

### 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.

- 13.6.2.3 The area surrounding SEKD site, is dominated by residential land uses, interspersed with large pockets of Government/Institutional and Community uses. Large areas are dedicated to public housing estates, including Public Rental, Home Ownership Scheme (HOS) and Private Sector Participation Scheme (PSPS), particularly in Wong Tai Sin and Kwun Tong districts. Public rental estates are mainly concentrated around Wang Tau Hom, Wong Tai Sin, Tsz Wan Shan and Ngau Chi Wan in Wong Tai Sin District and Shun Lee, Ngau Tau Kok, Lam Tin and Cheung Lung Tin in Kwun Tong District.
- 13.6.2.4 The south-western part of the study area encompasses the commercial area of Tsim Sha Tsui which is part of Hong Kong's Central Business District and home to a large scale retail shopping district, including centres such as Ocean Terminal and Ocean Centre, the main hotel district of Kowloon and several large scale leisure/entertainment/cultural facilities, such as the Hong Kong Cultural Centre, Hong Kong Space Museum and the Hong Kong Museum of Science and Technology.
- 13.6.2.5 Urban industrial areas are located along the harbour and surrounding the SEKD site at Kwun Tong, Kowloon Bay, San Po Kong, Ma Tau Kok, To Kwa Wan and Hung Hom. These areas, with the exceptions of Kowloon Bay and Hung Hom are densely developed and largely considered obsolete. Some redevelopment or change of use to industrial/office (I/O) use has taken place and the Study on Restructuring of Obsolete Industrial Areas (ROBINA), 1996 selected 3 case studies in San Po Kong and Kwun Tong industrial areas to demonstrate options for upgrading the stock of industrial space and introducing alternative uses. In addition the Planning Department's current Industrial Land Strategy Review is studying the potential to introduce a new 'Business Zone' in selected industrial areas to broaden the scope of allowable land uses and encourage redevelopment.
- 13.6.2.6 Office development is minimal in the most of the Study Area, except for Tsim Sha Tsui. Some small-scale office development is interspersed with other developments in various parts of central and eastern Kowloon, such the San Po Kong, Kowloon Bay and Kwun Tong industrial areas, where Industrial/Office (I/O) use is increasingly being implemented with redevelopment of industrial sites and change of use in existing industrial buildings. Proposals in new development areas, such as Hung Hom Bay and To Kwa Wan also include office components. The Study on Propensity for Office Decentralisation and the Formulation of an Office Land Development Strategy (OLDS), 1999, identified two major office nodes in central and eastern Kowloon, at Hung Hom Bay and Diamond Hill/San Po Kong and three I/O nodes at Kowloon Bay, Kwun Tong and Yau Tong Industrial Areas.
- 13.6.2.7 In the north and east, the urban development is interrupted with large areas of steeply sloped land zoned for Green Belt. This occurs north of Wong Tai Sin and Tse Wan Shan, east of Diamond Hill, in Jordan Valley and south-east of Lei Yue Mun. This land is likely to remain largely undeveloped due to geotechnical constraints and in order to preserve some undeveloped land in proximity to the dense urban area.
- 13.6.2.8 The formed land of the reclaimed Hung Hom Bay, lies in the south-west of central and eastern Kowloon. This is currently undergoing development.
- 13.6.2.9 A large area in the south-east of Ma Tau Kok and north-west of Hung Hom has been identified as an Urban Renewal Target Area under the Planning Department's Urban Renewal Strategy. The Conceptual Development Framework for the Ma Tau Kok/Hung Hom target area aims to:
- (a) Create open space corridors;
  - (b) Create visual and pedestrian links between existing area and reclamation areas;
  - (c) Create an environmentally friendly new community;

- (d) Create a priority pedestrian and public transport network;
- (e) Encourage an integrated new district focus with a retail and office node at urban railway station; and
- (f) Provide much needed G/IC facilities and open space.

13.6.2.10 Additionally, a number of areas have been earmarked for priority projects, long term development, rehabilitation target areas, private sector development, open space and G/IC facilities. There are two proposals, adjacent to the Northern Airport Apron Site to link sites with new private development areas on SEKD in order to increase the propensity for urban renewal in Ma Tau Kok.

