



Minutes of 11th Meeting

Time: 2:30 pm

Date: 7 April 2006

Venue: Room 1201, 12th Floor, Murray Building, Garden Road, Hong Kong

Present

Dr Chan Wai-kwan

Chairman

Dr Andrew Thomson

Representing Business Environment Council

Mr Joseph Wong

Representing Citizen Envisioning @ Harbour

Mr Kim Chan

Representing Hong Kong Institute of Planners

Mr Dennis Li

Representing Society for Protection of Harbour Limited (SPH)

Mr Charles Nicholas Brooke

Ms Lee Wai-king, Starry

Mr Robin Ip

Dep Secy for Housing, Planning and Lands (Planning & Lands)1, 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, 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

Ms Lydia Lam

AS (Planning)3, Housing, Planning and Lands Bureau

Mr Charles Chu

Project Advisor (Recreation & Sport), Home Affairs Bureau

25.3.2006. Members, as facilitator of the public engagement process, had raised further questions on a number of outstanding issues and sought further clarifications on Government's responses. He said that members of the public had responded positively and that discussions on key planning issues were meaningful.

- 3.2 **Mr Anthony Kwan** thanked the Sub-committee for hosting the Second Kai Tak Forum. He said that the event ran smoothly and was well attended with over 200 participants including individuals, representatives of local community/organisations, District Councillors, stakeholder groups, professional institutes, etc.
- 3.3 **Ms Iris Tam**, with the aid of PowerPoint slides (**Appendix**), reported to Members on the Second Kai Tak Forum.
- 3.4 **The Chairman** said that an overview of the public comments/proposals received in the Stage 2 Public Participation regarding Outline Concept Plans (OCPs) for Kai Tak was presented to the Sub-committee in January 2006. Although there were many mainstream ideas raised during Stage 2 Public Participation, there was no complete consensus. The Sub-committee, at the last meeting agreed to convene the Second Kai Tak Forum to discuss Government's responses to these public comments to facilitate building of general consensus.
- 3.5 **The Chairman** invited Members to comment on the discussion in the Second Kai Tak Forum and based on that, to move on to discuss the role of the Sub-committee in the Stage 3 Public Participation.
 - 3.5.1 **Mr Nicholas Brooke** said that the issue of connectivity at both local/wider levels e.g. pedestrian connectivity, vehicular connectivity and accessibility was a dominant and also recurring theme in the Forum. Members of the public were concerned how the various land uses within Kai Tak would be linked internally and also how the Kai Tak Development would be linked to the surrounding districts.
 - 3.5.2 **Mr Nicholas Brooke** continued to point out that the other concern was the issue of "elite precinct". Although recognising the need for some residential element on the peninsular, there could be a social concern that the residential content was too upmarket/too elitist. It should be about creating a place for everyone.

- 3.5.3 **The Chairman** said that during the Question Time at the Forum, some good responses were provided by the Government bureaux/departments, in particular, the issues on the proposed stadium. Some issues would need to be examined further e.g. Kai Tak's connectivity to other areas and also the question of social connectivity. He hoped that the concerned departments would follow up on these issues. He said that the Forum had focused discussion on seven key topics although some members of the public felt the answers provided were not satisfactory, or answers were not the ones they wanted to hear.
- 3.5.4 **Mr Nicholas Brooke** said that the ten-storey (30m) structure for the proposed heliport locating at the tip of the runway was also an issue of concern to the general public, however, the responses provided had not addressed these concerns. This matter would need to be followed up as a matter of priority.
- 3.5.5 **Mr Kim Chan** said that the Preliminary Outline Development Plan (PODP) was prepared prior to the completion of the studies on the Kai Tak Approach Channel (KTAC) might result in abortive work. In response, **Mr Raymond Lee** said that whilst the studies on the KTAC were on-going, the PODP was being prepared with "no reclamation" as the starting point, as alternative approach to the environmental problem at the KTAC was being examined. Even if reclamation was required, there would only be limited scope for large-scale development on that part of the reclaimed area due to the provision of drainage culvert underneath. He said that whilst studies were being conducted to address the water quality problem at the KTAC, the planning process for the area would be speeded up and at the same time incorporating the flexibility for further amendment to the plan.
- 3.5.6 **Ms Starry Lee** said that the Kowloon City District Council (DC) had passed a motion in supporting the reclamation of the KTAC. As it would seem difficult to solve the water pollution problem at the KTAC entirely, unless there was evidence showing that the mitigation measures for a non-reclamation approach was cost effective and sustainable, otherwise the DC would support reclaiming the channel. She asked whether it would be possible for Government to provide some indication of the possibility of reclamation in the interim whilst the technical issues of the KTAC were being studied.
- 3.5.7 **The Chairman** said as the decision on whether the KTAC needed to be reclaimed would depend on the finalisation of the environmental studies by the end 2006 and the Environmental

