



**Views from the Hong Kong Institution of Engineers
on the Planning for the Kai Tak Area
for submission to LegCo Panel on Environmental Affairs**

The Hong Kong Institution of Engineers ("the HKIE") has considered the Stage 2 Public Participation: Outline Concept Plans Public Consultation Digest (2) – Kai Tak Planning Review ("the Review") and is of the view that the same approach as for the two previous studies, i.e. the Comprehensive Feasibility Study and the Revised Scheme on South East Kowloon Development, has been taken in the development of the three Outline Concept Plans ("OCPs") which turn out to be similar to each other with no significant difference in terms of major development components. In this light, the HKIE would only focus on making views on the major development issues within the Kai Tak Area as set out in the Review. A summary of our views is provided herewith:

Major Development Components

2. We support the construction of Cruise Terminal, Cross-boundary Heliport, Multi-purpose Stadium and Metro Park as proposed in the Review. However, we are of the view that the proposed area for the Metro Park is too small to neither satisfy the objective and intention of the proposed Metro Park nor become a landmark of the area. In view of this, we propose that the total area of the Metro Park should be enlarged to around 30 hectares, which is approximately twice the total area of the Victoria Park. The planning, design, and construction of these development components should take into consideration the likely impact to the public and the facilities in the vicinity of the development zone.

Kai Tak Approach Channel (KTAC)

3. In consideration of the Court of Final Appeal's judgement in January 2004, the HKIE has no objection to the "Non-reclamation" approach as adopted for the development concepts. Broadly speaking, we feel it is important to maintain the heritage and the uniqueness of the Kai Tak Runway, on the condition that the proposed mitigation measures can effectively intercept polluted discharge into KTAC and alleviate the odor and water quality problems in the channel. On the subject of the proposed wide opening at the runway to improve water circulation and the water quality at the Kai Tak channel, it is proposed to consider using hydraulic model if necessary to determine the width of the opening(s), which will be adequate for sufficient

water circulation. Proven solutions should be secured to enhance quality in the KTAC area.

Transportation

4. Despite that the proposed populations in the Kai Tak development in the three OCPs are lower than that in the previous proposals, we are of the view that there is still a need for provision of mass transportation nodes in Kai Tak to ensure connectivity and accessibility to major developments including Cruise Terminal, Cross-boundary Heliport, Multi-purpose Stadium and Metro Park. As mentioned in the Review, we agree with the Government's proposal to set up Central Kowloon Route (Kowloon Bay section) ("CKR") and Truck Road T2, forming the new strategic road links connecting West Kowloon with East Kowloon. We also agree that these may be built in the form of an immersed tunnel but consideration should also be given to minimise the impact to the facilities in the harbour. In the meantime, we urge Government to ascertain that the internal traffic facilities are enough in the Kai Tak development area in view of the proposed major development components including hotels, commercial buildings and public housing sites. It is also our concern that associated infrastructure must be guaranteed so that there would be ample pedestrian and vehicular interface with neighbouring areas.