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**ACE Paper 17/2016**
***For advice on 14 November 2016***

# Report on the 135th Environmental Impact Assessment Subcommittee Meeting

## PURPOSE

The Environmental Impact Assessment (EIA) Subcommittee (EIASC) considered the EIA report under section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) on "Hung Shui Kiu New Development Area" (ACE-EIA Paper 7/2016 at ***Annex A*** refers) and the supplementary information on the EIA report on "Kai Tak Multi-purpose Sports Complex" at the meeting on 24 October 2016.

2. The above EIA reports were submitted by the Civil Engineering and Development Department (CEDD) and Architectural Services Department (ArchSD) respectively.

3. Members are requested to consider the views of EIA Subcommittee at paragraph 13 below and advise on the way forward for handling the EIA report.

## BACKGROUND AND NEED FOR THE PROJECT

### (A) EIA Report on "Hung Shui Kiu New Development Area"

4. The Hung Shui Kiu (HSK) New Development Area (NDA) was first studied under the "Planning and Development Study on North West New Territories" (the "NWNT Study") that was completed in 2003. The need to develop HSK as a suitable NDA to cater for the long-term development need in Hong Kong was reaffirmed in the "Hong Kong 2030: Planning Vision and Strategy" (the "HK2030 Study") completed in 2007. Subsequently, the Policy Address 2007-08 has included the planning for HSK NDA as one of the ten major infrastructure projects for Hong Kong. Three rounds of formal community engagement were conducted in 2011, 2013 and 2015 respectively to solicit views from the public. Key environmental issues were raised including

protection of San Sang San Tsuen egretry, preservation of cultural heritage, reuse of effluent, green living and relocation of brownfield operation.

5. According to the said EIA report, the HSK NDA would create land for approximately 61,000 flats and industrial and commercial buildings to provide 150,000 new employment opportunities in the NWNT region. The first population intake is scheduled for 2024 with full population intake in 2038.

6. The major environmental benefits associated with the Project would include:

(i) Relocate Brownfield Operation and Avoid Industrial / Residential (I/R) Interface Problems

At present, there are about 200ha of brownfield operations scattered within the Project area. Incompatible adjoining land use would be avoided through relocation. Approximately 24ha of land at the northern fringe is reserved for development of purpose-built Multi-Storey Buildings (MSBs) for port back-up, storage and workshop uses;

(ii) Remove Noisy Tin Ying Road

Tin Ying Road would be demolished and replaced by a pedestrian promenade along Tin Shui Wai Channel. In addition, the road network within the Project area would be re-arranged to divert heavy vehicles to Kong Sham Western Highway thereby minimising impacts on residential areas;

(iii) Promote Environmentally Friendly Transport

A Green Transit Corridor, comprising an Environmentally Friendly Transport System (EFTS) and networks of cycle tracks and pedestrian walkways, is planned in the NDA to promote green transport and green mobility through walking and cycling;

(iv) Reduce Traffic Noise through Extensive use of Low Noise Road Surfacing (LNRS) and Depressed Road

To reduce road traffic noise and to alleviate visual impact of noise barriers, extensive use of low noise road surfacing for both new and existing roads is recommended under the EIA. In addition, sections of depressed roads would be constructed at new roads D2, D4 and D6

(Figure 3 to ACE-EIA Paper 7/2016 refers); and

(v) Adopt Green Initiatives

A number of green initiatives have been proposed. These include a district cooling system for non-domestic developments, reuse of treated effluent, green building designs, on top of the EFTS as mentioned in point (iii) above.

7. In addition, the EIA also recommends preservation of the San Sang San Tsuen egretry as well as existing cultural heritage as follows:

(i) Avoid Encroachment into San Sang San Tsuen Egretry

The egretry would be preserved intact. A 100m wide corridor for flight path for birds (*ardeids*) is purposely reserved, and the adjacent area is zoned as "Local Open Space" to provide additional buffer. Construction activities in adjacent areas would strictly avoid the breeding seasons; and

(ii) Avoid Encroachment into Existing Villages and Cultural Heritage

The existing village zones would be preserved. All declared monuments and graded historic buildings would be kept intact. A cultural heritage trail would be provided to facilitate public appreciation of the culturally important features within the Project area.

**(B) EIA Report on "Kai Tak Multi-purpose Sports Complex"**

8. EIASC discussed the captioned EIA report at its meeting on 17 October 2016. Having regard to the findings and recommendations of the report and information provided by ArchSD and its consultant team, Members of EIASC considered that ArchSD should provide supplementary information before the Subcommittee made recommendations to the full Council on the EIA report. The Project Proponent had provided the supplementary information (at ***Annex B***) and EIASC had further considered the EIA report at its meeting on 24 October 2016.

## VIEWS OF THE DIRECTOR OF ENVIRONMENTAL PROTECTION

9. The Director of Environmental Protection (DEP), in conjunction with the relevant authorities, considered that the EIA reports have met the respective

requirements of the EIA Study Brief and the Technical Memorandum on EIA Process. Comments from the public and Advisory Council on the Environment (ACE) will be taken into account by DEP in deciding whether or not to approve the EIA reports under the EIAO.

## DISCUSSION OF THE SUBCOMMITTEE

10. The public inspection period of the EIA report on "Hung Shui Kiu New Development Area" was lasted from 5 September to 4 October 2016. Public comments on the project received by the Environmental Protection Department (EPD) during the inspection period and the gist of the public comments were issued to EIA Subcommittee Members on 13 October 2016 for reference, with copies to non-Subcommittee Members for information.

