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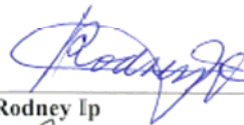
**Tsuen Wan Bypass,  
Widening of Tsuen Wan Road  
between Tsuen Tsing Interchange and  
Kwai Tsing Interchange and  
Associated Junction Improvement Works**

Environmental Impact Assessment

Final Report – Executive Summary

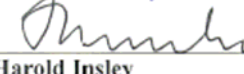
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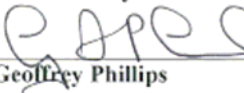
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## 1. INTRODUCTION

### 1.1 *Background*

- 1.1.1 A Study Brief (No. ESB-037/1999) for a similar Project of a different Project title namely “Tsuen Wan Road Upgrading” was issued under the EIAO on 14 September 1999. The current application for a new study brief with a new project title was made as Civil Engineering and Development Department (CEDD) considers that part of the project scope has been changed while the new project title can better reflect the scope of the project.
- 1.1.2 An application (No. ESB-141/2006) for an Environmental Impact Assessment (EIA) study brief under Section 5 (1) of the Environmental Impact Assessment Ordinance (EIAO) was submitted by CEDD on 9 February 2006 with a Project Profile (No. PP-277/2006). According to Section 5(7)(a) of the EIAO, the Director of Environmental Protection (the Director) issued a new EIA Study Brief (ESB-141/2006) in March 2006 to CEDD to carry out an EIA study.
- 1.1.3 The Project title for the current EIA study is named as “Tsuen Wan Bypass, Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange and Associated Junction Improvement Works”(hereinafter known as the “Project”). **Figure 1-1** shows site boundary and proposed roadworks of the Project.

### 1.2 *Purpose and Scope of the EIA*

- 1.2.1 The EIA is concerned with the issues associated with the proposed upgrading and widening of the Tsuen Wan Road (TWR). The Project Profile prepared by CEDD, and subsequently assessed by Environmental Protection Department (EPD), indicated that the proposals comprise a Designated Project (DP) under Schedule 2, A.1 of the EIAO: “A road which is an expressway, trunk road, primary distributor or district distributor road including new roads, and major extensions or improvements to existing roads”. Under the requirements of the EIAO, the EIA is undertaken in support of an application for an Environmental Permit (EP) to construct and operate the DP

### 1.3 *Objective of the EIA Executive Summary*

- 1.3.1 This executive summary presents the major findings and results obtained from the assessment and evaluation of the environmental impacts that may arise during the construction and operation of the Project. Following impact prediction, requirements for environmental remedial measures to address any unacceptable environmental impacts are presented.

## 2. DESCRIPTION OF THE PROJECT

### 2.1 *Scope of the Project*

2.1.1 Scope of this Project is mainly to upgrade and widen the existing 2.8km Tsuen Wan Road (TWR) between Tuen Mun Road (TMR) and Kwai Tsing Interchange. Major scope of the Project are as follows:

- a) construction of dual one-lane viaducts parallel to the existing TWR between TMR and Hoi Kok Street;
- b) construction of dual 2-lane viaducts parallel to the existing TWR between Hoi Kok Street and Tsuen Tsing Interchange;
- c) widening of the existing at-grade section of TWR from dual 3-lane to dual 5-lane between Tsuen Tsing Interchange and Kwai Tsing Interchange;
- d) modification of the associated existing junctions, including Tai Chung Road interchange, Tsuen Tsing Interchange and Kwai Tsing Interchange;
- e) provision of noise mitigation measures;
- f) reprovision/ modification to existing crossing affected; and
- g) provision/ reprovision of associated civil, structural, geotechnical, landscaping and associated drainage, traffic installation and lighting works.

2.1.2 **Figure 1-1** shows the general layout of the Project. **Figure 2-1** shows the typical sections of TWR in the Project.

### 2.2 *Needs of the Project*

2.2.1 TWR is part of the strategic road network carrying out a significant volume of long distance traffic through Tsuen Wan area, between the north-west New Territories, Kowloon and Hong Kong Island. It also functions as a collector-distributor road in Tsuen Wan.

2.2.2 Future development of north-west New Territories, operation of MTRC west rail and corresponding residential and commercial development, as well as the planned MTRC residential development TW5, TW6 and TW7 would definitely lead to an increase of traffic demand of the region. Currently, peak V/C ratio has already reached 1.0, which leads to very often traffic congestion. It is anticipated that the V/C ratio on TWR will be further increased up to 1.2 by Year 2016, and leading to even more serious traffic congestion problem.

