

# **Environmental Impact Assessment Ordinance**

## **Agreement No. CE 32/99**

### **Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development**

#### **Project Profile Specifying Environmental Issues**

#### **1. Basic Information**

##### **1.1 Project Title**

Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development (hereinafter called “the Study”).

##### **1.2 Purpose and Nature of the Project**

Since the gazetting of the Outline Zoning Plans (OZPs) for public consultation under the Town Planning Ordinance on 4 September 1998, the South East Kowloon Development (SEKD) has attracted overwhelming public objection. As a result of a series of public consultations (see attached summary at Annex D), a revised scheme has been prepared to incorporate the main views expressed by the public.

Based on the new layout, a comprehensive feasibility study will be carried out to evaluate the proposed development. The Study will investigate the detailed engineering feasibility of the revised scheme which is intended to develop the disused Kai Tak Airport and its adjoining areas into a new urban community with a range of facilities. The Study will also examine the feasibility of providing a new strategic transport infrastructure to resolve the persistent traffic problems in the region.

##### **1.3 Name of Project Proponent**

Kowloon Development Office, Territory Development Department

##### **1.4 Location and Scale of Project and History of Site**

The new development area will cover about 540 hectares in total including the following :

- (a) about 280 ha of disused Kai Tak Airport apron and runway;
- (b) about 80 ha of reclamation in Kowloon Bay;

- (c) about 80 ha of reclamation in Kai Tak Approach Channel/Kwun Tong Typhoon Shelter; and
- (d) about 100 ha of other areas e.g. typhoon shelter

The new development is expected to house about 240 000 people.

The Outline Concept Plan of the revised scheme for SEKD is shown at **Appendix I** while the new development area is indicated at **Appendix II**.

### 1.5 Types of designated projects involved

The Study falls within item I under Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance, i.e. Engineering feasibility study of urban development project with a study area covering more than 20 ha or involving a total population of more than 100,000, and is considered as a designated project requiring an EIA report.

### 1.6 Contact Person

E5, KDO, TDD

## **2. Programme of Implementation**

- 2.1 The Study will take about 14 months from the date of commencement in mid November 1999 tentatively. It is intended to engage consultants to undertake the Study.
- 2.2 Subsequent to the completion of the Study in 2000, the implementation of the recommended development scheme would be carried out and the first population intake would be tentatively in 2004.

## **3. Major Elements of the Surrounding Environment**

- 3.1 The study area covers the disused Kai Tak Airport, Kowloon Bay, Kai Tak Approach Channel/Kwun Tong Typhoon Shelter and certain existing developed areas at the airport perimeter. The regional setting is dense urban development, dominated by the existing poor quality residential and industrial areas of San Po Kong, Kowloon City and Ma Tau Kok. Prince Edward Road to the north of the site is also a major transport corridor for the trunk roads from the Eastern Harbour Crossing and Kowloon. There are no natural habitats of note in the area. However, certain cultural/heritage relics such as the "Fish Tail Rock" are

needed to be preserved or salvaged.

- 3.2 The southern side of the disused airport site is open to the Kowloon Bay, part of the inner harbour of Hong Kong. This water area contains To Kwa Wan Typhoon Shelter and mooring buoys for vessels.
- 3.3 In the past, environmental conditions in the study area were generally poor because of noise from the airport, industrial sources and the existing transport links. Air quality is generally adversely affected by traffic and major industries. The existing environmental conditions should improve upon the completion of the SEKD.
- 3.4 The odour of Kai Tak Approach Channel has long been one of the serious nuisances to previous airport users and the existing sensitive receivers nearby.
- 3.5 The sensitive receivers of the proposed new development include existing residential developments at the airport perimeter, the San Po Kong Magistracy and schools/ temples/ churches, and planned residential development.

#### **4. Possible Environmental Impacts**

##### 4.1 Noise

Potential noise impacts may arise from:

- construction activities
- new roads
- new sewage pumping station, rising main & utilities
- marine traffic and helicopter

##### 4.2 Air Quality

The principal air quality impacts are likely to be as follows:

- dust generation during construction
- traffic emissions
- odour emissions from refuse transfer station

##### 4.3 Water Quality

The major water quality impacts are probably due to the following :-

- soil and waste materials from construction activities
- dredging and reclamation disturbing the seabed sediment
- Kai Tak Nullah diversion works
- stormwater/sewerage works
- effect on harbour current

#### 4.4 Solid Waste

Various kinds of wastes would be generated, including :-

- construction waste
- domestic waste
- commercial waste

#### 4.5 Sewage/sewerage

The major sewage/sewerage impacts may include :-

- sewage generated from construction activities
- capacity of existing To Kwa Wan Treatment Works
- capacity of existing Kwun Tong Treatment Works
- construction of sewage pumping station and rising mains

#### 4.6 Land contamination

After the implementation of the project “Kai Tak Airport North Apron Decommissioning”, there should not be any significant residual impacts due to land contamination. Please refer to Section 6 below.

