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ACE-EIA Paper 5/2017
For advice on 11 September 2017

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

Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works

PURPOSE

This paper presents the key findings and recommendations of the Environmental Impact Assessment (EIA) report for Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works (hereafter known as "the Project") submitted under section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) (Application No. EIA-253/2017). MTR Corporation Limited (MTRCL) (the applicant) and their consultants will present the EIA report at the meeting of EIA Subcommittee.

ADVICE SOUGHT

2. Members' views are sought on the findings and recommendations of the EIA report.

BACKGROUND

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 as shown in **Figure 1**.

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 applicant 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. For the overall development at SHD, MTRCL submitted two EIA studies concurrently to cover the depot replanning works and topside development works, which are:

(i) the EIA report for Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works (Application No. EIA-253/2017); and

(ii) the EIA report for Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot (Application No. EIA-252/2017) (to be discussed separately under ACE-EIA Paper 4/2017).

6. The applicant has submitted the EIA report for the Project and the Director of Environmental Protection, in consultation with the relevant authorities, considers that the EIA report meets the requirements in the EIA Study Brief and the Technical Memorandum on EIA Process (TM), for the purpose of exhibiting the report for public inspection, under Section 7(4) of the EIAO.

NEED FOR THE PROJECT

7. 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.

DESCRIPTION OF THE PROJECT

8. The Project covers the following Designated Projects (DPs) under Part I, Schedule 2 of the EIAO:

(i) item A.2: A railway and its associated station (i.e. SHO and associated

trackworks on TCL); and

(ii) item A.4: A railway siding, depot, maintenance workshop, marshalling yard or goods yard (i.e. the operation of SHD).

Environmental Benefits

9. The Project is required to turn the existing SHD operation, which has industrial activities, to achieve better land utilization to facilitate property development in Siu Ho Wan. According to the EIA report, the major environmental benefits with the Project in place include:

(i) optimisation of the land resources of an existing 30ha railway depot site for property development to create a sustainable community in phases;

(ii) enhancement of local environment and increase of the flexibility of future land use planning of the Siu Ho Wan area through the confinement of future depot with a slab/podium deck such that potential environmental impacts arising from the industrial activities could be minimised;

(iii) enhancement of the transportation network in Siu Ho Wan area through the provision of SHO; and

(iv) improvement of the local environment with the provision of SHO to facilitate the use of the TCL and alleviate the vehicular traffic burden on the surrounding road network and hence the associated vehicular emissions and traffic noise in the Siu Ho Wan area.

CONSIDERATION OF ALTERNATIVE OPTIONS

10. The EIA report has considered various alternative options for the development of the Project, including development siting, construction sequences and methods to achieve the objectives of the Project and to avoid and minimize environmental impacts arising from the Project. The recommended options of various project items have taken into account environmental considerations, site constraints, comments received from Government departments and the public, including those received during the public engagement exercises of the Project. The key considerations and outcomes are highlighted below.

Avoidance and Minimisation of Impacts

11. The applicant has advised that avoidance and minimisation of environmental impacts have been the key considerations, among others, throughout the planning, design and operation of the Project. Some of the key approaches which have been adopted to avoid and minimize the environmental impacts are summarized as follows:

(i) avoiding habitat loss and encroachment into recognized sites of conservation importance including Lantau North (Extension) Country Park, Tai Ho Stream Site of Special Scientific Interest, Conservation Area and Tai Ho Ecologically Important Stream and Coastal Protection Area;

(ii) avoiding reclamation and marine works. The proposed development and its associated infrastructures are all land-based and marine traffic will be avoided during both construction and operation of the Project; and

(iii) minimizing various environmental impacts by implementing the depot re-provisioning and topside development in phases.

SPECIFIC ENVIRONMEANTAL ASPECTS TO HIGHLIGHT

Noise

12. The construction noise associated with the use of powered mechanical equipment for different construction phases has been assessed. With the implementation of practical mitigation measures including good site practices, use of movable noise barrier, full enclosure and use of quiet plant, no unacceptable impact arising from the construction of the Project is anticipated.

13. To mitigate the railway noise impacts associated with the operation of the existing SHD and TCL/the Airport Express Line (AEL), permanent noise canopies of 15m wide would be provided along the southern podium edge. Temporary noise canopies and cantilever noise barriers along the northern podium edge would also be provided to reduce the potential construction and depot noise impacts to the earlier phases of the SHD Topside Development. With the proposed mitigation measures in place, it is predicted that the construction and rail operation noise at the proposed residential developments would not exceed the noise criteria.

Air Quality

14. During the construction phase, implementation of dust control measures including water spraying and covering dusty stockpiled materials would control dust levels at representative Air Sensitive Receivers to within the established criteria for Total Suspended Particulates, Respirable Suspended Particulates and Fine Suspended Particulates.

15. The operation of SHO associated with emission free electric-powered rail system would result in minimal exhaust air from railway operations, and thus the air quality impact during operation phase of SHO is considered insignificant.

Water Quality

16. Sewage generated from the entire Siu Ho Wan development will be conveyed by public sewers and sewage pumping stations to the existing Siu Ho Wan Sewage Treatment Works for treatment. With the implementation of mitigation measures including the provision of twin rising mains, dual feed power supply, spare pumps, emergency storage and control system etc., no emergency sewage discharge during the operation of the development is anticipated. Therefore, adverse water quality impact arising from the development is not expected.

