

The EIA Ordinance Register Office  
Environmental Protection Department  
27/F, Southorn Centre  
130 Hennessy Road  
Wan Chai, Hong Kong

Our ref: OYB/SHD-COR-CEM-ENV-070141

Attn: Mr. Patrick Wong

20 October 2023

**BY HAND**

Dear Patrick,

**Siu Ho Wan Depot Property Development  
EP-588/2021 – Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works  
Condition 2.15 – Landscape and Visual Plan**

Further to your letter (your ref: ( ) in EP2/N9/A/163 Pt.4) and comments dated 7 September 2023, we are pleased to submit and deposit herewith four hard copies and one electronic copy of the revised Landscape and Visual Plan (LVP) and the response to comment table to the Director of Environmental Protection. This submission has been certified by ET Leader and verified by IEC.

Should you have any queries, please feel free to contact our Cyrus Lau at 2688 1585.

Yours sincerely,



Edan Li  
Senior Environmental Manager (CW)

Encl.


c.c. IEC - Mr. Adi Lee

EL/CL/AL/RC/ct

MTR Corporation Limited

**Siu Ho Wan Station and  
Siu Ho Wan Depot Replanning Works**

Landscape and Visual Plan

Certified by: Edan LI 

Position: Environmental Team Leader

Date: 18 October 2023

MTR Corporation Limited

**Siu Ho Wan Station and  
Siu Ho Wan Depot Replanning Works**

Landscape and Visual Plan



Verified by: Adi Lee

Position: Independent Environmental Checker

Date: 18 October 2023

**COMMENTS FROM RELATED DEPARTMENTS/PARTIES**

ID No.	Section	Comments	Responses
		<p><b>From: Mr. Patrick Wong, EPD</b>  <b>Ref : ( ) in EP2/N9/A/163 Pt.4</b>  <b>Date: 7 September 2023</b></p>	
		<p>I refer to the letter dated 27 July 2023, submitting the Landscape and Visual Plan (the LVP) of the Project pursuant to Condition 2.15 of EP No. EP-588/2021. Please find our comments for you to follow up.</p>	<p>Noted.</p>
		<p>It is noted from S.1.3.2 that Phase 4 will handled over to Government after completion of Phase 3 and outside the scope of design under the Plan. Having said that, since the purpose of this EP submission is to show the landscape and visual features along the waterfront with a view to minimising the overall landscape and visual impact of the Project. For completeness, the discussion on landscape and visual features for Phase 4 waterfront shall also be included.</p>	<p>Noted. The existing depot facilities at Phase 4 area (Granted to MTR as Lot 146) will be demolished and removed by MTR. MTR shall thereafter deliver the vacant site back to the Government after existing depot facilities are wholly relocated to redeveloped SHD area by Year 2039. The Phase 4 area re-development will be carried out by the Government and will no longer be part of the SHD re-development project.</p>
		<p>Please revise the LVP accordingly and submit it for approval.</p>	<p>Noted. The LVP is revised for your approval.</p>

October 2023

Siu Ho Wan Depot  
Redevelopment

Oyster Bay Station

MTR Corporation Limited

**Siu Ho Wan Depot Property Development  
Consultancy Agreement No. C1701  
Detailed Design Services for Siu Ho Wan  
Depot Phase 1 & Siu Ho Wan Station**

Deliverable Nos. 3.34B & 7.40B  
Detailed Landscape and Visual Plan

C1701-P-SHD-OAP-230-000004

Revision C | October 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 282278

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**ARUP**

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# 1 Introduction

## 1.1 Background

- 1.1.1 As set out in the Chief Executive's (CE) 2017 Policy Address and to accord with Government's initiative to explore the redevelopment potential of the Siu Ho Wan Depot (SHD), the MTR Corporation Limited (MTR, the Corporation) commissioned a preliminary design for the SHD Redevelopment and as part of the proposal, an Oyster Bay Station (OYB), which was previously known as Siu Ho Wan Station in the approved EIAs, will also be built to serve the Redevelopment.
- 1.1.2 Statutory submissions including the Master Layout Plan to support the formulation of the Outline Zoning Plan (OZP) was submitted and the OZP was subsequently approved by the Town Planning Board. Environmental Impact Assessment Reports (Register No.: AEIAR-214/2017 and AEIAR-213/2017) for both the Depot replanning and the topside development were also submitted and approved.
- 1.1.3 Government eventually agreed with the proposal submitted by the Corporation and as announced in the CE's 2020 Policy Address, the SHD Redevelopment should proceed to provide not less than 14,000 residential units, of which around 50% will be Subsidised Sale Flats (SSFs). The Corporation subsequently invited tenders for the Detailed Design for SHD Redevelopment Phase 1 and OYB and finally awarded Consultancy Agreement C1701 to Ove Arup & Partners Hong Kong Ltd (Arup) on 28 May 2021.
- 1.1.4 Following the approval of EIA Report (Register No.: AEIAR – 214/2017), the Environmental Permit No. EP – 588/2021 under Section 8(3) of EIA Ordinance was issued.

## 1.2 Description of Works

- 1.2.1 The SHD redevelopment consists of 4 phases. This project covers the detailed design of Property Enabling Works (PEW) for SHD Phase 1 depot redevelopment, master layout design for SHD Phases 2, 3 and 4, depot migration planning, master utility plan up to ultimate phase (completion of Phase 4) and fire separation between Phases during each construction phasing.
- 1.2.2 The SHD Phase 1 project includes the provision of PEW for Topside Property Development. This project also covers the detailed design for a new Oyster Bay Station (OYB) at the southwest boundary of SHD.
- 1.2.3 The tentative completion dates of SHD redevelopment for Phases 1, 2 and 3 are expected in 2030, 2035/36 and 2039/40 respectively. Phase 4 will be handed over to Government after completion of Phase 3.

## 1.3 Purpose of the Plan

- 1.3.1 Further to the approval of the Environmental Impact Assessment (EIA) Report in the register (AEIAR-214/2017), an Environmental Permit No. EP-588/2021 was issued, Specific Conditions 2.15 of the EP stated that the Permit Holder shall, no later than three months before the commencement of construction of the Project, or a date to be agreed by the Director, submit 4 hard copies and 1 electronic copy of Landscape and Visual Plan (the LVP) to the Director for approval. The Plan shall discuss the adoption of vertical greening

along the depot façade and fence wall; and potential set back at the northern boundary of SHD to provide greening and amenity features.

