

APPENDIX F

Correspondence with the Authority


APPENDIX F1

Correspondence with the Authority on Scope of the EIA Study

11-APR-2018 14:48 FROM EPD TO 39958101 P.01

本署樓話
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**Environmental Protection Department
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11 April 2018

By Fax 3995 8101

SMEC Asia Ltd.
 27/F Ford Glory Plaza
 37-39 Wing Hong Street
 Cheung Sha Wan
 Kowloon, Hong Kong
 (Attn: Mr. Alexi BHANJA)

Dear Mr. BHANJA,

Environmental Impact Assessment (EIA) Ordinance, Cap. 499


Project Title: Mai Po Nature Reserve Infrastructure Upgrade Project
(EIA Study Brief No. ESB-301/2017)

Key Changes in the Scope of the Project

I refer to your letter dated 21 March 2018 on behalf of the World Wide Fund for Nature Hong Kong (the Applicant) seeking our confirmation on whether the scope of issues covered by the EIA Study Brief (No. ESB-301/2017) can cover the key changes pursuant to clause 6.2 of the above EIA Study Brief.

Based on the information provided, we are pleased to confirm that the scope of issues covered by the above EIA Study Brief can still cover the changes as stated in the above letter.

Yours sincerely,


 (Stanley LAU)
 Senior Environmental Protection Officer
 for Director of Environmental Protection

c.c.
 World Wide Fund for Nature Hong Kong (Attn.: Mr. Guy LOWN) Fax: 2845 2764

TOTAL P.01



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Our ref: 7076457/L22883/AB/TSC/rw
Your ref: EP2/NG/Q/176

21 March 2018

Director of Environmental Protection
Environmental Protection Department
Environmental Assessment Division
27/F Southorn Centre
130 Hennessy Road
Wan Chai, Hong Kong

By Fax (2591 0558) & Post

Attention: Mr TSE Kiu Chung

Dear Sir

EIA Study Brief No. ESB-301/2017
Mai Po Nature Reserve Infrastructure Upgrade Project
Change in Scope of Project – Clarification

We refer to your letter dated 29 December 2017 requesting further clarification in response to our letter ref. 7076457/L22563/AB/rw dated 12 December 2017 advising of a reduction on scope of the captioned Project. We are pleased to clarify as follows.

General

- (i) **Figure 1**, attached, shows the components of Project as currently proposed and can be compared directly with **Figure 2**, which is Figure 1-2 from the Project Profile – both are at the same scale. It is not considered necessary at present to upgrade the bunds for use as temporary haul roads, but if this does prove necessary, then the impacts of such upgrading works will be included in the EIA.

Refurbishment of Mai Po Education Centre (MPEC)

- (ii) All previously proposed EXTERNAL building works that could have an impact on the surrounding environment will no longer be carried out, i.e. construction of new structures for the FS water tank and pump room are no longer required. However, a new 200A power supply is needed for MPEC. This will be provided in the form of a 11kV cable. The new 11kV cable will be installed in two hand-dug trenches, one 500mm wide x 25m long and the other 600mm wide by 100m long, between an existing draw pit at MPEC to an existing overhead power line pole (see **Figure 3**).

The INTERNAL renovation of MPEC will still be carried out – mainly painting, re-decorating and re-organising internal spaces – to provide an enhanced experience for visitors. This work is no different to the internal renovation works that have been carried out periodically over the years since MPEC was first built.

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As such, there is not considered to be any adverse change in the scope of the Project resulting from the above. However, please note that environmental impacts from vehicle movements associated with the transportation of material to/from MPEC as part of the internal renovation works, and from digging of cable trench are assessed in the EIA Study.

Construction of New Tower Hide 2 ("TH2") and New Tower Hide 3 ("TH3")

- (iii) The Project Profile identified 6 no. Project Components, including the Expansion of TH1 and Construction of New Tower Hides TH2 and TH1E (now renamed as "TH3"). Although it was only ever intended that one of these would be carried out, the Project Profile stated that as a worst case scenario the EIA Study would assume that all 6 no. Components would be constructed. The wording of the ESB also confirms that the Project comprises all 6 no. components. However, in the Preferred Development Option, the previously proposed Expansion of TH1 will no longer be carried out.

Also, in the Project Profile, a floor area of 23.5m² per floor for three floors for the New TH2 and New TH1E/TH3 was stated. In the Preferred Development Option, floor area of 25.9m² per floor for three floors for the two THs will be provided.

