MTR Corporation Limited

Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot

Project Profile

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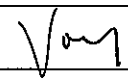
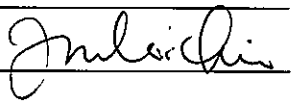
		Signature			
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Contents

1 Basic Information

1.1 Project Title

1.1.1 Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot, Lantau.

1.2 Purpose and Nature of the Project

1.2.1 In the 2016 Policy Address, the Chief Executive announced the initiative to actively explore with MTR Corporation (the Corporation) the development potential of stations and related sites along the existing and future rail lines, including the Siu Ho Wan Depot (SHD).

1.2.2 The Lantau Development Advisory Committee (LanDAC) has proposed "Strategic Economic and Housing Development" as the planning theme for the North Lantau Corridor. The proposed comprehensive development atop SHD (the Project) is in line with the planning theme, which has been earmarked as one of the medium-term projects in the First-term Working Report published by LanDAC in January 2016.

1.2.3 The Corporation is currently conducting a study to formulate a technically feasible development scheme for the Project to optimise housing supply. A new Siu Ho Wan (SHO) Station has been proposed along the Tung Chung Line (TCL) tracks to meet transport needs of the development and enable building of a sustainable community.

1.2.4 This Project Profile is prepared to provide information of the Project to enable the determination of the scope of the Environmental Impact Assessment (EIA) Study, which is aimed to establish the environmental acceptability of the Project and to meet relevant statutory requirements under the EIA Ordinance (Cap. 499).

1.3 Name of Project Proponent

1.3.1 The Project Proponent is MTR Corporation Limited[1].

[1] In line with the 2016 Policy Address, the Government is actively exploring with MTR Corporation the development potential of stations and related sites along existing and future rail lines. To this end, the Corporation will carry out the EIA to explore the development potential of the subject site. The arrangements for implementation of the Project will be separately considered by the Government in due course, subject to successful completion of the EIA and other relevant studies.

1.4 Location, Scale of Project and History of the Site

1.4.1 SHD, with an area of about 30 hectares, is situated on reclaimed land formed in the 1990s at approximately 5km east of Tung Chung New Town along the Northshore Lantau. It is bounded by a seawall with a service road to its north/northwest, and the Lautau Airport Railway (LAR), North Lantau Highway (NLH) and Tuen Mun – Chek Lap Kok Link slip road (under construction) to its south/southeast. Location of SHD and the indicative location (for illustration purpose) of the proposed SHO Station is shown in **Figure 1.1.**

1.4.2 SHD provides essential maintenance and support facilities for the entire fleet of TCL, Airport Express Line (AEL) and Disneyland Resort Line (DRL), including stabling tracks, workshops, and running/heavy maintenance facilities as well as infrastructure maintenance facilities.

1.4.3 The Project comprises residential towers of building height of about +86mPD to about +106mPD to provide about 14,000 flats, along with commercial/retail facilities, schools and kindergartens, car parking and loading/unloading facilities, public transport interchange (PTI), utility plant rooms and other supporting facilities, situated on a podium deck over the SHD. The development parameters, including the building height and the flat number, are subject to revision in the light of on-going studies to explore the scope for further increase in development intensity to maximize the use of the site.

1.4.4 The Project will be implemented by phase which involve the following key construction activities:

- Depot replanning in 4 major phases within the existing site boundary;
- Podium deck and property enabling works;
- Topside development including podium, towers, supporting facilities, and associated utilities; and
- A new SHO Station and the associated track works.

1.4.5 To facilitate the construction of the topside development, the existing railway depot will undergo a replanning while continue to provide maintenance and support services to the existing TCL, AEL and DRL. The depot operation will be maintained with arrangements to be made to relocate the existing furniture and facilities within the existing depot to make room for the phased construction of the concrete slab and topside development.

1.4.6 Sewage generated from the railway depot is currently conveyed to the nearby Siu Ho Wan Sewage Treatment Works (SHWSTW) for treatment and disposal. It is expected that the sewerage system will be upgraded with installation of new sewage pumping stations (SPSs) as required to cater for sewage generated from the Project. The upgrading works to the existing sewerage network for conveyance of the sewage from SHD to Government sewage treatment works will be carried out under the Project.

