Yau Tong Bay Development
Environmental Impact Assessment study Package 2
Project Profile of Engineering Feasibility Study
for the Comprehensive Development at Yau Tong Bay

Basic Information

Project Title:	Engineering Feasibility Study for the Comprehensive Development at Yau Tong Bay
Purpose and Nature of Project:	The project comprises infrastructure and property development at reclaimed Yau Tong Bay including provision of services and utilities, driveways, carparks, open space, community facilities, high rise residential tower blocks, office towers, retail space and schools in the development area. New roads and intersections will be constructed in the reclaimed Yau Tong Bay area to provide connection between Yau Tong Bay and other areas. The Western Coast Road to Yau Tong will be connected to Ko Fai Road and Cha Kwo Ling Road. Pedestrian links will be provided from the development area to the future MTR Yau Tong Station. The feasibility study will assess the nature and extent of potential environmental impacts from the construction and operation of the proposed development.
Name of Project Proponent:	Main Wealth Development Ltd.
Location and Scale of Project:	The site covers the entire Yau Tong Bay which is located on the waterfront between Kwun Tong and Lei Yue Mun. A site location plan (Drawing No. 94697/1001) and the proposed development layout plan (Drawing No. 94697/1003) are attached. The site is about 28.5 hectares, and the population proposed on the site is about 39,000 persons.
Number & Types of Designated: Projects to be Covered:	The development project falls within the schedule 3 of the Environmental Impact Assessment (EIA) Ordinance. All the proposed roads, infrastructures and utilities in this project are not under schedule 2 of the EIA Ordinance.
Consultant:	Maunsell Consultants Asia Ltd.
Name and Telephone Number: of Contact Person	

Outline of Planning and Implementation Programme

The inception stage and preliminary design of the project will be planned and designed by the following consultants. The construction and contract administration will be implemented by private consultants and contractor.

- EIA Coordinator : Maunsell Consultants Asia Ltd.
- Land & planning consultant : David C. Lee Surveyors Ltd.
- Architect : David Lau & Ng Chun Man Architects & Engineers (HK) Ltd.
- Infrastructure Engineer : Maunsell Consultants Asia Ltd.
- Traffic consultant : MVA Asia Ltd.
- Environmental consultants : EHS Consultants Ltd
  Maunsell Environmental Management Consultants Ltd.
- Noise consultant : Westwood Hong & Associates Ltd.

The EIA study is expected to commence and complete in March 1999 and July 1999 respectively. The envisaged construction period of the project will be from early 2002 to 2006. There is construction interfacing between this development project and TDD's Western Coast Road (WCR) project. The construction of WCR would be carried out concurrently with the infrastructures and building construction of the Development.

Possible Impact on the Environment

From our initial environmental study, we consider that the possible transient and permanent impacts of this particular project on the environment are limited to the aspects of air quality, noise quality, waste discharge impact and visual impact.

Based on the information from EPD, there are 31 chimneys in Yau Tong industrial area which are within one kilometre radius from the development site. In addition, the emission from the ventilation shafts of Eastern Harbour Crossing and the increased traffic at Cha Kwo Ling Road, Ko Fai Road and future WCR might have air quality impact to the environment.

From the initial assessment of the noise impact to the development site, the road traffic noise generated from WCR, Cha Kwo Ling Road and Ko Fai Road would have potential impacts to the development and appropriate noise mitigation measures would be required to alleviate the problem.

The development would inevitably have impacts on existing stormwater and sewerage systems in Yau Tong Bay Area. Impact assessment on these systems will be carried out and recommendation on mitigation measures to cater for the increased stormwater run-off and effluent will be made.

The scale of the development is considered significant and the planning of the project would require the evaluation of landscape and visual impacts.

Major Elements of the Surrounding Environment

The existing development site features include Yau Tong Bay which is bounded by seawall on the northern, southern and eastern sides of the bay whilst the western side is open to the Harbour. The Eastern Harbour Crossing Road Tunnel is located along the northern side of the site.

The immediate neighbourhood of the Yau Tong Bay consists of predominately industrial buildings to the south-east and residential uses, with Yau Tong Estate, Ko Chiu Road Estate and Yau Tong Centre located to the east.

The main existing infrastructure within the development site includes WSD's salt water pumping station, HKCGC's gas pigging station and the Eastern Harbour Tunnel's ventilation building located on Cha Kwo Ling Road. CLP's electric sub-station and DSD's sewage pumping station are located on Ko Fai Road outside the development site.

In future, the proposed MTR Tseung Kwan O line will come into operation in 2003. The MTR Yau Tong Station will be located immediately adjacent to the proposed development and will be linked to it by pedestrian footbridges.

The other main element of surrounding environment in the future will be the Western Coast Road (WCR) which is estimated to be completed by 2006. The WCR will provide an additional access from Tseung Kwan O to East Kowloon where the Yau Tong section of WCR will be rested on the western side of the development along the sea front.

