

**Minutes of 869th Meeting of the
Town Planning Board held on 23.10.2006**

Present

Permanent Secretary for Housing, Planning and Lands
(Planning and Lands)
Mrs. Rita Lau

Chairperson

Dr. Peter K.K. Wong

Vice-chairman

Mr. Michael K.C. Lai

Dr. Greg C.Y. Wong

Ms. Carmen K.M. Chan

Professor Nora F.Y. Tam

Mr. Nelson W.Y. Chan

Professor David Dudgeon

Mr. Tony C.N. Kan

Mr. Edmund K.H. Leung

Dr. C.N. Ng

Dr. Daniel B.M. To

Ms. Sylvia S.F. Yau

Mr. B.W. Chan

Mr. Walter K.L. Chan

Mr. Raymond Y.M. Chan

Mr. Felix W. Fong

Ms. Anna S.Y. Kwong

Professor Paul K.S. Lam

Ms. Starry W.K. Lee

Director of Planning

Mrs. Ava Ng

Director of Lands

Mr. Patrick L.C. Lau

Deputy Secretary for Environment, Transport and Work (Transport) 1
Environment, Transport and Works Bureau

Mr. Philip W.H. Yung

Assistant Director (2), Home Affairs Department

Ms. Margaret Hsia

Deputy Director of Environmental Protection

Dr. Michael Chiu

Deputy Director of Planning/District

Miss Ophelia Y.S. Wong

Secretary

Absent with Apologies

Mr. David W.M. Chan

Mr. Leslie H.C. Chen

Dr. Lily Chiang

Professor Peter R. Hills

Professor N.K. Leung

Professor Bernard Vincent W.F. Lim

Mr. Stanley Y.F. Wong

Mr. Alfred Donald Yap

Ms. Maggie M.K. Chan

Mr. Y.K. Cheng

Dr. James C.W. Lau

Mr. K.Y. Leung

In Attendance

Assistant Director of Planning/Board

Mr. S. Lau

Chief Town Planner/Town Planning Board

Mr. C.T. Ling

Senior Town Planner/Town Planning Board

Miss Fiona S.Y. Lung

Agenda Item 1

Matters Arising

[Open Meeting. The meeting was conducted in Cantonese.]

1. The Secretary said that there was no matter arising to report.

Agenda Item 2

Kai Tak Planning Review

Revised Preliminary Outline Development Plan

(TPB Paper No. 7702)

[Open Meeting. The meeting was conducted in Cantonese.]

2. The Chairperson said that the outcome of the Stage 3 Public Participation of the Kai Tak Planning Review and the revised Preliminary Outline Development Plan (PODP) were submitted to the Board for consideration at this meeting. The Administration would brief the Legislative Council Panel on Planning, Lands and Works the following day. Considering the various proposals and competing demands on land use gathered at the previous stages of consultation, time had come for the Board to come to a decision on the future planning and development of Kai Tak and for the Administration to proceed with implementation, in particular the Cruise Terminal which needed to be developed as a priority.

[Ms. Margaret Hsia, Professor David Dudgeon, Ms. Carmen K.M. Chan, Dr. C.N. Ng and Mr. Tony C.N. Kan arrived to join the meeting at this point.]

3. The following representatives from the Government, study consultants and Harbour-front Enhancement Committee (HEC) were invited to the meeting at this point:

[Dr. Daniel B.M. To arrived to join the meeting at this point.]

