



Tuen Mun South Extension – Project Profile

June 2020

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Figure 1 Location of the Project

1 BASIC INFORMATION

1.1 Project Title

- 1.1.1 Tuen Mun South Extension (TMS Extension) Project (hereinafter known as “the Project”).

1.2 Purpose and Nature of the Project

- 1.2.1 TMS Extension is a railway scheme to enhance railway accessibility to the Tuen Mun South area. The new extension would serve the community south of the current Tuen Mun town centre, near Nerine Cove, The Sea Crest, Wu King Estate, Pierhead Garden, Richland Garden, Siu Hei Court, Yuet Wu Villa and Tuen Mun Ferry Pier.
- 1.2.2 TMS Extension is envisaged as a 2.4-km natural extension of West Rail Line (WRL) (future Tuen Ma Line (TML)) by extending the existing viaduct structure from the Tuen Mun (TUM) station overrun to a new elevated terminus along Wu King Road near Tuen Mun Ferry Pier at Tuen Mun South, with provision of an elevated intermediate station (A16 Station) near the Tuen Mun Swimming Pool.

1.3 Name of the Project Proponent

- 1.3.1 The project proponent is the MTR Corporation Limited.

1.4 Location and Scale of Project and History of Site

- 1.4.1 The Project is located in the southern part of Tuen Mun and extends in a generally southward direction from the existing TUM station of the WRL to the existing Tuen Mun Ferry Pier. The existing environment adjacent to the prospective alignments is urbanised, with existing land uses comprising mainly high-density residential developments [Residential (Group A)], Government, Institution or Community (G/IC), Green Belt (GB) and Open Space (O). An overview of the existing environment adjacent to the Project is shown in **Figure 1**.
- 1.4.2 The alignment of the Project upon leaving the existing TUM Station runs along the east bank of the Tuen Mun River Channel to TMS station with an intermediate station in Area 16. Potential stabling sidings would be built alongside the A16 Station or other appropriate locations.

1.5 Number and Types of Designated Projects

- 1.5.1 The Project is a designated project by virtue of Item A.2 “A railway and its associated stations”, Part I, Schedule 2 to the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). An environmental permit is required under the EIAO for the construction and operation of the Project.

1.6 Name and Telephone Number of Contact Persons

- 1.6.1 All queries regarding the Project can be addressed to:

Ms. Lisa Poon
MTR Corporation Limited
Tel.: 2688 1283

2 OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

2.1 Project 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 will be carried out by qualified contractors to be appointed under various works contracts.

2.2 Project Programme

- 2.2.1 The construction of the Project will be implemented tentatively from 2023 to 2030. This tentative project implementation programme is subject to review.

2.3 Project Interface

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

- Widening of Castle Peak Road – Castle Peak Bay
- Hong Kong Housing Authority for Construction of Public Housing Developments at Tuen Mun Central
- Feasibility Study for Retrofitting Barrier-free Facilities at Grade-Separated Walkways
- Provision of Universal Access Facilities at Footbridges, Elevated Walkways and Subways Package 6
- Retrofitting of Noise Barriers on Tuen Mun Road (Town Centre Section)
- Re-provisioning of Tuen Mun Swimming Pool, Tuen Mun Community Green Station, Tuen Mun Road Safety Town, Hoi Wong Road Pet Garden, Putting Green in Golf Centre and two footbridges (No. NF98 and NF99 & NF99A) across Wu King Road

3 POSSIBLE IMPACT ON THE ENVIRONMENT

3.1 Environmental Impacts from the Project

- 3.1.1 TMS Extension would run on viaduct from the existing overrun at TUM station of the WRL. No change of the WRL trackform is anticipated, the only modification works at the existing TUM is limited to mainly the end of the viaduct. As the railway extension would run on viaduct, possible construction methods would be using pre-cast concrete segments that are constructed off-site and transported to site by barge, or in-situ construction. For viaduct crosses the Tuen Mun River Channel, construction materials would be delivered from the shore by temporary bridges. For the piers alongside the river bank, the foundations and columns would be constructed from temporary reclaimed or steel platforms at the river side.
- 3.1.2 Temporary/offsite works areas and works sites, including a potential loading/unloading point for transporting the viaduct and station structures and ancillary building units, may be required for the provision of site office, workshops, temporary storage of construction materials, utility or temporary access to support the construction of the Project. Dredging/leveling works near the loading/unloading point and/or along the river may be required.
- 3.1.3 The potential impacts arising from the construction and the operation of the Project are discussed in **Section 3.2 to 3.10**. All the prevailing statutory requirements will be considered in the EIA to assess the possible environmental impacts.

