

**LEGISLATIVE COUNCIL
PLANNING, LANDS & WORKS PANEL**

**SOUTH EAST KOWLOON DEVELOPMENT
PROPOSED START OF DETAILED DESIGN**

PURPOSE

1. The purpose of this Paper is:-
 - a) to brief Members on the outcome of the public consultation exercise for the Preliminary Layout Plan (PLP) of South East Kowloon Development (SEKD) produced under Stage 1 of the Comprehensive Feasibility Study (CFS) for the Revised Scheme of SEKD; and
 - b) to seek Members' support for application of funding to start the detailed design of some of the SEKD works as outlined in paragraph 8.

BACKGROUND

2. The CFS was commissioned in November 1999. It is divided into two stages. Stage 1 is to produce a PLP in the light of mainstream opinions previously collected, followed by a series of public consultations. Stage 2 deals with more detailed studies and preliminary design.
3. Stage 1 was completed in May 2000 and the public consultation exercise on the PLP drew to a close at end July 2000. Members were in particular invited to give their views on the PLP at the Panel meeting on 8 June 2000.

OUTCOME OF PUBLIC CONSULTATION EXERCISE

4. A total of 15 key consultative meetings have been held to solicit views, including holding a public forum and making presentations to this Panel, the Kowloon City District Council, the Wong Tai Sin District Council, the Kwun Tong District Council and the Town Planning Board (TPB). Views have also been received from some 67 persons/groups in writing or through electronic mail. We have also received 1 889 completed questionnaires from the Laguna City residents.

5. **Annex 1** summarizes the major views on the PLP collected from the public consultation exercise. In summary, the three District Councils, the TPB, the residents associations and members of the public have expressed strong support to the current SEKD scheme as a whole and made many good suggestions on how the scheme could be fine-tuned. There are, however, many objections to locating a refuse transfer station and a public filling barging point at the waterfront adjoining the Laguna City, though the buffer distance provided is able to meet the current planning guidelines.

6. We have held further discussions with the locals residents. After reviewing a number of alternative options, we have decided to relocate these facilities near the existing Kwun Tong typhoon shelter area. The local residents are pleased with the relocation and we believe the revised location has struck a balance between convenience of marine access, planning considerations and public acceptability.

CURRENT SITUATION

7. The PLP has been fine-tuned to take on board the views collected in the public consultation exercise. An updated SEKD scheme is at **Annex 2**. More details of the scheme are being developed in the Stage 2 of the on-going CFS.

PROPOSED START OF DETAILED DESIGN OF SOME SEKD WORKS

8. During the public consultation, there were requests for early development of North Apron of Kai Tak Airport (NAKTA) in order not to waste valuable land resources. There were also requests for immediate actions to improve the polluted Kai Tak Approach Channel. Therefore, we propose to appoint consultants to undertake detailed design and site investigations of these works packages as soon as possible. We plan to make submissions to the PWSC on 10 January 2001 to part upgrade the corresponding parts of PWP items 469CL and 465CL for the necessary consultants' fees and site investigation costs. The locations of the above two works packages are as shown at **Annex 3**, and a brief account is given below: -

469CL/B: South East Kowloon Development at Kai Tak Airport –
Early Development Package

The infrastructure works under 469CL will serve the proposed NAKTA development. These works comprise pedestrianised areas, roads, bridges, subways/underpasses, drainage, sewerage, watermains and landscaping. NAKTA can accommodate about 115 000 people (about 65 000 in public housing) with a planned occupation starting in 2004. NAKTA will also provide land for about 20 schools (including two school villages) and other community facilities to support both the new development and the adjoining developed areas. Starting the infrastructure works early is essential for meeting the public expectation of developing NAKTA for occupation.

465CL/B: South East Kowloon Development – Waterfront Facilities and
Kai Tak Nullah / Kwun Tong Typhoon Shelter Reclamation

We propose to reclaim the Kai Tak Approach Channel, which forms part of the works under 465CL. The works also comprise associated extension & improvement of drainage system and treatment of contaminated channel sediments. The reclamation will remove permanently the notorious odour problem at the Approach Channel and provide land for eventual development according to the SEKD plan. This reclamation will also bring about the added benefit of receiving the excavated materials to be disposed of from the site formation projects at Choi Wan Road/Jordan Valley and Anderson Road, as well as the construction and demolition materials generated at the former Kai Tak Airport, thus reducing overall costs and environmental impacts.

9. The physical construction of these works packages will start after the completion of the detailed design in end 2002/early 2003.

