

Task Force on Kai Tak Harbourfront Development

Minutes of Fifteenth Meeting

Date : 1 September 2014
Time : 2:30 p.m.
Venue : Conference Room (Room G46), Upper Ground Floor,
Hong Kong Heritage Discovery Centre, Kowloon Park,
Tsim Sha Tsui

Present

Mr Vincent NG Chairman

Organization Members

Mrs Margaret BROOKE Representing Business Environment Council
Mr LEUNG Kong-yui Representing Chartered Institute of Logistics and
Transport in Hong Kong
Mr LAM Kin-lai Representing The Conservancy Association
Mrs Karen BARRETTO Representing Friends of the Earth
Mr Andy LEUNG Representing Hong Kong Institute of Architects
Mr TAM Po-yiu Representing Hong Kong Institute of Planners
Dr Paul HO Representing Hong Kong Institute of Surveyors
Mr Ivan HO Representing Hong Kong Institute of Urban Design
Mr Shuki LEUNG Representing Real Estate Developers Association of Hong
Kong
Mr Paul ZIMMERMAN Representing Society for Protection of the Harbour

Individual Members

Mr CHAN Ka-kui Individual Member
Ms Lily CHOW Individual Member
Mr Sam FARRANDS Co-opted Member
Mr Nelson CHAN Co-opted Member
Wah-yu

Official Members

Mr CS LIU Deputy Secretary (Works)² (Ag.), DEVB
Miss Christine AU Principal Assistant Secretary (Harbour), DEVB
Mr Thomas WK CHAN Senior Manager (Tourism)⁴¹,
Tourism Commission (TC)
Mr Wilson PANG Assistant Commissioner/Urban (Ag.),
Transport Department (TD)
Ms YING Fun-fong Head/Kai Tak Office, Civil Engineering and

Mr Tom YIP Development Department (CEDD)
District Planning Officer/Kowloon, Planning Department
(PlanD)
Mr Harry TSANG Chief Executive Officer (Planning)1,
Leisure and Cultural Services Department (LCSD)
Miss Venus TSOI Secretary

Absent with Apologies

Mr Joseph HO Hin-ming Co-opted Member
Ms Connie LAM Co-opted Member
Mr Raj Sital MOTWANI Individual Member
Mr Paul YK CHAN Representing Hong Kong Institute of Landscape
Architects
Ir Peter WONG Yiu-sun Representing Hong Kong Institution of Engineers

In attendance

Mr Larry CHU Assistant Secretary (Harbour) 1, DEVB

For Item 3

Mr Tom YIP District Planning Officer/Kowloon, PlanD
Mr Stephen CHAN Senior Town Planner/Kowloon 3, PlanD
Mr Anthony LO Chief Engineer/Kowloon, CEDD, KTO
Ms Teresa LEUNG Senior Project Manager 131, Architectural Services
Department (ArchSD)
Ms Judy LAU Project Manager 168, ArchSD

The Chair welcomed **Mr CHAN Kai-kui** for joining the Task Force as an individual member, and two co-opted Members, **Mr Nelson CHAN Wah-yu** and **Mr Joseph HO Hin-ming** who were nominated by relevant District Councils.

He also introduced **Miss Christine AU**, Principal Assistant Secretary (Harbour) of DEVB who took over the post from Mrs Winnie KANG; and **Ms YING Fun-fong**, Head of Kai Tak Office of CEDD, who took over the post from Mrs Sorais LEE. He also thanked Mrs KANG and Mrs LEE for their contributions to the Task Force.

The Chair advised Members that Mr CS LIU, Deputy Secretary (Works)² (Acting) attended on behalf of Mr CHAN Chi-ming; Mr Thomas WK CHAN, Senior Manager of the Tourism Commission attended on behalf of Mr Eddie LEE; Mr Wilson PANG, Assistant Commissioner/Urban (Acting) attended on behalf of Mr Albert LEE; Mr Harry TSANG, Chief Executive Officer (Planning)¹ attended on behalf of Miss Margrit LI.

Item 1 Confirmation of the Minutes of the last Meeting

1.1 The draft minutes of the 14th TFKT meeting were circulated to Members for comments on 18 July 2014. The revised draft minutes with Members' comments incorporated were circulated again on 25 August 2014.

1.2 **Mr PY TAM** requested to replace the word "and" in line 3 of para. 4.4 of the draft minutes by "but". Mr TAM's request was noted and the Secretariat would amend the draft minutes accordingly.

