

identified through the assessment process, i.e. those effects that have not been resolved in the preliminary development layout plan, may be mitigated using temporary measures, such as temporary hoarding during construction; alternatively, localised design techniques, such as advance planting or material finishes to buildings may be utilised. These mitigation measures will take into account the following:

- (a) preservation of existing vegetation as far as possible;
- (b) woodland, tree and shrub planting of new slopes, amenity strips and areas, central reservations and adjacent to any new structures to aid stabilisation;
- (c) consideration of the contouring of new slopes in order to blend them in with the existing topography;
- (d) use of vegetated earth mounding or structural solutions for screening;
- (e) sensitive treatment of structural forms;
- (f) appropriate design of hard landscape, furniture and other elements;
- (g) careful consideration of significant landscape elements; and
- (h) feasibility of mitigation measures in respect of funding, implementation phasing and maintenance.

13.4.8.3 The aim is the design of integrated landscape proposals to alleviate the landscape and visual impacts that arise from the final scheme, both during its construction and operational phases, and to ensure that the residual impacts are acceptable. As the scheme proposals, in particular the phasing of the project, develop, a programme for the implementation, management and maintenance of landscape works will be worked out and included together with a schedule of recommended mitigation measures.

13.5 Proposed Development

13.5.1 Introduction

13.5.1.1 The proposed South East Kowloon Development (SEKD) is given on the layout plans and comprises the following:

- (a) residential development for approximately 250,000 population including:
- (b) public high-rise residential development;
- (c) private high-rise residential development, generally on commercial podium;
- (d) stadium;
- (e) infrastructure;
- (f) G/IC facilities;
- (g) railway depot with private residential above; and.
- (h) regional, district and local open space.

13.5.2 Designated Projects Included Within This Report

13.5.2.1 The SEKD, in accordance with the EIAO, comprises a Schedule 3 Designated Project. As indicated earlier is also comprises a series of Schedule 2 Designated Projects. These will be considered in detail in separate studies, however, they have been included within this section in order to minimise the potential impacts at the early design stages. These Projects together with a number of Schedule 2 Designated Projects. These can be summarised in the following **Table 13.1**.

Table 13.1 List of Schedule 2 Designated Projects under EIAO included within this study

DP under EIAO	Description	Item associated with SEKD	Reference no. within this section
<i>Part 1A: Roads, railways and depots</i>			
A.1, A.7	A road which is an expressway, trunk road, primary distributor road or district distributor including new roads, and major extensions or improvements to existing roads	Trunk Road T1 Trunk Road T2 District Distributor Road D1 District Distributor Road D2 District Distributor Road D3 District Distributor Road D4 District Distributor Road D5 Widening of Hoi Bun Road	1 2 3 4 5 6 7 20
<i>Part 1C: Reclamation, hydraulic and marine facilities, dredging and dumping</i>			
C.1	Reclamation works (including associated dredging works) more than 5ha in size	Reclamation for SEKD	8
C.5	A typhoon shelter designed to provide moorings for not less than 30 vessels	Proposed typhoon shelter at south-eastern part of SEKD	9
<i>Part 1F: Sewage collection, treatment, disposal and reuse</i>			
F.3	A sewage pumping station: (a) With an installed capacity of more than 300, 000m ³ per day; or (b) With an installed capacity of more than 2000m ³ per day and a boundary of which is less than 150m from an existing or planned: (i) Residential area; (ii) Place of worship; (iii) Educational institution; (iv) Health care institution; (v) Site of special scientific interest; (vi) Site of cultural heritage; (vii) Bathing beach; (viii) Marine park or marine reserve; (ix) Fish culture zone; (x) Seawater intake point.	Pumping Station PS1 Pumping Station PS2 Pumping Station PS3 Pumping Station PS4 Pumping Station PS5 Pumping Station PS6 Pumping Station PS7 Pumping Station PS8 Pumping Station PS9	10 11 12 13 14 15 16 17 18
<i>Part 1O: Tourist and recreational developments</i>			
O.1	A marina specially designed to provide moorings or dry storage of not less than 30 vessels used primarily for pleasure or recreation.	Marina at South-western side of SEKD	19

13.5.3 Phasing of Development

13.5.3.1 For the purposes of this study, the SEKD is proposed to be constructed in three key phases. These are as follows:

Phase	Proposed Construction Date	Development Proposed
1	2003 – 2008	NAKTA Development
2	2003 – 2010 2005 – 2011	KTAC / KTTS Reclamation Building / Road / Drainage / Open Space / Landscape / etc. Works
3	2005 – 2014 2006 – 2015	KBR Reclamation Building / Road / Drainage / Open Space / Landscape / etc. Works

13.5.3.2 This phasing the works will affect the impact assessment due to the timing of sensitive receivers being affected and duration of certain impacts. With respect to the landscape, the effects of phasing are less critical as the impacts are more tangible and tend not to be related to timing. However, the effects on the visual impact assessment are more acute due to:

- (a) Total period of time that VSRs may be affected by construction works within their views;
- (b) Earlier phases of works may in themselves become VSRs for the later works, e.g. parts of the population intake within Phase 2 NAKTA will be visually sensitive when Phase 3 is constructed; and
- (c) Conversely, certain VSRs will be screened from Phase 3 works, when Phase 2 is completed.

13.5.3.3 These factors will be considered within the impact assessments as appropriate.

13.6 Planning Review

13.6.1 Introduction

13.6.1.1 In accordance with the Environmental Impact Assessment Ordinance Technical Memorandum Annex 18, a review of the existing statutory planning of the study area has been undertaken. This intends to identify any conflicts with the existing zoning as outlined in the relevant Draft or Approved Zoning Plans, and to ensure that the proposals are in context with the surrounding planned or existing land uses. The relevant action required to resolve these conflicts will also be proposed.

13.6.2 Overview of Planning Context

13.6.2.1 The Study Area comprises the SEKD site, i.e. the former Kai Tak Airport, together with the established urban area directly adjacent to its western boundary, including Kowloon City, Kwun Tong, Cha Kwo Ling, Ma Tau Kok, To Kwa Wan and Hung Hom. These are amongst the oldest urban areas in Kowloon and mainly comprise a mix of residential, retail and industrial land uses. These areas accommodate dense urban population with industrial workshops and commercial activities at street level.

13.6.2.2 The study area is covered by the following Outline Zoning Plans:

- (a) Draft Kai Tak (North) Outline Zoning Plan No. S/K19/1;
- (b) Draft Kai Tak (South) Outline Zoning Plan No. S/K21/1;
- (c) Draft Ma Tau Kok Outline Zoning Plan No. S/K10/812;
- (d) Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/4; and
- (e) Draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Zoning Plan No. S/K15/9.