

HEC Sub-committee on South East Kowloon Development Review

4th Meeting

Date : 13 December 2004 (Monday)

Time : 2:30 p.m.

Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong

Agenda

1. Confirmation of Minutes of 3rd Meeting
2. Matters Arising
3. Stage 1 Public Participation Report – Overview of Public Comments
[SEKD SC Paper No. 4/04]
4. Any Other Business

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

KAI TAK PLANNING REVIEW

Stage 1 Public Participation – Overview of Public Comments

Purpose

The purpose of this paper is to brief Members on the public comments received in the Stage 1 Public Participation of Kai Tak Planning Review.

Background

2. In the 2nd Sub-committee meeting held on 1.9.2004, Members discussed the Public Participation Strategy for the Review and the Roadmap for the Stage 1 Public Participation and provided valuable advice on the proposals submitted therein. The Stage 1 Public Participation started on 17.9.2004 and completed in late November. Progress of the relevant activities was reported to the 3rd meeting of the Sub-Committee held on 20.10.2004.

3. During the 2-month public participation programme, very extensive public comments were received. These public comments are being examined on how they should be taken forward in the preparation of the Outline Concept Plans. Members are invited to participate in this process. Some general observations and relevant considerations on relevant issues are included to facilitate discussion. A copy of the Overview of Public Comments is attached at Annex.

Advice Sought

3. Members are invited to provide views on the public comments as summarized in the report at Annex.

Kai Tak Planning Review

Stage 1 Public Participation – Overview of Public Comments

CITY PLANNING – MAUNSELL JOINT VENTURE

in association with

Atkins China Ltd.
Edaw Urban Design Ltd.
ADI Ltd.

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Appendix A Activities undertaken in the Stage 1 Public Participation

Appendix B Summary of Comments and Responses (under preparation)

1. INTRODUCTION

1.1 Background

1.1.1 On 25.6.2002, the Chief Executive in Council approved the Kai Tak Outline Zoning Plans to provide the statutory planning framework to proceed with the implementation of the Kai Tak development. Arising from the ruling on the Protection of the Harbour Ordinance promulgated by the Court of Final Appeal in January 2004, the approved Outline Zoning Plans that would involve reclamation of about 133 hectares in the Harbour Area, has to be reviewed comprehensively to address the legal requirement.

1.1.2 The Kai Tak Planning Review commenced in mid-July 2004. It is tasked to formulate options of Outline Concept Plan, with “no reclamation” as the starting point, to prepare a Preliminary Outline Development Plan and to facilitate public participation in the process. Preliminary technical assessments would be undertaken to ascertain the broad feasibility of the land use proposals as input to the Engineering Feasibility Study in the next stage of the comprehensive review.

1.1.3 To foster community support and general consensus on the key issues and to promote ownership on the study proposals, a continuous public engagement process is required. A 3-stage Public Participation Strategy has been formulated to enable more structured public engagement activities:

Stage 1: Community Visions for Kai Tak – to discuss study approach, planning objectives, key issues, development components and public aspirations [in late 2004]

Stage 2: Outline Concept Plan – to discuss various options and themes of development [in early 2005]

Stage 3: Preliminary Outline Development Plan – to present the study findings and a recommended development option [in mid 2005]

1.2 Purpose of this Report

1.2.1 The main purpose of this report is to summarize the public comments received at the Stage 1 Public Participation and highlight relevant issues for discussion in the Harbourfront Enhancement Committee – Sub-Committee on South East Kowloon Development Review. The discussion aims to help the preparation of

responses to these comments and for consolidation as inputs to guide the preparation of the options of Outline Concept Plan.

- 1.2.2 Since some of the comments and proposals received involved policy issues, these would be discussed further among relevant bureaux/departments before completion of the Stage 1 Public Participation Report for public release. It should, however, be noted that the comments and issues included in this report are by no means conclusive as the process of comments collection is continuous and many comments and proposals require further investigations as part of the study process.

2 STAGE 1 PUBLIC PARTICIPATION – COMMUNITY’S VISION FOR KAI TAK

2.1 Introduction

2.1.1 The Stage 1 Public Participation was formally launched on 17 September 2004 at a press conference after a presentation to the Town Planning Board. The main purpose of the Stage 1 Public Participation is to engage the community in the beginning of the study process to help building the community vision(s) for this major waterfront site in Victoria Harbour. This would facilitate the preparation of development options for the site for further discussion in the community. A series of public engagement activities was undertaken during the two-month public participation period.

2.1.2 At this stage of public participation, the following topics are presented to the public to invite public views on their vision(s) for Kai Tak:

- background leading to the review;
- study methodology and programme;
- overall public participation framework; and
- Kai Tak’s development constraints, opportunities and key development components.

2.1.3 To focus discussion during the process, a Public Consultation Digest, in both English and Chinese, was prepared and widely distributed. In addition, a study website was launched to enable a convenient channel for promulgation of supporting background information, consultation materials and study reports as well as a window for the public to submit feedback during the study process. In order to equip the general public to formulate their comments, pamphlets on additional background information, regarding strategic and district planning context, previous Kai Tak studies, existing and surrounding land uses and marine facilities, environmental problems at Kai Tak Approach Channel and major development components were widely distributed at the various consultation meetings, forums and workshop as well as uploading to study website.

2.1.4 Relevant consultation materials have been displayed in Planning Department Mobile Exhibition Centre and Hong Kong Planning and Infrastructure Exhibition Gallery to achieve widespread promulgation of Stage 1 Public Participation. Also, on the education front, seminars to introduce the Kai Tak Planning Review were arranged for secondary schools, as part of Planning Department’s Outreach Programme.

- 2.1.5 To enable extensive dissemination of the Stage 1 Public Participation, over 1,200 organizations at territorial and local levels were informed of the inauguration of the event and invited to the relevant public activities. The intention is to arouse public interest in this planning review, encourage public involvement and submission of comments.
- 2.1.6 Subsequent to the formal launching of the public participation exercise, a series of public activities was undertaken to elicit comments and suggestions. They included:
- (a) 3 Public Forums and a Community Workshop were conducted in the Saturday afternoons of 16, 23, 30 October and 6 November 2004 at Lung Cheung Mall, Kowloon City Plaza, Telford Plaza II and Community College of City University respectively. Over 500 participants were recorded in these events. Views or proposals conveyed at these public events were reported in the subsequent forums. The proceedings of these public activities were uploaded to the study website to enable general viewing and monitoring; and
 - (b) To facilitate more focused discussion, 19 briefing sessions/consultation meetings were made to various statutory and advisory bodies, professional institutions, and other interested organizations.
 - (c) A list of the public activities held during the Stage 1 Public Participation exercise is at Appendix A.
- 2.1.7 During the two-month Stage 1 Public Participation, the public has also responded positively by submitting written comments and detailed proposals on Kai Tak. Over 230 written submissions have, so far, been received, a list of which is at Appendix B. A summary of these comments and responses will be prepared and promulgated as part of the Stage 1 Public Participation Report.

2.2 Collaborating Organizations

- 2.2.1 A number of organizations have kindly provided advice and assistance to the study team in organizing the Public Forums and Community Workshop. Their invaluable contribution to the public participation events should be commended. These Collaborating Organizations include:
- Harbour-front Enhancement Committee: Sub-committee on South East Kowloon Development Review
 - Kowloon City District Council

- Kwun Tong District Council
- Wong Tai Sin District Council
- The Conservancy Association
- The Hong Kong Institute of Architects
- The Hong Kong Institute of Planners
- Hong Kong People's Council for Sustainable Development
- Centre of Urban Planning and Environmental Management, The University of Hong Kong

2.2.2 The study team is also very grateful to the Conveners and Panelists of the public forum and community workshop who have contributed greatly to the success of these public events, namely:

- Prof. YEUNG Yue Man
- Prof. Patrick LAU Sau-shing
- Dr. Peter WONG King-Keung
- Mr. Vincent Ng
- Dr. CHAN Wai-kwan
- Mr. WONG Kam-chi
- Ir. WONG Kwok-keung
- Mr. CHAN Chung-bun
- Mr. Anthony KWAN

3 OVERVIEW OF KEY COMMENTS

3.1 Introduction

- 3.1.1 A summary of the key comments is presented in this part of the report to provide an overall picture of the community's aspiration on the future development of Kai Tak. These include the comments received through written submissions, verbal comments/presentations at public forums and workshop, views collection forms and through the study website. Some observations and related issues on these key comments are included here to facilitate discussion. For the submissions that included detailed development proposals, e.g. conversion of the runway into islands, etc., these would be investigated further as part of the study process for relevant input to the preparation of the Outline Concept Plan and for further discussion in the next stage of public participation.
- 3.1.2 Apart from the key comments discussed below, a summary of all comments and responses is under preparation for incorporation into the final report. The written submissions and land use proposals received are also deposited at the Planning Enquiry Counter of Planning Department, 17/F, North Point Government Offices, 333 Java Road, North Point Hong Kong [and to be uploaded to the study website in due course] for general reference.

3.2 Vision(s) for Kai Tak

- 3.2.1 Given the opportunity to revisit the planning framework for this major undeveloped site in the Harbour Area, there is general consensus in the community to create a new image for Hong Kong, to bring the sensation of the harbour back to the people and to enhance the quality of living. Many considered Kai Tak as one of the collective memories of Hong Kong in view of its aviation history as well as the unique shape of the ex-runway that the relevant heritage elements should be reckoned in the new planning framework. Some envisaged Kai Tak as a hub of sports and recreational, tourism and entertainment and quality housing developments in the East Kowloon area, while others suggested to develop a sustainable green city that nurtures new urban living experience.
- 3.2.2 Many commenters pointed out that Kai Tak should play an important role in the territory, in the provision of major projects, e.g. cruise terminal, multi-purpose stadium, Shatin to Central Link, etc., whilst more importantly to provide a catalyst to help revitalizing and enhancing the surrounding districts. Some commenters opined that the role of Kai Tak in Hong Kong should be well-

defined to help strengthening the competitiveness of Hong Kong and achieving stronger economic status in the region. In the harbour context, many commenters expressed the need for general enhancement to the harbour-front facilities, coherent townscape and project co-ordinations.

