

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**INFORMATION PAPER  
ON SUSTAINABILITY OF THE REVISED SCHEME OF  
SOUTH EAST KOWLOON DEVELOPMENT**

**BACKGROUND**

At the meeting of the Panel on Planning, Lands and Works of the Legislative Council held on 8 June 2000, Members were consulted on the Preliminary Layout Plan of the revised scheme of South East Kowloon Development (SEKD). Members requested the Administration to provide further information on how the revised scheme of SEKD would comply with the principles of sustainability.

**SUSTAINABLE DEVELOPMENT**

2. Sustainable development can be viewed as actively managing the process of change and balancing economic benefits with environmental and social impacts. In the Study on Sustainable Development for the 21st Century (SUSDEV21) commissioned by the Planning Department, sustainable development is defined as follows:

"Sustainable development in Hong Kong balances social, economic, and environmental needs, both for present and future generations, simultaneously achieving a vibrant economy, social progress and

better environmental quality, locally, nationally and internationally, through the efforts of the community and the Government."

3. To provide a link between the conceptual definition and the application of sustainable development to day-to-day working decision, a number of guiding principles, which are set out at Annex A, have been developed under SUSDEV21. Members were briefed of these principles at the joint meetings of the Panel on Planning, Lands and Works and the Panel on Environmental Affairs held on 9 December 1999 and 27 January 2000.

4. It is our objective to provide a sustainable development plan for SEKD and therefore these principles have been taken into consideration in preparing the revised scheme of SEKD. The details of the application of these principles are summarised at Annex B for Members' information.

#### **ATTACHMENT**

- Annex A Guiding Principles of Sustainability developed under SUSDEV 21
- Annex B Application of the Principles of Sustainability to the Revised Scheme of SEKD

**PLANNING AND LANDS BUREAU  
SEPTEMBER 2000**

## **Annex A Guiding Principles of Sustainability developed under SUSDEV 21**

<b>Economy</b>	Hong Kong should achieve a competitive and prosperous marketbased economy which provides the resources to meet the needs and aspirations of the population, both now and in the future.
<b>Health and Hygiene</b>	Hong Kong should provide a living and working environment and pursue polices which promote and protect the health of the people of Hong Kong.
<b>Natural Resources</b>	Hong Kong should promote the sustainable use of natural resources through improving consumption efficiency, minimizing the use of non-renewable resources and re-using, recycling waste and recovering energy from wastes.
<b>Society and Social Infrastructure</b>	Hong Kong should foster a stable and progressive society and enable individuals to contribute to and fulfil their potential by providing universal access to adequate and appropriate social infrastructure.
<b>Biodiversity</b>	To maintain the biodiversity of Hong Kong and to minimize any threat which consumption in Hong Kong may have on biodiversity elsewhere.
<b>Leisure and Cultural Vibrancy</b>	Protect and enhance the vibrancy of Hong Kong's recreational opportunities, leisure activities, cultural diversity, archaeological, historical and architectural assets.
<b>Environmental Quality</b>	Hong Kong should be pro-active in avoiding environmental problems, seek to find opportunities to enhance environmental quality, and minimize the unwanted side effects, locally, nationally and internationally, of development and inefficiencies such as air, noise and water pollution or land contamination.
<b>Mobility</b>	Hong Kong should provide safe, accessible and efficient transport systems and pedestrian facilities along with an efficient transport network for the movement of goods and facilitation of services for the community.