ADVICE SOUGHT

10. Members are invited :-
 - a) to note the summary of major views collected from the public consultation

exercise on the PLP as set out at **Annex 1**; and

- b) to support the application of funding to start the detailed design of infrastructure on NAKTA and reclamation of the Kai Tak Approach Channel.

ATTACHMENTS

- Annex 1 Summary of Major Views on PLP in Public Consultation Exercise
- Annex 2 Updated SEKD Scheme
- Annex 3 Location of 465CL (part) and 469CL Works Packages

TERRITORY DEVELOPMENT DEPARTMENT
NOVEMBER 2000

Annex 1**Summary of Major Views on PLP in Public Consultation Exercise**

Public Views	Responses
<u>Housing</u>	
Disposition of public housing and private housing land should be refined with a view to allowing suitable buffer.	Housing site disposition will be revised.
<u>Development Density</u>	
Development density of areas surrounding the Metropolitan Park should be reviewed in order to be in harmony with the design of the park.	The density of developments adjoining the park is planned to be lower.
<u>Landmark</u>	
Locations of the landmark structures (such as town centre building and observation tower) should be reviewed.	Town centre tower is shifted towards Ma Tau Kok and observation tower combined with hotel development.
<u>Urban Design</u>	
An additional view corridor from Lei Yue Mun to Lion Rock should be considered.	This view corridor may be constrained by existing developments in Kowloon Bay, San Po Kong and Wong Tai Sin. However, a view corridor from the proposed Metro Park through the promenade in the Runway area to Lei Yue Mun will be provided.
<u>Government/Institution/Community (G/IC)</u>	
Location of the hospital is too close to the residential development.	Land uses adjacent the hospital will be improved and suitable buffer from the residential development will be provided.
The residential land uses adjacent to the stadium would likely be affected by adverse environmental problems.	Residential developments will be set back further from the stadium.

Public Views	Responses
Locations of the G/IC facilities should help serve the needs of the residents in the adjoining districts simultaneously.	The locations of G/IC facilities have been refined according to this principle.
Refuse Transfer Station and Public Filling Barging Point	
The proposed location of the refuse transfer station and public filling barging point would bring about adverse environmental impacts on the Laguna City.	Both facilities will be relocated from Laguna City to a site near existing Kwun Tong Ferry Pier.
Helipad	
The proposed helipad at the tip of the runway would generate noise to the tourism node and Laguna City.	Helipad atop cruise terminal under consideration.
Other Uses	
To consider the suitability of incorporating other suggested themes and ideas within the development area (e.g. White Dolphin Water Park, Martial Arts Exhibition Mall, Bruce Lee Memorial Hall in Metropolitan Park; Exhibition Centre on information technology and industry, former Airport Control Tower or its prototype at Kai Tak Point).	All suggestions summarised for consideration in the design of the Metropark and tourism node in future.
Pedestrian & Vehicular Links	
Better integration with the hinterland by providing adequate pedestrian links.	More pedestrian links are planned.
Tunnels and depressed roads should be adopted as far as practicable.	More roads, including Road T2, are now planned underground or depressed.
Adequate and convenient access to the tourism node should be provided.	Key access route and necessary traffic improvement measures are proposed.
Railway	
Better pedestrian links to the railway stations to improve the accessibility.	Pedestrian access to railway stations will be improved.

Public Views	Responses
Feeder System	
Routing of the environmentally friendly feeder system should be reviewed to facilitate passengers and enable more direct and convenient connections with the railway stations.	Stations of feeder systems are now proposed next to residential developments and railway stations.
Extending the feeder system to the hinterland areas.	Possible extension of feeder system will be further investigated.
Shoreline	
To consider improving the design of the new shoreline.	We will pay attention to the design and landscaping of the waterfront promenade.
<u>Water Quality in Typhoon Shelter</u>	
The polluted water would affect the proposed tourism note.	The Kai Tak Approach Channel will be cleaned up and reclaimed, and main drains into the typhoon shelter will be diverted, thus improving the water quality.
<u>Building Height Control</u>	
The stepped height concept would not be achieved if building heights are not controlled properly.	The stepped building height concept will be incorporated into the statutory plans for SEKD. Options for control of building height in the urban area are being formulated in the context of Urban Design Guidelines which will soon be available for public consultation.
<u>Urban Renewal</u>	
The new development should facilitate urban renewal of adjacent old districts.	We intend to allocate a piece of land to the future URA for rehousing purpose.