Observations & Relevant Considerations

- 3.2.3 The Stage 1 Public Participation has revealed that the community is in general inspired to seek further improvement to the planning framework for Kai Tak. The exercise has updated the community's vision for the site, which is generally consistent with the development theme adopted in the current development scheme, except the need to fully address the court ruling on harbour reclamation. Meanwhile, the vision statement incorporated in the Public Consultation Digest, i.e. to create a vibrant and elegant city life through the provision of high quality development in this unique harbourfront site was well received. This vision statement would be fine-tuned, where necessary, to reflect the community's aspiration and some of the comments from the community could be translated into more robust planning principles to guide preparation of the planning framework as well as future development.

3.3 Planning Principle

- 3.3.1 Many proposed to pursue the approach of planning for the people and for Hong Kong and planning with the people in the Kai Tak development. This people-oriented planning principle should be adopted in integrating the new developments in Kai Tak with the existing communities in the surrounding areas, to achieve sustainable and well-balanced developments and high-quality living. The merit of an integrated land use, environment and transport planning approach was emphasized, rather than the conventional engineering-led approach in revisiting the development plan for Kai Tak.
- 3.3.2 Most commenters expressed the need for an integrated approach in the planning and development of the waterfront areas of Victoria Harbour. To achieve the principle of bringing the harbour to the people, most respondents were supportive to the provision of an accessible and continuous waterfront promenade in this part of Kowloon between Tsim Sha Tsui and Cha Kwo Ling for public leisure.
- 3.3.3 The importance of embedding the concept of sustainability development in the Kai Tak development, from the conceptual/planning stage to implementation stage of the whole development was highlighted by most respondents. Many

also suggested to develop the area into a well-landscaped, smoke-free and barrier-free environmentally friendly urban node.

- 3.3.4 On urban design, most commenters supported the protection of the views towards the Kowloon ridgeline from the Kai Tak site as well as from the northern shore of Hong Kong Island. Gradation of building heights to avoid high-rise developments at the waterfront and in the runway area should be incorporated as an urban design principle for Kai Tak. Some commenters further proposed to develop consistent axis and city layout in relation to the existing urban fabric in the vicinity, and to include open space provisions, natural lighting and building setback in the urban design framework.
- 3.3.5 Most agreed that emphasis should be placed in retaining the local culture and the historical past of Kai Tak as an airport. The retention of the Kai Tak runway, with its unique shape, as a historical landmark should be treated as a major urban design principle.

Observations and Relevant Considerations

- 3.3.6 The importance of the different planning principles raised in the Stage 1 Public Participation is fully recognized by the Study Team. These principles will be adhered to as far as practicable in the study process. They will also be consolidated and promulgated in the Stage 2 Public Participation for further discussion in the community. The forthcoming Outline Concept Plans will also highlighted the performance against the planning principles.
- 3.3.7 The Planning Study on the Harbour and its Waterfront Area, completed in 2003 has formulated a Harbour and Waterfront Plan to guide the use of waterfront areas and the Harbout up to 2016 and beyond. The Harbour-front Enhancement Committee was set up in May 2004, comprising different sectors of the community to advise the Government on harbour-front planning and development matters. Its Sub-committee regarding Harbour Plan Review is now focusing its investigation on harbour planning principles and district studies. The district studies would contribute to update the Harbour and Waterfront Plan.

3.4 Key Issues

- 3.4.1 The following summarized the key issues that the commenters have expressed their concerns on:

Reclamation

- 3.4.2 There is general consensus in the community to not pursue further reclamation in the Harbour Area. The local community also objected to further reclamation in the Inner Kowloon Bay area as this would contravene the principle to preserve Victoria Harbour. However, many considered it necessary to allow very limited reclamation for purposes of enlivening the existing waterfront, e.g. provision of public promenade, conversion of elevated highway structures into tunnels, to provide essential facilities, e.g. public pier and to address environmental problem, e.g. the water quality problems at Kai Tak Approach Channel.

Observations and Relevant Considerations

- 3.4.3 In accordance with the principle of presumption against reclamation enshrined in the Protection of Harbour Ordinance, the Study starts on the basis of a “no reclamation” development scenario. Any development proposals that would involve reclamation in the Harbour Area are required to fulfill the “overriding public need” test as laid down in the Court of Final Appeal’s judgment.
- 3.4.4 A prudent approach will be adopted in the study process to ensure that reclamation proposal, if any, is well justified and supported by assessments on the need, extent and alternative aspects, and the project proponents are supported by relevant information so that they can satisfy with themselves if there is an overriding public need in these projects. The Study Team will take advice from the Director of Justice in the process. The whole process including the decisions as to whether there is a compelling and present public need, whether there is any reasonable alternative, and whether the proposed reclamation extent is the minimum will be clearly documented and substantiated by cogent and convincing materials. It is the responsibility of the proponents of individual facilities (i.e. the client bureaux/departments) to prove, with engineering input from the relevant works departments, that the proposals they put forward will meet the “over-riding public need test”.

Kai Tak Approach Channel

- 3.4.5 The environmental problem at the Kai Tak Approach Channel is a general concern to the community. Most respondents considered the shape of the runway and the extensive water bodies at the channel were unique design features that they should be retained and the incumbent environmental problems to be fully tackled. Many commenters opined that appropriate mitigation methods should be identified to address the existing environmental problems and that it was premature to decide at this stage whether to reclaim the channel.

Some considered reclamation as the last resort unless there was no other cost-effective solution to tackle the environmental problem.

3.4.6 However, some considered reclamation of the channel is a permanent and possibly a cost-effective solution to this problem, however, they were unsure whether this could satisfy the legal requirements. They consider this option worth exploring. Many also viewed reclamation at the channel could improve land supply as well as providing the flexibility in setting out the layout for Kai Tak.

3.4.7 Some commenters proposed that subject to improvement to the water quality of the Approach Channel, the water body could be opened up for water sports activities, water ecological park or aquatic stadium.

Observations and Relevant Considerations¹

3.4.8 The reclamation of the Kai Tak Approach Channel would have to satisfy the overriding public need test under the Protection of the Harbour Ordinance. It has to ascertain that there is a compelling and present need for reclaiming the approach channel and there is no reasonable alternative to reclamation. Under the “no reclamation” scenario, there is a general call for making better use of the water body in the Approach Channel. This would involve overcoming the incumbent environmental problem thereat. The practicality of converting the Approach Channel for recreation use would need to be justified by more in-depth engineering study and financial analysis.

3.4.9 Regarding the current environmental conditions, the Baseline Review of the Study revealed that the Approach Channel is currently highly polluted and would not be suitable for any contact or non-contact type water activities due to poor water quality. The contaminated sediment within the Approach Channel has also lead to odour problem.

3.4.10 The Baseline Review identified the pollution sources of Kai Tak Approach Channel are arising from:

- Sewage effluent discharged from Tai Po and Shatin Sewage Treatment Works (STW) through the Tolo Harbour Effluent Export Scheme (THEES)
- Pollutants from expedient connections in Kai Tak Nullah

¹ Please note that the different approaches to tackle the water pollution/ circulation and sediment problems are reported here to assist general discussion and for appreciation of the general problem in Kai Tak Approach Channel. The feasibility and viability of any of these approaches are subject to detailed investigations by concerned bureau/department

- Pollutants from expedient connections within Kai Tak Approach Channel and Kwun Tong Typhoon Shelter

The pollution loading and their relative contribution would be essential to the consideration for improvement to the water quality in Kai Tak Approach Channel.

3.4.11 Apart from that poor circulation in the shelter area has resulted in sedimentation of pollutants in the approach channel and the contaminated sediment within the channel leading to gas emission and odour. Ways to improve the water quality could include:

- Improvements at Source: Upgrade the existing THEES by adding disinfections to Tai Po and Shatin STW to lower the EColi level. Alternatively to divert THEES to a new outfall outside Kai Tak.
- Remove expedient connections along Kai Tak Nullah and Kai Tak Approach Channel by upgrading the existing Dry Weather Flow Interceptors.
- Improvement of circulation at Kai Tak Approach Channel by removing the southern breakwater which would affect the Kwun Tong Typhoon Shelter; introduce a wide canal near Kai Tak Nullah into Kowloon Bay [this will involve the demolition of a portion of the northern runway] and another wide canal outside Kowloon Bay [this will involve the demolition of a portion of the southern runway].

3.4.12 Ways to tackle the contaminated sediment could include:

- Capping of contaminated sediment by stable layers of sand, sediment, gravel rock and/or synthetic material
- In-situ treatment by applying chemical and/or micro organisms to inactive the contaminants in sediments

3.4.13 The previous studies in Kai Tak have pursued reclamation as a means to tackle the environmental problems at Kai Tak Approach Channel. This could also be investigated further as an option in the Outline Concept Plans.

3.4.14 Feasible approaches to resolve the water quality and sediment problems in the Kai Tak Approach Channel will need to be identified and their implications to the land use planning will be assessed in formulation of the Outline Concept Plans. Subject to findings of the preliminary investigation, the different

approaches methods and their associated land use, urban design and cost implications can be discussed further in the Stage 2 Public Participation.

Interface with the Surrounding Districts

- 3.4.15 The interface and connectivity issues with the surrounding districts were a general concern raised by many commenters, particularly from the local communities. Many perceived the redevelopment of the ex-airport site to provide the opportunity to address the current development problems of the surrounding district, e.g. provision of GIC facilities but they very concerned that it would turn around to introducing new problems to the neighbourhood, e.g. traffic problem. The interface with the surrounding water bodies and the quality of the townscape when viewed from the other side of the harbour were also emphasized by some commenters.
- 3.4.16 Some respondents considered that Kai Tak would provide the opportunity to improve the living quality of the surrounding districts, e.g. in the provision of open space, GIC facilities and transport infrastructure. Some pointed out that the existing building conditions and physical environment of the adjoining areas should be taken into account in working the approach to help bringing about redevelopment and revitalization of these areas. They considered Kai Tak as a solution space to assist redevelopment of obsolete housing estates in the surrounding districts. Besides, consideration should also be given to assist the transformation of Kwun Tong, Kowloon Bay and San Po Kong into business areas.

