

## 9 LAND CONTAMINATION

### 9.1 Introduction

- 9.1.1 The EIA study has evaluated the potential land contamination issues for the Kai Tak Development (KTD), which includes the review on the previous EIA studies and land contamination assessment for the remaining areas within the former Kai Tak Airport which have not been assessed previously.
- 9.1.2 As revealed in the Decommissioning of the Former Kai Tak Airport other than the North Apron (KTA Decommissioning) EIA Report, the contaminated sites identified were the South Apron area, the narrow strip of North Apron and the ex-Government Flying Service (GFS) apron area. The identified contamination (including TPH free product encountered during the site investigation at the ex-GFS apron area) shall be remediated as recommended in the KTA Decommissioning EIA Report and EM&A Manual.
- 9.1.3 Remaining areas within the former Kai Tak Airport covered in the EIA study include the ex-GFS building, the Radar Station, the “Hong Kong Aviation Club (HKAC) and an open area for car parking and exhibition” (HKAC area) and the “Electrical and Mechanical Services Department (EMSD) Headquarters excluding the external heavy vehicle repairing workshop” (EMSD Headquarters).
- 9.1.4 For EMSD Headquarters, EMSD, as the current occupant, should conduct a detailed land contamination assessment and complete the necessary remediation prior to handing over the site to the Government for redevelopment. If contamination is identified, remediation of the site shall then be conducted following the respective CAR/RAP upon EPD’s approval.
- 9.1.5 For Radar Station and HKAC area, according to the site investigation conducted, no land contamination impact was identified at the assessed area.
- 9.1.6 For land contamination identified within the ex-GFS building, EIA study has recommended excavating the contaminated soil from the proposed excavation zone within the ex-GFS building area for carrying out soil treatment at the proposed decontamination works area located at the northern part of the South Apron of the former Kai Tak Airport as shown in **Figure 2.4**.
- 9.1.7 The confirmation sampling / testing shall be carried out by the Environmental Team (ET) for (i) soil excavation (to ensure complete excavation of contaminated soil); (ii) biopiling (to ensure attainment of cleanup targets); and (iii) solidification/ stabilization (to ensure attainment of cleanup targets). In addition, independent environmental checker (IEC) shall carry out independent checking on the above confirmation sampling/ testing for not less than 10% of total numbers of samples and the scope shall cover sampling works and laboratory analysis by an independent Hong Kong Laboratory Accreditation Scheme (HOKLAS) accredited laboratory.
- 9.1.8 All contamination identified at the ex-GFS building shall be remediated before commencement of any decommissioning / construction works to avoid disturbance on the ground. The duration of remediation shall be taken into account by the Project Proponent and the Contractor as part of the construction programme.
- 9.1.9 In all cases, contaminated soil remediation and treatment must be managed in an environmentally sound manner, including compliance with all relevant legislation and Government requirements.

## 9.2 Confirmation Sampling/ Testing

- 9.2.1 The details of sampling and testing requirements, compliance assessment and event/action plan for soil excavation, biopiling and solidification / stabilization for contamination identified at ex-GFS building is presented in **Section 4** of this EM&A Report.

## 9.3 Environmental Mitigation Measures and Safety Measures

- 9.3.1 For the remediation to be conducted for the land contamination areas identified in the KTA Decommissioning EIA, the mitigation measures recommended in the KTA Decommissioning EIA Report as well as those stipulated in the corresponding Environmental Permit should be implemented to control and minimize the associated environmental impacts.
- 9.3.2 For two of the remaining sites within the former Kai Tak Airport yet to be decommissioned namely the ex-GFS building and the Radar Station in the South Apron area, the recommended mitigation measures are detailed in **Section 4** of this EM&A Report.
- 9.3.3 For the areas outside the former Kai Tak Airport boundary but within the boundary of the KTD, findings from previous studies and the comprehensive review of current and historical land uses conducted in this EIA study indicated that the urban area as a whole did not have a major contamination problem but for specific hotspot which might be of potential contamination concern. It is recommended that the current occupier(s) or the future developer(s) of those identified hotspots should carry out detailed land contamination investigations prior to any redevelopment. If land contamination is confirmed, proper remedial measures should be formulated and implemented prior to the redevelopment of the respective site.
- 9.3.4 The implementation for the recommended land contamination mitigation measures is presented in **Appendix A4**. In the event of exceedances or complaints, the Environmental Team and / or the Contractor shall be responsible for reviewing the effectiveness of these measures and for proposing, designing and implementing alternative measures as appropriate.