1.4.7 It is expected that the Project would require at least one major SPS with capacity of "up to 4,000m^3/day" per development phase (total 4 major phases) and SPSs of smaller capacity to serve individual development package, SHO Station and the replanned depot, together with the final SPS of about 12,000m^3/day for the topside development, subject to detailed planning and design.

1.5 Number and Types of Designated Projects to be Covered by the Project Profile

1.5.1 The Project is classified as a Designated Project (DP) under Schedule 3 of the EIA Ordinance:

- Item 1 – Engineering feasibility study of urban development projects with a study area covering more than 20 hectares or involving a total population of more than 100,000.

1.5.2 Sewage pumping stations within the Project may be classified as DP under Schedule 2 of the EIA Ordinance:

- Item F.3(b) – A sewage pumping station with an installed capacity of more than 2,000m^3 per day and a boundary of which is less than 150m from an existing or planned residential area or educational institution.

1.5.3 The proposed new SHO Station is a DP under Item A.2, Schedule 2 of the EIA Ordinance.

1.5.4 The replanned depot will be operated within a podium deck hence no adverse environmental impact is anticipated on full implementation of the Project. A detailed examination will be conducted in accordance with the requirements stipulated in Section 6 of the *Technical Memorandum on EIA process (TM-EIAO)* on whether the works incurred would result in material change to its existing operation.

1.6 Name and Telephone Number of Contact Persons

1.6.1 All queries regarding the Project can be addressed to:

Mr. Simon Chan (Chief Project Manager - Property)

MTR Corporation Limited

MTR Headquarters Building, Telford Plaza

Kowloon Bay, Kowloon

Tel.: 2993 3805

2 Outline of Planning and Implementation Programme

2.1 Planning and Implementation

2.1.1 The Project will be implemented by engaging relevant professionals throughout the planning, design, construction and implementation stages.

2.1.2 The construction works including depot replanning works, site formation and superstructure works etc. will be carried out by professional contractors to be appointed under various works contracts.

2.2 Study Programme

2.2.1 This EIA is targeted for completion within 2017. The outline implementation programme of the Project, including the associated infrastructure, will be determined during the study.

2.3 Potential Interface with Other Projects

2.3.1 Major committed projects on Lantau that may have potential interface with the Project have been identified as listed below. Any cumulative impact from these concurrent projects including but not limited to the followings during both construction and operational phases of the Project, will be addressed in the EIA as appropriate.

- Tung Chung New Town Extension and its associated infrastructure;
- Tuen Mun – Chek Lap Kok Link;
- Organic Waste Treatment Facilities Phase I (OWTF);
- Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB);
- Topside development at the HKBCF Island;
- HZMB Hong Kong Link Road;
- Hong Kong International Airport (HKIA) Three-Runway System (3RS); and
- North Commercial District at the HKIA.

3 Possible Impact on the Environment

3.1 General

3.1.1 All the prevailing statutory requirements will be considered in the EIA to assess the possible environment impacts.

3.2 Air Quality

Construction Phase

3.2.1 Dust generated from construction activities such as site clearance, excavation, backfilling, wind erosion of exposed area, temporary storage and handling of spoil, demolition and superstructure works, etc. will be controlled by implementing suitable practices and mitigation measures (see Section 5). Potential impact on air sensitive receivers (ASRs) within the Project during interim stages, along with those in the vicinity, will be controlled to within relevant standards.

Operational Phase

3.2.2 Sufficient buffer distance will be allowed for ASRs within the Project from the existing and committed external road network to ensure compliance of the *Hong Kong Air Quality Objectives (HKAQOs)*. Internal traffic will be primarily contained within the podium with effective air ventilation design, hence air quality impact on ASRs is expected to be insignificant.

3.2.3 Sewage pumping stations within the Project will be enclosed with appropriate measures to minimise potential nuisance to future occupants. Potential odour impact from SHWSTW and OWTF is expected to be insignificant, given the distance separation of over 400m and 600m, respectively. Air quality impact on SHD due to external stationary emission sources, if any, will be addressed in the EIA. No existing/planned marine emission source has been identified within 500m of SHD.

