



Minutes of 15th Meeting

Date: 7 June 2007

Time: 2:30 p.m.

Venue: Conference Room, 4/F, 3 Edinburgh Place, Central, Hong Kong

Present

Dr Chan Wai-kwan	Chairman
Dr Andrew Thomson	Representing Business Environment Council
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Kim Chan	Representing Hong Kong Institute of Planners
Ms Lee Wai-king, Starry	
Miss Tam Kam-lan, Annie	Deputy Secretary (Planning and Lands)1, Housing, Planning and Lands 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
Miss Agnes Wong	Dist Offr/Kowloon City Dist Off, Home Affairs Department
Ms Jessica Chu	Secretary

In Attendance

Ms Lydia Lam	Assistant Secretary (Planning) ³ , Housing, Planning and Lands Bureau
Mr Eric Yue	District Planning Officer/Kln, Planning Department
Mr Kelvin Chan	Sr Town Planner/Kln, Planning Department
Mr Thomas Yung	Sr Engr/7, Special Duties (Works), Civil Engineering and Development Department
Ms Angela Chan	Sr Estate Surveyor (District Lands Office, Kowloon East), Lands Department
Miss Lee Po-king	Project Surveyor/KTA (District Lands Office, Kowloon East), Lands Department

Consultants

Mr Igor Ho	Maunsell Consultants Asia Limited
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Absent with Apologies

Dr Alvin Kwok	Representing Conservancy Association
Mr Joseph Wong	Representing Citizen Envisioning @ Harbour
Mr Dennis Li	Representing Society for Protection of Harbour Limited (SPH)
Mr Mason Hung	Representing Hong Kong Tourism Board
Mr Charles Nicholas Brooke	
Professor Jim Chi-yung	
Mr Wu Man-keung, John	
Mr Henry Chan	Principal Assistant Secretary (Transport) ⁷ , Environment, Transport and Works Bureau

Opening Remarks

The Chairman welcomed all Members, particularly Miss Annie Tam, Deputy Secretary (Planning and Lands)¹, Housing, Planning and Lands Bureau and Mr Eric Yue, District Planning Officer/Kowloon for attending the meeting for the first time.

Item 1 Confirmation of Minutes of 14th Meeting

Action

- 1.1 The draft minutes of the 14th meeting were circulated to Members for comments on 25.5.2007. As there were no further comments from Members, **the meeting** confirmed the draft minutes of the 14th meeting.

Item 2 Matters Arising

- 2.1 **The Chairman** said that issues of broad implementation framework for Kai Tak Development (KTD) and temporary uses of Kai Tak site would be discussed under Items 3 and 4 respectively. In addition, Planning Department (PlanD) would update Members about the statutory planning process of the draft Kai Tak Outline Zoning Plan (OZP) under Item 5.

Item 3 Broad Implementation Framework for Kai Tak Development
[SEKD SC Paper No. 2/2007]

- 3.1 **The Chairman** invited Civil Engineering and Development Department (CEDD) to give a brief presentation on the Paper.
- 3.2 With the aid of PowerPoint slides (Appendix), **Mr CB Mak** gave a brief presentation on the broad implementation framework for KTD. **Mr CB Mak** said that since the KTD Engineering Study had just started, a detailed implementation framework could not be provided at this juncture. Nonetheless, new cruise terminal at the former runway tip, public housing development and Kai Tak Government Offices building at the North Apron had been identified as priority projects with implementation programme. As for other development components in KTD, their implementation programmes would, however, depend on a number of factors. For instance, the implementation of the proposed mitigation measures to improve the

environmental conditions of the Kai Tak Approach Channel (KTAC) would be subject to the approval under the Environmental Impact Assessment (EIA) Ordinance in 2008. Part of the Metro Park could also be constructed on the structure over the 600-metre opening in the former runway only after the environmental conditions in KTAC had been improved. Besides, the implementation of the Kwun Tong waterfront promenade proposal would be subject to the future decommissioning of the Cha Kwo Ling and Kwun Tong Public Cargo Working Areas (PCWAs). Since the closure of PCWAs would affect the industry and employment opportunities of the workers, this issue would need to be examined carefully and the stakeholders would be consulted prior to the implementation. As for the multi-purpose stadium complex, it would tie in with the planning and development of the Shatin-to-Central Link (SCL) project, which was a matter subject to, inter alia, the alignment of the Central-Wan Chai Bypass and the merger of the two railway corporations. In respect of the road networks, Route 6 (including Central Kowloon Route, T2 Trunk Road and Tseung Kwan O - Lam Tin Tunnel) was expected for commissioning by 2016. The bridge link to Kwun Tong and the rail-based environmentally friendly transport system were still at preliminary stage subject to detailed study and viability assessments. To sum up, new cruise terminal, public housing sites, Kai Tak Government Offices and their associated infrastructure projects would be completed in phases commencing from 2012, whilst other projects would be implemented at subsequent phases. It was envisaged that the whole KTD would be fully developed around 2020. Based on the further studies to be undertaken in the Engineering Study, a detailed implementation programme for the KTD would be prepared. In the light of the findings, the Government would determine the phasing and priority of the component projects commensurate with the resources available.

- 3.3 **Ms Starry Lee** whilst appreciating the complexity and difficulties of the KTD Engineering Study was nonetheless disappointed that most of the projects in KTD had no concrete implementation programme at this stage. She pointed out that Kowloon City residents

urged for an early implementation of KTD all along to help rejuvenating their district. She noted that the draft Kai Tak OZP had been prepared and was being processed in accordance with the statutory planning procedures under the Town Planning Ordinance. However, the concern of the general public was about the timing to implement the development proposals shown on the OZP. For instance, taking advantage of high patronage to and from the new cruise terminal, the concerned bureaux/departments should investigate how the road networks between the new cruise terminal and the surrounding districts could be better integrated to help regenerating the old districts. With regard to the waterfront promenade, she suggested that local harbour-front enhancement programmes could start to implement at To Kwa Wan waterfront area with a view to providing a continuous waterfront promenade as far as possible.

- 3.4 **The Chairman** supplemented that the EIA study of the KTAC was targeted for completion in 2008. Upon the approval of the EIA study under the EIA Ordinance, the construction works of opening a 600m-gap at the runway and decking the gap for the development of Metro Park could proceed accordingly. He then asked about the estimated date to implement the KTAC mitigation measures. In response, **Mr CB Mak** stated that the estimated completion date was around 2013/14.
- 3.5 **Mr Kim Chan** queried if the decking over of the 600m-gap (when formed) at the former runway might involve reclamation works. As for the bridge link to Kwun Tong, he asked whether it could be advanced to tie in with the commissioning of the first berth of the cruise terminal in 2012.
- 3.6 **The Chairman** said that Members' concerns on the reclamation issue relating to the KTAC had been thoroughly discussed in previous meetings and he trusted that the issue would be properly dealt with by the Administration in accordance with the Protection of the Harbour Ordinance.
- 3.7 In response to **Mr Kim Chan's** enquiries, **Mr CB Mak** stated that the bridge link to Kwun Tong was still at a conceptual stage and it was unlikely to be completed in

2012. He explained that there were technical difficulties in constructing a bridge at a high level in order to allow safe passage of vessels. Moreover, the design of the bridge might be required to accommodate up to three different transport modes, i.e. environmentally friendly transport system, pedestrian facilities and vehicular crossing. Last but not the least, if the construction of the pile caps of the bridge involved any reclamation, this would need to be fully justified under the Protection of the Harbour Ordinance.

