



Minutes of 10th Meeting

Time: 9:30 am
Date: 12 January 2006
Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

Present

Dr Chan Wai-kwan	Chairman
Mr Paul Zimmerman	Representing Business Environment Council
Mr Joseph Wong	Representing Citizen Envisioning @ Harbour
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Kim Chan	Representing Hong Kong Institute of Planners
Mr Dennis Li	Representing Society for Protection of Harbour Limited (SPH)
Professor Lam Kin-che	
Mr Wu Man-keung, John	
Miss Wong Yuet-wah	Prin AS (Planning & Lands)2, Housing, Planning and Lands Bureau
Mr Henry Chan	Prin AS(Transp)7, Environment, Transport and Works Bureau
Mr Anthony Kwan	Asst Dir of Planning/Metro & Urban Renewal, Planning Department
Miss Agnes Wong	Dist Offr/Kowloon City, Home Affairs Department
Mr Talis Wong	Ch Engr/Kln, Civil Engineering and Development Department
Mr K B To	Ch Engr/Transport Planning, Transport Department
Mr Kelvin Chan	Secretary

In Attendance

Mr Enoch Lam Deputy Project Mgr/Kln, Civil Engineering and Development Department
Mr Raymond Lee Dist Planning Offr/Kln, Planning Department

Consultants

Ms Iris Tam] City Planning – Maunsell Joint Venture
Mr Derek Sun]
Mr Eric Ma]
Miss Evelyn Lee]

Absent with Apologies

Dr Alvin Kwok Representing Conservancy Association
Mr Charles Nicholas Brooke
Professor JIM Chi-yung
Ms Lee Wai-king, Starry

Item 1 Confirmation of Minutes of 9th Meeting

- 1.1 In response to **Mr Paul Zimmerman's** enquiry, **the Secretary** **Action** clarified that the SPH's recent email was not requesting amendment to the draft minutes but rather suggesting that the views expressed by them in the last meeting should be taken as their comments on the Outline Concept Plans (OCPs) and be incorporated into the Stage 2 Public Participation report.
- 1.2 As there were no further comments from Members, the minutes were confirmed.

Item 2 Matters Arising

- 2.1 **The Chairman** said that the issues of temporary uses in Kai Tak as raised in the last meeting would be discussed at the next HEC meeting. **Mr Paul Zimmerman** said that as there was only very limited public access to the waterfront at Kai Tak, the Sub-committee should urge the Government to draw up a proposal to make the area accessible to the public. **The Chairman** said that the Sub-committee's view on the matter was very clear that Government should take appropriate actions as soon as possible. Pending the deliberation in the HEC, relevant bureaux/department could be invited to discuss these issues.

2.2 **The Chairman** said that Chinese University of Hong Kong/Kowloon-Canton Railway Corporation (CUHK/KCRC) had requested to present their development concept of a Linear City to the Sub-committee. As many development proposals/concepts had been received during the Stage 2 Public Participation, it would be unfair to allow just one group of proponents to present their ideas to the Sub-committee. The CUHK/KCRC proposal was therefore forwarded to the Planning Department (PlanD) as public comments received in the public participation programme. **The Secretary** said that the proposal would be made available to the general public for information.

Item 3 Stage 2 Public Participation: Outline Concept Plans - Summary of Comments Received
[SEKD SC Paper No. 1/06]

3.1 **The Chairman** said that PlanD and the Consultants were in the process of analysing the public comments received in Stage 2 Public Participation programme and for this meeting, they had prepared a summary of the public comments for Members' discussion. In the later part of the meeting, Members should discuss the actions to facilitate the transition from Stage 2 to Stage 3.

3.2 At **the Chairman's** invitation, **Mr Anthony Kwan** said that the Stage 2 Public Participation programme commenced on 9.11.2005 and was completed on 6.1.2006. During the period, seven public discussion forums were organized by PlanD and Members had played a very active role in moderating the events as well as in the discussion of the relevant subjects. Members' contribution and participation were sincerely appreciated. Moreover, different statutory and advisory bodies including the Town Planning Board (TPB), various District Councils etc. were consulted. During that time, over 150 submissions of written comments/returns were received. The PlanD/Consultants and the concerned bureaux/departments were now consolidating the responses to the comments received. **The Chairman** remarked that the Sub-committee was the most active amongst the many organisations that took part in the Stage 2 Public Participation.