3.3 Noise

Construction Phase

3.3.1 Construction noise generated from the use of Powered Mechanical Equipment during site clearance, excavation, backfilling, demolition and superstructure works etc. will be mitigated by suitable practices and precautionary measures (see Section 5). Potential impact on noise sensitive receivers (NSRs) within the Project during interim stages, as well as visitors at the Lantau North (Extension) Country Park, will be controlled to within relevant standards.

Operational Phase

3.3.2 Self-protecting building design coupled with noise mitigation measures will be adopted to ensure compliance of relevant noise standards from the existing and committed road and rail networks including the proposed SHO Station, as well as nearby fixed noise sources, for NSRs within the Project. Potential noise impact from the operating depot on NSRs within the Project during interim stages will be mitigated.

3.3.3 SHD is located outside the Noise Exposure Forecast 25 contour of the HKIA as presented in the approved *HKIA 3RS EIA Report*, hence is considered suitable for noise sensitive uses in accordance with the *Hong Kong Planning Standards and Guidelines (HKPSG)* requirement. Car parking and loading/unloading facilities, PTI, utility plant rooms etc. will be located predominantly within the podium. Other fixed noise sources within the Project such as sewage pumping stations and utilities will be enclosed or equipped with appropriate measures to minimise potential nuisance to future occupants.

3.4 Water Quality

Construction Phase

3.4.1 Wastewater and site runoff generated from construction activities will be properly pre-treated prior to discharge into the public stormwater system as far as feasible to minimise adverse water quality impact. Potential environmental impacts associated with the upgrading works to the existing sewerage network for conveyance of the sewage from the Project will be mitigated.

Operational Phase

3.4.2 Sewage generated from the Project, estimated to be about 13,200m^3/day average dry weather flow (ADWF), including about 12,000m^3/day from the topside development, 1,000m^3/day from the depot operation and about 200m^3/day from the proposed SHO Station, subject to detailed planning and design, will be conveyed to Government sewage treatment works for treatment and disposal. It is expected that the existing sewerage system will be upgraded, including installation of new sewage pumping stations as required, to cater for the additional sewage flow. Preventive measures to be considered to avoid emergency discharge from new sewage pumping stations including standby/spare pumps and backup power supply. No local discharge of wastewater is expected from the Project.

3.5 Waste

Construction Phase

3.5.1 Solid waste generated from construction activities includes construction and demolition (C&D) materials, chemical waste, general refuse etc. Sediment may also be generated due to foundation and excavation works. Good site practices will be implemented to avoid or minimise potential environmental impacts associated with handling, collection and disposal of wastes.

Operational Phase

3.5.2 Municipal solid waste generated from the Project will be properly handled to minimise potential nuisance to future occupants during storage, collection and transportation. Potential environmental impact due to municipal solid waste is expected to be insignificant.

3.6 Land Contamination

3.6.1 Operation of SHD will not cause significant land contamination. There has been no historic leakage or spillage of oil or chemical during storage, handling and logistics at SHD. Site appraisal will be conducted to identify potential location(s) of land contamination while maintaining the depot operation. Site investigation plan will be formulated in accordance with EPD's guidance notes, if required, to facilitate further studies in the detailed design and implementation stages.

3.6.2 Wastewater generated from land decontamination, if any, will be properly handled in accordance with the *Water Pollution Control Ordinance (Cap. 358) – Technical Memorandum*. Chemical waste generated from the process, such as wastewater containing chemical waste residues will be disposed of in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*.

3.7 Ecology

Construction Phase

3.7.1 No natural habitat of flora and fauna has been identified within SHD hence direct ecological impact during construction phase is expected to be insignificant (see Section 4). Indirect ecological impact on the closest sensitive receiver of Tai Ho Priority Site is also expected to be insignificant, given the distance separation of about 100m. No reclamation is required for the Project hence no impact on marine environment is expected.

Operational Phase

3.7.2 The replanned railway depot will be decked over by a landscaped podium hence potential noise will be largely avoided. Light generated by future residential premises will be relatively insignificant. As no ecological sensitive receiver is located in close proximity to the SHD, disturbance to wildlife due to increase in human activities is expected to be insignificant.