- 3.8 **Ms Starry Lee** noted that the EIA study for the KTAC was still being undertaken and would be completed in 2008. She suggested that interim reports of the EIA study should be released to the public at different stages to help public understanding about the progress of the EIA study. Concerning the SCL project, she stated that Kowloon City residents had requested for a railway service for a long time and urged for early implementation of the SCL to facilitate the regeneration of the surrounding districts. She also reiterated that a continuous waterfront promenade should be provided at To Kwa Wan.
- 3.9 **Mr Andy Leung** suggested that apart from development on individual project basis, the whole KTD should also be considered in a comprehensive and integrated manner. The phasing and priority of different projects in KTD, the inter-relationship among various projects as well as the co-ordination among bureaux/departments should be consolidated to depict a complete picture in implementing the KTD as a whole.
- 3.10 **Dr Andrew Thomson** agreed that a comprehensive approach outlining the phasing and priority of different projects and the coordination mechanism within the Government should be provided. The public should also be kept abreast of the progress for different projects in the context of KTD.
- 3.11 **Ms Starry Lee** said that the Government should report the progress of the implementation works to the public on a regular basis. She shared with Members' views that though a concrete implementation programme was not available at this stage, a comprehensive picture outlining the broad implementation programme should be

provided. She also considered that although there was no concrete development programme for SCL project, some advance works such as station design could be undertaken to speed up the implementation of the project.

- 3.12 **Mr Anthony Kwan** supplemented that since CEDD had just commenced the KTD Engineering Study and numerous bureaux/departments were involved in the KTD, more time was required to coordinate the implementation works. Indeed, apart from the three aforementioned identified priority projects, concerned bureaux/departments were actively looking into the possibility to advance other projects. For instance, the provision of supporting facilities such as schools and community facilities for the public housing development, and the completion of the Runway Park to tie in with the cruise terminal development for a more comprehensive development at the runway end were being investigated.
- 3.13 **Miss Annie Tam** said that the KTD Engineering Study was a complicated study as Kai Tak was a vast piece of land subject to a number of physical constraints like the access, water quality and odour problems. Apart from the technical feasibility, the environmental and transport impacts of the development proposals would also need to be examined in the KTD Engineering Study. Hence, more time would be required for preparation of a detailed implementation programme. As for Members' concerns about the co-ordination among different projects in KTD, She opined that, CEDD, being the project manager responsible for coordination works amongst different departments under the Engineering Study, would draw the attention of relevant bureaux for issues requiring resolution at policy levels. There was also close communication among bureaux for concerted effort to tackle policy issues.
- 3.14 **The Chairman** concluded that although the public might not have the expertise to participate at the KTD Engineering Study, the Administration should report the progress of project implementation for public knowledge. The target dates of the other key development components, including bridge link to Kwun Tong, SCL and its stations, multi-purpose stadium, waterfront promenade and open space development should also be

indicated where possible.

Item 4 Temporary Uses of the Kai Tak Site
[SEKD SC Paper No. 3/2007]

- 4.1 **The Chairman** invited Lands Department (LandsD) to give a brief presentation on the Paper.
- 4.2 With the aid of PowerPoint slides (Appendix), **Ms Angela Chan** gave a brief presentation on the temporary uses of the Kai Tak site. The Kai Tak site was currently under the management of the District Lands Office/Kowloon East, and Government Property Agency while CEDD was responsible for undertaking the de-commissioning works of the former Kai Tak airport. As for the existing temporary land uses, among the total area of about 220 hectares, 61% of which were currently let on temporary basis or allocated temporarily to various government departments for various purposes. There were currently 20 sites (about 14%) being let out to various private bodies for different purposes such as fee-paying public carpark, flying training school, open storage and bus depot etc. As regards the existing temporary Government land allocations, there were currently 26 sites (about 47%) granted to various Government departments for various purposes including works site, barging points, stockpiling for excavated materials etc. As for the remaining vacant land, they were let out to various NGOs and others for different purposes such as charity fair, variety show, and film shooting. Some sites, which were subject to traffic/environmental/time constraints, could not be used at this juncture. She summarized that over 60% of the total area were currently let/allocated or proposed to be let/allocated for temporary purposes. Wherever possible, suitable sites within the area would be put to appropriate temporary uses to maximize the utilization of land.
- 4.3 **The Chairman** asked if there were any part of the Kai Tak waterfront area that could be made available for implementation of some quick-win harbour-front enhancement projects. He stated that the Hung Hing Road waterfront park at Wan Chai where pets were allowed and the waterfront promenade at West Kowloon were all successful precedents for harbour-front

enhancement.

- 4.4 In response, **Ms Angela Chan** said that according to the information provided by CEDD, more than half of the runway area would be occupied by site investigation/construction works to be undertaken by CEDD by 2008/2009 in connection with the new cruise terminal project and therefore this part of the runway could not be released in the near future for public use.
- 4.5 **Ms Starry Lee** stated that the Kai Tak site was currently inaccessible and the existing temporary uses were limited to private uses. She suggested that concerned departments should consider opening the land for public use with greening measures and easy access.
- 4.6 **Dr Andrew Thomson** considered that there was a mis-match in the timing to implement projects at the former runway area. While the cruise terminal would be commissioned in 2012, there were still no definite programmes for developments in the middle part of the runway as well as the bridge link to Kwun Tong. It seemed that the whole runway area could only be available for public use upon the full development of Kai Tak around 2020. Besides, the Kai Tak site, being located at a prominent location in the city, should not be let for bus parking. Instead, it should be properly used for more beneficial and compatible temporary uses.
- 4.7 **The Chairman** noted that the runway area would unlikely be available for public use in the near future. He asked if other waterfront area, like that in To Kwa Wan, could be used for harbour-front enhancement projects.
- 4.8 In response, **Ms Angela Chan** said that subject to the provisions of the necessary basic infrastructure or other associated facilities, there might be opportunity for more temporary uses of the Kai Tak sites with greening initiatives such as amenity areas and tree nursery as appropriate. She stressed that any temporary uses for the purpose of public enjoyment were welcome subject to the considerations on provisions of necessary facilities, technical feasibility, environmental and traffic impacts and departmental comments etc. Whether any part of the site was available or suitable for beneficial temporary uses for public enjoyment would be affected by the overall

implementation programme of KTD. In the absence of the supporting basic infrastructure, LandsD could only consider letting out sites for those short-term uses not requiring any huge investment.

- 4.9 **Mr Andy Leung** pointed out that even a strip of land at Hung Hing Road at Wan Chai could be quickly implemented as a temporary park, he considered that Kai Tak, with a long sea frontage, should also have the opportunities to open up at least some of the land for public use. However, since most of the projects in KTD had no fixed development programmes at this stage, it would be difficult if not impossible to identify suitable sites with a more definite time frame to facilitate beneficial temporary uses.
- 4.10 **Ms Starry Lee** echoed Mr Leung's view and requested concerned bureaux/departments to identify suitable sites for quick-win harbour-front enhancement measures for public enjoyment in the short term.
- 4.11 **Mr Kim Chan** suggested that a clause could be added to the land document such that the concerned site in Kai Tak could be open to the public at certain period of time. He further asked about the estimated time to complete the de-contamination works at the North Apron area.
- 4.12 **The Chairman** opined that the appropriateness to impose such clause would, however, depend on the nature of temporary uses granted to the tenants. **Mr CB Mak** also responded that the de-contamination works at the North Apron area had already been finished and the concerned areas could soon be returned to LandsD.
- 4.13 To conclude, **the Chairman** suggested and **Miss Annie Tam** agreed that consideration should be given to identifying suitable sites for quick-win projects for interim harbour-front enhancement uses for public enjoyment. CEDD would also examine the possibility of reducing the works areas required for those advanced and priority projects so that more waterfront areas could be released for harbour-front enhancement.