3.2 Air Quality

Construction Phase

- 3.2.1 The construction of the Project, in particular earthworks, handling of materials at temporary stockpile areas, demolition and building works, and temporary reclamation work would be potential sources of dust impacts. The use of diesel-powered construction plant and equipment may also result in gaseous emissions.

Operational Phase

- 3.2.2 As electrically powered trains will be operated for the Project, no direct atmospheric emissions will arise from the train operations and no air quality issue is envisaged.

3.3 Noise

Construction Phase

- 3.3.1 The various activities to be undertaken for the construction of the Project, in particular those involving the use of Powered Mechanical Equipment (PME) would be potential sources of construction noise impacts. These would mainly include:
- foundation works – temporary reclamation and construction of the piles and pile caps; and
 - station and viaduct structural works – transportation of precast viaduct segments, formworks, concreting and material lifting;
 - loading/unloading point operations – loading and unloading of materials such as precast structures and movements of vehicles and barges; and
 - demolition and building works.

Operational Phase

- 3.3.2 Potential impacts on nearby noise sensitive receivers (NSRs) may arise from the operational rail noise of the Project, particularly during the night-time period, i.e. 2300 to 0700 hours, when the noise criteria are most stringent. In addition, considerations would need to be given to fixed plant noise generated by the electrical and mechanical (E&M) equipment of the stations.

3.4 Water Quality

Construction Phase

- 3.4.1 The construction of the viaduct piers would likely involve various extents of temporary reclamation along riverbank of the Tuen Mun River Channel. Cofferdams would be installed for the construction of the piles and pile caps. Removal of the temporary reclamation would be required after completion of the viaduct piers. As a result, water quality impacts may arise during the formation and removal of the temporary reclamation.
- 3.4.2 Apart from the temporary reclamation, construction site runoff and drainage; debris, refuse and liquid spillages; and sewage from the on-site construction workforce would also be potential sources of water quality impacts.

Operational Phase

- 3.4.3 Potential water quality impacts during the operational phase would mainly be related to sewage effluents from the staff and passengers and trade effluents from shops at the stations and surface run-off from tracks and station areas. With the provision of proper connections to the public sewerage network, no unacceptable impacts on water quality are envisaged.

3.5 Waste Management

Construction Phase

- 3.5.1 Waste generated from the construction of the Project would include construction and demolition (C&D) materials, general refuse from the onsite workforce, and some chemical wastes from the maintenance of construction plant and equipment. Since the southern portion of the Project would sit on reclaimed land, sediments may be generated during the construction of foundations for the viaduct piers and the stations. Good site practices would be implemented to avoid or minimise potential environmental impacts associated with the handling, collection and disposal of waste.

Operational Phase

- 3.5.2 The key issues with respect to waste are anticipated to be mainly related to the management of general refuse and a small amount of chemical waste generated from the operation of the stations.

3.6 Land Contamination

Construction Phase

- 3.6.1 The southern half of the G/IC zone in Tuen Mun Area 16 is currently occupied by various temporary uses, including bus depots, car parks and construction industry training facility. As a result of the above-mentioned temporary uses, the possibility

of land contamination cannot be completely ruled out.

- 3.6.2 Site appraisal should be carried out during the EIA stage to identify areas with potential soil or groundwater contamination. Based on the findings of site investigations and assessment to be undertaken during the EIA stage, appropriate remediation actions would be formulated, and endorsed by EPD for implementation if contamination is identified.

Operational Phase

- 3.6.3 The operation of the railway extension and stations would unlikely cause any land contamination, and therefore no environmental concern in this respect is envisaged.