Therefore, the overall change in scope of the Project regarding construction of Tower Hides would be deletion of expansion of TH1 and the slight increase in floor area for TH2 and TH1E/TH3. As such, there is not considered to be any adverse change in the scope of the Project.

Construction of New Boardwalks

- (iv) In the Project Profile, the footpaths were to be widened by removing the existing concrete surface and replacing it with a new, wider concrete surface. Widening the footpaths using boardwalks was not mentioned in the Project Profile, but is now proposed to address the environmental impacts (predominantly dust, noise and waste concrete) that would result from removing the existing concrete surface – this change in widening method is based on our initial environmental review and in response to feedback from stakeholders. While the access paths for the tower hides were not specifically mentioned in the Project Profile these were deemed to be part of the overall works for the construction/expansion of tower hides and were to be of a similar width to the widened main footpath. The locations of the boardwalks are shown in **Figure 1**. In addition, the previously proposed Circular Route construction will no longer be required and is deleted in the Preferred Development Option.

The EIA Report will state the locations of all boardwalks. The use of boardwalks is not considered to be a change in scope but rather an improvement of the design, due in part to address environmental concerns, and a refinement of the information provided in the Project Profile. It will be explained in the EIA Report that this change in widening method and corresponding reduction in environmental impact is one of the benefits of the EIAO Process and of stakeholder engagement.

Overall, a smaller area of footpaths/boardwalks is now proposed, compared to that assumed in the Project Profile. As such, there is not considered to be any adverse change in the scope of the Project resulting from the accesses to the tower hides now being identified separately as boardwalks, since in the Project Profile these were deemed to be already included the overall works for the tower hides.

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(v) In the Project Profile, widening of the footpath up to 3.3m was mentioned – this was for the EAs, although these were not mentioned by name – and was based on the conceptual layout of the footpath at that time. While no specific locations were identified in the Project Profile, as the design of the Project has evolved 6 no. locations for EAs have been identified, as shown in **Figure 1**. The EAs range from 1.0m to 3.5m wider than the 1.65m boardwalk.

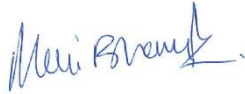
The EAs now proposed are of the same extent as the EAs that were envisaged at the time the Project Profile was submitted. As such, there is not considered to be any adverse change in the scope of the Project resulting from the quantification of the EAs that were already envisaged in the Project Profile.

Conclusion

Given the deletion of external building works (i.e. construction of new structures for the FS water tank and pump room, expansion of TH1 and construction of Circular Route out of the six components that were listed in the Project Profile and in the ESB, the Applicant does not consider there will be any adverse change in the scope of the Project resulting from the above key changes and that the existing ESB can still cover the changes summarised above, which are essentially a sub-set of those in the Project Profile.

Pursuant to Clause 6.2 of the ESB, we are writing to seek confirmation from the Director that the scope of issues covered by the ESB can still cover the changes summarised above. We look forward to receiving the Director's written confirmation at his earliest convenience so as to allow the EIA Study to continue.

Yours faithfully



Alexi BHANJA
Director – Environment, Water & Industry

Encl.

Figure 1 Components of the Project Currently Proposed

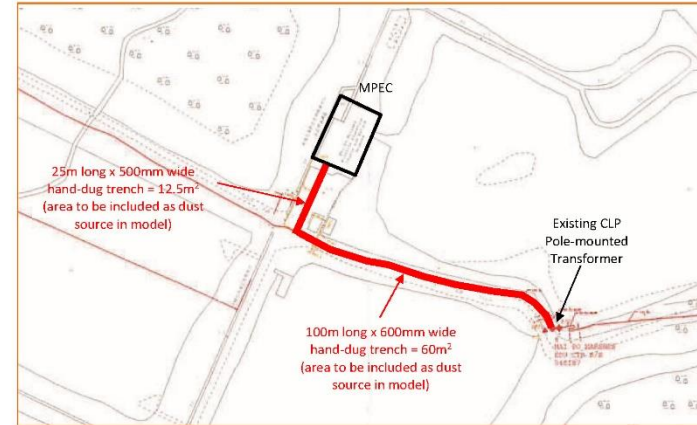


Figure 2 Components of the Project in the Project Profile (Figure 1-1 from Project Profile)



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Figure 3 Cable Trench at MPEC for New 11kV Power Line