HPLB,
CEDD &
LandsD

Item 5 Any Other Business

- 5.1 Noting that the representations and comments on the draft Kai Tak OZP had been considered by the Town Planning Board (TPB), **the Chairman** invited PlanD to report the progress of the statutory planning process of the Kai Tak OZP.
- 5.2 With the aid of PowerPoint slides (Appendix), **Mr Eric Yue** stated that after giving consideration to the 47 representations and 10 comments at the hearing on 4 May 2007, the TPB decided to propose amendments to the draft OZP to partially meet some of the representations. The proposed amendments to the draft OZP were exhibited on 25 May 2007 for public inspection for three weeks up to 15 June 2007. If any further representation in respect of the proposed amendments was received during the exhibition period, the TPB would hold a further hearing in July/August 2007 to decide whether the proposed amendments should form part of the draft OZP. The draft OZP together with a schedule of the amendments made by the TPB and a schedule of the representations, comments and further representations would be submitted to the Chief Executive in Council for approval in October 2007.
- [Post Meeting Note : Upon the expiry of the exhibition period of the proposed amendments to the draft Kai Tak OZP, two further representations were received.]
- 5.3 **The Chairman** thanked PlanD for updating the progress of the statutory planning process of the draft Kai Tak OZP in accordance with the Town Planning Ordinance. Members noted the progress with no further comments.
- 5.4 There being no other business, the meeting closed at 4:10pm.

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



**Harbour-front Enhancement Committee
Sub-committee on
South East Kowloon Development Review**

**Broad Implementation Framework of
Kai Tak Development**

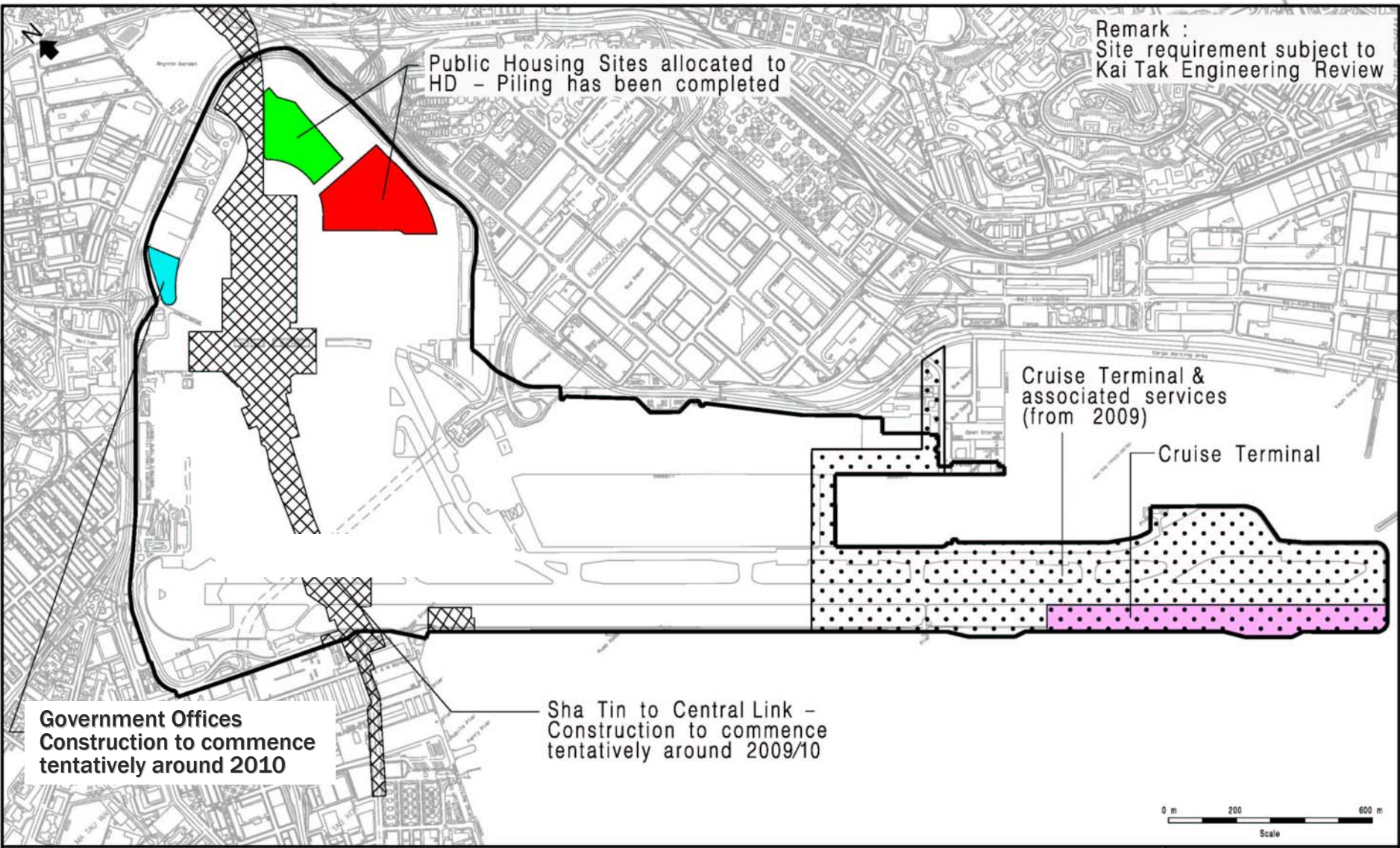


Key development components (1)

- Cruise Terminal [2012]
- Public housing [2012/2013]
- Kai Tak Government Offices [2013/2014]

Key development components (2)

- Kai Tak Approach Channel**
- Metro Park and Waterfront Promenade**
- Multi-purpose Stadium Complex**
- Sha Tin to Central Link**
- Central Kowloon Route and Trunk Road T2**
- Bridge Links**



Remark :
Site requirement subject to
Kai Tak Engineering Review

Public Housing Sites allocated to
HD - Piling has been completed

Cruise Terminal &
associated services
(from 2009)

