

**Relevant extract of the draft minutes of
the Environmental Impact Assessment Subcommittee meeting
held on 17 March 2025**

**EIA report on “Development of Tseung Kwan O Area 137
and Associated Reclamation Sites”**

Question-and-Answer Session (Open session)

Impacts to Marine and Terrestrial Organisms

1. At the Chairman’s invitation to address those public comments on coral communities, Ms Gigi Lam briefed Members on their findings about the distribution of coral reefs in TKO Area 132 (TKO 132) and TKO 137 which included hard coral, soft coral and black coral species. Ms Lam confirmed that no rare coral species were found in the project areas and the found ones were mainly common species with respectively less than 10% coverage in TKO 132 and 5% in TKO 137. As for the eight coral species with higher ecological value covered in the EIA study, only three species, namely *Acropora solitaryensis*, *Favites flexuosa* and *Montipora peltiformis*, were sporadically found in TKO 132 or outside the project site. While the proposed marine works were not expected to have significant impacts on the coral communities, Ms Lam assured that arrangements would be made for the transplantation of those affected corals, in particular those with high ecological values with a view to minimising the potential impacts caused by the reclamation works. Ms Lam furthered that apart from translocating those corals attached to rocks under 50 cm in size, an unconventional method would be deployed to collect bodies of unmovable corals. To enhance the ecological value of the marine environment, the opportunity would be taken to create an eco-shoreline with improved seawalls and artificial reefs as a habitat and shelter for marine organisms. The Chairman suggested that the project proponent should explore the feasibility to adopt eco-shoreline design with a wave-like structure to provide diverse habitats for marine organisms.

2. The Chairman was glad that corals grown on larger rocks would also be collected for plantation or translocation as this would help alleviate the public’s concerns. A Member was pleased with the proposal on conserving the marine environment and the additional enhancement measures such as reef tiles for corals. In response to the Chairman’s suggestion, Ms Gigi Lam confirmed that more detailed studies would be conducted to check the location, quantity, condition and suitability for translocation of the affected coral communities. A mitigation plan with the coral mapping results would be submitted to the authorities for approval before the commencement of the proposed marine works.

3. Considering that some coral species listed as vulnerable by the International Union for Conservation of Nature (IUCN) were found in the project areas and not all of them might be successfully translocated, a Member proposed that proactive actions should be taken for their conservation such as through collaboration with non-governmental organisations or the academic sector in cultivating more coral reefs of the vulnerable species. Mr Michael Leung replied that CEDD would collaborate with the relevant experts including green groups to achieve better conservation results.

4. In response to a Member's enquiry about the number of Black Kite in the project area and the impacts to their nests, Ms Gigi Lam explained that only one Black Kite nest was found in a mixed woodland at some distance from the project site during the dry season. To minimise the potential impacts, site clearance or construction activities in the vicinity would be avoided as far as practicable. For any unavoidable works, they would be conducted during the non-breeding season. The project proponent would preserve the existing Black Kite nest and check if there were any birds or eggs inside before conducting any works.

Landscape Impact

5. Noting the proposed 1:1 compensation ratio for the 1,250 number of affected trees, a Member opined and another Member echoed that the project proponent should take the opportunity to consider more proactive conservation measures to enhance the overall ecological value of the environment. To address Members' concern, Ms Elly Leung confirmed that none of the surveyed trees were Registered Old and Valuable Trees, rare or endangered tree species, or Trees of Particular Interest. Apart from meeting the required tree compensation ratio, the project proponent would strive to improve the quality of the replacement trees by introducing more native species and species with high ecological value. Ms Leung said that more greening would be included in the streetscape design, open space, along roadside and the cycling network to enhance the ecological connectivity between the urban area and the neighbouring country park. In response to one of the above Members' questions on the species and percentage of the replacement trees, Ms Gigi Lam replied that high-valued native, floral and fruit bearing plant species would be adopted to provide a friendly environment for birds and butterflies. Ms Lam said that they would balance both the aesthetic and ecological functions of the plants for enhancing urban biodiversity as a whole.

