



Architectural Services Department

Programme No. 272RS

Kai Tak Multi-purpose Sports Complex

Environmental Impact Assessment

Executive Summary

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**The Joint Venture of
Cinotech Consultants Ltd
and Maurice Lee & Associates Ltd
in association with MVA Asia H.K. Limited**

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Figure A Location and Layout Plan of Proposed Kai Tak MPSC

1 INTRODUCTION

1.1 Background

- 1.1.1 As Hong Kong people become more and more passionate about sports and our athletes have been making encouraging achievements in recent years in the international arena, we see a strong demand for new major sports venues in Hong Kong. At present, our major event venues including the Hong Kong Stadium, the Hong Kong Coliseum, and the Queen Elizabeth Stadium are all over 20 years old. These facilities have stood the test of time, but are unable to fully meet the modern day demands of athletes, spectators and the wider community. In addition, a shortfall of indoor sports centres and public sports grounds in East Kowloon is anticipated based on population projection. In 2006, the Hong Kong SAR Government proposed the development of a multi-purpose sports complex at Kai Tak with the strong support from sports communities and local communities including district councils. It is anticipated that the Kai Tak Multi-purpose Sports Complex (MPSC or the Project) will provide high-quality sports facilities that will help to alleviate Hong Kong's shortage of public sports facilities and will also provide new venues suitable for hosting major local and international sports events.
- 1.1.2 A Comprehensive Planning and Engineering Review of South East Kowloon Development was commenced in 2004 and a Preliminary Outline Development Plan (PODP) was first prepared as part of Kai Tak Planning Review (KTPR) by the Planning Department. In 2007, the Civil Engineering and Development Department commissioned the "Kai Tak Development Engineering Study" including a Schedule 3 Environmental Impact Assessment (EIA) study "Kai Tak Development" (KTD), to confirm the feasibility of the proposed development as recommended in the PODP. The KTD EIA was prepared as part of the engineering study and approved under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499) on 4 March 2009. The Project is one of the key components in the PODP.
- 1.1.3 The potential environmental impacts of the Project have been broadly addressed in the Schedule 3 EIA report for the KTD. The approved EIA report for the KTD recommended that a further EIA study is required under the EIAO to address the environmental impacts of the Project in detail given that the Project has been identified as a designated project under the following sub-items of Part I, Schedule 2 of the EIAO:
- The Main Stadium of the Project under item O.6 "An open air concert venue with a capacity to accommodate more than 10 000 persons"
 - The Main Stadium of the Project under item O.7 "An outdoor sporting facility with a capacity to accommodate more than 10 000 persons"
- 1.1.4 A project profile (No. PP-509/2014) was submitted to the Environmental Protection Department (EPD) on 3 June 2014 and an EIA Study Brief (No. ESB-274/2014) specifying the scope of the required environmental impact assessment was issued by EPD on 16 July 2014.

1.1.5 Subsequently, an EIA study for the MPSC was started in July 2014. The purpose of the EIA study was to provide information on the nature and extent of environmental impacts arising from the construction and operation of the Project and associated works that will take place concurrently. This information will contribute to decisions by the Director of Environmental Protection on:

- the overall acceptability of any adverse environmental consequences that are likely to arise as a result of the Project;
- the conditions and requirements for the detailed design, construction and operation of the Project to mitigate against adverse environmental consequences wherever practicable; and
- the acceptability of residual impacts after the proposed mitigation measures are implemented.

1.2 Purpose of this Executive Summary

1.2.1 The purpose of this EIA Executive Summary (ES) is to present a summary of the findings, conclusions and recommendations of the EIA report. This ES contains the following information:

- Section 2 presents purpose and nature of the Project, consideration of alternative development options and construction methods for the Project;
- Section 3 presents the key findings of the environmental impact assessment;
- Section 4 describes the proposed environmental monitoring and audit for the Project; and
- Section 5 presents the conclusions.

2 PROJECT DESCRIPTION

2.1 Project Scope

2.1.1 The project site covers a land area of about 28.2 hectares (ha) situated in the North Apron Area of the former Kai Tak Airport. It is bounded by the Central Kowloon Route to the south and dissected by Road D2 (Shing Kai Road) in the middle. The scope of the Project includes a multi-purpose complex comprising a 50,000-seat Main Stadium, a Public Sports Ground, an Indoor Sports Centre, and other ancillary/supporting facilities such as car parks, retail, food and beverage outlets, a office building and a hotel. The Main Stadium shall be multi-functional to meet the requirements of different events, while optimizing utilisation and delivering a good spectator experience. While priority will be given to major sports events, non-sporting events such as concerts, exhibitions, carnivals, etc. may also be held in the Main Stadium. An indicative master layout plan of the Project is shown in **Figure A**.

2.2 Need and Environmental Benefit of the Project

2.2.1 The Multi-purpose Sports Complex (MPSC) at Kai Tak is the most important Hong Kong sports infrastructure project of recent decades and the sports park will be the largest in Hong Kong. It will provide multi-purpose sports venues that will allow the hosting of major international sports events and provide our athletes with more opportunities to compete at a home venue with players from other parts of the world. It will also provide many facilities for professional and amateur athletes as well as members of the public to enjoy.

2.2.2 Without this Project, the site will remain as a large piece of construction site and temporary car parks until alternative planning uses are implemented. Not only is the view unpleasant, the exposed ground is susceptible to soil erosion. The current land uses are also incompatible with the future surrounding development, not to mention that the demand for sports and recreation facility remains unmet. In this sense, the Project would meet community needs for sports facilities, provide advanced and multi-purpose sports venues for hosting high-level competitions, and contribute further to the sports development of Hong Kong, i.e. to promote sport in the community, to support elite sport and to make Hong Kong a centre for major international sports events. Upon completion of the MPSC, the landscaped area will be grown with vegetation that will help preventing soil erosion and enhancing the landscape and visual quality of the area, and most importantly will provide generous parklands for the public to relax and enjoy outdoor activities. The design of the MPSC will be coherent with the surrounding KTD Area in the future. The Main Stadium will also serve as a landmark facility in the Project.

2.3 Consideration of Alternative Development Options

- 2.3.1 In order to fulfil the requirement for international sports events, the Main Stadium will be accompanied by a range of supporting facilities that will create a critical mass of development for producing a dynamic and vibrant sports environment. The Home Affairs Bureau had carried out the “Study on Requirements for Major New Sports and Recreation Venues” in 2001 and the findings of the study were updated in 2005. The 2001 study identified and examined 8 candidate sites that might best accommodate such a sports complex. It included Northshore Lantau, West Kowloon Reclamation, Tseung Kwan O, Kai Tak Development (KTD), Mei Foo, Tuen Mun, Victoria Park and Pak Shek Kok and concluded that the site inside the KTD is the most suitable for the stadium development. The site is readily available (no reclamation or extensive demolition is required), large enough for mega-scale sports facilities, will be well-served by public mass transport, and that dispersal routes can be designed to direct spectators to the public transport. The planning of the stadium had been incorporated since the KTPR. For example, the layout of the site has been laid down such that the Main Stadium is located by the waterfront and the orientation of the spectator stand of the Public Sports Ground has been designed to minimize noise impact on future residents in the neighbourhood.
- 2.3.2 After considering all the key factors including environmental factors in the option selection, the proposed multi-purpose sports complex in the KTD is the preferred option to avoid or minimize adverse environmental impacts to the largest practicable extent.

