

1 INTRODUCTION

1.1 Project Background

1.1.1 Kai Tak Development – Road D3A and Road D4A (hereafter as “the Project”) are dual 2-lane district distributor roads within the Runway Precinct of the Kai Tak Development (KTD) as shown in **Figure 1.1**. Road D3A is running along the centre of the Runway Precinct and is replacing the original southern section of Road D3 that runs along the waterfront of the Runway Precinct. Road D4A is an extension of Road D4 connecting Road D4 with the proposed Road D3A.

1.1.2 Both Road D3A and Road D4A will play an important role in linking up all the development areas in Runway Precinct of KTD with the hinterland.

1.2 Objectives of this EIA Study

1.2.1 According to the EIA Study Brief, the objectives of this EIA study are as follows:

- to describe the Project and associated works together with the requirements for carrying out the Project;
- to identify and describe elements of community and environment likely to be affected by the Project and/or likely to cause adverse impacts to the Project, including natural and man-made environment and the associated environmental constraints;
- to provide information on the consideration of alternatives to avoid and minimize potential environmental impacts to sensitive uses;
- to identify and quantify emission sources and determine the significance of impacts on sensitive receivers and potential affected uses;
- to identify and systematically evaluate any potential landscape and visual impacts and to propose measures to mitigate these impacts;
- to propose the provision of mitigation measures so as to minimize pollution, environmental disturbance and nuisance during construction and operation of the Project;
- to investigate the feasibility, practicability, effectiveness and implications of the proposed mitigation measures;
- to identify, predict and evaluate the residual environmental impacts (i.e. after practicable mitigation) and the cumulative effects expected to arise during the construction and operation phases of the Project in relation to the sensitive receivers and potential affected uses;
- to investigate the extent of the secondary environmental impacts that may arise from the proposed mitigation measures and to identify constraints associated with the mitigation measures recommended in the EIA study, as well as the provision of any necessary modification; and
- to determine the need and specify environmental monitoring and audit requirements to ensure the effective implementation of the recommended environmental protection and pollution control measures.

1.3 Designated Project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO)

1.3.1 Since Road D3A and Road D4A falls within item A under Schedule 2 of the EIAO, it is considered a Schedule 2 designated project (DP).

1.4 Structure of the Report

1.4.1 In addition to **Section 1**, the remaining sections of the EIA report are set out as below:

- **Section 2** describes the project scope, the need for the Project and the consideration of alternatives, including technology and site selections.
- **Section 3** identifies and assesses the potential noise impacts associated with the Project.
- **Section 4** identifies and assesses the potential air quality impacts associated with the Project
- **Section 5** identifies and assesses the potential water pollution impacts associated with the Project.
- **Section 6** identifies and assesses the potential waste management implications associated with the Project.
- **Section 7** identifies and assesses the potential landscape and visual impacts associated with the Project.
- **Section 8** highlights the environmental monitoring and audit (EM&A) requirements for the Project. Details of the scope and approach are presented in a stand-alone EM&A Manual.
- **Section 9** summarises the implementation schedule of the proposed mitigation measures.
- **Section 10** summarises the key findings of the EIA study.