

## **7. LAND CONTAMINATION**

**7.1.1** Decontamination works are now carrying out at the identified remediation areas within the North Apron area using Soil Vapour Extraction / Air Sparging system and excavation with biopile treatment in accordance with the earlier Decommissioning EIA Report.

**7.1.2** Under the conditions of approval of that Decommissioning EIA Report, the decontamination works at the North Apron 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 proposed development due to land contamination is not expected.

**7.1.3** 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.

**7.1.4** Additional investigation including review of site history and Government Flying Service (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.

**7.1.5** In order to confirm the nature and extent of land contamination at the Government Flying Service (GFS) hangar, if any, it is recommended that a land contamination assessment of the hangar be carried out before redevelopment of the area takes place.

## **8. WASTE MANAGEMENT**

**8.1.1** Wastes generated during the construction stage of the development would generally include construction and demolition materials, chemical waste, and workforce waste. With the implementation of practicable waste management measures, the associated impacts are not considered to be insurmountable environmental constraints.

**8.1.2** Waste generated during the operational stage is mainly municipal solid waste. It is estimated that the total waste (i.e domestic and construction waste) generated from SEKD would increase from 95 in year 2005 to 434 tonnes per day in year 2018. Together with the municipal solid waste generated from the existing catchment of Kowloon Bay Refuse Transfer Station (KBRTS), the capacity of the existing KBRTS would be exceeded in about year 2006. Based on the future waste arising estimated in this study, a new Refuse Transfer Station (RTS) with capacity in the range of 3000 to 3700 tpd and with marine access is proposed near the existing Kwun Tong Ferry Pier of SEKD to serve the SEKD and the existing catchment of KBTS. The proposed RTS site is located at more than 300m from existing and planned sensitive receivers. With the implementation of practicable mitigation measures such as provision of enclosed cover/shielding, adverse environmental impact associated with the operation of the proposed RTS is not expected. 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