3.7 Ecology

Construction Phase

- 3.7.1 The Tuen Mun Egretty that supports a small population of Little Egret is located at more than 500 m from the northern boundary of the Project, and therefore no direct impacts on the egretty are envisaged. However, the artificial banks of Tuen Mun River Channel may also be used as foraging habitats by the ardeids and potential disturbance impacts from construction noise, lighting glare and increased human activities during the construction phase may result.

Operational Phase

- 3.7.2 Indirect ecological impacts on the ardeids that use the Tuen Mun River Channel for foraging may arise from the noise, lighting glare and increased human activities associated with the railway operations.

3.8 Cultural Heritage

Construction Phase

- 3.8.1 The Shek Kok Tsui Site of Archaeological Interest (SAI) in Tuen Mun Area 28 is located near the existing Wu Shan Recreation Playground at more than 150 m west of the proposed alignment options. With the substantial separation between the proposed alignment options and the Shek Kok Tsui SAI, impacts from the Project during the construction phase are not envisaged.

- 3.8.2 Apart from the Shek Kok Tsui SAI, the only other cultural heritage resource identified in the vicinity of the Project are Hung Lau in Tuen Mun Area 45 and the Tin Hau Temple in Tuen Mun Kau Hui. There is no declared monuments, proposed monuments and Government historic sites identified by the Antiquities and Monuments Office (AMO) in vicinity of the Project. Hung Lau is classified as Grade 1 Historic Building, and the Tin Hau Temple is not a graded historic building. The proposed alignment would not encroach on the heritage area, and therefore impacts are not anticipated.

Operational Phase

- 3.8.3 As there is substantial separation (more than 150 m) between the proposed alignment and the Shek Kok Tsui SAI, cultural heritage impacts arising from the operation of the Project are not envisaged.

3.9 Landscape and Visual

Construction Phase

- 3.9.1 Landscape and visual impacts may arise during the construction of the Project as a result of the removal of existing trees and vegetation, the use of construction equipment, the erection of hoardings and temporary structures and lighting for the construction sites.

Operational Phase

- 3.9.2 There would be permanent loss of existing trees when construction of the Project is completed and potential impact on existing facilities within public open spaces would result.
- 3.9.3 There would be potential visual impact on the adjacent VSRs due to the above ground structures including viaducts, columns and stations proposed for the Project. Considerations for aesthetic treatment will be required in the design of the physical structures to mitigate the impacts imposed by the Project.

3.10 Hazard to Life

Construction Phase

- 3.10.1 A small section of the proposed alignment would be located within the 150-m consultation zone (CZ) of the existing Exxon Mobil Estate Liquefied Petroleum Gas (LPG) store in Tuen Mun Area 44, which is a Potentially Hazardous Installation (PHI). The construction worker population within the CZ is however expected to be small and the potential effects on the individual and societal risk levels associated with the PHI would be minimal.

Operational Phase

- 3.10.2 The TMS station will not be located within the CZ. The train operation will increase the transient population within the CZ, which may have some effects on the risk levels of the existing PHI, however the effect on the risk levels of the existing PHI is considered minimal. Risk assessments will be undertaken during the EIA stage to evaluate the risk of the Project for compliance with the Government's Risk Assessment Guidelines.

4 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

4.1 General

4.1.1 The Project is located in the southern part of Tuen Mun and extends in a generally southward direction from the existing TUM station of the WRL to the existing Tuen Mun Ferry Pier. The existing environment adjacent to the prospective alignment is urbanised, with existing land uses comprising mainly high-density residential developments [Residential (Group A)], Government, Institution or Community (G/IC), Green Belt (GB) and Open Space (O). An overview of the existing environment adjacent to the Project is shown in **Figure 1**.

4.2 Sensitive Receivers

4.2.1 The major sensitive receivers and sensitive parts of the natural environment and potential hazard installation, which might be affected by the Project, are listed in **Table 4.1**. The list is not exhaustive and will be reviewed during the EIA stage.

