



## **Minutes of 14<sup>th</sup> Meeting**

Time: 2:30 p.m.

Date: 5 March 2007

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

### **Present**

Dr Chan Wai-kwan	Chairman
Dr Andrew Thomson	Representing Business Environment Council
Dr Alvin Kwok	Representing Conservancy Association
Mr Joseph Wong	Representing Citizen Envisioning @ Harbour
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Dennis Li	Representing Society for Protection of Harbour Limited (SPH)
Mr Mason Hung	Representing Hong Kong Tourism Board
Miss Wong Yuet-wah	Prin AS(Planning & Lands)2, Housing, Planning and Lands Bureau
Mr Henry Chan	Prin AS(Transp)7, Environment, Transport and Works Bureau
Mr Anthony Kwan	Asst Dir of Planning/Metro, Planning Department
Mr CB Mak	Ch Engr/Kln, Civil Engineering and Development Department
Mr Li Wai	Ch Engr/Transport Planning, Transport Department
Ms Jessica Chu	Secretary

**In Attendance**

Ms Lydia Lam AS (Planning)3, Housing, Planning and  
Lands Bureau  
Mr Kelvin Chan Dist Planning Offr/Kln (Atg), Planning  
Department

**Consultants**

Mr Eric Ma ] City Planning – Maunsell Joint Venture  
Miss Jacinda Chow ]

**Absent with Apologies**

Mr Kim Chan Representing Hong Kong Institute of Planners  
Mr Charles Nicholas Brooke  
Mr Wu Man-keung, John  
Ms Lee Wai-king, Starry  
Professor Jim Chi-yung  
Miss Agnes Wong Dist Offr/Kowloon City Dist Off, Home Affairs  
Department

**Opening Remarks**

**The Chairman** extended a welcome to all Members and informed Members that Ms. Jessica Chu, Senior Town Planner from Planning Department (PlanD), would henceforth serve as the Secretary of the Sub-committee.

**Item 1 Confirmation of Minutes of 13<sup>th</sup> Meeting**

**Action**

1.1 The draft minutes of the 13<sup>th</sup> meeting were circulated to Members for comments on 8.2.2007. The Secretary said that comments from **Mr Mason Hung** would be incorporated into the draft minutes accordingly. As there were no further comments, **the meeting** confirmed the draft minutes of the 13<sup>th</sup> meeting subject to incorporating the comments made by Mr. Hung.

**Item 2 Matters Arising**

2.1 **The Chairman** said that apart from the discussion on representations and comments on the draft Kai Tak Outline Zoning Plan (OZP), other issues relating to the environmental problems of the Kai Tak Approach Channel, the implementation

programme for Kai Tak Development (KTD), and the scope for harbour-front enhancement projects within Kai Tak prior to permanent developments would be dealt with under Item 4.

**Item 3 Representations and Comments on the Draft Kai Tak Outline Zoning Plan**  
**[SEKD SC Paper No. 1/07]**

- 3.1 **The Chairman** said that upon the expiry of the exhibition period of the draft Kai Tak OZP, a number of representations and comments were received. The purpose of the Paper prepared by PlanD was to provide Members with the picture on the nature of representations and comments on the OZP and the forthcoming statutory planning process as stipulated under the Town Planning Ordinance (TPO). **The Chairman** then invited PlanD to give a brief presentation on the Paper.
- 3.2 **Mr Anthony Kwan** informed the meeting that, on 24 November 2006, the draft Kai Tak OZP was gazetted for public inspection. During the 2-month public inspection period, a total of 47 representations were received. On 2 February 2007, the Town Planning Board (TPB) published the representations for three weeks for public comments. A total of 10 comments on representations were received. Among the representations, some objected to specific development proposals. However, there were also views in support of the OZP. Some of the representations were suggestions to fine-tune or make improvement to the relevant proposals in the draft OZP.
- 3.3 With the aid of PowerPoint slides (Appendix), **Mr Kelvin Chan** gave a brief presentation on the representations and comments received as set out in the Paper. For the statutory planning process of the draft Kai Tak OZP, he stated that consideration of representations and comments by the TPB was scheduled in late April. All representers and commenters would be invited to attend the TPB meeting. The TPB might propose amendments to meet the representations. The proposed amendments would then be published for three weeks for further representation. The TPB would give consideration to the further representation, if any, before making a decision on whether the proposed amendments made by TPB should form part of the OZP. The draft OZP together with a schedule of the amendments made by the TPB (if any) and a schedule of the representations, comments

and further representations (if any) was scheduled for submission to the Chief Executive in Council for approval in October 2007.

[Post Meeting Note: On 16 March 2007, the TPB decided to consider the representations and comments at its meeting on 4 May 2007.]