1.3 There being no further comments received from Members. The draft minutes were confirmed.

Item 2 **Matters Arising**

Temporary Government Land Allocation (“TGLA”) application for the construction of a new sewage pumping station at To Kwa Wan Road (paragraph 2.4 of the confirmed minutes of the 14th meeting)

2.1 **The Chair** informed Members that Kai Tak Office (KTO) arranged a workshop on the revised design of the sewage pumping station on 20 February 2014. At the workshop, Members raised no objection to the revised design and KTO was finalising the design with a view to completing the works in relation to the pumping station in Q3 2016.

Planning and Design of the Kai Tak Development (KTD) (paragraph 2.6 of the confirmed minutes of the 14th meeting)

2.2 **The Chair** reported that at the pre-meeting on 27 August 2014, Members were given a chance to look at the physical model of KTD which was intended to facilitate the discussion on the interfacing issues among multiple developments in KTD. Members might further discuss and give views in Agenda Item 3.

Trunk Road T2 – Preliminary Design (paragraphs 2.8 and 2.9 of the confirmed minutes of the 14th meeting)

2.3 **The Chair** advised that CEDD organized a working session on 16 June 2014 for Members to discuss the design of the Western Ventilation Building of Trunk Road T2. Members in general had no objection to the suggested design.

Progress Report of KTD (paragraphs 2.13, 2.15 and 2.17 of the confirmed minutes of the 14th meeting)

2.4 **The Chair** reported that the Secretariat had provided necessary information in consultation with relevant departments to response to Mr ZIMMERMAN’s enquiry on the volume underneath the highways of Central Kowloon Route (CKR) at the estuary area of Kai Tak Approach Channel on 21 March 2014.

2.5 **The Chair** said that KTO would brief Members separately on the progress report of KTD including issues under “matters

arising”.

2.6 Regarding the diversion of submarine gas mains and the gas pigging stations, **the Chair** said that the Secretariat had disseminated relevant information for Members’ reference on 18 July 2014. He supplemented that the Hong Kong China Gas Company Limited (HKCGC) had consulted the Harbourfront Enhancement Committee’s (HEC) Sub-committee during its Harbour Plan Review in 2008.

Proposed Short Term Tenancy (“STT”) for Public Fee-paying Carparks at North Apron in Kai Tak Development (paragraphs 2.31 and 2.33 of the confirmed minutes of the 14th meeting)

2.7 **The Chair** advised that TD had provided a written reply on the long-term strategy of carparking facilities in KTD in the form of post-meeting notes in the minutes.

2.8 **Mr Wilson PANG** briefed Members that having regard to Members’ query about car-parking spaces for public use provided in private developments, TD had been in close liaison with LandsD and PlanD to monitor the latest development of relevant private projects. Departments concerned would review the provision of car-parking spaces for public use as prescribed under private land leases and request developers to provide sufficient parking spaces. He said that TD had kept in view the situation of STT carparks and had implemented different measures to address the issue, such as identifying suitable sites for the provision of parking spaces within new development projects in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), and adopting a flexible approach of use in temporary car parks for different types of vehicles.

Multi-purpose Sports Complex (MPSC) at Kai Tak (paragraphs 3.10 and 3.14 of the confirmed minutes of the 14th meeting)

2.9 **The Chair** reported that the Home Affairs Bureau (HAB) would consult the Task Force in future meetings before the tendering of the “Design, Build and Operate” contract for MPSC. In taking forward the MPSC project, HAB was preparing to launch a public engagement exercise taking reference from Energizing Kowloon East Office’s (EKEO) place-making exercise.

Connecting Kowloon East – Environmentally Friendly Linkage System (EFLS) Stage 2 Public Consultation (paragraph 4.23 of the confirmed minutes of the 14th meeting)

2.10 In response to the enquiry on a multi-modal transport system (that might not be the same as monorail system proposed under the preliminary feasibility study), **the Chair** informed Members that KTO had provided a written reply in the form of post-meeting notes in the minutes circulated on 18 July 2014.

Extension of Cycle Track Network at Kai Tak Development (paragraph 6.11 of the confirmed minutes of the 14th meeting)

2.11 **The Chair** reported that KTO had responded to Mr ZIMMERMAN's enquiries on cycling routes in the form of post-meeting notes in the minutes.