2.4 Consideration of Alternative Construction Methods and Sequences of Works

- 2.4.1 The proposed construction sequence is based on conventional bottom up construction starting from site clearance, site formation, foundation, superstructure, Mechanical and Electrical (M&E) plants installation, utilities, finishes and external works. As the project site covers approximately 28.2 ha, a pragmatic, economical and environmentally friendly way is to carry out construction works in geographical zones in order to minimize concurrent construction works in different zones as far as practicable. The sewerage connection and construction material/waste delivery routes are designated to ensure a smooth interface with the construction of Road D2.
- 2.4.2 Prefabricated construction method should be adopted as far as practicable to minimise construction waste and noise and dust impacts. The prefabricated construction method recommended in the EIA Report should be implemented as contract requirements. Marine access is planned for delivery of prefabricated units direct to the site.

2.5 Project Programme

- 2.5.1 The construction works of the Project are scheduled to commence in 2017 for completion in 2020/2021.

2.6 Concurrent Projects

2.6.1 Based on the latest available information, the following projects are likely to have interactions with this Project. The cumulative environmental impacts arising from these concurrent projects during the construction and operation phases of the Project have been assessed in the EIA Report.

Table 2-1 List of Concurrent Projects

No.	Project	Time Line
1	East Portion of Central Kowloon Route (CKR)	Scheduled for completion in 2021 but according to the latest available information, the CKR would not be commissioned before 2023
2	Reconstruction and Upgrading of Kai Tak Nullah	Scheduled for completion in April 2018
3	Kai Tak Development Stage 4 (D2 road construction)	Scheduled for completion in 3rd quarter of 2017
4	North Apron Remaining Infrastructure	Scheduled for completion in late of 2021
5	Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement Works (Phase 2)	Scheduled for completion in December 2018
6	Shatin Central Link (SCL)	Scheduled for completion in 2019 due to the project delay

3 KEY FINDINGS OF ENVIRONMENTAL IMPACT ASSESSMENT

3.1 Air Quality

Key Assessment Scope and Key Criteria

3.1.1 The air quality impact assessment was conducted following the technical requirements given in Appendix A of the EIA Study Brief. In accordance with Section 3.4.3 of the EIA Study Brief, the Study Area is defined by a distance of 500m from the boundary of the project site, with consideration to be extended to include major existing, planned and committed air pollutant emission sources that may have a bearing on the environmental acceptability the Project. The criteria and guidelines for evaluating and assessing air quality impact is stated in Section 1 of Annex 4 and Annex 12 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM).

Construction Phase

3.1.2 The Project is planned to commence construction in 2017 for completion by 2020/2021. Potential air quality impacts from the construction works of the Project would mainly arise from construction dust from site clearance, excavation, foundation and site formation works. Construction dust impact arising from this Project with consideration of concurrent projects has been assessed.

3.1.3 In order to reduce the dust emissions from the Project for compliance with the Total Suspended Particulates (TSP) and Air Quality Objectives (AQOs) criteria at air sensitive receivers (ASRs), the following specific mitigation measures are recommended:

- Regular watering of the construction site;
- Adopting dust control measures stipulated in the Air Pollution Control (Construction Dust) Regulation and good site practice; and
- Proper handling of exposed earth.

3.1.4 With proper implementation of the recommended mitigation measures, the assessment results indicated that dust concentrations at all identified ASRs are predicted to comply with the 1-hour TSP criterion stipulated in the EIAO-TM, as well as the AQOs for the daily average and annual average Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP). Hence, adverse residual air quality impacts during the construction phase of the Project would be avoided.

Operation Phase

3.1.5 The Project itself is not an air pollution source. During the operational phase, the only air emission source due to the Project is the induced traffic along the traffic routes leading to or from the future MPSC. Nitrogen dioxide (NO₂), RSP, and FSP are the key criteria pollutants for assessment of the air quality impact in this Project according to the AQOs. Apart from the vehicular emission sources, industrial chimneys and ventilation buildings within 1 km from the boundary of project site, as well as the emissions from To Kwa Wan Typhoon Shelter and Kai Tak Cruise Terminal are also

emission sources for the assessment. Therefore, the AQOs for 1-hr NO₂, annual NO₂, 24-hr FSP, annual FSP, 24-hr RSP and annual RSP have been identified as key assessment criteria. Although the Project is unlikely to contribute a significant amount of sulphur dioxide (SO₂) to the environment, the SO₂ from industrial chimneys, the typhoon shelter and the cruise terminal may have an impact on the Project. Therefore, the AQOs for 10-min and 24-hr SO₂ have also been identified as assessment criteria.

- 3.1.6 Cumulative air quality impact for both “Without Project” and “With Project” scenarios have been assessed. Based on the modelling results, it is predicted that the cumulative 10-minute SO₂, hourly SO₂, daily average RSP, annual average RSP, daily average FSP, annual average FSP, and hourly NO₂ concentration at all the identified ASRs would comply with the relevant AQOs for both scenarios.
- 3.1.7 Exceedance of the annual average NO₂ criterion has been identified at some selected ASRs in localized areas along major roads such as Prince Edward Road East and Kowloon City Road (near the Kai Tak Tunnel West Portal). The AQO exceedance of the annual NO₂ under the “With Project” scenario is dominated by the background air pollution level.
- 3.1.8 Various options of mitigation measures have been explored. Practical measures to be implemented include: (a) provision of electric vehicle (EV) charging facilities in at least one-third of the car parking spaces for private cars, (b) provision of EV charging enabling facilities in all car parking spaces for private cars, (c) giving priority to EV using the car parking spaces as far as practicable, (d) use of electric saloon cars and coaches in the transport services for staffs and/or hotel guests under normal operation (if such services are provided by the future operator), and (e) restricted entry of heavy vehicles during peak hours (7 a.m. to 10 a.m. and 4 p.m. to 7 p.m.) in weekdays, except for major events (i.e. with more than 20,000 persons).
- 3.1.9 The mitigation measures recommended above would help reduce the annual NO₂ emission but their benefits are not easily quantifiable for the purpose of evaluating the residual impact. As such, the residual impacts are evaluated based upon the assessment results which would potentially be further reduced when the future operator puts in place the mitigation measures as far as practicable during the project implementation stage.
- 3.1.10 The highest predicted annual NO₂ concentration at the identified ASRs (representing shops at Kam Wah Building near Ma Tau Chung Road) is 64.4 µg/m³ in Year 2023, which will be reduced to 46.6 µg/m³ in Year 2036. The exceedances are largely due to the background air pollution level, and the contribution from the Project is only 0.19 µg/m³ (i.e. 0.5% of the AQO limit) at the identified ASR in Year 2036. The staffs working at the shops would at most work for 12 hours a day and 6 days a week, and therefore they would have limited exposure to this level of NO₂. On this basis, the magnitude of contribution to the cumulative annual NO₂ concentration due to the Project when considered in conjunction with the impacts from prevailing background and other potential projects in Year 2036 is considered minimal, and therefore the potential associated health effect from the minimal additional air pollutants caused by the Project itself is considered negligible and unlikely to be a key concern.