Observations and Relevant Considerations

- 3.4.17 The importance to create synergy between the existing and future developments, through provision of vehicular and pedestrian linkages, complimentary land uses, and coherent urban design, is fully recognized by the Study. The options for Outline Concept Plan under preparation will include conceptual proposals to demonstrate as how these concerns could be addressed. They will be promulgated for public discussion in the Stage 2 Public Participation.

Interface with Other Studies

- 3.4.18 Some commenters opined that the re-planning of Kai Tak should be considered in the strategic planning context, including the on-going Hong Kong 2030 Study, which would formulate a broad strategic framework for the planning of Hong Kong over the next 25 to 30 years. It might be premature to commit

development projects in Kai Tak without giving due regard to the strategic planning framework, especially on the territorial population and housing demand aspects. Moreover, the various strategic initiatives investigated under the Hong Kong 2030 Study and the Sustainable Development Study should be taken into account in the Study.

- 3.4.19 Others also pointed out that the implications of other studies, e.g. Study on Building Height Restrictions for Kowloon Bay and Kwun Tong Business Areas, on the Kai Tak Planning Review should be reviewed and taken into account, where appropriate.

Observations and Relevant Considerations

- 3.4.20 Valuable comments have been received through the public consultation exercises under the HK2030 Study and Sustainable Development Study, which would serve useful input to guide the Kai Tak Planning Review. Some of the suggestions proposed by these strategic studies, e.g. premier office node, quality living space, will further be investigated in this Study. Beside, the strategic planning frameworks prepared in the past years have envisaged Kai Tak as a new urban node in this part of Kowloon, though the scope and scale of development have been fine-tuned gradually in the subsequent district planning and development studies. Though this Study is tasked to revisit the current master plan to address recent court judgment, a prudent approach would be adopted to ensure the overall sustainability of the long-term development of the Kai Tak site.

3.5 Development Components

- 3.5.1 In response to the major development components highlighted in the Public Consultation Digest, the community has responded positively to contribute their views on these possible projects. The major views are summarized below.

Tourism, Sports & Recreation

- 3.5.2 Most commenters considered that Kai Tak should be developed into a tourism, sports and recreation hub for public entertainment and sport events in the East Kowloon area to contrast with the arts and cultural hub in West Kowloon. Major tourism and recreation components could include hotel, shopping centre, heritage museum and landmarks, water recreation centre/clubs, venues for triathlon training and events, cruise terminal, fishermen's wharf, aerospace museum, aviation centre, themed streets, restaurants and etc. Many have stressed that the

Kai Tak development should strike a balance between the promotion of tourism and the continuation of existing maritime activities at the waterfront area.

Observations and Relevant Considerations

- 3.5.3 These types of development are consistent with the land use theme proposed in the current development scheme. Apart from the proposed anchor projects, which are discussed further in subsequent paragraphs, e.g. cruise terminal, multi-purpose stadium and aviation centre, some of the smaller scale projects could be investigated further in the Outline Concept Plan and the more detailed Preliminary Outline Development Plan stages.

Cruise Terminal

- 3.5.4 Many commenters supported the development of an international cruise terminal at Kai Tak Point to promote tourism and enhance the berthing facilities in Hong Kong for cruise ships. Supporting tourism facilities, such as entertainment, retail and recreational related uses should be provided to complement the cruise terminal development. There is also a suggestion to develop the whole runway area into a major cruise centre to accommodate 6 to 12 berths to cater for long term growth. However, there were also general concerns on the associated environmental impacts of the cruise terminal on the surrounding areas.

Observations and Relevant Considerations

- 3.5.5 As reported by the Tourism Commission to the HEC meeting held on 4.11.2004, the “Cruise Market Study for Hong Kong” completed in 2002 has been updated recently, which indicates that Hong Kong is likely to require an additional berth for cruise ship in the medium term (2009-2015) and one to two additional berths in the longer term (beyond 2015), to sustain its development as a regional cruise hub. Since the previous study on Kai Tak has confirmed the feasibility to provide two berths as well as room for additional berthing facilities, the current study would take this into account and the updated projection on requirements of berthing facilities for further investigation in the options for Outline Concept Plan.

Stadium

- 3.5.6 Many commenters supported the proposal for a large-scale multi-purpose stadium to host international sports and cultural/entertainment events, as Hong Kong is lacking behind on this major venue as a world-class city. Kai Tak, with

the support of suitable transportation network and infrastructural facilities is considered a suitable location for provision of a modern urban stadium. Some commenters, however, raised their concerns on the possible noise impacts to the surrounding areas and the level of demand of the proposed multi-purpose stadium.

Observations and Relevant Considerations

- 3.5.7 The Home Affairs Bureau has confirmed the requirement of a multi-purpose stadium at Kai Tak and pointed out that the previous studies on this major venue have ascertained Kai Tak as a suitable location and also on the broad technical feasibility of the project. The completed feasibility study has included a retractable roof as part of the stadium to address possible noise problem as well as to allow the flexibility in the organization of events, though this may have cost implications. This Study is therefore tasked to fine-tune the location and layout for the proposed stadium.

Housing Development

- 3.5.8 There are divergent views on the type and scale of housing developments in the Kai Tak area. Some commenters called for a balanced mix of public and private housing developments, while some considered the Kai Tak site, taking advantage of its elongated waterfrontage, should be developed for high quality housing. Some commenters proposed Kai Tak as a solution space for decanting housing to facilitate the redevelopment process in the surrounding areas.
- 3.5.9 Some commenters pointed out that the redevelopment of the Kai Tak site would involve a very long development programme that the planning framework should be flexible enough to respond to future changes in the planning circumstances, e.g. demand of additional housing land. Also the cost and benefit of the development options should be carefully weighed and presented to the public to enable them to discuss further which particular option would be in the best interest of Hong Kong on a long-term basis.
- 3.5.10 Whilst there is general consensus in the community to pursue quality development in Kai Tak, many considered that the development intensity should be lowered to avoid repeating the experience in recent new towns, e.g. Tseung Kwan O. Some considered that Kai Tak should not be planned into another property-led development, resulting in blocks of high-rise buildings, as there was no prompting demand for housing.

Observations and Relevant Considerations

- 3.5.11 The Hong Kong Planning Standards and Guidelines have set out the development intensity for different types of housing development. In general, lower development intensity is envisaged for New Development Areas. The merits in lowering the development intensity to improve the built environment have been highlighted in the Hong Kong 2030 Study and the Final Report of Team Clean. The investigations of the Further Urban Design Study for Planning and Development of South East Kowloon has also proposed to lower the development intensity in Kai Tak to achieve overall improvement to the townscape.
- 3.5.12 This Study could approach the options of the Outline Concept Plans with a medium plot ratio to start with and to explore higher plot ratio at locations in proximity to railway stations to capitalize on the transport potential. A lower plot ratio would be investigated at prime waterfront site. The objective is to investigate a variety of development intensity to create an interesting design.

Office Node

- 3.5.13 Some commenters doubted the need to introduce a new office centre in Kai Tak in view of the supply of office premises in the San Po Kong, Kowloon Bay and Kwun Tong Business Areas in the vicinity. However, there were also commenters considered Kai Tak having the potential to be developed as a premier commercial/office centre to attract major international enterprises to set up new business in Hong Kong, as well as to relieve the demand of office space in the existing business districts in Central and Tsim Sha Tsui.

Observations and Relevant Considerations

- 3.5.14 Connectivity to existing business districts, compatibility with existing and planned land uses, availability of mass transport facilities are some of the considerations in setting up a new office node away from existing business districts. These considerations would be explored in developing the different options of the Outline Concept Plan to assess the suitability to plan for a new office centre in this part of Kowloon.

Metropolitan Park

- 3.5.15 The original proposal of developing a Metropolitan Park in Kai Tak was well supported. There were also ideas to develop it into themed parks, e.g. wildlife

park, botanical garden, forest-like park and ecological park, etc, and emphasizing the need to pursue a design of its own style, instead of stereo-type park design. They shared the common view that proper linkage should be provided connecting the Metropolitan Park, waterfront promenade and the surrounding areas.

Observations and Relevant Considerations

- 3.5.16 The provision of a Metro Park in this part of Kowloon is consistent with the recent Greening policy to enhance the overall landscape value of the Kai Tak development. Apart from retaining this component, further green corridors could be considered in major transport corridors. The approach to address this issue would be explored as part of the study process and be promulgated for further discussion in the community in the next stage of public participation in the context of Outline Concept Plan.

Waterfront Uses

- 3.5.17 In general, the commenters urged for beautification of the existing waterfront to uplift the area's image and to enhance relevant facilities for public enjoyment. Various ideas for the waterfront were received, including a network of greening, cycle tracks, water taxi services, water recreation centre, man-made beach, traditional Chinese Dai Pai Dongs, public piers and landing steps. Many commenters reiterated the proposals to provide a continuous waterfront promenade connecting Tsim Sha Tsui, through Kai Tak, to Lei Yue Mun area to improve the accessibility to the harbour-front.

Observations and Relevant Considerations

- 3.5.18 These public comments are consistent with the objectives of the Study to enhance the accessibility of the existing and planned waterfront areas as well as to improve the overall attractiveness of the area with a view to contribute to the overall enhancement of harbour-front of Victoria Harbour. The approach to address this issue would be explored as part of the study process and be promulgated for further discussion in the community in the next stage of public participation in the context of Outline Concept Plan.

Aviation Facilities

- 3.5.19 Some aviation groups advocated the introduction of a 3,500-foot airstrip for purposes of aviation education, pilot training, tourism, local and regional air

transport so as to enhance the aviation related tourism and aviation industry in Hong Kong. As part of their scheme they also proposed other tourist attractions, a helipad, land-sea-air communication museum, light aircraft aerial sight-seeing flying, hot air balloons sight-seeing, themed restaurants, etc. Some suggested to retain/expand the aviation club facilities in Kai Tak.