- 1.3.2 The Plan is prepared in accordance with the requirements of the abovementioned condition based on the best available information at the time of submission. The Plan will mainly cover the discussion of landscape treatment in Phase 1 and will set out the conceptual framework which will guide the future detailed design of the waterfront area, including the development of Phase 2 & 3 of the Project. The Plan will cover briefly on the Phase 2 and Phase 3 design at the northern boundary of SHD in which the detailed design shall be prepared and submitted when information is available. **The existing depot facilities at Phase 4 area (Granted to MTR as Lot 146) will be demolished and removed by MTR. MTR shall thereafter deliver the vacant site back to the Government after existing depot facilities are wholly relocated to redeveloped SHD area by Year 2039. The Phase 4 area re-development will be carried out by the Government and will no longer be part of the replanning works under this EP.**

## 1.4 Structure of the Plan

- 1.4.1 This Plan explores the opportunities and constraints on the landscape design along the Phase 1 waterfront of SHD. Possible landscape treatments are illustrated in the Plan and figures to reduce the landscape and visual impact of the proposed works.
- 1.4.2 A brief description of works under this Project is provided in **Section 1**. **Section 2** provides an overview of the relevant legislation, standards, and guidelines that apply to the LVP. Discussion on relevant opportunities and considerations along the waterfront and the proposed aesthetic landscape treatment are provided in **Section 3**. The implementation programme, maintenance and management matrix will be discussed in **Section 4**.

## 1.5 Other Reports

- 1.5.1 This Plan should be read in conjunction with the following submissions:
- The Approved Environmental Impact Assessment Report: AEIAR-214/2017 - Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works under the Environmental Impact Assessment Ordinance (EIAO)



## 2 Legislation, Standards and Guidelines

### 2.1 General

2.1.1 A review of the existing and planned development framework for the Project and context has been conducted. Legislation, standards, guidelines, and criteria relevant to the consideration of landscape and visual sensitivity in this assessment include the following:

### 2.2 Legislation and Planning Standard

- Environmental Impact Assessment Ordinance (Cap.499. S.16) and the EIAO-TM, particularly Annexes 3, 10, 11, 18 and 20;
- Environmental Impact Assessment Ordinance Guidance Note 8/2010 Preparation of Landscape and Visual Impact Assessment;
- Town Planning Ordinance and Town Planning (Amendment) Ordinance (Cap.131);
- Country Parks Ordinance (Cap.208);
- The Forests and Countryside Ordinance (Cap.96) – prohibiting the felling, cutting, burning or destruction of trees, growing plants and forests on Government land;
- Hong Kong Planning Standards & Guidelines Chapter 4, 10 and 11; and
- Protection of Endangered Species of Animals and Plants Ordinance (Cap.586).

### 2.3 Technical Circulars/ Guidelines

- Lands Administration Office, Practice Note (LAO PN) Issue No. 2/2020 and 2/2020A – Tree Preservation and Removal Proposal for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease and Guideline Notes (August 2022);
- Development Bureau Technical Circular Works (DEVB TC(W)) No.2/2013 – Greening on Footbridge Flyovers;
- DEVB TC(W) No. 4/2020 – Tree Preservation, February 2020;
- DEVB TC(W) No. 5/2020 – Registration and Preservation of Old and Valuable Trees, February 2020;
- DEVB Greening, Landscape & Tree management Section (GLTM) – Management Guidelines for Mature Trees, December 2014;
- DEVB (GLTM) – Guidelines on Tree Transplanting, September 2014;
- DEVB (GLTM) No. 2/2012 – Allocation of Space for Quality Greening on Roads;
- Environment, Transport and Works Bureau (ETWB) TC(W) No.2/2004 - Maintenance of Vegetation and Hard Landscape Features;
- ETWB TC(W) No. 5/2005 – Protection of streams/rivers from adverse impacts arising from construction works;

- ETWB TC(W) No. 11/2004 Cyber Manual for Greening;
- ETWB TC(W) No. 36/2004 – Advisory Committee on the Appearance of Bridges and Associated Structures;
- Works Bureau Technical Circular (WBTC) No. 25/1993 – Control of Visual Impact of Slopes;
- WBTC No. 7/2002 Tree Planting in Public Works;
- Agriculture, Fisheries and Conservation Department (AFCD) Nature Conservation Practice Note No.2 – Measurement of Diameter at Breast Height (DBH); and
- AFCD Nature Conservation Practice Note No.3 – The Use of Plant Names.

### 2.4 Outline Zoning Plan

- The Approved Siu Ho Wan Outline Zoning Plan (OZP) No. S/I-SHW/2.

### 2.5 Other Reference Information and Planning Studies

- Landscape Character Map of Hong Kong (2005 Edition);
- “Map of Land Utilization in Hong Kong” by Planning Department;
- Technical Report of “Study on Landscape Value Mapping of Hong Kong” by Planning Department;
- The Register of Old and Valuable Trees – Hong Kong, maintained by the Leisure and Cultural Services Department; and
- Revised Concept Plan for Lantau – May 2007.

### 3 Landscape and Visual Treatments and Required Action as per Approved EIA

#### 3.1 The Required Action as per Approved EIA

3.1.1 The submission of the Plan shall refer to the mitigation measures recommended in the EIA reports and the Environmental Monitoring and Audit (EM&A) Manual. The EIA report set out the landscape and visual mitigation measures for the construction and operation phases; while their implementation schedule is set out in the EM&A Manual and are summarized as follows **Table 3.1**:

**Table 3.1 Project Implementation Schedule extracted from Final Environmental Monitoring and Audit Manual of Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works**

EIA Ref.	Mitigation Measures ID	Recommended Mitigation Measures	Who to implement the measures?	Location of the measures	When to implement the measures?	Requirements
Landscape and Visual Impact (Construction Phase)						
S9.8.1	CM1	Trees unavoidably affected by the works should be transplanted as far as possible in accordance with DEVB TC(W) 7/2015 – Tree Preservation or LAO PN 7/2007 - Tree Preservation and Tree Removal Application for Building Development in Private Projects where applicable.	Contractor	All Works Areas	Construction phase	DEVB TC(W) No. 4/2020 or LAO PN 2/2020 & 2/2020A where applicable
S9.8.1	CM2	Control of night-time lighting glare.	Contractor	All Works Areas	Construction phase	TM-EIAO
S9.8.1	CM3	Erection of decorative screen hoarding which should be compatible with the surrounding setting.	Contractor	All Works Areas	Construction phase	TM-EIAO
S9.8.1	CM4	Management of facilities on work sites by controlling the height and disposition/arrangement of all facilities on the works site to minimize visual impact to adjacent Visual Sensitive Receivers (VSRs).	Contractor	All Works Areas	Construction phase	-