Impact Assessment Ordinance process by 2008, he asked how the PODP would be presented to the public, under the Stage 3 Public Participation programme in view of such uncertainty. In response, **Mr Raymond Lee** said the preparation of the PODP would base on “no-reclamation” as a starting point. To incorporate any reclamation proposal to the plan, the Government would need to satisfy the “overriding public need test”. Whilst the alternative to reclamation approach was being examined, there was so far no cogent and convincing materials to justify reclamation at the KTAC, there was no basis to incorporate reclamation at the KTAC on the PODP.

- 3.5.8 **Mr Eric Ma** then briefed Members on the progress of the studies on KTAC. As regards the water quality of the KTAC, there were initial laboratory tests conducted and result for bio-treatment of the water had been positive. Field tests in the KTAC had been undertaken in four locations of the KTAC, each with an area of about 50m by 50m using calcium nitrate treatment and the initial test results had again proved to be positive. The test results were being monitored, and the sustainability of such treatment was also being investigated. A detailed mathematically simulated model had been put together to collect water current data for the study. Adequate on-site data had been collected and a model was being formulated. The proposal of the 600m-cut-away at the KTAC could now be tested and improvement to the water quality in this area could be quantified. More data/information in terms of sustainability and financial viability etc. would be available by mid 2006.
- 3.5.9 **Mr Talis Wong** said that an Environmental Impact Assessment would be conducted and the existing odour problem and mitigation measures would be key subjects to be examined. The Government had so far not ruled out the possibility of reclamation at the KTAC, should the KTAC study in the end proved to be unacceptable. Regarding the concerns of the Kowloon City DC, he continued to say that much work had been undertaken in the process and they would revert to Members and the relevant DCs once the results of the investigations were ready. As results of the relevant investigations had so far been positive, the no-reclamation approach to the KTAC was considered heading the right direction.
- 3.5.10 **The Chairman** said that with the on-going public engagement activities, it was understandable that the residents of Kowloon City were becoming impatient over the issue of the KTAC. The

Sub-committee maintained that the odour problem at the KTAC should be tackled as soon as possible and the Government should be fully committed to tackle these issues.