3.8 Landscape and Visual

Construction Phase

3.8.1 Major landscape resources in the vicinity include the water body at Tai Ho Wan and woodland on slopes between the NLH and the Country Park. Existing trees within SHD are common species, including *Acacia confusa, Bauhinia blakeana, Cinnamomum camphora, Ficus virens, Hibiscus tiliaceus* and *Livistona chinensis* etc., which may be affected by the Project. Visual character of SHD will be gradually transformed from low-rise industrial to a suburban development node.

Operational Phase

3.8.2 Major visual resources in the vicinity include the Lantau North (Extension) Country Park and the Tai Ho Stream Site of Special Scientific Interest (SSSI). Building height ranges from about +86mPD to about +106mPD. The building height is subject to revision in the light of on-going studies to explore the scope for further increase in development intensity to maximize the use of the site. Reference will be made to the *Sustainable Building Design Guidelines* promulgated by Buildings Department in the development scheme design to promote quality and sustainable built environment.

3.8.3 The proposed residential towers of the Project may intercept views of the visually sensitive receivers. Visually sensitive receivers in the vicinity are primarily transient in nature. Due consideration will be given to the surrounding context and the public viewers in the scheme design of the Project, with provision of visual corridors, buffer planting and landscaped terrace at strategic locations to enhance visual permeability. Specifically, the prominent view corridor from Tai Ho Wan will not be affected by the Project. Potential landscape and visual impact due to the Project is not expected to be substantial.

3.9 Hazard-to-Life

3.9.1 Siu Ho Wan Water Treatment Works (SHWWTW) is a Potentially Hazardous Installation due to its storage of chlorine, with a consultation zone (CZ) of about 1km-radius (excluding areas 50m above it). A small portion of SHD is within the SHWWTW CZ. Due consideration will be given on construction and development planning within the CZ to minimise potential exposure of the construction workers and future occupants. Potential societal risk contribution from the Project is expected to be insignificant.

3.9.2 Potential hazard due to biogas generation and storage at the OWTF, situated at some 670m from SHD, is expected to be insignificant, as the maximum hazard distance is only some 116m according to the environmental permit information of the OWTF (Dec 2015).

4 Major Elements of the Surrounding Environment

4.1 General

4.1.1 SHD is surrounded by a combination of transport infrastructure, Government facilities and natural landscape. Major land uses in the vicinity include the following:

- Siu Ho Wan Government Maintenance Depot, Discovery Bay Tunnel Administration Building and New Lantao Bus Company Siu Ho Wan Depot at about 70-90m to the east/southeast;
- Tai Ho Priority Site under New Nature Conservation Policy at about 100m to the south/southwest;
- Tai Ho Offtake and Pigging Station at about 210m to the south;
- Lantau North (Extension) Country Park at about 250m to the south, with the Lo Fu Tau Country Trail and the Hong Kong Olympic Trail at over 1.5km from SHD;
- Siu Ho Wan Sewage Treatment Works at about 420m to the east;
- Organic Waste Treatment Facilities under construction, at about 670m to the northeast;
- Siu Ho Wan Vehicle Pound Vehicle Examination Centre and Weigh Station at about 680m to the northeast;
- Siu Ho Wan Water Treatment Works at about 740m to the east;
- Luk Hop Yuen Kung, a Taoist temple, at about 780m to the south;
- Tai Ho Stream Site of Special Scientific Interest (SSSI) at about 820m to the southwest;
- North Lantau Refuse Transfer Station at about 1km to the northeast;
- Pak Mong Village at about 1.2km to the southwest;
- The Tung Chung East New Town Extension (under planning) at about 1.2km to the southwest; and
- The Topside Development at the HKBCF Island (under planning) at about 2.1km to the northwest.

4.1.2 Further, two potential public columbarium sites are located at Sham Shui Kok Drive at about 1km to the northeast of SHD according to Planning Department.

4.1.3 Environmental sensitive receivers have been identified based on existing and committed developments in the vicinity, with details provided in the following sections.