Cruise Terminal

Government Offices
Construction to commence
tentatively around 2010

Sha Tin to Central Link -
Construction to commence
tentatively around 2009/10

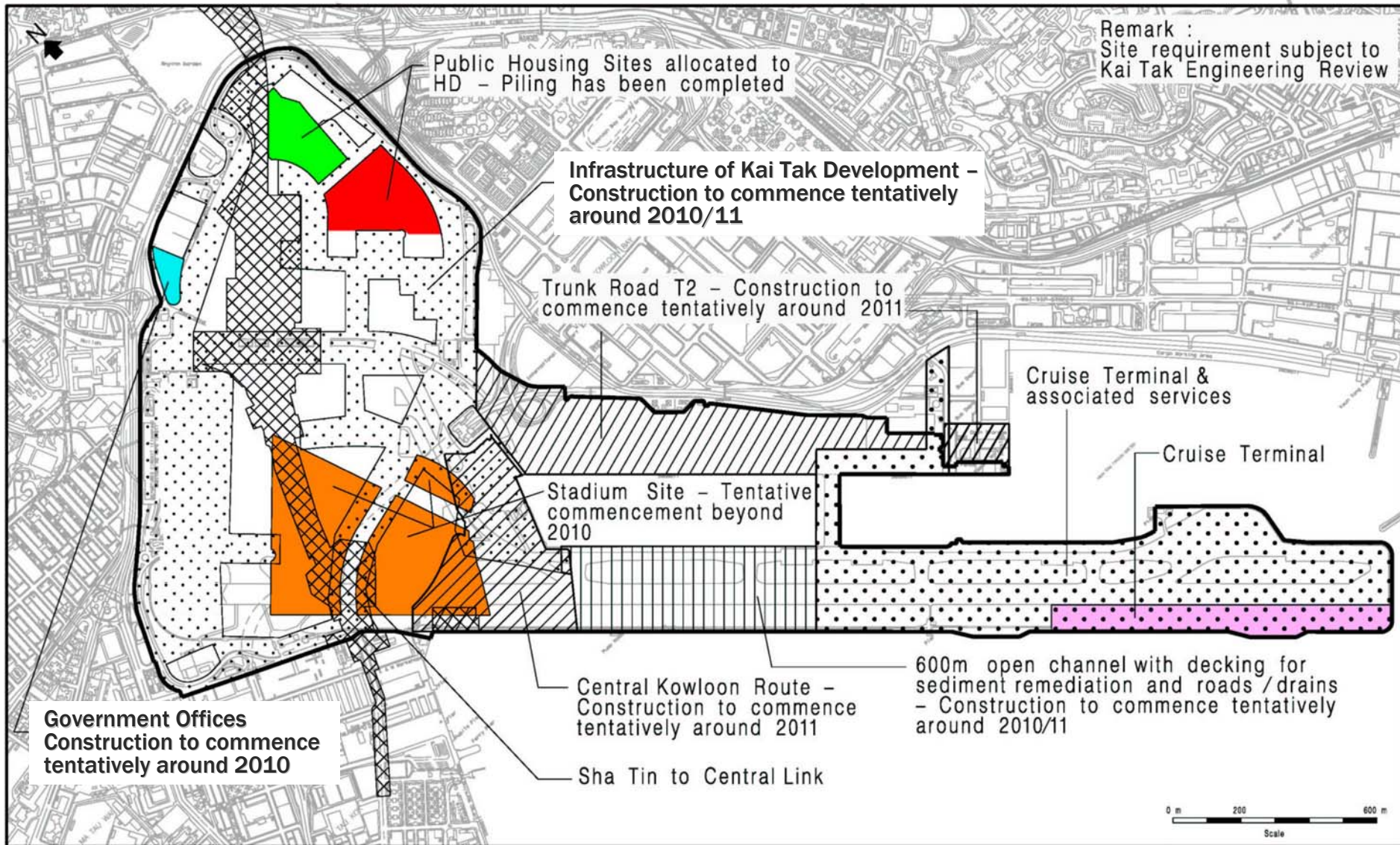


圖則名稱 Drawing title

Construction Site Requirement Before 2010

PLAN 1

06 June 2007



圖則名稱 Drawing title

Construction Site Requirement After 2010

PLAN 2

06 June 2007



Kowloon Development Office



Thank you

Temporary Uses of the Kai Tak Site

District Lands Office / Kowloon East
Lands Department

Date : 7 June 2007



Kai Tak



General Management of Kai Tak

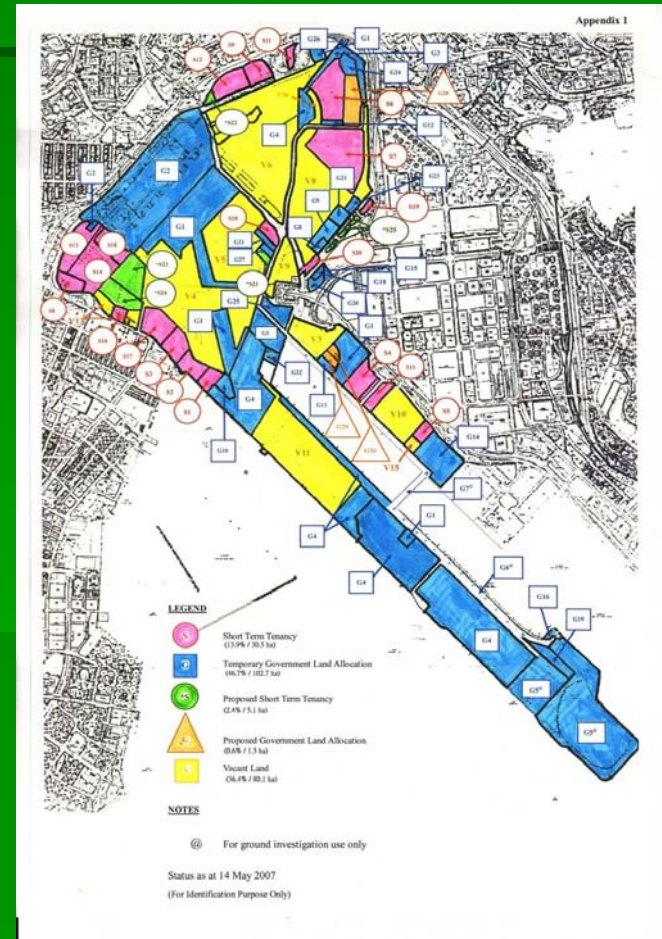
- Co-managed by:
 - District Lands Office / Kowloon East
(九龍東區地政處)
 - Government Property Agency (政府產業署)
 - Civil Engineering & Development
Department (CEDD) (土木工程拓展署)
(for de-commissioning works of the former
airport)

General Management of Kai Tak

- total site area : about 220 ha
- about 133.3 ha (i.e. 60.6%) of the site is currently let / allocated for temporary uses
- Temporary land uses include:
 - short term lettings
 - temporary government land allocations

Short Term Lettings

- Currently 20 sites
- Total area : 30.5 ha (about)
- Various purposes:
 - flying training school (飛行訓練學校)
 - fee-paying public carpark (公眾收費停車場)
 - bus parking (巴士停車場)
 - open storage (露天儲存用途) etc.



Short Term Tenancy : Fee-paying Public Carpark (公眾收費停車場)

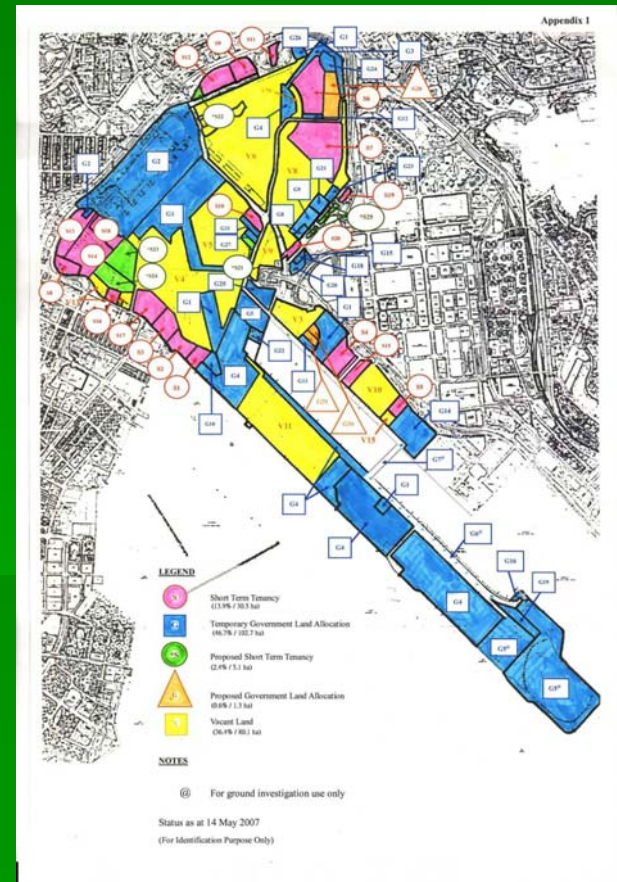


Short Term Tenancy : Bus Parking (巴士停車場)



Temporary Government Land Allocations

- currently 26 sites
- total area : 102.7 ha (about)
- various purposes:
 - - works site for demolition (拆卸地盤)
 - - barging points (駁船裝載點)
 - - stockpiling for excavated materials (臨時物料堆放區)
 - - site investigation (地盤勘測)
 - - works area (工地)
 - - contractor's depot (承建商倉庫)
 - - open storage (露天儲存用途)



Temporary Government Land Allocation: Government Contractor's Depot (政府工程承建商倉庫)



