

10. CONCLUSION

10.1 General

10.1.1 An EIA Report has been prepared for Proposed Road Improvement Works in West Kowloon Reclamation Development Phase I to satisfy the requirements given in the EIA Study Brief ESB-236/2011 and the Technical Memorandum on Environmental Impact Assessment Process. All the latest design information has been incorporated into the EIA process. Aspects that have been considered in this EIA Report include:

- (a) Project description and construction methodology
- (b) Air Quality Impact
- (c) Noise Impact
- (d) Water Quality Impact
- (e) Waste Management
- (f) Landscape and Visual Impact
- (g) Environmental Monitoring and Audit

10.1.2 All the existing and planned environmental sensitive receivers in the vicinity of the alignment have been identified by conducting site surveys and reviewing relevant planning information. The receivers identified include residential blocks, educational institutions, clinics and place of worship etc. These receivers have all been considered in this EIA study.

10.2 Air Quality Impact

10.2.1 An air quality impact assessment has been conducted for both construction and operational phases of Proposed Road Improvement Works in West Kowloon Reclamation Development Phase I. The fugitive dust assessment for the construction has concluded that watering in all works area (hourly watering with density 0.13 L/m^2) during working hours would be required to control the fugitive dust impact. Potential dust impact would be generated from the site clearance, ground excavation, construction of the associated facilities and transportation of soil during the construction phase.

10.2.2 After implementation of dust suppression measures, no unacceptable construction air quality impact is anticipated. Effective dust control can also be achieved by implementing the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation and in accordance with the EM&A programme during construction.

10.2.3 For the assessment of operational phase air quality, it is concluded that the predicted air quality impacts on all sensitive receivers would comply with Air Quality Objectives.

10.3 Noise Impact

10.3.1 Construction airborne noise assessment has been conducted. All noise sensitive receivers are identified. Some NSRs are predicted to be affected by the works and therefore mitigation measures are recommended. These mitigation measures include adopt good site practices, use of QPME, and erection of noise barriers around large plant equipment.

- 10.3.2 Cumulative construction noise assessment with mitigation measures has also been conducted. The cumulative construction noise level at some NSRs will exceed the noise criteria during the examination period. However, the impacts are temporary and reversible. With implementation of all mitigation measures, the residual impact exceeding the construction noise criteria has been reduced to minimal.

For the operational phase, the impact arisen by the proposed new roads is found insignificant and thus no mitigation measures are recommended.

10.4 Water Quality Impact

- 10.4.1 Potential water pollution sources have been identified as construction runoff and sewage from site workforce. Mitigation measures are recommended to mitigate any adverse water quality impacts.
- 10.4.2 The operational water quality impact for road run-off will have no adverse water quality impact with the incorporation of mitigation measures in the design.

10.5 Waste Management

- 10.5.1 The quantity and timing for the generation of waste during the construction phase have been estimated. Measures, including the opportunity for on-site sorting, reusing excavated fill materials etc., are devised in the construction methodology where practicable to minimise the surplus materials to be disposed. The annual disposal quantities for C&D materials and their disposal methods have also been assessed.
- 10.5.2 Quantities of excavated sediment that would be generated during the construction phase have also been estimated. As mentioned in **Section 6.4.33**, testing will be carried out to verify sediment quantity and quality. Measures for handling the sediment have been discussed. Recommendations have been made to ensure proper treatment and disposal of the sediment. No excavation of sediment is allowed to proceed until all issues on management of excavated sediments have been resolved and all relevant arrangements have been endorsed by the relevant authorities including MFC and EPD. Exact location of marine disposal of the sediment will be assigned by MFC. The total volume (in-situ) of disposal sediment is estimated as 1,000m³.
- 10.5.3 The types and quantities of waste that would be generated during the operational phase have been identified to be minimal and are expected to have insignificant impact.

10.6 Landscape and Visual Impact

- 10.6.1 The landscape and visual impact of the proposed works during the construction phase and the operation phase is evaluated. Mitigation measures are recommended to minimise the landscape and visual impact.
- 10.6.2 It is expected that 310 out of 556 trees would be felled due to the Project. 213 trees will be retained, and 410 trees will be provided as compensatory planting.
- 10.6.3 In general, the landscape and visual impact of the Project is maintained at an acceptable level.

10.7 Environmental Monitoring and Audit Requirements

- 10.7.1 It is recommended to implement an EM&A programme throughout the entire construction period to regularly monitor the environmental impacts on the neighbouring sensitive receivers. All the requirements (including dust, airborne noise, water quality,

waste, land contamination, hazard, landscape & visual) in the EM&A Manual shall be complied with.

- 10.7.2 An Environmental Mitigation Implementation Schedule has also be included in the EM&A Manual to summarise all the measures, the implementation location, time frame, agency etc.

10.8 Overall

- 10.8.1 The EIA has been conducted based on the best and latest available information during the course of the EIA study. The findings of this EIA have provided information on the nature and extent of environmental impacts arising from construction and operation of the Project. The EIA has, where appropriate, identified mitigation measures to ensure compliance with environmental legislation and standards.
- 10.8.2 This EIA has demonstrated compliance with the environmental standards and legislation with the implementation of the proposed mitigation measures during the construction and operational phases. This EIA has also demonstrated that the environmental impacts are acceptable. Environmental monitoring and audit mechanisms have been recommended for the construction of the Project to verify the effectiveness of the recommended mitigation measures.