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EIA PROJECT PROFILE

FOR

**CHAI WAN GOVERNMENT
COMPLEX AND VEHICLE DEPOT**

COMMERCIAL-IN-CONFIDENCE

Prepared By:

**Allied Environmental Consultants
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Author:



Cathy Y.H. Man
BSSc (Hons) MEnvSci LEED GA
AMHKIOA

Checked and
Approved:



Grace M.H. Kwok
BEng(Hons) MHKIEIA MHKIOA
MIAIA MRAPA MISWA LEEDAP CAP

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1. PURPOSE OF PROJECT PROFILE

This project profile sets out the scope of the environmental issues associated with the construction and operation of the Chai Wan Government Complex and Vehicle Depot, which shall serve Hong Kong Police Force (HKPF), the Food and Environmental Hygiene Department (FEHD), the Electrical and Mechanical Service Department (EMSD) and the Government Laboratory (GL) with office and depot areas, for the application of an Environmental Impact Assessment (EIA) study brief.

2. BASIC INFORMATION

2.1. PROJECT TITLE

Chai Wan Government Complex and Vehicle Depot

2.2. PURPOSE AND NATURE OF THE PROJECT

The project comprises the construction of a new vehicle depot-cum-office building (hereinafter referred as the Project) at Chai Wan for the Hong Kong Police Force (HKPF), the Food and Environmental Hygiene Department (FEHD), the Electrical and Mechanical Services Department (EMSD) and the Government Laboratory (GL) with the following facilities:

- (1) the HKPF Hong Kong Island Police Vehicle Pound and Examination Centre (PVP &EC);
- (2) a HKPF centralised case property store;
- (3) a FEHD vehicle depot serving Hong Kong East;
- (4) the EMSD Hong Kong Vehicle Depot; and
- (5) a specialist laboratory for GL.

2.3. NAME OF PROJECT PROPONENT

Hong Kong Police Force (HKPF)

2.4. LOCATION AND SCALE OF THE PROJECT

The Project is located on a reclaimed land in Chai Wan adjacent to the south-western edge of the “New World First Bus Chong Fu Road Permanent Depot” as shown in **Figure 1**. The

subject site is bounded by Sheung Mau Street to the southwest and Sheung On Street to the southeast.

Development in the vicinity of the Subject Site are identified and summarised below:

To the South:	Tsui Wan Estate, Citybus Chai Wan Bus Depot
To the East:	Chai Wan Public Cargo Working Area
To the North:	New World First Bus Chong Fu Road Permanent Depot, Heng Fa Chuen
To the West:	Knight Court, Hong Kong Institute of Vocational Education (Chai Wan), Pamela Youde Nethersole Eastern Hospital

Knight Court, Hang Fa Chuen and Tsui Wan Estate are the residential developments that locate within 500 m from the subject site. The Hong Kong Institute of Vocational Education (IVE) (Chai Wan) is separated from the subject site at a distance of around 150 m. Further to the southwest of IVE lies the Pamela Youde Nethersole Eastern Hospital blocks.

The area of the site is approximately 7,000 m². As shown in the series of aerial photos in **Figure 2**, the site is located on a reclaimed land which was formed in 1980s. It was operated as Sheung On Temporary Housing area in the 1990s. The subject site now falls within an area zoned “Government, Institution or Community “(“G/IC”) on the draft Chai Wan Outline Zoning Plan. It is currently allocated to Drainage Services Department (DSD) for the purpose of works area and staging area.

The Project will comprise a 6-storey building (with a Mezzanine floor). The building height of the proposed depot is +45.0 mPD. The site layout plan and floor plans that show the preliminary design of the proposed development are set out in **Figure 3** and **Figure 4**. The project covers the construction of permanent depot of the following facilities:

- (a) Construction of HKPF Hong Kong Island PVP&EC of 5,200 m² on Level 1 and 2, which includes:
- Vehicle examination area accommodates an inspection pit (100 m²), a roller brake tester and load simulator (100 m²), a vehicle lift (100 m²), and a level floor examination area (150 m²);
 - Area of staff including offices, discussion room, lecture room, guard room and locker/ changing room (75 m²);
 - A brake test strip (660 m²) and a brake test ramp (180 m²);
 - Store (39 m²) and workshop (16 m²);

- Parking spaces for detention of a minimum of 81 vehicles of various sizes including covered parking for 25 saloon car spaces and 20 motorcycles; and
 - Parking spaces for 5 police operational vehicles
- (b) Construction of a vehicle depot under FEHD of 4,600m² or as appropriate on Level 3 and 4, which includes:
- Parking spaces with minimum headroom of 4m for 70 vehicles of various sizes with a total required area of 3,755 m² or as appropriate with inclusion of circulation space;
 - Vehicle washing bay for 1 vehicle with high pressure water jet guns and drainage facilities (72 m² or as appropriate);
 - Vehicle washing machine with drainage facilities including pump house and water tank (240 m²);
 - Water refilling bay for 2 vehicles (84 m² or as appropriate);
 - Office area (49 m²) (22.9m² for the open plan office for staff and F/E) Ancillary area (233 m² or as appropriate) – including meeting room, driver stand-by-briefing room, locker and changing rooms, toilet and shower facilities, storeroom and pantry;
 - Fire Services pump room, compressor room and switch room (100m² or as appropriate); and
 - Security guard booth (2.5m²).
- (c) HKPF Centralised Case Property Store for the storage of case property for Crime Formations on Level 3 and 3M (about 1,942 m²).
- (d) Construction of permanent depot under EMSD of 2,200 m² on Level 5, which includes:
- Vehicle repair area and parking area (1,784 m²);
 - Battery charging room (9 m²);
 - Dangerous goods store (9 m²);
 - Lubricant storage/lubricant dosing equipment/ chemical waste storage (37 m²);
 - Air compressor room (7 m²);
 - Tyre charger and tyre balancer area (8 m²);
 - Waste Oil Tank (5,000 Litre);

- Waste water sedimentation tanks;
- Office area (total 120 m²) ; and
- Ancillary area with toilet, shower facilities, pantry, locker, changing rooms and storage.

(e) Construction of a specialist laboratory under GL of about 2,160 m² on Level 6, which includes:

- Testing laboratory area;
- Storage rooms;
- Offices, changing rooms and meeting room;
- Dangerous good stores for Categories 2, 3, 4 and 5 dangerous goods; and
- Parking spaces.

2.5. NUMBER AND TYPES OF DESIGNATED PROJECT COVERED BY THE PROJECT PROFILE

According to Part 1 Schedule 2 Section A.6 (Roads, railways and depot) of the Environmental Impact Assessment Ordinance (EIAO), a transport depot located less than 200m from the nearest boundary of an existing or planned (a) residential area; (b) place of worship; (c) educational institution; or (d) health care institution shall be classified as a Designated Project.

As the Project is located at less than 200m from Hong Kong Institution of Vocational Education (Chai Wan) and Knight Court, it is therefore classified as a Designated Project. An environmental permit issued by the Director of Environmental Protection is required prior to the construction and operation of the subject development.

2.6. NAME AND TELEPHONE NUMBER OF CONTACT PERSON

For enquires concerning this Project, please contact following persons:-

The Applicant

Name: Mr Nick KO
Department: HKPF
Post: EO 2 P&D
Address: 28/F, Police Headquarters, 1 Arsenal Street, Wan Chai, Hong Kong
Telephone: 2860 2723
Fax: 2200 4374
Email: eo-2-p-d@police.gov.hk

The Project Coordinator

Name: Ms. Grace May Han KWOK
Department: Allied Environmental Consultants Limited
Post: Director
Address: 19/F, Kwan Chart Tower, 6 Tonnochy Road, Wan Chai, Hong Kong
Telephone: 2815 7028
Fax: 2815 5399
Email: gk@aechk.com

3. OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

3.1. PROJECT PLANNING AND IMPLEMENTATION

The Project involves construction and operation of a government complex and vehicle depot. The contractor will be awarded at subsequent stage to construct the government complex and depot on a design-and-build basis. Allied Environmental Consultants Limited is appointed as the environmental consultant to undertake an EIA in accordance with the EIA Ordinance.

The HKPF, FEHD, EMSD and GL are responsible for the operation of the new vehicle depot-cum-office building upon construction completion.

3.2. PROJECT PROGRAMME

Subject to the availability of funding, the construction works are tentatively to be commenced in Mid 2016 and completed by End 2018.

3.3. INTERFACING WITH OTHER PROJECTS

Based on the best available information at this stage, the Planned Post-Secondary College at Wing Tai Road and Shing Tai Road is the only potential concurrent project in the vicinity during the construction of the Project.

4. POSSIBLE IMPACTS ON THE ENVIRONMENT

4.1. CONSTRUCTION PHASE

The programme for the construction of the Project is divided into two main stages: foundation works and superstructure development. Giving the nature of the site (reclaimed land), construction of the Project will involve piling activity. A variety of powered mechanical equipment will also be used as in other construction projects. Different piling methods will be considered to minimise the piling noise caused during the construction stage.

4.1.1. Fugitive Dust Impact

Fugitive dust and exhaust emissions would be generated and released from the construction activities, potentially causing air quality impact during the construction phase of the Project.

4.1.2. Construction Noise Impact

Construction noise would arise from the use of powered mechanical equipment (PME) and piling activity onsite. Different piling methods will be considered to minimise the piling noise caused during the construction stage. It would be a short-term impact during construction and can be reduced to an acceptable level with the implementation of mitigation measures as outlined in **Section 6** of this Project Profile.

