

Table of Contents

Page

1	<u>INTRODUCTION.....</u>	<u>1-1</u>
1.1	Background.....	1-1
1.2	Scope.....	1-1
1.3	Implementation	1-1
1.4	Designated Project under EIAO.....	1-2
1.5	Purpose of the EIA Study	1-2
1.6	Objectives of the EIA Study	1-2
1.7	Use of Previously Approved EIA Reports.....	1-4
1.8	Structure of the EIA Report	1-4
2	<u>PROJECT DESCRIPTION</u>	<u>2-1</u>
2.1	Need and Benefits of the Project	2-1
2.2	Siting and Design Considerations.....	2-6
2.3	Consideration of Scenarios With and Without the Project	2-9
2.4	Consideration of Alternative Options	2-10
2.5	Construction Method and Alternatives	2-16
2.6	Project Planning and Implementation Programme	2-17
2.7	Concurrent Projects.....	2-18
2.8	Public Consultation.....	2-18
3	<u>AIR QUALITY</u>	<u>3-1</u>
3.1	Introduction.....	3-1
3.2	Environmental Legislation, Standards and Guidelines	3-1
3.3	Existing Environment	3-3
3.4	Identification of Air Sensitive Receivers.....	3-4
3.5	Construction Phase Impact Assessment.....	3-8
3.6	Operational Phase Impact Assessment	3-8
3.7	Residual Impacts.....	3-23
3.8	Environmental Monitoring and Audit.....	3-23
3.9	Conclusions.....	3-24
4	<u>HAZARD ASSESSMENT</u>	<u>4-1</u>
4.1	Introduction.....	4-1
4.2	Assessment Objectives.....	4-1
4.3	Risk Criteria	4-2
4.4	Project Description.....	4-2
4.5	Overview of Hazard Assessment Methodology	4-2
4.6	Hazard Review Study	4-3
4.7	Quantitative Risk Assessment.....	4-8
4.8	Population Estimation.....	4-15
4.9	Risk Summation.....	4-20
4.10	Sensitivity Analysis	4-21
4.11	Risk Mitigation Measure.....	4-22
4.12	Conclusion	4-22
4.13	References.....	4-22

5	<u>NOISE</u>	<u>5-1</u>
5.1	Introduction	5-1
5.2	Environmental Legislation, Standards and Guidelines	5-1
5.3	Description of the Environment	5-3
5.4	Identification of Noise Sensitive Receivers	5-4
5.5	Construction Noise Impact Assessment	5-6
5.6	Operational Noise Impact Assessment	5-10
5.7	Environmental Monitoring and Audit	5-21
5.8	Conclusions	5-22
6	<u>WASTE MANAGEMENT</u>	<u>6-1</u>
6.1	Introduction	6-1
6.2	Environmental Legislation, Standards and Guidelines	6-1
6.3	Existing Environment	6-3
6.4	Assessment Methodology	6-3
6.5	Impact Assessment	6-3
6.6	Recommended Mitigation Measures	6-6
6.7	Waste Disposal Recommendations	6-8
6.8	Environmental Monitoring and Audit	6-9
6.9	Residual Impacts	6-9
6.10	Conclusions	6-9
7	<u>VISUAL</u>	<u>7-1</u>
7.1	Introduction	7-1
7.2	Environmental Legislation, Standards and Guidelines	7-1
7.3	Existing Environment	7-1
7.4	Identification of Visual Sensitive Receivers	7-1
7.5	Visual Impact Assessment	7-3
7.6	Recommended Mitigation Measures	7-6
7.7	Residual Impacts	7-6
7.8	Environmental Monitoring and Audit	7-6
7.9	Conclusions	7-6
8	<u>WATER QUALITY</u>	<u>8-1</u>
8.1	Introduction	8-1
8.2	Environmental Legislation, Standards and Guidelines	8-1
8.3	Existing Water Quality	8-3
8.4	Water Quality Sensitive Receivers (WSRs)	8-4
8.5	Assessment Methodology	8-5
8.6	Impact Assessment	8-5
8.7	Recommended Mitigation Measures	8-7
8.8	Environmental Monitoring and Audit	8-8
8.9	Residual Impacts	8-8
8.10	Conclusions	8-8
9	<u>ENVIRONMENTAL MONITORING AND AUDITING (EM&A) REQUIREMENT</u>	<u>9-1</u>
9.1	Introduction	9-1