- 3.4 In response to **the Chairman's** enquiry, **Mr Kelvin Chan** said that many representations comprised supporting and opposing comments on different issues that they were normally not classified as supporting or opposing representations. For example, though one representer stated that he opposed the cruise terminal development, his submission actually urged for early implementation of the project.
- 3.5 **Dr Andrew Thomson** said that the presentation was useful and asked whether there was any opportunity for the Sub-committee to be engaged in the statutory planning process. **The Chairman** also asked about the future role of the Sub-committee on KTD.
- 3.6 In response, **Mr Anthony Kwan** said that upon the commencement of the statutory planning process of the draft Kai Tak OZP, the plan making process would have to comply with the provisions under the TPO. The representations and comments received were being examined by concerned bureaux/departments and the Kai Tak Planning Review (KTPR) Consultants. PlanD would co-ordinate comments from relevant bureaux and departments to consolidate responses to the representations and comments for incorporation in papers for consideration by the TPB. The decision on whether amendments to the draft OZP should be made to meet the representations rested with the TPB.
- 3.7 As for the role of the Sub-committee in engaging in the statutory planning process, **Mr Anthony Kwan** said that as stipulated under the TPO, only the representers and commenters would be invited to the TPB hearing. The role of other parties for further engagement would therefore be less significant. Nonetheless, with the gazettal of the draft Kai Tak OZP, the Civil Engineering and Development Department (CEDD) commenced the KTD Engineering Study in January 2007 to carry out detailed engineering studies to confirm the technical feasibility of the project and environmental impact assessment (EIA) studies according to the requirements of the EIA Ordinance. Pending the recommendations of the Engineering Study, the draft OZP might need to be further amended in a later stage and the

Sub-committee could give valuable advice and assistance at that stage.

- 3.8 **The Chairman** supplemented that the draft OZP had entered the statutory planning process, which was under the ambit of the TPB. According to the statutory provisions, the representations had defined the scope to be considered by the TPB. For example, if there was no representation on the Metro Park, the Metro Park issue would not be considered by the TPB. As for further engagement of the Sub-committee, it could be in the form of close monitoring on the statutory planning process under the TPO. **The Chairman** said that as the hearing of representations and comments (except the deliberation part) would be held in open, Members and the public could observe the proceedings of the meeting in a public viewing room.
- 3.9 In response to the **Chairman's** enquiry on the Government's expectation on the Sub-committee and the future role of the Sub-committee, **Miss Wong Yuet-wah** said that according to HEC's terms of reference, this Sub-committee was to assist HEC in monitoring and giving advice on the Planning and Engineering Review of South East Kowloon Development. Whilst the KTPR was largely completed, the KTD Engineering Study, which had just commenced, would require the Sub-committee's continuous support.
- 3.10 **Miss Wong** continued to point out that as the current term of HEC would expire in end June 2007, the role of the HEC and their Sub-committees would be reviewed. Before the term expired, the Sub-committee would continue to carry out its function in accordance with its terms of reference.
- 3.11 **The Chairman** noted that there were representations on roads in KTD. He asked whether the TPB had the authority to amend areas shown as 'Roads' on the draft OZP.
- 3.12 In response, **Mr Kelvin Chan** said that the TPB could propose amendments including areas shown as 'Roads' on the OZP to meet the representations. The TPB would take advice from concerned bureaux/departments in examining the issue. It should be noted that the draft OZP had delineated preliminary road proposals only. Further amendments might be necessary at detailed design stage. He also drew Members' attention that any road works authorized under the Roads (Works, Use and Compensation) Ordinance would be deemed to be approved under the Town Planning Ordinance.

- 3.13 **Mr Andy Leung** noted that multi-purpose stadium complex and cruise terminal were development projects always permitted on the draft OZP. As such, the cruise terminal development could be implemented right after the approval of the draft OZP. He worried that relevant bureaux/departments would only focus on processing the detailed design to implement their own projects. As such, he enquired on the progress of the cruise terminal and the multi-purpose stadium complex and asked whether the role of the Sub-committee could be further extended to engage in the implementation of the critical projects, particularly on the cruise terminal and the multi-purpose stadium complex.
- 3.14 **The Chairman** invited the policy bureau to consider Members' comments when reviewing the role of the HEC and their Sub-committees.

#### **Item 4    Any Other Business**

- 4.1 **The Chairman** remarked that the HEC was not a committee concerning only the planning side, it also concerned about development aspect, particularly the harbour-front enhancement. The following were the relevant issues that should be examined :
- (a) whether reclamation would be required to address the environmental problems of the Kai Tak Approach Channel (KTAC);
  - (b) the implementation programme for KTD; and
  - (c) the scope for quick-win harbour-front enhancement projects.
- 4.2 **The Chairman** said that the Sub-committee was in support of the draft OZP with no reclamation. Since the no reclamation approach over the KTAC issue could only be confirmed after undertaking detailed engineering and environmental studies, **the Chairman** invited CEDD to brief Members on the current progress of the KTD Engineering Study.
- 4.3 **Mr CB Mak** stated that to take forward KTD, CEDD commissioned the Engineering Study on 30 January 2007 to examine the engineering feasibility and environmental acceptability of the land use proposals as set out in Kai Tak Preliminary Outline Development Plan (PODP) and OZP with a view to formulating a Recommended Outline Development Plan (RODP). It was a statutory requirement under EIA Ordinance that a comprehensive EIA had to be carried out for KTD. The

EIA study, which was part of the Engineering Study, would review, assess and confirm the effectiveness of mitigation measures to address the environmental problems of KTAC. The EIA study would be based on no reclamation scenario as the starting point. In any event, the environmental problems of KTAC would be one of the priority issues to be examined.