Mr. Anthony Kwan

Assistant Director of Planning, Planning Department
(PlanD)

Mr. Raymond Lee

District Planning Officer/Kowloon, PlanD

Mr. Kelvin Chan	Senior Town Planner/Kowloon, PlanD
Mr. Talis Wong	Chief Engineer/Kowloon, Civil Engineering Development Department (CEDD)
Mr. Francis K.C. Cheng	Principal Assistant Secretary, Economic Development and Labour Bureau (EDLB)
Ms. Maisie Cheng	Deputy Commissioner for Tourism, EDLB
Mr. Philip W.H. Yung	Deputy Secretary, Environment, Transport and Works Bureau (ETWB)
Ms. Janet C.K. Wong	Principal Assistant Secretary, Home Affairs Bureau (HAB)
Mr. Charles Chu	Project Advisor (Recreation and Sports), HAB
Mr. Eric Ma) City Planning – Maunsell Joint Venture
Mr. Derek Sun)
Dr. W.K. Chan	Chairman, HEC Sub-committee on South East Kowloon Development (SEKD) Review

4. The Chairperson extended a welcome and invited the representatives to present the Paper.

Presentation Session

5. With the aid of a Powerpoint presentation and a physical model displayed at the meeting, Messrs. Anthony Kwan and Derek Sun covered the following aspects in their presentation as detailed in the Paper:

- (a) the outcome of the Stage 3 Public Participation;

[Ms. Sylvia S.F. Yau arrived to join the meeting at this point.]

- (b) the land use proposals and key amendments to the PODP; and

- (c) the study programme.

Discussion Session

- 6. The comments/questions raised by Members were summarized as follows:

General

- (a) the revised PODP was much better than the draft PODP in that the Shatin to Central Link (SCL) depot was now proposed to be relocated outside the Kai Tak area; the network of open spaces was better linked up; connection points to San Po Kong and Kowloon City were enhanced; and a reserve for a monorail system was included;

Building Height

- (b) providing an observation tower in the tourism node, as proposed by some consultees at the public forum, was supported. While an observation tower at about 200mPD was acceptable, the same building height should not be applied to the whole site, which had a large site area. The building would be very massive if the whole site was built up to 200mPD. The building height for the developments within the site should be suitably restricted having due regard to the building height restrictions within the Kwun Tong and Kowloon Bay area;
- (c) noting the adoption of stepped height control by the Board in the Kwun Tong and Kowloon Bay area, whether there was any building height control on the waterfront developments in the southern part of the ex-runway;
- (d) whether the high-rise integrated hotel development at the ex-runway tip would have adverse visual impact and block the view to and from the Runway Park;

Monorail and Bridge Link to Kwun Tong

- (e) the provision of a monorail system in Kai Tak was welcome. It would however take time to further investigate its feasibility. The Kwun Tong Public Cargo Working Area (PCWA) would impose constraints on the

clearance height of the monorail. If the cruise terminal was to be in place in 2012, consideration should be given to providing a pedestrian link to bring tourists from the Cruise Terminal in Kai Tak to Kwun Tong first, pending further investigation on the monorail system;

- (f) whether there was any data on the reduction in travelling time with the introduction of the monorail system, as compared with road traffic;
- (g) whether Kaito ferry services would also be provided, and how the various modes of transport to link up Kai Tak and Kwun Tong would be integrated;
- (h) noting that some 20.8% of land on the revised PODP had been reserved for the road network, consideration might be given to restricting entry to Kai Tak only to vehicles issued with environmental friendly labels with a view to reduce air and noise impact;

Cruise Terminal and Tourism Node

- (i) other than the monorail system, whether the back-up facilities for the Cruise Terminal was adequate. The Cruise Terminal should be well connected not only with Kwun Tong, but also with other parts of Hong Kong;
- (j) consideration might be given to allowing conversion of the nearby warehouses into tourist attractions such as factory outlets to improve the vitality of the area;

Connectivity with Surrounding Districts

- (k) whether the proposed comprehensive underground shopping street system and the pedestrian system referred to in paragraphs 31 and 32 of the Paper could be shown on plan;
- (l) judging from the experience of Tsim Sha Tsui East, business activities in Kai Tak would not be commercially viable unless Kai Tak was well linked up with the surrounding districts to form a larger catchment area;

Kai Tak Approach Channel (KTAC)