9.2	Air Quality	9-1
9.3	Hazard to life.....	9-1
9.4	Noise Impact	9-1
9.5	Waste Management.....	9-2
9.6	Visual Impact	9-2
9.7	Water Quality.....	9-3
9.8	Summary of Environmental Monitoring and Audit Requirements.....	9-3
10	<u>SUMMARY OF ENVIRONMENTAL OUTCOMES</u>	<u>10-1</u>
10.1	Introduction.....	10-1
11	<u>SUMMARY AND CONCLUSIONS</u>	<u>11-1</u>
11.1	Summary	11-1
11.2	Conclusions.....	11-2

FIGURES

- [Figure 1.1 Project Location](#)
- [Figure 2.1 Project Site and Surrounding Land Uses](#)
- [Figure 2.2 Options for Helipad Location in the NAH](#)
- [Figure 2.3 Proposed Helicopter Flight Path](#)
- [Figure 2.4 Location of Concurrent Projects](#)
- [Figure 3.1 Location of Air Sensitive Receivers](#)
- [Figure 3.2 Schematic Helicopter Flight Path](#)
- [Figure 3.3 Location of Cumulative Pollution Source](#)
- [Figure 3.4 Location of Pollution Sources within 4km](#)
- [Figure 3.5 Contour Plots of Cumulative Air Quality Impact Assessment \(SO₂ 10-mins\) at 95mPD \(Flight Path – N1&N2\)](#)
- [Figure 3.6 Contour Plots of Cumulative Air Quality Impact Assessment \(SO₂ 10-mins\) at 95mPD \(Flight Path – N3&N4\)](#)
- [Figure 3.7 Contour Plots of Cumulative Air Quality Impact Assessment \(SO₂ 10-mins\) at 95mPD \(Flight Path – SW1&SW2\)](#)
- [Figure 4.1 Societal Risk Criteria in Hong Kong](#)
- [Figure 4.2 Location of the Proposed Helipad at New Acute Hospital and Adjacent Hazardous Facilities](#)
- [Figure 4.3 Distance from the Helipad to the LPG Filling Station and KDGW](#)
- [Figure 4.4 Helicopter Flight Paths](#)
- [Figure 4.5 QRA Methodology](#)
- [Figure 4.6 Maximum Hazard Zones from KGDW and LPG Filing Station](#)
- [Figure 4.7 Individual Risk Contours for the KDGW](#)
- [Figure 4.8 Individual Risk Contours for LPG Filling Station](#)
- [Figure 4.9 Cumulative Individual Risk Contours for LPG Filling Station and KDGW](#)
- [Figure 4.10 Societal Risk Results for LPG Filling Station](#)
- [Figure 4.11 Societal Risk Results for the KDGW](#)
- [Figure 4.12 FN Curve for Sensitivity analysis for the LPG Filling Station](#)
- [Figure 4.13 FN Curve for Sensitivity analysis for the KDGW](#)
- [Figure 4.14 FN Curve for Population Sensitivity analysis for the LPG Filling Station](#)
- [Figure 4.15 FN Curve for Population Sensitivity analysis for the KDGW](#)
- [Figure 5.1 Representative Noise Sensitive Receivers](#)
- [Figure 5.2 Helicopter Flight Path](#)
- [Figure 5.3 Schematic for Typical Helicopter Operation](#)
- [Figure 5.4a Noise Buffer Zone for Flight Path](#)
- [Figure 5.4b Noise Buffer Zone for FATO of Helipad](#)
- [Figure 5.5 Proposed Noise Barrier and Noise Reducers](#)
- [Figure 5.6a Helicopter Noise Contour \(Non-lateral Movement\) at +118.2 mPD](#)

