

TABLE OF CONTENTS

1.	INTRODUCTION	1-1
1.1	Background	1-1
1.2	Urgent Demand on Public Filling Facilities	1-1
1.3	Project Design and Technical Assessments	1-2
1.4	Objectives of the EIA Study	1-2
1.5	Public Inputs	1-3
1.6	Structures of the EIA Report	1-5
2.	SITE SELECTION HISTORY AND DESIGN ALTERNATIVES CONSIDERATION	2-1
2.2	Site Selection History	2-1
2.3	Design Alternatives Consideration	2-6
3.	PROJECT DESCRIPTION	3-1
3.1	The Subject Site and its Environs	3-1
3.2	Project Design	3-2
3.3	Do-Nothing Scenario	3-6
4.	AIR QUALITY IMPACT ASSESSMENT	4-1
4.1	Introduction	4-1
4.2	Assessment Criteria	4-1
4.3	Study Area and Air Sensitive Receivers	4-2
4.4	Baseline Air Quality	4-4
4.5	Establishment Phase	4-5
4.6	Operational Phase	4-6
4.7	Decommissioning Phase	4-28
4.8	Environmental Monitoring & Audit (EM&A) Requirements	4-37
4.9	Assessment Conclusions	4-37
5.	NOISE IMPACT ASSESSMENT	5-1
5.1	Introduction	5-1
5.2	Relevant Legislation and Standards	5-2
5.3	Study Area and Noise Sensitive Receivers	5-3
5.4	Establishment Phase	5-4
5.5	Operational Phase	5-5
5.6	Decommissioning Phase	5-13
5.7	Environmental Monitoring and Audit Requirements	5-14
5.8	Conclusion	5-15
6.	WATER QUALITY IMPACT ASSESSMENT	6-1
6.1	Introduction	6-1
6.2	Relevant Legislation and Guidelines	6-1
6.3	Existing Water Quality and Sensitive Receivers	6-2
6.4	Environmental Impact Identification and Evaluation	6-4
6.5	Mitigation Measures	6-6
6.6	Residual Impact	6-9
6.7	Cumulative Environmental Impacts	6-9

6.8	Environmental Monitoring and Audit	6-10
6.9	Conclusions	6-10
7.	LANDFILL GAS HAZARD ASSESSMENT	7-1
7.1	Introduction	7-1
7.2	Environmental Legislation, Policies, Plans, Standards and Criteria	7-1
7.3	Nature of Landfill Gas and its Concern	7-1
7.4	SENT Landfill	7-2
7.5	Landfill Gas and Groundwater/ Leachate Monitoring	7-3
7.6	Qualitative Risk Assessment	7-3
7.7	Recommended Protection Measures	7-7
7.8	Precautionary and Protection Measures	7-8
7.9	Conclusion	7-10
8.	LANDSCAPE AND VISUAL IMPACT ASSESSMENT	8-1
8.1	Introduction	8-1
8.2	Project Description - Fill Bank at Tseung Kwan O - Area 137	8-1
8.3	Standards and Legislation	8-2
8.4	Landscape and Visual Impact Assessment Methodology	8-2
8.5	Baseline Study - Landscape	8-7
8.6	Baseline Study - Tree Survey Methodology	8-9
8.7	Baseline Study - Visual	8-10
8.8	Review of Planning and Development Control Framework	8-11
8.9	Impact Assessment - Landscape (unmitigated)	8-14
8.10	Impact Assessment - Visual (unmitigated) (see Figure 8-7)	8-16
8.11	Impact Assessment - Tree Survey	8-19
8.12	Mitigation Measures	8-20
8.13	Residual Impacts	8-23
8.14	Conclusion	8-27
9.	SUMMARY OF ENVIRONMENTAL OUTCOMES	9-1
9.1	Introduction	9-1
9.2	Environmental Benefits	9-1
10.	EM&A REQUIREMENTS AND IMPLEMENTATION SCHEDULE OF ENVIRONMENTAL MITIGATION MEASURES	10-1
10.1	Introduction	10-1
10.2	EM&A Requirements	10-1
10.3	Implementation Schedule of Environmental Mitigation Measures	10-2
11.	OVERALL CONCLUSION	11-1
11.1	Introduction	11-1
11.2	Key Environmental Issues	11-1
11.3	Air Quality Impact	11-2
11.4	Noise Impact Assessment	11-3
11.5	Water Quality Impact Assessment	11-4
11.6	Landfill GAs Hazard Assessment	11-4
11.7	Landscape and Visual Impact Assessment	11-5
11.8	Other Environmental Factors	11-5
11.9	Overall Conclusion	11-5

