

Agreement No. CE 4/2004 (TP)

# **South East Kowloon Development Comprehensive Planning and Engineering Review Stage 1: Planning Review**

[Feasibility Study]

## **Draft Study Brief**

The Government of the Hong Kong  
Special Administrative Region



Planning  
Department  
May 2004

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Special Administrative Region**

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Comprehensive Planning and Engineering Review**

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*DRAFT STUDY BRIEF*

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**SOUTH EAST KOWLOON DEVELOPMENT  
COMPREHENSIVE PLANNING AND ENGINEERING REVIEW  
STAGE 1: PLANNING REVIEW  
[FEASIBILITY STUDY]**

**STUDY BRIEF**

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**STAGE 1: PLANNING REVIEW**  
**[FEASIBILITY STUDY]**

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**Draft Study Brief**

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**1 INTRODUCTION**

- 1.1 This Brief is to be read in conjunction with the Memorandum of Agreement, General Conditions of Employment for a Feasibility Assignment, Special Conditions of Employment and Schedule of Fees.
- 1.2 The following words and expressions shall have the meaning hereby assigned to them except where the context of this Brief otherwise requires: -

“SEKD” means South East Kowloon Development.

“SEKD CFS” means Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development.

“the Study” means South East Kowloon Development Comprehensive Planning and Engineering Review Stage 1 Planning Review.

“Comprehensive Review” means South East Kowloon Development Comprehensive Planning and Engineering Review.

“FUDS” means Further Urban Design Study for Planning and Development of South East Kowloon.

“OZP” denotes Outline Zoning Plan.

“OCP” denotes Outline Concept Plan.

“PODP” denotes Preliminary Outline Development Plan.

“OMDP” denotes Outline Master Development Plan.

“CDA” denotes “Comprehensive Development Area”.

“G/IC” denotes Government, institution or community.

“SCL” means Shatin to Central Link.

“NAKTA” means North Apron area of ex-Kai Tak Airport in South East Kowloon Development.

“KTAC” means Kai Tak Approach Channel.

“TPB” denotes Town Planning Board.

“HEC” denoted Harbour-front Enhancement Committee.

“CPLD” denotes “Committee for Planning and Land Development”.

## 2 DESCRIPTION OF THE PROJECT

### Background

- 2.1 Completed in September 1991, the Metroplan Selected Strategy proposed a broad land use framework for redevelopment of the Kai Tak Airport, which included reclamation at Kowloon Bay, Kai Tak Approach Channel and Kwun Tong Typhoon Shelter. The framework envisaged a mix of public and private housing developments, new commercial developments, high-tech industrial zones and open space system. It has also made provision for extension of highway and railway networks, and port-related facilities.
- 2.2 The South East Kowloon Development Statement Study completed in November 1993 has translated the Metroplan Framework into more specific planning objectives. The Outline Master Development Plan (OMDP) prepared under the study covered a development area of about 580 ha, with about 300 ha. of reclamation area, to accommodate an overall population of 285 000 persons. The completed OMDP provided the basis to proceed with feasibility studies to identify early development packages to meet housing demand.
- 2.3 The Feasibility Study for South East Kowloon Development (SEKD) completed in December 1997 have fine-tuned the OMDP and identified phased and integrated developments for the early development packages. The feasibility study has recommended a development area of 630 ha, with a reclamation area of 299 ha. to accommodate a population of 320 000 persons. The development scheme was published in the statutory OZPs in September 1998 but received strong public objections, mainly on the extent of reclamation.
- 2.4 To address these objections, a revised scheme was prepared after a series of public consultation in mid-1999. The Comprehensive Feasibility Study for the Revised Scheme of SEKD (SEKD CFS) was commissioned in November 1999 to prepare more detailed proposals for the revised scheme and to examine the overall feasibility. In mid-2000, a Preliminary Layout Plan (PLP) on the revised scheme was promulgated for public consultation. With the community's general

support on the PLP, the SEKD CFS proceeded to the detailed feasibility and preliminary design phase. By mid-2001, the SEKD CFS completed an OMDP and the preliminary designs for the whole SEKD. These were promulgated for further public consultation.

- 2.5 The draft Kai Tak (North) OZP No. S/K19/2 and draft Kai Tak (South) OZP No. S/K21/2, incorporating relevant proposals of the SEKD CFS and the OMDP, were gazetted in August 2001 providing the statutory planning framework for the area. The extent of reclamation has reduced from 299 ha to 133 ha. With a development area of about 461 ha, the revised scheme is planned to house a population of about 260,000 in 78,000 flats. Apart from a variety of housing, the planned tourism node cum cruise terminal, multi-purpose stadium and Metropolitan Park are the key features in SEKD for formation of a new tourism, sports and recreation centre in the Metro Area.
- 2.6 The revised scheme has received general support from the community. The number of objections received on the published OZP has reduced drastically to 40. The objections raised by concerned groups and professional bodies mainly aimed to improve details of the development scheme. After completion of the objection procedure, the Kai Tak OZPs together with unwithdrawn objections were submitted to ExCo for consideration. On 25.6.2002, the Chief Executive in Council (CE in C) approved the OZPs, which were renumbered as S/K19/3 and S/K21/3 and exhibited for public inspection on 5.7.2002.

### **Harbour Reclamation**

- 2.7 The approved OZPs have incorporated a number of reclamation proposals, namely Kowloon Bay Reclamation, Kai Tak Approach Channel Reclamation, Kwun Tong Typhoon Shelter and Cha Kwo Ling Reclamation and reclamation for a cruise terminal, with a total reclamation area of about 133 ha.
- 2.8 According to the Judgment of the Court of Final Appeal [CFA] on the draft Wan Chai North OZP handed down on 9.1.2004, the Protection of the Harbour Ordinance [PHO] establishes a statutory principle



recognizing the harbour as a special asset and a natural heritage of Hong Kong people and prescribing that it is to be protected and preserved. According to the CFA Judgment, the presumption against reclamation under s.3(1) of the PHO can only be rebutted by establishing an overriding public need for reclamation, i.e. “the overriding public need test”.

- 2.9 According to the CFA Judgment, public needs are community needs and include the economic, environmental and social needs of the community. A need should only be regarded as overriding if it is a compelling and present need and there is no reasonable alternative to reclamation -

To be compelling it must have the requisite force to prevail over the strong public need for protection and preservation.

The meaning of present need is that taking into account the time scale of planning exercises, the need would arise within a definite and reasonable time frame.

In considering whether there is a reasonable alternative to reclamation, all circumstances including the economic, environmental and social implications of each alternative should be considered. The cost as well as the time and delay involved would be relevant. The extent of the proposed reclamation should not go beyond the minimum of that which is required by the overriding need, and each area proposed to be reclaimed must be justified.

- 2.10 The CFA also clarifies that a compelling and present need goes far beyond something which is nice to have, desirable, preferable or beneficial, but on the other hand much less than something which the public cannot do without. According to the CFA Judgment, there must be cogent and convincing materials before the decision-maker to satisfy him that there is an overriding public need for reclamation so as to rebut the presumption against it.

- 2.11 The planned developments falling within the proposed reclamation areas of SEKD are illustrated in Appendix 1. Over 30% of the development scheme area recommended in the SEKD CFS would

involve reclamation. Since the development sites and GIC facilities as well as transport infrastructure networks have been planned in an integrated manner, it would be impractical merely to exclude the proposed reclamation areas from the comprehensive development scheme and assume that the remaining parts of the plan would still work well on their own. An overall review of the SEKD, rather than in a piecemeal manner, is therefore necessary.

### **Comprehensive Review**

2.12 On 13.1.2004, the Committee for Planning and Land Development (CPLD) agreed to commission Consultants to undertake a Comprehensive Planning and Engineering Review of SEKD. The Comprehensive Review is broadly divided into three stages, as illustrated in Appendix 2:

- (a) **Stage 1:** A Planning Review with “no reclamation” as the planning basis to formulate conceptual development options (i.e. Outline Concept Plan [OCP]) for public consultation before preparation of a Preliminary Outline Development Plan (PODP). The community and stakeholder groups shall be consulted again in finalizing the PODP, which would be subject to preliminary technical assessments to ascertain feasibility in broad term. The finalised PODP will serve as basis for the Stage 2 Engineering Review.
- (b) **Stage 2:** An Engineering Review to undertake detailed engineering feasibility studies and Schedule 3 EIA study, including Schedule 2 EIA studies, where appropriate, to confirm the feasibility of the PODP, as well as to produce a Recommended Outline Development Plan (RODP) to form the basis for revision to the approved statutory plans to be referred back for amendment by the CE in C.
- (c) **Stage 3:** Commence statutory planning procedures under the Town Planning Ordinance, including amendments to OZPs and processing of objections, if any. The revised OZPs will provide the statutory planning framework to proceed with the implementation

of the SEKD.

2.13 The SEKD has been the subject of extensive planning studies and engineering investigations since the early 1990's. Instead of re-planning the entire SEKD from scratch, the Planning Review is in fact a continuation of the on-going planning process of the SEKD taking account of the latest legal interpretation of the PHO for the proposed reclamations of SEKD and recent strategic planning concepts proposed under Hong Kong 2030. This Study will, thus, also take into account the development and infrastructure projects<sup>1</sup> committed since approval of the Kai Tak OZPs and available results of detailed design studies and investigations of various environmentally friendly initiatives.

### **Planning Context**

2.14 In 1999, the Town Planning Board endorsed the "Proposed Vision and Goals for Victoria Harbour". The Vision Statement was "To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong - a harbour for the people and a harbour of life". The Vision Statement proposes a number of goals, as follows:

- To bring the people to the Harbour and the Harbour to the people
- To enhance the scenic views of the Harbour and maintain visual access to the harbour-front
- To enhance the Harbour as a unique attraction for our people and tourists
- To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links
- To facilitate the improvement of the water quality of the Harbour
- To maintain a safe and efficient harbour for the transport of

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<sup>1</sup> Committed projects include public housing development at Sites 1A and 1B of NAKTA and Shatin to Central Link traversing the Study Area.

people and goods and for the operation of an international hub port

2.15 The Planning Study on the Harbour and its Waterfront Areas completed in March 2003 has formulated the following principles to guide the Harbour Planning Framework:

- Give tourism/recreation uses which can benefit from waterfront access priority in the Inner Harbour, while balancing the needs of other uses
- Group tourist attractions in clusters
- Consolidate tourism clusters in and close to the Inner Harbour
- Locate secondary tourism nodes and recreation uses around the Outer Harbour
- Improve pedestrian accessibility to the waterfront from public transport access points
- Provide continuity of waterfront promenades to link tourism clusters
- Integrate hinterland areas with the public waterfront, through improved visual, landscape and pedestrian linkages
- Minimise physical and visual intrusion into the Harbour and preserve natural coastline

2.16 The Stage II Study on Review of Metroplan completed in March 2003 has envisaged the revised strategic plan “to meet the aspirations of the people of Hong Kong to live in a diverse and exciting city developing in a sustainable fashion and offering a continuously improving quality of life”. The revised Metroplan has incorporated SEKD as one of the new development areas in the Metro Area to improve the housing stock and recommended Kai Tak Point as one of the secondary tourism node for provision of a cruise terminal and a variety of tourism, entertainment and recreation developments. The Urban Design Guidelines prepared under the Metroplan Review have also incorporated the stepped height concept and visual corridors embedded in the revised scheme for SEKD.

## Infrastructure Provisions

2.17 Subsequent to approval of the Kai Tak OZPs in June 2002, concerned departments have embarked detailed design studies and feasibility studies on projects under their purview. These studies provide useful input and background information to this Study. These include –

- (a) SEKD Infrastructure at NAKTA - Design and Construction (Commenced in January 2002):

The study is in progress. The design work has been substantially completed. The demolition of the former Passenger Terminal Building and construction of associated drainage are planned to commence in April 2004. The proposal of a vehicular bridge link to San Po Kong has encountered strong resistance of residents in the adjoining housing estates. This should be examined further in the Study.

- (b) SEKD Kai Tak Approach Channel Reclamation - Design and Construction (Commenced in January 2002):

The study has been suspended.

- (c) SEKD Kowloon Bay Reclamation and Engineering Works - Design and Construction (Commence in December 2002):

The study has been suspended. The Review Phase of the study has been completed.

- (d) Further Urban Design Study for Planning and Development of South East Kowloon (Commenced in September 2002):

The study was suspended in mid-December 2003 to avoid abortive work as the current development scheme involved reclamation. The study has recommended general reduction of development intensity of SEKD in order to enhance the overall urban design framework. This should be examined further in the Study.

- (e) Focus Study on Early Development of Proposed Tourism Node Incorporating a Cruise Terminal within SEKD (Commence in April 2002 and completed in 2003):

This Study, which was carried out as a part under SEKD CFS, prepared the framework of future development of the Tourism Node and Cruise Terminal and concluded the feasibility of early commissioning of the Tourism Node/Cruise Terminal by 2008

- (e) Implementation Study for a District Cooling System at SEKD (Commenced in January 2000 and completed in September 2003):

The Study has confirmed feasibility of a district cooling system in SEKD which is expected to focus on non-domestic and GIC development. Reduction in development scheme area would affect the planned network envisaged in the Implementation Study.

- (g) Feasibility Study of Common Utility Enclosure in Hong Kong (Commenced in March 2002 and completed in December 2003):

The study has identified the relevant implementation issues of CUE in Hong Kong. ETWB proposed to examine ways to better accommodate underground utilities by wider pavements or by CUE.

- (h) The Implementation of an Automated Refused Collection System (ARCS) at SEKD - Feasibility Study (Commence in December 2002):

This study has been substantially completed. An ARCS system that serves individual developments was recommended.

- (i) Feasibility Study on Recycling Effluent for Potable and Non-Potable Uses in HK (Commenced in March 2001 and completed in mid-2002):

The study has proposed sites in Diamond Hill to accommodate an advanced water treatment works, a reservoir and a pumping station to divert the treated effluent from the Shatin Sewage Treatment Works to Kai Tak area for re-use in SEKD. This should be taken into account in the Study.

- (j) Environmentally Friendly Transport System/Mode:

Consultation with the existing transport operators on the type of EFTM was undertaken in April 2002. ETWB advised that it would be prudent to consider alternative modes to be available in the market and other various form of EFTM in advance of new technology such as hybrid electric bus.



2.18 According to the Project Overview of Shatin to Central Link circulated by KCRC in late march 2004, the proposed Kaitak Maintenance Centre and at-grade approach tracks and Kai Tak Station fall within the Study Area and the proposed Ma Tau Wai Station falls within the Area of Interface. The designs of these components are already at advanced stage, which would, however, have direct interface with the investigations in this Study.

2.19 To make way for the construction of the depot for the Shatin to Central Link (SCL), the demolition of the former passenger terminal building is scheduled to commence in the second quarter of 2004. On 27.2.2004, the Finance Committee of LegCo approved the relevant funding.

### 3 OBJECTIVES OF THE ASSIGNMENT

#### General

- 3.1 The main goal of the Study is to formulate a new development concept for SEKD in the light of the latest legal interpretation of the PHO and to re-establish the planning framework to facilitate redevelopment of the former Kai Tak Airport site. The Engineering Review to be undertaken in the next stage of the Comprehensive Review, under separate Agreement, will ascertain the detailed technical feasibility of the recommended planning framework prepared under this Agreement and to establish a comprehensive development programme.
- 3.2 In accordance with the principle of presumption against reclamation in the PHO, the Study should start on the basis of a “no reclamation” development scenario. The CFA’s judgment stipulates the single test of “overriding public need” and the burden of proof of passing such a test rests with the proponent of a particular project that involves reclamation inside the Harbour limits. If a project involves reclamation inside the Harbour limits, the project proponents have to satisfy themselves in the first place that there is an overriding public need in the project they propose.
- 3.3 To address public sentiment and to take forward TPB’s Vision for the Harbour, the Consultants should approach the Study Area in a more innovative manner with a view to bring the Harbour to the people. In doing so, the Consultants should ensure that their proposals could pass the “overriding public need” test before they further pursue those particular proposals.
- 3.4 Public engagement and consultation should also form part of the study process so as help building public consensus on the study proposals and to gauge good development concepts from the community.