EIA Ref.	Mitigation Measures ID	Recommended Mitigation Measures	Who to implement the measures?	Location of the measures	When to implement the measures?	Requirements
S9.8.1	CM5	All hard and soft landscape areas disturbed temporarily during construction should be reinstated on like-to-like basis, to the satisfaction of the relevant Government Departments.	Contractor	All Works Areas	Construction phase	-
Landscape and Visual Impact (Operational Phase)						
S9.8.1	OM1	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to SHD, OYB <sup>[1]</sup> and other aboveground structures so as to blend in the existing and future structures to the adjacent landscape and visual context.	MTRCL	Siu Ho Wan	Detailed Design stage and Operational phase	-
S9.8.1	OM2	All lighting should be carefully designed and controlled to minimize light pollution and night-time glare to nearby Visual Sensitive Receivers (VSRs), and to blend in the existing adjacent landscape and visual context.	MTRCL	Siu Ho Wan	Detailed Design stage and Operational phase	-
S9.8.1	OM3	Compensatory planting shall be determined during the Tree Removal Application process under DEVB TC(W) No. 7/2015 or LAO PN 7/2007 where applicable. Compensatory planting will be implemented by future developer(s) of SHD Topside Development.	Future developer(s) of SHD Topside Development	All Works Areas	Detailed Design stage and Operational phase	DEVB TC(W) No. 4/2020 or LAO PN 2/2020 & 2/2020A where applicable

Notes:

[1] Oyster Bay Station (OYB) was previously known as Siu Ho Wan Station in the approved EIAs.

## 3.2 The Site

- 3.2.1 The current waterfront area (+6.20 mPD) is an approximately 1.5km long strip which stretch across Phase 1 to Phase 4 along the SHD northern boundary. It is a significant linear element in the urban landscape. To the north side of the SHD site boundary, there is a seawall maintenance access road, adjacent to it with a continuous concrete profile barrier to delineate the rocky shoreline. In general, the seawall maintenance road does not provide enough amenity and visual interest. The road is a public access road and is accessible by vehicular traffic from Sam Shui Kok drive to the east. While Sham Shui Kok Drive will be widened to two lanes under SHD project, there is no plan in widening the seawall access road.
- 3.2.2 With the proposed development of SHD and the future Topside Development, part of the waterfront area within the SHD boundary is covered with the depot slab under MTR maintenance. This large-scale development is highly prominent on the podium level, with the depot roof level at +17.050 mPD creating a stark building edge, until the topside development construction up to +32.8mPD has been completed. The SHD will be visible from all directions but will be dominated by the Topside Development design, finishes for which have been outlined in the Section 16 for the development. Therefore, the design approach adopted, and selection of finishes will follow the principles set out in the Section 16 submission.
- 3.2.3 As above-mentioned section about the physical site condition, there are however several considerations in the development for practical landscape design proposal, including limitation with space allowed of landscaped area and the coastal environment. These issues are discussed in further detail in below paragraph.

## 3.3 Opportunities and Considerations for Phase 1 Waterfront Landscape

### Opportunities - The adoption of Greening along the Depot Boundary and fence wall

- 3.3.1 The space available for soft landscaping along the northern Depot boundary is defined by the Site boundary line and the internal Emergency Vehicular Access (EVA) / Access Road. This road is required to follow the northern perimeter of the Depot. The space available between the kerb line of the road and the site boundary fence is in most cases 4.5m but at the western end of the Depot is reduced to approximately 3m.
- 3.3.2 A 1.5m wide footpath is required along the northern edge of the EVA that provides the available area for planting at grade with 1.5m at the western end of the Depot. The maximum possible area for soft landscaping at grade has been provided. This at grade soft landscaping will be supplemented with vertical greening to improve greening effect of the Depot operational areas.
- 3.3.3 The depot roof and podium level floors extend to the site boundary, the columns at Phase 1 are located at the edge of the boundary and are setback up to 2m to allow shrubs planting between the columns. It is proposed that the concrete wall be located behind these perimeter columns as depot fence wall with proposed climber planting to maximize the greening effect.

- 3.3.4 The provision of greening and aesthetic design will achieve compatibility with its existing landscape setting and would maintain some connection with the existing landscape resources in the area. Given the limitation of the planting area provision, the proposed shrubs and climber planting along the Phase 1 waterfront is implemented to fullest extent to soften the edges and provide visual interest and green buffer at the streetscape level and to maximise the amount of greenery.
- 3.3.5 Refer to **Drawing No. C1701/B/SHD/OAP/A58/601** for Master Layout Plan of the waterfront area and **Drawing No. C1701/B/SHD/OAP/A58/602** for Phase 1 Blow-up Plan.

### Consideration – Topside Development

- 3.3.6 The Property Development podium design is not fully developed yet. The design of podium section - above the depot level will need to be referenced with OYB design at various levels. Tree planting would be provided on the podium deck level for compensatory planting of trees affected by the SHD Depot Replanning Works. However, the Plan will only cover the landscape design of the waterfront along the northern boundary as stated in the EP condition and the Topside Development will be under the scope of future developer.



**Figure 1 Preliminary Topside Development extracted from s16 Application.**

**Remarks:** The design drawing provides only aesthetic impression of the indicative form, size and quality of the architectural and landscaping treatment of structures. All the landscape and visual elements in the drawing is for illustration only.

- 3.3.7 The Plan is prepared based on the best available information at the time of submission. Further to the review of opportunities and consideration, it will set out the conceptual framework which will guide the landscape design feature of the proposed waterfront landscape. This submission will not cover the landscape design of the Topside Development which will be under the scope of future developer.
- 3.4 Conceptual Framework for Phase 2 & 3 Waterfront Landscape**
- 3.4.1 The construction of the Phase 2 & 3 northern perimeter of the depot will take place at a later stage of the Project. Detailed design information for these phases is currently being prepared and will be submitted to Environmental Protection Department for approval when it is further developed. Nevertheless, the conceptual framework of the Phase 2 & 3 will be

followed to further enhance the landscape and visual elements along the northern edge of the depot.

- 3.4.2 The northern boundary of Phase 2 & 3 shall be setback of up to 2m as far as practicable for allowing greening and amenity features. When considering such greening and amenity features, the detailed design shall consider the drainage reserve zones as no permanent works or tree plantings shall be proposed within the drainage reserve zones (as shown in **Drawing No. C1701/B/SHD/OAP/A58/601.**) for maintenance purpose.
- 3.4.3 Similar to Phase 1, vertical greening shall be proposed along the depot boundary as far as practicable, with consideration of the operation needs of the depot, coastal environment and the shade casted by the depot roof.



