

**Minutes of 837<sup>th</sup> Meeting of the  
Town Planning Board held on 17 June 2005**

**Present**

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

Chairperson

Hon. Patrick S.S. Lau

Vice-chairman

Dr. Rebecca L.H. Chiu

Mrs. Angelina P.L. Lee

Mr. Michael K.C. Lai

Mr. Francis Y.T. Lui

Mr. Keith G. McKinnell

Mr. S.L. Ng

Dr. Greg C.Y. Wong

Mr. C.K. Wong

Mr. Erwin A. Hardy

Professor Nora F.Y. Tam

Mr. Tony W.C. Tse

Mr. Nelson W.Y. Chan

Mr. David W.M. Chan

Mr. Leslie H.C. Chen

Mr. Tony C.N. Kan

Dr. C.N. Ng

Mr. Daniel B.M. To

Mr. Stanley Y.F. Wong

Principal Assistant Secretary (Transport)  
Environment, Transport and Works Bureau  
Ms. Ava Chiu

Assistant Director (2), Home Affairs Department  
Mr. Patrick Li

Permanent Secretary for the Environment, Transport and Works (Environment)/  
Director of Environmental Protection  
Mr. K.K. Kwok

Director of Lands  
Mr. Patrick L.C. Lau

Director of Planning  
Mr. Bosco C.K. Fung

Deputy Director of Planning/District  
Miss Ophelia Y.S. Wong

Secretary

**Absent with Apologies**

Dr. Alex S.K. Chan

Dr. Peter K.K. Wong

Professor K.C. Ho

Dr. Pamela R. Rogers

Mr. Alex C.W. Lui

Ms. Carmen K.M. Chan

Dr. Lily Chiang

Professor David Dudgeon

Professor Peter R. Hills

Mr. Edmund K.H. Leung

Professor N.K. Leung

Professor Bernard V.W.F. Lim

Mr. Alfred Donald Yap

Ms. Sylvia S.F. Yau

**In Attendance**

Assistant Director of Planning/Board

Mr. P.Y. Tam

Chief Town Planner/Town Planning Board

Ms. Brenda K.Y. Au (a.m.)

Mr. C.T. Ling (p.m.)

Town Planner/Town Planning Board

Ms. Margaret H.Y. Chan (a.m.)

Senior Town Planner/Town Planning Board

Mr. C.M. Li (p.m.)

[Open Meeting]

1. The Chairperson extended a welcome to all Members.
2. The media reporters were invited to the meeting room for a photo-call.

Opening Remarks

3. The Chairperson remarked that this was a historical moment as it marked the first open meeting of the Town Planning Board (the Board or TPB) after the commencement of the Town Planning (Amendment) Ordinance 2004 (the Amendment Ordinance) on 10.6.2005. The Amendment Ordinance had taken a big stride in enhancing the transparency of the planning system. Not only that planning applications/representations submitted to the Board after the commencement of the Amendment Ordinance would be made available for public inspection and comment, TPB Papers (except for confidential matters) would also be made available to the public before the meeting. Except for the circumstances specified under the Amendment Ordinance, meetings of the Board would be open and the public could observe the proceedings in the Public Viewing Room (PVR). The relevant TPB Papers and a bilingual gist of the planning applications/representations would also be available in the PVR on the day of the meeting. Although the Amendment Ordinance stipulated that the session on deliberation of planning applications/representations would not be open to the public, the minutes of meeting (including the deliberation session) would be made available for public inspection to facilitate the public in understanding the Board's consideration in the decision making process. The circumstances under which the open meeting arrangements would not be applicable were set out in the "Town Planning Board Procedure and Practice".

[Mrs. Angelina P.L. Lee arrived to join the meeting at this point.]

4. The Chairperson also explained that the first 4 discussion items of the meeting (i.e. Agenda Items 3 to 6) would be conducted in open meeting, while the rest of the items in the Agenda would not be open since they involved applications or review of applications which were submitted before the commencement of the Amendment Ordinance.
5. Before proceeding to Agenda Item 1, the Chairperson invited the media reporters to proceed to the PVR to view the proceedings of the meeting if they were interested.

## **Agenda Item 1**

### Confirmation of Minutes of the 836<sup>th</sup> Meeting

6. The minutes of the 836<sup>th</sup> meeting held on 3.6.2005 were confirmed subject to an amendment to the post title of Mr. K.K. Kwok in the attendance list from “Principal Secretary for the Environment, Transport and Works (Environment)” to “Permanent Secretary for the Environment, Transport and Works (Environment)”.

## **Agenda Item 2**

### Matters Arising

7. The Secretary reported that there were no matters arising from the previous meetings.

[Mr. C.K. Wong arrived to join the meeting at this point.]