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APPENDIX F2

Correspondence with the Authority on Construction Noise Assessment

03-MAY-2018 10:42 FROM EPD TO 39958101 P.01/01

本署傳號
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3 May 2018
By Fax 3995 8101

SMEC Asia Ltd.
 27/F Ford Glory Plaza
 37-39 Wing Hong Street
 Cheung Sha Wan
 Kowloon, Hong Kong

(Attn: Mr. Alexi BHANJA)

Dear Mr. BHANJA,


Environmental Impact Assessment (EIA) Ordinance, Cap. 499
Project Title: Mai Po Nature Reserve Infrastructure Upgrade Project
(EIA Study Brief No. ESB-301/2017)
Revised Proposal for Construction Noise Impact Assessment

I refer to your letter dated 11 April 2018 on behalf of the World Wide Fund for Nature Hong Kong enclosing the subject proposal for our agreement.

Based on the information provided, the assessment area, assessment points and representative phases of construction that would have noticeable varying construction noise emissions at existing noise sensitive receivers for construction noise impact assessment are hereby agreed pursuant to clauses 2.2.1(a), 2.2.1(c) and 2.3.1, Appendix B of the EIA Study Brief No. ESB-301/2017.

Please strictly follow the requirements of the EIAO-TM and the EIA Study Brief in preparing and submitting the EIA report under the EIA Ordinance. In the event of any change in the current proposal, you are reminded to review the associated implications under the EIA Ordinance.

Yours sincerely,


 (Stanley LAU)
 Senior Environmental Protection Officer
 for Director of Environmental Protection

c.c.
 World Wide Fund for Nature Hong Kong (Attn.: Mr. Guy LOWN) Fax: 2845 2764
 (Internal)
 S(AN)4

TOTAL P.01



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global experience

Our ref: 7076457/L22930/AB/TSC/rw
Your ref: EP2/N6/Q/176

11 April 2018

Environmental Protection Department
Environmental Assessment Division
27/F Southern Centre
130 Hennessy Road
Wan Chai, Hong Kong

By Fax (2591 0558) & Post

Attention: Mr TSE Kiu Chung

Dear Sir

**EIA Study for Mai Po Nature Reserve Infrastructure Upgrade Project (ESB-301/2017)
Revised Proposal for Noise Impact Assessment for Agreement**

On behalf of World Wide Fund For Nature Hong Kong, SMEC submitted a Project Profile under Section 5(1)(a) of the EIAO for application of an EIA Study Brief (ESB) for the Mai Po Nature Reserve Infrastructure Upgrade Project on 13 July 2017. The Environmental Protection Department (EPD) issued ESB No. ESB-301/2017 to WWF on 25 August 2017.

Pursuant to para.3.4.5 of the ESB, the noise impact assessment for the construction of the Project shall follow the detailed technical requirements given in Appendix B of the ESB. Appendix B requires the following to be agreed with the Director before commencing the assessment:

- Para.2.2.1(a) Noise Assessment Area
- Para.2.2.1(c) Representative Noise Assessment Points
- Para.2.3.1 Representative Phases of Construction

In this regard, we are pleased to enclose herewith our proposals relating to the above for the agreement of the Director. Please note that this letter and the Directors response will be included in the EIA Report.

Should you have any queries regarding this application, please do not hesitate to contact the undersigned on tel. 3995 8117 or email to alexi.bhanja@smec.com.

Yours faithfully

Alexi BHANJA
Director – Environment, Water & Industry
Encl.

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Mai Po Nature Reserve Infrastructure Upgrade Project
Environmental Impact Assessment



1. NOISE ASSESSMENT AREA

The assessment area proposed for the construction noise impact assessment shall generally include areas within 300 metres from the boundary of the Project and the works of the Project. *Figure 1-1* shows boundary of the Project Site and the proposed 300m Assessment Area for the agreement of the Director.

2. REPRESENTATIVE NOISE ASSESSMENT POINTS

All existing Noise Sensitive Receivers (NSRs) are shown in *Figure 1-1* and comprise all residential uses within 300m of the Project boundary. However, only the first-tier, closest, NSRs have been identified as representative NSRs for the purpose of assessment, for the agreement of the Director. These are summarised in *Table 1-1* and their locations are shown in *Figure 1-1*. Photographs of the representative NSRs showing the Noise Assessment Points (NAPs) are provided as *Annex 1* to this Proposal and shall also be provided in the EIA Report.