11. ArchSD and its consultant team attended the EIASC meeting on 24 October 2016. Members of EIASC raised further comments/ observations on the supplementary information at the meeting and ArchSD responded accordingly.

12. A summary of the key issues discussed at the EIA Subcommittee meeting on the EIA reports is at ***Annex C.***

## RECOMMENDATIONS OF THE SUBCOMMITTEE

13. Having regard to the findings of the two EIA reports and the information provided by the Project Proponents, the EIA Subcommittee recommended the full Council to endorse the EIA reports with the following conditions and recommendations –

### (A) EIA Report on "Hung Shui Kiu New Development Area"

***Conditions of Endorsement***

The Project Proponent shall—

(a) ensure adequate land reserve for the provision of power supply and associated infrastructure enabling the establishment of electric vehicle charging facilities to facilitate the use of electric vehicles including, but not limited to, private cars, coaches and buses; and

(b) conduct detailed assessment of the land contamination of all development sites within the project area, devise and implement

remediation action plan to ensure decontamination of the sites. Contaminated soil must not be used for planting and landscaping.

***Recommendations***

**Landscape**

(a) devise a detailed landscape and planting plan for the HSK NDA, including setting up of a local stocking nursery, and consult the ACE on the plan;

(b) consider the use of appropriate tree and plant species that could provide more shading, better noise screening effect and trapping of particulates, especially for road-side planting;

**Ecology**

(c) keep monitoring the San Sang San Tsuen Egretry and remove invasive climber on bamboo clump of the Egretry from now on until completion of the project;

**Noise**

(d) consider restricting the use of new distributor roads D2, D4 and D5 by heavy goods vehicles, especially during night time to reduce the traffic noise impact on nearby residential areas;

**Cultural Heritage**

(e) explore additional functions of the heritage trail to promote heritage conservation and education, to strengthen ecological connectivity to the retention lake, and to enhance place-making and harmony between urban and rural areas;

**Other Environmental Impacts**

(f) strengthen the connectivity and walkability within acceptable distance between the existing and planned residential areas and the Tin Shui Wai Mass Transit Railway Station;

(g) exercise better waste management and the design of the proposed Refuse Collection Points to facilitate waste recovery, recycling, and minimize odour nuisance;

(h) conduct a detailed study to ascertain whether the proposed District Cooling System could bring about environmental benefits in terms of energy efficiency before taking forward the proposed green initiative;

(i) set environmental targets for the HSK NDA for achieving environmental sustainability and climate resilience in terms of green building design and construction, public spaces, carbon footprint and energy reduction, renewable energy generation, water management, waste separation and recycling, and compositing/recycling of food waste for use in community farms and fish culture; and

(j) ensure the sustainability of the development, include in land lease conditions for buildings within this development to achieve a certain rating under BEAM Plus (New Buildings).

**(B) <u>EIA Report on "Kai Tak Multi-purpose Sports Complex"</u>**

***Conditions of Endorsement***

The Project Proponent shall—

(a) devise a detailed planting and landscape design plan with clear objectives for, but not limited to, the purpose of amenity or enhancement of urban ecology/biodiversity. The plan should be provided to the ACE for comments prior to submission to the DEP for approval before commencement of construction works;

(b) devise a detailed grass management plan to ACE for comments prior to submission to the DEP for approval before commencement of

construction works, covering the public open space, Main Stadium and Public Sports Ground with a view to avoiding or minimizing negative impacts on the environment:

(i) identifying and justifying the choices of resilient grass species with an ability to grow and recuperate from tiller, stolon and rhizome, that would be tolerant to wear and environmental stresses, providing the quality of surface appropriate for its functions and taking into account the shadow effect of the retractable roof on grass growth inside the Main Stadium;

(ii) identifying and justifying the specifications for soil, including inter alia, mix and textural composition, nutrient contents, etc. to enhance robust and sustainable grass growth;

(iii) exploring the efficient use of water resources while delivering a quality grass surface; and

(iv) avoiding or minimizing the escape of residual fertilizers and pesticides into surface runoff;

(c) devise a detailed plan on the application and implementation of the best practicable means (BPM) including, but not limited to, large scale planting, use of de-NOx paints and devices to actively filter air pollutants, for the project with a view to enhancing the best air quality for the venue users, in particular athletes. The plan should be submitted to the DEP for approval before commencement of construction works; and

(d) ensure adequate power supply and provision of space for the establishment of electric vehicle charging facilities to facilitate the use of electric vehicles including, but not limited to, private cars, coaches and buses;

***Recommendations***

(a) explore the use of quiet piling methods and avoid percussive pilling for the construction of the project as far as practicable;

(b) set target for the life cycle carbon footprint of the project. Latest projects, local and overseas of similar nature should be used as

reference in setting the target. Architectural and structural design options should be evaluated to minimize the embedded carbon of the project and to demonstrate how the target is to be met. Integrated design approach and renewable energy should be adopted to manage the life cycle carbon footprint of the project;

(c) aim to achieve the BEAM Plus (New Buildings) "Platinum" rating for all buildings, and provide detailed explanations if that target cannot be met;

(d) minimize construction and demolition waste generated from the construction of the project, and provide facilities for waste recovery and recycle, including the use of Building Information Modeling (BIM); and

(e) review the proposed architectural design and the materials used for construction of the Main Stadium, other buildings and external spaces in order to harmonize them with the surrounding landscape, and create landmark architecture and urban design that address the historical/heritage significance of the site.

14. The EIA Subcommittee also agreed that the Project Proponents and their consultant teams for the two EIA reports were not required to attend the full Council meeting on 14 November 2016.

**EIA Subcommittee Secretariat**
**November 2016**