## **Agenda Item 3**

### Progress Report on Kai Tak Planning Review

(TPB Paper No. 7334)

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[Open Meeting (whole agenda item)]

8. The following representatives were invited to the meeting:

Dr. W.K. Chan	-	Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
Mr. Talis Wong	-	Civil Engineering and Development Department
Ms. Iris Tam	)	City Planning - Maunsell Joint Venture
Ms. Evelyn Lee	)	
Mr. Raymond Lee	] Planning Department	
Mr. Kelvin Chan	]	

### Presentation Session

9. With the aid of a Powerpoint presentation, Dr. W.K. Chan, Mr. Raymond Lee, and Ms. Iris Tam covered the following major aspects as detailed in the Paper:

- (a) background of the Kai Tak (KT) Planning Review (the Study), including its broad study programme and progress;
- (b) the role of the Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee (HEC-SEKD Sub-committee) in the Study, particularly in fostering public involvement in the planning process for the KT area. Emphasis was placed on “Planning with the Community” and on establishing good planning principles at the beginning of the planning process;
- (c) major activities undertaken under the Stage 1 Public Participation programme and key comments received; and
- (d) way forward, notably the formulation of options of Outline Concept Plan (OCP) for further discussion with the community under the Stage 2 Public Participation programme.

### Discussion Session

[Ms. Ava Chiu, and Messrs. Tony C.N. Kan and Daniel B.M. To left the meeting temporarily during the discussion session.]

10. Major questions and comments raised by Members were as follows:

#### General

- (a) whether the Study would take into consideration the opinions of the environmentalists/academics on the KT development as noted from the press;
- (b) noting that the public had proposed various development elements/facilities

in the KT area, some of which might be conflicting to each other, how a balance would be struck;

- (c) the initiative of “Planning with the Community” was supported. Noting that different views had been expressed by various stakeholders on a number of proposed developments/facilities, the Study Team should provide feedback and inform the public on how proposals would be evaluated and chosen. The Board should also be apprised of the community views and advised on the formulation of options;

#### Relationship with Other Major Developments

- (d) the KT area was one of the few remaining large and valuable development sites in the urban area and good utilization of it should be made. The KT development should be considered in tandem with the long-term territorial development currently being studied under the HK 2030 Study;
- (e) consideration should be given to tallying the KT development with other major developments, notably the development in the West Kowloon Reclamation area and other waterfront developments along the Harbour;
- (f) whether there would be any cultural facilities planned in the KT area, bearing in mind that West Kowloon would be developed into a cultural and arts district;
- (g) the visual impact of the building height profile in KT should be carefully considered;
- (h) consideration should be given to the interface issues (especially the provision of transport links and connections such as underpass) between KT and its adjoining areas (e.g. Hung Hom and Kowloon Bay). Planning for KT should also benefit the older neighbouring areas which were in need of revitalization;
- (i) support facilities for KT development should be self-sufficient, and its refuse transfer station should not be located in Kwun Tong;

### Population and Housing Development

- (j) there should not be too much housing development in the KT area as its surrounding areas like Kowloon City were already very densely populated;
- (k) wished to know the target population for the KT area, as this would impact on the planning of infrastructures;
- (l) given its history and symbolic significance as the “lifeline” of Hong Kong, development along the Runway should be low in density. Noting that some high-density public housing development had already been committed with piling works undertaken, whether the design along the Runway would be constrained;

### Marine Facilities

- (m) given the polarized views between the marine facility operators and the general public on the retention of the existing marine facilities, how the diverse opinions would be dealt with;

### Other Proposals

- (n) noting that an aviation museum had previously been proposed and the community’s general wish to preserve Hong Kong’s aviation history, whether and how the aviation-related proposals would be taken forward;
- (o) the vision for transforming KT into a hub of sports and recreational development was supported, especially in view of the forthcoming East Asian Games;

### Interim Development

- (p) as shown in the study programme at Annex 1 of the Paper, approval of the draft Outline Zoning Plans (OZPs) incorporating the proposed amendments to the plans for the KT area was scheduled for August 2008. In the interim period, who would control the land uses and development in the KT



area;

- (q) what would be the temporary uses in the KT area pending the implementation of permanent development and whether a large temporary park could be provided in the interim period;
- (r) whether future land uses in the KT area would be compromised by the current temporary uses;
- (s) when the fill material piled along the KT Runway would be removed;

#### Sustainable Development

- (t) whether there were any plans or interim measures to ensure that the KT development would become a model of sustainable development;

#### Development Programme

- (u) little progress on the development of KT had been made despite the decommissioning of the Airport for years. While planning with the community was to be commended and encouraged, early development was also important and a balance had to be struck. The process of public engagement took time and finding a consensus appeared difficult at present. Instead of waiting for consensus on all the development options to be reached and having a full approved plan in place, consideration should be given to formulating a short- to medium-term development plan to facilitate early utilization of the land resources. Consideration should be given to expediting some of the projects, particularly in relation to the improvement of the water quality in the Approach Channel;

#### Environmental Concerns

- (v) consideration could be given to providing marine ducts underneath the Approach Channel to address the silting problem;
- (w) the relationship between air ventilation and building development should be taken into account, particularly in the light of the recommendations of

the recently completed Feasibility Study for Establishment of Air Ventilation Assessment System (AVAS Study);

Public Participation and Consultation

- (x) the public should be informed of the development constraints and the pros and cons of different development scenarios so as to avoid creating false expectations, for example:
  - (i) whether the environmental problems of the Approach Channel could be overcome and whether the water body was suitable for beneficial use;
  - (ii) whether the Approach Channel should be decked and if so, what the implications would be on cost and timing of the KT development;
  - (iii) how the transport issues would be addressed and what traffic impacts would be created for the surrounding areas;
- (y) given its territorial significance, public consultation and engagement should not be confined to Kwun Tong and the nearby districts; and
- (z) information on the timetable for Stage 2 of Public Participation.