4.2 Air Quality

4.2.1 Air Sensitive Receiver (ASR) is defined in Annex 12 of the *TM-EIAO* as "domestic premises, hotel, hostel, hospital, clinic, nursery, temporary housing accommodation, school, educational institution, office, factory, shop, shopping centre, place of public worship, library, court of law, sports stadium or performing arts centre", as well as "any other premises or place with which, in terms of duration or number of people affected, has a similar sensitivity to the air pollutants as the aforelisted premises and places".

4.2.2 ASRs that may be affected by construction of the Project, including initial phases of the topside development, will be included in the air quality impact assessment. Potential external ASRs include offices/factories of Siu Ho Wan Government Maintenance Depot, Discovery Bay Tunnel Administration Building and New Lantao Bus Company Siu Ho Wan Depot.

4.2.3 Air quality impact on ASRs located within the Project due to mainly vehicular emissions from the nearby road network will be included in the air quality impact assessment. No major source of air pollutant emission is expected from operation of the Project.

4.3 Noise

4.3.1 Noise Sensitive Receiver (NSR) is defined in Annex 13 of the *TM-EIAO* as "domestic premises, educational institution, hospital, medical clinic, homes for the aged, convalescent homes, place of public worship, library, court of law, performing arts centre, auditoria, amphitheatre, hostel and country park".

4.3.2 NSRs that may be affected by construction of the Project and depot operation/replanning works during interim stages, including initial phases of the development, will be included in the noise impact assessment. Although the Lantau North (Extension) Country Park is located at about 250m from SHD, the Lo Fu Tau Country Trail and the Hong Kong Olympic Trail are located at over 1.5km away hence noise impact on the country park visitors should not be significant.

4.3.3 Noise impact on NSRs located within the Project due to mainly road traffic, railway operation and nearby facilities such as Siu Ho Wan Government Maintenance Depot, Tai Ho Offtake and Pigging Station etc. will be included in the noise impact assessment. As the railway depot will be covered by the podium deck, and the car parking and loading/unloading facilities, PTI, utility plant rooms etc. will be located predominantly within the podium, no major source of noise emission is expected from operation of the Project.

4.4 Water Quality

4.4.1 Siu Ho Wan is located within the North Western Water Control Zone. Major Water Sensitive Receivers (WSRs) in the vicinity including Tai Ho Stream SSSI, marine park and coral communities in the Brothers Islands, Ma Wan fish culture zone, seawater intake point at Sunny Bay, as well as gazetted beaches at Tuen Mun. As wastewater arising from operation of the Project will be discharged into the communal sewerage, no adverse impact on the WSRs is expected.

4.5 Ecology

4.5.1 Ecological sensitive receivers located in the vicinity including Tai Ho Priority Site, Tai Ho Stream SSSI and Lantau North (Extension) Country Park will be included in the ecological impact assessment.

4.6 Landscape and Visual

4.6.1 Major landscape and visual resources in the vicinity include the Lantau North (Extension) Country Park, the Tai Ho Stream SSSI and the open sea to the north. Existing trees within SHD are common species (see Section 3). No landscape sensitive receiver has been identified within the Project. Landscaping features will be provided on the future podium deck to create a pleasant environment.

4.6.2 Representative visually sensitive receivers within the visual envelope including Pak Mong Village, hikers at the country trails, travellers at nearby road and railway network, ferry passengers in the open sea, residents in Tung Chung New Town and Tuen Mun, visitors and workers in HKBCF, and workers in existing facilities in Siu Ho Wan across NLH etc. will be included in the visual impact assessment.

4.7 Hazard-to-Life

4.7.1 Potential contribution to the societal risk due to construction and operation of the Project within the CZ of SHWWTW will be included in the risk assessment.

5 Environmental Mitigation Measures to be Incorporated in the Design and Any Further Environmental Implications

5.1 Measures to Minimize Environmental Impacts

5.1.1 Practicable and effective mitigation measures will be adopted for construction and operation of the Project, as necessary, to ensure compliance of relevant environmental standards. Possible key measures to be adopted, subject to studies, are listed below.