## Specific

3.5 The specific objectives of the Study are to:

- (a) Update the planning principles and development vision/concept for SEKD taking into account the reduction in overall development areas;
- (b) Formulate an Outline Concept Plan for SEKD that presents a high-quality waterfront development, strong urban design concepts, beneficial attributes of key development components and consolidation of public views.
- (c) Develop a more flexible planning and development framework, with possible introduction of mixed-use developments, to cater for changes in planning circumstances, public aspirations and social-economic needs of the community.
- (d) Formulate a Preliminary Outline Development Plan for SEKD, together with an Urban Design and Landscape Master Plan, as input to the Stage 2 Engineering Review. The PODP is to be finalized after taking into account results of the preliminary technical assessments and consolidating comments received from public consultation.
- (e) Confirm in broad term the feasibility and sustainability of the Preliminary Outline Development Plan by undertaking preliminary technical assessments or updating previously completed technical assessments, where applicable, on the aspects of traffic and transport, environment, marine, landscape and visual, highway infrastructure, drainage, sewerage, water supply and utilities. This also includes broad development framework and order of cost.
- (f) Consult the Harbour-front Enhancement Committee on the planning, land uses and developments along the existing and new harbour-front of the Study Area and gauge their suggestions for further analysis in the Study.

- (g) Undertake Public Consultations on the scope and approach of the Study, draft Outline Concept Plans and draft Preliminary Outline Development Plan so as to encourage public involvement in the study process, to explore good development concepts from the community and to gauge public feedback, with a view to build public consensus on the study proposals.

## 4 DESCRIPTION OF THE ASSIGNMENT

### SEKD CFS & Kai Tak OZPs

- 4.1 The SEKD OMDP and the statutory Kai Tak OZPs have set out the current planning framework of SEKD, which is largely supported by the community, except concerns raised in recent months regarding the proposed flyover adjacent to Rhythm Garden, effective linkages between SEKD and its hinterland, and location of the refuse transfer station and public filling barging point at the waterfront of Kwun Tong Business Area. There is also the general concern on reclamation in the Harbour area. Whilst the Study calls for a new development concept for SEKD, the Consultants shall identify the beneficial components established in the current planning framework, whilst meeting the PHO requirements, to be taken forward to this Study. The Consultants shall also examine the appropriateness and relevancy of the various technical assessments completed under the SEKD CFS and the subsequent detailed design studies for usage in this Study.

### Study Area

- 4.2 The Study Area, which basically follows the coverage of the Kai Tak OZPs, is delineated at Appendix 3. It is located in the southeastern part of Kowloon Peninsula, comprises the north apron and runway areas of the ex-Kai Tak Airport, existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling. It covers a land area of about 340 ha. It also covers the Kowloon Bay and Kwun Tong Typhoon Shelter and adjacent water bodies to explore suitable water-based activities at appropriate timeframe.
- 4.3 Apart from the former Airport site, the Study Area also covers the surrounding areas of Hung Hom, To Kwa Wan, Ma Tau Kok, Kowloon City, San Po Kong, Kowloon Bay, Kwun Tong and Cha Kwo Ling areas to investigate the relevant interface and connectivity issues with these built-up areas. These include possible location of public transport terminus at Ma Tau Wai, provision of public

promenade/walkways connecting from Hung Hom and Kwun Tong waterfront areas to SEKD and possible waterfront sites for provision of refuse transfer station and public filling barging point. All these areas are hereinafter collectively referred to as the Area of Interface.

### **Approach for Reclamation Proposals**

- 4.4 On 13.1.2004, the CPLD endorsed to commission Consultants to undertake the Planning Review and has instructed that it should embark on the basis of a “no-reclamation” development scenario. For current proposals on the OMDP/OZPs which required reclamation, including the Cruise Terminal, Central Kowloon Route and Trunk Road T2 [as part of Route 6], hospital, refuse transfer station and public filling barging point, the concerned bureaux/departments are required to confirm that these proposals could pass the “overriding public need test” prior to incorporation into the OCP, PODP and RODP to be prepared under the Comprehensive Review. On 26.4.2004, the CPLD agreed to explore possible land-based sites to accommodate the proposed medical and municipal facilities.
- 4.5 For other reclamation proposal(s) initiated under this Planning Review, the Consultants shall prepare cogent and convincing materials to the project proponent to demonstrate that the proposal has overriding public need so as to rebut the presumption against reclamation under s.3(1) of the PHO. The Consultants shall follow the “Guidelines for Consideration of Reclamation Proposals in Victoria Harbour”, if they are made available during the study process, to confirm the relevant reclamation proposal(s). These should be included into the relevant deliverables and submitted as part of the Study, for consideration of the Study Steering Committee, CPLD, HEC and TPB.

### **Main Tasks**

- 4.6 To achieve the objectives of the Assignment, the Consultants shall conduct the following tasks for the Study Area, the Area of Interface and the adjacent water bodies, where specified:
- (a) Conduct Stage 1 Public Consultation on the scope and



approach of the Study to initiate the public engagement process. The exercise should also cover study objectives, coverage, methodology and programme. The feedback collected should be analysed and consolidated to provide input to the Study.

- (b) Review the current proposals for SEKD, including SEKD CFS, Kai Tak OZPs, strategic planning proposals, e.g. Hong Kong 2030, and their updates, alternative development concepts initiated by the community and public comments received at the Stage 1 Public Consultation with a view to establish a list of the main development components and essential infrastructure projects with confirmed implementation agent[s] and maintenance agent[s] as input to the Study;
- (c) Formulate alternative draft Outline Concept Plans (OCPs) for the Study Area on the basis of “no reclamation” development scenario that incorporates the identified development and infrastructure projects. The OCPs should also delineate relevant proposals falling within the Area of Interface and adjacent water bodies;
- (d) Conduct Stage 2 Public Consultation on the draft Outline Concept Plans to collect public view on the development concepts/options. The public comments received are to be analysed and consolidated as input to finalise the Outline Concept Plan;
- (e) Prepare a draft Preliminary Outline Development Plan (PODP), supported by an Urban Design and Landscape Master Plan for the Study Area. Relevant proposals for the Area of Interface and adjacent water bodies should also be included;
- (f) Undertake preliminary technical assessments, including reviews/update of technical assessments completed in earlier studies, covering the traffic and transport, environmental, marine, drainage and sewerage, highway infrastructure, water and utility and implementation aspects as input to

different stages of the Study, in particular to confirm the preliminary technical feasibility of the draft PODP;

- (g) Conduct Stage 3 Public Consultation on the draft Preliminary Outline Development Plan to elaborate on the development proposals and engage focused discussion on outstanding issues. The public comments received are to be analysed and consolidated as input to finalise the Preliminary Outline Development Plan;
- (h) Finalize the Preliminary Outline Development Plan, taking into account further public comments collected and undertake further preliminary technical assessments, where necessary; and
- (i) Prepare and finalize a Final Report setting out the key findings, conclusions and recommendation of the Planning Review and incorporating the finalized Outline Concept Plan, Preliminary Outline Development Plan and Urban Design and Landscape Master Plan. A report consolidating the public consultation process of the Planning Review, the views collected through the study process and the responses/actions taken to address these views should also be incorporated into the Final Report.

4.7 A Study Methodology is at Appendix 4.

### **Interface with On-going Studies/Projects**

4.8 The following studies/projects are either completed, on-going or to be commissioned to implement the SEKD. The Consultants should take into account and incorporate, where appropriate and where so directed by the Study Steering Committee, the findings and recommendations and programmes of these studies/projects in the investigation of this Study.

- (a) SEKD Infrastructure at NAKTA - Design & Construction [CE 42/2000 (CE)]

- (b) SEKD Kai Tak Approach Channel Reclamation - Design & Construction [CE 43/2000 (CE)]
- (c) SEKD - Kowloon Bay Reclamation and Engineering Works - Design & Construction [CE 31/2002 (CE)]
- (d) Focus Study on Early Development of Proposed Tourism Node Incorporating a Cruise Terminal within SEKD [CE 32/99]
- (e) Study on Cruise Terminal Facility Development for Hong Kong
- (f) Implementation Study for a District Cooling System (DCS) at SEKD [CE 51/2000]
- (g) Common Utility Enclosure (CUE) in Hong Kong - Feasibility Study [CE 60/2001]
- (h) The Implementation of an Automated Refuse Collection System at SEKD - Feasibility Study [CE 30/2002 (EM)]
- (i) Consultancy Study on Helicopter Traffic Demand and Helicopter Development in Hong Kong
- (j) Chlorine Transportation Risk Assessment for the Existing Chlorine Dock in Kowloon Bay
- (k) Risk Assessment of the Transport of Liquid Chlorine from Sham Shui Kok of North Lantau and Tuen Mun Area 40 to Various Workworks Potentially Hazardous Installations
- (l) Water Supply to South East Kowloon Development - Stage 1 [Project No. 9085WC]
- (m) SEKD - Site Preparation and Drainage Works at North Apron Area of Kai Tak Airport [ TDD Contract No. KL 39/03]
- (n) Further Development of Tseung Kwan O - Feasibility Study
- (o) Feasibility Study on the Alternative Alignment for the Western Coast Road, Tseung Kwan O
- (p) Preliminary Feasibility Study on the Tunnel Alignment Option of Tsueng Kwan O Western Coast Road
- (q) Study of Minimization of Impacts of the Western Coast Road on Lei Yue Mun Villages
- (r) Engineering Feasibility Study of Development of Tseung Kwan O Area 137
- (s) Tseung Kwan O Feasibility Study of Opportunities for Further Development
- (t) Shatin to Central Link
- (u) Central Kowloon Route Study
- (v) Feasibility Study on Construction of a Multi-purpose Stadium in South East Kowloon

(w) Public housing development at Site 1A and 1B

### **Relevant Information**

4.9 The Study Area and its periphery are covered by a number of plans, studies and investigations, which are either completed, on-going or to be commissioned. These plans/studies/investigations are listed in Appendix 5. In carrying out this Study, the Consultants shall give due consideration to the findings and recommendations of the relevant studies, and latest scope and programmes of projects, including private development proposals as advised by the Director's Representative.

### **Compliance with Relevant Ordinances**

4.10 The Consultants shall for the purposes of completing the Study take cognisance of the need to comply with and observe Ordinances, by-laws and regulations. Sufficient time shall be allowed, in programming the implementation of the proposed developments and for completing the procedures required under these Ordinances.

## 5 DELIVERABLES

5.1 The Consultants shall produce and submit the following deliverables as part of the Assignment. The Consultants shall be responsible for the circulation of sufficient copies of the deliverables to all relevant parties and the papers/reports directly to the Study Steering Committee/Working Group Members before the submission deadlines as specified in the study programme in the Inception Report. The number of copies stated hereunder shall refer to the draft reports/papers as well as the final reports/papers unless otherwise specified.

### 5.2 Inception Report (70 copies)

An Inception Report shall be completed and submitted within 2 weeks of the commencement of the Study. The Inception Report shall comprehensively address the following:

- (a) an understanding and appreciation of the study objectives;
- (b) the Study Area boundary, including the boundary on Area of Interface and adjacent water bodies and boundaries for technical assessments required under the Brief;
- (c) description of the proposed study approach, detailed methodology, tasks analysis and interfaces;
- (d) a comprehensive Public Consultation Strategy and Programme setting out detailed proposals of the public consultation/engagement activities to be undertaken through out the Study, including the type of consultation materials, nature of public consultation/engagement activities for Stage 1 Public Consultation on Study Scope and Approach, Stage 2 Public Consultation on Outline Concept Plan, and Stage 3 Public Consultation on Preliminary Outline Development Plan, and the approach to evaluate/consolidate the comments/proposals received from the public consultation exercises;

- (e) a comprehensive programme and proposal for release of study findings, proposals and consultation materials to the public, through a Study website to be mounted on Planning Department's main website, with hyper-link to other relevant websites. This should include detailed design of the website, type of study materials for uploading and the work programme of submission of these materials to the departments for uploading to the study websites.
- (f) a work programme, highlighting the schedule of work, milestones and dates of report submission and meetings of the Study Steering Committee and Working Groups and the various presentation/consultation meetings, and interfaces with the public consultation/engagement exercises; and
- (g) study management and staffing structure including specialists/sub-consultants, together with respective responsibilities of each of the key personnel.

### 5.3 Technical Reports (70 copies)

The following Technical Reports (TRs) shall be prepared by the Consultants, covering the topics as listed below, including timing for submission as from the commencement of the Study:

- (a) TR No. 1 on Baseline Review (Clause 6.5). TR No. 1 should be completed and submitted by the end of 13<sup>th</sup> week;
- (b) TR No. 2 on Outline Concept Plan (Clauses 6.6 to 6.19). TR No. 2 should be completed and submitted by the end of 14<sup>th</sup> week;
- (c) TR No. 3 on Preliminary Outline Development Plan (Clause 6.21 to 6.25). TP No. 3 should be completed and submitted by the end of 38<sup>th</sup> week;
- (d) TR No. 4A on Preliminary Traffic and Transport Assessment (Clause 6.26 and 6.27). TR No. 4A should be completed and submitted by the end of 58<sup>th</sup> week;
- (e) TR No. 4B on Preliminary Highway Infrastructure Assessment (Clause 6.26 and 6.28). TR No. 4B should be



completed and submitted by the end of 58<sup>th</sup> week;

- (f) TR No. 4C on Preliminary Environment Assessment (Clause 6.26 and 6.29). TR No. 4C should be completed and submitted by the end of 58<sup>th</sup> week;
- (g) TR No. 4D on Preliminary Marine Assessment (Clause 6.26 and 6.36). TR No. 4D should be completed and submitted by the end of 58<sup>th</sup> week;
- (h) TR No. 4E on Preliminary Drainage and Sewerage Assessment (Clause 6.26, 6.31 to 6.32). TR No. 4E should be completed and submitted by the end of 58<sup>th</sup> week;
- (i) TR No. 4F on Preliminary Water and Utility Assessment (Clause 6.26, 6.33 to 6.34). TR No. 4F should be completed and submitted by the end of 58<sup>th</sup> week;
- (j) TR No. 4G on Preliminary Implementation Framework (Clause 6.26, 6.35 to 6.38). TR No. 4G should be completed and submitted by the end of 58<sup>th</sup> week;
- (k) TR No. 4H on Preliminary Sustainability Assessment (Clause 6.26 and 6.39). TR No. 4H should be completed and submitted by the end of 58<sup>th</sup> week;

#### 5.4 Public Consultation Documents (70 copies of draft version in English and Chinese)

The following Public Consultation documents shall be prepared by the Consultants, in both English and Chinese, including traditional and simplified Chinese character versions, covering the topics as listed below, including timing for submission as from the commencement of the Study. The number of copies of the finalised version of Public Consultation Digests and Reports to be printed for each round of public consultation exercise are to be advised by the Director's Representative and cost of printing shall be reimbursable.