- 4.4 In response to the **Chairman's** enquiry, **Mr CB Mak** said that the EIA study under a no reclamation scenario was expected to be completed in 2008 and would be subject to the approval of the Director of Environmental Protection (DEP). CEDD would closely liaise with EPD to examine whether the proposed mitigation measures were technically acceptable to mitigate the environmental problems of KTAC. If other options, including reclamation, would be pursued, they would be detailed in the EIA report.
- 4.5 **The Chairman** stressed that if KTD would involve reclamation, the reclamation proposals must comply with the Protection of the Harbour Ordinance as there was a general presumption against reclamation and to satisfy the "overriding public need" test as laid down by the Court of Final Appeal. He also added that if reclamation option was pursued, the draft Kai Tak OZP would also need to be revised.
- 4.6 **The Chairman** noted from some media reports that preparation works for the cruise terminal development had started. If the draft Kai Tak OZP was approved in October 2007, the cruise terminal development could commence by the end of this year or early next year. Apart from the cruise terminal project, there were other large-scale projects within the KTD awaiting implementation, **the Chairman** asked about the implementation programme of KTD.
- 4.7 In response, **Mr CB Mak** said that one of the tasks under the Engineering Study was to recommend the implementation programme for the proposed infrastructure and developments of KTD, covering the implementation sequencing, phasing and packaging of the works items. The implementation programme was not merely based on engineering considerations, but also other factors, such as the effects due to the early implementation of the cruise terminal development would also need to be considered. The Engineering Study would prioritize the works into a number of development packages for implementation with a view to rendering each package self-contained. Since the Engineering Study was still in progress, the implementation

phasing of different development packages was yet to be prepared.

- 4.8 **Miss Wong Yuet-wah** further stated that for Government projects, the Administration had to apply for funding for their implementation. While the appropriate implementation phasing programme would be proposed in the Engineering Study, the actual implementation, including the timing, of the projects would be subject to funding approval of the Legislative Council (LegCo).
- 4.9 **Mr Joseph Wong** stated that even if the implementation phasing would be subject to the funding approval of the LegCo and other engineering considerations, he asked whether the relevant bureaux or departments would have any information on the proposed phasing proposal based on the draft Kai Tak OZP.
- 4.10 **Mr Kelvin Chan** replied that the Kai Tak PODP had provided the basis for the preparation of the draft Kai Tak OZP. As part of the KTPR, the Consultants also prepared a preliminary implementation programme for the PODP. The OZP, upon approval, would provide the statutory planning framework to proceed with KTD. Packaging/phasing of the development proposals was one of the major tasks of the KTD Engineering Study, which was similar to the development programme prepared for the new towns. In the development programme, development packages would detail the necessary facilities and infrastructure required to sustain the developments to be implemented within the respective phases. As the planning phase of KTD had just completed, the proposed implementation phasing of KTD would need to be examined in detail in the on-going KTD Engineering Study.
- 4.11 **Mr Andy Leung** asked if there were any projects for which the implementation programme were already fixed. **The Chairman** further enquired about the bureaux/departments responsible for the implementation of KTD.
- 4.12 In response, **Mr Anthony Kwan** said that apart from the cruise terminal under the purview of the Tourism Commission, another priority project expected to complete in 2012/13 was the public housing developments at sites 1A and 1B at the North Apron to be implemented by the Housing Department. The Consultants under the on-going Engineering Study had started preliminary investigation to examine how the supporting infrastructure could complement with the development of these priority projects. As



for other projects, CEDD would continue to liaise with the relevant bureaux and departments to examine the timeframe for implementation of the proposals. A detailed development programme would be formulated and each sub-area would have its own development package including infrastructure like water supply, drainage and sewerage facilities, etc to complement with the developments. Though CEDD was very experienced in developing new towns, more time would be required to prepare the detailed implementation programme for KTD.

4.13 **Mr Joseph Wong** asked whether information on the supporting facilities and infrastructure had been incorporated in the draft Kai Tak OZP. Otherwise, it might be possible that the land use proposals shown on the draft OZP were not at their most desirable locations. He considered that the preliminary implementation programme should have already been formulated during the planning stage since all development proposals would need to be comprehensively developed, even though such implementation phasing might not be the ideal phasing as recommended in the Engineering Study.

