



土木工程拓展署
Civil Engineering and
Development Department

Agreement No. CE 30/2008 (CE)

Kai Tak Development – Infrastructure at Former Runway and Remaining Areas of North Apron and Improvement of Adjacent Waterways – Design and Construction

Project Profile for KTD Roads D3A & D4A

(Ref. 076-01)

February 2011



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FIGURES

- Figure 1** **Location of Roads D3A & D4A**
- Figure 2** **Locations of Sensitive Receivers**

1 BASIC INFORMATION

1.1 Project Title

1.1.1 Kai Tak Development – Roads D3A & D4A

1.2 Purpose and Nature of the Project

1.2.1 This project profile covers a designated project, namely Kai Tak Development – Roads D3A & D4A.

1.2.2 Both Road D3A and Road D4A are dual 2-lane district distributor roads within the Runway Precinct of the Kai Tak Development (KTD) as shown in **Figure 1**. Road D3A is running along the centre of the Runway Precinct and is replacing the original southern section of Road D3 that runs along the waterfront of the Runway Precinct. Road D4A is an extension of Road D4 connecting Road D4 with the proposed Road D3A.

1.2.3 Both Road D3A and Road D4A will play an important role in linking up all the development areas in Runway Precinct of KTD with the hinterland.

1.3 Name of Project Proponent

1.3.1 Kowloon Development Office, Civil Engineering and Development Department, HKSAR Government

1.4 Location and Scale of Project and History of Site

1.4.1 Both Road D3A and Road D4A are dual 2-lane district distributor roads running on the Runway Precinct of KTD. The length of Road D3A and Road D4A is about 1.4km and 0.1 km respectively. They will serve the Cruise Terminal, the Tourism Node, and the development sites in the Runway Precinct.

1.4.2 The location of the proposed Roads D3A & D4A was previously used as the runway of the former Kai Tak Airport until the relocation of airport to Chek Lap Kok in 1998. After that, some of the lands at the former runway were granted for stockpiling areas and barging points of civil works.

1.4.3 At present, a local access road comprising a single 2-lane carriageway with utilities is being constructed under Advance Works Stage 1 (Contract No. KL/2008/07) of Agreement No. CE35/2006(CE) to enable the commissioning of the Cruise Terminal in mid 2013. In the original plan, this local access road will be upgraded to dual-2 carriageway under Advance Works Stage 2 as Road D3 in the southern part of the former runway, and a landscaped deck will also be provided above the carriageway.

1.4.4 In the consultation with the Harbour Enhancement Committee (HEC) in 2009, concerns were raised with regards to appearance at the proposed landscape deck above Road D3 to be constructed under the Advance Works Stage 2 of Agreement No. CE35/2006 (CE). Besides, in the process of seeking funding approval for Advance Works Stage 1 in mid 2009, there was strong request from LegCo members on considering relocating the carriageway network away from the promenade to enhance the space for public enjoyment along the waterfront.

1.4.5 With comments from the HEC and LegCo members, the original scheme of Road D3 was revisited and a new conceptual option was identified and evaluated for refinement of designs of Road D3 and the landscape deck above. Under the new conceptual option, the southern section of the original Road D3 is now replaced by Road D3A. In view of the new alignment of Road D3A, Road D4A is also added as an extension to Road D4 connecting Road D4 with Road D3A.

1.4.6 The schematic layout of Road D3A and Road D4A is shown in the attached **Figure 1**.

1.5 Number and Types of Designated Projects to be covered by the Project Profile

1.5.1 This project profile covers the following Designated Project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO):

- Road D3A under Part I, Item A.1, Schedule 2 of the EIAO
- Road D4A under Part I, Item A.1, Schedule 2 of the EIAO

1.6 Name and Telephone Number of Contact Person

1.6.1 All enquiries regarding the project can be addressed to:

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Senior Engineer/4

Kowloon Development Office

Civil Engineering and Development Department

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2 OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

2.1 Project Implementation Time Table

2.1.1 The tentative implementation programme is as follows:

Detailed Design and Tendering October 2011 – December 2013

Construction January 2014 – December 2016

2.2 Interactions with Other Projects

2.2.1 The project may have interaction with other projects including, but not limited to the following:

- Central Kowloon Route (CKR)
- Kai Tak Development
- Trunk Road T2 within Kai Tak Development

3 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

3.1 Major existing and planned sensitive receivers

- 3.1.1 The major existing and planned sensitive receivers that might be affected by the Project during construction and operational phases are tabulated in **Table 1** and shown on **Figure 2**.