3.3 **Ms Iris Tam**, with the aid of PowerPoint slides (**Appendix**), briefed Members on the comments received and those raised in the discussion forums as set out in Annex 1 of the SEKD SC

Paper No. 1/06. Upon invitation by **the Chairman**, Members commented on the following aspects of the submission.

- 3.4.1 **Mr Joseph Wong** asked how the analysis of public comments was conducted and concluded. In response, **Ms Iris Tam** said that the notes of the public forums and submissions by the public were studied and the comments were presented in a framework of main topics. **Mr Raymond Lee** supplemented that as comments from the public were still being received a week ago and they were summarised as quickly as possible so that Members could have an overview of them in this meeting. In-depth analysis of these views would be undertaken. The commenters/proponents would be contacted if clarifications were required, and the relevant Government departments were preparing their responses. Copies of the original submission would be placed in the Public Enquiry Counters of PlanD for public inspection.
- 3.4.2 Referring to the wordings used in the draft report, **Mr Joseph Wong** asked whether “many” described the “majority” and “some” described “minority” of the commenters. He was unsure whether these descriptions would reflect accurately the magnitude of public who supported the different components in the OCPs. He quoted paragraph 4.7 of the report and asked whether “Many commenters” meant “the majority of the public comments received”, or “the majority of the commenters within the sports community” which were in support of a multi-purpose stadium at Kai Tak. He also asked whether the commenters were in support of the proposal of a multi-purpose stadium, or a multi-purpose stadium in Kai Tak.
- 3.4.3 In response, **Ms Iris Tam** said that “Many” meant a good number of commenters amongst the comments received. Provided the views were clear, views of the minority i.e. one/two commenters were also included in the draft report to provide a more balance picture. She said that commenters had expressed their support of a multi-purpose stadium in Kai Tak at the topical forum on this facility.
- 3.5.1 **Mr Paul Zimmerman** said that the draft report had indicated that many supported a cruise terminal in Kai Tak, which was in contrary to what he gathered at the various public meetings that took place. He said that many wanted a cruise terminal but few had agreed to it being located at Kai Tak. There were also suggestions for alternative locations for development of a cruise

terminal. He asked how the conclusions in the draft report were substantiated in this regard.

- 3.5.2 In response, **Ms Iris Tam** said the draft report had included all the public comments received so far. Since the study was to review Kai Tak Development that no other sites for the cruise terminal were proposed. Yet, the comments/proposals on alternative locations for the cruise terminal as received had been reflected in the draft report. Relevant Government bureaux/departments in taking forward the project would take these comments/proposals into consideration.
- 3.5.3 **The Chairman** said that as diverse views were received, it would be important to reflect accurately the comments gathered from the public engagement exercise rather than counting the number on each specific point. Instead of deliberating on the wordings used in the draft report, it would be more important to focus on whether Kai Tak should be the right location for the cruise terminal.
- 3.6.1 **Mr Raymond Lee** said that the main purpose was to collate all the public views and to submit them to Members for consideration as quickly as possible. Members were reassured that the draft report would accurately reflect all the comments received during Stage 2 Public Participation. The comments provided in the report could be verified through the video clippings and the minutes of the all the meetings/forums on the study website and appendices to the report respectively.
- 3.6.2 **Mr Wu Man-keung, John** said that the consultation exercise could not go on forever and it was impossible to derive a development plan that would be acceptable to all parties. Although there were different views on the cruise terminal development, importance should be attached to the cruise operators' views on whether they found the location of Kai Tak acceptable. He suggested to identify a development theme for Kai Tak first, and then considered what facilities would be required under the theme and to assign priorities accordingly.
- 3.6.3 **Mr Kim Chan** said that even before the distribution of the draft report, many bureaux had already announced that the projects such as the multi-purpose stadium and cruise terminal would be implemented. **Mr Andy Leung** said that these development components were highlighted during the Stage 2 Public Participation and the public was given the impression that the Government had already made up their mind on these projects.