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- 3.1.11 With the implementation of the air quality improvement programmes currently being undertaken by the Government, such as “A Clean Air Plan for Hong Kong” which aims to tackle roadside air pollution and to reduce marine emissions, continuous air quality improvement in the territory is expected. Based on these assessment results, the predicted magnitude of annual NO₂ concentrations at all the representative ASRs will be reduced from the worst assessment year of Year 2023 to Year 2036 (15 years after the Project commencement). Furthermore, the number of ASRs being exposed to NO₂ levels exceeding the annual criteria will be largely reduced from 15 to 5 from Year 2023 to Year 2036. As demonstrated by the improvement trend of air quality conditions, the air quality impact arising from the Project will be off-set in the longer term by the Government’s air quality improvement programme. The likelihood of future adverse environmental impacts caused by the operation of the Project itself is not high.
- 3.1.12 The exceedance zones for annual NO₂ in Year 2023 and Year 2036 are localised. The affected areas and hence the likely size of community affected are not widespread. As seen from the Year 2023 and Year 2036 contour plots for annual NO₂, increases in the exceedance zones due to the contribution from the Project in both assessment years are unnoticeable. Based on the assessment results, similar population would be affected without the Project. The affected communities mainly consist of the staffs in the shops at ground floor, who have limited exposure to the NO₂ impact. As air quality improves over time, the small affected population in Year 2023 will be further reduced to a limited size in Year 2036.
- 3.1.13 The non-compliance of annual NO₂ AQO criterion occurs only in some localised areas which are considered not of regional concern. In addition, the residual impact would not cause any ecological or cultural heritage concerns.
- 3.1.14 Pollutant concentrations predicted by PATH in Year 2020 have been adopted for the background air quality for the assessment years from Year 2023 (the worst assessment year) to Year 2036 (15 years after the commencement of the Project). In consideration of air quality improvement schemes implemented by the Government that would gradually take effect following Year 2020, the use of the Year 2020 PATH background in predicting pollutant concentration in Years 2023 to 2036 is considered conservative. As such, both the likelihood and degree of uncertainty of adverse environmental impacts are minimized.
- 3.1.15 Based on the above, it is clearly demonstrated that the residual impact of annual NO₂ is predominantly caused by existing background concentrations unrelated to this Project, and the impacts caused by this Project itself are minimal. It is thus concluded that the residual air quality impact caused by the Project will not cause long term serious environmental implications.

3.2 Hazard to Life

Key Assessment Scope and Key Criteria

- 3.2.1 According to Clause 3.4.4 of the EIA Study Brief, relevant hazard to life assessment findings related to the Project should be reviewed in order to determine whether an updated hazard to life assessment in the EIA study is necessary. If an updated hazard to life assessment is required to be carried out, technical assessment requirement stipulated in Clauses 3.4.4.2 to 3.4.4.4 of the EIA Study Brief should be followed. The criteria for evaluating hazard to life are stated in Section 2 of Annex 4 of the EIAO-TM.

Construction & Operational Phase

- 3.2.2 The potential hazard to life impact in the KTD area, which covers the MPSC, has been fully assessed in the approved Schedule 3 EIA Report for the KTD (Register No.: AEIAR-130/2009). The approved EIA Report for the KTD concluded that no adverse hazard to life impact on the future occupants of the KTD is anticipated. Based on the latest available information, no new potentially hazardous installation (PHI) is proposed in the KTD area, and all existing/planned hazardous sources within or in vicinity of KTD were considered in the approved EIA Report for the KTD. Based on the Consultation Zones (CZ) or study areas (SA) adopted in the approved EIA for different types of hazardous sources, the project site falls outside all the CZ/SA of the identified hazardous sources. Hence, the findings of the hazard to life assessment related to the Project in the approved EIA report for the KTD remain valid, i.e. adverse potential hazard to life impact arising from the construction and operation of the Project is not anticipated, and no further hazard to life assessment is required.

3.3 Noise

Key Assessment Scope and Key Criteria

- 3.3.1 Noise Impact Assessment (NIA) for construction and operational phases of the Project was conducted in accordance with Section 3.4.5 and Appendix C of the EIA Study Brief. For evaluating and assessing noise impact, the criteria and guidelines as stated in Annexes 5 and 13 of the EIAO-TM have been followed. As per the requirements in EIA Study Brief Section 3.4.5, the Study Area for NIA included areas within 300 m from the boundary of the project site. According to the EIA Study Brief, the study area shall be expanded to include NSRs at distances over 300 metres from the Project boundary and associated works if those NSRs are also affected by the construction and operation of the Project.

Construction Phase

- 3.3.2 The predicted unmitigated cumulative construction noise would be 75 – 83 dB(A) at the representative noise sensitive receivers (NSRs). With the implementation of practicable mitigation measures such as the adoption of quiet powered mechanical equipment (PME) and movable noise barriers, the mitigated construction noise from the Project at all the NSRs would comply with the 75 dB(A) criterion. The cumulative construction noise impact would exceed the criterion at 3 representative NSRs (two planned residential sites and one planned Comprehensive Development Area (CDA) site) but the exceedance would mainly be caused by other concurrent projects and transient in nature. Hence, adverse residual construction noise impact is not anticipated.

Operation Phase

Traffic Noise Impact arising from Traffic Induced by the Project

- 3.3.3 During the operational phase of the Project, the potential traffic noise impact on the surrounding NSRs caused by the traffic induced by the Project has been predicted and evaluated. The assessment results indicated that except for some planned NSRs including a public housing site and a CDA zone along Sung Wong Toi Road, insignificant additional traffic noise impact would be caused by the traffic induced by the Project or the overall traffic noise levels would comply with the noise criterion of 70 dB(A) for dwellings.
- 3.3.4 For the planned NSRs where a significant additional traffic noise impact caused by the Project is anticipated, it has been shown that the potential traffic noise impact caused by the Project would not create unacceptable constraints to the proposed development, whilst the future developers of these development sites would carry out environmental assessments (EA) for the proposed developments at the detailed design stage. The EA would include the required mitigation measures for traffic noise impact in order to ensure that all NSRs at the subject sites would not be exposed to road traffic noise levels above the noise criteria as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG).