Progress Report on Kai Tak Development (KTD) (Paper No. TFKT/07/2014)

2.12 **Ms YING Fun-fong** introduced the paper and highlighted the key progress since the last meeting for Members' information.

2.13 **Mr KL LAM** would like to know whether KTO could provide an animation or a video to help Members better visualize the connection between and among key areas and projects within the KTD area.

2.14 **Mr KK CHAN** enquired about (i) the expected water quality of Kai Tak Approach Channel and Kwun Tong Typhoon Shelter in say, 5 to 10 years' time and (ii) the effectiveness of the operating facilities of the District Cooling System (DCS).

2.15 **Mr Paul ZIMMERMAN** raised the following comments /requests:

- (i) progress of temporary uses of KTD should also be covered in the progress report;
- (ii) a follow-up workshop on the discussion of a temporary

KTO

- connections including footpaths and cycling routes such as between To Kwa Wan and Kwun Tong passing through KTD should be organised;
- (iii) a visual plan of the network of various cycling routes should be provided to illustrate cycling connectivity within KTD; and
 - (iv) possible alternative means of transportation or multi-modal transport system should be included in the next progress report.

(Post-meeting notes: Given the numerous construction sites with some bisecting the North Apron are and the heavy construction traffic inside the Kai Tak Development area, it is difficult to identify a possible safe temporary connection or footpath for the time being. For Members' information, Road D2 linking To Kwa Wan and Kowloon Bay would be completed by 2016. A plan showing a part print of OZP with highlight of Road D2 was circulated for Members' information on 2 December 2014.)

2.16 Having regard to the archaeological site found within the works area of the Shatin to Central Link (SCL) project, **Mr Andy LEUNG** opined that KTO should provide further information and location plan of the archaeological site and ancient wells, so as to enable Members make better assessment of its impacts.

2.17 **Dr Paul HO** requested for information on private sector development within KTD.

2.18 **Ms YING** made the following responses to Members' comments:

- (i) in view of manpower and financial limitations, the production of an animation or a video for presentation purposes would be difficult. However, KTO could try to make use of existing materials including artist impression of future parks and the animation of EFLS as presentation materials for Members' reference; **KTO**
- (ii) Civil Engineering and Development Department (CEDD) completed an Environmental Impact Assessment (EIA) study for KTD (hereafter referred to as "Schedule 3 EIA Report") in 2009. The Schedule 3 EIA Report advised

that the water quality of the Kai Tak Approach Channel and Kwun Tong Typhoon Shelter should attain a standard akin to that of Victoria Harbour for general amenity purposes. All traces of odour would also have to be removed;

- (iii) enquiry about the effectiveness of the initial use of the DCS would be conveyed to the project team and reported back in future meeting;
- (iv) KTO would arrange for a map to show the temporary land uses of KTD for Members' reference. In gist, the North Apron area was occupied mainly by works sites and patches of carparks. The Hong Kong Children's Hospital was under construction in the South Apron area. And there were some temporary storage areas and barging points at the former runway;
- (v) KTO would provide a plan on cycling connectivity for Members' information;
- (vi) the Detailed Feasibility Study (DFS) of the EFLS would address all concerns expressed in the two public engagement exercises. Should the DFS fail to identify a financially viable EFLS, KTO would explore fall-back measures to address the future traffic and transport needs in the Kowloon East district;
- (vii) KTO would provide Members with the locations of the archaeological discoveries found under the SCL project. The SCL archaeological investigation area fell within the "O", "G/IC" and "Residential" zones of the Kai Tak OZP. The Antiquities and Monuments Office (AMO) would be consulted upon the completion of the archaeological investigation. To allow in-situ preservation of a square-shaped ancient well discovered in late 2013, KTO had realigned Road L9; and
- (viii) there was no private sector infrastructural work in KTD at the moment. According to the Kai Tak OZP, "residential" zone included lands for private development, public rental housing (PRH), home ownership scheme (HOS) and flat-for-flat scheme (FFF). These government lands would be sold via public tendering. KTO would provide supplementary information on private sector development within KTD for Members' reference after the