6. Two Members enquired about the deciding factors for in-situ preservation and translocation of the Small Persimmons as they were classified by IUCN as critically endangered species. Ms Gigi Lam advised that only a limited number of Small Persimmons were found in a shrubland near a works area in TKO 137. In accordance with the Technical Memorandum on EIA Process (TM), the project proponent would accord the first priority to preserving the Small Persimmons in their original locations as far as practicable and create a tree protection zone by fencing them off with a 1.5-metre buffer distance to avoid damage from works. If in-situ

conservation was not feasible, the plants would be transplanted to a nearby shrubland with favourable conditions to support their growth and survival. Ms Lam believed that transplantation would be able to mitigate the potential impacts on them. Compensatory planting would be carried out if transplantation was not feasible. A transplantation proposal would be submitted to AFCD for approval before action would be taken.

7. The Chairman suggested that the project proponent should devise a Tree Plantation and Enhancement Plan and be more proactive in suggesting environmental enhancement measures, such as by providing ecological corridors and introducing plant species that could enhance urban biodiversity etc.

Environmental Impacts associated with Electricity Facilities (EFs)

8. Regarding the Chairman's questions on the offshore design for the EFs, Mr Ivan Tsang replied that a large curvature would be required for the submarine power cables as they were huge in size and there were safety concerns about their connections to the EFs. He indicated that if the submarine power cables were installed in L-shape through bridge piers, there would be an undesirable impact to the water quality. To address the Chairman's further question, Mr Tsang said that the costs involved would be at least one-fourth higher as the seawalls required would be longer if the cables were to go along the shoreline of the new reclamation.

9. Mr DC Cheung supplemented that the proposed EFs would need to be located close to the existing power distribution facilities of the CLP Power, which would serve also as a new connecting point of supply between HK Electric and CLP Power, while posing the minimum impact to the residents in the area. He remarked that the installation of the submarine power cables would have to be carefully designed to meet the relevant technical and safety requirements for proper power transmission. Apart from addressing the essential security considerations, Mr Cheung said that CEDD would also take into account the views of the relevant stakeholders and explore to adopt various green features in the design such as green roofs, photovoltaic panels, more vibrant colour scheme etc. to make the facilities visually pleasing and environmental friendly. Different government departments would also explore the possibility to share common facilities in the area so that the scale of reclamation could be kept to the minimum. Mr Cheung added that the targeted completion of the EFs by 2035 was an important step for Hong Kong to achieve carbon neutrality by 2050 as the facilities could support the transmission of about one-third of Hong Kong's electricity requirements by clean energy. As the development project was still in the preliminary planning stage, he said that a separate EIA report on the EFs would be prepared and submitted at the later stage in accordance with the requirements of EPD and the ACE would be consulted again.

10. To address a Member's query on the presentation about the mitigation measures for electric and magnetic field in the executive summary of the EIA report, Mr DC Cheung clarified that the facilities, commonly found in many districts, were odourless with neither gas nor pollutant emission since no burning or chemical

processes were involved. As for the electromagnetic fields generated by the installations of the power companies, he said that they had to be in strict compliance with the requirements of the International Commission on Non-Ionizing Radiation Protection and would be monitored regularly by the Electrical and Mechanical Services Department to ensure that the relevant safety standards were met.

11. While appreciating the proposed green measures, a Member held the view that the project proponent could go beyond the minimum requirements and take a further step to consider the installation of green roofs under the photovoltaic panels as there were already successful precedents. Highlighting the importance of the vertical sides of the facilities, the Member also suggested to provide more vertical greening to enhance the aesthetic treatment of the façade of the facilities. The Chairman added that printable photovoltaic panels could be adopted to increase the colour variation. Ms Christine Au clarified that the height of facilities would range from 35 m to 60 m. She assured that CEDD would strive to enhance the greening in the vicinity and reduce carbon footprint of the project.

Water Quality Impact

12. Noting that an effluent polishing plant (EPP) would be set up in TKO 137, a Member questioned why the Government did not take on Stage 2B of the Harbour Area Treatment Scheme (HATS) in the current project. Although the discharged sewage would be in full compliance with the water quality assessment criteria after secondary plus treatment, he was still concerned about the large volume of treated sewage to be discharged to Tathong Channel which would bring up the levels of *E.coli* and other bacteria in the water. The Member proposed that the Government should consider the planning of HATS Stage 2B and upgrading the Tseung Kwan O Preliminary Treatment Works in a holistic manner with a view to further improving the water quality of the Victoria Harbour including the east buffer zone. As there was a pressing need for the project to meet the housing needs of Hong Kong and HATS Stage 2B was a policy beyond the purview of the current development, Mr Michael Leung said that CEDD had made the current sewage treatment proposal in consultation with EPD and DSD.

