APPENDIX 4.2 Summary of the Assessment of Archaeological Potential

Ref No	Areas of Potential Impact	Impact Assessment (Construction Phase)	Archaeological Potential	Assessment of Potential	Mitigation Recommendations
1. YMT Interface					
1A	WS1 – Cable reprovisioning at YMT refuge siding tunnels	The proposed works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits.	No archaeological potential	The works site is located within the footprint of an existing substation/ a ventilation shaft for MTR Yau Ma Tei Station over granite.	No further action required
2. Running Tunnel from YMT Station to HMT Station					
2A	WS2, WS4a, WS45, WS6a, WS44, WS47 – Slope stabilisation and upgrading works	The proposed slope stabilisation and upgrading works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	No archaeological potential	All of the proposed works sites are located along existing paved steep slopes. In addition, the general area of King's Park is very hilly with thin soil cover.	No further action required
2B	WS3 – KTE tunnels from YMT to EAP (mainly by D&B, with some mechanical excavation tunnelling)	Based upon the nature of the proposed work, there will be no impacts to any archaeological resources.	No archaeological potential	The area is situated entirely on granite. In addition, only underground tunnel formation work will be involved.	No further action required
2C	WS7a1 – EAP, ventilation building and tunnel spoil mucking out	The proposed construction works for the EAP, ventilation building and muck-out point will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	Very low archaeological potential	The potential for buried prehistoric deposits in this area is very low due to its rocky nature (situated in a hilly area comprising mainly of fine-grained granite). Although the proposed site is located immediately to the north-east of an early 20th-century historical building (*Club de Recreio*), there has been extensive disturbance from the construction and continuous maintenance of the recreation ground and associated facilities.	No further action required
2E	WS10 – KTE tunnels from EAP to HMT Station (mainly by D&B, with some soft	Based upon the nature of the proposed work, there will be no impacts to any archaeological resources.	No archaeological potential	The area is situated entirely on granite. In addition, only underground tunnel formation work will be involved.	No further action required

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	ground tunnelling)				
3. HMT Station					
3A	WS15a – HMT Station, with station entrance, ventilation shafts, cooling tower, mucking out	The proposed construction works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	No archaeological potential	In general, the area is very hilly with thin soil cover (**Figure 4.2** – geological map and **Figure 4.5** – 1964 aerial photograph). The land formation work taken place between 1945 and 1959 for the construction of former Valley Road Estate involved with fill up to 35m. Part of the works site is located along steep slopes or occupied by open-area car parks.	No further action required
3D	WS12 – HMT D&B platform	Based upon the nature of the proposed work, there will be no impacts to any archaeological resources	No archaeological potential	In general, the area is very hilly with thin soil cover (**Figure 4.2** – geological map and **Figure 4.5** – 1964 aerial photograph). The land formation work taken place between 1945 and 1959 for the construction of former Valley Road Estate involved with fill up to 35m. In addition, only underground tunnel formation work will be involved.	No further action required
3E	WS13 – HMT civil provision, WSD freshwater main diversion, TTM	The proposed construction works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	No archaeological potential	In general, the area is very hilly with thin soil cover (**Figure 4.2** – geological map and **Figure 4.5** – 1964 aerial photograph). The land formation work taken place between 1945 and 1959 for the construction of former Valley Road Estate involved with fill up to 35m.	No further action required
3H	WA2a and WA15 – Site Office	No major works will take place in these works areas. However, the proposed construction of temporary site offices will involve small scale piling works of,very localised but nevertheless direct and irreversible impacts to any sub-surface archaeological deposits.	No archaeological potential	WA2a: In general, the area is very hilly with thin soil cover (**Figure 4.2** – geological map and **Figure 4.5** – 1964 aerial photograph). The land formation work taken place between 1945 and 1959 for the construction of former Valley Road Estate involved with fill up to 35m. WA15: As shown in the 1957 street map (**Figure 4.6**), the hillock where WA15 is located, was in the progress of land formation. By 1964 (**Figure 4.5** – 1964 aerial photograph), the hill had been mostly flattened.	No further action required
3I	WS20, WS27 – Slope stabilisation and upgrading works	The proposed construction works will result in direct and irreversible impacts to	No archaeological potential	WS20: The proposed site is located on existing paved steep slopes at the south-eastern edge of Ho Man Tin Hill. In general, the area is very hilly with thin soil cover (**Figure 4.2** – geological map and **Figure 4.5** – 1964 aerial photograph). The	No further action required

