



拓展署
Territory Development Department
Hong Kong

九龍拓展處
Kowloon Development Office

Agreement No. CE 42/2000 (CE)

顧問合約編號CE 42/2000(CE)

**South East Kowloon Development
Infrastructure at North Apron Area of
Kai Tak Airport
Design & Construction**

**九龍東南發展計劃
啟德機場北面停機坪的基礎設施
設計及監工**



Project Profile 工程項目簡介
District Distributor Roads 地區幹路

March 2002

ARUP

**Kowloon Development Office
Territory Development Department
The Hong Kong Special Administrative Region Government**

**Agreement No. CE 42/2000 (CE)
South East Kowloon Development
Infrastructure at North Apron Area of Kai Tak Airport
Design and Construction**

**Project Profile
District Distributor Roads**

March 2002

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Job number 23462

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Location of Project Site (Drawing no. 23462/10/002)

1. BASIC INFORMATION

1.1 Project Title

South East Kowloon Development Infrastructure at North Apron Area of Kai Tak Airport Design and Construction (Agreement No. CE 42/2000 (CE)).

1.2 Purpose and Nature of the Project

The project is formerly known as the South East Kowloon Development (SEKD) at Kai Tak Airport - Early Development Package proposed under Agreement No. CE 32/99, the *Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development* (CFS). It aims to accomplish site formation, infrastructure construction (including roads and sewerage systems), and landscaping in preparation for the planned development of the former airport site. The infrastructure must be completed and commissioned to facilitate completion of various developments especially for the population intake to meet the housing development targets.

1.3 Name of Project Proponent

Kowloon Development Office, Territory Development Department (TDD)

1.4 Location and Scale of Project and History of Site

The project site, shown in the Appendix, covers about 180 ha and is located at the northern part of the former Kai Tak Airport, for which a broad land use framework was proposed after decommissioning in 1998. The planning framework envisaged a mix of public and private housing, commercial, office, and hotel areas, stadium, cruise terminal, an integrated open space network, pedestrian priority circulation system, and waterfront promenades. In November 1999, the CFS was commissioned under Agreement No. 32/99 to develop the details of the revised scheme based on the Outline Concept Plan. The study was completed in July 2001 and the preliminary design for this Project has been completed. The draft Outline Zoning Plans depicting the scheme of the entire SEKD were gazetted on 24 August 2001. The entire SEKD project is divided into several development packages.

This Project is part of the "SEKD – Infrastructure at North Apron Area of Kai Tak Airport". The scope of the Project comprises the following:

1. site formation for the infrastructure works under this Project;
2. completion of any remaining decontamination works at the North Apron of the Kai Tak Airport (NAKTA);
3. construction of permanent and temporary roads for various users, including contractors working at the decommissioned airport and public dumping vehicles, and necessary connections to existing systems;
4. construction of public transport facilities associated with the new road networks;
5. construction of sewage pumping stations PS1, PS1A, PS2, PS3, and PS4 and the rising mains systems, including the portion within NAKTA and the hinterland for conveying sewage to the To Kwa Wan Preliminary Treatment Works (PTW) compound and / or other treatment works compound;
6. the possible upgrading of the existing To Kwa Wan PTW compound to increase the capacity to process all the effluent to be discharged from NAKTA and other SEKD areas;