LIST OF FIGURES

Figure 1-1	Location of the existing Public Filling Facilities	1-7
Figure 1-2	Location of the Subject Site	1-8
Figure 2-1	Locations of the reclamation project sites that would be receiving public fill commencing from 2003 through 2005	2-10
Figure 2-2	Location of Tan Kwai Tsuen Borrow Area and Quarry considered before in the initial site search process for the fill banks	2-11
Figure 2-3	The former Kai Tak Airport apron and runway area considered as an alternative site in the site selection process.....	2-12
Figure 3-1	Area situated within 300m or 500m radius of the site boundary and representative uses along Wan Po Road	3-7
Figure 3-2	Fill Bank Preliminary Development Programme.....	3-8
Figure 3-3	General layout of the existing reclaimed land at TKO Area 137.....	3-9
Figure 3-4	Preliminary design of the fill bank.....	3-10
Figure 3-5	Representative fill bank profile (southern site portion)	3-11
Figure 3-6	North-south cross section of the fill bank (north and southern site portion)	3-12
Figure 3-7	North-south cross section of the fill bank (southern site portion).....	3-13
Figure 3-8	Preliminary design of the C&DMSF	3-14
Figure 3-9	Preliminary design of the barging point onsite	3-15
Figure 4-1	The 500 Study Area for Air Quality Impact Assessment and Air Sensitive Receivers along Wan Po Road	4-38
Figure 4-2	Location of the Representative Assessment Points adopted in the Air Quality Impact Assessment	4-39
Figure 4-3	Mitigated maximum hourly average TSP concentrations predicted at 1.5m above ground under Scenario 2, Operational Phase Dust Emission Impact Assessment	4-40
Figure 4-4	Mitigated daily average TSP concentrations predicted at 1.5m above ground under Scenario 2, Operational Phase Dust Emission Impact Assessment	4-41
Figure 4-5	Labels of Road Carriageways, Vehicular Emission Impact Assessment.....	4-42
Figure 4-6	Location of existing and assumed Diesel Fuel Consuming Stacks modelled in the air quality impact assessment.....	4-43
Figure 4-7	Cumulative Maximum 1-hour NO ₂ Concentrations predicted at worst-affected height (1.5m above ground), Vehicular Emission Impact Assessment.....	4-44
Figure 4-8	Cumulative Maximum 24-hour NO ₂ Concentrations predicted at worst-affected height (1.5m above ground), Vehicular Emission Impact Assessment.....	4-45
Figure 4-9	Cumulative Maximum 24-hour RSP Concentrations predicted at worst-affected height (1.5m above ground), Vehicular Emission Impact Assessment.....	4-46
Figure 4-10	Mitigated maximum hourly average TSP concentrations predicted at 1.5m above ground, Decommissioning Phase Dust Emission Impact Assessment	4-47
Figure 4-11	Mitigated daily average TSP concentrations predicted at 1.5m above ground, Decommissioning Phase Dust Emission Impact Assessment	4-48
Figure 4-12	Cumulative Maximum 1-hour NO ₂ Concentrations predicted at worst-affected height (1.5m above ground), Decommissioning Phase.....	4-49
Figure 4-13	Cumulative Maximum 24-hour NO ₂ Concentrations predicted at worst-affected height (1.5m above ground), Decommissioning Phase.....	4-50
Figure 4-14	Cumulative Maximum 24-hour RSP Concentrations predicted at worst-affected height (1.5m above ground), Decommissioning Phase.....	4-51
Figure 5-1	The 300 Study Area for Noise Impact Assessment and Noise Sensitive Receivers along Wan Po Road.....	5-16
Figure 5-2	Location of the Representative Assessment Points adopted in the Noise Impact Assessment.....	5-17
Figure 6-1	Location of the Eastern Buffer Water Control Zone and Junk Bay Water Control Zone.....	6-11
Figure 6-2	Location of the Water Monitoring Stations	6-12
Figure 6-3	Location of Tung Lung Chau Fish Culture Zone and nearby WSD saltwater intakes.....	6-13
Figure 6-4	Alignment of the temporary stormwater drainage system	6-14
Figure 6-5	Preliminary design of stormwater intercepting facility at the C&DMSF	6-15
Figure 6-6	Use of backhoe fixed on a well designed flat-top pontoon.....	6-16
Figure 6-7	Use of hopper barges with mobile crane.....	6-17
Figure 6-8	Use of derrick barges with built-in crane.....	6-18
Figure 7-1	Portion of the Site situated within the 250m consultation zone of SENT landfill	7-11
Figure 7-2	Plan showing the landfill gas control measures implemented at SENT landfill	7-12
Figure 7-3	Location of landfill gas and leachate monitoring wells at or near the south-western boundary of the SENT landfill	7-13
Figure 8-1	Location Plan	8-28
Figure 8-2	Landscape Character Areas.....	8-29