Ecology

17. The Project falls within the existing footprint of the SHD without encroaching onto any recognized sites of conservation importance. It is confirmed in the EIA that neither temporary works area nor elements of the Project will encroach onto any recognized sites of conservation importance. Hence, adverse ecological impact is not anticipated.

Other Environmental Issues

18. Other environmental issues including waste, land contamination, landscape and visual impacts, and hazard to life have also been addressed in the EIA report. With the implementation of recommended mitigation measures, the Project will comply with the relevant requirements under the TM.

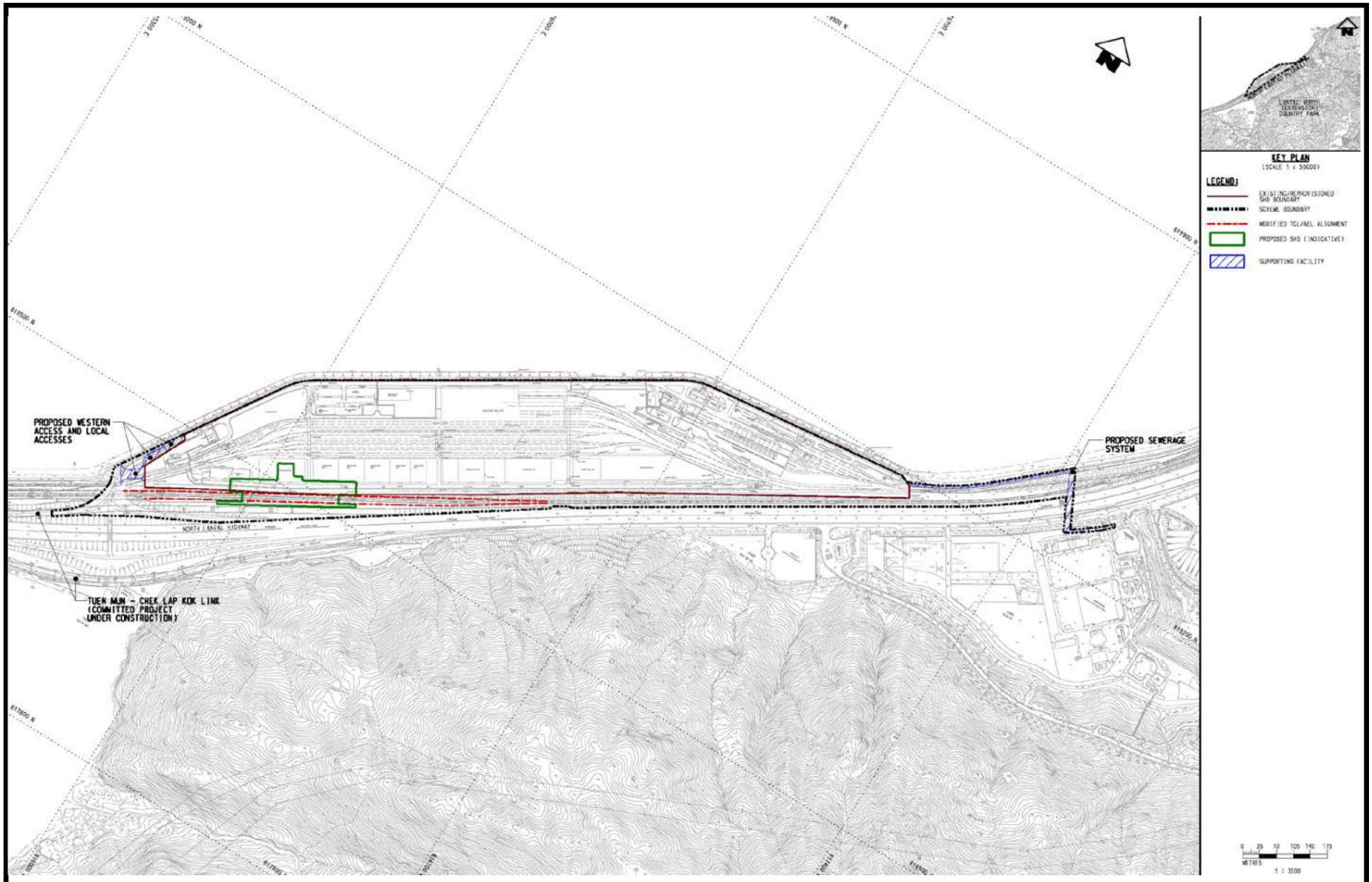
ENVIRONMENTAL MONTIORING AND AUDIT (EM&A)

19. The EIA report includes an EM&A Manual which recommends an EM&A programme during the construction and operation phases of the Project. Key recommended EM&A requirements cover water quality, noise and air quality issues.

PUBLIC CONSULTATION

20. The applicant has made the EIA report, EM&A Manual and Executive Summary available for public inspection under the EIAO from 14 July 2017 to 12 August 2017. During this inspection period, EPD received a total of eight public comments. The main concerns are summarized in a gist to be provided separately.

September 2017
Environmental Assessment Division
Environmental Protection Department



Project Title:	Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works	EIA Application No.: EIA-253/2017	
Figure 1:	Location Plan [Remarks: This figure is prepared based on **Figure No. NEX1062/S/SHD/ACM/Z10/101** of the EIA Executive Summary]		