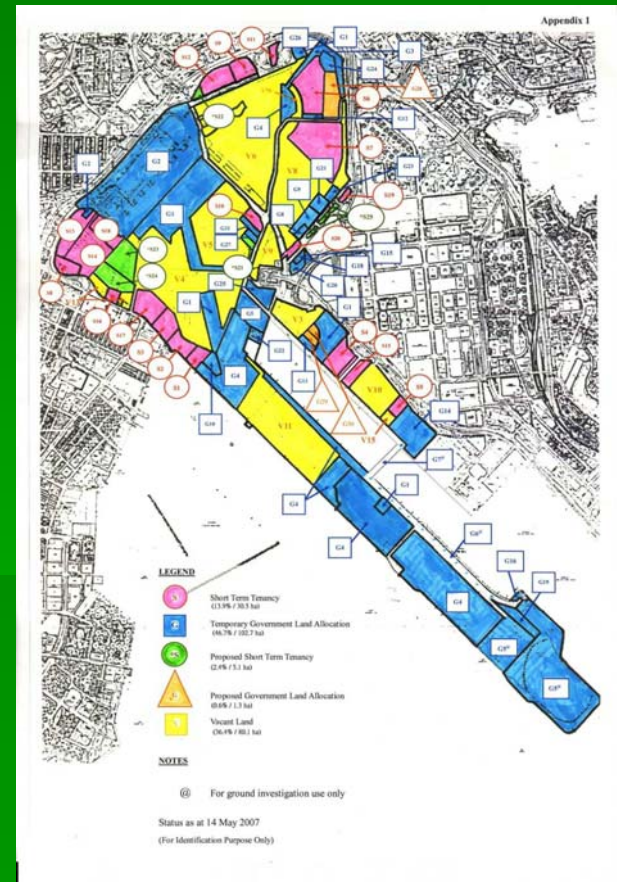
Remaining Vacant Land

- 11 plots : total about 80.1 ha

- * 6 plots (59.7 ha) : site decontamination work (清理油污工程) have been carried out.

- * 2 plots (16.3 ha) : frequently used for public events, e.g. charity fair (慈善嘉年華會), variety show (綜藝表演), film shooting (電影拍攝) etc.

- The remaining (4.1 ha): subject to traffic / environmental / time constraints

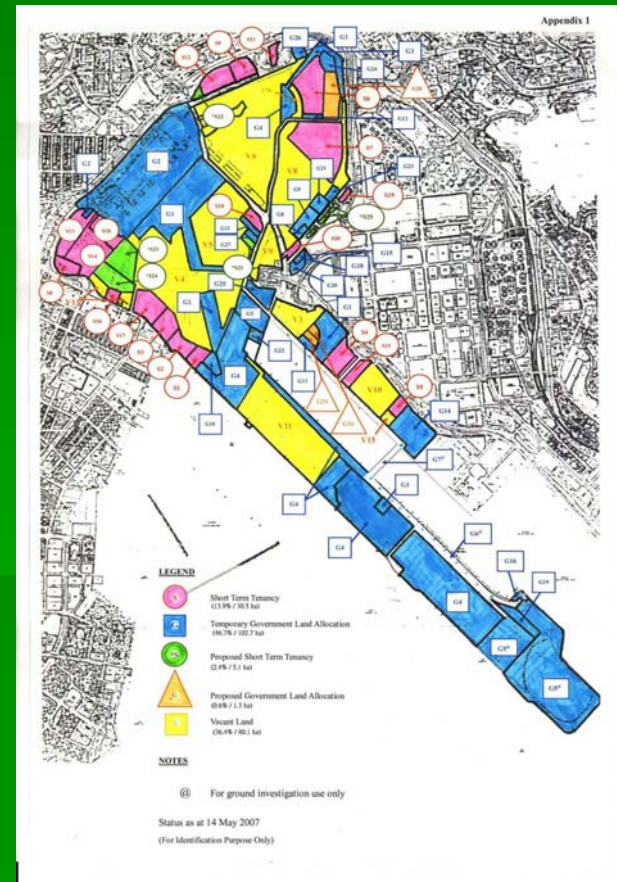


Vacant Land for One-Off Events : Film Shooting (電影拍攝)



Conclusion

- Over 60.6% of the total area is currently let / allocated or proposed to be let / allocated for temporary purposes.
- Subject to implementation programme of the infrastructure etc., more temporary use for greening initiatives as appropriate.

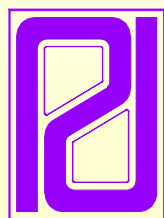


THANK YOU



《啟德分區計劃大綱草圖編號 S/K22/1 》
的建議修訂

**Proposed Amendments to
the Draft Kai Tak Outline Zoning Plan No. S/K22/1**



規劃署

Planning Department

背景 Background

- 《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份申述

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

- 所有申述於2007年2月2日供公眾查閱，為期三星期，共收到10份意見

All representations were made available on 2.2.2007 for public inspection for three weeks and a total of 10 comments were received.

- 2007年5月4日，城市規劃委員會(城規會)考慮就《啟德分區計劃大綱草圖編號S/K22/1》所作出的申述及意見後，決定順應申述的部分而建議對圖則作出修訂。

On 4.5.2007, the Town Planning Board (TPB) considered the representations and comments and decided to propose amendments to the Plan to partially meet some of the representations.

申述及意見 Representations and Comments

支持分區計劃大綱圖 Support OZP

- 零填海發展方案 No reclamation development scenario
- 上蓋面積限制 Site coverage restrictions
- 避免平台 Avoid podium
- 啓德坊 Grid Neighbourhood
- 混合用途發展 Mixed use developments
- 搬遷沙中線車廠 Relocation of SCL depot
- 休憩用地網絡 Open space network
- 海濱長廊 Waterfront promenade
- 啓德政府合署 Kai Tak Government Offices
- 公眾觀景設施 Public observation facility
- 地下購物街 Underground shopping streets
- 連接觀塘的天橋 Bridge link to Kwun Tong
- 以鐵路為本的環保運輸系統 Rail-based EFTS
- 公眾參與計劃 Public participation programme

申述及意見 Representations and Comments

修改分區計劃大綱圖 Fine-tune OZP

- 公眾觀景廊 Public Observation Gallery
- 啓德城中心 Kai Tak City Centre
- 直升機場 Heliport
- 多用途體育館 Multi-purpose Stadium
- 郵輪碼頭 Cruise Terminal
- 啓德站與相關發展 Kai Tak Station & associated developments
- 道路網絡及交匯處 Road network and interchange
- 以鐵路為本的環保運輸系統 Rail-based EFTS
- 郵輪碼頭的泊位 Berthing Facilities in the Cruise Terminal
- 土瓜灣、九龍城及跑道區的建築物高度 Building height fronting To Kwa Wan, Kowloon City and Runway Area
- 啓德坊 Grid Neighbourhood
- 混合用途發展 Mixed use development
- 盡快落實啓德明渠進口道的緩解措施、郵輪碼頭、沙中線、連接觀塘的天橋及海濱長廊計劃 Early implementation of mitigation measures on KTAC, cruise terminal, SCL, bridge link and waterfront promenade in Kwun Tong waterfront

公眾觀景廊 Public Observation Gallery

申述 Representations

- 反對附設公眾觀景廊的地標建築物最高建築物高度為主水平基準上200米，有礙觀瞻，與啟德整體的城市設計大綱不相協調

Oppose the proposal to incorporate the public observation gallery in a 200mPD landmark building: visually intrusive and not compatible with overall urban design framework

回應 Responses

- 回應公眾的意見，建議在該圖加入公眾觀景廊

The Plan incorporates a public observation gallery as a response to the public comments

