



**THE HONG KONG INSTITUTE OF
SURVEYORS**



13 December 2004

**BY FAX & POST
#2894 9502**

Your ref.: K-SEKD/11B

Director of Planning
Planning Department
North Point Government Offices
333 Java Road
North Point
Hong Kong

Attn : Mr Anthony Kwan

Dear Mr Kwan

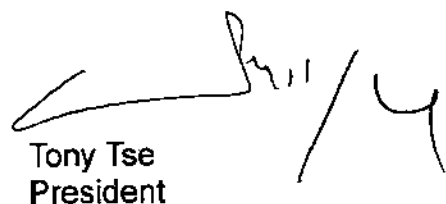
Kai Tak Planning Review

Thank you for your letter of 30 September 2004 and we are pleased to submit our views on Kai Tak Planning Review as attached.

Should you require further information, please contact our Secretary-General, Mr Gordon Ng on 2526 3679.

I apologize to our late return and for any inconvenience caused.

Yours sincerely



Tony Tse
President

Encl.

Comments on Kai Tak Planning review

1. What is your vision for Kai Tak?

An attractive area for international offices, high class housing, and tourists

2. In your opinion what kind of major development would be appropriate for Kai Tak? What should be the development scale?

- We endorse the proposed cruise terminal, the multipurpose stadium, the domestic and cross-boundary heliport, the new railway - Shatin to Central Link Station and depot.
- But we have reservations of the proposed public housing sites, the proposed refuse transfer station.
- The existing loading and unloading facilities should be moved to somewhere else.
- We consider it opportune to make available land for international companies to build their own headquarters in Hong Kong and the development scale can be flexible depending on their design.
- High class private residential development of relative low density, at Plot Ratio 2 to 3 is recommended for personnel working in those offices and those in the high income bracket.

3. Are there other development components that the Study should consider?

T2 brings external traffic through the area and its position divides the area into two portions physically, limiting the use of land especially those lying between T2 and the KT Bypass.

4. What is your view on reclaiming Kai Tak Approach Channel?

Keeping the Channel would bring about memories of the old airport with the runway. Nevertheless, the Channel does not appear to be of any beneficial use and the land by the two sides is also restricted by their size for good planning. This argues for the reclamation.

5. In your opinion are the existing typhoon shelters and public cargo working areas compatible with the future tourism and leisure/recreation developments in the vicinity?

Depending on the users of the typhoon shelters, it may be still compatible with the future tourism and leisure/recreation developments, however, the cargo working areas should be moved to another location.

6. What are your views on the proposed public participation programme and do you have any suggestions on the public participation activities

Consultation should not be limited to local residents. It should be a public participation programme throughout HK as the development of this sizable piece of land affects Hong Kong as a whole.