Table 4.1 Major Sensitive Receivers in the vicinity of the Project

Types	Sensitive Receivers
Residential Developments	Yau Oi Estate, Oceania Heights, Lung Mun Oasis, Glorious Garden, Sun Tuen Mun Centre, Wu King Estate, Wu Hong Police Quarters, Yuet Wu Villa, Siu Hei Court, Pierhead Garden, and Richland Garden
Planned Residential Developments and G/IC	Potential development at Area 16, Residential development at TMTL539, the Esplanade, Public housing developments at Hang Fu Street, at Yip Wong Road, and at Wu Shan Road, and Potential G/IC development at Wu Shan Recreation Playground
Educational Institutions	Islamic Primary School, Yan Chai Hospital Ho Sik Nam Primary School, Shine Skills Center (Tuen Mun), Yau Chai Hospital Sun Hoi Directors' College, Yan Chai Hospital Law Chan Choi Si Primary School, and Taoist Ching Chung Primary School (Wu King Estate)
Others	Clinics, industrial buildings, offices, shop and shopping centres, sport centres, community centres, place of public worships, playgrounds and parks along Tuen Mun River Channel coast and Wu King Road, e.g. Wu Hong Clinic, Tuen Mun Park and Tin Hau Temple etc.
Water Bodies	Tuen Mun River Channel, Water Supplies Department seawater intakes near Tuen Mun Ferry Pier, Tuen Mun Typhoon Shelter, gazette and non-gazette beaches, potential water sport activities along and the coastal water into which Tuen Mun River Channel discharges
Areas of Conservation Value	Tuen Mun Egretty, and artificial banks of Tuen Mun River Channel which may be used as foraging habitats by the ardeids

Site of Cultural Heritage	Shek Kok Tsui Site of Archaeological Interest (SAI) in Tuen Mun Area 28, Hung Lau in Tuen Mun Area 45 (Grade 1 Historic Building), and Tin Hau Temple in Tuen Mun Kau Hui (non-graded)
Potentially Hazardous Installation	Exxon Mobil Estate Liquefied Petroleum Gas (LPG) store in Tuen Mun Area 44

5 ENVIRONMENTAL PROTECTION MEASURES TO BE INCORPORATED IN THE DESIGN AND ANY FURTHER ENVIRONMENTAL IMPLICATIONS

5.1 Mitigation Measures for The Project

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 Appropriate dust mitigation measures as stipulated in the Air Pollution Control (Construction Dust) Regulations will be implemented during the construction period to control fugitive dust emission. The following key dust mitigation measures should be implemented:

- Watering of the active works areas, exposed areas and paved haul roads to reduce dust emission;
- Establishment and use of vehicle wheel and body washing facilities at the exit points of the site;
- Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering should be applied to aggregate fines;
- Provision of wind shield or similar dust mitigation measures at the loading area where dust generation is likely during the loading/unloading process of loose material, particularly in dry seasons/periods;
- Provision of impervious dust screens/sheeting and water spraying for demolition of buildings and breaking works;
- Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4 m high from ground level shall be provided as far as practicable; and where possible, routing of construction vehicles and positioning of construction plant should be at the maximum possible distance from Air Sensitive Receivers.

Operation Phase

5.2.2 As no direct atmospheric emissions will arise from the operation of the electric trains and the station(s), mitigation measures would not be required during the operation phase.

5.3 Noise

Construction Phase

5.3.1 Cumulative construction noise impact from concurrent projects during the construction stage will be included in the noise impact assessment.

5.3.2 Construction noise impacts can be minimized through adoption of good site practice and management, use of quiet plant and adoption of noise barrier/enclosure. All

construction works should be carried out during non-restricted hours (i.e. 0700 to 1900 hours, Monday to Saturday) unless a Construction Noise Permit (CNP) is obtained from EPD. For works areas near schools, construction activities should be scheduled to avoid school examination period as far as possible. The following noise mitigation measures are recommended to reduce the noise impact during the construction phase:

- Only well-maintained plant should be operated on-site, and plant should be serviced regularly during the construction program;
- Silencers or mufflers on construction equipment should be utilized and should be properly maintained during the construction program;
- Location of items of PME should be sited as far from NSRs as possible;
- Machines and plant (such as trucks) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum;
- Plant known to emit noise strongly in one direction should, wherever possible, be orientated so that the noise is directed away from the nearby NSRs;
- Material stockpiles and other structures should be effectively utilized, wherever practicable, in screening noise from on-site construction activities;
- Use of quality powered mechanical equipment (QPME) as far as possible; and
- Use of noise barrier/enclosure could further alleviate the construction noise impacts.