- 此用地的最高建築物高度為主水平基準上100米

The site is subject to building height restriction of 100mPD

- 為提供彈性，設有公眾觀景廊的旅遊中心的建築物，其高度不得超過主水平基準上200米及必須向城規會申請規劃許可

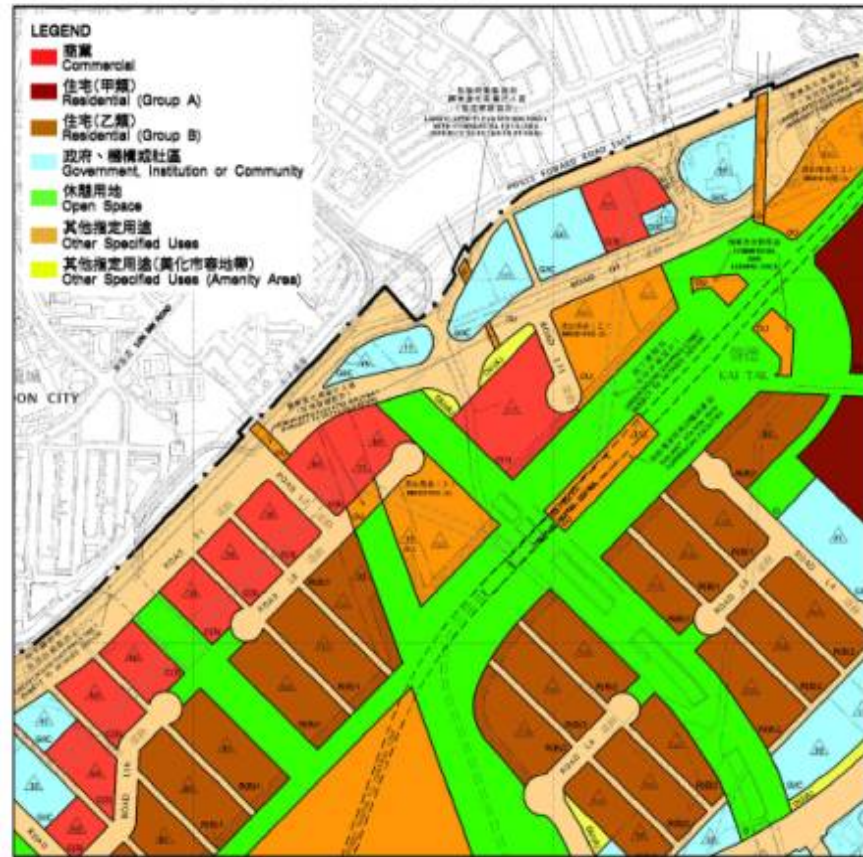
To provide the flexibility for landmark building, the building within the tourism node that provides a public observation gallery is subject to a building height restriction not exceeding 200mPD and subject to planning permission from the Board



啟德城中心 Kai Tak City Centre

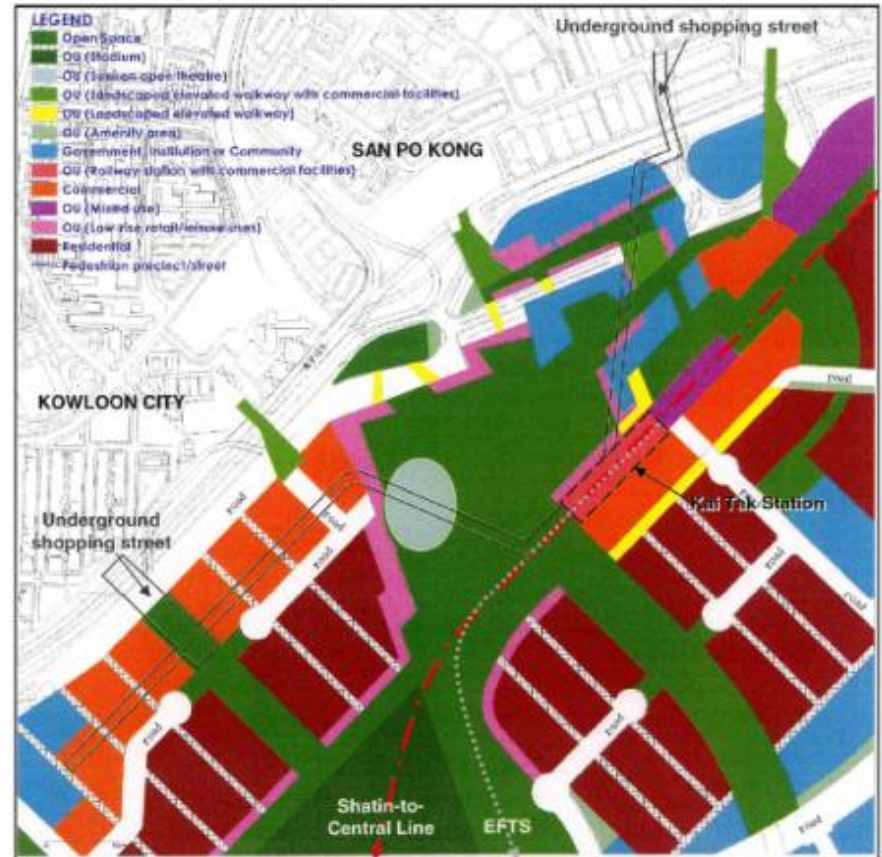
分區計劃大綱圖 OZP

啟德分區計劃大綱草案編號 S/K22/1
DRAFT KAI TAK OUTLINE ZONING PLAN No. S/K22/1



申述人的建議 Representer's Proposal

申述者(民建聯)就修改啟德城中心佈局設計的建議
REPRESENTER'S (DAB) PROPOSAL OF THE REFINED LAYOUT FOR KAI TAK TOWN CENTRE



重新布置主要集中在啟德城中心北面部分，計劃闢設商業／辦公室、混合用途發展、啟德政府合署和政府、機構或社區設施

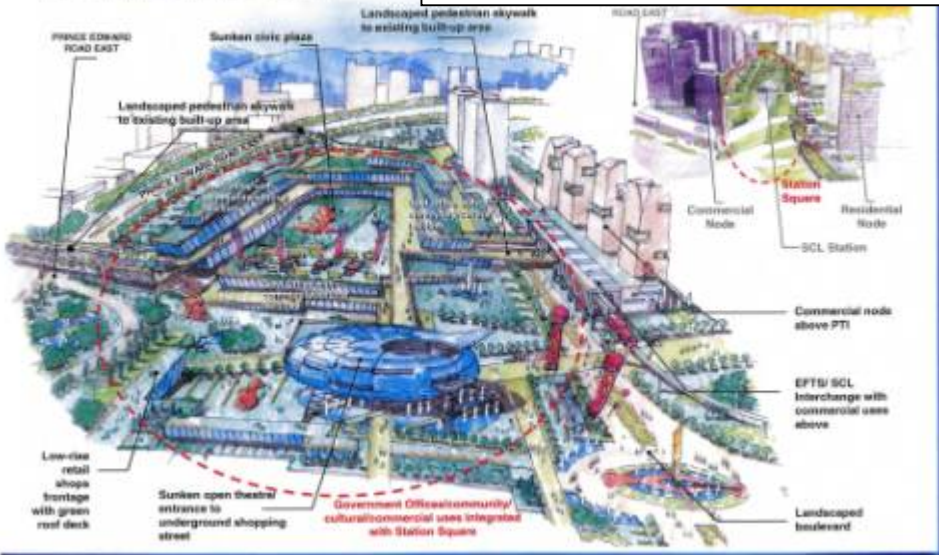
Fine-tune the northern quadrant of the town centre area where commercial/office, mixed-use development, KTGO and GIC facilities are located