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		any potential sub-surface archaeological deposits		land formation work taken place between 1945 and 1959 for the construction of former Valley Road Estate involved with fill up to 35m. WS27: The proposed works site is situated along existing steep slopes surrounding Fat Kwong Street Playground. As shown in the 1957 street map (**Figure 4.6**), the hillock where WS27 is located, was in the progress of land formation. By 1964 (**Figure 4.5** – 1964 aerial photograph), the hill had been mostly flattened.	
3J	WS26a – KTE tunnel mucking out	The proposed construction works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	No archaeological potential	As shown in the 1957 street map (**Figure 4.6**), the hillock where WS26a is located, was in the progress of land formation. By 1964 (**Figure 4.5** – 1964 aerial photograph), the hill had been mostly flattened.	No further action required
4. Running Tunnel from HMT Station to WHA Station					
4A	WS29 – KTE tunnels from HMT Station to WHA Station (by D&B, with some soft ground tunnelling)	Based upon the nature of the proposed work, there will be no impacts to any archaeological resources.	No archaeological potential	The alignment is situated on granite and partially on reclaimed land. Although the proposed works site is situated beside the former Market Street of the late 19th-century Hung Hom settlement, only underground tunnel formation work will be involved.	No further action required
4B	WS28 – Temporary access adit to KTE tunnel	Based upon the nature of the proposed work, there will be no impacts to any archaeological resources.	No archaeological potential	Although the proposed works site is situated beside the former Market Street of the late 19th-century Hung Hom settlement, only underground tunnel formation work will be involved.	No further action
5. WHA Station					
5A	WS30, WS33 – WHA Station with mucking out, station entrance, and ventilation shaft	The proposed construction works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	Very low archaeological potential	The proposed sites are located along former coastline and in close proximity to former military facilities and Hung Hom settlement. As seen in Figure 4.7 (1902-03 map overlaying plan of the Study Area), the approximate location of the Dock Battery is near the proposed alignment. South-western end of the study areas are located in early reclamation previously occupied by Kowloon Dock near the old Hung Hom Settlement (Figure A4.1). As well, an old cannon, which was probably	No further action

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				associated with nearby batteries, was discovered during the construction of Whampoa Garden. Having said that, the original landform of the area has been severely altered as a result of extensive urban development and the archaeological potential is therefore considered to be very low.	
5C	WS31 – WHA D&B Platform with temporary mucking out	The proposed construction works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	Very low archaeological potential	The proposed site is located along former coastline and in close proximity to former military facilities and Hung Hom settlement. South-western end of the study areas are located in early reclamation previously occupied by Kowloon Dock near the old Hung Hom Settlement (Figure A4.1). An old cannon, which was probably associated with nearby batteries, was discovered during the construction of Whampoa Garden. Having said that, the original landform of the area has been severely altered as a result of extensive urban development and the archaeological potential is therefore considered to be very low.	No further action
5D	WS37a – Escape staircase and pressurisation fan room	Some of the proposed construction works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	Very low archaeological potential	The proposed site is located along former coastline and in close proximity to former military facilities and Hung Hom settlement. An old cannon, which was probably associated with nearby batteries, was discovered during the construction of Whampoa Garden. Having said that, the original landform of the area has been severely altered as a result of extensive urban development and the archaeological potential is therefore considered to be very low.	No further action
5E	WS36a – Refuse sliding tunnel and ventilation shaft	The proposed construction works will result in direct and irreversible impacts to any potential sub-surface archaeological deposits	No archaeological potential	The proposed works site is situated on modern reclamation	No further action

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5F	WA6– Site Office	No major works will take place in the works area. However, the proposed construction of temporary site office will involve small scale piling works of,very localised but nevertheless direct and irreversible impacts to any sub-surface archaeological deposits.	No archaeological potential	The proposed works area is situated on modern reclamation	No further action
6. Barging Point					
6A	WA14 – Hung Hom Finger Pier	Based upon the nature of the proposed work, there will be no impacts to any archaeological resources.	No archaeological potential	Situated on recent reclamation	No further action required
7. Magazine Site					
7A	WA12a, WA13 – TKO Area 137	No major works will take place in these works areas. However, the proposed construction of temporary structure will involve small scale piling works of,very localised but nevertheless direct and irreversible impacts to any sub-surface archaeological deposits.	No archaeological potential	Situated on recent reclamation	No further action required

