Summary of environmental impacts associated with the Project

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
Air Quality Impact					
Construction Phase					
Existing government uses and planned residential premises and educational institutions	TSP • Max. 1-hour average TSP conc.: 221 – 1715 $\mu g/m^3$ RSP • 10^{th} highest 24-hour average RSP conc.: 78 – 105 $\mu g/m^3$ • Annual average RSP conc.: 33 – 37 $\mu g/m^3$ FSP • 10^{th} highest 24-hour average FSP conc.: 58 – 63 $\mu g/m^3$ • Annual average FSP conc.: 23 – 25 $\mu g/m^3$	• EIAO-TM and AQO • 1-hr Average TSP Conc: 500 $\mu g/m^3$ • 24-hr Average RSP Conc: 100 $\mu g/m^3$ (Number of exceedance allowed : 9) • Annual Average RSP Conc: 50 $\mu g/m^3$ • 24-hr Average FSP Conc: 75 $\mu g/m^3$ (Number of exceedance allowed : 9) • Annual Average FSP Conc: 35 $\mu g/m^3$	TSP • Exceed EIAO-TM (1-hr) criterion by up to 1215 $\mu g/m^3$ RSP • Exceed AQO (24-hr) criterion by up to 5 $\mu g/m^3$ • No exceedances of AQO (Annual) are predicted at all ASRs FSP • No exceedances of AQO (24-hr and Annual) are predicted at all ASRs	• Watering once per hour on the active works areas, exposed area; and paved haul roads to reduce dust emission • Dust suppression measures stipulated in the Air Pollution Control (Construction Dust) Regulation and good site practices would be carried out to further minimise construction dust impact	• No adverse residual impacts anticipated
Operational Phase					
Existing government uses and planned residential premises and educational institutions	NO_2 • 19^{th} highest 1-hour Average NO_2 Conc.: 128 – 185 $\mu g/m^3$ • Annual Average NO_2 Conc.: 23 – 37 $\mu g/m^3$ RSP • 10^{th} highest 24-hour Average RSP Conc.: 77 – 94 $\mu g/m^3$ • Annual Average RSP Conc.: 33 – 35 $\mu g/m^3$ FSP	• AQO and Odour Criterion • 1-hr Average NO_2 Conc: 200 $\mu g/m^3$ (Number of exceedance allowed : 18) • Annual Average NO_2 Conc: 40 $\mu g/m^3$ • 24-hr Average RSP Conc: 100 $\mu g/m^3$ (Number of exceedance allowed : 9) • Annual Average RSP Conc: 50 $\mu g/m^3$ • 24-hr Average FSP Conc: 75 $\mu g/m^3$ (Number of exceedance allowed : 9) • Annual Average FSP Conc: 35 $\mu g/m^3$	• No exceedances are predicted at all ASRs	• No mitigation measure is required	• No adverse residual impacts anticipated

MTR Corporation Limited
Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot
Environmental Impact Assessment Report

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	• 10^{th} highest 24-hour Average FSP Conc.: 58 – 61 $\mu g/m^3$ • Annual Average FSP Conc.: 23 – 25 $\mu g/m^3$ Odour • Maximum 5-second Average odour Conc.: 0.5 – 3.7	• Maximum 5-second Odour Conc: 5 OU			
Noise					
Construction Phase (Airborne Noise)					
Existing and planned NSRs within the Project	• Predicted construction airborne noise levels would range from 67 to 87 dB(A)	• EIAO-TM Annex 5 for non-restricted hours for domestic premises: 75 dB(A), for educational institution is 70 dB(A) (65 dB(A) during examination period)	• Exceed the EIAO-TM noise criterion by up to 12 dB(A)	• Adoption of good site practices to limit noise emissions at the source; use of quality powered mechanical equipment (QPME); and use of temporary noise barriers and noise enclosure to screen noise from relatively static PMEs	• The cumulative mitigated predicted construction noise levels would range from 56 to 75 dB(A), which are within the criterion • All residential premises would comply with criteria. All educational institutions would comply with criterion for normal and examination periods
Operational Phase (Road Traffic Noise)					
Planned NSRs within the Project	• Maximum Predicted road traffic noise levels at various phases of population intake would be: - 75dB(A) at Phase 1 - 75dB(A) at Phase 1 to Phase 2 - 75dB(A) at Phase 1 to Phase 3	• EIAO-TM Annex 5: For domestic premises, hotels, hostels and offices: 70dB(A); for educational institutions and places of worship: 65dB(A); for hospitals, clinics etc: 55dB(A)	• Exceed EIAO-TM criterion by up to 5 dB(A)	• Implementation of a package of noise mitigation measures including acoustic windows, fixed windows and arrangement of noise tolerant use in some buildings, and canopy along the podium edge	• The predicted mitigated operational traffic noise at various phases of population intake would be: - 70dB(A) at Phase 1 - 70dB(A) at Phase 1 to Phase 2 - 70dB(A) at Phase 1 to Phase 3