2.2.3 In order to relieve the foreseeable traffic congestion problem, implementation of the Project is considered necessary.

### 2.3 *Construction Programme*

2.3.1 The proposed works are due to be undertaken over a period of 48 months commencing in June 2011, with completion scheduled in May 2015. The construction programme and works areas are shown in **Figures 2-2** and **2-3**, respectively.

### 3. NOISE IMPACT

3.1.1 Potential noise impact arising from the Project would be contributed by both construction and operational phase. This Section summarizes the identified potential sources of noise impact during the both phases and the recommended noise mitigation measures to minimize the identified noise impacts.

#### 3.2 *Construction Phase*

3.2.1 The predicted construction noise level with noise mitigation measures at the majority of the representative NSRs shall comply with the corresponding construction noise assessment criteria. Exceedance of predicted construction noise level would occur at some of the NSRs at different stages of the construction work. The list of subjected NSRs and their residual construction noise impacts are provided in Chapter 3 of the EIA Report.

3.2.2 Practical mitigation measures such as the use of Quiet Powered Mechanical Equipment (QPME) employed in the works, temporary noise barriers, noise jackets, mufflers, noise enclosures and limiting the number of plants operated concurrently, are proposed to minimize construction noise impact.

3.2.3 Further mitigation including good site practices as well as proper scheduling to avoid noisy construction during school examinations, can be adopted to further minimize the construction noise impact. Noise mitigation measures and construction monitoring are provided in the EM&A manual to verify the effectiveness of the mitigation scheme

#### 3.3 *Operation Phase*

3.3.1 In the traffic noise impact assessment, the potential traffic noise impacts on the identified NSRs within the Assessment Area have been evaluated based on the maximum traffic flow projection of 15 years after the completion of the Project (i.e. Year 2030), meanwhile friction course surface (i.e. low noise surfacing pavement) has been incorporated in the assessment to any roads in this Project with vehicle speed limit at 70 kph, as a high speed road standard. It was predicted that the traffic noise levels arising from the Project at some NSRs exceed the EIAO criteria. As a result, direct noise mitigation measures including cantilevered noise barriers, semi and full noise enclosures have been proposed for the compliance of noise criteria stipulated in the EIAO-TM and *EIAO Guidance Note No. 12/2005*.

3.3.2 **Table 3-1** summarizes the proposed direct noise mitigation measures along the DP roads of the Project. Their locations and cross-sections are illustrated graphically in **Figure 3-1**.

**Table 3-1 Summary of Proposed Noise Mitigation Measures at Operation Phase for the Compliance of Road Traffic Noise Standards Stipulated in the EIAO-TM**

Items	Proposed Noise Mitigation Measures			Road Name	Direction	Major NSRs Protected
	ID	Description	Length (m)			
1	C1	5.5m with 3.5m cantilevered barrier	200	Tsuen Wan Road	Kowloon Bound	Summit Terrace Block 3 and Block 5 (N11, N12)
2	C2	5.5m with 3.5m cantilevered barrier	371	Tsuen Wan Road	Kowloon Bound	Development at TWTL 394 Tower 1 and Tower 2 (N63, N64)
3	C3	5.5m with 3.5m cantilevered barrier	560	Tsuen Wan Road	Kowloon Bound	Development at TW6 Tower 1 and Tower 2 (N65, N66), Development at TW7 Tower 1 to Tower 6 (N67-N72)
4	C4	5.5m with 3.5m cantilevered barrier	104	Tsuen Wan Road	Tuen Mun Bound	The Panorama (N19)
5	C5	5.5m with 3.5m cantilevered barrier	635	Tsuen Wan Road	Tuen Mun Bound	Development at TW5 Cityside Tower 10 and Tower 11 (N44, N45), Development at TWTL 394 Tower 1 and Tower 2 (N63, N64)
6	C6	5.5m with 3.5m cantilevered barrier	334	Tsuen Wan Road	Tuen Mun Bound	Development at TW5 Tower 1 (N46), Development at TW6 Tower 1 and Tower 2 (N65, N66), Development at TW7 Tower 1 (N67), Waterside Plaza Block 1 (N74)
7	S1	Semi-enclosure	50	Tsuen Wan Road	Kowloon Bound	Development at TW5 Bayside Tower 5 and Tower 6 (N50, N51)
8	S2	Semi-enclosure	229	Tsuen Wan Road	Kowloon Bound	Tsuen Wan Plaza Tower 1 and Tower 2 (N37, N38), Clague Garden Estate Block A to Block C (N40-N42), Development at TW5 Cityside Tower 10 and Tower 11 (N44, N45)
9	S3	Semi-enclosure	84	Tsuen Wan Road	Tuen Mun Bound	Development at TW5 Bayside Tower 5 and Tower 6 (N50, N51)
10	S4	Semi-enclosure	105	Tsuen Wan Road	Tuen Mun Bound	Development at TW7 Tower 3 to Tower 6 (N69 - N72)