- 3.5.11 In response, **Mr Anthony Kwan** said that planning was an on-going process. Town plans were being reviewed and revised in response to social needs and public requests. Although the PODP was formulated on the basis of no reclamation, it could be suitably amended if reclamation at the KTAC was found necessary. The concerned departments had already increased their resources and setting priority in the investigation the KTAC.
- 3.5.12 **Mr Nicholas Brooke**, whilst agreed that everybody should be mindful of the Protection Harbour Ordinance implications but, there should always be a contingency plan. Although somewhat ambitious, he suggested the two schemes based on with and without reclamation should be running in parallel based on a number of assumptions.
- 3.5.13 **Mr Dennis Li** said that one of the proposed solutions to solve the odour problem would be to reclaim the KTAC but this would require extending the drainage culverts and diverting pollutants into Kowloon Bay and thus relocating the odour problem. He expressed concern as this meant the Kowloon Bay area would need to be reclaimed to tackle the new environmental problem. He considered that the problem should be tackled at source instead of reclaiming the water body.
- 3.5.14 In response, **Mr Talis Wong** said that the environment problems at the KTAC were being investigated on the following fronts; the polluted sediment in the water channel, the source pollutant from the surrounding districts and cut-away of the runway to enable water circulation of the water bodies. He said that a contingency plan would involve some degree of reclamation, but before that, the Government had to comply with the Protection of the Harbour Ordinance.
- 3.5.15 **Dr Andrew Thompson** said that the sediment in the KTAC was the main source of problem. The water going into the channel would help to dilute the stagnant water, which would otherwise remain in the KTAC and maintain the odour problem. He queried that if part of the runway was to be cut away, the new water circulation might move the existing contaminated sediment elsewhere and thereby create new concerns.
- 3.5.16 **Ms Agnes Wong** said that the public expectations on the PODP

should be handled carefully as they would expect all the issues be settled and no reclamation would be required. She suggested that there should be a footnote for the PODP reminding the public that the study for the KTAC was still being conducted to avoid the Government being accused of being inconsistent, if reclamation of the KTAC was proposed in future.

- 3.5.17 To summarize, **the Chairman** said that Members had great expectations that the result of the study on the KTAC would be ready soon. On the planning side, he suggested that the Government should be prepared for both outcomes even though the technical results were not yet ready at this stage. If the Government was confident that there was no need for reclamation in the end, the Sub-committee should be given some assurance that the current planning approach was appropriate.
- 3.5.18 Regarding the follow-up work on the Second Kai Tak Forum, **the Secretary** said that the secretariat had written to the participants of the Forum informing them of today's Sub-committee's meeting to discuss the Report of Second Kai Tai Forum and the relevant report had been placed on the Sub-committee's website. The action was to enable the general public to provide further feedback on the outstanding issues.
- 3.5.19 **Dr Andrew Thompson** said that the Second Kai Tak Forum was generally successful in achieving a good audience and the Question Time was productive. He said that a new kind of consultation process was emerging that would go beyond the old style which has limitations in terms of scale/composition of participants and depth of discussion on some issues. Public engagement was about getting all stakeholders round the table to discuss issues in greater depth, in particular the issues which were relatively unexplored. **The Chairman** added that the purpose of the Second Kai Tak Forum was also meant to be an engagement process amongst the public themselves as well as with the Government officials and the Consultants.
- 3.6.1 **The Chairman** on behalf of the Sub-committee thanked the PlanD and Government departments for their participation/responses at the Second Kai Tak Forum. He invited the Members to convey to the Secretariat any issues arising from the Forum that they considered unresolved and requiring follow-up by concerned bureaux/departments.
- 3.6.2 **Mr Joseph Wong** asked as to how the views expressed by the

public at the Forum and the preparation of the PODP were related; whether these views would be incorporated into the PODP; and could an explanation on the process be given to Members.

- 3.6.3 In response, **Mr Raymond Lee** said that through the various rounds of public participation programme, there was now a better understanding on the public's concerns about Kai Tak. At the Second Kai Tak Forum, some development concepts were presented and discussed to address these concerns of the community and the views collected would provide input to the preparation the PODP. When the PODP was ready, PlanD would liaise with the concerned parties for their views before finalising the plan.
- 3.6.4 To supplement, **Ms Iris Tam** said that the topics discussed at the Forum were devised specifically to address the concerns of the community and they were important elements in preparing the plan. Regarding the comments that the 3 OCPs were very similar, there were also major differences e.g. the locations of the Metro Park and the scale and types of development proposed for Kai Tak. Taking into account the public views that the residential development in Kai Tak could be too exclusive, the PODP would explore a variety of housing type at different locations and with comparable scale of developments. Public facilities would be included, where appropriate, to enable public access as well as adding vibrancy to the district.
- 3.6.5 **Mr Joseph Wong** said that as the Consultants would be proceeding to prepare the PODP, he raised the following questions: what did the Consultants based their plan on and what were the principles as there was no fixed population target; and whether the Consultants could brief Members as to how the elements to be included in the PODP came about, whether they were based on Governemtn policies or public comments.
- 3.6.6 In response, **Mr Raymond Lee** said that the Study Brief, setting out the study requirements, and completed study reports were uploaded to the study website and available for public viewing. The Study Brief had incorporated requirements from different Government departments. Feedbacks obtained from the comprehensive public participation programme would provide input to each phase of the study. At this stage, the Report of Stage 2 Public Participation and Second Kai Tak Forum had provided the foundation to prepare the PODP. **Mr Joseph Wong** said that the problem was that in these reports, it had not made clear what