啓德城中心 Kai Tak City Centre

分區計劃大綱圖 Kai Tak OZP -
車站廣場 Station Square



申述人的建議 Representer's Proposal



啓德城中心 Kai Tak City Centre

回應 Responses

- 大綱圖的設計概念 Design concept in OZP
 - 經過公眾參與活動的廣泛討論 after extensive discussion in public participation programme
 - 「啓德規劃檢討」的初步技術評估 preliminary technical assessments
- 保留目前的設計，做法實為審慎穩妥 Prudent to retain current layout
 - 加入好的設計元素以改善大綱圖 improve relevant parts to incorporate the good design elements
- 民建聯的計劃，設計概念可取，將會在現正進行的啓德發展工程研究進行詳細的研究：
Good design concepts as proposed by DAB to be investigated in Kai Tak Development Engineering Study
 - 更多公共公園作城中心的焦點 more open public park to form focal point of the town centre
 - 重新把「其他指定用途」註明「混合用途」的總樓面面積分配給毗鄰的「商業」及「混合用途」地帶，以作休憩用地 redistribute the “OU(Mixed Use)” GFA to adjacent “C” and “mixed use” sites to enlarge the open space
 - 為闢設優質辦公室樞紐而強化商業／辦公室／零售元素 strengthen the commercial/office/retail elements in achieving a high-quality office node
 - 改善與沙中線啓德站的連接、改進車站廣場的行人設施以方便行人往來車站與附近發展 better integration with the SCL Kai Tak Station, enhance pedestrian facilities in the Station Square to facilitate movement with surrounding developments
 - 提出把啓德站發展為啓德城中心的地標的設計概念 design concept for the Kai Tak Station achieving landmark in the town centre

城規會的意見 Views of the Town Planning Board

- 經商議所有申述和意見後，城規會認為大部分是與改善啟德規劃區各項技術問題有關，並不涉及啟德規劃區的規劃目標和原則等基本事宜。

Having considered all the representations and comments, TPB opined that the majority views expressed by the representers and commenters were more related to the fine-tuning of various technical aspects of the Kai Tak Development rather than fundamental issues relating to the planning objectives and principles of Kai Tak Development

- 城規會認為這正是過去兩年來聽取社會上不同意見的成果。啟德規劃過程將會在香港規劃歷史中，成為與公眾共同規劃的一個好例子。

TPB considered that this could be attributed to the efforts for having listened to the views from different sectors of the community in the past two years. The Kai Tak planning process would go down the planning history of Hong Kong as a good example of planning with community.

對啟德分區計劃大綱草圖編號S/K22/1作出的建議修訂

Proposed Amendments to the Plan

- 2007年5月25日，城規會展示建議修訂，以供公眾查閱，為期三星期，至2007年6月15日。建議修訂詳列如下：

On 25.5.2007, the proposed amendments to the Plan were gazetted for public inspection for 3 weeks until 15.6.2007. The proposed amendments are as follows:

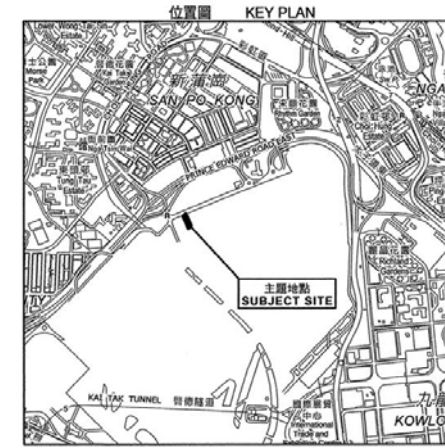
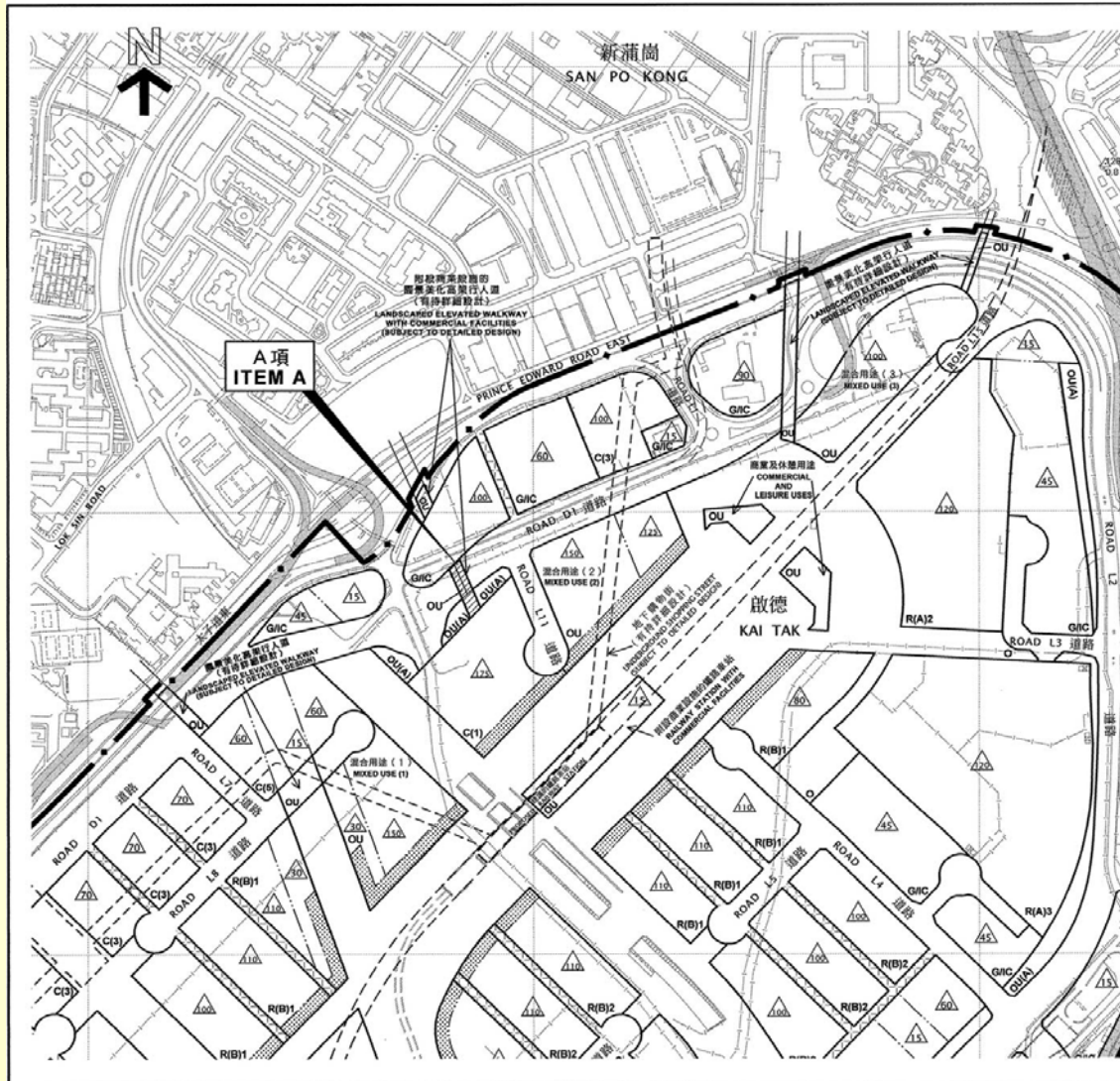
(I) 就圖則所顯示的事項作出的修訂項目 Amendment to Matters shown on the Plan

A項 - 把位於北停機坪的「政府、機構或社區」地帶及「商業(1)」地帶之間的一幅狹長土地由「其他指定用途」註明「園景美化高架行人道」地帶、「其他指定用途」註明「美化市容地帶」及「道路」用地改劃為「其他指定用途」註明「附設商業設施的園景美化高架行人道」地帶。


Item A - Rezoning of a strip of land at the North Apron between “Government, Institution or Community” and “Commercial (1)” from “Other Specified Uses” (“OU”) annotated “Landscaped Elevated Walkway”, “OU” annotated “Amenity” and an area shown as ‘Road’ to “OU” annotated “Landscaped Elevated Walkway with Commercial Facilities”.