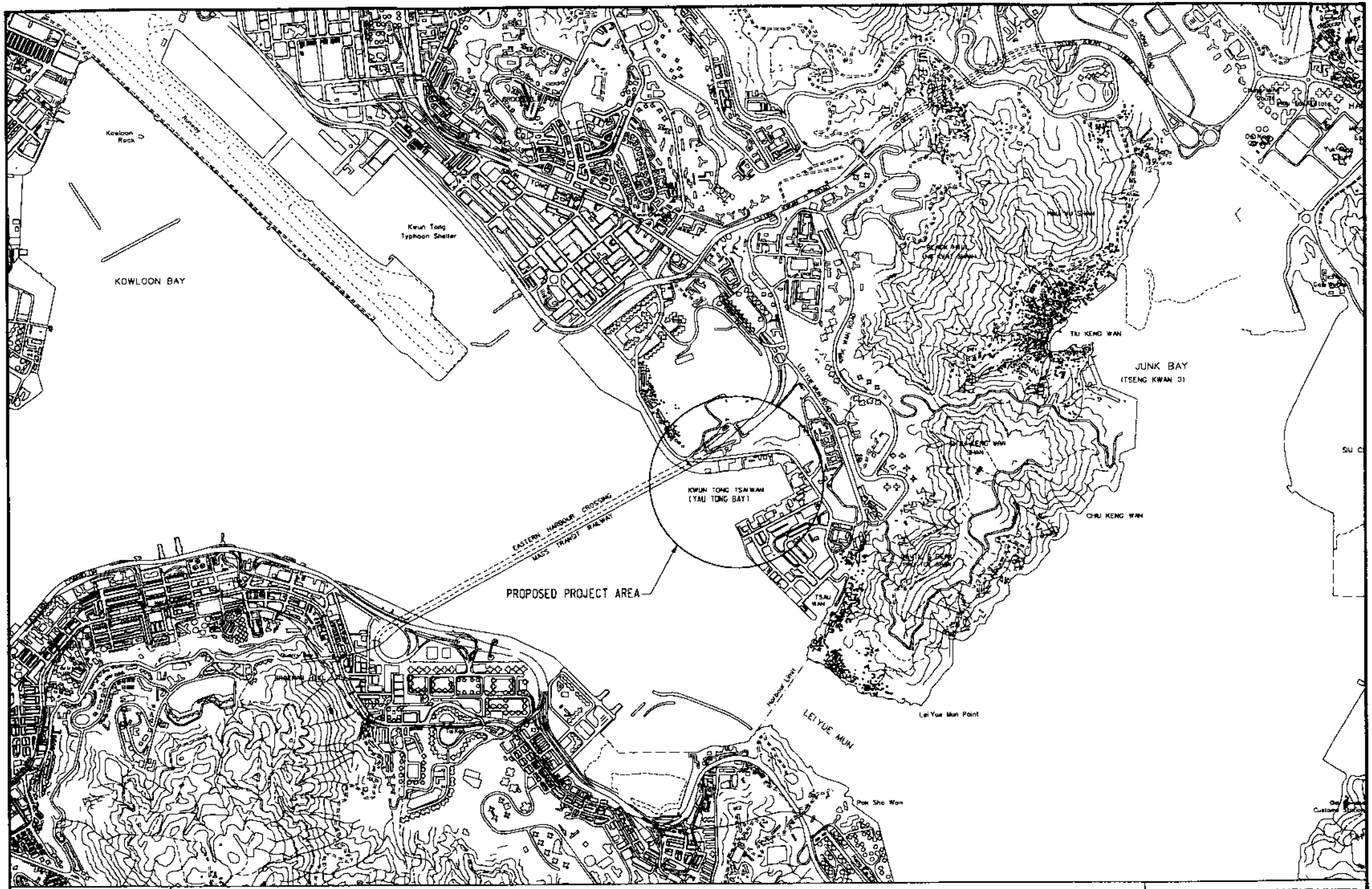
Environmental Protection Measures to be incorporated in the Design

The development site is situated adjacent to industrial area and the Eastern Harbour Crossing, air quality impact due to industrial and vehicular emission may affect the residents of the development site. In order to minimize the environmental impacts to the existing and future environment, some protection measures will be incorporated in the design and planning of the project. The following mitigation measures would be proposed for traffic noise and air quality impact:

- The residential towers would be set back from the pollution source and road with schools, office tower and shopping arcade and landscape garden as buffer to traffic noise.
- Good quality windows of residential units to achieve better acoustics insulation.
- Noise barriers are proposed to be installed at future Western Coast Road to minimize the traffic noise.