- (a) Stage 1 Public Consultation Digest - Scope and Approach (Clause 6.4 and 6.43 to 6.49). It should be completed and submitted by end of 2<sup>nd</sup> week;
- (b) Stage 1 Public Consultation Report - Scope and Approach (Clause 6.4 and 6.43 to 6.49). It should be completed and submitted by end of 8<sup>th</sup> week;

- (c) Stage 2 Public Consultation Digest – Outline Concept Plan (Clause 6.20, 6.43 to 6.49). It should be completed and submitted by end of 14<sup>th</sup> week;
- (d) Stage 2 Public Consultation Report – Outline Concept Plan (Clause 6.20, 6.43 to 6.49). It should be completed and submitted by end of 28<sup>th</sup> week;
- (e) Stage 3 Public Consultation Digest – Preliminary Outline Development Plan (Clause 6.42, 6.43 to 6.49). It should be completed and submitted by end of 38<sup>th</sup> week; and
- (f) Stage 3 Public Consultation Report – Preliminary Outline Development Plan (Clause 6.42, 6.43 to 6.49). It should be completed and submitted by end of 52<sup>nd</sup> week.

#### 5.5 Draft Final Report (80 copies)

A Draft Final Report should be completed and submitted within 58<sup>th</sup> week from the commencement of the Study. The report shall include a consolidated compilation of the findings, proposals, conclusion and recommendations of all the TRs and suitable for submission to CPLD for endorsement. The report shall also include a chapter on public consultation summarising the subjects of public consultation, the activities undertaken, views, comments and proposals received and responses of the Consultants.

#### 5.6 Draft Executive Summary (200 copies each for English and Chinese Version)

A Draft Executive Summary, in both English and Chinese, including traditional and simplified Chinese character versions, shall be produced and submitted concurrently with the Draft Final Report and suitable for submission to CPLD for endorsement.

#### 5.7 Final Report (100 copies)

The Draft Final Report shall be amended to take into account the discussion and decision of CPLD and that from the Director's Representative. A Final Report (FR) shall be delivered to the Director's Representative within 4 weeks after the endorsement of the Draft Final Report by CPLD.

5.8 Final Executive Summary (200 copies each for English and Chinese Version)

A Final Executive Summary supported with coloured photographs and drawings, in both English and Chinese, including traditional and simplified Chinese character versions, shall be produced and submitted concurrently with the Final Report.

5.9 Summary of Comments and Responses (with sufficient number of copies for Study Steering Committee/Working Group Members)

Draft responses to comments on TRs and reports shall be produced and circulated by the Consultants to reach Study Steering Committee/Working Groups Members at least 3 working days before the Study Steering Committee/Working Group Meetings. For the purpose of the Draft Final Report and Draft Executive Summary, the responses shall be produced and circulated to the Study Steering Committee/Working Group Members within 1 week upon the receipt of comments.

5.10 Programme, Financial and Progress Reports (10 copies)

Programme (and its updated versions), progress reports and financial reports, as outlined respectively in Clauses 8, 9 and 10 of the Brief, shall be produced within the first week of each month and submitted to the Director's Representative.

5.11 Covering Information

The Consultants shall prepare for each submission to Study Steering Committee/Working Groups and Government committees, statutory and advisory boards/committees and other public forums, a covering information/consultative paper, in both English and Chinese, complying with standard formats and procedures, on the main findings, points of issues and guidance/decisions sought for the

submission. The papers should be agreed by the Director's Representative prior to its submission. The Consultants shall prepare the papers for submission to Kowloon City, Wong Tai Sin and Kwun Tong District Councils and other boards and committees in both English and Chinese.

#### 5.12 Deliverables in Digital Format

- (a) A digital copy of the following Deliverables, in finalized versions, shall be delivered to the Director's Representative on the same day together with the hard copy –
- Inception Report;
  - All Technical Reports/Papers;
  - Draft Final Report;
  - Final Report;
  - Draft Executive Summary;
  - Executive Summary;
  - Public Consultation Digests;
  - Public Consultation Reports;
  - Plans;
  - Drawings;
  - Illustrative materials such as photomontages; and
  - Programmes.
- (b) The digital copy shall be saved in a convenient medium, such as floppy disc, ZIP disc or compact disc and kept in a protective pocket attached to the hard copy delivered.
- (c) When requested, the Consultants shall also provide the digital copies of the draft versions of the Deliverables in clause 5.2 to 5.11 above.
- (d) Unless otherwise agreed by the Director's Representative, the digital copies of the Deliverables shall be in Microsoft Word 97 or 2000 format or shall be printable by Microsoft Word 97 or 2000, in Hyper Text Mark-up Language (HTML) ready for uploading to Planning Department's website and in Acrobat (.PDF) format without loss of data and change in appearance compared with the

corresponding hard copies, except that:

- drawings shall be in Microstation DGN format and in Hong Kong 1980 Grid and WGS84 datum if applicable;
  - Urban Design and Landscape Master Plan and illustrative design drawings shall be prepared in compliance with the Cartographic Specification for Departmental Plans to be provided by Planning Department;
  - project programmes shall be in MS Project 2000 format or format subject to approval of the Director's Representative; and
  - photographs, photomontages, illustrations, portraits, documents provided by others and documents involving signatures shall be scanned and saved in TIFF, GIF, JPEG, bitmap or Acrobat formats.
- (e) Upon completion of the Study, the Consultants shall submit to the Director's Representative a set of compact disc(s) in duplicate kept in rigid plastic cases and containing the digital copies of all Deliverables mentioned in (a) above as well as a digital copy of the Brief to be provided by the Director's Representative. The compact discs shall also include an index file in HTML (hypertext mark-up language) or equivalent format containing the salient points of the Study and the following information about each of the digital copies provided:
- (i) Title of the Deliverable;
  - (ii) Version number and date of issue of the Deliverable;
  - (iii) File name of the Deliverable;
  - (iv) Software used to create the Deliverable;
  - (v) Version of the software; and
  - (vi) Highlights of any pre-existing intellectual property rights.

A sample of the index page is included in Appendix 6.

- (f) The compact discs submitted shall be clearly labelled on the surfaces and the protective cases with the date of production of the compact discs and the agreement number and title of the Study.

In addition, the surface of the compact discs shall be stamped with the company chop of the Consultants and the spines of the cases should be marked with the agreement number.

- (g) When requested by the Director's Representative, the Consultants shall seek the agreement of the owners of the intellectual property rights to allow the Government to copy, distribute or amend those Deliverables in respect of which there is a pre-existing intellectual property right.

### 5.13 Public Consultation Documents/Materials

- (a) The Consultants shall prepare Consultation Digests, illustrated with coloured plans, 3-D drawings, artistic impressions, town plans, sections/elevation diagrams, photomontages etc., for consultation with statutory and advisory bodies, at public forums, in both English and Chinese, including traditional and simplified Chinese character versions.
- (b) The Consultants shall prepare, in both English and Chinese, including traditional and simplified Chinese character versions, suitable presentation materials including but not limited to PowerPoint presentation, slides, coloured displayed boards, photographs, photomontages, sections and sketches illustrating the study proposals, as required, to assist in presentation and public consultation activities.
- (c) The Consultants shall be responsible for making records of and summarizing in both English and Chinese the public comments/views gathered in the public forums and meetings with concerned parties as well as appropriate responses by producing a Public Consultation Report on each public consultation exercise (clause 6.4, 6.20 and 6.42) in accordance with the Public Consultation Strategy and Programme.
- (d) Soft copies containing files of the Consultation Digests and Public



Consultation Reports in both English and Chinese, including traditional and simplified Chinese character versions, in HTML format for readily uploading to Planning Department's website should be submitted to the Director's Representative on the same day.

- (e) The cost for printing of the Public Consultation Digests and Reports, and newsletters shall be reimbursable. Detailed arrangements shall be agreed with the Director's Representative.

#### 5.14 Physical Model

The Consultants shall prepare a physical model on the finalized PODP of exhibition quality for the whole Study Area and Area of Interface at a scale of 1:2500 with plan size not less than 2.1 m x 2.1 m and should be supported on a frame with a height of about 0.8 m, if required by the Director's Representative. The cost of production of the physical model shall be reimbursable. Detailed arrangements shall be agreed with the Director's Representative.

#### 5.15 Video (in English, Cantonese and Putonghua)

The Consultants shall with the assistance from a public relation company, if required by the Director's Representative, prepare detailed requirements of a video film on the Study proposals of about 10 minutes duration for the approval of the Director's Representative. It shall incorporate live footage, graphic and some other illustrations to explain the Study in a clearly understood manner. The cost of production shall be reimbursable. Detailed arrangements shall be agreed with the Director's Representative.

#### Others

- 5.16 Before writing up and submission of all Technical Reports and Inception Report, an outline of these reports shall be submitted, covering all key points, to the Director's Representative or the Chairman of the concerned Study Steering Committee/Working

Group for agreement. For the Draft Final Report, Draft Executive Summary and Covering Information/Consultation Digests/Public Consultation Reports, a draft (5 copies each) shall be submitted to the Director's Representative for consideration before issue to Study Steering Committee/Working Group Members.

- 5.17 The Consultants shall make revisions or supplements to the technical papers and reports as may be required by the Director's Representative, and arrange the revised papers and reports for issue to the Study Steering Committee/Working Group at least 14 days in advance of the arranged meetings.
- 5.18 Reports and technical papers shall be submitted in A4 size and accompanying drawings of convenient sizes but not exceeding A3 size format unless otherwise specified in this Brief or approved in writing by the Director's Representative. For engineering and technical assessments, the drawings may be submitted in A2 size. The Consultants shall also in connection with reports/technical papers submit two full sets of drawings in velographs, with one set in A1 size and the other in A3 size.
- 5.19 All data gathered and computer software/programmes, which are developed by the Consultants for the purpose of the Assignment, shall be compatible with the requirements of the Director's Representative and shall be submitted to the Director's Representative before the completion of the Assignment. All drawings to be prepared shall be CAD based with digitized layers to facilitate subsequent amendment and to be compatible with MicroStation (.dgn) design file. All these together with supporting notes and data, sketches, plans, display materials, photographs, charts, etc. shall be properly documented and shall become the property of the Government of the Hong Kong Special Administrative Region (HKSAR Government) with full copyright. Such documents and information shall be handed over to the Director's Representative within 4 weeks of the submission of the Final Report.

5.20 The submitted deliverables shall become the property of the HKSAR Government with full copyright. The Consultants shall draw to the Employer's attention the deliverables which are under licence and any pre-existing copyright or patent on any deliverables and any other restriction whatsoever affecting the Employer's use of the same and, if required by the Director's Representative, to establish the existence of any licence, copyright, patent or restriction. Licences for computer programmes shall be assigned to the Employer unless prohibited by licensors. The Employer shall have the right to use, or pass to other consultants to use, the computer softwares, models, data, etc. submitted by the Consultants under this Assignment for further analysis and assessment in relation to SEKD or other government projects.

5.21 The Consultants shall copy all correspondence with Government bureaux/department, public utilities companies, other authorities, bodies or persons affected by the Study to the Director's Representative for information.

5.22 All site records, if any, shall be stored in a safe place by the Consultants before submitting the same to the Director's Representative upon completion of the Study or any other earlier dates as instructed by the Director's Representative.

5.23 The Consultants shall adopt the following green measures in preparing the deliverables:

(a) all reports, technical papers and technical notes shall be of single line spacing and printed on both sides of the paper;

(b) the Final Report and Executive Summary shall be printed on recycled paper. The use of recycled paper with not less than 50% recycled materials and not exceeding 80 gsm shall be used as a general rule. The logo of recycle paper shall be printed in a prominent area of the report;

(c) documents other than the Final Report and Executive Summary

should preferably be printed on recycled paper. Otherwise, the paper used should not be excessively bleached;

- (d) unnecessary or excessive use of plastic laminates, glossy covers or double covers shall be avoided. Use of recyclable non-glossy art board paper as document covers should be encouraged;
- (e) excessive page margins and line spacing should be avoided. A top/bottom margin of 2 cm and left/right margin of 2.5 cm are sufficient;
- (f) use of blank paper should be avoided as far as possible; and
- (g) suitable font type of font size 12 shall be used generally in balancing legibility and waste reduction objective.

## **6 SERVICES TO BE PROVIDED BY THE CONSULTANTS**

- 6.1 The duties of the Consultants shall be defined in the General Conditions of Employment and as amplified, extended and set out in the Brief.
- 6.2 The Consultants shall comply with all reasonable instructions from the Director's Representative and with all relevant circulars, standing instructions, technical memoranda and policy documents as directed by the Director's Representative.
- 6.3 Throughout the course of the Study, the Consultants shall need to consult and liaise with relevant Government bureaux/departments and other organizations as set out in Appendix 7 and any other stakeholder groups, public authorities/bodies, agencies or organizations, as necessary. Relevant records of meetings and correspondence shall be produced and copied to the Director's Representative and other relevant parties and any other agencies or organizations, as necessary. Any problem in communication or liaison may be referred to the Director's Representative for assistance.

### **Stage 1 Public Consultation**

- 6.4 The Consultants shall consult the public on the scope and approach of the Study at the commencement of the Study, including study objectives, key issues, development components and study methodology and programme, with a view to gauge public aspiration on SEKD. The Consultants shall prepare a summary of comments and responses and listings of events and activities for report to CPLD, TPB and HEC. Comments from these bodies, where appropriate, should be highlighted for incorporation into the study process. The general requirements of Public Consultation are provided in Clause 6.43 to 6.49.

## **Baseline Review**

6.5 The Consultants shall undertake the following tasks in the preparation of the Baseline Review:

6.5.1 Since this Study will start on the basis of a “no-reclamation” development scenario, the Consultants shall propose a new development vision and planning principles for SEKD, taking into account the overall reduction in development area and key development components to be identified/confirmed in the Baseline Review. This should include a background review of the development visions and planning principles established in previous development schemes, e.g. “City within a City”, “Environmentally Friendly City”, etc. and the recent strategic planning initiatives promulgated under Hong Kong 2030.

6.5.2 To provide the background as well as the basis for the investigations in the Study, the Consultants shall prepare an inventory for the Study Area on the following items:

- (a) Development constraints, e.g. the surrounding highway network/structure - air quality impact and physical hindrance, environmental nuisance of Kai Tak Approach Channel, including the existing odour problem, the planned Kaitak Maintenance Centre and at-grade approach tracks of SCL imposing further segregation with Kowloon City area, incumbent developments/activities along the waterfront and in adjacent water bodies, elongated shape of the ex-airport runway area, etc.
- (b) Design opportunities, e.g. panoramic view of Victoria Harbour and vista towards Lei Yue Mun, extensive waterfront, surrounding Kowloon ridgeline, etc. and design initiatives proposed in SEKD CFS and SEKD FUDS, e.g. preservation of views towards ridgeline, step-height concept, etc.
- (c) Development threshold on the basis of existing and planned transport and utility infrastructure. The Consultants shall consult KCRC to identify the passenger capacity of the Kai Tak Station and the nearby Ma Tau Kok Station.

- (d) Development requirements – the Consultants, in consultation with concerned bureaux/department, shall confirm the type and scale of projects under their purview as input to the Study, e.g. multi-purpose stadium, cruise terminal, metro park, hospital, Shatin to Central Link stations and associated facilities, Central Kowloon Route [part] and Trunk Road T2, Distributor Road D1 connecting Hung Hom Road further onto San Po Kong area, etc.
- (e) Development parameters – the Consultants shall, in consultation with concerned bureaux/department and taking into account of HKPSG standards and recommendations of Team Clean regarding development intensity, confirm the working parameters for residential developments, commercial/retail facilities, GIC facilities, covering educational, social welfare, community, fire and police, medical and health, municipal, sports and recreational services, open spaces, etc.
- (f) Analysis of the surrounding built-up areas, including the existing characteristics, land use types, height profile, visual elements, landscape and urban design attributes, possible gateways for connection to SEKD and enhancement initiatives.
- (g) Heritage assets for preservation and enhancement.
- (h) Public views and aspiration on SEKD as collected from Stage 1 Public Consultation.

