

Airport Authority Hong Kong

Water Recreation and Yacht Bay Development Project Profile

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Job number 288521

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1 Basic Information

1.1 Project Title

1.1.1.1 Water Recreation and Yacht Bay Development (hereinafter referred to as the Project).

1.2 Purpose and Nature of the Project

1.2.1.1 In the 2024 Policy Address, the Government will plan with the Airport Authority Hong Kong (AAHK) for expanding the scale of the Airport City by more than double, building a new, world-leading landmark in the bay area among the Airport Island, the Hong Kong Port (HKP) Island of the Hong Kong Zhuhai-Macao Bridge (HZMB) and the Tung Chung East New Town. New projects will be developed to promote high-end commercial, tourist and leisure activities. The Project, is one of the initiatives under the 2024 Policy Address, which aims to contribute to developing a world-class Airport City.

1.2.1.2 Various developments at the vicinity of the Project, such as the Three-runway System (3RS), Airportcity Link (ACL), Airport Tung Chung Link (ATCL), 11 SKIES, AsiaWorld-Expo Phase 2 and other airport-related developments on the HKP, are currently in progress to fulfil the Airport City vision. The Project, which proposes to develop a yacht bay with ancillary facilities, will promote high-end commercial, tourist and leisure activities, and further consolidate Hong Kong International Airport (HKIA)'s role as an international aviation hub.

Consolidating HKIA's Status as an International Aviation Hub

1.2.1.3 Further strengthening multi-modal connectivity is a pivotal strategy for HKIA to reinforce its status as an international aviation hub. HKIA has been developed with an intricate multi-modal network to connect to major Greater Bay Area (GBA) destinations and the world. Capitalising the strategic geographical location, HKIA is currently supported by an intricate multi-modal network including cross-boundary coaches, limousine services and high-speed ferries at the SkyPier Terminal. Yet, the current air-marine connectivity is to provide point-to-point ferry services for transit passengers at the SkyPier Terminal. The Project will expand the air-marine transport network to include more transit passengers other than those using the ferry services.

Airport City as a Destination for All

1.2.1.4 There are opportunities to offer the Airport City as an attractive destination by translating into planning directions through supplementing multi-faceted land uses, including tourism, retail, and leisure development in the surrounding areas of the HKIA. AAHK has been actively advancing several SKYCITY plans, including the 11 SKIES – Hong Kong's largest world-class 'retailtainment' and cultural tourism destination, anticipated for commencement in phases starting from the second half of 2025, as well as future potential developments at the Airport Island and the HKP.

1.2.1.5 On top of these planned developments, the Project shall diversify leisure and tourism opportunities, fostering a marine lifestyle destination for locals and overseas visitors. The provision of marina relevant and water park facilities shall complement the offerings of the Airport City, shaping the HKIA as a destination for all.

Injecting Vibrancy into Regional and Local Tourism

1.2.1.6 The 14th Five-Year Plan and GBA Outline Development Plan advocate the development of marine leisure and coastal yachting tourism. With the emerging air-ocean tourist market in the GBA, and rising interests in cross-boundary pleasure vessel visits, the Project shall enhance marine leisure and coastal yacht tourism and inject vibrancy into the regional leisure and tourism industry. From a local perspective, the Project shall complement recreation components and widen the tourism spectrum of Lantau, synergising with the vision of promoting high-end commercial, tourist and leisure activities as supported in the 2024 Policy Address.

1.3 Name of Project Proponent

1.3.1.1 The Project Proponent is Airport Authority Hong Kong.

1.4 Location and Scale of Project and History of the Site

1.4.1 Location and Scale of Project

1.4.1.1 The location and tentative layout of the Project are shown in **Figure 1.1**.

1.4.1.2 The Yacht Bay is an open water bay area of approximately 200 hectares in size. Located strategically along the North Lantau Coast, the area is endowed with an extensive coastline that will be highly visible from both the HKIA and the Tung Chung New Town. To the west of the Yacht Bay is the Airport Island. To the north of the Yacht Bay is the HKP, which is envisioned to support airport-related development and contribute to creating an extension of the Airport City in the North Lantau area.

1.4.1.3 The Project comprises marine-side and landside facilities. The marine-side facilities of the Project include (i) berthing and mooring facilities including floating pontoons and shoreside connections (e.g. gangways and fixed ramps); (ii) Water Park, which comprises a cable wake park, inflatable park and motorised/ non-motorised water sports activities; and (iii) water recreation area at TCE. The landside facilities include the (i) Landside Support for Water Park on the HKP, and (ii) Marina Club and Commercial Use with Ancillary Car Park (referred as ‘Marina Club’ hereafter) and (iii) Dry Dock Storage and Berth Maintenance at Tung Chung East (TCE).

Berthing and Mooring Facilities

1.4.1.4 The Project includes a number of berthing and mooring facilities, including **HKP East Mooring Space** for about 20 to 30 yachts of larger size (ranging from 40m to 70m in length) to the east of HKP, **HKP South Berthing Facility** for about 450 to 470 yachts of middle size (ranging from 20m to 60m in length) to the south of HKP, and **TCE Marina** for about

60 to 70 yachts of smaller size (less than 20m in length). Sections of breakwaters are proposed to provide shelter to the HKP South Berthing Facility and TCE Marina. HKP South Berthing Facility and TCE Marina are located more than 1 km away from the North Lantau Marine Park and The Brothers Marine Park to minimise the disturbance.

- 1.4.1.5 HKP East Mooring Space is intended to serve yachts of larger size, which will require greater water depth for mooring and navigation. To avoid massive dredging to achieve desirable water depth, the areas that could meet the water depth requirement within the Yacht Bay have been identified. However, these sites are constrained by other factors, including the limited headroom from the Tuen Mun – Chek Lap Kok Link, navigation safety along the Tung Chung Buoyed Channel and the channel to the west of HKP, and potential ecological impacts to marine parks (i.e. the North Lantau Marine Park and The Brothers Marine Park). The proposed location of the HKP East Mooring Space has been optimised to strike a balance between engineering constraints, navigation safety and environmental friendliness.
- 1.4.1.6 In addition, the Marina Club to be developed at TCE will include commercial facilities such as shops, services, and eating places, leveraging retail and leisure opportunities at TCE. Dry Dock Storage and Berth Maintenance are also proposed at TCE to support boat repair and maintenance for the vessels at the proposed berthing facility at the TCE Marina.

Water Park

- 1.4.1.7 To establish a unique destination for leisure and tourism opportunities, a Water Park of approximately 150 hectares in size is proposed at HKP South. This includes (1) a Cable Wake Park, offering cable wakeboarding facilities for beginners and advanced players, (2) an Inflatable Park catering to family-friendly and various users, (3) other non-motorised water recreational activities; and (4) motorised water sports activities. The area designated for (4) motorised water sports activities will be delineated by floating buoys to ensure safety of the users of the rest of the Water Park area and the vessels to and from the HKP South Berthing Facility. A Landside Support for Water Park is also proposed at HKP.

Shuttle Boat and Transit Boat Services

- 1.4.1.8 To create synergistic effects between the proposed facilities at HKP and TCE, shuttle boat services are proposed to ply between HKP South and TCE Marina, with a stop-over at the Water Park to enhance user experiences of recreational activities, as well as connectivity between TCE and HKP. Transit boat services designated for Marina Club users are also proposed for navigating between TCE Marina, HKP South Berthing Facility, and HKP East Mooring Space. Designated landing platforms are proposed for boarding/disembarkation of boats. The tentative stops and routes of shuttle boats and transit boats are shown in **Figure 1.2**.

- 1.4.1.9 The major works for the Project include the followings:
- Provision of berthing and mooring facilities with shoreside connections;
 - Provision of landing platforms and floating pontoons at HKP South Berthing Facility and TCE Marina;
 - Provision of water sports facility at Water Park and water recreation area at TCE

Marina;

- Provision of Landside Support for Water Park, Dry Dock Storage and Berth Maintenance, and Marina Club;
- Construction of pile, guide piles and mooring dolphins for marine-side facilities;
- Modification of or addition to the existing seawalls for shoreside connections at HKP South Berthing Facility and TCE Marina;
- Construction of breakwaters (foundations to be constructed by non-dredge method as far as practicable);
- Dredging works at HKP South Berthing Facility and TCE Marina to provide sufficient water depth for pleasure vessels access (see **Figure 1.3**), the extent of dredging will be estimated in the design stage; and
- Construction of foundation and superstructures for landside facilities.

1.4.2 History of the Site

1.4.2.1 The Project is largely located at open sea with landside facilities located on the reclaimed land. The reclaimed HKP, where the Landside Support for Water Park is located on, was commissioned in 2018¹. The TCE reclamation area, where the Marina Club and Dry Dock Storage and Berth Maintenance are located on, has substantially been completed in 2023².