11. In response, Dr. W.K. Chan, Messrs. Raymond Lee and Talis Wong, and Ms. Iris Tam made the following points:

General

- (a) the Study Team would take into account public views as well as Members' views on the KT development;
- (b) whilst the current planning approach had started a new planning process for the KT area, it was not starting from zero. The two approved OZPs for the KT area had built in some good planning principles which were worth keeping;

- (c) the public participation process was interactive. The participants learned more about the pros and cons of various proposals and changes in views during the process were noted. A case in point was the debate on the preservation of the Runway for aviation-related uses. The process had provided a platform for the public to voice their concerns and for the advocates to address and review the environmental and safety problems associated with their proposals. Similar dialogues were encouraged in respect of other areas such as housing and other community facilities;
- (d) it was premature to give answers to the questions raised by Members, especially those relating to how various views were to be balanced and whether certain facilities/projects would be undertaken. The Study had yet to conclude the provision of specific facilities/projects except that there were general consensus on the proposals of cruise terminal, multi-purpose stadium and Metro Park. The public participation process conducted so far had aimed to unveil the principles behind the views expressed by participants as well as to facilitate the public in understanding some of the constraints of the development concepts. Nonetheless, the Study Team would take note of these questions;

#### Relationship with Other Major Developments

- (e) KT was not studied in isolation. Integrated harbour planning principles were very much at play as illustrated by the use of a physical model to show the existing and proposed harbour developments to facilitate public discussion;
- (f) culture and heritage development had emerged as a significant concept and some considered that “Kai Tak spirit” had a significant role to play in the cultural heritage of the city;
- (g) consideration would be given to linking and blending the KT development with the surrounding older districts with a view to bringing life to these older areas;

- (h) the existing refuse transfer station was designed to serve the entire East Kowloon region, not just the KT area;

#### Population and Housing Development

- (i) the Study had adopted a bottom-up approach in planning for housing development in the KT area in that the proposed number of flats would depend on factors such as the size of the housing sites, design constraints, and planning guidelines. There was no pre-determined target population for the KT area, and the community aspiration for no more reclamation within the Harbour would be taken as a starting point. It was envisaged that the total number of flats and population to be accommodated in the KT area would accord with the public expectation for better quality housing development;
- (j) the estimated population in the KT area was still under review. A drop in population (from the formerly planned 260,000) was expected;
- (k) as shown on a plan displayed at the meeting, the committed public housing sites with piling works completed were located in the north-eastern part of the North Apron Area of the former airport near Prince Edward Road East;

#### Marine Facilities

- (l) the Economic Development and Labour Bureau was reviewing the long-term need of the existing marine facilities (e.g. public cargo working areas) in the KT area. If the facilities had to be retained in the area, suitable design solutions would be identified;

#### Other Proposals

- (m) while noting the public views on various proposals, the questions relating to the implementation of specific facilities/projects could not yet be answered at the present stage;

### Interim Development

- (n) the Lands Department was responsible for monitoring the short-term/temporary uses in the KT area. The HEC-SEKD Sub-committee was studying the temporary uses for the KT area and was in discussion with relevant government departments to address the issue;
- (o) the Runway was currently used as a temporary stockpiling area for the excavated materials from the Jordan Valley/Choi Wan project, and this operation would cease by the end of 2006. Environmental mitigation measures (e.g. hydro-seeding) had been undertaken and would be closely monitored;

### Sustainable Development

- (p) sustainable development was identified as one of the major planning principles for the future KT development, and its realization would depend on the implementation of the actual facilities/projects which were yet to be firmed up;

### Development Programme

- (q) the need for early implementation of the KT development would be balanced against the time required for public participation for the better planning of the KT area. Consideration had been given to expediting some of the projects by advancing the associated technical/engineering studies. Some of the findings had been reported to participants and other findings would be done similarly when available;
- (r) while it was difficult to undertake detailed technical assessments without first formulating concrete plans, the Study Team had started preliminary engineering evaluation based on the grouping of different development themes with various emphases (e.g. on sports, recreation, quality housing, or office development) with a view to providing more supporting information to facilitate the public participation process;

Environmental Concerns

- (s) options for improving the water quality of the KT Approach Channel would be examined for early implementation;
- (t) the planning consultant of the Study had also been involved in the AVAS Study, and the findings of the AVAS Study would be taken into account in preparing the development layouts for the KT area;

Public Participation and Consultation

- (u) development constraints and other technical information had been provided to the public as far as possible to facilitate the public participation process;
- (v) although the venues for the public participation activities were mainly located in Kowloon, the participants actually came from various sectors of the community;
- (w) the iterative public participation process could enhance the integrity and fairness of the planning process and was of paramount importance in the entire plan-making process. Continual public participation could enable more focused discussion and avoid abortive work as issues discussed at the early stage should not emerge again at a later stage. The public was in full support of the public participation process and would learn and build up their confidence in the process;
- (x) non-viable options would be screened out at the second stage; and
- (y) consultation on the options of the OCP for KT was scheduled for September 2005.

12. In summing up the discussion, the Chairperson stressed the importance of striking an appropriate balance between the need for due process in public participation and the objective of achieving early development of the KT area. In the public participation process, the participants should be provided with adequate information to facilitate informed discussions. Having obtained public feedbacks on various development ideas, it was important to work out the implementation aspects and let the public know the way forward.