Table 1-1 Representative NSRs and NAPs

NSR ID	Description	Use	Distance from Site ⁽¹⁾ (m)	No. Floors	Assessment Point ⁽²⁾
NSR 1	Village House, Tam Kon Chau Road	Residential	218	G/F, 1/F	G/F (5.6mPD)
NSR 2	Occupied Container, Tam Kon Chau Road	Residential	92	G/F	G/F (5.6mPD)
NSR 3	Village House, Boundary Road	Residential	< 1	G/F, 1/F	G/F (5.6mPD)
NSR 4	Village House, Off Tam Kon Chau Road	Residential	< 1	G/F, 1/F	G/F (5.6mPD)
NSR 5	Village House, Near AFCD Warden Lodge	Residential	< 1	G/F, 1/F	G/F (5.6mPD)
NSR 6	House 43, Lychee Road West, Fairview Park	Residential	118	G/F, 1/F	G/F (5.9mPD)
NSR 7	House 1, Lychee Road South, Fairview Park	Residential	149	G/F, 1/F	G/F (5.6mPD)
NSR 8	House 1, Bauhinia Road West, Fairview Park	Residential	100	G/F, 1/F	G/F (5.4mPD)
NSR 9	House 89, Bauhinia Road West, Fairview Park	Residential	91	G/F, 1/F	G/F (5.2mPD)

Notes:

1. Distances are measured between NSRs and the nearest boundary of Project Site.
2. mPD represents meters per datum. This value is 1.2m above ground level at each NSR.

3. REPRESENTATIVE PHASES OF CONSTRUCTION

Project Components

The Project will comprise the following components, which are shown on *Figure 3-1*:

1. **Construction of New Tower Hide 2 (TH2).** This is a new three-storey tower hide at Gei Wai No. 19, with a footprint of 60m² and a Gross Floor Area (GFA) of 145m².

7076457 | D05/01 | Revised Noise Assessment Proposal | Revision No. 1.2 | April 2018

Page 1

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2. **Construction of New Tower Hide 3 (TH3).** This is a new three-storey tower hide at Gei Wai No. 8, east of the Existing Tower Hide 1 (TH1), with a footprint of 60m² and a GFA of 145m² (same design as TH2).
3. **Construction of New Boardwalks:**
 - a. Construction of New Boardwalks Above Existing Paths
 - i. The main concrete footpath, running between the reserve entrance and the Mai Po Education Centre (MPEC) is around 1.5m wide and about 921m long. The new boardwalk will be up to 1.65m wide and, space permitting, there will also be a number of passing bays.
 - ii. The footpath to TH1 is around 1.5m wide and about 66m long. The new boardwalk will be 1.65m wide.
 - b. Construction of New Boardwalks to Access New Tower Hides
 - i. To access TH2, a new boardwalk will be constructed on existing bunds and will be around 156m long and 1.65m wide, connecting to an existing concrete footpath between Gei Wai Nos. 18 and 19.
 - ii. To access TH3, a new boardwalk will be constructed on the bund between Gei Wai Nos. 7 and 9 and will be around 85m long and 1.65m wide, connecting to the main footpath boardwalk.
 - c. Construction of New Boardwalks for Education Areas (EAs)
 - i. The boardwalk replacing the main footpath will be further widened at six locations into EAs that provide seating and informative signboards to provide opportunities for interactive public education. The boardwalks forming these EAs range from 1.4m to 10m in length and range from 1.0m to 3.5m in width (in addition to the 1.65m boardwalk replacing the main footpath).

Mai Po Education Centre (MPEC)

In addition to the above, the refurbishment of MPEC will also be carried out. These works involve only internal renovation – mainly painting, redecorating and reorganising internal spaces – to provide an enhanced experience for visitors. Renovation work will not require any external works nor the use of PME and so is not included in the noise assessment.

A new 200A power supply is needed for MPEC, which will be provided by a 11kV cable to be installed in two hand-dug trenches. The excavation of the trenches will not require PME and so is not included in the noise assessment. The location of the trenches is shown in [Figure 3-2](#).

Vehicular Movement

In addition to the construction of the above components, there will also be movement of construction vehicles within the Project Site, running along the existing Boundary Road (paved) and on temporary access routes along the top of bunds (unpaved); and on external paved roads adjacent to the Site. Vehicles will include dump trucks, concrete trucks, and light trucks, etc., within the range of 5.5 tonnes to 38 tonnes. Haul Roads are shown on [Figure 3-1](#).

