

HEC Sub-committee on South East Kowloon Development Review

Minutes of 3rd Meeting

Time: 2:00 pm
Date: 20 October 2004
Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, North Point

Present

Dr Chan Wai-kwan	Chairman
Mr Paul Zimmerman	Representing Business Environment Council
Mr Joseph Wong	Representing Citizen Envisioning @ Harbour
Ms Betty Ho	Representing Conservancy Association
Mr Leung Kit Man, Andy	Representing Hong Kong Institute of Architects
Mr Roger Tang	Representing Hong Kong Institute of Planners
Mr Carl Chu	Representing Society for Protection of Harbour Limited
Mr Charles Nicholas Brooke	
Professor Lam Kin-che	
Miss Christine Chow	Principal Assistant Secretary (Planning & Land)2, Housing, Planning and Lands Bureau
Mr Raymond Ho	Principal Assistant Secretary (Transport)7, Environment, Transport & Works Bureau
Mr Anthony Kwan	Assistant Director of Planning/Metro, Planning Department
Mr Talis Wong	Chief Engineer/Kowloon, Civil Engineering and Development Department
Mr K B To	Chief Engineer/Transport Planning, Transport Department
Mr Kevin Yeung	District Officer (Kowloon City), Home Affairs Department
Mr Kelvin Chan	Secretary

In Attendance

Ms Portia Yiu	Assistant Secretary (Planning)4, Housing, Planning and Lands Bureau
Mr Raymond K W Lee	District Planning Officer/Kowloon

Consultants

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

Absent with Apologies

Mr Mason Hung Hong Kong Tourism Board
Professor Jim Chi-yung
Ms Lee Wai-king, Starry
Mr Wu Man-keung, John

Item 1 Confirmation of Minutes of 2nd Meeting

Action

- 1.1 **The Chairman** said that the draft minutes of the second meeting were circulated to Members for comment on 23.9.2004. As there were no further comments, the meeting confirmed the minutes of the second meeting.

All to note

Item 2 Matters Arising

2.1 **Progress Report on Stage 1 Public Participation [SEKD SC Paper No. 2/04]**

The Secretary reported the following:

- In the last meeting, Members had commented on overall public participation strategy for the Kai Tak Planning Review and in particular the roadmap for the Stage 1 Public Participation. These had been taken on board in fine-tuning the various arrangements.
- The Stage 1 Public Participation commenced on 17.9.2004, with a launching press conference arranged in that afternoon. There was extensive press coverage on the event.
- The first Public Forum was held on 16.10.2004 at Lung Cheung Mall, Wong Tai Sin which was well attended. Two more Public Forums would be held in Kowloon City and Kowloon Bay areas and a Community

Workshop had also been arranged at the Community College of City University (Telford Annex) in the coming Saturdays. Over 700 organizations, local groups and schools had been invited to join these envisioning activities. The participation from a wide spectrum of the community in the first Public Forum was very encouraging.

- A number of organizations had kindly agreed to participate as collaborators of these public events including this Sub-committee, Centre of Urban Planning and Environmental Management of Hong Kong University, Hong Kong People's Council for Sustainable Development, Hong Kong Institute of Planners, Hong Kong Institute of Architects, Conservancy Association, and the District Councils of Kowloon City, Kwun Tong and Wong Tai Sin.
- A series of consultation briefings to the statutory and advisory bodies and stakeholder groups had been/would be held, including the Town Planning Board, Advisory Council on the Environment, the District Councils, the railway operators, Real Estate Developers Association, Provisional Local Vessels Advisory Committee, etc.
- Apart from fine-tuning the public consultation digest, additional background information covering previous studies on Kai Tak, strategic and district planning context, the development constraints and opportunities had been prepared and promulgated through different channels to enable the general public to shape their vision for Kai Tak.

2.2 **Mr Charles Nicholas Brooke** noted that the public participation activities were all arranged on the Kowloon side. To encourage wider participation, similar activities should also be arranged in other parts of the territory, e.g. Hong Kong Island. **The Chairman** requested Planning Department and the Consultants to take this into account in arranging the future public activities.

Planning
Department

2.3 **Mr Paul Zimmerman** said that the business community was concerned about the lack of a harbour planning context for the Kai Tak development. The type of the developments that could be considered for Kai Tak, e.g. office, convention and exhibition centres, would depend on the role of Kai Tak in the overall development framework for the harbour area. **The Chairman** remarked that the public participation process and investigations in this study would also help to shape the role of Kai Tak.

2.4 **Mr Charles Nicholas Brooke** said that the public participation activities should also involve the Chambers of Commerce to gauge the views of the business community. **The Chairman** said that their involvement would certainly help in the consensus building process.

[Post Meeting Notes: Letters were sent to 13 Chambers of Commerce operating in Hong Kong to inform them the inauguration of the Kai Tak Planning Review and invite them to comment on the Stage 1 Public Participation and join the relevant activities.]