As the KT development might take a long time to be fully realized, a long-term view of the development should be considered.

13. The Chairperson also pointed out that the present discussion was not to seek the Board's decision on any of the concepts/proposals. Instead, it had provided an opportunity for Members to express their views on the KT development, which would form part of the HEC-SEKD Sub-committee's process of seeking stakeholders' views. While acknowledging that it might not be possible for the Study Team to provide an answer to every question raised by Members at this stage, the Chairperson requested the Study Team to take into account the views expressed by Members and to brief Members on the progress of the Study in due course. She thanked the representatives of the Study Team for attending the meeting and they then left the meeting.

[Messrs. Erwin A. Hardy, Patrick Li, C.K. Wong, and Keith G. McKinnell left the meeting temporarily at this point.]

#### **Agenda Item 4**

Information Note on Hong Kong Section of Hong Kong –  
Zhuhai – Macao Bridge and Connection with North Lantau Highway  
(TPB Paper No. 7322)

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[Open Meeting (whole agenda item)]

14. Ms. Ava Chiu declared an interest in the item as she, as Principal Assistant Secretary (Transport) of the Environment, Transport and Works Bureau, was involved in the Study Team in respect of the subject highway project. Members considered that she should be allowed to stay and participate in the meeting as it only involved a general discussion on the study findings.

[Mr. Francis Y.T. Lui left the meeting temporarily at this point.]

15. The following representatives were invited to the meeting:

Mr. C.H. Lam ) Highways Department (HyD)

Mr. K.C. Ng )

Mr. H.C. Tam        )  
Dr. Sam Wong        )  
Mr. Y.W. Yeung     -   Ove Arup & Partners HK Ltd.  
Ms. Phyllis Li       -   Planning Department

Presentation Session

16.           With the aid of a Powerpoint presentation, Mr. C.H. Lam covered the following major aspects as detailed in the Paper:

- (a) background of the proposed Hong Kong (HK)-Zhuhai-Macao Bridge (HZMB);

[Messrs. Keith G. McKinnell and Patrick Li returned to join the meeting at this point.]

- (b) proposed alignments of the HZMB (including the HK Section) and its connection with the North Lantau Highway (NLHC);
- (c) the identification of the Northern Alignment of the HZMB as the preferred alignment;
- (d) background of the investigation and preliminary design (I&PD) study for the HK Section of the HZMB and NLHC;
- (e) major considerations of the I&PD study;
- (f) the 4 alignment options for the eastern section of the NLHC (viz. viaduct, sea tunnel, direct road connection, and land tunnel alignments under options (a), (b), (c), and (d) respectively) and their pros and cons:

[Messrs. C.K. Wong and Francis Y.T. Lui returned to join the meeting at this point.]

- (i) *option (a)*: farthest away from Tung Chung (TC) (about 600 - 900 m) with insignificant environmental impact on the TC residents, but some visual impact on the seaview from TC;

[Mr. Erwin A. Hardy returned to join the meeting at this point.]



- (ii) *option (b)*: insignificant visual impact but there were engineering problems (e.g. risk of settlement due to cavities in the seabed);
  - (iii) *option (c)*: shortest and cheapest, but closest to the TC residents. Extensive noise barriers/enclosures would be required; substantial traffic impacts during construction (thereby affecting the reliability of NLH for airport traffic); and need to close 2 existing slip roads in TC Town Centre and to modify the existing roundabout to accommodate the long merging lane;
  - (iv) *option (d)*: tunnel structure was less favourable in constructability, usage, operation and maintenance; no impact on seaview from TC, but would affect the proposed town park in TC and urns/graves at the hillside of Wong Nai Uk; and
- (g) comparison of the 4 alignment options in terms of length and costs:

<i>Option</i>	<i>Total Length</i>	<i>Construction Cost (HK\$)</i>	<i>Recurrent Cost (HK\$)</i>
(a)	11 km	7 – 8 billion	35 million per annum
(b)	11 km (tunnel: 3 km)	9 – 10 billion	50 million per annum
(c)	6.5 km (tunnel: 0.3 km)	4 billion	25 million per annum
(d)	8.5 km (tunnel: 2.5 km)	6 billion	45 million per annum

### Discussion Session

[Messrs. S.L. Ng and Michael K.C. Lai left the meeting temporarily during the discussion session.]

17. Major questions and comments raised by Members were as follows:

General

- (a) was there an order of preference of the alignment options for the NLHC in terms of their ecological impacts? Ecological and environmental impacts should be taken as part of the criteria for selecting the options at the outset, instead of undertaking such assessments at a late stage;
- (b) whether the proposed alignment options would affect the natural habitats in Tai Ho;
- (c) what types of vehicles were expected to use the proposed HZMB and NLHC, and what was the anticipated level of vehicular traffic;
- (d) whether the proposed alignment options would overload the NLH;
- (e) a holistic view should be taken to ensure that the proposed alignment of the NLHC would tally with the other strategic road networks in the area, notably the proposed Tuen Mun-Chek Lap Kok (TM-CLK) Link. The overall land use implications should also be considered;

Option (a)

- (f) whether the distance of 600 - 900 m between the viaduct and the residential areas in TC was measured from the existing shoreline or that of the proposed reclamation;