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

1.5.1.1 The Project would consist of various Designated Projects (DPs) under Part I, Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO), listed in **Table 1.1**. This list may not be exhaustive and may be updated in the course of the EIA Study.

Table 1.1 List of Designated Projects

Item No.	Designated Project	Remarks
C.1	Reclamation works (including associated dredging works) more than 5 ha in size.	<ul style="list-style-type: none">• The cumulative area of reclamation works of the Project will be up to 22ha (> 5ha), which include the following:<ul style="list-style-type: none">○ the column/piles/foundation construction (<1ha);○ the floating pontoons formation (approximately 6ha); and○ breakwaters construction (including their foundations) below the line of the high
C.2 (1) (a)	Reclamation works (including associated dredging works) that are of more than 1 ha in size, and a boundary of which is less than 500 m from the nearest boundary of an existing specified area that is wholly situated on or over any foreshore and sea-bed.	

¹ Highways Department, the Government of the HKSAR (n.d.). *Hong Kong Port*. Retrieved August 30, 2024, from https://www.hyd.gov.hk/en/our_projects/road_projects/hzmb_projects/hkbcf/index.html

² Civil Engineering and Development Department, Development Bureau, the Government of the HKSAR. (n.d.). *Project Progress – Tung Chung East*. Retrieved August 30, 2024, from https://www.tung-chung.hk/project_progress_tce.php

Item No.	Designated Project	Remarks
		<p>water mark (up to 15ha).</p> <ul style="list-style-type: none"> The Project is located at about 50m and 560m away from The Brothers Marine Park and the North Lantau Marine Park respectively.
C.12 (1) (a)	A dredging operation with a dredging volume of more than 500,000m ³ .	<ul style="list-style-type: none"> Dredging works of about 2Mm³ will be required during construction phase to provide sufficient water depth for the pleasure vessels to enter and berth at the HKP South Berthing Facility and TCE Marina (see Figure 1.3 for the tentative extent). The exact dredging volume will be subject to findings in the design stage of the Project.
O.2	A marina designed to provide moorings for more than 30 vessels used primarily for pleasure or recreation.	<ul style="list-style-type: none"> The Project will provide mooring and berthing facilities (i.e. HKP East Mooring Space, HKP South Berthing Facility and TCE Marina). HKP East Mooring Space and HKP South Berthing Facility will operate as a nature of marina, which provide overnight moorings for pleasure vessels. The proposed mooring and berthing facilities of the Project will provide for more than 30 vessels for pleasure or recreation. The exact number of vessels will be estimated in the design stage of the Project.
O.8	A theme park or amusement park with a site area of more than 20 ha in size.	<ul style="list-style-type: none"> A Water Park of approximately 150 ha in size is proposed, subject to findings in the design stage of the Project.

Note:

- [1] The project information in this table is based on preliminary design, which will be subject to findings in the design stage of the Project.

1.5.1.2 In addition, the Project proposes tentatively construction of 4 sections of breakwaters with a total length of 1.7km, as shown on tentative layout plan in **Figure 1.1**. Although each section of the proposed breakwaters is shorter than 1km, the exact length of the proposed breakwater will be subject to findings in the design stage of the Project, which may constitute to the following DP element under Part I, Schedule 2 of the EIAO: C.4: A breakwater more than 1 km in length or a breakwater extending into a tidal flushing channel by more than 30% of the channel width.

1.6 Name and Telephone Number of Contact Person

1.6.1.1 All enquiries regarding the Project can be addressed to:

HKIA Tower, 1 Sky Plaza Road,
Hong Kong International Airport
Lantau, Hong Kong

Mr. Collin Chan [Airport Authority's Representative]
Tel.: 5126 2780
Fax: 2182 1773
Email: airportbay@hkairport.com

2 Outline of Planning and Implementation Programme

2.1 Project Implementation

2.1.1.1 The Project Proponent has appointed a consultant to conduct the EIA. The Project will be implemented by relevant professionals throughout the planning, design, construction and implementation stages, whilst the construction works will be carried out by qualified contractors to be appointed under works contracts.

2.2 Project Timetable

2.2.1.1 The construction works of the Project will tentatively commence in 2028. The construction works will proceed concurrently with site formation and dredging, and the site formation and dredging works are anticipated to be completed in 2029. Subject to the appointment of an operator and the contractors, the construction of the remaining works will be completed in phases for commencement of operation in 2031.

2.3 Potential Interface with Other Projects

2.3.1.1 Major potential projects that will have interface with the Project are identified and listed below:

- Airport Tung Chung Link (ATCL) Project;
- Expansion of Hong Kong International Airport into a Three-Runway System (3RS);
- Tung Chung New Town Extension (TCNTE);
- Tung Chung Line Extension (TCLE);
- SKYCITY;
- SkyPier Terminal (formerly known as Intermodal Transfer Terminal (ITT));
- SkyPier Terminal Bonded Bridge (formerly known as Intermodal Transfer Terminal - Bonded Vehicular Bridge and Associated Roads (ITT-BVB));
- Airportcity Link (ACL) (formerly known as Airport City Link);
- East Coast Support Area (ECSA);
- Developments at HKP;
- Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port (HKP) (formerly known as Hong Kong Boundary Crossing Facilities); and
- Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR).

2.3.1.2 The list should be re-visited during the EIA stage to ensure all the latest projects available from the respective stakeholders are incorporated. Any cumulative impacts from these

concurrent projects during both construction and operational phases of the Project, would be identified and addressed as appropriate.

3 Possible Impacts on the Environment

3.1 General

- 3.1.1.1 It is anticipated that the construction of the Project would involve both marine-based construction works and land-based construction works. Marine-based construction works include dredging works, marine piling works and reclamation works for breakwaters construction (including their foundations construction by non-dredge method as far as practicable), whilst land-based construction works include site formation, minor excavation with limited backfilling, substructure/superstructure works, stockpiling of materials, and loading and unloading dusty materials, etc.
- 3.1.1.2 The operation of the Project would involve the operation of the berthing and mooring facilities, Water Park and associated landside facilities as mentioned in **Section 1.4**.
- 3.1.1.3 The potential impacts arising from the construction and operation of the Project are discussed in following sections. Relevant prevailing legislations and guidelines would be considered during the EIA stage to assess potential environmental impacts.

3.2 Air Quality

3.2.1 Construction Impact

- 3.2.1.1 Potential dust impact generated from land-based construction works such as site formation, minor excavation with limited backfilling, minor walkway paving, stockpiling of materials, loading and unloading dusty materials and wind erosion of open area, would not be significant, given the small scale of landside facilities. Also, marine-based construction works are unlikely to generate fugitive dust. Besides, emission from Non-road Mobile Machinery (NRMM) is expected to be insignificant with good site practices. Induced emission from construction trucks and marine construction vessels may lead to potential air quality impact, which shall be assessed during the EIA stage. Potential cumulative air quality impact from all emission sources within 500m assessment area shall be assessed during the EIA stage to ensure compliance with relevant standards. Implementation of suitable practice and mitigation measures (see **Section 5**) would be considered to control the potential impact on Air Sensitive Receivers (ASRs) in the vicinity of the Project within relevant standards.
- 3.2.1.2 Besides, dredging works will be required during construction phase. Potential odour impact from the dredged sediment is anticipated.

3.2.2 Operational Impact

- 3.2.2.1 Potential air quality impact due to marine emission from the induced vessel movements from the proposed marine-side facilities, including the TCE Marina, HKP South Berthing Facility, HKP East Mooring Space and the designated area for motorised water sports activities, is anticipated. As these facilities are managed by AAHK and/or its agent, possible management measures could be considered to minimise the potential induced air quality impact on ASRs in the vicinity of the Project. Potential induced vehicular traffic and potential emission from

boat repair and maintenance for vessels at the proposed berthing facility at the TCE Marina shall be assessed if any during the EIA stage. No emission for the remaining facilities of the Project is anticipated. Potential cumulative air quality impact from all emission sources within 500m assessment area shall be assessed during the EIA stage to ensure compliance with relevant standards.

3.3 Noise

3.3.1 Construction Impact

3.3.1.1 Based on latest information, there are only planned Noise Sensitive Receivers (NSRs) at TCE that rely on opened windows for ventilation within 300m assessment area of the Project boundary. During the construction phase, construction noise would be generated by various construction works, such as operation and use of powered mechanical equipment (PME). The extent and significance of construction noise impact would depend on the scale of construction works, number of PME in operation, duration of construction works, etc. Mitigation measures could be considered where necessary to minimise the noise impact during construction phase. With proper implementation of mitigation measures, adverse construction noise impact is not expected. The potential noise impact during the construction phase of the Project would be assessed during EIA stage to ensure compliance with relevant standards.