4.1.3. Water Quality Impact

The potential sources of water quality impact resulted from works associated with the Project comprise site runoff from dust suppression and rainfall, as well as sewage from construction workforce and chemical spillage. Other pollutants would include fuel, oils, and lubricant from construction vehicle and other onsite equipment. Water quality impact may arise if the construction site runoff is not properly handled.

4.1.4. *Waste Generation*

Construction and Demolition (C&D) Materials generated from the construction activities would be re-used and recycled on site as practicable. Small quantities of chemical waste and general refuse would also be envisaged. Since the project will involve foundation and piling works, excavated sediment is also one of the potential waste types to be generated. Provided that standard waste management practices are to be strictly followed, no waste related to regulatory non-compliance and unacceptable environmental impacts are expected to arise from the handling, storage, transport and disposal of construction waste.

4.1.5. *Land Contamination*

The site is located on a reclaimed land and the current landuse is designated as work and staging area of the Drainage Services Department (DSD). It has been assigned as site office, storage area and parking area for contract vehicles and mechanical equipment. The subject site was also allocated as Sheung On Temporary Housing Area, Temporary works area for road construction project in Chai Wan Reclamation Area, and fee-paying public carpark between 1988 and 2005.

No indication of any chemical spillage/leakage was recorded in the past. However, given the nature of the existing landuse, there is potential for the presence of residues from any storage of diesel and gasoline for filling of equipment employed on site to create an adverse impact that will need to be cleaned during the site formation phase. The potential of land contamination will be studied in future EIA to identify the possible land contaminative activities and contaminant within the subject site. Should land contamination be identified, mitigation measures should be implemented to minimise any potential exposure to the contaminated ground during construction stage.

4.1.6. *Hazard*

The Sinopec HK (Ex-CRC) Oil Terminal Chai Wan is around 175m to the north of the subject site. With reference to the Potential Hazardous Installation (PHI) Register issued in August 2011, it is not designated as a PHI. Previously approved EIA report (EIA Register No. AEIAR-029/2000) also indicated that the maximum storage capacity for LPG in cylinders in the Sinopec oil terminal is 12 tonnes, which is below the threshold quantities of hazardous materials for hazardous installations classification. Nevertheless, a quantitative risk assessment on the potential hazard to life during construction phase will be conducted.

4.1.7. *Visual and Landscape Impact*

The expected sources of landscape and visual impact arising from the construction phase of the proposed depot are as follows:

- Visual appearance of any temporary use prior to the development
- Construction activities on the existing available land; and
- Obstruction or intrusion into view by the development.

Temporary aesthetic concern would be arising from the construction activities and PME, which can be however minimised by using appropriate mitigation such as site hoarding.

4.1.8. Ecological Impact

The site is a reclaimed land within an “urban” area and principally no natural habitat would be affected. No important ecological resources on-site are identified and thus the ecological impact would be insignificant.

4.2. OPERATION PHASE

During the operation stage, most of the vehicles usually ship in and out the depot in daytime. The operation hours of the proposed depot are detailed in **Table 1** below.

Table 1 **Operation Hours of Proposed Depot**

Facilities	Operation Hours
HKPF Hong Kong Island Police Vehicle Pound and Examination Centre	Mon - Sun, 24 hours
HKPF Centralised Case Property Store	Irregular operation hours due to operational needs
FEHD Vehicle Depot	Mon - Sun, 06:00 - 23:30
GL Specialist Laboratory	Mon – Fri, 08:00 – 18:00
EMSD Hong Kong Vehicle Depot	Mon – Fri, 08:00 – 18:00

4.2.1. Vehicular and Industrial Air Quality Impact

Vehicles emissions from engine testing, vehicles leaving / entering the depot, and vehicular movement within the depot will be the major air pollution sources to the Air Sensitive Receivers (ASRs). Its cumulative air quality impact with vehicular gaseous emissions from the surrounding open roads, bus maintenance depots and workshop, etc. will be further investigated quantitatively in the full EIA study.

Refuse collection vehicles (RCVs) will be fully unloaded and completely washed at the specified refuse disposal point, i.e. Island East Transfer Station, before entering the proposed depot. The washing bays and maintenance workshop within the depot will also be enclosed while being served by adequate mechanical ventilation with deodorisation system. Therefore, potential odour emission from RCVs is anticipated to be minimal.

Operation of government laboratory will ensure compliance with Air Pollution Control Ordinance (APCO) and all the affiliated regulations. Samples to be analysed in the government laboratory include sediment, soil, wastewater, marine water, river water, biota, consumer products, air canister, etc. With proper installation of devices such as fume hood, fractional distiller and electrostatic precipitator to minimise the exhaust of volatile compound and acidic gases, emissions of air pollutants are not expected.

Pollutant emitting activities such as paint spraying will not be carried out during the future operation of the proposed government complex and depot.

4.2.2. *Traffic Noise Impact*

Road traffic noise to the Noise Sensitive Receivers (NSRs) would be arising from the increase of traffic flow due to the vehicle entering/ leaving the depot. However, given the distance separation between the depot and the Noise Sensitive Receivers (NSRs), significant noise impact from the subject site is not anticipated. Protective measures will be implemented to minimise the noise level caused to the nearby NSRs. Cumulative traffic noise impact will be further investigated in the full EIA study.

4.2.3. *Industrial Noise Impact*

Industrial noise sources from the Project include vehicle travelling and parking, engine testing and maintenance operations. Fixed plant noise will also be emanated from mechanical ventilation systems.

4.2.4. *Water Quality Impact*

The Project is designed to be fully covered with all vehicle testing facilities located within the building in order to minimise non-point source water pollution. Design options such as intercepting channels, wheel washing facilities, etc. will be considered to prevent non-point source pollutants, e.g. debris, grease or lubricants, being carried by vehicle tyres to public roads. Non-point source water pollution is therefore not anticipated but will be reviewed in the EIA study with respect to the proposed design options.

Effluent and wastewater will be generated from the washrooms and activities carried out in the washing area in the depot. Cumulative impacts due to concurrent developments on the public sewerage system will be investigated in the full EIA report.

4.2.5. *Waste Generation*

Operation of the Project will involve storage and delivery of diesel fuel, as well as the use of various chemicals on-site, thus producing general office refuse, industrial wastes and chemical waste including used petroleum products, waste batteries, waste oil/ lubricants, as well as metal scrap and used tyres from the maintenance and repairing activities.

4.2.6. *Land Contamination*

The subject site will be entirely paved to minimise any exposure to ground. Good practice for storage and handling of any dangerous goods and chemical wastes will be followed. Land contamination is not anticipated.

4.2.7. *Hazard*

A quantitative risk assessment on the potential hazard to life during operation phase will be conducted.

4.2.8. *Landscape and Visual Impact*

The Project will be a low-rise building of +45mPD which is within the height restriction of 70mPD as stipulated on the Outline Zoning Plan (OZP). In view of the nature of the surrounding developments and their building heights that range from 19.6mPD to 71mPD, the proposed development is not expected to create visual intrusion and obstruction. The landscape impact arising from the building and operational activities will be assessed with appropriate mitigation proposed, e.g. green roof and/or vertical greening. Landscape impact due to the development will be qualitatively investigated in the full EIA study.

4.2.9. *Ecological Impact*

The Project is sitting on a reclaimed area. Implementation of the project will not cause any significant ecological impact.

5. **MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT AND SITE HISTORY**

The site is located on a reclaimed land. The surrounding areas are currently zoned as “Industrial”, “Government, Institution or Community” and “Open Space” according to Outline Zoning Plan No. S/H20/9. The land is currently allocated to Drainage Services Department (DSD) for the purpose of works area and staging area. Chai Wan cargo handling area is located to the south. The Sinopec (Ex-CRC) Oil Terminal Chai Wan is located around 175m to the north of the proposed development.

The major noise sources at the proposed depot are traffic noise and industrial noise at Chai Wan cargo handling area.

6. ENVIRONMENTAL PROTECTION MEASURES

6.1. CONSTRUCTION PHASE

6.1.1. Air Quality

During the construction phase, good site practices, dust control and suppression measures as stipulated in the *Air Pollution Control (Construction Dust) Regulation* shall be implemented by the Contractor of the Project. These measures should be incorporated into the specifications for the works contract.

6.1.2. Construction Noise

With the implementation of appropriate noise mitigation measures where required, such as use of silenced equipment, noise barrier, and/or avoid concurrent noisy operation in accordance with EPD's ProPECC Note PN 2/93, it is envisaged that the potential construction noise impact can be substantially minimised.

6.1.3. Water Quality

During the works, control measures will be planned and implemented to reduce site discharges and surface runoff according to EPD's ProPECC Note PN 1/94. The Contractor will also provide appropriate on-site treatment to the discharges.

6.1.4. Waste Management

Mitigation measures and good site practices must be incorporated into the design to avoid or reduce potential adverse environmental impacts associated with handling, collection and disposal of waste arising from the construction works. Waste reduction measures and provisions of reuse/recycle materials should be implemented. A Waste Management Plan must be developed by the Contractor prior to the commencement of construction works. Trip-ticket system for construction wastes shall be implemented and closely monitored. The chemical waste generated from the Project, such as lubricating oil and other chemical wastes, must be properly collected by Licensed Chemical Waste Collector and disposed of in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation*. Disposal of excavated sediment will also follow strictly to the *ETWB Technical Circular (Works) No. 34/2002 Management of Dredged/Excavated Sediment*.

