



10th Meeting

Date : 12 January 2006 (Thursday)
Time : 9:30 a.m.
Venue : Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

AGENDA

1. Confirmation of Minutes of 9th Meeting
2. Matters Arising
3. Stage 2 Public Participation: Outline Concept Plans –
Summary of Comments Received
[SEKD SC Paper No. 1/06 - Annex 2]
4. Any Other Business

SEKD SC Paper No. 1/06
For consideration by the
Sub-committee on 12.1.2006

KAI TAK PLANNING REVIEW

Stage 2 Public Participation: Outline Concept Plans – Summary of Comments Received

Purpose

The purpose of this paper is to report to Members the comments/proposals received, so far, in the Stage 2 Public Participation Programme.

Background

2. The draft Outline Concept Plans prepared under the Kai Tak Planning Review and the draft Programme of the Stage 2 Public Participation were submitted to the Sub-committee for consideration on 2 November 2005. Members had offered valuable comments on the proposals for Kai Tak Approach Channel, multi-purpose stadium, cruise terminal and other proposals in the three draft Outline Concept Plans, and the draft Public Participation Programme.

3. The Stage 2 Public Participation Programme was launched on 9 November 2005 and scheduled for completion on 6 January 2006. During this period, seven public discussion forums had been organized to facilitate discussion at territorial level, district level as well as on special subjects, including the environmental problems at Kai Tak Approach Channel, cruise terminal and multi-purpose stadium. 20 briefing sessions were also arranged, so far, to major statutory/advisory bodies and stakeholder groups. The general public responded positively to these public engagement activities, with over 500 participants took part in the public forums and over 100 submissions of written or questionnaire returns had been received.

4. The Consultants have prepared a summary of the comments received and those raised in the discussion forums in the report attached at **Appendix**. The notes of the public forums and the written submissions are also attached in the report for easy reference.

Follow-up Actions

5. In parallel, the concerned bureaux/departments are being invited to consider these comments/proposals and to tender their responses, where appropriate. All the public views will be taken into account in the

preparation of the Preliminary Outline Development Plan at the next stage.

Advice Sought

6. Members are invited to note the summary of comments received in the Stage 2 Public Participation Programme as attached in **Appendix**.

Planning Department
January 2006

Draft

Kai Tak Planning Review

Stage 2 Public Participation: Outline Concept Plans –

Summary of Comments

Planning Department

CITY PLANNING – MAUNSELL JOINT VENTURE

**KAI TAK PLANNING REVIEW
STAGE 2 PUBLIC PARTICIPATION: OUTLINE CONCEPT PLANS –
SUMMARY OF COMMENTS**

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CHAPTER 1 INTRODUCTION

1 Background

- 1.1 On 25 June 2002, the Chief Executive in Council approved the Kai Tak (North) and (South) Outline Zoning Plans in providing the statutory planning framework to proceed with the implementation of the South East Kowloon Development. On 9 January 2004, the Court of Final Appeal handed down its judgment on the draft Wan Chai North Outline Zoning Plan clarifying legal principles behind the Protection of the Harbour Ordinance, that the “presumption against reclamation” in the Harbour Area can only be rebutted by meeting the "overriding public need" test. Since the approved Kai Tak Outline Zoning Plans would involve a total reclamation area of about 133 hectares in the Harbour Area, a comprehensive review of the plans is required to ensure compliance with the legal requirement.
- 1.2 The Kai Tak Planning Review commenced in mid-July 2004. It is tasked to formulate an Outline Concept Plan for Kai Tak, with “no reclamation” as the starting point, to prepare a Preliminary Outline Development Plan, and to facilitate public participation in the process. Preliminary technical assessments would be undertaken to ascertain the broad feasibility of the Preliminary Outline Development Plan as input to the Engineering Feasibility Study in the next stage of the comprehensive review.
- 1.3 To foster community support and general consensus on the key issues and to promote ownership on the study proposals, a continuous public engagement process is required. A 3-stage Public Participation Strategy has been formulated to enable more structured public engagement activities:
- Stage 1: Community’s Visions for Kai Tak – to discuss, planning objectives, key issues, development components, public aspirations and study approach
 - Stage 2: Outline Concept Plans – to discuss various concepts and land use proposals
 - Stage 3: Preliminary Outline Development Plan – to present the recommended development concept and detailed land use proposals
- 1.4 The Stage 1 Public Participation to gauge the community’s visions on the future development of Kai Tak was undertaken in late 2004. Apart from the valuable

feedbacks received, the process has also developed the foundation for a continued dialogue with the community on the planning and development of Kai Tak. A Report on the Stage 1 Public Participation was published in October 2005.

2 Launching of Stage 2 Public Participation: Outline Concept Plans

- 2.1 The Stage 2 Public Participation was formally launched on 9 November 2005 after a presentation to the Town Planning Board. The main objective of Stage 2 Public Participation is to present the Outline Concept Plans prepared on the basis of land use themes developed in the Stage 1 Public Participation, with a view to inviting public comments on the potential development concepts for Kai Tak. Comments received will serve as inputs to prepare the Preliminary Outline Development Plan for further discussion in the community.
- 2.2 To facilitate public discussion, a Public Consultation Digest, in both English and Chinese, was prepared and widely distributed. In addition, a study website was launched to enable a convenient channel for promulgation of supporting background information, consultation materials and study reports. An on-line survey is also posted onto the website for the public to submit feedback during the study process.
- 2.3 Powerpoint presentations and exhibition panels, physical models and interactive 3D computer models have also been employed to facilitate discussion in the public engagement activities.

3. Public Engagement Activities

- 3.1 Under the Stage 2 Public Participation Programme, a wide range of public engagement activities were undertaken to solicit comments and suggestions. A list of the public engagement activities convened during the Stage 2 Public Participation programme is shown in **Annex A**. They included:
 - (a) One territory-wide Public Forum was conducted at Kai Tak Point, the tip of the ex-airport runway, on 19 November 2005. Three District Forums were convened in Kowloon City (Ho Man Tin Plaza), Wong Tai Sin (Lok Fu Shopping Centre) and Kwun Tong (Cheerful Court) on 26 November, and 2 and 10 December 2005 respectively. Over 500 participants took part in these events. Three Topical Forums were organized on 28 November, and 6 and 8 December 2005 to facilitate more in-depth discussion on the multi-purpose stadium, cruise terminal and Kai Tak Approach Channel proposals respectively. Video

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recording of these public engagement activities will be uploaded to the study website to enable general viewing.

- (b) Around 20 briefing sessions/consultation meetings have been undertaken so far to the statutory and advisory bodies, professional and stakeholder groups to focus discussion on issues of their concern.
- (c) Exhibitions of consultation and discussion materials, physical models and interactive 3D computer models in the 3 OCPs were set up in all the public discussion forums.
- (d) Consultation materials were also displayed in Planning Department's Mobile Exhibition Centre and Hong Kong Planning and Infrastructure Exhibition Gallery to enable viewing of the general public and visitors to Hong Kong. Discussion seminars were also arranged for secondary schools as part of Planning Department's Outreach Program in Hong Kong.

3.2 Notes of these public discussion forums and the briefing sessions/consultation meetings are enclosed in **Annex B**.

3.3 The public has also responded positively to the two-month Stage 2 Public Participation in submitting written comments, proposals of development concepts and specific project on Kai Tak. About 100 written submissions have so far been received, which are enclosed in **Annex C**.

4 Collaborating Organizations

4.1 A number of organizations have kindly provided advice and assistance to the study team in organizing the public engagement activities. Their invaluable contribution to the public engagement activities is greatly appreciated. These Collaborating Organizations include:

- Sub-committee on South East Kowloon Development Review of the Harbour-front Enhancement Committee
- Kwun Tong District Council
- Kowloon City District Council
- The Conservancy Association
- Wong Tai Sin District Council
- The Hong Kong Institute of Planners

- The Hong Kong Institute of Architects
- Centre of Urban Planning and Environmental Management, The University of Hong Kong
- Hong Kong People's Council for Sustainable Development

4.2 Acknowledgements are given to the Convener, Moderators and Panel Members of the public forums [**Annex D**] who have contributed greatly to the success of these events.

5. Purpose of this Report

5.1 The main purpose of this report is to summarize the public comments/proposals received in the Stage 2 Public Participation programme *[and to provide responses, where appropriate to be completed after consultation with bureaux/departments]*. We have endeavoured to include all the comments and proposals received, which would be examined and, where appropriate, in consultation with relevant bureaux/departments be incorporated, in the preparation of the Preliminary Outline Development Plan. It should also be noted that the comments and responses included in this report are by no means conclusive as public participation is a continuous process in the planning review and many comments and proposals require further investigations as part of the study process.

CHAPTER 2 SUMMARY OF KEY COMMENTS

1. Introduction

- 1.1 We have received enthusiastic responses to the Stage 2 Public Participation activities. With three OCPs to facilitate public discussion, the comments received have mainly focused on the specific development concepts for Kai Tak and some specific suggestions and design concepts have also been received.
- 1.2 This Chapter summarizes the key comments received to provide an overall picture of the community's views. These include the comments received through written submissions, verbal comments/presentations at public forums and briefing sessions, views collection forms, questionnaire survey and emails. Notes of the public forums, consultation meetings and briefings are attached in Annex B and the written submissions received can be found in **Annex C**.

2. Vision and Planning Principles for Kai Tak

- 2.1 To guide the future planning and development of Kai Tak, Vision Statement and Planning Principles have been proposed in the Public Consultation Digest to encourage public discussion. Apart from the comments to elaborate on the Vision Statement/Planning Principles, there were no in-principle objection to the proposals. The public generally aspire for a vibrant and people-oriented development in Kai Tak. Further improved integration of Kai Tak with its neighbouring districts is called for to encourage the regeneration of the surrounding areas. There is also strong support to planning Kai Tak into an environmentally friendly development. People also largely concur that the waterfront should be well accessible for public enjoyment.
- 2.2 Many commenters stress the historical significance of Kai Tak, in particular its aviation history. Others also urge for capturing fully the opportunity to turn Kai Tak into an urban design/landscape showcase for Hong Kong.
- 2.3 Other suggested planning principles include helping sustain and enhance Hong Kong as a world-class international city (Hong Kong Policy Research Institute), protecting natural resources, providing for common areas and promoting local and diversified economy (Community Alliance on Kai Tak Development), and accommodating short-term dedication of accessible and usable space along Harbour's edge to public use (Harbour Business Forum). Some also suggest reserving sites for undesignated uses and giving priority to uses which must be located around Victoria Harbour to order to meet the long-term vision of Kai Tak.

Our Responses

(To be completed)

3. Key Issues

Reclamation

- 3.1 There is general consensus to adopt “no reclamation” as the basis for the future Kai Tak development. Some members of the public however see the advantages, particularly in environmental improvement, in reclaiming the Kai Tak Approach Channel. Some raise doubt as whether the Approach Channel forms part of Victoria Harbour and thus the need to comply with the Protection of the Harbour Ordinance requirement. Some also request for a land use concept proposing reclamation of the area to enable discussion in the community. Others are against it, stressing the need to exhaust non-reclamation environment mitigation measures. Many consider the runway as an important heritage asset of Hong Kong, which could be turned into a unique urban design feature.
- 3.2 Some members have no objection to small-scale reclamation to provide essential facilities (e.g. cruise terminal) or for the general enhancement of the waterfront area (e.g. public promenade provision, breakwater for marina).

Our Responses

(To be completed)

Kai Tak Approach Channel

- 3.3 Under the “no reclamation” approach, three preliminary mitigation measures have been presented in the Public Consultation Digest to tackle the environmental problems at Kai Tak Approach Channel. They are a 600m wide opening at the runway to improve water circulation, interception of polluted discharge into the Approach Channel and sediment treatment to remove odour. The effectiveness and sustainability of these measures remains the main concern of the community.
- 3.4 Some people (especially the local communities) support reclaiming the Kai Tak Approach Channel as a definite and possibly cost-effective means to resolve the environmental problem. They are worried that the non-reclamation measures may not resolve the environmental problem adequately and in a sustainable manner. Some also see land-use benefits in its reclamation. Others are against it, considering that reclamation is irreversible and does not comply with the principles enshrined in the Protection of the Harbour Ordinance.
- 3.5 Many people consider that the Approach Channel water body should be retained. Among the non-reclamation mitigation methods suggested, many support the interception of the polluted discharges at source. Other suggestions include diverting the polluted discharges away from the Approach Channel, sewage treatment on land, and pumping water from the Harbour to Kai Tak Nullah to

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increase the water flow. Some nevertheless are concerned whether discharge diversion would pollute the rest of Victoria Harbour.

- 3.6 On the treatment of the contaminated sediments, some people advocate relying on the natural decomposition of the sediments over time, complemented by compatible land uses (e.g. metro park) around the Approach Channel. Others are concerned about the ecological impact of the in-situ solidification method. Given the development opportunities in both sides of the Approach Channel, many are concerned whether the odour issue could be adequately addressed to avoid the complaints from future residents/ workers/ visitors. On the issue of odour, some are worried about its health impacts, while others consider a certain level of odour in the short and medium term acceptable.
- 3.7 There is a general call for the early confirmation of the effectiveness of the environmental mitigation measures and thus whether the reclamation option could be confirmed or otherwise. Subject to improvement in the water quality, many commenters (including the sports community) also urge for opening up the Approach Channel for water sports activities. Other suggestions include underwater aquarium and water park.

Our Responses

(To be completed)

Connectivity and Interface with Surrounding Districts

- 3.8 The interface with the surrounding districts is another concern of the community, particularly the local communities.
- 3.9 In terms of connectivity, many commenters urge for improved transport and pedestrian connections between Kai Tak and the Kwun Tong Business Area. Better integration of the transport network in Kai Tak with the surrounding districts is called for. Some consider the existing roads surrounding Kai Tak as well as the planned Shatin-to-Central Link railway depot as physical barriers and propose for their relocation/depression. Many advocate for increased and enhanced pedestrians linkages across these surrounding roads.
- 3.10 Some commenters raise concern on the urban design interfaces between Kai Tak and its surrounding. Some promote smaller street blocks in Kai Tak and better coherence in urban form with the existing districts, especially Kowloon City which exhibit a characteristic urban grid with local favour. Some consider the planned railway depot in Kai Tak as an obstacle in achieving the above.
- 3.11 In terms of social integration, many people hope that the Kai Tak development will improve the living quality of the surrounding districts and act as an impetus and solution space for their regeneration. In this regard, besides improving its outside connections, some people also suggest for more open space, community facilities and public housing provision in Kai Tak. The Wong Tai Sin

community has also stressed the importance on the interface with the heritage assets in the Tung Tau area and the transport/ pedestrian connection in the San Po Kong area such that there could be a direct connection to the future SCL Kai Tak Station.

Our Responses

(To be completed)

4. Development Concepts

Land Use and Development Intensity

- 4.1 There is general preference for more open space, recreation and community uses as well as lower development intensity as proposed in Outline Concept Plan 3 – Sports by the Harbour. Some people are worried that higher development intensity may obstruct air ventilation to the surrounding districts, bring adverse traffic impact and its associated air and noise pollution, and impose heavy burden on existing open space and community facilities. Some consider that the future Kai Tak should be returned to the public, and they are concerned that high level of property/commercial development may deprive the public from enjoying Kai Tak, a valuable place by Victoria Harbour.
- 4.2 Some commenters however are concerned about under development in Kai Tak. They are worried that low development intensity may impose development pressure in the New Territories. Some also cast doubt on the financial viability of the overall Kai Tak Development and the Shatin-to-Central Link if they are not supported by a suitable level of property development.

Our Responses

(To be completed)

Office Node/Commercial Development

- 4.3 Some commenters (e.g. the Real Estate Developers Association) question the need for a new office node in Kai Tak, given the potential office supply in San Po Kong, Kowloon Bay and Kwun Tong Business Areas. Some also cast doubt on the synergy between the new office node and the stadium, which may adversely affect the utilization of the stadium facilities and the vibrancy of the area, particularly during night time. In more general terms, some people are concerned that large scale commercial development may render Kai Tak out of place with its local neighbourhoods and with its cultural heritage.
- 4.4 Some commenters nevertheless consider Kai Tak a suitable location for another office/commercial node, which is in need in Hong Kong. Some (Hong Kong Policy Research Institute) advocate developing the office node as an “office park”. Some (e.g. Office of Legislative Councillor Albert W. Y. Chan) suggest

consolidating government offices in the territory into Kai Tak. Others are in support of some commercial development (e.g. shopping street) near the planned stadium and along the runway, which may enhance the vibrancy of the place. Some also consider commercial uses important in generating employment opportunities (e.g. Liberal Party).

Our Responses

(To be completed)

Housing

- 4.5 There are divergent views on the type of housing developments in Kai Tak. Some people, particularly the development industry, advocate for high-quality/high-class housing development in Kai Tak (especially the runway). Many others however call for maximizing the benefits of Kai Tak for the general public. In particular some object to high-class housing along the runway, which they opine would benefit only a small group of people. Some commenters also call for more public housing estates in Kai Tak, which in addition to providing a balanced mix of public and private housing in the area, could also act as decanting housing to facilitate the redevelopment of the surrounding districts.
- 4.6 Some commenters support housing development around the planned stadium to enhance the vibrancy and utilization of the latter. Some however are concerned with the potential noise impact of the stadium on the surrounding residents and their aesthetic compatibility.

Our Responses

(To be completed)

Multi-purpose Stadium

- 4.7 Many commenters, in particular the sports and local communities, support the development of a multi-purpose stadium complex in Kai Tak. They consider this complex important in promoting sports development in Hong Kong since many of the existing sports facilities in the territory are inadequate and getting outdated/aging. Some nevertheless stress that the development of the stadium complex should be able to stress the sports development policy. Some also raise query on the needs for the stadium and are worried that it may become a white elephant. They also query whether it would be left vacant during non-event days, particularly when another sports ground is being constructed for the East Asian Games at Tseung Kwan O.
- 4.8 Many, in particular the sports community, agree that the accessibility and central location of Kai Tak are crucial in promoting the popularity of the sports

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activities among the general public, in attracting sponsorship for the sports events and in enhancing the commercial viability of the stadium.

- 4.9 Some nonetheless suggest re-locating the stadium to other places (e.g. Tseung Kwan O or the New Territories) to free up the land in Kai Tak. Some commenters also raise concern on the potential impacts of the stadium to its surrounding, particularly in the aspects of noise, traffic and crowd control. In this regard, some suggest placing the stadium at the tip of the runway to minimize its impacts, which, in turn, can also create an iconic development at the harbour-front.
- 4.10 Some people raise query on the 24 hectare site area required for the stadium complex, particularly given the present “no-reclamation” scenario of the Kai Tak development and in view of the Tseung Kwan O Sports Ground under construction. Others advocate the provision of commercial, supporting sports training and/or recreational facilities within/around the stadium to enhance their synergy and maximize their benefits to Hong Kong.
- 4.11 Some indicate that the Kai Tak site offers the only opportunity for development of a multi-purpose stadium complex for many years to come. Some commenters suggest that the stadium complex can integrate with the metro park so that the stadium complex and the open space would form a huge leisure and sports hub.

Our Responses

(To be completed)

Cruise Terminal

- 4.11 Many commenters, particularly the tourism industry and local community, support the early development of the proposed cruise terminal in Kai Tak to boost tourism development of the territory and to provide employment opportunities. They point out that Hong Kong lags behind other cities in providing such cruise-mooring facilities while cruise travel is a rapidly expanding field in the world.
- 4.12 Many commenters express that a cruise terminal location by Victoria Harbour is important in attracting tourists. Some also opine that the cruise terminal will enhance the attractiveness of Victoria Harbour. Some consider the longstanding international reputation of Kai Tak advantageous in the future promotion of the cruise terminal to overseas tourists. Others also see the cruise terminal an impetus in stimulating the development of its surrounding districts.
- 4.13 Some commenters however raise questions on the location of the cruise terminal at Kai Tak. Some suggest developing the cruise terminal in Hung Hom, which has an existing pier and deep water depth, or West Kowloon, which is in close proximity to the city centre/airport. Some other suggest locations include North

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Point, Disneyland and Cyberport (e.g. proposed by Designing Hong Kong Harbour District). Some also query whether the cruise terminal could be located at other locations of the Study Area, e.g. inner Kowloon Bay, closer to the existing developments (e.g. Liberal Party).

- 4.14 Some commenters are concerned with the potential impacts of the cruise terminal, including need for substantial transport infrastructure, noise, air quality, water quality and visual impacts, and its impact on the public access to the waterfront, and the developments planned in the vicinity of the area.

Our Responses

(To be completed)

Aviation-related Facilities

- 4.15 Many commenters are in support of retaining certain remnant of the longstanding aviation culture in Kai Tak.
- 4.16 Some aviation groups are currently accommodated at the historical building clusters at the north-western corner of Kai Tak (i.e. Hong Kong Aviation Club and Hong Kong Air Cadet Corps). They request for confirmation of their permanent headquarters in Kai Tak. Some aviation groups and enthusiasts (e.g. Save Kai Tak Campaign) strongly advocate for a light aircraft runway to promote aviation activities and related education training, and to promote diversified aviation development in Hong Kong. They express that similar facilities are currently lacking and also not forthcoming in the rest of Hong Kong. Other aviation-related suggestions include providing an aviation development centre (with an aviation academy, an aviation museum and an aviation business centre), and preserving the ex-airport control tower in Kai Tak.
- 4.17 Some commenters advocate lowering the proposed elevated heliport to ground level and expanding it for the use of the non-government aviation groups and emergency services departments (Community Alliance on Kai Tak Development). Some suggest locating the heliport on top of the cruise terminal (Liberal Party). Others however are concerned with the potential noise impact of the proposed heliport and suggest locating it outside the Study Area e.g. Lantau Island.

Our Responses

(To be completed)

Urban Design and Landscape Framework

- 4.18 The public generally agree with the urban design and landscape considerations as presented in the Public Consultation Digest (e.g. ridgeline protection). Further suggestions such as shoreline protection, wider view corridor towards

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Lion Rock, new vantage point at the end of the ex-runway, highlighting the end vista of Boundary Street, Prince Edward Road East and Argyle Street providing green links of varying widths and a barrier-free city have been received.

- 4.19 Some commenters are also concerned that high-rise development in Kai Tak may affect air ventilation to, and the views from, the surrounding districts and should be avoided. This is particularly the case for the development near Kowloon City, San Po Kong, along the runway and in Cha Kwo Ling. Some local residents also query whether high-rise development in Cha Kwo Ling will affect the preservation of the ridgeline.
- 4.20 Some commenters advocate for more distinct urban design concept with local character in Kai Tak. In this regard, some people suggest an excellent urban design scheme with rich landscaping along the south-western edge of the runway. Other suggestions include creating a shopping street along the runway, and re-instatement of the urban thoroughfare, with mixed commercial and residential development as the central spine in Kai Tak Runway as proposed in the Kai Tak OZPs. Others suggest developing communal car parks at suitable locations so as to avoid huge podiums in the residential tower and thus to encourage vibrant street life, a character of Hong Kong. Some also propose echoing the urban form and street pattern of the surrounding areas in the future Kai Tak development.
- 4.21 Some commenters suggest accentuating cultural heritage of Kai Tak in its concept. In this regard, Community Alliance on Kai Tak Development advocate for a time line or a “severance legacy heritage cluster” (including Kowloon Street Festival Esplanade with building height control on its two sides, Kowloon Festive Market, Dragon Ford Bridge Elevated Promenade, Chinese-syled Covered Walkway linkages with Nga Tsin Wai Village and Kowloon Walled City) to highlight the heritage value of the place and to promote local community economy/tourism. Some also suggest preserving the runway in respect of its historical value.
- 4.22 In view of the prominence of Kai Tak site, there are also suggestions to hold design competitions or more detailed urban design studies for selected parts of the Study Area.

Our Responses

(To be completed)

Open Space, Recreation and Community Facilities

- 4.23 There is a general call for more open space, recreation and community facilities in Kai Tak, in order to maximize the benefits to the general public and to help address the existing shortfall in the surrounding districts.

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- 4.24 Some people suggest providing a larger Metro Park (e.g. Community Alliance on Kai Tak Development, Hong Kong Policy Research Institute). There are also suggestions to integrate the Metro Park/open space with the stadium/Kai Tak Approach Channel, and to dedicate the entire runway for open space/leisure/tourism/community/cultural facilities (e.g. Community Alliance on Kai Tak Development, East Kowloon District Residents' Committee).
- 4.25 The public generally advocate for an accessible promenade and waterfront enhancement. Some request for the extension of the promenade to the surrounding districts. The residents of Laguna City also call for more open space and community facilities in Cha Kwo Ling and object to further housing development there.
- 4.26 Some commenters however point out the value of Kai Tak, the harbourfront site. They suggest minimizing community facilities to best capture the precious land for housing development. Some are also concerned with the financial viability of the Kai Tak project if the provision of open space and community facilities is too generous.

Our Responses

(To be completed)

Marine-related Facilities

- 4.27 There are polarized views between the marine facilities operators and the general public (especially the local communities) on the future of the existing marine facilities. Many harbour-front operators (e.g. Hong Kong Cargo-vessel Traders' Association Ltd., Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. and the Public Cargo Area Trade Association) strongly urge for the retention of the existing To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter. They point out that the typhoon shelters concerned provide critical safety shelters for vessels during typhoon time. They also object to sharing part of the typhoon shelters with pleasure boats in view of the potential conflicts between the two types of vessels and the effective reduction in the usable space of the typhoon shelters.
- 4.28 Many harbour-front operators also advocate for the retention of the Kwun Tong Public Cargo Working Area and Cha Kwo Ling Public Cargo Working Area, which they point out, are of vital importance to the mid-stream operations, logistics industry and the materials recovery industry in Hong Kong.
- 4.29 Many other commenters (especially the local communities e.g. residents of Laguna City) however urge the conversion of the public cargo working areas into a continuous public promenade, which they point out will act as an impetus for the regeneration of the Kwun Tong Business Area. Some doubt the need of the typhoon shelters. They regard them constraints to water circulation and incompatible with the future Kai Tak development. Suggestions such as

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replacing the typhoon shelters for water sports or enclosing the Approach Channel and Kwun Tong Typhoon Shelter into a basin for the purpose have been received.

- 4.30 Some people call for the provision of more water-based activities and their supporting facilities at the waterfront (e.g. water sports facilities, marina, water taxi and ferry services). Some nevertheless suggest decommissioning/relocating the existing Kowloon City ferry pier and public pier.

Our Responses

(To be completed)

Transportation and Pedestrian Facilities

- 4.31 There is a general call for improved transportation and pedestrian connections between Kai Tak and the surrounding districts, in particular Kwun Tong Business Area, whether by way of a bridge or a tunnel. Some advocate an environmentally friendly rail-based transit system (e.g. monorail, light rail), which can be connected to the planned Shatin-to-Central link in Kai Tak. Some are also concerned with the traffic impact of the Kai Tak development on the surrounding road network.
- 4.32 Some commenters have raised concern on the extent of the area covered by the proposed road network. Many commenters suggest minimizing the land take of roads (including the Central Kowloon Route/Road T2 and their connecting roads to the surrounding areas) in Kai Tak. These are also concerns on the massive road interchange proposed at the Kowloon Bay waterfront and there were suggestions to introduce more integrated/innovative highway design to mitigate the adverse visual impact. More underground or depressed roads are advocated. Other suggestions include placing the roads/public transport interchange underneath the multi-purpose stadium, and diverting/depressing part of the Prince Edward Road East/Kwun Tong Bypass into the Kai Tak site.
- 4.33 Some commenters suggest a comprehensive pedestrian system in Kai Tak and linking with the surrounding districts, with traffic free zones and pedestrian linkages of various forms to allow for pleasant connections.

Our Responses

(To be completed)

Refuse Transfer Station and Sewage Treatment Plant

- 4.34 Some commenters (especially the local residents e.g. residents of Laguna City) object to locating the refuse transfer station at the Cha Kwo Ling waterfront. They are concerned with the land use compatibility of the refuse transfer station

with the nearby residential areas, its environmental impact and its visual impact to Kai Tak. Some propose locating the facility away from the Kai Tak area. Some local residents are also concerned with the compatibility of the proposed Sewage Treatment Plant expansion area in Cha Kwo Ling with the adjacent residential neighbourhood.

Our Response

(To be completed)

Other Proposals

4.35 Besides the above comments, a number of other development concepts, proposals or ideas have been received. They include the following:

- “dragon pearl city” (with a “dragon pearl tower”, “dragon pearl plaza”, “dragon pearl boulevard”, underground city, underwater aquarium and finger pier cruise terminal with heliport above, proposed by City Planning Concern Group)
- undesignated uses to meet future needs (e.g. the third convention and exhibition centre and international school village, proposed by Hong Kong Policy Research Institute)
- designating the hospital site for a private hospital (Hong Kong Policy Research Institute)
- sports competition along the runway
- venues for concert or art performance
- opera house for Chinese opera
- marine traffic exhibition centre (Community Alliance on Kai Tak Development)
- large-scale aviation communication museum cluster (East Kowloon District Residents’ Committee)
- sandy beach in Kowloon Bay
- car racing ground
- world exposition
- adopting more environmentally friendly measures in Kai Tak

Our Responses

(To be completed)

5. Sustainability Indicators

5.1 Some commenters are concerned with the low ratings of the environmental quality and natural resources indicators in the preliminary sustainability assessment of the Outline Concept Plans.

Our Responses

(To be completed)

6. Public Participation

- 6.1 Some commenters consider it necessary to extend the public participation period to allow time for more thorough involvement by the public in this important project (e.g. Community Alliance on Kai Tak Development). Some others however are concerned with further delay to the development of Kai Tak.
- 6.2 Some commenters request for more information to enable the community to provide more informed inputs. Such information should include the strategic context of the Kai Tak development, any population target or other development quantum, the rationales for the key development components and their impacts (e.g. Harbour Business Forum). Some commenters also suggest more publicity for the public participation exercise.

Our Responses

(To be completed)

7. Implementation Issues

- 7.1 Some commenters raise concern on the financial viability of the Outline Concept Plans. Some are particularly concerned with the proposed multi-purpose stadium complex, particularly in the aspects of financial viability, implementation, management, maintenance and future charge rates. In this regard, some suggest the Government to implement the stadium project. Others suggest incorporating commercial developments to enhance the financial viability of the project.
- 7.2 Some commenters urge for the early implementation of the Kai Tak Development, particularly for such key components as the cruise terminal, multi-purpose stadium complex and transport infrastructure. Some also suggest putting this valuable piece of land for temporary uses to optimize its use before the materialization of the planned developments.

Our Responses

(To be completed)

CHAPTER 3 CONCLUDING REMARKS

- 1.1 The Stage 2 Public Participation programme for the Kai Tak Planning Review was completed in early January 2006. Besides receiving a lot of valuable comments, solid suggestions and innovative ideas, the public engagement activities have also provided useful platforms for the general public and different stakeholders to have continued dialogues on the planning and development of Kai Tak.

- 1.2 Taking into consideration of the public views received and upon further analyses, the Planning Review will proceed to prepare the Preliminary Outline Development Plan for Kai Tak. The public engagement process will not end here though. The Preliminary Outline Development Plan will be presented to the public in the Stage 3 Public Participation programme, which is scheduled to take place in mid 2006.

Annex A: Public Engagement Activities Undertaken in the Stage 2 Public Participation

The following activities and events have been undertaken in the Stage 2 Public Participation:

I. Publicity Activities

- Consultation Digest (2)
- Invitation Letters and Posters
- Exhibition, Physical Models and Fly-through Animation at the Public Forums
- View Collection Form and Survey
- Study Website
- Planning Department's Mobile Exhibition Centre
- Hong Kong Planning and Infrastructure Exhibition Gallery

II. Public Events

List of Public Forums

Date	Events	Location
19 November 2005	Public Forum (1)	Ex-Kai Tak Airport Runway
26 November 2005	District Forum – Kowloon City	Ho Man Tin Plaza, Kowloon
28 November 2005	Topical Forum (1) – Multi-Purpose Stadium	Hong Kong Cultural Centre, Kowloon
2 December 2005	District Forum – Wong Tai Sin	Lok Fu shopping centre, Kowloon
6 December 2005	Topical Forum (2) – Cruise Terminal	Hong Kong Cultural Centre, Kowloon
8 December 2005	Topical Forum (3) – Kai Tak Approach Channel	Hong Kong Cultural Centre, Kowloon
10 December 2005	District Forum – Kwun Tong	Multi-Purpose Hall, Cheerful Court, Kwun Tong, Kowloon

List of Consultation Meetings/Briefings

Date	Organization	Abbreviations
1. 2 November 2005	Harbour-front Enhancement Committee Sub-committee on South East Kowloon Development Review	HEC Sub-committee on SEKD
2. 9 November 2005	Town Planning Board	TPB
3. 15 November 2005	Wong Tai Sin District Council	WTSDC
4. 17 November 2005	Kwun Tong District Council	KTDC
5. 17 November 2005	Kowloon City District Council	KCDC
6. 18 November 2005	Sports Federation and Olympic Committee of Hong Kong, China and the affiliated NSAs	SFOC and NSAs
7. 29 November 2005	Hong Kong Institute of Architects	HKIA
8. December 2005	Transport Advisory Committee	TAC (By Circulation)
9. 2 December 2005	Provisional Local Vessels Advisory Committee	PLVAC
10. 15 December 2005	Kowloon City District Council – Housing & Infrastructure Committee	KCDC - HIC
11. 15 December 2005	Hong Kong Institute of Planners	HKIP
12. 16 December 2005	The Real Estate Developers Association	REDA
13. 20 December 2005	LegCo Panel on Planning, Lands & Works	LegCo Panel
14. 21 December 2004	Advisory Council on the Environment	ACE
15. 30 December 2005	Kwun Tong District Council Kai Tak Special Group	KTDC – KTSG
16. 4 January 2006	Planning Sub-Committee/Land & Building Advisory Committee	LBAC
17. 5 January 2006	Meeting with Hon. Chan Yuen Han	YH Chan
18. 9 January 2006	Hong Kong, China Rowing Association	HKCRA
19. 9 January 2006	Hong Kong Aviation Club and Hong Kong	HKAC & HKACC

Annex A: Public Engagement Activities Undertaken in the Stage 2 Public Participation

List of Consultation Meetings/Briefings

Date		Organization	Abbreviations
20.	24 January 2006	Air Cadet Corps LegCo Panel on Planning, Lands & Works	LegCo Panel

A list of Conveners, Moderators and Panel Members of Public Forums

Public Forum at Kai Tak Point (19.11.2005)

Prof. YEUNG Yue-man	Hon. Patrick LAU Sau-shing
Dr. Peter WONG King-keung	Mr. Michael LAI Kam-cheung
Dr. CHAN Wai-kwan	Miss Ophelia WONG Yuen-sheung

District Forum - Kowloon City (26.11.2005)

Dr. Rebecca L H CHIU	Ir. WONG Kwok-keung
Dr. CHAN Wai-kwan	Mr. Anthony KWAN

District Forum - Wong Tai Sin (2.12.2005)

Dr. Peter WONG King-keung	Mr. WONG Kam-chi
Mr. Mason HUNG	Mr. Anthony KWAN

District Forum - Kwun Tong (10.12.2005)

Mr. Michael LAI Kam-cheung	Mr. CHAN Chung-bun
Mr. CHAN Kim-on	Dr. NG Mee Kam
Mr. Anthony KWAN	

Topical Forum (1) – Multi-Purpose Stadium (28.11.2005)

Hon. Timothy FOK Tsun-ting	Mr. A F M CONWAY
Dr. LUI Tai Lok	Mr. Eddie POON Tai Ping
Mr. Anthony KWAN	

Topical Forum (2) – Cruise Terminal (6.12.2005)

Prof. Andrew CHAN	Mrs. Aliana HO
Prof. Bernard LIM	Ms. Maisie CHENG
Dr. HUNG Wing-tat	Mr. Joseph TUNG
Mr. Mason HUNG	Mr. Anthony KWAN

Topical Forum (3) – Kai Tak Approach Channel (8.12.2005)

Prof. LAM Kin-che	Prof. Herbert H P FANG
Ir. Dr. Greg C Y WONG	Ms. Lister CHEUNG
Ir. Enoch LAM	Mr. Anthony KWAN

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

Public Forum (1)
Summary of Discussion

Date: 19th November, 2005 (Saturday)

Time: 2:30pm – 5:00pm

Venue: OGC Golf City, Kai Tak Point (at end of ex-Kai Tak Airport Runway)

Opening Remarks

The convener, Professor Yue-Man Yeung, Director of the Hong Kong Institute of Asia-Pacific Studies, Chinese University of Hong Kong, welcomed the participants to the forum. He emphasized that the public were not asked to choose 1 from the 3 concept plans but to take forward the preferred and compatible ideas of the 3 concepts plans to form a hybrid planning proposal. He urged people to give more opinions. He then invited the Panel Members to give a short speech.