3.3.2 Operational Impact

3.3.2.1 As mentioned above, there are only planned NSRs at TCE within 300m assessment of the Project boundary. Potential marine traffic noise impact due to the induced vessel movements from the proposed marine-side facilities is anticipated. In addition, the major proposed fixed noise sources at the proposed TCE Marina include vessel operation, dry dock storage, berth repair and maintenance, possible open air car park and the ventilation systems of the proposed landside facilities. Besides, there will be no proposed access road for the Project and therefore adverse road traffic noise impact is not anticipated.

3.3.2.2 Open air entertainment activities are not planned at the Water Park. Nevertheless, the operation of the Water Park may involve the use of public announcement (PA) system, which is not expected to be in large scale. As the Water Park is located at more than 300m from the planned NSRs at TCE, adverse noise impact is not anticipated. There is also a water recreation area at TCE, which will be utilised by paddling boats. The paddling boats are human powered, which are not expected to emit noticeable noise during their operation.

3.3.2.3 Mitigation measures could be considered where necessary to minimise the noise impact during operational phase. The potential noise impact during the operational phase of the Project would be assessed during EIA stage to ensure compliance with relevant standards.

3.4 Water Quality

3.4.1 Construction Impact

- 3.4.1.1 Potential major sources of water quality impacts may arise from reclamation for breakwater construction and dredging works. Laying of sand blanket for enabling breakwater foundation works, and underwater placement of breakwater structure are the major marine-based works for reclamation. Possible mitigation measures, such as installation of silt curtain, deployment of closed grab dredgers, etc, would be considered to minimise potential water quality impact. Besides, it is anticipated that the installation of marine structures (e.g. concrete landings and floating pontoons), marine piles, buoys, anchors and sinkers would only lead to limited displacement of marine sediment, which would not cause a significant increase in suspended solids due to the quick settlement.
- 3.4.1.2 Potential marine-based water quality impacts may arise from loss of fines and contaminants into the receiving waters and sedimentation at the Water Sensitive Receivers (WSRs) associated with the marine construction works, proposed dredging works, laying of sand blanket for enabling breakwater foundation works. To control the potential water quality impacts on the nearby WSRs, provision of adequate mitigation measures, such as optimisation of construction phasing, etc., and environmental monitoring programme, would be considered and implemented as far as practicable. Hydrodynamic and water quality modelling will be conducted in the EIA Study to quantitatively assess the impacts during construction phase.
- 3.4.1.3 Potential land-based water quality impacts from construction site runoff, sewage arising from on-site construction workforce, wastewater from general construction works and accidental spillage of chemicals would be minor. Good site practices would be adopted to minimise the potential water quality impact from general construction works on any nearby WSRs.

3.4.2 Operational Impact

- 3.4.2.1 The proposed marine-side facilities will adopt floating platforms, guide piles and dolphin piles with small diameter and thus would not cause significant changes on the flow regime and thus insurmountable hydrodynamic impact is unlikely. However, after completion of the breakwaters, the water flow pattern in the vicinity of the Project could be permanently altered. Hydrodynamic and water quality impact assessment will be conducted during EIA stage.
- 3.4.2.2 The major source of potential water quality impact from the marine-side facilities during the operational phase would be the operation of the proposed berthing and mooring facilities. Given the close proximity to The Brothers Marine Park and the North Lantau Marine Park, the proposed berthing and mooring facilities will serve strictly for berthing / mooring purposes only, with possible facilities for de-sludging blackwater tank. No lavatories will be provided, while cleaning, maintenance and repair of vessels will be prohibited in the marine-side facilities. The repairing activities would be carried out at the Dry Dock Storage and Berth Maintenance, which is a landside facility at TCE. The blackwater will be properly collected for further handling and disposal, subject to further review during EIA stage.

Potential accidental spillage from the operation of the vessels, nonetheless, may occur. Accidental Spillage Prevention and Response Plan shall be prepared to prevent and control accidental spillage.

- 3.4.2.3 The major source of potential water quality impact from the landside facilities during the operational phase would be the sewage generated from the staff and users of the Project and wastewater from the Dry Dock Storage and Berth Maintenance at TCE. The sewage and wastewater will be collected and discharged to public sewerage system and thus potential water quality impact is not anticipated.
- 3.4.2.4 The potential hydrodynamic and water quality impact would be reviewed during EIA stage, and proper mitigation measures could be considered to minimise the potential water quality impact on the WSRs to ensure compliance with relevant standards.
- 3.4.2.5 In addition, the proposed Water Park will be a recreational use with secondary contact to waterbodies. Potential water quality impact to the users of the Water Park would be assessed during EIA stage to ensure compliance with relevant standards.

3.5 Waste Management

3.5.1 Construction Impact

- 3.5.1.1 Land-based construction works including site clearance, soil excavation and piling works would generate construction and demolition (C&D) materials, land-based sediment, chemical wastes, general refuse and floating refuse. In addition, marine-based sediment will be generated during the possible open sea dredging and installation of guide piles and dolphin piles. Good site practice shall be adopted to avoid or minimise potential environmental impact associated with handling, collection and disposal of wastes.

3.5.2 Operational Impact

- 3.5.2.1 Potential waste types generated during operational phase would include chemical wastes from general maintenance activities of the Project and the vessel repairing activities in the berth maintenance, as well as municipal solid waste. Floating refuse from staff and users, or those unintentionally brought to the Project during inclement weather, may also be trapped within the Project. The amount of municipal solid waste from the Project is expected to be small given the short stay activity of users and limited number of staff. With the implementation of good site practices, adverse environmental impact from waste management is not anticipated.

3.6 Ecology

3.6.1 Construction Impact

- 3.6.1.1 The landside facilities are located on the reclaimed land of HKP and TCE, which is mainly paved, landscape area or under construction with no natural habitats. No terrestrial ecological impact is expected during construction phase.

3.6.1.2 The floating pontoons of marine-side facilities are floating in nature, with certain amount of guide piles, dolphin piles and sinkers would lead to direct loss of seabed outside the North Lantau Marine Park and The Brothers Marine Park. The construction of breakwater would also lead to direct loss of seabed at more than 1 km away from the North Lantau Marine Park and The Brothers Marine Park. Potential direct impact on intertidal habitats, soft and hard bottom subtidal habitats and associated fauna, and indirect water quality impact during marine-based construction works are anticipated. Although the 500m assessment area of the marine-side facilities is not a preferred habitat of both Chinese White Dolphin and Finless Porpoises as discussed in **Section 4.5.1.2**, construction method(s) with relatively lower disturbance shall be considered to avoid indirect disturbance. Mitigation measures should be considered to avoid, minimise or mitigate the potential impact to an acceptable level.

3.6.2 Operational Impact

3.6.2.1 The landside facilities are located on the reclaimed land of HKP and TCE, which is paved or under construction with no natural habitats. No terrestrial ecological impact is expected during operational phase.

3.6.2.2 As discussed in **Section 3.4**, potential water quality impact would be properly addressed with proper implementation of mitigation measures if necessary. Therefore, indirect ecological impact is unlikely during operational phase. Nevertheless, marine traffic would be induced from vessel movements to and from the proposed marine-side facilities, which may cause transient marine ecological disturbance on the North Lantau Marine Park and The Brothers Marine Park as well as the Chinese White Dolphins in the North Western Water Control Zone. As these facilities would be managed by AAHK and/or its agent, possible management measures as discussed in **Section 5.6.2** could be considered to minimise the potential marine ecological disturbance. Transient marine ecological disturbance due to induced marine traffic from the proposed marine-side facilities would be addressed during EIA stage.

3.7 Fisheries

3.7.1 Construction Impact

3.7.1.1 The major direct impact associated with the Project would be the potential loss of fishing ground and fisheries habitat at the footprint of the marine-side facilities (i.e. the berthing and mooring facilities, breakwater and Water Park). As discussed in **Section 3.4**, potential adverse water quality impact as well as its indirect fisheries impact may arise during construction phase. Potential fisheries impact during construction phase would be addressed during EIA stage.

3.7.2 Operational Impact

3.7.2.1 As discussed in **Section 3.4**, potential water quality impact would be properly addressed with proper implementation of mitigation measures if necessary. Therefore, indirect fisheries impact is unlikely during operational phase. Nevertheless, marine traffic would be induced from vessel movements to and from the proposed marine-side facilities, which may cause transient fisheries disturbance. In addition, the Project will occupy the bay area of

around 200ha adjacent to the TCNTE (under construction) to its south and HKP to its north, leading to loss of fishing ground during operational phase. Potential fisheries impact during operational phase would be addressed during EIA stage.

3.8 Land Contamination

3.8.1.1 The landside facilities are located on the reclaimed land of HKP and TCE, which is mainly paved, landscape area or under construction respectively. The existing area of the landside facilities at HKP are paved area or vegetated area, which does not involve any potentially land contamination activities. Significant land contamination due to current land uses are considered unlikely.

3.9 Landscape and Visual

3.9.1 Construction Phase

3.9.1.1 Given the proposed developments are situated in an urbanised area, there will be no direct impacts to landscape with distinctive character/resources. However, the expected sources of landscape impact arising from the Project during construction phase would include, but not limited to, the following:

- The site formation works will result in the removal of groundcover along the Chek Lap Kok Road at HKP.