### 13.6.3 Development Site

13.6.3.1 From a planning perspective, the SEKD site comprises the following:

- (a) The former Kai Tak Airport apron and runway;
- (b) Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Reclamation; and
- (c) Reclamation area at Kowloon Bay.

13.6.3.2 Based on the Draft Kai Tak (North) Outline Zoning Plan No. S/K19/1 and Draft Kai Tak (South) Outline Zoning Plan No. S/K21/1 mixed residential and commercial development, together with open space, are identified.

13.6.3.3 The OZPs relating to the site are being reviewed as part of this assignment.

### 13.6.4 Surrounding Areas

13.6.4.1 For the purposes of this section, the surrounding areas will be described based on their planning areas.

#### *Kowloon Planning Area 9: Hung Hom*

13.6.4.2 Hung Hom, to the south-west of the Site Area, comprises an established urban area and the recently formed Hung Hom Bay Reclamation, upon which construction is underway. The existing urban area comprises a number of distinct parts. The south-eastern area is dominated by private sector residential including Whampoa Gardens, together with community and recreation facilities, retail and office/hotel complexes. Central Hung Hom accommodates an industrial area with relatively new buildings. The western section is characterised by high-density public and private sector residences including Hung Hom Estate and Whampoa Estate, with retail at street level. Hung Hom Reclamation area, where building construction has commenced, occupies much of the southern waterfront. To the immediate west of the reclamation are Hung Hom KCR depot and commercial complex, and the HK Coliseum.

13.6.4.3 The main objectives for the Hung Hom Planning Area are to:

- (a) Alleviate environmental problems associated with the dilapidated housing stock and generally poor built environment in the south-western and north-western sections;
- (b) Retain the existing industrial area to help meet the diminishing demand for industrial floorspace in the territory; and
- (c) Provide appropriate uses along the waterfront to enhance the quality of the harbour-front.

13.6.4.4 Specific plans and proposals are summarised in **Table 13.2**.

**Table 13.2 Plans and Proposals for Hung Hom Planning Area**

Item	Proposals
Hung Hom Bay Reclamation	Mixed use development, including housing, office, retail, hotel and services apartments, G/IC facilities and open space including a waterfront promenade.
KCRC Freightyard Extension	Commercial development: hotel, retail, office, service apartments
Retention of Existing Industrial Area	The industrial area generally bounded by Bailey Street, Sung Ping Street, Man Yue Street and Sun Chi Street is considered relatively modern and is proposed to be retained in the medium to long term.
Urban Renewal Proposals	An Urban Renewal Strategy, completed by the Land Development Corporation (LDC) in 1990 identified Comprehensive Redevelopment Areas and Housing and environmental improvement areas covering areas of land in Hung Hom.  The OCP identified the LDC's Comprehensive Redevelopment Areas as Priority Areas for Urban Restructuring.  Planning Department's Urban Renewal Strategy has identified a large part of Hung Hom as an urban renewal target area and will make more detailed proposals for the area.
Public Housing Redevelopment	Hung Hom Estate
Public Housing Development	Hung Hom Bay

*Kowloon Planning Areas 6 & 7: Ho Man Tin*

13.6.4.5 Ho Man Tin is predominantly developed for low to medium density public and private housing. The major private residential areas are located in the north and the major public housing estates, including Oi Man Estate, Ho Man Tin Estate, Valley Road Estate and Chun Man Court, in the south. Major nodes of G/IC uses (schools and hospitals) are dispersed throughout the district. Due to the relative height of Ho Man Tin in relation to the surrounding areas, it is suitable for service reservoirs to supply potable water, and there are a number of reservoirs in the south.

13.6.4.6 The main objectives for the Ho Man Tin Planning Area are to:

- (a) Retain the current residential, G/IC character of the area; and
- (b) Implement urban restructuring proposals to rationalise the land use pattern and introduce a district focal point.