- 3.6.4 **Professor Lam Kin-che** said that the views received from the public were more diversified than originally anticipated. It was not an easy task to summarise the comments received and quality was more important than the quantity of the comments. Polarised comments should be included to provide a balanced picture of the public views.
- 3.6.5 **Mr Dennis Li** said that the draft report had reflected most of the key issues raised in the public forums. He observed some members of the public had queried whether the Kai Tak Approach Channel (KTAC) formed part of the Victoria Harbour. He said that according to the Interpretation and General Clause Ordinance (Cap 1), this water body formed part of the harbour and if reclamation was proposed, the “over-riding public need test” must be satisfied. **Mr Talis Wong** said that the same was clarified at the Topical Forum on KTAC and the Kowloon City District Council meeting.
- 3.7.1 **Mr Paul Zimmerman** had raised the following comments/issues:
- (a) The Harbour Business Forum (HBF), Business Environment Council (BEC) and Designing Hong Kong Harbour District (DHKHD) had repeatedly raised questions on the territorial requirements of harbour-front facilities. As there was no clear vision for the harbour, comments from the public were not examined in the right context.
 - (b) In the other cities, the harbour-front sites would be considered in the following priorities, firstly, water-based land uses, secondly, supporting marine-related land uses, thirdly, provision of public open space and access, and fourthly, generation of employment.
 - (c) The draft report had not included issues raised in the position paper submitted by the Citizen Envisioning @ Harbour, DHKHD and BEC on reclamation issues.
 - (d) Some members of the public felt that the 3 OCPs were identical and raised concern on the planning process. The OCPs were dominated by proposed road networks. There was, however, a clear consensus in the public that the odour problem at the KTAC should be fully addressed.
 - (e) Feedback from the community was about diversity in land uses and integration of the land uses to ensure a vibrant

environment. Feedback from the Liberal Party on generating employment opportunities meant generating new jobs instead of building new offices.

- (f) Although many people supported early development of a cruise terminal, there was no consensus that it should be located in Kai Tak. He also raised questions on the sustainable distribution of facilities around the harbour and the cost and benefit to society if the cruise terminal were located in Kai Tak.
- (g) The aviation community had requested for a civic airfield for operating small aircraft. Government should address this request and decide whether Kai Tak would be the right location.
- (h) The public was requesting to designate sites to cater for land uses which were water-dependent rather than requesting for more water-based activities to be provided in the area. There was also concern on the extent of area reserved for road use.
- (i) The proposed hospital and Electrical and Mechanical Services Department (EMSD) headquarters building had taken up a large area in the OCPs. These were, however, not identified as key developments in the study process.

3.7.2 **The Chairman** said that as many of the comments raised by **Mr Paul Zimmerman** were on the proposals of the 3 OCPs instead of the summary of public comments submitted to this meeting. These should be addressed by the Government bureaux/departments and the study consultants separately.

3.7.3 In response to **Mr Paul Zimmerman's** query, **Ms Iris Tam** said that the cruise terminal would only take up an area of 5 ha and the proposed road network was also required to serve other land uses planned on the runway. The EMSD headquarters was an existing building and the hospital was a Government requirement to serve the East Kowloon area.

3.8.1 **Mr Joseph Wong** queried on what basis public comments were assessed and incorporated into the OCPs. Some projects, such as the cruise terminal and the multi-purpose stadium continued to feature in the two rounds of public participations and yet many sports organisations had commented that their proposals had not been reflected. Some of the proposals raised in the public participations such as the "Dragon Pearl City", car racing ground

and concert ground were not addressed in the draft report.