Noise from Sports Events from Main Stadium and Public Sports Ground

- 3.3.5 Acoustic features will be adopted in the design of the Main Stadium and the Public Sports Ground to control the potential noise impacts arising from sports events. For the Main Stadium, the structure and fixed roof of the stadium will be soundproofing and complete. To increase the soundproofing performance of the roof, acoustic panels will be attached underneath the fixed roof of the Main Stadium. The entrances of the Main Stadium will also be equipped with double acoustic doors. A distributed public address system will be adopted with the loudspeakers directed towards the spectator stand. A retractable roof, which forms part of the design of the Main Stadium, will be closed when needed. Rubber bearing or other devices with similar function will be used to avoid noise leakage between the fixed roof and the retractable roof.
- 3.3.6 As for the Public Sports Ground, a cover will be built over the spectator stand. To increase the soundproofing performance of the cover, sound absorption panels will be attached underneath the entire cover.
- 3.3.7 For sports events in the Main Stadium, the predicted operation noise levels at receivers during daytime/evening time period (i.e. 7 a.m. to 11 p.m.) are within the relevant noise criteria even with the retractable roof fully opened. Adverse noise impact arising from sports events in the Main Stadium is not anticipated.
- 3.3.8 For sports events in the Public Sports Ground, no adverse noise impact on NSRs is anticipated as the noise levels would comply with the relevant noise criteria for sports events during daytime/evening time period.
- 3.3.9 According to the proposed mode of operation, no organized events would be held concurrently in the Main Stadium and the Public Sports Ground. Nonetheless, the public is free to use the venues when there is no organized event. If an organized event is being held at the Main Stadium, community activities such as jogging, training, amateur ball games, and activities supporting the organized event (excluding rehearsal for a music event) in the Main Stadium such as warm up, hospitality, etc. may be held at the Public Sports Ground, and vice versa. Noise from such community activities would be insignificant. Hence, no excessive cumulative noise impact arising from the events from the Main Stadium and the Public Sports Ground is anticipated. In addition, no night-time events (i.e. 11 p.m. to 7 a.m. of the next day) will be held in the Main Stadium nor the Public Sports Ground.

Noise from Fixed Plant

- 3.3.10 With the implementation of the recommended mitigation measures such as enclosures and silencers, the mitigated noise levels from fixed plant sources such as the building services system operation are found to comply with the noise criterion at the worst-affected receivers. The cumulative noise levels due to the noise from sports events in the Main Stadium, noise from sports events in the Public Sports Ground and all the mitigated noise from the fixed plant are found to comply with the noise criteria at all NSRs.

Noise from Music, Singing and Instrument Performing Activities

3.3.11 With the implementation of the recommended mitigation measures set out in **Section 3.3.5** above, the potential noise impact arising from the music events at the Main Stadium during daytime/evening period (i.e. 7 a.m. to 11 p.m.) would comply with the noise criteria stipulated under the “Noise Control Guidelines for Music, Singing and Instrument Performing Activities” (the Noise Control Guidelines). Should the future operator plan to implement any music events at the Main Stadium during night-time period (i.e. 11 p.m. to 7 a.m.), the operator is obliged to ensure that the noise impacts arising from the said night-time music events will comply with the requirements under the Noise Control Ordinance.

Human Noise during Crowd Dispersion

3.3.12 Noise from human activities in public places would arise mainly from crowd dispersal after events. Noise in public places is controlled under the NCO. Any person causes any noise which is a source of annoyance to any person commits an offence. Annoyance means that the noise is intolerable and should not be present from a reasonable person’s point of view. In general, crowd dispersion is not a source of annoyance especially during daytime/evening. Since events held in the Main Stadium may require crowd dispersal after 11:00 p.m., local events with comparable crowd dispersal nature and scale have been reviewed to assess the possible annoyance from human activities including crowd dispersion during night-time. The assessment has concluded that human noise during dispersion of crowd in public places in night-time would not cause annoyance to local residents. Nevertheless, preventive measures have been adopted for addressing the potential human noise impact.

3.3.13 The crowd from the Main Stadium may disperse on the podium level during daytime/evening. It is recommended that for dispersion after 10:30 p.m. the crowd after leaving the Main Stadium should be directed to the ground level of MPSC instead of on the podium level in order to minimize the exposed sections of the dispersal routes. Crowd management measures should be adopted for major events (i.e. with more than 20,000 persons) which finish at or later than 10:30 p.m. The future operator should arrange its staff to marshal the dispersion of crowds after 10:30 p.m. in an orderly manner from the exits of the Main Stadium all the way to the two nearby MTR stations. Placards should be used to remind attendees of the events to keep the noise down. No loudspeakers should be used by the marshalling staff. No adverse potential noise impact arising from crowd dispersion within the Project site is expected.

Noise Monitoring

3.3.14 Noise monitoring is required for music events held in the Main Stadium during day time or evening time periods for the first 3 years of operation. After the 3-year monitoring period, a review of the findings of the monitoring will be conducted to determine whether further monitoring will be required.

3.4 Water Quality

Key Assessment Scope and Key Criteria

- 3.4.1 Water Quality Impact Assessment (WQIA) for construction and operational phases of this Project was conducted in accordance with Section 3.4.6 and Appendix D1 of the EIA Study Brief. In general, the WQIA followed the requirements as stated in Water Pollution Control Ordinance (WPCO), Appendix D1 of the EIA Study Brief, Annex 6 and Annex 14 of the EIAO-TM and other relevant standards and guidelines. As per the requirements in EIA Study Brief Section 3.4.6, the Study Area for WQIA included areas within 500 m from the boundary of the Project site and Victoria Harbour (Phase 1 and Phase 2) Water Control Zone under WPCO.

Construction Phase

- 3.4.2 During the construction phase, potential water quality impact may arise from site run-off, sewage from workforce, accidental spillage of chemicals, and discharge of wastewater from various construction activities. With the implementation of the recommended mitigation measures including those stipulated in the EPD's Practice Note for Professional Persons, Construction Site Drainage (ProPECC PN1/94), no adverse water quality impact on the water sensitive receivers from the construction works for the Project is anticipated. Examples include covering stockpile with tarpaulin; installation of perimeter channels for interception of surface runoff generated from works area; treatment of silty water up to the requirements stipulated in the discharge license before discharging; provision of adequate toilet facilities to workers and regular maintenance of the facilities by a licensed waste collector; and locating service shop and maintaining facilities on hard standing within a bounded area to prevent seepage of leaked chemical into soil.