the Consultants had based on in preparing the PODP as so many things at this stage were still not fixed. He would like to have a working session with the Consultants to discuss the preparation of the PODP.

3.6.7 **Ms Iris Tam** said that the Study Brief did not specify a population target for the Consultants to achieve in the Kai Tak PODP. The residential and commercial developments proposed were based on urban design, land use distribution, accessibility and compatibility of the various uses. There were also environmental, traffic and other technical considerations. Therefore, there was yet a design population for Kai Tak as the scheme was still evolving. However, a set of key development components would be possible. **Mr Joseph Wong** said that besides a list of components, there should also be qualifications for each development component, whether it was adopted because of public opinion, or Government policy or unknown facts. These were important information for the public and the Sub-committee in deliberating the PODP.

3.6.8 **The Chairman** said that there were already known fixed elements, for example, the proposed Metro Park which would appear on the PODP although its location had yet to be decided. There might be different views regarding the proposed cruise terminal, but it was stated clearly in these reports that Kai Tak was a preferred location in view of its expansion potential. For elements such as the public cargo works area (PCWA), although there was no consensus from the public, all OCPs had proposed to convert them into waterfront promenade in the long term. There were certain information already in the report, which was known to the public, and the Government would likely to go ahead with them.

3.6.9 **Mr Joseph Wong** said that a list of development components to be proposed in the PODP should be prepared as the basis to discuss the draft PODP. In response, **Mr Raymond Lee** said that the list would be compiled to facilitate the discussion of the Sub-committee.

PlanD

3.6.10 **Mr Nicholas Brooke** said that in taking forward the PODP, the team should address the relationship of the different elements in Kai Tak including the stadium, Metro Park, runway precinct and cruise terminal. This was apparent in the discussion group of the forum that members of the public had difficulties in understanding the relationship between different elements and how these would interface. The Stage 3 Public Participation

Consultants

should explain to the general public how these elements could be integrated and worked well together.

3.6.11 In response to **the Chairman's** question, **Mr Nicholas Brooke** said that it would be helpful if there was a working session at the half way stage in preparing the PODP to further partnership between the Sub-committee and the Government. **Mr Anthony Kwan** said that similar working session was arranged when preparing the OCPs and the same could be arranged for the PODP to discuss outstanding issues and fine-tuning the proposal before promulgated the draft plan for public discussion.

PlanD

3.6.12 To summarize, **the Chairman** said that before the PODP were released in June, Members might wish to go through the Report on Second Kai Tak Forum and raise further comments via the secretariat; PlanD to arrange a working session in May on the draft PODP for Members to express their views and to prepare list of development components of the PODP for Members' consideration.

[Post Meeting Notes: The working sessions were convened on 30.5.2006 and 5.6.2006.]

Item 4 Any Other Business

4.1 **The Chairman** said that as this term of the Sub-committee end on 30.4.2006, he thanked Members and Government bureaux/departments for their hard work and support. **Mr Anthony Kwan** on behalf of PlanD also thanked Members for their valuable contribution to the study and the public engagement activities in the last two years.