4.14 In response, **Mr Kelvin Chan** replied that the development programme would be formulated based on the draft OZP. Similar to the new town development programme which was packaged in a way that residential development would complement with social, transport and utility infrastructure such that the respective area would be comprehensively developed. **Mr CB Mak** further stated that the feasibility of the proposals recommended on the OZP would be examined and fine-tuned in the KTD Engineering Study but basically, the Engineering Study would be based on the draft OZP.

4.15 **The Chairman** summarised that whilst Government bureaux and departments would need time to formulate a detailed implementation programme, Members had concern on the implementation aspect of KTD. Although a detailed development programme would not be available at this stage, CEDD could consider preparing a paper discussing the broad implementation framework of KTD in the coming meetings.

CEDD

4.16 **Mr Andy Leung** worried that the implementation of those priority projects and their supporting infrastructure would pose constraints to other projects yet to be implemented. For instance, since the supporting infrastructure for the cruise terminal at the runway tip would run through the Metro Park, the design elements of the Metro Park might need to be compromised. He

considered that relevant departments should not only focus on the implementation of individual project, but also need to examine issues that might affect other projects.

- 4.17 **The Chairman** said that another major concern of the Sub-committee was on harbour-front enhancement. He asked whether more information could be given to Members on the issue of harbour-front enhancement.
- 4.18 In response, **Mr CB Mak** said that the Engineering Study had required the provision of harbour-front enhancement measures in the implementation programme of the respective development/infrastructure projects.
- 4.19 **The Chairman** said that since the majority of projects would only be implemented around 2012, the earliest, he asked if there was any quick-win harbour-front enhancement project in Kai Tak in the interim. From HEC point of view, development first without associated harbour-front enhancement was not preferred. He asked whether Government departments could brief Members on the temporary harbour-front enhancement proposals of KTD.
- 4.20 **Mr Anthony Kwan** thanked the Chairman's advice and said that relevant Government departments would further examine the issue of harbour-front enhancement and would consider whether there was any scope to undertake some quick win harbour-front enhancement projects prior to the permanent development of land uses in accordance with the Kai Tak OZP. Besides, the amount of land which was readily available for the temporary harbour-front enhancement in KTD would also be ascertained. He stated that we could learn from the experiences of West Kowloon to implement quick win temporary promenade so that the public could enjoy the waterfront in the interim period.
- 4.21 **Mr Joseph Wong** noted that the runway tip had been reserved for the cruise terminal development. Whilst there would be a landscaped deck above the cruise terminal, he asked whether the design of the landscaped deck would be similar to the International Finance Centre that the public accessibility was very much constrained. Moreover, he noted that while most of the waterfront areas had been reserved for promenade development, some areas at the Ma Tau Kok waterfront were zoned for residential developments while some areas at the South Apron were zoned for commercial development.
- 4.22 In response, **Mr Kelvin Chan** said that according to the draft OZP, the cruise terminal development should include the

provision of the landscaped deck so that the public could gain easy access to the waterfront. Whilst the landscaped deck above the cruise terminal was subject to detailed design, the planning intention was to connect it to the waterfront promenade, runway park and the tourism node so as to enhance the pedestrian connectivity with the surrounding areas.

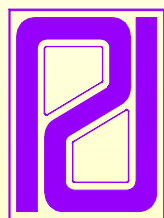
- 4.23 **Mr Kelvin Chan** continued to state that in order to meet the long-term planning objective of a continuous waterfront promenade, the TPB had designated the relevant waterfront areas for provision of a waterfront promenade, including a new private residential development abutting the To Kwa Wan waterfront and the proposed commercial development at the South Apron area.
- 4.24 To summarize, **the Chairman** said that the Sub-committee would continue to monitor two issues. One was on the implementation programme of KTD. If this information was not available at this stage, the Sub-committee would also like to know about the rationale behind in devising the implementation framework of KTD. The other issue would be the Government's proposals for temporary harbour-front enhancement. He said that these two issues should be further discussed in the forthcoming meetings.
- 4.25 There being no other business, the meeting closed at 4:00pm..

**HEC Sub-committee on  
South East Kowloon Development Review  
May 2007**

# 對《啟德分區計劃大綱草圖編號 S/K22/1》 的申述及意見

## Representations and Comments on the Draft Kai Tak Outline Zoning Plan No. S/K22/1

5.3.2007



規劃署  
Planning Department

# 背景 Background

- 於2006年10月24日，東南九龍發展計劃檢討小組委員會討論啟德規劃檢討的第三階段公眾參與報告及經修訂的初步發展大綱圖

**On 24.10.2006, the Sub-committee discussed the Report on Stage 3 Public Participation and the revised Preliminary Outline Development Plan (PODP) of the Kai Tak Planning Review**

- 《啟德分區計劃大綱草圖編號S/K22/1》於2006年11月24日刊憲供公眾查閱，為期兩個月，共收到47宗申述

**The draft Kai Tak OZP No. S/K22/1 was gazetted on 24.11.2006 for public inspection for two months and a total of 47 representations were received.**