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	- 75dB(A) at Phase 1 to Phase 4				- 70dB(A) at Phase 1 to Phase 4 • No adverse residual impact is anticipated
Operational Phase (Fixed Noise Sources)					
Planned NSRs within the Project	• Maximum predicted fixed noise levels of planned NSRs at various phases of population intake would be: - 63dB(A) at Phase 1a/ 1b/ 1c - 63dB(A) at Phase 1a to Phase 2 - 63dB(A) at Phase 1a to Phase 3 - 63dB(A) at Phase 1a to Phase 4	• EIAO-TM Annex 5: ANL-5dB(A) for planned noise sources and ANL for cumulative noise sources	• No exceedance is anticipated	• All the pumps should be enclosed inside a building structure; • Proper selection of quiet plant to reduce the tonality at NSRs; • Installation of silencer / acoustic enclosure / acoustic louvre for the exhaust of ventilation system; • Openings of ventilation system should be located away from NSRs as far as practicable.	• No adverse residual impact is anticipated
Operational Phase (Aircraft Noise)					
Planned NSRs within the Project	• Based on the 3RS EIA findings, the predicted NEF 25 contours of the 3RS would be away from site boundary in Year 2011 (~260m), Year 2021(~280m), Year 2030 (~1,000m) and Year 2032 (~1,000m). It is noted that the population intake of Phase 1 will be at Year 2026 – Year 2027, and the separation distance from the predicted NEF 25 contours will be about ~280m from the site boundary and 440m from	• EIAO-TM Annex 5: For domestic premises, hotels, hostels, educational institutions, places of worship: hospitals, clinics etc: NEF 25; for offices: NEF 30	• No encroachment of the Project on NEF 25 contour is anticipated	• No mitigation measure is required.	• No adverse residual impact is anticipated

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	Phase 1 development. In addition, the population intake of Phase 2, Phase 3 and Phase 4 will be at Year 2030, Year 2034 and Year 2035 – Year 2038 respectively, the separation distance from the predicted NEF 25 contours will be about 1,000m.				
Operational Phase (Rail Noise)					
Planned NSRs within the Project	• Maximum predicted overall rail noise levels of planned NSRs at various phases of population intake would be: - 67dB(A) at Phase 1a - 67dB(A) at Phase 1a to Phase 1b - 67B(A) at Phase 1a to Phase 1c - 67dB(A) at Phase 1a to Phase 2 - 67dB(A) at Phase 1a to Phase 3 - 67dB(A) at Phase 1a to Phase 4 • Maximum predicted L_{max} of planned NSRs at various phases of population intake would be: - 84 dB(A) at Phase 1a - 84 dB(A) at Phase 1a to Phase 1b	• EIAO-TM Annex 5 • Appropriate ANLs shown in Table 2 of the Technical Memorandum for the Assessment of Noise from Places Other than Domestic Premises, Public Places or Construction Sites • L_{max} (2300-0700 hours) = 85dB(A)	• Exceed EIAO-TM criterion by up to 7 dB(A)	• Implementation of 7 sections of noise canopy.	• The predicted overall rail noise levels for mitigated scenario would be 61dB(A) and 58dB(A) for daytime and night-time respectively, which is within the criterion. • All planned NSRs would comply with criteria.