Items	Proposed Noise Mitigation Measures			Road Name	Direction	Major NSRs Protected
	ID	Description	Length (m)			
11	F1	Full enclosure	110	Tsuen Wan Road	Kowloon Bound	Tsuen Wan Plaza Tower 1 and Tower 2 (N37, N38), Clague Garden Estate Block A to Block C (N40-N42), Development at TW5 Bayside Tower 2 to Tower 6 (N47-N51)
12	F2	Full enclosure	93	Tsuen Wan Road	Tuen Mun Bound	Tsuen Wan Plaza Tower 1 and Tower 2 (N37, N38), Clague Garden Estate Block A to Block C (N40-N42), Development at TW5 Bayside Tower 2 to Tower 6 (N47-N51)
13	F3	Full enclosure	58	Tsuen Wan Road	Tuen Mun Bound	Clague Garden Estate Block A to Block C (N40-N42), Tsuen Wan Plaza Tower 1 and Tower 2 (N37, N38), Development at TW5 Bayside Tower 8 (N53)

3.3.3 With the incorporation of these proposed direct noise mitigation measures, it is anticipated that the traffic noise levels at all of the identified NSRs will comply with the criteria. Implementation of indirect noise mitigation measures is therefore considered not necessary.

3.3.4 Monitoring of road traffic noise is recommended to verify the effectiveness of the mitigation scheme during the first year after road opening. More details are provided in the stand-alone EM&A Manual.

#### 4. AIR QUALITY IMPACT

4.1.1 As construction works are controlled under the Air Pollution Control (Construction Dust) Regulations, it is mandatory that the construction works are implemented in accordance with the legislative requirements and hence the potential for causing dust nuisance is kept to a minimum level. Monitoring and audit requirements are recommended in order to ensure that the air quality level complies with the statutory requirements.

4.1.2 Typical construction works and the major dust generating activities have been identified and reviewed. Good site work practices based on the statutory requirements laid down in the Air Pollution Control (Construction Dust) Regulations should be conveyed to site staff to ensure effective implementation of dust control measures during the construction phase. Provided these recommendations are followed, it is anticipated that there should be no adverse air quality impact during the construction to the adjacent Air Sensitive Receivers (ASRs) along the project area.

4.1.3 Total air quality level associated with the operational phase, which is contributed mainly by vehicular gaseous emission, portal emission from full noise enclosures and chimney emission from industrial premises has been assessed, with the consideration



of background air quality level. Existing and proposed noise mitigation measures for this Project have been taken into account in this air quality impact assessment.

- 4.1.4 Results indicate that the predicted maximum hourly and daily concentrations of NO<sub>2</sub> shall comply with the corresponding Air Quality Objective (AQO) hourly and daily limits of 300 µg/m<sup>3</sup> and 150 µg/m<sup>3</sup> respectively at all ASRs. On the other hand, results of the predicted maximum daily RSP concentration is well below the AQO limit of 180 µg/m<sup>3</sup>. In other words, it is anticipated that no potential air quality impact to the ASRs will be resulted associated with the operation phase of this Project, and no mitigation measures for air quality impact during operational phase would be deemed necessary.
- 4.1.5 For ease of visualization, contour plots of hourly and daily average concentration of NO<sub>2</sub> at the worst hit level are presented in **Figures 4-1 and 4-2** respectively. Contours for daily average concentrations of RSP are illustrated in **Figure 4-3**.