7. laying of waterworks network systems comprise new fresh and flushing water mains and diversion or abandonment of existing water mains, including temporary provisions for phased commissioning within the Project Area (the waterworks might be under or not under the road system);
8. necessary environmental mitigation measures, including hydroseeding, for dust control and temporary landscape works with trees and irrigation;
9. landscape works for transport reserves, pumping stations, amenity areas, and pedestrian streets;
10. temporary landscape works for open spaces (local open space, district open space, and regional open space) and View Corridors;
11. demolition and reprovisioning of existing dry weather flow interceptors within and outside NAKTA which are affected by the SEKD drainage works within NAKTA;
12. protection, maintenance, diversion, upgrading, and eventual demolition as appropriate of the temporary roads, including existing access roads and services owned and maintained by others;
13. construction / reconstruction of existing trunk culverts V1 (2 new and 4 existing cells), V2 (2 to 6 cells) , V1-V2 (2 cells), V3 (7 to 18 cells), and V4 (3 cells) within NAKTA with access ramps plus upstream and downstream side branches and connections;
14. construction of drainage and sewerage network systems under the road system or not, including temporary provisions for phased commissioning;
15. possible demolition of the existing Kai Tak Passenger Terminal Building and the associated Multi-Storey Car Park Building (might be in different phases) and minor remaining buildings including the Civil Aviation Club, fire stations, and Electrical & Mechanical Services Department (EMSD) sub-stations;
16. utility works by the respective utility companies and with Utility Tunnels to be provided under the Project;
17. pipe works of District Cooling System(s);
18. provision of special plant and equipment in DSD culvert and drainage maintenance depots; and
19. possible provision of pipe works of Automated Refuse Collection System.

1.5 Designated Projects to be Covered

The sewage pumping stations and some of the roads have been identified as Schedule 2 Designated Projects (DPs), as defined in the Environmental Impact Assessment Ordinance (EIAO); these are being covered under separate Project Profiles. This Project Profile covers all the roads identified as Schedule 2 DPs within NAKTA, categorised as follows:

Road	DP Category
Distributor road D1	A.1
Distributor road D2	A.1
Distributor road D3	A.1
Distributor road D5 and tunnel	A.1 and A.7
Vehicular bridges B1, B2, B3E, B3W, and B4	A.1

1.6 Name and Telephone Number of Contact Person(s)

2. OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

2.1 Project Implementation and Time-table

The project will be implemented on a fast-track program and completed over five phases: Review (January 2002 to April 2002), Design (April 2002 to March 2003), Tender (February 2003 to February 2004), Construction (June 2003 to September 2008), and Completion. It will take about seven years from the date of commencement, 25 January 2002, to completion by September 2008. The population intake will occur in stages, with the first scheduled for November 2005 at the earliest.

2.2 Interactions with Broader Programme Requirements

The following public and private projects, under different stages of implementation, may have interfaces with or impact on this Project:

- “SEKD – waterfront facilities and Kai Tak Nullah/Kwun Tong typhoon shelter reclamation” (PWP Item 7465CL);
- “SEKD – Infrastructure at North Apron Area of Kai Tak Airport” (PWP Item 7469CL);
- “Kowloon Bay reclamation – early development package” (PWP Item 7482CL);
- “SEKD at Kai Tak Airport – decontamination and site preparation” (PWP Item 7494CL);
- “SEKD, infrastructure on runway areas and Trunk Toad T2 – detailed design and site investigation” (provisional PWP Item 7--1CL);
- “SEKD, infrastructure on runway areas” (provisional PWP Item 7--2CL);
- “SEKD, Trunk Toad T2” (provisional PWP Item 7--6TH);
- “Water Supply to South East Kowloon Development, Stage I – Works” (PWP Item 085WC);
- “Development near Choi Wan Road and Jordan Valley” (PWP Item B564CL);
- “Development at Anderson Road” (PWP Item B566CL);
- “Western Coast Road” (PWP Item 584TH);
- “Central Kowloon Route” (CKR) (PWP Item 461TH);
- railway project, Shatin to Central Link (SCL);
- the stadium within NAKTA;
- decommissioning of existing airport facilities;
- demolition works by others;
- building works and developments within or outside NAKTA;
- open space construction within the Project Area;
- drainage and sewerage works by Drainage Services Department including the Harbour Area Treatment Scheme and that under Agreement No. CE32/98 for Stormwater Drainage

Master Plan Study in Sai Kung, East Kowloon and South Lantau plus Adoptive Review & Preliminary Project Feasibility Study for Ma Tau Kok, To Kwa Wan & Hung Hom Stormwater Drainage Master Plan Study;