13.6.4.7 Specific plans and proposals are summarised in **Table 13.3**.

**Table 13.3 Plans and Proposals for Ho Man Tin Planning Area**

Item	Proposals
Ho Man Tin Restructuring Study	A restructuring study has been commissioned by the HKHA to examine the development potential of the area bounded by Argyle Street and Tin Kwong Road to the north, Chi Man Road Street to the south, Princess Margaret Road to the west and Chatham Road North and Ma Tau Wai Road to the east.
Public Housing Estates Redevelopment	Valley Road Estate, Ho Man Tin Estate
Public Housing Development	Ho Man Tin South

*Kowloon Planning Area 10: Ma Tau Kok*

13.6.4.8 To the west of the site, Ma Tau Kok forms one of the earliest developed areas of Kowloon. It is dominated by high-density private sector residential development interspersed with retail and industrial activities. In the north, Kowloon City is an old mixed-use area within a regulated grid network of streets, together with Kowloon Walled City Park. Medium-density residential buildings can be found along Prince Edward Road, Argyle Street and west of Ma

Tau Wai Road, beyond which are steep slopes that rise to the Ho Man Tin area. The area to the east of Ma Tau Wai Road is characterised by obsolete, high-density residential development and industrial buildings, including the Ma Tau Kok Cattle Depot, gas works, EMSD Workshops and several large blocks of multi-storey industrial buildings.

13.6.4.9 The main objectives for the Ma Tau Kok area are to:

- (a) Phase out obsolete industrial land uses by encouraging redevelopment to residential use;
- (b) Alleviate environmental problems associated with the dilapidated housing stock and generally poor built environment, particularly in the area south of the airport apron; and
- (c) Capitalise on the opportunities afforded by the upgraded environment offered by the proposals for the SEKD site.

13.6.4.10 Specific plans and proposals are summarised in **Table 13.4** below.

**Table 13.4 Plans and Proposals for Ma Tau Kok Planning Area**

Item	Proposals
Rezoning of Industrial Sites	Existing industrial sites south of To Kwa Wan Recreation Ground and north-west of Yuk Yat Street have been rezoned for residential use.
Urban Renewal Proposals	An Urban Renewal Strategy, completed by the Land Development Corporation (LDC) in 1990 identified Urban Renewal Target Areas, Comprehensive Redevelopment Areas and Housing and environmental improvement areas covering most of the land to the south of the former airport apron. The land fronting Kowloon Bay and the airport apron was identified as a target area. The OCP identified the LDC's target areas as priority areas for urban development.  Planning Department's Urban Renewal Strategy has identified a large part of Ma Tau Kok as an urban renewal target area.

*Kowloon Planning Area 8: Wang Tau Hom and Tung Tau*

13.6.4.11 Wang Tau Hom and Tung Tau is dominated by public rental housing, the Tung Tau East and West Cottage Areas and several large open space and recreation areas, such as Morse Park and part of Lok Fu Park. A small part of the planning area fronts onto the former airport apron site in the north, between Kowloon City and San Po Kong. The open Kai Tak Nullah forms its eastern boundary. The section abutting the north of the SEK development site comprises Tung Tau Estate and Shek Ku Lung Road Playground.

13.6.4.12 The main objectives for the Wang Tau Hom and Tung Tau area are to:

- (a) Retain the predominantly residential character of the planning area; and
- (b) Undertake selective redevelopment of public housing areas to improve the overall environment and infill with new housing.

13.6.4.13 Specific plans and proposals are summarised in **Table 13.5** below.

**Table 13.5 Plans and Proposals for Wang Tau Hom and Tung Tau Planning Area**

Item	Proposals
Public Housing Redevelopment	Tung Tau Estate I, Wang Tau Hom Estate, Hong Keung Court
Public Housing Development	Tung Tau Cottage Area East and West