對啟德分區計劃大綱草圖編號S/K22/1作出的建議修訂

Proposed Amendments to the Plan



草圖編號 S/K 22/1 的建議修訂
 PROPOSED AMENDMENT TO DRAFT PLAN No. S/K22/1
 根據城市規劃條例第 6C(2) 條公布的建議修訂
 PROPOSED AMENDMENT PUBLISHED UNDER SECTION 6C(2)
 OF THE TOWN PLANNING ORDINANCE

A項 ITEM A
 由「其他指定用途」註明「園景美化高架行人道」地帶、「其他指定用途」註明「美化市容地帶」及「道路」用地改劃為「其他指定用途」註明「附設商業設施的園景美化高架行人道」地帶
 REZONING FROM "OTHER SPECIFIED USES" ANNOTATED "LANDSCAPED ELEVATED WALKWAY", "OTHER SPECIFIED USES" ANNOTATED "AMENITY" AND AN AREA SHOWN AS "ROAD" TO "OTHER SPECIFIED USES" ANNOTATED "LANDSCAPED ELEVATED WALKWAY WITH COMMERCIAL FACILITIES"

夾附的《註釋》屬這份圖則的一部分，
 《註釋》的建議修訂已根據城市規劃條例第 6C(2) 條公布。
 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
 AND THE PROPOSED AMENDMENTS THERE TO HAVE BEEN PUBLISHED
 UNDER SECTION 6C(2) OF THE TOWN PLANNING ORDINANCE

(參看附表)
 (SEE ATTACHED SCHEDULE)

對啟德分區計劃大綱草圖編號S/K22/1作出的建議修訂

Proposed Amendments to the Plan

(II) 就圖則《註釋》作出的修訂項目 Amendments to the Notes of the Plan

- (a) 在「商業」地帶的「註釋」第二欄內加入「碼頭」用途。

Addition of “Pier” use in Column 2 of the Notes of “Commercial” zone

- (b) 修訂「住宅(乙類)」地帶的「註釋」，把「備註」第(3)段內「屋宇」一詞改為「住宅建築物」，並且在第(4)段開頭加入「儘管上文第(3)段有所規定」

Revision to the Notes of the “Residential (Group B)” zone to replace ‘houses’ with ‘residential buildings’ in paragraph (3) of the Remarks and to add ‘Notwithstanding paragraph (3) above’ at the beginning of paragraph (4) of the Remarks.

- (c) 修訂「其他指定用途」註明「與旅遊業有關的用途包括商業、酒店及娛樂」地帶的「註釋」，刪除容許設有公眾觀景廊的建築物的最高建築物高度達主水平基準上200米的備註，並且訂明如果該等建築物或構築物超過圖則上所指定的最高建築物高度限制，必須取得規劃許可。

Revision to the Notes of the “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment” zone to delete a remark permitting the maximum building height up to 200mPD for a building with a public observation gallery and to specify the requirement for planning permission if such a building or structure exceeds the maximum building height restriction as stipulated on the Plan.

(III) 修訂《說明書》 Amendments to Explanatory Statement

《說明書》已因應上述的建議修訂項目而作出相應的修訂。

The Explanatory Statement has been revised according to the above proposed amendments.

下一步 Way Forward

- 任何人(但如有關建議修訂是在考慮該人作出的任何申述或提出的任何意見後建議的，則該人除外)可就有關建議修訂向城規會作出進一步申述。

Any person, other than that who has made any representation or comment after the consideration of which the proposed amendments are proposed, may make further representation to the TPB in respect of the proposed amendments.

- 城規會對進一步申述(如有)的聆聽安排於今年7月舉行

The hearing of further representations (if any) by the TPB is scheduled in July 2007

- 有關草圖連同城規會擬備的修訂附表及申述、意見、進一步申述(如有)的附表，安排於今年10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 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

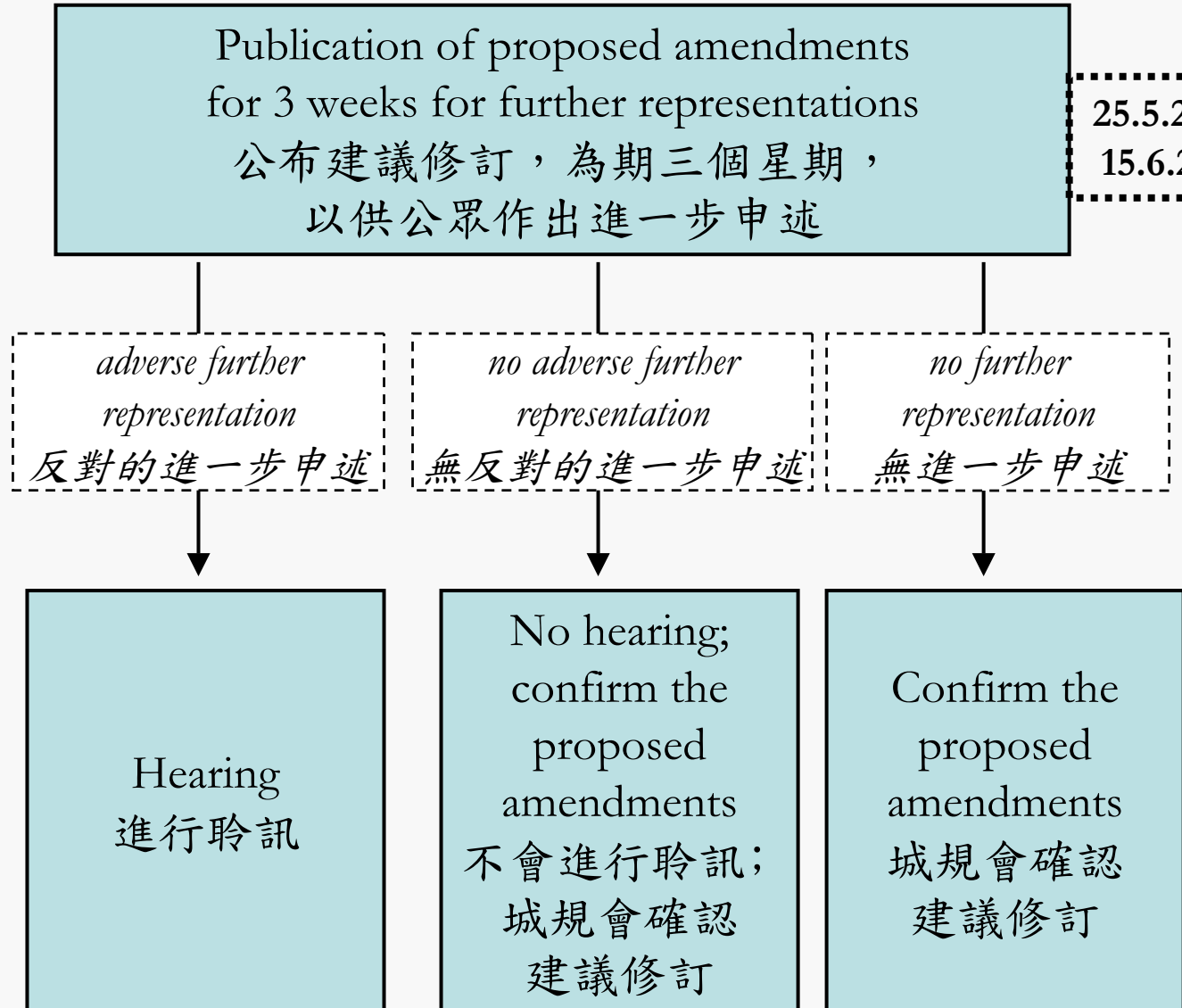
Consultation 諮詢



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
shall form part of the draft plan
城規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 2007
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