5.2 Air Quality

Construction Phase

5.2.1 Dust mitigation measures as stipulated in the *Air Pollution Control (Construction Dust) Regulation (Cap. 311R)* will be implemented to control fugitive dust emission. Possible key measures include:

- Regular watering on all exposed and unpaved surface, particularly during dry weather;
- Frequent watering for particularly dusty construction areas and areas close to ASRs;
- Minimise temporary storage of stockpiles on site;
- Cover excavated or stockpile of dusty material by impervious sheeting or spraying with water to maintain the entire surface wet;
- Wheel washing facilities at the exit points of the site;
- Cover dusty materials on vehicles leaving the site; and
- Dust suppression measures.

Operational Phase

5.2.2 Sufficient buffer distance will be allowed for ASRs within the Project from the existing and committed external road network to ensure compliance of the HKAQOs. Internal traffic will be contained mainly within the podium. Fresh air intake for commercial/retail and educational facilities will be planned at location(s) of satisfactory air quality.

5.3 Noise

Construction Phase

5.3.1 Possible key measures to reduce construction noise impact include:

- Quiet plants, silencers or mufflers on construction equipment;
- Movable and temporary barriers to screen particular items of plant or noisy operations;
- Noise screening structures or purpose-built noise barriers along the site boundary;
- Good site practices such as locate noisy equipment and activities at farthest practicable distance, schedule noisy activities to minimise noise exposure, proper maintenance of construction plant, devise quiet methods of working, and regular noise monitoring; and
- Proper planning of construction vehicle travelling route.

Operational Phase

5.3.2 Possible key measures to reduce operational noise impact include:

- Self-protecting building design coupled with direct noise mitigation measures. Acoustic insulation of buildings will be considered as the "last-resort" option in accordance with the *HKPSG*;
- Purpose-built noise barriers/canopies along development boundary; and
- Careful siting of noisy machinery with enclosure and/or acoustic louver/silencer, acoustic door, absorptive wall lining etc.

5.4 Water Quality

Construction Phase

5.4.1 Possible key measures to control water quality impact include:

- Good site practice in accordance with the *ProPECC PN 1/94 Construction Site Drainage* and *Recommended Pollution Control Clauses for Construction Contracts*, and *Environment, Transport and Works Bureau Technical Circular (Works) (TCW) No. 5/2005 Protection of Natural Stream / Rivers from Adverse Impact arising from Construction Works*;
- Collection of construction runoffs for treatment by properly maintained silt trap and oil interceptor to remove oil, lubricants, grease, silt, grit and debris etc. to ensure compliance of *Water Pollution Control Ordinance (Cap. 358)*;
- Cover open stockpiles of materials with tarpaulin or similar fabric during rainstorms;
- Minimise works entailing soil excavation during rainy season;
- Properly maintained oil interceptors for collecting spillage or leakages from site workshops, with waste oil to be collected by licensed collectors;
- Mobile toilets or other appropriate means to store sewage before disposal through licensed collection agent or discharging to communal sewerage system; and
- Employ a licensed chemical waste collector for the collection and disposal/treatment of the wastewater from decontamination in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*.

Operational Phase

5.4.2 Possible key measures to control water quality impact include:

- Properly maintained sand/silt and oil/grease traps will be provided to prevent ingress of pollutants to the stormwater drainage system; and
- Preventive measures including standby/spare pumps and backup power supply to avoid any emergency discharge of raw sewage from the new Sewage Pumping Stations to the water bodies.

5.5 Waste

5.5.1

Possible key measures to reduce the quantities of C&D materials, chemical waste, general refuse etc. for offsite disposal and to handle the sediment include:

C&D Materials, Chemical Waste and General Refuse

- Sorting and reuse on site as far as practicable;
- Handle by registered and licensed waste hauliers under *Waste Disposal Ordinance (Cap. 354)* and *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*;
- Nomination of an approved person for waste management;
- Separate chemical wastes for handling and treatment at licensed facilities;
- Proper record system for wastes generated, recycled and disposed of;
- Ticket-trip system in accordance with *Development Bureau Technical Circular No. 6/2010 Trip Ticket System for Disposal of Construction & Demolition Materials*;
- Waste Management Plan in accordance with *ETWB TCW No. 19/2005 Environmental Management on Construction Sites*;
- Segregate different types of waste for storage;
- Recycle unused chemicals with remaining functional capacity;
- Use of non-timber form work; and
- Proper storage and site practices.