- EPD's Sewerage Master Plan reviews;
- road upgrading works by Highways Department including Ma Tau Wai Road (Part) and To Kwa Wan Road;
- prospective study on Automated Refuse Collection System;
- other works of temporary nature;
- utility works within and outside the Project Area by the utility companies;
- project "Water Supply to SEKD, stage I, Design & Construction" under Agreement No. CE 21/98;
- project "Territory-wide Implementation Study for Water-cooled Air Conditioning Systems in Hong Kong" under Agreement No. CE 26/2000;
- project "Implementation Study for a District Cooling Scheme at SEKD" under Agreement No. CE 51/2000;
- project "Study on the Potential Applications of Renewable Energy in Hong Kong" under Agreement No. CE 36/2000;
- project "Assessment of the Engineering and Economic Viability and Associated Impacts for the Pilot Construction & Demolition Materials Recycling Facility at Kai Tak" under Agreement No. CE 67/2000; and
- project "Common Utility Enclosure in Hong Kong – Feasibility Study" under Agreement No. CE 60/2001.

3. POSSIBLE IMPACT ON THE ENVIRONMENT

3.1 Possible Environmental Impacts During Construction

3.1.1 Air Quality Impact

The major potential air quality impact during construction of the project is dust arising from general construction activities, including land clearing, ground excavation, cut and fill, demolition and construction of structures, and equipment traffic over the site area, and from wind erosion of open sites and stockpiling areas.

3.1.2 Noise Impact

Sources of noise during the construction phase would be associated with the various phases of construction activities, particularly with the use of powered mechanical equipment and increased offsite traffic along access routes. Broadly speaking, construction works involved are site clearance and site formation; roadworks, utilities, and infrastructure, including sewerage; and site development.

3.1.3 Water Quality Impact

The key issues pertinent to water pollution that would arise during the construction phase of the NAKTA project are listed as follows:

- construction site runoff, which could result in an increase in suspended solids (SS) levels and turbidity;

- wastewater and sewage generated from construction activities; and

3.1.4 Waste Management Implications

Wastes generated during the construction stage of the development would generally include construction and demolition material, chemical waste, and workforce waste.

3.1.5 Ecological Impact

Potential impacts to aquatic ecology during the construction stage include sedimentation and site runoff. Potential impacts to terrestrial ecology include habitat loss and release of toxic chemicals.

3.1.6 Fisheries Impact

With reference to the Schedule 3 Environmental Impact Assessment (EIA) Report, no impacts are expected to fisheries in Victoria Harbour, nor to other fish culture zones, such as Tung Lung Chau, located approximately 9 km to the southeast of the SEKD area, and Ma Wan, more than 18 km away to the northwest.

3.1.7 Cultural Heritage Impact

The Schedule 3 EIA Report found that the NAKTA site has a high archaeological potential. Some sites of cultural heritage importance have already been identified; mitigation measures for these sites are outlined in the approved Schedule 3 EIA Report. Archaeological site investigation prior to construction will be arranged to identify any other sites. If any sites of cultural heritage importance are identified during the investigation, recommended mitigation measures, such as preservation *in-situ* or rescue excavation, should be required prior to construction.

3.1.8 Landscape and Visual Impact

Moderate to significant adverse impacts to receivers are expected during construction.

3.2 Possible Environmental Impacts During Operation

3.2.1 Air Quality Impact

Potential impacts to air quality during operation were assessed in detail under the approved Schedule 3 EIA Report. They include the following:

- traffic emissions from open roads;
- vent shaft emissions from vehicular tunnels; and
- impacts within vehicle tunnels and full noise enclosures.

3.2.2 Noise Impact

Potential operational impacts to local sensitive receivers were assessed in detail under the approved Schedule 3 EIA Report. They include road traffic noise generated from vehicles using on district distributors and noise from road tunnel ventilation shafts.