6.5.3 In establishing the list of developments, infrastructure and transport facilities, GIC and open space facilities, there should be confirmation from relevant bureaux/departments on the management and maintenance responsibilities.

6.5.4 Investigate the Hong Kong 2030 strategic planning initiative for possible introduction of premier office development in this part of the Metro Area, taking into account the transformation of existing industrial areas in East Kowloon area to business centres, availability of suitable sites and transport linkage with existing Central Business District in Hong Kong Island.

## **Outline Concept Plan**

- 6.6 The Consultants shall take into account the results of the Baseline Review to prepare at least 3 draft Outline Concept Plans for the Study Area, representing different land use/urban design themes. It should be supported by thorough analysis of the land use disposition and urban design considerations in each of the concept plans together with 3-D perspectives of the proposed townscape.
- 6.7 The Consultants shall include in the draft Outline Concept Plans broad land use and transport framework, commercial/retail system, urban design and landscape concept, pedestrian strategy, open space and GIC network, infrastructure and utility corridors.
- 6.8 In formulating the development options, the Consultants shall investigate the suitability and legality of reclaiming the Kai Tak Approach Channel for development on environmental ground. For the “no reclamation” development scenario, the Consultants shall also, by making reference to the findings of the Design and Construction Package for SEKD Kai Tak Approach Channel Reclamation to examine the methods with due regard to associated costs for resolving the environmental problem so that the approach channel could be integrated with the rest of the SEKD development. Ways to improve water circulation should also be explored. In view of general concern of the community on the nuisance of this water body, the Consultants shall also examine whether there are suitable land uses for this area that could pass the “over-riding public need test” for reclamation. There must be cogent and convincing materials to justify the proposed reclamation so as to rebut the presumption against it. The Consultants shall set out the pros and cons of different approaches to address the environmental nuisance of Kai Tak Approach Channel and the relevant proposals in the draft OCPs.
- 6.9 The Consultants shall explore in the draft Outline Concept Plans alternative layouts for the proposed multi-purpose stadium, taking into consideration of the land use scheme of NAKTA, implications of the retractable roof, vehicular access and parking facilities, with a view



to integrate an urban stadium in SEKD, with easy access to public transport facilities and for connection and safe dispersion of stadium crowd to the strategic road and railway networks. The Consultants should take into account that apart from sporting events, the recommended site/layout should also enable the establishment of a focal point of recreation, leisure and entertainment activities. The Study will adopt the key development parameters of the stadium as recommended under the SEKD CFS as working assumptions, including the seating capacity and retractable roof. The impacts of the multi-purpose stadium on the overall planning and land uses in the vicinity of the facility should also be identified and examined.

- 6.10 Subject to confirmation by Tourism Commission on the “overriding public need test” for reclamation, the Consultants shall make provision in the draft Outline Concept Plans a cruise terminal and a tourism node. The Tourism Commission should be consulted on the provision of possible future expansion of the cruise terminal. To ensure a robust investigation to address different circumstances, the Consultants shall also explore and identify way(s) of providing a cruise terminal in the Study Area without reclamation for incorporation into the options of the OCPs. The development concept should take into account the possible early implementation of this tourism project and the need for easy access to public transport facilities and connection to strategic road network. The Study will adopt the key development parameters of the proposed cruise terminal and tourism node as recommended under the SEKD CFS and Focus Study as working assumptions to start with and to examine the parameters and layouts, including associated infrastructure provisions, that could enhance the formation of a new tourism node in this part of the Metro Area.
- 6.11 In consultation with the Director-General of Civil Aviation on the requirements of the proposed facilities, the Consultants shall make provision in the draft Outline Concept Plan a cross-boundary heliport and a domestic heliport to achieve synergy with the cruise terminal and other tourism establishments. In view of the safety and environmental requirements of the facility, effort should be made to minimize land sterilization as far as possible.

- 6.12 The existing Kwun Tong and Cha Kwo Ling waterfront is mostly occupied by temporary uses under the Kwun Tong By-pass, the Kwun Tong Typhoon Shelter, Kwun Tong Public Cargo Working Area and Cha Kwo Ling Public Cargo Working Area. Under the “no-reclamation” development scenario, the Consultants shall formulate an enhancement scheme with a view to opening up these waterfront areas and possibly as a pedestrian promenade, to enable public accessibility as well as to help the transformation of Kwun Tong Business Area.
- 6.13 The To Kwa Wan waterfront area, apart from the existing ferry terminal concourse and Hoi Sham Park, are occupied by incumbent developments. The Consultants shall, taking into account the proposed SCL Ma Tau Wai Station and in consultation with Transport Department on the provision of public transport interchange, to re-plan the ferry concourse area into a public waterfront plaza. Under the “no-reclamation” development scenario, the Consultants shall also recommend the part of the existing waterfront for conversion into waterfront promenade and reserve in existing property for such provision in future redevelopment.
- 6.14 The Consultants shall consult ETWB and RDO/HyD on the alignment, stations and relevant components of the Shatin to Central Link for incorporation into the OCPs and examine the integration of the proposed railway facilities with the land use scheme, the pedestrian system of SEKD and connection with the adjacent districts. Whilst the railway stations would help to enhance development potential of its surrounding area, the proposed maintenance centre in NAKTA and the at-grade approach tracks would impose constraints to the development potential of the affected areas and segregation with surrounding districts. The Consultants shall take these into account in optimising the development potential of the respective areas.
- 6.15 The Consultants shall consult ETWB, TD and HyD on the alignment of the part of the proposed Route 6 (i.e. Central Kowloon Route and Trunk Road T2) falling within SEKD as input to the draft Outline Concept Plans. The land use implications of the alignment to SEKD shall be fully assessed and reported to ETWB, TD and HyD and submitted to CPLD for steering, if necessary, to explore whether

alternative alignment by ETWB, TD and HyD is required to optimise the revised development scheme. Should such alternative alignment require reclamation, the Consultants shall only make provision in the draft Outline Concept Plans for such alternative alignment subject to ETWB, TD and HyD confirmation on the “overriding public need test”. In incorporating the alignment the Consultants shall seek to minimise the impact to the land use and urban design proposals, including the requirements on land resumption.

- 6.16 Subject to confirmation on the implementation agent[s] and maintenance agent[s] the Consultants shall make provision in the draft Outline Concept Plans environmentally friendly transport and infrastructure facilities, including District Cooling System, Automatic Refuse Collection System, Common Utility Enclosure or other methods of accommodating underground utilities, solar energy, reusing the treated effluent from Shatin Sewage Treatment Works for non-potable uses, greywater reuse in domestic development for non-potable uses and Environmentally Friendly Transport System/Mode.
- 6.17 The Consultants shall search for suitable and compatible site(s) within the Study Area, including the Area of Interface, for provision of a refuse transfer station and public filling barging point as regional facilities to serve East Kowloon area. The site search should also include the kaolin mine site in Cha Kwo Ling. In conducting the site search, due consideration should be given to the local reaction. There should be separate feasibility study for these projects in mapping out the overall strategy for waste disposal and transshipment of public fill for the East Kowloon Area, preliminary design of these facilities and impact assessments, including the identification of environmental mitigation measures, traffic impact, etc. prior to incorporation of the site onto the statutory OZPs.
- 6.18 The Consultants shall review and assess the pros and cons of development concepts/schemes on SEKD submitted by the community and other private initiatives. A list of the previous submissions on alternative development concepts/schemes of SEKD is at Appendix 8.

6.19 The Consultants shall undertake a preliminary Sustainability Assessment to assess the performance of draft OCPs prior to their release for public consultation.

## **Stage 2 Public Consultation**

6.20 The Consultants shall consult the public on the draft Outline Concept Plans, with a view to assess the general acceptability of different development concepts identified under the Study and to gauge privately initiated alternative development concepts, if any, as input for consolidation into a recommended Outline Concept Plan. The Consultants shall prepare a summary of comments and responses and analyse the pros and cons of the alternative development concepts received. The comments that are relevant to the Study should be highlighted for incorporation into the study process. The general requirements of the Public Consultation are provided in Clause 6.43 to 6.49.

## **Preliminary Outline Development Plan**

6.21 Based on the recommended Outline Concept Plan, the Consultants shall prepare a Preliminary Outline Development Plan (PODP) at the scale of 1:5000. The PODP shall show the land use zonings for area planned for residential uses, commercial uses, GIC facilities, open spaces, sports and recreation facilities, leisure and tourism uses and other land use requirements. It should also delineate land use layout, building disposition, building heights and development density. Major transport and utility infrastructure reserves should also be shown. The draft PODP will form the basis for preliminary technical assessments as set out in Clause 6.26 to 6.39. The findings and recommendations of the technical assessment shall provide the basis to finalise the draft PODP and the accompanied Explanatory Statement.

6.22 The draft PODP shall be accompanied by an Explanatory Statement setting out the planning objectives and principles, land use budget, planned population and employment, land use proposals and planning intentions, urban design and landscape framework, transport,

utilities and engineering infrastructure, environmental mitigation measures, implementation matters, etc.

6.23 The requirements regarding Kai Tak Approach Channel, multi-purpose stadium, cruise terminal/tourism node, heliports, Kwun Tong, Cha Kwo Ling and To Kwa Wan waterfronts, SCL components, Central Kowloon Route and Trunk Road T2, environmentally friendly transport and infrastructure facilities, public filling barging point and refuse transfer station, etc. as set out in Clause 6.8 to 6.19 above, are also applicable in the preparation of the draft PODP. The Consultants shall revisit the planned overhead developments at the Kaitak Maintenance Centre, taking into account the current design by KCRC, examine the layout interface with the surrounding area, particularly the connection to Kowloon City, and locate suitable developments along the at-grade approach tracks to enable the integration of the maintenance centre in the urban setting.

6.24 The Consultants shall prepare a comprehensive Urban Design and Landscape Master Plan, at 1:5000 scale, to enhance the built environment of SEKD, minimise the adverse impacts of the proposed developments and infrastructures, with supporting illustrations, typical sections and plans at larger scale to present the recommended streetscape design, landscape concept and design treatment. The Urban Design and Landscape Master Plan shall include the development intensity, building height profile, activity nodes, landmarks, gateways, focal points, landscaped corridors, neighbourhood parks, district parks, regional parks, vantage points for preservation of views to ridgelines/peaks at the waterfront promenade along the Kai Tak runway, pedestrian network and linkages, view corridors, breezeways, area characters, special design areas, enhanced streetscape, building facades of special control and other parameters, as appropriate. The Consultants shall prepare an explanatory statement setting out the overall urban design and landscape context, framework and concepts as proposed in the Urban Design and Landscape Master Plan.

6.25 The Consultants, in consultation with Lands Department, should identify the range of plot size in the preparation of the PODP.

6.26 Air Ventilation – To enable the Consultants of the *Feasibility Study for Establishment of Air Ventilation Assessment System* to assess the air ventilation impact of the draft PODP, the Consultant shall supply the following information to them:

- (a) maximum plot ratio, site coverage, building height, site formation level for each development site;
- (b) position and orientation, and dimension [including podium and other salient features] for each building block; and
- (c) other parameters as may be required for generating a 3D model for assessment of air ventilation performance.

Subject to timely completion of this feasibility study and availability of the assessment results, the Consultants shall make appropriate modification to the draft PODP to address the air ventilation concerns.

### **Preliminary Technical Assessments**

6.27 The Consultants shall, in consultation with the respective departments, commence the relevant technical assessments below at the Baseline Review stage to provide input to the inventory of development constraints, opportunities and threshold. These assessments should also provide input to the formulation of the OCP. On the basis of the draft PODP, the Consultants shall undertake the following preliminary technical assessments to evaluate the proposals contained therein, and to establish its broad feasibility and identify issues, which need to be further examined in Stage 2 Engineering Review. These assessments should also cover the further changes to the PODP arising from the Stage 3 Public Consultation. The interface of the investigations in the technical assessments with other deliverables of the Study shall be elaborated in the detailed study methodology required under clause 5.2(c).

#### ***Traffic & Transport Assessment***

6.28 As input to the preparation of the draft PODP and to assess the traffic

and transport impacts of the proposals in the PODP, the Consultants shall undertake the tasks below. All committed and planned transport proposals as advised by Transport Department shall be taken into account in the assessment, which are likely to have a bearing on the proposals of the PODP. The tasks shall include:

- (a) a prediction of the traffic/transport conditions as well as estimation of the preliminary traffic flows based on various transport planning scenarios for the design years of 2006, 2011 and 2016, with reference to the findings and recommendations of SEKD CFS and other SEKD studies / projects, and taking into account the traffic growth and proposed developments in the Study Area and additional influence zones, to be agreed with Transport Department;
- (b) the SCL alignment, stations and associated facilities would be taken as given. As a result of the deletion of the To Kwa Wan Station and relocation of the Kai Tak Station, the Consultants shall identify appropriate locations for the provision of public transport facilities, provision of other public transport facilities to service the part of SEKD not covered by the SCL catchment;
- (c) examine ways to improve the accessibility to the Runway area;
- (d) under the “no-reclamation” development scenario, it is anticipated that there would be potential traffic problem in To Kwa Wan area and entry point at Sung Wong Toi Road would be critical. These should be addressed under this assessment;
- (e) examine the use of underground options, via tunnels or depressed roads or decked over roads to minimize the environmental impact and land intake of roads and junction/interchange as far as practical, with due regard to the cost-effectiveness of the proposals;
- (f) explore, in consultation with ETWB, TD and HyD, the provision of environmentally friendly transport system and facility in SEKD and for connection with existing and planned railway stations to enhance the overall environmental quality, with due regard to

financial viability;

- (g) examine the provision of passenger and tourist ferry pier in SEKD, taking into account the existing To Kwa Wan Ferry Pier and Kwun Tong Ferry Pier, for connection with other parts of SAR; and
- (h) a pedestrian strategy in mapping out an overall network of walkway system, pedestrian facilities, shopping streets, pedestrianized plazas, connection to public transport interchanges, and railway stations and enhanced pedestrian facilities to connect with existing districts to encourage integration of new and old communities. The strategy should also address ways to enhance public accessibility to the To Kwa Wan and Kwun Tong waterfront and pedestrian walkway/promenade along the waterfront as a continuous line.
- (i) The feasibility of having a cycle-track network to enhance the accessibility within SEKD and for integration with the hinterland should also be investigated.

### *Highway Infrastructure*

6.29 The Consultants shall set out the road network / highway infrastructure layout, covering roadworks, flyovers, subways, elevated linkages between developments, pedestrian walkways, cycle-tracks, etc. for the Study Area and to identify any improvement /upgrading works required in the Area of Interface, taking into consideration the likely reclamation requirements for new road connections with To Kwa Wan area, concerns of the public about the proposed flyover adjacent to Rhythm Garden, and effective linkages between SEKD and its hinterland.

### *Environmental Assessment*

6.30 The SEKD CFS was subject to a Schedule 3 environmental impact assessment [EIA] under the EIA Ordinance [EIAO]. The Consultants shall pay attention to the requirements of the EIAO and procedures provided in the "Guidelines and Procedures for EIA of Government Projects and Proposals, ETWB TCW No. 13/2003".