Option (c)

- (g) several Members opined that the option was worth exploring as it was the shortest and cheapest option;
- (h) consideration should be given to providing appropriate environmental mitigation measures for the option, noting its possible adverse impacts on the TC residents;
- (i) whether the proposed alignment would affect the habitat of Romer's Tree Frogs and the proposed cable car station near Scenic Hill;

- (j) option (c), together with the incorporation of appropriate environmental mitigation measures, might be considered as a medium-term solution to cater for the traffic need. In the longer term, the possibility of building a vehicular tunnel underneath the proposed reclamation area leading to Tai Ho Wan should be considered;
- (k) as compared to other alignment options, option (c) would be the cheapest. If the option was adopted, consideration should be given to designing an innovative bridge and making it a landmark for the area;
- (l) whether from an engineering point of view, it would be feasible to lengthen the tunnel such that it would emerge to the ground after passing the TC Town Centre. This would help alleviate the adverse environmental impacts;

Option (d)

- (m) removal of urns/graves was a sensitive issue and should be carefully handled; and
- (n) whether the ventilation shafts required for the tunnel would have any adverse environmental and visual impacts on the park users and TC residents. Also, the environmental impacts of the proposed alignment on the town park and the adjacent country park should also be assessed.

18. In response, Mr. C.H. Lam made the following points:

General

- (a) ecological and environmental impacts had been taken into consideration in deriving and evaluating the alignment options for the NLHC. Such assessments had been and would be carried out throughout the study process;
- (b) the ecological impact of the proposed alignment options for the NLHC would not be significant;

- (c) the sensitive nature of the natural habitats in Tai Ho was noted in the study. The proposed alignment options for the NLHC had avoided the area and no significant impact on the natural habitats was envisaged;
- (d) the HZMB was proposed to stimulate economic development in Pearl River West rather than to cater for the existing traffic demand. On commissioning, the anticipated vehicular flow would not be significant (about 9,000 – 15,000 vehicles per day). Future use of the road would depend on factors such as the control on cross-boundary vehicular flow. By the year 2030, the estimated vehicular flow was expected to reach about 26,000 – 48,000 vehicles per day;
- (e) the NLH would have adequate capacity before 2016 to cater for the traffic load induced by the proposed HZMB and NLHC;
- (f) the proposed TM-CLK Link was identified as one of the north-south strategic corridors in the North West New Territories (NWNT) Traffic and Infrastructure Review, providing a connection between the NWNT area and the Hong Kong International Airport. The Link would be subject to a separate feasibility study by HyD. A holistic view would be taken in examining the proposed alignment options of the HZMB/NLHC and the other strategic links;

Option (a)

- (g) the distance of 600 - 900 m was between the viaduct and the existing shoreline. With further reclamation, the viaduct would be nearer to land. However, the area on the proposed reclamation nearest the viaduct was planned for recreational rather than residential uses and should not be adversely affected;

Option (c)

- (h) the Study Team was currently undertaking consultation on the 4 alignment options for the NLHC and had not yet come up with any preferred option.

Some transport operators supported option (c) as it was the shortest alignment. Consideration would be given to providing appropriate environmental mitigation measures (e.g. noise barriers), as required under the Environmental Impact Assessment Ordinance, but this would have additional cost implications;

- (i) the cable car alignment and the natural habitats near Scenic Hill (including Romer's Tree Frogs) had already been taken into consideration in deriving the proposed alignment options. The impact on the habitats would be minimal;
- (j) the suggestions relating to the medium- or long-term solutions and improvement of the bridge design were noted and would be further considered;
- (k) there were some technical constraints in lengthening the tunnel section under option (c). Following the suggestion, the tunnel would have to submerge into Scenic Hill some distance earlier and there might be constraints in finding an appropriate site for providing the portal for the NLHC;

#### Option (d)

- (l) a cut-and-cover method would be adopted for constructing the proposed land tunnel, and about 200 urns/graves in Wong Nai Uk would be affected. In this connection, the Lands Department and Home Affairs Department had been consulted and a site in Shek Mun Kap had been identified for relocating the affected urns/graves; and
- (m) given the short length of the proposed tunnel (about 2.5 km), preliminary environmental assessment had indicated the viability of providing ventilation shafts only at the eastern end, while ventilation shafts at the western end would only be required to cater for emergency purpose. Such a design would reduce possible adverse impact on the park users and TC residents, and would be subject to further study if the option was selected.

19. In response to a Member's question on whether the implementation of the town park itself would require any removal of urns/graves in Wong Nai Uk, Ms. Phyllis Li said that there was no plan to remove any urns/graves just for the development of the proposed town park as the knoll at Wong Nai Uk was intended to provide a green landscape backdrop and for passive recreational use.

20. Having noted the pros and cons of the various alignment options for the NLHC, a Member asked whether the land use planning in the area would be affected by the various options. The Member remarked that the Study Team should be invited to brief the Board again on the land use assessment later if such information was not yet available.

