

**Minutes of 847th Meeting of the
Town Planning Board held on 9 November 2005**

Present

Permanent Secretary for Housing, Planning and Lands
(Planning & Lands)
Mrs. Rita Lau

Chairperson

Hon. Patrick S.S. Lau

Vice-Chairman

Mr. C.K. Wong

Mr. Alex C.W. Lui

Mr. Erwin A. Hardy

Ms. Carmen K.M. Chan

Dr. Peter K.K. Wong

Dr. Greg C.Y. Wong

Professor K.C. Ho

Professor Nora F.Y. Tam

Mr. Michael K.C. Lai

Mr. Tony W.C. Tse

Dr. C.N. Ng

Ms. Sylvia S.F. Yau

Mr. Nelson W.Y. Chan

Mr. David W.M. Chan

Mr. Stanley Y.F. Wong

Mr. Edmund K.H. Leung

Professor N.K. Leung

Mr. Tony C.N. Kan

Mr. Alfred Donald Yap

Principal Assistant Secretary (Transport)
Environment, Transport and Works Bureau
Ms. Ava Chiu

Assistant Director (2), Home Affairs Department
Ms. Margaret Hsia

Deputy Director of Environmental Protection
Dr. Michael Chiu

Director of Lands
Mr. Patrick L.C. Lau

Director of Planning
Mr. Bosco C.K. Fung

Deputy Director of Planning/District
Miss Ophelia Y.S. Wong

Secretary

Absent with Apologies

Dr. Rebecca L.H. Chiu

Dr. Alex S.K. Chan

Mr. Francis Y.T. Lui

Mrs. Angelina P.L. Lee

Mr. S.L. Ng

Mr. Keith G. McKinnell

Professor David Dudgeon

Professor Bernard V.W.F. Lim

Mr. Leslie H.C. Chen

Dr. Lily Chiang

Mr. Daniel B.M. To

Professor Peter R. Hills

In Attendance

Assistant Director of Planning/Board
Mr. P.Y. Tam

Chief Town Planner/Town Planning Board
Mr. C.T. Ling

Town Planner/Ordinance Review
Miss Winnie B.Y. Lau

[Open Meeting (whole meeting)]

1. The Chairperson extended a welcome to all Members.

Agenda Item 1

Matters Arising

2. There were no matters arising from the previous meetings to be reported.

Agenda Item 2

Kai Tak Planning Review – Stage Two Public Participation :

Outline Concept Plan

(TPB Paper No. 7446)

[The meeting was conducted in Cantonese.]

3. The following representatives from Harbour-front Enhancement Committee (HEC), the consultants and Government bureaux/departments were invited to the meeting at this point:

Dr. W.K. Chan)	Sub-committee on South East Kowloon Development Review, Harbour-front Enhancement Committee
Ms Iris Tam]	
Mr. Derek Sun]	City Planning – Maunsell Joint Venture
Mr. Eric Ma]	
Ms. Evelyn Lee]	
Miss Patricia So)	Tourism Commission
Mr. Eddie Poon	}	Home Affairs Bureau
Mr. Charles Chu	}	
Mr. Talis Wong)	Civil Engineering and Development Department
Mr. Anthony Kwan]	
Mr. Raymond Lee]	Planning Department
Mr. Kelvin Chan]	

Presentation Session

4. Mr. Anthony Kwan and Ms. Iris Tam, with the aid a Powerpoint presentation, covered the following aspects in their presentations as detailed in the Paper and the Consultation Digest :

- (a) an overview of the Stage 1 Public Participation;
- (b) the vision, planning principles, possible development themes and major urban design and landscape considerations to guide the planning and development of Kai Tak (KT);

[Mr. David Chan arrived to join the meeting at this point.]

- (c) the development components, broad development parameters and the relative performance of the three Outline Concept Plans (OCPs); and

[Mr. Alex Lui and Mr. Patrick L.C. Lau arrived to join the meeting, and Mr. Tony Kan left the meeting temporarily at this point.]

- (d) the purpose and programme of Stage 2 Public Participation.