Figure 8-3	Landscape Character Photographs	8-30
Figure 8-4	Landscape Resources	8-31
Figure 8-5	Locations of Visual Envelop, VSRs, PVSRs, Photomontages	8-32
Figure 8-6	Planning and Development Plan	8-33
Figure 8-7	Visual Impact Assessment	8-34
Figure 8-8	Mitigation Measures	8-35
Figure 8-9	Photomontage View from Clearwater Bay Country Club	8-36
Figure 8-10	Photomontage View from Area 86	8-37
Figure 8-11	Photomontage View from Siu Sai Wan	8-38

LIST OF TABLES

Table 2-1	Forecast Data on Public Fill Generation, Public Filling Capacity, and Shortfall in Public Fill Receiving Capacity from Years 2002 to 2004	2-1
Table 2-2	Reclamation sites currently planned to receive public fill	2-2
Table 2-3	Distance Separation between TKO Area 137 and nearby sensitive receivers in comparison with that of the old airport site.....	2-4
Table 2-4	Key Factors considered in the Site Selection Process.....	2-5
Table 3-1	Fill Bank Traffic Distribution by Time.....	3-4
Table 4-1	Hong Kong Air Quality Objectives (AQOs)	4-2
Table 4-2	Air Sensitive Receivers located within the 500m Study Area and along Wan Po Road	4-3
Table 4-3	Long-term Average (1996 to 2000) Air Quality Data obtained at EPD's Air Quality Monitoring Stations at Sham Shui Po, Central/ Western and Kwun Tong	4-5
Table 4-4	Summary on Scenarios considered in the Dust Emission Impact Assessment.....	4-11
Table 4-5	Maximum 1-hour TSP Concentration predicted at the RAPs (Scenario 1(a) and 2(a)).....	4-13
Table 4-6	24-hour Average TSP Concentrations predicted at the RAPs (Scenario 1(a) and 2(a))	4-13
Table 4-7	Maximum 1-hour TSP Concentrations predicted at the RAPs (Scenario 1(b) and 2(b)).....	4-13
Table 4-8	2002 Vehicular Emission Factors	4-15
Table 4-9	Year 2004 A.M. Peak Hour Traffic Flows	4-16
Table 4-10	Year 2004 Fill Bank Peak Hour Traffic Flows	4-17
Table 4-11	Year 2004 P.M. Peak Hour Traffic Flows	4-18
Table 4-12	Maximum 1-hour NO ₂ and Average Daily NO ₂ and RSP at the RAPs (2004 Fill Bank Peak Hour, Vehicular Emission Impact Assessment)	4-20
Table 4-13	Maximum 1-hour NO ₂ and Average Daily NO ₂ and RSP at the RAPs (2004 A.M. Peak Hour; Vehicular Emission Impact Assessment)	4-21
Table 4-14	Maximum 1-hour NO ₂ and Average Daily NO ₂ and RSP at the RAPs (2004 P.M. Peak Hour; Vehicular Emission Impact Assessment)	4-22
Table 4-15	Fossil Fuel Consuming Stacks in the Study Area	4-23
Table 4-16	Predicted Maximum 1-hour NO ₂ and Average Daily NO ₂ at the RAPs (2004 Fill Bank Peak Hour; with Aerial Industrial Emissions).....	4-25