21. In response, Ms. Phyllis Li said that from the planning point of view, option (a) was the farthest away from TC with minimal environmental impact on the TC residents, but some visual impact on the TC seaview was envisaged. Option (b) was best in planning terms but there were engineering concerns. Both options (a) and (b) would have the least impact in land use and environmental terms. Option (c) would have environmental implications as it was aligned closest to the TC residential area. Option (d) would affect the land use proposals under the current TC Town Centre Area Outline Zoning Plan (OZP) in that the alignment would traverse the proposed town park. About one-tenth of the land area in the proposed town park could no longer be put to active recreational uses. The proposed cut-and-cover method for constructing the tunnel would also have repercussions on the natural environment in Wong Nai Uk.

22. Noting that the various alignment options for the NLHC would affect the TC residents to a varying extent, Messrs. Patrick Li and Bosco C.K. Fung considered that the TC community and the relevant District Council should be properly consulted on the alignment options. In response, Mr. C.H. Lam said that the Islands District Council was consulted on the alignment options on 2.6.2005 and some District Councillors had requested for more information. Further information would be provided to the District Councillors to facilitate local consultation. A workshop had also been organized to facilitate an exchange of views with the local residents.

23. The Chairperson concluded by requesting the Study Team to take into account the views expressed by Members in finalizing the alignment for the NLHC. As any road scheme approved by the Chief Executive in Council under the Roads (Works, Use and Compensation) Ordinance was deemed to be approved under the Town Planning Ordinance,

she remarked that it was important for the Study Team to revert to the Board for further consultation before finalizing the alignments for the NLHC as they might have implications on land use planning and the proposals on the OZP. She thanked the representatives of the Study Team for attending the meeting and they then left the meeting.

24. The meeting adjourned for a short break.

[The Vice-chairman, and Messrs. Patrick L.C. Lau and Keith G. McKinnell left the meeting temporarily; while Mr. Daniel B.M. To and Mrs. Angelina P.L. Lee left the meeting at this point.]

25. The meeting was resumed after the break.

### **Agenda Item 5**

Feasibility Study for Further Development of Tseung Kwan O – Study Findings  
(TPB Paper No. 7335)

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[Open Meeting (whole agenda item)]

26. The following representatives were invited to the meeting:

Mr. K.S. Chan	)	Civil Engineering and Development Department
Mr. W.T. Yeung	)	
Mr. Eric Ma	] ]	Maunsell Consultants Asia Ltd.
Mr. Peter Cheek	] ]	
Mr. Alan MacDonald	-	Urbis Ltd.
Mr. Michael Chan	-	Planning Department

### **Presentation Session**

27. With the aid of a Powerpoint presentation, Messrs. K.S. Chan and Eric Ma covered the following major aspects as detailed in the Paper:

(a) development objectives of the Feasibility Study for Further Development

of Tseung Kwan O (TKO) (the Study);

- (b) Stages 1 and 2 of the Study, including the formulation of detailed land use proposals for the new development areas and a Recommended Outline Development Plan (RODP) for the TKO New Town;

[The Vice-chairman returned to join the meeting at this point.]

- (c) key features of the land use proposals;
- (d) the reduced population in TKO (i.e. from 480,000 to 450,000);
- (e) the urban design and landscape framework;
- (f) the development programmes for the supporting infrastructures:

Town Centre South (TCS) and Tiu Keng Leng (TKL): 01/2008 to 12/2010

TKO Stage 1 Landfill: 11/2008 to 12/2010

Pak Shing Kok (PSK): 04/2008 to 01/2011;

- (g) the proposed external road network comprising Western Coast Road (WCR) (renamed as TKO-Lam Tin (LT) Tunnel), Cross Bay Link (CBL), and extension of Road P2;
- (h) completion of the junction improvements to Wan Po Road and TKO-LT Tunnel/CBL around 2011 and 2016 respectively;
- (i) findings of the environmental impact assessment (EIA) and the way forward, including submission of the EIA Report to the Environmental Protection Department (EPD) as well as the proposed amendments to the TKO Outline Zoning Plan (OZP) to the Board for consideration; and
- (j) the study findings had been presented to the Sai Kung District Council (SKDC) and positive responses were obtained.

28. Mr. Michael Chan added that the area over the MTR TKO Station in Area 56 was originally planned for commercial development. The Mass Transit Railway Corporation



(MTRC) had previously submitted a planning application (No. A/TKO/57) for a proposed commercial/residential development at the site, which was rejected by the Rural and New Town Planning Committee (RNTPC) as the proposal was not in line with the planning intention of the site for commercial development. MTRC had subsequently submitted another planning application (No. A/TKO/74) for a proposed comprehensive hotel, apartment, commercial and leisure development (with about 1,200 flats), but a decision on the application had been deferred by the RNTPC as requested by the applicant to allow time for consultation with the SKDC. MTRC was currently reviewing the proposal after consulting SKDC. Under the Study, the site was proposed to be a commercial and entertainment node with about 820 flats to be accommodated within the site. MTRC's proposal would be assessed on the basis of the recommendation of the Study.

