

Panel on Development

PWP Item No. 399DS (Part)

Relocation of Sha Tin Sewage Treatment Works to caverns – Site Preparation and Access Tunnel Construction

Follow-up Issues of the Meeting held on 27 March 2018

At the meeting on 27 March 2018, the Panel on Development discussed the LC Paper No. CB(1)721/17-18(04) on the proposal to upgrade part of 399DS “Relocation of Sha Tin Sewage Treatment Works to caverns” (“Project”) to Category A at an estimated cost of \$2,077.5 million in money-of-the-date prices to carry out the Stage 1 Works comprising the site preparation works, construction of the main access tunnel and the access road, and ancillary works for the Project. The Administration was requested to provide the following information:

- (a) mitigation measures for minimizing (i) the odour impact and (ii) the traffic impact on the nearby communities during both construction and operation phases of the proposed relocated Sha Tin Sewage Treatment Works in caverns (“Sha Tin Cavern Sewage Treatment Works” or “CSTW”);
- (b) whether the Administration would conduct public consultation on the future land uses of the existing Sha Tin Sewage Treatment Works (“STSTW”) site to be vacated (“Vacated Site”); and
- (c) whether the Administration would implement the planning and development of the Vacated Site and the proposed reclamation site at Ma Liu Shui together as a package.

This note sets out our response to the request.

Mitigation measures for minimizing odour and traffic impacts

2. During the operation of CSTW, we would implement the following odour control measures for minimizing the odour impact on the surrounding communities:

- (i) Cavern, as a natural barrier, can fully enclose the sewage treatment works. At the same time, negative pressure would be maintained inside cavern to avoid leakage of odour from the tunnels.

- (ii) Odour emission sources in caverns will be covered, and pre-treated by deodourizing units before discharging through a proposed ventilation shaft located at a remote place in Nui Po Shan which is far away from the residential area.

3. According to the Environmental Impact Assessment Report of the Project, with the implementation of odour control measures, the predicted odour concentration at all identified Air Sensitive Receivers (ASRs) located in the vicinity of CSTW would comply with the odour criterion (i.e. 5 odour units based on an averaging time of 5 seconds) stipulated in the Environmental Impact Assessment Ordinance - Technical Memorandum. In short, the CSTW could improve the air quality of the study area considerably when compared with the operating conditions of the existing STSTW.

4. Traffic impact on the nearby traffic networks during construction phase, especially the A Kung Kok Street, has been assessed. As A Kung Kok Street is the key access for number of buses and mini-buses routes going to and from Ma On Shan, we suggested implementing the following mitigation measures in order not to affect the traffic on A Kung Kok Street by the construction vehicles during construction phase:

- (i) Construction vehicles carrying rock spoils would be confined to use the temporary ingress/egress at Ma On Shan Road and the temporary haul roads within the works area for travelling to and from the construction site, thereby reducing the usage of A Kung Kok Street; and
- (ii) Restrict the construction vehicles carrying rock spoils to and from the construction site at morning and afternoon peak hours.

According to the traffic modelling analysis, with implementation of the above temporary traffic mitigation measures, the traffic impact on the nearby road network arising from the Project can be greatly reduced.

5. As regards the operation of CSTW, apart from vehicles used by staff, visitors or for maintenance purpose, the majority of vehicles travelling to and from the CSTW will be the sludge carrying vehicles. According to the traffic impact assessment, the traffic impact arising from the said vehicles is insignificant.

Public consultation on future land uses of the existing STSTW site

6. Planning and development of the 28-ha Vacated Site is subject to a planning and engineering (P&E) study to be commenced in due course. During this P&E study, public consultation will be conducted on the future land uses of the Vacated Site.

Planning and development of the Vacated Site and the proposed reclamation site at Ma Liu Shui

7. This Project and the potential reclamation at Ma Liu Shui (MLS Reclamation) are two separate projects independent of each other. We will commission in timely manner a P&E Study focusing on the planning and development of the Vacated Site.

8. As to the potential MLS Reclamation, it is still under review. Whether and to what extent the potential MLS Reclamation will eventually be implemented are still subject to further studies and public consultation (e.g. results of the on-going public engagement of the Task Force on Land Supply). If it is eventually supported by the public to take forward with a programme compatible with the planning and development of the Vacated Site, the aforementioned P&E study will take into account the planning and development of both the Vacated Site and the reclamation site, for the synergy effect they would create.

**Development Bureau
Drainage Services Department
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