- (m) the environmental problems associated with the KTAC was the main concern of the community. Notwithstanding studies on various possible measures to tackle the environmental problems were still on-going, whether work would be done to tackle the problems at source;
- (n) whether the results of the investigation on the KTAC would affect the future layout of Kai Tak. If so, the discussion on the current revised PODP might not be meaningful;
- (o) whether alternative locations of the 600m opening to improve water circulation had been investigated and whether the water quality in To Kwa Wan would be adversely affected upon creation of such opening;

Cross-boundary Heliport

- (p) whether the noise impact of the proposed heliport had been properly addressed;
- (q) the heliport at the tip of the runway would have adverse visual impact and might not be commercially viable. In terms of travelling distance, the proposed location in Kai Tak would be no better than the heliport in Chek Lap Kok;

Existing Typhoon Shelter and PCWA

- (r) noting that a man-made beach at the runway area facing the typhoon shelter was proposed, concern was raised on the water quality and environmental conditions of the existing typhoon shelter;
- (s) upon relocation of the PCWA, consideration should be given to providing a public pier for local vessels, yachts and leisure boats, and allowing water based transportation to the outlying islands;
- (t) drawing reference from Clarke Quay and Boat Quay in Singapore, consideration should be given to promoting boat cruise in Kai Tak. Marine-related facilities should be provided. The proposed bridges should be at a human scale and be compatible with the setting of the surrounding

environment;

Government, Institution or Community (GIC) facilities

- (u) as shown in Annex 3 of the Paper, the areas reserved for GIC facilities and schools had been increased. Concern was raised on whether the sites reserved for schools simply followed the standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) for the planned population in Kai Tak. Noting that the demand for kindergartens, primary schools and secondary schools was declining, consideration should be given to reserving the sites for tertiary education. The demand should be kept under constant review and flexibility should be allowed for subsequent changes in land use;

Open Space Network

- (v) whether the Metro Park would mainly be used by the residents in the low-density developments in the Runway Precinct, instead of serving the community at large;

- (w) how the existing and planned parks and open spaces, for example the Sung Wong Toi Park, Hoi Sam Park and the proposed man-made beach would be connected. A site visit for Members was proposed;

Implementation

- (x) there should be an implementation programme for the development of Kai Tak;

- (y) after the various stages of public participation in the Kai Tak Planning Review, it was high time to firm up the land use proposals and work on a time table for implementation;

Preservation of History and Culture

- (z) the heritage trail and other places of cultural attraction such as the Chi Lin Nunnery were not shown on the PODP. Further thought should be given to connecting the areas with historical or cultural interests;

Others

- (aa) other than the economic and environmental aspects, the sustainability, social and cultural aspects in the future development of Kai Tak should be duly taken care of; and
- (bb) the Kai Tak Planning Review was based on the conventional approach of making provision for residential accommodation and related shopping facilities. Given the strategic positioning of Kai Tak, there should be more innovative mechanism in its future development.

7. In response, Mr. Anthony Kwan, Mr. Eric Ma, Mr. Derek Sun, Mr. Talis Wong, Mr. Francis K.C. Cheng and Ms. Maisie Cheng made the following main points:

Building Height

- (a) a public observation gallery would be provided as part of a landmark development inside the tourism node. The site was envisaged to be comprehensively developed with a variety of tourism-related developments, rather than a single hotel. It was envisaged that the maximum building height of 200m would only be applicable to the landmark building, which would only occupy a small site coverage within the site. With a site area of about 6 ha, the non-domestic gross floor area (GFA) was about 190 000m², resulting in a plot ratio of around 3.1. The control on the future development, including building height, would be incorporated into the OZP. It was proposed that any development on the site would require master layout plan submission to the Board for approval;
- (b) the building height of the taller building with public observation gallery would be suitably regulated;
- (c) varying building heights would be adopted for various parts of Kai Tak to

conform with the urban design framework;

