



33/F, Revenue Tower, 5 Gloucester Road, Wan Chai, Hong Kong
香港灣仔告士打道 5 號稅務大樓 33 樓

ACE-EIA Paper 5/2022
For advice on 18 July 2022

Environmental Impact Assessment Ordinance (Cap. 499)
Environmental Impact Assessment Report

Cycle Track between Tsuen Wan and Tuen Mun
(Tuen Mun to So Kwun Wat)

PURPOSE

This paper presents the key findings and recommendations of the Environmental Impact Assessment (EIA) report on “Cycle Track between Tsuen Wan and Tuen Mun (Tuen Mun to So Kwun Wat)” (“the Project”) submitted under Section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) (Application No. EIA-280/2022). The Civil Engineering and Development Department (CEDD) (“the Applicant”) and its consultants will present the report at the meeting of the EIA Subcommittee.

ADVICE SOUGHT

2. Members’ views are sought on the findings and recommendations of the EIA report. The Director of Environmental Protection (DEP) will take into account the comments from the public and the Advisory Council on the Environment (ACE) in deciding whether or not to approve the EIA report under Section 8(3) of the EIAO.

BACKGROUND

3. The Government has pledged in the 2007-08 Policy Agenda to develop a comprehensive cycle track network in the New Territories for improving the quality of living. It aims to further enhance the recreational value of the cycle tracks and for better enjoyment of the public. One of the backbone sections of the New Territories cycle network is from Tsuen Wan to Tuen Mun. The Project is part of the network.

4. The Applicant submitted the EIA report for the Project under Section 6 of the EIAO. DEP, in consultation with relevant authorities, considered that the EIA report met the requirements in the EIA Study Brief and the Technical Memorandum on EIA Process (TM), for the purpose of its exhibition for public inspection under Section 7(4) of the EIAO.

NEED FOR THE PROJECT

5. The Project is part of the cycle track backbone section from Tsuen Wan to Tuen Mun of the existing New Territories cycle track network. It provides a linkage between Tuen Mun and So Kwun Wat.

DESCRIPTION OF THE PROJECT

6. The Project (see attached Layout Plan in **Figure 1**) comprises the following major elements:

- (i) Construction of new cycle tracks of about 3.6 km long from Hin Fat Lane and Hoi Wing Road at Tuen Mun to Kwun Tsing Road at So Kwun Wat with associated footpaths;
- (ii) Construction of a marine cycle bridge with footpath of about 200 m long between Cafeteria Old Beach and Kadoorie Beach; and
- (iii) Provision of cycle parking areas near Hin Fat Lane, Cafeteria Old Beach and Kwun Tsing Road.

7. The Project is a Designated Project (Item C.12, Part I, Schedule 2) under the EIAO, as it will involve dredging operation less than 500 m from the nearest boundary of existing bathing beaches.

ENVIRONMENTAL BENEFITS AND CONSIDERATION OF ALTERNATIVE OPTIONS

8. According to the EIA report, by providing a linkage between the existing cycle track network in the western part of New Territories and So Kwun Wat, the Project will promote a more bicycle-friendly environment.

9. Different options for the development of the Project have been considered in the EIA report to avoid and minimise the environmental impacts. The following key avoidance measures have been adopted:

- (i) the Project alignment has been designed to retain all tree species of conservation importance along the route;

- (ii) three marine viaduct sections have been avoided by selecting the proposed alignment, including two viaduct sections from Kadoorie Beach to Castle Peak Beach via Kadoorie pier; and one viaduct section connecting between Castle Peak Beach and Sam Shing area; and
- (iii) pre-bored H-pile foundation would be adopted to minimise sediment release during the construction phase.

SPECIFIC ENVIRONMENTAL ASPECTS TO HIGHLIGHT

Ecology

10. The overall ecological value of the development area is low due to its man-made nature, low diversity of wildlife and high level of human disturbance. No site or habitat of conservation importance would be directly affected by the Project.

11. About 200 m long viaduct between Cafeteria Old Beach and Kadoorie Beach will involve bored piles in the marine waters. Direct encroachment of about 19 m² of seabed are anticipated. Based on the dive survey conducted by the Applicant, low coverage (less than 5%) of common hard coral (*Oulastrea crispate*) and common gorgonian (*Guaiagorgia sp.*) were recorded in the subtidal area at the vicinity of the proposed viaduct, but potential encroachment on these hard coral and gorgonian is not likely. As a precautionary approach, an updated coral survey would be conducted within the piling footprint prior to the commencement of piling works to verify that no significant coral colonies would be affected. In case any coral colonies of significant sizes would be affected, the Applicant will submit a Coral Translocation Plan for agreement by AFCDC.

12. As an enhancement measure, the submerged structures of the future viaduct could provide hard surface for colonisation of marine sessile epibenthos and thereby enhance biodiversity and ecosystem functions of the viaduct. The Applicant will carry out a study to explore if feasible and practical ecological enhancement measures could be adopted in the design of the viaduct to further enhance its ecological functions.

Water Quality

13. Precast pile caps, pre-bored H-pile foundations, controlled rate of pile construction and cage type silt curtains would be adopted to minimise water quality impacts on the nearby sensitive receivers at Cafeteria Old Beach and Kadoorie Beach. With the adoption of the proposed mitigation measures, adverse water quality impact is not anticipated.

Landscape and Visual

14. Three plant species of conservation importance including *Aquilaria sinensis* (土沉香), *Michelia odora* (觀光木), *Neottopteris nidus* (巢蕨) found within the Project site will be retained. About 225 number of existing trees would be felled due to the Project but none of them is Old and Valuable Tree or conservation important species. The loss of trees will be mitigated by compensatory planting with a ratio of not less than 1:1.