Operational Phase

5.3.3 Cumulative airborne railway noise impact from the existing LRT during the operational stage will be included in the noise impact assessment.

5.3.4 Possible key measures to reduce operational noise impact include:

- Provision of noise barriers, semi-enclosure and full enclosure
- Provision of a fully enclosed platform and concourse arrangement with air-conditioning for station(s).
- The maximum sound power level (SWL) allowed for each fixed plant noise source to achieve noise compliance should be determined in the EIA stage and adopted as specification for future procurement contracts of the Project.

5.3.5 For railway noise, the exact type and extent of the mitigation measures will depend on the noise impact assessment in the EIA stage.

5.4 Water Quality

Construction Phase

5.4.1 The following measures are recommended as good site practices to mitigate water quality impact during the construction phase:

- Construction site effluents including surface runoff should be properly collected, handled, treated and disposed of in accordance with the guidelines in ProPECC Practice Note PN 1/94 on Construction Site Drainage and provisions of WPCO

license to prevent high levels of suspended solids from entering surrounding waters or drainage network;

- Silt curtains should be installed and maintained properly for the temporary reclamation works;
- The works within Tuen Mun River Channel should preferably be carried out within the dry season when the flow in the watercourse is low;
- Stockpiles of construction materials and dusty materials should be covered and located away from watercourses;
- Sewage generated from the construction workforce should be collected in portable toilets and tankered away for proper disposal by a licensed specialist contractor at regular intervals; and
- Proper measures should be implemented to prevent oil or fuel spillage, e.g. removal of construction plant with identified oil/fuel leakage from site.

Operational Phase

- 5.4.2 All effluents arising from the Project should be properly diverted, surface runoff should be diverted to sedimentation basin or oil interceptors before discharge to the public sewerage system. Wastewater from stations and plant buildings should be collected for treatment. And silt traps and grease traps should be properly maintained to minimise water quality impacts and ensure compliance.

5.5 Waste Management

Construction Phase

- 5.5.1 During the construction stage, standard waste management measures and good site practices that should be implemented to manage C&D materials generated from the Project include preparation of a Waste Management Plan, on-site sorting and reuse of C&D materials, implementation of a trip-ticket system and appropriate handling, storage and disposal of chemical waste in accordance with the Waste Disposal (Chemical Waste) (General) Regulation and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. General refuse should be stored in bins or other types of containers with cover separately from C&D materials and chemical wastes. Licensed waste collectors/haulers should be employed by the contractor to remove general refuse from the site, separate from C&D materials and chemical wastes, on a regular basis to minimize environmental impacts.
- 5.5.2 Sediment should be handled in accordance with ETWB TC(W) No. 34/2002 (or PNAP ADV-21) Management of Dredged/Excavated Sediment. Contaminated sediments should be covered with tarpaulin for stockpiling and transportation. Construction plant and equipment should be properly designed and maintained to minimize release of silt, sediments, contaminants or other pollutants.

Operational Phase

- 5.5.3 During the operational phase, general refuse should be collected and removed in appropriate covered containers to prevent odour and windblown litter. Separation of recyclable materials, such as paper and metals, from other waste streams should be encouraged to minimise waste disposal to landfills. All chemical wastes from equipment maintenance should be handled, stored and disposed of properly and in accordance with the requirements of Waste Disposal (Chemical Waste) Regulation.

5.6 Land Contamination

- 5.6.1 Site appraisal will be carried out during the EIA stage to identify areas with potential soil or groundwater contamination. Prior to the construction works at the areas of concern, site investigations and land contamination assessment should be conducted. Based on the findings of the investigation, the remediation actions, if required, should be detailed in a Remediation Action Plan (RAP).

5.7 Ecology

Construction Phase

- 5.7.1 Possible mitigation measures to reduce the potential indirect ecological impacts (e.g. noise, dust, water pollution, glare) during the construction phase would include erection of site hoardings, adoption of good site practices to avoid trespassing on surrounding areas, dust suppression, use of quieter construction plants/equipment, use of noise barrier/enclosure for noisy equipment/activities, provision of adequate construction site drainage, provision of sediment removal facilities, and control of construction site lighting.
- 5.7.2 It is anticipated that the Tuen Mun River Channel may also be used as foraging habitats by the ardeids. Ecological assessment, including ardeid night roost survey along Tuen Mun River Channel and assessment on night roosting behaviours of ardeids, would be carried out during the EIA stage.