1. Remarks from Dr Peter King-Keung Wong, Vice-chairman, Metro Planning Committee of the Town Planning Board

- Planning of Kai Tak should be examined with a macro view.
- The public are not asked to choose 1 from the 3 concept plans.
- The good ideas of the 3 concepts can form a hybrid proposal.
- People should be practical and should understand the constraints involved such as the odour problems at Kai Tak Approach Channel. These problems require a cost effective solution from the engineers.
- Adequate infrastructure should be incorporated with the development of Kai Tak, e.g. transport, channels and water supply, etc.
- Interests of different stakeholders, including the government & the citizens, should be well balanced as the piece of land needs to be sold by the government. Property development or development on entertainment facilities would not violate the general interests of the citizens. The government needs money for the infrastructure provision.

2. Remarks from Mr. Michael Kam-Cheung Lai, Vice-Chairman, Rural & New Town Committee of the Town Planning Board

- The Town Planning Board plays a very important role in the planning process.
- The interests of different parties should be well balanced.
- Planning should be sustainable, it is not only about the environment, but also about the social and economic aspects.
- Planning of Kai Tak should be people-oriented and be integrated with its surrounding districts. For example, Tsim Sha Tusi East and Tseung Kwan O were lack of integration with its surrounding districts.

- Software is more important than hardware in the planning process. There are 3 elements, including plot ratio, district planning and connectivity, should be considered together.
3. Remarks from Dr. Wai-Kwan Chan, Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee.
- 10 important aspects are suggested for planning of Kai Tak Development
 1. Runway is the most important part of Kai Tak and the main spirit of Kai Tak.
 2. Second stage of public participation are yet to be finalized and people could still raise their opinions in the coming stages of public participation activities.
 3. Three District Councils including Kwun Tong District Council, Wong Tai Sin District Council and Kowloon City District Council should be consulted. Kai Tak should be planned with Hong Kong as a whole, but it is more closely related to these 3 districts. Planning of Kai Tak plays a major role in regenerating its neighbouring districts.
 4. Should consider the transport issue, as accessibility is very important.
 5. As the concept of cruise terminal is supported by many people, we urge people to give more opinions on this issue.
 6. Urge people to give more opinions on the greenery of Kai Tak, such as the Metro Park.
 7. Seven forums in different topics and in different places, hope people can give more opinions.
 8. The site of the multi-purpose stadium is eight times the site of a standard football pitch
 9. The channel in Kowloon Walled City implied the odor issue in Kai Tak Approach Channel. People should give more opinions on how to solve the environmental problems in the Kai Tak Approach Channel.
 10. Public participation is very important.
4. Remarks from Prof. Patrick Sau-Shing Lau, Legislative Council Member & Vice-Chairman, Town Planning Board
- The practical constraints in planning of Kai Tak should be well considered.
 - There are seaview in many different points in Kai Tak, urge people to observe more.
 - Due to the “Protection of Harbour Ordinance”, the original plan of Kai Tak with extensive reclamation becomes not applicable. Re-planning of Kai Tak is required.
 - It is expected that it will be a real public participation process. The objective of the public participation is not asking people to choose 1 from the 3 concept plans. People should think about what kind of public participation is needed in the planning process.

- People should think seriously the meaning of sustainable development in Kai Tak, does it mean the land use should be flexible? Sustainable development does not only mean to be environmentally friendly in the materials use, but that the development can be used by our future generations.
- Greenery is very important in Kai Tak among those high-rises in Hong Kong
- The ex-Kai Tak Airport's value, especially the runway, should be respected.
- Development of Kai Tak should integrate with its surrounding areas. The existing concept plans of Kai Tak do not integrate well with its neighbouring districts. There are many roads in the plans, but the roads in Kowloon City are much smaller than that in the Kai Tak areas. It will be difficult to have well integration between different areas in Kai Tak.
- Development of Kai Tak should provide opportunities for revitalizing its surrounding areas.

5. Remarks from Miss Ophelia Yuen-Sheung Wong, Deputy Director of Planning/District, Planning Department

- Planning of Kai Tak started from 1990 and she had participated in it at that time, she learnt a lot in the process.
- There are lots of constraints in planning of Kai Tak.
- As a planner, she has lots of dreams on the development of Kai Tak, but it is not possible just to put her own dreams into the development, because the piece of land belongs to the citizens, so the development of Kai Tak needs public participation.
- The participation process is very comprehensive. Wide ranges of public engagement activity were undertaken in the Stage 1 Public Participation to collect comments and suggestions from the community. There were about 500 participants recorded in these events and about 200 written submission were received in the Stage 1 Public Participation. The public participation programme is comprehensive, including public forum, district forum and topical forums to collect the public comment.
- In view of the Kai Tak Approach Channel, regarding reclamation in the Harbour Area of "Overriding Public needs" under the Court of Final Appeal's judgment, a "no reclamation" scenario has been adopted as the starting point in preparing these development concepts. There are various technical constraints involved the Kai Tak Approach Channel.
- Need to make decisions one day, should not pend for too long
- A Preliminary Outline Development Plan will be consolidated in mid of next year based on public's opinions. After the final stage of public participation, an Outline Zoning Plan will be prepared based on the consensus public views on Kai Tak development.

Presentation of the Outline Concept Plans by Consultants

6. Ms Iris Tam, Managing Director, City Planning Consultants Ltd

- In the Stage 1 public participation, a public consensus has been built to develop a new image of Kai Tak. The public urged to develop a greenery, low density and the reservation of the Kai Tai Runway.
- A Powerpoint was prepared and a short animation on the 3 concept plans was shown for the presentation of the 3 concept plans.

Floor Discussions

7. Ms Yuen-Han Chan, Chairman of the Hong Kong Federation of Trade Union

- Kai Tak is not integrated well with its surrounding area in the 3 concept plans.
- The earlier the public raise their opinions, the higher the chance planning can be changed.
- There are too many regulation limiting the potential development of Kai Tak. She comments that each pieces of land is planned in a fragmented manner and there is no integration cannot be achieved.
- The plans should be able to manifest the history of Kai Tak and Kowloon City since the Opium War. No concept plan has incorporated the “Re-incarnation of the severance legacy heritage cluster” as proposed by the Hong Kong Federation of Trade Union in the previous stage.
- The one Kai Tak, two interfaces and three lines (preserving the ridgeline of Kowloon Mountain, the ridgelines of Hong Kong Island and the coastline) principle should be pursued in planning of Kai Tak.
- Though a stadium is required in the district, it should not be located in the proposed site shown in the concept plans. The planned stadium is too high in this area and blocks the view of the Lion Rock.
- An area for concert or other performing arts should be accommodated.
- There are too many commercial developments in the concept plans, especially in the Concept Plan 1 which will avoid the natural ventilation within the area.
- Regarding the 3 concept plans, the area of the Metro Park in Kai Tak should be bigger than the Victoria Park as the population level in Kowloon Peninsula is higher than the population level in Hong Kong Island.
- There are insufficient public facilities in Kowloon.
- Kai Tak should be planned based on Hong Kong people’s wishes.

8. Mr. Man-Fai Lam, District Council & the Hong Kong Federation of Trade Union

He expresses the objection views on the commercial development of the concept plan 2 in the Stage 2 Public articipation which is originally proposed as “Historical Time Corridor” for cultural development in Stage 1 Public Participation. He also comments

that the existing culture of East Kowloon should be reserved to promote the development of local cultural heritage.

- Query is made on why the government is creating a new culture district in Western Kowloon but does not manifest the 100-year of historical culture in East Kowloon.
- Chinese culture as well as local culture should be manifested in planning of Kai Tak.
- He also raises concerns on the ridgeline protection and harbourview penetration. The concept plans do not allow people to enjoy the beautiful views of the ridgelines and the harbour. It is important to develop a comprehensive planning in the consideration of the ridgeline and harbourview protection.
- The roads are at-grade along the runway. It is not a friendly environment for the pedestrian. Also, the roads surrounding the Stadium are also at-grade, the interchange with CKR and T2 are also at-grade.
- Electrical vehicles should be proposed in Kai Tak
- Cultural activities already exists in East Kowloon should be preserved. The development of Kai Tak should emphasize on cultural elements. The Chinese traditional and local culture should be manifested in planning of Kai Tak.

9. Mr. P.H.Cheng, Professor of the Chinese University of Hong Kong

- Kai Tak is the exclusive piece of land to be located in the centre of the urban area. Planning and development in Kai Tak should be a paragon of the Asia cities and overall the world.
- He comments that the at-grade roads proposed in the concept plans are not desirable. He gave an international example that an elevated highway was built in Boston 50 years ago and the government spent thousands of millions dollars to rebuild the road in the underground 50 year later.
- The plans should be people-oriented and not vehicles-oriented.
- As in many European cities, provision of common areas are located in the city core which provide parkland and public area for public gathering and enjoyment. This is a very important concept. The government and consultant should adopt it in planning of Kai Tak.
- Lots of lands have been occupied by the developers. It should be the time to give it back to the citizens.
- Planning in Kai Tak should be people-oriented and not vehicles-oriented.

10. Mr. Tak-Kee Kwok, Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd

- The idea of “no reclamation” as the starting point of the proposal is welcomed.

- He states that there is a need to preserve the typhoon shelter in To Kwa Wan and Kwun Tong areas. Spaces in the existing typhoon shelters are not sufficient which will be crucial to the life of shipping operators
- Development of cruise terminal should not affect their shipping operations and business development.
- In the planning process, there is a need to balance the development of tourism and shipping operation business.

11. Mr. Jeffrey Law, residents of Lam Tin

- People in Lam Tin can see Kai Tak but cannot access it directly. The accessibility is not so good in the concept plans.
- There are not much integration between Kai Tak and its surrounding areas in the concept plans.
- The plans lack of urban design and landscaping.
- Reason for no reclamation in Kai Tak should be given
- The plans concern too much on internal planning without taking into account the external environment.
- The issue of typhoon shelter is not covered in the concept plans.
- Accessibility is not good, e.g. in Kwun Tong, there is an urban renewal project, but Kai Tak does not connect with this place. In Ngau Tau Kok, the distance to Kai Tak is just 300 meters, but it is not possible to access to the waterfront of Kai Tak directly.
- In Ngau Tau Kok, the waterfront is occupied by loading and unloading of the vessels. This issue should be well examined.
- No matter how beautiful a promenade is, it will be very quiet and dangerous at night if not accessible.
- Connection between Kowloon Bay and Kai Tak is weak, connection between Kai Tak and its surrounding is also weak.
- Pedestrian flow between Kai Tak and its surrounding areas should be catered for.

12. Mr. Wing-Chi Wong, Airline Pilot, Hong Kong Air Cadet Corps

- Throughout the Kai Tai planning process, he notes that there are inadequate planning concerns on the reservation of the existing Hong Kong Air Cadet Corps in Sung Wong Toi Park.
- The ex-airport site was one of the most significant tourist spot where attracted many tourist and visitors to Hong Kong in the past. Hence, it had a strong culture and a long history of aviation.
- He notes that the existing site should be observed to promote the aviation culture to the young generation.
- Hong Kong can be an aviation centre. It would be sad if the aviation culture is destroyed by the redevelopment of Kai Tak
- Their club accommodations and facilities at Ma Tau Wai should be preserved

13. Ms Joey Leung, Hong Kong Air Cadet Corps

- The organization has been established for 35 years but they do not have their own site for accommodation.
- A site for their headquarter should be incorporated with the next stage to formulate the Preliminary Outline Concept Plans.

14. Mr. Luk, Hong Kong Aviation Development Council

- An Aviation School should be developed for Hong Kong. It should be located at the northwestern part of Kai Tak as a historical site.
- It is proposed to develop an aviation school for the young in the Kai Tak to promote the aviation education to the public.
- It is strongly recommended that the HKAC and HKACC should be maintained in the same site.

15. Mr. Francis Chin, Chairman, The Save Kai Tak Campaign

- “no reclamation” is supported.
- Save Kai Tak Campaign offers a holistic, 3-dimensional Land-Sea-Air development plan.
- The 3 concept plans are rather 2-Dimensional than 3-Dimensional.
- He comments that the Metro Park is too large and the corridor is too quiet.
- Development a cruise terminal is welcomed but it is located in the wrong place. The ships are too tall, and they are hot, noisy and smelly. They also block the sea view. The cruise terminals can be located in other areas, such as Whampoa or North Point where existing infrastructure are already there.
- Query how an aviation school can sustain without airplanes and a runway. There is no place for the planes to fly.
- The concept plans are not people-oriented.
- The building height of the stadium and the surrounding buildings are too tall, which will obstacle the aviatic route for the plane operation.
- Query on why their comments and proposal in Stage 1 are not incorporated in the Concept Plans.
- A Hong Kong General Aviation Centre for the Aviation Club should be accommodated.
- It is proposed to establish a Hong Kong Generate Aviation Centre, to be located in the runway park, to accommodate the future needs of the aviation organization in Kai Tak, ie. Air Cadit, Aviation Club and so on.

16. Mr. Alex Yan, Hong Kong Aviation Club

- Kai Tak aviation culture should be preserved and sustained. Kai Tak culture is aviation culture.
- The Northern Apron should be used as the headquarter of their organization.
- A runway for training their future generations in the aviation sector is required.

17. Mr. Yun-Kan Wong, Hong Kong Cargo Vessel Trader' Association Ltd
- He strongly objects to the removal of the Kwun Tong and Cha Kwo Ling Cargo Working Areas in the 3 concept plans.
 - The change of usage for the typhoon shelters in the Concept Plans is also not acceptable.
 - As Hong Kong is a logistics hub, the typhoon shelter and the cargo working areas are essential to sustain this hub. They must be preserved for the benefits of our economy.
18. Mr. M.S.Lau, Hong Kong Cargo Vessel Trader' Association Ltd
- The 2 cargo areas are essential for the shipping of goods to/from China. Logistics service is one of the backbones of Hong Kong economy. The two cargo areas should be preserved.
 - He comments that it is strongly objected to remove the Working Cargo Area in Kwan Tong and Cha Cha Kwo Ling in the concept plans.
19. Mr. Paul Zimmerman, Member of the Harbour-front Enhancement Committee
- The concept plans do not identify the supporting facilities for marine use.
 - The proposed cruise terminal is located at a wrong place far away from the airport, TST, etc. Tourist's destinations should be taken into account when locating the cruise terminals.
 - The plans have no vitality. A place works when the street blocks are small, e.g. Mongkok. Places do not work when there are big estates.
20. Citizen
- There is no problem to put the cruise terminal in Kai Tak, though locating at other areas may also be possible.
21. Ms Joanlin Au, Hon Secretary, The Save Kai Tak Campaign
- The cruise terminal and the light aircraft runway should be coexisted.
 - Comments offered in Stage 1 Public Participation are not incorporated into the 3 concept plans.
 - Kai Tak history is linked to aviation. However, the 3 concept plans fail to include the history of Kai Tak.
 - Comments from the Hong Kong Cargo Vessel Trader' Association Ltd. are agreed.
22. Mr. Vincent Ng, HEC member & vice-chairman of the Hong Kong Institute of Architects

- It is understandable that different people have different ideas.
 - No reclamation means land will be limited, so that better coordination is required.
 - More concern should be paid on how to plan instead of what elements should be included in the plans.
 - No connectivity: bad examples were set in the new development areas that the area can be seen but cannot be accessed. People are required to climb over long bridge to cross the roads. Facilities including parks are separated by many large roads.
 - Prof Lau is agreeable that Kai Tak should help to regenerate its surrounding areas.
23. Dr. Sujata Govada, Part-time lecturer, Centre of Urban Planning & Environmental Management, The University of Hong Kong.
- It is glad that urban design has been taken as the planning principles. However, the concept of “place making” is not emphasized well into the concept plans, e.g. in marine land interface, on how to create vibrant places, etc.
 - An isolated new development is not good for its neighboring areas and the sea.
24. Mr. Kong, Joint Chief of concerning the Harbour 關注維港聯席會議召集人
- Typhoon shelter provision is not sufficient. The typhoon shelters in the Study Area should not be closed. More new sites should be identified for typhoon shelter.
 - Kwun Tong and To Kwa Wan typhoon shelter are a natural typhoon shelter and they are functioning very well. They should be preserved.
 - Overseas tourists like visiting the typhoon shelters. Typhoon shelters are actually attractive tourist spots.
25. Mr. Fan-Hei Lai, a Social Worker
- 9 hectares area for public housing is not sufficient. Western Kowloon is a high-class area with no provision of public housing. Hopefully there will be more public housing in Kowloon East.
 - Due to the change of relevant ordinance, the landlord can get back the rental flat at anytime, so there is no protection for the tenants. These tenants may want to look for public housing and it would be great demand for public housing in this district.
 - The public housing in the relevant New Territories are too far away for these people.

Closing remarks by the Panel Member

26. Remarks by Prof. Patrick Sau Shing Lau, Legislative Council Member & Vice-Chairman, Town Planning Board

- A consensus by balancing the interests of different people is required.
 - Culture preservation and development is very important in this area. Proposal on aviation museums, etc should be considered
 - Environmentally friendly transport should be considered.
 - Flexibility designing the roads underground should be considered.
 - Good connection between Kwun Tong and the end of the runway is very important
27. Remarks by Dr Peter King-Keung Wong, Vice-chairman, Metro Planning Committee of the Town Planning Board
- Should balance the interests of different parties, particularly those who are already using the area of Kai Tak
 - Some suggestions may be difficult to achieve as there are many limitations.
 - Some comments must give way to the others, as economic development and provision of job opportunities should be of greater priority.
28. Remarks by Mr. Michael Kam-Cheung Lai, Vice-Chairman, Rural & New Town Committee of the Town Planning Board
- The consultation is a good start, but it is not possible to include all the opinions. A 2-way communication is required.
 - Lots of people want to respect the historical culture of Kai Tak.
 - It is important to connect Kai Tak with its surrounding areas, e.g. Kwun Tong, and urban regeneration including social regeneration. should be well considered in planning for Kai Tak.
 - Planning is for people.
29. Remarks by Dr. Wai-Kwan Chan, Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
- HEC has not yet consolidated its own standpoint on the 3 concept plans.
 - It is public participation rather than public consultation process.
 - Public Participation places emphasis on the interactive process.
 - Participants should help others to think about Kai Tak development, as public participation means there are communications not only between the government and the public but also between different members of the public.
 - It is not possible to satisfy all people's needs. It would be good to understand each other's ideas more thoroughly in the public participation.
30. Remarks by Miss Ophelia Yuen-Sheung Wong, Deputy Director of Planning/District, Planning Department

- Planning has lots of constraints and land is limited, different people have different visions. The key is to have a good balance of them.
- It is important to let the public understand what can be done and what cannot
- Ms Y.H.Chan's comment on the one land, two interfaces and three lines is agreeable. People are not asked to choose 1 from the 3 concept plans. Good ideas from individual concepts will be examined in preparation of the PODP.
- Good linkages will be established between new and old districts.
- All comments received will be well considered in the planning process.

Sum up by the Convener

31. Concluding remarks from Professor Yue-Man Yeung, Director of the Hong Kong Institute of Asia-Pacific Studies, Chinese University of Hong Kong,
 - Planning is a difficult task as different people have different opinions
 - Preservation of the aviation culture is supported

~End~

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

District Forum – Kowloon City
Summary of Discussion

Date: 26th November, 2005 (Saturday)

Time: 2:30pm – 5:00pm

Venue: G/F, Ho Man Tin Plaza, 80 Fat Kwong Street, Ho Man Tin, Kowloon.

Opening Remarks

The convener, Dr. Rebecca L H Chiu, Senior Member of Town Planning Board and Associate Professor, Centre of Urban Planning and Environmental Management, The University of Hong Kong

- Public participants are welcomed.
- The forum would be a 2-way communications process.
- The interests of different people should be well balanced.

Remarks from the Panel Members

1. Remarks from Mr. Kwok-Keung Wong, Chairman, Kowloon City District Council (KCDC)
 - The Kowloon City District Council (KCDC) has been actively discussing with the government on the planning and development of Kai Tak since the relocation of the airport.
 - Kai Tak should develop into a people-oriented district.
 - KCDC meeting on 11.11.05 has discussed about the 3 concept plans and the development of the Cruise Terminal, Stadium and Metro Park was supported.
 - Environmental problems of the Kai Tak Approach Channel (KTAC) are still not considered.
 - The environmental problems of the KTAC may not be solved by opening the water gap only. The government will need to spend thousands of dollars on it in long term.
 - KCDC hopes that the 3 concept plans could address the environmental problems first.
 - KCDC supports reclamation at the KTAC.
 - The government should inform the public about the pros and cons of different solutions in solving the environmental problems of the KTAC.

2. Remarks from Dr Wai-Kwan Chan, Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
 - HEC plays a supervisory as well as consulting roles on the planning of Kai Tak.

- HEC do not fully support the 3 concept plans. They have raised a lot of questions about them instead.
- Public views are important. They will be consolidated and incorporated in the preparation of the Preliminary Outline Development Plan (PODP).
- It is a “public participation” process but not a “public consultation” process. The former means that the government asks questions and the public response. The later means that the public can use their “foot”, “hands” and “heart” as well:
 - “*Foot*” – Physically walk to visit the physical model and think.
 - “*Hand*” – Things in the model are movable. Urge people to think how to use their hands to change the elements in the models to plan Kai Tak better. He emphasizes that things are still changeable at this stage.
 - “*Heart*” –The public should think carefully on what is good and what is bad in the 3 concept plans (OCPs) and think how to improve them.

3. Remarks from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal, Planning Department

- The 3 concept plans were prepared to stimulate public to give opinions. They are not asking people to choose 1 preferred option from the 3 OCPs.
- “No reclamation” is the starting point of the planning process. Reclamation is not proposed in any of the 3 OCPs as there was no good justification to support it so far.
- Public opinions collected will serve as input to prepare the Preliminary Development Concept Plans next year.

Presentation of the Outline Concept Plans by Consultant

4. Mr. Derek C.Y.Sun, Director of City Planning Consultants Ltd

- The 3 concept plans are introduced and a brief summary on the public views collected so far is presented.
- A short animation on the 3 concept plans is shown.

Floor Discussions

5. Mr. Paul Zimmerman, Designing Hong Kong Harbour District

- The existing street structure in the area around Kai Tak is very different from the street plan as proposed in the concept plans. In the area around Kai Tak, people and shops are on the streets level, there are lots of activities and those places are very vibrant.
- The concept plans are dominated by transport infrastructure. The roads are blocking pedestrian accessibility.

- There is a 4-lane highway near the cruise terminal. It will separate the activities on the runway from the waterfront.
- The traffic interchange between Kai Tak and Kowloon Bay is completely inaccessible for people.
- The cruise terminal was not put in the right place as it is far away from the tourist areas such as the airport and Tsimshatsui.
- Considerations should be given to the existing marine users.
- More land supporting facilities for marine activities should be planned for.
- Should identify other marine activities apart from the cruise terminal. For example sailing, yacht, water taxi and dragon races, etc.
- More typhoon shelters should be provided.
- The land uses that support the harbour should be identified before deciding where to put the roads, housing and stadium.

6. Citizen

- The KTAC has long been giving people the impression that Hong Kong is “a smelly harbour”.
- The environmental problems of the KTAC stem from the poor planning of the Kai Tak Airport in the colonial age.
- This problem must be solved as soon as possible.
- It is doubtful on whether the 600m gap is effective in solving the water pollution problem. Asked whether there are any alternative if this solution is not effective.
- The 3 concept plans cannot achieve the objective of “returning the land to the citizens”. The proposed development of Concept 1 is just like a New Town development, to be used only by the 130,000 future residents, which violates the planning objective of Kai Tak that it should be enjoyed by all,
- The name of Concept 1: “City in the Park” is misleading as the rest of the concepts can be named as “a park”.
- Concept 3 is a bit better as it has a lower development density, so that more people can use the place. However, the connectivity with other districts is not so good.
- Kai Tak is the centre point in Hong Kong. Good considerations should be given on how to bring people here.

7. Responses from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal

- A lot of marine facilities, such as the typhoon shelters, cargo working areas, etc are essential for many people. Should examine how would the development of Kai Tak affect these people.
- Claims that Concept 1 emphasized on housing development because it needs to balance the needs of different people, including the social, environmental and economic aspects. It is not possible to satisfy everyone’s needs. The population proposed in Concept 1 is 130,000, which is only half of what is in the OZP (with reclamation) prepared

by Planning Department in the past. The population in Concept 3 is even much lower.

- Some people said that if the population is only 70,000 – 130,000 in Kai Tak, then it may be a waste of land resource. If the overall population of Hong Kong continues to grow, there will be a need to find new land in New Territories to accommodate the population growth, this will then destroy the environment of New Territories.

8. Responses from Mr. Derek C.Y. Sun, Director of City Planning Consultants Ltd.

- The integration of land and harbour will be given further consideration.
- The typhoon shelters at To Kwa Wan and Kwun Tong are maintained in the 3 concept plans.
- There are some supporting facilities for marine use in the concept plans, e.g. Leisure Boat Ride and marina. Suitable uses proposed in the forum should be incorporated in the PODP
- Will consider more on the vibrancy and land use of the streets.
- The lots size are large in the OCPs as we are in the concept plan stage

9. Responses from Mr. Eric S.C. Ma, Executive Director of Maunsell Consultants Asia Ltd

- Some roads seem wide on the plans owing the generous provision on allowance for pedestrians walkways and trees planting
- The Central Kowloon Route and Road T2 are the only trunk road serving the planning area.
- Most of the trunk roads will be built as submerged tunnel to minimize potential conflict with pedestrian flows.
- KTAC is a complicated problem. The current proposal is based on the preliminary result of water quality modeling already carried out.
- Apart from the 600m gap proposal, various options, e.g. 200m gap have also been considered. The pollutant loadings have already been tested.
- Basically the 600m gap method is so far the most promising solution in enhancing water circulation.
- Different approaches have been examined in handling the polluted sediment. Subject to further testing, bio-mediation method also used in treating Shing Mun River is recommended to tackle environmental problems at the KTAC.
- The pollution problem in the KTAC is serious and special in nature. The consultant is cooperating with the Civil Engineering and Development Department to run the tests. More time is required to have a definitive answer on the technical solutions involved.
- The consultant will let the public know once the results are available. If all the methods suggested are not feasible, reclamation may be considered.

10. Citizen

- The environmental problem in the Approach Channel must be solved, as it is ironic to have such a smelly channel in the beautiful Kai Tak development area.
- It is doubtful on whether the 600m gap can solve the environmental problems at the KTAC.
- Emission generated by the vehicles from the wide roads proposed will create air pollution problem
- Mass transit (i.e. the SCL) should come first in programming the Kai Tak development

11. Responses from Mr. Kwok-Keung Wong, Chairman, Kowloon City District Council

- Kai Tak should really be planned based on the people-oriented principle.
- The cost of Kai Tak development should well be considered
- Planning of Kai Tak should be reviewed from a macro point of view, not just for a small proportion of people.
- Planning of Kai Tak should not be too idealistic. Land has to be better utilized. If the piece of land can be sold at a high price, the money can then be used in other areas, or to pay off the construction costs of the infrastructure.
- The Town Planning Board and consultants may carry out more consultation with the 3 district councils – Wong Tai Sin, Kowloon City and Kwun Tong.
- The development of Kai Tak should integrate with the roads network of its surrounding areas, so it will be easier for people and vehicles to access Kai Tak.
- People should understand that no one concept can satisfy everyone's needs. For example in Canada, consultation took more than one year but a bridge still could not be constructed. Too many consultations may just leave the land vacant for longer time.

12. Mr. Leung, citizen

- Kai Tak is not well integrated with its surrounding areas in the 3 concept plans.
- It is doubtful on whether it is possible to access the promenade of Kai Tak as there are lots of roads blocking it. It is worried that only a small proportion of people can really enjoy the promenade.
- Planning of Kai Tak has spent lots of public fund. It may be more worthwhile to spend the money on other more important aspects, such as medical expenses.

13. Mr. Chen, citizen

- Proposal to have high-class housing along the runway is not acceptable. It is not fair that large portion of land would only be used by a small group of rich people. If the objective is to develop Kai Tak into a low-density zone, there should be no housing at all.
- More cultural centres, schools, sports centres should be provided along the runway.

14. Citizen

- Query on the large proportion of land designated for private development in Kai Tak apart from the area set aside for public housing development in North Apron
- The planned high-density residential development in the South Apron area as shown in Concept 1 and 2 may be inconvenient for future residents as it is far away from the most transit stations
- More explanation on the Road T2 programme is required.
- Gross Floor Area of the housing in the 3 concept plans should be tabulated in the consultant digest.
- Openness of the Sports/Recreation district should be clarified

15. Citizen

- The 3 concept plans are not people-oriented.
- Having luxury residential properties along the runway meaning Kai Tak is a property-oriented place.
- It is not suitable to have luxury residential properties along the runway because: (i) there are lots of sediment contaminated at the KTAC, people residing there can smell the odour; (ii) having houses in that area only benefits a small proportion of people, and (iii) the runway will also be used by other people and there may be conflict between the people living there and the visitors.

16. Responses from Mr. Derek C.Y. Sun, Director of City Planning Consultants Ltd.

- Concepts 2 & 3 have proposed a provision of a 50m wide waterfront promenade. Sufficient amenity areas are also provided for public enjoyment.
- No matter what the land use will be within Kai Tak, the water quality in the KTAC must be improved satisfactorily.
- High-density housing and stadium are proposed in the North Apron area as SCL passes through that area which would have higher accessibility.
- Development at South Apron and the runway areas will depend on road transport. Space has however been reserved for provision of environmentally friendly transport modes.

17. Responses from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal, Planning Department
- As shown in the land use budget in the Public Consultation Digest 2, there is no distinction between public and private housing development except the 2 existing public housing site at the eastern corner of the north apron area.
 - Housing along the runway are not necessary luxurious residential development.
18. Citizen
- Kowloon Bay already has ample space for industrial/office development. The government should give consideration on how the Kai Tak Development can be well integrated with these development.
19. Responses from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal, Planning Department
- The 3 OCPs are only in concept nature. The intention of the Stage 2 Public Participation is not to select 1 concept from 3 but to facilitate better understanding of the ideas behind and encourage public members to give their comments.
20. Responses from Dr Wai-Kwan Chan, Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
- HEC do not have any standpoint yet
 - People should be more critical as we are in the Stage 2 already. Selection will need to be made in the coming stage. People should think critically about whether reclamation could be adopted in the KTAC.
 - The reclamation may not be a cheap solution. It may be even more expensive according to the document provided by consultant.
 - People should also be more critical on the housing issue. People should give a figure on the acceptable scale of housing development.
 - By using population figures of other districts as references on the population issue, in concept 3, 70,000 people is equivalent to 2 times the population of Whampoa Garden. In Concept 1, the population proposed is equivalent to 4 times the population of Whampoa Garden. The participants should imagine the scale involved and comment on whether the populations proposed are too low or too high.
21. Citizen
- It is doubtful on the profitability of the cruise terminal in Kai Tak as there is already one at the Ocean Terminal.

- Concern is raised on the pollution problems generated by the cruisers. If there is housing development nearby, the pollution may affect the residents.
 - Question is raised on why there is no proposal to reserve a light aircraft runway.
22. Responses from the convener, Dr. Rebecca L H Chiu, Senior Member of Town Planning Board and Associate Professor, Centre of Urban Planning and Environmental Management, The University of Hong Kong
- If housing development in Kai Tak is reduced, people may need to live in New Town, which may be located far from the existing urban area. That is why some people suggest to have more housing in Kai Tak.
 - The population in Hong Kong is growing, we must find places to accommodate this growth. Where to accommodate this future growth of population is also a very important issue.
 - Interests of different people must be well balanced.
23. Responses from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal, Planning Department
- Suggestions to preserve a light aircraft runway were received in Stage 1 Public Participation. However, after consulting the government, the proposal is not taken forward based on the following reasons:
 - (i) a light aircraft runway may affect the development of its surrounding area. For example, with planes taking off and landing, the building around the runway area cannot be built too high due to the safety concern.
 - (ii) After the relocation of the airport, high-rise buildings have already been erected in Kowloon City area. It may be dangerous to have planes flying around the area.
 - (iii) If the runway is not open for all, then it may violate the harbour planning principle to bring the harbour to the citizens and bring the citizens to the harbour.
24. Responses from Mr. Eric S.C. Ma, Executive Director of Maunsell Consultants Asia Ltd
- After discussions with the operators of the tourism industry, a certain buffer distance is provided between the cruisers and the housing in the OCPs.
 - With modern technology, the environmental requirement for the cruisers is now much more stringent.
 - The cruise terminal is located at the end of runway, which is farthest away from proposed development. It is also located far away from the closest existing development at Kwun Tong.
 - The Tourism industry indicated that the potential & challenges of the cruise industry is great. Based on their estimation, apart from the pier

in the Ocean Terminal, there is the need for one more berth as soon as possible.