*Kowloon Planning Area 11: Tsz Wan Shan, Diamond Hill and San Po Kong*

- 13.6.4.14 Tsz Wan Shan, Diamond Hill and San Po Kong planning area lies directly north of the site. Tsz Wan Shan, in the north, comprises large areas of Public Rental and HOS housing, much of which is planned for redevelopment, e.g. Tsz Ching, Tsz Oi and Tsz On Estates. Diamond Hill, in the centre, mainly comprises public housing, open space, recreation facilities and green belt over the Tate's Cairn Tunnel together with Plaza Hollywood, a regional shopping mall and Chi Lin Nunnery and heritage park. A squatter area occupies a large site between Lung Cheung Road and Choi Hung Road. In the south, adjacent to the SEKD site, San Po Kong comprises a mix of industrial, residential and open space uses. The south-western part of San Po Kong serves as a local commercial centre. Directly adjacent to SEKD, the Housing Authority's San Po Kong Factory Estate occupies part of an industrial site, to the east of which is the former Blackdown Barracks military site.
- 13.6.4.15 The main objectives for the Tsz Wan Shan, Diamond Hill and San Po Kong area are to:
- Retain the predominantly residential character of the northern section of the planning area;
  - Undertake selective redevelopment of public housing areas to improve the overall environment and infill with new housing;
  - Clear squatter areas and temporary structures to provide additional housing sites; and
  - Encourage restructuring in the San Po Kong industrial area.
- 13.6.4.16 Specific plans and proposals are summarised in **Table 13.6** below.

**Table 13.6 Plans and Proposals for Tsz Wan Shan, Diamond Hill and San Po Kong Planning Area**

Item	Proposals
Restructuring in San Po Kong Industrial Area	The Study on Restructuring of Obsolete Industrial Areas (ROBINA) identified a case study area in San Po Kong and recommended restructuring to industrial, industrial/office, open space and recreation and business centre.  Under the current Industrial Land Strategy Review Planning Department is reviewing the San Po Kong Industrial Area for potential for rezoning to "Business" zone.  Housing Authority's San Po Kong Industrial Estate will be cleared due to the general policy to phase out such developments.
Blackdown Barracks	This former military site has been identified for PSPS housing under the Housing Authority's Public Housing Development Programme (PHDP): 10,000 people by 2001.
Diamond Hill Squatter Area (Tai Hom Village and Ha Yeun Lung)	This squatter area has been identified for Public Rental Housing under the Housing Authority's PHDP: 13,000 people by 2005.
Other Public Housing Development	Hammer Hill Yuen Tung
Public Housing Redevelopment	Sha Tin Pass, Tsz Ching, Tsz Oi, Tsz On, Man Chun Court, Upper Wong Tai Sin

*Kowloon Planning Area 12: Ngau Chi Wan*

- 13.6.4.17 Ngau Chi Wan extends from the north-eastern corner of the former airport apron to the foothills of Middle Hill. Choi Hung Estate, a high-density public rental estate housing, is located to the north-east of the SEKD site. Ngau Chi Wan Village centred on Choi Hung MTR station, a comprehensively redeveloped village area and St. Joseph's home for the aged lie on the southern slopes of Hammer Hill. The areas to the north and east of Hammer Hill are dominated by public housing.
- 13.6.4.18 The main objectives for the Ngau Chi Wan area are to:

- (a) Retain the predominantly residential character of the planning area;
- (b) Undertake selective redevelopment of public housing areas to improve the overall environment and infill with new housing; and
- (c) Maintain the green belt areas on the slopes of Hammer Hill and Kowloon Peak, which are unsuitable for development.

13.6.4.19 Specific plans and proposals are summarised in **Table 13.7** below.

**Table 13.7 Plans and Proposals for Ngau Chi Wan Planning Area**

Item	Proposals
St. Joseph's Home for the Aged	The site has been rezoned for CDA and proposed for retail development with retail and community facilities.
Choi Hung Estate	The Central and East Kowloon Development Statement recommended potential long term redevelopment of Choi Hung Estate (beyond 2011) which suffers from environmental problems due to poor interface with surrounding major roads
Public Housing Development	King Hing Court, King Tung Street