6.31 The Consultants shall carry out a broad environmental assessment to confirm the acceptability of the PODP and its proposals, and highlighting the requirements on mitigation measures and the areas for detailed investigation in the EIAO process. The early phase of the environmental assessments should also provide input to the preparation of the Baseline Review and OCP, with focus on avoidance and minimization of environmental impact. The issues to be addressed include, but not limited to, the following aspects:

- (a) *Noise Impact* - Taking into account the findings and conclusions of the Noise Impact Assessments prepared under SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies, the Consultants shall prepare a preliminary noise impact assessment as input to the Baseline Review and preparation of the draft Outline Concept Plans and undertake a preliminary assessment to identify the noise impacts of the proposals in the draft PODP. On the basis of these findings the Consultants shall review the draft PODP including, but not limited to, adjustment to the land use layout, building disposition, development density, etc. In identifying noise mitigation measures, due weight should be given to the visual and landscape aspects of noise barriers, street connectivity and activities, to ensure an overall environmental quality for the future developments.
- (b) *Air Quality Impact* - The Consultants shall review the findings in the Air Quality Impact Assessments completed under SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies to prepare preliminary air quality impact assessment identify major air pollution source as input in the preparation of the draft PODP.
- (c) *Water Quality Impact* - Without reclamation at the existing inner Kowloon Bay, Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, the water quality of these water bodies needs to be addressed as they may impose constraints to development on the land side as well as opening up these areas for water-based recreation/entertainment activities in the long term. The

Consultants shall undertake a preliminary assessment on water quality at these water bodies on the basis of “no-reclamation” scenario, results of which should be input to the Baseline Review and formulation of draft Outline Concept Plans. The qualitative assessment shall be updated to confirm the acceptability of the draft PODP.

- (d) *Solid Waste* - A broad assessment of solid waste shall focus on issues affecting the feasibility of the draft PODP and its proposals, including waste disposal needs, suitable locations for waste disposal and transfer facilities. The quantity of solid waste arising from the proposed developments shall be estimated. The preliminary technical assessments and investigation shall include the suitability and compatibility of locating a refuse transfer station at Cha Kwo Ling waterfront.
- (e) *Hazard* - Taking into account the findings and conclusions of the Hazard Assessments completed under the SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies as well as the *Risk Assessment of the Transport of Liquid Chlorine from Sham Shui Kok of North Lantau and Tuen Mun Area 40 to Various Waterworks Potentially Hazardous Installations*, the Consultants shall prepare a preliminary hazard assessment as input to the Baseline Review and preparation of the draft Outline Concept Plans and quality assessment on the proposals in the draft PODP.
- (f) *Landscape & Visual Landscape Impact* - Taking into account the findings and conclusions of the Landscape and Visual Assessments completed under the SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies, the Consultants shall prepare a preliminary landscape and visual impact assessment as input to the Baseline Review and preparation of the draft Outline Concept Plans. The Consultants shall undertake a qualitative appraisal, with supporting illustrative materials such as photomontages, to identify the landscape and visual impacts ranging from the overall townscape to the streetscape of the development and infrastructure proposals in the draft PODP. On the basis of these

findings, the Consultants shall review the draft PODP and the Urban Design and Landscape Master Plan including, but not limited to, adjustment to the land use layout, development parameters, configuration of the infrastructure, etc. Alternative layout and design concept that would enhance the visual quality or avoid the identified impacts shall be examined before adopting other mitigation measures.

- (g) *Cultural Heritage* - The Consultants shall review the findings of the Cultural Heritage Impact Assessments conducted under the SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies, including the preservation of the Hong Kong Flying School and Aviation Buildings, two wind poles, airport pier, seawall, Kowloon Rock together with the post and Fishtail Rock within the Study Area, as input to the Baseline Review and preparation of the draft Outline Concept Plans and quality assessment on the proposals in the draft PODP.

### *Marine Assessment*

- 6.32 The Consultants shall address the marine impacts arising from the revised locations of the proposed marine facilities like tourist excursion pier, marina, etc. The Consultants shall also examine if relocation and/or re-configuration of the existing marine facilities like the Kwun Tong Typhoon Shelter, To Kwa Wan Typhoon Shelter, the Government Mooring Buoys and the Eastern Quarantine and Immigration Anchorage, Kwun Tong Public Cargo Working Area and Cha Kwo Ling Public Cargo Working Area are required in the medium and long term to enable the opening up of the existing water bodies to enable water-based recreation/entertainment activities compatible with landside developments, having due regard to the proposed provision and operation of the cruise terminal facility at the existing runway tip.

### *Drainage & Sewerage Assessments*

- 6.33 To guide the preparation of the draft PODP and to assess its broad engineering feasibility, the Consultants shall review the drainage

master plan completed under the SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies with a view to delineate an updated network of trunk drains for the revised development scheme area of SEKD. The Consultants shall also examine the potential flooding risk in the hinterland as a result of the PODP proposal and where appropriate, propose strategic solutions to resolve/reduce the risks. The Consultants shall identify design and maintenance requirements of the trunk drains to enable the maintenance of the underground drainage system. The Consultants shall formulate sensitive design measures to avoid imposing undue constraints due to the drainage works to the land uses at ground level.

- 6.34 The Consultants shall review the sewerage schemes completed under the SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies, and shall carry out broad engineering feasibility assessment to confirm the acceptability the draft PODP and to delineate a revised development schedule, an updated sewerage network and requirements of pumping stations and sewage treatment works dry weather flow interception in Kai Tak Nullah, mitigation measures and re-provisioning affected existing sewerage facilities (including those intercepting facilities in the storm water drainage system). The assessments shall include sewerage within SEKD and the downstream sewerage and sewage treatment and disposal facilities in the hinterland areas taking into account the draft PODP and the new implementation programmes of SEKD.

#### *Water & Utility Assessments*

- 6.35 To guide the preparation of the draft PODP and to assess its broad engineering feasibility, the Consultants shall, in consultation with Water Supplies Department, undertake a broad assessment on the water supplies, the possible re-use options of treated effluents and grey water, including programming aspect, to service SEKD.
- 6.36 To guide the preparation of the draft PODP and to assess its broad engineering feasibility, the Consultants shall review the corridors of utility provisions prepared under the SEKD CFS, Design and Construction Consultancy on SEKD Infrastructure at NAKTA, and other SEKD studies with a view to delineate update corridors for the

revised development scheme area of SEKD. The Consultants shall examine the utility requirements identified in previous studies with a view to assess whether there should be a wider reserve along the pavement to accommodate these requirements.

### *Implementation Framework*

- 6.37 The Consultants shall prepare an Outline Development Programme estimating the time required for the implementation of the proposed developments and additional infrastructure and GIC provision. The Programme shall indicate on an annual basis, until 2016, the population intake, job creation, together with phasing and packaging arrangement for the proposed developments and infrastructures. The Consultants shall also put forward a preliminary implementation mechanism for various developments and infrastructure elements proposed in the PODP.
- 6.38 The Consultants shall explore ways to advance the infrastructure provisions to enable the early completion of the public housing development at Sites 1A and 1B.
- 6.39 The Consultants shall prepare a broad cost and revenue for the developments and infrastructures proposed in the draft PODP.
- 6.40 The Consultants shall prepare guidelines for temporary uses in the Study Area, in terms of the land uses, activities, event, location, landscape and visual treatments with a view to enable beneficial temporary uses and enhance general perception of the SEKD site while awaiting development.

### *Sustainability Assessment*

- 6.41 With a view to balancing social, economic and environmental needs, both for present and future generations, the Consultants shall undertake a Sustainability Assessment (SA), by using the CASET adopted by the Sustainable Development Unit, on the basis of the draft PODP. In carrying out this task, the Consultants shall, based on the sustainability framework or guidelines established by the Government including the computer model and baseline database, devise or modify

the set of guiding principles, indicators and evaluation criteria to assess the sustainability implications in relation to the proposed developments in the draft PODP.

### **Stage 3 Public Consultation**

6.42 The Consultants shall consult the public on the draft PODP, with a view to assess the overall acceptability of the revised development scheme and to identify areas require fine-tuning and improvement. The Consultants shall prepare a summary of comments and responses and highlight the parts of the PODP required modification. Taking into account the comments collected from the consultation exercise, the Consultants shall consider revision to the PODP, where necessary. The general requirements of Public Consultation are provided in Clause 6.43 to 6.49.

### **Public Consultation**

6.43 The Consultants shall prepare a comprehensive Public Consultation Strategy and Programme mapping out the whole public consultation process of the Study, starting with Stage 1 Public Consultation on Scope and Approach, Stage 2 Public Consultation on Outline Concept Plan and Stage 3 Public Consultation on Preliminary Outline Development Plan and the ways to collect and respond public feedback in the interim. The Strategy should cover for each stage the subjects of public consultation, the types of public consultation materials and the type/nature of public consultation activities. The Programme should set out the timing for submission of the deliverables for each round of public consultation and the key meeting dates of the boards/committees to be consulted.

6.44 The Consultants shall update the Public Consultation Strategy and Programme for discussion at the Consultants Liaison Meetings and Study Steering Committee meeting to ensure the overall public consultation approach can tie in with the Study Programme and help in building up public consensus in the study proposals.

- 6.45 The Consultants shall prepare a website for the Study for uploading to the main website of Planning Department. The design and programme of the website should be incorporated as part of the Public Consultation Strategy and Programme. The website should be designed to incorporate the backgrounds of the study, including the Study Briefs, the completed technical reports, the public consultation materials and activities, to be promulgated at different stages of the Study and the channel to enable public feedbacks.
- 6.46 The target consultees for the three stages of public consultation shall include local communities, green groups, concerned groups, professional institutes, stakeholder groups and relevant statutory and advisory committees and authorities including LegCo Panel on Lands & Works, Town Planning Board, Kowloon City, Wong Tai Sin and Kwun Tong District Councils, Harbour-front Enhancement Committee, Advisory Council on the Environment, Tourism Strategy Group, Planning Sub-Committee of the Land and Building Advisory Committee, etc. as and when reasonably required by the Director's Representative. If required by the Director's Representative, the Consultants shall make presentation to these target consultees and/or the public at the agreed mode(s) of consultation.
- 6.47 In undertaking these tasks, the Consultants shall prepare the Stage 1, 2 and 3 Public Consultation Digests, in English and Chinese, including traditional and simplified characters, illustrated with colour plans, 3-D drawings, artists impressions, sections/elevation diagrams, photomontages, etc. to facilitate the consultation activities.
- 6.48 The Consultants, if required by the Director's Representatives, shall prepare other public consultation materials, e.g. newsletter, exhibition, posters, etc. to facilitate the public consultation activities. The cost for preparation and production of these public consultation materials should be covered as Additional Services.
- 6.49 The Consultants shall prepare the Stage 1, 2 and 3 Public Consultation Reports, covering the subject of public consultation, activities undertaken and a summary of comments and responses. The Reports should also analyse the pros and cons of the key comments and alternative development concepts/proposals received and provide

commentary on the suitability to incorporate them into the Study process.



## 7 RESPONSE TO QUERIES

- 7.1 The Consultants shall respond to queries under Clause 20 of the General Conditions of Employment raised within a period of 6 months after the submission of the Final Report, and a further 12 months thereafter in which the Consultants will be paid for additional services in accordance with the Schedule of Fees. Such date shall be confirmed in writing to the Consultants by the Director's Representative.

## 8 PROGRAMME OF IMPLEMENTATION

- 8.1 The due date for commencement of the Agreement is x July 2004.
- 8.2 The Study shall be completed within 16 months from the date of commencement of the Agreement subject to a programme agreed by the Director's Representative. The Draft Final Report shall be completed and submitted within 14 months from the commencement of the Agreement and the Final Report within 4 weeks after the endorsement of the Draft Final Report by Committee on Planning and Land Development. Subject to the approval of the Director's Representative, an extension of the study programme for 6 months may be required to undertake the public consultation programmes.
- 8.3 Pursuant to Clause 26(B) of the General Conditions of Employment, the Consultants shall submit the draft Programme and revised draft Programme as the Director's Representative shall agree, or instruct, within the following period:

Submission of the draft Programme:	Within 2 weeks of commencement of the Study
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Agreement of the draft Programme:	Within 2 weeks from receipt of the draft Programme, or instruction for submission of the revised draft Programme
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Submission of revised draft Programme:	Within 2 weeks from the instruction of the Director's Representative
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- 8.4 The draft Programme and revised draft Programme shall detail the activities to be carried out, target key dates for particular tasks and any decision dates that may be required for the uninterrupted progress of the Assignment. Critical activities and paths should also be clearly defined in the Programme. The Consultants shall discuss with the Director's Representative to agree the timing of the submission of reports, other documents and plans for each of the main element of the Assignment, for inclusion in the draft Programme and revised draft Programme.
- 8.5 The target key dates referred to in Clause 8.4 of this Brief shall include but not limited to the dates of submissions of the Inception Report, the Technical Reports, the Draft Final Report and Draft Executive Summary, the Responses to Comments, the Final Report, the Final Executive Summary, Stage 1, 2 and 3 Public Consultation Digests and Reports.
- 8.6 Meetings arising from statutory requirements may be arranged beyond the 16 months period. In addition meetings may be extended beyond the study period to fit in with the meeting schedule of concerned parties.
- 8.7 The Consultants shall endeavour to ensure that the Assignment is carried out in accordance with the Programme and shall submit regular Programme reviews as part of the Progress Reports referred to in Clause 9 of this Brief.
- 8.8 An Outline Study Programme is shown in Appendix 9.

## **9 PROGRESS REPORTS**

- 9.1 The Consultants shall submit to the Director's Representative progress reports at monthly intervals on all aspects of the Services relating progress to the Programme referred to in Clause 8 of this Brief. The reports shall include a list of those parts of the Services the execution of which is behind the Programme, together with proposals to expedite progress, so as to complete the Study on time.

The reports shall highlight any change to study team/management structure and give justifications for the change. The reports shall also include updated expenditure forecasts in accordance with Clause 10 of this Brief.

## **10 FINANCIAL MANAGEMENT**

10.1 The Consultants shall submit to the Director's Representative a report on the current and forecast expenditure on the Assignment and the fees due to the Consultants, at monthly interval and in a form to be agreed by the Director's Representative.

## **11 STANDARDS AND SPECIFICATIONS**

11.1 The Consultants shall adopt the Hong Kong Planning Standards and Guidelines, Transport Planning and Design Manuel and Buildings Ordinance and Regulations and such other technical and design standards, and specifications as are in current use by respective Government bureaux/departments. Should instances arise for which suitable standards or specifications do not exist or for which the current standards or specifications appear to require modification or if by the adoption of current standards the Consultants would incur additional expenses not within reasonable contemplation, the Consultants shall submit recommendations on appropriate alternative to the Director's Representative for agreement.

11.2 The system of units to be used shall be the International System of Units, or SI (System Internationale).

## **12 DIRECTOR'S REPRESENTATIVE**

12.1 The Director's Representative as defined in the General Conditions of Employment shall be the Deputy Director of Planning/District (DD/D) or such other person as may be authorised by the Director of Planning in writing and notified to the Consultants. The Director's Representative may delegate any of the powers and functions vested

in him to other officers. If the Consultants are dissatisfied with a decision or instruction of any such officer the matter shall be referred to the Director's Representative for a ruling.

- 12.2 During the course of the Agreement, the Consultants shall report directly to the Director's Representative via the District Planning Officer/Kowloon (DPO/K).