- 3.8.2 In response, **Ms Iris Tam** said that some of the proposals raised in the Stage 1 Public Participation such as sports competition along the runway, triathlon training centre, were examined and had been included in OCP 3: Sports by the Harbour. Other examples included a clubhouse for sports activities, a cycle track along the runway, etc. The objective was to achieve an array of activities under the respective land use theme except water sports in view of the existing water quality problems. Other proposals including the Dragon Pearl Tower, opera house, etc. could be developed within the open space/Government, institution and community site in the implementation stage if there were Government policy support.
- 3.8.3 **Mr Anthony Kwan** said that it had always been the planning intention to provide a Metro Park, multi-purpose stadium and cruise terminal in Kai Tak as reflected in the approved Kai Tak (South) Outline Zoning Plans (OZPs). The Government would have launched these projects had it not been the problem with reclamation and as a result the need to review the development plan of Kai Tak. During the 2 stages of public participation, there had been public support on these projects. The implementation of the cruise terminal would be important to Hong Kong's economy and the development of tourist industry. The multi-purpose stadium would help to promote sports activities in Hong Kong and boost our image in the international sports arena. As there was policy support to provide these facilities as soon as possible, PlanD would act in tandem with Government policies.
- 3.8.4 In response to **the Chairman's** question on Government's responses to the comments received and the way forward for Stage 3 Public Participation, **Mr Raymond Lee** said that the review of the territorial development strategy and harbour plan was an on-going process and there was direct interface with the on-going investigation on Kai Tak. The Consultant was examining the comments on proposals received and the commenters would be contacted if any of the views needed clarifications. Relevant Government bureaux/departments would be consulted in preparing the overall response to these comments. The next step would be to prepare the Preliminary Outline Development Plan as basis to recommend to Town Planning Board to amend the Kai Tak OCP.

- 3.8.5 **Miss Wong Yuet-wah** supplemented that proposed projects at Kai Tak, such as the multi-purpose stadium, cruise terminal, Metro Park etc fell under the policy purviews of different bureaux. The role of the Housing, Planning and Lands Bureau (HPLB) was to facilitate the planning of land uses to support these projects. HPLB supported HEC's work and encouraged public participation as far as possible. Public views would help the relevant policy bureaux in shaping their policy. While it was always very difficult to obtain unanimous support to any development proposals, there was so far no strong opposition to the major development components proposed in Kai Tak.
- 3.8.6 **The Chairman** said that the Government had been consistent in their intention to include the 3 development components. The HEC had taken an open attitude on these proposals and had so far not come to a position. However, if there were strong opposition from the public on certain issues, the HEC might advise the Government to reconsider certain policy. The HEC's role was to facilitate the dialogue between the general public and the Government departments.
- 3.9.1 **Mr Andy Leung** said that Government should have provided a clearer message to the public, the consultants and the Sub-committee of their intention to implement certain policies in Kai Tak. Prior to the Stage 3 Public Participation, Government should make clear their intention on Kai Tak.
- 3.9.2 **Professor Lam Kin-chi** said that relevant Government bureaux should be invited to explain their policies on the respective projects. The provision of the multi-purpose stadium or the cruise terminal should be dealt with at a strategic level. The locations of these developments were planning/land issues which should be dealt with by the HPLB.
- 3.9.3 **The Chairman** said that the Members had already expressed to the TPB and on many public occasions that the Sub-committee had not endorsed the 3 OCPs as they were too similar in nature. Government should provide a proper response in this regard. As the Sub-committee had attached a lot of importance to public participation, views from members of the public should be thoroughly studied. The Stage 3 Public Participation would be a very important step in accessing the public acceptance to the proposals for Kai Tak.