meeting

(Post-meeting notes: (i) Members' requests were noted and KTO would follow up; (iii) The enquiry about the effectiveness of the initial use of DCS has been conveyed to Electrical and Mechanical Services Department (EMSD) for follow up and reporting in future meetings; (iv) LandsD has provided a temporary land use status plan of KTD for Members' reference on 2 December 2014. The plan serves as an update for Paper TFKT/02/2014 presented at the 14th Task Force Meeting. In addition to the 5 STT fee paying carparks mentioned in the paper, there are 3 new ones annotated KX 2915, KX 2940 and KX2939 in the plan attached. Other sites indicated as temporary government land allocations and short-term tenancies are used as necessary works area for the construction of the Shatin Central Link and Kai Tak Infrastructure works; (v) A plan on cycling connectivity in KTD has been submitted to Harbour Unit on 15 October 2014 and circulated for Members' information on 2 December 2014. However, Members should note that the proposed cycle track network is a conceptual design and the exact alignment is subject to detailed design and progress of various infrastructural projects in KTD; (vii) Though the archaeological fieldwork undertaken by the SCL project was substantially completed in end September 2014, compilation of field drawings and plans is still on-going. As such, plan showing the locations of the archaeological discoveries would be provided for Members' information at a later time; (viii) Six sites for private residential developments within the Grid Neighbourhood were sold in 2013/14. According to the 2014 Budget, disposal of the six sites for hotel development within the former runway area is scheduled to start from end 2015. Disposal of the remaining sites for private development will be subject to the programme and progress of the supporting infrastructures.)

2.19 **Mr KK CHAN** enquired whether KTO could confirm with LCSD that the water quality of Kai Tak Approach Channel and Kwun Tong Typhoon Shelter would be suitable for water sports in the future.

KTO

(Post-meeting notes: Water quality of Kai Tak Approach Channel and Kwun Tong Typhoon Shelter is being closely monitored by KTO. At present, the water quality therein showed improvement but the content of E.coli is still high at some locations. KTO will continue to monitor closely the water quality and report to the Task Force at appropriate juncture.)

2.20 **Mr Paul ZIMMERMAN** opined that information attained in relation to alternative mix of multi-modal transport systems and alignments (apart from the proposed EFLS) should be made available for Members' reference before a final decision was to be made. He requested that the progress report should show the entire progress of KTD but not limited to the infrastructural aspects of the projects. He requested that issues raised by the Task Force in the past should also be reflected in the progress report so as to facilitate decisions to be made for individual agenda item. **Mr ZIMMERMAN** was further concerned about the amount of accommodation space on the side of the runway near the Approach Channel that would be designated for water sports facilities in the future. He expressed that the report should also cover the design idea competition of Kai Tak River. **The Chair** clarified that the competition was already mentioned in the report.

KTO

(Post-meeting notes: The programme and progress of the open space projects in Kai Tak are shown at Annex B of the progress report. The progress report aims to provide an overview of the latest progress of Kai Tak Development rather than a record of issues previously raised by the Task Force.)

2.21 **The Chair** concluded that KTD was a huge and dynamic site with an area of over 300 hectares; hence it would be difficult for KTO to incorporate all projects in the progress report and to update every detail within a 30-minute presentation. He reaffirmed that the Task Force appreciated and continued to rely on the coordination efforts made by KTO.

Item 3 Kai Tak Development - Proposal of Increasing Development Intensity and Findings of Technical Study (Paper No. TFKT/08/2014)

3.1 **The Chair** informed Members that PlanD and CEDD had organized a pre-meeting on 27 August 2014 to present the proposal of increasing development intensity in KTD and the findings of the related technical study. **The Chair** welcomed **Mr Tom YIP** and **Mr Stephen CHAN** of PlanD; **Mr Anthony LO** and **Mr Peter CHUI** of CEDD; **Ms Teresa LEUNG** and **Ms Judy LAU** of ArchSD. **Mr YIP** and **Mr LO** presented the proposal with the aid of a PowerPoint.

3.2 **Mr PY TAM** expressed that he had no objection to the proposal in principle, but opined that the overall presentation was vague and gave the following comments:

- (i) no 3-dimensional plans were provided in the presentation and the vantage points were too far away from KTD to demonstrate real visual impact;
- (ii) the impact on the demand for ancillary facilities in adjoining areas such as Kwun Tong and Kowloon Bay resulting from an increased development intensity and population in KTD should be included;
- (iii) information on the ratio and supply of various housing types in the area should be provided;
- (iv) the project team should note the differences between the zoning of a “mixed use” and “comprehensive development area”;
- (v) the plans should show the wave shape of buildings and their relative heights to the ridgeline;
- (vi) there should be a variation in building heights so that the ridgeline would not be affected; and
- (vii) instead of being rezoned as “C”, Sites 3A6 and 3B1-4 at South Apron area should be rezoned as “CDA” for more planning to be done, after which these sites could be taken up by the future Harbourfront Authority as start-up sites.