Operational Phase

- 3.4.3 During the operational phase, surface runoff from the Main Stadium and the Public Sports Ground may be contaminated by the residual fertilizers and pesticides from the maintenance of the natural turf. Mitigation measures have been proposed such as the adoption of artificial turf or hard surface as the default playing surface, which involve no pesticides nor fertilizers. If natural turf is used as the default playing surface, the use and application of fertilizers and pesticides will follow the normal practices according to the Leisure and Cultural Services Department's (LCSD) prevailing code of practice and the Pesticides Ordinance (Cap. 133). A staged intercepting system will be developed for storage of surface water for reuse and a Stormwater Re-use Management Plan will be prepared and implemented, so as to ensure no residual fertilizers and pesticides from the turf surface run-off are discharged. Hence, with the implementation of the recommended mitigation measures, the operation of the Project will unlikely result in unacceptable stormwater discharge problem.

3.5 Sewerage and Sewage Treatment Implications

Key Assessment Scope and Key Criteria

- 3.5.1 Assessment of the Sewerage and Sewage Treatment Implications (S&STI) was conducted according to Section 3.4.7 and Appendix D2 of the EIA Study Brief. The sewage and sewerage assessment follows the criteria and guidelines for evaluating and assessing impacts on the public sewerage, sewage treatment and disposal facilities as stated in Section 6.5 of Annex 14 of the EIAO-TM.

Construction Phase

- 3.5.2 During the construction phase, the Project will not impact on the existing sewerage system.

Operational Phase

- 3.5.3 Sewage generated from the Project will be collected at the To Kwa Wan Preliminary Treatment Works (TKWPTW) and subsequently delivered to Stonecutters Island Sewage Treatment Works via deep tunnels for further treatment and disposal. The amount of sewage generated by visitors, spectators, permanent and temporary employee of all facilities in MPSC was estimated as per EPD Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF) (2005). Since the capacity of the current design capacity of the TKWPTW will be adequate to cater for the increased flow due to the Project, no additional sewerage treatment facilities are required.
- 3.5.4 Two new sewerages will be built to collect sewage generated from the Project and discharge into the downstream sewers, which will be subsequently discharged into the nearby sewage pumping stations for further disposal.

3.6 Waste Management Implications

Key Assessment Scope and Key Criteria

- 3.6.1 Assessment on Waste Management Implications (WMI) was conducted according to Section 3.4.8 and Appendix E1 of the EIA Study Brief. The criteria and guidelines for assessing waste management implications are set out in Annex 7 and Annex 15 of the EIAO-TM respectively and other relevant standards and guidelines.

Construction Phase

- 3.6.2 Construction and demolition (C&D) materials would be generated from the site formation and various civil works for the foundation, sub-structure and superstructure construction. The C&D materials would comprise both inert (e.g. soil, broken rock, broken concrete and building debris etc.) and non-inert (e.g. bamboo, timber and packaging waste) materials. The total volume of C&D materials generated from the construction activities of the Project is estimated to be approximately 657,519 m³. Of these, about 141,945 m³ (21%) of the inert C&D materials would be reused on-site and about 447,464 m³ (69%) of inert C&D materials would be delivered to the public fill reception facilities for subsequent reuse. The remaining 68,110 m³ (10%) of non-inert C&D materials would be disposed of at the landfill. Use of an existing barging point with direct access to the Project site can minimize the use of public roads for disposal of C&D materials. There is no sediment present requiring marine disposal.
- 3.6.3 Other waste materials, including bentonite, general refuse and chemical waste, would also be generated throughout the construction. Provided that these identified wastes would be handled, transported and disposed of using the recommended methods and that good site practices would be strictly followed, adverse solid waste impacts are not expected.

Operational Phase

- 3.6.4 It is expected that general refuse would be generated during the operational phase of the Project. The total general refuse generated from the sporting facilities, hotel, office and retail uses is estimated to be about 35 tonnes per day.
- 3.6.5 The spectators will be encouraged to minimize unnecessary waste generation by means of promotion materials and announcements. Sufficient recycling containers will also be provided at suitable locations to encourage recycling of waste such as aluminium cans, plastics and waste paper. The refuse will be disposed of at approved waste transfer or disposal facilities by refuse collection vehicles. As such, adverse solid waste impacts are not expected.

3.7 Land Contamination

Key Assessment Scope and Key Criteria

- 3.7.1 According to EIA Study Brief Section 3.4.9 and Appendix E2, the environmental impact due to land contamination within and at the vicinity of the Study Area was assessed. The criteria and guidelines for evaluating and assessing the land contamination impact stated in Sections 3.1 and 3.2 of Annex 19 of the EIAO-TM were followed.

Construction Phase

- 3.7.2 The land contamination issues in the Project site have been reviewed and assessed. Basically, any land contamination identified in the North Apron of the former Kai Tak Airport has been cleaned up and the site is considered fit for the intended use.

Operational Phase

- 3.7.3 There will be no future use with potential land contamination risk in the Project site.

3.8 Terrestrial Ecology

Key Assessment Scope and Key Criteria

- 3.8.1 Ecological impact assessment was conducted in accordance with Section 3.4.10 and Appendix F of the EIA Study Brief and EIAO-TM Annexes 8 and 16. Habitat evaluation and impact assessment followed the requirements stated in EIAO Guidance Notes 6/2010, 7/2010, 10/2010 and other relevant legislations and guidelines. According to Section 3.4.10 of the EIA Study Brief and EIAO-TM Annex 16, the Study Area covers 500m from the site boundary.

Construction & Operational Phases

- 3.8.2 No site of conservation importance was identified in the Study Area. About 16.1 ha of construction sites, 5.0 ha of developed area and 6.9 ha of abandoned area in the project site will be lost. These habitats have only very low ecological value. Although 2 nos. of avifauna species of conservation importance and 1 uncommon avifauna species were recorded in the Project footprint, only minor impact is expected as no nursery ground, breeding, foraging or roosting behaviour was recorded in the project footprint. Nevertheless, no site, flora or other fauna species of conservation importance would be impacted directly.
- 3.8.3 Surrounding habitats and their communities may be subject to indirect impacts such as water contamination, noise, dust, and/or glare induced by construction and operation activities. Nevertheless, with proper implementation of water quality, noise, dust and glare mitigation measures, all indirect impacts in construction and operational phases would be acceptable as they would be insignificant or minor.

- 3.8.4 With proper implementation of the proposed mitigation measures, residual impact is considered acceptable. The overall impact on terrestrial ecology is considered as acceptable.

3.9 Landscape and Visual

Key Assessment Scope and Key Criteria

- 3.9.1 The Landscape and Visual Impact Assessment (LVIA) was prepared in accordance with the requirements in Section 3.4.11 and Appendix G of the EIA Study Brief, Annexes 10 and 18 of the EIAO-TM and EIAO Guidance Note 8/2010. According to the EIA Study Brief Section 3.4.11, the Study Area for Landscape Impact Assessment included areas within 500 m distance from the boundary of the project site while the Study Area for Visual Impact Assessment was defined by zones of visual influence.