Operational Phase

- 5.7.3 Noise barrier design should be bird-friendly such that barriers/panels are designed to reduce bird collision risk.

5.8 Cultural Heritage

- 5.8.1 A Cultural Heritage Impact Assessment, including the Built Heritage Impact Assessment and Archaeological Impact Assessment would be carried out under the EIA study to assess the potential direct and indirect impact on cultural heritage. Impacts on cultural heritage will be avoided as far as practicable. If unavoidable, mitigation measures to the direct and indirect impacts on cultural heritage will be proposed and implemented with prior agreement with the Antiquities and Monument Office.

5.9 Landscape and Visual

- 5.9.1 Possible key landscape and visual mitigation measures are as follows:
- Tree preservation, transplanting and compensatory planting in accordance with DEVB TCW 4/2020– Tree Preservation (or LAO PN Nos 2/2020) and DEVB TCW 5/2020- Registration and Preservation of Old and Valuable Trees.
 - Control of night-time lighting glare.
 - Erection of decorative screen hoarding compatible with the surrounding setting.
 - Management of facilities on work sites which give control on the height and disposition/arrangement of all facilities on the works site to minimize visual impact to adjacent VSRs.

- Hard and soft landscape areas disturbed temporarily during construction shall be reinstated on like-to-like basis, or to the satisfaction of the relevant Government Departments.
- Considerations for aesthetic treatment would be required in the design of the physical structures to mitigate the impacts imposed by the Project.
- The selection of material and attention to detail should further reduce the impact of the station and heavy viaducts and columns that provide support. Matte and non-reflective, natural finishes, green roofs, patterns and texture could all contribute to humanizing the scale of the architecture.
- Adopting good design concepts during the detail design stage (e.g. the form, colour and shape of above ground structures).

5.10 Hazard to Life

- 5.10.1 A Quantitative Risk Assessment (QRA) would be conducted during the EIA stage to determine the potential risk due to construction and operation of the Project within the CZ of LPG store. Mitigation measures to reduce the risk associated with the Project, if required, would be developed as part of the QRA to be undertaken during the EIA stage to ensure compliance with the “As Low As Reasonably Practicable” (ALARP) level under the Hong Kong Government Risk Guidelines (HKRG).

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

- 5.11.1 Subject to the findings of assessments, effective control and mitigation measures would be identified to ensure the impacts are at acceptable levels. 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 would be considered and addressed in the EIA, where applicable.