3.3 **Mr KY LEUNG** was concerned about the visual impact of the proposed increase in development intensity to the ridgeline of Lion Rock and suggested that vantage point at the tip of the former runway should be considered.

3.4 **Mr Paul ZIMMERMAN** raised the following enquires / comments:

- (i) under which section of the Town Planning Ordinance would the proposed amendment of the Kai Tak OZP be permitted;
- (ii) why land use changes previously discussed and raised in the Task Force were not reflected in the proposal, such as “G/IC” uses around the Kai Tak Approach Channel. He

- demanded for comprehensive changes to the OZP;
- (iii) what was the definition of minor relaxation under the Town Planning Ordinance;
 - (iv) what were the criteria for assessing visual impact and how to define acceptability; and
 - (v) Sites 3A6 and 3B1-4 were segregated by Kwun Tong Bypass, Trunk Road T2 and Road L10. What could be the form of development to enhance connectivity between these isolated sites.

3.5 **Mr Nelson CHAN** expressed that the relaxation of building height by 10-20 meters (m) on both sides of the runway precinct would cause adverse visual impact to residents in Ngau Tau Kok. He suggested that sufficient spaces should be left between building clusters for better visual permeability. With regards to the traffic needs, he shared that comprehensive solutions should be examined so as to ease the burden on pedestrian traffic in between KTD and Kwun Tong, Kowloon Bay and Ngau Tau Kok. He opined that land use zoning at KTD should help balance the pedestrian flow between peak and off-peak hours during weekdays and weekends.

3.6 Given the limitation of land resources, **Mr KK CHAN** had no objection to reasonable relaxation of building height. Regarding the development in Sites 4A to 4C on the runway, he predicted that increasing the plot ratio would result in high building density similar to that in Tai Koo Shing and Kornhill. He believed that these development sites enjoyed locational advantages and would attract broad attention in the next two to three decades, and therefore much consideration and effort should be given to ensure that they would be well-developed.

3.7 **Mr Andy LEUNG** shared Mr ZIMMERMAN's views that the project team should address the issues of connectivity and accessibility at Sites 3A and 3B. Apart from commercial use, he proposed more flexible G/IC uses (e.g. water related recreational uses) on the sites concerned in order to attract pedestrian flow and increase vibrancy at the South Apron promenade. He also questioned the pedestrian flow capacity of the landscaped elevated walkway linking the sites to Wang Chin Street during rush hours. Having regard to PlanD's proposal and amendments to OZP, he opined that it was a

precious opportunity to improve the connectivity between Kowloon Bay and the Approach Channel by the introduction of a wide pedestrian landscaped deck over Road T2, which would also offer more potential to achieve a high quality urban design of these sites.

3.8 **Mr LEUNG** added that a lot of the “R” and “C” sites in KTD were surrounded by “O” (i.e. open space) zones. While he appreciated and supported the OZP’s concept of providing traffic-free green open spaces around these sites (hence minimizing their exposure to adverse environmental impact due to vehicular traffic), he pointed out that the absence of any road frontage for these sites would require all residential / commercial buildings to substantially set back from the site boundary to fulfil the “prescribed window” and “emergency vehicular access” requirements, if the Building Authority was to strictly apply the provision of the Buildings Ordinance to these sites. The resulting built form would likely be clustered in the middle of these sites leaving fragmented open spaces on both sides. He suggested that relevant government departments should co-ordinate and come up with an understanding on the design interface with the “O” zones, so as to enable a more sensible building disposition and design within these “R” and “C” sites.

3.9 **Mr Tom YIP** responded to Members comments and enquiries as follows:

- (i) the planning theme for KTD was formulated after extensive public engagement, and the views and proposals previously raised by various stakeholders and discussed at the Task Force were taken into account in the planning process with due regard to relevant planning and technical considerations. Nevertheless, PlanD strived for the continuous enhancement of Kai Tak and would consider proposals that were in line with the overall design concept and planning theme in Kai Tak;
- (ii) the proposed minor relaxation of development restrictions would not alter the fundamental planning theme and urban design concepts for KTD with no significant adverse impact, hence it should not be categorised as a comprehensive change to the established planning concept for KTD;