Based on the construction activities carried out in each works area, and with the agreement of the Project Engineer, “worst case” and “best case” number of vehicle trips for each haul road segment within the Project Site and on adjacent roads have been estimated, as shown in [Table 3-1](#). These estimates take into consideration the quantity of material to be transported

to and from the Project Site; vehicle capacity; and assumed percentage of capacity of each vehicle used on each trip. Full justification for these estimates is provided in the EIA Report.

Table 3-1 Estimated Vehicle Movements Based on Worst Case and Best Case

ID	Component	Haul Road Type	Vehicle Movements in Veh/hour (Veh/day)	
			Worst Case	Best Case
HR1	TH2 Access	Bund + Boundary Road	3 (24)	0.29 (3)
HR2	MPEC / Boardwalk (West)	Bund + Boundary Road	1 (8)	0.10 (1)
HR3	TH3 Access	Bund + Boundary Road	3 (24)	0.29 (3)
HR4	Boardwalk (East)	External Road	1 (8)	0.10 (1)
HR5	Boardwalk (TH1)	External Road + Private Road	1 (8)	0.10 (1)
Total			9 (72)	0.87 (1)

Construction Phases

There shall be no noisy outdoor construction work other than mobilisation and vehicle movement from 16 October to 15 April each year. This is the dry season and the most ecologically sensitive period with MPNR when there are a high number of migratory water birds resident. There will be no noise generated from the Project during this period.

The current Project Programme is shown in [Figure 3-3](#), which shows the representative phases of construction (in fact, the entire construction phase) for the agreement of the Director. Note the periods shown in red when no noisy outdoor construction work other than mobilisation and vehicle movement shall be permitted.

According to this programme, construction of the Project components is planned as follows:

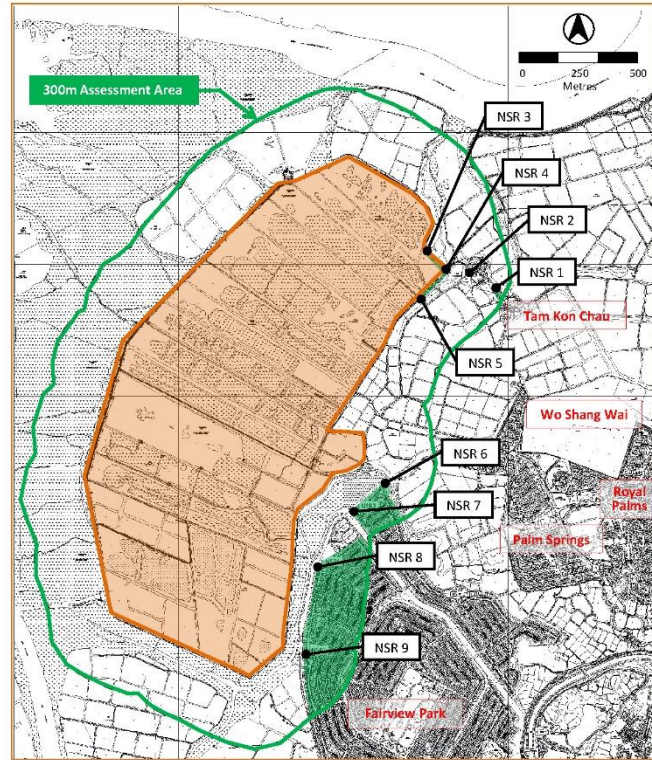
- Phase 1: Wet Season of 2019 (16 April to 15 October 2019):
 - Mobilisation
 - Foundation works for TH2 and TH3
 - Boardwalk construction
 - Movement of construction vehicles associated with the above
- Phase 2: Wet Season of 2020 (16 April to 15 October 2020):
 - Superstructure works for TH2 and TH3
 - Roof, cladding and interior works for TH2 and TH3
 - Movement of construction vehicles associated with the above

Noise impacts from the construction of the Project will therefore occur only between 16 April and 15 October in 2019 and 16 April to 15 October 2020 and will be mainly due to the use of Powered Mechanical Equipment (PME). The plant inventory is given in [Figure 3-4](#).

Both the plant inventory and construction programme have been agreed by the Project Engineer, but are subject to revision as the design of the Project and the EIA Study progresses.