25. Responses from Dr Wai-Keung Chan, Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee

- People should mark on the consultation digest to show their supports or opposition to a particular idea or they can even draw up a whole new plan for Kai Tak.
- People need to select what should be included in Kai Tak and a theme for it. At this stage, all the elements in the concept plans can be re-arranged and located at different areas.

26. Responses from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal, Planning Department

- Encourage the public to attend the 3 topical forums as well as other district forums to provide their feedback on the OCPs.

Summing up by the Convener

- Interaction between the public and the government is active in this forum.
- The government, the public & other stakeholders should work together as partnership.

~END~

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

District Forum – Wong Tai Sin
Summary of Discussion

Date: 2nd December, 2005 (Friday)

Time: 5:30pm – 8:00pm

Venue: Performance Stage, Phase 1, Lok Fu Shopping Centre, Lok Fu, Kowloon

Opening Remarks

The Convener, Dr Peter King-Keung Wong, Vice-Chairman, Metro Planning Committee, Town Planning Board

- The latest planning of Kai Tak is based on “no-reclamation”
- Concern is also raised on the water quality of Kai Tak Approach Channel (KTAC), transport issue as well as the connectivity between Kai Tak and its surrounding areas.
- People should give more opinions.

Remarks by Panel Members

1. Mr. Kam-Chi Wong, Chairman, Wong Tai Sin District Council
 - It is better to hear more from the public in the forum than to express the views collected in the Wong Tai Sin District Council.
 - People should give more opinions.
2. Mr. Mason Hung, Member of Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
 - “No-reclamation” is supported.
 - Planning in a “bottom-up” way with more emphasis on public participation, is well supported
 - People should give more opinions.
3. Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal
 - A lot of opinions from the public have been received since the Stage 1 Public Participation.
 - The 3 concept plans are to facilitate better understanding of the planning proposal and encourage the public members to give more opinions. Participants are not asked to select 1 from the 3 Concepts.
 - There is so far no sufficient justification to support the overriding public need test for reclamation at this stage.

Presentation of Outline Concept Plans by Consultants

4. Mr. Derek C.Y. Sun, Director of City Planning Consultants Ltd
 - The 3 concept plans are introduced and a brief summary on the public views collected so far is presented.
 - A short animation on the 3 concept plans is shown.

Floor Discussion

5. Mr. Chi-Keung Lam and Miss Kwai-Fong Lee, Town Planning Concern Group
 - Suggestion to accommodate a Dragon Pearl Tower instead of an observation tower at the end of the runway is proposed as it can reflect Chinese culture and Hong Kong's character.
 - A Pearl of the Orient should be located at the top of the tower
 - Under the Dragon Pearl Tower, there will be 9 Dragons, which means "Kowloon"
 - It can also become a landmark of Hong Kong.
 - A famous city should have a famous tower. Kowloon City can be called as a "Dragon Pearl City" and the tower can be called as a "Dragon Pearl Tower".
 - The pillar of the Dragon Pearl Tower will be a lift, below it will be a gyrating restaurant, and outside the restaurant, there will be a cloister for people to enjoy the scenery.
 - Under the Dragon Pearl City will be an underground city with underground railway as well as restaurants, shops and entertainment.
 - If Kowloon City can focus on promoting tourism, the economy of Hong Kong must be beneficial.
 - If the water pollution problem in the Approach Channel can be solved, then it may be possible to have an aquarium under that area, or to have other sightseeing facilities under the water. These help attract more tourists.
 - Dissatisfied that they did not receive any feedback about their proposals.
 - The Government should carefully consider their proposal and let them have adequate feedback.
6. Mr. Tat-Yan Lee, East Kowloon District Residents' Committee
 - A timetable on the consultation period is necessary.
 - The consultation should be made more comprehensive, like the one did for the Western Kowloon Cultural District. Information should be publicize through mass media.
 - Lots of people still do not know what happen in Kai Tak or what will happen there.
 - Housing development should not be located along the runway.

- Concept Plan 3 is more preferable as there is not much housing and the population level is low in this plan.
- The runway should not be opened as it is a heritage asset which is worth preservation.
- Planning Department should be more active in reviewing Kai Tak's surrounding areas, e.g. Kowloon Bay and Kwun Tong. Should think about how to integrate with these areas, e.g. the transport network.
- The District Council hopes to preserve the control tower of the ex-Kai Tak Airport. The tower should form a landmark on the runway.
- Suggestion to have an aviation museum is proposed.
- Proposal to locate the Refuse Collection Point at the tip of the runway is not acceptable. It should be located at Kowloon Bay or Cha Kwo Ling.

7. Mr. Ng, Student of the Hong Kong Baptist University

- The Kai Tak Airport played a major role in promoting Hong Kong's economy and tourism development in the past.
- People should respect the contribution of Kai Tak.
- The history of Kai Tak should be preserved. For example, the Control Tower or the facilities remained in the passenger Terminal should be preserved in situ.
- Apart from having the old airport as a tourist spot, the more important point is to let our future generation know that Hong Kong has such a special airport in the past.

8. Responses from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal

- The idea of Dragon Pearl Tower is very creative and innovative.
- The main difference between the Observatory Tower and the Dragon Pearl Tower is that there is a heliport located above the Observatory Tower
- The feasibility of having both of them there will be examined.
- The 3 concept plans do respect the history of Kai Tak, e.g. the runway is preserved.
- The possibility of rebuilding the Control Tower will be carefully considered.
- Under the 3 concept plans, the Refuse Collection Point is located at Cha Kwo Ling far away from the residents. The refuse collection point is essential for the residents of East Kowloon as a whole and there are lots of constraints in choosing the location.
- More consultation at the beginning of the planning process can facilitate the implementation of the proposed development.

9. Mr. Chi-Keung Lam, Town Planning Concern Group

- If there is a Dragon Pearl Tower, it will not be a suitable location for the heliport.

- The cruise terminal should be a finger pier extend towards the harbour so that the heliport can be located far from the waterfront.
 - The idea of Dragon Pearl Avenue is applicable in different planning.
 - There is insufficient public square in Hong Kong. The proposed plaza in Kai Tak can be used for festivities, parade or international performance. The plaza should have a wider view.
 - Inside the Dragon Pearl Tower, there will be shops for souvenirs.
10. Mr. Leung, citizen
- Stadium in Kai Tak is very convenient for everyone to get there. It is also suitable for international sports events.
11. Mr. Li, citizen
- Suggestion to have car racing along the runway is proposed
12. Miss Wong, Student of the Chinese University of Hong Kong
- In Concept Plan 1 and 2, there are mixed-use housing above the SCL line. Query is raised on whether this will block the view of the Kowloon City.
13. Response from Mr. Derek C.Y.Sun, Director of City Planning Consultants Ltd.
- A study on the air ventilation in Kai Tak is being carried out to examine whether the proposed development will block the ventilation in the adjacent area. If the result shows there are problems with the air circulation, the land use, building design and height control will be modified.

Summing up by the convener

14. Dr Peter Kwok-Keung Wong, Vice-Chairman, Metro Planning Committee, Town Planning Board
- People representing different sectors are found in the forum
 - Planning is a very difficult task as there are lots of constraints.
 - The public are not asked to choose 1 from the 3 concepts.
 - The Dragon Pearl Tower concept is very creative. The concept is also applicable to other development areas.

~END~

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

District Forum – Kwun Tong
Summary of Discussion

Date: 10th December, 2005 (Saturday)
Time: 2:30pm – 5:00pm
Venue: Multi-Purpose Hall (The Place), Cheerful Court, 55 Choi Ha Road, Jordan Valley, Kowloon

Opening Remarks by Convener

Mr. Michael Kam-Ceung Lai, Vice-Chairman of the Rural and New Town Planning Committee, Town Planning Board

- Participants are welcomed to express their view.
- The run down of the forum is introduced.

Remarks by Panel Members

1. Mr. Chung-Bun Chan, Chairman of the Kwun Tong District Council
 - People are of great concern on the Victoria Harbour.
 - People are also concerned on the integration between Kai Tak and its surrounding areas. Development in Kai Tak should be complementary to its neighboring areas.
 - The District Council had discussed with Planning Department about Kai Tak planning before.
 - Another important concern is to preserve the scenery of the Victoria Harbour while ensuring new development be complementary with the needs of its surrounding old urban areas.
2. Mr. Kim Chan, Member of Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
 - The population forecasting should be made clear.
 - Government should let the people understand its policies first.
 - The spirit of enhancing the harbour should be applied to enhancing Kai Tak.
3. Dr Mee-Kam Ng, Study Collaborator, Centre of Urban Planning and Environmental Management, The University of Hong Kong
 - The participants are asked on whether they had attended the Stage1 Public Participation events.

- The study process – with emphasis on planning with citizens, being undertaken by the Planning Department and consultants is quite innovative in Asian cities. It can become a paragon in Asia.
- People should give more opinions.

4. Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal

- Thanks people for coming
- A lot of opinions were collected in Stage 1 Public Participation. The 3 concept plans were compiled based on public opinions.
- The 3 concept plans have 3 different themes.
- Not asking people to choose 1 from the 3 concepts.
- “No-reclamation” as the starting point.
- Understand that the public concern about the environmental problem of the KTAC.
- Understand that some people prefer reclamation, but emphasize this must comply with the Protection of Harbour Ordinance.
- Some concepts are common in the 3 concept plans, e.g. cruise terminal, multi-purpose stadium and the Shatin-Central Line (SCL), etc. Believe such ideas will benefit Hong Kong in the long-run, e.g. the cruise terminal will stimulate tourism development and economic development. The stadium can facilitate sports development while the SCL brings higher convenience to people.

Presentation of the Outline Concept Plans by Consultants

5. Mr. Derek C.Y. Sun, Director of City Planning Consultants Ltd

- The 3 concept plans are introduced and the brief summary on the public views collected so far is presented.
- A short animation on the 3 concept plans is shown.

Floor Discussion

6. Francis Chin, Chairman, The Save Kai Tak Campaign

- Query is raised on whether the concept plans really reflect public opinions as not many people have joined in the Stage 1 of the Public Participation.
- Kai Tak should be planned in a 3-Dimensional way – Land, sea and air.
- Cruise terminal in Kai Tak should not be located at Kai Tak as the water depth is only 11m. The cruise terminal would bring pollution problem and impose adverse impacts on ecology. It should be located in Whampoa area, where the water depth is 16m.
- Roads dissecting Kai Tak are not acceptable. Suggestion is made to have electrical transport system, such as light rail/ monorail to link up the Kai Tak development area and the mass transit.

- Road system should not be placed adjacent to the promenade. The air pollutants generated by vehicles will adversely affect the people walking along the promenade
- The 50m promenade is too narrow.
- The stadium should not be surrounded by housing development as in the concept plans, as the noise generated will affect the future residents.
- The stadium should be moved to the runway so as not to impose noise impacts on the surrounding residents.
- Research done by his consultant shows that Kai Tak is the only place suitable for aviation development.
- It is not acceptable that Planning Department only takes on board the cruise development and other property development. Aviation development and the history of Kai Tak are simply ignored.
- A Hong Kong General Aviation Centre should be accommodated in Kai Tak
- Suggestion is made to preserve a light craft runway in Kai Tak. The light craft runway should not affect the cruise terminal.
- The flight path will come above the sea. It would not induce safety problem on the surrounding development on land.
- There is example urban runway in Perth in Western Australia. Buildings are developed around the airport runway, but it has been very safe so far. The aviation industry has generated lots of income for the city.

7. Mr. Chi-Keung Lam, Town Planning Concern Group

- Kai Tak development should promote the economic transformation and tourism development of Hong Kong.
- Suggestion is made to develop a “Dragon Ball Tower” at the tip of the runway, as it can reflect Chinese culture and Hong Kong’s character.
- The “Dragon Ball Tower” is decorated by 9 Dragons, which means “Kowloon”
- The appearance of the “Dragon Ball” at the top of the tower could be changed to tailor different festivals. The tower can also become a landmark of Hong Kong.
- A famous city should have a famous tower. Kowloon City can be called as a “Dragon Ball City”.
- A lift is provided in the “Dragon Ball Tower” to bring visitors to a gyrating restaurant and viewing gallery at the top.
- A “Dragon Ball Plaza” to hold parade and carnivals could be planned.
- A sunken stage for the “Dragon Ball Plaza” is planned. The stage could be raised in case for performance.
- Beautiful flowers can be planted along the 2 sides of the runway. Bauhinia Variegata would be the suitable species.
- Under the “Dragon Ball City” is an underground city with underground railway as well as shopping centre.
- If the water pollution problem in the Approach Channel can be solved, it may be possible to have an aquarium, or to have other sightseeing facilities under the water.

8. Mr. Paul Zimmerman, Designing Hong Kong Harbour District
- The road network proposed is criticized as it sterilizes the area and become the pedestrian barriers to the waterfront.
 - The cruise terminal should not be placed in Kai Tak which is away from tourist destinations. It should rather be located in the highly accessible location, e.g. West Kowloon.
 - Industrial cruise home port, retail, hotel, entertainment, heliport, etc., made Kai Tak look like a green park with wooden decks. All these uses will generate significant traffic which results a four lane highway along the water-front.
 - Kai Tak will be lack of vitality if the harbour-front is sterilized by cruise terminal and the tourism node proposed under the concept plans.
 - It is more preferable to develop a living harbour as an economic and leisure asset for the society.
 - More marine activities should be promoted and the existing marine users should be well protected. Marine and land-use interfaces should be well-planned.
9. Mr. Leung, Representative of the Cargo Working Area of Cha Kwo Ling and the Hong Kong Cargo Vessel-Traders' Association Ltd.
- The typhoon shelters must be preserved to promote the current logistics industry.
 - A cruise terminal should be developed in Hong Kong but it should not be located in Kai Tak, as the seabed is not deep enough to cater larger cruises in future.
 - The cruise terminal can be located in other areas such as Shatin, Disneyland, etc.
 - Suggestion is made to have more open spaces as well as entertainment facilities, instead of large-scale hotel, office and housing development.
10. Mr. Simon K W Chak, Hong Kong Rotor Company Ltd.
- There are no venues for learning and practicing aviation in Hong Kong.
 - Suggestion is made to promote aviation in Ka Tak, which can generate a lot of economic benefits for Hong Kong.
 - The Planning Department may consult him on aviation issues.
11. Mr. Dickson C H Hui, LD Asia Architects, Planners, Desginers Liewelyn-Davies Hong Kong Ltd
- Development of Kai Tak should have more connection with its surrounding areas, e.g. direct linkage between Kwun Tong and Kai Tak runway and better connection with San Po Kong.
 - Metro Park and Stadium developments are supported but concern is raised on whether the stadium really needs 24 hectares area.

- The stadium site can be divided into 3 smaller ones and they can be integrated with the Metro Park and open space system which provides sport and recreation facilities for the surrounding residents.
- The stadium should be located between 2 rail stations to facilitate better pedestrian flow.
- Set back the cruise terminal (50-100m northwards), so as to leave the runway tip for public enjoyment, is preferable.

12. Candy Yu, Representative of the Owners of Yau Tong Bay

- The environmental problems of the Approach Channel should be solved first.
- Limited and reasonable reclamation may be the best solution.
- Reclamation of the Approach Channel will not affect the coastline of the Victoria Harbour.

13. Responses from Mr. Eric S C Ma, Maunsell Consultants Asia Ltd.

- Pollutants are accumulated in the Approach Channel owing to the poor water circulation in the area.
- Possible solutions include opening a gap at the runway to facilitate water circulation, and to adopting bioremediation as a treatment of the contaminated sediments.
- All possible methods in tackling the pollution problem of the Approach Channel should be proved not feasible before we can proceed to reclamation. This is to comply with the Protection of the Harbour Ordinance.
- The testing results of the possible methods in solving the problem will be released as and when they are available.

14. Mr. Li-Tung Chuang, Citizen

- Proposal to have a heliport in Kai Tak is not acceptable as it will create great noise pollution. The heliport should be located on the outlying islands, such as Lantau Island.
- The great pedestrian flow after big events in the Stadium will cause problem.
- The stadium will not become a landmark as a lot of cities also have a stadium.
- No building should be placed along the runway to preserve its integrity. Kai Tak development should not be just a property-oriented development.
- The Approach Channel should be reclaimed, unless there is advanced technology to solve the pollution problem completely.

15. Miss Po-Ling Ko, Member of Kwun Tong District Council

- The District Council support to develop Kai Tak into a tourism and sports centre.

- Sports and recreation facilities in Kwun Tong, Wong Tai Sin and Kowloon Bay are not sufficient.
- There is lack of integration in the current concept plans with Wong Tai Sin district, Kowloon City district and Kwun Tong district.
- Development of Kai Tak should integrate with the surrounding development. The Metro Park, Sung Wong Toi Park, Walled City Park, Wong Tai Sin Temple, etc are a cluster of heritage. They are very important for education and tourism development.
- Apart from tourism, development of Kai Tak should take account of the integration of the industrial areas in the surrounding districts.
- The Kwun Tong waterfront should be beautified helping to revitalize the Kwun Tong Business Area.
- The cargo working areas should be relocated to Cheung Chau and Tseung Kwan O, so as to beautify the Kwun Tong waterfront.
- Though the proposed refuse transfer station is essential, it should not be put near the residential area in Cha Kwo Ling. The station should be placed at Lei Yue Mun or Tseung Kwan O.

16. Mr. Sam Lam, Citizen

- The proposed development in Kai Tak is similar to that in Tseung Kwan O.
- Suggestion is made to hold a World Exposition along the runway.
- Suggestion is made to develop Kai Tak into “City of Tomorrow” in Tokyo, an advanced commercial and financial centre.
- It is doubtful on whether Hong Kong requires such a big stadium.
- Suggestion is made to have rowing competition in the Approach Channel.
- Roads should be submerged as far as possible.

17. Responses from Mr. Chung-Bun Chan, Chairman of the Kwun Tong District Council

- Kai Tak development should not be planned like Tseung Kwan O occupied by high density development.
- More public open space should be provided in Kai Tak.
- Concept Plan 3, which has the lowest population density, is preferred.
- Instead of having high rise development in Kai Tak, residential project could be planned at Anderson Road and Choi Hung.
- The Kwun Tong waterfront should be beautified helping to revitalize the Kwun Tong Business Area.

18. Joint Chief of Civic Development

- There is lack of integration between Kai Tak and its surrounding areas in the 3 concept plans.
- There is no direct linkage between Kai Tak and Kwun Tong and Ngau Tau Kok.
- The environmental problem in the Approach Channel is still not solved.

- Suggestion is made to have an extra concept plan based on reasonable reclamation. Reclamation may be the best solution to solve the environmental problem at KTAC. KTAC could be developed as a water sports activities centre.
- Suggestion is made to extend the promenade to Kwun Tong.
- The existing Kwun Tong Typhoon Shelter should not be preserved as it may not be compatible with proposed Kai Tak development.
- Suggestion is made to provide monorail to link up the Kai Tak developments.

19. Mr. Chow, Citizen

- Competition on aviation business is keen as more airports are opened up in China. Suggestion is made to have a small airport at Kai Tak for short journeys travelers.
- Suggestion is made to accommodate the United Nations Headquarter in Kai Tak, as it can enhance the global image of Hong Kong.

20. Mr. Wong, Citizen

- It would be desirable to hold public forums in Kai Tak runway, so that people can easily understand the environment.
- Kai Tak development should not be planned like Tseung Kwan O occupied by high density development.
- Dissecting Kai Tak by road network is not acceptable. Roads should be submerged or environmentally friendly transport should be provided in Kai Tak.
- The oval shape of the stadium is not satisfactory. Stadium should be in form of rectangular shape to tailor the surrounding street pattern.
- Planning of Kai Tak is not consistent with its surrounding area.
- The cruise terminal should not be provided at the tip of the runway, as the tip of the runway should be designed as a public open space. Comments from Paul Zimmerman that the cruise terminal can be put in Whampoa is agreed
- Helipad in Kai Tak is not acceptable
- The 600m gap can become a centre for water sports.

21. Miss Leung, Citizen

- Query is raised on why cruise terminal is proposed in all the 3 concept plans. It seems that no one support to have the cruise terminal in this forum.
- Medium or low density housing along the runway is not acceptable.
- The cruise terminal should not be located in the tip of the runway.
- The waterfront should be returned to the citizens of Kwun Tong, San Po Kong and Kowloon City.
- The road network is just planned to fit the cruise terminal.

22. Miss Joanlin Au, Hon Secretary, The Save Kai Tak Campaign
- Aviation history should not be ignored in the Kai Tak development.
 - To have a light craft runway is important to sustain the aviation culture in Hong Kong.
 - The light craft runway and the cruise terminal can co-exist. It is agreeable with Paul Zimmerman that there are lots of alternative locations for the cruise terminal, i.e. to extend the existing cruise terminal in the Ocean Terminal or the Hong Kong-Macau Ferry Pier.
 - Whampoa would also be the best place to locate the cruise terminal in view of its deep water.
 - Reasonable reclamation would not adversely affect the harbour. Macau, after reclamation, is considered more beautiful. .
23. Miss Theresa Yeung, Representative of the Association of Incorporated Owners of Yau Tong Bay
- The Approach Channel should be reclaimed to solve the pollution problem. “
 - It may not be a workable solution to improve the water circulation by creating the 600m gap means which divert pollutants to the Victoria Harbour.
 - Scientific evidences should be referred to in deciding on whether there is any “overriding public need” to justify reclamation. If there are no scientific methods to solve the environmental problems of the water body, it will be wrong to insist “no reclamation” and sacrifice the long term sustainable development of Hong Kong.
24. Miss Leung, Citizen
- Both the heliport and the cruise terminal will create noise pollution.
 - It is doubtful on whether a cruise can pass through Lei Yue Mun as it is too narrow.
25. Miss Joanlin Au, Hon Secretary, The Save Kai Tak Campaign
- The 3 concept plans do not reflect public opinions collected in Stage 1 Public Participation. It is Doubtful on whether the consultation is meaningful.
26. Mr. Simon K W Chak, Hong Kong Rotor Company Ltd.
- Planning Department does not consider aviation education in the generation of the concept plans.
 - A runway, which could be run by the government, should be incorporated

27. Mr. Francis Chin, Chairman, The Save Kai Tak Campaign
- There are no aviation education elements in the 3 concept plans, which only concern about property development
 - Aviation education was being suppressed in the colonial age. This should be promoted in Kai Tak now.
 - Aviation education needs a light craft runway.
 - As there are no education facilities in Hong Kong, people need to learn aviation in other countries.
 - Aviation development in China is rapid. To compete with China, a small airport for light craft should be established in Hong Kong. It would also provide lots of business opportunity in Hong Kong.
 - The 600m gap will divert the pollutants to the typhoon shelter.
 - Suggestion is made to reclaim the Approach Channel.
28. Mr. Chi-Keung Lam, The Town Planning Concern Group
- There will be an underground railway under the “Dragon Ball City”.
 - Parade can be held along the Dragon Ball Boulevard and it can attract lots of tourists.

Closing Remarks by Panel Members

29. Mr. Kim Chan, Member of Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
- Better connection between Kai Tak development and the interface districts should be encouraged.
 - High accessibility for pedestrian and traffic are of equal concern.
 - The needs of various surrounding districts in the future Kai Tak development should be taken into account.
 - 6 January 2006 will be the deadline of submitting proposals/ideas. People should give more opinions.
30. Dr Mee-Kam Ng, Study Collaborator, Centre of Urban Planning and Environmental Management, The University of Hong Kong
- The opinions raised, particularly the Dragon Ball City Proposal, are very innovative.
 - Many participants joined Stage 1 forums do not come to the current forum. It may be why opinions received in the current forum sounds different from those received in Stage 1.
 - In Stage 1, lots of people supported to have a cruise terminal. Some voiced out the requirement for aviation education, but Kai Tak may not be the best place.
 - It may involve policy changes if for better planning of Kai Tak.
 - Suggestion is made to put a summary of opinions from Stage 1 in the Digest.

- Community planning in Hong Kong is still not mature, but the Planning Department has been trying their best.
- People giving concrete comments on the 3 concept plans are much appreciated.

31. Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal

- Active discussions among the participants are much appreciated
- It is important to cater for the needs of different sectors of the society in planning for Kai Tak. Sufficient land for schools, business development, hospitals, etc. should be provided.
- The light craft runway proposal is not taken forward based on the following reasons:
 - (i) A light aircraft runway may affect the development of its surrounding area. For example, with planes taking off and setting down, the building around the runway area cannot be built too high in order to ensure the safety of flying.
 - (ii) After the relocation of the airport, high-rise buildings have already been erected in Kowloon City area. It may be dangerous to have planes flying around the area.
 - (iii) If the runway is not open for all, then it may violate the harbour planning principle to bring the harbour to the citizens and bring the citizens to the harbour.
- Planning Department held a Kai Tak Forum in March, in which lots of people did not support to have a small airport in Kai Tak.
- Planning Department supports aviation development in Hong Kong, but the best location may not be in Kai Tak.
- Planning Department will continue to collect opinions from the public. A Preliminary Outline Development Plan will be prepared based on public opinions.

Closing Remarks by Convener

32. Mr. Michael Kam-Cheung Lai, Vice-Chairman of the Rural and New Town Planning Committee, Town Planning Board

- He is not representing the government in the forum
- It is good to have different opinions from the public.
- People can still give opinions in Stages 2 and 3 Public Participation. Alternatively, people can give opinions to the Town Planning Board in the later stage.
- The participants are thanked for their active participation in the forum.

~END~

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

Topical Forum (1) – Multi-Purpose Stadium
Summary of Discussion

Date: 28th November, 2005 (Monday)

Time: 6pm – 8pm

Venue: Room AC2, 4/F, Administration Building, Hong Kong Cultural Centre, 10 Salisbury Road, Tsim Sha Tsui, Kowloon

Opening Remarks by the Convenor

1. Hon, Timothy Tsun-Ting Fok, President, Sports Federation & Olympic Committee of Hong Kong, China welcomed everyone to the forum and introduced the Panel Members.

Remarks by Panel Members

2. Remarks by Mr. A F M Conway, Vice-President, Sports Federation & Olympic Committee of Hong Kong, China
 - Sports help people to have a healthy mind & body and reduce obesity of children.
 - “Sports For All” is supported.
 - The stadium & its adjacent facilities are very important for all the citizens.
 - Hong Kong is an international city. We should be able to bring various Asian games and world championship here.
 - The stadium has a retractable roof. Though it is adjacent to downtown, it will not have the noise problem that we currently have.
 - The Sports City will be very vibrant and everybody will be involved.
3. Remarks by Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal
 - In the last round of public participation, lots of people would like to have high quality residential buildings, tourism/recreation development and sports development in Kai Tak.
 - Opinions and comments from the public participants are taken into account in consolidating the 3 concept plans.
 - All the 3 concept plans have 24 hectares for the stadium.
 - The objective of this topical forum is to exchange views about the planning of the Stadium, including its location, size, etc.
 - People are welcomed to give opinions on the impact of this proposal to its surrounding areas.

4. Remarks by Mr. Tai-Ping Poon, Eddie, Principal Assistant Secretary (Home Affairs) (Recreation & Sport)

- Home Affairs Bureau is responsible for sports development policies in Hong Kong.
- The objectives of the stadium should be consistent with our sports policy – sport for all, sports excellence and turning Hong Kong into a sports events capital
- Cooperation with the sports sector is necessary to achieve these objectives.
- Many of the existing recreational and cultural facilities are aging. Most of them are over 20 years and cannot cope with the current sports development needs. To have a new stadium in Kai Tak is a great opportunity to support healthy sport development in the future.
- The new stadium would be more flexible and eclectic so that various kind of sports and non-sports events can be taken place there, and the stadium will not be left vacant during the non-event day.
- “Sports City” means there will be people from all walks of life engaging in different types of sports on a daily basis.
- The stadium complex comprises a cluster of sports facilities such as a main stadium, a secondary stadium, multi-purpose arena and ancillary facilities.

5. Remarks by Dr. Tai-Lok Lui, Professor, Department of Sociology, the Chinese University of Hong Kong

- The stadium help to promote sports for all, sports excellence and turning Hong Kong into a sports events capital.
- Centralization of the sports facilities is beneficial. Different events can attract different people.
- The stadium gives a good opportunity to re-organize the usage of existing sports facilities.
- The stadium helps Hong Kong to broaden its horizon when organizing big events. Hong Kong needs to have a regional horizon, and to cooperate with South China, China and other Asian countries.
- The offices, housing and good transport network planned and the centrality of the stadium will enhance its successful rate.
- The stadium can stimulate the business of its surrounding entertainment, dining & retail activities.

6. Remarks from Mr. Vincent Ng, Member of Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee

- It is not possible to include everyone’s wishes in Kai Tak as “zero-reclamation” means a limited land resource.
- Playing mahjong is used to illustrate that people are still arguing where to locate different facilities, for example, whether the government headquarter should be located in Admiralty or Kai Tak, whether

cultural district should be located in Western Kowloon or Kai Tak etc. To win, we have to finish the game.

- Comments will not be given on whether the stadium should be in Kai Tak. Instead, the planning process for Kai Tak should have more concern.
- No information is given on whether the 24 hectares of stadium is enough or not. Lots of things will be sacrificed if the stadium of this size is located in Kai Tak. It must be carefully planned on how to use that piece of land.
- The stadium should be well integrated with its surrounding, e.g. the park, the waterfront, etc.
- The big road separating the stadium and the park as well as the waterfront is not preferable. Amendment should be made on the road network.
- Suggestion is made to put the roads underground so that the stadium can be linked up with the waterfront.
- Suggestion is made to integrate the stadium with cultural facilities. Software, such as policies and education, is considered more important than hardware.

Presentation of the Outline Concept Plans by Consultants

7. Ms Iris Tam, Managing Director, City Planning Consultants Ltd

- Consensus reached in the Stage 1 public participation is presented
- The 3 concept plans are introduced
- A short animation on the 3 concept plans is shown.

Presentation of the stadium proposals by consultants

8. Alan Macdonald, Director of Urbis Ltd.

- Most of the existing sports facilities are getting older and older. They need major repair and refurbishment.
- Modern international stadiums usually have high flexibility and be associated with commercial development.
- The problems of the stadiums in Hong Kong are (i) not multi-use, (ii) lacks flexibility, (iii) locational issues (iv) increasing recurrent cost
- One of the main characters of the world-class stadiums is that they are usually associated with urban renewal with housing development.
- Out of the 4 possible sites for stadium development in Hong Kong (North Lantau, West Kowloon, South East Kowloon and Tseung Kwan O), South East Kowloon is found the most suitable in terms of accessibility, land availability and harbour protection.
- The site accommodating the whole stadium complex, rather than the stadium alone, is 24 hectares in size.
- A new stadium in Hong Kong can create an iconic landmark.
- The stadium should be equipped with removable pitch, retractable roof and adjustable seating.

- The stadium complex should include main stadium, secondary stadium, indoor sports venue, ancillary and commercial facilities, circulation, open space and parking. It can accommodate a full range of activities.
- A new stadium can help to generate employment opportunities and promote investment in the area.

Floor Discussion

9. Mr. Tak-Wah Yeung, Hong Kong Sports Association for the Mentally Handicapped

- Criticism is made on the lack of integrated sports facilities in Hong Kong.
- The existing sports facilities are too old. For instance he was so embarrassed last year during an international swimming activity when the display screen was not workable.
- The planned stadium should not be commercialized.
- The stadium should not be used solely for entertainment. Sports and entertainment can co-exist.

10. Peter Cookson Smith, Hong Kong Design Association, Convener of Hong Kong Urban Design Alliance of the Institute of Planners and Institute of Architects.

- The stadium proposal is supported
- The timing is now right.
- There's momentum towards the needs of new sports venues owing to the Beijing Olympic Games 2008 and the Hong Kong East Asian Games 2009.
- Hong Kong lags behind other cities. Even China is building the most sophisticated stadium facilities.
- A stadium is required at a central location and it should be easily accessible.
- The site is available now. 24 ha out of the total 300 ha Kai Tak development amount to less than 10%.
- The development can act as a catalyst of other areas, e.g. entertainment, recreation, restaurants, etc.

11. Mr. Raymond Mak, Hong Kong Triathlon Association

- In the past, a stadium was only popular when there were special events.
- There is a lack of sports venues in Hong Kong.
- Hong Kong's sports culture is good, e.g. during the marathon, 30,000 people attended it. Many people complained about the noise. This happened just because the sports facilities in Hong Kong are insufficient, e.g. in Shatin, the cycling track is very narrow, not suitable for competition. In Tin Shui Wai, when there are sports events, there are not enough toilets for the athletes.

- Whether the stadium can be successful depends on whether there are complementary facilities.
12. Miss Siu-YinYip, Chairman, Hong Kong Skating Union Limited
- There are both summer and winter sports events in Hong Kong.
 - Sports facilities is not sufficient in Hong Kong and it is not designed for the disabled. Also, because of this, most of the athletes have to be trained out of Hong Kong.
 - The stadium should allow ice-skating activities.
13. Mr. Jeffrey Lo, Member of the Hong Kong Institute of Architects
- The opportunity costs to develop the stadium in Kai Tak would be high.
 - Tseung Kwan O may be a lower cost option.
 - The 24 hectares of land can be sold at HK\$70 billions and the cost of the construction of the stadium is 2.7 billions. If the stadium is put in Tseung Kwan O, the difference of the costs between Tseung Kwan O and Kai Tak can support lots of sports events or sports education.
 - The quality of the athletes will not be higher even if the stadium is put in the central location.
 - Sports education facilities should be provided around the stadium.
 - The stadium should be used to educate the teenagers or our future generations about sports. Suggestion is made to put a sports school adjacent to the stadium, so that the students can make use of it.
 - The Hong Kong Stadium is very quiet at night because there is no integration with its surrounding areas.
 - Suggestion is made to integrate the stadium with commercial development, MTR stations, school and the promenade.
 - If the stadium will really be put in Kai Tak, it must be planned very well as the opportunity cost can be very high.
14. Mr. Andy Leung, Member of the Hong Kong Institute of Architects and HEC Member
- The sports facilities in Hong Kong are insufficient and have lots of problems.
 - In the past, sports facilities were planned in a piecemeal way.
 - Government should do more research on the demand of sports facilities in Hong Kong.
 - In the past, the Regional Councils practiced decentralization policy: each district has its individual Indoor Recreation Centre. However, in many districts, the usage of facilities is very low.
 - If the stadium is placed in Kai Tak, the old and dilapidated facilities can be released for other uses, e.g. for other GIC development.
 - Good software should be in place, for example,. the Institute of Sports should be located within in the stadium.

