

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.

Sites of Cultural Heritage Importance	Recommended Mitigation Measures / Further Investigation
Site of the Kowloon City Public Pier (the Old Lung Tsun Pier), and rock from the Kowloon Walled City	Archaeological site investigation with trial pit / trench is proposed around the 1943 coastline and the old reclamation area prior to the construction at the NAKTA area.
The new reclamation area of SEKD	Marine archaeological investigation with geophysical survey is proposed before the commencement of any dredging and reclamation activities to determine whether there is any site of archaeological significance.

## 14. LANDSCAPE AND VISUAL

- 14.1.1** The review of the landscape resources and character describes the existing landscape baseline of the site and surrounding areas. It highlights the importance of the site as a local landmark in Hong Kong's history but that, in general, it is a barren site, devoid of landscape elements of quality except for the boundary trees. The surrounding areas comprise the urban landscape of Kowloon, generally developed with a mix of residential and industrial landscape, but also with several open spaces.
- 14.1.2** The SEKD is likely to cause a number of landscape impacts. In general, there will only be relatively minor impacts to the landscape resources as the development is restricted to the former airport site. Impacts will arise from the loss of the boundary tree vegetation (approximately 1000 trees), together with temporary impacts during construction to Kowloon Rocks and Sung Wong Toi Rock, until they are restored on site. With respect to open space, Hoi Bun Road Park and Hoi Sham Park will both be affected, the former due to a road construction and the latter due to a loss of waterfront context. Additionally approx. 116 Ha of Victoria Harbour will be reclaimed.
- 14.1.3** With respect to the landscape character, the impacts to the airport site itself constitute a major change in the existing character. However, in the long term it is considered to be an impact causing a change of landscape character as it will result in the barren site to become a high-quality waterfront urban landscape, still retaining historical references to the former airport.
- 14.1.4** The SEKD is likely, however, to cause major detrimental impacts to many of the surrounding areas due to the introduction of such an extensive development causing enclosure of areas. In particular, significant adverse impacts will result from the loss of waterfront context of areas to the east, e.g. Hoi Sham Park, and moderate to significant adverse impacts to the areas north-east of North Apron area.
- 14.1.5** The review of the existing visual context highlights that there are a high number of visually sensitive receivers. The distant views open to site, e.g. from Hong Kong Island directly opposite the site or surrounding high areas of Kowloon Hills, will be able to view the SEKD in its entirety and so gain realisation of the change in character of view rather than suffer an impact such as blocking of view, particularly as measures have been incorporated in to the layout plan, such as retention of ridgelines and view corridors. Thus they are considered to experience overall *slight adverse* impacts, although a foreshortening of the developed waterfront is accepted.
- 14.1.6** The partially screened views from more distant areas, e.g. the more inland areas of Hong Kong Island, will in general experience the introduction of the taller buildings within their views and not likely to result in major impacts.
- 14.1.7** Views from adjacent to the site will experience more visual impacts. These visually sensitive receivers do not benefit from having views over the entire site, rather they experience more direct losses. The impacts will arise from the blocking of existing views either the harbour and Hong Kong and a severe foreshortening of views from open and distant to close proximity. As