4.2 There being no other business, the meeting closed at 4:15 pm.

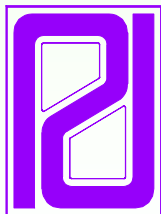
[Post Meeting Notes: Date of next meeting has been rescheduled to 23 June 2006 (11.30 am).]

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

Kai Tak Planning Review

REPORT ON SECOND KAI TAK FORUM

25.3.2006



規劃署

Planning Department



都市規劃顧問有限公司

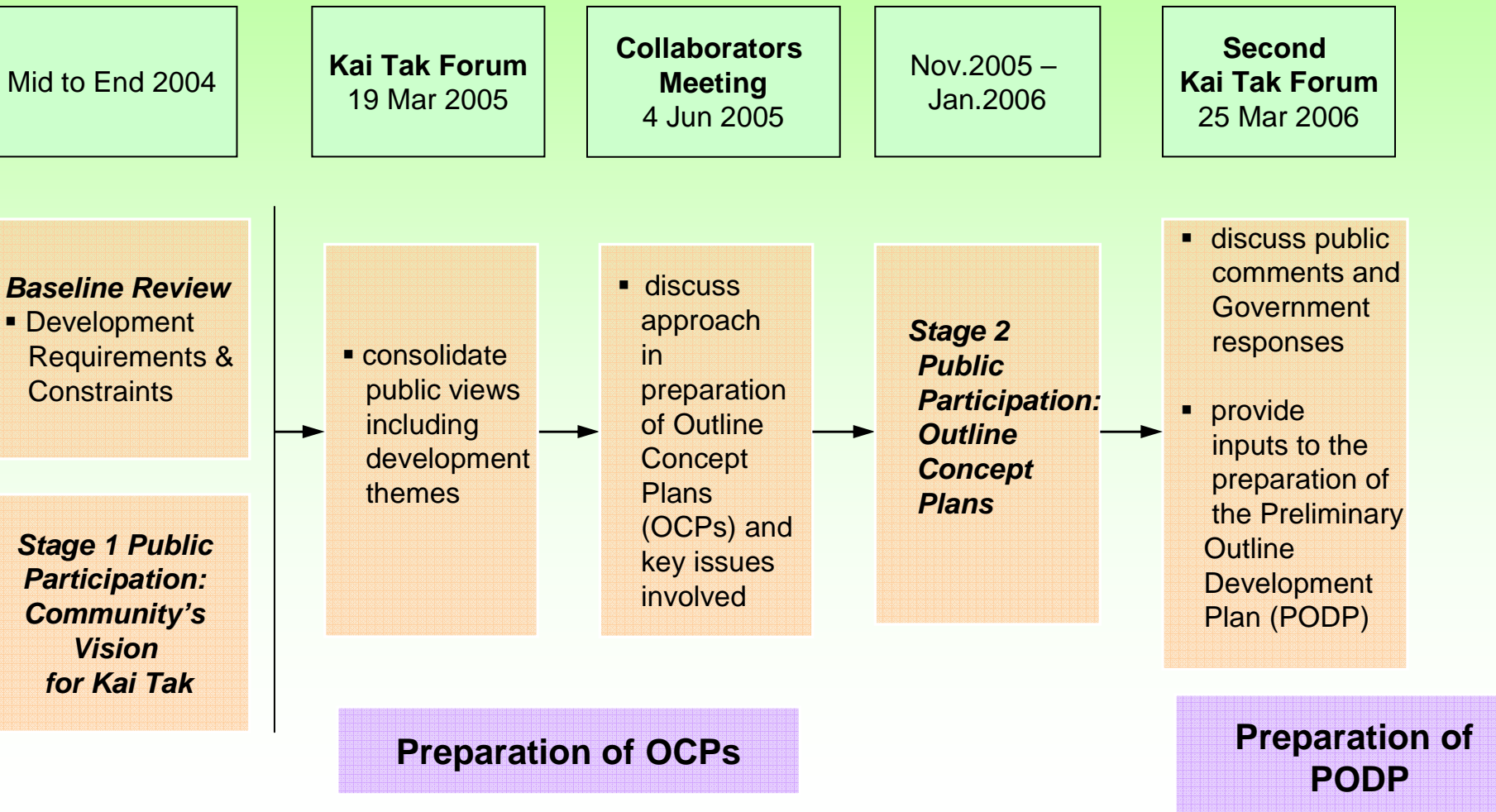
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1. Background