Table 4-17	Maximum 1-hour NO ₂ and Average Daily NO ₂ at the RAPs (2004 A.M. Peak Hour; with Aerial Industrial Emissions).....	4-26
Table 4-18	Maximum 1-hour NO ₂ and Average Daily NO ₂ at the RAPs (2004 P.M. Peak Hour; with Aerial Industrial Emissions).....	4-27
Table 4-19	Maximum 1-hour TSP Concentrations predicted at the RAPs (Decommissioning Phase) (based on averaged dust emission rates calculated from daily truckloads)	4-29
Table 4-20	24-hour Average TSP Concentrations predicted at the RAPs (Decommissioning Phase).....	4-29
Table 4-21	Maximum 1-hour TSP Concentrations predicted at the RAPs (Decommissioning Phase).....	4-29
Table 4-22	2005 Vehicular Emission Factors	4-30
Table 4-23	Maximum 1-hour NO ₂ and Average Daily NO ₂ and RSP at the RAPs (2007 Fill Bank Peak Hour, Vehicular Emission Impact Assessment).....	4-31
Table 4-24	Maximum 1-hour NO ₂ and Average Daily NO ₂ and RSP at the RAPs (2007 A.M. Peak Hour; Vehicular Emission Impact Assessment)	4-32
Table 4-25	Maximum 1-hour NO ₂ and Average Daily NO ₂ and RSP at the RAPs (2007 P.M. Peak Hour; Vehicular Emission Impact Assessment)	4-33
Table 4-26	Predicted Maximum 1-hour NO ₂ and Average Daily NO ₂ at the RAPs (2007 Fill Bank Peak Hour; with Aerial Industrial Emissions).....	4-34
Table 4-27	Maximum 1-hour NO ₂ and Average Daily NO ₂ at the RAPs (2007 A.M. Peak Hour; with Aerial Industrial Emissions).....	4-35
Table 4-28	Maximum 1-hour NO ₂ and Average Daily NO ₂ at the RAPs (2007 P.M. Peak Hour; with Aerial Industrial Emissions).....	4-36
Table 5-1	Representative Assessment Points selected for Noise Impact Assessment	5-3
Table 5-2	Noise Limits for Daytime Construction Activities	5-4
Table 5-3	Area Sensitivity Ratings of NSRs.....	5-6
Table 5-4	Representative Inventory on PME used during the Operational Phase	5-7
Table 5-5	Representative Inventory of PME used in the Contract CV/97/01	5-8
Table 5-6	Representative Inventory on PME used during the Decommissioning Phase	5-8
Table 5-7	Noise Levels predicted at the RAPs F1 and F2	5-9
Table 5-8	Operational Phase Traffic Noise Assessment Scenarios.....	5-11
Table 5-9	Noise Levels predicted at the RAPs F1, F2 and F3 during the decommissioning phase of the fill bank.....	5-14
Table 6-1	Water Quality Monitoring Data (averaged values) obtained in 2000 at EPD's Monitoring Stations in the Eastern Buffer and Junk Bay Water Control Zone.....	6-3

