

8 January 2008

Our Ref :MP/DHK/KT

The Secretary,
Town Planning Board,
15 Floor, North Point Government Offices,
333 Java Road,
North Point.

By Fax and By Hand

Dear Sir,

**Representation S/H1/15- 2 in Respect of the Proposed Changes to the
Kennedy Town Outline Zoning Plan as shown on
Plan Number S/H1/15.**

1. This representation is made on behalf of Designing Hong Kong and is made in the public interest. Designing Hong Kong is a non profit making organisation concerned with planning and development, and here particularly about the future waterfront in Kennedy Town.
2. We support the belated inclusion of the area of reclaimed land from Belcher Bay within the Outline Zoning Plan by amending the boundary of the Planning Scheme. It was a historical anomaly that the area covered by Amendment Items A to D2 was a former part of the Harbour that had been reclaimed outside a statutory plan.
3. **Amendment Items A and D2**
 - 3.1 Amendment Item A relates to the inclusion of the "Public Cargo Working Area" within the Outline Zoning Plan and occupies a large portion of the waterfront. Amendment Item D(2) relates to rezoning a temporary bus terminus located on the waterfront to "open space" use. According to the Explanatory Statement there is no plan to relocate the bus terminus.
 - 3.2 The effect of these two amendments is that no real open space will be provided for the public along the whole of the Kennedy Town waterfront in the foreseeable future. In view of this it is proposed that the area of the open space zone be extended by at least 100 metres to the north-east. This would reduce the public cargo working area slightly, but would provide an opportunity for public access to the waterfront to be created immediately.
 - 3.3. It is appreciated that waterfront access for public cargo working areas is required, but given the general residential character of the hinterland and absolute lack of access for the public to the waterfront, the reduction of the cargo working area by this small portion would have little effect on cargo operations, but would be of great significance in terms of public open space provision and public waterfront access.

Proposed Change to Meet this Objection

- 3.4. The proposed increase in the “Open Space” zone and reduction in the “OU” annotated “Public Cargo Handling Area” zone is shown on the attached extract from the Kennedy Town and Mount Davis Outline Zoning Plan.

4. Proposed Deletion of Route 7 Alignment

- 4.1 When the Town Planning Board proposed the changes to the Outline Zoning Plan it should have reviewed the context within which the changes are to be made. In doing so it should have reviewed the need to retain the “Proposed Alignment of Route 7” on the Outline Zoning Plan across the area now included in the Planning Scheme.
- 4.2 The proposal to have a major highway along the waterfront is no longer acceptable to the general public and contrary to the Harbour Planning Principles adopted by the Town Planning Board. The possibility of having a highway of a similar elevated form to the Island Eastern Corridor constructed along the whole of the waterfront and around the natural shoreline to the west of Mount Davis is not acceptable.
- 4.3 In paragraph 8.1.3 of the Explanatory Statement it is stated that the alignment for Route 7 (or Route 4 as it is currently known) is only indicative.

“Government is looking into the possibility of adopting a landward alignment of Route 7 to preserve the existing natural coastline along the western shore of Mount Davis and also to take into account that there shall be no reclamation in Western District”.

- 4.4 It is also relevant that the Town Planning Board should take account of the recent announcement of the extension of the MTR to Kennedy Town and the South Island Line to Southern District. With these new railways in operation there is no need to consider the construction of Route 7. Instead, the construction of the western part of the MTR’s South Hong Kong Island Line from Aberdeen to Kennedy Town should be brought forward. An underground railway would be much more environmentally acceptable than any form of Route 7.

Proposed Change to Meet this Objection

- 4.5 It is proposed that the whole alignment of Route 7 be deleted from the Outline Zoning Plan.

Harbour-front Enhancement Committee

5. We recommend that a Harbour-front Enhancement Review is conducted by the Harbour-front Enhancement Committee prior to finalizing the changes to the Outline Zoning Plan covering the Kennedy Town waterfront.

Yours faithfully,

I. T. Brownlee,
For and on behalf of
Masterplan Limited

cc. Harbour-front Enhancement Committee