**Figure 2 Conceptual Greening and Amenity Features along Phase 2 & 3 Northern Depot Boundary**

**Remarks:** The design drawing provides only aesthetic impression of the indicative form, size and quality of the architectural and landscaping treatment of structures. All the landscape and visual elements in the drawing is for illustration only.

## 3.5 Landscape and Visual Treatments along Phase 1 Northern Boundary

### Landscape Concept

- 3.5.1 It is in the EIA requirement that the northern perimeter of SHD should provide an aesthetically pleasing landscape design and visual features for the public. This major principle governs the landscape concept of the Phase 1 waterfront area is the creation of unique perimeter that works in a way to promote a journey of vitality and interest in which the soft landscaping that will visually unify the coastal environment.

- 3.5.2 The proposed SHD and Topside Development structure represent a highly visible new elements to the existing landscape and therefore the landscape proposal shall focus on mitigating the visual impacts, especially at the street level, to promote a positive user experience.
- 3.5.3 In addition, the design shall retain opportunities for open views along the waterfront and retain potential connectivity from the Tung Chung Bay into the depot area and thereby promoting the waterfront as an environmental asset for the local community.

## Landscape and Visual Treatment

### The Green Planter (OM1)

- 3.5.4 The basis for the proposed planting scheme would be to provide a green, relaxed environment and at the same time provide visual interesting along the waterfront area. Distinct soft landscape treatments would be used to emphasize the naturalistic character of the site. Generally, the planting aims to be compatible with the seaside environment.
- 3.5.5 In addition, the soft landscape shall ensure that the hard lines of the depot structure are visually softened in views from the surrounding and that an appealing visual effect is created. The planting design consider the overall character of the proposed development. This will be achieved through the selection of species with an interesting form, colour, and texture of their foliage.
- 3.5.6 Further to the discussion in Para 3.3, a landscaped area with width approximately 1500mm is proposed between the columns of the depot. It forms a green perimeter along the Phase 1 northern site boundary for landscape and visual treatment. It is designed to have a minimum of 600mm soil depth for shrubs and climber plantings.
- 3.5.7 Since the landscaped area is affected by the Depot structure and the amount of sunlight received needs to be considered. Robust planting species is recommended and only shade and salt-tolerant species are proposed to provide further vertical screening.
- 3.5.8 The indicative landscape design refers to the **Drawing No. C1701/B/SHD/OAP/A58/611 & 612** for artist illustration and elevation.

### Vertical Greening (OM1)

- 3.5.9 In addition, concrete wall with coloured textured paint finished is proposed behind the column to support self-clinging climbers in the landscaped area to provide greening effect and to provide visual interest. The provision of the climber species will be compatible with the unique location setting, adapting to windy and shady environment and are easy to maintain and cost effective.

### Aesthetic Treatment of SHD Phase 1 North Perimeter (OM1)

- 3.5.10 In general columns around the perimeter of the depot will be finished with a coloured coating system sympathetic to the colours of the Topside Development theme.
- 3.5.11 To tie in the podium together, it may be possible to have a single band of colour or architectural feature like granite cladding with pattern which will give the whole development a considered look, with a high aesthetic standard. This will be coordinated in more detail with the Topside Development developer to have a collective design proposal in due course.

## Lighting Design (OM2)

### Exterior Lighting Design

3.5.12 The objective of exterior lighting design is to integrate architectural and landscape design in harmony, and to minimize light pollution and night-time glare. It is important for exterior lighting design to create a visual impact. Exterior lighting can enhance the outdoor ambient by creating sense of place. It extends the use of an area or activity well into evening, contributing to a real and perceived sense of security at night, enhancing the night-time experience for pedestrians and resident alike.

3.5.13 To minimize light pollution and night-time glare, a side lit / down lit lighting effect is preferred, such as planter kerb light or downlight installed on the podium wall. A small lighting fixture is recommended to be integrated in the planter / podium wall to ensure the light is soft and diffused. This will be coordinated in more detail with the Topside Development developer to have a collective design proposal in due course.

### Compensatory Tree Planting (OM3)

3.5.14 Compensatory planting should be realistic, practical, and sustainable. The principle of “right tree for the right place” should be adhered to so that trees are selected to match the site, environmental condition, and design intent.

3.5.15 Actual numbers, arrangement and locations of compensatory trees shall be determined and agreed separately with the Government in the TPRP. The compensatory trees shall also be carried out by the future developer of the Topside Development in the EM&A Manual as details in Section 3.1 in this Plan.

## 4 Implementation Programme, Maintenance and Management Matrix

4.1.1 The landscape and visual treatments will be implemented to mitigate the impacts on landscape resources within the project site and the neighbourhood. **Table 4.1** summaries the tentative implementation programme and the management and maintenance matrix. The implementation programme is subject to the actual construction programme, availability of planting locations and coordination with the future management/ maintenance party.

**Table 4.1 Tentative Implementation Programme and Management / Maintenance Matrix**

Implementation Details	Location	Tentative Implementation Programme	Works Agent	Management / Maintenance Party	
				During Establishment Period / Defect Period	Post-Establishment Period / Post Defect Period
CM1 - Trees unavoidably affected by the works should be transplanted as far as possible	All Works Areas	Throughout the Construction Period and Operation Stage	MTR	MTR <sup>[2]</sup>	Original maintenance/ management department
CM2 - Control of night-time lighting glare	All Works Areas	Throughout the Construction Period	MTR	-	-
CM3 - Erection of decorative screen hoarding	All Works Areas	Throughout the Construction Period	MTR	-	-
CM4 - Management of facilities on work sites to minimize visual impact.	All Works Areas	Throughout the Construction Period	MTR	-	-
CM5 - All hard and soft landscape areas disturbed temporarily during construction should be reinstated	All Works Areas and along the waterfront (Phase 1 -3)	Throughout the Construction Period and Operation Stage  (Phase 1: Completion Date is expected in 2030)  (Phase 2: Completion Date is expected in 2035/2036)  (Phase 3: Completion Date is expected in 2039/2040)	MTR	MTR <sup>[2]</sup>	Original maintenance/ management department
OM1 - Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to SHD, OYB <sup>[3]</sup> and other aboveground structures	Along the waterfront (Phase 1 -3)	Operation Stage  (Phase 1: Completion Date is expected in 2030)	MTR	MTR	MTR