[Mr. Tony Kan returned to join the meeting and Ms. Ava Chiu left the meeting temporarily at this point.]

5. Dr. W.K. Chan then informed Members of the major comments/observations of the Sub-committee on South East Kowloon Development Review of HEC (HEC-SEKD Sub-Committee) :

Role of HEC-SEKD Sub-Committee

- (a) The KT Planning Review was led by the Government. The primary role of the HEC-SEKD Sub-Committee, as an advisory body on harbour-front development, was to promote public participation and monitor the planning review process to ensure that the major public concerns expressed in the first stage would be carried through to the second stage and would be

thoroughly addressed;

[Ms. Ava Chiu returned to join the meeting at this point.]

General

- (b) the HEC-SEKD Sub-Committee had neither endorsed nor opposed the OCPs;

Reclamation

- (c) with “no-reclamation” as the starting point for the KT Planning Review, it was inevitable that the HEC-SEKD Sub-Committee and the community would have high expectation that the Government would come up with solutions to address the serious environmental problems at the KT Approach Channel, particularly the odour problem, without resorting to reclamation. Overcoming this environmental constraint and developing KT without reclamation for the enjoyment of the community and tourists would be a great achievement;
- (d) while appreciating the engagement of the public in the early planning process prior to the completion of detailed technical assessments, a firm decision on whether or not to reclaim the KT Approach Channel should be made known before proceeding to Stage 3;

Development Components

- (e) the HEC-SEKD Sub-Committee noted that the proposed cruise terminal in KT had the general support of the community under Stage 1. Nonetheless, the Tourism Commission should explain to the public the rationale for the recent "Invitation for Expression of Interests : Suggestions for the Development of a New Cruise Terminal in Hong Kong” and its implications on the one proposed in KT. What was the interface between the two?
- (f) the HEC-SEKD Sub-Committee had greater concern on the proposed stadium than the cruise terminal. Notwithstanding the reduction of the overall development area of KT by about 30% as a result of no reclamation,

the size of the stadium remained at 24 hectares. While the provision of the proposed stadium should be supported by a sports policy, even if the need of the stadium was satisfactorily demonstrated, whether the proposed size and location were optimal would require further consideration. Although the HEC-SEKD Sub-Committee was yet to be convinced by the Government, it would welcome the provision of further details from HAB to facilitate both the Sub-Committee and the community to better appraise this proposal under Stage 2;

- (g) more information on the railway depot would be beneficial to allow a thorough discussion under Stage 2 on how best the depot should be provided;

Integration with the Surrounding Districts

- (h) in planning KT, social connectivity with the surrounding areas was as important as physical connectivity. Good social connectivity would help revitalize the nearby old urban areas. Whether the OCPs would give sufficient impetus to revitalize the surrounding districts would need to be further deliberated; and

Conclusion

- (i) sustainability ranked foremost amongst the various considerations of HEC-SEKD Sub-Committee. The ultimate plan should be sustainable in terms of economic, social and environmental performance.

Discussion Session

6. The Chairperson remarked that the planning approach for KT was unprecedented in the planning history of Hong Kong in that the Government started “planning with the community” from the very beginning. Knowing the vision and wishes of the community at an early stage would contribute to the success of the future planning and development of KT.

7. Major questions and comments raised by Members were as follows:

Water-front Facilities

- (a) ending the waterfront promenade at Kwun Tong was undesirable, it should be extended to Lei Yue Mun and Tsim Sha Tsui;
- (b) whether there was still a demand for the existing passenger and vehicular-ferry pier at Kwun Tong. If not, the spaces could be put into more meaningful uses;
- (c) the present constraints to public access to the waterfront of Kwun Tong was disappointing;

[Dr. K.K. Wong left the meeting temporarily at this point.]