**Annex B Application of the Principles of Sustainability to the Revised Scheme of SEKD**

<b>Guiding Principles of Sustainability developed under SUSDEV21</b>	<b>Application to the Revised Scheme of SEKD</b>
<b>Economy</b>	<ul style="list-style-type: none"> <li>• The SEKD will provide 451 ha. of land to meet the need for housing, commercial and tourism developments in the 21st century.</li> </ul>
<b>Health and Hygiene</b>	<ul style="list-style-type: none"> <li>• Use of automated refuse collection system by collecting and handling refuse in a concealed manner will minimize the possible odour problems.</li> <li>• The polluted Kai Tak Approach Channel will be reclaimed.</li> </ul>
<b>Natural Resources</b>	<ul style="list-style-type: none"> <li>• Overall energy demand will be lowered through adoption of district cooling system for air-conditioning and solar energy applications.</li> <li>• The proposed stepped building height profile and the provision of visual corridors facilitate better natural ventilation. With varying heights, buildings can be designed to facilitate better ventilation through the spaces between blocks.</li> <li>• Use of public fill will be maximised in reclamation, thus reducing the demand on existing landfill.</li> </ul>
<b>Society and Social Infrastructure</b>	<ul style="list-style-type: none"> <li>• The new development area of SEKD will produce a total of about 82,000 flats to modern standards for approximately 240,000 persons that would provide a catalyst for urban renewal of the adjacent areas.</li> <li>• Community halls are located in the population centres, which are within walking distance for at least 50% of the SEKD population.</li> <li>• Two Residential Care Homes for the elderly will be provided within the SEKD area.</li> <li>• The proposed school villages will provide school places to meet the demand in the SEKD area and the districts nearby.</li> </ul>

**Annex B Application of the Principles of Sustainability to the Revised Scheme of SEKD**

<b>Guiding Principles of Sustainability developed under SUSDEV21</b>	<b>Application to the Revised Scheme of SEKD</b>
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>• SEKD will provide some 80 ha of regional and district open spaces with greenery and shade, thus providing the opportunity to contribute positively to Hong Kong's biodiversity.</li> <li>• The deposited contaminants will be treated and/or removed via reclamation of the whole Kai Tak Approach Channel and part of Kwun Tong Typhoon Shelter and Kowloon Bay. The flushing effect and the water quality in the concerned areas will be improved, thus benefiting the marine water communities.</li> </ul>
<b>Leisure and Cultural Vibrancy</b>	<ul style="list-style-type: none"> <li>• The Sung Wong Toi Inscription Rock is proposed to be reinstated to its original location with a through view to Lei Yue Mun. The Fish Tail Rock off Hoi Sham Park will be retained. The tip of the former runway will also be retained and developed as a primary tourism node. These initiatives will help to preserve the historic and cultural heritage value in the area.</li> <li>• The provision of marine cruise centre, stadium, waterfront promenade, metro park as well as other district open spaces contribute to the leisure vibrancy of SEKD.</li> </ul>
<b>Environmental Quality</b>	<ul style="list-style-type: none"> <li>• Traffic emissions will be minimized by promotion of environmentally friendly public transport (rail and shuttle), reduction of surface roads, implementation of fully pedestrianised streets to minimise the reliance on vehicles of short distance travel on local roads to minimise through traffic movements.</li> <li>• Implementation of fully pedestrianised streets and reduction of local roads will also enhance the air quality within SEKD.</li> </ul>

**Annex B Application of the Principles of Sustainability to the Revised Scheme of SEKD**

<b>Guiding Principles of Sustainability developed under SUSDEV21</b>	<b>Application to the Revised Scheme of SEKD</b>
	<ul style="list-style-type: none"> <li>• According to preliminary estimate, the use of depressed roads and tunnels will prevent about 37% (of total SEKD emissions) of nitrogen oxides and respirable suspended particulates from directly impacting on sensitive receivers.</li> <li>• Apart from using tunnels and depressed roads, direct mitigation measures such as barriers, canopies, enclosures and deckover will be applied wherever practicable to mitigate traffic noise impacts.</li> <li>• About one-fourth of land in SEKD is earmarked for regional and district open spaces with greenery and shade, which will contribute to the air quality and improve the visual quality in the area.</li> </ul>
<b>Mobility</b>	<ul style="list-style-type: none"> <li>• The design concept for SEKD is to promote effective use of public transport via railway and internal shuttle system. The routing of the shuttle system is designed to serve all the major residential precincts to the railway station.</li> <li>• To enhance pedestrian connectivity and to promote walking, there will be a well planned pedestrian network comprising fully pedestrianised streets, open space corridors, travellers, pedestrian links at podium level together with supplementary footbridges/subways.</li> </ul>