Sediment

- Handle in accordance with *ETWB TCW No. 34/2002 Management of Dredged/Excavated Sediment*;
- Cover contaminated sediments with tarpaulin for stockpiling and transportation; and
- Properly designed and maintained construction plant and equipment to minimise release of silt, sediments, contaminants or other pollutants.

5.6 Land Contamination

5.6.1 Possible key measures to minimise potential exposure of soil or groundwater contamination include:

- Protective clothing and mask;
- Remove contaminated materials with mechanical equipment;
- Provide adequate washing facilities;
- Storage of excavated soil on impermeable surfaces;
- Handle by licensed waste hauliers for transportation and disposal at disposal site(s); and
- Obtain necessary waste disposal permits in accordance with *Waste Disposal Ordinance (Cap. 354)* and *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*.

5.7 Ecology

5.7.1 Due consideration will be given to avoid potential impact on ecological resources as far as practicable. Good site practices and mitigation measures proposed will help to minimise potential impacts on the general environment.

5.7.2 In the event if important ecological resource is identified during the baseline survey, mitigation measures will be formulated such as translocation of important species, confining works in specific area/season, alternative design/construction methods etc.

5.8 Landscape and Visual

5.8.1 Possible key measures to reduce potential landscape and visual impacts include:

Construction Phase

- Minimise construction phase impact by optimising construction activities and extent of temporary works area and installation of site hoardings.

Operational Phase

- Adopt urban design principles in scheme design such as sensitive design and disposition of building block, building height profile, terraced podium design, air ventilation permeability, façade treatment and landscaped open space, etc. as stipulated in the *HKPSG* in the development scheme design;
- Establish visual and landscaped corridors and buffer planting in the development scheme design; and
- Tree preservation in accordance with *Lands Administration Office Practice Note No. 7/2007 – Tree Preservation and Tree Removal Application for Building Development in Private Projects* and *Development Bureau Technical Circular (Works) No. 7/2015 – Tree Preservation*.

5.9 Hazard-to-Life

5.9.1 Possible key measure to minimise potential risk to construction workers and future occupants include:

- Limit working hours and number of workers within the SHWWTW CZ; and
- Minimise population within the SHWWTW CZ.

5.10 Severity, Distribution and Duration of Environmental Effects and Further Implications

5.10.1 Subject to the findings of assessments, effective control and mitigation measures will be identified to ensure the impacts to acceptable level. The possible severity, distribution and duration of environmental effects such as beneficial and adverse effects; short and long term effects; secondary and induced effects; cumulative effects and trans-boundary effects from committed projects, and further implications will be considered and addressed in the EIA, where applicable.