6.1.5. Land Contamination

Remediation works will be properly completed prior to the commencement of any construction works during the construction phase to minimise any potential exposures to contaminated soils or groundwater, if any.

Mitigation measures will also be determined with reference to EPD's documents such as *Guidance Note for Contaminated Land Assessment and Remediation (Aug 2007)*, *The Guidance Manual for Use of Risk-based Remediation Goals for Contaminated Land Management (Dec 2007)* and *Practice Guide for Investigation and Remediation of Contaminated Land (Aug 2011)*.

Mitigation measures will include the provision of protective gloves and clothing to site workers, use of bulk earth movers to remove contaminated materials to prevent any possible human contact, provision of adequate washing facilities and the use of licensed waste haulers to ensure legal disposal of waste, etc.

6.1.6. Hazard

Ignition of fire on site will be forbidden throughout the construction programme. All electrical equipment used in confined spaces shall be either of explosion-proof type or intrinsically safe type. Voltage and amperage should be kept low to prevent causing arcing or sparking. Any temporary storage of fuel and flammable chemical will also be minimised to reduce chance of causing explosion or escalation of fire in the case of emergency event at nearby potentially hazardous sources, e.g. Sinopec (Ex-CRC) Oil Terminal Chai Wan. Fire extinguisher or other firefighting equipment shall be made easily accessible to on-site workers. These measures will be incorporated into the specifications for the works contract.

6.1.7. Visual and Landscape Impact

The following general mitigation measures will be implemented to alleviate the impacts during the construction phase:

- Erosion control measures should be implemented for protection of construction works and the landscape if heavy rains occur;
- Measure should be taken to store and use construction equipment and building materials where they are not visually intrusive, or easily washed away or where they produce less dust; and
- Tree protection measures should be adopted to prevent existing trees within and adjacent to the site from damages during construction.

6.1.8. *Environmental Monitoring and Audit*

To ensure that the proposed controls and mitigation measures recommended in the EIA are carried out effectively, an Environmental Monitoring and Audit (EM&A) Manual shall be drawn up. The EM&A Manual shall include the recommended monitoring and audit requirements during construction phase as well as an Implementation Schedule containing the recommended environmental mitigation measures.

6.2. OPERATION PHASE

6.2.1. *Vehicular Emission*

The subject site is bounded by Sheung Tat Street, Sheung Mau Street and Sheung On Street. Two vehicular accesses to the proposed development are planned to be located at Sheung Tat Street and Sheung On Street respectively. This arrangement will be able to disperse traffic entering/leaving the depot and avoid over-utilizing particular public concerned junctions or roads to minimise potential air quality impact to the environment. Also, the design of the covered depot will be able to confine emissions. Mechanical ventilation, as necessary, with adequately design outlet shaft will also be provided to facilitate dispersion and dilution of air pollutants.

6.2.2. *Traffic Noise Impact*

Minimal additional traffic is expected to be generated by the future operation of government complex and depot. In this connection, additional traffic noise in association with the Project is anticipated to be insignificant. Similar to the mitigation for vehicular emission, appropriately designed traffic route arrangement will also be able to minimise traffic noise to the NSRs in the vicinity, associated with the operation of the Project. Orientation and arrangement of office area of this Project, which is sensitive use, will be away from the main road as possible and subject to later design.

6.2.3. *Aerial Industrial Emission and Noise Impact*

Given the large separation distance, significant air quality impact arising from the operation at the proposed depot on the nearby air sensitive receivers is not anticipated. Gas/ exhaust extraction system and de-odourising system, if necessary, will be provided in the depot for removing vehicle exhaust and odour during operation. Also, the design of the covered workshop will be able to confine emissions; mechanical ventilation, as necessary, with adequately designed outlet shaft will also be provided to facilitate dispersion and dilution of air pollutants.

Industrial noise impact from the operation of fixed plant at the depot on the nearby Noise Sensitive Receivers is also not expected to be significant. The criteria as stipulated in the Technical Memorandum under Noise Control Ordinance will be met with appropriate noise mitigation measures adopted. Noise generated by the vehicle maintenance will be well confined in the covered depot with adequate noise screening and buffer distance from the noise sensitive receivers. Acoustic absorptive material may be incorporated into the design of the envelope and internal space of the depot, if required.

Relevant design guidelines such as Practice Notes issued by EPD and Guidelines recommended in Hong Kong Planning Standards and Guidelines (HKPSG) will also be followed in the design of the depot. No adverse air quality or noise impact is expected to arise from the daily operation of the Project.

6.2.4. *Water Quality*

The vehicle depot is designed to be fully covered in order to minimise non-point source water pollution; moreover, the design of the government complex and depot will take into account measures that can be implemented to minimise wastewater production through recycling, treatment and reuse. Wastewater for disposal to public drainage and sewer shall be appropriately treated to reduce the levels of suspended solids, oil, and grease such that the treated effluent is in compliance with the limits stipulated in the *Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Wastes* under the Water Pollution Control Ordinance. Mitigation measures such as vehicle washing facilities and petrol interceptors will be considered to prevent non-point source pollutants, e.g. debris, grease or lubricants, being carried by vehicle tyres to public roads.

6.2.5. *Waste Management*

All wastes generated shall be in compliance with the Waste Disposal Ordinance. All chemical waste will be stored properly for collection by licensed chemical waste collector for treatment and disposal. Sludge generated from the water treatment system of the vehicle cleansing will also be collected regularly and disposed of at landfill by a registered contractor with a valid sludge disposal licence.

6.2.6. *Land Contamination*

Land contamination is not anticipated provided that good practices for storage and handling of any dangerous goods and chemical wastes are being implemented properly.

In addition, in compliance with the Dangerous Goods Ordinance, licence for dangerous goods storage will be applied, as necessary and appropriate, from Fire Services Department prior to operation of the Project.

6.2.7. *Hazard*

Mechanical ventilation will be adopted and number of doors and windows facing north will be minimised to reduce the chance of smoke ingress in the event of fire and explosion at the building or nearby potentially hazardous sources, e.g. Sinopec (Ex-CRC) Oil Terminal Chai Wan. The materials used for the construction of the exterior of the building on the side facing north shall also be made non-combustible. Arrangements and facilities for the storage of any flammable goods will be in strict compliance with relevant legislation and guidelines. Storage of dangerous goods outside the building will be forbidden to prevent potential escalation of fire and explosion event. The building shall be carefully designed to allow for rapid evacuation of people in protected routes. Fire shutters should also be installed properly to block fire or smoke from getting into the evacuation routes in case of emergency. Furthermore, proper training on safety procedures and evacuation arrangement will be taken place to enhance building users' capability to handle emergencies. An emergency response plan will be adopted during the operation phase of the depot. The plan will list out emergency procedures, identify members of emergency response teams and summarise contact information of nearby potentially hazardous sources.

6.2.8. *Visual and Landscape Impact*

The following mitigation measures are to be considered for the operational phase:

- Proper arrangement of building blocks and provision of appropriate building height profiles;
- Tree transplanting and compensatory planting will mitigate the impact on the existing tree;
- Aesthetic design using green envelope comprising green roof and green garden will be taken as design consideration to enhance the greening and screening effect.

6.3. **POSSIBLE SEVERITY, DISTRIBUTION AND DURATION OF ENVIRONMENTAL EFFECTS**

The Project will involve the construction and operation of a vehicle depot-cum-office building. It is anticipated that most potential environmental impacts identified will be last for the duration of the construction period, and be temporary and localised. With the implementation of appropriate mitigation measures, there will have no adverse environmental impacts induced from the Project.

