

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

14th Meeting

Date : 5 March 2007 (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 13th Meeting
2. Matters Arising
3. Representations and Comments on the Draft Kai Tak Outline Zoning Plan -
SEKD SC Paper No. 1/07
4. Any Other Business

Secretariat,
HEC Sub-committee on
South East Kowloon Development Review
February 2007

REPRESENTATIONS AND COMMENTS
ON THE DRAFT KAI TAK OUTLINE ZONING PLAN

1. Purpose

- 1.1 The purpose of this Paper is to inform Members on the representations and comments received in the gazettal of draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/1.

2. Background

- 2.1 On 24 October 2006, the Sub-committee discussed the Report on Stage 3 Public Participation and the revised Preliminary Outline Development Plan (PODP) prepared under the Kai Tak Planning Review. Members had commented on the responses to public comments and the revised PODP.
- 2.2 A new draft Kai Tak OZP prepared on the basis of the revised PODP was submitted to the Town Planning Board (TPB) for consideration on 10 November 2006. With the agreement of the TPB, the draft Kai Tak OZP No. S/K22/1 (**Appendix I**) was published in the Gazette under section 5 of the Town Planning Ordinance (TPO) on 24 November 2006 for public inspection for two months. A copy of the OZP together with the Notes and Explanatory Statement was forwarded to Members for information and reference in early December 2006.
- 2.3 Upon the expiry of the exhibition period of the draft OZP on 24 January 2007, a total of 47 representations to the TPB have been received. In accordance with the TPO, all valid representations were made available on 3 February 2007 for public inspection for three weeks. A total of 10 valid comments to these representations were received.

3. The Representations and their related Comments

- 3.1 The representers and commenters are from a wide spectrum in the community, including political party, Legislative Councillor, District Council (DC) members, concern groups on harbour and local issues, individuals, developers and property owners, railway operators and utility companies. Their main concerns are highlighted below :

Reclamation Issues and Kai Tak Approach Channel

- 3.2 The Designing Hong Kong Harbour District is supportive of the “no reclamation” approach in the OZP. Some (including Kwun Tong DC and a district concern group) stress that the odour and water pollution problems associated with the Kai Tak Approach Channel must be fully addressed.

- 3.3 The Society for the Protection of Harbour stresses that any possible reclamation that may be necessitated by the OZP including the Central Kowloon Route, the Road T2 and the bridge link to Kwun Tong must all be justified in accordance with the Protection of the Harbour Ordinance as interpreted by the Court of Final Appeal Judgment handed down in January 2004.

Level of Development & Development Control on OZP

- 3.4 There are divergent views on the development intensity in Kai Tak. The representation from the MTR Corporation Limited (MTRCL) and Kowloon-Canton Railway Corporation (KCRC) comments that the scale of development in Kai Tak should be increased to enhance the railway patronage. They consider that higher plot ratio should be allowed for the residential areas within walking distance of the proposed Shatin to Central Link (SCL) stations and the zoning for the Kai Tak Station should be reviewed to permit mixed use development above the station for better land utilization. The Real Estate Developers Association of Hong Kong (REDA) considers that since there are large areas of potential office and hotel development in the neighbouring

areas of Kwun Tong, Kowloon Bay and Ngau Tau Kok, there is no need for office or hotel developments at Kai Tak. They suggest that some commercial sites be rezoned to residential or mixed use to strengthen the residential element in Kai Tak.

- 3.5 However, a district concern group considers that the current level of development should be maintained on the basis of comprehensive layout approach and urban design considerations. Some representers, in particular the local community, suggest that the development intensity of Kai Tak Development should be lowered. Many representers and commenters are also of the view that more stringent building height control, in particular the office and commercial developments along the northern boundary of Kai Tak, should be imposed to avoid wall effect and to achieve better air ventilation. They also stress that the developments in the runway precinct and tourism node, buildings should also be low-rise. The representation from the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) emphasizes the need for an overall building height restrictions to achieve a more dynamic skyline.
- 3.6 REDA supports the incorporation of site coverage restriction to prevent the provision of podium development so as to provide for better ventilation, openness and landscaping; and the provision of mixed use developments to provide flexibility for different types of development. It also considers that the grid layout proposed for the Kai Tak City Centre provides scope for the extension of the general character of Kowloon to this new development area.
- 3.7 The representations from the private lot owners mainly focus on the development parameters of their lots. Meanwhile, there is one comment on these representations that their proposal would affect the overall planning concept for the entire Kai Tak area and the commenter raises concern on the wall effect and air ventilation issues.