3.2.3 Water Quality Impact

The key issues pertinent to water pollution that would arise during the operational phase of the proposed SEKD were adequately assessed in detail under the approved Schedule 3 EIA Report. No adverse water quality impacts are anticipated during normal operation. Potential sources of water pollution are associated with surface water runoff from roads and tunnels.

3.2.4 Waste Management Implications

The detailed assessment performed under the approved Schedule 3 EIA Report determined that waste generated during the operational stage of the SEKD would mainly be municipal solid waste. Since this purpose of this project is to provide site formation and infrastructure, the long-term generation and management of municipal solid waste is beyond the scope of this project.

3.2.5 Ecological Impact

Potential operational impacts to both aquatic and terrestrial ecology have already been assessed in detail under the approved Schedule 3 EIA Report. These are mainly secondary impacts caused by deterioration in air or water quality and indirect impact from human disturbance from operation. No sensitive receivers were identified; no adverse ecological impact is therefore expected.

3.2.6 Fisheries Impact

The detailed assessment performed under the approved Schedule 3 EIA Report concluded that the operational phase should have no impact on fisheries.

3.2.7 Cultural Heritage Impact

There should be no cultural heritage impact during the operational stage.

3.2.8 Landscape and Visual Impact

These impacts have been assessed for the SEKD as a whole under the approved Schedule 3 EIA Report. Potential sources of visual impacts during normal operation include the superstructures and fencing at the pumping station sites and changes in natural landscape for recreational and other purposes.

4. MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

The project site is situated in an area that has a mix of residential, commercial, and recreational developments.

As a result of previous usage, the NAKTA site has some localised land contamination from leaking underground aviation fuel pipelines and chemical storage tanks. Under the NAKTA Decommissioning project, remediation of several hotspots is ongoing and will be completed later this year. The Schedule 3 EIA Report recommended additional investigation of potential land contamination at other sites, located mostly near existing structures in the northwestern part of NAKTA and which were not included in the NAKTA Decommissioning project.

Air quality in the vicinity of the study area is influenced by emissions from the following sources:

- the road network within and around the study area;
- the industrial areas around the study, namely Kwun Tong, Kowloon Bay, San Po Kong, To Kwa Wan, and Hung Hom;
- construction activities within and around the study area; and
- potential odour emissions from KTAC and Kwun Tong Typhoon Shelter.

Existing air and noise sensitive receivers within 500 m of the NAKTA site, for which operational impacts were assessed in detail under the Schedule 3 EIA Report, are shown in the Appendix.

The water quality impact assessment area under the approved Schedule 3 EIA Report included several existing and planned water quality sensitive receivers: seawater intakes, typhoon shelters, mariculture zones, cooling water intakes, and gazetted beaches in the Western Buffer, Victoria Harbour, and Eastern Buffer Water Control Zones.

The Schedule 3 EIA Report found a relatively high archaeological potential in NAKTA. Some sites of cultural heritage importance have already been identified. Archaeological investigation will be arranged prior to construction to identify any others.

5. ENVIRONMENTAL PROTECTION MEASURES TO BE INCORPORATED

5.1.1 Air Quality Impact

5.1.1.1 Construction Phase

The approved Schedule 3 EIA Report concluded that construction dust is unlikely to be an issue with the implementation of proper dust control and suppression measures, as stipulated in the Air Pollution Control (Construction Dust) Regulation. This EIA study will identify all dust-generating construction activities, specify the dust control and suppression measures required under the above Regulation as permit conditions in the Environmental Permit (EP), and specify environmental monitoring and audit (EM&A) requirements for construction dust.

