



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 6/2020**  
***For advice on 11 May 2020***

**Report on the 145<sup>th</sup>  
Environmental Impact Assessment Subcommittee Meeting**

**PURPOSE**

The Environmental Impact Assessment (EIA) Subcommittee considered the EIA report on “Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road” (the Project) submitted under Section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) at the meeting on 20 April 2020. The EIA report was submitted by the Highways Department (the Project Proponent).

2. Members are requested to note the views of the EIA Subcommittee at paragraph 9 below and advise whether the EIA report should be endorsed or not.

**BACKGROUND AND NEED FOR THE PROJECT**

3. The Civil Engineering and Development Department conducted a traffic impact assessment in 2015 and the Transport Department agreed with the assessment findings that there was a need to upgrade sections of Kam Tin Road and Lam Kam Road. The road sections are single two-lane carriageways with substandard width which cause road safety concerns. The Project involves local widening of the road sections to standard width with associated improvement of pedestrian facilities and provision of public transport laybys in order to enhance road safety and to cater for the traffic demand of the planned Kam Tin South Development in 2030s.

4. With the implementation of the Project, the current substandard conditions of the carriageways will be rectified and road safety enhanced. The Project will also improve the associated pedestrian facilities, public transport laybys, roadside slopes, road drainage, traffic aids, street lighting and roadside landscape. The Project is supported by the Rural Committees of Kam Tin and Pat Heung and District Councils of Yuen Long and Tai Po.

5. Please refer to the ACE-EIA Paper 1/2020 at *Annex A* for details.

## **VIEWS OF THE DIRECTOR OF ENVIRONMENTAL PROTECTION**

6. The Director of Environmental Protection (DEP), in consultation with relevant authorities, considered that the EIA report has 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. Comments from the public and the ACE will be taken into account by DEP in deciding whether or not to approve the EIA report under the EIAO.

## **VIEWS OF THE SUBCOMMITTEE**

7. The public inspection period of the EIA report lasted from 14 February to 14 March 2020. A total of three public comments had been received by the Environmental Protection Department (EPD) during the said public inspection period. All public comments had been submitted to Members of the Subcommittee for consideration before the meeting.

8. Relevant extract of the draft minutes of the EIA Subcommittee meeting on the discussion of the EIA report held on 20 April 2020 is at *Annex B*.

## **RECOMMENDATIONS OF THE SUBCOMMITTEE**

9. Having considered all information available, including the findings of the EIA report, public comments, information provided by the Project Proponent and its consultants at the meeting on 20 April 2020, the EIA Subcommittee agrees to recommend to the full Council to endorse the EIA report with the following conditions and recommendations –

### ***Conditions of Endorsement***

The Project Proponent shall -

- (a) submit a Contamination Assessment Plan and if land contamination is confirmed, a Remediation Action Plan (the Plans) for the Project. The Contamination Assessment Plan shall include details of analytical methodology and the chemical parameters for analysis. Latest international practice and proven methods / technologies should be considered in the Remediation Action Plan for devising the remediation strategies that best suit for the site conditions and requirements. The Plans shall be submitted to the DEP for approval before commencement of construction of the relevant parts of the Project;

- (b) submit a Water Quality Monitoring Plan (the Plan), as part of the updated Environmental Monitoring and Audit Manual, to detect potential adverse water quality impacts at downstream of the watercourses directly affected by the Project. The Plan shall include details of the monitoring locations, monitoring frequency, parameters to be monitored and additional measures to be taken in the event of adverse weather conditions such as heavy rainfall. The Plan shall be submitted to the DEP for approval before commencement of construction of the Project; and
- (c) submit a Noise Mitigation Measures Plan (the Plan). The Plan shall review the traffic noise mitigation requirements, location and extent of the noise barriers and provide a design of the noise barriers if confirmed necessary. Apart from mitigating traffic noise, the design of the noise barriers should take into account of various factors, including but not limited to aesthetic effects and compatibility with the surrounding rural environment. The Plan shall be submitted to the DEP for approval before commencement of construction of the Project.

### ***Recommendations***

The Project Proponent is recommended to –

- (d) reuse construction and demolition (C&D) materials generated from the Project in-situ as far as practicable;
- (e) adopt environmental-friendly design for the watercourses directly affected by the Project, such as box culvert design that would allow sunlight penetration and introducing rugged / uneven surfaces on the bed of the watercourses with a view to enhancing the biodiversity of the watercourses;
- (f) introduce road and watercourse wildlife corridors to enhance wildlife movement and habitat connectivity;
- (g) devise a detailed plan for the implementation of the compensatory planting and monitoring of the planted and transplanted trees;
- (h) use environmental-friendly construction materials and maintenance methods for the Project with a view to achieving environmental sustainability and minimising the carbon footprint of the Project; and
- (i) review the construction programme during the detailed design stage by devising a reasonable and practicable schedule with a view to minimising potential adverse environmental impacts arising from the construction of the Project.

10. Members of the EIA Subcommittee have also agreed at the meeting that the Project Proponent team would not be required to attend the full Council meeting scheduled for Monday, 11 May 2020.

**EIA Subcommittee Secretariat  
May 2020**