- 所有有效的申述於2007年2月3日供公眾查閱，為期三星期，共收到10宗意見

**All representations were made available on 3.2.2007 for public inspection for three weeks and a total of 10 comments were received.**

# 背景 Background

- 申述及意見

**Representations and Comments**

- 法定的規劃程序

**Statutory Planning Procedures**

# 申述人及提意見人 Representers and Commenters

申述及意見來自社會不同的階層：

Representations and comments are come from a wide spectrum in the community:

- 政黨  
Political Party
- 立法會議員  
Legislative Councillor
- 區議會議員  
District Council Members
- 有關海港及地區事宜的關注小組  
Concern Groups on Harbour and Local Issues

- 個人  
Individuals
- 發展商  
Developers
- 物業擁有人  
Property Owners
- 鐵路公司  
Railway Operators
- 公用事業機構  
Utility Companies

# 申述及相關意見 Representations and Related Comments

## 填海事宜及啟德明渠進口道

## Reclamation Issues and Kai Tak Approach Channel (KTAC)

- 支持沒有填海的模式(共創我們的海港區)

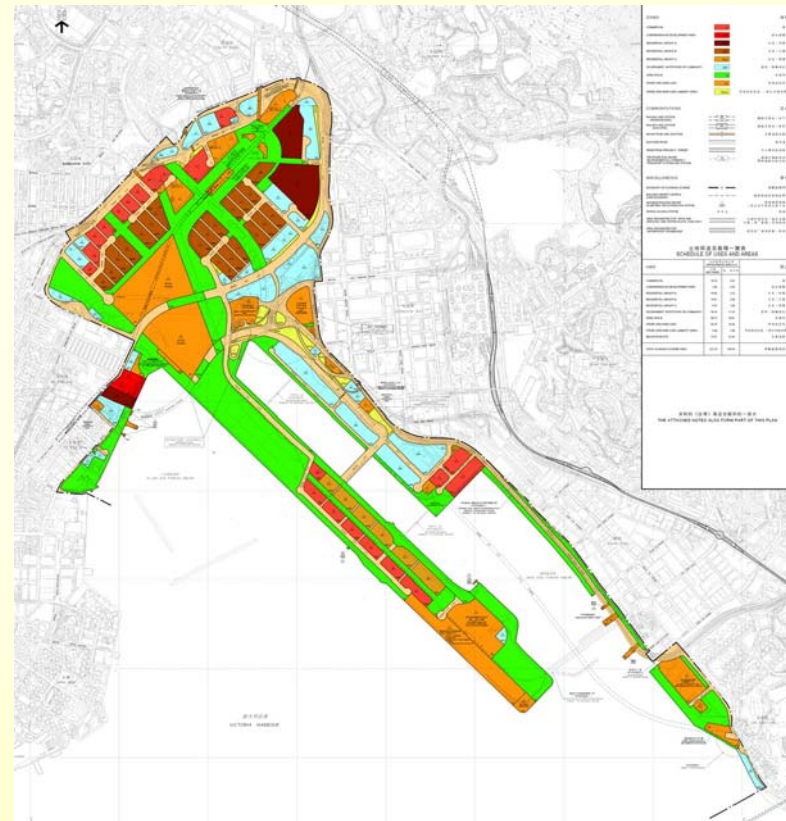
Support the 'no reclamation' approach (Designing Hong Kong Harbour District)

- 大綱圖上任何可能涉及填海工程的項目必須根據終審法院就《保護海港條例》的裁決作出合理的證明(保護海港協會)

Any possible reclamation that may be necessitated by the OZP must be justified in accordance with the Protection of the Harbour Ordinance as interpreted by the Court of Final Appeal Judgment. (The Society for the Protection of Harbour)

- 必須解決啟德明渠進口道臭氣及水質的問題(觀塘區議會及地區關注組)

Odour and water pollution problems of the KTAC must be fully addressed. (Kwun Tong District Council and a district concern group)





## 發展水平及發展限制

### Level of Development and Development Control

- 對發展密度持有不同意見  
Divergent views on development intensity
- 建議增加啟德的發展水平以提高鐵路使用量:增加位於沙中線車站步行範圍內住宅用地的地積比率及容許沙中線車站上蓋作混合發展(地鐵及九鐵)  
Propose to increase the scale of development in Kai Tak to enhance railway patronage: Higher plot ratio for residential areas within walking distance of the SCL station and permit for mixed use development above the SCL station (MTRCL and KCRC)
- 認為鄰近地區已有辦公室及酒店發展  
建議把部分「商業」地帶改劃為住宅或混合用途(地產建設商會)  
Opine that there are office and commercial developments in the nearby districts and propose to rezone some “Commercial” zones to Residential or Mixed Use (Real Estate Developers Association)