3.9.2 Operational Phase

3.9.2.1 The expected sources of landscape and visual impact arising from the Project during operational phase would include, but not limited to, the following:

- Residual impacts from loss of groundcover during the construction phase would generate negative landscape and visual impacts;
- Visual obstruction and intrusion created by the new developments; and
- Visual quality of the new developments, including Water Park, landside facilities at HKP and TCE.

3.10 Cultural Heritage

3.10.1.1 The landside facilities are located on the reclaimed land of HKP and TCE. The nearest cultural heritage resource is the complex of Yuan period kilns (i.e. Ancient Kiln Park) within the Ha Law Wan Site of Archaeological Interest, which is located at about 380m away from the Project and would not be affected. No impact on terrestrial archaeology nor built heritage resources is anticipated.

3.10.1.2 Marine archaeological investigations (MAIs) conducted under the approved Hong Kong - Zhuhai - Macao Bridge Hong Kong Section and North Lantau Highways Connection EIA Report (Register No.: AEIAR-144/2009) and the approved Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities EIA Report (Register No.: AEIAR-145/2009) have covered the majority area of the Project, and the MAIs indicate no marine

archaeological potential within the Project boundary. For the remaining area within the Project boundary not covered by previous MAIs as indicated in **Figure 3.1**, MAI shall be conducted during the EIA stage.

3.11 Potential Hazard

- 3.11.1.1 The potentially hazardous sources include the Liquefied Petroleum Gas (LPG) filling stations at 6 Cheong King Road and HKIA Airside Filling Station No.2, the Aviation Fuel Tank Farm operated by AFSC Operations Limited, the potential fire on sea due to release through drainage from Airport Fuel Tank Farm.
- 3.11.1.2 The two LPG filling stations situated at 6 Cheong King Road and HKIA Airside Filling Station No.2 are located approximately 410m and 150m respectively to the boundary of the Project. As stipulated in Section 3.7 of Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 12, the minimum separation distance from land use is 55m which is far shorter than the mentioned distances. Hence, potential risk from these two LPG filling stations is not anticipated, and the Project is also unlikely to induce any further potential risk from the two LPG filling stations.
- 3.11.1.3 The Aviation Fuel Tank Farm is approximately 580m away from the boundary of the Project. Potential risk from the Aviation Fuel Tank Farm is not anticipated, for the maximum $1 \times 10^{-8}/\text{yr}$ and $1 \times 10^{-9}/\text{yr}$ individual risk contour indicated in the approved 3RS EIA (Register No.: AEIAR-185/2014) is approximately 100m away from the source and would not encroach onto the Project. In addition, the Scenic Hill provides screening between the Aviation Fuel Tank Farm and the Project. Nonetheless, it is possible that Jet A1 fuel from the Aviation Fuel Tank Farm could release to the sea via the drainage system of which outfall location at the boundary of the sea area for Water Park (see Figure 13.8 of the approved HZMB Hong Kong Link Road EIA report (AEIAR-144/2009)), where construction is not required. The nearest construction works is the pile installation of the floating platform of Water Park, which is located at about 900m away from the outfall. With reference to the approved HZMB Hong Kong Link Road EIA report (AEIAR-144/2009), fire due to the release of spilled Jet A1 fuel to the sea would give an overall frequency of $2.6 \times 10^{-6}/\text{year}$ (for 23m^3 spilled Jet A1 fuel release) and $2.6 \times 10^{-7}/\text{year}$ (for 137m^3 spilled Jet A1 fuel release).
- 3.11.1.4 In view of the close proximity of the drainage outfall, construction and operation of Water Park should be prohibited in case of the release of spilled Jet A1 via the drainage outfall.
- 3.11.1.5 For the operation of the Project, diesel fuel will be required for the generators and NRMM. In view of the nature of the Project, the storage and use of diesel fuel would not be in significant amount. There is no storage and use of other dangerous goods during operational phase.

4 Major Elements of the Surrounding Environment

4.1 General

4.1.1.1 The existing environment of the site and its surroundings have been reviewed. As mentioned in **Section 1.4**, the Project comprises marine-side and landside facilities. The marine-side facilities are located at open water bay area. The landside facilities are located at HKP formed in 2018, and TCNTE currently under construction. The noise climate is dominated by the aircraft noise from the HKIA and some road traffic noise from nearby road network. The sensitive receivers are discussed below. Any other sensitive receivers to be identified during the EIA study would also be considered.

4.2 Air Quality

4.2.1.1 The air quality impact assessment will consider potential Air Sensitive Receivers (ASRs) that may be affected by the Project within 500m from the Project boundary. The nearest existing ASRs identified in the vicinity include offices at Passenger Clearance Building, CNAF HK Refuelling Limited, Civil Aviation Department Headquarters, Cathay House, CNAC House, Hong Kong Airlines Training Academy, Cathay City, Ancient Kiln Park, Man Tung Road Park, Tung Chung Community Garden, etc. The nearest planned ASRs identified in the vicinity include proposed ASRs within the Project (e.g. Marina Club, Water Park, Landside Support Facility for Water Park, Dry Dock Storage and Berth Maintenance, etc.), planned residential and commercial uses in TCE, offices at SkyPier Terminal, 11 SKIES and planned commercial developments at SKYCITY, etc.

4.3 Noise

4.3.1.1 The noise impact assessment will generally consider potential Noise Sensitive Receivers (NSRs) that may be affected by the Project within 300m from the Project boundary, which shall be agreed with EPD before commencing the assessment at EIA stage. According to the latest information available, there is no existing NSRs which rely on opened windows for ventilation identified in the vicinity of the Project but there are some planned NSRs which rely on opened windows for ventilation identified within 300m from the Project boundary, including planned residential uses next to the proposed developments at TCE.

4.4 Water Quality

4.4.1.1 The water quality impact assessment will include Water Sensitive Receivers (WSRs) in the vicinity of the Project that may be affected by the construction and operation of the Project. The key WSRs would be the North Lantau Marine Park, The Brothers Marine Park, flushing water intakes of the salt water pumping station (SWPS) and seawater intake for district cooling system at the Tung Chung Extension Area, proposed berthing and mooring facilities and proposed Water Park of the Project.

4.5 Ecology

- 4.5.1.1 The landside facilities are located on the reclaimed land of HKP and TCE, which is mainly paved, landscape area or under construction with no natural habitats. No terrestrial ecological resource is anticipated.
- 4.5.1.2 For the marine-side facilities, the nearest marine sites of conservation significance would be the North Lantau Marine Park and The Brothers Marine Park. In addition, Chinese White Dolphins occur in the Pearl River Estuary and are mostly found in the western waters of Hong Kong. Finless Porpoises are mostly found in more oceanic environment including southern and eastern waters. The marine mammal sighting was very low within the 500m assessment area³ suggesting that the assessment area was not a preferred habitat of both Chinese White Dolphins and Finless Porpoises.

4.6 Fisheries

- 4.6.1.1 The Project will occupy the open water bay area adjacent to TCE and HKP. According to AFCD Port Survey 2021, the majority of the sea area of the Project supported low fisheries production (>50 – 100kg/ha) as compared to other areas in Hong Kong, while the HKP East Mooring Space will occupy open water area with moderate fisheries production (>200-300 kg/ha). The proposed area within the Project boundary supports moderate to high fishing operation (>100-600 vessels), with the majority of the sea area of the Project supports moderate fishing operation (>100-200 vessels). The nearest Fish Culture Zone (FCZ) of the Project are Cheung Sha Wan FCZ located at southeast and Ma Wan FCZ at northeast with separated distance more than 8km and 10km respectively. The southern boundary of recognised spawning grounds of commercial fisheries resources is located more than 700m to the north of the Project.

4.7 Landscape and Visual

- 4.7.1.1 Six Landscape Resources (LRs) are identified within 100m assessment area, which are the “Open Seawater”; “Artificial Seawall Coastline along Airport Island & HKP”; “Plantation at Airport Island & HKP”; “Roads & Urban infrastructures”; “Airport Island & HKP Facilities” and “Ongoing development at Tung Chung East”. The sensitivity rating of most of the identified LR are in low to medium level due to its man-made character. No Registerable Old & Valuable Tree is recorded within the assessment area.
- 4.7.1.2 Majority of the proposed landside facilities would be located within the reclaimed land of HKP and TCE. The proposed landside facilities would encroach a small extent of plantation in HKP. Site surveys shall be carried out to verify the plant species along Chek Lap Kok Road at HKP.
- 4.7.1.3 For visual, the visual character is largely dominated by the open sea water at HKP and the urbanised developments at Chek Lap Kok and HKP. The key public viewing points within the visual envelope (VE) include public users at the Tung Chung promenade, HZMB Hong

³ Agriculture, Fisheries and Conservation Department (AFCD) (2023). Monitoring of Marine Mammals in Hong Kong Waters (2022 – 2023) Final Report (Survey Period: 1 April 2022 to 31 March 2023)

Kong Port Passenger Clearance Building, and travellers at the Tuen Mun - Chek Lap Kok Link, Chek Lap Kok Road and the Tuen Mun-Tai O ferry route.