HEC Sub-Com on SEKD Review



2. Second Kai Tak Forum

- **Purposes of the Event are to :**
 - **enable participants of the forum to familiarize with the development opportunities and constraints of Kai Tak site by arranging a site visit prior to the discussion forum.**
 - **present to the community the comments gathered in the Stage 2 Public Participation regarding Outline Concept Plans for Kai Tak and the responses of the concerned Government bureaux/departments and the Consultants ;**
 - **engage the community to discuss the initial ideas in addressing the concerns of the community as raised in the Stage 2 Public Participation and to provide inputs to the preparation of the Preliminary Outline Development Plan (PODP) in Stage 3 of the Kai Tak Planning Review ; and**



Kai Tak Site Visit – 18.3.2006

- **About 160 participants**
- **Itinerary :**
 - 1. Ex-Airport Terminal Building Area**
 - 2. Kai Tak Approach Channel**
 - 3. Runway Area**
 - 4. Kai Tak Point**



Second Kai Tak Forum – 25.3.2006

- **About 200 participants**
- **Programmes:**
 - **Overview of Public Comments & Responses**
 - **Question Time**
 - **Workshop to consolidate planning concepts**
 - **Plenary Discussion**



Second Kai Tak Forum

- Overview of Public Comments & Responses

Presentation of public comments received in Stage 2 Public Participation and Responses by Government bureaux/departments and consultant:

- Vision and Planning Principles for Kai Tak
- Land Use Planning
- Office Development
- Ex-Kaoline Mine Site
- Undetermined Use
- Kai Tak Approach Channel
- Multi-purpose Stadium Complex
- Cruise Terminal
- Aviation-related facilities
- Marine-related facilities
- Urban Design
- Transport and Pedestrian Facilities
- Environmentally Friendly Initiatives
- Other proposals by the public
- Public participation
- Implementation issues
- Study programme

Kai Tak Planning Review

SECOND KAI TAK FORUM
organised by Subcommittee on
South East Kowloon Development Review of the
Highways Department

28.3.2006

Comments & Responses

2. Stage 2 Public Participation: Comments & Responses

Vision and Planning Principles for Kai Tak

Public Views:

- No alternative proposed to the proposals
- Other:
 - > N.T.
 - > P.
 - > D.
 - > T.



2. Stage 2 Public Participation: Comments & Responses

Land Use Planning

Responses:

- Lowest development intensity: Runway Area
- Higher intensity
- Inclusive
- Level of distribution
- Urban is



2. Stage 2 Public Participation: Comments & Responses

Ex-Kaolin Mine Site



2. Stage 2 Public Participation: Comments & Responses

Kai Tak Approach Channel (KTAC)

Public Views:



2. Stage 2 Public Participation: Comments & Responses

Multi-purpose Stadium Complex

Public Views:

- Overwhelming support of stadium complex project in Kai Tak from sports community
- Alternative locations: N.T.
- Doubt on site area required
- Proposal for alternative locations in Kai Tak
- Some query on the sports policy, affiliation, financial & procurement aspects



KTAC: environmental problem stage of the harbour recreation area in the vicinity of the KTAC as a

Second Kai Tak Forum

- Question Time

- Sub-com. Members raised further questions and sought clarifications on Government's responses to enable more focused discussion on key issues and to avoid speakers repeating what have already been raised all along in Stage 1 & 2 public engagement activities
- Responses by Government bureaux/departments and Consultants

7 major topics :

- Kai Tak Approach Channel
- Cruise Terminal
- Multi-purpose Stadium Complex
- Heliport and Aviation Uses
- Refuse Transfer Station
- Land Use Planning
- Marine-related facilities
- Connectivity and Interface with Surrounding Districts



Second Kai Tak Forum

- *Workshop to consolidate planning concepts*



- Enable public to discuss the initial ideas and provide further input to the preparation of PODP.