Potential Impact on Existing Trees

- 3.9.2 The current landscape resources and character within the site are of limited quality and value. The Project provides a clear opportunity for enhancement by undertaking significant tree planting and public space creation. Approximately 160 trees will be lost during the construction of the Project, but none of them are of any importance or with high amenity value. It is anticipated that the Project will carry out planting of about 340 new trees.

Sources of Potential Landscape and Visual Impacts

- 3.9.3 Sources of landscape and visual impacts during the construction phase are as follows:
- Site clearance works
 - Piling, basement and foundation construction
 - Construction traffic and temporary traffic management activities
 - Utilities diversions, restoration and reconstruction work
 - Night lighting
 - Temporary works hoardings, noise barriers and enclosures
- 3.9.4 The sources of landscape and visual impact of the Project during the operation phase would be:
- The operation of the Main stadium, Public sports ground, Indoor sports centre and the Office and Hotel Block
 - The operation of roads serving the Project
 - The operation of new landscape area and landscaped deck
 - Changes to settlement pattern, scale and human interaction
 - Ongoing changes in the quality or quantity of landscape resources including topographic features, vegetation and hydrology

- Loss of visual amenity previously presented by lost landscape resources

Recommended Landscape and Visual Mitigation Measures

Construction Phase

- Night-Time Lighting Control
- Temporary Landscape Treatments
- Decoration of Hoarding

Operation Phase

- Greening of Walkways, Ramps and Decks
- Green Roofs and Vertical Greening
- Tree Planting
- Responsive Building Design
- Integration of Development Boundaries
- Integration with Dining Cove and Waterfront Promenade
- Light Penetration under Landscape Deck
- Incorporation of a new park within the development area
- Development of Bespoke Amenity Area Lighting Scheme

Residual Impact on Landscape Resources and Landscape Character Areas

- 3.9.5 With the implementation of the proposed mitigation measures, no substantial adverse landscape impacts are anticipated during construction. The anticipated landscape impacts are generally moderately adverse to insubstantial during the construction phase due to site clearance and removal of existing vegetation.
- 3.9.6 The residual impact on landscape resources and landscape character areas in operation phase is generally insubstantial to slight beneficial at day 1 of operation. After 10 years of operation, the extensive tree planting and greening along with the incorporation of an urban park is anticipated to bring moderate beneficial residual impacts to some landscape resources. The residual impact on landscape character areas is slight beneficial to moderate beneficial.

Residual Impact on Visual Sensitive Receivers

- 3.9.7 With the implementation of proposed mitigation measures, no substantial adverse impacts are anticipated during construction. The visual impacts are generally moderately adverse to insubstantial at all visual sensitive receivers.
- 3.9.8 No substantial adverse impacts are anticipated during operation. With suitable mitigation measures taken to enhance visual harmony such as extensive greening and superstructure designs that would respond well to the existing and planned urban

context in terms of scale, height and bulk, the different facilities within the Project will have an overall enhanced visual effect on the area. The landscape deck will contribute as an attractive open space and also integrate all the buildings within the MPSC development. The landscape deck provides seamless linkage from the MTR stations to the Metro Park and the surrounding developments within the KTD. It offers a visually stimulating environment and helps to create a sense of place. The residual visual impact in the operation phase is generally moderately adverse to insubstantial on day 1 of operation and slightly adverse to slightly beneficial after 10 years of operation.

- 3.9.9 Glare impact on Visual Sensitive Receivers (VSRs) located near the MPSC and associated above ground structure have been reviewed. The predicted glare ratings for all of the VSRs within the study boundary are below the Glare Rating Limit adopted. No significant discomfort glare condition is anticipated. To minimize potential glare impact on the VSRs, a number of mitigation measures are proposed during the construction and operational phases. For example, lighting control such as adjustable shields will be utilized in the construction site. Lighting will be designed not to direct towards sensitive receivers and external lighting should be switched off after 11 p.m. automatically. Only essential light (e.g. lighting for safety and security) will be maintained at the acceptable level as required.

Overall Acceptability

- 3.9.10 It is not anticipated that there will be any adverse residual impacts generated by the Project, whilst significant greening of the site, coupled with promoting visual integration of the proposed development with the surrounding urban context through control of scale, massing and building disposition will provide a long term beneficial visual outlook.

3.10 Cultural Heritage

Key Assessment Scope and Key Criteria

- 3.10.1 The cultural heritage impact assessment (CHIA) was carried out according to EIA Study Brief Section 3.4.12 and Appendix H. Criteria and guidelines for evaluating and assessing the cultural heritage impact stated in Annexes 10 and 19 of the EIAO-TM were followed. The Study Area is limited to a distance of 200 metres from the site boundary of the Project.

Construction & Operational Phase Impacts

- 3.10.2 Relevant CHIAs in previously approved EIA reports have been reviewed (Kai Tak Development (Register No.: AEIAR-130/2009) and Shatin to Central Link (SCL) – Tai Wai to Hung Hom Section (Register No.: AEIAR-167/2012)). Based on the site location and the survey plan in Year 1904, the project site was formerly a sea area. It is unlikely that ancestors have congregated at the project site. Hence, the project site has no archaeological value. Built Heritage Impact Assessment is not required as there is no built heritage within the Study Area of the Project and associated works.
- 3.10.3 The Project will not interfere with Lung Tsun Stone Bridge Site of Archaeological Interest. The southern portion of the former Sacred Hill and the southern portion of the

archaeological survey-cum-excavation area of SCL – Tai Wai to Hung Hom Section for Sacred Hill (North) fall within the CHIA Study Area. Since no archaeological deposit was discovered from the southern portion of the archaeological survey-cum-excavation at Sacred Hill (North) and these two areas fall outside the project site, there is no cultural heritage impact arising from this Project and no mitigation measure is required.

4 ENVIRONMENTAL MONITORING AND AUDIT

4.1 Introduction

- 4.1.1 The Environmental Monitoring and Audit (EM&A) requirements and the mitigation measures to be implemented during the construction and operational phases of the Project have been specified in the EM&A Manual. The EM&A Manual contains full details of the proposed baseline and impact monitoring programmes, as well as performance specifications, audit requirements and monitoring procedures.
- 4.1.2 The EM&A programme covers the design, construction and operational phases of the Project to monitor the environmental impacts on the neighbouring sensitive receivers. The following table and sections summarize the EM&A requirements for each environmental aspect:

Aspects	Environmental Monitoring and Audit		
	Design Phase	Construction Phase	Operational Phase
Air Quality	×	✓	×
Hazard to Life	×	×	×
Noise	×	✓	✓
Water Quality	×	×	✓(1)
Sewerage and Sewage Treatment	×	×	×
Waste Management	×	✓	×
Land Contamination	×	×	×
Ecology	×	✓	×
Landscape and Visual	✓	✓	✓
Cultural Heritage	×	×	×

(1): Water quality of re-use surface run-off during operational phase will be monitored if natural turf is adopted at the Main Stadium or the Public Sports Ground.