6.4. **PUBLIC CONSULTATION**

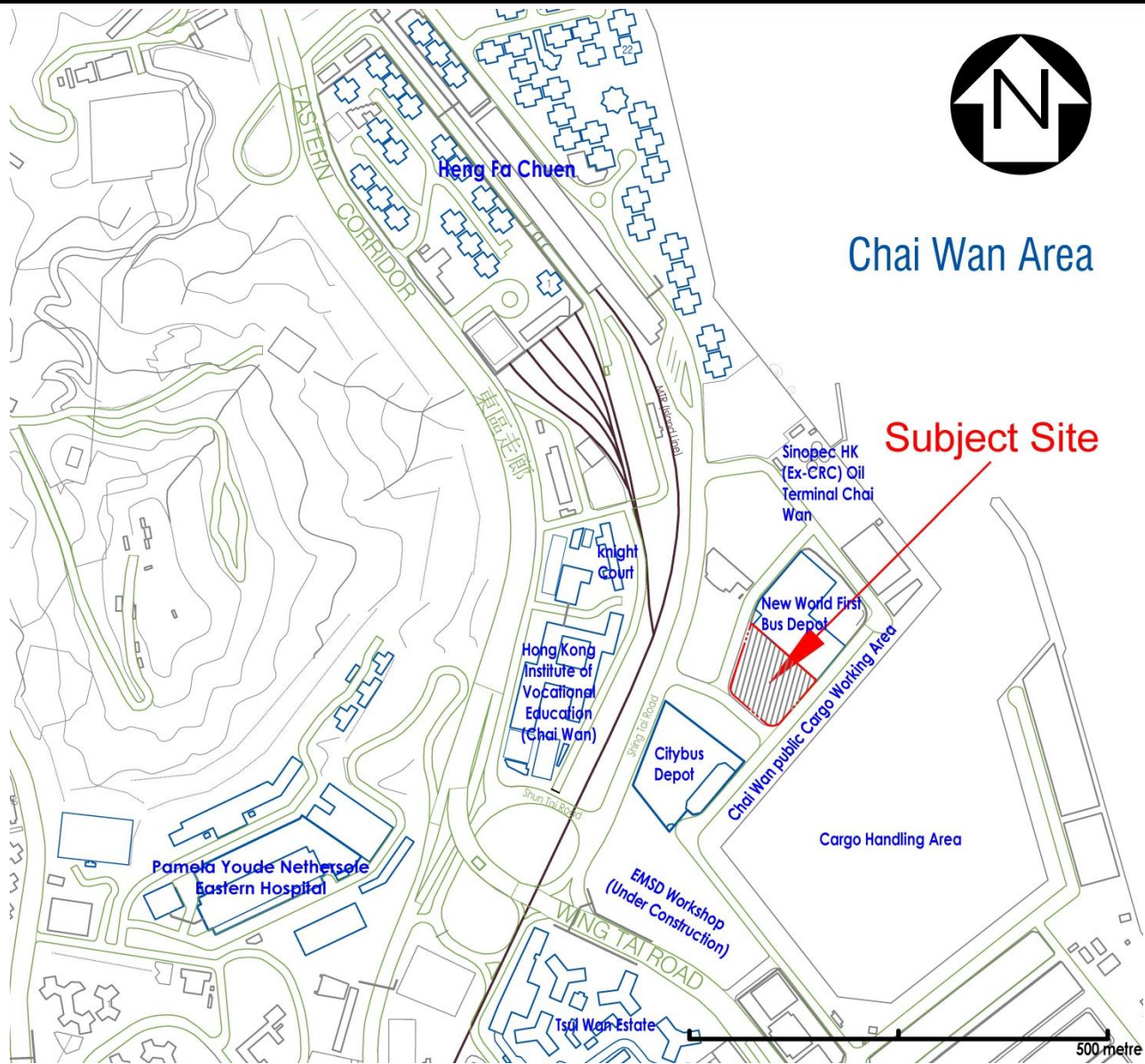
The progress of this project has been regularly discussed at the meetings of District Facilities Management Committee (DFMC) of the Eastern District Council. From 2012 to 2013, this

project has been discussed 4 times at the meetings of DFMC. Agenda, progress report, and minutes of the meetings are available for public access on the website of Eastern District Council. In particular, potential odour issue has been raised out during public engagements in DFMC meeting. Further public consultations will be carried out in subsequent stages of the project.

7. USE OF PREVIOUSLY APPROVED EIA REPORTS

No previous EIA report has been approved or submitted for this project. The following approved EIA reports will be used as references in the Study.

1. EIA Report for EMSD Hong Kong Workshop at Sheung On Street, Chai Wan
(EIA Register No. AEIAR-168/2012, approved in July 2012)
2. EIA Report for Headquarter and Bus Maintenance Depot in Chai Wan
(EIA Register No. AEIAR-045/2001, approved in March 2001)
3. EIA Report for New World First Bus Permanent Depot at Chai Wan
(EIA Register No. AEIAR-029/2000, approved in January 2000)



CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET, CHAI WAN

EIA PROJECT PROFILE

SITE LOCATION PLAN

Figure No.

1

Rev.:

2

Scale

NTS

Date

01/14

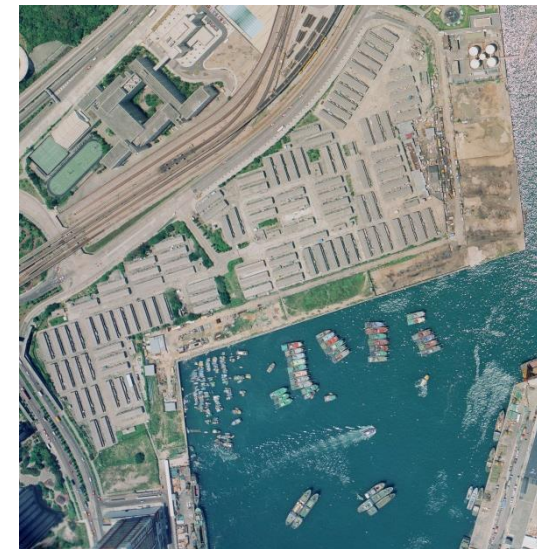




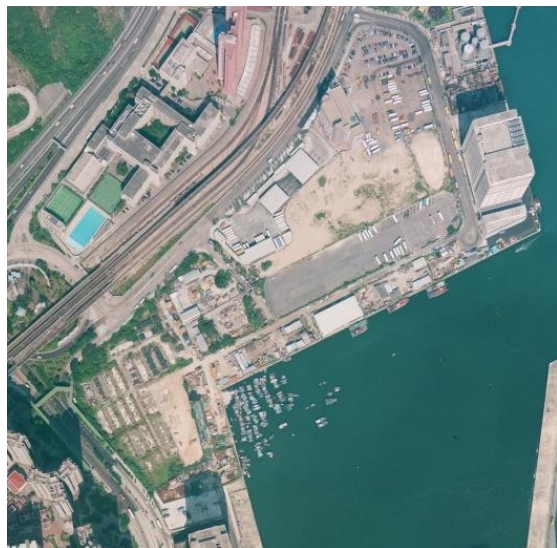
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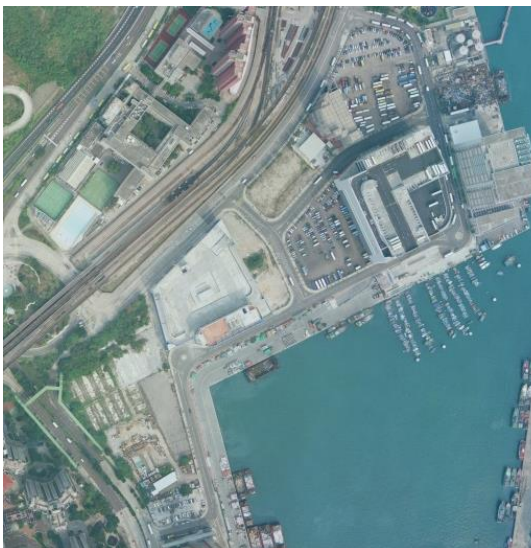
15th Aug 1989



5th May 1994



3rd Nov 1999



4th March 2004



1st June 2013

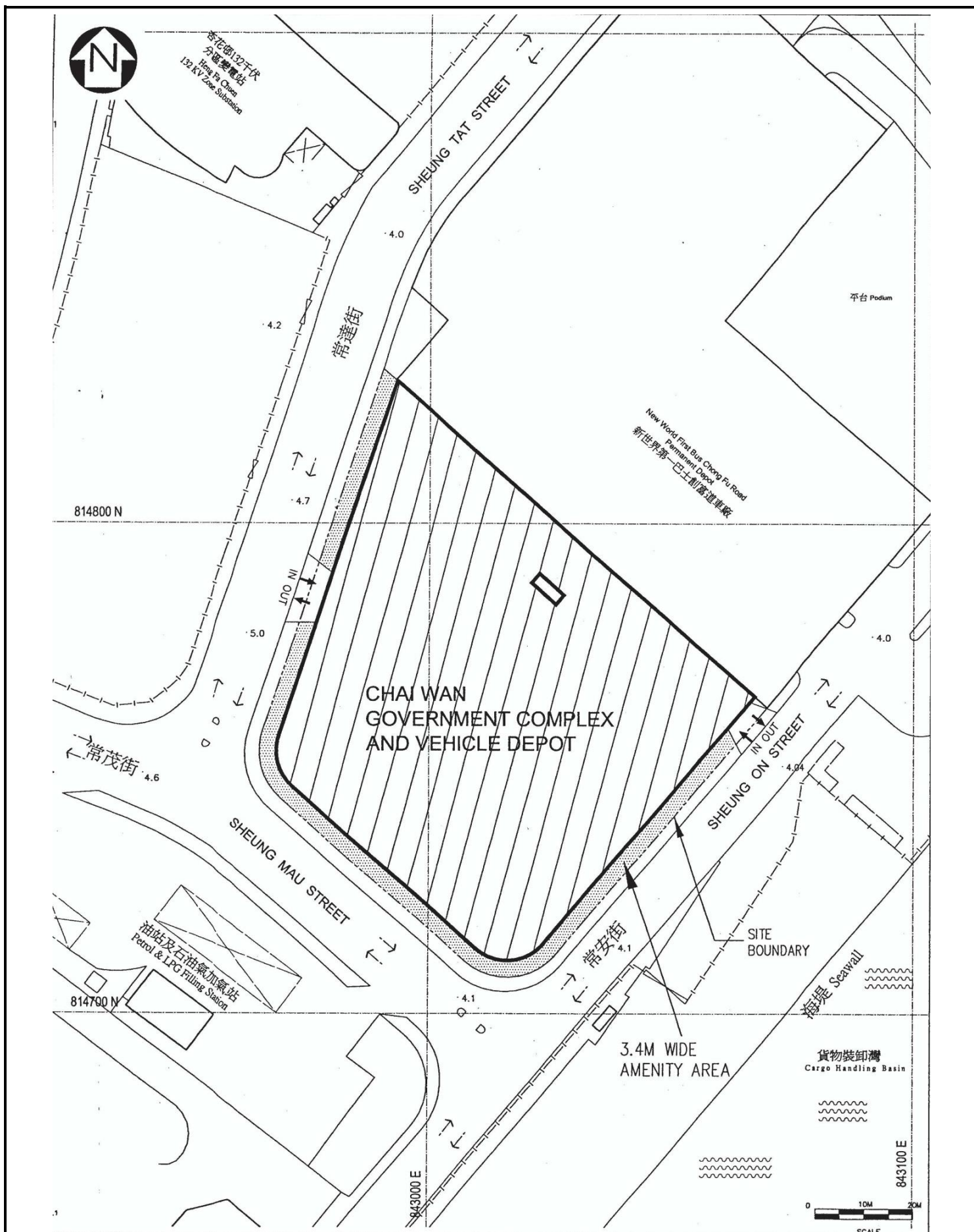
CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET, CHAI WAN

EIA PROJECT PROFILE

AERIAL PHOTOS

Figure No.	Rev.:
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Scale	Date
NTS	09/13





CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET,
CHAI WAN
EIA PROJECT PROFILE
SITE LAYOUT PLAN

Figure No.