- 3.10.1 **The Chairman** then asked if the Sub-committee could facilitate to complete the Stage 2 Public Participation. **Mr Raymond Lee** said that the Sub-committee could organise a public forum to facilitate the study team and Government bureaux/departments to brief the community the Government's response to the comments received.
- 3.10.2 **Mr Dennis Li** said that to avoid giving the impression that the Government had turned a deaf ear, the Government should address those views which had not been accepted in their responses. Justifications should be provided so that the public knew why the multi-purpose stadium and cruise terminal were at their proposed locations. If the community's concern were properly addressed, there would be more harmony in the society. Expressing similar views, **Mr Andy Leung** said besides the efforts in public participations, the concerned bureaux/departments should respond in a more proactive manner, including their policies on the respective projects. He supported the proposal to organize a public forum in which the policy bureaux could make clear their policies to the public.
- 3.10.3 **Miss Agnes Wong** said that whilst the District Councils and the local community appreciated the large-scale public consultation that took place, but there was general concern that these exercises had been going on for too long. The District Councils were becoming impatient as they felt that redevelopment of Kai Tak was being delayed. **Mr Wu Man-keung, John** said that it was important to consult the District Councils. The Government should clarify the relevant issues and seek consensus from the District Councils.
- 3.10.4 **Mr Paul Zimmerman** said that a public forum could be the mechanism to debate on outstanding issues, but planning firm(s) should be engaged to review these issues and then come up with an alternative plan for Kai Tak. The Sub-committee should avoid giving the public the impression that they supported the 3 identical OCPs.
- 3.10.5 **Mr Andy Leung** said that the public did not want to see the decisions over turned time and time again. The outstanding issues should be properly packaged before deliberation in the public. He suggested that the Sub-committee could hold a forum with the presence of experts, similar to that was held during Stage 1.5 Public Participation, with Sub-committee Members being the facilitators.

- 3.10.6 In summarising Members' views, **the Chairman** said that the Sub-committee would organize a public forum to discuss Government's responses to the public comments and concerned stakeholder groups and other planning consultants would be invited to participate. Meanwhile further consultation with the District Councils should be arranged. **The Secretary** said that some District Councils had already set up working group to engage Government departments to discuss the proposals for Kai Tak.
- 3.10.7 **The Chairman** said that in the Stage 3 Public Participation, there should be a clear idea on the development components to be incorporated into the draft OZP. He suggested that the forum to focus on pre-formulated questions and responses so as to save the public from asking the same questions again at the event. The forum should also aim to explain to the public the basis on why certain comments/proposals were not adopted or vice versa.
- 3.10.8 **Mr Joseph Wong** said that there might as well be a forum on the process of public participation, similar to that took place at the World Trade Centre redevelopment in New York. In response, **Ms Iris Tam** said that they had examined the process of the World Trade Centre case. There was a town hall meeting and comments were gathered through websites and a competition. However, ultimately, the end result was decided by one panel.
- 3.10.9 **The Chairman** said that it would be difficult to come up with an ideal process in the time of one forum. Besides, most participants in the public forums/meetings were stakeholders and they would be mainly concerned with the content rather than the process itself. One of the key comments received was to speed up the study process that a forum to decide on the process might not be appropriate at this stage. A working meeting could be arranged to discuss how best could the forum be conducted. **Mr Raymond Lee** said that during the Stage 2 Public Participation, Government officials had attended the public meetings/forums to explain the relevant policies for the development of the cruise terminal, multi-purpose stadium and Metro Park. They should be invited to explain their policies further.

[Post Meeting Notes: The working meeting was convened on 24.1.2006. Members had agreed the Sub-committee to organize the Second Kai Tak Forum as follows:

A half-day event on a Saturday morning in a suitable venue with auditorium and discussion rooms. First part of the event would

be a presentation of comments and responses gathered in the Stage 2 Public Participation. This process was required to enhance the transparency in the processing of comments received in the public participation exercise.

The second part of the event would be group discussions on the initial ideas/proposals to address the concerns of the community, e.g. connectivity issues with the surrounding districts, etc. This would provide the opportunity for queries and responses to the proposals that could be incorporated into the Preliminary ODP. This was expected to help bringing the planning process closer to Stage 3.

To enable the participants in the Second Kai Tak Forum to "experience" the Kai Tak site, PlanD would also investigate the possibility of arranging an organized tour to Kai Tak. This would take place one week before the Forum, also on Saturday, subject to a suitable itinerary and availability of resources.

Three organized tour to Kai Tak took place on 18.3.2006 and the Second Kai Tak Forum was held on 25.3.2005.]

Item 4 Any Other Business

- 4.1 **The Secretary** said that as there was no specific comment on the schedule of meetings for 2006 from Members, it would be uploaded to the HEC website.
- 4.2 There being no other business, the meeting closed at 12:30 pm.