5.1.1.2 Operational Phase

These impacts have already been assessed in detail and mitigation measures proposed under the approved Schedule 3 EIA Report. Air quality modelling conducted for the approved Schedule 3 EIA Report predicted that the worst-case impacts would be within air quality objectives. No mitigation would be necessary for traffic emissions from open roads and emissions from vehicular tunnels with judicious planning and design of vent shafts. During the detailed design stage, the ventilation systems of vehicular tunnels and full noise enclosures should be designed to comply with the tunnel air quality limits stipulated in EPD's *Practice Note on Control of Air Pollution in Vehicle Tunnels* by means of mechanical or natural ventilation or other control measures.

Furthermore, several concepts were incorporated in developing the layout plan for SEKD in order to minimise likely air quality impacts from road traffic and other sources:

- environmentally friendly public transportation;
- environmentally friendly shuttle service;
- discouraging through traffic movements;
- reducing traffic at local levels; and
- underground road design.

Details on these design measures can be found in the approved Schedule 3 EIA Report.

5.1.2 Noise Impact

5.1.2.1 Construction Phase

Construction noise impacts and mitigation measures for the NAKTA site formation and infrastructure project were included in the Schedule 3 EIA Report. Construction noise mitigation measures recommended in the Schedule 3 EIA Report include the following:

- use of quiet plant and working methods;
- using temporary and movable noise barriers;

- reducing the number of plant operating in critical areas close to noise sensitive receivers; and
- using noise screening structures or purpose-built noise barriers along the site boundary.

Details on these measures can be found in the approved Schedule 3 EIA Report.

Assumptions on the construction details taken in the Schedule 3 assessment will be reviewed to determine whether they are still valid. If not, a construction noise impact assessment will be conducted to meet EIAO-TM requirements. This EIA study will also specify noise mitigation measures as permit conditions in the EP, as well as the EM&A requirements for construction noise.

5.1.2.2 Operational Phase

These impacts have already been assessed in detail and mitigation measures proposed under the approved Schedule 3 EIA Report. With the incorporation of suitable design and mitigation measures, no adverse noise impacts from either road traffic or underground road ventilation shafts are expected to sensitive receivers in the vicinity with. Furthermore, the same design concepts incorporated in the layout plan for SEKD to minimise likely air impacts also serve to minimise likely noise impacts from road traffic and other sources. Details on these design and mitigation measures can be found in the approved Schedule 3 EIA Report.

5.1.3 Water Quality Impact

5.1.3.1 Construction Phase

Water quality modelling undertaken for the Schedule 3 EIA Report showed that adverse construction phase impacts could be mitigated to acceptable levels, with no significant impacts to nearby sensitive receivers. Further modelling will therefore not be needed for the construction phase assessment of this project. Water quality impacts due to construction site runoff into Victoria Harbour will be reviewed and mitigation measures proposed.

Adverse water quality impacts due to construction site runoff are not expected to be significant with the adoption of good site arrangement and management practices to minimise potential pollution. Mitigation measures are outlined in the Schedule 3 EIA Report.

Adverse water quality impacts due to wastewater and sewage generated from construction activities are not expected to be significant with the adoption of good site arrangement and management practices to minimise potential pollution. Mitigation measures are outlined in the Schedule 3 EIA Report.

5.1.3.2 Operational Phase

No adverse water quality impacts are anticipated during normal operation. Surface water runoff from roads connecting to the tunnel entrances will be collected by a drainage system and discharged away from any sensitive receivers. Within the tunnels, collecting gullies will be fitted with oil traps / petrol interceptors in order to eliminate the risk of explosion and to separate the discharge for safe disposal.

5.1.4 Waste Management Implications

The approved Schedule 3 EIA Report concluded that with the implementation of standard practicable waste management measures as outlined in the Report, the associated impacts are not considered to be insurmountable environmental constraints either during construction or operation.

5.1.5 Ecological Impact

The potential impacts on aquatic and terrestrial ecology assessed under the Schedule 3 EIA Report are considered minor. The measures proposed in the Schedule 3 EIA Report for preventing deterioration of environmental quality during the construction phase are considered adequate to mitigate any ecological impacts; no additional mitigation would be required. The EM&A requirements for environmental quality would serve to protect against unacceptable ecological impacts. Therefore, a specific monitoring programme for aquatic and terrestrial ecology would not be required.