- Within the 24 hectares, only 4 hectares are used for the stadium. Consideration should be given on how to make good use of the rest of the 20 hectares of land.

15. Mrs Loran Mao, President of the Hong Kong Federation of Roller Sports

- In the past, the government, together with the Regional Councils, put lots of resources in promoting sports activities, and the sports facilities are mostly for the general public. There is not much resource to promote the elite training. The sports sector therefore gives full support to develop the stadium in Kai Tak.
- It is the right timing to develop the stadium. After years of promotion by the government, lots of parents would like to have their children participating in sports activities. The knowledge of sports of the citizens has increased a lot.
- There is insufficient sports facilities in Hong Kong. The stadium should also accommodate facilities for minority sports other than the sports activities incorporated in the Olympics.
- There are lack of good sports venues in Hong Kong. In the Lai Chi Kok Park, there is a skating area but it is used for general sports only. The standard low and not suitable for competition.
- In other countries, many of the Olympic Parks or stadiums also include general sports facilities.
- Kai Tak is a suitable site because its environment is nice. In Tseung Kwan O, the commercial viability of the stadium will be much lower. The shops there may not be profitable.
- In Australia, even when there is no sports event on a particular day, there are lots of commercial activities around the stadium. This successful experience can be borrowed for Kai Tak.

16. Mr. Tze-Wan Li, Hong Kong Canoe Union

- Water sports, for example, dragon boating, rafting, canoeing, windsurfing, etc should also be accommodated in Kai Tak.
- Sports competition can be arranged along the runway.

17. Mr. Martin Lam, Hong Kong Football Association

- The concept is supported
- The benefits are not only limited to sports development, but also for the cohesion of the society. It also enhances the international image of Hong Kong.
- There has been great improvement in elite sports in Hong Kong, as they have been winning more medals.
- Hong Kong has lots of sports facilities, but most of them are isolated and not up to international standard.
- In many cities of the world, whenever there are big sports events, the city will make use of these facilities to attract more tourists, e.g. in

Australia, after the Millennium Olympic, the facilities have become attractive tourist spots.

18. Mr. Clement Yeung, Hong Kong Water Ski Association

- The consultants should seek advice from the Hong Kong Sports Federation about the demand of sports facilities in Hong Kong.
- Apart from the multi-purpose stadium, there should be international standard swimming facilities. There should also be venues for international water sports, e.g. rowing, canoeing, dragon boating, etc.

19. Mr. Silas Chiang, Hong Kong Schools Sports Federation

- Lots of people like to attend events of sport games but there are insufficient facilities.
- This problem occurs in both outdoor and indoor venues. For example, in the Macpherson Playground, 300 people once queued up to buy the tickets, but they still couldn't get one. In the Southorn Playground, almost all the seats were fully occupied during events.
- The stadium should be accessible by students so that they can practice more frequently.
- Nowadays, in every city even in Macau, every time it holds sports events for the disabled, they have a centralized sports venue for that purpose. For the disabled, transport and accessibility are very important, particularly for practice and training. It will be inconvenient for them if the stadium is located far away.

20. Mr. Patrick Ng, the Hong Kong Schools Sports Federation

- The concept comes a bit late already.
- When applying for organizing the Asian Games, everyone worked very hard for that stadium, but after that, the passion has disappeared.
- Cooperation of various parties is required.
- The stadium won't be a white-elephant or the probability will be very low.
- The government should be careful in determining the fees involved in using the stadium. Fee to use the Hong Kong Coliseum is high
- If the stadium can be used by everyone, the sports culture will be developed.
- The stadium is not only for sports, but also for other events that are profitable.

21. Mr. Tony Yu, Hong Kong Table Tennis Association

- There are insufficient facilities for table tennis events.
- For every big event, there are more than 1,000 or even 2,000 people joining. As a result, the events have to last for 2 to 3 months due to the lack of facilities.

- If 30 – 40 tables can be accommodated at the same time, big events of table tennis can be held in Hong Kong. There is no suitable and cost effective venue at the moment. HKCEC is too expensive for them.
- With more international competitions in Hong Kong, more exchanges can be made among the athletes around the world. This also helps to enhance the skills of the athletes and the sports culture in Hong Kong.
- The stadium should be really convenient and can be used by everyone in Hong Kong.

22. Mr.Kee-Shun Wai, United Public Relations Company Limited

- No one oppose to have a stadium in Hong Kong; the main concern is just about its design and location.
- A stadium must have a roof due to the unstable weather in Hong Kong.
- Marathon event in 1970s was held on Yuen Long. No one was however interested in a sport event in Yeun Long and it is difficult to get sponsorship. It becomes a very successful event after it has been moved to downtown
- The stadium should not be collocated with too many offices development. Instead, there should be more housing near the stadium, so that more people can get there during day & night.

23. Mr. Kim-On Chan, HKIP Member and HEC Member

- People should think about: (i) how much government resource has been put in sports facilities? (ii) how to use the existing resources?
- Doubt is raised on whether the Sports Policies Review will examine these 2 issues. For example, it said the new stadium will replace the Hong Kong Stadium and the Queen Elizabeth Stadium, but then what will be the future use of these 2 stadiums?
- Questions are raised on the funding sources and the costs of the construction, management and maintenance of the stadium.

24. Mr. Payne Allan, Executive Director, Hong Kong Rugby Football Union

- The concept of “Sports by the Harbour” is supported
- It is Embarrassing at the moment when big events, for example, soccer, basketball, skating, etc. are held in Hong Kong.

25. Miss Anita Soo-HanYiu, Executive Director, the Hong Kong Amateur Athletic Association

- The economic, entertainment and sports development should be well balanced.
- Big events cannot be held in Hong Kong owing to the lack of sports facilities. In Asia, 20 to 30 countries have already held the Asian Championship, but Hong Kong still hasn't held one. Even in Macau, it is going to hold an Asian Championship for juniors, but Hong Kong still cannot do this.

- To hold a big event, there must be one major pitch and one minor pitch. Hong Kong does not have it now. It's true that there will be one in Tseung Kwan O for the 2009 Asian Games, but it is still not big enough for major events.
- For the Standard Chartered Marathon in 2010, the number of participants may reach 80,000. The existing facilities are not good enough to support so many people. Carnival may be held with the events and this may attract even more people.

26. Mr. Ivan K.S. Wan, Kowloon-Canton Railway Corporation

- There is no venue for car racing in Hong Kong
- Most of the sports facilities are better in Mainland China.
- Last year, an International Indoor Motorbike Racing was held. It was very successful. It is therefore expected that with the new stadium, the association can hold more motor sports events.
- The existing Hong Kong Stadium should be released for other use.
- The size of the new stadium should be larger, and be comparable with the stadiums in other cities. The stadium should be able to accommodate 50,000 to 60,000 people.

27. Responses from Alan Macdonald, Director of Urbis Ltd.

- Static training facilities can be accommodated in the stadium
- The proposed stadium can accommodate various sports activities, but it may be difficult to have an open water space in Kai Tak.

Closing Remarks by Panel Members

28. Mr. A F M Conway, Vice-President, Sports Federation & Olympic Committee of Hong Kong, China

- Participants are dedicated to sports and are passionate in giving their view.
- It is clear that everyone in the sports community wants to have the stadium.
- 16 out of 18 speakers support the proposal.
- Hong Kong really needs a sports culture.
- Kai Tak should be the best place for the development.

29. Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal

- Water pollution problem is serious in the Kai Tak Approach Channel. Water sports activities may not be suitable unless the pollution problems can be resolved.
- There are public cargo working areas and the typhoon shelters in the Study Area, which may have interface problems with the water sport activities suggested. This will be further examined.

- Public opinions will be collected and consolidated in one Preliminary Outline Development Plan (PODP) next year. Stage 3 Public Participation will be carried out with the PODP.
30. Dr. Tai-Lok Lui, Professor, Department of Sociology, The Chinese University of Hong Kong
- It is difficult to determine on whether Kai Tak is the right place, but the conventional approach to locate it at remote areas owing to cost saving considerations should not be repeated.
 - Pedestrian flow is important for the success of the stadium.
 - Among the different possible locations, Kai Tak may be the best choice.
 - People should be encouraged to visit the stadium.
 - The fund raising issue should be well considered.
31. Mr. Vincent Ng, Member of Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
- It is agreeable to have a stadium at Kai Tak.
 - Sports and culture cannot be restricted in one specific area.
 - Kai Tak should not accommodate all types of sports.
 - Hong Kong should have an overall and comprehensive blueprint on sports development.
 - There are lots of similarities between the proposed stadium and the proposed Western Kowloon Cultural District.
 - The case of the proposed stadium is better than the Cultural District because there are more discussions before the invitation of private participation, and there is no giant canopy.
 - The stadium should be a truly sports project rather than a property development.
 - Marks of Physical Education are not counted in school. This explains why students are not concerned about sports education. Suggestion is made to include the marks of Physical Education so as to encourage students to put more effort on sports.
32. Mr. Tai-Ping Poon, Eddie, Principal Assistant Secretary (Home Affairs) (Recreation & Sport)
- In the past, the facility provision could only confine to more popular sports as it was difficult to provide facilities for all types of sports.
 - The idea of having a new stadium is a good opportunity to rectify the problems of the existing sports facilities.
 - It may not be possible to include all types of sports in the stadium complex, but as a new stadiums are multi-purpose so that many sports events can be held in the new venues.
 - The Home Affairs Bureau will carry out a financial study for the stadium.

- Though the operation of the stadium should not be too commercialized, commercial elements may be important to attract private investment and enhance its financial viability in the long run.
- As the stadium will occupy no more than 24 ha of land, the planning of stadium complex would be carefully done and the actual site requirement would be subject to detail design and discussion with other government departments concerned.

Closing Remarks by the Convener

33. Hon, Timothy Tsun-Ting Fok, President, Sports Federation & Olympic Committee of Hong Kong, China

- The existing sports facilities are not sufficient.
- The stadium is not only about sports but also about the image of Hong Kong.
- It is important to have complementary facilities with the stadium.
- It is common for a world city to accommodate various related facilities in a sports park.
- Participants are thanked for coming.

~END~

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

Topical Forum (2) – Cruise Terminal
Summary of Discussions and Opinions

Date: 6 December 2005 (Tuesday)

Time: 2:30pm – 4.30pm

Venue: Room AC2, 4/F, Administrative Wing, Hong Kong Cultural Centre, 10 Salisbury Road, Tsim Sha Tsui

Opening Remarks by the Convenor

1. Prof. Andrew Chan, Member of Hong Kong Tourism Board, and Director, EMBA Programme, The Chinese University of Hong Kong, welcomed everyone to the forum and introduced the Panel Members.
2. Remarks from Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal, Planning Department
 - Kai Tak Planning Review has been started since September 2004.
 - At Stage 1 Public Participation, Planning Department received many responses from the public concerning about the issues of sustainable development, ridgeline protection and preservation of Kai Tak's historic culture and character as well as suggesting "no reclamation" as the starting point of planning concepts. At the same time, there were many constructive suggestions mainly concerning about the developments of tourism, recreation, sport and luxurious housing, and the cruise terminal is considered a major component of tourism development.
 - Many participants have raised comments concerning the cruise terminal. Some wonder whether the location of Cruise Terminal has to be in Kai Tak and suggest other alternatives, such as West Kowloon, Hung Hom, North Point and even Lantau Island. Some are concerned about the environmental impacts generated by the Cruise Terminal. Some query if the Cruise Terminal is compatible with adjoining areas. More comments on the subject matter are welcomed.

3. Remarks from Ms. Maisie Cheng, Deputy Commissioner for Tourism, Tourism Commission

- Hong Kong has potential to become homeport of the major cruise lines in Asia Pacific. It is achievable owing to its excellent geographic location, its world-class facilities and its popularity among overseas visitors.
- Developing Hong Kong into a regional cruise hub would bring in substantial economic benefits and employment opportunities.
- The existing cruise terminal facilities are not able to meet the demand especially at high season and cannot cater for cruise ships of over 50,000 gross tonnage. A new cruise terminal with adequate supporting infrastructure is essential to support such development.
- The Cruise Terminal should be located within the Victoria Harbour.
- Kai Tak is selected for the Cruise Terminal development as it is technically feasible and it has room to accommodate more than one berth to cater for future demand.
- It is anticipated that the construction of Cruise Terminal is to be completed by 2011 at the earliest.

4. Remarks from Mrs. Aliana Ho, General Manager, Tourism Marketing, Hong Kong Tourism Board

- Travelling by cruises has become popular in many places, such as Caribbean Sea, Mediterranean and Alaska. Asia has enormous potential for cruise industry.
- The existing Ocean Terminal is not adequate to accommodate modern large cruises. Hong Kong should develop a new Cruise Terminal to increase its competitiveness.
- The proposed cruise terminal should be (1) able to accommodate the latest model of large cruise; (2) situated in Victoria Harbour highly accessible to other tourist spots; and (3) located in area with sufficient space for future expansion.
- The proposed cruise terminal will benefit tourism, hotel and catering, retailing, advertising and logistics at local level. It will also strengthen Hong Kong's image of "Asia's World City" and further promotes Hong Kong's well-known Victoria Harbour at international level.
- Since other Asian cities, such as Singapore, Shanghai, Xiamen and Hainan Dao, have been upgrading their cruise terminal facilities and supporting the cruise industry, Hong Kong should keep pace with those cities by better exploiting its advantages and encouraging the cruise industry.

5. Remarks from Dr. Chan Wai Kwan, Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee
 - Participants are reminded that this is the Stage 2 Public Participation.
 - Everyone is appealed for not going back to the topics that was discussed in Stage 1 Public Participation to avoid repetition.
 - It is better not consider detailed design of cruise terminal at this stage.
 - Whether Kai Tak is the suitable location of the cruise terminal should be examined at this stage.

6. Remarks from Professor Bernard Lim, President, The Hong Kong Institute of Architects
 - The proposed cruise terminal should be located in Victoria Harbour. As in Venice, cruises pass through Saint Marco (city centre) and offer the passengers a spectacular view of the whole city.
 - Design of cruise terminal is crucial. For example, waterfront promenade on top of the cruise terminal at the tip of the Kai Tak runway may not be desired if adequate planting cannot be provided. Design competition should be encouraged so as to create an iconic landmark to attract visitors.
 - Environmental-friendly and sustainable transport facilities, for example a light rail interchanging with the mass transit system, should be provided for cruise passengers.
 - Query why there is only one option for the cruise terminal development in all three Outline Concept Plans.
 - A deep seabed may not be required for mooring supreme cruises.
 - Cruise terminal should be located close to the city centre to reduce travelling needs.
 - Temporary mooring place should be taken into account.
 - Information is not fully understood by those who are not working in the fields of tourism and logistics.

7. Remarks from Dr. Hung Wing Tat, Collaborator
 - Wish to develop an excellent Cruise Terminal Hong Kong is expressed.
 - Accessibility is the key factor for the success of the Cruise Terminal and therefore adequate land transports, such as coach and bus, should be provided.
 - Cruise Terminal should be located in Hung Hom, close to the International Mail Centre and Transport Interchange nearby.

Brief presentation of the Outline Concept Plans by Consultant

8. Ms Iris Tam, Managing Director, City Planning -- Maunsell Joint Venture
- Elements of the OCPs related to the cruise terminal development is presented
 - The reasons to propose such development at the tip of Kai Tak runway are: (1) the design of the Cruise Terminal can stand out itself as one of the landmarks in Hong Kong under the urban design and landscape considerations and (2) the 11m water depth at Kai Tak enables for mooring cruises with no reclamation.

Floor Discussion:

9. Ms. Winnie Chan, Senior Manager, S.K.Y. Travel
- According to previous experience, a more than 100,000 gross tonnages cruise cannot be accommodated at the Ocean Terminal. It has to be moored at Kwai Chung Container Terminal instead.
 - Cruise can be described as “A Marine Palace” as well as “A Precious Art”.
 - The new Cruise Terminal should be located within city centre to provide convenience for both locals and visitors.
 - Urge for early development of new cruise terminal facilities.
10. Mr. Francis Chin, Chairman, “The Save Kai Tak Campaign”
- Cruise terminal should not be developed in Kai Tak
 - General Aviation is important to Hong Kong’s economy and hence a small light aircraft runway should be retained for pilot training. Moreover, Kai Tak is the only place that can sustain aviation.
 - Cruise is considered “a monster” rather than “a precious art” because it generates environmental impacts, such as odour, noise, and thermal pollution affecting aquatic life.
11. Ms. Miranda Tsang, Representative, MSC Cruise Terminal Agent
- Wish is expressed to have an excellent cruise terminal attracting more cruises to Hong Kong. This can enhance economy by increasing employment opportunities, supply of resources and number of cruise passengers.
 - The cruise terminal should be located in Kai Tak to provide convenience

and encourage tourist spending.

12. Mr. Michael Wu, Representative, Hong Kong Association of Travel Agents
 - There has been a delay in developing a Cruise Terminal in Hong Kong. Opportunity to attract tourists and increase economic benefit has been lost.
 - Supported development of cruise terminal at Kai Tak, since it has gained an international reputation that tourists can easily know where they are. It is also a desirable location due to its good accessibility from the central business district.
 - The terminal should be located at a place that can attract many tourists
 - The development of cruise terminal provides economic opportunities for a wide range of sectors, such as retailing and hotel.

13. Mr. Paul Zimmerman, Executive Director, Jebson Travel and Vice-Chairman, Sustainable Tourism Task Force
 - Extending the cruise terminal operation in Hong Kong is fully supported. However, the Kai Tak is not the right location.
 - Location of the cruise terminal should be evaluated by looking at the costs.
 - Land cost. The amount of land is to be used up by the three-berth Cruise Terminal. According to the Tourism Commission, it is not going to work unless there have the hotel and retail facilities. Cruise Terminal is a large industrial operation and it is not just a berthing. Moreover, it requires a four-lane highway to support the logistics. It's not only about passengers. It is about food, engine parts, maintenance and sewerage. These cost items have to be taken into account on top of the infrastructure cost.
 - If the highway is put on the inside of the runway, the land cannot be used to support tub boats, harbour cruises, leisure uses for yachting and so on. The land will be lost to road transportation.
 - Everybody in Hong Kong said “give me more access to the harbour front” and “give me more green space where I can enjoy the harbour”. The entire harbour front along the runway will get stuck by the major road. Tourists who land at Hong Kong have to come from the airport. Also, it is far for people who want to go to Tsim Sha Tsui from the cruise terminal. It does not make sense to put the cruise terminal as far away from these places where these people want to go.
 - West Kowloon is considered the number one and best alternative to locate the cruise terminal as there are no marine issues concerned from the Marine Department.

- Other alternatives are to upgrade the Ocean Terminal which will be a very sustainable solution.
14. Ms. KO Bo Ling, representative, Kwun Tong District Council Member
- Development of cruise terminal in Kai Tak is supported as it provides business opportunities for commercial development in the adjacent area including Kwun Tong, Wong Tai Sin and Kowloon City.
 - Three suggestions are raised. (1) Replace the existing typhoon shelter with water recreational centre for tourist enjoyment; (2) link the runway with Kwun Tong area; and (3) provide light rail connection between the cruise terminal with its adjacent areas.
15. Mr. James Lu, Executive Director, Hong Kong Hotels Association
- Both airport and cruise terminal are essential for tourist attraction.
 - Even the development of Cruise Terminal has been approved today, it would have taken 5 to 6 years to complete. Furthermore, Macau's Fishman Wharf will be opened in January 2006 while the Cruise Terminal in Hong Kong is still under consideration.
 - Development of Cruise Terminal in Kai Tak is supported as it provides appealing views towards IFC and other buildings in Central.
16. Dr. Andrew Coggins, Professional Consultant, Chinese University
- A study for defining Hong Kong Harbour District should be carried out to explore the most ideal and sustainable location for cruise terminal development
 - Hong Kong has a market of port operation for both local and foreign passengers. The concerns over the existing Ocean Terminal include structural limitations and the insufficient space during peak seasons. Development of cruise industry in Mainland China, and the liberalisation of Taiwan policy will impact the development of the cruise industry in Hong Kong
 - Mr. Paul Zimmerman's comments on site location is agreed
17. Mr. Fung Ka Kwan, Hong Kong Logistics Management Staff Association
- Mr. Francis Chin's point on environmental protection is not acceptable as that all ships must obtain the "International Pollution Prevention Certificate" to ensure minimum pollution.
 - Cargo ships usually have waste disposal containers to prevent water

contamination in Victoria Harbour and recycling system is installed to reuse the wasted heat energy.

- Development of cruise terminal in Kai Tak is supported. In 2004 and 2005, several cruises, such as Sapphire Princess and Diamond Princess, did not come to Hong Kong due to the low water depth at Ocean Terminal. There is certainly demand for a new cruise terminal.

18. Ms. Yvonne Ho, Representative, Manager, Marketing & Sales, Hong Kong Dragon Airlines Ltd.

- Aviation industry can co-exist with the cruise industry to attract more tourists to Hong Kong from the worldwide, especially Mainland China.
- Kai Tak is a good choice for the development of cruise terminal. Victoria Harbour is a good selling point.
- The cruise terminal should be developed as soon as possible.

19. Mr. Howard Yeung, Member, Legislative Council

- The cruise terminal in Singapore has gained a good reputation in the Southeast Asian market.
- Hong Kong should become a homeport rather than solely an interim stop.
- Mooring Princess Cruise at Kwai Chung last week gives evidence that other choices like West Kowloon and Kowloon Warehouse are not viable. Developing a cruise terminal in Kai Tak can meet the demand in the long term.
- The cruise fee should not be too high. Sufficient public transport should be provided for everyone using the facilities.
- Government should come to a decision as quickly as possible to capitalize the potential of the cruise market.

20. Ms. Joanlin Au, Hon Secretary, “The Save Kai Tak Campaign” and Architect

- A new Cruise Terminal is needed in HK but it should not be situated in Kai Tak.
- The proposed cruise terminal is to duplicate the existing Ocean Terminal in Victoria Harbour that may require more customs and pollution treatments.
- Kai Tak with 8m seabed is not enough for supreme cruises like QEII which is approximately 10m deep. Counting the 1-2m clearance, the seabed has to be minimally 12m to accommodate such large-size cruises. In fact, the seabed of Ocean Terminal is 11m only which is not deep enough too.
- Hung Hom is an alternative for the development of Cruise Terminal owing to

its 16m seabed and the sufficient transport facilities nearby, including KCR, new road system and hotels.

- A small light aircraft runway should be developed in Kai Tak.
- The cruise terminal development benefits several cruise agents only but Hong Kong's aviation history is sacrificed.

21. Mr. Tony Tse, Programme Director, School of Hotel and Tourism Management, Polytechnic University

- Development of cruise terminal in Hong Kong is supported.
- China National Tourism Administration is concerned about the development of cruise facilities and services along the coast of China in the coming 8-10 years.
- West Kowloon is also a feasible choice for development of a cruise terminal due to its proximity to the city centre and accessible transport infrastructure.
- It is not necessary to make decision on the location of the cruise terminal at this stage, though Kai Tak is not a bad choice.

22. Mr. Leung, Ping Fai, Representative, Cha Kwo Ling PCWA

- Development of a cruise terminal in Kai Tak is not acceptable due to the shallow seabed.
- Disneyland and Cyberport are other alternatives for the cruise terminal development.
- Land in Kai Tak should not be spoiled.
- Typhoon Shelter should be retained, as it is important for fishermen.

23. Mr. Joseph Tung, Travel Industry Council of Hong Kong

- The cruise terminal should be developed soon since Hong Kong is lagging behind other cities.
- Cruise terminal development does not only benefit tourism industry, but all the Hong Kong citizens.
- Kai Tak is the only location that allows the cruise terminal development in a short timeframe.
- Accessible transport infrastructure should be provided for people travelling to other places in Hong Kong instead of merely staying at the cruise terminal.
- Cruise terminal development can provide an opportunity for locals to enjoy cruise trips. Attracting tourists to Hong Kong by developing a Cruise

Terminal can help to boost Hong Kong's overall economy.

24. Mr. M.K. Chan, Senior Engineer, Marine Department

Responding to Mr. Paul Zimmerman's comments, there are marine issues regarding the West Kowloon site as the depth of water for West Kowloon is shallower in comparison with Kai Tak, and it is close to the Yau Ma Tei /Central Fairways.

25. Mr. David Cheng, Citizen

- Development of cruise terminal in Hong Kong is supported, but it should not be placed at Kai Tak.
- The development should be commenced soon to keep pace with other cities.
- According to Ms. Joanlin Au, the minimum seabed should be about 11m. Nevertheless, the size of cruises is getting larger. The water depth requirement may need to be increased in the coming future.

26. Mr. Andy Leung, representative, Hong Kong Institute of Architect; alternate member, Harbour Enhancement Committee; and, Director, Ronald Lu & Partner

- Concern is raised on the accessibility of Kai Tak.
- The successful story of Vancouver as well as the failure lesson of Tokyo Bay should be learnt.
- The compatibility of the proposed cruise terminal with surrounding residential developments is queried.
- Some common facilities, such as public transports and shopping areas, should be provided at the tip of the Kai Tak runway for public enjoyment.

Responses from the Consultants

27. Mr. Eric Ma, City Planning – Maunsell Joint Venture

- QMII is the largest cruise in the world with the depth of about 9.95m. A requirement of 11m water depth could well accommodate the cruise. At the tip of the runway in the south, a major dredging for attaining the required water depth will not be required. This is the advantageous of Kai Tak in accommodating the Cruise Terminal development.
- According to the OCPs, there are two cruise berths and other ancillary

facilities, such as shopping malls and hotels. But comparing with the scale of the shopping malls near the Ocean Terminal in Tsim Sha Tsui, the floor area of shopping malls in Kai Tak (without counting the floor area of offices) is relatively small. It is also estimated that the transport facilities proposed will be able to cater about 1,300 vehicles per hour.

- Responding to Mr. Paul Zimmerman, it is clarified that two dual-lane carriageways instead of one four-lane carriageway are proposed

Responses from the Panel Members

28. Mr. Bernard Lim, President, The Hong Kong Institute of Architects

- Concern is raised on the location and transport issues.
- Development of cruise terminal in Hong Kong is supported but not at the Kai Tak tip.
- More public transport options should be provided to the other old districts in Hong Kong. This can facilitate the regeneration of such districts.
- The tourism industry, as well as the general public, is requested to consider whether the Kai Tak tip is the right place for the cruise terminal development.

29. Prof. Hung Wing Tat, People's Council for Sustainable Development

- It is not fair to provide only one location for the development of cruise terminal in the process of public consultation.
- It is glad that some people suggest other alternatives. Indeed, Hung Hom, where is abandoned for a long time, can be used for such development straight away.

30. Mr. Manson Hung, Hong Kong Tourism Board

- Cruise terminal development at the Kai Tak runway tip can attract people to the waterfront for leisure.
- Based on the public consultation Stage 1, it is known that many people do support the cruise terminal development in Kai Tak.

31. Mr. Anthony Kwan, Assistant Director of Planning/ Metro & Urban Renewal, Planning Department

- The light craft runway proposal is not taken forward based on the following reasons:
 - (i) A light aircraft runway may affect the development of its surrounding

area. For example, with planes taking off and setting down, the building around the runway area cannot be built too high in order to ensure the safety of flying.

- (ii) After the relocation of the airport, high-rise buildings have already been erected in Kowloon City area. It may be dangerous to have planes flying around the area.
- (iii) If the runway is not open for all, then it may violate the harbour planning principle to bring the harbour to the citizens and bring the citizens to the harbour.

32. Ms. Maisie Cheng, Deputy Commissioner for Tourism, Tourism Commission

- There is a high demand for a new Cruise Terminal in Hong Kong.
- Cruise Terminal has to be located in Victoria Harbour and has to be compatible with its adjacent land uses.
- Apart from Kai Tak, there are no other place within the Victoria Harbour that has the capability to accommodate further expansion of cruise terminal facilities in the long term.
- In view of the precious waterfront land and large investment involved in development of a new cruise terminal, Government is inviting Expressions of Interest and suggestions from the market to see if there are locations other than Kai Tak which would enable the development of a new cruise terminal before 2011.
- The government is willing to take on board public comments if the requirements set by the Government in the Invitation Document can be well fulfilled.
- If no suggestion can fully meet the requirements, Government will focus on developing new cruise terminal facilities at Kai Tak. In any case, there is the need to reserve land at Kai Tak for the development of cruise terminal to meet the long term market demand.
- The development process has to be speeded up as Hong Kong is already lagging behind other cities.

33. Dr. Chan Wai Kwan, Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee

- a. No participants have raised objection to the development of cruise terminal in Hong Kong during public consultation.
- b. The only concern is the proper location of the cruise terminal.
- c. Further opinions from the public are welcomed.

- d. The Kai Tak tip should be used by all people, including locals and visitors.
- e. The government should consider why not Kai Tak as well as how Kai Tak.

Closing Remarks by the Convenor

34. Prof. Andrew Chan, Member of Hong Kong Tourism Board, and Director, EMBA Programme, The Chinese University of Hong Kong,

- People are encouraged to provide further comments to the government.
- Participants are thanks for coming.

~END~

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

Topical Forum (3) – Kai Tak Approach Channel
Summary of Discussions and Opinions

Date: 8th December, 2005 (Saturday)

Time: 2:30pm – 4:30pm

Venue: Room AC1, 4/F, Administration Building, Hong Kong Cultural Centre, 10 Salisbury Road, Tsim Sha Tsui, Kowloon

Opening Remarks by the Convenor

1. Prof. LAM Kin-Che, JP, Chairman, Advisory Council on the Environment
 - The participants are welcomed.
 - People should feel free to give opinions.
 - The purpose of the forum is to discuss how to solve the environmental problem of the Kai Tak Approach Channel (KTAC).

2. Remarks by Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal
 - Lots of opinions were collected in Stage 1 Public Participation.
 - Opinions show that people want to revitalize the surrounding areas of Kai Tak, to preserve the history and characters of Kai Tak and to have more open spaces.
 - Opinions on the development of Kai Tak include high-quality housing, tourism development, sports and recreation facilities.
 - There are different opinions on whether to reclaim KTAC.
 - Those supporting reclamation believe that it can solve the environmental problem of the Approach Channel completely. An extra 28 hectares of land will be created. Connectivity with its surrounding areas can be enhanced.
 - Those opposing reclamation focus on the possible violation of the Protection of Harbour Ordinance, or they want to preserve the character of the runway. Some people want to improve the water quality there so that it can be used for water activities.
 - This Forum is requested by the Harbour-front Enhancement Committee.
 - Opinions of the Harbour-front Enhancement Committee have been expressed and will be well considered.
 - All the 3 concept plans are based on “no reclamation” as the starting point, as there are still no sufficient justification in support of reclamation.
 - A Preliminary Development Concept Plan will be compiled next year, and the public will be involved again.

Presentation on Kai Tak Approach Channel by Consultants

3. Ir. Eric Ma, City Planning-Maunsell Joint Venture

- Due to the shallow water, the long and narrow channel and the breakwater further south, water flow is very slow at KTAC and lots of sediments have been accumulated there. These result in poor water quality and the odour problem.
- The water pollution came from street washing, polluted discharges, aged systems and the marine and mooring activities.
- Mitigation measures under consideration include opening a 600m gap to enhance water circulation at the runway, treatment of contaminated sediments by bioremediation method and interception of polluted discharge at sources .
- Experience gained in treating Shing Mun River is presented.
- Other treatment methods include ex-situ treatment, dredging and disposal, in-situ capping, in-situ solidification have been considered but not recommended due to having drawbacks.
- The on-going studies include water quality survey and modeling, and a bioremediation pilot field trial.
- Mitigation measures are subject to approval under the Environmental Impact Assessment Ordinance.
- Reclamation of KTAC should not be ruled out at this stage.

Opening Remarks by Panel Members

4. Remarks by Prof. Herbert H.P.Fang, Chair Professor of Environmental Engineering, Department of Civil Engineering, The University of Hong Kong

- The application of biotechnology in improving the environment is well recognized.
- There are not much overseas experiences specifically on tackling odour problem of contaminated sediments.
- Not much information about the sediments and odour problems can be found in the HKU Library Database.
- The condition of Shing Mun River after treatment could be used as a benchmark.
- If the pollution source can be controlled, the odour problem will not be that serious.

5. Remarks by Ir Dr Greg C.Y.Wong,JP, President, The Hong Kong Institution of Engineers

- Experience in Canada in treating huge volume of chemical waste at oil fields by capping is discussed.
- In Japan, pollution discharge from factories into rivers was treated by mixing the polluted soil with lime so as to solidify the polluted soil.
- The area of KTAC is much smaller than that of the Canada case.
- The problems should be solvable.

- No matter what approach will be adopted, the first step is to control the pollution source.
6. Remarks by Ms Lister Cheung, Member of Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee and Chief Executive, The Conservancy Association
- No matter what people think about the future land use in Kai Tak, the water quality problem of KTAC should be properly resolved.
 - In Japan, people just used the idea of sand filter to improve the water quality. This method is however not applicable in the KTAC.
 - Consideration should be given on whether reclamation can really solve the problem.
 - Suggestion is made on a compensatory approach of reclamation. KTAC could be reclaimed if the size of harbour were maintained by removing a reclaimed area at another location.
 - People should not have a firm stance at this stage.
7. Remarks by Ir. Enoch Lam, Deputy Project Manager (Kowloon) Civil Engineering and Development Department
- Under the existing planning framework, considerations are given to whether it is possible to solve the environmental problem without reclamation.
 - More opinions from the public should be collected.

Floor Discussion

8. Mr. Robert Wilson, President of the Hong Kong China Rowing Association
- Good knowledge on the water quality around Kai Tak has been gained with his 20 years rowing experience.
 - There were lots of sewage discharges into Shing Mun River long time ago. The government had chosen the river as a venue for rowing, and polluted discharge had been intercepted.
 - The water quality in KTAC is improving. There are increasing number of fishes and egrets in the Approach Channel.
 - KTAC is much smaller than the Shing Mun River. It is an opportunity to create an international venue for rowing, dragon boating, or to hold world championship events.
 - The runway and the approach channel are valuable natural resources. It is possible to turn them into an aquatic centre, water sports centre, etc. and integrate it with the stadium.
9. Mr. Simon K W Chak, Hong Kong Rotor Company Ltd.
- The 3 concept plans should include aviation development.
 - Hong Kong does not have aviation facilities for learning flying.

- There is only one runway in Shek Kong, which is obviously insufficient.
- A light craft runway at Kai Tak only occupies 2% of the piece of land.
- Query is put against Planning Department on why the need of aviation development is ignored.
- The cruise terminal will generate lots of pollution and should not be located in this area. There are lots of alternative places.