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	- 84B(A) at Phase 1a to Phase 1c - 84dB(A) at Phase 1a to Phase 2 - 84dB(A) at Phase 1a to Phase 3 - 84dB(A) at Phase 1a to Phase 4				
Operational Phase (Helicopter Noise)					
Planned NSRs within the Project	• Predicted helicopter noise levels would be in the range of L_{max} 84dB(A)	• EIAO-TM Annex 5: For domestic premises, hotels, hostels, educational institutions, places of worship: hospitals, clinics etc: 85dB(A); for offices: 90dB(A)	• No exceedance is anticipated	• No mitigation measure required	• No adverse residual impact is anticipated
Operational Phase (Marine Traffic Noise)					
The construction of the Project would not require any marine works and hence construction vessels for marine works are not anticipated. Besides, there are neither existing nor planned marine routes within the 300m assessment area. Hence, marine traffic noise impacts are not anticipated during both construction and operational phases.					
Water Quality					
Construction Phase					
WSRs including ecological sensitive area with conservation importance.	Water quality in WSRs would be deteriorated by land-based construction with the following pollution sources: • Site runoff from general construction activities • Sewage from Workforce; and • Construction Work of Sewage Pumping Stations.	• EIAO-TM • Water Pollution Control Ordinance (WPCO) (Cap. 358) • Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS) • Practice Note for Professional Persons (ProPECC) PN 1/94	• Not applicable	• Provision of temporary drainage system to ensure that the surface run-off with high concentration of suspended solid (SS) would not be discharged to the existing wet woodland area located at the north of the site. • Best management practices with reference to ProPECC PN 1/94 should be implemented • Provision of temporary sanitary facilities e.g. portable chemical toilets, and sewage holding tank	• No adverse residual impact anticipated

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
Operational Phase					
WSRs including ecological sensitive area with conservation importance.	Water quality in WSRs would be deteriorated by: • Drainage Discharge and Runoff • Sewerage / Sewage Discharge • Potential Polluted Runoff from paved road • Emergency discharge from proposed sewage pumping stations	• EIAO-TM • Water Pollution Control Ordinance (WPCO) (Cap. 358) • Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS) • Practice Note for Professional Persons (ProPECC) PN 1/94	• Not applicable	• Runoff control by best management practice (e.g. installation of silt traps) • Provision mitigation measures including of 1) 100% standby pump capacity with spare pump of 50% pump capacity. The standby pump will be automatically take off the failed duty pimp; 2) Twin rising mains; 3) Dual-feed power supply; 4) Emergency storage tank providing up to 3-hours ADWF capacity at the ultimate SPS and 4) Monitoring and Control System (MACS) providing real-time notification of alert signal in emergency situation; and 5) Project Proponent's term contractor to provide 24-7 emergency repair service in the case of emergency situation and 6) Qualified personnel carrying out regular inspection, routine maintenance and repairing of the facilities and equipment. Emergency sewage overflow to North Western WCZ is of low likelihood. • Provision of high density polyethylene (HDPE) pipe or ductile iron pipe for proposed gravity sewers and rising mains and further protection on proposed rising mains with concrete surround to prevent pipe bursting and bursting discharge	• No adverse residual impact anticipated
Sewerage and Sewage Treatment Implications					
Construction Phase					
Refer to the relevant parts of the Water Quality - Construction Phase					

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
Operational Phase					
Water quality and ecological sensitive receivers at or near the Project	• Emergency discharge from proposed sewage pumping stations and sewer bursting discharge	• EPD Report No. EPD/TP 1/05 Guidelines for Estimating Sewage Flows (GESF) for Sewerage Infrastructure Planning Version 1.0 • DSD Sewerage Manual Part 1 (Key Planning Issues and Gravity Collection System) and Part 2 (Pumping Stations and Rising Mains)	• Not applicable	• Provision mitigation measures including of 1) 100% standby pump capacity with spare pump of 50% pump capacity. The standby pump will be automatically take off the failed duty pimp; 2) Twin rising mains; 3) Dual-feed power supply; 4) Emergency storage tank providing up to 3-hours ADWF capacity at the ultimate SPS and 4) Monitoring and Control System (MACS) providing real-time notification of alert signal in emergency situation; and 5) Project Proponent's term contractor to provide 24-7 emergency repair service in case of emergency situation and 6) Qualified personnel carrying out regular inspection, routine maintenance and repairing of the facilities and equipment. Emergency sewage overflow to North Western WCZ is of low likelihood. • Provision of high density polyethylene (HDPE) pipe or ductile iron pipe for proposed gravity sewers and rising mains and further protection on proposed rising mains with concrete surround to prevent pipe bursting and bursting discharge	• No adverse residual impact anticipated
Waste Implication					
Construction Phase					
Water quality, air and noise sensitive receivers at or near the Project site, the waste	• It is estimated that 12,500m^3 of inert soft C&D material would be generated of which	• EIAO-TM Annex 7 and Annex 15 • Waste Disposal Ordinance (Cap. 354)	• Not applicable	• Standard formwork or pre-fabrication should be used as much as possible in order to minimise the arising of C&D materials.	• No adverse residual impact anticipated