# 申述及相關意見 Representations and Related Comments

## 發展水平及發展限制

### Level of Development and Development Control

- 維持現時的發展水平（地區關注組）  
Maintain the current level of development (a district concern group)
- 降低發展密度（地區人士）  
Lower the development intensity (the local community)
- 建議更嚴格的建築物高度限制以避免屏風效應及達致最佳的通風環境（地區人士）  
Propose stringent building height control to avoid wall effect and achieve better air ventilation (the local community)
- 建議修改整體建築物高度的限制以創造更具動感的輪廓線（民建聯）  
Propose to fine-tune the overall building height restrictions to achieve a more dynamic skyline (DAB)
- 關注私人土地的發展參數（私人土地擁有人）  
Concern on the development parameters of private lots (private lot owners)



# 申述及相關意見 Representations and Related Comments

## 郵輪碼頭

### Cruise Terminal

- 支持郵輪碼頭 (民建聯及海港之友)  
Support cruise terminal development and urge for early implementation (DAB and Friends of the Harbour)
- 建議於跑道預留額外土地作擴展之用(海港之友)  
Propose to reserve additional area in the runway for future expansion (Friends of the Harbour)
- 建議減少郵輪碼頭的面積，海旁土地應供公眾享用 (地產建設商會)  
Propose to reduce cruise terminal area and reserve the waterfront area for public enjoyment (REDA)
- 建議於郵輪碼頭用地提供額外的體育場地及設施(共創我們的海港區)  
Advocate for the provision of additional sports fields and facilities on the cruise terminal site (Designing Hong Kong Harbour District)



# 申述及相關意見 Representations and Related Comments

## 旅遊中心

### Tourism Node

- 支持於旅遊中心設公眾觀景廊(民建聯)  
Support the provision of public observation gallery at tourism node (DAB)
- 反對觀光塔的位置及高度，因為主水平基準上**200米**的觀光塔會帶來視覺影響及不符合啟德的城市設計概念(觀塘區議會、啟德發展民間聯席、地區關注組及地區人士)  
Oppose the location and height of observation tower because the 200mPD height observation tower is visually intrusive and incompatible with the urban design concepts for Kai Tak (Kwun Tong DC, Community Alliance on Kai Tak Development, district concern groups and local community)
- 建議把觀光塔設於跑道末端(共創我們的海港區及地區關注組)  
Propose to locate the observation tower at the runway tip (Designing Hong Kong Harbour District and a district concern group)



## 多用途體育館 Multi-purpose Stadium

- 反對多用途體育館，因為體育館只適合舉辦大型賽事及使用率低，建議預留土地用以安置受市區重建影響的居民(陳偉業議員)  
Oppose the multi-purpose stadium because it is only suitable for major tournaments, utilization rate of which is low. Propose to reserve land to assist urban renewal (Hon. Chan Wai-yip)
- 認為沒有經濟理據支持多用途體育館計劃(地產建設商會)  
Opine that no economic case for the multi-purpose stadium project (REDA)



## 跨境直升機場

### Cross-boundary Heliport

- 反對跨境直升機場，因為噪音影響、土地用途的不協調及妨礙公眾前往海旁(民建聯、陳偉業議員、觀塘區議會及啟德發展民間聯席)

**Oppose the heliport proposal on the grounds of noise impact, incompatible land uses and obstructions to public access to waterfront (DAB, Hon. Chan Wai-yip, Kwun Tong DC and Community Alliance on Kai Tak Development)**

- 建議把直升機場納入郵輪碼頭的發展內(地產建設商會)

**Propose to incorporate the heliport into the cruise terminal development (REDA)**



# 申述及相關意見 Representations and Related Comments

## 啟德政府合署 Kai Tak Government Offices

- 提出另一個設計，建議為啟德城中心建設文娛及政府設施中心，以及建議把啟德政府合署、沙中線啟德車站及車站廣場發展成一個更大的休憩空間（民建聯）

**Propose an alternative layout for Kai Tak Town Centre for the provision of civic centre and Government complex and propose to integrate Kai Tak Government Offices, the SCL Kai Tak Station and the Station Square to form a larger open space (DAB)**



# 申述及相關意見 Representations and Related Comments

## 休憩用地及政府、機構或社區設施

### Open Space and G/IC Facilities

- 支持於土瓜灣提供休憩用地並要求於舊區附近提供社區及康樂設施(地區關注組及地區人士)

Support the provision of open space near To Kwa Wan and request for provision of community and recreational facilities near the old districts (District concern groups and local community)

- 支持海濱長廊計劃，認為海旁土地應供公眾享用(觀塘區議會及地區人士)

Support the waterfront promenade proposals and agree to reserve the waterfront area for public enjoyment (Kwun Tong DC and local community)

- 支持上蓋面積限制、無平台發展、混合發展及啟德坊的小區設計(地產建設商會)

Support site coverage restriction, podium-free development, mixed-use development and grid neighbourhood layout (REDA)

- 建議加強休憩用地網絡的連貫性及整合性(民建聯)

Advocate for more coherent and integrated open space network (DAB)