10. Mr. Chi-keung Lam, Town Planning Concern Group

- Kai Tak development should promote the economic transformation and tourism development of Hong Kong.
- Suggestion is made to develop a “Dragon Ball Tower” at the tip of the runway, as it can reflect Chinese culture and Hong Kong’s character.
- The “Dragon Ball Tower” is decorated by 9 Dragons, which means “Kowloon”
- The appearance of the “Dragon Ball” at the top of the tower could be changed to tailor different festivals. The tower can also become a landmark of Hong Kong.
- A famous city should have a famous tower. Kai Tak can be called as “Dragon Ball City”.
- A lift is provided in the proposed “Dragon Ball Tower” to bring visitors to a gyrating restaurant and viewing gallery at the top.
- A “Dragon Ball Plaza” for holding parade and carnivals could be planned.
- A sunken stage for the “Dragon Ball Plaza” is planned. The stage could be raised in case for performance.
- Beautiful flowers can be planted along the 2 sides of the runway. Bauhinia Variegata would be the suitable species.
- Under the “Dragon Ball City” is an underground city with underground railway as well as shopping centre.
- If the water pollution problem at KTAC can be solved, it may be possible to have an aquarium, or to have other sightseeing facilities under the water.

11. Mr. Lap-tung Chong, Citizen

- Object “no reclamation” at KTAC.
- KTAC is just a channel and should not included as part of the harbour.
- Suggestion is made to have a sewage treatment plant in Kwun Tong and Wong Tai Sin. Chemical method should be discouraged in treating the pollutant.
- It is believed that there are no scientific methods to treat the sediments in KTAC at the current stage.
- Odour emission has polluted the district for 40 years and if KTAC is not to be treated, the situation will continue for a hundred years.

12. Ms FUNG King-man, Chairman, Food and Environmental Hygiene Committee of the Kowloon City District Council

- Present her own opinions.
- Reclamation in KTAC is supported.
- There is no evidence that odour can be eliminated without reclamation.
- The odour will affect the residents living along the runway.
- The 600m gap is not acceptable as the pollution will be diverted to other areas of the Victoria Harbour.
- Example of Shing Mun River should not be used for comparison as the 2 cases are different.
- KTAC Reclamation is considered to have “overriding public needs” as it benefits lots of residents.
- Planning Department should include reclamation in an extra concept plan.
- The runway area is of great concern as it forms part of the District of Kowloon City.

13. Mr. Kin-kanLee, Member of Kowloon City District Council

- Reclamation is not supported at this stage.
- The feasibility of different methods of solving the environmental problems should be examined before deciding whether to reclaim the approach channel.
- Concern is raised on whether the 600m gap will divert the pollution to other areas of the Victoria Harbour.
- Information on the time and cost of the proposed measures should be made known to public.
- Question is made on the current level of odour intensity.
- Question is made on whether the proposed methods can really enhance the water quality to the extent that water activities will be possible.
- If reclamation is the only solution, question is made on whether it can comply with the Protection of Harbour Ordinance?
- Apart from controlling the source of pollution, question is made on whether the polluted discharges could be diverted to other less sensitive areas.

14. Mr. S.K.Wong, Hong Kong Sky Diving Association

- Opportunities to learn flying in Hong Kong is limited.
- The government should consider to have aviation development in Hong Kong. Hong Kong has the potential to be the aviation centre in Asia and this can attract lots of people from Asia to come to Hong Kong to learn flying.
- Property development should not be the only concern in Hong Kong. Aviation development can also stimulate economic development.
- The government should not be short sighted. The environmental problems of the approach channel should be considered 20 year ago.

- As providing gap at the runway is irreversible, the government should work carefully on this point. If there will be better solution to solve the problem 20 years later, the government may be regretted.
 - Planning Department should have a long term vision.
 - Removal of the runway is wasteful.
15. Mr. Jeffrey Law, an Architect
- The proposals of “opening up a 600m gap” and “the diverting pipe” can be combined. The polluted discharge can be diverted from KTAC by a pipe and the isolated water body in KTAC will be cleaned up. Restaurants and other recreational activities can be planned around the water body.
16. Mr. Leung, Citizen
- Reclamation at KTAC is not acceptable as the environment there is very beautiful.
 - Reclamation may not solve the environmental problem in KTAC. It may just divert the pollution to other areas of the Victoria Harbour.
 - The water quality in the approach channel has already improved a lot. It may be used for various events, such as dragon boat racing.
17. Responses from Ir. Eric Ma, City Planning-Maunsell Joint Venture
- The water quality in KTAC is improving.
 - KCDC’s proposal of reclaiming KTAC will have to satisfy statutory requirements .
 - Field testing of bioremediation is being carried out.
 - The mitigated odour level should meet the requirement of EIAO.
 - At present, the water quality in the Victoria Harbour is not suitable for swimming, dragon boat racing, etc. This means it may be difficult to have these activities in KTAC even after treatment.
18. Mr. Andy Leung, HKIA Member
- Suggestion is made to include an extra concept plan with reclamation as a reference for the public. If the reclamation is proved to be the only solution, planning will have to start from scratch
 - The condition of Shing Mun River should be used as a benchmark.
 - If the water pollution problem can be solved, then lots of water activities can be taken place. The interface between land and sea will be more colorful.
 - A big road should not be planned adjacent to the promenade.
19. Mr. Lee, To Kwa Wan resident
- Question is made on whether the odour will affect people’s health.
 - If the odour problem can be solved, reclamation should not proceed.

20. Mr. Ying-piu Leung, Kowloon City District Council Member

- The environmental problems of KTAC must be resolved first as it will affect about 100,000 people.
- Question is made on whether the ecological environment will be affected if the polluted water is diverted to discharge at the outer harbour.

21. Mr. Tze-sing Fung, Research Student of the Hong Kong City Polytechnic University

- Reclamation is not supported as it is irreversible.
- With the advance of technology, there will probably be feasible methods to solve the environmental problems without reclamation.
- Suggestion is made to intercept wastewater discharge and then to flush the water.
- Suggestion is made to build a dam and pump the water of the Victoria Harbour to the upper part of KTAC. The flow will clean up the channel as well.
- The root cause of the problem should be addressed. Suggestion is made to educate the children about waste disposal, so as to reduce the amount of pollution created.

22. Mr. K.T.Lai, Citizen

- A minimalist approach should be adopted: (1) Clean up the water by natural process rather than engineering . (2) Fit proper land uses with the existing environment. Concept Plan 3 has already incorporated this idea.
- The existence of odour means the pollutants are being broken down.
- If the source of wastes can be controlled, it may be possible to use the forces of nature to eliminate the odour.

23. Mr. Alex Lam, Solicitor, Leung & Lau Solicitors

- Suggest to reserve part of the runway for aviation use.
- There are no suitable places for people to learn flying in Hong Kong.
- An area for aviation training should be preserved.
- Reclamation is not supported. The runway should be preserved. There will be feasible methods to solve the environmental problems.

24. Mr. Chi-keung Lam, Town Planning Concern Group

- Question is put on whether the existing pollutants will just be diverted to other areas of the Victoria Harbour after reclamation, if any.
- Hong Kong should have a comprehensive sewage discharge plan. Wastewater should be discharged to deep waters.
- The sediments can be removed by suction dredging.

- After the water quality is improved, it may be possible to have an aquarium and underground street or other underground activities.

Closing Remarks by Panel Members and Consultants

25. Remarks by Ms Lister CHEUNG, Member of Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee and Chief Executive, The Conservancy Association

- Extra concept plan should be prepared for reclamation option.
- Reclamation should not be the only solution. The feasibility of other methods should be considered first.

26. Remarks by Prof. Herbert H.P. Fang, Chair Professor of Environmental Engineering, Department of Civil Engineering, The University of Hong Kong

- No opinion to reclaim or not
- Intercepting the pollution source is obviously needed.
- Odour is due to hydrogen sulphide emitted when bacteria breaks down organic pollutants.
- Impossible to eliminate hydrogen sulphide completely.
- Hydrogen sulphide and related compounds, if can be smelled, are very low in concentration whereas high concentration of them can kill. The human nose is so sensitive that it detects hydrogen sulphide and related compounds at very low concentration without health threat. These gases can be toxic at high concentration.

27. Remarks by Ir Dr Greg C.Y. Wong, JP, President, The Hong Kong Institution of Engineers

- From the point of view of town planning, reclamation will lead to an extra piece of land. It may be a good thing.
- However, if development of Kai Tak is to revitalize its surrounding areas, then reclamation will not be a good choice, as it will take a long time to prove if it can comply with the law and delay the project indefinitely.
- With the advance of technology, there may be more and more possible solutions to solve the environmental problems in the Approach Channel. This means that there will be no “overriding public need”.
- The pollution source must be eliminated first.
- The natural process of pollutants breaking down may take a very long time. If it takes an unacceptable long time, method of enhancement should be adopted.

28. Ir. Eric Ma, City Planning-Maunsell Joint Venture

- The proposed measures are in fact natural processes, e.g. to enhance the water circulation, or to use bioremediation method.
 - Pumping water may use up a lot of electricity.
 - Emphasize every single method must be able to meet the requirement of the EIAO.
 - Interception of pollution sources have been carried out by Government.
29. Remarks by Mr. Anthony Kwan, Assistant Director of Planning/Metro & Urban Renewal
- The “Overriding public needs” is very stringent test. Proponents are required to prove that there is a need in social, economic and environmental aspects, there are no other feasible alternatives and the extent of reclamation must be minimum.
 - At this stage, no sufficient justification can be given to support a concept plan with reclamation
 - Lawyers will be consulted. If sufficient justifications can be provided to prove the “Overriding public needs”, it will be possible to have a concept plan with reclamation.
30. Remarks by Ir. Enoch Lam, Deputy Project Manager (Kowloon) Civil Engineering and Development Department
- The water circulation of the 600m gap proposal is still subject to further test.
 - Field testing of bioremediation is being carried out.
 - If all other methods are not feasible, then reclamation may be considered.
 - Even reclamation is required, the extent of the reclamation needs further study.

Closing Remarks by the Convenor

31. Kin-Che Lam, Chairman, Advisory Council on the Environment
- It is glad to have a wide range of opinions from different groups of people.
 - It is glad to note that people have great concern over this problem.
 - This is a good opportunity to improve our quality of life.
 - Participants are thanked for coming.

~END~

INDEX OF WRITTEN SUBMISSION (as at 6.1.2006)

Organization / Name
CHAN ARTHUR
CHAN WAYNE
CITYBUS LIMITED
E. TING REALTY LIMITED
HARBOUR BUSINESS FORUM
HO RICHARD
HONG KONG AIR CADET CORPS
HONG KONG AVIATION CLUB 1
HONG KONG AVIATION CLUB 2
HONG KONG CANOE UNION
HONG KONG HOCKEY ASSOCIATION
HONG KONG LAWN BOWLS ASSOCIATION
HONG KONG POLICY RESEARCH INSTITUTE LTD
HONG KONG TRIATHLON ASSOCIATION
HONG KONG, CHINA ROWING ASSOCIATION 1
HONG KONG, CHINA ROWING ASSOCIATION 2
KOWLOON-CANTON RAILWAY CORPORATION 1
KOWLOON-CANTON RAILWAY CORPORATION 2
KWOK MING CHI
LO KWONG CHEUNG
MORELAND DEVELOPMENT LIMITED
NG SK KEVIN
RAC SUB-COMMITTEE ON ACCESS
RESIDENT OF LAGUNA CITY
THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG
THE SAVE KAI TAK CAMPAIGN
URBAN RENEWAL AUTHORITY
WESTERN HARBOUR TUNNEL COMPANY LIMITED
WONG NANCY

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天暉有限公司
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卓羣有限公司
東九龍居民委員會
金振有限公司
城市規劃關注組
胡志偉, 陳利成, 譚月萍
香港日本人旅客手配業社協會
香港航空青年團
香港貨船業總商會有限公司
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陳偉業
陳婉嫻, 鄭炳鴻, 蕭國建, 林文輝, 梁淑貞/保護啓德行動
陳焜鏞
港九電船拖輪商會有限公司
詠同發展有限公司
黃螢螢
新油蔴地貨物裝卸區
關注維港避風塘聯席會議
麗港城(第3期)業主委員會
裝卸區同業聯會
鄔朗怡

F A X

To: 規畫署

From: 陳先生

Total pages: 3 (not include this)

Message: 啓德規畫檢討
第2階段公眾參與
建議書或意見

啟德規畫檢討之公眾意見

本人是麗港城35座業主陳先生，得悉貴「規畫

署」將於舊陶瓷廠位置將建高約31-40層高的「高密
度住宅或「政府、機構或在區/其他指定用途」，本
人有以下意見反應：

1. 青葵道交通繁忙

每天早上上班和上學時間 (7am-9am)，青葵道(即
匯景花園至麗港城二期小巴站)至麗港城一期(即
7-11)小巴站，都有很多居民排隊等候小巴，
(高峰期有超過十至二十多人在排隊)

(高峰期有超過十至二十多人在排隊)

若果再興建高密度住宅，本人擔心現時之黃發道並不足以應付高速發展之人口。或者貴署會考慮從菜果嶺處開拓新的交通渠道，但本人覺得大多數居民會使用黃發道之捷徑，以致交通非常擠迫。

2. 樹木做成生態破壞

本人眼見舊陶器廠滿佈樹木，有眾多小動物棲息於此，樹木亦可以補充觀塘區的新鮮空氣。若果在此興建高密度住宅，必對生態造成嚴重破壞。

本人就此事曾諮詢綠色力量團體，他們亦對此事堅決反對及失望；香港可以在城市裏見到大片綠色地帶已不斷減少了。若然政府不懂得善加利用綠色資源，不斷破壞，真令人惋惜！

3. 高密度住宅形成屏風和阻隔陽光

興建高密度住宅必會形成一屏風，把麗港城、匯景花園^{及後山}的鮮風阻隔；那麼麗港城和匯景花園的居民便再難有新鮮的空氣和陽光可以享用了。政府時常說：「沿海的建築物應比較矮小，以免影響後排建築物的景觀及空氣，以致多些山脈可以見到。」

所以本人期望貴署收回興建「高密度住宅」的建議，多建一些社區設施，如體育館及文化娛樂館、博

物館及多些綠化環境。

若只興建「高密度住宅」，勢必令到附近居住環境擠迫，加增生活在道感，令居民行似置身於「石屎森林中」。

盼望貴署能慎重考慮本人及「社區為主」之建議。祝貴署全人工作愉快。如有垂詢，煩請電聯本人之手電，陳先生洽。

Arthur CHAN

Handwritten text at the bottom of the page, including a signature and some illegible characters.

Wayne Chan

寄件者: Wayne Chan

寄件日期: 19日December2005年Monday 17:29

收件者: kdpo@pland.gov.hk

主旨: Kai Tak Planning Review

Dear Sir/Madam,

As to the Kai Tak Planning Review, we would like to further pose a few questions:

- 1) Is it true that the currently conceived development of Kai Tak has already taken account of the redevelopments of Kowloon City and Kowloon Bay? If yes, could you provide me with some details about how Kai Tak development is going to be connected with its adjacent areas?
- 2) We know that a Central-to-Shatin Line and the so-called T2 Road are to be established, but what time would they turn into reality? Or would they be a major part of the Kai Tak development so that convenient transportation over there is assured?

Thanks for your kind attention.

Regards,

Wayne

Researcher / Liberal Party

20/12/2005



By Fax (2894-9502)

Our Ref.: 001.06.ODP.PD.L

6 January 2006

Director of Planning,
Planning Department,
North Point Government Offices,
333 Java Road,
North Point,
Hong Kong.

Attn.: Mr. Anthony T K Kwan

Dear Sir,

Kai Tak Planning Review
Stage 2 Public Participation – Outline Concept Plans

Thank you for your letter dated 9 November 2005 on the captioned subject.

We have no in principle objection to any of the 3 outline concept plans for the development of the old Kai Tak Airport to a community for tourism, sports and recreation. To equip our company to provide public bus services to the highest standard, we have the following views and suggestions for your considerations:

1. We appreciate the proposed transport infrastructures in the re-developed Kai Tak to serve the future Cruise Terminal and Multi-purpose Stadium. We have also noted that there would be one or two railway station(s) in northwest of Kai Tak. Nevertheless, to ensure that these facilities will be accessible from most of the districts within the SAR territory, we opined that the area should also be served by other public transport modes. In these regard, inclusion of public transport interchange will be required in the next detail design stage.
2. It is expected that the key development components will induce a lot of traffic in the vicinity including To Kwa Wan and Kwun Tong. As the road network in these areas has already been congested by the daily traffic, area wide traffic management measures including bus priority should be considered to maintain mobility and accessibility of local residents.

We hope the above would be useful to the task force in formulating the detailed development plan for southeast Kowloon and we will be most grateful for keeping informed of the latest development.

Thank you for your attention.

Yours sincerely,
For and on behalf of
CITYBUS LIMITED



Peter Tsang
Planning and Development Manager
PT/cys

致： 香港北角渣甸道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

日期： 二零零六年一月六日

對啓德規劃檢討的一些意見

本司為泊塘灣地段業主。

政府所提出的三個概念未能完全解決水質污染問題，市民並未能安全地享用那兒的水上設施。

現在已有實證啓德明渠部份受極嚴重污染，有很多有機毒素，是“不治之症”。若現在不解決這個毒瘤，是決不能作可持續及長遠規劃的。技術上，政府提出開啓 600 米的缺口以改善水的流動，將會對海床部份有非常嚴重的影響，亦同時把污染物帶出維多利亞海港，這樣並不能徹底解決水質污染的問題。相比現在位於明渠內的污染物，將來所流出其他海域的污染物所帶來污染問題亦非常嚴重。因此，此建議於技術上並非一個合乎科學的選擇。在決定是否有凌駕性公眾需要的時候亦以科學的理據為依歸，既然沒有科學方法可以徹底解決現在嚴重污染的問題，是不應因為堅持“零填海”的這個原則而犧牲香港的長遠利益及可持續的發展方向，零填海乃一刀切方案，對改善香港的環境沒有益處，亦不能使香港的發展持續下去，對香港的長遠利益並沒有幫助。為了香港的福祉，絕不能因為一刀切的簡單的口號“零”填海這個偏面的“真理”所限制有益及有建設性的發展，這並非香港人的福祉。

既然政府花費那麼多資源以長遠發展啓德規劃，為什麼不做一個千秋萬代也能享用的良好及可持續發展的規劃呢？香港此彈丸之地實應好好地利用每一份土地。

若不建議於啓德明渠部份填海，九龍東的發展將會陷於停頓及癱瘓狀態。事實上，啓德明渠亦非位於主要的航道，故此，就算填上明渠部份，亦絕不會影響航道或被航道影響的。交通方面，填海後亦可建設九龍東的海濱大道，美化維多利亞海岸兩旁的景色。

在決定填海時應看看是否多數公眾人士及社區人士所希望的呢？能徹底地解決現在嚴重的污染問題和填海，便能使未來的千秋萬代獲益，是一個極之重要的凌駕性公眾需要。絕不應遺留一大堆問題給下一代，這亦不符合凌駕性的公眾需要。能長遠及徹底地解決問題實在是大眾的願望，亦是香港市民一同的理想，及香港能持續地發展的要素。

因此，啓德明渠作有限度的填海是有“急切性”和“及時性”和的“必要性”。

歸納以上各點，總結如下：

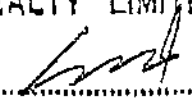
- 強烈支持有需要的填海或局部性的填海；
- 啓德明渠部份以及毗鄰啓德研究範圍旁的油塘灣亦有迫切性的填海需要的。
- 事實上，所有香港人都為着同一個理想及目標出發；就是保護我們的海港，建設美好的海岸線。
- 但如何能做到呢？究竟是甚麼也不做？還是採取合理及適當的行動也被視為破壞環境呢？究竟怎樣才算是破壞環境呢？是否我們可以坐視不理呢？
- 在開放及民主的社會中，政府於制定政策及方案時應以市民的福祉為依歸，在香港有病時為香港醫治這個病痛才是政府作為人民公僕所應承諾的。
- 因此，我們在此呼籲政府作英明果斷的決定，立刻作出為千秋萬代人民利益為出發點的可持續規劃方案：作有限度及有控制性的填海。
- 我們相信我們的政府是敢於承擔的，以創造一個千秋萬代造福我們的子子孫孫以人民為福祉的長遠整體規劃方案。
- 非常贊成我們應該亦需要維持一個美麗的海港，但現時政府無法敢於承擔一個有彈性，因時制變的方案。我們確實需要一個既長遠又具有彈性的方案。方案需與其他發展的項目分開，並且獨立處理填海事宜，每個個案需分開處理，不應一概而論。

本司希望 貴局及有關人士審慎考慮以上意見，並儘快解決啓德明渠的問題及制定一個可持續發展的規劃方案。

此致

油塘灣業主代表

For and on behalf of
E. TING REALTY LIMITED


.....
Director

January 6, 2006

Kowloon District Planning Office
Planning Department,
14/F, North Point Government Offices,
333 Java Road,
North Point, Hong Kong

Email: kdpo@pland.gov.hk

Re: Kai Tak Planning Review : Stage 2 - Outline Concept Plans

Dear Sir/Madam,

It is with considerable disappointment that we perceive the Harbour-front Enhancement Committee's efforts to gather community visions and views have not been given support by Government and that many of the views expressed during the Stage 1 consultations have not been fully reflected in the Outline Concept Plans now under review.

We refer to HBF's comments raised at our session with the Planning Department 25 July 2005:

Ineffective Process

- i. As HBF has consistently stated since its inception, the lack of any visible "Big Picture" thinking by Government as regards the planning vision of the harbour as a whole is reflected in this whole debate about Kai Tak. Holistic and integrated planning for the assessment of all territorial needs, both on and around the harbour are essential to ensure optimisation of land uses.
- ii. Again, as HBF have stated in the past, it is unclear how Government makes decisions on, for example, feasibility, need, cost, financial viability and location in the planning of large-scale infrastructure projects (e.g. sports stadium and cruise terminal). Such comments relate to Kai Tak and other Harbour projects.
- iii. There is an ongoing lack of affirmative endorsement and support for the Harbour Planning Principles (HPP) by the Government. It is therefore impossible to determine the value framework against which Government makes any harbour-related decisions and Kai Tak is a case in point.
- iv. Projects of significant impact, such as the proposed sports stadium and cruise terminal, are being "presumed" thereby undermining the whole consultation exercise.

Additional Views

Regarding the *Public Participation Digest*, our previous points still stand and we have the following additional views:

- i. The inclusion of two major elements does not seem to be optional as stated at the beginning of the consultation process, but rather mandatory. The stadium and the cruise terminal show up in all three options in the same configuration and in the same location. Additionally, as mentioned above, there is a lack of transparency in this presentation which hinders a rational approach to making value comparisons.
- ii. The three options are too similar and do not present for consideration many of the public's contributions to the consultation, failing to achieve three distinct potential roles for Kai Tak.
- iii. A short-term prioritisation and implementation plan should accompany the visions, to allow

'early wins' but also to allow flexibility over time – a "living plan" that can and should adapt over time to changing market conditions and public aspirations.

As mentioned above, HBF strongly endorses the use of the Harbour Planning Principles ("HPP") as a framework for the analysis of all available options. We believe that each Principle needs evaluation for applicability and relative importance at each location around the harbour.

Harbour Planning Principles

We have attempted below to frame a set of preliminary principles from a business perspective for planning and development on Kai Tak. These have been developed as part of a consultation study:

i. HONG KONG PEOPLE FIRST

Waterfront edges and open spaces should be active and accessible to the Hong Kong public – whether for recreational, commercial or other social and community uses. The runway offers a uniquely tranquil waterfront away from the tourist and retail hubs of the city and should not accommodate uses that would unduly eliminate this unique low-density environment. Parks and open space, if appropriate, should be prioritized for use by the general public with significant emphasis on the avoidance of large scale infrastructure. Options other than open space may in some instances be appropriate – but public infrastructure per se is unlikely to fall into any acceptable category under this Principle.

ii. WATERFRONT VALUE

Waterfront should be recognized as a core source of value to the community. The methods of retention and improvement of water bodies and Harbour perimeter should be prioritized by the amount of value-add that each brings to the community, rather than that which incurs the lowest cost. An open space system should, as an example, be used as a means to extend the value of the waterfront into those areas that lack public amenity. Value needs to be measured in social, community and environmental terms and not just by way of economic or financial models.

iii. TRANSIT ORIENTED DEVELOPMENT

Transport plans should reflect the natural advantages and disadvantages of the site, building upon mass transit and alternative transit modes. The inclusion of trams, bicycles and ferries will help to avoid the over dedication of transport infrastructure at the cost of usable land. Programming of large scale projects should be coordinated with the construction of the Shatin to Central rail link to make full use of rail access and to avoid additional and unnecessary road traffic.

iv. CONNECT TO SURROUNDINGS

Development should positively impact the surrounding neighbourhoods and link them to the Harbour's edge

- Recognise the context – the 5 districts in Hong Kong with the highest population density are all in Kowloon: Kwun Tong, Wong Tai Sin, Yau Tsim Mong, Sham Shui Po and Kowloon City in descending order; three of these directly border the Kai Tak site. These areas are some of the most densely populated in the world. Centres of business and social activity should create spill over effects across the boundaries of the site.
- Street and pedestrian networks that bring people flows and traffic through the site in many places. The need to design and allow for appropriate accessibility and scale for the context of surrounding districts as well as to minimise any negative visual and environmental impact to Hong Kong.
- Uses that complement the diversity of economic activity around the Harbour rather than compete, especially directly with adjacent areas already under established redevelopment schemes.

v. SHORT-TERM GOALS

Long-term planning should accommodate short-term dedication of accessible, usable space along the Harbour's edge to public use in order to achieve continual contribution to the public good of Hong Kong, thereby raising the attractiveness of the Kai Tak resource.

Vision

These Principles are a part of the development of HBF's Harbour-wide Guidelines which will be the foundation of our Harbourwide Vision. Most importantly they will include demonstrable/measurable criteria to guide the long term improvements that will shape the identity of the Harbour, and thus of Hong Kong. Such a Vision is essential to the holistic planning of the harbour and we strongly advocate that this should be the immediate priority for the Government – concept plans for specific areas and districts should then follow once the community as a whole has accepted and agreed the Vision.

These are our preliminary thoughts and we may offer further supplementary comments from our membership in the future. We note your offer to consult HBF and we are currently collecting views from the membership.

Yours sincerely,



Andrew Thomson

On behalf of the Harbour Business Forum
c.c. Chairman of HEC



RICHARD K.N. HO

Planning Department
17/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

23 November 2005

Attention: Mr. Bosco C.K. Fung

Dear Sirs,

Re: Kai Tak Planning Review,
Stage 2 Public Participation Forums,
Outline Concept Plans

Since I am unable to attend any of the forums, I am submitting this letter to express my view as a citizen on the Three Concept Plans (Plans) which were announced recently :-

- (1) I was surprised to see all three Plans having a massive stadium complex and a cruise terminal. I thought government had planned this project with "a blank paper". Someone in government must have instructed the Planning Department to put in the stadium complex and the cruise terminal. Why else were we citizens not given a concept plan to view and consider, which has a nicely landscaped recreational park within a well planned "garden city" that would rival the best residential and business districts in Singapore, instead of the present Plans which all have a stadium complex and a cruise terminal.
- (2) Surrounding the Kai Tak site are densely populated districts of Hung Hom, Lok Fu, Kowloon City, Wong Tai Sin, Choi Hung, Ngau Tau Kok and Kwun Tong with a population of over 1.5 million. They would greatly welcome and benefit from a large and well designed landscaped recreational park; even better, if part of the park has a basement shopping and restaurant mall. It will provide connectivity of old districts to this brand new city centre.

Picture an environment where residential, tourist and office districts surround a huge, view obstructing, noise and traffic generating stadium complex VERSUS one that has the residential, tourist and office districts meander around an open and nicely designed landscaped recreational park. Which would provide better and more pleasing living and working environment for users? Which will better serve Hong Kong's economy and citizens ten years from now when existing areas around Hong Kong's city core have been fully and densely built? We could develop a GARDEN CITY for living, education, tourism and work at the Kai Tak site to attract world class talents to come and work at Hong Kong and for our citizens to enjoy and be proud of.

- (3) Do we really need a stadium of 50,000 seat capacity? Is this the best place to locate it? Would it destroy or adversely affect the planning of the 300+ hectares Kai Tak site? Is it really worth the costs and sacrifices of this godsend vacant site at Hong Kong's city core?

...../P.2

Telephone:

Fax:



RICHARD K.N. HO

The existing Hong Kong stadium at So Kon Po has a seating capacity of about 33,000, yet it is hardly filled to capacity during any year except at the two-day Rugby Seven event. The local soccer league games attract small crowds of only a few thousands even at feature games. Therefore, demand for a 50,000 seat stadium is near zero except for the 4-year interval Asian Games, provided we are successful in winning its sponsorship. It is obvious any such stadium if built will have to look for the few of the most popular pop star concerts to perhaps fill up half of its seats, occasionally. Such weak arguments should not warrant building such a stadium at great expenses, especially when its location at the Kai Tak site would destroy the attractiveness of the entire site and diminish its great value to the future economy of Hong Kong.

Government is planning to build a new stadium at Tseung Kwan O (well served by MTR) for that district as well as for the 2009 East Asian Games. Why not make that a bigger stadium and fit for all athletic events. It was ridiculous that HK Stadium's running tracks were deleted rendering it incapable of hosting track and field events of the 2009 East Asian Games. Let us not build a "big white elephant" at Kai Tak at such high costs and sacrifices.

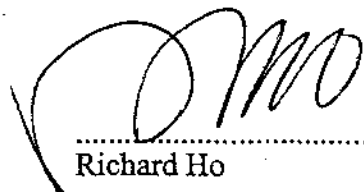
- (4) The stadium complex together with the Cruise Terminal will create a traffic nightmare for the Kai Tak site as well as causing heavy congestions in neighbouring districts. Any cruise terminal consultant/expert could cite the enormous amount of traffic generated by nowadays 100,000+ grt cruise ships.

Typically, one such big cruise ship will require the service of about 30-40 full size tour buses and 300 to 400 taxis for its passengers alone to go to town between 8:00 to 10:00am. in the morning, which happens to be the busiest traffic hours in the city. And, Kai Tak is located far from traditional tourist areas thus requiring distant travel, creating unnecessary traffic burden on our already congested roads. Logistics requirements such as supplies, waste disposal, catering, etc. for the ship will attract another entourage of trucks and service vehicles. Therefore, one may need to put in a four-lane highway on the runway. The blocking of view by the ships, traffic congestion and the noise will immediately render the area unsuitable for any garden-like residential developments, wasting its fantastic harbour view. Therefore, this location for a cruise terminal is far inferior than West Kowloon which is close to the MTR, Airport rail, and traditional shopping districts and the to-be-built cultural complex; all these are very attractive to cruise guests. If the cruise terminal were to be located at West Kowloon, it will be completed years ahead and that is what Hong Kong needs.

It is hoped that the above will receive government's kind considerations.

With best regards,

Yours sincerely,



Richard Ho

RH/gm

c.c. The Hon. Mrs. Selina Chow (周梁淑怡議員)
The Hon. Mr. Patrick Lau (劉秀成議員)

Planning Department
17/F, North Point Government Offices
333 Java Road
North Point
Hong Kong



RICHARD K.N. HO

25 November 2005

Attention: Mr. Bosco C.K. Fung

Dear Sirs,

Re: Cruise Terminal at Kai Tak site

Further to my letter to you on 23 November 2005, I forward herewith a map indicating possible alternative and better locations for the proposed cruise terminal at Kai Tak.

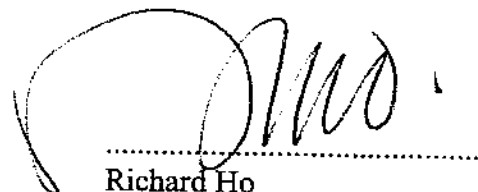
The best location (marked (1) on the map) will be of course the sea front adjacent to the Ocean Terminal. The Ocean Terminal could also be reinforced to allow it to receive 100,000+ grt ships. This location is best because of the availability of existing facilities and its proximity to the Harbour City Shopping Centre, the MTR, the Star Ferry and the Tsim Sha Tsui district. It will also be fairly close to the new Cultural Complex to be built at West Kowloon.

The next best location marked (2) will be at the western side of West Kowloon Reclamation Area, because of its proximity to the Airport Rail Kowloon Station, the MTR, the soon completed one million square feet "Union Square" shopping centre above the Kowloon Station. Being located at the west side, it will not block the view of the cultural complex to be built there.

The third location marked (3) will be at the Hung Hom waterfront near the KCRC main station. Its attraction is its proximity to the new service hotels to be completed soon, the shopping complex, the KCRC, the cross harbour tunnel and the ferry.

It is hoped that the above will be helpful. Thank you and best regards.

