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**ACE Paper 9/2013**  
***For advice on 17 June 2013***

## **Report on the 123<sup>rd</sup> Environmental Impact Assessment Subcommittee Meeting**

### **PURPOSE**

The Environmental Impact Assessment Subcommittee (EIASC) considered the following three EIA reports under section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) at the meeting on 27 May 2013 –

- (i) Central Kowloon Route (hereafter known as the CKR project) (ACE-EIA Paper 2/2013 refers);
- (ii) Cross Bay Link, Tseung Kwan O (hereafter known as the CBL project) (ACE-EIA Paper 3/2013 refers); and
- (iii) Tseung Kwan O – Lam Tin Tunnel and Associated Works (hereafter known as the TKO-LTT project) (ACE-EIA Paper 4/2013 refers).

The report on the CKR project was submitted by the Highways Department (HyD) whereas the other two reports on the TKO-LTT and CBL projects were submitted by the Civil Engineering and Development Department (CEDD).

2. Members are requested to consider the views of the EIASC at para. 11 and 12 below and advise on way forward for handling the three EIA reports.

### **BACKGROUND OF THE PROJECTS**

#### **A. Central Kowloon Route (CKR)**

3. The proposed CKR will connect the West Kowloon Highway at Yau Ma Tei Interchange with the Kai Tak Development (KTD) and the road network at Kowloon Bay, where it will link up to the future Trunk Road T2 at KTD and Tseung Kwan O –

Lam Tin Tunnel.

#### **B. Tseung Kwan O – Lam Tin Tunnel and Associated Works (TKO-LTT)**

4. Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) is a dual two-lane highway approximately 4.8 km long with 2.6 km in the form of tunnel, connecting TKO at Po Shun Road in the east and Trunk Road T2 in the west with the associated interchange.

5. The proposed CKR, Trunk Road T2 and TKO-LTT will form a strategic highway, namely Route 6, to provide an east-west express link between West Kowloon and Tseung Kwan O. Upon completion, Route 6 will provide the necessary relief to the existing heavily trafficked road network in the central and eastern Kowloon areas, thus reducing the related environmental impacts on these areas.

#### **C. Cross Bay Link, Tseung Kwan O (CBL)**

6. Cross Bay Link (CBL) is a dual two-lane carriageway of approximately 1.8 km long across the Junk Bay mainly on viaduct, connecting TKO-LTT to Wan Po Road at the south eastern part of TKO. The viaduct section of CBL has a cycle track and a footpath in addition to the road carriageway. Together with Route 6, the CBL will provide an east-west highway link between Kowloon and TKO South.

7. Please refer to the ACE-EIA papers 2, 3 & 4/2013 on the three EIA reports at **Annexes A-C** for project details.

### **VIEWS OF THE DIRECTOR OF ENVIRONMENTAL PROTECTION**

8. The Director of Environmental Protection (DEP), in conjunction with the relevant authorities, considers that the three EIA reports have met the respective requirements of the EIA Study Brief and the Technical Memorandum on EIA Process (TM). Comments from the public and ACE will be taken into account by DEP in deciding whether or not to approve the EIA reports under the EIAO.

### **VIEWS OF THE SUBCOMMITTEE**

9. The three EIA reports are inter-related. To facilitate consideration of the projects in entirety, Subcommittee Members agreed to hear the presentation from the project proponents on the reports in one go before starting the Question-and-Answer Session.

10. A summary of issues discussed at the meeting is at **Annex D**.

## **RECOMMENDATIONS OF THE SUBCOMMITTEE**

11. Having regard to the findings and recommendations of the three EIA reports and the information provided by the project proponents, the Subcommittee agreed to recommend to the full Council that the EIA reports could be endorsed with the following proposed conditions –

### Condition of endorsement common to three EIA reports

The project proponents, i.e. HyD for the CKR project and CEDD for the TKO-LTT and CBL projects should set up community liaison groups (CLGs) comprising representatives of affected parties, including local committees, residents and schools in the affected areas along the route alignments, to facilitate communications, enquiries and complaint handlings on environmental issues related to the projects. Respective community liaison teams and designated complaint hotlines should be set up for the projects to address related concerns and enquiries in an efficient manner. The proponents should also follow up with the respective CLGs on the implementation of mitigation measures as necessary.

### Condition of endorsement for the CKR EIA report

The project proponent would incorporate more innovative designs and greening features in the detailed planning of the landscape deck and ventilation building, e.g. planting of trees, preferably scented trees, to provide greening in Kowloon area, tree planting arranged in east-west orientation to create wind corridor effect and use of roof garden/vertical green walls to enhance aesthetic effect. The proponent should monitor performance of the contractors to ensure that sufficient and suitable soil substrates would be provided for the planting and that there should be good and sustained horticultural management/maintenance.

### Condition of endorsement for the TKO-LTT EIA report

The project proponent should conduct a post-construction marine water quality monitoring in the embayment area fronting Ocean Shores for one year after the proposed reclamation for Road P2 is completed.

### Condition of endorsement for the CBL EIA report

Nil

12. EIASC also proposed the following recommendations as suggestions/advice to the project proponents –

#### Recommendations common to all the three projects

- (a) To keep in view the new AQOs when proceeding with the projects while the prevailing AQOs are the statutory standards in the EIA reports.
- (b) To identify compensatory planting sites within the whole project areas if direct greenery compensation could not be arranged at or adjacent to the affected sites. To consider planting trees at landscape decks and green roofs for tunnel portals and ventilation buildings.
- (c) To monitor contractors to ensure good and sustained horticultural management/maintenance of the greening facilities.
- (d) To suitably design the noise barriers along the route alignments to ensure maximum harmony with the surrounding environment.
- (e) To consider incorporating soundscape concept in the design of podiums to reduce the noise impact along the route alignments.

#### Recommendation for the CKR project

- (a) To closely monitor the conditions of old buildings within the influenced zone along the tunnel alignment to ensure structural safety of the buildings and to consider engaging a third party to conduct the monitoring to enhance impartiality/credibility of the work, if the dwellers so desired.

#### Recommendations for the TKO-LTT project

- (a) To incorporate the concept of easy accessibility by the public and use of native species for the planting in the design of landscape decks.
- (b) To consider post-monitoring programme to ensure return of good sub-tidal habitat after the construction works.

### Recommendations for the CBL project

- (a) To devise a monitoring plan with good maintenance strategy to ensure the effectiveness of the low noise road surface.
- (b) To enhance the design of the “Eternity Arch” to give a better aesthetic effect, e.g. a more spectacular night montage.
- (c) To advise the contractors not to adopt percussive piling method but other low noise construction plants/equipment for the construction works.

13. The Subcommittee also agreed that HyD and CEDD would not be required to attend the full Council meeting scheduled for 17 June 2013 unless there were any unanticipated developments of the projects during the period which would warrant the teams to give further presentation at the meeting.

**EIA Subcommittee Secretariat  
June 2013**