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**(ACE 57/95)**  
**for advice**

## **Report of the EIA Subcommittee : the 15th Meeting on 13 November 1995**

The Subcommittee considered three EIA reports at its meeting on 13 November 1995 and endorsed one report by circulation.

### **Environmental Impact Assessment for Shenzhen River Regulation Project Stage 2**

2. The Shenzhen River Regulation Project comprises two stages. The EIA for Stage 1 Works was endorsed in August 1994. Stage 2 Works consist of the construction of the south embankment and relocation of the border fence from Ha Wan Tsun to Tam Kon Chau, the widening and deepening of the river downstream of Lo Wu Bridge, and the construction of flood protection works. This EIA report covers the combined impacts of the Stage 1 and 2 Works.

3. With the implementation of the recommended mitigation measures, the EIA concluded the following:

- (a) the dust and noise impact during Stages 1 and 2 Works can be controlled to meet the environmental requirements;
- (b) minor changes in hydrodynamics, sediment flux, and erosion-sedimentation of Shenzhen River and Deep Bay should not affect the ecosystem of the River/Bay system and these findings would not be affected by the Binghai Causeway on Deep Bay;
- (c) the water quality would not further deteriorate;
- (d) the disposal of contaminated spoil at Lok Ma Chau would not cause short term or long term ecological damage; and
- (e) habitat loss should not result in significant changes in most wildlife populations.

4. Members were concerned about the delayed implementation of the Restoration Plan for Lok Ma Chau Bend, mangrove and wetland loss, and the environmental and ecological implications of Binghai Causeway on Deep Bay. Having regard to the urgency and importance of the project for the flood control of the northern part of the New Territories, members agreed to recommend the endorsement of the project subject to the following proposed conditions:

A. For Stage 1 work :

- (a) Submission of a satisfactory restoration plan for Lok Ma Chau Bend and commitment to implement the agreed plan for Stage 1 works as soon as engineering-wise practicable.
- (b) The proponent should report back on the progress of the implementation of mitigation measures for Stage 1 works.

- B. For Stage 2 work :
- (a) Commitment to implement all mitigation measures recommended in the EIA report, particularly on the reinstatement and enhancement of 38 ha of fishponds in the works area and enhancement of a minimum of 20-30 ha of fishponds in Mai Po and Futian.
  - (b) Commitment to a vigorous enforcement of EM&A procedures.
- C. The proponent should submit to the EIA Subcommittee before the commencement of Stage 2 work :
- (a) The Lok Ma Chau Bend Restoration Plan.
  - (b) The finalized EM&A manual (including environmental and ecological monitoring programmes).
  - (c) The detailed contaminated mud disposal plan.
  - (d) Progress of the resumption of land required for the temporary and permanent restoration works.
  - (e) Detailed proposals for the enhancement management of 20-30 ha of fishponds in Mai Po and Futain worked out with the Nature Reserve Managers.
- D. The proponent should also report back periodically to the EIA Subcommittee on :
- (a) The implementation of mitigation measures outlined in the EIA reports.
  - (b) The progress of enhancement management of the 20-30 ha of fishponds in Futain and Mai Po.
  - (c) The results of the baseline survey, environmental monitoring and ecological changes of the bird, mangrove and mudflat communities in the immediate vicinity of the project area.
  - (d) The results of the environmental monitoring of actual sedimentation erosion in Inner Deep Bay.
- E. The environmental and ecological implications of Binghai Causeway on Deep Bay to be taken up through the Hong Kong Guangdong Environmental Protection Liaison.

## **Route 3 Tai Lam Tunnel and Yuen Long Approach - Northern Section Detailed Environmental Impact Assessment Study**

5. The Preliminary Design Stage 2 EIA for Route 3 Tai Lam Tunnel and Yuen Long Approach was completed and endorsed in 1994. As agreed by the Council, the detailed EIA for the project would be submitted in two stages. The detailed EIA for the Southern Section was endorsed in September 1995. The current detailed EIA covers the Northern Section and assesses the cumulative impact.

6. The detailed EIA arrives at the following conclusions:
- (a) direct and indirect mitigation measures are needed to reduce the noise impact on the dwellings in the vicinity and the Pok Oi Hospital;
  - (b) with the implementation of the recommended mitigation measures for air, the resultant dust levels would comply with the Air Quality Objectives at all sensitive receivers;
  - (c) the installation of sedimentation tanks and silt traps at strategic locations at the construction and operation stages and effective management in the event of spillage or traffic accidents are recommended to reduce water quality impacts and to minimise risk to Deep Bay wetlands from contaminated run-off; and
  - (d) off-site compensation and re-instatement of the fish ponds which are taken up temporarily during construction are recommended to mitigate the ecological impact and habitat loss.

7. Members were generally concerned about the long term monitoring of the two reinstated ponds and invited the consultants to report on the details of pond design to the Subcommittee in three months.

8. Members were also concerned about the policy of wetland compensation. However, as this was outside the ambit of the present project, most members would recommend the endorsement of the detailed EIA. One member would not endorse the report having regard to the environmental impact of the project.

## **Permanent Site for Mid-stream Operations at Stonecutters Island - Supplementary Environmental Impact Assessment Study**

9. The site for the mid-stream operations on Stonecutters Island was originally part of the Container Terminal #8 back-up areas that was not reclaimed at the time of developing the terminal. An initial design for the mid-stream site at Stonecutters Island was commissioned in 1994. An environmental review was subsequently conducted. The review concluded that the noise and construction impacts associated with the potential use of the area as a mid-stream operation site could be mitigated. It was also recommended that the reclamation should be undertaken by a partially dredged method.

10. Using the review report as the basis for mid-stream operations at Stonecutters Island, this Supplementary EIA study focuses on the construction impacts of the project. Both the fully dredged option and the partially dredged option are assessed as part of the detailed engineering design.

11. The study concluded that the fully dredged option should be adopted.

12. Members were satisfied with the study and recommended its endorsement.

### **Environmental Impact Assessment (EIA) for Chai Wan Road/Wing Tai Road Flyover and Widening**

13. The Highways Department proposes the construction of a flyover to carry through traffic from Chai Wan Road westbound to Wing Tai Road northbound; widening of a section of Wing Tai Road and Chai Wan Road to a dual 3-lane carriageway with the associated modification/improvement works. Construction is scheduled to commence in May 1996 for completion by March 1998.

14. The EIA study concludes that direct noise mitigation measures are impractical and ineffective. It recommends indirect mitigation measures in the form of window insulation and air conditioning to redress the traffic noise impact on the affected dwellings.

15. The report was circulated to Members of the Subcommittee for consideration. All Members, except one who have abstained, agreed to endorse the report.

### **Advice Sought**

16. Members are requested to endorse the recommendations of the Subcommittee:

- (a) endorsement of the environmental impact assessment for Shenzhen River Regulation Project Stage 2 subject to the conditions listed in paragraph 4;
- (b) endorsement of the detailed environmental impact assessment study for the Northern Section of Route 3 Tai Lam Tunnel and Yuen Long Approach (paragraph 8 refers);
- (c) endorsement of the supplementary environmental impact assessment study for the permanent site for mid-stream operations at Stonecutters Island (paragraph 12 refers); and
- (d) endorsement of the environmental impact assessment for Chai Wan Road/Wing Tai Road flyover and widening (paragraph 15 refers).