

F-N Results

- 10.2.5** The FN curves for all materials and the combined trade lie in the acceptable region of the HKRG. Therefore the societal risk is acceptable.

Potential Loss of Life

- 10.2.6** The PLL results show an increase from 8.1×10^{-7} for the existing location to 7.3×10^{-6} and 7.9×10^{-6} per year for the proposed location for the year 2001 and year 2012 cases respectively. Whilst this is roughly an order of magnitude increase in risk it is not significant since the level of societal risk is acceptable.

Risk Mitigation

- 10.2.7** Since the societal risk for the proposed DG ferry pier lies in the acceptable region of the HK RG and the individual risk does not exceed the acceptable limit, no mitigation is necessary and the proposed relocation should be permitted to proceed.

10.3 Chlorine Unloading Point and DG Godown

- 10.3.1** In order to formulate a more compatible and environmental friendly theme, the current scheme has recommended the relocation of two existing users that may pose potential hazard to human life. These two users are namely the Chlorine Loading/Unloading Point and the Kerry Dangerous Goods Godown, both located at the Kowloon Bay waterfront.

- 10.3.2** Government Supplies Department is planning to relocate the chlorine unloading point outside the SEKD area permanently to River Trade Terminal in Tuen Mun. Confirmation with Government Supplies Department that permanent relocation of the chlorine unloading point outside SEKD will be made prior to population intake reclamation of the SEKD. As such, risk associated with the co-existence of the interim chlorine unloading point and the SEKD population will no longer exist.

- 10.3.3** The area where the Kerry DG Godown is located is being planned to be zoned as CDA, or mainly residential. From the planned uses point of view, the DG Godown will no longer exist within the SEKD.

11. ECOLOGY

- 11.1.1** Due to the highly disturbed / urbanised nature of the site and absence of flora of conservation interest, no ecological sensitive receivers are identified in terms of terrestrial habitats and vegetation and fauna. Potential impacts of the project on terrestrial ecology include loss of 151.2 ha of urbanised area and 16.5 ha of grass (planted). Impacts to loss of habitat and associated flora and fauna are considered minor, and no mitigation or monitoring programme is required.

- 11.1.2** Baseline conditions of the assessment area which covered 3 WCZs were established through literature reviews and field surveys. Information indicate that marine habitats, both intertidal and subtidal, within the Southeast Kowloon New Development Area are of low ecological value. Based on the results of the benthic survey, which indicate the abiotic conditions of KTAC and Kwun Tong Typhoon Shelter and the highly disturbed nature of the benthic environment in the Kowloon Bay area, no sensitive marine species or marine habitats are identified in the New Development Area of SEKD. 127 hectares of seabed will be reclaimed, and 3.6 km of vertical seawalls will be lost after the complete of the project. Potential impacts of the project on aquatic ecology are considered minor. No mitigation is required. Monitoring and audit activities for water quality will serve to protect against unacceptable

impacts to aquatic ecological environment. No monitoring programme specific for aquatic ecology would be required. Overall potential residual impacts on aquatic ecology would be within acceptable levels. There would be no insurmountable ecological impacts to the environment due to the SEKD development.

12. FISHERIES

12.1.1 Fisheries impact could arise from the removal of fishing areas due to dredging and reclamation. According to the latest layout plan, approximately 61 ha of the upper Kowloon Bay, 25 ha of the KTAC, and 39 ha of the existing KTTS would be reclaimed. Considering the entire SEKD as a whole, residual impact would be the removal of 61 ha of seabed in upper Kowloon Bay that is presently used as a typhoon shelter with low adult fish production, no fry production and very low commercial fishing activities. Such impacts were deemed to be acceptable. No residual impact on other fish culture zone such as Tung Lung Chau and Ma Wan would be expected.

13. CULTURAL HERITAGE

13.1.1 Assessment of cultural heritage impact is based on a historical review of sites of cultural heritage. The original coastline and reclamation episodes, Sacred Hill and historical footpath have been reviewed. In addition, pre-aviation and aviation history of the area is studied. Other historical heritage sites identified in this study include the Kowloon City Execution Ground, the Kowloon City Public Pier, Fishtail Rock, Kowloon Rock, buildings within the Kai Tak Airport area, the Walls of Kowloon City, and Ma Tau Kok Large Animal Quarantine Depot.

13.1.2 The current layout plan reserves a district open area in the former Far East Flying School for re-instatement of the Sung Wong Toi Inscription Rock. A small artificial hill is recommended to be erected on the site of the original Sacred Hill, and that the remains of the Sung Wong Toi rock be removed from their present setting, and placed on the summit of the hill, on its original site, the hill to be designed to reflect the importance and solemnity of the site and its historical associations.

13.1.3 Besides, in order to retain the historical significance of the Fishtail Rock in the existing Hoi Sham Park, a view corridor is incorporated into the current layout plan to provide an unobstructed view from the Fishtail Rock to the Victoria Harbour. Besides, pedestrian linkage between the park and the New Development Area of SEKD will also be planned to make this heritage site more effective than it is now.

13.1.4 Moreover, some other sites of potential cultural heritage importance have also been identified in this study. Mitigation measures and/or further investigation have been recommended as follow:

Sites of Cultural Heritage Importance	Recommended Mitigation Measures / Further Investigation
Former Far East Flying Training School	It is proposed to preserve and relocate the group of buildings to the tourist node of SEKD to remark the post war development of Kai Tak Airport.
Post war buildings and structures of Kai Tak Airport	It is recommended to conduct detailed cartographic and photographic recordings of the buildings and structures prior to the commencement of any demolition works.
Cultural relics of the old airport and archaeological remains within SEKD	It is recommended to salvage and reuse the cultural relics and archaeological remains identified in the forthcoming archaeological investigation as features in the future promenade open space and Metropolitan Park.
Area at the foot of the former Sacred Hill	Archaeological site investigation with trial trenches is proposed near the eastern corner of the north apron area surrounded by Olympic Avenue and Sung Wong Toi Road.