### **13 CONTROL OF THE PROJECT AND ASSIGNMENT**

- 13.1 A Study Steering Committee, to be chaired by Deputy Director of Planning/District will be set up to provide guidance to the Consultants on related policy and technical matters, to monitor progress of the Study and to consider all major recommendations and reports from the Consultants. Proposed membership and the terms of reference are at Appendix 10. Representatives from relevant members will be invited to participate in the Study Steering Committee. The Project Director and relevant officers from the Consultants' team shall attend and make presentation to meetings of the Study Steering Committee as may be required.

- 13.2 Study Working Groups on planning, environment, traffic and transport, and engineering infrastructure may need to be formed to consider specific tasks and to give technical guidance as agreed by the Study Steering Committee. Representatives from relevant or interested departments will be invited to participate. Such groups will be appointed by the Director's Representative, taking into account views of the Consultants and relevant bureaux/departments. The Project Director and relevant members from the Consultants team shall attend and make presentation to meetings of the relevant Study Working Group as may be required.

- 13.3 Consultants Liaison Meetings shall be held between the Director's Representative and the Consultants at regular intervals to discuss progress and issues relevant to the Assignment and the Study except otherwise agreed by the Director's Representative.

- 13.4 The Consultants shall attend meetings of and/or present the findings

and recommendations of the Study with papers and briefing notes in English and Chinese, where appropriate, to the Committee on Planning and Land Development, Town Planning Board, Kowloon City, Wong Tai Sin and Kwun Tong District Councils, Advisory Council on the Environment, Tourism Strategy Group, Tourism Task Force, Advisory Committee for Enhancement of the Harbourfront, Planning Sub-Committee of the Land and Building Advisory Committee, professional bodies and Public Forums and any other relevant committees or authorities, as and when reasonably required, subject to the determination of the Director's Representative during the Study.

- 13.5 The Consultants shall be required to attend a maximum of 60 meetings, including the meeting for public consultation, in addition to those of Study Steering Committee, Working Groups, Consultants Liaison Meetings, etc. as part of the Study. Attendance at further meetings may be required and shall be paid on a time-charge basis. The Consultants shall prepare suitable illustrative materials, as may be required for these meetings.

#### **14 INFORMATION AND FACILITIES PROVIDED BY THE EMPLOYER**

- 14.1 All available information relevant to the Assignment will be provided to the Consultants. Relevant documents including reports, drawings and other background materials are listed in Appendix 5 to this Brief. The Consultants shall indicate for guidance those documents which they currently hold and those of which a copy may be needed. A copy of each of the documents indicated as needed will be supplied free of charge by the Director's Representative to the Consultants if so requested, except those currently available from the Map Sales Section of the Lands Department and Sales Section of the Information Services Department. The Consultants shall return the documents supplied in good order upon the completion of the Study, as may be required by the Director's Representative. In the case of plans and drawings, one transparency and two prints of each plan or drawing shall be provided free of charge subject to agreement by the Director's Representative. A charge may be made for additional

copies required by the Consultants.

## **15 CONSULTANTS' OFFICE AND STAFFING**

- 15.1 The Consultants shall maintain for the duration of this Agreement an office in Hong Kong under the control of the Project Director of the Consultants who shall be responsible for the Project. He shall have adequate authority and sufficient professional, technical and administrative support staff in all relevant disciplines to ensure progress of the Study to the satisfaction of the Director's Representative. The Project Director and Deputy Project Director shall be resident in Hong Kong during the Study. To facilitate public consultation of the Study, particularly with Cantonese-speaking consultees, the Project Director or Project Manager of the Consultants shall be proficient in both written Chinese and spoken Cantonese.
- 15.2 The Consultants shall provide the staff and manpower input in accordance with the Consultants' Technical Proposal. The Consultants' staff for the Assignment shall be resident in Hong Kong and shall be committed to the Assignment for the length of their involvement in the Assignment. The Director's Representative shall have the right to check the time-log record of the Consultants' staff deployed for the Assignment. Failure of the Consultants to adhere to his staffing proposal made at the tender stage with a demonstrably adverse impact on performance should be reflected in the performance assessment of the Consultants.
- 15.3 In the event, for reasons beyond their control, the Consultants are unlikely to provide or maintain any key staff in the Technical Proposal, they should report to the Director's Representative as soon as practicable and propose for the Director's Representative's approval a substitute staff having qualification and experience comparable with the staff who is leaving the project team.
- 15.4 Consultants in joint ventures shall give an assurance that each of the collaborating parties involved will be jointly and severally bound to the undertaking until the satisfactory completion of the Assignment.

- 15.5 Computing and other facilities for the Study shall be provided by the Consultants over the whole study period.

## **16 SPECIALIST AND SUB-CONSULTANTS SERVICES**

- 16.1 The Consultants shall provide all specialist and sub-consultant services required for the satisfactory completion of the Assignment. The consulting teams shall include members proficient in Chinese, in producing Chinese translation of the deliverables as set out under Clause 5. No additional fees or expenses for the provision of such services rendered locally or overseas shall be payable by the Employer except as otherwise provided for in the Schedule of Fees.

## **17 SURVEYS**

- 17.1 Two prints of topographical mapping at 1:20,000, 1:5,000 and 1:1,000 scales prepared by the Survey and Mapping Office of the Lands Department, where available for the area covered by the Study, may be obtained free of charge on application to the Director's Representative.
- 17.2 The Consultants shall bear all costs if digitized survey data are required from the Lands Department to facilitate their works. The Consultants shall be responsible for updating and verification of accuracy of information shown on these plans as necessary in relation to the Assignment. The Consultants shall take cognisance that there is no guarantee on the provision of the required digitized survey data and shall make due allowance in the Programme the time required by Lands Department to process and produce the required digitized survey data. The Consultants shall erase such data upon completion of the Assignment and shall not distribute such data to any third party.
- 17.3 All field survey work required for proper execution of the Agreement shall, unless otherwise provided for in the Agreement, be the duty of the Consultants. The accuracy as well as presentation of these

surveys should be of a standard agreed by the Director's Representative. A copy of field notes, field data and resultant plans arising from these surveys shall be handed over to the Director's Representative upon completion of the Assignment.

17.4 Appendix 11 specifies the division of responsibility for other surveying between the Consultants, the Lands Administration Office and Survey and Mapping Office as well as the relevant sub-offices at district level of the Lands Department.

## **18 INSURANCE**

18.1 The amount of insurance cover to be maintained in accordance with sub-clause (A) of Clause 47 of the General Conditions of Employment shall be HK\$x,xxx,xxx.

**Planning Department**

**May 2004**



# Appendices





# Planned Developments in Reclamation Areas of South East Kowloon Development

Summary of affected land use:

• Residential Use (32,767 Flats)	44 ha
• G/IC facilities	12.8 ha
• Open Space	45.3 ha
• Cruise Terminal	3.6 ha
• Refuse Transfer Station & Public Filling Barging Point	3.8 ha
• Road and other Uses	23 ha
<b>Total :</b>	<b>133 ha</b>

**Kai Tak Approach Channel (28 ha)**

- Housing (15,477 Flats)
- 1 school and other G/IC facilities

**Kwun Tong Typhoon Shelter  
Cha Kwo Ling Reclamation (37 ha)**

- Housing (5,316 Flats)
- 1 Hospital, 3 schools and other G/IC facilities
- Refuse Transfer Station and Public Filling Barging Point
- Trunk Road T2
- Waterfront Promenade

**Kowloon Bay Reclamation (61 ha)**

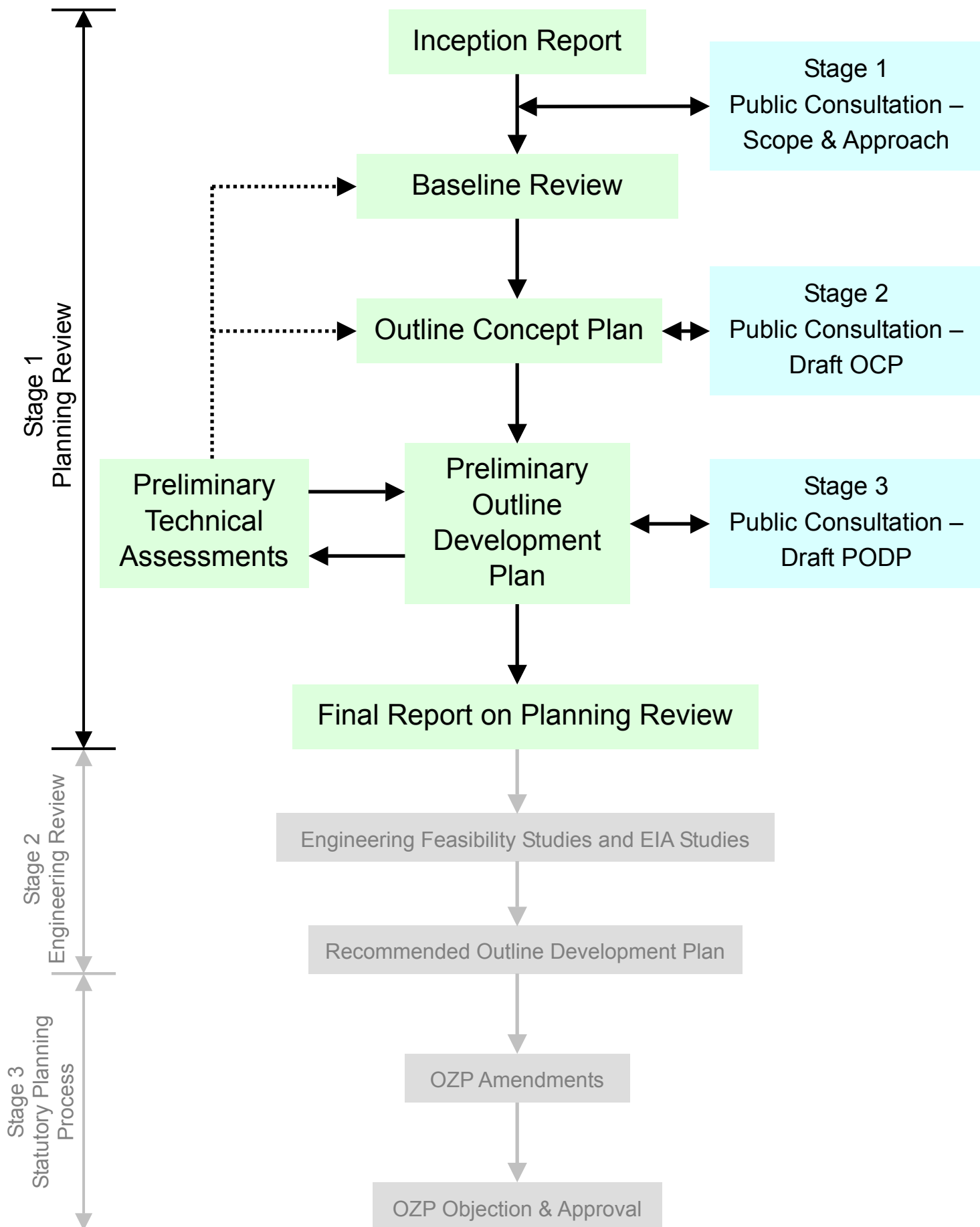
- Housing (11,974 Flats)
- 3 schools and other G/IC facilities
- Central Kowloon Route
- Metro Park and Waterfront Promenade

**Cruise Terminal at Kai Tak Point (7 ha)**

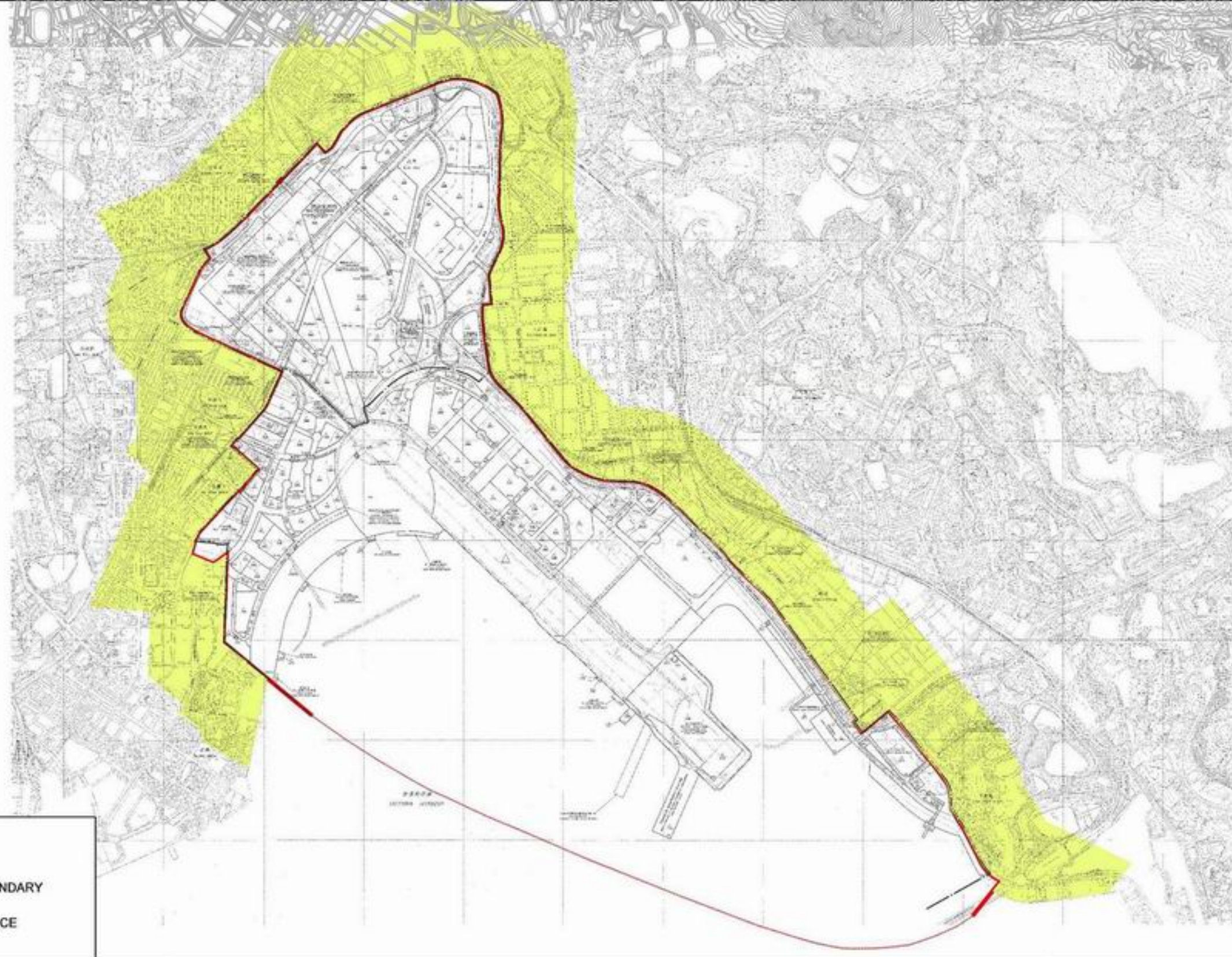
- Cruise Terminal
- Tourist Excursion Pier
- Vehicular Ferry Pier





**South East Kowloon Development  
Comprehensive Planning and Engineering Review  
Stage 1: Planning Review – Study Process**