29. A video entitled "TKO – Enhancing the Lifestyle" was shown.

#### Discussion Session

30. Major questions and comments raised by Members were as follows:

##### Estimated Population

- (a) the basis for the estimated population reduction from 480,000 to 450,000;
- (b) population forecast should not be based purely on the assumed number of flats;
- (c) whether TKO Area 86 had been included in the Study and whether there would be a decrease in population density;

##### TKO Stage 1 Landfill Site

- (d) whether the landfill site in TKO Area 77 had been properly restored;
- (e) what measures would be taken to attract people and activities to the planned recreational area at the landfill site;
- (f) how the issue of connectivity between the landfill site and the hinterland

would be addressed;

### TCS

- (g) using the Shatin New Town Centre experience as an example, it was important to provide more footbridges, parking facilities and taxi stands to serve TCS, particularly along Tong Yin Street, Tong Chun Street and Po Yap Road;

### Social Issues

- (h) in view of the relative isolation of TKO, its high population density and poor housing quality, whether social issues such as juvenile delinquency and ageing population had been considered;
- (i) consideration should be given to the provision of transport services or other supporting facilities to bring people, especially the elderly population, to the parks and waterfront promenades;

### Interface with the Surrounding Areas

- (j) TKO residents who had moved from San Po Kong and Kwun Tong might still need to commute to their workplaces or visit their relatives living in those areas. External transport links with the neighbouring districts should be duly considered;

### WCR

- (k) as the WCR would be mainly in a tunnel with little coastal view, whether the name was still appropriate;

### Implementation Programme

- (l) what would be the timetable for full development;
- (m) whether the implementation could be expedited by phased and according

priority to early provision of civic and community facilities in areas lacking such services; and

Proposed Amendments to the OZP

- (n) when the proposed amendments to the OZP would be submitted to the Board for consideration.

31. In response, Messrs. K.S. Chan, Eric Ma, Michael Chan, and Alan MacDonald made the following points:

Estimated Population

- (a) the estimated population was derived from a set of assumptions on person-per-occupied-flat, average flat size, and development density (reduced from plot ratio of 6 - 7.5 to 2.5 - 5.5). The estimated population would be reduced from 55,000 to 33,000 in TCS and from 75,000 to 65,000 in TKL. Population in PSK would increase from 2,000 to 5,000 but would still remain as a low-density housing area. The estimated population would be reviewed in future taking into account factors like market trends on flat size;
- (b) TKO Area 86 was not included in the Study and planning approval had already been granted for high-density residential development thereat. Due to a change in the market trends for larger flats, the applicant was considering amending the approved scheme by increasing the flat size and thereby reducing the proposed number of flats and population;

TKO Stage 1 Landfill Site

- (c) the restoration of the landfill site had been completed and progress was monitored by EPD. It would be put into recreational uses as shown on the RODP;
- (d) discussion were currently underway for the siting of a number of recreational activities at the landfill site, including a football training centre,

a rowing centre and a permanent venue for dragon boat racing to take advantage of the adjoining water channel. Further development of infrastructural facilities in the area would help attract more people and activities to the area;

- (e) 2 footbridges were proposed for connecting the landfill site with TCS;

#### TCS

- (f) there would be 3 footbridges along Po Yap Road as shown on Annex A of the Paper and a traffic-free pedestrian environment to the south of Po Yap Road and along the waterfront area in TCS. Part of Road P2 would be a depressed road and a landscaped deck (instead of footbridges) would be provided to facilitate pedestrian movement. Parking spaces had been reserved in various parts of the development proposals;

#### Social Issues

- (g) the focus of the Study was more on the planning and engineering aspects of the land use proposals, while the implementation of the development proposals and the related social issues would be taken up by relevant government departments and agencies;
- (h) the Study Team had duly considered the social impact of new town development. Accordingly, the Study aimed to improve the overall environment of TKO by providing a better quality residential environment and accommodating mixed uses with more leisure/recreational facilities. New recreational and sports facilities would be provided for the youth. The parks and waterfront promenades were within walking distance for the elderly. In addition, the area was served by a good transportation system including the MTR and green mini-buses. The Study also proposed to rejuvenate the hinterland with enhanced streetscape;

#### Interface with the Surrounding Areas

- (i) issues relating to the development relationship and interface with the

adjoining districts including South East Kowloon had been taken into consideration throughout the study process. Residents in TKO considered that there was a need for more job opportunities in the area. While the TKO Industrial Estate would provide some job opportunities, commuting would be facilitated by the MTR service and the proposed TKO-LT Tunnel;

#### WCR

- (j) the Study had proposed a tunnel alignment for WCR, which had been renamed as TKO-LT Tunnel;

#### Implementation Programme

- (k) full development of the proposals would take about 8 to 15 years. The proposed sports ground in TKO Area 45, for example, was scheduled for early completion to provide a venue for the East Asian Games in 2009; and

#### Proposed Amendments to the OZP

- (l) upon approval of the EIA Report by EPD, proposed amendments to the TKO OZP incorporating the recommended land use proposals in the Study would be submitted to the Board for consideration towards the end of 2005.

32. The Chairperson concluded by requesting the Study Team to take into account the views expressed by Members in the finalization of the proposals. She thanked the representatives of the Study Team for attending the meeting and they then left the meeting.