4.2 Air Quality

Construction Phase

- 4.2.1 Dust emissions are the major sources of construction air quality impact and therefore 1-hour Total Suspended Particulates (TSP) levels will be monitored at representative air monitoring stations (AMSs) (mostly residential uses) before and throughout the construction period.
- 4.2.2 Baseline monitoring will be conducted to determine the existing air quality before commencement of construction work. Air quality monitoring will be carried out throughout the construction period at all AMSs. 1-hour TSP monitoring will be carried out at least 3 times in every 6 days when the highest dust impact takes place.

- 4.2.3 Action and Limit levels for the monitoring are set up based on the baseline monitoring results and the relevant Air Quality Objectives. If exceedance of air quality criteria is recorded, actions listed under Event and Action Plan shall be followed. Additional monitoring works shall be carried out until the excessive dust emission or the deterioration in air quality is rectified, and upon agreement with the Independent Environmental Checker. Weekly site inspection will be carried out to confirm the recommended mitigation measures are properly implemented and effective.

Operational Phase

- 4.2.4 Operational phase air quality is expected to be either complying with the Air Quality Objectives or the exceedance is mainly due to high background level and offsite air pollutant sources, which does not have long term serious environmental implications. No monitoring or auditing is proposed.

4.3 Hazard to Life

- 4.3.1 As no adverse hazard to life impact is anticipated in this Project, no environmental monitoring or audit is proposed.

4.4 Noise

Construction Phase

- 4.4.1 Powered mechanical equipment is the major noise source during the construction phase. Construction noise levels will be measured in terms of the A-weighted equivalent continuous sound pressure level (Leq) before and throughout the construction period.
- 4.4.2 Baseline monitoring will be conducted to determine the existing noise level before commencement of construction work. During the construction phase, monitoring will be carried out weekly at representative noise monitoring stations (NMS) (mostly residential uses).
- 4.4.3 Action Level or Limit Level for the monitoring is considered to be triggered in case of the receipt of a noise complaint or an exceedance of the criteria stipulated in the EIAO-TM. If noise exceedance is recorded, additional noise monitoring will be conducted in accordance with the Event and Action Plan. The monitoring shall be considered complete if the exceedance has been rectified or proved to be from sources other than the Project construction works.

Operational Phase

- 4.4.4 Real time noise monitoring at selected locations will be conducted during any music event in the Main Stadium held in the daytime/evening period for the first 3 years of operation. After the 3-year monitoring period, a review of the findings of the monitoring will be conducted to determine whether further monitoring will be required. The corresponding actions shall follow the Event and Action Plan in the EM&A Manual. Trigger and action Levels and corresponding follow-up actions have been established. The Action Level is the background noise level (BGL) +10 dB measured in terms of Leq(5min). The Trigger Level in terms of Leq(15min) is 3 dB lower than

BGL +10 dB. Whenever the measured noise level in Leq(5min) exceeds the Action Level at any of the monitoring points, closing the retractable roof shall start immediately. If the measured noise level in Leq(15min) reaches the Trigger Level, the organizer should be informed to reduce the noise levels. If the noise levels measured (rounded up or down to the nearest integer) in the next two 15-min time periods keep rising, closing of the retractable roof shall also start immediately even if the Action Level is not exceeded.

4.5 Water Quality

Construction Phase

- 4.5.1 During the construction phase, no off-site marine water quality impact would be expected from the Project and there would not be any marine-based works for the proposed works. Subject to the requirements in the effluent discharge licence to be issued under the Water Pollution Control Ordinance, regular water quality monitoring may be carried out at representative water discharge locations to ensure that relevant water quality standard can be met but this is not considered necessary if the recommended mitigation measures are implemented properly.

Operational Phase

- 4.5.2 If natural turf is used as the default playing surface at the Main Stadium or the Public Sports Ground, the use and application of fertilizers and pesticides will follow the normal practices according to the LCSD's prevailing code of practice and the Pesticides Ordinance (Cap. 133). Although issues arising from the potential residual fertilizers and pesticides are not envisaged, an intercepting system will be developed for storage of surface water for reuse and a Stormwater Re-use Management Plan will be prepared and implemented, so as to ensure no residual fertilizers and pesticides from the turf surface run-off is discharged. The Stormwater Re-use Management Plan will set out the proposed surface run-off monitoring locations, monitoring frequency and parameters, as well as the Event and Action Plan and mitigation measure, etc.

4.6 Sewerage and Sewage Treatment

- 4.6.1 Based on the estimated sewage flow of the Project, and the sewerage and sewage treatment capacity in Kai Tak Development area, adverse sewerage impact arising from the Project is not anticipated. No monitoring or audit is proposed.

4.7 Waste Management

- 4.7.1 The contractor will formulate waste management measures on waste minimization, storage, handling and disposal in a Waste Management Plan as part of Environmental Management Plan in accordance with the Environment, Transport and Works Bureau Technical Circular (Works) No. 19/2005. Weekly site audit should be carried out to check the implementation status of the recommended waste management measures throughout construction period.

4.7.2 During the operational phase of the Project, with proper implementation of the proposed mitigation measures, adverse waste impact arising from the Project is not expected. No monitoring or audit is required.

4.8 Land Contamination

4.8.1 As the Site is free from land contamination, environmental monitoring in relation to land contamination is not required.

4.9 Terrestrial Ecology

4.9.1 Mitigation measure proposed for air quality, noise, water quality and landscape, visual and glare impacts are also applicable to terrestrial ecology. Implementation status and the effectiveness of air quality, noise, water quality and landscape and visual mitigation measures will be audited through regular site inspection during construction phase. No specific environmental monitoring programme on ecology during both construction and operational phases is required.

4.10 Landscape and Visual

4.10.1 Environmental management and audit for landscape and visual resources is recommended during the design, construction and operation phases of the Project.

Design Phase

4.10.2 The landscape measures and lighting mitigation measures proposed to mitigate the landscape, visual and glare impacts of the scheme should be embodied into the detailed landscape and engineering design specifications, drawings and contract documents. The design phase EM&A requirements for landscape and visual resources comprise the audit of detailed landscape works specifications and lighting design to be prepared during the detailed design stage together with ensuring that the design is sensitive to landscape, visual and glare impacts and that landscape resources are retained as far as practicable. In the event of a non-conformity, the Event and Action Plan shall be followed.

Construction & Operational Phases

4.10.3 Prior to commencement of the main construction contract, a specialist landscape contractor should be employed by the Project Proponent in order to facilitate the advance preparation and relocation of any trees in conflict with the proposed works. A specialist landscape sub-contractor should be employed by the works contractor for the implementation of further soft landscape works and subsequent maintenance operations during the establishment period.

4.10.4 All measures undertaken by the works and landscape contractors shall be audited by a Registered Landscape Architect as a member of the Environmental Team (ET), on a regular basis to ensure compliance with the intended aims of the measures. In the event of a non-conformity, the Event and Action Plan shall be followed.