**LEGEND**

-  STUDY AREA BOUNDARY
-  AREA OF INTERFACE

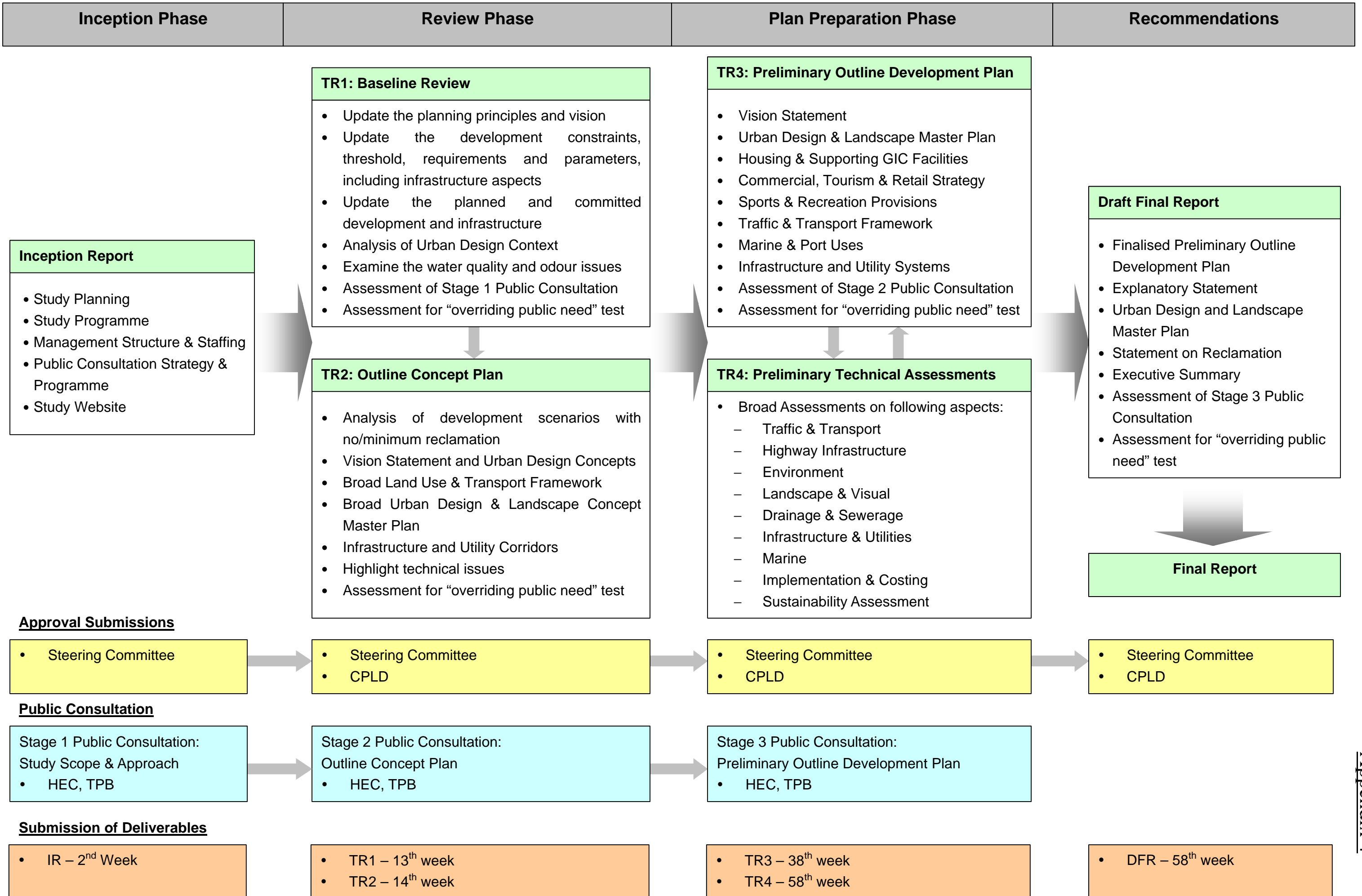
EXTRACT PLAN PREPARED ON 8.4.2004  
BASED ON OUTLINE ZONING PLANS No.  
S/K19/3 & S/K21/3

AGREEMENT No. CE 4/2004(TP)  
SOUTH EAST KOWLOON DEVELOPMENT  
COMPREHENSIVE PLANNING AND ENGINEERING REVIEW  
STAGE 1: PLANNING REVIEW (FEASIBILITY STUDY)  
STUDY AREA

PLANNING DEPARTMENT 



**South East Kowloon Development - Comprehensive Planning and Engineering Review**  
**Stage 1: Planning Review [Feasibility Study]**



**Agreement No. CE 4/2004 (TP)**  
**SOUTH EAST KOWLOON DEVELOPMENT**  
**COMPREHENSIVE PLANNING AND ENGINEERING REVIEW**  
**STAGE 1: PLANNING REVIEW**  
**[FEASIBILITY STUDY]**

**Materials Relevant to the Assignment**

The Consultants shall take cognizance of, but not limited to, the documents, reports, drawings and other materials produced by the following studies and projects during the Assignment:

**Planning Department**

- (i) Planning Study on the Harbour and its Waterfront Areas (2003)
- (ii) Further Urban Design Study for Planning and Development of South East Kowloon Development (Suspended)
- (iii) Stage II, Study on Review of Metroplan and the Related Kowloon Density Study Review (2003)
- (iv) Urban Design Guidelines for Hong Kong (2003)
- (v) Hong Kong 2030 Planning Vision and Strategy – Stage III Public Consultation (2003)
- (vi) Study on Planning for Pedestrian (2002)
- (vii) Study on Village Improvements and Upgrading of Lei Yue Mun Area (2002)
- (viii) Port Development Strategy Review (2001)
- (ix) Study on the Propensity for Office Decentralisation and the Formulation of an Office Land Development Strategy (1999)
- (x) Central and East Kowloon Development Statement Study (1998)
- (xi) Territorial Development Strategy Review (1998)
- (xii) Case Studies on Restructuring of Obsolete Industrial Areas (1997)
- (xiii) Visitor and Tourism Study for Hong Kong (1995)
- (xiv) Feasibility Study on Aviation Academy and Museum (1995)
- (xv) South East Kowloon Development Statement Study (1993)
- (xvi) Study on the Restructuring of Obsolete Industrial Areas (1993)
- (xvii) Town Planning Board Guidelines for Interim Building Height Control in Kowloon Bay and Kwun Tong Business Area
- (xviii) Hong Kong Planning Standards and Guidelines
- (xix) Draft and approved Layout Plans, Outline Development Plans and Outline Zoning Plans

## **Civil Engineering Department**

- (i) Assessment of the Engineering and Economic Viability and Associated Impacts for the Pilot Construction and Demolition Materials Recycling Facility at Kai Tak (including the Additional Road Traffic Impact Assessment) (2003)
- (ii) Construction and Demolition Materials Recycling Facility at Kai Tak
- (iii) Design and Construction Consultancy for Development near Choi Hung Road and Jordan Valley
- (iv) Design and Construction Consultancy for Development at Anderson Road
- (v) Planning and Engineering Feasibility Study for Development near Choi Wan Road and Jordan Valley
- (vi) Planning and Engineering Feasibility Study for Development at Anderson Road
- (vii) Rehabilitation of Anderson Road Quarries

## **Transport Department**

- (i) Central Kowloon Traffic Study
- (ii) Comprehensive Traffic Review for East Kowloon
- (iii) Second Comprehensive Transport Study
- (iv) Third Comprehensive Transport Study
- (v) Updating of Second Comprehensive Transport Study
- (vi) Traffic Impact Assessments for Six Residential Sites in Kowloon (2002)

## **Highways Department**

- (i) Central Kowloon Route Study
- (ii) Central Kowloon Route - Study on Alternatives [Agreement No. CE 4/95]
- (iii) Choi Hung Road Widening - Feasibility Study (2000)
- (iv) Common Utility Enclosure (CUE) in Hong Kong - Feasibility Study
- (v) Design and Construction Assignment for Central Kowloon Route [Agreement No. CE 75/97]
- (vi) Railway Development Study and Additional Study on East Kowloon Route
- (vii) Second Railway Development Study
- (viii) Study on Standards for Enhanced Streetscape and Street Furniture including Roadside Retaining Walls
- (ix) Development of Design Guidance for Aesthetic Design of Highway Structures (to be completed in 2004)
- (x) Lei Yue Mun Road Underpass, Modification at Junction with Yau Tong Road and Associated Improvement Works - Feasibility Study (2002)



## **Territory Development Department**

### **Studies**

- (i) Feasibility Study for South East Kowloon Development [Agreement No. CE 69/94] (2000)
- (ii) Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development (including Focus Study on the Early Development of the Proposed Tourism Node Incorporating a Cruise Terminal within the South East Kowloon Development Area) [Agreement No. CE 32/99] (2003)
- (iii) South East Kowloon Development at Kai Tak Airport Design and Construction for Decontamination and Site Preparation [Agreement No. CE86/97] (In progress)
- (iv) South East Kowloon Development Kai Tak Approach Channel Reclamation – Design and Construction [Agreement No. CE43/2000] (Suspended)
- (v) South East Kowloon Development – Kowloon Bay Reclamation and Engineering Works – Design and Construction [Agreement No. CE31/2002] (Suspended)
- (vi) Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development – Environmental Impact Assessment Ordinance (EIAO)
- (vii) The Implementation of an Automated Refuse Collection System in South East Kowloon Development – Feasibility Study [Agreement No. CE30/2002] (In progress)
- (viii) South East Kowloon Development Infrastructure at North Apron Area of Kai Tak Airport – Design and Construction [Agreement No. CE42/2000] (In progress)
- (ix) Further Development of Tseung Kwan O – Feasibility Study
- (x) Feasibility Study on the Alternative Alignment for the Western Coast Road, Tseung Kwan O
- (xi) Preliminary Feasibility Study on the Tunnel Alignment Option of Tsueng Kwan O Western Coast Road
- (xii) Study of Minimization of Impacts of the Western Coast Road on Lei Yue Mun Villages
- (xiii) Engineering Feasibility Study of Development of Tseung Kwan O Area 137
- (xiv) Tseung Kwan O Feasibility Study of Opportunities for Further Development

### **Projects**

- (i) South East Kowloon Development - Comprehensive Feasibility Study [Project No. 7440CL]
- (ii) South East Kowloon Development - Waterfront Facilities and Kai Tak Nullah / Kwun Tong Typhoon Shelter Reclamation [Project No. 7465CL]
- (iii) South East Kowloon Development at Kai Tak Airport – Infrastructure at North Apron Area of Kai Tak Airport [Project No.7469CL]
- (iv) South East Kowloon Development at Kai Tak Airport - Decontamination and Site Preparation [Project No. 7494CL]

- (v) South East Kowloon Development - Consultants' Fees and Site Investigation for Kai Tak Approach Channel Reclamation [Project No. 7693CL]
- (vi) South East Kowloon Development at Kai Tak Airport - Consultants' Fees and Site investigation [Project No. 7694CL]
- (vii) South East Kowloon Development – Consultants' Fees and Site Investigation for Kowloon Bay Reclamation and Engineering Works [Project No. 7699CL]
- (viii) South East Kowloon Development – Site Preparation and Drainage Works at North Apron Area of Kai Tak Airport [Project No. 7708CL]
- (ix) Kowloon Bay Reclamation – Early Development Package [Project No. 7482CL]
- (x) South East Kowloon Development - Infrastructure on Runway Areas and Trunk Road T2 - Detailed Design and Site Investigation [Project No. 7701CL]
- (xi) South East Kowloon Development - Infrastructure on Runway Areas [Project No. 7702CL]
- (xii) South East Kowloon Development - Trunk Road T2 [Project No. 7785TH]
- (xiii) Contract No. KL 39/03 – Site Preparation and Drainage Works at North Apron Area of Kai Tak Airport

### **Environmental Protection Department**

#### **Studies**

- (i) Review of Central and East Kowloon Sewerage Master Plans
- (ii) Environmental and Engineering Feasibility Assessment Study in Relation to the Way Forward of the Harbour Area Treatment Scheme

#### **Projects**

- (i) Upgrading of Central and East Kowloon Sewerage [Project No. 4337DS] – Cat C, works agent: Drainage Services Department
- (ii) North and South Kowloon Sewerage Stage II [Project No. 4171DS] – Cat B under planning, works agent: Drainage Services Department
- (iii) Central and East Kowloon Sewerage, Sewage Treatment and Disposal – Advance Housing Related Works [Project No. 4326DS] – Cat A, works agent: Housing Department

### **Water Supplies Department**

- (i) Chlorine Transportation Risk Assessment for the Existing Chlorine Dock in Kowloon Bay
- (ii) Risk Assessment of the Transport of Liquid Chlorine from Sham Shui Kok of North Lantau and Tuen Mun Area 40 to Various Workworks Potentially Hazardous Installations
- (iii) Water Supply to South East Kowloon Development – Stage 1 [Project No. 9085WC]

- (iv) Feasibility Study on Recycling Effluent for Potable and Non-Potable Uses in Hong Kong

### **Marine Department**

- (i) Report on the Assessment of Typhoon Shelter Space Requirements (to be completed in 2004)

### **Electrical & Mechanical Services Department**

- (i) Implementation Study for a District Cooling Scheme at South East Kowloon Development (2003)

### **Tourism Commission**

- (i) Study on Cruise Terminal Facility Development for Hong Kong

### **Others**

- (i) Hong Kong Moving Ahead, Environment, Transport and Works Bureau
- (ii) Railway Development Strategy 2000, Environment, Transport and Works Bureau
- (iii) Comprehensive Redevelopment Study – Hung Hom South, Land Development Corporation
- (iv) Environmental and Planning Proposal for Kwun Tong Road, How Ming Street, Hung To Road, Wai Yip Street and Hoi Bun Road, Kwun Tong (in Chinese), Kwun Tong District Council

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**COMPREHENSIVE PLANNING AND ENGINEERING REVIEW**  
**STAGE 1: PLANNING REVIEW**  
**[FEASIBILITY STUDY]**

**Sample Index Page for Deliverables**

**Details of Agreement**

Agreement No.	
Title of Agreement	
Brief	<a href="#">Brief.htm</a> <sup>1</sup>

**Details of Consultants<sup>2</sup>**

Name of Consultants	
Address	
Telephone No	
Fax No	
E-mail Address	

**Details of Sub-Consultants<sup>2</sup>**

Name of Sub-consultants	
Address	
Telephone No	
Fax No	
E-mail Address	

**Deliverables**

Title of deliverables	Version no.	Date of issue	Hyperlink <sup>3</sup> to constituent files	Software used to create the constituent files (with version)	Highlights of any pre-existing intellectual property right
<i>[e.g. Report No. 1 – Inception Report]</i>	<i>[e.g. 3.1]</i>	<i>[e.g. 3 September 1999]</i>	<a href="#">Main Text.doc</a>	Microsoft Word 97	Nil
			<a href="#">Table 1.xls</a>	Microsoft Excel 97	Nil
			<a href="#">Appendix 1.doc</a>	Microsoft Word 2000	Nil
			<a href="#">Appendix 2.doc</a>	Microsoft Word 2000	Nil
			<a href="#">Photo 1.gif</a>	Microsoft Photo Editor 3.01	Company X owns the copyright of this file. Their agreement for the Government to copy, distribute and amend this file has been obtained.

<sup>1</sup> A hyperlink to the finalized version of the Brief of the Assignment should be included. In case, the Brief comprises several documents, hyperlinks to all such documents should be included.

<sup>2</sup> In case there are more than one consultant firm or sub-consultant, additional tables should be inserted and their information should be provided in the tables.

<sup>3</sup> The hyperlink should be set relative to the file location of this index file.