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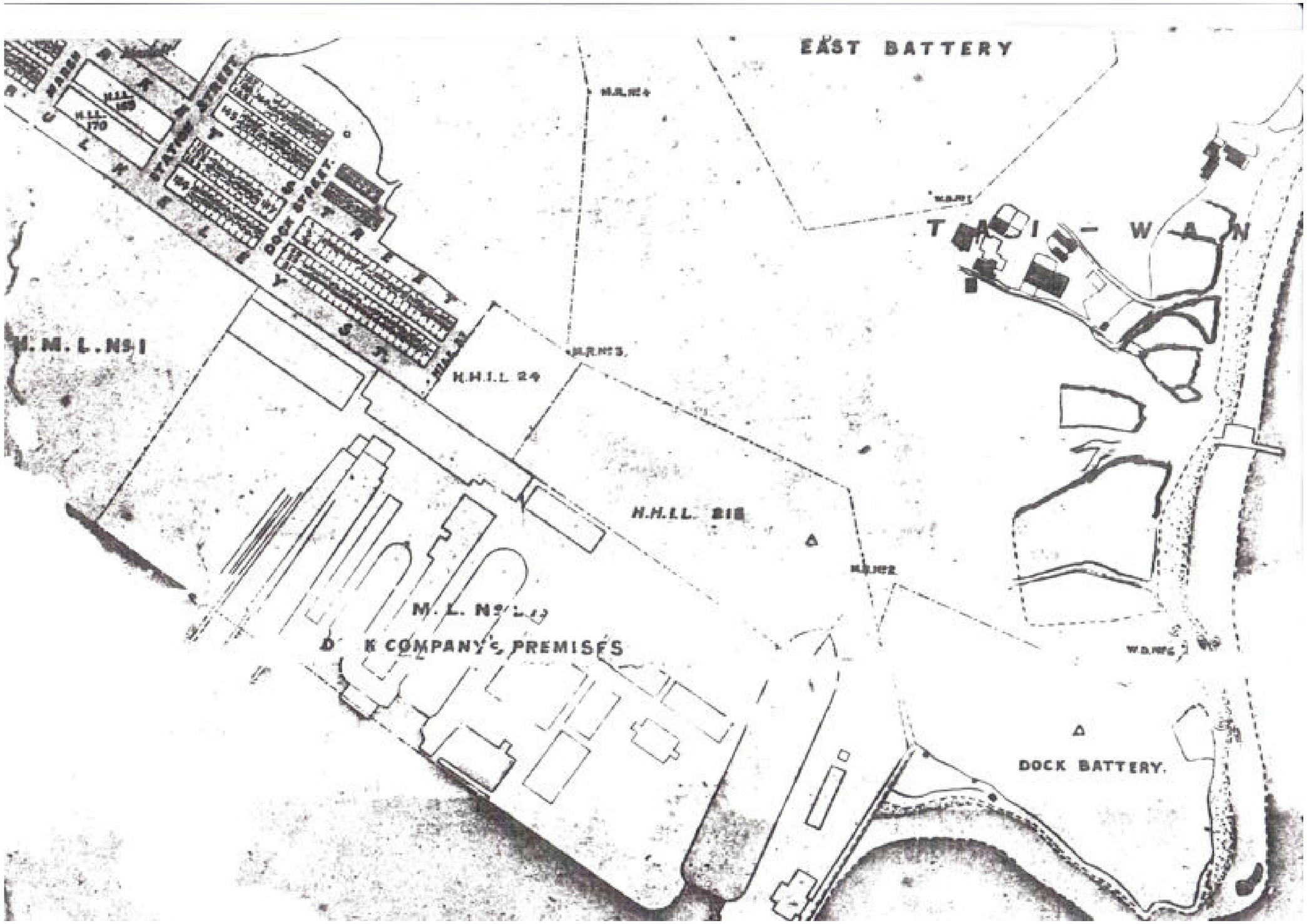

MEINHARDT Meinhardt Infrastructure and Environment Ltd 邁進基建環保工程顧問有公司	MTR	MTR Corporation Limited Kwun Tong Line Extension Contract No. NEX/2207 Environmental Impact Assessment	**1894 MAP SHOWING THE LOCATION OF THE KOWLOON DOCK AND HUNG HOM SETTLEMENT**	Figure: A4.1 Scale: NTS Rev: —