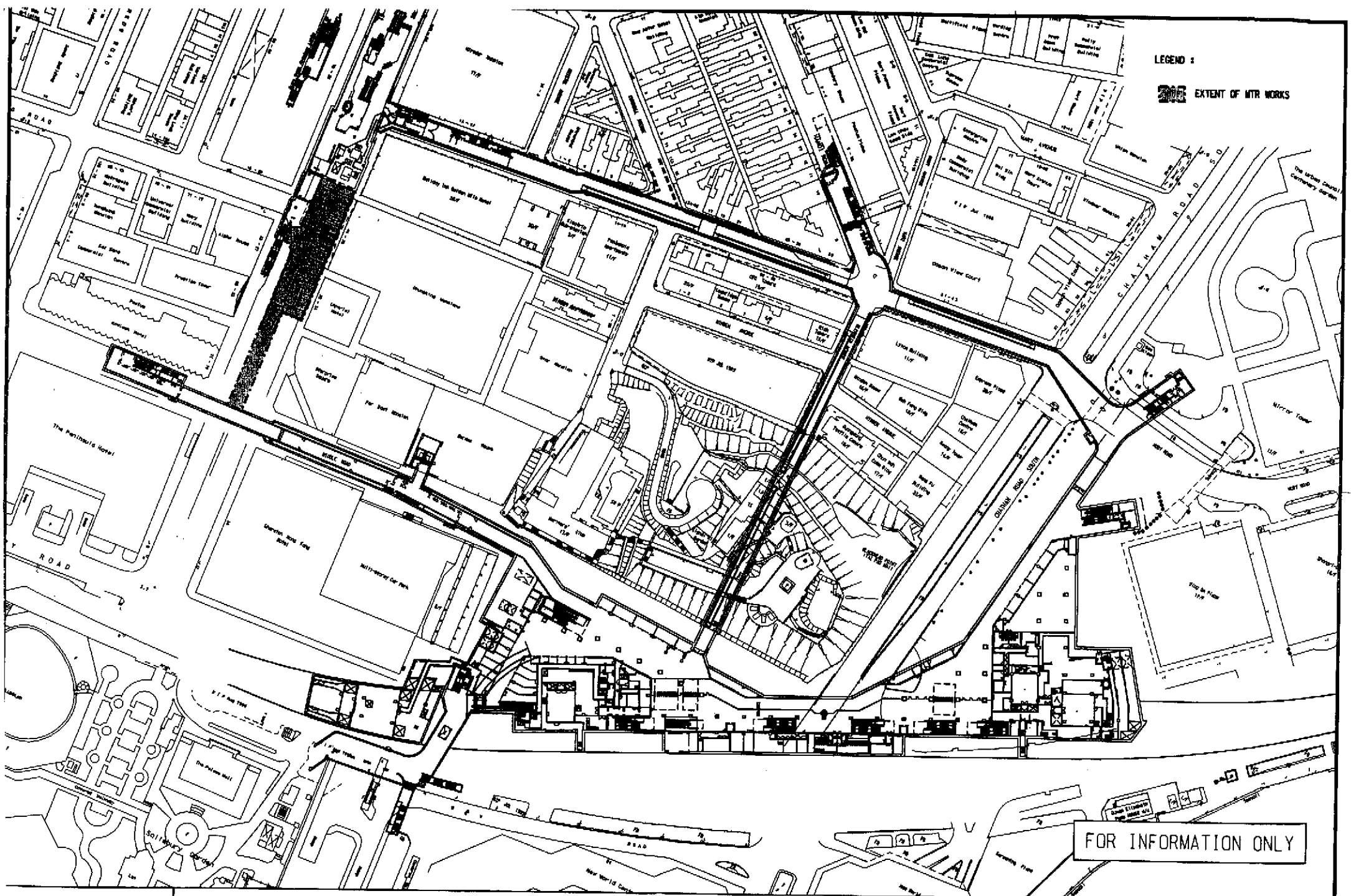
There may be some short-term environmental impacts and restricted movements in Tsim Sha Tsui due to the initial stages of the works, however, these will be short-term. The use of noise enclosures above the openings in the temporary road deck to allow removal of spoil and delivery of concrete for construction, will likewise significantly mitigate the noise and dust impacts.

Once the works are completed, Nathan Road and its surrounding areas impacted by the works will be restored to their present condition.

#### 3.4 Previously Approved EIA Reports

The project will make use of the KCRC EAST Rail Extension Hung Hom to Tsim Sha Tsui Environmental Impact Assessment, February 2000. This report considered extensive excavation of a number of roadways in Tsim Sha Tsui to provide pedestrian subways connecting ETS and TST Stations.

The report will be used to develop construction methods and to consider the need for additional noise mitigation.



LEGEND 1  
 EXTENT OF MTR WORKS

FOR INFORMATION ONLY

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 in association with  
 Hyder DRU MVA

TST STATION SOUTHERN LINKS FEASIBILITY STUDY  
**ETS STATION & TUNNELS 24 HOUR SUBWAY NETWORK (BASE SCHEME)**

	
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