- (d) whether putting the Refuse Transfer Station at the waterfront of Cha Kwo Ling was appropriate. Consideration should be given to moving the facility inland;

Preliminary Sustainability Assessment

- (e) there was concern about the poor performance of the OCPs (mostly rated C and D) under the indicators “natural resources” and “environmental quality” in the preliminary sustainability assessment;

KT Approach Channel

- (f) it would be more correct to describe the KT Approach Channel as the top of Kowloon Bay as its water level was the same as that of the Victoria Harbour. Rectifying the description might lead to different views of the community on reclamation;

[Mr. Erwin Hardy left the meeting temporarily and Dr. K.K. Wong returned to join the meeting at this point.]

- (g) views on reclaiming the KT Approach Channel were diverse. A Member doubted if there would be an “over-riding public need” to justify reclamation as advanced technology would make improvement to the conditions of the Channel possible without reclamation. The proposed 600m gap was a good suggestion to enhance water circulation and thus improving

the water quality. Water hydraulics expert should be consulted on the effectiveness of the proposed orientation of the opening in improving water circulation given that water currents in Hong Kong generally flowed in a south-east to north-west direction. Another Member considered that re-orientating the gap might also help improve water circulation between the KT Approach Channel and To Kwa Wan. There was also concern about the possible triggering of another judicial review if the Government decided to proceed with reclamation;

- (h) the concept of turning the KT Approach Channel into a river channel was supported; and restoring the marine ecology of the Channel should be the ultimate aim;
- (i) some Members considered that reclamation should not be ruled out if “over-riding public need” was demonstrated. There was reservation on the effectiveness of the “no-reclamation” scenario in eliminating the environmental problems. The serious odour problem, if persisted, would be detrimental to the success of the KT development. The runway was just a man-made feature, with the KT Approach Channel retained, the resultant elongated form of the runway island would render some portions of the site unusable;

Typhoon Shelters

- (j) the Kwun Tong and To Kwa Wan Typhoon Shelters not only constrained water circulation, the presence of the barges would lower the visual and landscape quality of the future development on the runway;
- (k) the Kwun Tong Typhoon Shelter would segregate the new KT development from the commercial development in Kwun Tong. Some thought could be given to providing a bridge link between the two areas;
- (l) the need of retaining the two typhoon shelters was doubtful. As the utilization rate of the Hei Ling Chau Typhoon Shelter was low, there was scope to receive vessels/boats from the two typhoon shelters;
- (m) as the breakwaters of the typhoon shelters were critical to water circulation, it was worth exploring the replacement of the fixed breakwaters by movable

ones such as those used in Amsterdam, albeit costly;

Integration with the Surrounding Districts

- (n) although integrating KT with its surrounding districts was one of the proposed planning principles, the OCPs showed little connectivity between KT and the neighbouring districts like Kwun Tong, Ngau Tau Kok and Kowloon City;
- (o) having vehicular traffic taking precedence over pedestrian traffic as in the case of Tseung Kwan O New Town should be avoided in the planning for KT;

[Mr. Erwin Hardy returned to join the meeting at this point.]

- (p) the residents in Kwun Tong and Ngau Tau Kok would likely welcome the shopping malls in the cruise terminal. To enhance connectivity with surrounding settlements such as Laguna City and Sceneway Garden, consideration should be given to the provision of a pedestrian link by making use of the breakwaters of the Kwun Tong Typhoon Shelter and the building of an immersed tunnel at about 2 metres below the water. This creative pedestrian walkway would help meet the aspiration of the community whilst not disturbing the operation of the barges;
- (q) the Consultation Digest did not cover the social connection aspect. It would be worth carrying out a Social Impact Assessment later to assess, among others, the interface between the urban renewal projects in Kwun Tong, Ma Tau Wai and Kowloon City and the new KT development;

KT Boulevard

- (r) some Members suggested to move the KT Boulevard from the waterfront to the middle of the runway to allow for activities like retail shopping on both sides of the Boulevard. This would make the Boulevard more lively and reinforce an important characteristic of urban landscape in Hong Kong. Notable examples were found in the Whampoa development and along the Nathan Road;

- (s) part of the waterfront would not be accessible to the pedestrians if a road was planned along the waterfront facing the KT Approach Channel. Walking promenades should be provided on both sides of the Boulevard;