Table 1 Major existing and planned sensitive receivers

No	Sensitive Receivers	Type	Status	Complete Year
1	Site 4A1	Residential	Planned	2021
2	Site 4A2	Commercial	Planned	2021
3	Site 4A3	Commercial	Planned	2021
4	Site 4B1	Residential	Planned	2021
5	Site 4B2	Residential	Planned	2021
6	Site 4B3	Residential	Planned	2021
7	Site 4B4	Residential	Planned	2021
8	Site 4B5	Residential	Planned	2021
9	Site 4C1	Commercial	Planned	2021
10	Site 4C2	Commercial	Planned	2021
11	Site 4C3	Commercial	Planned	2021
12	Site 4C4	Commercial	Planned	2021
13	Site 4C5	Commercial	Planned	2021
14	Cruise Terminal	Other Specified Uses	Planned	2013

4 POSSIBLE IMPACT ON THE ENVIRONMENT

4.1 Air Quality

Construction Phase

4.1.1 Possible air quality impacts during construction phase of the Project include:

- fugitive dust arising from any land side construction activities including demolition and construction of structures, movement of construction traffic over the site area, and wind erosion of open sites and stockpiling areas;
- cumulative impact of fugitive dust resulting from any adjacent construction works.

4.1.2 With reference to the findings of the approved Kai Tak Development Schedule 3 Environmental Impact Assessment (EIA) Report (EIAO Register No.: AEIAR-130/2009), with proper implementation of dust control measures, the cumulative maximum 1-hour average and 24-hour average total suspended particulates (TSP) concentrations during the entire construction phase of KTD are predicted to comply with the TSP criteria at all representative air sensitive receivers (ASRs).

4.1.3 With the implementation of the dust suppression measures, unacceptable air quality impacts on the ASRs in the vicinity of the Project site would not be anticipated provided that mitigation measures as stipulated in the Air Pollution Control (Construction Dust) Regulation are followed.

Operation Phase

4.1.4 Operation phase air quality impact arising from the Project would be vehicle emissions of Nitrogen Dioxide (NO₂) and Respirable Suspended Particulates (RSP) from traffic on the proposed Roads D3A & D4A. Cumulative air quality impact from vehicle emissions of other existing and planned road networks including the proposed Road D3, Road D4, CKR & Trunk Road T2 and the existing Kai Tak Tunnel could have adverse impact on the nearby ASRs and mitigation measures may need to be considered.

4.2 Noise Impact

Construction Phase

4.2.1 Construction noise will be generated from various phases of construction activities including construction of road by use of Powered Mechanical Equipment (PME).

4.2.2 The study area for the potential construction noise impact is 300m from the boundary of the proposed Roads D3A & D4A. With reference to the development schedule in the approved KTD EIA Report, the first population intake of all sensitive land use within study area would be after the completion of construction of the proposed Roads D3A & D4A. Therefore, no noise sensitive receiver (NSR) was identified within the study area and construction noise assessment was considered not required. Notwithstanding that with the implementation of the noise mitigation measures as recommended in the approved KTD EIA Report during construction stage, adverse construction noise impact to the nearby residential developments is not expected.

Operation Phase

4.2.3 The key noise impact on NSRs would be operation phase traffic noise.

4.3 Water Quality

Construction Phase

- 4.3.1 Potential water quality impacts for the Project may arise from construction runoff and sewage generated by workforce. Appropriate mitigation measures may need to be recommended.

Operation Phase

- 4.3.2 Water quality impact during the operational phase of the Project is considered negligible, as the impact would be confined to the road surface runoff.

4.4 Wastes Management Implications

Construction Phase

- 4.4.1 Wastes generated by the construction works are likely to include construction and demolition materials, site wastes, chemical wastes, and other construction wastes.

Operation Phase

- 4.4.2 Wastes generated during the operation phase would be limited and adverse environmental impacts are not expected to arise from the operation of the Project.

4.5 Land Contamination

Construction Phase

- 4.5.1 According to the approved EIA Report on Decommissioning of the Former Kai Tak Airport Other than the North Apron, no land contamination was found in the runway area where the proposed Roads D3A & D4A locate. Thus no residual impact would be expected during the construction phase of this Project.

Operation Phase

- 4.5.2 No land contamination issue is expected.

4.6 Ecological Impact

Construction Phase

- 4.6.1 As the land-based construction activities would be confined to developed area at the former Kai Tak Runway, potential direct (i.e. tree removal) and indirect (i.e. noise and human disturbance) impacts to terrestrial ecological resources are expected to be minimal and acceptable.