3

Rev.:

0

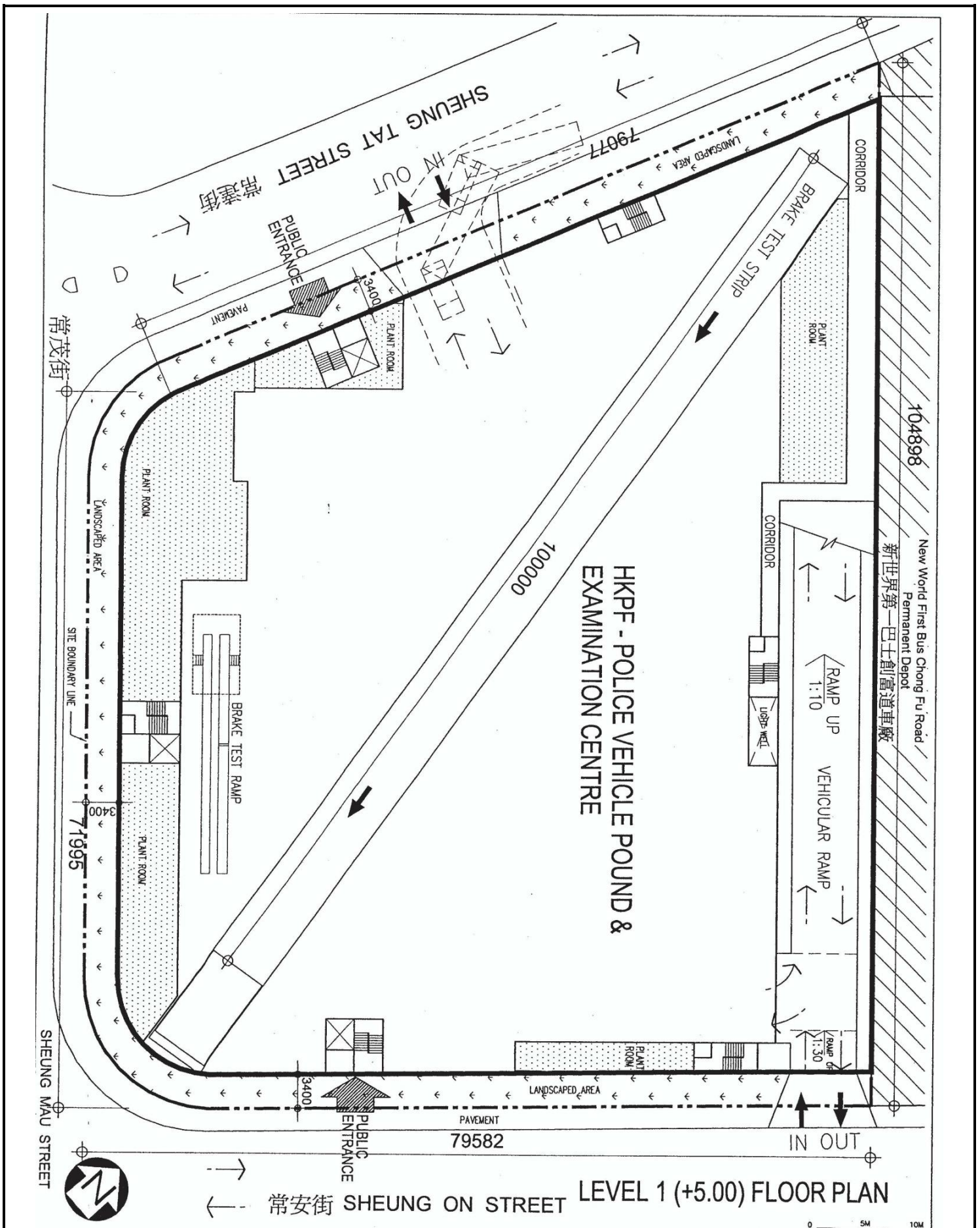
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05/13





CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET,

CHAI WAN

EIA PROJECT PROFILE

LEVEL 1 PRELIMINARY FLOOR PLAN

Figure No.

4a

Rev.:

0

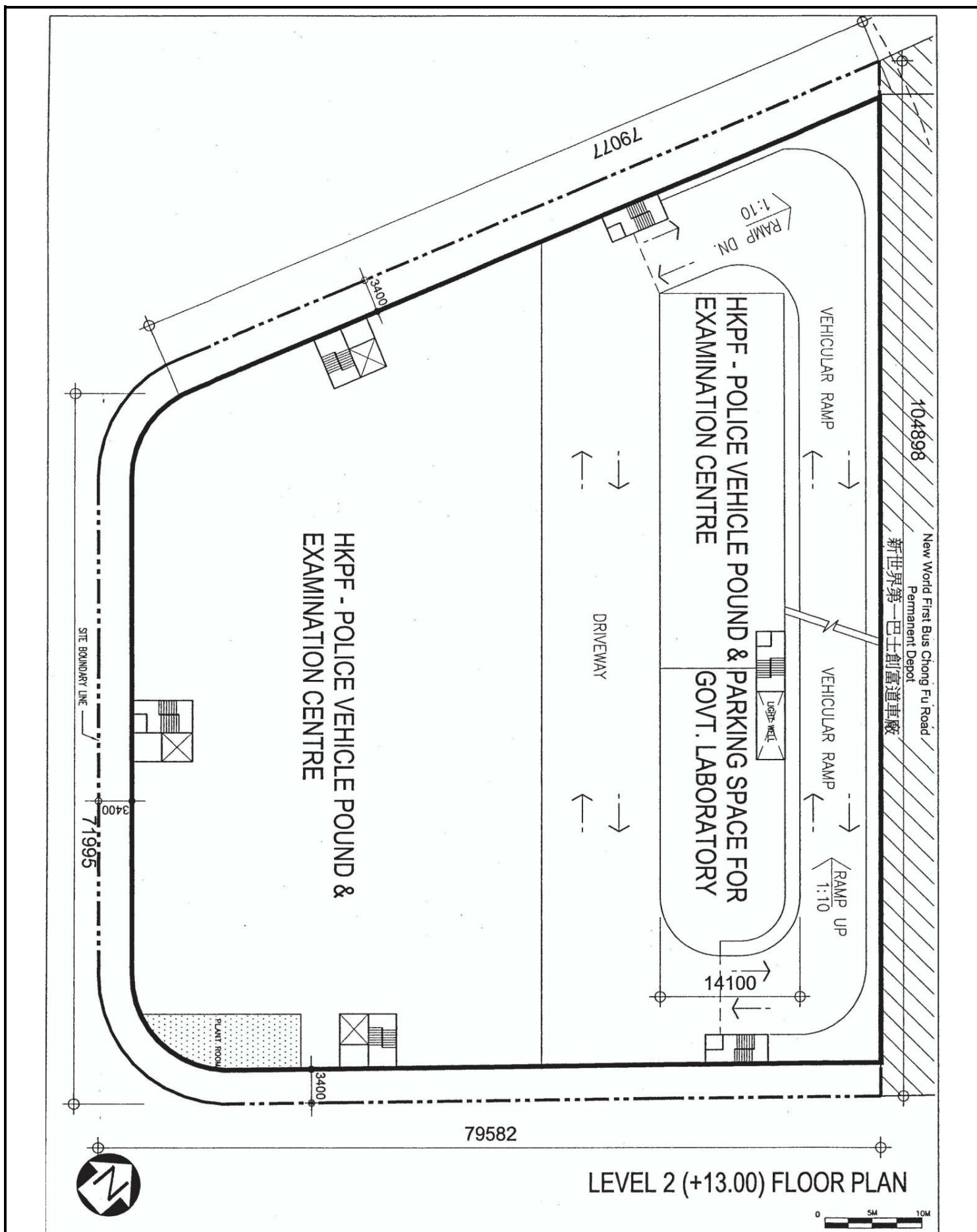
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Date

05/13





CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET,

CHAI WAN

EIA PROJECT PROFILE

LEVEL 2 PRELIMINARY FLOOR PLAN

Figure No.