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
transportation routes and the waste disposal site.	1,600m^3 of them would be reused while the remaining 10,900m^3 materials would be delivered to designated public fill facilities for reuse in other projects. • It is estimated that 88,360m^3 of artificial hard material would be generated, which would be reused on-site as much as practicable and the surplus would be delivered to designated public fill facilities for reuse in other projects. • It is estimated that 25,240m^3 of non-inert C&D materials including but not limited to bamboo, timber, paper and plastic, etc. would be generated, which would be disposed of at designated landfill. • It is estimated that 1,372 tonnes of general refuse would be generated. Recyclable materials should be sorted out for recycle, while the remaining general refuse would be disposed of at designated landfill. • A few hundred litres of chemical waste will be generated per month. It	• Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) • Land (Miscellaneous Provisions) Ordinance (Cap. 28) • Public Health and Municipal Services Ordinance (Cap. 132) - Public Cleansing and Prevention of Nuisances Regulation • Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)		• Carry out on-site sorting to retrieve recyclable materials as much as possible. • Where practicable, C&D materials generated would be reused within the Project. The remaining inert C&D materials would be delivered to public fill facilities for further reuse in other projects. • Adopt good site practice to avoid nuisance to nearby receivers due to storage, collection and transportation of waste. • Implement a Trip-ticket system and install GPS in dump trucks to avoid illegal dumping and landfilling.	

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	would be collected and disposed of by licensed collector.				
Operational Phase					
Water quality, air and noise sensitive receivers at or near the Project Site, the waste transportation routes and the waste disposal site.	• It is estimated that 81tpd of municipal solid waste (MSW) would be generated in which 28tpd of them will be recycled and 53tpd of them will be disposed to Landfill. • Small amount of chemical waste may be generated from the operation of Sewage Pumping Station (SPS) and school laboratory of the education institution.	• Waste Disposal Ordinance (Cap. 354) • Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)	• Not applicable.	• General refuse should be collected with lidded bins and delivered to a refuse storage and material recovery chamber and stored in enclosed containers. Daily collection should be arranged by the waste collector. • A 4-bin recycling system for paper, metals, plastics and glass should be adopted together with a general refuse bin. They should be placed in prominent places to promote waste separation at source. All recyclable materials should be collected by recyclers. • Where chemical waste is to be generated, the operator should register as Chemical Waste Producer (CWP) with EPD, and employ licensed collector to collect and dispose the chemical waste.	• No adverse residual impact anticipated
Land Contamination					
Construction Phase					
Future users within the Project elements, which comprises the comprehensive residential and commercial development atop SHD, a new SPS and associated utilities, eastern connection access on Sham Shui Kok Drive and western access via Tai Ho Interchange.	• Potential contamination within the areas of the SPS and associated utilities, eastern connection access and western access is not anticipated. • Potential contamination within the existing SHD is anticipated, which would be assessed and	• EIAO-TM Section 3 (Potential Contaminated Land Issues) of Annex 19 "Guidelines for Assessment of Impact on Sites of Cultural Heritage and Other Impacts" of the • Guidance Note for Contaminated Land Assessment and Remediation"	• Not applicable.	• No construction works within the contaminated area shall be commenced before completion of land contamination assessment and remediation, if required, under the Railway EIA.	• No adverse residual impact anticipated