Implementation Details	Location	Tentative Implementation Programme	Works Agent	Management / Maintenance Party	
				During Establishment Period / Defect Period	Post-Establishment Period / Post Defect Period
		(Phase 2: Completion Date is expected in 2035/2036)  (Phase 3: Completion Date is expected in 2039/2040)			
OM2 – Lighting design to minimize light pollution and night-time glare	Along the waterfront (Phase 1 -3)	Operation Stage  (Phase 1: Completion Date is expected in 2030)  (Phase 2: Completion Date is expected in 2035/2036)  (Phase 3: Completion Date is expected in 2039/2040)	MTR	MTR	MTR
OM3 – Compensatory Tree Planting	On podium of the Topside Development	Operation Stage  (Tentative date to be confirmed)	Future Topside Developer	Future Topside Developer <sup>[2]</sup>	Future Topside Developer <sup>[1]</sup>

## Notes:

- [1] The management and maintenance agencies of mitigation measures shall be identified in accordance with DEVB TCW No. 6/2015. The agreement and approval of the management and maintenance agencies of the Project are being sought from relevant parties during the preparation of this Plan. MTR Corporation would be responsible for maintenance and management of tree and landscape within the permanent site boundary.
- [2] Typical establishment period lasts for 12 months in general. Establishment period subject to change for the completion of works, from the date of transplanted trees to final receptor locations or from the date of tree and soft landscape handover to the MTR Corporation or the relevant Government departments/relevant authorities.
- [3] Oyster Bay Station (OYB) was previously known as Siu Ho Wan Station in the approved EIAs.

## 5 Conclusion and Way Forward

- 5.1.1 This Plan have been developed for compliance with landscape mitigation measures set out in the approved EIA report, to the satisfaction of the Director of Environmental Protection Department.
- 5.1.2 Having considered the appropriate landscape treatments, to mitigate the landscape and visual impacts for the depot construction and operation in a functional, realistic, and cost-effective way. The landscape design for Phase 1 is proposed along the waterfront area at the Northern boundary with a view to minimize the landscape and visual impact which are described in the Plan text and illustrated in the figures. Soft landscape materials are proposed as the basis for costing and estimation.
- 5.1.3 The construction of the Phase 2 & 3 northern perimeter of the depot will take place at a later stage of the Project. Detailed design information for this phase is currently being prepared and will be submitted when it is further developed. Updates will be provided on the progress of the design as soon as detailed design commencement.

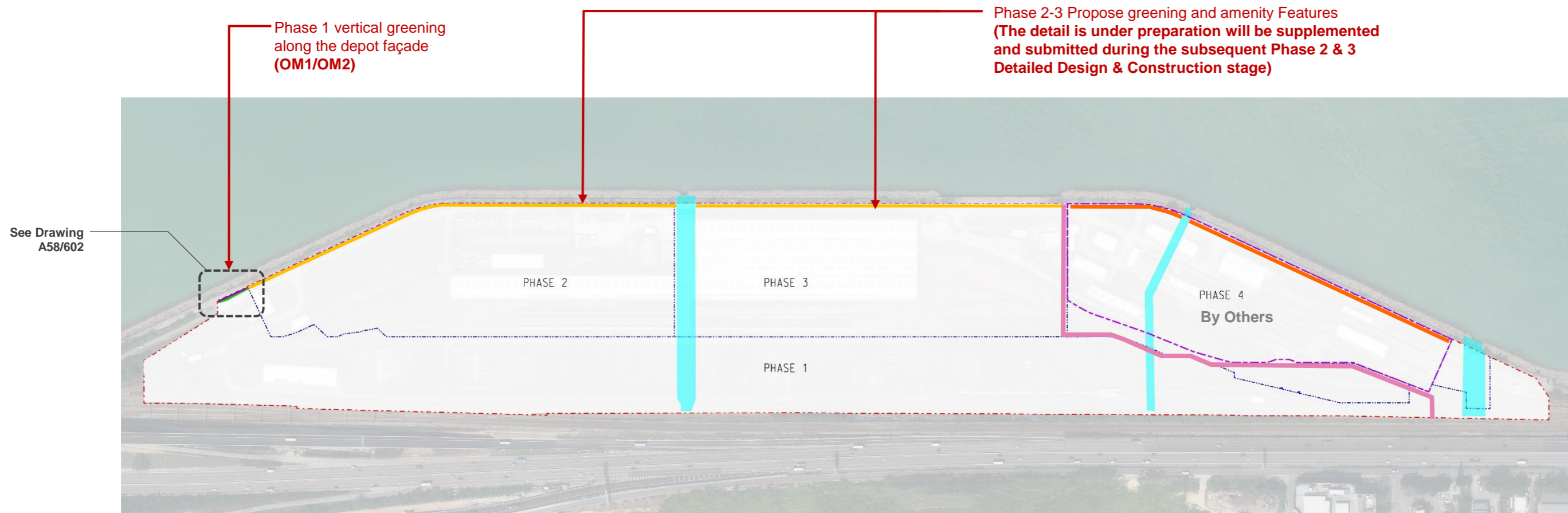
## Drawings

## Drawing List

Drawing No.	Title	Revision
C1701/B/SHD/OAP/A58/601	Siu Ho Wan Depot – Master Layout Plan of Waterfront along Northern Perimeter	C
C1701/B/SHD/OAP/A58/602	Siu Ho Wan Depot – Blow-up Plan of Waterfront along Northern Perimeter (Phase 1)	C
C1701/B/SHD/OAP/A58/606	Siu Ho Wan Depot – Typical Section of Waterfront along Northern Perimeter (Phase 1)	B
C1701/B/SHD/OAP/A58/611	Siu Ho Wan Depot – Artist Illustration of Waterfront along Northern Perimeter (Phase 1)	B
C1701/B/SHD/OAP/A58/612	Siu Ho Wan Depot – Typical Elevation of Waterfront along Northern Perimeter (Phase 1)	B



# Master Layout Plan on SHD Northern Perimeter - Greening and Amenity Feature



Phase 2-3 Propose greening and amenity Features  
(The detail is under preparation will be supplemented  
and submitted during the subsequent Phase 2 & 3  
Detailed Design & Construction stage)

**Remarks**

- Please note that the scheme does not include soft landscaping for Phase 4 as this is outside the scope of work under this consultancy. The orange hatch area shown in Phase 4 of SHD, showing the possible area for landscape intent only. **The existing depot facilities at Phase 4 area (Granted to MTR as Lot 146) will be demolished and removed by MTR. MTR shall thereafter deliver the vacant site back to the Government after existing depot facilities are wholly relocated to redeveloped SHD area by Year 2039. The Phase 4 area re-development will be carried out by the Government and will no longer be part of the replanning works under this EP.**
- Please note landscape and visual design for Phase 2 & Phase 3 is only preliminary for reference only. The details of the landscape and visual mitigation measures for Phase 2 & Phase 3 will be supplemented during the subsequent Detailed Design and Construction Stage.
- No green wall supporting structure will be proposed within the drainage reserve zone
- All location, layout **and boundary phasing lines** shown in this drawing are indicative only and subject to detailed design. The design drawing provides only aesthetic impression of the indicative form, size and quality of the architectural and landscaping treatment of structures. All the landscape and visual elements in the drawing is for illustration only.