#### 4.7 Risk

Owing to the Potentially Hazardous Installation (PHI) consultation zone designated around the existing Ma Tau Kok (MTK) gasworks, this site may present an environmental constraint to the new development.

#### 4.8 Ecological Impacts

The existing land area is highly urbanised, supporting a dense population and industrial activities. There is little vegetation present, comprising amenity planting or grassed areas. The quality of both fresh and marine water bodies is poor as a result of sewage and industrial pollution at present. The habitats that will be lost are of little ecological value.

#### 4.9 Visual and Landscape Impacts

Visual impacts are likely to result from the introduction of a new urban area which would significantly change the existing visual system by reducing existing views of quality and resources (e.g. harbour waters)

The new development would bring in changes to the landscape which would affect both the quality and identity. There would be a loss of landscape quality by the removal of harbour waters and extension of urban areas. There would also be a loss of identity by the removal of the airport.

#### 4.10 Salvaging Cultural Heritage

Cultural heritage assessment would be carried out to address the possibility of salvaging stone blocks from the Kowloon Walled City buried under the disused airport apron area. Furthermore, preserving the existing cultural/heritage relics such as the "Fish Tail Rock" would be taken into consideration.

### **5. Proposed Mitigation Measures and Residual Impacts**

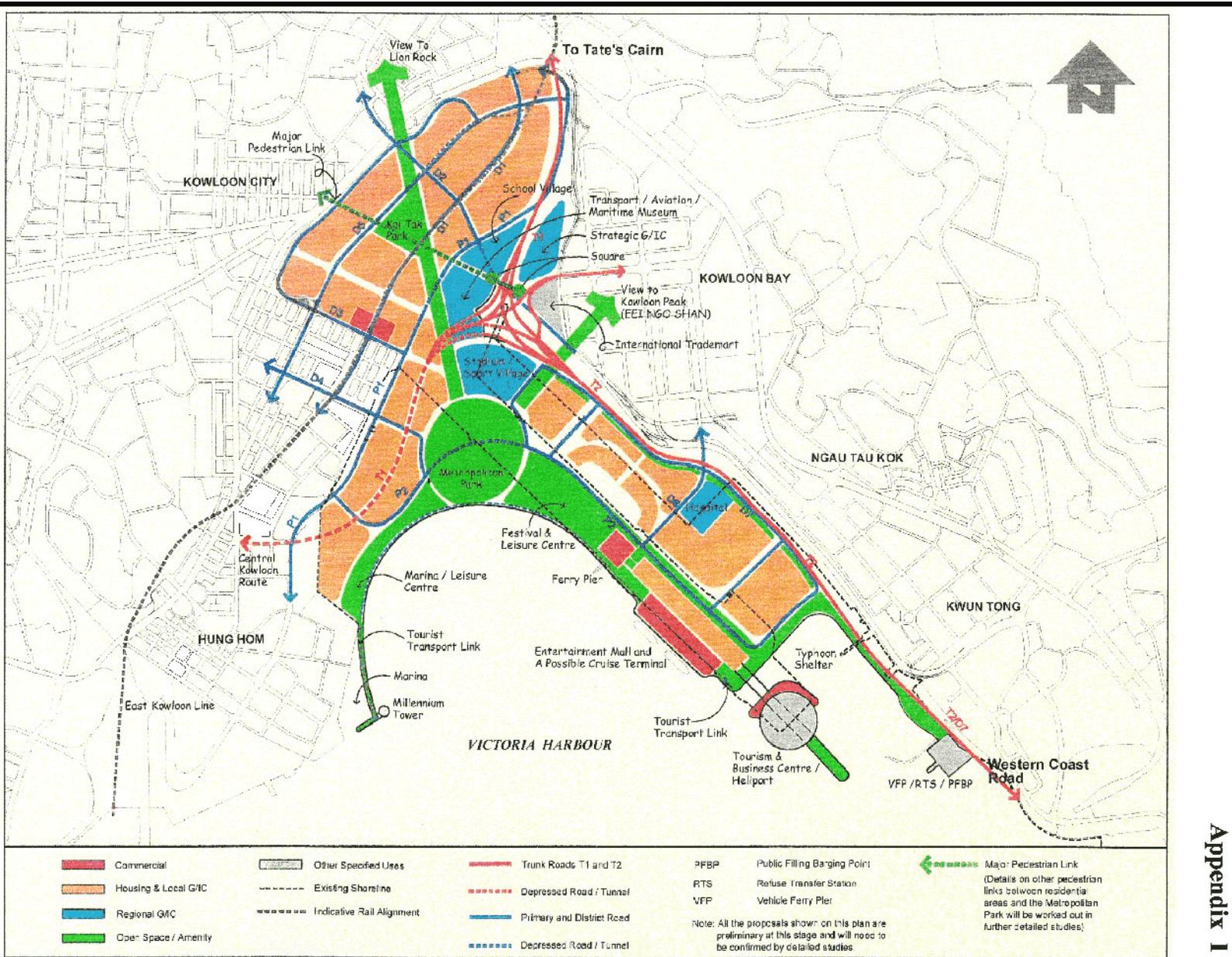
The Study would investigate those environmental impacts and to propose the appropriate mitigation measures with the explicit intention that all proposals would be environmentally acceptable and cost effective. The residual impacts, if any, would be confined within the allowable limit.