15. The Project will occupy a small part of the existing roadside or waterfront area. Much of the works area will be reinstated to its original status or with new amenity functions on completion of the construction phase. Adverse impact is not anticipated with the implementation of proposed mitigation measures.

Other Environmental Impacts

16. Other environmental impacts including air quality, noise impact, waste management, land contamination, fisheries and cultural heritage have been assessed in the EIA report. It concludes that the environmental impacts are acceptable. With the implementation of the recommended mitigation measures, the Project will comply with the relevant requirements under the TM.

ENVIRONMENTAL MONITORING AND AUDIT

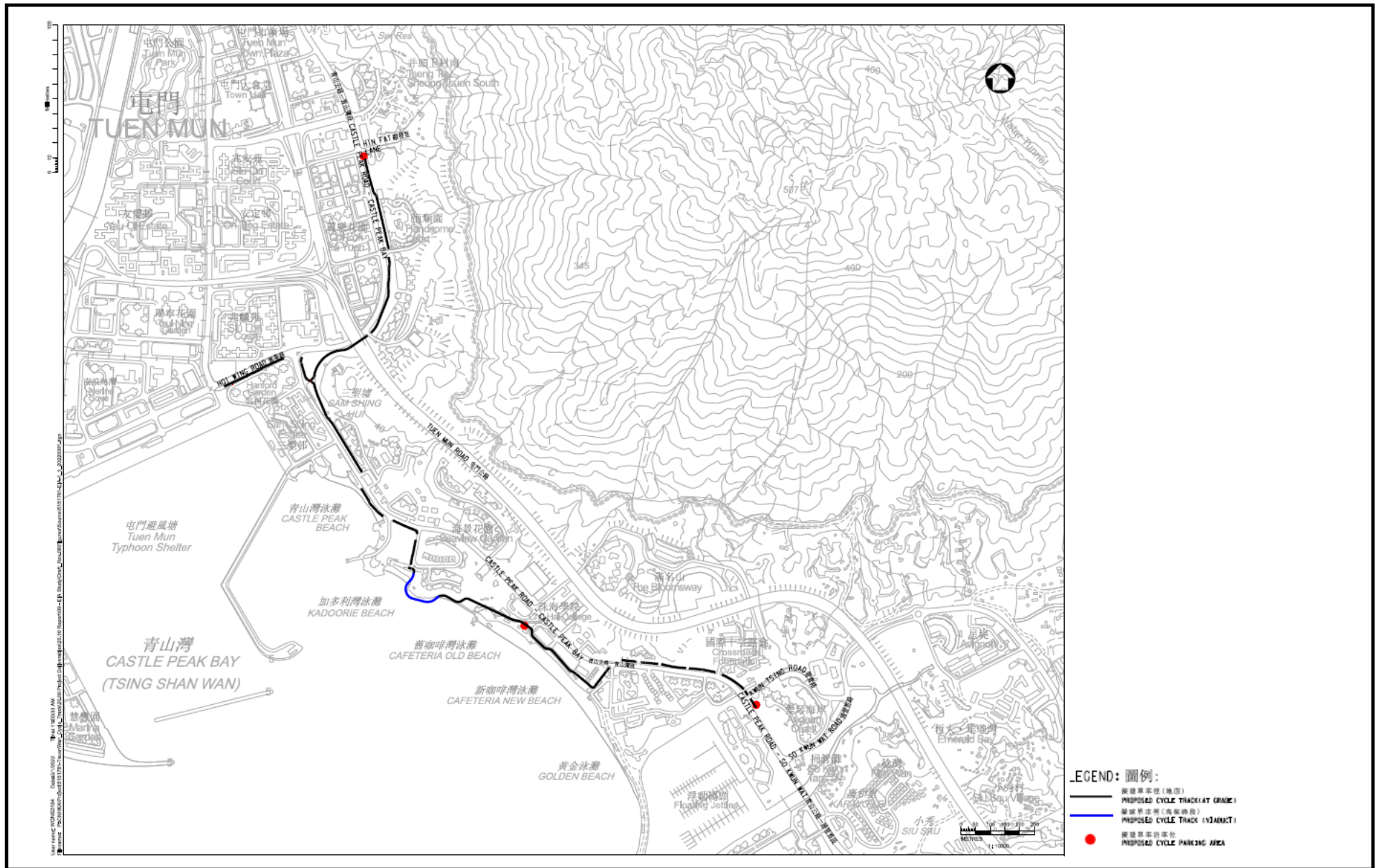
17. The EIA report has included an Environmental Monitoring and Audit (EM&A) Manual, which recommends an EM&A programme during the construction and operation phases of the Project. Key recommended EM&A requirements cover air quality, noise, water quality and ecology.


PUBLIC CONSULTATION

18. The Applicant has made the EIA report, EM&A Manual and Executive Summary available for public inspection under the EIAO from 20 May to 18 June 2022. During the inspection period, a total of three sets of public comments were received by the Environmental Protection Department (EPD). A summary of all public comments received by EPD during the public inspection period and a gist of the main concerns raised in the public comments will be provided separately.

July 2022

**Environmental Assessment Division
Environmental Protection Department**



Project Title:	Cycle Track between Tsuen Wan and Tuen Mun (Tuen Mun to So Kwun Wat)	EIA Application No.:	
Figure 1	Project Layout Plan [Remarks: This figure is prepared based on Figure 1.1 of the EIA Executive Summary]	EIA - 280/2022	