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**Landscape and Visual Mitigation Measures for Operation Phase**

Mitigation ID No.	Landscape and Visual Mitigation Measures
OM1	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to SHD, OYB <sup>(1)</sup> and other aboveground structures so as to blend in the existing and future structures to the adjacent landscape and visual context.
OM2	All lighting should be carefully designed and controlled to minimize light pollution and night-time glare to nearby VSRs, and to blend in the existing adjacent landscape and visual context.

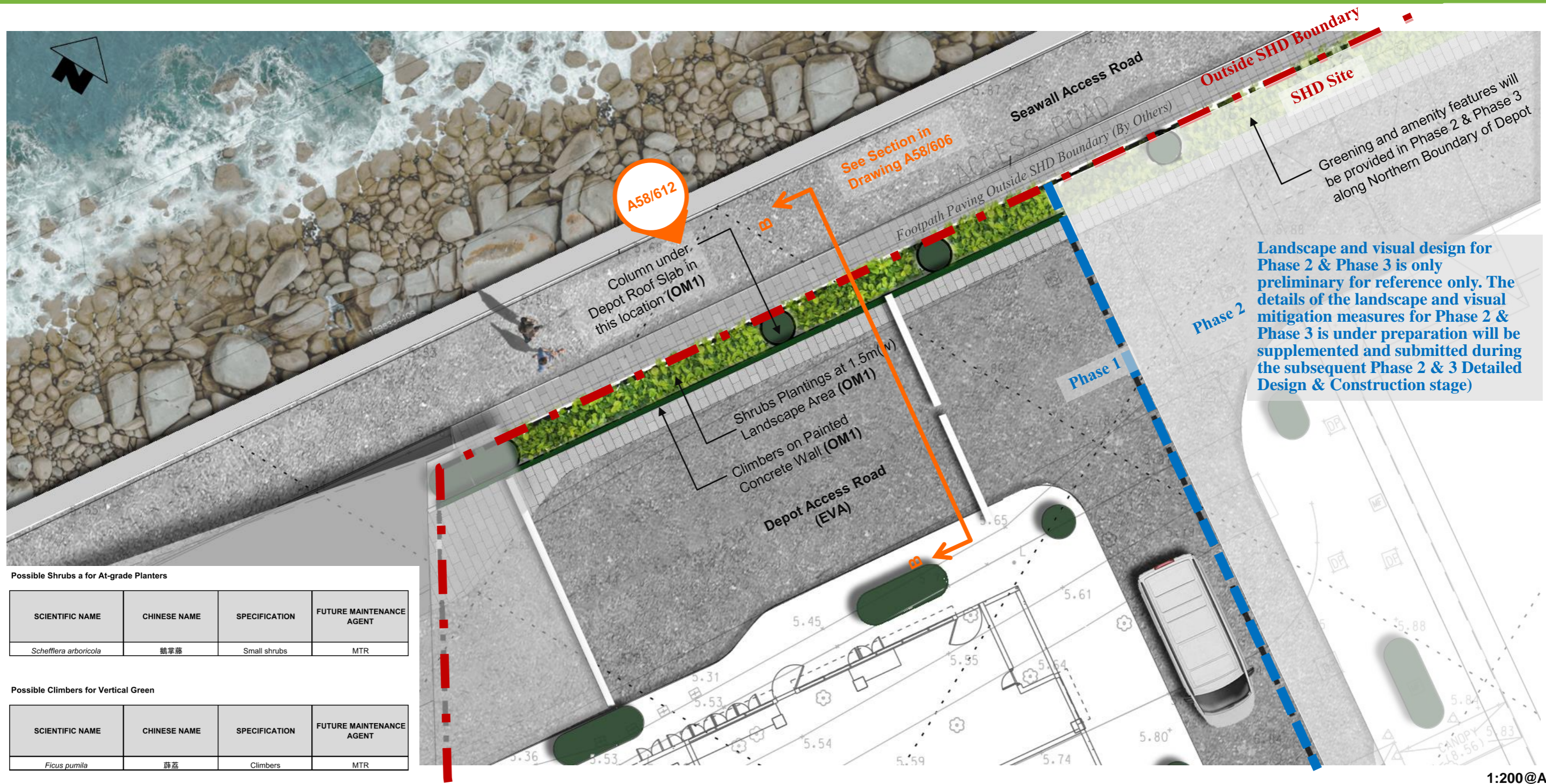
Notes:

<sup>(1)</sup> Oyster Bay Station (OYB) was previously known as Siu Ho Wan Station in the approved EIAs.

- - - SHD Site Boundary
- Drainage Reserve Area
- Proposed Landscape Area within Phase 1 of SHD boundary
- Proposed Green Wall within Phase 1 of SHD boundary
- Proposed Landscape Area within Phase 2-3 of SHD boundary
- Landscape Area by others (Phase 4 will be handed over to Government after completion of Phase 3)
- Phase 4 Boundary
- Vertical Fire-rated wall

<span style="font-weight: bold; font-size: 1.2em;">SIU HO WAN DEPOT PROPERTY DEVELOPMENT</span>										<b>ARUP</b> Supported by Currie & Brown (China) Ltd.		TITLE <b>CONSULTANCY AGREEMENT NO. C1701                  SIU HO WAN DEPOT PHASE 1 &amp; SIU HO WAN STATION</b> SIU HO WAN DEPOT - MASTER LAYOUT PLAN OF WATERFRONT ALONG NORTHERN PERIMETER	
C THIRD LVP ISSUE B SECOND LVP ISSUE A FIRST LVP ISSUE		YPC 10OCT23 JW YPC 28JUN23 JW YPC 03MAR23 JW		YPC 10OCT23 JW YPC 28JUN23 JW YPC 03MAR23 JW		DRAWN YPC DESIGNED YPC CHECKED EL APPROVED JW DATE 08/APR/2022		ORIGINATOR <b>ARUP</b> Supported by Currie & Brown (China) Ltd.		SCALE DRAWING NO. C1701/B/SHD/OAP/A58/601		REV. C	
REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED	CADD REF. 011A1.dgn	SCALE	DRAWING NO. C1701/B/SHD/OAP/A58/601	REV. C

# Typical Blow-up Plan on SHD Northern Perimeter (Phase 1) Landscape Area



Possible Shrubs a for At-grade Planters

SCIENTIFIC NAME	CHINESE NAME	SPECIFICATION	FUTURE MAINTENANCE AGENT
<i>Schefflera arboricola</i>	鵝掌藤	Small shrubs	MTR

Possible Climbers for Vertical Green

SCIENTIFIC NAME	CHINESE NAME	SPECIFICATION	FUTURE MAINTENANCE AGENT
<i>Ficus pumila</i>	薔荔	Climbers	MTR

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## Landscape and Visual Mitigation Measures for Operation Phase

Mitigation ID No.	Landscape and Visual Mitigation Measures
OM1	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to SHD, OYB <sup>[1]</sup> and other aboveground structures so as to blend in the existing and future structures to the adjacent landscape and visual context.