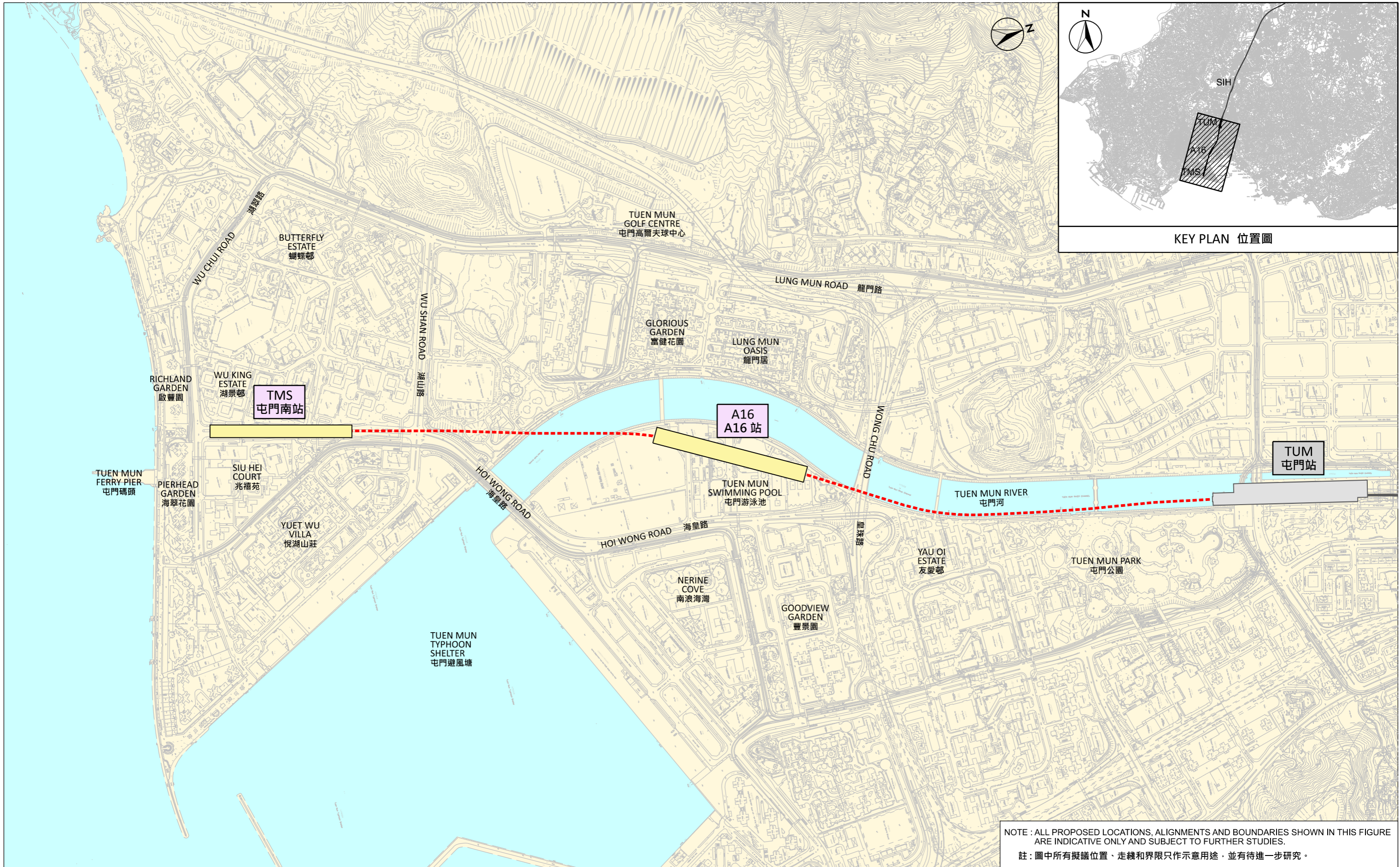
6 USE OF PREVIOUSLY APPROVED EIA REPORTS

- 6.1.1 The following EIA reports are relevant for reference in the course of the EIA study for the Project as appropriate:

EIAO Register No.	Project Name	Date of Approval	Relevance Environmental Aspect to the Project
EIA-149/1998	West Rail – Final Assessment Report West Kowloon to Tuen Mun Centre – Environmental Impact Assessment	16 September 1998	<ul style="list-style-type: none"> • Noise • Ecology • Culture Heritage
AEIAR-028/1999	Tai Wai to Ma On Shan Extension Environmental Impact Assessment	15 January 2000	<ul style="list-style-type: none"> • Noise
AEIAR-167/2012	Shatin to Central Link – Tai Wai to Hung Hom Section	17 February 2012	<ul style="list-style-type: none"> • Dust • Noise

Figure

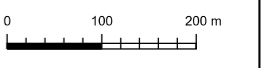
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NOTE : ALL PROPOSED LOCATIONS, ALIGNMENTS AND BOUNDARIES SHOWN IN THIS FIGURE ARE INDICATIVE ONLY AND SUBJECT TO FURTHER STUDIES.
 註：圖中所有擬議位置、走綫和界限只作示意用途，並有待進一步研究。

LEGEND:
 圖例

- - - - - PROPOSED TMS EXTENSION ALIGNMENT
擬議屯門南延伸走綫
- EXISTING WRL (FUTURE TML)
現有西鐵綫 (將來的屯馬綫)
- PROPOSED RAILWAY STATION
擬議鐵路車站
- EXISTING RAILWAY STATION
現有鐵路車站



TUEN MUN SOUTH EXTENSION
 屯門南延綫

Figure 1
 圖 1