

8.4.2 Areas outside the Assessment Area

8.4.2.1 A site visit to the same area assessed in the SEKDFS study (Kowloon City, Ma Tau Wai, Ma Tau Kok & Hung Hom) was undertaken on 11th December 2000. A street-by-street investigation was conducted and the landuse and general conditions were recorded and compared to the findings presented in the SEKDFS EIA report.

8.4.2.2 It was found that the area visited was mainly occupied by small car repair workshops much the same as what was reported in the previous study. The petrol filling stations and Ma Tau Kok Gas Works identified in the previous study were still in operation. There was no new contaminating source identified within the area of investigation. Hence the findings presented in the SEKDFS EIA report is considered still representative of the situation of areas outside the Assessment Area.

8.5 Impacts Summary

8.5.1 Two relevant recent studies namely SEKDFS EIA and NAKTA Decommissioning EIA have been reviewed to provide the background information for assessment of land contamination impact. The previous studies identified a number of 'hotspots' within the Kai Tak Airport. Remediation works is now carrying out at the identified locations to decontaminate the land up to the remediation targets. Besides, findings from previous site investigation indicated that the urban area as a whole did not have a major contamination problem but for specific hotspots with localised land contamination.

8.5.2 Decontamination works are now carrying out at the identified remediation areas within NAKTA using Soil Vapour Extraction / Air Sparing system and excavation with biopile treatment in accordance with the NAKTA Decommissioning EIA Report.

8.5.3 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 should be carried out in accordance with the respective Environmental Monitoring and Audit 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 is not expected.

8.5.4 However, there are sites within the Assessment Area which are not included in the NAKTA decommissioning project. Sites of potential land contamination include those chemical storage tanks (mainly fuel storage tanks) located within the disused Kai Tak Airport. It is recommended that when access to these sites is gained in future, land contamination assessment should be conducted taking into account all past and current land uses and site activities prior to the development of the sites.

8.5.5 Additional investigation including review of site history and GFS hangar operation has been undertaken for the GFS Hangar site located at the south apron. There is a potential for the hangar operation to cause underground contamination although the impact is likely to be insignificant because of the short hangar operation period (5 years); non-polluting use (open area and temporary housing site) before the hangar; presence of concrete covering; absence of underground fuel hydrant pipeline; and the handling and disposal of chemical waste was undertaken by a registered chemical waste collector. In order to confirm the nature and extent of land contamination at the GFS hangar, if any, it is recommended that a land contamination assessment of the GFS hangar should be carried out before redevelopment of the area takes place.