

1. INTRODUCTION

1.1 Background of the Study

1.1.1 After relocating Kai Tak Airport in July 1998, the Kai Tak Airport site together with reclamation at Kai Tak Nullah, Kwun Tong Typhoon Shelter and Kowloon Bay was made available for urban development and renewal.

1.1.2 A broad land-use framework for the existing airport site and the proposed Kai Tak Approach Channel/Kwun Tong typhoon shelter reclamation and Kowloon Bay reclamation had previously been established by the Metroplan Selected Strategy, which was endorsed by the Executive Council in September 1991. The planning framework envisaged a mix of land uses, and an inter-linked system of open space and waterfront promenades. The development would allow expansion of the urban rail network and a major cargo handling facility and typhoon shelter at the southern end of the existing airport runway.

1.1.3 In June 1992, Planning Department commissioned the South East Kowloon Development Statement Study to translate the Metroplan concepts into more specific district planning objectives and plans for action. Under that Study, an Outline Master Development Plan (OMDP), a Master Landscape Plan, a phasing plan, and other associated development guidelines were proposed for the phased and integrated development/redevelopment of the Kai Tak Airport site, the proposed Kowloon Bay Reclamation and adjoining obsolete areas in Kowloon City, Ma Tau Kok, To Kwa Wan and Hung Hom.

1.1.4 The main recommendations of the South East Kowloon Development Statement Study were endorsed by the then Land Development Policy Committee in November 1993 as a framework to guide the planning and development of the South East Kowloon Area. The LDPC also endorsed the need to undertake further detailed studies for a number of areas to establish the feasibility of developing recommended Early Development Packages.

1.1.5 In September 1995, the Territory Development Department commissioned the South East Kowloon Development Feasibility Study (SEKDFS) to establish the detailed feasibility of SEKD as proposed in the South East Kowloon Development Statement Study and to make adjustments to the OMDP to formulate solutions for the phased and integrated development/redevelopment of SEKD, and proposals to enable implementation of the Early Development Packages.

1.1.6 The main recommendations of SEKDFS were endorsed by the Committee on Planning and Development (CPLD) in December 1997. The Outline Zoning Plans based on the findings of SEKDFS gazetted on 4 September 1998 were objected to by the public mainly due to concerns over the extent of reclamation. Subsequently, an Outline Concept Plan giving an outline for a revised scheme was formulated in May 1999 upon a series of public consultations.

1.1.7 In November 1999, Territory Development Department commissioned the Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development. The prime objectives of the Study are to revise the Outline Concept Plan prepared after SEKDFS taking into account public views, to formulate an optimum development plan, to establish its feasibility, to recommend the implementation framework, and to prepare preliminary design so as to allow detailed design to proceed.

1.1.8 The new development area would cover about 413 hectares in total including the following:

- (a) The former Kai Tak Airport apron and runway (280ha);

- (b) Reclamation area at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter (65ha);
- (c) Reclamation area at Kowloon Bay (61ha); and
- (d) Cruise terminal and other marine and waterfront facilities (7ha).

1.1.9 The new development is expected to accommodate a population of some 250,000. Extent of the "New Development Area" is highlighted in **Drawing No. 22936/EN/150** and details are shown in the OMDP.

1.1.10 Stage 1 of this Study was completed in March 2000, culminating in the preparation of a 1:5,000 scale Preliminary Layout Plan (PLP) and associated Report. The key findings were reported to the CPLD meeting on 27 April 2000. Following acceptance of the preliminary findings, a series of public consultation sessions then followed. The consultation was made over two-month consultation period ending on 31st July 2000. A number of environmental friendly design have been incorporated into the revised scheme of SEKD including:

- The open space concept permeates the whole development. An integrated framework of waterfront, regional, district, local spaces, linear and pocket parks will be provided;
- The transport system proposed has adopted an environmental friendly theme in promoting public and rail based transportation. As the future railway transport is very convenient, the use of fossil fuelled vehicles and hence the road space will be reduced, improving the air and noise impact to the surrounding areas; and
- Chilled water for commercial and government, institution and community uses will be by means of a district cooling air-conditioning system. Solar energy applications and automatic refuse collection systems will be promoted in SEKD.

1.1.11 Under Stage 2 of the Study, a detailed environmental impact assessment is carried out in the development of the layout to assess the associated environmental impacts during both the operational and construction phase of the project. Details of the assessment are presented in this EIA Report.

1.1.12 A summary of the public views that have been incorporated in the Outline Master Development Plan is given in Appendix 1A.

1.2 Description of the Project

1.2.1 South East Kowloon Development (SEKD) is a major development within the urban area of Hong Kong covering the former Kai Tak Airport together with area reclaimed from Kai Tak Approach Channel, Kwun Tong Typhoon Shelter and Kowloon Bay.

1.2.2 The development will provide some 70,000 jobs for an ultimate population of some 250,000 persons within the main development area.

1.2.3 The infrastructural development of SEKD to be implemented by the government includes the followings infrastructure works :

- Improvement and extension of a number of Trunk Drains such as Kai Tak Nullah and existing culverts with provision of temporary drains;
- Demolish Existing Breakwater and construction of new breakwater;
- Demolition and reprovision (if required) of existing marine facilities such as PCWA, buoys landing steps, public piers and Kwun Tong Vehicular Ferry Pier;
- Seawall Construction;