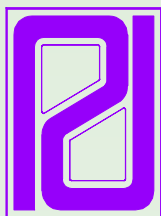
[Post Meeting Notes: Date of next meeting has been rescheduled to 7 April 2006 (2.30 pm).]

**HEC Sub-committee on
South East Kowloon Development Review
April 2006**

Presentation to HEC Sub-Committee on SEKD Review

Report on Comments/Proposals Received in Stage 2 Public Participation

12.1.2006



規劃署

Planning Department



都市規劃顧問有限公司

CITY PLANNING CONSULTANTS LTD

Maunsel

茂盛(亞洲)工程顧問有限公司
AN ALLIUM COMPANY

1. Background

HEC Sub-Committee Meeting
2.11.2005

9.11.2005
to
6.1 2006

HEC Sub-Committee Meeting
12.1.2006

- Presentation of OCPs and draft programme of Stage 2 Public Participation



- Stage 2 Public Participation Programme



- Report on comments/proposal received in Stage 2 Public Participation

1. Background

- 19.11.2005 - Public Forum
- 26.11.2005 - District Forum – Kowloon City
- 28.11.2005 - Topical Forum (1) – Multi-Purpose Stadium
- 2.12.2005 - District Forum – Wong Tai Sin
- 6.12.2005 - Topical Forum (2) – Cruise Terminal
- 8.12.2005 - Topical Forum (3) – Kai Tak Approach Channel
- 10.12.2005 - District Forum – Kwun Tong



1. Background

- 20 briefing sessions were arranged to major statutory/advisory bodies and stakeholder groups
- Over 500 participants took part
- Over 100 written submissions





Comments Received



2. Vision and Planning Principles for Kai Tak

- No in-principle objection to the proposals
- Other suggestions:
 - Sustain and enhance Hong Kong as a world-class international city
 - Protect natural resources
 - Provide for “common areas” (“公共空間”)
 - Promote local and diversified economy
 - Short-term dedication of space along Harbour’s edge to public use
 - Reserve sites for undesignated uses
 - Give priority to uses which must be located around Victoria Harbour

3. Key Issues

Reclamation

- General consensus to adopt “no reclamation” as basis
- Some suggest reclaiming KTAC to tackle environmental problems
- Some raise doubt to whether the KTAC needs to comply with PHO requirement
- Some request for a reclamation concept for public discussion
- Other suggest exhausting non-reclamation environmental mitigation measures
- Many consider the runway as an important heritage asset
- Some have no objection to small-scale reclamation for essential facilities or for enhancement of the waterfront area

3. Key Issues

Kai Tak Approach Channel



- Some (e.g. Kowloon City District Council, property owners of Yau Tong Bay) support reclaiming KTAC to resolve the environmental problem
- Many advocate retaining the Approach Channel water body
- Suggested mitigation methods:
 - Elimination of pollution at source
 - Diversion of polluted discharges

(...cont'd)

3. Key Issues

Kai Tak Approach Channel (cont'd)



- Treatment of contaminated sediments:
 - Natural decomposition of sediments
 - Concern about ecological impact of in-situ solidification
- Concern over odour
- General call for early confirmation of the effectiveness of the environmental mitigation measures
- Many (esp. sports community) urge for opening up KTAC for water sports

3. Key Issues

Connectivity and Interface with Surrounding Districts



- Improve transport and pedestrian connections with surrounding (especially Kwun Tong and connection to SCL Kai Tak Station)
- Relocate/depress SCL depot and existing surrounding roads
- Better coherence in urban form with surrounding areas
- Kai Tak as catalyst for regeneration of surrounding districts
- Interface with heritage assets in Tung Tau (Wong Tai Sin community, Community Alliance on Kai Tak Development)