- (iii) regarding the concerns on what constituted a “minor” relaxation, according to the Notes of the OZP, the Town Planning Board would consider s.16 planning application for minor relaxation based on individual merits of a development proposal. There was no fixed percentage on what would be considered as “minor”, which should be assessed with regard to its impacts and implications;
- (iv) he clarified that Sites 3E1 and 3E2 at the South Apron area were proposed to be rezoned as “OU(Mixed Use)” and Sites 3A and 3B were proposed for “commercial” uses to create a synergy with the office development in Kowloon Bay;
- (v) with the proposed general uplifting of building height by 10m to 20m, the current undulating building height profile (i.e. wave shape) for Sites 4A and 4B (zoned “C(4)” and “R(C)” respectively) could be maintained;
- (vi) it was stated in the Hong Kong Planning Standards and Guidelines (HKPSG) that the development height profile should preserve and respect the views of the ridgelines. He explained that vantage points adopted in the visual impact assessment were selected with reference to the HKPSG and PlanD could submit the relevant guidelines in HKPSG for Members’ consideration if necessary. The findings in the visual impact assessment indicated that there would be no significant adverse visual impacts arising from the proposals from the selected vantage points;
- (vii) given the considerable distance between Ting On Street and the former runway, the possible visual impact caused by the increase in building height (10-20m) would be relatively limited as reflected in the visual impact assessment. Mitigation measures to reduce such impact could be considered;
- (viii) a number of elevated walkways were planned on the OZP to link up Sites 3A and 3B with the hinterland in Kowloon Bay that the overall connectivity to neighbouring areas could be enhanced. As the sites were bisected from the hinterland by the proposed Trunk Road T2, the possibility of widening the pedestrian walkway would be subject to the results of technical assessment; and

- (ix) Members' view of increasing the variety of land uses in Sites 3A and 3B to better blend in with possible activities to be held in the promenade was noted.

(Post-meeting notes: (vi) The extract of HKPSG on the proposed vantage point for viewing development height profile was circulated for Members' information on 2 December 2014. The full Chapter 11 on "Urban Design Guidelines" in HKPSG can be accessed at the webpage of Planning Department.)

3.10 Echoing Mr Andy LEUNG's views, **the Chair** was concerned about the interfacing issues between "R" zone and "O" zone.

3.11 **Mr Anthony LO** made the following responses to Members' comments:

- (i) departments concerned had previously agreed that a 4.5m wide "Dedicated Pedestrian Zone" (DPZ) within the "Open Space" zone fronting the "R" sites adjoining the Station Square/stadium would be reserved on the Recommended Outline Development Plan (ODP) to serve the purposes of natural lighting, ventilation and means of escape to meet the Building (Planning) Regulations' (B(P)R) requirements. Yet the DPZ would be reserved for pedestrian circulation, within which mainly underground structures, landscaping and street furniture, would generally be permitted;
- (ii) he clarified that sightline from Ting On Street to Kowloon Godown and the former runway tip would not be affected as no building height amendment had been proposed in that area. He added that the proposed building height in Sites 4A and 4B was already lower than the existing commercial-industrial buildings in Wang Chiu Road and Wai Yip Street;
- (iii) he reminded that EKEO had briefed Members on "Walkable Kowloon East" at the working session in June 2014. CEDD would take into account EKEO's proposal on pedestrian walkways and corridors when planning the footbridge system for the area;

- (iv) in liaison with departments concerned, there was scope for CEDD to enhance the design of the landscaped elevated walkway connecting Sites 3A and 3B crossing Trunk Road T2; and
- (v) as the tip of the former runway was facing Beacon Hill instead of Lion Rock, he assured Members that there would be no changes to the main visual corridor.

3.12 **Mr Shuki LEUNG** had no strong view towards the proposal of increasing development intensity. He agreed that a mixed land uses at Sites 3A and 3B was more preferable, but was concerned about the possible noise and air pollution that it might cause. With regards to the issue of connectivity, he pointed out that Lam Wah Street was a major pedestrian link connecting Kowloon Bay MTR Station and Ngau Tau Kok. He proposed that relevant government departments should review the need for an EFLS station at the Lam Wah Street playground to accommodate for the increase in pedestrian and traffic flow in the future.

3.13 **Mrs Margaret BROOKE** did not support the newly proposed height of the commercial buildings in Sites 3A and 3B. She reminded Members that the final decision on ELFS had not been made, and the demand for public transportation and better connectivity at the proposed new office area and the surrounding districts should be carefully addressed, and Members should be informed about other proposals in place for public transportation apart from EFLS.