- [Figure 5.6b Helicopter Noise Contour \(Non-lateral Movement\) at +98.2 mPD](#)
- [Figure 5.6c Helicopter Noise Contour \(Non-lateral Movement\) at +38.2 mPD](#)
- [Figure 5.6d Helicopter Noise Contour \(Non-lateral Movement\) at +5.7 mPD](#)
- [Figure 5.7a Helicopter Noise Contour \(Lateral Movement\) at +118.2 mPD](#)
- [Figure 5.7b Helicopter Noise Contour \(Lateral Movement\) at +98.2 mPD](#)
- [Figure 5.7c Helicopter Noise Contour \(Lateral Movement\) at +38.2 mPD](#)
- [Figure 5.7d Helicopter Noise Contour \(Lateral Movement\) at +5.7 mPD](#)
- [Figure 7.1 Visual Envelope of the proposed Helipad](#)
- [Figure 7.2 Location of Visual Sensitive Receivers](#)
- [Figure 7.3a Cross Section Drawing for Visual Impact Assessment at VSR1](#)
- [Figure 7.3b Cross Section Drawing for Visual Impact Assessment at VSR2a](#)
- [Figure 7.4 Photomontage - Viewing Point at Quarry Bay Park \(Daytime\)](#)
- [Figure 7.5 Photomontage - Viewing Point at Quarry Bay Park \(Nighttime\)](#)
- [Figure 7.6 Photomontage - Viewing Point at Planned Residential Development 3E1 Site \(VSR 2a\)](#)
- [Figure 8.1 Location of EPD's Marine Water Quality Monitoring Stations](#)
- [Figure 8.2 Location of Water Sensitive Receivers](#)
- [Figure 8.3 Schematic Drawings of Foam System](#)

APPENDICES

- [Appendix 2A Correspondence with Planning Department](#)
- [Appendix 2B Location of Queen Elizabeth Hospital](#)
- [Appendix 3A Correspondence with GFS](#)
- [Appendix 3B Calculation of Helicopter Emission](#)
- Appendix 3C NOT USED
- [Appendix 3D Locations of Environmental Paver](#)
- [Appendix 3E Correspondence with Training Authority Clothing Industrial Kowloon Bay Training Centre](#)
- [Appendix 3F Correspondence with Hospital Authority](#)
- [Appendix 3G Correspondence with CEDD](#)
- [Appendix 3H Correspondence with FEHD and Towngas](#)
- [Appendix 3I Correspondence with T2 Engineer Representative](#)
- [Appendix 3J Emission Factors of Marine Emission Sources within 500m Assessment Area](#)
- [Appendix 3K Cruise Terminal Schedule](#)
- [Appendix 3L Emission Factors of Cruise Terminal](#)
- [Appendix 3M Correspondence with Cruise Terminal](#)
- [Appendix 3N Detailed Assumptions of AERMET](#)
- [Appendix 3O AERMOD input parameters](#)
- [Appendix 3P Detailed Breakdown of Air Quality Impact Assessment](#)
- [Appendix 4A Comparison of land use type assumed in Kai Tak QRA against the latest OZP](#)
- [Appendix 4B Population Estimation](#)
- [Appendix 4C LPG Filling Station Operation Data and Fault Tree Analysis \(FTA\)](#)
- [Appendix 4D PHAST RISK Input Parameters of LPG Station](#)
- [Appendix 4E Calculation details for Event Frequency Associated with Helicopter Crash](#)
- [Appendix 4F PHAST RISK Input Parameters of Kerry Dangerous Goods Warehouse](#)
- [Appendix 5A Review of Overseas / International Practices on Noise Assessment for Emergency Helicopter Operations during Evening and Night-time Periods](#)
- [Appendix 5B Details of Representative Noise Sensitive Receivers](#)
- [Appendix 5C Calculation of Construction Noise Levels](#)
- [Appendix 5D Airbus H175 Noise Certificate](#)
- [Appendix 5E Helicopter Noise Survey Report](#)
- [Appendix 5F Calculation of Helicopter Noise Levels](#)
- [Appendix 5G Illustration of Noise Screening](#)
- [Appendix 5H Advice from Government Departments](#)

[Appendix 10A Summary of Environmental Impacts](#)

[Appendix 10B Key Assessment Assumptions and Limitation of Assessment
Methodologies](#)