## 5. WATER QUALITY IMPACT

- 5.1.1 Potential water quality impact generated by this Project are mainly through the generation and discharge of silt-laden surface run-off from spoil stockpiling areas and during landscape stripping as well as embankment reworking. Specific mitigation measures have been specified to control such impacts to the identified water sensitive receivers (WSRs).
- 5.1.2 Road run-off from the upgraded TWR during operation phase may contain sediment and organic/inorganic pollutants. Provided that the measures highlighted in the EIA report are adopted, and also the drainage network is maintained appropriately, possible impact on the nearby WSRs should be minimal.
- 5.1.3 This water quality impact assessment has identified none of particular insurmountable problems associated with either the road widening construction works or the completed road operation. A number of mitigation measures have been recommended, which are generally related to good construction site management. Given the implementation of these measures, potential impact associated with the construction and operation of the highway is not considered significant.

## 6. WASTE MANAGEMENT IMPLICATION

- 6.1.1 The Project is likely to result in the generation of a variety of wastes and require the management and disposal of C&D material, chemical waste and general refuse. Provided that both the wastes are managed using approved methods described above, no unacceptable adverse environmental impacts will be envisaged.
- 6.1.2 The mitigation measures recommended in the EIA report should be incorporated into a Waste Management Plan (WMP) and applied through the contract documents to ensure that environmental nuisance does not arise.
- 6.1.3 There are a number of land uses adjacent to TWR that, according to Section 3.1 of Annex 19 of the EIAO-TM, have the potential to cause land contamination. The proposed TWR Upgrading works are not anticipated to encroach upon these areas, and therefore further contaminated land site investigation and assessment is not required.

## **7. LANDFILL GAS HAZARD**

- 7.1.1 The Landfill Gas (LFG) Hazard Assessment has been undertaken with respect to the current proposals for the TWR Upgrading works. The assessment has been undertaken in accordance with the EIAO-TM and the Guidance Note issued by EPD.
- 7.1.2 The risks associated with LFG during the construction phase have been classified as Medium. Since construction works are to be carried out in close proximity to Gin Drinkers Bay Landfill (GDBL) and within the Consultation Zone (CZ), certain mitigation measures are recommended for implementation during the construction phase. The LFG mitigation measures stated in EIA report shall be incorporated into the contract documents and the project proponent shall ensure that all the measures will be fully implemented during the construction stage of the Project.
- 7.1.3 The risks associated with LFG during the operation phase have been classified as Low, and as such any underground utilities formed as part of the road-widening works should be designated as “special routes”, and the necessary precautions outlined in the Guidance Note should be adopted for all maintenance or extension works. Requirements will be incorporated into the contract documents if appropriate.

## **8. LANDSCAPE & VISUAL IMPACT ASSESSMENT**

- 8.1.1 The construction and operation of the Tsuen Wan Road Upgrading will result in a wide range of landscape and visual effects along the route corridor.
- 8.1.2 Visual effects are particularly prominent along the northern, elevated section where the road is overlooked by a number of residential tower blocks. The widened road also passes extremely close to a school and through Tsuen Wan Park causing significant visual and landscape effects.
- 8.1.3 Landscape effects along the southern, ground level section, are more pronounced, with the carriageway widening works resulting in the loss of the established belts of casuarina trees on either side of the road.
- 8.1.4 **Figures 8-1 to 8-10** illustrate the conceptual landscape layout and photomontages.
- 8.1.5 Notwithstanding these significant construction and short term effects the implementation of those landscape mitigation works identified will progressively reduce virtually all effects to an acceptable level by Year 10 of Operation. The only long term, significant residual effect identified being upon the pupils and staff of the Tsuen Wan Salvation Army School, whose school building and playground will be overshadowed by the proximity and form of the elevated widened road, notwithstanding the provision of a visual/acoustic barrier.

## **9. HAZARD TO LIFE**

- 9.1.1 This QRA study re-assessed the hazard to life associated with a potential chlorine spill at the Yau Kom Tau Water Treatment Works (YKT WTW) in light of the increased road and workforce population associated with the construction and operational phases of the Tsuen Wan Rd Upgrading Project. The study methodology is based on the previous YKT WTW assessment conducted in Year 2001, which in turn was very similar to the previous chlorine spill hazard assessment for Route 8 (formerly Route

16), however the newest projections of the general population in the area have been taken into account. While the methodology has been carefully re-examined, based on the review of the recent chlorine incidents worldwide, it proved robust and adequate for the present assessment. Thus, most revisions introduced to the present methodology relate to the population assumption.

