

**AVA Register for Government Project
Project Description**

Return From (Department/bureau/authority) Highways Department

Return For 3rd Quarter of 2016

<p>1. Project Name (in English & Chinese)</p>	<p>Central Kowloon Route ("CKR") 中九龍幹線</p>
<p>2. Project Reference</p>	<p>AVR/G/33</p>
<p>3. Outline of Project Details <i>(attach location plan)</i></p> <p><i>Please include key development parameters e.g. site area, total GFA, building height, lot frontage for waterfront sites etc. relevant to the project and the relevant criteria for AVA set out in para. 4.</i></p>	<p>(a) dual 3-lane east-west trunk road of about 4.7km long with about 3.9km in tunnel connecting West Kowloon with the proposed Kai Tak Development;</p> <p>(b) access roads at the western end of CKR to link with the Yau Ma Tei Interchange of the West Kowloon Highway;</p> <p>(c) access roads at the eastern end of CKR to link with the road network in East Kowloon;</p> <p>(d) reprovisioning of Government and community facilities affected by the CKR;</p> <p>(e) administration and ventilation buildings;</p> <p>(f) associated environmental, geotechnical, landscape, drainage and electrical and mechanical works.</p>

4. **Select the following category(ries) which would be applicable to the major government project :**

(Please tick ALL relevant categories)

- Planning studies for new development areas.
- Comprehensive land use restructuring schemes, including schemes that involve agglomeration of sites together with closure and building over of existing streets.
- Area-wide plot ratio and height control reviews.
- Developments on sites over 2 hectares and with an overall plot ratio of 5 or above.
- Development proposals with total Gross Floor Area exceeding 100,000 square metres.
- Developments with podium coverage extending over one hectare.
- Developments above public transport terminus.
- Buildings with height exceeding 15 metres within a public open space or breezeway designated on layout plans / outline development plans / outline zoning plans or proposed by planning studies.
- Developments on waterfront sites with lot frontage exceeding 100 metres in length.
- Extensive elevated structures of at least 3.5 metres wide, which abut or partially cover a pedestrian corridor along the entire length of a street block that has / allows development at plot ratio 5 or above on both sides; or which covers 30% of a public open space.
- Others, please specify

A dual 3-lane trunk road mainly in tunnel with connection interchanges and, ventilation and administration buildings.

5. Relevant factors which have been taken into account in assessing the need for AVA			
<i>Factors</i>	<i>Y</i>	<i>N</i>	<i>Brief remarks</i>
Are there existing / planned outdoor sensitive receivers located in the vicinity of the project site falling within the assessment area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Kowloon contains mostly developed areas and outdoor sensitive receivers exist.
Are there known or reasonable assumptions of the development parameters available at the time to conduct the AVA?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Planned land users are mostly known.
Are alternative designs or alternative locations feasible if the AVA to be conducted reveals major problem areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Location of ventilation buildings constrained by tunnel alignment, which has limited flexibility to change. Some adjustment to the design of the buildings may be possible subject to assessment.
Are there other overriding factors that would prevail over air ventilation considerations in the determination of the project design?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors, such as minimization of effect to existing developments and extent of land requirement, preservation of built heritage, environmental impact and traffic need, may prevail.
Will the desirable project design for better air ventilation compromise other important objectives for the benefits of the public?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Preliminary findings indicate that the project is unlikely to have an adverse wind availability impact on the local pedestrian level.
Has the public raised concern on air ventilation in the neighbourhood area of the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	New high-rise developments in West Kowloon Reclamation.

Is the project already in advanced stage to incorporate AVA?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any other factors not listed above? (please specify)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Is AVA required?		
AVA is required for the project	<i>Go to Section 7</i>	
AVA should be conducted later	<i>Go to Section 8</i>	
AVA to be waived	<i>Go to Section 9</i>	
7. AVA is required for the project <i>not applicable</i> (The AVA report, 3 hard copies and an electronic copy in Acrobat format, will be submitted for record after completion.)		
(a) AVA Consultants (if any)	Arup – Mott MacDonald Joint Venture	
(b) Time (start / finish)	End 2014 / October 2016	
(c) Assessment tool used (CFD or/and wind tunnel)	Wind tunnel	
(d) Any design changes made to the project resulting from the AVA?	No	
(e) Any major problems encountered in the AVA process?	No	
(f) Any suggested improvement to the AVA process?	No	

8. AVA should be conducted later		<i>not applicable</i>
(a) What is the current stage of the project?		
(b) When should AVA be conducted?		
(c) Which Policy Bureau agrees to conduct AVA later?	DB THB Others _____	
9. AVA to be waived		<i>not applicable</i>
(a) Give justifications for waiving the requirement		
(b) Have qualitative design guidelines / measures been adopted and design changes been made to improve air ventilation of the project?		
(c) Which Policy Bureau agrees to waive AVA?	DB THB Others _____	
10. Contact		
(a) Name		██████████
(b) Designation		████████████████████
(c) Tel.		██████████
(d) E-mail		██