Operation Phase

- 4.6.2 Potential indirect disturbance impact to existing wildlife due to increased level of traffic noise and human activities during the operation of the Project would be resulted but is expected to be negligible.

4.7 Visual and Landscape Impacts

Construction Phase

- 4.7.1 Landscape and visual impacts are expected from construction works such as road construction, site cabins, construction plant, etc. Nevertheless, the impacts would be temporary and can be minimized by appropriate mitigation measures.

Operation Phase

- 4.7.2 During operation phase, potential landscape impacts may arise from disturbance of landscape resource and potential visual impacts from the above ground structures such as roads. These potential impacts will need to be addressed.

4.8 Cultural Heritage

- 4.8.1 No cultural heritage issues are expected during construction and operation of the Project.

5 ENVIRONMENTAL PROTECTION MEASURES TO BE INCORPORATED IN THE DESIGN AND ANY FURTHER ENVIRONMENTAL IMPLICATIONS

5.1 Air Quality Impact

5.1.1 Construction dust would not be an issue with the implementation of proper dust control and suppression measures as stipulated in the Air Pollution Control (Construction Dust) Regulation.

5.1.2 For operational phase air quality impact, reference will be made to the Air Pollution Control Ordinance (APCO) (Cap. 311) and the guiding Hong Kong Air Quality Objectives (AQOs) for the accepted levels of pollution for the sensitive receivers. Mitigation measures will be developed to address any exceedance found and the necessary performance and implementation of these measures will be documented in the EIA study.

5.2 Noise Impact

5.2.1 No NSR within the study area during the construction phase. Good practices for the control of noise emissions from construction sites are still recommended to further eliminate the potential of noise impact.

5.2.2 Operation traffic noise arising from the new roads would be minimized with the implementation of noise mitigation measures.

5.3 Water Quality Impact

5.3.1 Water quality impact would be readily mitigated with the adoption of good site arrangement and management practices.

5.4 Waste Management Implications

5.4.1 Standard waste management measures and good site practices in waste handling, disposal and transportation would be implemented.

5.5 Land Contamination

5.5.1 No land contamination issue is expected.

5.6 Ecological Impact

5.6.1 Compensatory planting of native trees would mitigate any tree loss.

5.7 Landscape and Visual Impact

5.7.1 The following mitigation measures should be implemented:

Construction Phase

- Avoid or minimize disturbance to significant landscape resources;
- Mitigate unavoidable landscape impacts through compensatory planting or transplantation; and
- Use decorative screen hoarding and control night time lighting.

Operation Phase

- Landscape planting for the Project and re-provision of planted areas; and
- Aesthetic architectural design including colour and finishes of any visible structure.