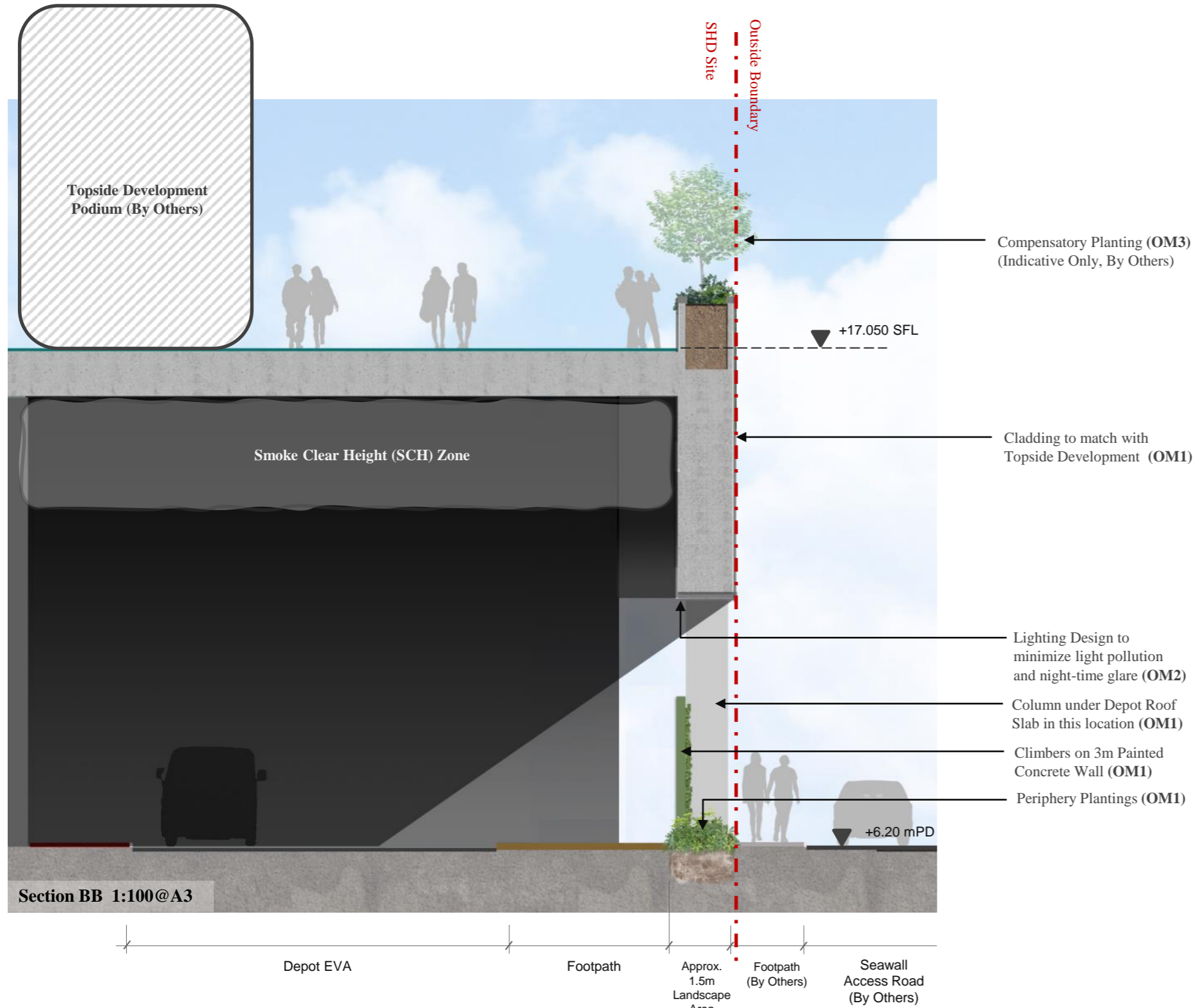
Notes:

<sup>[1]</sup>Oyster Bay Station (OYB) was previously known as Siu Ho Wan Station in the approved EIAs.



DRAWN: YPC		DESIGNED: YPC		CHECKED: EL		APPROVED: JW		DATE: 04/AUG/2022		ORIGINATOR: ARUP		Supported by: Currie & Brown (China) Ltd.		TITLE: CONSULTANCY AGREEMENT NO. C1701 SIU HO WAN DEPOT PHASE 1 & SIU HO WAN STATION SIU HO WAN DEPOT - BLOW-UP PLAN OF WATERFRONT ALONG NORTHERN PERIMETER (PHASE 1)	
C THIRD LVP ISSUE		YPC 10OCT23		JW		B SECOND LVP ISSUE		YPC 28JUN23		JW		SCALE		DRAWING NO. C1701/B/SHD/OAP/A58/602	
A FIRST LVP ISSUE		YPC 4AUG22		JW		REV		DESCRIPTION		BY		DATE		APPROVED	
REV		DESCRIPTION		BY		DATE		APPROVED		CADD REF. 011A1.dgn		REV. C			

# Typical Section on SHD Northern Perimeter (Phase 1) Landscape Area



## Landscape and Visual Mitigation Measures for Operation Phase

Mitigation ID No.	Landscape and Visual Mitigation Measures
OM1	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to SHD, OYB <sup>[1]</sup> and other aboveground structures so as to blend in the existing and future structures to the adjacent landscape and visual context.
OM2	All lighting should be carefully designed and controlled to minimize light pollution and night-time glare to nearby VSRs, and to blend in the existing adjacent landscape and visual context.
OM3	Compensatory planting shall be determined during the Tree Removal Application process under DEVB TC (W) 7/2015 or LAO PN 7/2007 where applicable. Compensatory planting will be implemented by future developer(s) of SHD Topside Development.