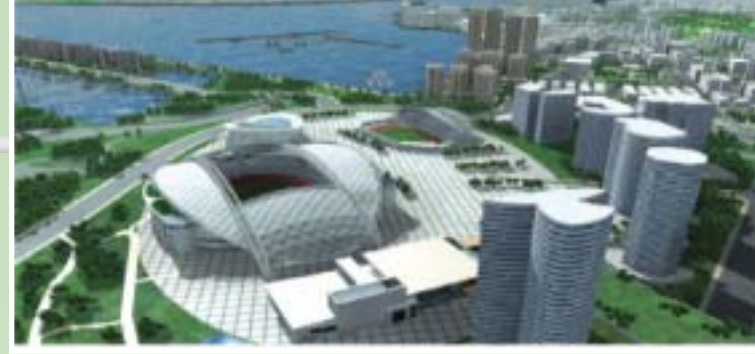
4. Development Concepts

Land Use and Development Intensity

- Prefer more open space, recreation and community uses and lower development intensity as in Outline Concept Plan 3
- Concern over high property/commercial development intensity:
 - adverse environmental and traffic impacts
 - deprive the public from enjoying Kai Tak
- Concern over low development density:
 - impose development pressure in NT
 - Affect financial viability of the overall Kai Tak development and the SCL

4. Development Concepts

Office Node/ Commercial Development



- Some question the need for a new office node (e.g. REDA)
- Doubt on synergy between the office node and the stadium
- Large scale commercial development may render Kai Tak out of place with its local neighbourhoods and its cultural heritage
- Some support the office node (“Office Park” proposed by Hong Kong Policy Research Institute)
- Consolidate government offices in the territory into Kai Tak (Office of Legislative Councillor Albert W.Y. Chan)
- Some commercial development (e.g. shopping street) to enhance vibrancy
- Commercial uses important in generating employment opportunities (e.g. Liberal Party)

4. Development Concepts

Housing



- Divergent views on types of housing development
 - high-quality/high class housing development (esp. on the runway) (e.g. REDA)
 - more public housing estates
 - Housing development around the stadium
 - enhance vibrancy and utilization of stadium
 - concern about potential noise impact

4. Development Concepts

Multi-purpose Stadium Complex



- Many support the stadium complex (esp. sports and local communities) to promote sports development
- Some doubt the need of the stadium (white elephant) and its relationship with the sports development policy
- Alternative locations: Tseung Kwan O or NT
- Place the stadium complex at the tip of the runway
- Concern with potential impacts (e.g. noise, traffic and crowd) to surroundings
- Doubt on site area required for the stadium complex
- Provision of commercial, sports training, recreational facilities, metro park around the stadium to enhance synergy

4. Development Concepts

Cruise Terminal



- Many support early development of the cruise terminal to boost tourism development
- Alternative locations: Hung Hom, West Kowloon (e.g. Designing Hong Kong Harbour District), North Point, Disneyland and Cyberport
- Other locations of the Study Area, e.g. inner Kowloon Bay (e.g. Liberal Party)
- Concern with potential impacts including
 - substantial transport infrastructure
 - environmental
 - public access to waterfront

4. Development Concepts

Aviation-related Facilities



- Many support retaining certain remnant of the aviation culture in Kai Tak
- Some aviation groups request for confirmation of permanent headquarters in Kai Tak (Hong Kong Aviation Club & Hong Kong Air Cadet Corps)
- Aviation-related suggestions include:
 - Light aircraft runway (e.g. Save Kai Tak Campaign)
 - Aviation development centre (with academy, museum and business centre)
- Comments/suggestions on proposed heliport:
 - To lower it to ground level and expand for use by non-government groups (Community Alliance on Kai Tak Development)
 - To locate on top of cruise terminal (e.g. Liberal Party)
 - To locate outside Kai Tak because of potential noise impact

4. Development Concepts

Urban Design and Landscape Framework

- Generally agree with the urban design and landscape considerations (e.g. building height, ridgeline protection)
- Concern that high-rise development may affect air ventilation and views (e.g. residents of Laguna City)
- Other suggestions
 - More distinct urban design concept with local character (e.g. HKIA, HKIP)
 - Highlight heritage value of the place (Community Alliance on Kai Tak Development)
 - Preserve the runway
 - To hold design competitions / more detailed studies