4.8 Cultural Heritage

- 4.8.1.1 There are neither terrestrial archaeological potential nor built heritage resources within the Project boundary. The nearest cultural heritage resource is the complex of Yuan period kilns (i.e. Ancient Kiln Park) within the Ha Law Wan Site of Archaeological Interest, which is located at about 380m away from the Project.
- 4.8.1.2 As mentioned in **Section 3.10**, MAIs conducted under approved EIAs have covered the majority area of the Project, which indicate no marine archaeological potential within the Project boundary. For remaining area within the Project boundary not covered by the previous MAIs as indicated in **Figure 3.1**, MAI shall be conducted during the EIA stage.

4.9 Potential Hazard

- 4.9.1.1 There are potential hazardous sources in the vicinity of the Project, including the LPG filling stations at 6 Cheong King Road and HKIA Airside Filling Station No.2, the Aviation Fuel Tank Farm operated by AFSC Operations Limited.

5 Environmental Protection Measures to be Incorporated in the Design and Further Environmental Implications

5.1 General

5.1.1.1 The EIA study will determine the significance of environmental impacts (both cumulative impacts and those arising from the Project) and any avoidance or mitigation measures to ensure that all development and infrastructure proposals recommended by the Project would be environmentally acceptable. Reference would be made to the relevant legislation and other requirements including but not limited to the EIAO, Hong Kong Planning Standards and Guidelines (HKPSG) etc. The residual impacts, if any, would be confined within the allowable limits. Environmental monitoring and auditing of potential impacts that may arise from implementation of the works proposed by the Project will be provided for the construction and operational phases. Subject to the findings of the EIA study, the following mitigation measures would be incorporated in the design and construction of the Project.

5.2 Air Quality

5.2.1 Construction Impact

5.2.1.1 All applicable dust control measures as recommended in the Air Pollution Control (Construction Dust) Regulation should be implemented to minimise dust emissions during construction phase. Typical dust control measures include:

- Water spraying on any dusty materials before loading and unloading, stockpile of dusty materials, area where demolition work is carried out, area where excavation or earth moving activities are carried out;
- Adoption of side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be used to aggregate fines;
- Use of regular watering to reduce dust emissions from exposed site surfaces, unpaved roads, dusty construction areas;
- Provide effective dust screens, sheeting, or netting to enclose any scaffolding built around the perimeter of a building;
- Prevent placing dusty material storage piles near ASRs;
- Cover or shelter any stockpile of dusty materials;
- Provide vehicle washing facilities at all site exits to wash away any dusty materials from vehicle body and wheels before they leave the site;
- Cover any dusty load on vehicles before they leave the site; and
- Loading, unloading, transfer, handling, or storage of bulk cement or dry pulverised fuel ash shall be carried out in a totally enclosed system or facility, and any vent or

exhaust shall be fitted with an effective fabric filter or equivalent air pollution control system.

5.2.1.2 Requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation will also be followed to control potential emissions from NRMM during construction phase where appropriate. To minimise the exhaust emissions from NRMMs and marine construction vessels, possible mitigation measures below shall be considered:

- Connect construction plant and equipment to mains electricity supply and avoid use of diesel generators and diesel-powered equipment as far as practicable;
- Restrict the use of exempted NRMMs;
- Deploy electrified NRMMs as far as practicable;
- Control routing of marine construction vessels to optimise the separation distance from nearby ASRs;
- Minimise the number of trips of marine construction vessels;
- Vessel engine will be switched off during hotelling;
- Use clean fuel for marine construction vessels as far as practicable; and
- Adopt on-shore power as far as practicable, etc.

5.2.1.3 Possible mitigation measures shall also be considered to minimise the potential odour impact due to the dredging works:

- Loading of the dredged sediment to the barge shall be controlled to avoid splashing and overflowing of the sediment slurry to the surrounding water;
- Any dredged sediment should be stored in enclosed tanks or properly covered as far as practicable to minimise its exposed area during its temporary storage and should be placed as far away from the identified ASRs as practically possible;
- Dredging rate should be controlled carefully;
- The dredged sediment is suggested to be delivered off-site for disposal every day as possible to avoid the dredged sediment for storage at the barge overnight;
- Dredged sediment placed on marine construction vessel for disposal shall also be properly covered during transportation; and
- The dredging activities are conducted during non-summer season as possible.

5.2.2 Operational Impact

5.2.2.1 Possible suitable mitigation measures at the proposed HKP East Mooring Space, HKP South Berthing Facility and TCE Marina, such as prohibition of idling engine would be implemented. For the designated area for motorised water sports activities, use of electric vessels would be considered whenever practicable. Other possible management measures would be further explored during the EIA stage to further reduce marine emissions induced by the Project.

5.3 Noise

5.3.1 Construction Impact

5.3.1.1 The following good site practices will be considered to limit noise emissions during construction phase.

- Silencers or mufflers on construction equipment should be properly fitted and maintained during the construction works;
- Material, site office and other structures should be effectively utilised, where practicable, to screen noise from nearby sensitive uses;
- Quality powered mechanical equipment (QPME) should be used;
- Use of quieter construction methods and equipment; and
- Temporary noise barriers, noise enclosure and acoustic mats should be used to screen noise from relatively static PMEs.

5.3.2 Operational Impact

5.3.2.1 The following good site practices will be considered to limit noise emissions during operational phase.

- Careful siting of noisy machinery within the site;
- Enclosing noisy machinery within building structures;
- Use of acoustic louvres, silencers for ventilation system;
- Proper planning of travelling routes of the vessels under the Project; and
- Proper planning of the layout of the possible open air car park within the Project boundary.

5.4 Water Quality

5.4.1 Construction Impact

5.4.1.1 The following general mitigation measures will be considered to prevent adverse water quality impact during construction phase.

- Silt curtains should be deployed for marine works below seawater level (e.g. installation guide piles and dolphin piles, open sea dredging, etc.);
- Where excavation of marine sediment is required during the installation of guide piles and dolphin piles, steel pile casing will be installed for the marine-based sediment excavation works with the trapped seawater being pumped out to minimise the release of suspended solid;
- All construction plant for dredging, piling and reclamation (breakwater) construction should be designed and maintained to minimise the risk of sediment

being released into the water column;

- Size of vessels should be limited to maintain adequate clearance between vessels and the seabed to avoid undue turbidity generation from turbulence of vessel movement or propeller wash; and
- Good site practice in accordance with the Practice Note for Professional Persons on Construction Site Drainage, Environmental Protection Department, 2023 (ProPECC PN 2/23) should be implemented as far as practicable.

5.4.2 Operational Impact

5.4.2.1 The following good site practices will be considered to prevent adverse water quality impact during operational phase.

- To prohibit cleaning, maintenance and repair of marine vessels within the proposed berthing and mooring facilities;
- To provide sand/silt traps at suitable locations to prevent ingress of pollutants to the stormwater drainage system;
- To prepare Accidental Spillage Prevention and Response Plan to prevent and control accidental spillage of operating vessels; and
- Proper collection, handling and disposal of blackwater from marine vessels, subject to further review during EIA stage.

5.5 Waste Management

5.5.1 Construction Impact

5.5.1.1 The following measures will be considered to reduce the quantities of C&D materials, chemical waste, general refuse, etc. for offsite disposal and to handle the sediment during construction phase.

C&D Materials, Chemical Waste and General Refuse

- All C&D materials will be sorted and re-used wherever possible;
- Waste haulier should obtain the necessary registration and licences under the Waste Disposal Ordinance and the Waste Disposal (Chemical Waste) (General) Regulation from the Environmental Protection Department;
- Nomination of an approved person to be responsible for good site practice, arrangements for collection and effective disposal to an appropriate facility, of all waste generated at the site;
- Separation of chemical wastes for special handling and appropriate treatment at a licensed facility;
- The Contractors should follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes;
- A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites);

- In order to monitor the management of C&D materials and disposal solid wastes at public filling facilities and landfills, and control fly-tipping, a trip-ticket system shall be implemented by the Contractor, in accordance with the contract and the requirements of Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 6/2010 "Trip Ticket System for Disposal of Construction & Demolition Materials". Additional control measures would be further considered during the EIA;
- A Waste Management Plan (WMP) shall be prepared in accordance with Practice Note for Authorised Persons and Registered Structural Engineers on Construction and Demolition Waste (PNAP ADV-19);
- Segregation and storage of different types of waste in different containers, skips or stockpiles;
- A systematic site management system to be implemented by the Airport Authority's Representative;
- To enhance reuse of recycling of materials and their proper disposal;
- Any unused chemicals or those with remaining functional capacity shall be recycled;
- Use of reusable non-timber formwork to reduce the amount of C&D materials; and
- Proper storage and site practices to minimise the potential for damage or contamination of construction materials.

