



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 Paper 18/2017
For advice on 9 October 2017

**Report on the 140th
Environmental Impact Assessment Subcommittee Meeting**

PURPOSE

The Environmental Impact Assessment (EIA) Subcommittee considered the EIA reports on “Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot” (“**Topside EIA**”) and “Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works” (“**Railway EIA**”) under Section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) at the meeting on 11 September 2017. The EIA reports were submitted by The MTR Corporation Limited (the Project Proponent).

2. Members are requested to note the views of the of EIA Subcommittee and advise whether the EIA reports should be endorsed or not.

BACKGROUND AND NEED FOR THE PROJECT

3. The existing Siu Ho Wan Depot (SHD) occupies about 30 hectares of land at North Lantau and is a potential site for housing identified in the 2015, 2016 and 2017 Policy Addresses. The project aims to provide not less than 14,000 residential units in the medium to long term, with a new railway station on the Tung Chung Line (TCL) to serve the development.

4. As it is essential to maintain the normal operation of the depot at all times in order to provide a smooth train service to the public including the construction stage of the residential development, the Project Proponent intends to carry out depot reconfiguration and deck over the existing depot in stages so as to supply land for topside development. The topside development will be implemented in phases over a period of approximately 18 years starting from 2019, with the first phase of population intake scheduled in 2026.

5. The Topside EIA project also supports the Hong Kong 2030+ strategic planning objective of building a sustainable community served by environmentally friendly rail transport. The project optimises the utilization of railway land to fulfill the future housing, economic and social development needs from technical and community sustainability perspectives.

6. To facilitate the construction of the SHD topside development, replanning of the tracks and facilities at the existing SHD will be required to make room for the phased construction of the concrete slab and topside development. A new Siu Ho Wan Station (SHO) has also been proposed along the TCL to meet transport needs of the SHD topside development and enable building of a sustainable community.

7. Please refer to the ACE-EIA Papers 4/2017 (**Annex A**) and 5/2017 (**Annex B**) for the details of the Topside EIA and Railway EIA respectively.

VIEWS OF THE SUBCOMMITTEE

8. Members noted that the EIA reports were made available for public inspection from 14 July to 12 August 2017. During the inspection period, a total of six and eight public comments for the Topside EIA and the Railway EIA respectively had been received by the Environmental Protection Department (EPD). Specific concerns on land use planning and air quality impact are raised by the public. The public comments and the gist of the public comments for the two EIA reports were issued to EIA Subcommittee Members on 1 September 2017 for reference, with copies to non-EIA Subcommittee Members for information.

9. Relevant extracts of the draft minutes of the EIA Subcommittee meeting held on 11 September 2017 are at **Annex C**.

ADDITIONAL INFORMATION FROM PROJECT PROPONENT ON THE TOPSIDE EIA

10. The EIA Subcommittee considered that the Project Proponent should be required to provide supplementary information in respect of the Topside EIA on the following aspects to be further considered by the full Council –

- (a) design concepts and considerations to further alleviate the landscape and visual impact of the residential buildings and podium, such as review of the building layout/design, massing/heights of the buildings, façade/podium treatment, colour schemes, etc. with a view to harmonizing with the landscape character of the surrounding area;

- (b) feasibility of the project contributing to the waterfront/coastline which is a specific landscape element of the site; providing connectivity of residents to access the northern site boundary and maximizing their use of the waterfront;
- (c) feasibility of alternative designs to avoid installing fixed windows for sensitive facades at the southernmost row of residential buildings;
- (d) detailed explanations on the considerations given to choose the Western Station option instead of the Central Station option;
- (e) the master layout plan and relevant sections for the project;
- (f) information on measures that would be implemented for the project to become a sustainable community and low carbon development;
- (g) information on air ventilation assessment, microclimate study and view study done to justify the locations of the breezeways/airpath and view corridor;
- (h) confirmation on the targeted standard to be achieved under the BEAM Plus rating system for the topside development;
- (i) drawings showing the provision of natural daylight and ventilation to the depot; and
- (j) drawings showing the design and location of the public transport interchange (PTI).

11. The supplementary information provided by the Project Proponent (at **Annex D**) was circulated to the Members of the full Council on 3 October 2017.

RECOMMENDATIONS OF THE SUBCOMMITTEE

Topside EIA

12. Having considered the findings of the Topside EIA report and the information provided by the Project Proponent at the EIA Subcommittee meeting on 11 September 2017, Members recommended the full Council to consider the

following recommendations should the full Council decide to endorse the EIA report upon receiving the requested supplementary information from the Project Proponent:

- (a) examine design concepts and considerations to further alleviate the landscape and visual impact of the residential buildings and podium, such as review of the building layout/design, massing/heights of the buildings, façade/podium treatment, colour schemes, greening measures, etc. with a view to harmonizing with the landscape character of the surrounding area;
- (b) provide facilities to enhance the connectivity, walkability and cycling within the project site and to the adjacent waterfront and nearby Tung Chung New Town Extension; in particular the usability and water-friendly culture of the waterfront by the residents;
- (c) set targets for achieving environmental sustainability in the design and construction of buildings, devise measures to minimize the carbon footprint and energy consumption, and ensure the sustainability of the buildings and neighbourhood development by achieving at minimum “Gold” rating (comply or explain) under the BEAM Plus rating system for new buildings, neighbourhood, and building interiors for all public areas, commercial areas and club houses. Strong justifications should be provided in the event that a “Gold” rating cannot be obtained. For existing buildings, terms for conducting BEAM Plus assessment should be included in the Deed of Mutual Covenant;
- (d) explore ways to facilitate the recycling of food waste, such as by capitalizing on the proximity to the committed Organic Waste Treatment Facility;
- (e) reduce the generation of and reuse surplus inert Construction and Demolition (C&D) materials in-situ as far as practicable; and
- (f) explore the reuse of rain water and greywater in-situ for purposes such as irrigation and toilet flushing.

13. Members of the EIA Subcommittee has also agreed at the meeting that the Project Proponent team would be required to attend the full Council meeting on 9 October 2017 to address the outstanding issues arising from the EIA Subcommittee meeting.

Railway EIA

14. The EIA Subcommittee recommended the full Council to endorse the EIA report with the following conditions and recommendations –

Conditions of Endorsement

The Project Proponent shall -

- (a) submit a Noise Mitigation Measures Plan (the Plan) with a view to minimizing the rail noise impact. The Plan should include but not limited to temporary noise barriers and/or canopies along the northern boundary of the Phase I during the construction, and also permanent barriers along the southern boundary of the depot for rail noise abatement. The Plan should be submitted to the Director of Environmental Protection (DEP) for approval before commencement of construction of the project; and
- (b) submit a waste management plan describing comprehensive separation of C&D materials, and also the arrangements for avoidance, minimization, recovery, recycling, reuse, storage, collection, treatment and disposal of different categories of waste to be generated from the construction and operation activities.

Recommendations

The Project Proponent is recommended to -

- (c) incorporate the concept of sustainability into the design of SHO and SHD, including but not limited to the use of natural ventilation and lighting to reduce energy consumption; and
- (d) provide facilities including pedestrian walkway, linkage, public spaces and cycle tracks to enhance connectivity and walkability within the project site and also to the adjacent waterfront and nearby Tung Chung New Town Extension.

15. Members of the EIA Subcommittee has agreed at the meeting that the Project Proponent team would not be required to attend the full Council meeting in respect of the Railway EIA report.

**EIA Subcommittee Secretariat
October 2017**