- 3.5.20 However, some commenters were concerned about the environmental impact (including air and noise pollution) of an airfield, a heliport and other aviation uses in Kai Tak and the substantial land-take of these facilities would sterilize the waterfront for public use. Sufficient aviation control should be incorporated to ensure the safety of these activities.

Observations and Relevant Considerations

- 3.5.21 Following the closure of Kai Tak Airport, the previous building height restrictions imposed in Kowloon Peninsula has been lifted and a number of high-rise buildings have already been built in surrounding districts and further high-rise buildings are expected in the coming years. The impacts of these high-rise buildings to the operation of an airfield at Kai Tak have to be investigated in detail.
- 3.5.22 The application of airport height restriction may extend to several kilometers from the runway and would limit the development potential of the area. The economic losses due to such restriction could be substantial. The environmental impacts would also require detailed assessment.
- 3.5.23 For coexistence of an airfield and a heliport at Kai Tak, it would require a flight control centre to ensure flight safety. Due to airport height restriction, the proposed cruise terminal will be in conflict with the runway. This may require relocation of the proposed cruise terminal to the shallow water at To Kwa Wan Typhoon Shelter; this will result in dredging of over 5 million m³ of marine sediment, closure of To Kwa Wan Typhoon shelter, deletion of some of the marine buoys in Kowloon Bay for navigation of cruise vessels and the relocation of a submarine gas main. The long lead time required for the gas main diversion will have serious programming implication. These issues might render this option not viable and its feasibility has yet to be established.

Marine and Port Facilities

- 3.5.24 There were polarized views between the operators of port and marine facilities and the general public especially the residents in the surrounding areas on whether the existing marine facilities should be maintained, reprovisioned in the Study Area, or relocated elsewhere in the territory. Many operators of the existing marine or port facilities strongly objected to decommissioning of the existing typhoon shelters and the public cargo working areas in the vicinity of Kai Tak. They considered that these maritime facilities were of vital importance to the general industry and mid-stream operators in Hong Kong. In addition, the existing typhoon shelters in the harbour area would be insufficient to cater for all marine vessels during the typhoon seasons, the typhoon shelters in the vicinity of Kai Tak might be maintained. If these port and marine facilities were affected by the future development in Kai Tak, there should be reprovisioning of similar facilities in suitable size and location.
- 3.5.25 However, some respondents considered that the existing typhoon shelters and public cargo working areas might not be compatible with the future tourism and leisure developments in Kai Tak. They considered that the Government should consider relocating these marine and port facilities outside Kai Tak so that the water bodies could be utilized for other beneficial uses such as marina, yacht club and various types of water sports facilities. Some of them suggested that the typhoon shelters at their present locations could be retained and enhanced to serve as a special feature in Hong Kong for the interest of foreign tourists.
- 3.5.26 One commenter suggested that the existing public cargo working areas in Yau Ma Tei, Cha Kwo Ling and Kwun Tong could be relocated to the ex-Kai Tak runway to enhance cost-effectiveness in operation and to improve the overall harbour planning of the territory.

Observations and Relevant Considerations

- 3.5.27 A summary of the existing marine facilities within the Study Area and the proposal under the current Kai Tak Outline Zoning Plan is listed below for easy reference.

<u>Marine Facility</u>	<u>Current Arrangement</u>	<u>Proposal under Kai Tak Outline Zoning Plan</u>
Typhoon Shelters	Two existing typhoon shelters are located within the Study Area, at Kwun Tong and To Kwa Wan with a total effective	To Kwa Wan Typhoon Shelter would be decommissioned due to reclamation.

<u>Marine Facility</u>	<u>Current Arrangement</u>	<u>Proposal under Kai Tak Outline Zoning Plan</u>
	area of 48.6 ha.	The size of Kwun Tong Typhoon Shelter would be reduced to 23.5 ha.
Government Mooring Buoys (GMB)	There are currently 5 GMBs within Kowloon Bay and 2 GMBs near the tip of the runway	The 5 GMBs at Kowloon Bay would be rearranged within the Bay area. The 2 GMBs at southern tip of the runway would be deleted arising from the cruise terminal proposal.
Eastern Quarantine and Immigration Anchorage Area (EQIA)	Existing EQIA of about 37 ha is located within Kowloon Bay adjacent to the Hung Hom Fairway together with one mooring buoy.	The facilities would be reprovisioned within Kowloon Bay adjacent to the proposed location of the Government Mooring Buoys.
Police Mooring Buoys	Buoys are currently provided for nine police launches, located within the typhoon shelters.	Required further review.
Public Cargo Working Area (PCWA)	Kwun Tong PCWA and Cha Kwo Ling PCWA with length 921m and 939m respectively.	Both PCWAs would be decommissioned due to reclamation for construction of Road T2.
Passenger Ferry Pier	To Kwa Wan and Kwun Tong Ferry Piers	The ferry piers would be abandoned and would not be reprovisioned, arising from reclamation projects.
Vehicular Ferry Pier	The vehicular ferry pier at Kwun Tong is required for transportation of dangerous goods.	A new vehicular ferry pier would be reprovisioned at Cha Kwo Ling after decommissioning of the PCWA.
Ma Tau Kok Gas Works Naphtha Jetty	The Gas Works at Ma Tau Kok operates a berth at Kowloon Bay for unloading of	A new naphtha jetty would be reprovisioned in the new shoreline after reclamation at

<u>Marine Facility</u>	<u>Current Arrangement</u>	<u>Proposal under Kai Tak Outline Zoning Plan</u>
	naphtha oil.	Kowloon Bay.
Chlorine Trans-shipment Dock	A Chlorine Trans-shipment Dock is operating at the downstream end of Kai Tak Approach Channel.	The facility would be relocated outside the study area, as it would be incompatible with the planned residential developments.
ASDE Radar	It is located at the South Apron area, which would be affected by future developments there.	A new ASDE radar would be installed on top of the proposed Cruise Terminal.

3.5.28 Depending on the types of development to be pursued and nature of the facilities to be provided in Kai Tak, most of the facilities would be affected. For example, the provision of Road T2 in the waterfront areas of Kwun Tong, might affect the operation of the PCWAs and Kwun Tong Typhoon. The opening up of the Kwun Tong waterfront area by provision of public promenade would require decommissioning of the Kwun Tong PCWA. The two typhoon shelters may also be affected by measures to improve water circulation in Kai Tak Approach Channel. It is, however, noted that typhoon shelter is an essential port facility to protect the vessel during typhoon seasons and the future of PCWAs should tie in with the overall policy on port operation.

3.5.29 Some marine facilities, e.g. ASDA Radar and other mooring facilities, are required to support the port operations. Apart from the vehicular ferry pier, which is required to service dangerous good transportation, other passenger ferry piers would depend on the current operations. The loading facilities for hazardous materials would be incompatible with the future developments envisaged in Kai Tak. Their relocation or otherwise should be investigated further.

3.5.30 The different options on the retention or decommissioning of these port and maritime facilities will be explored in the process to develop Outline Concept Plan, which will be promulgated for further discussion in the community in the Stage 2 Public Participation.

Refuse Transfer Station & Public Filling Barging Point

- 3.5.31 There were strong concern on the land use compatibility between the proposed Refuse Transfer Station /Public Filling Barging Point and the possible quality developments in Kai Tak. Local residents had strong reservation to locate these facilities in Kwun Tong especially in proximity to the residential areas. Many commenters viewed that they should be located away from the Kai Tak area.
- 3.5.32 Some of them commented that there should be assessment to ascertain whether these facilities had to be located in Kai Tak and whether they would cause any adverse environmental problems to the existing and future land uses in their immediate surrounding areas.

Observations and Relevant Considerations

- 3.5.33 The Baseline Review of the Study has conducted a site search within Kai Tak area and has found that the proposed refuse transfer station will not be compatible with the future urban development envisaged therein. The Kaolin Mine site located to the east of Cha Kwo Ling has been identified as a possible site that is available within the study area that may accommodate the facility. The suitability of this site, however, is subject to further investigations and discussion with concerned bureaux/departments.
- 3.5.34 Concerned departments have indicated that public filling barging point is no longer required within the Study Area.

Transportation and Pedestrian Facilities

- 3.5.35 Most respondents agreed to adopt environmentally friendly transport system to achieve better connection between Kai Tak and the surrounding districts. There was general preference for rail-based transit system, e.g. monorail and light rail, with an extended service area by provision of automated people mover. Some commenters also pointed out that the railway-based system should be completed in time to tie in with the population in-take of Kai Tak such that the new community would be well serviced by transportation system.
- 3.5.36 Some commenters proposed to construct a link bridge for pedestrians, bicycles and monorail linking up Kai Tak and Kwun Tong/Ngau Tau Kok area. Many commenters did not support the construction of elevated strategic roads along the waterfront. They prefer more sunken roads and submerge the whole T2 alignment. Some commenters considered that the current study should also

target to improve rather than overload the existing road network in the surrounding districts areas.

- 3.5.37 There was also concern in the community that the elevated Kwun Tong By-pass imposed constraints to the transformation of Kwun Tong into a business area as intended under the current Outline Zoning Plan. There was suggestion that it should be replaced by a less intrusive structure, so that the waterfront area along Kwun Tong could be opened up for the use of the general public
- 3.5.38 Many commenters requested a comprehensive pedestrian system, with traffic free pedestrianized zones and landscaped connections linking up the focal points in Kai Tak and its surrounding areas.