13. To address a Member's question on the location of the proposed discharge outlet and whether the water quality report had analysed the extent of dispersion with reference to the tidal current, Mr Marco Lee explained that the discharge port would be located at the north of TKO 137 and results of hydrodynamic models showed that there would be rapid current to take away the discharged sewage to ensure that the water quality would meet the required standards. Mr Lee added that they would continue to discuss with the departments concerned to consider the arrangement and capacity for treatment of the sewage in TKO 137 and TKO as a whole in order to achieve the highest efficiency for sewage treatment in the area.

14. Dr Samuel Chui explained that under HATS, sewage from both sides of the Victoria Harbour would be carried by submarine tunnels from the eastern side of the Hong Kong Island for central treatment at the Stonecutters Island Sewage Treatment

Works. While the treatment capacity at Stonecutters Island was not an issue, there was currently a bottleneck at the Kwun Tong Sewage Pumping Station where there was already a large influx of sewage from TKO. Considering that the existing pumping station in Kwun Tong might not be able to handle the large volume of sewage from the new development in TKO 137, the project proponent was required to set up a local EPP with a standard to meet the requirements of secondary plus treatment level. Dr Chui clarified that the places with higher levels of *E.coli* were in fact located at Po Toi O and the treated sewage of the project was to be discharged to Junk Bay which was a complete different water body. As the level of *E.coli* at relevant water sensitive receivers would be below the water quality objectives for bathing beach, Dr Chui said that significant impact to the water quality at Junk Bay was not expected.

15. A Member enquired whether the existing seawater desalination plant in TKO would be able to support the additional population intake of 135,000 in the future and whether there were mitigation measures to reduce the related impacts. Mr Michael Leung replied that the capacity of the seawater desalination plant in TKO 137 would be sufficient to cater for the population intake as its current supply accounted only for about 5% of the water consumption in Hong Kong.

16. In reply to a Member's enquiry about the impacts on fisheries, Ms Gigi Lam explained that there was no fish culture zone in Junk Bay and the closest ones were in Tung Lung Chau and Po Toi O which were at least 1.5 km away. As shown in the port survey of AFCD, there was only low to moderate level of fishery activities in Junk Bay. Another survey conducted by the project proponent showed that mainly recreational fishing activities and fish species of low-commercial value were found in the area. Considering that the water quality would be monitored constantly during the construction period, there should not be significant impacts to fishery-related activities.

Noise Impact

17. A Member expressed that the marine traffic noise criteria based on the measured noise level during peak hours could be presented more clearly. Besides, she opined that the current assessment based on the assumed nominal routings in Victoria Harbour might not reflect the actual situation as different marine traffic routes could be involved during operation. The Member suggested that the assessment should be reviewed at design stage with respect to the latest marine traffic routing. Ms Anna Chung explained that the assessment was based on the calculation of the predicted number of vessels during peak hours and the noise level of each kind of vessels was obtained by on-site measurement. While the routings were based on assumption, Ms Chung clarified that marine traffic would unlikely take a closer route in the future given the existing Junk Bay Dangerous Goods Anchorage Area. Nevertheless, since the Refuse Transfer Station (RTS) was a designated project under the Environmental Impact Assessment Ordinance (EIAO), a separate EIA report with more updated assessment would be submitted before the commencement of the relevant works. In response to the Member's question, Ms

Chung confirmed that the assessment fulfilled both the criteria for the day time and night time and Mr Gary Tam supplemented that the marine traffic assessment was made on the basis of the predicted marine traffic noise in year 2041 after full population and full operation of the five facilities in TKO 132 and no adverse noise impact from marine traffic was expected.

Odour and Air Quality Impact

18. A Member enquired if there were measures to mitigate the odour impacts. He suggested that the project proponent should clarify the current source of odour to alleviate the public's concern about the project. The Chairman suggested that mitigation measures should be put in place to minimise the odour issue of the RTS and construction waste in TKO 132.