A layout plan showing construction working phases of the Project is provided in [Figure 3-5a to c](#). Note that construction of the new tower hides has been split into foundation works (Phase 1) with a larger site area, and superstructure works (Phase 2) with a smaller site area. Construction of the new boardwalks will be carried out sequentially in 100m lengths during Phase 1 only.

Figure 1-1 Locations of Representative NSRs



Legend:

- Project Site
- Residential Areas
- NSRs within 300m of the Project Site Boundary
- Representative NSRs for Assessment

Figure 3-1 Components of the Project



Source: Google Earth Pro

Figure 3-2 Hand-dug Cable Trench at MPEC for New 11kV Power Line

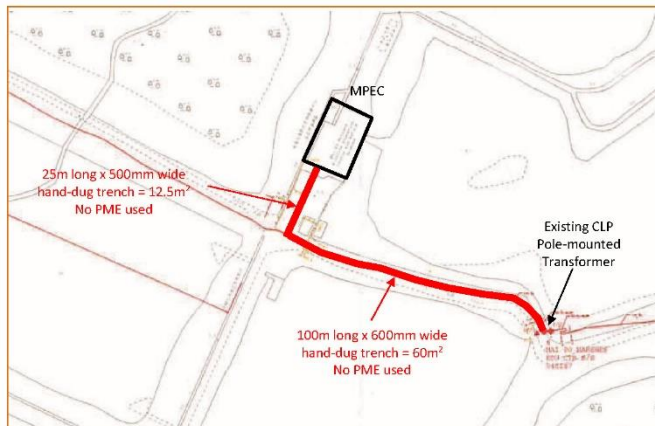
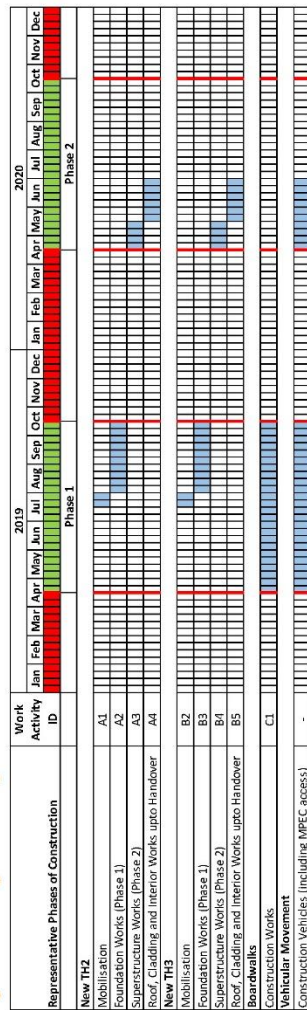


Figure 3-3 Programme and Representative Phases of Construction



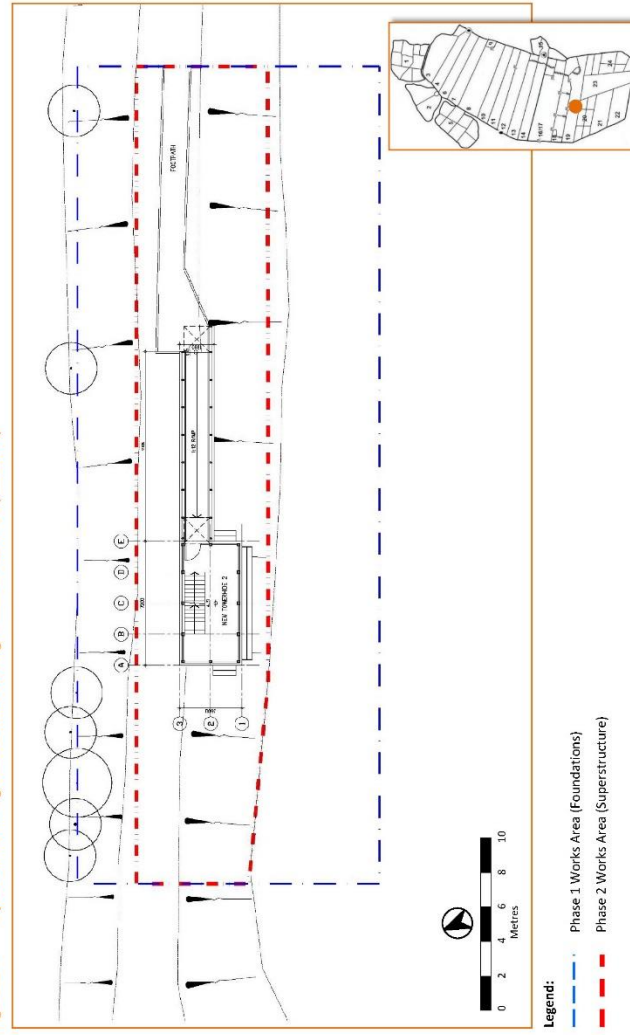
Legend:
■ No Noisy Outdoor Construction Work (excludes Mobilisation and Vehicle Movement) – Ecological Mitigation Measure
■ No Restriction on Construction Work
■ Planned Construction Work