Notes:

<sup>[1]</sup>Oyster Bay Station (OYB) was previously known as Siu Ho Wan Station in the approved EIAs.

Section BB 1:100@A3

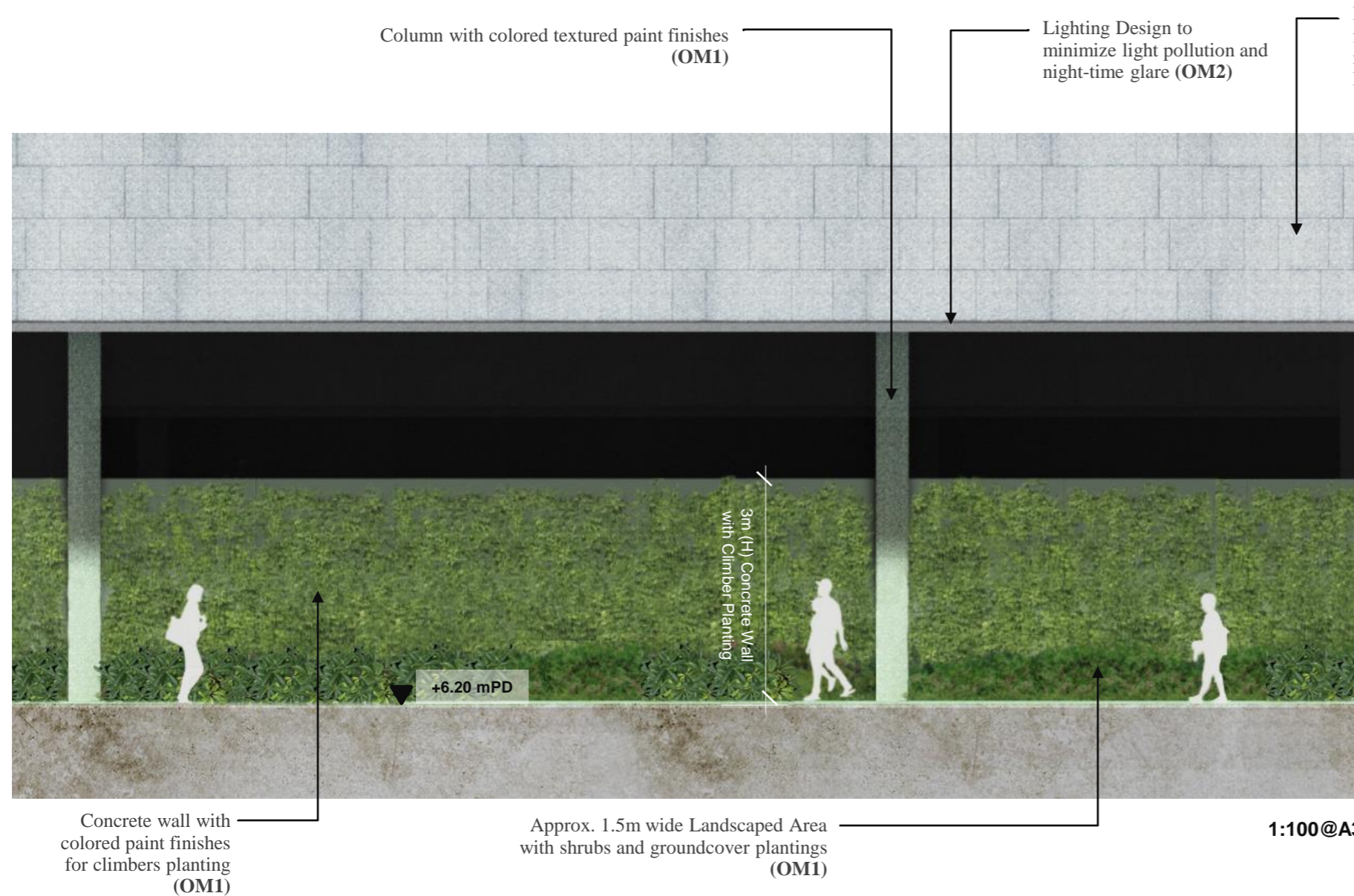
### Remarks

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				DRAWN YPC DESIGNED YPC CHECKED EL APPROVED JW DATE 04/AUG/2022				TITLE CONSULTANCY AGREEMENT NO. C1701 SIU HO WAN DEPOT PHASE 1 & SIU HO WAN STATION SIU HO WAN DEPOT - TYPICAL SECTION OF WATERFRONT ALONG NORTHERN PERIMETER (PHASE 1)	
				ORIGINATOR Supported by Currie & Brown (China) Ltd.					
				CADD REF. 011A1.dgn					
								SCALE DRAWING NO. C1701/B/SHD/OAP/A58/606 REV. B	
REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED
B	SECOND LVP ISSUE	YPC	28JUN23	JW					
A	FIRST LVP ISSUE	YPC	03MAR23	JW					



# Typical Elevation on SHD Northern Perimeter (Phase 1) Landscape Area



## Landscape and Visual Mitigation Measures for Operation Phase

Mitigation ID No.	Landscape and Visual Mitigation Measures
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Notes:

<sup>[1]</sup>Oyster Bay Station (OYB) was previously known as Siu Ho Wan Station in the approved EIAs.

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				DRAWN YPC DESIGNED YPC CHECKED EL APPROVED JW DATE 04/AUG/2022				SIU HO WAN DEPOT PROPERTY DEVELOPMENT ORIGINATOR Supported by Currie & Brown (China) Ltd.				TITLE CONSULTANCY AGREEMENT NO. C1701 SIU HO WAN DEPOT PHASE 1 & SIU HO WAN STATION SIU HO WAN DEPOT - TYPICAL ELEVATION OF WATERFRONT ALONG NORTHERN PERIMETER (PHASE 1)			
B SECOND LVP ISSUE				YPC	28JUN23	JW	<small>DO NOT SCALE DRAWINGS. ALL DIMENSIONS SHALL BE REFERRED ON SITE.                  © MTR CORPORATION LIMITED 2006. COPYRIGHT IN RESPECT OF THIS DRAWING / DOCUMENT IS OWNED BY THE MTR CORPORATION LIMITED OF HONG KONG. NO REPRODUCTION OF THE DRAWING / DOCUMENT OR ANY PART BY WHATEVER MEANS IS PERMITTED WITHOUT THE PRIOR WRITTEN CONSENT OF THE MTR CORPORATION LIMITED.</small>				SCALE				
A FIRST LVP ISSUE				YPC	03MAR23	JW	CADD REF. 011A1.dgn				DRAWING NO. C1701/B/SHD/OAP/A58/612				
REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED	REV. B					