- (d) the proposed non-domestic plot ratio for Kai Tak ranged from 4 to 9.5. Building height control would be stipulated for all development sites including those on the ex-runway;

Monorail and Bridge Link to Kwun Tong

- (e) the land reservation for an environmental friendly transport system (EFTS), which could include a bridge link to Kwun Tong, was subject to further investigation;
- (f) it was the long term planning intention to develop a public promenade along the Kwun Tong waterfront, and the closure of the existing PCWA was envisaged. With the closure of the PCWA, there was no need to maintain a height clearance of 40m for the barges to get through for the proposed bridge. The existing typhoon shelter would however remain to service the harbour area;
- (g) the public pier would mainly cater for leisure boat cruise for tourism purpose. The Kaito ferry service would only provide a supplementary means of transport to Kwun Tong and its demand would be subject to investigation;
- (h) the percentage of site area occupied by road network in the revised PODP was about 20.8%, of which about 4.5% were occupied by existing roads. The new roads only accounted for about 12%. About 1.5 % was to cater for the extensive pedestrian walkway network;
- (i) travelling time on monorail would be shorter than that for road transport. Details on reduction in travelling time by monorail would be worked out at the next stage of the study;

Cruise Terminal and Tourism Node

- (j) the cruise terminal would be connected to other parts of Hong Kong via the Kwun Tong Bypass and the proposed Central Kowloon Route. The preliminary traffic impact assessment (TIA) indicated that the proposed

traffic arrangement was acceptable. Close dialogue would be maintained with the Transport Department and Tourism Commission in carrying out the engineering study at the next stage;

- (k) consultation with the cruise sector showed that the proposed Cruise Terminal site at Kai Tak had wide public support. The operators were more concerned about the supporting road network and whether adequate car parking facilities would be provided;
- (l) the Cruise Terminal, Tourism Node and Runway Park would be well linked up and the facilities provided in the Tourism Node would serve both the local population and tourists;

Connectivity with Surrounding Districts

- (m) a ring road concept had been proposed to serve the North Apron area, where major distributor roads were located in the peripheral area. Pedestrian from the surrounding districts would be connected to Kai Tak mainly via underground or elevated walkways with commercial facilities;
- (n) a comprehensive underground shopping street system connecting the Kowloon City and San Po Kong areas with the future Kai Tak Station was proposed. The network would comprise two underground shopping streets, connecting Olympic Garden, Nga Tsin Wai Road and ex-San Po Kong Flatted Factory sites, through basement shopping premises of the commercial sites with the future Kai Tak Station;

KTAC

- (o) pilot tests were being conducted on the effectiveness and sustainability of various mitigation measures to tackle the environmental problems at KTAC. The measures included bioremediation, mitigation of the polluted discharge at source, and creation of a 600m opening at the northern end of the ex-runway. In view of the Protection of the Harbour Ordinance, the 'no reclamation' approach was adopted as the starting point. The findings of the preliminary environmental assessment were expected to be available by end of 2006;

- (p) the priority was to deal with the environmental problems of the KTAC. The existing sediments would be dealt with before the 600m opening at the northern end of the ex-runway would be created. As the Kai Tak Study was a Designated Project under the Environmental Impact Assessment Ordinance (EIAO), the acceptability of the proposed environmental mitigation measures would be subject to approval under the EIAO;
- (q) even if the findings of the environmental assessment concluded that KTAC had to be reclaimed, it was envisaged that the location of the major land use proposals such as the Cruise Terminal and multi-purpose stadium complex would not be affected. The PODP, if considered necessary, could be revised to take into account the investigation results;

Cross-boundary Heliport

- (r) the proposed heliport site was partly shielded by the cruise terminal and the helicopter flight paths would entirely be above the harbour, which would help minimise the noise impact. The distance between the nearest residential blocks in Kowloon Bay and the heliport was about 1,200m, and that between that residential blocks and the nearest point of the possible flight paths was about 550m. The noise buffer distance was significantly longer than that at the existing heliport in Sheung Wan, which had residential development within 300m from the heliport. Notwithstanding that, feasibility study would be carried out to address the possible noise impact of the proposed heliport;