4. Development Concepts



Open Space, Recreation and Community Facilities

- Generally call for more open space, recreation and community facilities and an accessible promenade and waterfront enhancement
- Other suggestions:
 - Larger Metro Park (e.g. Community Alliance on Kai Tak Development, Hong Kong Policy Research Institute)
 - Integrate Metro Park with stadium/KTAC
 - To dedicate entire runway for open space / community / tourism / cultural uses
- Concern with the financial viability if provision is too generous

4. Development Concepts

Marine-related Facilities

- Polarized views between marine facilities operators and the general public (esp. local communities)
- Harbour-front operators (e.g. Hong Kong Cargo-vessel Traders' Association Ltd., Public Cargo Area Trade Association):
 - urge for retention of existing typhoon shelters
 - object to sharing part of typhoon shelters with pleasure boats
 - advocate for retention of the Public Cargo Working Areas at Kwun Tong and Cha Kwo Ling
- Some others:
 - Urge for the conversion of the public cargo working areas into a continuous public promenade (e.g. Kwun Tong District Council)
 - Replace typhoon shelters for water sports
 - More water-based activities and their supporting facilities at waterfront (e.g. water sports facilities, marina, water taxi & ferry services)

4. Development Concepts

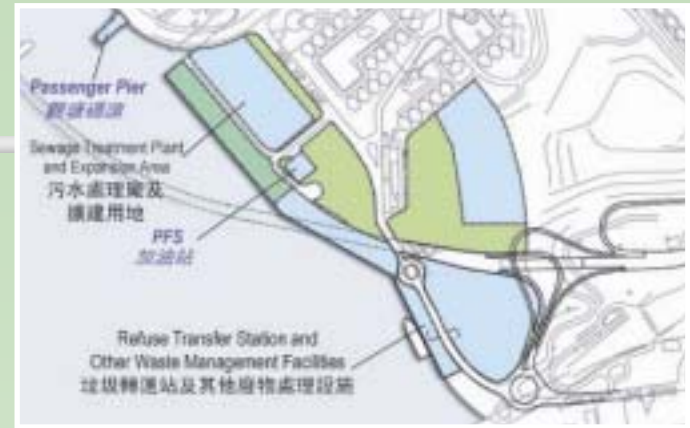
Transportation and Pedestrian Facilities



- Generally call for improved transportation and pedestrian connections between Kai Tak and surrounding districts
- Some suggest environmentally friendly rail-based transit system
- Minimize land take of roads (incl. T2 and CKR)
- More underground or depressed roads
- Comprehensive pedestrian system

4. Development Concepts

Refuse Transfer Station and Sewage Treatment Plant



- Object to locating the refuse transfer station at Cha Kwo Ling waterfront (e.g. residents of Laguna City)
- Concern with the proposed Sewage Treatment Plant expansion area in Cha Kwo Ling (e.g. residents of Laguna City)

4. Development Concepts

Other Proposals

- “dragon pearl city” (City Planning Concern Group)
- Undesignated uses to meet future needs (HK Policy Research Institute)
- Designating hospital for a private hospital (HK Policy Research Institute)
- Sports competition along the runway
- Venues for concert or arts performance
- Opera house for Chinese opera
- Marine traffic exhibition centre (Community Alliance on Kai Tak Development)
- Aviation communication museum cluster (East Kowloon District Residents' Committee)
- Sandy beach in Kowloon Bay
- Car racing ground
- World exposition
- Adoption of more environmentally friendly measures in Kai Tak

5. Sustainability Indicators

- Concern with the low ratings of the environmental quality and natural resources indicators

6. Public Participation

- Some suggest extending the public participation period
- Others are concerned with further delay to the development of Kai Tak
- Other suggestions:
 - provide more information and strategic plan for public discussion (e.g. Harbour Business Forum, HK General Chamber of Commerce)
 - more publicity of the public participation exercise

6. Implementation Issues

- Concern over financial viability of the OCPs
- Concern over financial viability, implementation, management, maintenance and future charge rates of the stadium
- Urge for early implementation of Kai Tak Development
- Suggest releasing the land for interim uses

THANK YOU

謝謝