5.1.6 Fisheries Impact

The nearest fish culture zones, Tung Lung Chau (approximately 9 km to the southeast) and Ma Wan (more than 18 km away to the northwest), should be far enough away that adverse impacts during construction and operation of the project are unlikely, as determined in the Schedule 3 EIA Report.

5.1.7 Cultural Heritage Impact

The Schedule 3 EIA Report found that the NAKTA site has a high archaeological potential. Archaeological site investigation prior to construction will be arranged. If any sites of cultural heritage importance are identified in the investigation, recommended mitigation measures such as preservation *in-situ* or rescue excavation would be required prior to construction. Mitigation measures for sites of cultural heritage that have already been identified are outlined in the Schedule 3 EIA Report.

5.1.8 Landscape and Visual Impact

5.1.8.1 Construction Phase

Although unlikely to be key issues, these impacts will be addressed for the construction phase in accordance with the EIAO-TM.

5.1.8.2 Operational Phase

These impacts have been assessed for the SEKD as a whole under the approved Schedule 3 EIA Report. Detailed assessment for each specific DP will be undertaken as part of this Schedule 2 EIA.

6. USE OF PREVIOUSLY APPROVED EIA REPORTS

Two previously approved EIA reports are relevant to this project:

- the Schedule 3 EIA Report for the *Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development* (Agreement No. CE 32/99), approved on 25 September 2001 with conditions (see the EIAO Register on EPD web site); and
- the EIA Report for the *Kai Tak Airport North Apron Decommissioning* (Agreement No. CE 86/97), approved on 04 September 1998 with conditions (see the EIAO Register on EPD web site).

Most of the potential environmental impacts arising from this project, particularly for the operational phase, have already been adequately assessed for the SEKD as a whole under the Schedule 3 EIA Report, including air quality impact, noise impact, water quality impact, sediment contamination, sewerage system, waste management implications, land contamination impact, hazard to life, ecological impact, fisheries impact, cultural heritage impact, landscape and visual impact, land use option arising from the new locations of the schools to accommodate the latest stadium layout, and environmental monitoring and audit and schedule of recommended mitigation measures.

With regard to the land contamination assessment, the Schedule 3 EIA Report made reference to findings, considered still valid, from the NAKTA Decommissioning EIA Report, which identified specific hotspots of land contamination within NAKTA for remediation. Under the conditions of approval of the NAKTA Decommissioning EIA Report, the decontamination works at the NAKTA area should be carried out such that the remediation targets are fully met. Besides, environmental monitoring and audit will be carried out in accordance with the respective EM&A Manual. Provided that the decontamination works could be completed satisfactorily to meet the remediation targets, residual impacts on the remediated site due to land contamination site is not expected.

The impacts of the Schedule 2 DPs identified for the NAKTA project have largely been adequately assessed in the Schedule 3 EIA Report. The Schedule 3 EIA Report described construction phase impacts in a cursory way mainly because information such as construction program and construction plant items was lacking at the time. In this design and construction assignment, such information will be better defined and developed to allow for quantitative assessments on construction phase impacts. This EIA study will therefore focus on the construction impacts while making reference to the Schedule 3 EIA Report on the operational impacts, and review and reassess the impacts where necessary.