*Kowloon Planning Area 13 & 17: Ngau Tau Kok and Kowloon Bay*

13.6.4.20 This Planning Area can be divided into two very distinct areas, Kowloon Bay and Ngau Tau Kok. Kowloon Bay contains a large, relatively new industrial area, planned on a regimented grid road system. In the north of Kowloon Bay, previous temporary housing areas (THAs) have been redeveloped for public housing, including Richland Gardens, Kai Yip Estate and Kai Tai Court. There are three remaining THAs near the Northern Airport Apron site. In the east of Kowloon Bay, Telford Gardens and Telford Plaza are located over the Kowloon Bay MTR station. To the east of Telford Gardens is Lower Ngau Tau Kok Estate surrounded by high-density private sector housing with ground-floor retail facilities. Further east, Jordan Valley is mainly undeveloped apart from several G/IC sites. Beyond the slopes of Jordan Valley, the planning area is dominated by public housing.

13.6.4.21 The main objectives for the Ngau Tau Kok and Kowloon Bay area are to:

- (a) Retain the predominantly residential character of the planning area;
- (b) Selective redevelopment of public housing areas to improve the overall environment and infill with new housing;
- (c) Provide new housing development in the east of Jordan Valley; and
- (d) Undertake comprehensive restructuring as proposed under the Ngau Tau Kok Housing Restructuring Area Study.

13.6.4.22 Specific plans and proposals are summarised in **Table 13.8** below.

**Table 13.8 Plans and Proposals for Ngau Tau Kok and Kowloon Bay Planning Area**

Item	Proposals
Temporary Housing Areas	Kai Lok, Kai Wo and Kai Yiu THA's are proposed for clearance (no current programme) and are rezoned for open space and G/IC facilities.
Retention of Existing Industrial Area	The Kowloon Bay Industrial Area is considered relatively modern and is proposed to be retained in the medium to long term.
Jordan Valley Housing Sites	Several sites in the north-west of Jordan Valley have been proposed for residential development, G/IC facilities and open space by 2009.
Ngau Tau Kok Housing Restructuring Area Study	Study to examine the development potential of the area bounded by Hong Ling Road and Anderson Road to the east, New Clearwater Bay Road to the north, and Kwun Tong Road to the south and west. The study will also examine possibilities for improving the overall G/IC and open space provision to ensure they meet the latest HKPSG and strengthening the commercial focus at the Kowloon Bay MTR.

Item	Proposals
Public Housing Redevelopment	Lower Ngau Tau Kok

*Kowloon Planning Area 14: Kwun Tong South*

13.6.4.23 The Kwun Tong South planning area comprises the long-established Kwun Tong Industrial Area along the existing waterfront at the Kwun Tong Typhoon Shelter, together with a large area to the east dominated by housing (public and private) and G/IC facilities. The industrial area which will be adjacent to the site accommodates primarily factory buildings and warehouses, however in recent years, some industrial buildings have been redeveloped for office activities, related to the local industries with some having been converted for commercial office use. Adjacent to the industrial area, high-density private residential development with ground floor retail is predominant, beyond which there are a number of large public housing estates including Lok Wah, Upper Ngau Tau Kok, Wan Hon, Wo Lok, Tsui Ping, Sau Mau Ping and Lam Tin Estates and Lok Nga, Chun Wah, On Kay, Cheung Wo, Hiu Lai and Po Pui Courts.

13.6.4.24 The main objectives for the Kwun Tong South area are to:

- (a) Retain the predominantly residential character of the northern and eastern parts of the planning area;
- (b) Undertake selective redevelopment of public housing areas to improve the overall environment and infill with new housing;
- (c) Encourage urban renewal in dense older mixed-use areas; and
- (d) Review of the Kwun Tong Industrial Area under the Industrial Land Strategy Review.