4 major discussion topics :

- Open Space System
- Connectivity with Surrounding Districts
- Heritage Proposal
- Design Concepts for Runway Precinct “跑道生活區”



Second Kai Tak Forum

- *Workshop to consolidate planning concepts*

Open Space System

- Majority supported the location of the Metro Park at the head of the runway.
- Some suggested to relocate Metro Park to runway tip.
- Water quality of the Kai Tak Approach Channel and To Kwa Wan typhoon shelter might affect the amenity value of the Metro Park.
- Many suggested skyrail/tram to ensure good accessibility to the open spaces.



Second Kai Tak Forum

- *Workshop to consolidate planning concepts*

Open Space System

- **More activities along the open space system to enhance vibrancy.**
- **Open area inside stadium complex accessible to the public.**
- **Misleading to show the waterfront promenade at the PCWAs area as no timing for its relocation.**
- **Extension of promenade to Cha Kwo Ling/Lei Yue Mun area**
- **More extensive cycle track network**



Second Kai Tak Forum

- *Workshop to consolidate planning concepts*

Connectivity with Surrounding Districts

- Many considered insufficient pedestrian connection and requested more integration with the railway system e.g. MTR and SCL stations.
- Some suggested to incorporate light rail and people mover system even it is not financially viable.
- Many suggested to build pedestrian connection from runway tip to Kwun Tong.



Second Kai Tak Forum

- *Workshop to consolidate planning concepts*

Connectivity with Surrounding Districts

- **Enhancement works for primary pedestrian links to the existing MTR stations required.**
- **Some considered the SCL depot would affect connectivity between Kai Tak and Kowloon City.**



Second Kai Tak Forum

- *Workshop to consolidate planning concepts*

Heritage Proposal

- Most participants supported the linkage of cultural heritage elements within and outside Kai Tak.
- To introduce more variety of cultural heritage elements e.g. museums, exhibition halls and heritage trail.



Second Kai Tak Forum

- Workshop to consolidate planning concepts

Design concepts for Runway Precinct

“跑道生活區”

- Majority supported the general design concepts for the runway precinct.
- The concept could be extended further to mix with tourism node.
- Some did not support residential uses within the precinct, but many others accepted low density residential development in terms of urban design considerations.



Second Kai Tak Forum

- *Workshop to consolidate planning concepts*

Design concepts for Runway Precinct

“跑道生活區”

- Others suggested to incorporate more mixed uses to enhance its vibrancy.
- Some opined the Cruise Terminal at runway tip might affect the extension of the precinct.
- Some still questioned the location of Cruise Terminal and the accessibility of the runway park.
- Some reiterated the removal of PCWAs to create a more compatible setting for the runway precinct.



Second Kai Tak Forum

- *Plenary Discussion*

- **Comments received:**
 - **Initial ideas as presented at the workshop session were considered on the right track, which should be investigated further.**
 - **More effort to improve the connectivity between Kai Tak and surrounding districts in particular Kwun Tong.**
 - **Government responses at the forum should be further substantiated.**
 - **Design competition could be arranged to enable more planning proposals for public discussion.**



3. Way Forward

- **Comments received at the Second Kai Tak Forum would be incorporated into the Stage 2 Public Participation Report.**
- **Results of the Forum will provide input for the preparation of the PODP for Stage 3 Public Participation.**
- **Uploading the Report on the Forum to the HEC and study websites for general viewing.**



4. Advice Sought

Members are invited to comment :

- **Report on Second Kai Tak Forum ; and**
- **Proposed way forward**

THANK YOU