Transport Arrangement and Facilities

- (t) the proposed transport network, particularly the highway “spaghetti” in the eastern part of the study area, was unsatisfactory. The decommissioning of the KT airport provided scope for simplifying the road network;
- (u) the existing trunk roads were already inadequate to cater for the present traffic in the area, and the Shatin-to-Central Link (SCL) could alleviate the traffic condition only in the long term. For this reason, a Member preferred the low-density development under OCP 3;
- (v) the SCL depot would become a barrier cutting off the new KT development from Kowloon City. Adopting the “Tseung Kwan O-type” high-density development above the SCL depot under OCP 1 would further worsen the situation. Whilst not objecting to the SCL, the design and planning of the SCL depot should be further improved;
- (w) the connection between various parts of the KT development should be strengthened by some internal transport arrangement. Walking on a 3-4 km long waterfront promenade could be a tiring experience, particularly to the elderly and children. Members suggested some form of environmentally-friendly transport system and marine transport could be considered for this unique site with long waterfront;
- (x) connecting KT Point with Kwun Tong by a pedestrian subway could be a feasible option;
- (y) the busy traffic in the surrounding road network should be addressed in the Traffic Impact Assessment. The proposed Central Kowloon Route should be considered in parallel with the planning study for KT to relieve traffic congestion; and
- (z) in considering the transport arrangement for KT, air transport should also be

taken into account. It was worth exploring the provision of a helipad in KT in the light of the demand for helicopter services.

8. The Chairperson assured Members that the planning process for KT would continue to be highly transparent and the Administration would cherish every piece of public comments. She stressed the importance of releasing the facts and figures and findings of technical assessments to enable the making of sound analysis and judgement by the community. At the request of the Chairperson, Ms. Iris Tam, Mr. Eric Ma and Mr. Talis Wong made the following responses :

Sustainability

- (a) the rating as shown on p. 33 of the Consultation Digest was obtained from a preliminary sustainability assessment. The medium to low performance of the OCPs in terms of environmental quality and natural resources was conceivable as the assessment compared the “with-development” scenario with the “without-development” scenario. The OCPs would however boost the economy, create employment opportunities and act as a catalyst for urban regeneration. In any event, further sustainability assessment would be conducted at the next stage to confirm that the planned development would meet the various sustainability indicators;

600m Gap in the Runway

- (b) the 600m gap in the runway was proposed after conducting preliminary water quality assessments. The study revealed that water currents flowed from Lei Yue Mun to Kap Shui Mun most of the time. It was agreed that the locations of the two typhoon shelters were critical to water circulation. However, according to the Marine Department, there was a high demand for the two typhoon shelters in time of typhoons. Removing the breakwaters would adversely impact on the operation of the harbour. It was very difficult to re-provision the typhoon shelters in the urban area. The preliminary assessments indicated that the proposed 600m cutting would improve water circulation and help to enhance water quality. The consultant would work closely with the Civil Engineering and Development Department (CEDD) and Environmental Protection Department (EPD) to carry out more in-depth studies;

Integration with the Surrounding Districts

- (c) it was difficult to take forward the suggestion to connect the tip of the runway with Kwun Tong and even Ngau Tau Kok by building a bridge across the Kwun Tong Typhoon Shelter. It was because building a high bridge over the tall cranes (up to 30 metres) of the barges would be visually intrusive and finding a landing point in the developed Kwun Tong area was difficult. Instead, there were proposals for pedestrian bridges linking the KT Approach Channel with Kowloon Bay;
- (d) the present OCPs were conceptual only. Connections with the surrounding districts would be detailed in the Preliminary Outline Development Plan (PODP); and

[Mr. Edmund Leung left the meeting temporarily at this point.]