Land-based and Marine-based Excavated Sediment

5.5.1.2 The following measures will be considered to deal with the land-based and marine-based excavated sediment caused by the construction of the Project.

- All construction plant and equipment shall be designed and maintained to minimise the risk of silt, sediments, contaminants or other pollutants being released into the water column or deposited in the locations other than designated location;
- All vessels transporting material shall be monitored to ensure that no dumping outside the approved location takes place. Logs and other records shall be kept and produced to demonstrate compliance and that journeys are consistent with designated locations and copies of such records shall be submitted;
- Conditions in the dumping licence shall be complied;
- Adequate freeboard shall be maintained on barges to ensure that decks are not washed by wave action;
- Any treatment area for the contaminated sediment should be confined for carrying out the cement stabilisation / solidification process and any temporary stockpiling. The area should be designed to prevent leachate from entering the ground. Leachate, if any, should be collected and discharged according to the Water Pollution Control Ordinance (WPCO);
- All bottom dumping vessels (hopper barges) shall be fitted with tight fittings seals to their bottom openings to prevent leakage of material;
- The material shall be placed into the disposal pit by bottom dumping; and

- Contaminated marine mud shall be transported by split barge of not less than 750m³ capacity and capable of rapid opening and discharge at the disposal site.

5.5.2 Operational Impact

5.5.2.1 The following measures will be considered to minimise the potential impact during operational phase.

- A reputable waste collector should be employed to remove municipal solid waste regularly to minimise odour, pest and litter impact. Arrangements should be made with the recycling companies to collect the recycle waste as required;
- The recyclable component of general refuse, such as aluminium cans, paper and cleansed plastic containers should be separated from other waste. Recycling bins should be placed in prominent places to promote waste separation at-source;
- For those processes which generate chemical waste, it may be possible to find alternatives to eliminate the use of chemicals, to reduce the generation quantities or to select a chemical type of less impact on environment, health and safety as far as possible;
- Chemical wastes (e.g. spent lubricant oil) should be collected and disposed of at appropriate facility like Chemical Waste Treatment Centre by licensed collectors;
- Displaying notice/poster to encourage staff and users on proper disposal of refuse to reduce number of floating refuse from the Project; and
- Regular inspection and monitoring of floating refuse shall be conducted. For any floating refuse trapped within the Project, waste collection and disposal shall be conducted.

5.6 Ecology

5.6.1 Construction Impact

5.6.1.1 Major ecological impact from the construction of the Project would be direct impact on intertidal habitats, soft and hard bottom subtidal habitats and associated fauna, and indirect water quality impact from raised sediments would be the major ecological impact during construction owing to the construction of marine-side facilities. Appropriate mitigation measures will be considered where necessary. Despite the limited ecological disturbance on Chinese White Dolphins and Finless Porpoise, construction method(s) with relatively lower disturbance (e.g. bored piling and/or acoustic decoupling) will be considered.

5.6.1.2 Potential impact on marine ecological resources shall be avoided where practicable. Should the direct impact to marine ecological resources be inevitable, scheduling of works, alternative design/construction methods, sensitive temporary drainage design, good site practices and water quality mitigation measures will be considered to minimise the impact to marine ecological sensitive receivers.

5.6.2 Operational Impact

5.6.2.1 The induced marine traffic from the marine-side facilities may cause potential marine ecological disturbance on the North Lantau Marine Park and The Brothers Marine Park. In addition to the statutory speed limit of 10 knots for vessels within the designated marine parks, other management measures, such as pre-booking system for the users of the berthing and mooring facilities, and speed limiting mechanisms within the Project boundary, will be further reviewed and explored during the subsequent EIA study.

5.7 Fisheries

5.7.1.1 The fisheries impact will be assessed, and the need of any mitigation measures will be identified in the EIA study. The water quality impact mitigation measures mentioned in **Section 5.4** would be adopted to minimise any potential impact on fisheries.

5.8 Land Contamination

5.8.1.1 Since land contamination during construction phase is not anticipated, mitigation measures to cope with land contamination issue are not required.

5.9 Landscape and Visual

5.9.1 Construction Impact

5.9.1.1 Possible good practices to reduce potential landscape impact during construction phase include:

- Optimisation of construction activities, e.g. minimising extent of temporary works area;
- Erection of decorative mesh screen or construction hoardings; and
- Temporary vertical greening, screen / buffer at-grade planting to soften the engineering structure of construction works.

5.9.2 Operation Impact

5.9.2.1 Possible good practices to reduce potential landscape and visual impact during operational phase include:

- Optimisation of greening provision including green roof and vertical greening on structures; and
- Provision of aesthetic architectural design of aboveground structures.

5.10 Cultural Heritage

5.10.1.1 While there is no built heritage nor terrestrial archaeological impact due to the Project, no mitigation measures would be required. For marine archaeology, there is a remaining area within the Project boundary not covered by the previous MAIs as mentioned in **Section 3.10**

and indicated in **Figure 3.1**, MAI shall be conducted during the EIA stage. Mitigation measures would be proposed if necessary.

5.11 Potential Hazard

5.11.1.1 The following site practices will be considered to minimise the potential hazard due to the fire on the sea caused by the release of fuel oil through drainage from the Aviation Fuel Tank Farm.

- Construction and operation of Water Park should be prohibited in case of the release of spilled Jet A1 fuel from the Aviation Fuel Tank Farm via the drainage outfall;
- Adequate emergency response / evacuation plans for the project works areas and the future staff should be established; and
- Emergency training /drills for all relevant personnel should be conducted at regular intervals.

5.12 Severity, Distribution and Duration of Environmental Effects and Further Implications

5.12.1.1 Subject to the findings of assessments, effective control and mitigation measures will be identified to ensure the impacts are within acceptable levels. The possible severity, distribution and duration of environmental effects such as beneficial and adverse effects; short-term and long-term effects; secondary and induced effects; cumulative effects and transboundary effects will be considered and addressed in the EIA, where applicable. The key results from public consultation etc should also be documented in the EIA.

6 Use of Previously Approved EIA Reports

6.1.1.1 The approved EIA reports listed in **Table 6.1** are made references to during the preparation of this Project Profile:

Table 6.1 Previously Approved EIA Reports Relevant to the Project

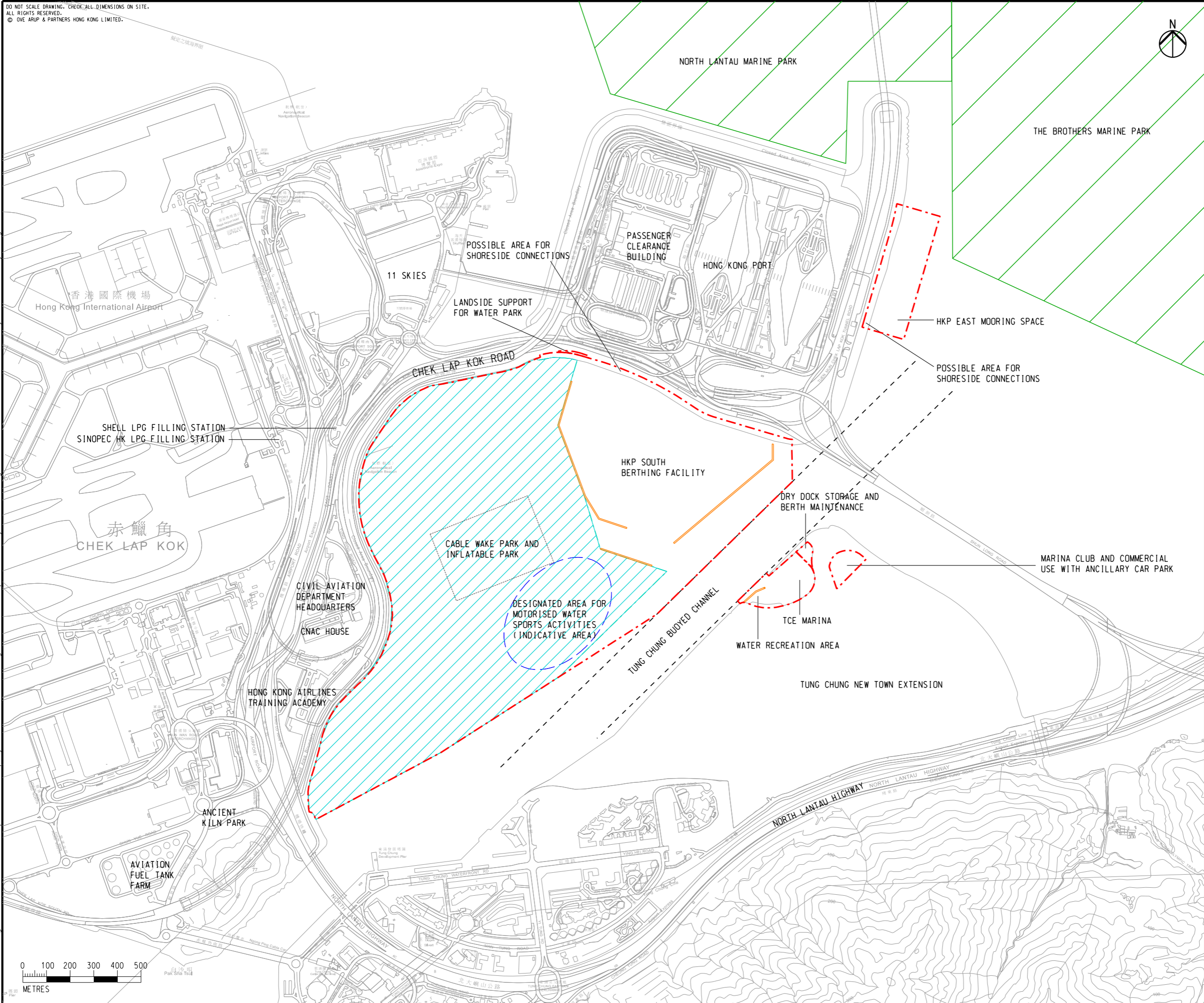
Registered No.	Report Title	Date of Approval	Aspect of Relevance
AEIAR-144/2009	Hong Kong - Zhuhai - Macao Bridge Hong Kong Link Road (formerly known as Hong Kong - Zhuhai - Macao Bridge Hong Kong Section and North Lantau Highways Connection)	23 October 2009	Proximity in location
AEIAR-145/2009	Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities	23 October 2009	Within Project boundary
AEIAR-146/2009	Tuen Mun Chek Lap Kok Link	23 October 2009	Proximity in location
AEIAR-185/2014	Expansion of Hong Kong International Airport into a Three-Runway System	7 November 2014	Proximity in location
AEIAR-196/2016	Tung Chung New Town Development Extension	8 April 2016	Within Project boundary
AEIAR-216/2018	Intermodal Transfer Terminal – Bonded Vehicular Bridge and Associated Roads	23 August 2018	Proximity in location
AEIAR-254/2023	Airport Tung Chung Link Project	26 October 2023	Proximity in location

