

**For Discussion on  
8 June 2000**

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

**COMPREHENSIVE FEASIBILITY STUDY FOR THE  
REVISED SCHEME OF SOUTH EAST KOWLOON DEVELOPMENT**

**PURPOSE**

1. The purpose of this Paper is:-
  - a) to brief Members on the Preliminary Layout Plan (PLP) prepared for South East Kowloon Development (SEKD) under Stage 1 of the Comprehensive Feasibility Study for the Revised Scheme of SEKD (CFS);
  - b) to seek Members' views on the PLP; and
  - c) to seek Members' support on the Way Forward outlined in paragraphs 14 to 16 below.

**BACKGROUND**

2. Taking into account the extensive public views on draft Kai Tak (North) and Kai Tak (South) Outline Zoning Plans (OZPs), an Outline Concept Plan (OCP) for the revised scheme of SEKD was developed in May 1999 and Members were briefed at the Planning, Lands and Works Panel meeting on 20 July 1999. On the basis of the OCP, the new CFS was commissioned in November 1999 to formulate detailed proposals for SEKD as well as establishing their technical and engineering feasibility.

3. There are two stages for the CFS. Stage 1 aims to review the OCP, in the light of public views and current developments, and produce a PLP broadly acceptable to the public. Stage 2 entails more detailed studies and preliminary design. A draft PLP has recently been prepared under Stage 1 of the CFS.

## PRELIMINARY LAYOUT PLAN

### *Land Use and Development Capacity*

4. The new development area of SEKD measures 403 ha comprising the former Kai Tak Airport apron and runway (280 ha), reclamation at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter (58 ha), reclamation at Kowloon Bay (58 ha), and cruise terminal piers and other marine facilities (7 ha). When including the existing hinterland areas within the boundaries of the draft Kai Tak OZPs (48 ha), the total area becomes 451 ha. The scale of reclamation has been further reduced from 161 ha in OCP to 123 ha in the PLP.

5. The new development area of SEKD can accommodate about 246 000 persons with a public/private housing split of 49:51 in terms of population and 47:53 in terms of flats. The total employment opportunities are estimated at around 55 000.

6. The total and percentage areas allocated to the main land uses are given below :-

	<u>Area (ha)</u>	<u>Percentage (%)</u>
Residential	103.6	23.0
Commercial/Residential	14.2	3.2
Education	23.2	5.1
GIC	30.6	6.8
Open Space	111.1	24.6
Amenity Area	19.4	4.3
Road Reserve	105.4	23.4
Other Uses	<u>43.5</u>	<u>9.6</u>
Total	451	100

7. Public housing is generally located in the readily available land in the north apron portion to meet the pressing demand. Private housing has been allocated to higher value waterfront and parkland sites. The 24 ha Metropolitan Park is intended to perform as an open space of regional significance in which a range of recreational facilities and attractions will be provided. It is aimed that the waterfront promenade could be connected to Tsim Sha Tsui East and Lei Yue Mun in the long term.

8. The Kai Tak Point area on the former runway, which measures about 17.5 ha, is reserved for tourism-related facilities including cruise terminal, heliport, hotel, entertainment/retail/dining centre and facilities, museum, monumental observation tower, etc. Some other key uses include a hospital site of about 7 ha, two school villages with a total area of 4.5 ha to cater for territorial demand and a 10 ha site for an international stadium with 60 000 to 70 000 seats.

### ***Traffic and Transport Infrastructure***

9. The proposed East Kowloon Line running north-south and straddling the north apron portion (detailed alignment to be confirmed by the Second Railway Development Study) will provide the backbone of the public transport service. An environmentally friendly shuttle system is proposed within the new development area of SEKD to provide feeder public transport service to the future East Kowloon Line and the existing MTR Kwun Tong Line.

10. A hierarchical road system is proposed comprising trunk roads, district and local distributors. Apart from the Kai Tak Tunnel which is to be retained, there are three proposed main trunk roads passing through the SEKD area: Central Kowloon Route (connecting to West Kowloon), Trunk Road T2 (connecting to Western Coast Road) and Trunk Road T1 (a long term reserve and connecting to Tate's Cairn Tunnel). Tunnels or depressed roads have been adopted as far as practicable. It is estimated that these types of roads will carry about 35% of the total traffic volume.

### ***Environmental Aspects***

11. The main environmentally friendly measures proposed include public transport via East Kowloon Line and shuttle system; use of tunnels and depressed roads as far as practicable; pedestrianisation via open space view corridors, travellers, pedestrian links at podium level and fully pedestrianised streets; implementation of a district cooling system and automated refuse collection system; and utilisation of solar energy.

12. Detailed Environmental Impact Assessment (EIA) study will be carried out in Stage 2 of the CFS. The Advisory Council on the Environment will be consulted on the EIA findings in due course. According to preliminary assessments, it is expected that there would be no insurmountable environmental impacts.

## **PUBLIC CONSULTATION**

13. A Consultation Digest, presented in Annex 1, has been prepared for the purpose of conducting a series of public consultation. A public forum was held on 30 May 2000 to solicit views of the key stakeholders on the PLP. In brief, there was general support for PLP and the planning concept of the revised SEKD scheme. In addition, a presentation to the Town Planning Board is scheduled for 9 June 2000. Meetings with the District Councils concerned (i.e. Kowloon City, Kwun Tong and Wong Tai Sin) will be arranged soon.

## **WAY FORWARD**

14. The PLP provides the planning concept for the future development of South East Kowloon. Subject to public views and Members' support, we will commence Stage 2 of the CFS in which detailed assessments and impact studies on engineering, environmental, traffic, drainage, etc, will be carried out. The final report of the CFS is scheduled for completion by February 2001.

15. To meet the public housing demand and achieve our key public housing commitment, we plan to advance the public housing developments at North Apron Kai Tak Airport (NAKTA), where land is readily available, for first population intake in March 2004. Subject to satisfactory outcome of the on-going public consultation exercise and Members' support, we plan to seek funds from PWSC in October/November 2000 to employ consultants to carry out detailed design of infrastructure for NAKTA prior to completion of the whole CFS and other statutory procedures (e.g. Town Planning Ordinance and Environmental Impact Assessment Ordinance). A report specially on NAKTA will be produced in October 2000 under the CFS to support the application for funds.

16. As revealed from the previous public consultations since exhibition of the original SEKD scheme, there is general support for early reclamation in the Kai Tak Approach Channel with a view to removing the odour problem and providing land for housing development. Hence, we also plan to seek funds from PWSC in October/November 2000, subject to Members' support, for detailed design of that portion of reclamation before completion of the whole CFS.

**ADVICE SOUGHT**

17. Members are invited to give their views on the PLP and support for application of funding for detailed design for infrastructure for NAKTA developments and reclamation of Kai Tak Approach Channel.

**ATTACHMENT**

Annex 1 Consultation Digest

**TERRITORY DEVELOPMENT DEPARTMENT  
JUNE 2000**