Reclamation

- (e) it was re-affirmed that “no-reclamation” was the starting point for planning the KT development. Whilst detailed engineering feasibility study would be carried out subsequent to the planning study, CEDD had advanced some of the detailed investigations on the water quality and odour issues to provide input to the preparation of the OCPs and PODP. At this stage, the laboratory tests had produced positive results on the treatment of contaminated sediment. The feasibility of the proposed mitigation measures would be ascertained after completion of the in-depth investigations and subject to confirmation under the Environmental Impact Assessment Ordinance (EIAO) process. Work on the EIA study had already started with a view to identifying the appropriate mitigation measures to tackle the environmental problems comprehensively. Results of the in-depth investigations were expected to be available by mid 2006 for public information. By then, there would be a clearer indication on whether reclamation was necessary.

9. Members went on to make the following main comments:

Key Components

- (a) whether the key development components, including the multi-purpose stadium, metro park, cruise terminal and 600m gap, incorporated in all OCPs were considered by the Government as essential facilities that had to be provided in KT. Disclosing this piece of information to the public would promote effective discussion and avoid false hopes;

Development Intensity

- (b) OCPs 1 and 2 only differed in terms of the mix of population and employment but the difference in terms of total GFA was not significant. Hence, the impacts of the two on the environment and traffic conditions were likely to be similar. Only OCP 3 showed a real difference in terms of development density;
- (c) a Member preferred OCP 3 in view of its lowest development density. The same Member opined that there seemed little surplus land for other uses after developing the key components, i.e. multi-purpose stadium, metro park and cruise terminal;

[Mr. Edmund Leung returned to join the meeting at this point.]

Showcase for Harbour-front Development

- (d) the Study Team should seek to optimise the land use rather than simply finding something acceptable. The key components or types of activities should be established before focusing on the layout of the key components. Members of the public should be encouraged to express views on the types of activities to be included in the KT development. Other than the cruise terminal, the current conceptual design and key components were not innovative enough to turn KT into a showcase for harbour-front development and urban design/landscape. It was worth noting that famous harbour-side cities, e.g. Toronto, Barcelona and Sydney, were not dominated by residential blocks;
- (e) KT was highly conspicuous from the Peak, remarkable view anchors should

be created to impress tourists, just like the Opera House in Sydney. Lateral thinking should be adopted to develop a bold scheme with impeccable design for KT;

Cruise Terminal

- (f) the berthing of cruise liners of over 10 storeys high at the proposed alongside berths at the tip of the runway would block the best view from KT. The provision of hotels and shopping malls at higher levels of the cruise terminal would further block the seaview. Although changing the design to a finger pier would alleviate the adverse visual impact, this would necessitate reclamation. Further public consultation on and consideration of the design of the cruise terminal would be required. The public should be made aware of the possible denial of the best seaview from KT due to the building of a cruise terminal;
- (g) it was suggested to move the cruise terminal northwards towards To Kwa Wan if there was no real remedy for the environmental problems associated with the KT Approach Channel without reclamation. One of the merits of moving it northwards was reducing the traffic to and from the cruise terminal;

[Hon. Patrick Lau left the meeting at this point.]

- (h) the information on the cruise terminal on p.27 of the Consultation Digest was misleading. The massive chain of facilities required to support a cruise terminal would virtually take up all the runway area. The size of the cruise terminal and its implications on the design of the runway area should be carefully considered;

Inadequacy of Information and the Strategic Context

- (i) KT should be cherished as the last sizable piece of urban land in the metro area for development. KT should not be planned in isolation without due regard to the wider territory. On the face of it, OCP 3 would easily overshadow the other two as its development density was the lowest and performance in terms of sustainability was better. Nonetheless, choosing OCP 3 might impose development pressure on other districts, for example,

the displacement of the planned population and housing to other districts. The public should be made aware of the strategic context and the pros and cons of different OCPs for making an informed choice;