Item 3 Planning History of Kai Tak and Key Planning Concepts of Current Outline Zoning Plans [SEKD SC Paper No. 3/04]

3.1 In presenting the planning history of Kai Tak, **Ms Iris Tam** said that the South East Kowloon Development Statement Study [SEKD SS] completed in 1993, Feasibility Study for SEKD [SEKD FS] completed in 1998, and Comprehensive Feasibility Study for the Revised Scheme of SEKD [SEKD CFS] completed in 2001 had prepared different planning and development frameworks for Kai Tak. The first two studies aimed to create a new urban centre in this part of city, while the SEKD CFS was undertaken in response to strong public objections to the proposed reclamation in the 1998 plan, which amounted to about 299 ha.

3.2 **Ms Iris Tam** went on to outline some key features of the master plans prepared by these previous studies. She said that the 1993 plan envisioned a “City within City” concept for Kai Tak. It was planned to accommodate an overall

population of 285,000 against an overall territorial population projection of 6.5 million for Year 2011 (based on 1991 Census). The scheme proposed a reclamation area of 300 ha. to support a variety of land uses, including commercial, residential as well as industrial land uses, which were based on new town standards to satisfy the needs of the designed population. The scheme also included a Metropolitan Park with an area of about 79 ha, and a waterfront promenade of 2.7 ha. The transport system mainly consisted of the East Kowloon Line linking South East Kowloon with other parts of Hong Kong.

- 3.3 **Ms Iris Tam** said that the SEKD FS had taken forward the proposals of the 1993 plan, with a similar reclamation area of 299 ha. The designed population, however, was increased to 320,000, against an increase of territorial population projection of 8.2 million for Year 2016 (based on 1996 Census). The proposed land uses were to cater for territorial needs, such as a commercial node, a 50 ha Metropolitan Park, tourism facilities, as well as specific projects such as an aviation academy, a stadium, a hospital and a railway depot.
- 3.4 **Ms Iris Tam** said that the SEKD CFS had reduced the reclamation area to 133 ha, while striving to accommodate most of the territorial facilities proposed in the SEKD FS. The designed population was reduced to 260,000 to maintain adequate housing production. The Metropolitan Park was reduced to 22.4 ha, but the waterfront promenade was lengthened substantially, on the assumption that the public cargo working area would be relocated. The proposed stadium was larger in its capacity, and a cruise terminal, with space reserved for future expansion, was added to the development scheme. The SEKD CFS also incorporated a number of environmentally-friendly measures, such as a railway-based development, district cooling system and automated refuse collection system.
- 3.5 **Ms Iris Tam** said that the Outline Master Development Plan prepared under the SEKD CFS had provided the basis for preparation of the Kai Tak Outline Zoning Plans [OZPs]. The OZPs had incorporated the following main planning concepts: people-oriented planning, enhanced accessibility

to the waterfront, tourism and leisure-oriented developments, rail-based transport infrastructure, environmentally-friendly utility systems and preservation of cultural heritage. In the urban design framework, view corridors and focal points were established, and building height concepts were introduced to shape the future townscape.

- 3.6 **Mr Paul Zimmerman** asked whether the previous proposals for Kai Tak prepared by non-government bodies would be examined in the study process. He pointed out that the work recently completed by the Citizen Envisioning @ Harbour and Designing Hong Kong Harbour District should also be taken into consideration in re-planning Kai Tak.
- 3.7 **Mr Paul Zimmerman** queried the rationales for setting out the key development components (e.g., public housing sites, etc.) at this stage of the study, and he wondered whether identified constraints such as Kwun Tong Bypass should be taken as given. He opined that the Kai Tak Planning Review should take a broader view on the needs of these infrastructures. In terms of the interface areas, he said that areas on the northern shore of Hong Kong Island should also be included for interface considerations. As to marine facilities, he said that they should in fact be taken as an opportunity as a more lively marine area would enhance future development of Kai Tak, instead of regarding them as constraints.
- 3.8 **The Chairman** said that the main purpose of this discussion item was to enable members a better understanding of the principles behind previous planning studies on Kai Tak. **Mr Zimmerman's** views would be taken into account in the study process.
- 3.9 In response to the Chairman's enquiry about the previous submissions to Town Planning Board regarding Kai Tak, **Mr Raymond Lee** said that most of the proposals were submitted after promulgation of the SEKD FS in 1998. In fact, the SEKD CFS had already taken into account the proposals in these submissions. In the current study, the Consultants had been requested to review all these previous

proposals to identify relevant development concepts for incorporations into the study. The proposals received at this stage would also be examined by the Consultants in the study process.