Yours sincerely,

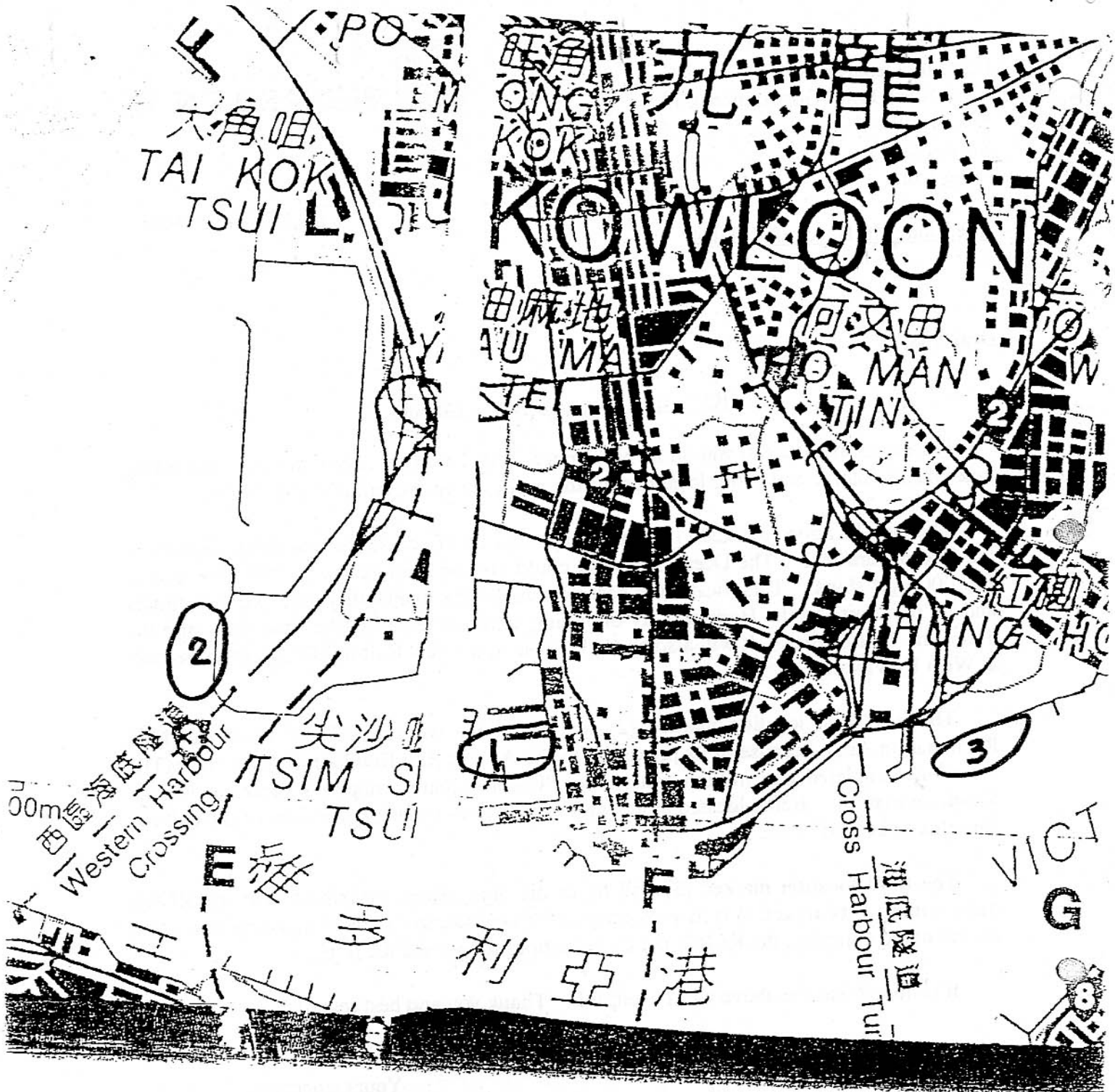


Richard Ho

RH/gm
Encl.

Telephone:

Fax:



POSSIBLE CRUISE TERMINAL LOCATIONS



香港航空青年團

HONG KONG AIR CADET CORPS

16 November 2005

To: Kowloon District Planning Office,
Planning Department,
14/F, North Point Government Office,
333 Java Road,
North Point,
Hong Kong

Dear Sir,

**Kai Tak Development Stage 2 Public Participation:
An Urgent Plea for Survival
from the Hong Kong Air Cadet Corps**

I write in response to the invitation for views and comments under the Stage 2 Public Participation of Kai Tak Planning Review, and in relation the letter of 5 November 2004 to the Director of Planning entitled "Kai Tak Planning Review Stage 1 – Public Participation – Community View for Kai Tak" jointly issued by the Hong Kong Aviation Club (HKAC), the Hong Kong Air Cadet Corps (HKACC), and the Hong Kong Aviation Development Council (HKADC).

As you are aware, the Hong Kong Air Cadet Corps is a uniformed group under the policy aegis of the Home Affairs Bureau. A registered charitable body and a member organization of the Hong Kong Community Chest, we have for the past thirty-five years been offering quality aviation education programmes to prepare young people for possible future service in the local Aviation Industry, thereby contributing to the economic well-being of Hong Kong. With strong support from the Aviation Industry, the community at large, and our strategic partner, the Hong Kong Aviation Club, we are currently providing our 4,000 members:

- (a) 90 x twenty-minutes helicopter air experience flights each month
(offered in collaboration with the Hong Kong Aviation Club);
- (b) eight fixed wing flying scholarships leading to the Private Pilot License or First Solo Standard (offered jointly with the Cathay Pacific Airways, the Guild of Air Pilots and Air Navigators, the Polytechnic University, the General Flying Service Flying School of Melbourne [flight training agency of Hong Kong Civil Aviation Department Air Traffic Control Officers]);
- (c) two 10-hours helicopter flying scholarships;
(jointly offered with the Becker Helicopters Flight Training School, Australia and the Cathay Pacific Airways)

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Headquarters：
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香港公益金會員機構
A MEMBER AGENCY OF THE COMMUNITY CHEST

- (d) six glider aviator scholarships up to solo standards (offered in collaboration with the Auckland Gliding Club and the United Kingdom Air Training Corps);
- (e) annual Private Pilot License (Aeroplane) Ground School programme for 80 members (jointly offered with the Cathay Pacific Airways, the Polytechnic University, the General Flying Service Flying School and the Swinburne University of Technology, Australia);
- (f) annual Private Pilot License (Helicopter) Ground School programme for 50 members (organized jointly with the Cathay Pacific Airways and the Becker Helicopter Flight Training School, Australia);
- (g) the Dragonair Aviation Certificate of Merit/Aviation Mentorship Programme for 15 members (jointly organized with the Hong Kong Dragon Airlines); and
- (h) Aeromodelling Training Programme for 250 members conducted at our HQ Technical Workshop and the Tseung Kwan O Aeromodelling Base.

Air Cadets in the 1980's are now Captains and First Officers of wide bodied jets of local airlines, as well as Senior Pilots of the Government Flying Service (GFS). A full one third of the GFS aircrews are present and former air cadets. Three of our four fixed wing flying scholarship winners of 2004 managed to become cadet pilots of major local airlines.

In addition to Aviation Education, the HKACC also organizes non-formal education programmes such as adventure, citizenship and disciplined training. Our smart looking and highly disciplined honour guards were tasked by the HKSAR Government to be the first to greet Colonel Yang Liwei, China's first astronaut, and the National Olympic Team Gold Medallists at the Government House. Our progressive leadership training programme breeds young people with a strong sense of commitment to Hong Kong and the Motherland. An example of the kind of patriotic civic events in which HKACC frequently assumes a pivotal role is the May Fourth Youth Parade of 2005 (<http://www.rthk.org.hk/special/may4show2005/>).

With the recent release of the three Outline Concept Plans (OCPs) for the future development of Kai Tak, HKACC is grateful to the Planning Department for the suggested inclusion of such facilities as Aviation Museum, Runway Park, Air Navigation Sports Hub which in one form or another were also elements of the Aviation Development Centre (without runway) jointly proposed by the HKACC, HKAC and HKADC. **With the great number of aviation professionals within our ranks, and our excellent connection with the Aviation Industry, HKACC is keenly interested in taking part in the development of these facilities.** I understand the same interest is shared by HKAC and HKADC, so I should be most grateful if you would give serious thoughts to the notion of involving us in the Aviation related projects featured in the OCPs

However, HKACC is woefully alarmed by the complete disappearance of our HQ complex, along with the HQ of our strategic partner, HKAC, on any of the OCPs released under the Stage 2 Public Consultation. The HKACC and HKAC are the true *natives* of Kai Tak, having been operating at where we are for 20 years and 60 years, respectively - our HQ building is the oldest surviving building of the entire Kai Tak area, dating back to 1958, with some of the peripheral structures such as the hanger and the Nissen Hut dating back to the late 1940's. The structures are of rich historical heritage and should be preserved for the benefit of the future generations.

HKACC have been struggling hard for resources since our formation and only for the last ten years or so our sterling works have earned us better support from the Government, the Industry and the Community. Only in mid-2005 we were able to raise the capital to refurbish our HQ complex to a standard we can call it a home to our 4,000, and increasing, members. Like a bolt out of the blue, HKACC is facing the unpalatable prospect of without a home.

We fully understand where the best interest for the Community lies, and we have never asked for a runway in Kai Tak. Our stand is and always for an Aviation Development Centre without a runway at the Sung Wong Toi Road site. We believe our flying needs can be addressed by other more pragmatic means and as such we have jointly engaged in a territorial wide land search with the HKAC to support the development of a flying base. We are only imploring the Government to grant us a room for survival by allocating just 1/3 of the open space of the proposed Sung Wong Toi Park to allow our continuous and uninterrupted service to the Community, as we did, with flying colours, for the past 35 years.

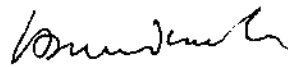
The three hectares or less of open space essential to our survival would only constitute less than 1% of the Kai Tak Development Plan. As it would only involve 1/3 of the open space of the planned Sung Wong Toi Park, we would not be an obstacle to any of the OCPs. Granting the 4,000 air cadets a continuing presence will not interfere with anyone or any capital project. With a planned maximum of 160,000 people living and working in the future Kai Tak (per "City in the Park" scenario), would four thousand patriotic Air Cadets, who have always called Kai Tak a home for the past three-and-a-half decades, who are making definite contributions the Hong Kong and her Economy, not deserve to be allocated a breathing space, a very small tract of land already declared as Open Space, a mere 1%, perhaps less, of the 328 hectares which will come under the Kai Tak Master Plan?

The growing uncertainty is already starting to undermine our overall operational effectiveness.

Since last week, the question every one asking is: will the HKACC be no more?

We plead for your mercy. Please help.

Yours faithfully,



(Len K P LEUNG)
Commanding Officer

c.c. The Chief Executive of HKSAR
Secretary for Home Affairs
Permanent Secretary for Economic Development & Labour (Economic
Development)



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19th November 2005

Mr. Ip Shu Kwan, Stephen, G.B.S., JP,
Secretary for Economic Development and Labour,
Economic Development and Labour Bureau,

Dear Mr. Ip,

We write to express our concerns having read from the recent newspaper quoted from Mr. Stephen Ip, Secretary for Economic Development and Labour, that invitation of proposals for the development of a new cruise terminal will be commenced. "The Government is intending to build a new cruise terminal at the old Kai Tak runway if no better proposal would be received."

We strongly object the act of the Government in disclosing the Government's intention to the press at this stage. Notwithstanding the development of the old Kai Tak runway is still under public consultation, without notifying the main stakeholders at Kai Tak including the Hong Kong Aviation Club, nor announcing any final results from the Kai Tak Planning Review Public Consultations, the disclosure of the Government's intention can be considered inappropriate. This can create bias and mislead the general public that the re-development of the old Kai Tak runway has been fully supported by the general public and endorsed by the stakeholders.

We would like to emphasize our main objective is to reserve a 3.5 ha of land and to leave space to build a 3500 ft runway for our future generation. Our proposed general aviation runway can provide our local youth and related industry with sustainable economic development and provision of substantial employment in general aviation. The current PLA runway at Shek Kong provided extremely limited opportunities to promote general aviation and also result in a high operating cost due to limited participants. We appeal to you not to continue fixation on the planning of a cruise terminal at Kai Tak and take away the only



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chance and venue for local flying activities and general aviation development for the common people of Hong Kong.

We have commissioned a thorough study and consultation from an independent consultancy company and wish to discuss the report with your Bureau and your good self. We look forward to have a meeting with you in the immediate future to discuss the urgent need for a civil runway which is only available at Kai Tak for general aviation development in Hong Kong.

Yours sincerely,

Alex Yan

President

Hong Kong Aviation Club

c.o. Secretary of HAB

Director of Planning Department

SC/YC



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Tel:
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Fax:

5th December 2005

Miss Ophelia WONG Yuen Sheung
Deputy Director of Planning/District,
Kowloon District Planning Offices,
Planning Department,
14/F., North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Dear Miss Wong,

Re: Kai Tak Planning Review

In response to the newly released concept plans on "Kai Tak Planning Review" by the Planning Department, we are writing to express our sincere concerns on the activities of general aviation being excluded from the three concept plans of Kai Tak Planning Review which we believe, is controversy with the Kai Tak planning principle of the Planning Department in retaining the local culture and the historical past of Kai Tak as an airport.

In the report of the Stage 1 Public Participation of the Kai Tak Planning Review, it stated that one of its visions is to consider Kai Tak as one of the collective memories of Hong Kong in view of its aviation history and the unique shape of the ex-runway. It also stressed that the relevant heritage elements should be reckoned in the new planning framework. Notwithstanding this, we were disappointed that flying activities and the Hong Kong Aviation Club, being the primitive inhabitants of Kai Tak, were not being recognized as part of the heritage elements.

The Hong Kong Aviation Club

Kai Tak was first occupied by the Royal Air Force (RAF) and a flying Club in the 1920's (now becomes the Hong Kong Aviation Club). The Hong Kong Aviation Club (HKAC), a not-for-profit organization, has held over the past 80 years in playing a key role in promoting the development of general aviation. Being the sole official representative of the Fédération Aéronautique Internationale (FAI) in Hong Kong and the leader of all Hong Kong AERO sports, aviation related clubs and associations, we are obliged to the continued development of general aviation for our future generations in Hong Kong.

Flying Activities - Past and Present

Before the closure of the former Kai Tak Airport in 1998, HKAC was permitted to use the Kai Tak runways. Flying activities was also supported by the RAF which enabled the Club to conduct flight trainings 7 days a week. Other aviation activities like parachuting and hot air balloon, etc were also flourishing in the old days. After 1998, flight training was refrained from the new Chek Lap



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Kok International Airport. Fortunately, with the support of the People Liberal Army (PLA), HKAC are allowed to use the Shek Kong Airfield during weekends. As a result of limited flying days, flying activities has been reduced to less than 50% in compared with 1998 and other aviation activities were nearly halted. The high operating cost due to limited participants has made our mission to open flying opportunities to the general public became unachievable.

Our Obligations to Serve the Community

Given all these limitations, the Hong Kong Aviation Club is still striving to promote general aviation to our new generations in the past years. In collaboration with the Hong Kong Air Cadets Corp.(HKACC), we have established a “Young Eagle Programme” to provide a twenty minutes air experiences to more than 1,000 youth at age 9 to 16. We have also conducted educational seminars on aviation to more than 5,000 primary and secondary students who visited the Club. Hong Kong Aviation Club, being the sole flight training organization for Private Pilot Licence level (PPL) in Hong Kong, we have also had the privilege to provide flight training to staff members of Civil Aviation Department and scholarship holders of HKACC given that our members have to enter the flying waiting list due to limited flying days.

Our Keen Interest in Participating in Kai Tak Planning on Aviation Facilities

Further to our letter to the Director of Planning Department dated 5th November 2004 with regards to Kai Tak Planning Review, we have comprised a review of the need for an Aviation Development Centre at the existing Kai Tak Club House, to provide a range of training courses in general aviation and other aviation support activities for the future aviation development in Asia. The Hong Kong Aviation Club is pleased to learn that the Planning Department has taken into consideration of our proposal and has included part of our proposed facilities such as Aviation Museum and Air Navigation Sports Hub, etc. We wish to publicly reiterate our support for the Aviation facilities to be included in the Kai Tak Planning and have very keen interest in taking part in the development of such facilities.

Our Request for a Permanent Site

However, we are greatly concerned that the government intended to turn the existing site of our Kai Tak Club house to “Sung Wong Toi Park” in the three Outline Concepts Plans (OCPs) for the future development of Kai Tak. If the Government demolished the Kai Tak Clubhouse – the last heritage building of the former Kai Tak Airport, for other development, what will be the future of general aviation in Hong Kong? As you may be aware, the existing clubhouse located at 31 Sung Wong Toi Road is now :

- The base of 1,500 members of the Hong Kong Aviation Club ;
- The base of the Hong Kong Parachute Association ;
- The base of Guild of Air Pilots & Air Navigators, Hong Kong;
- The base of Royal Aeronautical Society of Hong Kong;



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- The base of Hong Kong Balloon & Airship Club;
 - The base of Air Modeler enthusiastic;
 - The base of Aviation Development Council;
 - The base of Far east Flying and Technical School;
 - The base of 4,000 members of Hong Kong Air Cadets Corp;
- as well as the base for our future generations who has the passion to fly!

In light of these problems we face, we would like to point out that other clubs have been given assistance in the form of land grants in the recent past. For example, the Royal Asiatic Society (Hong Kong Branch) has recently been granted a listed building in Central for a 50 year lease to promote cultural activities in Asia and the Automobile Association (AA) has been granted land for a Race Track at Chak Lap Kok. We trust, the Government will not disregard the needs of the many members of the above organizations. We hope, we might be able to duplicate the success of Royal Asiatic Society, the AA and many other clubs to receive a land grant at the existing Sung Wong Toi site from the government to joint force with the Hong Kong Air Cadets Corps and the Aviation Development Council to establish an Aviation Development Centre (see appendix 1) for our future generations on non-flying aviation educational and cultural activities.

Our Request for a Civil Runway at the Tip of Former Kai Tak Runway

In the homepage of the Economic Development and Labour Bureau of Hong Kong, it states that the Bureau will “strive to maintain and enhance Hong Kong's status as an international and regional aviation centre, through expanding our air services network, further developing the Hong Kong International Airport to meet our forecast demand and promoting safety and efficiency in air transport.” It is irony that Hong Kong being in the leading position of the global aviation industry, aviation culture is not being recognized by the Government. With restricted flying days and access to a runway, many Hong Kong recreational and commercial pilots now have to travel Overseas for training.

The Hong Kong Aviation Club and the Hong Kong Air Cadets Corps. have recently employed Scott Wilson Ltd., a reputable consultancy firm with expertise in airport planning and development, to explore opportunities within the territorial limits of Hong Kong to develop a new licensed aerodrome for flight training. From the report, it is not with much surprise that the old Kai Tak runway is the most suitable site for an airstrip for light aircraft as of its original purposes in the past 60 years.

We wish to point out that Hong Kong as an international city, its initiative is receiving global attention. Kai Tak site would involve a very long development programme that the planning framework should be flexible enough to respond to future changes in the planning circumstances. If there is a positive change on Government policy towards general aviation in the future, Hong Kong will NEVER get an ideal runway back since Kai Tak site has already been developed into an area surrounded by high-rise, multi-complex and a 20 storey high Cruise Terminal.



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We wish to also point out that **a 3,500-foot civil runway at Kai Tak (see appendix 2) could help inspire future generations of local aviators** and facilitate aviation education, pilot training, aviation related tourism and local & cross-border air transport on light aircraft and helicopters.

Hong Kong Government has an opportunity - and an obligation - to show leadership with its effort to promote general aviation in the world. Nevertheless, we understand that the development options of Kai Tak Planning should be carefully weighed and for the best interest of people of Hong Kong on a long-term basis. We would be grateful if we could arrange a meeting with your department to discuss the environmental impact and other issues on our proposal.

We look forward to hearing from you and your favourable reply on these pressing questions.

Yours sincerely,



Alex Yan
President
Hong Kong Aviation Club

cc. Professor Yeung Yue Man
(Director, Hong Kong Institute of Asia-Pacific Studies, The Chinese University of Hong Kong)

Hon. Patrick LAU Sau-shing
(Legislative Council Member & Vice-Chairman, Town Planning Board)

Dr. Peter WONG King-keung
(Vice-Chairman, Metro Planning Committee of the Town Planning Board)

Mr. Michael LAI Kam-cheung
(Vice-Chairman, Rural & New Town Committee of the Town Planning Board)

Dr. CHAN Wai-kwan
(Chairman, Sub-committee on South East Kowloon Development Review of Harbour-front Enhancement Committee)



HONG KONG AVIATION CLUB LTD.

Tel: Fax:
e-mail:

Your ref: K-SEKD/11B

Date: 5 November 2004

The Director of Planning,
Planning Department,
North Point Government Offices,
333 Java Road,
North Point,
Hong Kong.

Dear Sir,

Re: Kai Tak Planning Review
Stage 1 – Public Participation – Community Views for Kai Tak

On behalf of the Hong Kong Aviation Club (“HKAC”), I write in response to your letter of 17 September 2004 inviting comments on the future development of the former airport site at Kai Tak. The HKAC very much appreciates your initiative and offers the following comments.

CONTEXT

Aviation has long played a pivotal role in promoting the economic and social welfare of Hong Kong, which is geographically well positioned to serve a very wide region that is undergoing rapid growth, for which new key infrastructure is required. That point is well recognized by Article 128 of the Basic Law, under which the Government of the HKSAR is mandated, inter alia, to promote the role of Hong Kong as a regional and international centre of aviation. The development and commissioning of a world-renowned new Hong Kong International Airport at Chek Lap Kok is testimony to the determination and foresight of our community to pursue that objective of the Basic Law. However, additional to the development of essential aviation related infrastructure, the future expansion and enhancement of Hong Kong’s role as a key aviation hub also requires the timely growth and development of new human-based professional and technical skills in many aviation related fields.

In recognition of the above considerations, the Hong Kong Polytechnic University organized a conference in September 2000 at Cathay Pacific City to examine Hong Kong’s future employment needs related to general aviation. The conference was well attended by senior representatives of the Hong Kong Government, academia and local and international aviation business stakeholders. The “Avcon 2000 Proceedings” of that event, in which the HKAC was a keen participant, identified the following key targets:

- the fostering of a culture of aviation within the local community across a broad spectrum of age groups;
- the promotion of purposeful aviation foundation programmes for young people to help create a reservoir of talent to serve the future needs of the aviation sector;
- the establishment of well-structured training programmes covering a wide field of aviation-related activities; and
- the setting up of a tripartite Aviation Development Council (ADC) to promote initiatives to help achieve the above objectives.

A master's course covering general aviation subjects was subsequently introduced at the Hong Kong Polytechnic University in 2003 and has been keenly supported by a wide range of people who wish to follow higher-level career paths in that sector. The Hong Kong Aviation Development Council Ltd has also been established to serve as a forum for key stakeholders to promote the formulation and promulgation of a multi-faceted strategy for the advancement of general aviation in Hong Kong, taking account also of potential needs in the wider region.

SOME KEY ISSUES

In the above context, the HKAC and its forerunner and now its wholly-owned subsidiary, – the Far East Flying and Technical School Ltd. – has a proud history of achievements with regard to the training of aviators, many of whom subsequently developed careers with leading airlines. However, that essential role is now under threat of dissolution by virtue of the obvious fact that it is no longer possible to operate fixed wing aircraft from Kai Tak. A partial and unsatisfactory substitute is that we now have to rely upon the periodic, weekend use, of the PLA facilities at Sek Kong. That arrangement has an uncertain future and cannot, in any case, meet the accumulating demands from people aspiring to pursue a flying career under such constraint.

Notwithstanding, the HKAC has partly adapted to that constrained situation by setting up a helicopter training facility operating from its existing site at Kai Tak. Yet, the HKAC is living on “borrowed time” in the face of the possibility that the existing site at Kai Tak – currently held on a short term permit – may be used for other purposes, as indicated by currently known planning proposals – indicated by Figure 1.

Closely linked with the growth and development of human skills in the field of general aviation, is the need to have foundation courses and appropriate facilities for young people who have a strong desire to develop careers in that sector. That role has, for many years, been competently undertaken by the progressive establishment of squadrons of the Hong Kong Air Cadet Corps (HKACC) in universities and secondary schools throughout the territory. The current total enrolment of all squadrons is now over 5000 cadets. The HKAC has been closely linked with the Air Cadets, providing at its own cost familiarization flights and associated training programmes. However, headquarters administration and central training facilities for the HKACC are woefully inadequate and the Corps had for some time been forced to make use of temporary facilities in part of the now abandoned Kai Tak passenger terminal building, which are earmarked for demolition in the near future. The use of the Kai Tak passenger terminal building was discontinued on 1 January 2004. No firm plans have been laid so far for replacement facilities.

NEW INITIATIVES

Accordingly, the HKAC is moving towards the commissioning of a two-stage study to review opportunities within Hong Kong territorial limits for the development of a **New Licensed Aerodrome** for flight training – (a) preferably for both fixed-wing aircraft and helicopters; or (b) for a helicopter facility should it be found that options under (a) are not feasible. Such facilities are essential for the creation of a composite aviation development programme, as is well illustrated by other international precedents. The study will identify and evaluate options in five sectors of the territory. In that context, it is advocated that the Kai Tak Planning Review should anticipate one possibility for a 3500-foot runway and associated facilities. A final decision would need to be taken on the relative merits of the various options examined on a territory-wide basis.

As another step for promoting the role of Hong Kong as a regional and international centre of aviation, it is advocated that the Kai Tak Planning Review should designate the existing HKAC site at Kai Tak and part of an adjoining area for the staged creation of an **Aviation Development Centre**. The overall site is shown by Figure 2 and has a total area of about 3.3 ha. Current thinking is that a campus could be established to provide for the following (non-exclusive) range of facilities such as:

- A modern , non-profit making **Aviation Academy** to provide a range of appropriate courses relating to the training of aviators; air traffic control; airport management and security, aviation law, emergency services; English language skills; the organization of conferences; the promotion of research and technology in respect of avionics, aeronautics, astronautics, the development of operational facilities and equipment, etc. A head start has already been made in that direction through the Hong Kong Aviation Development Council Ltd which has secured IRD approval of a Memorandum of Association (MOA) for a Hong Kong Aviation Academy. In that connection, the MOA also provides for the Aviation Academy to enlist the support and involvement of other charitable institutions, non-profit making universities and schools with similar goals or objects of the Academy.
- **A central headquarters and training base for the Hong Kong Air Cadet Corps**, along with an adjoining multipurpose parade/sports ground.
- **An Administrative/Management Centre and clubhouse facilities for the Hong Kong Aviation Club**, along with associated amenities, for the Club and its affiliated aviation-related organizations.
- **An Aviation Museum**, together with outdoor display areas, workshops, library and an aviation pioneers garden – all of which could become a popular tourist attraction.
- **Indoor and outdoor aviation facilities** for recreation-based aviation activities such as ground school courses open to the general public, provision of flight simulators, seminars, movies, hot air balloons and the like.
- **A number of sites for the development of modular units for business investors who wish to promote the advancement of new aviation-related technology.**

Figure 3 presents a conceptual layout for a future Aviation Development Centre.

CONCLUDING COMMENTS

In submitting this response to your letter, the HKAC has been mindful of the fact that, including its own specific interests, there are wider considerations that favour a more proactive approach to the means by which to incrementally foster and achieve the self-evident mandate of Article 128 of the Basic Law to promote the role of Hong Kong as a regional and international aviation hub. From that assumption, it is thus concluded that the future plans for Kai Tak should:

- be held in vision for a range possible mixed land use options that need to be evaluated against a number of key economic, social and environmental objectives;
- recognise that the development of supplementary operational aviation facilities and an Aviation Development Centre, as recommended in this response, deserved to be given full consideration as optional elements for inclusion in studies relating to the redevelopment of the Kai Tak site; and
- be pragmatic in examining under an optional scenario the need for additional reclamation works that would enhance the utility, functional efficiency and environmental quality of the Kai Tak site, which – if developed within its existing boundaries – is likely to produce an outcome that could severely compromise its beneficial use for a wider range of much needed activities – including a the development of easily accessible new enterprises in the field of general aviation. Anything less than such an approach could, by default, be contrary to the public interest.

Accordingly, the HKAC is firm in its view that there are now unique opportunities in the territory that need to be fully and expeditiously explored for the realization of new beneficial aviation-related outcomes that would accord with the broad intentions of Article 128 of the Basic Law and other related policy objectives associated with the creation of new employment opportunities.

Representatives of the HKAC would be pleased to discuss with you and senior representatives of other appropriate departments any matters covered above that you consider deserve clarification.

I also take this opportunity to inform you that the Hong Kong Aviation Development Council Ltd and the Hong Kong Air Cadet Corps are supportive of the key proposals set out in this letter, as indicated by the signatures of their respective principal representatives below.

Yours faithfully,



Alex Yan, President,
Hong Kong Aviation Club Ltd.

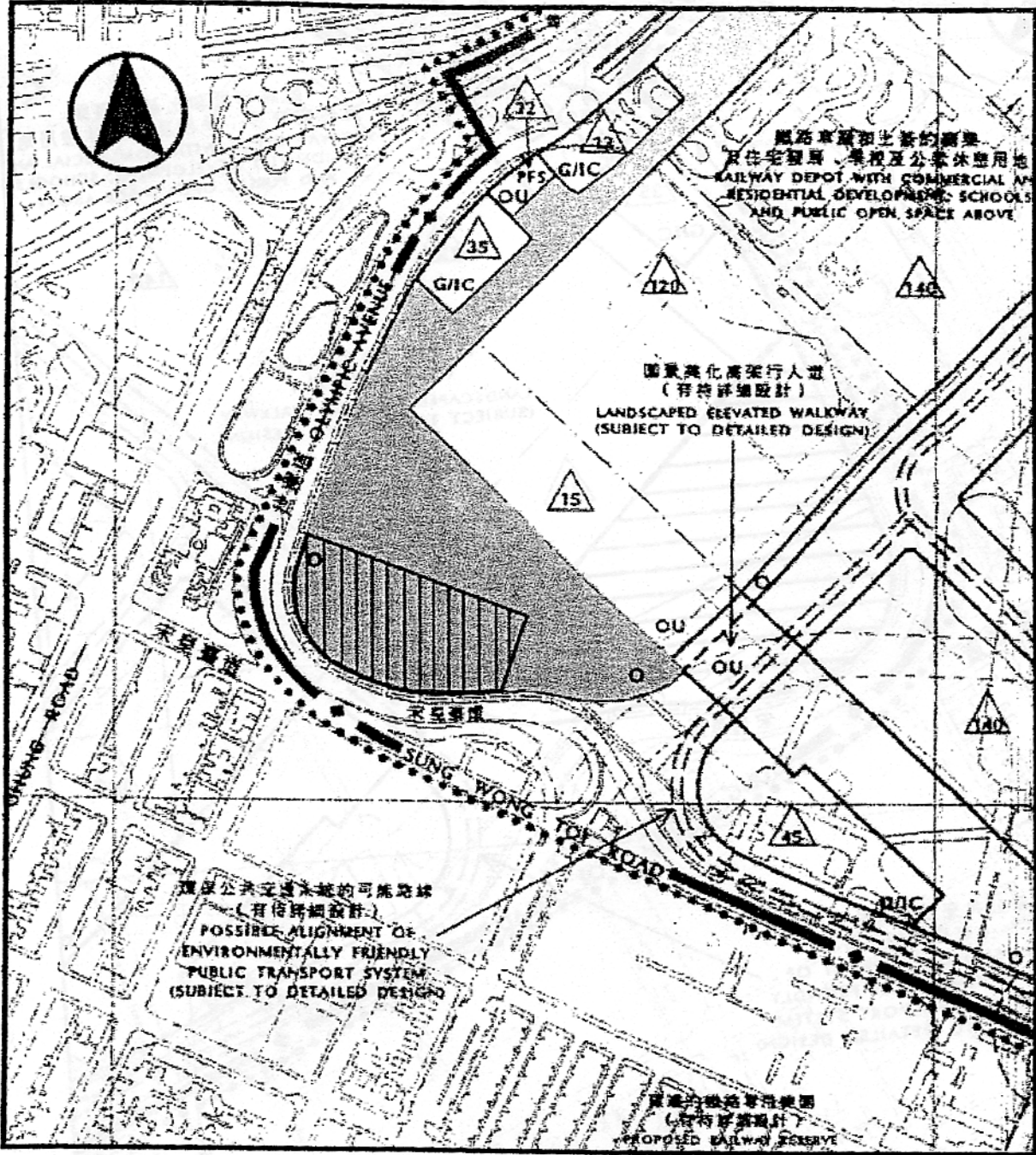
We, the undersigned, are supportive of the key proposals of the HKAC set out above.



Prof. K.Y. Fung, Chairman,
for Hong Kong Aviation Development
Council Ltd.