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	remediated under the Railway EIA.	• Practice Guide for Investigation and Remediation of Contaminated Land • Guidance Manual for Use of Risk-based Remediation Goals for Contaminated Land Management			
Operational Phase					
Not applicable	• Not applicable	• Not applicable	• Not applicable	• Not applicable	• Not applicable
Ecology					
Construction Phase					
The works area and its adjacent areas	Insignificant impact of direct habitat loss: • 30ha of urban/ disturbed area within SHD with very low ecological value which would be replaced by the same type of habitat • 1.36ha of urban/disturbed area (1.1ha for Topside development and 0.26 ha for Railway Development) with very low ecological value would be affected due to the construction of the utility and access roads, which will be replaced by the same type of habitat • <0.01ha of plantation of low ecological value would be temporarily affected due to the provision of sewage mains for Railway Development	• Forests and Countryside Ordinance (Cap. 96) and its subsidiary legislation, the Forestry Regulations • Wild Animals Protection Ordinance (Cap. 170) • EIAO-TM Annexes 8 and 16 • Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586) and its subsidiary legislation • Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 10, "Conservation"	• Not applicable	• Reinstate the plantation for the temporary loss due to utility construction. • Avoid percussive piling and marine works. • Good site practices to minimise disturbance due to noise, dust, human activities as well as minimise site run-off.	• No adverse residual impact anticipated

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	Insignificant impact of barrier effects to bird flights as no major flight paths were identified: • Bird collision risk due to the temporary noise barrier for Railway Development Indirect impact: • Disturbance due to noise, dust, light and human activities, as well as construction traffic would be insignificant as the nearby areas are mostly urbanized with very low ecological value • Site run-off from the works area to the adjacent channelize watercourse and Romer's Tree Frog would be minor • Indirect impact due to construction traffic would be insignificant				
Operational Phase					
The development and its adjacent areas	Insignificant direct habitat loss: • 30ha of urban/ disturbed area within SHD with very low ecological value which would be replaced by the same type of habitat Insignificant indirect impacts:	• Forests and Countryside Ordinance (Cap. 96) and its subsidiary legislation, the Forestry Regulations • Wild Animals Protection Ordinance (Cap. 170) • EIAO-TM Annexes 8 and 16 • Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586) and its subsidiary legislation	• Not applicable	• Precautionary measures including environmental-friendly design of lightings will be adopted. • Implement enhanced SPS design to cope with system failure and minimise the chances of emergency discharge.	• No adverse residual impact anticipated

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	• Noise, traffic and human activities • Sewage and emergency discharge • Artificial lightings • Barrier effects to bird flight	• Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 10, "Conservation"			
Fisheries					
Construction Phase					
Fishing resources in North Lantau Waters	• Indirect impact due to site run-off would be minor	• EIAO-TM Annexes 9 and 17	• Not applicable	• Avoid marine works. • Good site practices to minimise site run-off.	• No adverse residual impact anticipated
Operational Phase					
Fishing resources in North Lantau Waters	• Indirect impacts due to emergency sewage discharge would be avoided by implementation of SPS design to cope with system failure	• EIAO-TM Annexes 9 and 17	• Not applicable	• Implement enhanced SPS design to cope with system failure and minimise the chances of emergency discharge.	• No adverse residual impact anticipated
Landscape and Visual Impact					
Construction Phase					
Existing Trees, Landscape Resources (LRs) and Landscape Character Areas (LCAs) and Visually Sensitive Receivers (VSRs) within the assessment area	• Existing Siu Ho Wan Depot with Amenity Planting will experience moderate impacts during construction phase. • Channelised Watercourse will experience moderate adverse impacts during construction phase. • Roads & Urban Infrastructures with Amenity Planting and Urbanised Development	• EIAO Guidance Note No. 8/2010 • DEVB TCW No.7/2015 • EPD ProPECC PN1/94 • DSD PN No.1/2015 • LAO PN No.7/2007	• Not applicable	• CM1 - Optimization of Construction Areas • CM2 - Transplanting of Affected Trees • CM3 - Screen Hoarding • CM4 - Construction Lighting Control • CM5 - Prevention and Restoration of Man-made Watercourse Channel • CM6 - Tree Preservation	• The residual impacts on Existing Siu Ho Wan Depot with Amenity Planting will still remain in a moderate level. • The residual impacts on Channelised Watercourse, Roads & Urban Infrastructures with Amenity Planting and Urbanised