Observations and Relevant Considerations

- 3.5.39 The transportation network to connect Kai Tak with the strategic road and railway systems and with the surrounding districts, as well as the internal transport system, including also the pedestrian networks are subject to investigation in the study. The Outline Concept Plans under preparation will explore different options of the Shatin to Central Link facilities traversing Kai Tak, the alignment for Central Kowloon Route and Road T2, road connections to surrounding districts and the internal road system. The plans will also make provision in the transportation system for future environmentally friendly transport mode. These will be put forward for further introduction of discussion in the community in the Stage 2 Public Participation.
- 3.5.40 Regarding the suggested reprovisioning of the Kwun Tong By-pass by less intrusive structure e.g. by road tunnel at the Kwun Tong waterfront would likely involve reclamation and subject to the “over-riding public need” test. Besides, reconstruction of the Kwun Tong By-pass may involve land resumption of affected areas, adverse traffic disruption during the construction, and other complicated issues, which would require dedicated feasibility study, in particular, in the cost and benefit aspects.

Other Components

- 3.5.41 Different ideas on the future development components and proposals of Kai Tak were received, including government village (including all government headquarters, offices, other Consulate-General, foreign government offices etc.),

museums for maritime, aviation and Chinese history, heritage clusters/trail, Leisure Island, environmentally-friendly city, “Dragon-Ball” City, golf course, “Las Vegas type” development, beach and marine-type development, exhibition centre for World Expo, yacht club, triathlon training and venue, mMulti-media/digital visual centre, luxurious hotels, underground shopping street, hospital, school village at Cha Kwo Ling, and open air performance venue at the Kaolin Mine site.

Observations and Relevant Considerations

- 3.5.42 A wide range of proposals, in the form of ideas, specific suggestions as well as concept plans had been received. Many of these proposals are inspirational to help broaden the thinking spectrum for the possible developments in Kai Tak. Most of the ideas and proposals, e.g. museum, hotel, housing, office, etc. could be investigated further in the plan preparation stage that an appropriate planning framework could be formulated to allow the flexibility to pursue these possible projects in the implementation stage. For more detailed proposals, e.g. Kai Tak Archipelago, these would need to be investigated further as part of the study process to identify relevant inputs to the preparation of the Outline Concept Plans.
- 3.5.43 However, proposals such as a new Government Village and a new civil airfield [as discussed in previous paragraphs], would drastically change the development concepts for Kai Tak. Since the current planning intention is to locate the new government administration centre at the Tamar site, further exploration of this idea in this study may not be necessary.

3.6 Implementation

- 3.6.1 Many commented that the private sector should play a more active role in the development and management of the waterfront related facilities. Some even proposed that these projects should be financed by private sector consortium in an open tender process. The development process should be transparent including publication of relevant development plans so that the entire community can comment on them.
- 3.6.2 Many of the commenters considered that stronger partnership between the government, private sector and the community should be fostered to achieve overall consensus in the development proposals. Some proposed to set up alternative institutional mechanism e.g. Kai Tak Harbour Development Authority, to take charge of all planning and development matters of Kai Tak and its surrounding areas. The Authority would administer the provision of services and

infrastructure within the area, as well as future implementation and management matters.

- 3.6.3 Moreover, in view of the changes in planning circumstances over an implementation period of say 20-30 years, a phased development of Kai Tak in packages of 5 years was also suggested.

Observations and Relevant Considerations

- 3.6.4 The institutional issues on harbour-front development were investigated in the Planning Study on the Harbour and its Waterfront Areas [2003]. In considering the existing single-level administrative system, the study recommended that a high level co-ordinating committee would be more appropriate for Hong Kong. The Harbour-front Enhancement Committee was set up in May 2004, comprising different sectors of the community to advise the Government on harbour-front planning and development matters. Its Sub-committee regarding Harbour Plan Review is now focusing its investigation on harbour planning principles and district studies. The issues regarding institutional set-up would be investigated at an appropriate stage.

3.7 Public Participation

- 3.7.1 The approach to conduct public participation at the beginning of the planning process was well supported by the community. Since a very long development process would be involved in Kai Tak, many respondents considered it necessary to adopt a pro-active approach to consult and involve the public throughout the planning and development process. In addition, instead of just gathering opinion from stakeholders, community support and general consensus on the key issues should be fostered and more direct public participation should be promoted.
- 3.7.2 However, there were also concerns that the continuous process of public participation would delay the redevelopment of Kai Tak. Some commenters pointed out that the consensus of the community were well established in the previous studies. They considered the process could be expedited by going direct to the plan preparation stage and the public be consulted on the revised scheme. Besides, some pointed out that due to sectoral interest, it would be difficult for the community to select a preferred option. They considered a recommended scheme should be put forward in the Stage 2 Public Participation for consultation.
- 3.7.3 Some commenters suggested that comments and proposals raised in the consultation process should be evaluated in a systematic and scientific way. They considered that the major findings of the Stage 1 Public Participation

exercise should be reported accordingly so as to encourage the public participation in the subsequent stage of the Study.

- 3.7.4 Many commenters requested for more background information on Kai Tak, such as the strategic planning and framework, proposed population quantum, infrastructure constraints, importance of the competing land uses, rationales behind a new CBD/ financial centre and behind the proposed key development components. By knowing more detailed information, the public could draw up more concrete comments on the visions for Kai Tak. In addition, some respondents proposed to widen the coverage of the public participation activities to the community at large as Kai Tak involved harbour-wide and territory-wide issues.
- 3.7.5 Some commenters also suggested that in order to encourage high standard urban design in Kai Tak, a series of design competitions could be arranged to enable participation from different sectors in the community.

Observations and Relevant Considerations

- 3.7.6 Valuable experience has been gained in the Stage 1 Public Participation in working with the public. This pro-active public participation approach will be maintained throughout the study process. In order to facilitate public involvement in the process, the Study Team will continue with the NGOs and local District Councils to organize workshops and forums with a view to build public consensus and ownership in the study process.
- 3.7.7 In order to balance the interests of different sectors of the community, it is considered prudent to conduct an envisioning process at the start of the study so that the aspirations and concerns of the community can be established early and communicated, as input to the study process.
- 3.7.8 As regards the comments and proposals received in the public participation activities, they will be considered and evaluated systematically against the vision for Kai Tak, the baseline information substantiated in the study process, the test of the ‘over-riding public need’, the overall compatibility under different land use options and the general principle of sustainability with regard to economic, social and environmental considerations.
- 3.7.9 In the next stage of public participation, different options of Outline Concept Plan with support of more comprehensive information will be put forward for discussion in the community. Visually enhanced presentation materials will be prepared to facilitate a better understanding and appreciation of the development

concepts behind. The Roadmap, of the Stage 1 Public Participation will be fin-tuned, in consultation with HEC Sub-committee on SEKD Review as basis to embark on the Stage 2 Public Participation.

4 CONCLUDING REMARKS

4.1 Next Steps

- 4.1.1 The Stage 1 Public Participation for the Kai Tak Planning Review ended on 19 November 2004. The public participation activities have raised the general awareness of the key development issues at Kai Tak, enable the community to put forward their development visions, and more importantly developed a sound basis for a continued dialogue with the general public and stakeholder groups about planning and development of Kai Tak. The findings gathered within the Stage 1 Public Participation will serve as important input to the subsequent stage of the Study.
- 4.1.2 The next stage of the Planning Review is to formulate different options of Outline Concept Plan for Kai Tak, taking into account the public comments and proposals received. The Outline Concept Plans will be consolidated and presented to the public in the Stage 2 Public Participation programme, which is scheduled to take place in early 2005.

Appendix A: Activities Undertaken in the Stage 1 Public Participation

The following activities and events were undertaken in the Stage 1 Public Participation:

I. Publicity activities

- Press Conference on 17 September 2004
- Distribution of Consultation Digest (1) and Information Pamphlets
- Distribution of Invitation Letters and Posters
- Exhibition Panels at the Public Forums and Workshop
- Study Website

II. Other Events

List of Public Forums & Community Workshops		
Date	Events	Location
16 October 2004	Public Forum (1)	Lung Cheung Mall, Wong Tai Sin
23 October 2004	Public Forum (2)	Kowloon City Plaza, Kowloon City
30 October 2004	Public Forum (3)	Telford Plaza II, Kowloon Bay
6 November 2004	Community Workshop – Your Vision for Kai Tak	Community College of City University (Telford Annex), Kowloon Bay

List of Consultation Meeting/Briefings		
Date		Organization
1.	1 September 2004	Harbour-front Enhancement Committee Sub-committee on South East Kowloon Development Review
2.	17 September 2004	Town Planning Board
3.	23 September 2004	Kwun Tong District Council
4.	11 October 2004	Kowloon-Canton Railway Corporation
5.	14 October 2004	Kowloon City District Council – Housing & Infrastructure Committee
6.	19 October 2004	Planning Sub-Committee/Land & Building Advisory Committee
7.	20 October 2004	Harbour-Enhancement Committee Sub-committee on South East Kowloon Development Review
8.	21 October 2004	The Real Estate Developers Association
9.	26 October 2004	Sham Shui Po District Council
10.	26 October 2004	Hong Kong Institute of Planners
11.	27 October 2004	MTR Corporation
12.	8 November 2004	Advisory Council on the Environment
13.	9 November 2004	Wong Tai Sin District Council

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Consultation Meeting/Briefings		
	Date	Organization
14.	12 November 2004	Provisional Local Vessels Advisory Committee
15.	12 November 2004	The Save Kai Tak Campaign
16.	18 November 2004	Land & Building Advisory Committee
17.	19 November 2004	Swire Properties
18.	24 November 2004	Kowloon City, Kwun Tong and Wong Tai Sin Residents Association Co. Ltd.
19.	25 November 2004	Transport Advisory Committee