Table 7-1	Classification of Risk Category	7-5
Table 7-2	Summary of General Categorisations of Risk.....	7-5
Table 7-3	Source-Pathway-Target Analysis.....	7-7
Table 7-4	Specifications of LFG Monitoring Equipment Requirement.....	7-8
Table 7-5	Action Plan - LFG Monitoring During the Construction Stage.....	7-9
Table 8-1	Existing Landscape Character Areas (Refer to Figure 8-2).....	8-8
Table 8-2	Existing Landscape Resources (Refer to Figure 8-4)	8-9
Table 8-3	Summary of Visually Sensitive Receivers.....	8-10
Table 8-4	Review of Existing Planning and Development Control Framework (Refer to Figure 8-6)	8-12
Table 8-5	Impact Assessment of Landscape Character Areas	8-14
Table 8-6	Impact Assessment of Landscape Resources.....	8-16
Table 8-7	Significance of Visual Impact anticipated to be received by VSR.	8-16
Table 8-8	Landscape Works Responsibilities	8-22
Table 8-9	Residual Visual Impact.....	8-25
Table 9-1	Environmental Sensitive Areas and Population Protected.....	9-2

LIST OF APPENDICES

- Appendix 1-1 WBTC No. 4/98 and WBTC No. 5/99
- Appendix 1-2 Project Profile
- Appendix 1-3 EIA Study Brief No. ESB-083/2001
- Appendix 4-1 Indicative alignment of the main haul roads modelled and Worksheets showing Calculation of Dust Emission Rates, Operational Phase Dust Emission Impact Assessment
- Appendix 4-2 Typical FDM Result File, Maximum 1-hour TSP modelling, Operation Phase Dust Emission Impact Assessment, Scenario 1 and 2
- Appendix 4-3 Typical CALINE4 result files, Operational Phase Vehicular Emission Impact Assessment
- Appendix 4-4 Typical ISCST3 modelling result file, Industrial Emission Modelling for Operational and Decommissioning Phase Vehicular Emission Impact Assessment
- Appendix 4-5 Worksheets showing Calculation of Dust Emission Rates, Decommissioning Phase Dust Emission Impact Assessment
- Appendix 4-6 Typical FDM Result File, Mitigated Maximum 1-hour TSP modelling, Decommissioning Phase Dust Emission Impact Assessment
- Appendix 4-7 Typical CALINE4 Result Files, Decommissioning Phase Vehicular Emission Impact Assessment
- Appendix 5-1 Spreadsheets showing breakdown of calculations, Operational Phase Fixed Noise Impact Assessment
- Appendix 5-2 Worst-Case 2004 Traffic Forecast, Operational Phase Traffic Noise Impact Assessment
- Appendix 5-3 Letter from Transport Department showing endorsement of the Traffic Forecast
- Appendix 5-4 Existing direct at-source traffic noise mitigation measures implemented on Wan Po Road – Operational Phase Traffic Noise Impact Assessment
- Appendix 5-5 Detailed Traffic Noise Modelling Results, Operational Phase Traffic Noise Impact Assessment
- Appendix 5-6 Sample Calculations at 5 Assessment Points, Operational Phase Traffic Noise Impact Assessment
- Appendix 5-7 Further mitigated noise levels in the presence of the existing 4m high noise barrier along road edge future noise barrier along the Central Divider
- Appendix 5-8 Spreadsheets showing breakdown of calculations, Decommissioning Phase Fixed Noise Impact Assessment
- Appendix 6-1 Statement of Water Quality Objectives (Eastern Buffer Water Control Zone)
- Appendix 6-2 Statement of Water Quality Objectives (Junk Bay Water Control Zone)
- Appendix 6-3 Standard Sand Trap Design (CED Drawing No. GC 1034)
- Appendix 7-1 Landfill Gas Monitoring Data obtained at the southern edge of SENT landfill near the Fill Bank Site
- Appendix 7-2 Leachate Monitoring Data obtained at the southern edge of SENT landfill near the Fill Bank Site
- Appendix 10-1 Implementation Schedule of recommended Environmental Mitigation Measures