
Other Environmental Issues

8. OTHER ENVIRONMENTAL ISSUES

8.1 NOISE IMPACT ASSESSMENT

8.1.1 Construction Noise Impact: The noise assessment is based on the outline construction programme and our experience of construction equipment and programming. For the small scale of this development project, extensive construction work using a large number of construction equipment is not required. This study has concluded that noise from the seawall construction, reclamation and dredging would be within acceptable levels i.e. the 75dB(A) day time guideline.

8.1.2 Operational Noise Impact: The operational noise is not anticipated to be a concern, given that the noise is likely to be due to local community activities and tourists, and most of the surrounding elements and the development itself are for leisure use.

8.1.3 The assessment shows that construction and operation of the proposed Hebe Haven Yacht Club Phase 2 Development would not cause unacceptable environmental noise impacts.

8.1.4 Although construction noise is unlikely to pose any noise impact, good site practice is still recommended during the construction phase in order to avoid uncontrolled noise emissions.

8.1.5 The following good site practice should be implemented during the construction phase in order to minimise uncontrolled construction noise emissions:

- all plants should be used properly and well-maintained during the construction phase;
- mobile plants should be placed as far as possible from the NSRs;
- plants which emit noise strongly in one direction should be oriented, if possible, so that the noise generated is directed away from the nearby NSRs;
- machines or plants that might be intermittent use should be shut down between work period, or should be throttled down to a minimum; and
- material stockpile and other structures should be effectively utilised, where practicable, to screen noise from on-site construction activities.

8.2 AIR QUALITY IMPACTS

8.2.1 During the construction period, there would be fugitive dust emissions due to various earth moving and material handling operations. However, the quantity of construction equipment to be used is expected to be small, hence the extent of the gaseous emissions limited.

8.2.2 It should be noted that controls on construction dust will follow the Air Pollution Control (Construction Dust) Regulations which impose statutory controls on construction dust.

8.2.3 During the operational phase there are no identified sources of air pollution that might potentially have an air quality impact.

8.3 CONSTRUCTION WASTE MANAGEMENT

8.3.1 The Strategy to minimise and recover general waste should include:

- control of waste generation at source through waste minimisation;
- efficient use of material during construction phase;
- provision of site staff to facilitate waste minimisation, recycling and reuse; and
- efficient sorting of waste on site.

8.3.2 To implement good site practice, it is recommended that a site waste inventory record is maintained. The types and quantities of all wastes exiting the site should be accounted for and their destination should be recorded and monitored. Similarly, a record of all wastes arising should be kept, including waste streams that are either reused or recycled.

8.3.3 Approximately 23,000m³ of marine mud will arise from the dredging operation. The marine mud under the reclamation area will remain *in situ*, therefore dredging is not required for the reclamation works.

8.3.4 No special dredging, transport, and disposal measures will be required for the marine mud. However, the project proponent will contact the Fill Management Committee (FMC) of the Civil Engineering Department to arrange disposal prior to construction commencement.