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**(ACE Paper 39/97)**  
**for advice**

### **Report of the EIA Subcommittee**

The EIA Subcommittee considered two environmental impact assessment reports in August. One EIA report was considered by circulation and the other one was discussed at the Subcommittee's meeting held on 4 August 1997.

#### **Environmental Impact Assessment for Design and Construction of Interchange at the Junction of Pok Fu Lam Road and Sassoon Road (ACE EIA Paper 14/97)**

2. Pok Fu Lam Road is a primary distributor for the Southern District. The road serves as a major link between the Aberdeen area and other districts. Taking into account the potential development in Aberdeen and the traffic demand generated or attracted by the opening of the Western Harbour Crossing, a transport interchange is proposed to allow an uninterrupted north-south traffic along Pok Fu Lam Road and improve traffic movement of Sassoon Road and Bisney Road.

3. The proposed project comprises 2 existing traffic lanes and a new depressed traffic lanes running along the existing alignment of Pok Fu Lam Road, a link bridge to Sassoon Road, a re-aligned Bisney Road on elevated structures and slope stabilization work. Construction is scheduled to commence in November 1998 for completion in 29 months.

4. Noise impact has been identified as the major concern. The alignment of the improved road is constrained by the Queen Mary Hospital on one side and the residential halls of the University of Hong Kong on the other. Because of the site constraints and safety considerations, only limited locations are feasible for noise barrier installation. Noise reduction effects of barriers were tested but found to be ineffective because of the high rise nature of the affected buildings and their proximity to the roads. Low noise road surfacing is also impractical because the current material specification is not suitable on low speed roads. As no direct noise mitigation measures can be provided to effectively reduce the noise levels, the study concludes that indirect mitigation measures in

the form of window insulation and air-conditioning to about 455 eligible affected dwellings are required.

5. The existing woodland on the down-slope side of Pok Fu Lam Road would be affected but the tree survey results indicated that the ecological value of the woodland is low. Compensatory tree replanting is recommended to create a landscape pattern and woodland structure similar to the surrounding environment to enhance its ecological value.

### **EIA Subcommittee's View and Recommendation**

6. Members were concerned about effective traffic management during the construction stage and the loss of vegetation. Nevertheless, they agreed to recommend the endorsement of the report with the following conditions:

- (a) indirect noise mitigation measures laid out in the report should be fully implemented; and
- (b) technical alternatives to avoid tree pruning should be explored; in case pruning was necessary, proper measures should be implemented to minimize the impacts on the trees.

### **MTR Tseung Kwan O Extension Environmental Impact Assessment Study (ACE EIA Paper 15/97)**

7. The proposed new railway line will provide improved public transport to serve the new town of Tseung Kwan O, which is expected to accommodate a fast growing population in the coming decade. It links from the existing Kwun Tong Line at Lam Tin Station and the Hong Kong Island Line at Quarry Bay and North Point stations. The new line will run eastward via Yau Tong, Tiu Keng Leng, Tseung Kwan O and Hang Hau to Po Lam. The construction programme is planned to commence in late 1998/early 1999 with a completion date of mid-2002.

8. The EIA study concludes that no insurmountable environmental problem will arise from the proposed project, and no adverse operational impacts are anticipated as the entire railway extension would either be underground or covered. Construction dust and noise impacts have been identified as the major issues during the construction stage. However, practicable mitigation measures are available and have been recommended in the report to alleviate these impacts.

## **EIA Subcommittee's View and Recommendations**

9. Members were generally content with the recommendations set out in the EIA report. However, they were concerned about the loss of mature trees at Tiu Keng Leng. The Subcommittee agreed to recommend endorsement of the project on the condition that government policy on ecological compensation would be followed.

### **Advice Sought**

10. Members are requested to advise whether the following EIA reports should be endorsed:

- (a) Environmental Impact Assessment for Design and Construction of Interchange at the Junction of Pok Fu Lam Road and Sassoon Road; and
- (b) MTR Tseung Kwan O Extension Environmental Impact Assessment Study.

**Planning, Environment and Lands Bureau**  
**August 1997**