# 申述及相關意見 Representations and Related Comments

## 交通及連接事宜：沙中線

## Transport and Connectivity Issues : SCL

- 支持把沙中線車廠遷離啓德(地區人士)

Support the relocation of SCL depot outside Kai Tak (Local community)

- 必須落實車廠選址後才把車廠原址劃作其他用途(地鐵及九鐵)

Confirmation of an alternative site for the depot before releasing the original depot site for other uses (MTRCL & KCRC)

- 建議在九龍城附近興建沙中線土瓜灣站(地區人士)

Advocate for the provision of a SCL To Kwa Wan Station near Kowloon City (Local community)



# 申述及相關意見 Representations and Related Comments

## 交通及連接事宜：以鐵路為本的環保運輸系統及連接觀塘的橋樑 Transport and Connectivity Issues : Rail-based EFTS and Bridge Link to Kwun Tong

- 支持以鐵路為本的環保運輸系統及連接觀塘的橋樑並促請盡早落實發展(民建聯及觀塘區議會)

Support rail-based EFTS and bridge link to Kwun Tong and request for early implementation (DAB & Kwun Tong DC)

- 建議把以鐵路為本的環保運輸系統伸延至觀塘商貿區及與沙中線啓德站結合(民建聯)

Propose to extend rail-based EFTS to serve Kwun Tong Business Area and integrate with SCL Kai Tak Station (DAB)

- 建議把連接觀塘的行車天橋西移，使船隻能進入避風塘，而原址則預留作行人天橋之用(地產建設商會)

Propose to move the vehicular bridge to Kwun Tong westwards to allow vessels to enter the typhoon shelter whereas the original location to be reserved for a pedestrian bridge (REDA)



# 申述及相關意見 Representations and Related Comments

## 道路網路

### Road Network

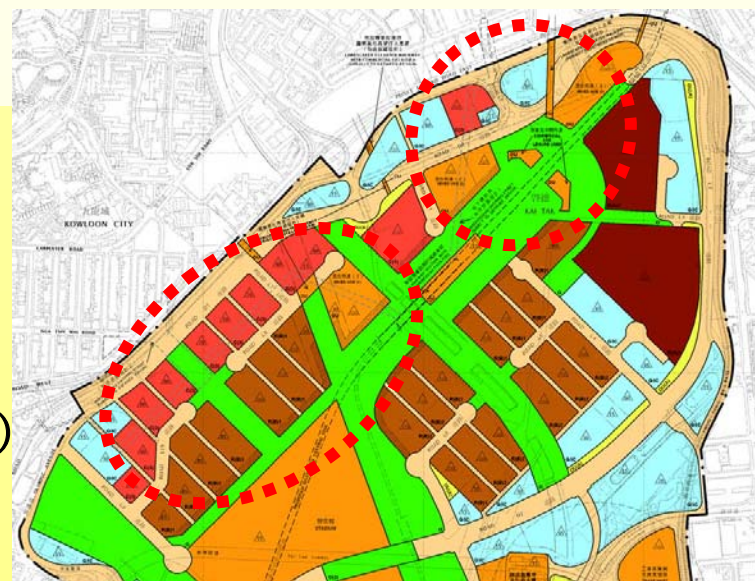
- 關注香港國際貿易展覽中心附近道路交匯處的設計(啟德發展民間聯席)  
Concern on the road interchange design near the HK International Trade and Exhibition Centre (Community Alliance on Kai Tak Development)
- 建議刪除不必要的道路(啟德發展民間聯席)  
Propose to delete unnecessary roads (Community Alliance on Kai Tak Development)



## 與毗鄰地區的連接

### Connectivity to Surrounding Areas

- 支持興建地下購物街(啟德發展民間聯席及地區關注組)  
Support the underground shopping street proposal (Community Alliance on Kai Tak Development and district concern groups)
- 建議把地下街擴建至地下城(地區關注組)  
Propose to expand the underground shopping street system to an underground city (District concern groups)



# 申述及相關意見 Representations and Related Comments

## 其他事宜 Other Issues

- 煤氣設施的規劃（香港中華煤氣有限公司）  
Planning of town gas facilities (Hong Kong China Gas)
- 預留作電力支站的政府、機構或社區用地的位置及建築物高度的限制（中電控股有限公司）  
Location and building height restriction of the “G/IC” sites reserved for electricity substations (CLP Power Limited)

# 下一步 Way Forward

- 政策局/政府部門及研究顧問現正研究有關的申述及意見

**Concerned bureaux/departments and study consultants are examining the representations and comments**

- 城市規劃委員會對申述及意見的聆聽安排於四月舉行

**The hearing of representations and comments by TPB is scheduled in April 2007**

- 有關草圖連同城市規劃委員會擬備的修訂附表(如有)及申述、意見、進一步申述的附表(如有)，安排於十月提交給行政長官會同行政會議核准

**The draft OZP together with a schedule of amendments made by the TPB (if any) and a schedule of the representations, comments and further representations (if any) is scheduled for submission to CE in C for approval in October 2007**