Figures

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- LEGEND**
- PROJECT BOUNDARY
 - WATER PARK (TENTATIVE EXTENT)
 - DESIGNATED AREA FOR MOTORISED WATER SPORTS ACTIVITIES (TENTATIVE EXTENT)
 - BREAKWATER (TENTATIVE ALIGNMENT)
 - MARINE PARK



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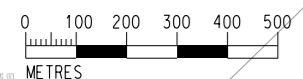
Project Title
Water Recreation and Yacht Bay Development

Drawing title
LOCATION AND TENTATIVE LAYOUT OF THE PROJECT

Drawing no. FIGURE 1.1		Rev. A	
Drawn GL	Date 12/24	Checked TL	Approved FC
Scale AS SHOWN	Status PRELIMINARY		

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Filename : \\global\EastAsia\HK\Group\CI\ENV\project\288521\13 Drawing Deliverables\report\06 Project Profile\Figure 1.1 - Location and Tentative Layout of the Project.dgn

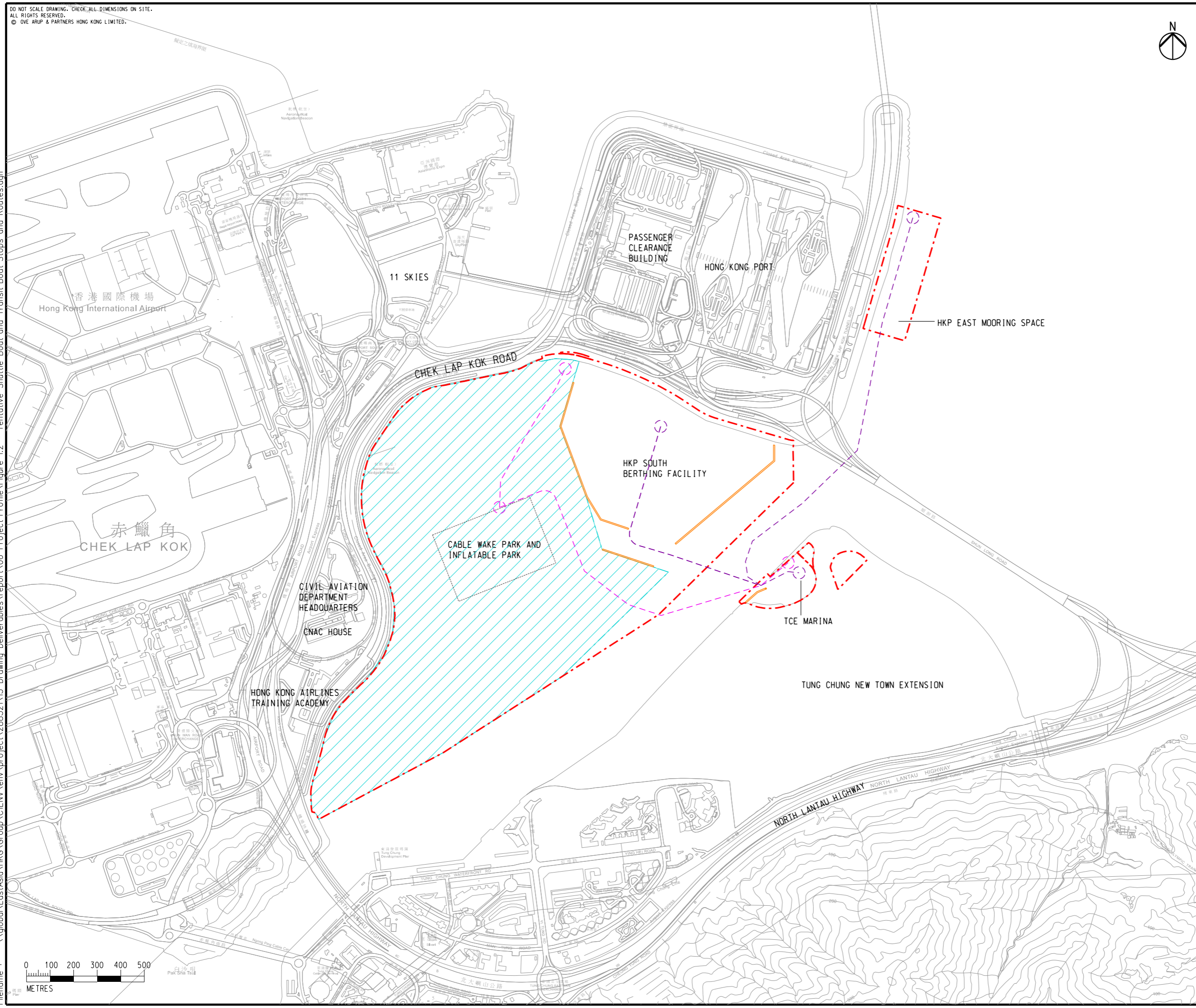


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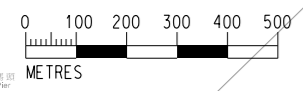


- LEGEND**
- PROJECT BOUNDARY
 - WATER PARK
 - ↻ SHUTTLE BOAT STOP AND ROUTING
 - ↻ TRANSIT BOAT STOP AND ROUTING
 - BREAKWATER (TENTATIVE ALIGNMENT)

Printed by : 12/12/2024
Filename : \\global\EastAsia\HK\Group\CI\ENV\project\288521\13 Drawing Deliverables\report\06 Project Profile\Figure 1.2 - Tentative Shuttle Boat and Transit Boat Stops and Routes.dgn