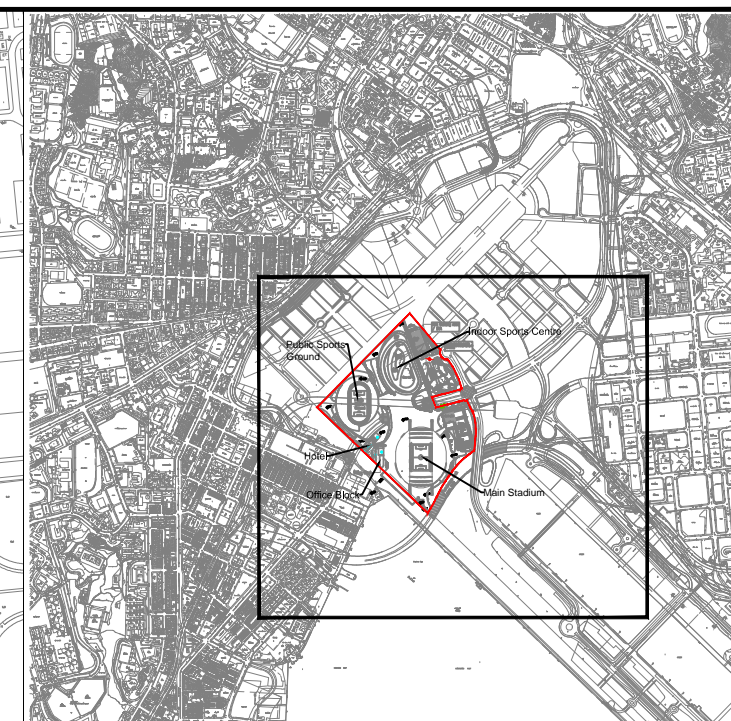
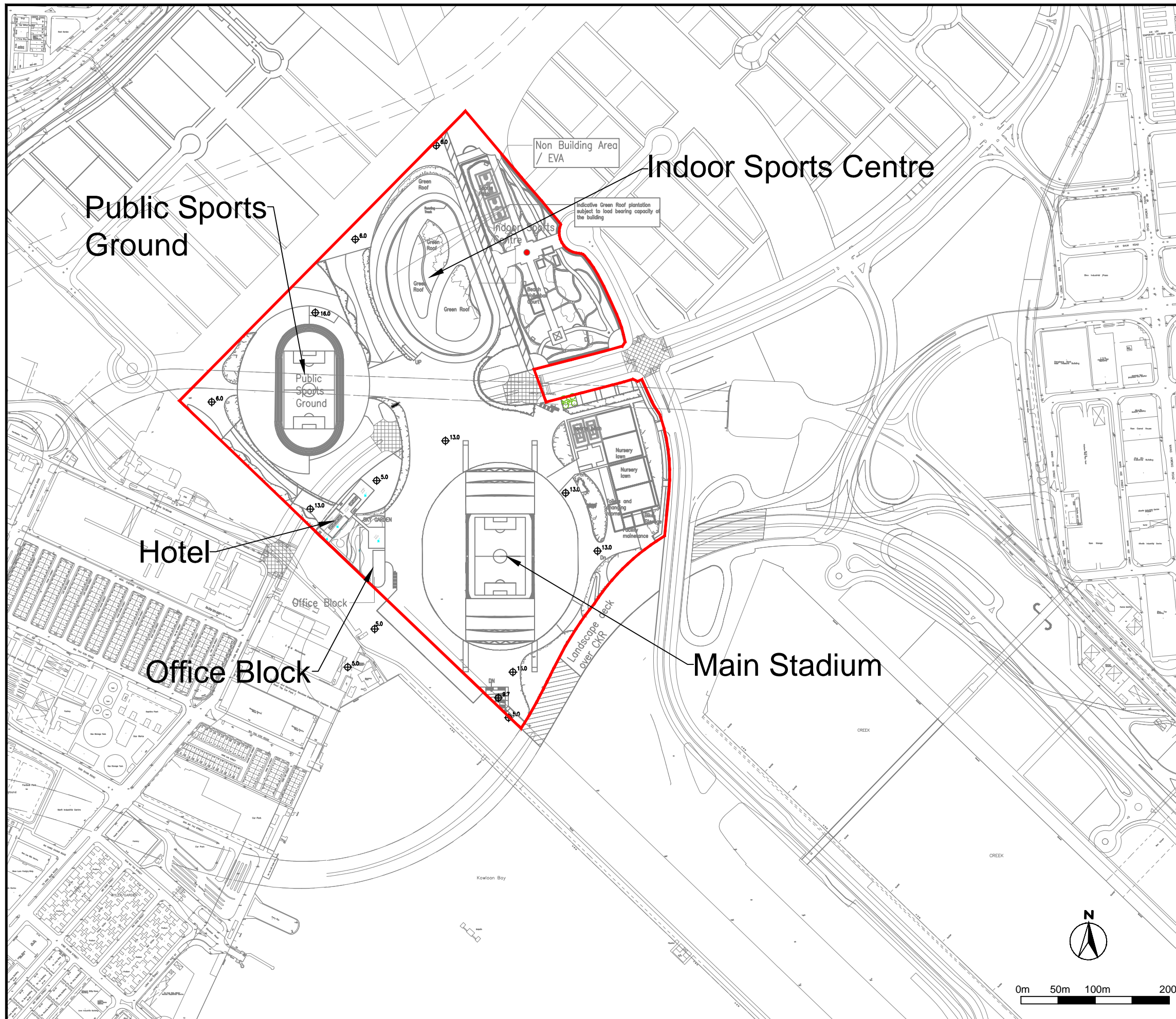
4.11 Cultural Heritage

4.11.1 No EM&A requirements are considered necessary during the construction and operation phases of the proposed works as there are no adverse impacts on known sites of archaeological interest, potential areas of archaeological interest or built heritage.

5 CONCLUSION

- 5.1.1 28.2 ha of land situated in the North Apron Area of the former Kai Tak Airport, which is currently used partly as construction sites and partly for temporary car parks will be developed into the MPSC in order to make up for the general shortage of sports facility in Hong Kong. The MPSC is designed with landscaped features and extensive greenery to cohere with the surrounding Kai Tak Development Area, making it a landmark in the city.
- 5.1.2 The Project will give rise to some environmental impacts (i.e. air quality, noise, water quality, waste management, landscape and visual). The EIA study however concludes that the impacts are acceptable during both construction and operational phases with proper implementation of the recommended mitigation measures and EM&A programme.
- 5.1.3 Upon completion of the MPSC, the landscaped area will be grown with vegetation that help preventing soil erosion, and enhance the landscape and visual quality of the area. In the long run, the Project will make a positive and significant contribution to realizing the Government's policy objectives for sports development.

Figure A Location and Layout Plan of Proposed Kai Tak MPSC



Legend:

The Project Site