19. Ms Anna Chung replied that the RTS and the proposed sewage pumping station should be the main source of the odour in TKO 132. Those two facilities would be provided with negative pressure and deodourising units with 95% odour removal efficiency. Ms Chung indicated that the odour modelling results at the nearest air quality sensitive receivers were well below the criteria of the TM i.e. 5 odour units. As for the air quality issues in connection with the concrete batching plant (CBP), public fill transfer facility, construction waste handling facilities and the pollutant emission of vehicles and vessels within 500 meters of the site, Ms Chung shared that the results of the air quality modelling assessment at the air sensitive receivers were in full compliance with the current and upcoming new air quality objectives standards. Ms Chung said that enclosed design of odourous facilities with negative pressure and 95% odour removal efficiency was also recommended. The odour modelling results at nearby existing and planned air sensitive receivers were well below the 5 odour units criterion.

20. While the air quality modelling results showed that there would not be significant impacts arising from the relocation of the CBP from TKO 137 to TKO 132, a Member was concerned about the potential nuisance to the local residents as non-compliant incidents of CBPs were often reported. He asked whether the raw materials would be transported to the CBP by sea or by road and whether CEDD had worked out mitigation measures to minimise the impacts to the residents of TKO 132. He highlighted the importance of maintaining close communication with the residents in TKO 132 to alleviate their concerns. The Member furthered that the project proponent should not overlook the greening design in TKO 132. Given the unsatisfactory performance of some CBPs in Yau Tong, the Chairman suggested that, in addition to regulatory control, the design of the facility should also be improved such as through the installation of double doors to avoid the spreading of dust.

21. As the CBP in TKO 132 would be located near the pier, Mr Gordon Yeung said that marine transportation would be adopted to avoid adding pressure to the road traffic. Addressing a Member's concern, Mr Michael Leung shared a successful example of CBP in Sai Kung where no complaints were received from the neighbouring residents. He expressed that if the mitigating measures were

carefully implemented by the operators, impacts to the residents would be minimal. Mr Yeung added that the operation of a CBP was regulated by the Air Pollution Control Ordinance through a Specified Process Licence (SPL). The CBP would be required to submit a detailed air pollution control plan for EPD's review before an SPL would be granted. Dr Vanessa Au supplemented that in addition to the quantitative air impact assessment in the EIA, the CBP would also need to submit a series of mitigation measures in accordance with the Best Practicable Means for Specified Processes, such as dust control measures, full enclosure for delivery vessels, thorough cleaning procedures for cement trucks to avoid dust emission etc. EPD would consider granting the license only if the dust control measures of the CBP facilities had met the requirements of the SPL. Dr Au shared that unlike the older CBPs, the new CBPs including the one currently located in TKO 137 had put in place satisfactory dust control and truck cleaning measures. Ms Christine Au added that specific requirements or conditions could be included in the tender specifications for the CBP in TKO 132. A tender submission could be rejected if its track records were unsatisfactory. Ms Au opined that the licensing control plus the tendering specifications would help ensure the environmental performance of the CBP in TKO 132.

22. A Member was concerned about the impacts of the extended area of landfill for construction waste which was next to TKO 137 and asked if there were any mitigation measures. Ms Anna Chung explained that the landfill site would be closed before the population intake. She said that while there would be flaring emission from the landfill during the aftercare period, the modelling results showed that such emissions would meet the environmental standards. Mr Tony Cheung explained that the South East New Territories (SENT) Landfill and its extension area (SENTX) was a designated project under the EIAO, and an EIA report was approved with the Environmental Permit (EP) granted under the EIAO for the construction and operation of the SENTX landfill. Among other things, an environmental monitoring and audit (EM&A) system, including monitoring of landfill gas from SENTX landfill, had been included as one of the requirements to ensure that the operation of the SENTX landfill would not cause adverse environmental impacts to the nearby sensitive receivers. Mr Cheung also highlighted that the EIA report of the project had assessed the potential environmental impacts on the proposed developments in TKO 137 arising from the operation of SENT and SENTX.

Waste Management

23. As there was limited coverage on mitigation measures for waste in the EIA report, a Member suggested that the project proponent should cover also the treatment measures for municipal solid waste, food waste and other operational waste in the environmental management plan. Considering that the Government had been conducting tests on food shredders installed on sinks and the construction of another O·PARK for processing food wastes would be costly and time-consuming, the Chairman asked if the project proponent would take the opportunity to adopt the new technology in the project as the shredded food waste could be treated by the EPP in the area. Dr Samuel Chui indicated that EPD welcomed the installation of food

waste disposers in buildings as the processed food waste could be subsequently treated through the Drainage Services Department (DSD)'s sewerage system and sewage treatment works.