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**[FEASIBILITY STUDY]**

**List of Bodies, Bureaux/Departments, Organizations  
and Public Utility Companies to be Consulted**

The Consultants shall consult and liaise with Government departments, public utility companies, and other authorities, bodies, Consultants or persons on matters related to the Assignment. The relevant bodies, departments, organizations and public utilities to be consulted shall include but not be limited to those listed below:

(a) Consultation with Government Departments

Agricultural, Fisheries and Conservation Department	- On preservation of trees, protection of wildlife and wetland, and on matters related to ecology, nature conservation, agriculture, fisheries, farm access and irrigation facilities, and on matters affecting existing and proposed Country Parks, Marine Parks/Reserves, Special Areas and Sites of Special Scientific Interest.
Antiquities and Monuments Office, Leisure and Cultural Services Department	- If structures, objects or areas of historical and archaeological interests are involved.
Architectural Services Department	- On aesthetic, design and maintenance of buildings, G/IC facilities and major structures, other than highway bridges and associated structures.
Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)	- On aesthetical aspects of any proposed highway infrastructure.
Buildings Department	- On matters relating to building surveys.

Civil Aviation Department	- On matters affecting the airport facilities, provision of heliport
District Lands Office and District Survey Office, Lands Department	- On all land and land-related matters including resumption/acquisition, surveying and mapping.
District Offices, Home Affairs Department	- On matters which affect public interests at large including those relating to noise and other environmental impacts, and on consultation with local community.
Drainage Services Department	- On matters relating to the drainage and sewerage project being undertaken by Drainage Services Department and on matter which involve or affect existing or proposed drainage facilities, or which will alter the flow regime of a drainage basin, particularly in flood prone areas.
Drainage Services Department	- On matters relating to the sewage treatment facilities, pumping stations, sludge handling and transportation and control centres.
Electrical and Mechanical Services Department	- On matter relating to district cooling system and solar energy, and if gas standard/safety matters are involved.
Environment and Transport Branch, Environment, Transport and Works Bureau	- On policy matters relating to waste management, environmental protection, nature conservation strategic, transport infrastructure, and works affected in general and matters relating to provision of infrastructure.
Works Branch Environment, Transport and Works Bureau	- On policy matters relating to accommodation of underground utilities by such as wider pavements or by different forms of CUE, etc.
Environmental Protection Department	- On matters relating to environmental and pollution aspects, and waste treatment and disposal, and planning of sewage infrastructure.

Treasury, Financial Services and the Treasury Bureau	- On matters relating to financial resources of HKSAR Government.
Fire Services Department	- On fire service installations and dangerous goods license, emergency accesses, etc.
Food and Environmental Hygiene Department	- On matters relating to community food and environmental hygiene facilities.
Geotechnical Engineering Office, Civil Engineering Department	- On matters relating to the geotechnical aspects of land use planning and land development, rationale for sediment removal, slope rehabilitation, reclamation works requiring borrow areas and dumping grounds and matters relating to ground investigations and laboratory testing.
Hong Kong Police Force	- On matters having policing implications including traffic management aspects.
Housing Division, Housing, Planning and Lands Bureau	- On matters relating to overall housing land supply.
Housing Department	- On matters relating to public housing.
Leisure and Cultural Services Department	- On matters relating to the existing and planned leisure and cultural facilities that may be affected and on matters affecting amenity areas, preservation of trees (WBTC 24/94), and if their provision of services are required.
Major Works Project Management Office, Highways Department	- On matters relating to road projects managed by Major Works Project Management Office.
Research and Development Division,	- On matters relating to provision of underground utilities and completed CUE

<p>Highways Department          Planning and Development Branch,          Marine Department</p>	<p>Study.          - If marine traffic and marine facilities are affected, typhoon shelter, cruise ships and reclamation/marine works and port developments are involved.</p>
<p>Planning Department</p>	<p>- On planning matters including land use, transport, urban design, landscape and visual impacts relating to the development of the area.</p>
<p>Port, Maritime and Logistics          Development Unit,          Economic Development and Labour          Bureau</p>	<p>- On matters relating to the port, maritime and logistics policies and facilities.</p>
<p>Port Works Division,          Civil Engineering Department</p>	<p>- On matters relating to public fill policies/activities, design of cruise terminal and berthing facilities.</p>
<p>Property Vetting Committee on          Schedule of Accommodation,          Architectural Services Department</p>	<p>- For proposed Government buildings of this Assignment, if any.</p>
<p>Railway Development Office,          Highways Department</p>	<p>- On matters relating to the planning and implementation of proposed railway projects, in particular Shatin to Central Link.</p>
<p>Recreation and Sports Division,          Home Affairs Bureau</p>	<p>- On matters relating to the provision of territory-wide recreation and sport facilities, multi-purpose stadium.</p>
<p>Regional Offices, Landscape Unit,          and Bridges &amp; Structures Division          Highways Department</p>	<p>- On matters involving or affecting proposed or existing public roads and highways and associated structures, and on roadside landscape works and aesthetics of highway structures.</p>
<p>Security Bureau</p>	<p>- On military land/property and security measures of Government installations.</p>
<p>Strategic Infrastructure Branch,</p>	<p>- On strategic road and rail infrastructure.</p>



## Transport Department

- |  |   |
|--|---|
| Technical Services Division,<br>Civil Engineering Department   | - On matters relating to reclamation works, marine structures and facilities.   |
| Territory Development Department   | - On matters relating to new town developments and major development areas.   |
| Tourism Commission,<br>Economic Development and Labour Bureau  | - On strategic tourism development matters, cruise terminal development.  |
| Traffic and Transport Survey Division, Transport Planning Division; Bus and Railway Branch, Ferry and Paratransit Division, Transport Department | - On matters relating to traffic forecast, public transports; and ferry piers and services.   |
| Traffic Engineering Divisions, Transport Department  | - On traffic matters, traffic aids, road alignment and layout generally.  |
| Transport Operation Divisions, Transport Department  | - If public transport is likely to be affected.   |
| Water Supplies Department  | - On matters relating to possible re-use of treated effluent and grey water, water supply, or if water gathering grounds, waterworks reserves, waterworks installations are affected. |
| Other departments, offices and divisions   | - If their areas of responsibility are affected by the Assignment, or if they will be responsible for its management, and/or maintenance when completed.                              |

## (b) Consultation with Others

- |                                     |  |
|-------------------------------------|--|
| Harbour-front Enhancement Committee | - On matters relating to waterfront development and initiatives.     |
| Advisory Council on the Environment | - On matters relating EA and EIA Studies, environment and pollution. |

Bus Companies	- If bus routes and bus stops are affected.
Ferry Companies	- If ferry piers and services are affected.
Hong Kong Sports Development Board	- On matters relating to provision of sport facilities.
Hong Kong Tourism Board	- On matters relating to tourism/recreation facilities.
Kowloon City, Wong Tai Sin and Kwun Tong District Councils	- On matters affecting the public interests at large including those relating to tourism/recreation, traffic and transport, environmental impacts, development and project progress.
MTR Corporation Limited	- On all matters affecting their existing railway lines and stations.
Kowloon Canton Railway Corporation	- On matters related to the design, construction and operation of the Shatin to Central Link project.
Tour Operators	- On matters relating to tour operations and itinerary planning.
Tourism Strategy Group	- On matters relating to the tourism development of Hong Kong.
Town Planning Board	- On matters relating to statutory planning.
Utility Undertakers (including CLP Power Hong Kong Ltd., Electricity Advisory Services Ltd., Hong Kong & China Gas Co., PCCW-HKT, Hutchison Telecom (HK) Ltd., New T&T (HK) Ltd., New World Telephone Co. Ltd. and Wharf Cable Ltd.)	- If existing and/or planned utilities facilities and installations are affected.

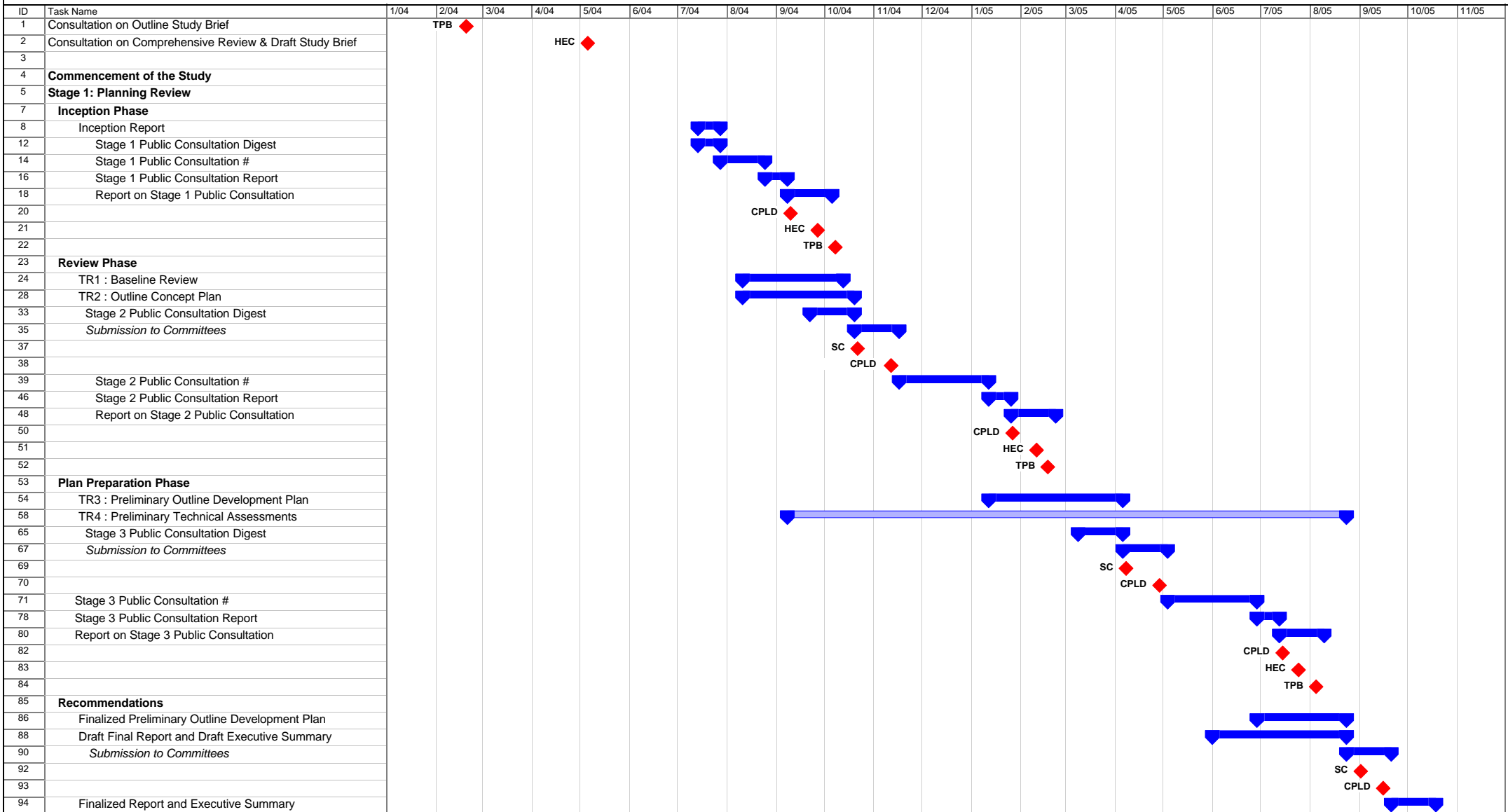
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**A List of Previously Submitted Development Concepts/Schemes on SEKD**

Since 1998, including the objections consideration stage for the Kai Tak OZPs in 1998, 1999 and 2001, a number of alternative development concepts/schemes for SEKD were submitted from the private sector and interested groups. A list of the proponents is as follow. The Consultants shall review these concepts/schemes under this Study.

1. Biro Investment Limited (Nov 1998)
2. Democratic Alliance for Betterment of Hong Kong (Nov 1998)
3. Mr. Francis Y.C. Chin (Oct 2003)
4. Hong Kong Civic Design Association (Oct 1998)
5. Joint submission from Hong Kong Institute of Architects, Hong Kong Institute of Engineers and Hong Kong Institute of Surveys (Mar 1999)
6. Kowloon City, Kwun Tong and Wong Tai Sin Residents' Association (Oct & Nov 1998)
7. Mr. Lam Man Fai, the then Provisional Urban Councillor (Nov 1998)
8. Mr. Mak Leung Kwong (Oct & Nov 1998)
9. Real Estate Developers Association of Hong Kong (Aug & Oct 2001)
10. Society for Protection of the Harbour Limited (Nov 1998, Feb 1999 & Jun 1999)
11. Swire Properties Limited (Oct 1998)
12. The Urban Watch (Nov 1998)

**South East Kowloon Development  
Comprehensive Planning and Engineering Review  
Stage 1: Planning Review [Feasibility Study]**  
Study Programme



Notes: # Including Consultation with HEC and TPB

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**Study Steering Committee**  
**Proposed Membership and Terms of Reference**

**MEMBERSHIP**

Chairman                   DD of Plan/D  
Vice-Chairman           AD of Plan/M

**Members (Senior Representatives of)**

Regular:	SHA	SETW (E)	
	SHPL	SETW (W)	
	C for Tourism	SETW (T)	
	AC for T/U, TD	D Arch S	
	CE/MS, DSD	CHE/K, HyD	
	CTP/UR2	CE/RP2, HyD	
	DEP	D of H	
	DLCS (P)	D of M	
	DO/KC	DLO/KE	
	DO/KT	DLO/KW	
	DO/WTS	DCE	
	GPA	PM/K	
	On need basis:	DB	SHWF
		PSE	C of Police
SEM		D of FS	
CES/ A, Lands D		DWS (P)	
DEMS (EEO)		D of Health	
DFEH (P&D)		DLCS (AMO)	
DSW		CE, Hospital Authority	
PM/MW2-1, HyD			
<b>Secretary</b>	STP/K1, PlanD		

## **TERMS OF REFERENCE**

- (a) To oversee and monitor the progress of the Study;
- (b) To provide guidance and to steer the Consultants with regard to policy assumptions and other broad parameters concerning the study tasks;
- (c) To receive and consider study reports/papers from the Consultants and offer guidance/endorsement on the findings thereof; and
- (d) To recommend the results of the Study for approval by CPLD.

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**Responsibility of Survey Work**

The division of responsibility among the Consultants, the Lands Administration Office, District Survey Office and the Survey and Mapping Office of the Lands Department for other surveying required in connection with the development shall be as follows:

<b><u>Task</u></b>	<b><u>Responsibility of</u></b>
1. (a) Provision of basic horizontal and vertical survey control.	Survey and Mapping Office
(b) Checking of given control point values and establishment of survey control network(s) based on survey control given vide (a).	Consultants
2. (a) Provision of basic mapping (at 1:1,000 or other standard mapping relevant to the Assignment).	Survey and Mapping Office (excluding those specified as to be provided by the Consultants in the Assignment)
(b) Up-dating and verification of accuracy of information shown on plans supplied vide (a) as necessary in relation to the Assignment.	Consultants
(c) Carrying out detailed surveys for investigation and for preparation of design and contract documents as necessary in relation to the Assignment.	Consultants
3. Supply of existing cadastral plans, records and co-ordinate data on paper.	District Survey Office
4. Computation of detailed dimensioned layouts of roads, drainage and WSD reserves, platforms, etc.	Consultants (checked and accepted by District Survey Office)
5. Determination of site/lot boundaries, calculation of areas, etc. in connection	District Survey Office (in liaison with District Lands Office)