List of Written Submissions Received (as at 3 December 2004)			
	Date	Name	Organization
1.	-	Allonda Watch Ltd.	-
2.	18 September 2004	Anonymous	-
3.	29 October 2004	Au, Joanlin	JADL Design Ltd.
4.	1 October 2004	Baker, Nick	-
5.	-	Bleistein & Co. (HK) Ltd.	-
6.	5 October 2004	Borg, Peter	-
7.	21 October 2004	Brooke, Margaret	Professional Property Services Ltd.
8.	21 October 2004	Business and Professional Federation of Hong Kong	Business and Professional Federation of Hong Kong
9.	30 October 2004	Captain S.K. Gupta	Hong Kong Aviation Club
10.	23 September 2004	Carl, Modder	Hong Kong Air Traffic Control Association
11.	21 October 2004	Chan, C.K.	-
12.	19 November 2004	Chan, Corrin	-
13.	21 October 2004	Chan, Elly	-
14.	25 October 2004	Chan, Franky	-
15.	18 November 2004	Chan, Jor Kin Kenneth	KC Surveyors/KCS Projects
16.	11 October 2004	Chan, Loong Geoffrey	-
17.	30 September 2004	Chan, Louis	-
18.	23 October 2004	Chan, Mau Wah*	-
19.	30 October 2004	Chan, Moon Tong	Kwun Tong Central District Committee
20.	23 October 2004	Chan, Philip	Modern Research Institute of Herbal Medicine
21.	21 October 2004	Chan, T.W.	-
22.	30 September 2004	Chan, Wai Yiu	-
23.	4 November 2004	Chan, Wai Yip	Member, Legislative Council
24.	11 November 2004	Chan, Wai Yip	Member, Legislative Council

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Written Submissions Received (as at 3 December 2004)			
Date	Name	Organization	
25.	22 October 2004	Chan, Walter	-
26.	1 October 2004	Chau, Thomas	-
27.	18 September 2004	Cheng, Christopher	-
28.	22 October 2004	Cheng, Norman	-
29.	19 November 2004	Cheung Chi Keung*	-
30.	18 October 2004	Cheung, Hoi Wai Leo	Hong Kong University of Science and Technology
31.	5 November 2004 #	Cheung, Kwun Shing	-
32.	29 September 2004	Cheung, Linda	-
33.	30 September 2004	Cheung, Lin Yan	-
34.	1 October 2004	Cheung, Monica	-
35.	25 September 2004	Cheung, S.W.	-
36.	21 October 2004	Cheung, Kennedy	-
37.	27 October 2004	Chin, Annie	-
38.	22 October 2004	Chin, Connie	-
39.	21 September, 30 September, 2 October, 5 October, 8 October 2004	Chin, Francis	The Save Kai Tak Campaign
40.	23 October 2004	Chin, Yiu Man	-
41.	13 October 2004	Choi, Kenny	-
42.	25 October 2004	Choi, Kim Lui	New Moonraker Motorboat Co. Ltd.
43.	23 October 2004	Chow, W.C. Francis	-
44.	30 September 2004	Chow, Winnie	-
45.	27 October 2004	Chu, Chi Sing	-
46.	26 October 2004	Chu, Gladys	Airport Authority
47.	1 October 2004	Chu, Ka Lai	-
48.	29 October 2004 #	Chu, Winston	Society for Protection of the Harbour
49.	31 October 2004	Chuang, Li Tung	-
50.	5 October 2004	Chung, Karen	-
51.	18 November 2004	Chung, Po Wai	Rhythm Garden Owners' Committee
52.	20 November 2004	Concerned Kwun Tong District Council member	Member, Kwun Tong District Council
53.	30 September 2004	Davies, Rob	-
54.	30 October 2004	Edwards, Stephen	-
55.	20 November 2004	Estate Owners' Committee of Laguna City	Estate Owners' Committee of Laguna City

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Written Submissions Received (as at 3 December 2004)			
Date	Name	Organization	
56.	30 October 2004	Estate Owners' Committee of Laguna City Phases 1, 2 and 4, Kwun Tong Waterfront Concerned Group*	Estate Owners' Committee of Laguna City Phases 1, 2 and 4, Kwun Tong Waterfront Concerned Group*
57.	19 November 2004	Fok, Chiu Yan	-
58.	22 October 2004	Fok, Rex	-
59.	-	Fortunate Fame Promotion Ltd.	-
60.	8 November 2004	Fung, Ronnie	Hong Kong Housing Society
61.	22 October 2004	Fung, Wing Yuen	-
62.	19 November 2004	Gao, Jisheng	School of Architecture, Tsing Hua University
63.	30 September 2004	Guillot, C.J.J.	-
64.	30 September 2004	Guillot, Cyrille	-
65.	30 September 2004 #	Harris, Richard	Hong Kong Aviation Club
66.	15 November 2004	Hong Kong General Chamber of Commerce, Real Estate and Infrastructure Committee	Hong Kong General Chamber of Commerce, Real Estate and Infrastructure Committee
67.	17 September 2004	Ho, Brian	-
68.	18 September 2004	Ho, Chi Kong*	-
69.	3 October 2004	Ho, Hermes	Hong Kong Aviation Club
70.	-	Ho, Man Sze	-
71.	23 September 2004	Ho, Richard	-
72.	29 October 2004	Ho, Shu Sang	-
73.	5 November 2004 #	Hong Kong Aviation Club Ltd.	Hong Kong Aviation Club Ltd.
74.	19 November 2004	Hong Kong Housing Society	Hong Kong Housing Society
75.	2 November 2004	Hong Kong & Kowloon Ferry Ltd.	-
76.	15 November 2004	Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.	Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.
77.	18 November 2004	Hong Kong Institute of Vocational Education (Lee Wai Lee)	Hong Kong Institute of Vocational Education
78.	28 October 2004	Hong Kong Mid-Stream Operators Association Limited	Hong Kong Mid-Stream Operators Association Limited
79.	17 November 2004	Hong Kong Parachute Association	Hong Kong Parachute Association

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Written Submissions Received (as at 3 December 2004)			
Date	Name	Organization	
80.	16 November 2004	Hong Kong Policy Research Institute Ltd.	Hong Kong Policy Research Institute Ltd.
81.	9 October 2004	Hong Kong Recycle Materials & Re-production Business General Association Ltd	Hong Kong Recycle Materials & Re-production Business General Association Ltd
82.	22 October 2004	Hong Kong Tai Long Fung*	-
83.	29 November 2004 #	Hong Kong Triathlon Association	Hong Kong Triathlon Association
84.	-	Hostfame Int'l Ltd.	-
85.	19 November 2004	Howarth, C.D.	Hong Kong Water Ski Association Ltd.
86.	21 October 2004	Huen, Jackie	-
87.	5 October 2004	Hui, Cheng Doris	-
88.	1 October 2004	Hui, Chi Fung	-
89.	17 November 2004	Hui, Kwok Kwong	Ngai Hing Plastic Materials Ltd. *
90.	2 October 2004	Hui, Tak Shau Freeman	-
91.	3 October 2004	Hung, Andrew	-
92.	3 November 2004	Ip, Claude	-
93.	30 November 2004	Ip, Keith	-
94.	3 November 2004	Iu, Po Lung	-
95.	5 November 2004	Iu, Po Lung	-
96.	-	J.L. Investment Company Ltd.	-
97.	-	J's Holdings Ltd.	-
98.	19 November 2004	Kai Tak Planning and Development Concerned Union*	Kai Tak Planning and Development Concerned Union*
99.	-	Kan, Po Yee	The University of Hong Kong
100.	19 November 2004	Ko, Ming Suen	-
101.	-	Kong, Tak Yee	Aaron Shum Jewellery Ltd.
102.	23 October 2004	Kong, Zoe	Chevalier
103.	23 October 2004	Kung, Ka Fai Kevin	Hong Kong Air Cadet Corps
104.	19 November 2004 #	Kwan, Mike	-
105.	8 October 2004	Kwok, Gloria	-
106.	9 November 2004	Kwok, Gui Ming*	Estate Owners' Committee of Laguna City Phases 1, 2 and 4
107.	18 November 2004	Kwun Tong Community Builders Alliance	Kwun Tong Community Builders Alliance
108.	19 November 2004	Kwun Tong Resident Association	Kwun Tong Resident Association

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Written Submissions Received (as at 3 December 2004)			
Date	Name	Organization	
109.	-	Lai, Yui Ming	-
110.	16 October 2004 #	Lam Man Fai	Recreation of Local Culture *
111.	22 October 2004	Lam, C.W.	-
112.	23 July 2004	Lam, Ching Cheong	-
113.	27 October 2004	Lam, Irene	-
114.	22 October 2004	Lam, Mei Yung Hazel	School of Early Children Education, Hong Kong Institute of Education
115.	28 October 2004	Lau, Chung-pun Alec	Hong Kong Air Cadet Crops
116.	1 November 2004	Lau, Gary	Hong Kong Aviation Club
117.	11 November 2004	Lau, Man Yu Sania	The University of Hong Kong
118.	5 October 2004	Law, Kwok Keung	-
119.	18 November 2004	Lee, C.Y. Peter	-
120.	30 October 2004	Lee, Kar Wai	-
121.	29 November 2004	Lee, Mang Sun*	Estate Owners' Committee of Laguna Verde
122.	30 October 2004	Lee, Wang Chun*	-
123.	19 November 2004 #	Leung, S.K.	-
124.	2 October 2004	Li, Arthur	-
125.	24 October 2004	Li, Gladys	-
126.	30 September 2004	Li, Lavinia	-
127.	26 November 2004	Li, Man Fai *	-
128.	25 October 2004	Li, Michelle M. de	-
129.	18 November 2004	Li, Siu Man Peter	The Conservancy Association
130.	29 September 2004	Li, Tung Cheung	Hong Kong Aviation Club & Hong Kong K Air Cadet Crops
131.	11 November 2004	Li, Wai Kit	Centre of Urban Planning and Environmental Management, The University of Hong Kong
132.	15 November 2004	Lim, David	Hospitality Industry Training and Development Centre, Vocational Training Council
133.	8 October 2004	Ling, Michael	-
134.	-	Linsvale Company Ltd.	-
135.	20 September 2004	Liu, W.K. Adam	-
136.	22 October 2004	Liu, Wai Keung	-
137.	9 October 2004	Lo, Marge & Linus	-
138.	5 October 2004	Lo, Chi On*	-
139.	20 September 2004	Lo, Iris	-
140.	27 September 2004	Local citizen	-