24. As a waste reduction effort, the Chairman suggested that the project proponent should as far as possible reuse and recycle on-site waste materials generated from the construction works such as felled trees and soils. Mr Michael Leung replied that they would consider including such requirements in the tender documents.

Traffic Impact

25. Given that the first population intake would be in 2030, a Member asked for the time table for re-routing the traffic of heavy vehicles away from the residential area, the provision of transportation facilities for the new population in TKO 137, and the expected impacts on Wan Po Road. She opined that the residents should be well informed of the development schedule.

26. Mr Michael Leung responded that the Transport and Logistics Bureau had been planning on an extended MTR line to TKO 137. In case the residents needed to use other public transport for commuting at the initial stage, Wan Po Road which was a dual 2-lane carriageway road had the capacity to cater for such need before the completion of the MTR extension. Mr Leung supplemented that the project was undergoing the gazettal process. Subject to the Legislative Council's funding approval in early 2026 for the commencement of the construction works in TKO 132, diversion of the traffic of heavy vehicles was expected to be in around 2030. He highlighted that CEDD would strive to meet the planned development schedule with a view to handing over the subject site to EPD in 2028 for the construction of the EFs to support Hong Kong's achievement in its carbon neutrality target.

Communication with Local Residents

27. A Member noted that the first population intake in TKO 137 would be in 2030 while the whole development in TKO 132 and TKO 137 would last till 2040. The Member and two other Members opined that the Government should keep the residents especially the first intake informed of the progress of the project, the mitigation measures that had been put in place to minimise the impacts of the works, the government's monitoring efforts as well as other matters of concerns such as the emission situation of landfill gas. Given that the whole development project would last for more than 10 years, the Government should build in a review mechanism in the EM&A report so that the different parameters would be updated on a regular basis to ensure effective monitoring. One of the above Members suggested that the Government should consider the above matters as a whole and to follow through the plan while sharing the relevant information to the residents to secure their continual support to the project.

28. Mr Michael Leung indicated that CEDD would maintain close communication with the relevant parties and ensure data transparency through various means including submissions to the District Council and regular liaison meetings with local residents following their practices for other projects. With the feedbacks collected, CEDD would make continual improvements and adjustments as far as practicable. Mr Leung explained that once funding was approved, different community liaison groups would be set up to facilitate communication with the stakeholders including local residents, the District Council, fisheries bodies etc. Mr Gary Tam supplemented that the EM&A was a dynamic process involving re-evaluation procedures to ensure the satisfactory environmental performance.

Sustainable Development

29. A Member was pleased to note that 50,000 residential units would be provided in TKO 137. Taking into consideration the population size which was comparable to that of a city and the cumulative impacts of various concurrent projects in the neighbourhood, the Member opined that the project proponent could consider creating an eco-city through the inclusion of nature-based solutions, go-green infrastructure, resources circularity, waste-to-energy etc. to help achieve carbon neutrality in the area. Mr Michael Leung indicated that there would be a 1.4 km waterfront promenade with a cycling track connecting to the TKO section as the area was planned to be a green and eco-friendly community. He said that government buildings in the project area would be requested to set an example in adopting green building design in accordance with the established guidelines of the Government. Mr Leung indicated that CEDD would strive to achieve Gold or Platinum Standard for the government buildings in TKO 132 and TKO 137. The Member opined and another Member echoed that the project proponent should take the opportunity to consider more proactive conservation measures in different aspects including trees, corals, greenings etc. with a view to enhancing the overall ecological value of the environment.

30. Three Members were glad that the proposed project could bring benefits to the environment including contribution to the carbon neutrality targets. In view of the location of the project areas, one of the above Members sought to have more details about the measures to address storm surge and sea level rise caused by extreme climate.

31. Mr Marco Lee explained that they had followed the Port Works Design Manual issued by CEDD and Stormwater Drainage Manual issued by DSD in the design of storm drain and seawall. In addition, the Hong Kong Observatory (HKO) had also been consulted and agreed that the current design should be able to cope with certain extreme weather conditions arising from climate change in the coming century. Mr Lee highlighted the three main aspects of the seawall design, namely setting a suitable height for the seawall; keeping a suitable buffer distance with the buildings; and reserving sufficient resilient capacity for the seawall to accommodate further enhancement if needed in the future. With the experience gained from the Cross Bay Link and Tseung Kwan O-Lam Tin Tunnel projects where the construction

works underwent Typhoon Hato and Typhoon Mangkhut, Mr Michael Leung indicated that CEDD would bear in mind the potential power of strong waves in its design and strive to enhance the relevant measures with reference to HKO's advice.