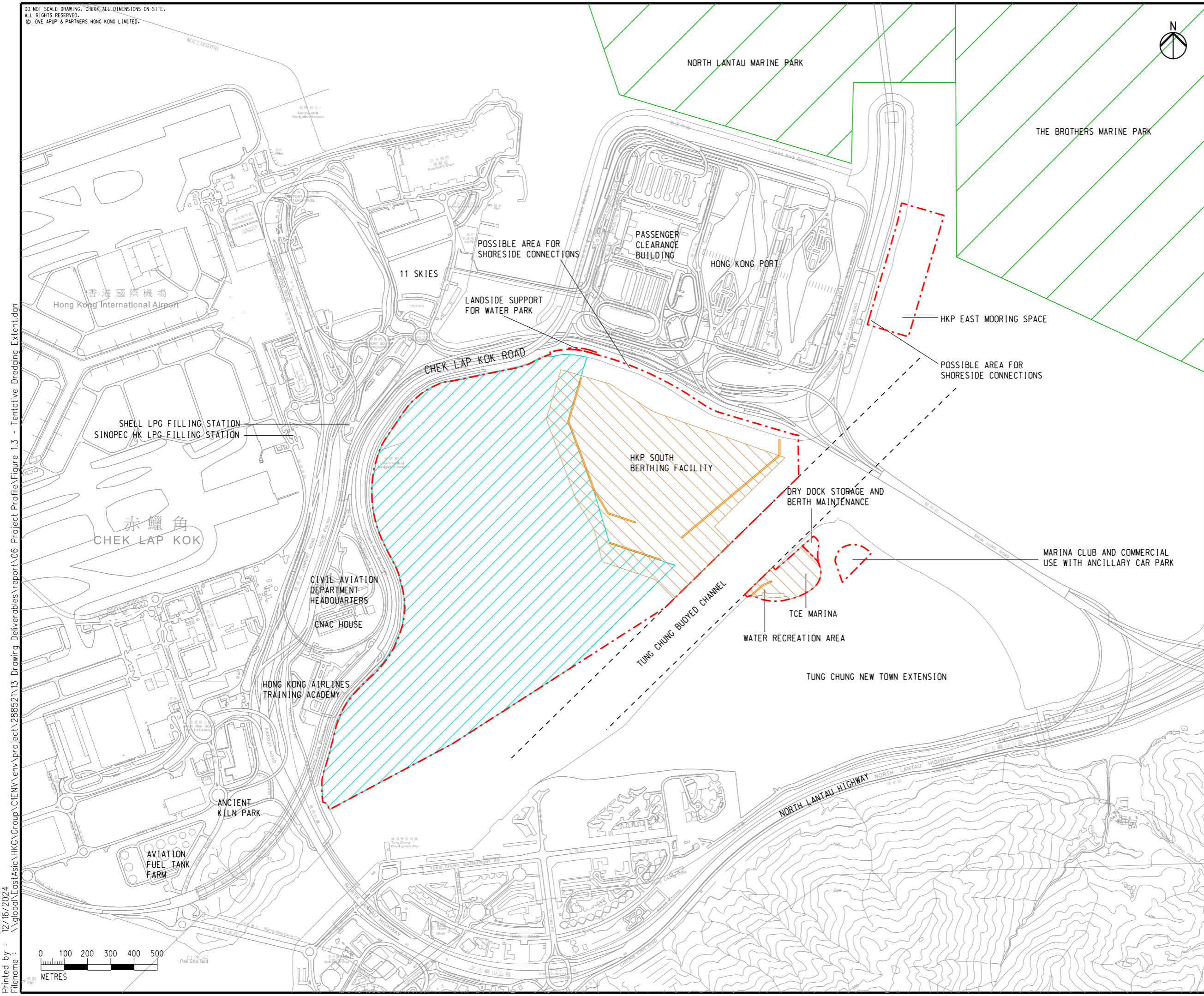
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Project Title				
Water Recreation and Yacht Bay Development				
Drawing title				
TENTATIVE SHUTTLE BOAT AND TRANSIT BOAT STOPS AND ROUTES				
Drawing no.				Rev.
FIGURE 1.2				A
Drawn	Date	Checked	Approved	
GL	12/24	TL	FC	
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- LEGEND**
- PROJECT BOUNDARY
 - WATER PARK (TENTATIVE EXTENT)
 - BREAKWATER (TENTATIVE ALIGNMENT)
 - DREDGING EXTENT (TENTATIVE EXTENT)
 - MARINE PARK



A	FIRST ISSUE	GL	12/24
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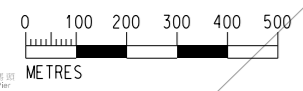
Project Title
Water Recreation and Yacht Bay Development

Drawing title
TENTATIVE DREDGING EXTENT

Drawing no. FIGURE 1.3		Rev. A	
Drawn GL	Date 12/24	Checked TL	Approved FC
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Filename : \\global\EastAsia\HK\Group\CI\ENV\project\288521\13 Drawing Deliverables\report\06 Project Profile\Figure 1.3 - Tentative Dredging Extent.dgn

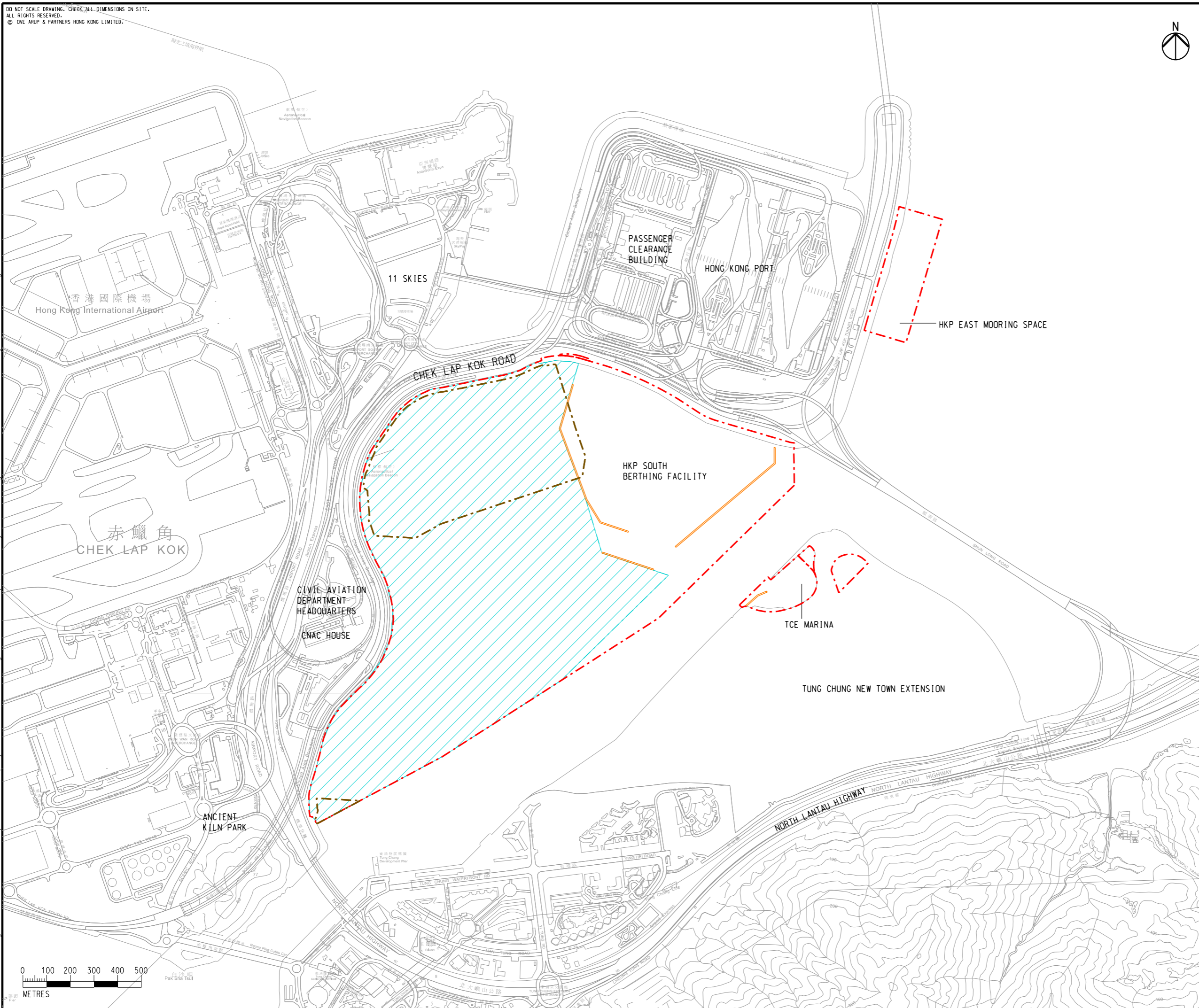


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- LEGEND**
- PROJECT BOUNDARY
 - WATER PARK
 - AREA WITHIN PROJECT AREA NOT COVERED BY PREVIOUS MARINE ARCHAEOLOGICAL INVESTIGATION
 - BREAKWATER (TENTATIVE ALIGNMENT)

12/16/2024
 Printed by : \\global\EastAsia\HK\Group\CI\ENV\env\project\288521\13 Drawing Deliverables\report\06 Project Profile\Figure 3.1 - Area Not Covered By Previous MAIs.dgn
 Filename :



A	FIRST ISSUE	GL	12/24
Rev	Description	By	Date

Consultant
ARUP

Project Title
 Water Recreation and Yacht Bay Development

Drawing title
AREA NOT COVERED BY PREVIOUS MARINE ARCHAEOLOGICAL INVESTIGATIONS

Drawing no.		Rev.	
FIGURE 3.1		A	
Drawn	Date	Checked	Approved
GL	12/24	TL	FC
Scale	Status	PRELIMINARY	
AS SHOWN			

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