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Written Submissions Received (as at 3 December 2004)			
Date	Name	Organization	
141.	-	Lui, Man	Department of Architecture, The University of Hong Kong
142.	13 October 2004	Luk, Fook Tai	-
143.	8 November 2004	Manuel Kow Keung, Kevin	City University of Hong Kong
144.	8 November 2004	Marine Excursion Association Ltd.	-
145.	7 October 2004	Marine Resident Association*	Marine Resident Association*
146.	-	Mei Ah Dyestuff Chemical Co. Ltd.	-
147.	-	Moneray Co. Ltd.	-
148.	19 September 2004	Mrs Lam*	-
149.	-	Ms. Lam*	-
150.	18 October 2004	Mr. Tang	-
151.	13 November 2004	MTR Corporation Limited	MTR Corporation Limited
152.	30 October 2004	Nam, Chi Leung Billy	-
153.	29 September 2004	Neoh, Betty	-
154.	1 November 2004 #	New Territories Cargo Transport Association	New Territories Cargo Transport Association
155.	10 October 2004	Ng, Ching Or*	-
156.	30 September 2004	Ng, Hayward	-
157.	29 September 2004	Ng, Lee Yuk Lin Susanna	-
158.	-	Ng, Sum Tat	-
159.	-	Ngai Keung Handbags Fty (HK) Ltd.	-
160.	25 October 2004	Nissim, Roger	-
161.	-	Oh, Wing Sze Grace	J.B Jewellery (HK) Ltd.
162.	23 September 2004	Or, Chong Shing	Member, Kwun Tong District Council
163.	26 October 2004	Pang, Y.K.	-
164.	-	Panter Garment Fty Ltd.	-
165.	-	Parafortune Fashion Co. Ltd.	-
166.	30 September 2004	Paterson, Cynthia	-
167.	22 October 2004	Poon, Kelvin	-
168.	4 November 2004	Rhythm Garden Owners' Committee	Rhythm Garden Owners' Committee
169.	3 December 2004 #	Royal Hong Kong Yacht Club	Royal Hong Kong Yacht Club
170.	- #	Rutlepse, Scott Leward	-
171.	29 October 2004	Sankey, Alan	West Island School
172.	29 October 2004	See, Teo Yat Patty	Perkins Coie

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Written Submissions Received (as at 3 December 2004)			
Date	Name	Organization	
173.	1 December 2004	Shi, Lop Tak Allen	Hong Kong Wong Tai Sin Industry and Commerce Association Ltd. and Member, Wong Tin Sin District Council
174.	26 October 2004	Shiu, Alan	-
175.	11 November 2004 #	Shu, Lok Shing	-
176.	8 October 2004	Siu, Kevin	Hong Kong Aviation Club
177.	30 October 2004	Siu, Yuen Sheung	Member, Kowloon City District Council
178.	12 November 2004	Sung, Alfred	-
179.	-	Sunny Creations Ltd.	-
180.	19 November 2004 #	Swire Properties	-
181.	29 October 2004	Sze, Chi Hung	Hanison Group
182.	23 October 2004	Szeto, Iris	-
183.	5 October 2004	Tai, Stephen	HAESL
184.	25 October 2004	Tan, Mike	-
185.	-	Tang, Lap Yin James	Golden Investment Limited
186.	23 September 2004	Tang, Si Hong	North Point Young Association of Hong Kong
187.	-	Tenwarm Industrial Ltd.	-
188.	19 November 2004	The Hong Kong Federation of Trade Union	The Hong Kong Federation of Trade Union
189.	19 November 2004	The Hong Kong Institute of Engineers	The Hong Kong Institute of Engineers
190.	-	The Incorporated Owners of Hilder Centre	The Incorporated Owners of Hilder Centre
191.	3 November 2004	The Kowloon Motor Bus Co. (1933) Ltd.	The Kowloon Motor Bus Co. (1933) Ltd.
192.	19 November 2004	The Real Estate Developers Association of Hong Kong	The Real Estate Developers Association of Hong Kong
193.	19 November 2004 #	The Save Kai Tak Campaign	The Save Kai Tak Campaign
194.	22 October 2004	Thomason, Neil	-
195.	29 September 2004	Thorburn, James	-
196.	24 October 2004	Tsai, Chi Chai	-
197.	4 October 2004	Tsai, Wang	-
198.	4 November 2004	Tse, Deric	-
199.	12 November 2004	Tse, Lawrence	VisionEngineer.com
200.	30 September 2004	Tse, Patrick	Hong Kong Aviation Club
201.	3 October 2004	Tse, Y.L. May	-
202.	4 October 2004	Tsui, Hong Ping Micheal	-
203.	19 November 2004	Tsui, Lawrence	VisionEngineer.com

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Written Submissions Received (as at 3 December 2004)			
Date	Name	Organization	
204.	-	Union Laser Alarm Co. Ltd.	-
205.	16 November 2004	Victoria Harbour Typhoon Shelter Concerned Group*	Victoria Harbour Typhoon Shelter Concerned Group*
206.	-	Waddy Jewellery Co. Ltd.	-
207.	28 October 2004	Waheed, Abdul	ALM Enterprise
208.	-	Wing Fung Group Holdings Ltd.	-
209.	2 October 2004	Wesemann, Lothar H.	LHW Inv. & Trading Ltd.
210.	-	Wong, Eric	York Star Co. Ltd.
211.	2 October 2004	Wong, Henry	-
212.	11 October 2004	Wong, Legant	-
213.	3 October 2004	Wong, M.K. John	Hong Kong Marine Conservation Society
214.	23 October 2004	Wong, Y.K. Michael	-
215.	1 October 2004	Wong, Shirley	-
216.	22 October 2004	Wong, Timothy	-
217.	30 September 2004	Wong, Tony	-
218.	1 October 2004	Wong, Wai Ip	-
219.	30 September 2004	Wong, Yolanda	-
220.	23 October 2004	Woo, Kelvin	-
221.	24 October 2004	Xue, Charlie	City University of Hong Kong
222.	25 October 2004	Yan, T.S. Stephen	Hong Kong Aviation Club
223.	21 October 2004	Yau, David	-
224.	29 September 2004	Yeung, Man Bik Judith	-
225.	29 October 2004	Yeung, Wai Tung	-
226.	11 October 2004	Yu, Chung Yiu Brian	-
227.	9 November 2004	Yu, S.C.	-
228.	25 October 2004	Yue, Mary	-
229.	18 September 2004	Yuen, Raymond	-
230.	25 October 2004	Yung, Chi Yan*	-
231.	22 September 2004 #	Zimmerman, Paul	-

The above written submissions are listed in alphabetical order. Among the written submissions received, 93 submissions are from the "One Person One Email" of the Save Kai Tak Campaign, 26 submissions are from the occupants of Hilda Centre objecting reclamation at To Kwa Wan and Hung Hom.

* Chinese translated name

Submission with Land Use Concept Plans

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Presenters at Public Forum (1) on 16 October 2004	
<i>Name</i>	<i>Organization</i>
Convener	
Professor Yeung Yue Man	Director, Hong Kong Institute of Asia- Pacific Studies
Panel Member	
Hon. Patrick Lau Sau Shing	Member, Legislative Council & Vice-Chairman, Town Planning Board
Dr. Chan Wai Kwan	Chairman, HEC Sub-committee on SEKD Review
Mr. Wong Kam Chi	Chairman, Wong Tai Sin District Council
Mr. Anthony Kwan	Assistant Director/Metro. Planning Department
Pre-Registered Speakers	
Mr. Albert Lai	Citizen Envisioning@Harbour
Mr. Paul Zimmerman #	Designing Hong Kong Harbour District
Dr. Sujata. S. Govada #	Centre of Urban Planning and Environmental Management, The University of Hong Kong
Mr. Francis Chin & Ms. Joanlin Au #	The Save Kai Tak Campaign
Mr. Lam Man Fai #	Recreation of Local Culture *
Mr. Cheung Hoi Wai, Leo	HK University of Science and Technology
Mr. Gavin Neale	Heliads Ltd.
Mr. Tang Si Hong*	North Point Young Association of Hong Kong
Floor Speakers	
Mr. Chan	-
Local citizen (Ma Tau Wai)	-
Dr. Ng Mee Kam	Centre of Urban Planning and Environmental Management, The University of Hong Kong
Ms. Betty Ho	Ditto

* Chinese translated name

Submission with Land Use Concept Plans

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Presenters at Public Forum (2) on 23 October 2004	
<i>Name</i>	<i>Organization</i>
Convener	
Hon. Patrick Lau Sau Shing	Member, Legislative Council & Vice-Chairman, Town Planning Board
Panel Member	
Dr. Chan Wai Kwan	Chairman, HEC Sub-committee on SEKD Review
Mr. Wong Kwok Keung	Chairman, Kowloon City District Council
Mr. Anthony Kwan	Assistant Director/Metro. Planning Department
Pre-Registered Speakers	
Mr. Francis Chin & Ms. Joanlin Au # Ms. Karen Lam	The Save Kai Tak Campaign Centre of Urban Planning and Environmental Management, The University of Hong Kong
Mr. Li Man Hon	Ditto
Floor Speakers	
Hong Kong Kowloon City Industries & Commerce Association *	Hong Kong Kowloon City Industries & Commerce Association *
Mr. Hui, Wai Hung	Hong Kong Housing Society
Local citizen (Kowloon City)	-
Local citizen (Tai Kok Tsui)	-
Local citizen, 13 Streets	Centre of Urban Planning and Environmental Management, The University of Hong Kong
Local citizen	-
Mr. Lau, Cavin	-
Mr. Wong, Kai Ming	Member, Kwun Tong District Council
Mr. Wong, M.K. John	HK Marine Conservation Society