32. The Chairman held the view that during the construction process, equipment with low carbon emission should be deployed as far as practicable to minimise carbon emissions. Mr Michael Leung shared that the adoption of high-strength steel and electric concrete trucks would be considered to reduce carbon footprint. He said that CEDD would work with the project consultant to explore the incorporation of such requirements in the tender documents.

33. Mr Michael Leung thanked all Members for their valuable comments and suggestions. He said that CEDD and the consultant would take into account Members' advice, such as to strengthen communication with the residents, enhance the project design and eco-shoreline, mitigate further the impacts on coral reefs, incorporate more greening etc.

(A Member left the meeting during the Question-and-Answer Session while the presentation team left the meeting at the end of this session.)

Internal Discussion Session (Closed-door Session)

34. The Chairman informed Members that a Member had submitted before the meeting written comments on the capacity of the sewage system suggesting to conduct analysis and verification with modelling data to ensure that the system would meet the criteria. In addition, the Member had also suggested that the EM&A programme should be reviewed with reference to the latest situation.

35. At the Chairman's invitation, Ms Virginia Lee had shared with Members the existing compensation mechanism for fishermen in case they were affected by development projects. Ms Lee indicated that under the prevailing policy of AFCD, fishermen who suffered from permanent loss of fish culture zone(s) or temporary impacts from works projects would be provided with an ex-gratia allowance with a view to alleviating their financial pressure due to the works. Ms Lee said that AFCD would work out an arrangement for the current project with the project proponent at a later stage.

36. The Chairman advised Members that the EIASC could make one of the following recommendations to the ACE on the EIA report –

- (i) endorse the EIA report without condition; or
- (ii) endorse the EIA report with condition(s) and/or recommendation(s); or
- (iii) reject the EIA report and inform the project proponent of the right to go to the full Council.

If the EIASC could not reach a consensus during the meeting, it might–

- (i) ask for a 2nd submission to the EIASC; or
- (ii) defer the decision to the full Council and highlight issues or reasons for

not reaching a consensus for the full Council's deliberation.

37. Members supported the endorsement of the EIA report in general, but considered that conditions and recommendations should be included.

Conditions and Recommendations

38. In the light of the discussions made during the meeting, the following conditions and recommendations were proposed by the EIASC –

(a) Conditions

The Project Proponent should –

- (i) in consultation with the AFCD, submit a Coral Translocation and Enhancement Plan (CTEP) to the DEP for approval no less than three months before commencement of marine works of the relevant parts of the Project. The CTEP should provide details on the results of the pre-construction coral survey, coral translocation methodology, location and suitability of the coral recipient site(s), the post-translocation monitoring programme, the implementation details of the proposed coral enhancement measures (such as collection of bodies of unmovable corals, and coral fragments for coral plantation, etc.) and the overall implementation programme;
- (ii) prepare a Tree Management and Enhancement Plan (TMEP) covering individual trees that would be affected by the Project, proposed compensatory planting and enhancement measures, and maintenance and monitoring programme. The TMEP should be deposited with the DEP no less than one month before commencement of construction of the relevant parts of the Project involving tree felling works; and
- (iii) set up community liaison group(s) comprising representatives from the concerned and affected parties to facilitate communication and enquiries handling on all environmental issues related to the Project.

(b) Recommendations

The Project Proponent was recommended to –

- (i) explore the feasibility to adopt eco-shoreline design with a wave-like structure (i.e. not a straight shoreline) to provide diverse habitats for marine organisms;
- (ii) explore the use of construction methods and materials with low carbon emission to reduce carbon emission of the Project as technically and economically feasible and practicable;

- (iii) consider climate resilience in the seawall design to prevent flooding at the proposed development of the Project;
- (iv) consider planting native species for greening to enhance ecological connectivity and urban biodiversity; and
- (v) enhance waste reduction, reuse and recycling during construction and operation phases of the Project.

(Post-meeting notes: The draft conditions and recommendations was circulated to Members for comment on 28 March 2025. Members' comments had been incorporated in ACE Paper 5/2025 which would be discussed at the ACE meeting on 7 April 2025.)

(A Member left the meeting during the Closed-door Session.)

**EIA Subcommittee Secretariat
April 2025**