### **6. Previously Approved EIA Report**

The EIA Report for the project "Kai Tak Airport North Apron Decommissioning" approved on 4 September 1998 has addressed the land contamination aspect of the proposed development. The project is in the construction stage with completion expected in 2001. The contaminated land is being cleaned up under this project, thus removing the potential hazard to the new development to be covered by the subject Study.

**CHRONOLOGICAL EVENTS OF PUBLIC CONSULTATION ON SOUTH EAST KOWLOOND DEVELOPMENT**

17.9.1998	<ul style="list-style-type: none"><li>• Consultation with Kowloon City Provisional District Board on OZPs by Plan D.</li></ul>
21.9.1998	<ul style="list-style-type: none"><li>• Consultation with Kwun Tong Provisional District Board on OZPs by Plan D</li></ul>
23.9.1998	<ul style="list-style-type: none"><li>• Consultation with Hong Kong Institute of Planners on OZPs by Plan D</li></ul>
13.10.1998	<ul style="list-style-type: none"><li>• Consultation with Hong Kong Council of Social Services on SEKD by Plan D and PM/K</li></ul>
24.10.1998	<ul style="list-style-type: none"><li>• Consultation with Conservancy Association on OZPs by Plan D</li></ul>
29.10.1998	<ul style="list-style-type: none"><li>• LegCo Planning, Lands and Works Panel meeting - 14 professional bodies expressed their views on the proposed reclamation in SEKD</li></ul>
3.11.1998	<ul style="list-style-type: none"><li>• Consultation with Provisional Urban Council on OZPs by Plan D</li></ul>
11.1998 to 12.1998	<ul style="list-style-type: none"><li>• Consultation with various professional bodies on SEKD by PM/K</li></ul>
16.11.1998	<ul style="list-style-type: none"><li>• Consultation with Rehabilitation Advisory Committee on OZPs by Plan D</li></ul>
1.12.1998 to 10.12.1998	<ul style="list-style-type: none"><li>• Consultation with various political groups on the way forward for reclamation projects in the territory, including SEKD by PELB.</li></ul>
23.12.1998	<ul style="list-style-type: none"><li>• Consultation with Business &amp; Professional Federation of Hong Kong on OZPs by Plan D</li></ul>
27.1.1999	<ul style="list-style-type: none"><li>• LegCo held a motion debate on the proposed reclamation in SEKD</li></ul>
28.1.1999	<ul style="list-style-type: none"><li>• Consultation with Kowloon City Provisional District Board on the South East Kowloon Development Feasibility Study (SEKDFS) by PM/K</li></ul>
2.2.1999	<ul style="list-style-type: none"><li>• Consultation with Wong Tai Sin Provisional District Board on SEKD Feasibility Study by PM/K</li></ul>
19.2.1999	<ul style="list-style-type: none"><li>• Plan D held a seminar with the key stakeholders to obtain a better understanding of their views on the planning objectives and proposals for SEKD</li></ul>
9.3.1999	<ul style="list-style-type: none"><li>• LegCo Planning, Lands and Works Panel meeting - the Administration and seven professional/business bodies and interest groups were invited to present their views on SEKD as well as alternative proposals for SEKD</li></ul>
23.6.1999	<ul style="list-style-type: none"><li>• Plan D held a seminar with the key stakeholders to discuss on the Outline Concept Plan proposed by PM/K</li></ul>
29.7.1999	<ul style="list-style-type: none"><li>• LegCo Planning, Lands and Works Panel meeting - the Outline Concept Plan was presented by PM/K to professional/business bodies and interest groups for comments</li></ul>



**Outline Concept Plan**



**LEGEND :**



New Development Area

Kowloon City

Kowloon Bay

Ma Lau Kok

To Kwa Wan

Kwun Tong

Hung Hom

Yau Tong

HARBOUR

圖則名稱 drawing title

**COMPREHENSIVE FEASIBILITY STUDY FOR THE REVISED  
SCHEME OF SOUTH EAST KOWLOON DEVELOPMENT  
Site Plan of New Development Area**

繪圖 drawn  
Gay Yip

審核 initial  
*Gay Yip*

日期 date  
03-08-1995

項目編號 term no.  
440CL

辦事處 office  
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校對 checked  
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日期 date  
03-08-1995

比例 scale  
1 : 27 000

局長署  
Housing Development  
DEPARTMENT

校核 approved  
Peter Pak

審核 initial  
*Peter Pak*

日期 date  
03-08-1995

圖則編號 drawing no.  
KZ064