7. SUMMARY OF IMPACTS TO BE ASSESSED

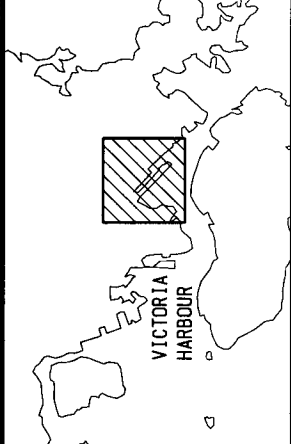
Potential Impacts		Remarks
Construction Phase		
Air Quality	Construction dust.	To be reviewed under this Schedule 2 EIA.
Noise	<ul style="list-style-type: none"> Powered mechanical equipment. Increased offsite traffic along access routes. 	To be reviewed under this Schedule 2 EIA.
Water Quality	<ul style="list-style-type: none"> Construction site runoff, resulting in increased SS levels and turbidity. Wastewater and sewage from construction activities. 	To be reviewed under this Schedule 2 EIA. Additional water quality modelling will not be necessary.
Waste Management Implications	<ul style="list-style-type: none"> Construction and demolition material. Chemical waste. Workforce waste. 	To be reviewed under this Schedule 2 EIA.
Ecological	<ul style="list-style-type: none"> Sedimentation. Contaminant release. Site runoff. 	Previously assessed under Schedule 3 EIA. No special mitigation measures required.
Fisheries	No impact expected.	Previously assessed under Schedule 3 EIA.
Cultural Heritage	Relatively high archaeological potential exists.	Previously assessed under Schedule 3 EIA.
Landscape and Visual	Visual disturbance from construction works.	To be assessed under this Schedule 2 EIA.
Operational Phase		
Air Quality	<ul style="list-style-type: none"> Open road traffic emissions. Vent shaft emissions from vehicular tunnels. 	Previously assessed and mitigation proposed under Schedule 3 EIA.
Noise	Adverse noise impacts are not expected during operation.	Previously assessed and mitigation proposed under Schedule 3 EIA.
Water Quality	Runoff from road surfaces.	Previously assessed and mitigation proposed under Schedule 3 EIA.

Potential Impacts		Remarks
Waste Management Implications	Mainly municipal solid waste. Long-term generation and management of municipal solid waste is beyond the scope of this project.	Previously assessed under Schedule 3 EIA.
Ecological	No adverse impact expected.	Previously assessed under Schedule 3 EIA. No special mitigation measures required.
Fisheries	No impact expected.	Previously assessed under Schedule 3 EIA. No special mitigation measures required.
Cultural Heritage	No impact expected.	Previously assessed under Schedule 3 EIA.
Landscape and Visual	Changes in character.	To be assessed under this Schedule 2 EIA.

附錄 APPENDIX

項目位置圖

Location of Project Site



索引圖
KEY PLAN

圖例
LEGEND

- 項目工地
PROJECT SITE
- 噪音評估範圍
(項目地界300米內)
NOISE ASSESSMENT AREA
(300m FROM SITE BOUNDARY)
- 空氣評估範圍
(項目地界500米內)
AIR QUALITY ASSESSMENT AREA
(500m FROM SITE BOUNDARY)
- 附表三環境影響評估報告
中現有及規劃中的空氣
敏感受體
- 25 ■ EXISTING AND PLANNED ASRs
IDENTIFIED UNDER THE
SCHEDULE 3 EIA
- 附表三環境影響評估報告
中的規劃發展區域
- PLANNED DEVELOPMENT AREA
IDENTIFIED UNDER THE
SCHEDULE 3 EIA
- 附表二指定項目
SCHEDULE 2 DESIGNATED PROJECT

Rev	Description	By	Date
A			FEB 02

Consultant
ARUP
Ove Arup & Partners Hong Kong Limited

Project title
**AGREEMENT NO. CE 42/2000 (CE)
SOUTH EAST KOWLOON DEVELOPMENT
INFRASTRUCTURE AT NORTH APRON
AREA OF KAI TAK AIRPORT
DESIGN AND CONSTRUCTION**

Drawing title
**項目位置
LOCATION OF PROJECT SITE**

Drawing no.	23462/10/002	Rev.	-
Drawn	XXX	Checked	XXX
CL	FEB 02	Date	FEB 02
Scale	1:12000 @ A1 1:12000 @ A3	Status	PRELIMINARY

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