Note: The movement of construction vehicles is included under New TH2, New TH3 and Boardwalks.

Figure 3-4 Schedule of PME

Work Activity ID	Construction Work Activities	Powered Mechanical Equipment	Quantity
New Tower Hide 3			
A1	Mobilization	Pickup Truck	1
A2	Foundation Works	Excavator	1
		Crane Lorry	1
		Pickup Truck	1
		Vibrating Poke	1
		Compactor	1
		Electric Drill	1
		Rebar Bending Machine	1
		Concrete Truck	1
A3	Superstructure Works	Excavator	1
		Crane Lorry	1
		Pickup Truck	1
		Vibrating Poke	1
		Compactor	1
		Electric Drill	1
		Winch	1
		Rebar Bending Machine	1
		Concrete Truck	1
		Crane Lorry	1
A4	Roof, Cladding and Interior Works upto Hand	Pickup Truck	1
		Electric Drill	1
		Winch	1
		Winch	1
New Tower Hide 2			
B1	Mobilization	Pickup Truck	1
B2	Foundation Works	Excavator	1
		Crane Lorry	1
		Pickup Truck	1
		Vibrating Poke	1
		Compactor	1
		Electric Drill	1
		Rebar Bending Machine	1
		Concrete Truck	1
B3	Superstructure Works	Excavator	1
		Crane Lorry	1
		Pickup Truck	1
		Vibrating Poke	1
		Compactor	1
		Electric Drill	1
		Winch	1
		Rebar Bending Machine	1
		Concrete Truck	1
		Crane Lorry	1
B4	Roof, Cladding and Interior Works upto Hand	Pickup Truck	1
		Electric Drill	1
		Winch	1
		Winch	1
Footpaths			
C1	Construction Works (including MPEC access)	Pickup Truck	1

Figure 3-5a Layout Plan Showing Construction Working Phases for New TH2 (Indicative)



Legend:
--- Phase 1 Works Area (Foundations)
--- Phase 2 Works Area (Superstructure)

Figure 3-5b Layout Plan Showing Construction Working Phases for New TH3 (Indicative)