4b

Rev.:

0

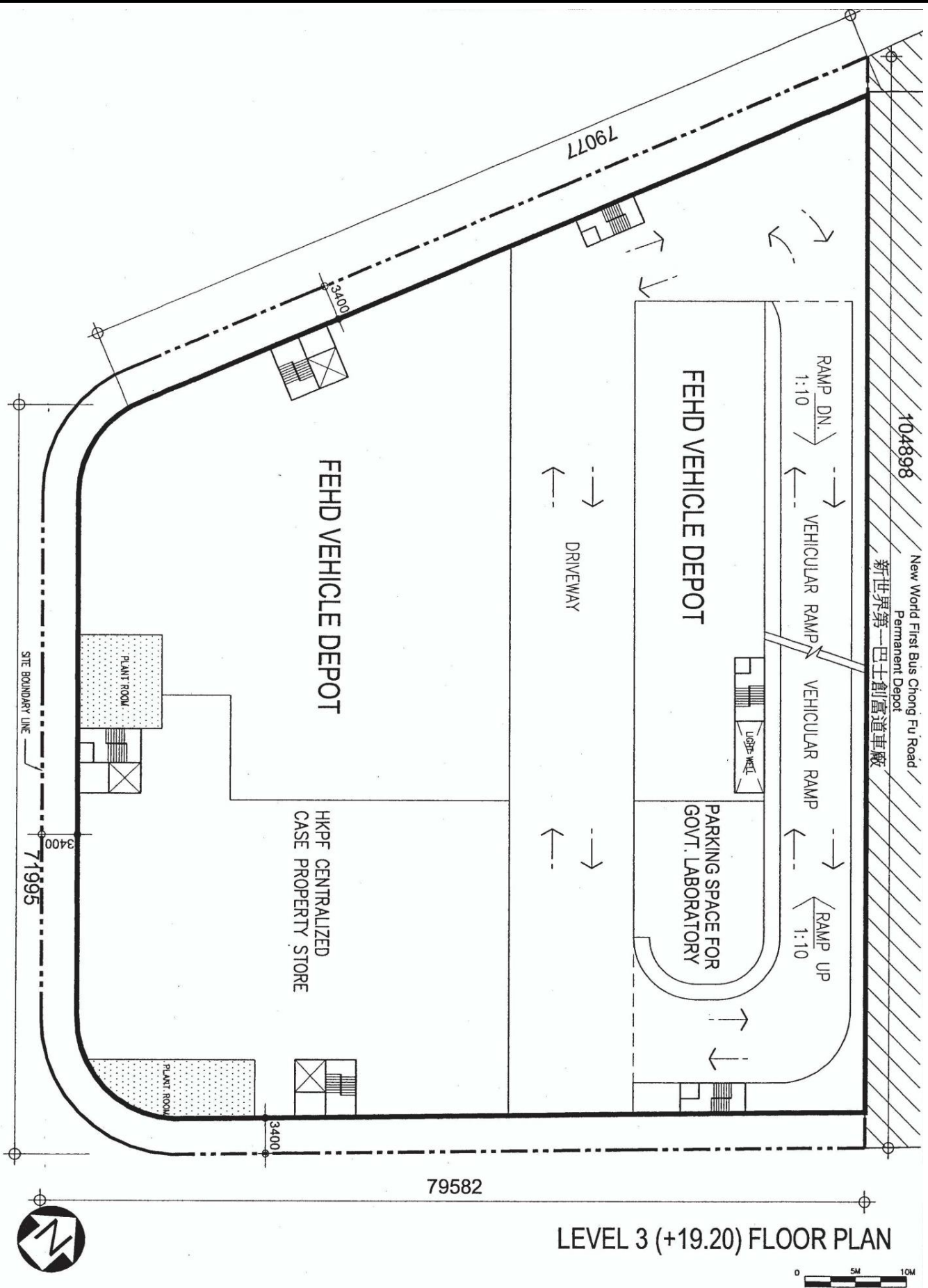
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Date

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CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET,
CHAI WAN
EIA PROJECT PROFILE
LEVEL 3 PRELIMINARY FLOOR PLAN

Figure No.

4c

Rev.:

0

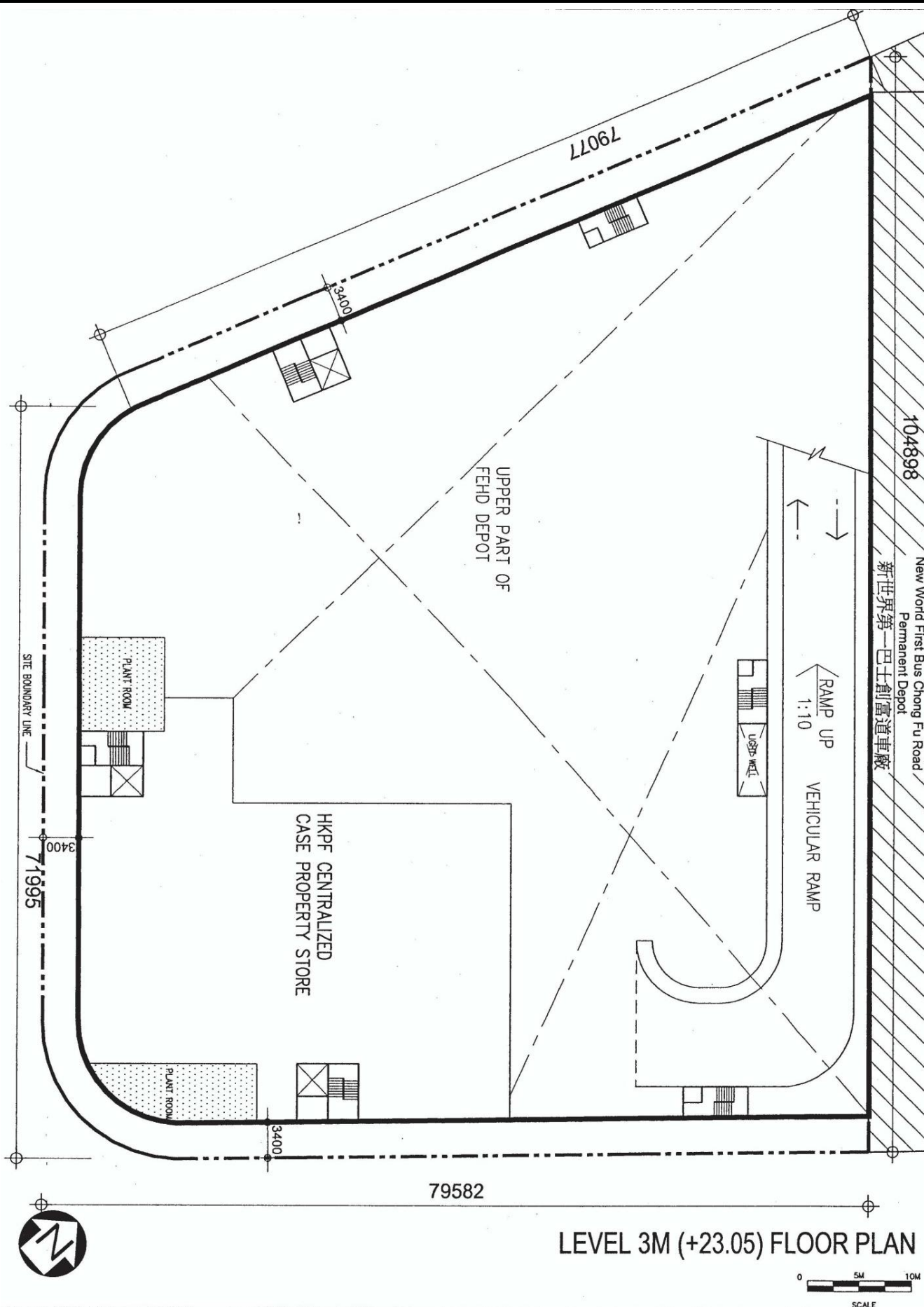
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Date

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LEVEL 3M (+23.05) FLOOR PLAN

CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET,
CHAI WAN
EIA PROJECT PROFILE
LEVEL 3M PRELIMINARY FLOOR PLAN

Figure No.

4d

Rev.:

0

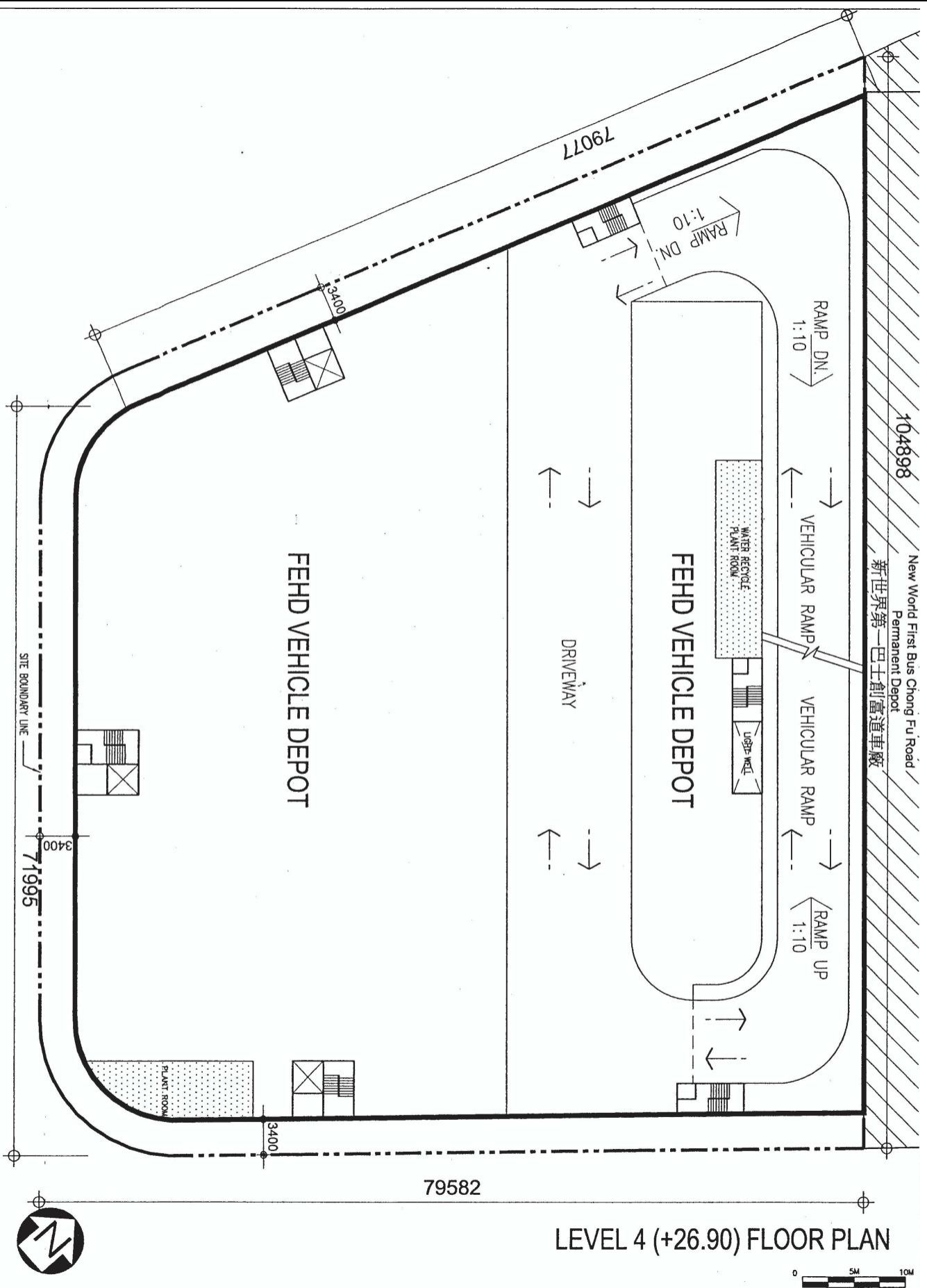
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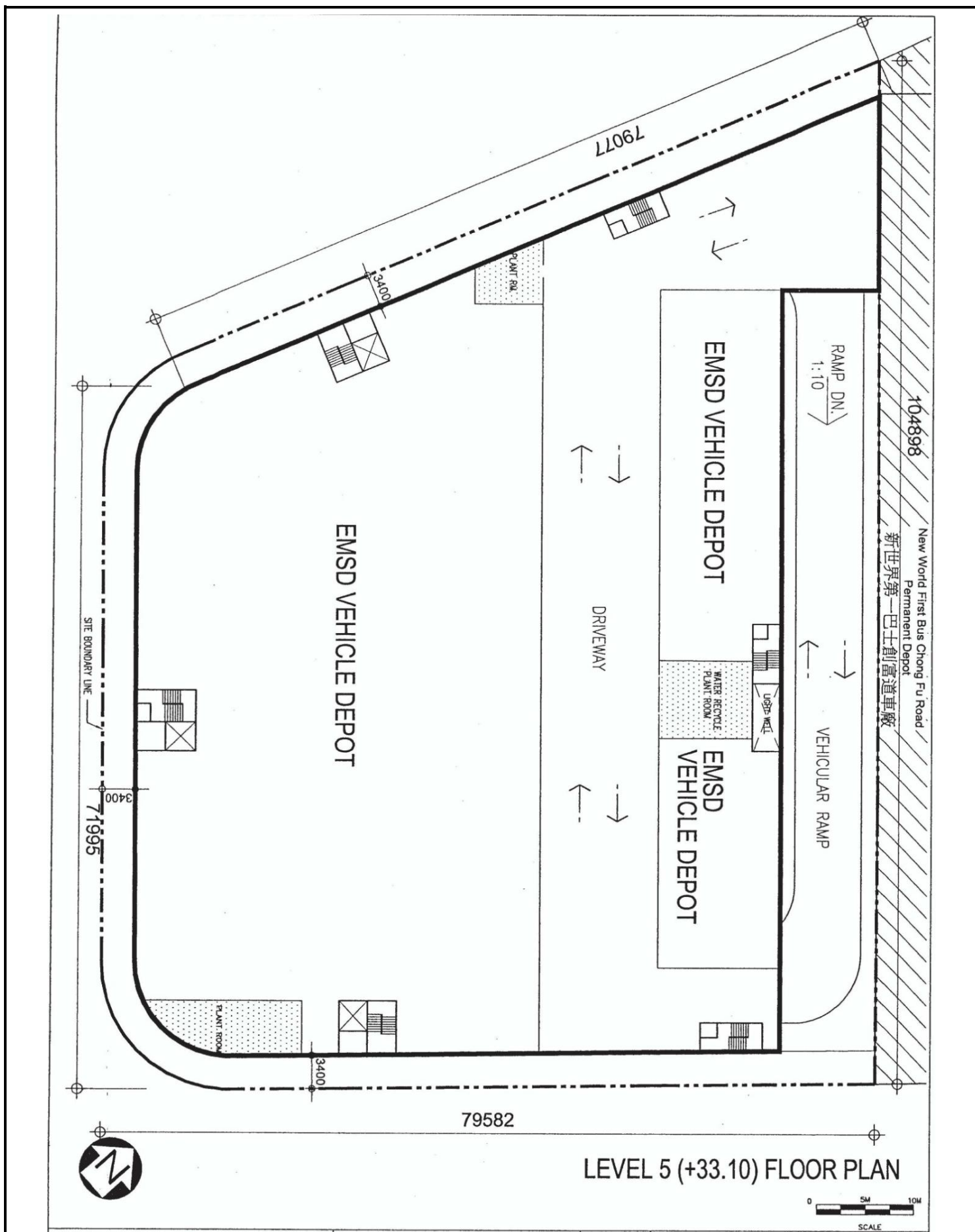


New World First Bus Chong Fu Road
Permanent Depot
新世界第一巴士創富道車廠

CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT AT SHEUNG TAK STREET,
CHAI WAN
EIA PROJECT PROFILE
LEVEL 4 PRELIMINARY FLOOR PLAN

Figure No.	Rev.
4e	0
Scale	Date
NTS	05/13





CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT A SHEUNG TAK STREET,

CHAI WAN

EIA PROJECT PROFILE

LEVEL 5 PRELIMINARY FLOOR PLAN

Figure No.

4f

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0

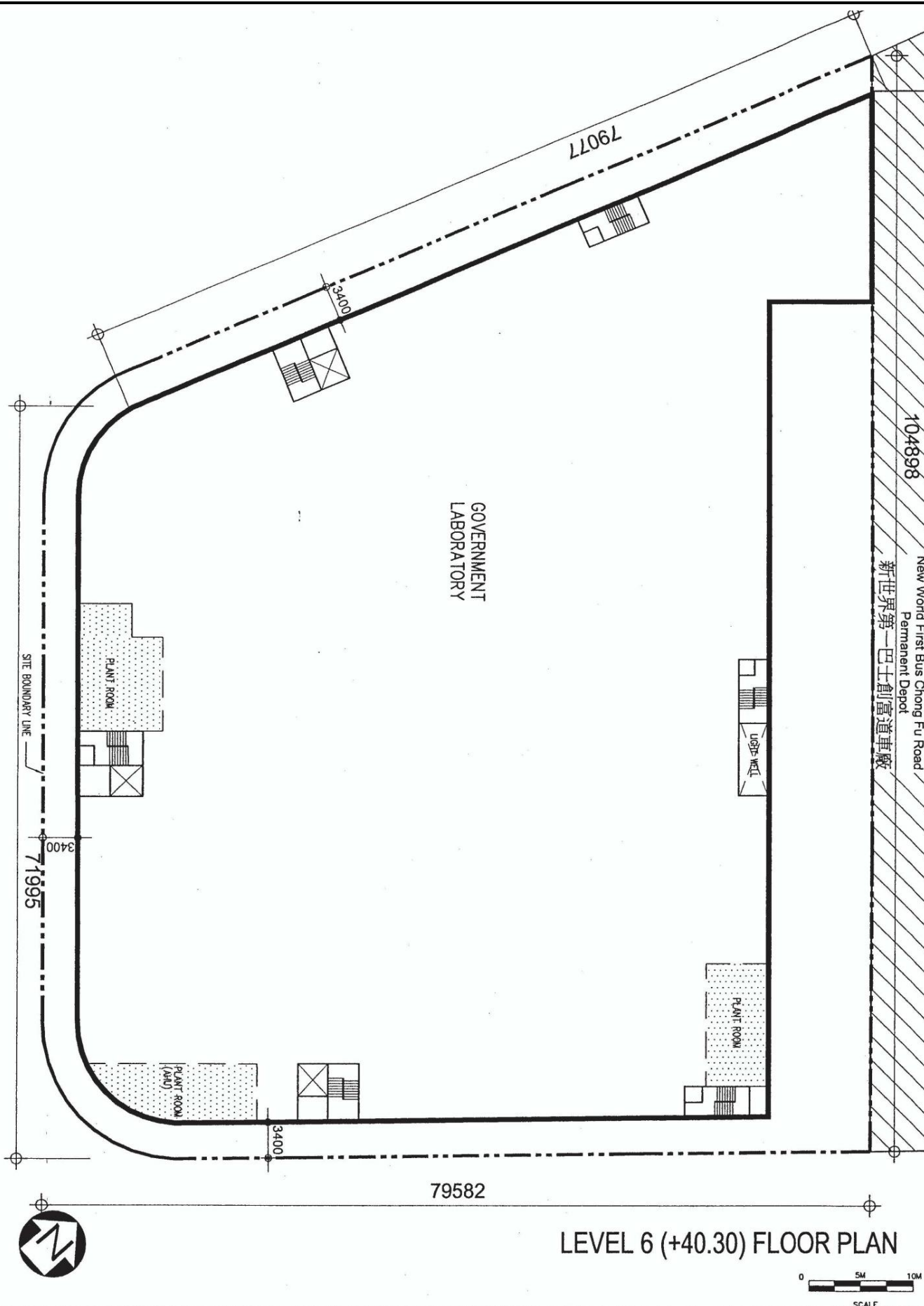
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Date

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CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT A SHEUNG TAK STREET,
CHAI WAN
EIA PROJECT PROFILE
LEVEL 6 PRELIMINARY FLOOR PLAN

Figure No.