法定規劃程序

Statutory Planning Procedures

# Statutory Planning Procedures

## 法定 規 劃 程 序

### Consultation 諮詢



24.11.2006-  
24.1.2007

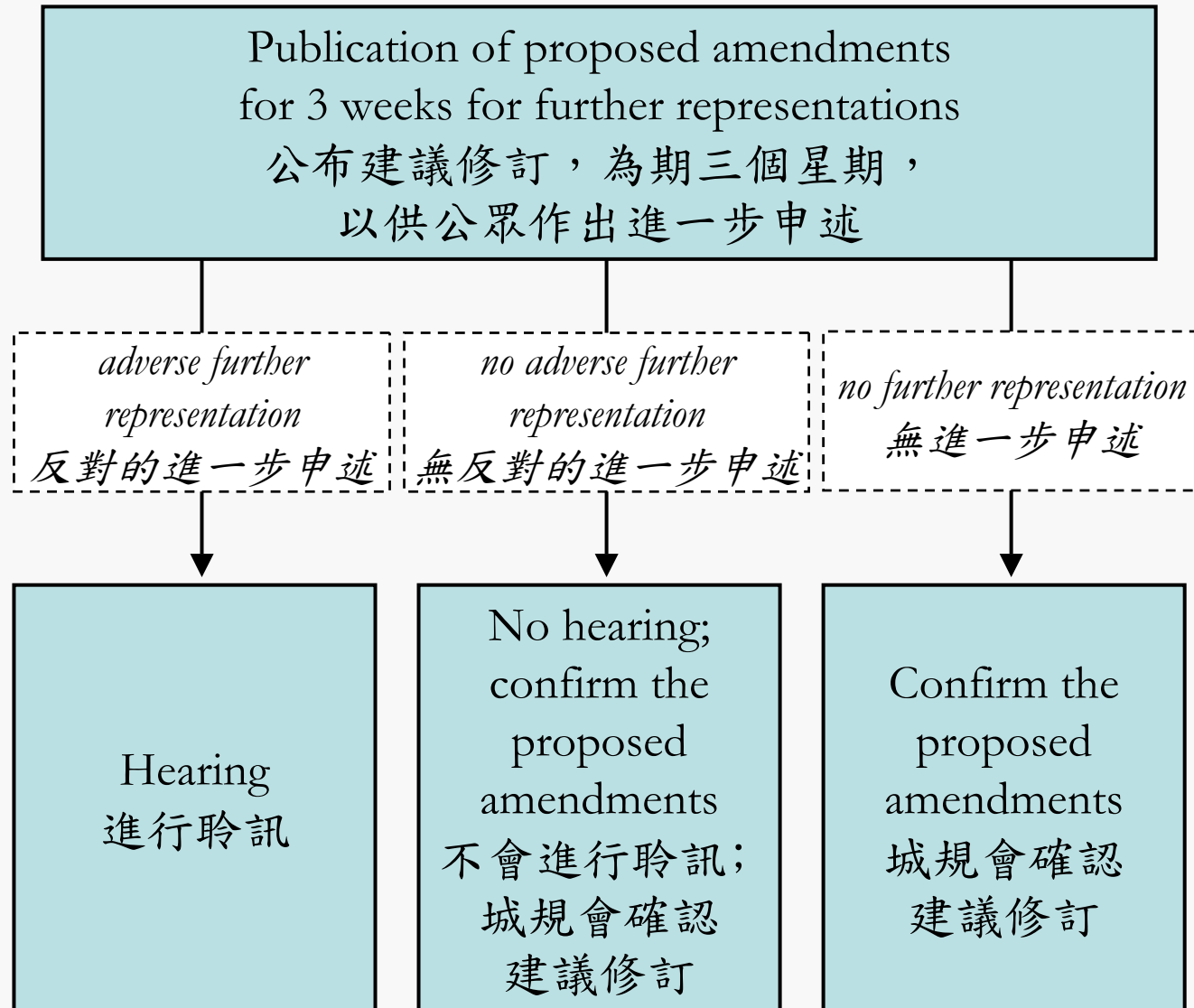
2.2.2007-  
23.2.2007

April 2007  
二零零七年  
四月

# Statutory Planning Procedures

## 法定 規 劃 程 序

### If amendment is proposed: 如建議作出修訂:





# Statutory Planning Procedures

## 法定 規 劃 程 序

### Submission to CE in C 呈交行政長官會同行政會議

Any amendment made by TPB/RHC  
shall form part of the draft plan  
城規會/聆訊申述小組委員會所作的任何修訂  
會成為草圖的一部分

Submission of draft plan to CE in C  
把草圖呈交行政長官會同行政會議

Oct 07  
二零零七年  
十月

Approve the  
plan  
核准圖則

Refuse to  
approve the  
plan  
拒絕核准圖則

Refer the plan  
to TPB for  
further  
amendment  
將圖則發還  
城規會再作  
修訂

多謝

**Thank you**