Existing Typhoon Shelter and PCWA

- (s) man-made beach was only a possible concept for the Metro Park. The illustrative plan had shown it in the runway area, rather than in the Victoria Harbour;
- (t) while the long-term planning intention was to develop waterfront promenade in the Kwun Tong harbour-front upon the closure of the PCWA, the typhoon shelter would remain. As advised by relevant departments, mooring of pleasure crafts might have conflict with the working vessels within a typhoon

shelter;

GIC facilities

- (u) the reservation of school sites was in accordance with the requirements set out in the HKPSG and in consultation with the Education and Manpower Bureau. Planning was an on-going process and the school sites reserved would be subject to review. The increase from 5 ha to 7 ha for the hospital site also partly accounted for the increase in area reserved for GIC facilities. Some 3.6 ha of land reserved for GIC use remained undesignated;

Open Space Network

- (v) the open space network had been enhanced in the North Apron area. The Metro Park would be more easily accessible to the general public. Other than the monorail system, a network of at-grade, elevated and underground pedestrian links would be provided;
- (w) site visit could be arranged at Members' convenience;

Implementation

- (x) the priority was to develop the Cruise Terminal to be supported by advance infrastructural facilities;
- (y) the implementation programme of other development projects would be worked out by the relevant bureaux and departments in due course;

Preservation of History and Culture

- (z) the aviation heritage of Kai Tak would be duly taken care of. The site now occupied by the aviation groups would be reserved to accommodate aviation-related activities and the planned Sung Wong Tai Park. An aviation museum could also be considered;

Others

- (aa) in determining the land uses and development intensity of Kai Tak, a balance had to be struck among various considerations, including the long-term sustainability of Kai Tak and the needs of the society;

- (bb) opportunity was also taken to introduce mix-use development in sites fronting Kai Tak Station and podium-free developments in the future development of Kai Tak; and
- (cc) other suggestions made by Members such as issuing environmental friendly labels for vehicles and allowing conversion of warehouses into tourist attractions could be further considered by the relevant bureaux and departments.

[Messrs. Patrick Lau, Nelson W. Y. Chan, Felix W. Fong, Walter K. L. Chan, Tony C.N. Kan and Paul K.S. Lam left the meeting during the discussion session.]

8. Dr. W.K. Chan said that he was pleased to see the PODP revised in response to the public views collected. It was recognized that the revised PODP might not address all the comments received, as some of them were dialectical in nature and some were technically not feasible. The revised PODP would form the basis to revise the Kai Tak Outline Zoning Plan, which would be submitted to the Board for consideration prior to gazetting for public inspection under the provisions of the Town Planning Ordinance. In other words, the public still had the chance to make representations on the plan under the statutory procedures. The revised PODP would be submitted to the HEC sub-committee on SEKD Review for consideration the following day. He shared the view that it was high time to work on the implementation aspects. In taking forward the development projects, priority should also be given to include facilities that could facilitate the early opening up of the harbour-front area for public use and enjoyment.

9. The Chairperson said that the Kai Tak Planning Review had entered into a crucial stage. The draft OZP would be submitted to the Board for consideration in November and then published for public inspection under the provision of the Town Planning Ordinance. The study team should proceed with the engineering feasibility study, including the EIA and the works departments should work on the implementation details and seek funding support for the various work items.

10. The Chairperson thanked the representatives from the Government, study consultants and HEC for attending the meeting. They left the meeting at this point.

Agenda Item 3

Any Other Business

[Open Meeting. The meeting was conducted in Cantonese.]

11. There being no other business, the meeting was closed at 11:15 a.m.

CHAIRPERSON
TOWN PLANNING BOARD