

in the territory, odour impacts could be mitigated to an acceptable level and no insurmountable environmental impact is therefore expected.

***Air Quality Impacts from the Proposed Refuse Transfer Station (RTS) and Public Filling Barging Point (PFBP)***

- 2.5.2.11 For the RTS planned in Area 6C, the reception hall and the major refuse handling activities will be undertaken within an enclosed structure (see **Drawing No. 22936/MS/205** in Section 7 of this report). It is expected that with the implementation of ventilation system with effective odour removal equipment similar to those implemented in other newly built RTS in the territory, odour impact on nearby sensitive receivers is not anticipated. The proposed RTS is a Designated Project under Schedule 2 Part I:G.2 of the EIAO, a detailed EIA should be carried out by the future project proponent and approved under the EIAO to confirm that there will be no insurmountable environmental impacts associated with the construction and operation of the RTS.
- 2.5.2.12 For the PFBP, the tipping activities of filling material from the trucks to the barges should be carried out in an enclosed structure. All dust-laden air generated from the tipping operation should be properly suppressed by watering or extracted and vented to fabric filtering system before exhaust to the atmosphere. All practicable measures should be taken to prevent or minimise the dust emission caused by vehicle movement. All access and route roads within the facility should be paved and adequately wetted. Vehicle cleaning facilities should be provided and used by all vehicles leaving the facility to wash off any dust and/or mud deposited on the wheels and/or vehicle body. A high standard of housekeeping should be maintained. All spillages or deposits of materials on ground should be cleaned up promptly and dumping of materials at open area should be prohibited. With the implementation of practicable and effective dust mitigation measures, adverse dust impact from the operation of the PFBP on nearby sensitive receivers is not expected.

## **2.6 Impacts Summary**

- 2.6.1 Landuse and transport planning has provided a proactive approach in minimising the likely air quality impacts from road traffic and other sources. The approach included environmentally friendly public transportation, environmental friendly shuttle service, discourage through traffic movements, reducing traffic at local levels, reducing demand for through traffic, underground road design, and planning design. The amount of vehicular traffic in SEKD has been much reduced with traffic flow on most of the planned distributor roads being less than 1000 vehicles per hour. It is estimated that the total daily car trips and bus trips to and from SEKD would be reduced by 20,000 veh-km and 22,000 veh-km respectively. This would accordingly reduce the daily nitrogen oxides and RSP emissions from SEKD by about 160 kg and 16 kg respectively based on 2011 vehicle emission factors. However, the SEKD would still be bounded by heavily trafficked existing trunk roads namely Prince Edward Road East and Kwun Tong Bypass which contribute to the poorer air quality at the periphery of SEKD.
- 2.6.2 The Outline Master Layout Plan provided the basis for air quality assessment. Air quality sensitive receivers were identified and air quality impacts assessed. The main impact would be from traffic emissions of open roads and vent shafts of vehicle tunnels. The modeling results showed that the levels of impact within SEKD were generally within the respective AQOs. However, exceedances were predicted at close proximity of tunnel vent shafts. Mitigation measures in the form of environmental setback and higher vent shaft exhaust height should be allowed to avoid adverse air quality impact at nearby sensitive receivers. With the implementation of the recommended mitigation measures, the air quality impact will be acceptable at all sensitive uses.