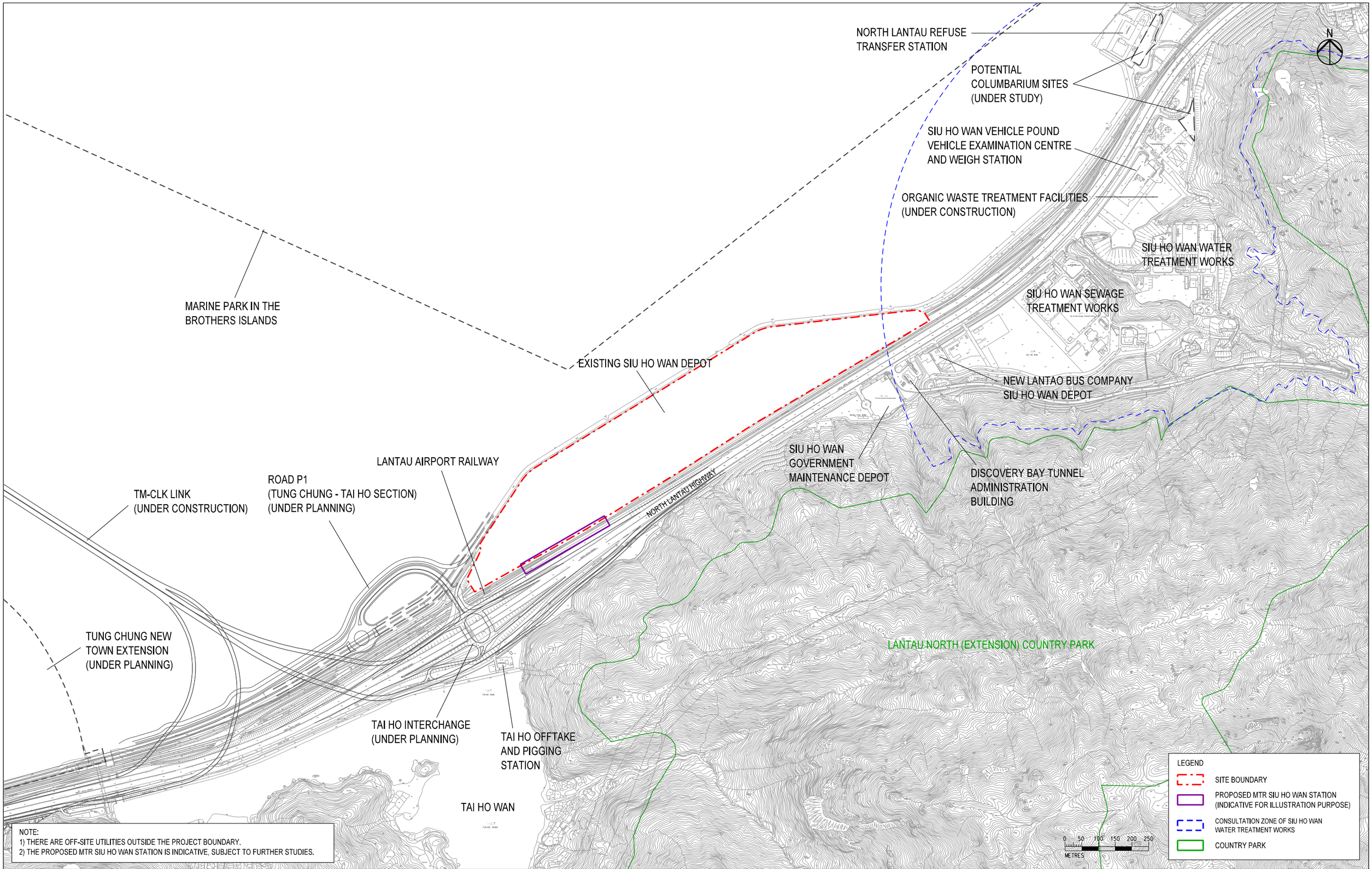
6 Use of Approved EIA Reports

6.1.1 The following reports are considered relevant and will be referred to in the EIA as appropriate. Other relevant information will also be considered and documented in the EIA where applicable.

Register No.	Title	Date of Approval	Relevance to the Project
AEIAR-082/2004	Siu Ho Wan Water Treatment Works Extension	15 Dec 2004	• Baseline ecological information
AEIAR-146/2009	Tuen Mun - Chek Lap Kok Link	23 Oct 2009	• Road alignment and environmental mitigation measures
AEIAR-149/2010	Organic Waste Treatment Facilities, Phase I	24 Feb 2010	• Cumulative Air Quality and Odour Impact Assessment • Hazard Assessment
AEIAR-158/2011	Integration of Siu Ho Wan and Silver Mine Bay Water Treatment Works	13 Jan 2011	• Baseline ecological information • Hazard Assessment
AEIAR-185/2014	Expansion of Hong Kong International Airport into a Three-Runway System	7 Nov 2014	• Cumulative Air Quality Impact Assessment • Noise Exposure Forecast
AEIAR-196/2016	Tung Chung New Town Extension	8 Apr 2016	• Cumulative Sewerage and Sewage Implications • Alignment of Road P1 (Tung Chung - Tai Ho Section) and environmental mitigation measures

Figure 1.1

Location of Project



NOTE:
1) THERE ARE OFF-SITE UTILITIES OUTSIDE THE PROJECT BOUNDARY.
2) THE PROPOSED MTR SIU HO WAN STATION IS INDICATIVE, SUBJECT TO FURTHER STUDIES.

ARUP

Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot

LOCATION OF PROJECT

MTR

SCALE:	1:10000 (A3)	FIGURE No. 1.1
DATE:	JUL 2016	