

including the preferred in-situ treatment approach with minimum or no dredging. With the implementation of contaminated sediment treatment, an estimated 70,000 future SEKD population would be protected from potential biogas risk. Moreover, in order to reduce the volume of up to 2 million cubic metre of sediment for dumping, testing of Deep Cement method or other ground stabilization techniques will be explored as part of the reclamation to minimize dredging normally required for marine works such as seawall construction.

2.1.12 Cultural heritage is another important consideration in designing SEKD. The Sung Wong Toi Inscription Rock was relocated in early days for construction of the airport. A pocket park is planned near the former Far East Flying School to reinstate the Sung Wong Toi in its original location together with a through view to Lei Yue Mun as memorial to the Chinese history. Besides, in order to retain the historical significance of the Fishtail Rock in the existing Hoi Sham Park, a view corridor is incorporated into the current layout plan to provide an unobstructed view from the Fishtail Rock to the Victoria Harbour. Pedestrian linkage between the park and SEKD will also be planned to make this heritage site more effective than it is now.

3. AIR QUALITY

3.1.1 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;
- Discouraging through traffic movements;
- Reducing traffic at local levels;
- Reducing demand for through traffic;
- Underground road design; and
- Planning design.

3.1.2 Traffic flow on most of the planned distributor roads being less than 1000 vehicles per hour in one direction. With the introduction of the environmentally friendly shuttle service, 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 main roads namely Prince Edward Road East and Kwun Tong Bypass which contribute to the poorer air quality at the periphery of SEKD.

3.1.3 The main impact would be from traffic emissions of open roads and vent shafts of vehicle tunnels. The modelling results showed that the levels of impact within SEKD were generally within the respective Air Quality Objectives (AQOs). However, exceedances were predicted immediately adjacent to tunnel vent shafts. Mitigation measures, in the form of environmental setback and higher vent shaft exhaust height, have been incorporated in the Outline Master Development Plan 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.

4. NOISE

4.1.1 Similar to the air quality aspect, the landuse and transport planning has provided a proactive approach in minimising the likely noise impacts from road traffic and other sources. The approach included:

- Environmentally friendly public transportation;