33. The meeting adjourned for lunch at 12:30 p.m..

34. The meeting was resumed at 2:30 p.m.

35. The following Members were present in the afternoon session:

Mrs. Rita Lau

Dr. Rebecca L.H. Chiu

Mr. Keith G. McKinnell

Dr. Greg C.Y. Wong

Professor Nora F.Y. Tam

Mr. Tony W.C. Tse

Mr. Nelson W.Y. Chan

Mr. Tony C.N. Kan

Director of Planning

Mr. Bosco C.K. Fung

Director of Lands

Mr. Patrick L.C. Lau

Permanent Secretary for the Environment, Transport and Works (Environment)/

Director of Environmental Protection

Mr. K.K. Kwok

Principal Assistant Secretary (Transport)

Environment, Transport and Works Bureau

Ms. Ava Chiu

### **Agenda Item 6**

Draft Clear Water Bay Peninsula South Outline Zoning Plan No. S/SK-CWBS/B

Further Consideration of a New Plan

(TPB Paper No. 7336)

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[Open Meeting (whole agenda item)]

36. The Chairperson said that since the new plan, if approved by the Board, would be gazetted under section 5 of the Town Planning (Amendment) Ordinance, this item was open for public viewing.

37. The Secretary said that Mr. Edmund K.H. Leung, who was absent in the meeting, had declared an interest in this item as he was living and owned a property in Pik Sha Road, Sai Kung. Since the further consideration of the subject Outline Zoning Plan (OZP) was part of the plan-making process, the Board considered the interest of Mr. Leung indirect.

38. Mr. Michael Chan, District Planning Officer/Sai Kung and Sha Tin of the Planning Department (PlanD), was invited to the meeting at this point.

### Presentation Session

39. Mr. Michael Chan said that '0.83%' in line 5 of paragraph 4.2.2(a) of the Paper should read '8.3%'.

40. With the aid of a Powerpoint presentation, Mr. Michael Chan covered the following major aspects detailed in the Paper:

- (a) background for preparation of the draft OZP;
- (b) comments received from local consultation;
- (c) responses to comments from Hang Hau Rural Committee (HHRC), Sai Kung District Council (SKDC) and Heung Yee Kuk (HYK); and
- (d) PlanD's views for not recommending further amendments to the draft OZP in response to comments from HHRC, SKDC, and HYK for the reasons stated in paragraph 4 of the Paper.

### Discussion Session

41. Members raised the following questions in respect of the draft OZP:

- (a) whether the villagers had indicated the location of the proposed public transport interchange;
- (b) whether any assessment had been conducted on the need for parking spaces in the area and whether the demand for parking spaces was seasonal in nature;
- (c) as sufficient Small Houses sites had been reserved on the OZP, why the villagers still asked for more land? Whether the locations of the 12.8ha of buildable land were the same as those requested by the villagers for Small House development and whether the PlanD had explained to the villagers in this regard; and

- (d) whether the use of a site zoned “Green Belt” (“GB”) near the junction of Clear Water Bay Road and Sheung Sze Wan Road (Plan 5 of the Paper) for open carpark was an unauthorized development.

42. In reply, Mr. Michael Chan made the following main points:

- (a) a SKDC member proposed a public transport interchange at Tai Au Mun Road near Po Toi O and Tin Hau Temple without indicating the exact location. Sites suitable for parking facilities had been provided and designated on the OZP and it was difficult to locate further sites for the purpose;
- (b) the demand for car parking spaces in the area varied over time. While no formal assessment on the demand had been carried out, it was noted that the demand for parking spaces peaked in public holidays and in summer. The PlanD had tried in conjunction with the Hong Kong Police Force (HKPF), Transport Department and Sai Kung District Office to identify additional parking spaces in the area. While some sites had been identified at Tai Au Mun Road, they were not considered suitable in view of their distance from the recreational and tourist spots. The HKPF had implemented special traffic management schemes during public holidays which were found to be effective in regulating extra traffic flows. Notwithstanding, concerned departments would continue to explore suitable sites for parking which could be incorporated in the OZP as and when appropriate;
- (c) the PlanD had all along been explaining to the villagers that there was sufficient land reserved on the OZP for Small House development. As some private land within the “Village Type Development” (“V”) zone had been acquired by developers, villagers had turned to Government for sites outside the “V” zone; and
- (d) the open carpark at the junction of Clear Water Bay Road and Sheung Sze Wan Road was an existing use which had come into operation before the



gazetting of the draft Development Permission Area Plan for the area. Two planning applications (No. A/DPA/SK-CWBS/1 and 4) for a retreat centre and residential development were rejected by the Board on 25.4.2003 and 22.4.2005 respectively on grounds, inter alia, of it setting an undesirable precedent for similar applications for development in the “GB” zone.

43. After deliberation, the Board:

- (a) noted the comments from and responses to the HHRC, SKDC and HYK on the draft Clear Water Bay Peninsula South OZP No. S/SK-CWBS/B;
- (b) agreed that the draft Clear Water Bay Peninsula South OZP No. S/SK-CWBS/B (to be re-numbered as S/SK-CWBS/1) and its Notes (Appendices I and II of the Paper) were suitable for exhibition for public inspection under section 5 of the Ordinance;
- (c) agreed that the Explanatory Statement (ES) (Appendix III of the Paper) should be adopted as an expression of the Board’s planning intention and objectives for various land-use zonings on the draft OZP and issued under the name of the Board; and
- (d) agreed that the ES was suitable for exhibition for public inspection together with the draft Clear Water Bay Peninsula South OZP No. S/SK-CWBS/B (to be re-numbered as S/SK-CWBS/1) and the Notes.

44. The Chairperson thanked Mr. Michael Chan for attending the meeting. Mr. Chan left the meeting at this point.