13.6.4.25 Specific plans and proposals are summarised in **Table 13.9** below.

**Table 13.9 Plans and Proposals for Kwun Tong South Planning Area**

Item	Proposals
Restructuring in Kwun Tong Industrial Area	The ROBINA Study identified two case studies in the Kwun Tong Industrial Area and recommended redevelopment to industrial, industrial/office, business centre uses.  Under the current Industrial Land Strategy Review Planning Department is reviewing the San Po Kong Industrial Area for potential for rezoning to "Business" zone.
Kwun Tong Town Centre redevelopment	An urban renewal scheme, bounded by Kwun Tong Road, Hong Ning Road, Mut Wah Street and Hip Wo Road is proposed for urban restructuring for mixed use development including housing, retail and G/IC facilities. Proposals are for around 6,000 housing units, 113,000 square metres commercial space.
Development of Public Housing	Po Lam Road, Tak Tin Infill
Public Housing Redevelopment	Sau Mau Ping, Upper Ngau Tau Kok, Phase 1, Lam Tin Estate, Lei Yue Mun Road

*Kowloon Planning Area 15: Cha Kwo Ling, Yau Tong, Lei Yue Mun*

13.6.4.26 South-east of Kwun Tong Industrial Area lies Cha Kwo Ling, currently characterised mainly by vacant land, the steep slopes of Sai Tso Wan and the disused Kaolin Mine site. Laguna City, a large private-sector housing complex is located in the north, adjacent to the industrial area. South of the Eastern Harbour Crossing, Yau Tong Bay Marine Lots, Yau Tong Industrial Area and Lei Yue Mun Village dominate the waterfront. In the eastern section, toward the foothills, are several public housing estates, many of which are subject to redevelopment, including Ko Chiu Road, Lei Yue Mun and Yau Tong estates.



- 13.6.4.27 The main objectives for the Cha Kwo Ling, Yau Tong, Lei Yue Mun area are to:
- (a) Retain the predominantly residential character of the planning area;
  - (b) Provide new housing development to help meet territorial demand;
  - (c) Selectively redevelop public housing areas to improve the overall environment and infill with new housing; and
  - (d) Upgrade obsolete industrial uses along the waterfront.

13.6.4.28 Specific plans and proposals are summarised in **Table 13.10** below.

**Table 13.10 Plans and Proposals for Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area**

Item	Proposals
Yau Tong Bay Marine Lots	Yau Tong Bay is proposed for reclamation and has been rezoned CDA. Proposals are for housing retail, commercial, G/IC facilities and open space.
Yau Tong Industrial Area	Yau Tong industrial Area has been rezoned CDA and commercial.
Cha Kwo Ling Mine Housing Site	This site, on the western slope of Sai Tso Wan is proposed for HOS housing by 2006.
Housing Site East of the Eastern Harbour Crossing	This site north of Yau Tong Bay is proposed for HOS housing by 2006.
Other Public Housing Development	Lei Yue Mun, Hong Pak Infill
Public Housing Redevelopment	Ko Chiu Road, Yau Tong
Lei Yue Mun Village	Study on Village Improvements and Upgrading of the Lei Yue Mun Area will make recommendations to improve the village.

### 13.6.5 Implication of South East Kowloon Development on Existing Planning Context

13.6.5.1 The proposed development is confined to the former Kai Tak Airport site. Thus, the direct effects of the SEKD will be limited to the proposals under Draft Kai Tak (North) Outline Zoning Plan No. S/K19/1 and Draft Kai Tak (South) Outline Zoning Plan No. S/K21/1. The intention of this study is to review and amend these plans in context of the public comments received for these plans following gazettal under the Town Planning Ordinance in September 1998.

13.6.5.2 With respect to the surrounding areas, many of the neighbouring areas of Kowloon areas comprise a mix of development types dominated by residential and industrial and are currently subject to strategic, redevelopment and restructuring studies. This is due to the these areas being amongst some of the oldest in Kowloon, with many now being dilapidated or not achieving optimal contemporary development requirements for Hong Kong. Thus the key effects with respect to the development of SEKD relate to ensuring that each of the studies integrate the others' recommendations. It should be noted, however, that the SEKD provides opportunity for a key development in the Kowloon area which will provide many facilities (recreational, open space and otherwise) which will benefit the surrounding areas, as follows:

- (a) new transport links through South East Kowloon;
- (b) new pedestrian and green space links to South East Kowloon;
- (c) access to new facilities developed on South East Kowloon; and
- (d) high-quality development on South East Kowloon which may stimulate upgrading in the vicinity.