- (j) the development of KT was still subject to a lot of uncertainties, for example, the need of the cruise terminal, and the viability of OCP 2 which involved considerable increase in office GFA as compared with the proposal in the Comprehensive Feasibility Study (CFS) for the Revised Scheme for South East Kowloon Development completed in 2001. Also, where to accommodate the reduced population (the planned population of the three OCPs had already been reduced significantly as compared with the 260,000 population proposed in the 2001 CFS) was unknown;
- (k) the Administration should clarify whether the key development parameters in the CFS were the maximum or minimum requirements for the KT development area;
- (l) there was insufficient or no information on a number of important facts to enable the community to provide reasonable input. For example, information on the operation of cruise liners, how likely the KT development would proceed without reclamation, the optimal size of the stadium, whether the road network and other infrastructure like sewerage would be able to cope with the increase in population, and the requirement for housing. The three OCPs should be formulated after a thorough thinking process based on facts;

Sports-focused Scenario

- (m) a Member opted for OCP 3 as the community supported the development of sports and recreational facilities in the urban core. The utilization rate of cultural and recreational facilities in the New Territories had tended to be low. Although OCP 3 would accommodate the lowest population, dispersing some of the population to the New Territories would not be a problem with mass transit in place. The same Member further opined that more sports facilities could be provided if the KT Approach Channel was decked over. Whilst West Kowloon was the cultural district of Hong

Kong, South East Kowloon could be branded as the sports district;

[Mr. Alex Lui left the meeting at this point.]

- (n) whilst supporting OCP 3, a Member stressed the importance of taking into account the anticipated utilization rate of the planned facilities in evaluating the OCPs. The built facilities should not become white elephants. Means to increase patronage, such as enhancing connection with the neighbouring districts like San Po Kong and Kwun Tong and making the open space available for jogging and Tai Chi, should be considered;

[Professor K.C. Ho left the meeting at this point.]

- (o) a few Members had reservation on the sizable stadium. There was concern on the utilization rate of the stadium. On the other hand, spreading out the residential development to the stadium site could thin out the population density;
- (p) the OCPs only focused on land-based sports, and water-based sports was not mentioned in the Consultation Digest;

Other Design Considerations

- (q) the presence of the Refuse Transfer Station at the waterfront of Kwun Tong would make the view from the tip of the runway to Kwun Tong unpleasing. The visual impact should be satisfactorily mitigated by good urban design measures;
- (r) apart from retaining the runway, the OCPs, particularly OCP 1, fell short of elements to pay tribute to the aviation history of KT;
- (s) respecting the historical significance of KT as the former airport site of Hong Kong in planning the new KT development was fully supported. The design should accentuate the runway feature;
- (t) the important view to Victoria Harbour was not mentioned in the Consultation Digest. As the tip of the runway commanded excellent view

and had high potential to become a popular attraction like the Peak, land use planning and design for this part of the site should seek to optimise the spectacular view;

Evaluation of OCPs and Public Participation

- (u) the planning principles on p.8 of the Consultation Digest, if endorsed by the public, should be adopted for evaluating the OCPs;
- (v) extensive public engagement was essential for realizing “planning with the community”. Whilst the current review exercise provided a good platform for public participation, it was the Government to make the final decision taking into account the overall public interest and the strategic considerations; and

Interim Development

- (w) as it took time to materialize the planned development, consideration should be given to optimising the use of this valuable piece of urban land in the interim by putting it for some temporary uses.

10. The Chairperson drew Members’ attention that the OCPs were not development options to choose from, but only to provide a basis for public discussion on possible development proposals for KT. She further made the following main points :

- (a) Environmental Impact Assessment would be carried out to duly address environmental concerns and mitigation measures would be introduced to mitigate against any unavoidable adverse impacts; and
- (b) the CFS completed in 2001 had proposed an overall development area of 461 hectares with 133 hectares of reclamation. The high population growth projected at that time attributed to a high population target of 260,000 for KT. With “no-reclamation” as the starting point and forecast of slower population growth, the development area under the current KT review was reduced to about 328 hectares and the planned population dropped under all three OCPs.