Cruise Terminal & Tourism Node

- 3.8 There are also representations (including DAB and the Friends of the Harbour) supporting the cruise terminal development. The Friends of the Harbour has commented on the need to plan for future expansion of the cruise terminal development and proposed to reserve additional area in the former runway for the expansion of cruise terminal. REDA, however, considers that the cruise terminal area should be reduced and the waterfront area should be reserved for public enjoyment of the panoramic view of the Victoria Harbour. The Designing Hong Kong Harbour District advocates for the provision of additional sports fields and facilities on the land reserved for cruise terminal development.
- 3.9 While DAB supports the provision of a public observation gallery in the tourism node, quite a number of representations (including Kwun Tong DC, Community Alliance on Kai Tak Development and other district concern groups, and locals) oppose to the height and location of the observation tower. They consider that the observation tower, with a maximum building height of 200mPD, is visually intrusive and is not compatible with the overall urban design concepts for Kai Tak. The Designing Hong Kong Harbour District and a district concern group propose that an observation tower should be built at the runway tip or in the runway park.

Multi-purpose Stadium

- 3.10 Hon. Chan Wai-yip, Legislative Councillor, opposes the multi-purpose stadium on the ground that the stadium is only suitable for major tournaments thus will result in poor utilization rate. He considers that this piece of precious urban land should be a comprehensive development area to provide accommodation for the households affected by urban renewal. REDA also considers that there is no economic case for the multi-purpose stadium.

Cross-boundary Heliport

- 3.11 There are many representations (including DAB, Hon. Chan Wai-yip, Kwun Tong DC and the Community Alliance on Kai Tak Development) opposing the heliport proposal on the grounds of noise impact, incompatible uses and obstructions to public access to the most prominent location of the former runway. REDA suggests that the heliport be incorporated in the cruise terminal development and moving the cruise terminal more inland.

Kai Tak Government Offices

- 3.12 DAB proposes an alternative layout for provision of a civic centre and Government complex in the Kai Tak Town Centre. It is also suggested that the Kai Tak Government Offices, the SCL Kai Tak Station and the Station Square should be integrated to form a larger open space close to existing built-up area for public activities.

Open Space and G/IC Facilities

- 3.13 The district concern groups and the locals generally support the provision of open space near To Kwa Wan and request for provision of community and recreational facilities near the old districts. Many representers (including Kwun Tong DC and locals) also support the waterfront promenade proposals at Ma Tau Kok and Kwun Tong and state that the waterfront area should be reserved for public enjoyment. DAB suggests that more coherent and integrated open space right in the town centre, which should be well connected with the existing built-up area and leads to the major open space to the further south at the Stadium Park and Metro Park.

Transport and Connectivity

Proposed Shatin to Central Link

- 3.14 Many representers support the relocation of SCL depot outside Kai Tak. However, MTRCL and KCRC consider that an alternative site for the proposed depot must be confirmed before

the original depot site can be released for other uses. Many representers also advocate the provision of a SCL To Kwa Wan station near Kowloon City.

Rail-based Environmentally Friendly Transport System (EFTS) & Bridge Link to Kwun Tong

- 3.15 Many representers (include DAB and Kwun Tong DC) support the rail-based EFTS and bridge link to Kwun Tong, which could serve as a catalyst in the rejuvenation of the Kwun Tong District. They request strong commitment from Government to enable its early implementation. DAB also proposes to extend the EFTS to serve Kwun Tong Business Area and integrate the EFTS section into SCL Kai Tak Station. As for the bridge link to Kwun Tong, there is suggestion from REDA to move the vehicular bridge to Kwun Tong further west to allow vessels to enter the typhoon shelter whereas the original location be reserved for a pedestrian bridge.

Road Network

- 3.16 The Community Alliance on Kai Tak Development expresses concerns on the proposed road interchange near the Hong Kong International Trade and Exhibition Centre and suggests deleting unnecessary roads when providing transport connection to Kai Tak.

Connectivity to Surrounding Areas

- 3.17 The Community Alliance on Kai Tak Development and some district concern groups support the provision of underground shopping street systems to enhance connectivity to surrounding areas. One district concern group even suggests that the street system should be further expanded as an underground city.

Other Issues

- 3.18 There are representations from Hong Kong China Gas Company Limited and the CLP Power Limited expressing concerns on planning of town gas facilities and the building height restriction and locations of some “G/IC” sites reserved for electricity substations respectively.

4. Way Forward

- 4.1 The representations and comments received are being examined by concerned bureaux/departments and the Study Consultants. The hearing of representations and comments by TPB is now scheduled in late April. All representers and commenters will be invited to attend the hearing. The draft OZP together with a schedule of the amendments made by the Board (if any) and a schedule of the representations, comments and further representations (if any) is scheduled for submission to the Chief Executive in Council for approval in October 2007.

5. Advice Sought

- 5.1 Members are invited to note the representations and comments received in the gazettal of draft Kai Tak OZP.

Attachment

Appendix I – Draft Kai Tak Outline Zoning Plan No. S/K22/1

**Planning Department
February 2007**