3.14 **Mr PY TAM** opined that the proposed landscaped elevated walkway crossing Trunk Road T2 should be extended to E-Max and its surrounding areas.

3.15 **Mr Paul ZIMMERMAN** said that he had no objection against the proposed commercial uses at Sites 3A and 3B, but had the following comments / requests:

- (i) there should be direct access and both retail and “G/IC” uses at the ground level of properties facing the prominent waterfront area to activate the waterfront;
- (ii) the amenity area marked “OU” (i.e. other specified uses) near the head of the Approach Channel should be

- carefully planned as a destination and equipped with adequate facilities to create a vibrant waterfront;
- (iii) requested PlanD and LCSD to consider widening the spaces between the Approach Channel and the road on the runway from 20m to about 40m for both the promenade and accommodation for community and retail use;
 - (iv) the water quality objectives should be specified such that watersports can be promoted and secondary contact with water is considered safe. Such water quality objective should be set for compliance by the Drainage Services Department (DSD) and other departments concerned; and
 - (v) PlanD should provide a paper to clarify the meaning of minor relaxation for Members' reference.

(Post-meeting notes: (iv) The water quality objectives are promulgated under the Water Pollution Control Ordinance (Chapter 358); (v) Regarding the concerns on the definition of minor relaxation of development restrictions, according to the Notes of the Kai Tak Outline Zoning Plan (OZP) for the concerned land use zonings, the Town Planning Board (the Board) may consider minor relaxation of plot ratio and building height restrictions under section 16 of the Town Planning Ordinance based on the individual merits of a development proposal. There is no fixed percentage on what constituted minor, which should depend on consequence, impact and implications. Under the minor relaxation provision of the OZP, it is important for the Board to be satisfied that the proposed relaxation of development restrictions will not create unacceptable impacts. In general, minor relaxation of development restrictions without changing the existing land use zoning can be pursued by planning application. In any cases, the applicant is required to submit sufficient justifications and assessments for the Board's consideration and the Board would consider the applications on individual merits.)

3.16 **Mr Tom YIP** said that Mr ZIMMERMAN's concerns raised in para. 3.15 (i) to (iii) were noted and would be relayed to concerned departments for attention and consideration where appropriate. Regarding the request for clarifying the meaning of "minor relaxation" as requested in para. 3.15(v), **Mr YIP** clarified that proponents could apply for the relaxation of plot ratio and building height under Section 16 of the Town Planning Ordinance. However,

should the proposal involve a change of the rezoning of land uses, amendment to OZP would be required. Public consultation was mandatory under the statutory planning process for both s.16 planning application and OZP amendment. For the proposal on rezoning of "G/IC" sites to "C" uses, **Mr YIP** said that PlanD would consider whether the proposed mixed uses would integrate with the promenade environment when finalizing the development proposal.

3.17 With regard to enquires raised in para. 3.15(iv), **Mr Anthony LO** said that CEDD had adopted a three-pronged approach to tackle water quality problems in KTD. Water quality improvement measures such as interception at the upstream and bio-remediation of the Kai Tak Nullah had already been adopted by relevant departments. With regard to the connection between Kowloon Bay and South Apron area, **Mr LO** said that there was a gazetted notice in relation to Central Kowloon Route which suggested a footbridge across Kai Fuk Road to connect with Site 3A6. Departments concerned would explore the room of enhancement for the planned pedestrian facilities and take into account Members' comments in the Detailed Feasibility Study of EFLS.

3.18 **The Chair** thanked the project team for their presentation and asked the team to take into account Members' comments in relation to the vibrancy of waterfront area and the opportunity for developing water sports facilities in KTD. He also reminded the project team to address the connectivity issue between Kowloon Bay and the promenade during the rezoning process.

Item 4 Any Other Business

4.1 **The Chair** announced that Miss Venus TSOI would be posted out from DEVB's Harbour Unit by the end of September 2014. He thanked Miss TSOI for her efforts and contributions to the Task Force and wished her every success in her future endeavors.

4.2 **The Chair** informed Members that the next Task Force meeting was tentatively scheduled for 12 November 2014. The Secretariat would confirm the meeting details with Member nearer the time.

4.3 There being no other business, the meeting was adjourned at 4:30 pm.

Secretariat
Task Force on Kai Tak Harbourfront Development
November 2014