11. In response to Members’ questions and comments, Ms. Iris Tam, Mr. Eric Ma, Ms.

Patricia So, Mr. Eddie Poon, Mr. Talis Wong, Mr. Anthony Kwan and Mr. Raymond Lee made the following main points :

Cruise Terminal

- (a) KT was considered the best site in the Victoria Harbour for building a cruise terminal. This cruise terminal would contribute to developing Hong Kong as a homeport for cruise liners. According to the Consultancy Study on Cruise Terminal Facilities Development for Hong Kong (2004), Hong Kong would require an additional cruise berth in the medium term and one to two additional berths in the longer term to cater for the growth of the cruise industry. Because KT would take some time to be developed and to enable the early development of a cruise terminal to meet the need of the tourism industry, the current “Invitation for Expression of Interests : Suggestions for the Development of a New Cruise Terminal in Hong Kong” was to ascertain whether there were feasible locations other than KT for the development of new cruise terminal facilities in the medium term. The deadline for submission was end 2005 and a decision on the additional cruise berth would tentatively be made in early 2006;
- (b) moving the cruise terminal northwards was constrained by the shallow water (only 4 to 5 metres deep) in the north and would necessitate dredging of the seabed. On the other hand, the water body by the tip of the runway was deep enough for the modern cruise liners which required water depth of 10 metres to operate;
- (c) there would be purpose-built road to service the proposed cruise terminal at the tip of the runway;

Multi-Purpose Stadium

- (d) the facilities would complement the policy initiative of the Government to popularise sports activities, to develop elite sports, and to enable Hong Kong to host important sports events. Most of the major existing sports facilities were built more than 20 years ago and were aging. A study of 14 major overseas stadiums showed that these facilities would help revitalize

the economy of the surrounding districts;

- (e) a preliminary assessment suggested that the stadium site should be no more than 24 hectares. The proposed 24 hectares served as a benchmark for discussion and the optimal scale would be subject to further detailed design. The multi-purpose stadium comprised a cluster of facilities, including a main stadium with a retractable roof, a secondary stadium for warm-up tracks, a sports arena, a multi-storey and multi-purpose sports building, shopping and catering facilities and 12 hectares of circulation space. The Government was mindful of not creating a white elephant. The design of the facilities aimed to attract users and visitors the whole year round;

Reclamation

- (f) even if reclamation was pursued to tackle the environmental problems, a culvert in the KT Approach Channel was still required to maintain the drainage system. The reclamation approach was not expected to have major impact on the land use proposals of the three OCPs because the culvert would impose constraints to development above it and most likely only open space could be planned on the reclaimed land.

Strategic Context

- (g) information on the strategic context of the KT review was available on the Planning Department's website. Consideration would be given to improving public access to the information to facilitate informed discussions;
- (h) the study already looked into the interface between the HK 2030 Study and the KT Development;
- (i) an office-focused scenario (i.e. OCP 2) was put forth for public discussion as the establishment of a premier office node in KT was one of the strategic initiatives of the HK 2030 Study;

Others

- (j) some of the Members' concerns had been considered by the Study Team.

It would be premature to respond to Members' comments in great details at the stage of conceptual design. The views of Members and the public would be carefully considered in formulating the PODP. More details would be available when the PODP was released in the next stage;

- (k) the decrease in population was in tandem with the slower population growth. Also, most of the public feedbacks favoured lower-density development with more public facilities instead of more commercial elements;
- (l) the key development parameters of the CFS were no longer the yardsticks for the current planning review; and
- (m) the OCPs were conceptual plans only. There was ample scope for the public to provide input on the types of activities to be introduced to KT.

12. The Chairperson thanked Hon. Patrick Lau (the Vice-Chairman of the Board), Dr. K.K. Wong (the Vice-Chairman of the Metro Planning Committee) and Mr. Michael Lai (the Vice-Chairman of the Rural and New Town Planning Committee) for agreeing to be the convenors of the three district forums to be held. The general public, local communities and the stakeholder groups would be invited to attend the forums and Members were most welcome to participate.

13. In conclusion, the Chairperson reminded the Study Team to release all the necessary information to the public so as to enable effective and informed discussions. She also requested the Study Team to study Members' views carefully when preparing the PODP. Building community consensus from the public comments received at Stage 2 would be the next challenge to the Administration.

Agenda Item 3

Any other Business

14. There being no other business, the meeting was closed at 12:00 noon.