* Chinese translated name

Submission with Land Use Concept Plans

Appendix A: Activities Undertaken in the Stage 1 Public Participation

List of Presenters at Public Forum (3) on 30 October 2004	
<i>Name</i>	<i>Organization</i>
Convener	
Dr. Peter Wong King Keung	Vice Chairman, Metro Planning Committee of the Town Planning Board
Panel Member	
Dr. Chan Wai Kwan Mr. Chan Chung Bun Mr. Anthony Kwan	Chairman, HEC Sub-committee on SEKD Review Chairman, Kwun Tong District Council Assistant Director/Metro. Planning Department
Pre-Registered Speakers	
Mr. Peter Lau Prof. Bernard Lim Mr. Elton Ng Mr. Paul Zimmerman # Mr. Felix Chan Mr. Chan Moon Tong* Mr. Pedro Chan Mr. Francis Chin & Ms. Joanlin Au # Ms. Christine Loh Mr. Winston Chu # Mr. Bernard Kwok Mr. Alvin Wong Mr. Ian Chow Mr. Lau Ming Shun	Centre of Architectural Research for Education, Elderly Environment & Excellence Ltd Department of Architecture, The Chinese University of Hong Kong Ditto Designing Hong Kong Harbour District CUPEM, HKU Kwun Tong Central District Committee* Kowloon City District Recreation & Sports Council The Save Kai Tak Campaign Civic Exchange Society for Protection of the Harbour Laguna City Phase 1,2 & 4 Owners' Committee Ditto Ditto Hong Kong Cargo-Vessel Traders' Association Ltd.
Floor Speakers	
Mr. Manuel, Kwok Keung Kevin Mr. Ching* Mr. Chin* Ms. Leung* Mr. Sun* Local citizen Local citizen (Tai Kok Tsui)	City University of Hong Kong - - - - - -

* Chinese translated name

Submission with Land Use Concept Plans

Kai Tak Planning Review

Stage 1 Public Participation
(Sept. to Nov. 2004)

Overview of Public Comments

Presentation to HEC Sub-Committee on SEKD
13. 12. 2004



規劃署

Planning Department



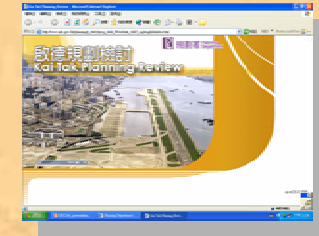
都市規劃顧問有限公司
CITY PLANNING CONSULTANTS LTD

Maunsell

茂盛(亞洲)工程顧問有限公司
AN AECOM COMPANY

Background

- **Kai Tak Planning Review commissioned in July 2004**
- **Stage 1 Public Participation (Sept. to Nov. 2004)**
 - ***Community Visions for Kai Tak***
 - ***to discuss study approach, planning objectives, key issues, development components and public aspirations***



Series of Public Activities held:

- **3 Public Forums,
1 Community Workshops
(over 500 participants)**
- **19 Briefing Sessions/
Consultation Meetings**
- **Over 230 Written Comments**



Overview of Key Comments

Vision(s) for Kai Tak

- **General consensus to create *a new image for Hong Kong, to bring the sensation of the harbour back to people and to enhance living quality***
- **Hub of sports, recreation, tourism and entertainment and quality housing developments**
- **To reckon Heritage of Kai Tak**
- **Sustainable green city**



Observations

- *Consistent with the development theme adopted in the current development scheme*
- *Vision statement in the Public Consultation Digest was well received*

Overview of Key Comments

Planning Principles

- *People-oriented* planning principle
- *Integrated land use, environment & transport planning approach*
- *Bringing harbour to the people*
- *Sustainable development*
- *Protection of views to ridgeline*
- *Gradation of building heights (avoid high-rise at the waterfront)*
- *Retain local culture and historical past*



Observations

- *Different planning principles to be adhered in the study process*

Overview of Key Comments

Key Concerns => *Reclamation*

- **General consensus *not to pursue further reclamation in the Harbour area.***
- **Allow very *limited reclamation for enlivening the existing waterfront* e.g. promenade, submerged roads, piers, to address pollution problems of the Approach Channel**



Observations

- *Reclamation proposal, if any, should be well justified and supported by assessments on the needs, extent and alternative aspects.*
- *Advice from the Department of Justice will be sought.*

Overview of Key Comments

Key Concerns => *Kai Tak Approach Channel (KTAC)*

- Majority supported *retention of KTAC and appropriate mitigation measures* should be identified
- Some accepted *reclaiming KTAC to resolve environmental problems*
- Many suggested turning the channel into a *water sports area*



Observations

- *Reclamation at KTAC will have to satisfy the overriding public need test*
- *Converting KTAC for recreation use will be subject to in-depth engineering study and financial study.*

Overview of Key Comments

Key Concerns => *KTAC (cont'd)*

Baseline Review identified that the environmental problems of KTAC are:

- **Water quality**
- **Odour**
- **Contaminated Sediment**

Pollution sources are:

- **Tolo Harbour Effluent Export Scheme**
- **Expedient connections in Kai Tak Nullah**
- **Expedient connections in KTAC & Kwun Tong Typhoon Shelter**

Possible Ways to improve water quality (subject to further investigation):

1. **Improvement at pollution sources**
2. **Improvement of circulation at KTAC**
3. **Contaminated Sediment Treatment**

Overview of Key Comments

Key Concerns => *Interface with Surrounding Districts*

- *Interface and connectivity issues*
- Opportunity to *improve the living quality* of surrounding districts e.g. provision of G/IC facilities, open space, transport infrastructure
- Catalyst for *redevelopment and revitalization* of the surrounding residential and business areas.



Observations

- *Interface issues will be addressed in formulating the conceptual proposals for Kai Tak.*

Overview of Key Comments

Key Concerns => *Interface with Other Studies*

➤ **To consider and review implications of the on-going studies**

e.g. Hong Kong 2030

Sustainability Development Study

Study on Building Height Restrictions

for Kowloon Bay and Kwun Tong

Business area



Observations

- ***Suggestions proposed by these studies will be further investigated in this Study.***

Overview of Key Comments

Development Components

- *Tourism, sports and recreation hub* contrast with the arts and cultural hub in West Kowloon
- Majority supported an international *Cruise Terminal*
- Majority supported *Metropolitan park with proper linkage and waterfront promenade*
- Majority supported *Multi-purpose Stadium*



Observations

- *Suggestions will be examined in the preparation of OCP.*

Overview of Key Comments

Development Components

Housing

- **Divergent views** (mix of public & private housing vs. predominately high quality housing)
- **Flexible planning framework** to respond to future change in planning circumstances
- Expected **lower development intensity**

Office

- Some doubted the **need to introduce a new office node** in view of supply in the surrounding areas
- Some suggested developing a **premier commercial/office centre**

Observations

- **Medium housing density as starting point to create interesting design**
- **Office component to be examined in the preparation OCP**

Overview of Key Comments

Development Components

Aviation facilities

- Some aviation groups advocated a **3,500-foot airstrip plus tourist attractions**
- Majority concerned about the **environmental impact and substantial land take** for the airfield and heliport



Observations

- *Impact to existing high rise buildings at Hinterlands*
- *Imposing constraints to surrounding development, environment, building height, etc.*
- *Flight control centre for the coexistence of airfield and heliport*
- *Conflict with Cruise Terminal, height restriction, dredging of 5 million m³ marine sediment, closure of marine facilities*



Overview of Key Comments

Development Components

Marine Facilities

- ***Polarized views*** between marine facilities operators and the general public
- Existing marine facilities be maintained, decommissioned, reprovisioned elsewhere?
- Compatible issues between tourism and Public Cargo Working Areas (PCWAs)
- Enhance typhoon shelters into tourist attraction

Observations

- *Road T2 may affect Cha Kwo Ling PCWA & Kwun Tong Vehicular Ferry Pier*
- *Cruise Terminal may affect To Kwa Wan Typhoon Shelter & Government Mooring Buoys*
- *Continuous promenade may affect Kwun Tong PCWA*
- *Chlorine Trans-shipment Dock - high Societal risk associated with operation*



Development Components

Marine Facilities (Cont'd)

Observations

Some marine facilities may be affected :

- *PCWAs, Kwun Tong Typhoon Shelter and Vehicular Ferry (due to Road T2)*
- *Kwun Tong PCWA - (due to a continuous promenade)*
- *To Kwa Wan and Kwun Tong Typhoon Shelter / Mooring buoys – (due to measures to improve water circulation of KTAC)*
- *Chlorine Trans-shipment Dock*
- *Further investigation on the retention or decommissioning required*



Overview of Key Comments

Development Components

Refuse Transfer Station (RTS) & Public Filling Barging Point (PFBP)

- **Concern on *land use compatibility***
- **Local resident *strong reservation***

Observations

- **Kaolin Mine Site as potential site for RTS, currently planned as a housing site, suitability to be further investigated.**



Overview of Key Comments

Development Components

Transportation & Pedestrian Facilities

- **Environmentally friendly transport system & Comprehensive Pedestrian System**
- **General preference for rail-based system**



Observations

- **Make provision for EFT mode in Kai Tak.**

Overview of Key Comments

Development Components

Transportation & Pedestrian Facilities

- **Not support construction of elevated strategic roads along waterfront**
- **Prefer more sunken roads and submerge the whole T2 alignment**
- **Replace Kwan Tong Bypass by a less intrusive structure**



Observations

- **Converting the Kwun Tong Bypass may involve technical and financial complexity.**

Overview of Key Comments

Others

- **Other development components**
 - *Ideas/ suggestions*
 - *Detailed proposals*
- **Implementation**
 - *Alternative institutional mechanism*



Observations

- Detailed proposals to be investigated in next stage
- Study at appropriate stage



Overview of Key Comments

Public Participation

- Supported public participation at the beginning of the Study
- Pro-active approach and promote public participation
- Systematic and scientific evaluation of public views
- Widen the coverage of potential participants to the community at large
- Design competition to able more participation.



Observations

- Proactive approach will be maintained throughout the study
- Valuable experience to improve future stage of public participation

Next Steps

- **To prepare Stage 1 Public Participation Report for distribution**
- **To formulate options of Outline Concept Plan, taking into account the public comments and proposal received.**
- **To consult public on options of Outline Concept Plan in Stage 2 Public Participation in early 2005.**



Thank you