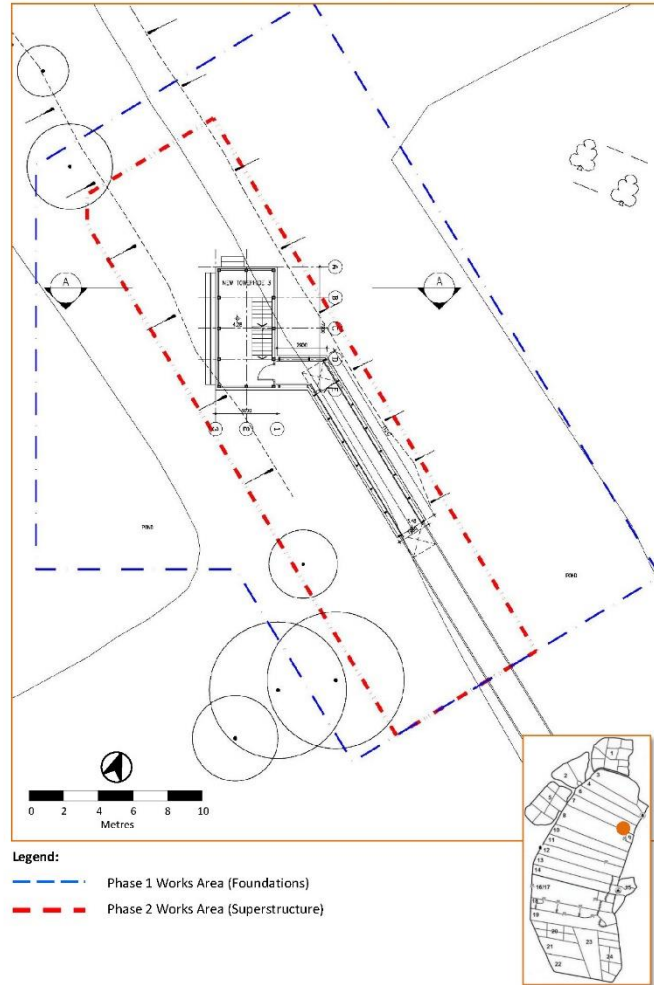
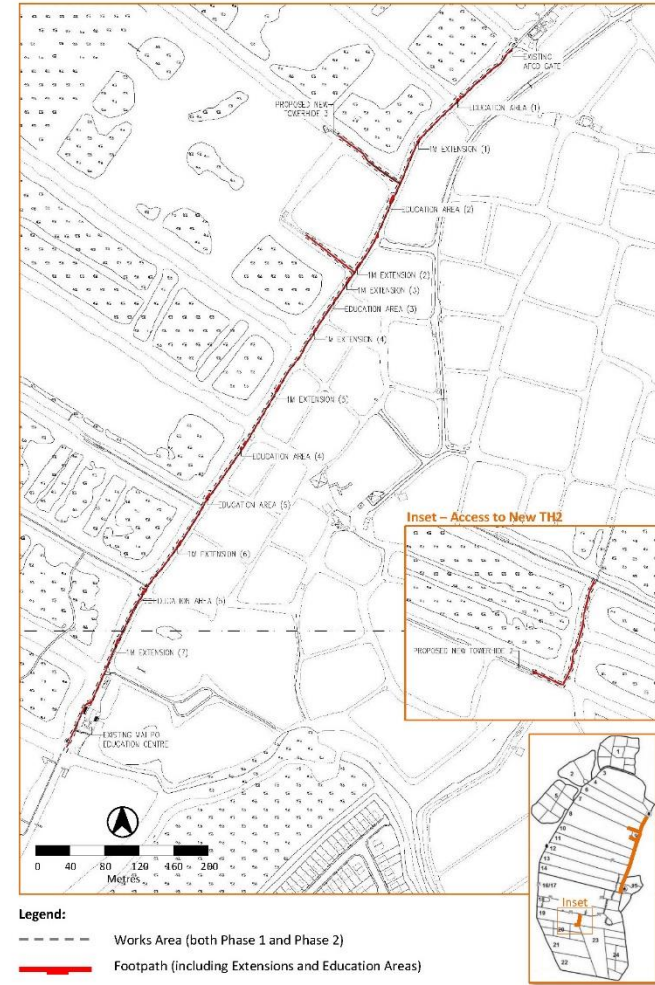



Figure 3-5c Layout Plan Showing Construction of New Boardwalks (Indicative)




Mai Po Nature Reserve Infrastructure Upgrade Project
Environmental Impact Assessment



Member of the Sellen Group

ANNEX 1
PHOTOGRAPHS OF REPRESENTATIVE NSRs

NSR 1 – Village House, Tam Kou Chau Road



● Noise Assessment Point



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Mai Po Nature Reserve Infrastructure Upgrade Project
Environmental Impact Assessment


Member of the Sellen Group

NSR 2 – Occupied Container, Tam Kon Chau Road



● Noise Assessment Point



NSR 3 – Village House, Boundary Road



● Noise Assessment Point

7076457 | D05/01 | Revised Noise Assessment Proposal | Revision No. 1.2 | April 2018 Page 13

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NSR 4 – Village House, Off Tam Kon Chau Road



Noise Assessment Point at back of building (not shown in this photograph as not accessible)

NSR 5 – Village House, Near AFCD Warden Lodge



● Noise Assessment Point



NSR 6 – House 43, Lychee Road West, Fairview Park



Noise Assessment Point at back of building (not shown in this photograph as not accessible)

NSR 7 – House 1, Lychee Road South, Fairview Park



Noise Assessment Point at back of building (not shown in this photograph as not accessible)

NSR 8 – House 1, Bauhinia Road West, Fairview Park



Noise Assessment Point at back of building (shown in next photograph)



● Noise Assessment Point

NSR 9 – House 89, Bauhinia Road West, Fairview Park



● Noise Assessment Point