Peter C.C. Chau, Chairman,
for Hong Kong Air Cadet Corps



SITE CURRENTLY OCCUPIED BY THE HONG KONG AVIATION CLUB



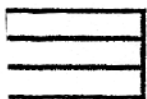
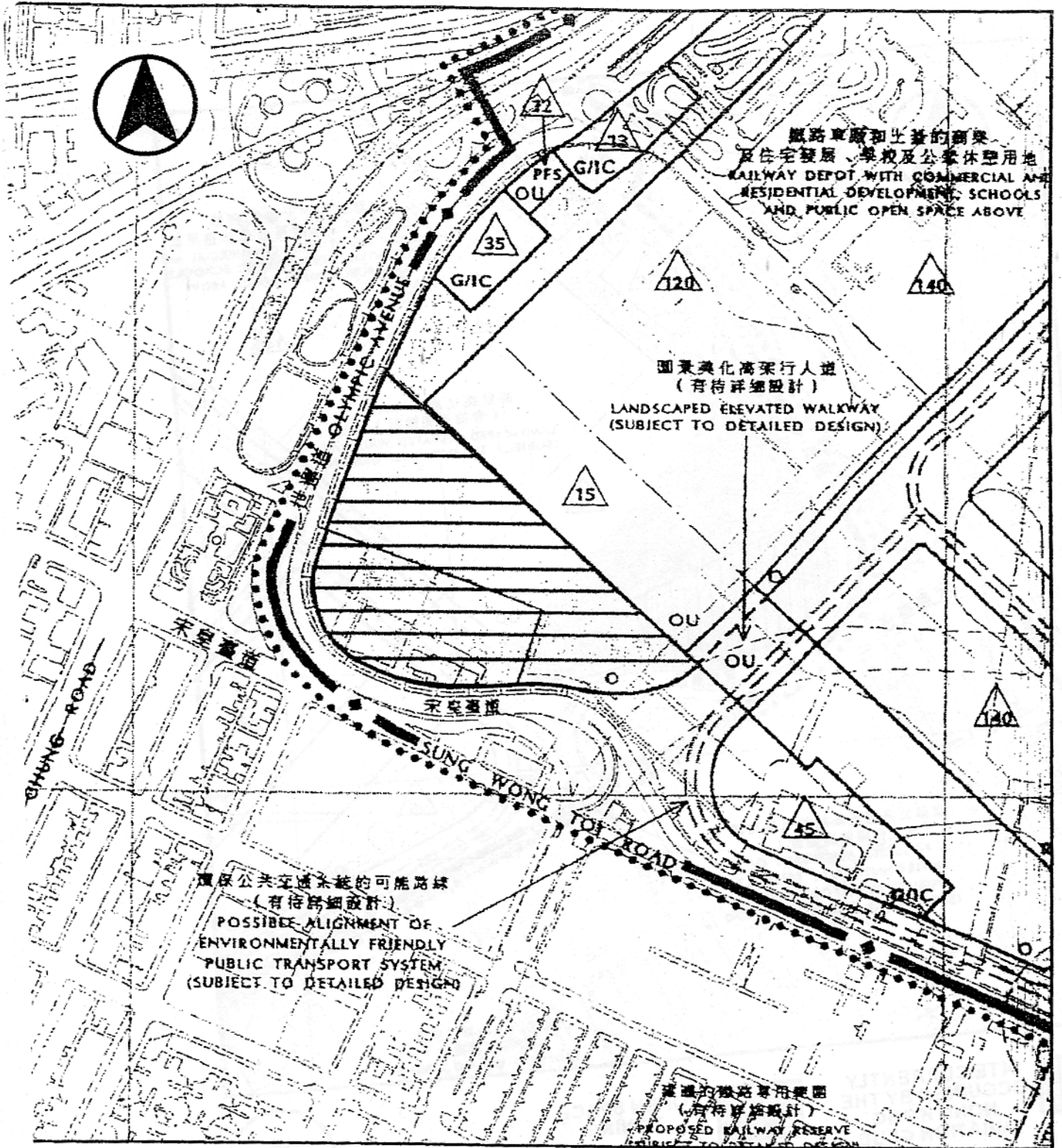
OPEN SPACE ZONING

1

EXISTING ZONING PROPOSALS

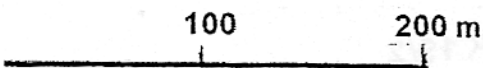
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From Plan SK 19/2

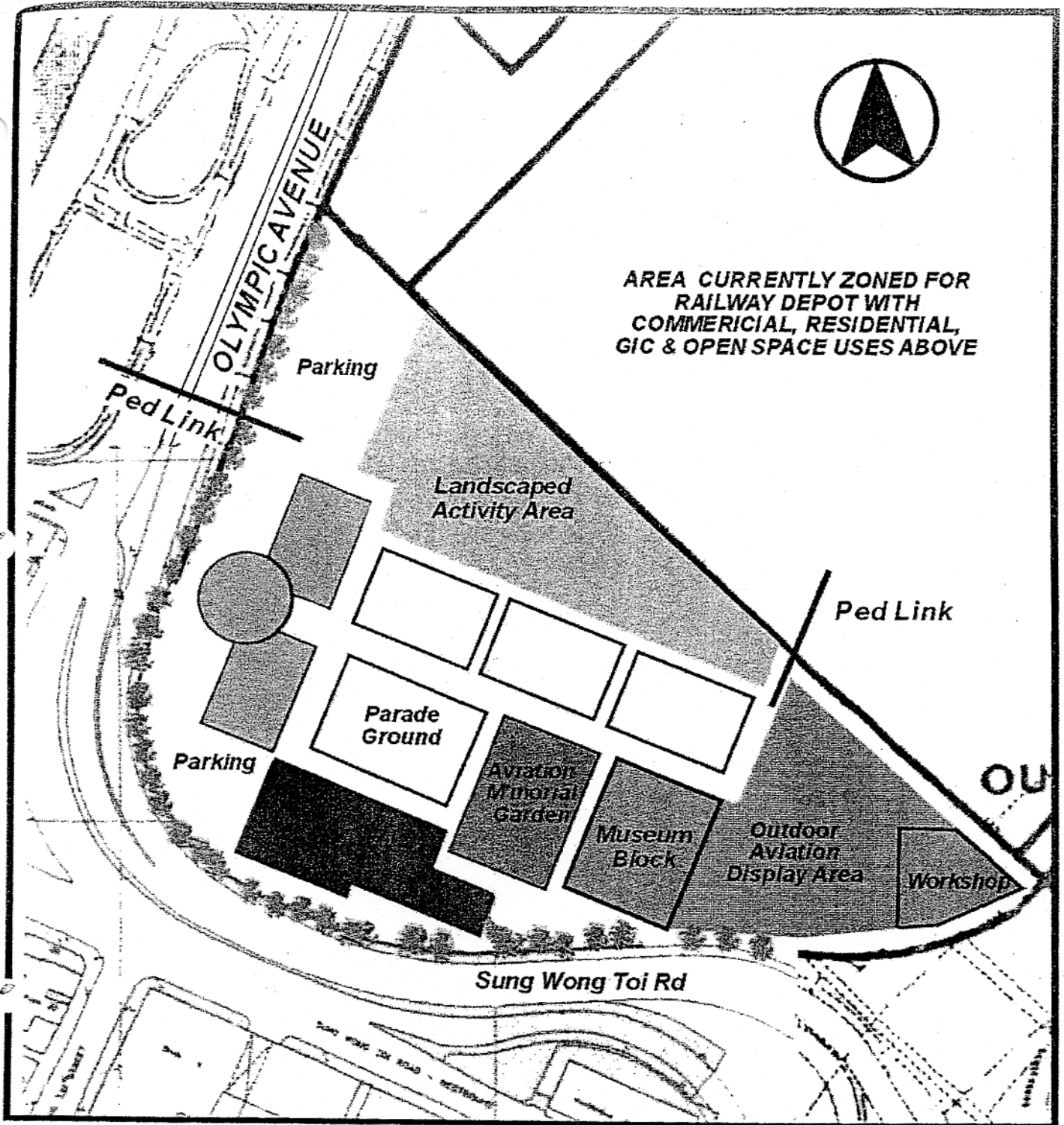


Area to be rezoned for
Aviation Development
Centre (3.3 Ha about)

2

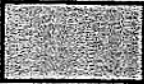



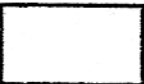


PROPOSED SITE FOR AVIATION DEVELOPMENT CENTRE



AREA CURRENTLY ZONED FOR RAILWAY DEPOT WITH COMMERCIAL, RESIDENTIAL, GIC & OPEN SPACE USES ABOVE

PRINCIPAL BUILDING SITES

- | | | | |
|--|--------------------------|---|---------------------------------|
|  | AVIATION ACADEMY |  | H.K. AVIATION CLUB ADMIN CENTRE |
|  | AIR CADETS HEADQUARTERS |  | AVIATION MUSEUM |
|  | AVIATION BUSINESS CENTRE | | |

3

AVIATION DEVELOPMENT CENTRE CONCEPTUAL PROPOSALS



AERODROME CHART — ICAO

22°19'07" N
114°12'00" E

ELEV 15 FT AMSL

TWR 118.7
GROUND 121.6

HONG KONG INTERNATIONAL AIRPORT

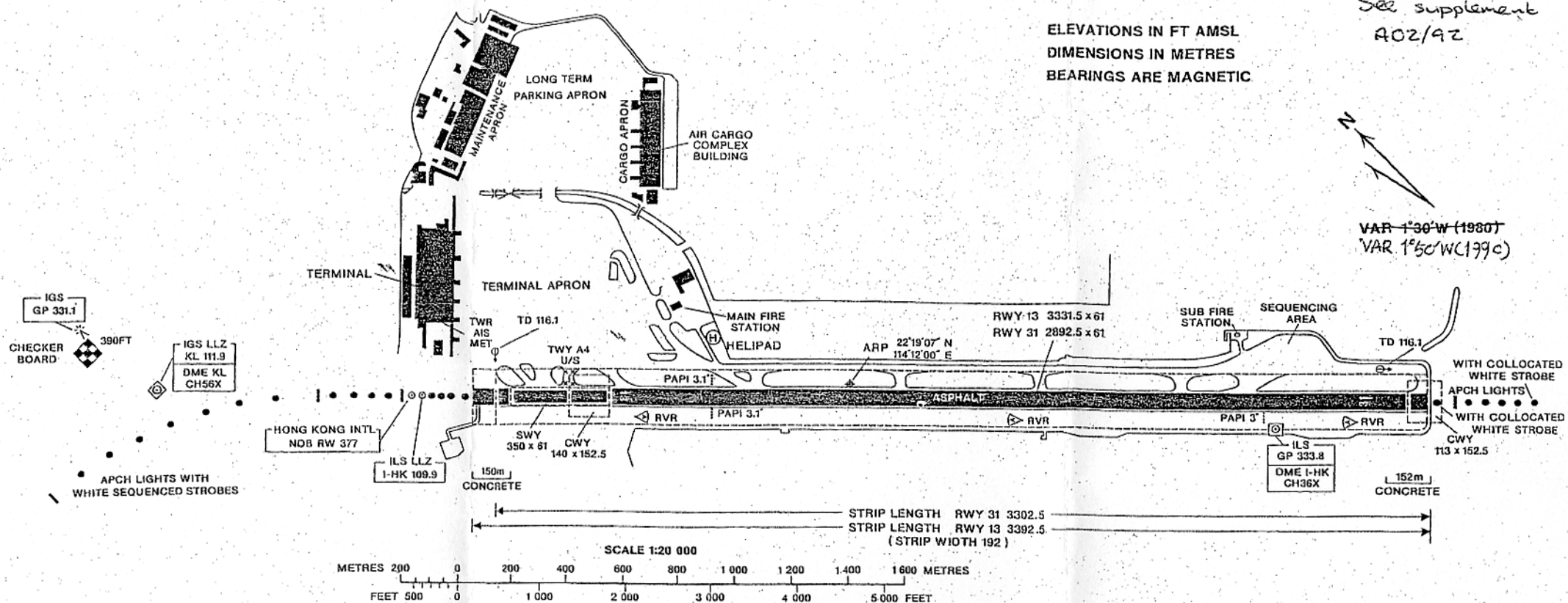
RWY	DIRECTION	THR	BEARING STRENGTH
13	135°	22°19'24" N 114°11'38" E	PCN 61/F/B/X/U RUNWAY AND ALL TAXIWAYS
31	315°	22°18'24" N 114°12'45" E	
APRONS		BEARING STRENGTH PCN 60/R/B/X/U	

ELEVATIONS IN FT AMSL
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

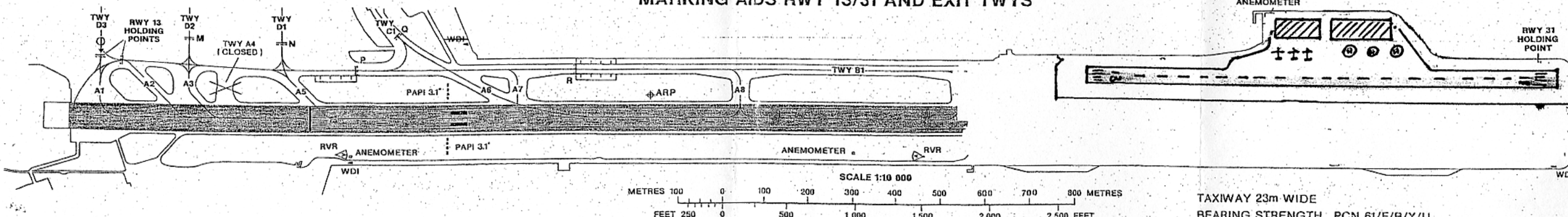
See supplement
A02/AZ

VAR 1°30'W (1980)
VAR 1°50'W (1990)

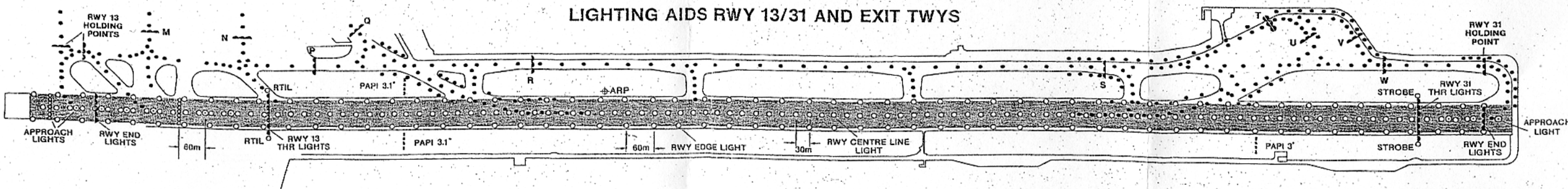
LEGEND	
VOR CHECK PT AND FREQ	⊕ TD 116.1
TAXI-HOLDING POSITION	—
STOP-BAR LIGHTS	—
RUNWAY CENTRE LINE LIGHTS	—
RUNWAY EDGE LIGHTS	—
TAXIWAY EDGE LIGHTS	—
TAXIWAY CENTRE LINE LIGHTS	—
TAXIWAY SHOULDERS	—



MARKING AIDS RWY 13/31 AND EXIT TWYS



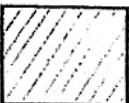


LIGHTING AIDS RWY 13/31 AND EXIT TWYS



23 August 1990

CIVIL AVIATION DEPARTMENT
HONG KONG
Cartography by Survey & Mapping Office, Buildings & Lands Department

-  Helipads
-  Fixed Wing Aircraft
-  Operation Building



香港獨木舟總會

HONG KONG CANOE UNION

E-mail :

Website :

6th January, 2006

C : DVC/KAITAK-DVC06A

Kowloon District Planning Office
Planning Department
14/F., North Point Government Offices
333 Java Road
North Point, HK

By Fax (2894 9502) & Email

Dear Sirs,

Kai Tak Planning Review

We refer to the captioned review and welcome Government to seek public view on the Kai Tak Concept Plans.

Concept Plans

The Concept Plans proposes three schemes, namely: City in the Park, Kai Tak Glamour and Sports by the Harbour. The major development components in all three schemes comprise a cruise terminal and a multi-purpose stadium. /

We support the concept of the schemes, in particular the provision of the cruise terminal and the multi-purpose stadium. These facilities are currently lacking in Hong Kong and are urgently needed as one of the international cities of the world.

Sports by the Harbour

Out of the three schemes, we consider Sports by the Harbour would bring more benefits to Hong Kong.

It would bring more sports facilities that are currently needed by Hong Kong.

It would be the less living density as compared with other two schemes (24,000 domestic units as compared with 46,000 units in City in the Park and 33,000 units in Kai Tak Glamour). Kowloon Peninsula is one of the most densely populated areas in the world and we support low density developments in the area to give people a more breathing space.

.../2

*Affiliated to : International Canoe Federation Asian Canoe Confederation
Sports Federation & Olympic Committee of Hong Kong, China*



香港獨木舟總會

HONG KONG CANOE UNION

E-mail :

Website :

Enhancement of Sports of the Harbour

Sports of the Harbour would provide a lot of sports stadiums. However, as Sports of the Harbour includes some harbour area, we fail to see why a water sports centre comprising canoeing, rowing, dragon boats, etc would not be planned there.

The Approach Channel would provide an excellent venue for water sports training and competitions. These activities would bring the vibrancy of the city and will be welcome by people.

One of the problems for hindering the provision of the water sports activities in the area is the poor water quality. You are aware that Kai Tak Planning is a long term development, we should have a foresight to plan for a scenario that the water quality in the area would be improved in the future.

In two decades ago, the water quality of Shing Mun River was extremely poor. However, through the effort of Government, the water quality there has been greatly improved. Now there are frequent trainings and competitions from canoeing, rowing and dragon boat taking places there.

The second problem is that the water sports activities may be in conflict with the barging actives being taking place along the Kwun Tong typhoon shelter. We consider through better planning and management, this problem would be resolved. A similar example is the Yacht Club is situated next to the Causeway Bay Typhoon Centre and we do not find there is any incompatibility between the two activities.

Conclusion

We fully support Sports of the Harbour and appreciate your due consideration of the planning a water sports centre in the area as an enhancement of the scheme.

Yours faithfully,

Alex IP
Sports Executive

*Affiliated to : International Canoe Federation Asian Canoe Confederation
Sports Federation & Olympic Committee of Hong Kong, China*

香港曲棍球總會

HONG KONG HOCKEY ASSOCIATION

電話 (Tel):
傳真 (Fax):
電郵 (Email):
網址 (Website):



本會為國際曲棍球協會
亞洲曲棍球總會及
中國香港體育協會
暨奧林匹克委員會的屬會

Affiliated to the Federation Internationale de Hockey,
the Asian Hockey Federation and
the Sports Federation
and Olympic Committee of Hong Kong, China.

19th December, 2005

Sports Federation & Olympic Committee of Hong Kong, China

Attention: Mr. A.F.M. Conway,
Chairman of Co-ordinating Committee of Multi-Purpose
Stadium at Kai Tak, SF & OC

Dear Mr. Conway,

NSA Meeting for Multi-Purpose Stadium and Ancillary Sports Venues (2)

Many thanks for inviting us to attend your meeting on 16th December 2005 to solicit our views on the needs and requirements of this proposed venue.

As far as the hockey community of Hong Kong is concerned, and we are about 2500 strong, there is an urgent need for an International standard sized pitch because currently we do not have one in Hong Kong.

Increasingly both men's and women's national teams are invited to participate in the All China Games, the Asia and Asian Hockey Federation tournaments, East Asian Games and Asian Games and there is increasing pressure for us to host such events. In addition there are regional age group competitions for both boys and girls U.16 and U.18.

Accordingly we feel we could make very good use of the 5000 seat venue provided it was equipped to host hockey events. This would require an Astroturf playing surface of 97.4m length and 61m width. In addition there needs to be space at the pitch side to accommodate team officials, match officials and reserves. Separately there needs to be accommodation for 4 changing rooms each large enough to have 18 players, 2 umpires changing rooms plus other meeting and conference rooms for traveling officials and delegations. A media room is also desirable.

From 2007 indoor hockey will start to be played at local international level so again we would like to be able to participate. Basic dimensions are 50 m by 28m playing surface which would enable us to host and/or participate in such events.

We hope that with this information you can continue your planning.

Yours sincerely,

Roger Nissim
President

cc Planning Department
Kai Tak Planning Review
Fax:



香港草地滾球總會 Hong Kong Lawn Bowls Association

January 6, 2006

Kowloon District Planning Office
Planning Department
14/F North Point Government Offices
333 Java Road
North Point
HONG KONG

BY FAX (2894 8502) & E-MAIL

Dear Sirs

Kai Tak Planning Review **Stage 2 Public Participation: Outline Concept Plans**

With reference to the Public Consultation Digest (2) on the Stage 2 Public Participation of the Kai Tak Planning Review, we, the Hong Kong Lawn Bowls Association, would like to express our views on the Outline Concept Plan.

As one of the National Sports Associations (NSAs) under the Sports Federation and Olympic Committee of Hong Kong, China, the Hong Kong Lawn Bowls Association represents more than 10,000 bowlers in Hong Kong.

Since the introduction of lawn bowls to Hong Kong in early 1900s, the sports has long been regarded as a gentlemen's sport played by people from the upper class, mainly consist of expatriates and senior citizens. Hong Kong has enjoyed tremendous success in the international arena, winning a number of honors in international competitions such as the Commonwealth Games.

Today, with the promotions organized by the Hong Kong Government, the sport is gaining popularity in the local community. Around 300 lawn bowls training courses were organized by LCSD and the HKLBA every year, providing more than 2,000 new players for the sport. Currently there are more than 3,000 active bowlers engaged in the sport, representing 30 clubs in the league and national competitions organized around the year.

Our Views on the Concept Plan

Of the three concept plans presented in the Public Consultation Digest (2), we believe the Concept Plan 3: Sports by the Harbor represents the best interest to the Kowloon residents.

Kowloon has long been criticized for the lack of amenities and sports facilities, the adoption of this Concept Plan will definitely fill the void in this highly populated area and improve the living environment.

會長(張旭華)
President:
Vincent Cheung

副會長(發展): 區錦輝
Vice President
(Development):
Tony Chiu

副會長(聯賽): 王敬賢
Vice President
(National League)
Mike Worth

副會長(公開賽): 陳國雄
Vice President
(National Championships):
Chan Chu Ming

副會長(技術): 林志堅
Vice President
(Technical):
Claudius Lam

秘書長: 鍾美芳
Hon. Secretary:
Stephanie Chung

助理秘書長: 蘇冠英
Asst. Hon. Secretary:
Sandy Sit

財務司庫: 莊崇偉
Hon. Treasurer:
Richard Chui

名譽法律顧問: 梁冠華
Hon. Legal Advisor:
Herbert Tsui



香港草地滾球總會 Hong Kong Lawn Bowls Association

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Tony Chiu

副會長(國家): 三傑富
Vice President
(National League):
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In our opinion, while the other two Concept Plans may also serve the purpose of providing additional facilities for Kowloon residents, the increase in the number of commercial and residential buildings may cause additional problems to the area, such as traffic, pollution and other environmental impacts.

No matter which Concept Plan is selected, we truly believe that it is the Government's responsibility to provide adequate sports facilities to the residents on Kowloon Peninsular.

Suggestions

When finalizing the Kai Tak Development Plan, the Hong Kong Lawn Bowls Association suggests Planning Department consider the increment of sports facilities for the area, no matter which Concept Plan was adopted. Sports that have no presence in Kowloon should be put into the top priority because this will create a more balanced sports environment for the district.

Here we would like to propose lawn bowls greens as an ideal inclusion to your plan.

Lawn Bowls Facilities in Hong Kong

Currently there are a total of 28 lawn bowls greens in Hong Kong. While most of the greens belong to private clubs, nine of them are government-owned and are run by the Leisure and Cultural Services Department. They are located at Victoria Park (2 greens of 6 rinks each), Island East Sports Centre (1 green of 4 rinks), Ap Lei Chau Sports Centre (1 green of 6 rinks), Siu Lek Yuen Sports Ground (2 greens of 6 rinks each), Tai Po Waterfront Park (2 greens of 6 rinks each) and Wo Shan Park in Tuen Mun (1 green of 4 rinks).

As all the public lawn bowls greens are situated on the Hong Kong Island and the New Territories, a vast majority of the residence in Kowloon cannot enjoy lawn bowls in their neighborhood.

In addition, our annual international tournaments require additional venues to project the professional image of Hong Kong as a centre of sports events in Asia.

The Requirements

1. Lawn bowls greens can be natural turf or a carpet laid on a concrete/bitumen base. The former is more attractive; from most players' perspective more preferable but does require substantially more maintenance.



香港草地滾球總會
Hong Kong Lawn Bowls Association

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President:
Vincent Cheung

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Vice President
(Development):
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Hon. Treasurer:
Richard Chui

名譽法律顧問：梁英剛
Hon. Legal Advisor:
Herbert Tsol

2. Greens shall form a rectangle of not less than 37M and not more than 40M a side. It shall be surrounded by a ditch which shall have a holding surface not injurious to bowls and be free from obstacles. The ditch shall be not less than 200mm or more than 380mm wide and it shall be not less than 50mm or more than 200mm below the level of the green.
3. Drainage is important, as the desire is to have a hard true surface, which drains quickly so that the green can be cut and rolled.
4. For optimum play a flat surface is required. A tolerance of ± 25 mm over the green and ± 6 mm in 2M should be provided.
5. For optimum use greens need floodlighting, an average design illuminance of 220-250 lux is desirable for average play, higher standards for national and international games. The uniformity ratio should be better than 50% although a lower illuminance at the center of the green is acceptable.

Conclusion

The Hong Kong Lawn Bowls Association is fully supportive on the development plan for the Kai Tak areas and is willing to provide all sort of assistance in carrying out the project.

Should you require more information on our viewpoint to the project or the detailed specification of a lawn bowls greens, please do not hesitate to contact the Association's Sports Executive Ms. Leona Ng at 2504 8250.

Yours sincerely

On behalf of the Hong Kong Lawn Bowls Association

Vincent Cheung
President

c.c. Mr. A.F.M. Conway, Chairman of Co-ordinating Committee of
Multi-Purpose Stadium at Kai Tak, SF&OC of HK, China (via fax)
Mr. Charles Chu, Project Adviser (Recreation & Sport), HAB (via)



HONG KONG POLICY RESEARCH INSTITUTE LTD.

香港政策研研研研研

3 January 2006.

Kowloon District Planning Office,
Planning Department,
14/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong.

Dear Sir,

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

With reference to the invitation of the Government in November 2005 for public opinion on the Outline Concept Plans for Kai Tak, we enclose herewith a brief report on our views for your consideration.

Yours sincerely,

Peter K.S. Pun,
Convener,
Long-Term Development Policy Group,
Hong Kong Policy Research Institute.

KAI TAK PLANNING REVIEW

STAGE 2 PUBLIC PARTICIPATION: OUTLINE CONCEPT PLANS

Comments of the
Long-Term Development Policy Group
Hong Kong Policy Research Institute

1. Planning Principles

1.1 The following should be added as one of the planning principles.

“To help sustain and enhance Hong Kong as a world-class international city “

1.2 If one of the purposes of developing Kai Tak is to sustain and enhance Hong Kong as a world-class international city and with this large parcel of land at our disposal, we should adjust our mindset: **we must think of the most city-wide uses, the right dimensions of these uses and the right shapes of things to come.**

1.3 Hong Kong is too fixed with the ideas of “small is beautiful” and “planning is to make a little to go a long way”. **For once, at least, this time we should use this golden opportunity to set our minds high and to adopt higher goals.** We should think big.

2. Long-term Vision

2.1 In preparing the land use budget for Kai Tak, we must have a long-term vision. Proposals must take into account of but not bound by financial considerations. **We do not have to fill up the whole area in one go with designated uses** as there will be new uses and projects which are not known at the moment but may be required in the long-run. **Footloose uses should give way to uses which must be located around Victoria Harbour.**

2.2 We must recognize that Kai Tak is the last piece of developable land of considerable size by the side of Victoria Harbour. Once it is filled up with uses which need not be there, opportunities to accommodate other more beneficial uses in future would be foregone.

3. Reclamation

3.1 Those who have formulated the three Outline Concept Plans (OCPs) have accepted the “no-reclamation scenario” too readily. As it is apparent from Section 2 of the Consultation Digest, the guideline on “over-riding public need for reclamation” is far from absolutely clear. Given the findings that even with all the mitigation measures the Kai Tak Approach Channel (KTAC) can only be used for amenity purpose, that it can otherwise be used for recreational purposes and that “the

complicated environmental problems in KTAC required detailed technical assessments to ascertain the cost-effectiveness of necessary mitigation measures”, before jumping to the “no reclamation” conclusion **one should make every attempt to test whether the reclamation of this Channel will be accepted by the court. Reclamation of KTAC should be a very good test case.**

4. The Kai Tak Approach Channel

- 4.1 This Group agrees that we should wait for the outcome of the investigation to substantiate whether the environmental problems of KTAC can be overcome without resorting to reclamation. If the answer is negative, **we should be bold enough to propose new versions of the OCP with the Channel wholly or partly reclaimed. This is especially important to OCP 3.**
- 4.2 Moreover, **the government is obliged to let the public know that from a land-use point of view, reclamation of the channel is a more logical approach even without the environmental issue.** The public should know that reclamation of the Channel would in no way affect the function and appearance of Victoria Harbour. The rigidity of the Protection of the Harbour Ordinance compels us to adopt a less optimal planning approach. It is realized that the societal value of the Harbour overrides some of the benefits. Nevertheless, **the public should at least know that other options do exist and that it is the unnecessary fear of reclamation which prevents us from adopting better options.**

5. The Cruise Terminal

- 5.1 **This Group shares the view that this is a suitable location for a cruise terminal.** This community has been discussing for many years about the need for a new properly-designed and purposely-built cruise terminal. **If no better sites are more readily available for this facility, the Kai Tak site should be adopted and immediate action should be taken to build the terminal.** We should not delay and wait any longer. The longer we wait, the more difficult it would be to compete with our neighbours and the greater is the possibility that the cruise routes will bypass Hong Kong.

6. The Multi-purpose Stadium Complex

- 6.1 Although it is not short of sports facilities, Hong Kong does not have a world-class stadium complex. **This Group therefore fully support the proposal to provide the multi-purpose stadium complex. It also thinks that Kai Tak is a suitable location.**
- 6.2 The Group feels, however, that in planning for this project, we must also find good neighbour uses for the complex. The option of developing high-density housing adjoining the stadium complex is environmentally and aesthetically not acceptable.

Likely to be frequently visited by international groups and one of the symbols of Hong Kong, the complex should be surrounded by wide stretches of green space.

7. Office Development

- 7.1 The need for another office node in Hong Kong is apparent. **Kai Tak is a suitable location for an office node.** Our existing CBD has little room, if any, for expansion. Tsim Sha Tsui is in a similar situation. A better location for this is West Kowloon Reclamation but most of the suitable sites there have been designated for other equally important uses such as the cultural district. Kai Tak is the second best location.
- 7.2 The office development in Kai Tak should be unique in its character. To be different from an ordinary “down town” type of development, **the Kai Tak office node should be developed as an “office park”.** If it is finally decided that office development should be located adjacent to the stadium complex (as it is currently proposed in the OCPs), as contrast to surrounding the complex with green space (as proposed by this Group), **the park-like office development should be designed to blend in with the stadium complex with strict control on building heights and massing.** A master plan on the design of the stadium complex and office blocks should be prepared and adhered to. Office development can proceed on an incremental basis, but the planning and design should follow the master plan. There are successful examples of this approach. The Sha Tin Town Centre development is one.

8. The Metro Park

- 8.1 Is the term “Metro” a misnomer? In some cities, “metro” refers to the underground railway. It may be argued that in our case, “Metro” is the short for “metropolitan”, but Hong Kong is not quite qualified to be taken as a “metropolitan” as the term is used in geography and urban planning.
- 8.2 The idea of developing a Metro Park at Kai Tak is generally shared by the community. The Consultation Digest classifies this park, together with the promenade, as a primary open space without explaining their purpose and function. If the name Metro Park connotes special quality and status among other parks in the Metro Areas, its size is far too small. We talk about Hong Kong as a world-class international city at par with New York and London, but our land use proposals do not match with this vision. Both London and New York have world famous parks which tourists visit and local citizens are proud of. These parks are many times larger than the proposed Metro Park. How would our Metro Park compare to the Central Park in New York or Hyde Park in London, according to our vision of its development at this stage? In terms of land value, New York’s Central Park would in no way be lower than our Metro Park if developed for commercial uses. **We should be bold in our land use proposals in order to match with our vision. The**

Group's suggestion is to double the size of the Metro Park. On the other hand, if Government is mindful of the land value, give it another name to reflect that it is just another District Open Space in Kowloon.

9. Waterfront

- 9.1 The southwestern edge of the ex-runway is a very vital portion of the waterfront of Victoria Harbour. Assuming no reclamation in Kowloon Bay in front of it, this waterfront should be carefully planned and development in order to help to enhance the attractiveness of Victoria Harbour. **Nothing less than an excellent urban design scheme should be adopted and implemented,** with wide stretch of rich landscaping and green planting in front and harmonious and compatible development behind. **In this respect, none of the three OCPs are totally satisfactory.**

10. Housing Sites

- 10.1 It appears that Hong Kong is not short of housing land in general, but it need more high-class housing land to meet the demand of the niche market. **The ex-runway is an ideal location for the development of high-class housing, capitalizing on its frontage to the Victoria Harbour, provided that such housing development can be designed and developed in total harmony with the design of the waterfront** as outlined in paragraph 9.1 above. Hence, while supporting the idea of developing high-quality housing on the ex-runway, **this Group would urge the government to take steps to ensure that the design for this development is of the highest order.** If development is well done, it can be an icon in the Harbour; otherwise another eyesore will be added.
- 10.2 Kai Tak can accommodate some high-density housing at its fringe facing San Po Kong and Kowloon City. However, this Group is not sure about the meaning of the statement that policy support has been given to designate 9 hectares of land for public housing. Does this mean that the public and the Town Planning Board must accept this proposal as given, irrespective of the outcome of the consultation? **The Group is not against the idea of locating some public housing at Kai Tak, but the amount of land for this purpose should be firmed up only after the consultation.** High-density housing is footloose. Should there be more appropriate uses for Kai Tak, footloose uses should give way.
- 10.3 If eventually some public housing blocks are located at Kai Tak, they must be designed to blend in well with other developments there to reflect the planning principles listed in the Consultation Digest. **No stereotype of rental blocks should be allowed.**

11. Other Uses

11.1 There are uses which should be located within the Main Urban Areas; but some of them may not have immediate or proven demand at this point in time. Events in Hong Kong move very fast. New ideas crop up from time to time. **If we do not reserve at Kai Tak some sites for undesignated uses, the opportunity would be lost when the need for new kinds of development are established later on.** The following are some ideas.

(a) The third convention and exhibition centre.

The decision not to include convention and exhibition facilities at the Tamar site means that there would not be suitable sites at Wan Chai to develop a third convention and exhibition venue if the need arises in future. Suitable sites for this purpose on both sides of the Harbour are hard to find. **A suitable site in Kai Tak should therefore be reserved to meet the long-term demand.**

(b) International School Village

With the increase in the expatriate population in Hong Kong, there is a high demand for more international schools. **The shortage of this kind of schools would indirectly affect business sector's decisions to locate multinational companies in Hong Kong.** These schools would need to be located within the Main Urban Areas and **Kai Tak offers an opportunity.** A cluster of 3 or 4 international schools at Kai Tak would go a long way to meet the demand.

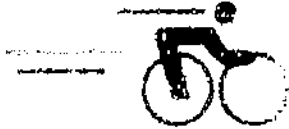
(c) Private Hospital

The suggested hospital site is fully supported. **It may be necessary to consider designating the site for a private hospital in the longer term.** This echoes the idea of strengthening the contribution from the private sector to the health care of the community.

12. Conclusion

12.1 We must acknowledge that the development concepts on the OCPs more or less meet the aspiration of the community. The Consultation Document is well prepared. However, with this last substantial parcel of land by the side of the Harbour, we should be very selective on uses to be located here. **The test is whether the proposed uses would help enhance Hong Kong as a world-class international city and whether these uses have to be located by the side of the Harbour.**

12.2 **The development strategy of Kai Tak should take care of both short and long-term requirements.**



5 January 2006

Kowloon District Planning Office,
Planning Department,
14/F North Point Government Offices,
333 Java Road,
North Point,
Hong Kong.
Fax 2894 9502

By Fax & Mail

Dear Sir,

**Public Consultation on Kai Tak Planning Review :
Stage 2 Public Participation : Outline Concept Plans**

The Hong Kong Triathlon Association made a submission in relation to the First Stage of the public consultation process in our letter dated the 29 November 2004. We are pleased to see that some of the ideas proposed in that letter have been incorporated into Concept Plan 3 :Sports by the Harbour. Other points made in that submission remain relevant.

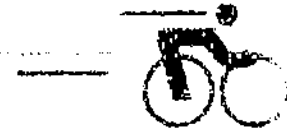
Concept Plan 3

As a principle we support Concept Plan 3 over the other two options provided for comment. We would hope that in developing that option further emphasis is given to other sports, such as Triathlon, which will take place outside the proposed multi-purpose stadium. One of the increasing problems sport is facing in Hong Kong is finding safe places for carrying out public events such as running races and cycling races. The street network should therefore be designed to enable roads to be closed for such sports events, and other public events, without major impact on vehicular traffic flows. The street network shown on the plan does not facilitate this.

We support the inclusion of cycling tracks on the plan, but there is a need to differentiate between cycle tracks for recreational use and the need for suitable roads for racing and training on at speeds of up to 45 kph.

The improvement in water quality in the eastern harbour waters is encouraging and we would hope that there will soon be a time when the harbour can be used for swimming on an occasional basis for important events. We encourage the Government to ensure that suitable water quality is obtained on the harbour side of the previous airport runway. It is also necessary to ensure that ramps are provided so that people and boats can obtain easy access to the water at all tides particularly where a major park is to be located. It would make an ideal and unique venue for a high profile international triathlon event.