- 9.1.2 The QRA shows that the road population increases during the operational phase of the Tsuen Wan Rd Upgrading Project as well as the workforce population during the construction phase have little effect on the total societal risks in the vicinity of YKTWTW, as expressed by the total PLL value and the FN curves. While these risks, similar to the previous assessment remain within the “As Low As Reasonably Practicable” (ALARP) region of the HKPSG Risk Guidelines, it should be noted that due to the updated population projections introduced in this study, the general risk levels even for the 2030 project operational phase are slightly lower than those predicted for 2006 in the previous assessment.
- 9.1.3 Since all the mitigation measures at YKT WTW suggested in previous assessment to reduce the risk to ALARP levels have already been implemented, no new mitigation measures are recommended in this study. Similarly, since the risk levels to the road and workforce population of Tsuen Wan Road are relatively low due to its significant distance to YKT WTW, and since the risk to this population is dominated by an earthquake event affecting the YKT WTW and the Tsuen Wan Rd and subsequent chlorine release at WTW, no mitigation measure that could significantly reduce such risk is considered cost-effective or practicable. Nevertheless a number of measures suggested in the EIA report such as introduction of no stopping zones and emergency traffic signals on the relevant roads as well as establishing adequate emergency procedures for the Project workforce are recommended.

## 10. ECOLOGICAL IMPACT

- 10.1.1 Within the project area there is no recognized site of conservation importance, or important habitats, and no species of conservation importance is identified.
- 10.1.2 With reference to Appendix A of Annex 16 of the EIAO-TM:
- The project does not lie within any recognized sites of conservation importance (as identified in Note 1 of Appendix A to Annex 16 of the EIAO-TM);
  - The project will not affect any important habitats (as identified in Note 2 of Appendix A to Annex 16 of the EIAO-TM); and
  - The project will not affect habitats supporting significant populations of species of conservation importance (as identified in Note 3 of Appendix A to Annex 16 of the EIAO-TM). Although a small number of Lagerstroemia Speciosa will require felling, these species are amenity plantation and cannot be considered as a significant population of wild flora.
- 10.1.3 Having regard to the conditions above, the ecological impacts would be negligible in this project.

## **11. CULTURAL HERITAGE IMPACTS**

- 11.1.1 Key sites of cultural heritage interest identified by the Antiquities and Monuments Office occur in Wang Fat Ching She (WFCS) and lie at some distance from the Tsuen Wan Road (about 100 metres). These sites will not be impacted by the proposals either directly, or indirectly. However, it is recommended that any works leading to changes in the development area near the junction of the Tsuen Wan Road and the Tuen Mun Highway should be noted in order to prevent any damage on the WFCS.
- 11.1.2 Potential impacts of the upgrading scheme upon existing graves site and the archaeology of the surrounding area are considered insignificant.

## **12. ENVIRONMENTAL MONITORING AND AUDIT**

- 12.1.1 Environmental monitoring and audit are recommended for construction dust, noise and water quality, to check compliance with relevant statutory criteria and to ensure the effectiveness of the mitigation measures. Site inspection and audit are also recommended for waste management and implementation of landscaping during construction. Details of the recommended mitigation measures, monitoring procedures and locations are presented in a stand-alone Environmental Monitoring and Audit (EM&A) Manual. This will enable the Contractor to have early warning and provide necessary action to reduce impacts at specific areas if the critical assessment criteria are approached. The effectiveness of on-site control measures would also be evaluated through a monitoring exercise. All the recommended mitigation measures will be incorporated in an EM&A programme during implementation.

### **13. OVERALL CONCLUSION**

- 13.1.1 The findings of this EIA have provided information on the nature and extent of environmental impacts arising from the construction and operation of the Project. The EIA has, where appropriate, identified mitigation measures to ensure compliance with environmental legislation and standards.
- 13.1.2 Overall, the EIA for Tsuen Wan Road Bypass, Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Associated Junction Improvement Works has predicted that the Project will generally comply with environmental standards and legislation after the proposed construction and operation stage mitigation measures are implemented. This EIA has also demonstrated the general acceptability of the residual impacts from the Project and the protection of the population and environmentally sensitive resources. Environmental monitoring and audit mechanisms have been recommended to verify the effectiveness of recommended mitigation measures.