- 3.10 On the strategic planning context for Kai Tak, **the Chairman** asked how that had evolved in the planning history. **Mr Raymond Lee** said that Kai Tak had been identified as a strategic growth area in previous strategic plans, when there was a high demand for housing development in the community. These provided the context for previous studies. The recent HK2030 study envisaged a different role for Kai Tak and the on-going Stage 1 Public Participation would update the community vision for the site.
- 3.11 **The Chairman** remarked that in his understanding, the 1998 plan was more an economic-driven plan, including a diversity of land use elements such as industries and housing. The 2001 plan had placed a lot of emphasis on quality living and introduced leisure and tourism as new development focuses. **Mr Charles Nicholas Brooke** said that he recalled that at the time, when the 1998 plan was under preparation, housing was the primary driver, particular public housing, and other considerations were very much secondary. He noted, however, that the situation had changed, quite positively.
- 3.12 **Mr Roger Tang** noted that the SEKD CFS had emphasized the development theme on environment, leisure and tourism aspects. He said that in the current round of Kai Tak re-planning, there should be a new emphasis in “bringing people to the harbour”. The name of the new places should reflect such emphasis and Darling Harbour of Sydney and Marina Bay in Singapore were examples of how new development areas were related to the harbour.
- 3.13 **Professor Lam Kin-che** said that environmentally-friendliness should also be a development theme for Kai Tak as it would lead directly to better quality of life. He said that when the 2001 plan was submitted to the Advisory Council on the Environment for consideration, members supported proposals such as railway-based

development, automated refuse collection system, district cooling system, etc. He would like to see the relevant environmentally-friendly initiatives be maintained in re-planning Kai Tak.

- 3.14 **Ms Betty Ho** said that the principles of sustainable development should also be employed in the planning and development of Kai Tak to enhance community awareness, an objective that the Council for Sustainable Development had been trying to achieve.
- 3.15 **Mr Andy Leung** said that the planning and development of Kai Tak should take its adjacent marine environment into consideration, and the latter could provide opportunities for leisure and amenities for Kai Tak.
- 3.16 **Mr Joseph Wong** said that the current public participation process was a positive step being undertaken by the Government to involve the public and a good opportunity to educate the public about principles such as sustainable development. He said that this principle should be highlighted in the process.
- 3.17 **The Chairman** said that in communicating with the public, planning terms would need to be made simple so that the public would find the subjects easier to comprehend and to comment on.
- 3.18 **Mr Paul Zimmerman** said that while highlighting different aspects to improve the quality of living, they should be put against certain important economic elements of Hong Kong, such as tourism, finance, business services, and logistics. He said that all these should be carefully weighed in determining the future role of Kai Tak in Hong Kong. **The Chairman** agreed and noted that the principle of sustainable development included economic sustainability in its consideration.
- 3.19 **Mr Charles Nicholas Brooke** said that the public transportation system and public accessibility proposed in previous schemes were considered not robust enough to serve the area in the long term. Proposals such as people movers might not be able to solve the problems identified in

the previous studies. He said that these issues be revisited in the Planning Review. **The Chairman** said that these should be looked into in the study.

- 3.20 **The Chairman** said that by way of analogy, he would refer the 1998 plan as a “spaghetti scheme” in which roads from different directions were incorporated to cater for the industrial, commercial and residential development to meet economic needs. He would consider the 2001 plan as an “octopus scheme”, considering the shape of the Metropolitan Park and the connecting visual corridors and roads, which reflected a shift in the emphasis from economic needs to the considerations of quality of living. What physical form Kai Tak would take in this new round of planning would depend on the principles to be adopted, and the role of Kai Tak to be defined in the overall strategic planning of Hong Kong.
- 3.21 **Mr Joseph Wong** said that by using the same analogy of an octopus, the study should also adapt to the changes in planning circumstances in the surrounding areas as well as the need to cater for the concept of growth within the site in the long term. **The Chairman** noted that in the previous plans, the Kai Tak developments served as a catalyst for the urban renewal in the adjacent districts.
- 3.22 **Mr Raymond Lee** said that the views expressed by Consultants Members at this meeting would be taken into account in the study. With respect to the proposal from the last meeting about adding a step between the first two stages of public participation to involve the community in the generation of development options, he said that this would be incorporated in the community workshop of Stage 1 Public Participation, in which the participants would be asked to generate their proposed concept plans for Kai Tak, and these plans would be further considered in the study.
- 3.23 **Ms Iris Tam** said that she concurred with views made by Members, and the matters raised would be taken into account in the study. Regarding the Kai Tak Approach Channel, she noted that the general view raised in the first Public Forum was not to reclaim it, as this would provide more waterfront area. **Mr Paul Zimmerman** said that

there could always be emotional responses from the general public to the idea of providing more extensive waterfront area by retaining the existing approach channel. Such responses should be carefully assessed before reaching a conclusion about the matter. **The Chairman** said that we were at an early stage of the study and public participation process, and he agreed that this observation, while pertinent, should not lead to any conclusion at this stage.

Item 4 Any Other Business

- 4.1 **Miss Christine Chow** said that the Sub-committee on Wan Chai Development Phase II Review (WDII Sub-com) decided in their last meeting that they would prepare “Action Minutes” and upload an audio record of the meeting onto the HEC website so that action items could be followed up promptly. She said that this Sub-committee might wish to consider adopting similar practice. **The Chairman** said that this could be discussed further among the Sub-committee Chairmen and the HEC Chairman.

- 4.2 **The Chairman** said that the Sub-committee would proceed to a site visit to Kai Tak after the meeting, and he welcomed members from the mass media and the public attending the meeting to join the visit.

- 4.3 There being no other business, the meeting was adjourned at 3:00 pm. The next meeting would be held in the afternoon of 13.12.2004.

**HEC Sub-committee on
South East Kowloon Development Review
December 2004**