During construction stage, all precautionary measures applicable to construction works like dust suppression measures, noise pollution control, existing drainage and watercourse protection, control of dispersion of filling material and wheel washing facilities would be implemented before and during the construction.

Therefore, we propose that an EIA Study be carried out to identify and assess all environmental effects of the project.



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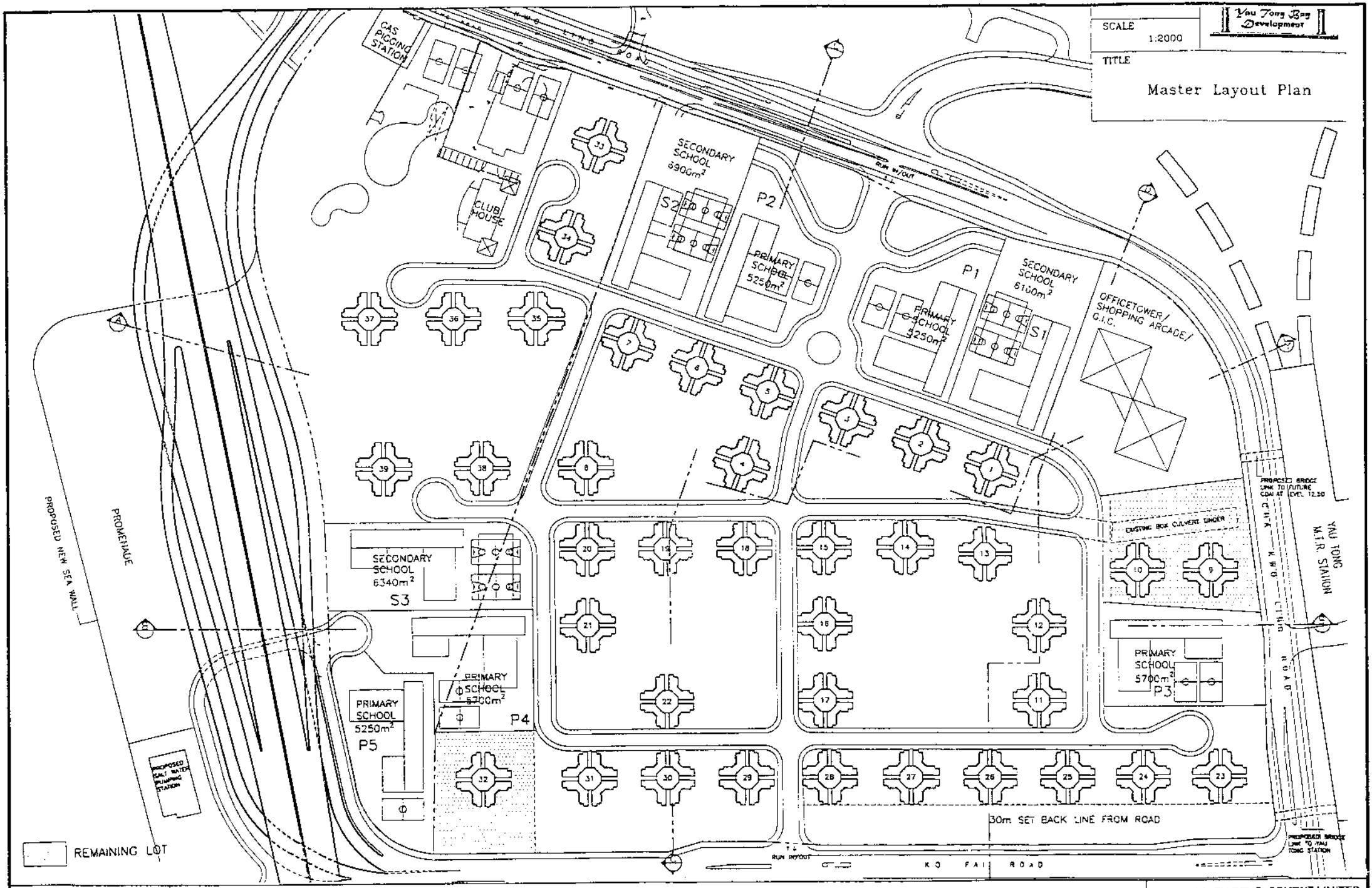
YAU TONG BAY DEVELOPMENT
ENVIRONMENTAL IMPACT ASSESSMENT
SITE LOCATION PLAN

MAIN WEALTH DEVELOPMENT LIMITED

Scale 1 : 10000	Cad Ref. 94697/ytbk018-dgn
Date 10 AUG 98	Drawing No. 94697/1001



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YAU TONG BAY DEVELOPMENT
ENVIRONMENTAL IMPACT ASSESSMENT
MASTER LAYOUT PLAN

MAIN WEALTH DEVELOPMENT LIMITED

Scale 1 : 2000	Cad Ref.
Date 18 JAN 99	Drawing No. 94697/1003