4g

Rev.:

0

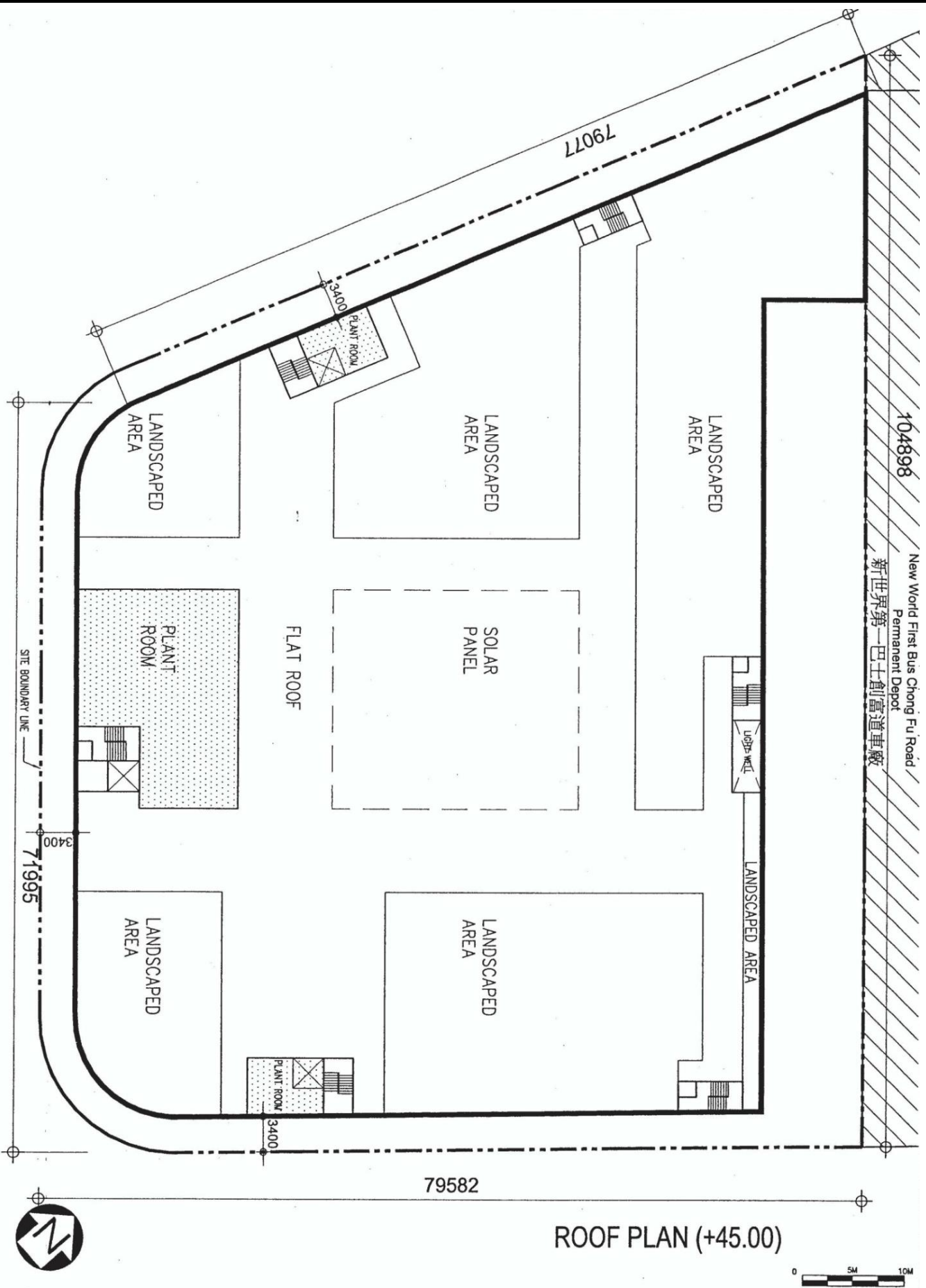
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Date

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ROOF PLAN (+45.00)

CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT A SHEUNG TAK STREET,
CHAI WAN
EIA PROJECT PROFILE
PRELIMINARY ROOF FLOOR PLAN

Figure No.

4h

Rev.:

0

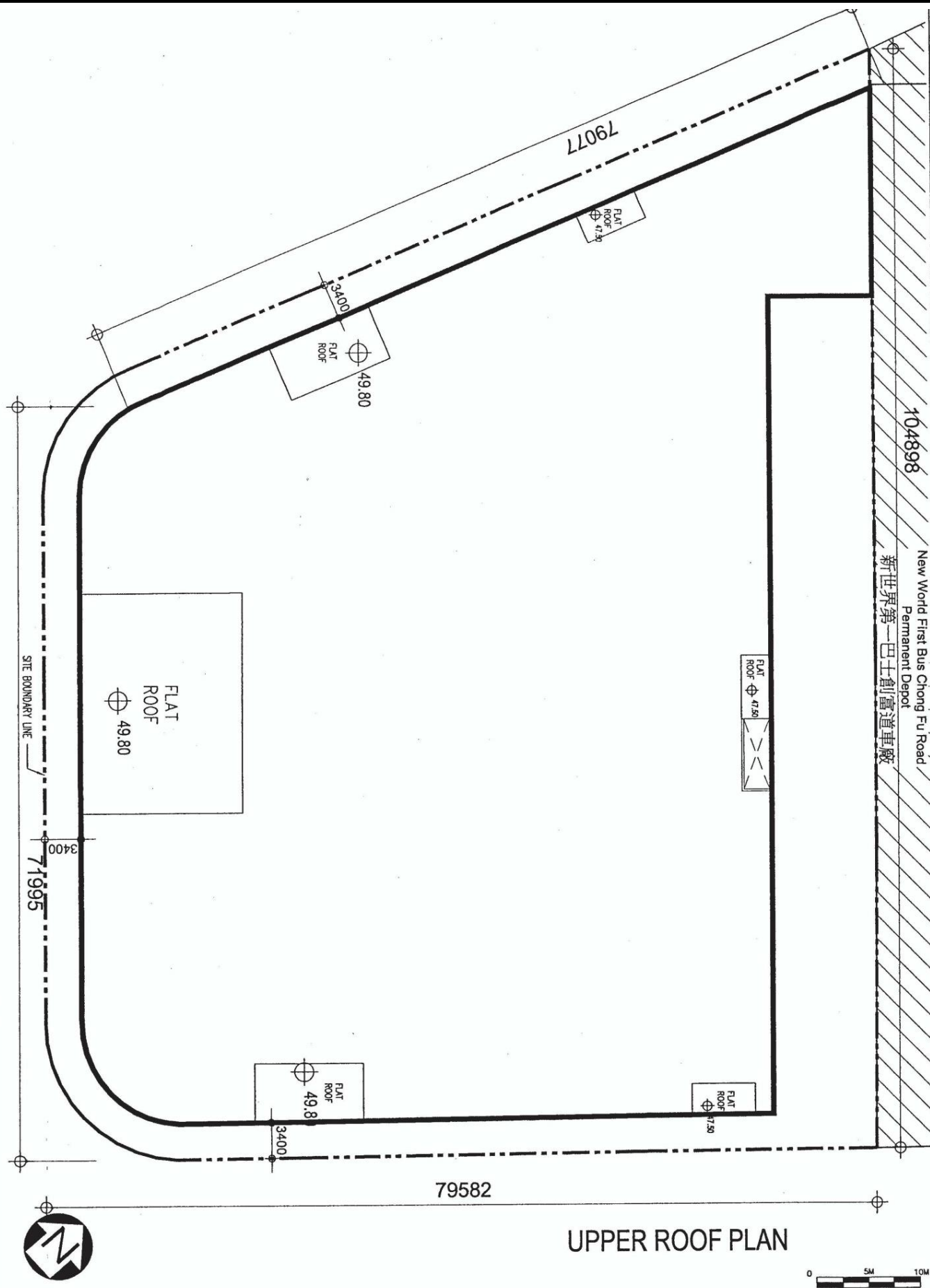
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Date

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CHAI WAN GOVERNMENT COMPLEX AND VEHICLE DEPOT A SHEUNG TAK STREET,
CHAI WAN
EIA PROJECT PROFILE
PRELIMINARY UPPER ROOF FLOOR PLAN

Figure No.

4i

Rev.:

0

Scale

NTS

Date

05/13