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	will experience slight adverse impacts. • Industrial Urban Landscape will experience slight adverse impacts. • Transportation Corridor Landscape will experience moderate adverse impacts. • Moderate impacts would be generated on the VSRs of TCNTE TCE Development, Pak Mong Village, Hong Kong Boundary Crossing Facilities (HKBCF), Tai O – Tuen Mun Ferry, North Lantau Highway and Cheung Tung Road. • Slight impacts would be experienced by VSRs of Hong Kong Olympic Trail and Lo Fu Tau Country Trail.				Development would be reduced to slight level. • The residual impacts on Industrial Urban Landscape will still remain in a slight level. • Due to the large scale of changes on Transportation Corridor Landscape, the residual impacts will still remain in a moderate level. • Moderate residual impacts would still be experienced by VSRs of Hong Kong Boundary Crossing Facilities (HKBCF), Tai O – Tuen Mun Ferry, North Lantau Highway and Cheung Tung Road. • Slight residual impacts would still be experienced by VSRs of TCNTE TCE Development, Pak Mong Village, Hong Kong Olympic Trail and Lo Fu Tau Country Trail.
Operational Phase					
Existing Landscape Resources (LRs) and Landscape Character Areas (LCAs) and Visually Sensitive Receivers (VSRs) within the assessment area	• Existing Siu Ho Wan Depot with Amenity Planting will experience moderate impacts during operational phase.	• EIAO Guidance Note No. 8/2010 • HKPSG Chapter 4 • DEVB TCW No.7/2015 • DEVB TCW No.6/2015 • LAO PN No.7/2007	• Not applicable	• OM1 - Re-instatement of Excavated Area • OM2 - Aesthetic Design of Built Development • OM3 - Appearance of the Proposed Structures	• The residual impacts on Existing Siu Ho Wan Depot with Amenity Planting would be reduced to a slight level during operation phase.

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
	• Roads & Urban Infrastructures with Amenity Planting will experience Slight adverse impacts. • Transportation Corridor Landscape will experience Moderate adverse impacts. • Moderate impacts would be generated on the VSRs of TCNTE TCE Development, Pak Mong Village, Hong Kong Boundary Crossing Facilities (HKBCF), Tai O – Tuen Mun Ferry, North Lantau Highway and Cheung Tung Road. • Slight adverse impact would be experienced by VSRs of Hong Kong Olympic Trail and Lo Fu Tau Country Trail.	• Guidelines on Design of Noise Barriers by HyD and EPD, 2003		• OM4 - Compensatory Planting • OM5 - Buffer Planting • OM6 - Visual Design on Noise Mitigation Measures	• The residual impacts on and Roads & Urban Infrastructures with Amenity Planting would be reduced to insignificant level at Day 1 and Year 10 of operation. • The residual impacts on Transportation Corridor Landscape will still remain in a moderate level. When the recommended measures are well established, residual impact on this LCA would be further reduced to slight by Year 10. • Moderate residual impacts would still be experienced by VSRs of North Lantau Highway and Cheung Tung Road during Day 1 and Year 10 of operation. • The residual impacts for VSRs of Hong Kong Boundary Crossing Facilities (HKBCF) and Tai O – Tuen Mun Ferry can be reduced to slight/ moderate by Day 1 and Year 10 of operation. • The residual impacts for VSRs of TCNTE TCE Development and Pak

Sensitive Receivers / Assessment Points	Impact Prediction Results (Without Mitigation)	Key Relevant Standards/Criteria	Extents of Exceedance (Without Mitigation)	Impact Avoidance Measures/Mitigation Measures	Residual Impacts (After Implementation of Mitigation Measures)
					Mong Village can be reduce to slight by Day 1 and Year 10 of operation. • The residual impacts for VSRs of Hong Kong Olympic Trail and Lo Fu Tau Country Trail can be reduce to insignificant/ slight by early operation. When the mitigation measures matured and taken effect, the residual impacts for these VSRs can be reduced to insignificant level by Year 10.
Hazard to Life					
Construction Phase					
Population at or near the Siu Ho Wan Water Treatment Works (SHWWTW) and Sham Shui Kok Chlorine Transhipment Dock (SSK Dock)	• For fatalities N less than 230, the Cumulative Frequency falls into "ALARP" region.	• EIAO-TM Annex 4	• Not applicable	• Emergency planning, training and drill for construction workers will be provided as precautionary measures during construction phase to reduce the risk.	• No adverse residual impact anticipated
Operational Phase					
Population at or near the Siu Ho Wan Water Treatment Works (SHWWTW) and Sham Shui Kok Chlorine Transhipment Dock (SSK Dock)	• For fatalities N less than 230, the Cumulative Frequency falls into "ALARP" region.	• EIAO-TM Annex 4	• Not applicable	• No mitigation required	• No adverse residual impact anticipated