5.8 Cultural Heritage

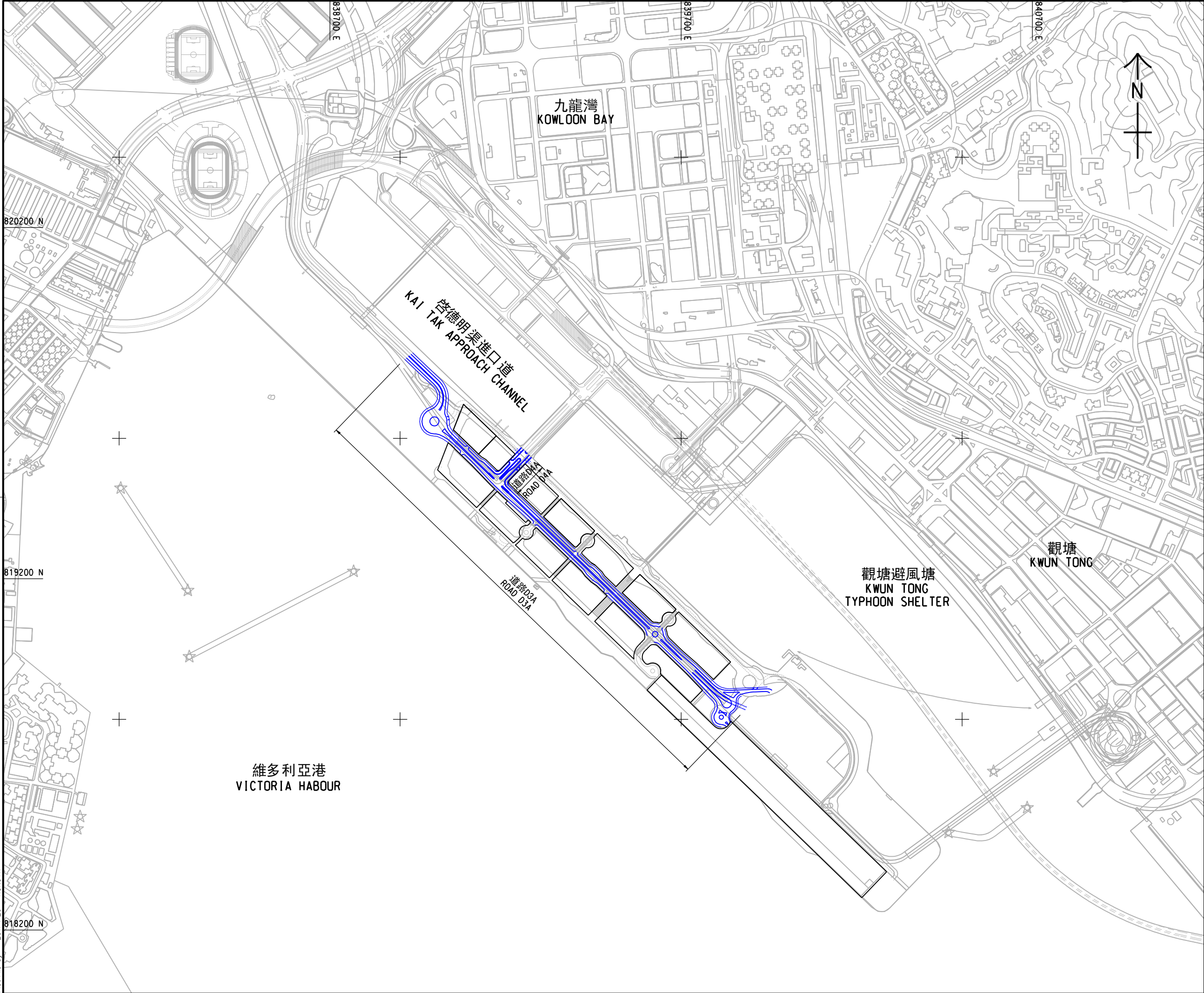
5.8.1 No cultural heritage issue is expected.

6 USE OF PREVIOUSLY APPROVED EIA REPORTS

6.1.1 The following approved EIA Reports will be referred in the Study:

- EIA Report for Decommissioning of the Former Kai Tak Airport Other than the North Apron (EIA Register No.: AEIAR-114/2007, approved with conditions on 19 Dec 2007)
- EIA Report for Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction (EIA Register No. AEIAR-130/2009, approved without conditions on 4 Mar 2009)

Figures



REV. 修訂		DESCRIPTION 內容摘要	DATE 日期
8/11		P. 01	
CEDD 土木工程拓展署 Civil Engineering and Development Department			
啓德發展計劃 KAI TAK DEVELOPMENT			
啓德發展計劃 - 前跑道及北停機坪餘下部分的基礎設施與毗連水道改善 - 設計及建造 KAI TAK DEVELOPMENT - INFRASTRUCTURE AT FORMER RUNWAY AND REMAINING AREAS OF NORTH APRON AND IMPROVEMENT OF ADJACENT WATERWAYS - DESIGN AND CONSTRUCTION			
道路D3A和D4A位置圖 LOCATION OF ROADS D3A AND D4A			
AECOM			
DRG.NO. 圖紙編號		附圖1 / FIGURE 1	
DESIGNED BY 設計	ELCW	CONTRACT NO. 合約編號	P. 01 - APPROVED 批准人
DRAWN BY 繪圖	LJUL	STATUS 階段	
SCALE 比例 A1 1 : 5000 A3 1 : 10000			
DIMENSIONS ARE IN 尺寸單位 米 METRES		© COPYRIGHT RESERVED 版權所有	



圖例 LEGEND:

① 敏感受體
SENSITIVE RECEIVERS

REV.	DESCRIPTION	DATE
1	Initial Issue	2011-1-20

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啓德發展計劃 KAI TAK DEVELOPMENT

啓德發展計劃 - 前跑道及北停機坪餘下部分的基礎設施與毗連水道改善 - 設計及建造
KAI TAK DEVELOPMENT - INFRASTRUCTURE AT FORMER RUNWAY AND REMAINING AREAS OF NORTH APRON AND IMPROVEMENT OF ADJACENT WATERWAYS - DESIGN AND CONSTRUCTION

敏感受體位置圖
LOCATIONS OF SENSITIVE RECEIVERS

AECOM

DRG.NO. 附圖2 / FIGURE 2

DESIGNED BY	CONTRACT NO.	P. O. - APPROVED
ELCW		

SCALE	STATUS
A1 1 : 5000 A3 1 : 10000	有效

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