香港三項鐵人總會
HONG KONG TRIATHLON ASSOCIATION



Any facilities provided for our sports are equally usable by the cycling, running and swimming associations. We would therefore suggest that as the design of Kai Tak proceeds the relevant National Sports Associations be invited to participate in the process to provide their technical input.

Cruise Terminal

While appreciating the arguments put forward for the location of the cruise terminal at Kai Tak, we find that the likely location of this facility in an area of major sports will compromise the opportunity of making the best use of the runway area for sports facilities and events. The traffic generated by the cruise terminal will make it difficult to close roads to enable them to be used for public events. We are aware that there have been alternative locations for the cruise terminal recently proposed and we would strongly suggest that one of the other locations be adopted.

Intermediate Use of Sites

It is likely that the long term use of the sites on the runway will take more than 10 years to develop for their permanent uses. In the meantime the Government is requested to make more of this area available for public sport and recreation. The existing Golf Driving Range is an example of how this area could be better used for sport on an interim basis.

Residential Development

We consider that the low rise residential development proposed in Concept Plan 3 should be removed and the whole of the runway area be reserved as a major public sport and recreation area. There would appear to be little justification for giving this important area to exclusive private residential accommodation when it could become part of a unique and important public recreational resource.

Thank you for the opportunity of making this submission. Should you require any further information we would be please to assist.

Yours faithfully,

Raymond Mak
President

香港三項鐵人總會
HONG KONG TRIATHLON ASSOCIATION



中國香港賽艇協會
HONG KONG, CHINA ROWING ASSOCIATION

November 22, 2005

Mr. Bosco C.K. Fung, JP
Director of Planning
Planning Department
North Point Government Offices
333 Java Road
North Point, Hong Kong

Dear Mr. Fung,

Kai Tak Planning Review

We refer to your letter dated 9th November 2005, enclosing details of alternative outline concept plans for possible redevelopment of Kai Tak and, in particular, the 'Sports by the Harbour' concept plan.

We wish to propose that a study be made of the possibility of converting the Kai Tak Approach Channel into an enclosed basin designed to hold international rowing, canoeing, dragon boating and other water sports events, facilities for which are presently lacking.

The channel's proximity to the proposed multi-purpose stadium and other land based sports facilities would greatly enhance the area as a focal point for international sports events and community sport and recreation.

We would, therefore, like to request an early meeting with representatives of your department to discuss the environmental, technical, engineering, hydraulic and other aspects of this proposal.

Yours faithfully,

Robert L. Wilson
President

c.c. Hong Kong Canoe Union
Hong Kong Dragon Boat Association
Hong Kong Water Ski Association
Sports Federation & Olympic Committee of Hong Kong, China
Harbour-front Enhancement Committee
Hong Kong Tourism Board
Home Affairs Bureau

Tel. 電話:

Web Site 網址:

Fax. 傳真:

E-mail. 電子郵件:

Proposal for an International Regatta Centre at Kai Tak

1. Submission

This proposal is submitted to the Hong Kong Government by the Hong Kong, China Rowing Association, with the support of the Hong Kong Canoe Union and the Hong Kong Dragon Boat Association.

2. Proposal

It is proposed to develop the Kai Tak Approach Channel (KTAC) and part of the Kwun Tong Typhoon Shelter into an International Regatta Centre (IRC) for rowing, canoeing, dragon boating and other events and activities.

The engineering requirements will allow tidal streams to be positively controlled and directed so as to eliminate the problem of poor tidal flow within the KTAC and the To Kwa Wan Typhoon Shelter.

The IRC brings significant environmental and ecological benefits. With the surrounding areas properly landscaped, it will become an attractive water park for passive and active recreation throughout the year. It can become home to numerous species of marine and bird life, if surrounding areas are extensively planted with trees and other vegetation to provide nesting areas for egrets and other birds. Extensive tree planting will help to mitigate air pollution, provide shade and shelter, and leave a legacy for future generations to enjoy.

Development of the International Regatta Centre will demonstrate to the world that Hong Kong has the engineering capability and political will to take a polluted, former industrial area and turn it into an attractive green lung in the heart of the city.

Completely surrounded by a waterfront promenade, the IRC will provide extensive opportunities for walking, jogging and cycling and could be a safe venue for competitive events in these activities.

The International Regatta Centre will considerably enhance the Chief Executive's vision of Kai Tak becoming a Sports City with world-class facilities.

The added usage of the area will increase the overall economic viability of the Sports City.

3. The advantages of water sports for Hong Kong

Many sports are practised in Hong Kong, but there is a lack of facilities of international standard for hosting events such as Asian and world championships.

Land is in short supply and there are many competing uses for it. Allocating land for sports has a high cost, when viewed from a Government revenue point of view.

In contrast to the shortage of land, Hong Kong possesses extensive areas of water that are suitable for a wide variety of water sports.

Water sports also require land from which to operate, but, for an equal number of participants, the area required is much smaller than that required by land-based sports.

Water sports are, therefore, highly suited to Hong Kong and it is logical to provide facilities to encourage participation.

4. Need for an international regatta centre

There is no venue in Hong Kong that meets the technical requirements of the international federations for rowing, canoeing and dragon boating for holding international events. A course suitable for rowing will also meet the requirements for canoeing and dragon boat competitions.

Technical requirements are for still water, a minimum depth of 3.5 metres, a width sufficient to accommodate 8 racing lanes of 13.5 metres width and a length sufficient to accommodate a racing distance of 2,000 metres, with space beyond the finish line for boats to stop. The course must be straight and conditions in each lane must, as far as possible, be equal. Space is needed alongside the course for boats to pass between the start and finish without intruding on the course.

Some land-based facilities are required, including boat park, start installations, timing facilities, finish tower, spectator facilities and rooms for meetings, doping control, first aid, athlete changing and rest areas etc.

Possession of an international standard course will allow major water sports events to be held, benefiting the development of local sport and the economy.

5. The Kai Tak Approach Channel

The KTAC and its extension into the Kwun Tong Typhoon Shelter affords the possibility of creating an international regatta centre at minimal cost. Its proximity to the proposed multi-purpose stadium and other proposed sports facilities, its access to public transport facilities and its location in the heart of the city, make the concept extremely attractive. There is the potential to create a world-class regatta centre capable of hosting a variety of water sports events and during the rest of the year being used by local clubs, schools and universities. The KTAC is 200 metres wide and could be extended to the required length.

6. Contaminated sediment

The sediment on the floor of the KTAC is contaminated, but it is understood that the sources of contamination have largely been eliminated. The situation is analogous to that of the Shing Mun River (SMR) channel, which, at 200 metres wide and 4,000 metres long, is nearly 3 times larger in area. Elimination of pollution sources and removal and treatment of contaminated sediment has successfully cleaned up the SMR channel. Nature has contributed to this process and the channel is now home to a large population of fish, crustaceans and bird life and the water is noticeably clear. The same process should be possible at the KTAC.

7. Tidal flushing

Tidal flushing is important, to assist in cleansing the channel and to help maintain it in a healthy condition. The shortness of the channel and its location beyond the breakwaters of the Kwun Tong Typhoon Shelter mean that tidal flows into and out of the channel are slow and the exchange rate of water is limited, thus the natural cleansing process is slow.

The To Kwa Wan Typhoon Shelter also suffers from poor tidal flows.

Since both the KTAC and the To Kwa Wan Typhoon Shelter suffer from limited tidal flows, connecting them by removing 600 metres of the airport runway may not result in much increase in flow. Furthermore, removing so much material from the runway will be expensive and its disposal will present a problem. Bridging the 600 metres gap in the runway in order to reinstate the lost land area will also be expensive. We propose another solution to the problem of inadequate tidal flushing.

8. The proposed aquatic basin

Please refer to the attached sketch. It is proposed to extend the KTAC by constructing a breakwater within the Kwun Tong Typhoon Shelter. Near the end of the airport runway, the breakwater should be joined to the runway to form an enclosed basin. Within the basin, a system of sluice gates will control tidal flows and be able to maintain the water level at the high tide level when international regattas take place, thus providing the still water conditions required by the international federations.

During the approach of typhoons, passage for vessels into the basin will be provided through an openable access barrier. After construction of the KTAC extension breakwater, the width of the typhoon shelter will be in the region of 300 metres, which is sufficient for vessels to operate, pending the planned relocation of the cargo handling area.

9. Controlling tidal flows

Sluice gates near the end of the runway (the southern sluice gates) will control tidal flow into the basin. With the access barrier closed, the sluice gates will allow water to flow into the basin on the flood tide, but prevent it from flowing out on the ebb.

It is proposed that a narrow channel (spillway) be cut through the runway at the northern end of the KTAC. Sluice gates to control the flow of water will be installed at the eastern end of the spillway (the northern sluice gates). When closed, the sluice gates will retain water in the basin.

The normal daily operating protocol will allow the basin to fill on the flood tide through the southern sluice gates, while the northern sluice gates are held closed. At high tide, the southern sluice gates are closed. At this point, the water level in the basin corresponds with the high tide level. If an international regatta is to take place (requiring still water), all sluice gates will remain closed, maintaining the water in the basin at the high tide level.

If there is no requirement to maintain the water level in the basin, when the tide starts to ebb the northern sluice gates will be opened, discharging water from the basin into the To Kwa Wan Typhoon Shelter. The narrower the channel, the faster will be the rate of discharge. Holding the water back until the tide level in the harbour has dropped, then opening the sluice gates, will increase the discharge rate. The direction of the channel exit should be designed to maximise flushing of the typhoon shelter.

The proposed hydraulic management system utilises the difference in water levels between high and low tide to positively flush water through the basin and into the typhoon shelter. If the basin has an area of 500,000 square metres and the average tidal range is 2 metres, 1 million cubic metres of water will pass through the basin and into the typhoon shelter twice daily. This quantity would be close to the total volume of water in the basin, giving a very high rate of exchange.

10. The canoe slalom course

Canoe slalom is a popular spectator and participation sport in many countries. It is also a sport for which no venue exists in Hong Kong and which the Canoe Union is keen to see provided. A canoe slalom course could be built within the airport runway. If the water in the basin is held back, as the tide drops, water could be allowed to flow from the basin through the slalom course. Adequacy of the gravity fed tidal flow would need investigation. At times when the flow is inadequate, pumps could boost the flow of water.

It is reported that revenue from the entirely electrically driven canoe slalom course that was built in conjunction with the 2000 Sydney Olympic rowing course pays for the upkeep of the entire rowing and canoeing facility.

11. Conclusion

We believe that this proposal meets the needs of Hong Kong and is a feasible and low cost solution to the problem of providing a venue for international rowing, canoeing and dragon boating events and for other aquatic events for which the facility is suitable. The facility will not only benefit Hong Kong; it will benefit the development of these sports in Asia and elsewhere.

We believe that the proposed system for controlling tidal flows through the venue will result in more effective flushing than the presently proposed 600 metres gap in the runway.

We believe that the proposal will result in Hong Kong hosting a variety of water sports events, up to world championship levels, to the benefit of the population as spectators and participants, and that the economic benefits will outweigh any costs involved.

We believe that the possibility of developing the KTAC into an International Regatta Centre presents a unique environmental and ecological opportunity that should not be missed.

In making this proposal the Hong Kong, China Rowing Association has the full support of the International Rowing Federation (FISA) and has access to all the technical resources and experience accumulated by FISA in helping to plan and develop a number of rowing courses around the world.

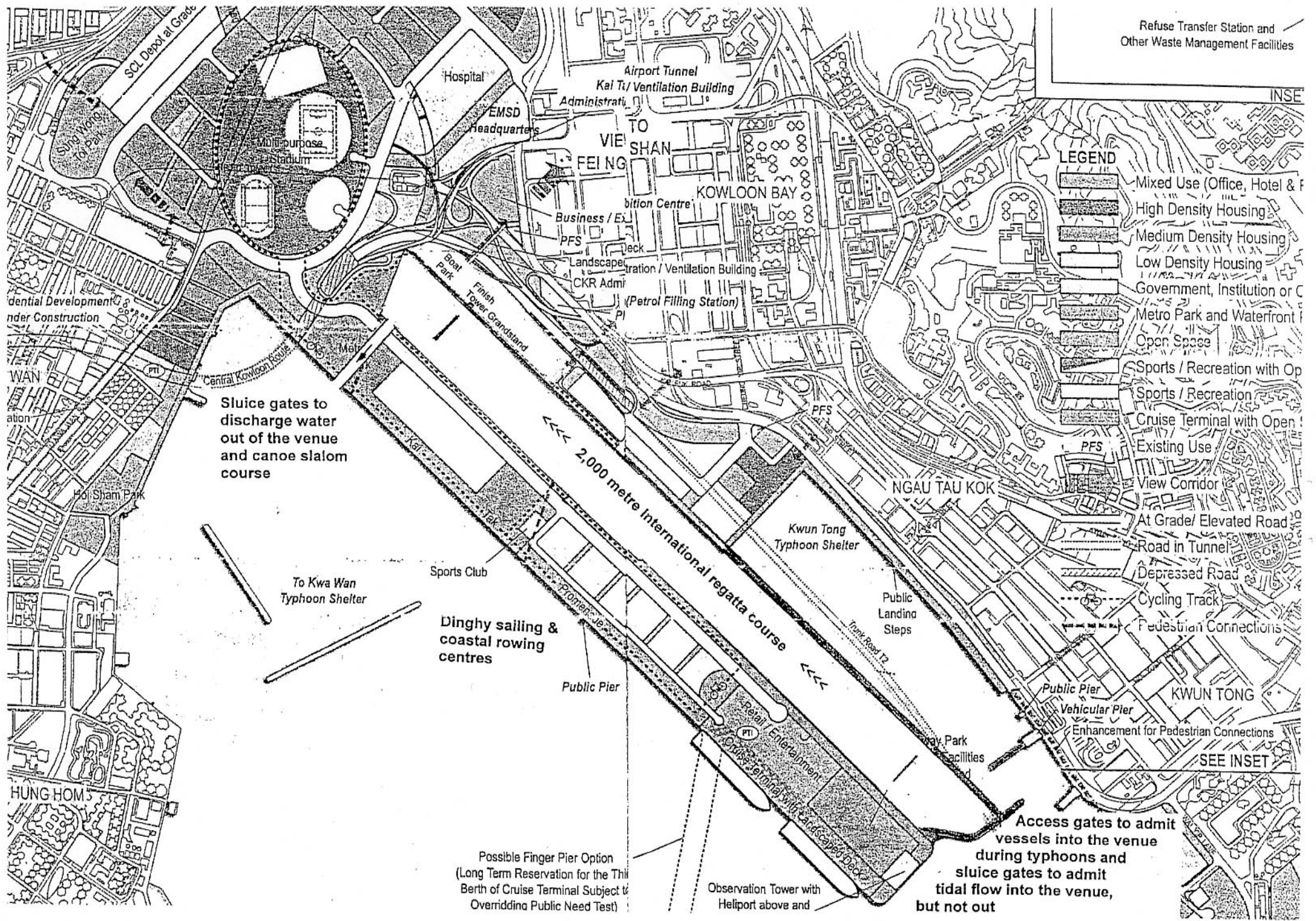
12. Further Information

Enquiries in relation to this proposal may be directed to:

Robert L. Wilson, President
Hong Kong, China Rowing Association

Dir Tel:
Dir Fax:
E-mail:

5th January 2006



Refuse Transfer Station and Other Waste Management Facilities

INSE

LEGEND

- Mixed Use (Office, Hotel & F...)
- High Density Housing
- Medium Density Housing
- Low Density Housing
- Government, Institution or C...
- Metro Park and Waterfront
- Open Space
- Sports / Recreation with Op...
- Sports / Recreation
- Cruise Terminal with Open
- Existing Use
- View Corridor
- At Grade/ Elevated Road
- Road in Tunnel
- Depressed Road
- Cycling Track
- Pedestrian Connections

Sluice gates to discharge water out of the venue and canoe slalom course

2,000 metre International regatta course

Dinghy sailing & coastal rowing centres

Access gates to admit vessels into the venue during typhoons and sluice gates to admit tidal flow into the venue, but not out

Possible Finger Pier Option (Long Term Reservation for the Third Berth of Cruise Terminal Subject to Overriding Public Need Test)

SEE INSET

Your Ref : K-SEKD/11B
Our Ref : CPP-05/GEN/HS015/24127

Tel No :

19 December 2005

Kowloon District Planning Office
Planning Department
14/F, North Point Government Offices
333 Java Road
North Point, Hong Kong

By Fax (2894 9502) & Mail

Dear Sir,

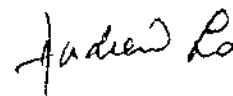
Kai Tak Planning Review
Stage 2 Public Participation – Outline Concept Plans

Thank you for your invitation to the Stage 2 Public Consultation forums. We have the following comments on the proposals of the Outline Concept Plans:

- (a) General – To maximize the usage of the railway as the backbone of public transport network, environmentally friendly feeder system connecting with the railway stations in the Kai Tak Planning Review (KTPR) area should be considered. A good planning of Kai Tak area with integrated public transportation system would allow easy access to leisure, sport, recreational and cultural activities for all walks of life and this would improve the quality of life for the people of Hong Kong.
- (b) All the 3 Concept Plans – In the Consultation Digest (2), there are proposed developments (i.e., housing, commercial, hotel, sports, or mixed uses) above the Shatin to Central Link (SCL) depot and the associated approaching tunnels. In addition, the SCL stations (KTA and TKW (if any)) and the associated tunnels are also located within the KTPR area. There will be potential interfaces with SCL project in this regard and further co-ordination will be required accordingly.

- (c) Concept Plan 3 - Only Kai Tak Railway Station is proposed. Evacuation of people to board public transport after large functions or events to be held in the stadium should carefully be considered. Concept Plans would be the least attractive to KCRC in patronage terms.

Yours faithfully,



(Andrew Lo)
Project Planning Manager

AL/KYL/sc



九廣鐵路公司
Kowloon-Canton Railway Corporation

新鐵路工程部
Capital Projects Division

Your Ref : K-SEKD/11B
Our Ref : CPP-06/GEN/HS015/24168

6 January 2006

Kowloon District Planning Office
Planning Department
14/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

By Fax (2894 9502) & Mail

Dear Sir,

Kai Tak Planning Review
Stage 2 Public Participation -- Outline Concept Plans

Further to our letter of 19 December 2005, we would like to offer further comments on the proposed Outline Concept Plans (OCPs) related to the proposed Shatin to Central Link (SCL).

- (a) The population and employment in all the three OCPs for the South East Kowloon Development (SEKD) are less than the 2003-based TPEDM Scenario I data with population and employment forecasts of about 134,000 and 63,000 respectively in 2021. Further reduction in the population and employment in the SEKD area would have further adverse impacts to the potential patronage and hence the financial viability of the proposed SCL.
- (b) The SCL is required to serve the proposed large multi-purpose main stadium of 54,000 seats and the SEKD areas, the proposed population, development mix and activities should be sufficient to sustain the SCL and its proposed stations at SEKD areas.
- (c) To better utilize the planned SCL, the planned population and employment may not necessarily be reduced from previous studies.



Letter to Planning Department

6 January 2006

Page 2

Considerations could be given to:-

- increase plot ratios for the residential or commercial areas around the SCL stations.
 - review on land use with the possibility to convert some GIC sites and open spaces for development near the SCL stations.
 - encourage redevelopment of existing built areas such as Ma Tau Wai and San Po Kong.
- (d) The planned sport and recreation activities in the SEKD would often be used in the weekends, considerations should be given to weekday usages such as exhibition for better utilization of the facilities and to sustain the outline concept.

Yours faithfully,



(Andrew Lo)

Project Planning Manager

AL/sc

6 January 2006

To : Planning Department (fax 2894 9502)

Dear Sirs,

Kai Tak Planning Review

The government invites public views on Kai Tak Planning Review. I have the following views :-

1. General Principle

The ex-Kai Tak Airport is a large piece of flat land in the urban centre of Hong Kong. It is relatively close to the Central Business Districts in Central and Tsim Sha Tsui and will be served by mass transit railway in future. It is also relatively close to educational institutions, like those popular primary and secondary schools in Kowloon Tong as well as other tertiary educational institutions. Given its high land value and convenience, it should be mainly devoted for high-density residential developments, together with reasonable and necessary facilities. It should also cater for the needs of all walks of life of our society, including those which are not welcome. Those recreational uses, which are highly land-demanding, should not be provided in Kai Tak development. They should be provided in the N.T..

2. Living Environment

A good and green living environment should be provided in Kai Tak development. Promenade and open space with lot of planting should be provided. However, the provision of promenade and open space need not go beyond that is generally provided in Hong Kong so as not to contravene the general principle in (1). For instance, the width of promenade near Tuen Mun Ferry Pier and in Tsing Yi North is about 20m and therefore the width of promenade at the runway of ex-Tai Tak Airport should be around 20m.

3. Stadium

It is proposed in the Kai Tai Planning Review that a stadium occupying an area of 24 hectare be constructed. Whilst I support the construction of a high-standard stadium in Kai Tak

development given its convenient location, the size of the site of the stadium need not go beyond that is reasonably required so as not to contravene the general principle in (1) above. The site reserved for the development of stadium (e.g. the one in Area 16, Tuen Mun) in Hong Kong is generally about 6 hectares, it is therefore envisaged that a site of about 10 hectares is sufficient for the stadium (together with its associated facilities) in Kai Tak development.

4. Community facilities

Sufficient community facilities like hospital should be provided in Kai Tak development to serve the residents in the development as well as residents in Kowloon East.

5. Typhoon shelter

Since there will not be any reclamation (or only limited reclamation), To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter will not be affected. These two typhoon shelters should therefore be retained.

Typhoon shelters are an unwelcome facilities. They should not be reprovisioned elsewhere (in particular, cross-district reprovisioning) because it is unfair to residents in the vicinity of the reprovisioned facilities. Instead, the government should try to integrate the typhoon shelters with the whole development so as to enhance the environment of the development.

6. Public Cargo Working Area

Public cargo working area (PCWA) is also an unwelcome facility and should not be reprovisioned elsewhere (in particular, cross-district reprovisioning) because it is unfair to residents in the vicinity of the reprovisioned facility. They should be retained because many people make a living on these PCWAs. I note from page 7 of the Kai Tak Planning Review which mentions about the long-term decommissioning of Kwun Tong and Cha Kwo Ling PCWAs. If in the long term, PCWAs in Hong Kong will be decommissioned, then all other PCWAs in Hong Kong should have equal chance to decommission. Higher priority should not be given to the decommissioning of the Kwun Tong and Cha Kwo Ling PCWAs as residents in the vicinity of other PCWAs also request the government to close or relocate the PCWAs in their vicinity, for instance, residents in Tuen Mun have requested the government to close or relocate the PCWA in Area 16, Tuen Mun for many years.

7. Other unwelcome but essential facilities

Provision should be made in Kai Tai development for the recycling industry. Recycling materials should be sorted at source before they are conveyed to the Recovery Park for further processing. Since the ex-Kai Tak Airport is a piece of flat land in the urban centre of Hong Kong, i.e. at the centre of source, sites should be reserved in Kai Tak development for the recycling industry.

Provision should also be made for the handling of solid waste generated in the urban area of Hong Kong.

8. Kai Tak Channel

Many organizations have called for the government to make use of the Kai Tak Channel for recreational uses e.g. rowing. However, restoring this water channel for recreational use could be very costly and the government should not do so at all costs. There is already the Shing Mun River which can be used for water-borne activities such as rowing. In the water channel in Tseung Kwan O New Town, the government is also planning to provide facility for water-borne activities. Sha Tin and Tseung Kwan O are within 10 km from Kai Tak development and if government is to provide facilities for water-borne activities, they should be provided in N.T. West, not Kai Tak development.

Yours faithfully,

(signed)

Kwok Ming Chi

6 January 2006

Director of Planning (Fax: 2894202)
14/F, North Point Government Office
333, Java Road, North Point,
Hong Kong

Dear Sir/Madam,

Concerning the consultation in respect of the proposed development at Sin Fat Road, Cha Kwo Ling, Lam Tin, Kowloon East, I would like to express my strong objection to the estate project with sizable high-rise blocks to be built at the site.

My points are that the traffic loading at Sin Fat Road and Cha Kwo Ling Road certainly cannot support further increase of the population there. Judging from the present congestion in the vicinity of Laguna City and Sceneway Garden, traffic jam will definitely be extended to Wai Yip Street and even Centre Kwun Tong and Eastern Harbour Tunnel if additional thousands of people move in area in question. The long vehicle queue in front of the LPG Station at Wai Yip Street speaks well for the undesirable traffic condition there.

On the other hand, the original development plan of the site in question is for community and leisure purpose. I can't see any reason or need to change the land use of the site at this moment, given that Yau Tong Area will be a densely populated area in the future. Moreover, environmentally speaking, it is not in the interest of public health for building another huge estate there which will be closer to the former landfill at Sai Tso Wan.

Based on the above reasons, the community will be benefited a lot if your department can withdraw the proposed development mentioned above. Thank you for your kind attention.

Lo Kwong Cheung

致： 香港北角渣華道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

日期： 二零零六年一月六日

對啓德規劃檢討的一些意見

本司為油塘灣地段業主。

政府所提出的三個概念未能完全解決水質污染問題，市民並未能安全地享用那兒的水上設施。

現在已有實證啓德明渠部份受極嚴重污染，有很多有機毒素，是“不治之症”。若現在不解決這個毒瘤，是決不能作可持續及長遠規劃的。技術上，政府提出開啓 600 米的缺口以改善水的流動，將會對海床部份有非常嚴重的影響，亦同時把污染物帶出維多利亞海港，這樣並不能徹底解決水質污染的問題。相比現在位於明渠內的污染物，將來所流出其他海域的污染物所帶來污染問題亦非常嚴重。因此，此建議於技術上並非一個合乎科學的選擇。在決定是否有凌駕性公眾需要的時候亦以科學的理據為依歸，既然沒有科學方法可以徹底解決現在嚴重污染的問題，是不應因為堅持“零填海”的這個原則而犧牲香港的長遠利益及可持續的發展方向。零填海乃一刀切方案，對改善香港的環境沒有益處，亦不能使香港的發展持續下去，對香港的長遠利益並沒有幫助。為了香港的福祉，絕不能因為一刀切的簡單的口號“零”填海這個偏面的“真理”所限制有益及有建設性的發展，這並非香港人的福祉。

既然政府花費那麼多資源以長遠發展啓德規劃，為什麼不做一個千秋萬代也能享用的良好及可持續發展的規劃呢？香港此彈丸之地實應好好地利用每一份土地。

若不建議於啓德明渠部份填海，九龍東的發展將會陷於停頓及癱瘓狀態。事實上，啓德明渠亦非位於主要的航道，故此，就算填上明渠部份，亦絕不會影響航道或被航道影響的。交通方面，填海後亦可建設九龍東的海濱大道，美化維多利亞海岸兩旁的景色。

在決定填海時應看看是否多數公眾人士及社區人士所希望的呢？能徹底地解決現在嚴重的污染問題和填海，便能使未來的千秋萬代獲益，是一個極之重要的凌駕性公眾需要。絕不應遺留一大堆問題給下一代，這亦不符合凌駕性的公眾需要。能長遠及徹底地解決問題實在是大眾的願望，亦是香港市民一同的理想，及香港能持續地發展的要素。

因此，啓德明渠作有限度的填海是有“急切性”和“及時性”和的“必要性”。

歸納以上各點，總結如下：

- 強烈支持有需要的填海或局部性的填海。
- 啓德明渠部份以及毗鄰啓德研究範圍旁的油塘灣亦有迫切性的填海需要的。
- 事實上，所有香港人都為着同一個理想及目標出發；就是保護我們的海港，建設美好的海岸線。
- 但如何能做到呢？究竟是甚麼也不做？還是採取合理及適當的行動也被視為破壞環境呢？究竟怎樣才算是破壞環境呢？是否我們可以坐視不理呢？
- 在開放及民主的社會中，政府於制定政策及方案時應以市民的福祉為依歸，在香港有病時為香港醫治這個病痛才是政府作為人民公僕所應承諾的。
- 因此，我們在此呼籲政府作英明果斷的決定，立刻作出為千秋萬代人民利益為出發點的可持續規劃方案：作有限度及有控制性的填海。
- 我們相信我們的政府是敢於承擔的，以創造一個千秋萬代造福我們的子子孫孫以人民為福祉的長遠整體規劃方案。
- 非常贊成我們應該亦需要維持一個美麗的海港，但現時政府無法敢於承擔一個有彈性，因時制變的方案。我們確實需要一個既長遠又具有彈性的方案。方案需與其他發展的項目分開，並且獨立處理填海事宜，每個個案需分開處理，不應一概而論。

本司希望 貴局及有關人士審慎考慮以上意見，並儘快解決啓德明渠的問題及制定一個可持續發展的規劃方案。

此致

油塘灣業主代表

For and on behalf of
活地發展有限公司
MORELAND DEVELOPMENT LIMITED

Authorized Signature

5 December 2005

Planning Department
Kowloon District Planning Office
14/F North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Re : Kai Tak Planning Review (Stage 2)

Being a member of the public, I hereby raise my "objection" to the planning proposals including an ocean terminal at the tip of the ex-Kai Tai runway. Instead, it should allow a civil runway there to promote the general aviation activities in Hong Kong.

Yours faithfully,



Kevin S K NG

(e-mail :



中華人民共和國香港特別行政區政府總部衛生福利及食物局
Health, Welfare and Food Bureau
Government Secretariat, Government of the Hong Kong Special Administrative Region
The People's Republic of China


本局檔號 Our Ref.: (3) in HWF 7/3939/81 Pt.13

電話號碼 Tel No:

來函檔號 Your Ref.:

傳真號碼 Fax No.:

12 December 2005

 Mr Bosco FUNG, JP
The Director of Planning
14/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong.

Dear Bosco,

Kai Tak Planning Review

On behalf of the Sub-committee on Access of the Rehabilitation Advisory Committee (RAC), I write to propose that the concept of a barrier-free community be incorporated as one of the design principles in the Kai Tak development, thereby allowing universal access to all buildings and facilities for all people with or without disabilities

Our Sub-committee is the principal advisory body to the Administration on physical access for people with disabilities (PWDs). We work towards the ultimate goal of developing Hong Kong as a barrier-free city. The membership and terms of reference of the Sub-committee is annexed to this letter for your reference.

We note that the proposed development of Kai Tai will provide a full spectrum of state-of-the-art business, tourist, residential, transport, sports and recreational facilities. We hope the Administration will ensure that, during the design and implementation of these facilities, the special needs of PWDs will be seriously taken into account, so as to enable their full participation in the new Kai Tak community.

Access is a primary concern to PWDs. It is essential for meeting the overall objectives of equal of opportunities and full participation. I would be grateful if you could give careful consideration to our view to make Hong Kong an international paragon of barrier-free cities.

Yours forever



(Dr TSE Tsun-him)

Chairman, RAC Sub-committee on Access

Terms of Reference

With a view to ensuring that the design of buildings and public places, the application of information technology, and the provision of public transport, sports and recreational facilities have taken into account the needs of people with disabilities, the Sub-committee is responsible to the Rehabilitation Advisory Committee for the following tasks -

- (a) to advise on the special needs of people with disabilities in terms of building design, external environment, transport facilities and access to information technology and related media;
- (b) to examine the existing areas of deficiency in terms of the design of buildings, the external environment, public transport and access to information technology and related media in relation to the needs of people with disabilities and to recommend necessary improvement;
- (c) to monitor and review efforts made in improving the design of buildings, external environment, public transport system and access to information technology and related media as well as looking into its new development;
- (d) to examine the needs of disabled drivers and car owners;
- (e) to advise on special schemes for providing transport facilities geared to the needs of people with disabilities;
- (f) to advise on the special needs of people with disabilities under the Compassionate Rehousing Scheme;
- (g) to examine how ordinary and special types of sports and recreational facilities are utilised to meet the requirements of different types of people with disabilities; and to recommend how these services and facilities may be developed, expanded and funded;
- (h) to advise on the respective roles of government departments and non-governmental organisations in providing for the sports and recreational needs of people with disabilities; and
- (i) to make recommendations for improvements on the above matters.

REHABILITATION ADVISORY COMMITTEE
SUB-COMMITTEE ON ACCESS
(1 January 2004 to 31 December 2005)
康復諮詢委員會 – 無障礙小組委員會
(二零零四年一月一日至二零零五年十二月三十一日)

Chairman 主席 :

Dr TSE Tsun-him

謝俊謙博士

Members 成員 :

Mr LAW Wai-cheung

羅偉祥先生

Mr Joseph KWAN, M.H.

關國樂先生, M.H.

Mr Hansen LEE

李香江先生

Mr KONG Sik-ngan

江錫銀先生

Professor Arthur MAK

麥福達教授

Mr MOK Kim-wing

莫儉榮先生

Mr Lawrence LEE Kar-yiu

李嘉耀先生

Miss WONG Ka-ling

黃嘉玲女士

Miss Q'sa YUEN

袁煥珍女士

Mrs Rita Mansukhani, AU Hay-lun

文區熙倫女士

Representative of the Hong Kong Council of Social Service

香港社會服務聯會代表

Representatives of the Architectural Services Department

建築署代表

Representative of the Buildings Department

屋宇署代表

Representative of the Highways Department

路政署代表

Representative of the Housing Department

房屋署代表

Representative of the Leisure and Cultural Services Department

康樂及文化事務署代表

Representative of the Social Welfare Department

社會福利署代表

Representative of the Transport Department

運輸署代表

Commissioner for Rehabilitation or his representative

康復專員或其代表

Secretary 秘書 :

Executive Officer (Health, Welfare and Food) Rehabilitation 1

行政主任(康復) 1



啟德規劃檢討 第二階段公眾參與:概念規劃大綱圖

敬啟者：

茲通知各業戶，「規劃署」現正就舊啟德機場地發展，進行第二階段公眾參與之「啟德規劃檢討」諮詢。讓公眾對啟德未來土地用途進行討論。

是次諮詢，「規劃署」共擬備了3份不同概念的概念大綱圖，當中麗港城對出的海旁用地將劃作「都會公園及海濱長廊」、「休憩用地」、「污水處理廠及擴建用地」，而「垃圾轉運站及其他廢物處理設施」將設定於近茶果嶺木屋區對出的海旁位置。而概念圖一及概念圖二均規劃舊陶瓷廠位置興建高約31-40層高的高密度住宅，而概念圖三則規劃該位置為「政府、機構或社區/其他指定用途」（詳見下圖）。

由於有關舊陶瓷廠規劃貼近我們第三期，對我們影響較大，因此各業戶宜多加關注，請各業戶就有關啟德規劃的詳情，瀏覽規劃署網址：

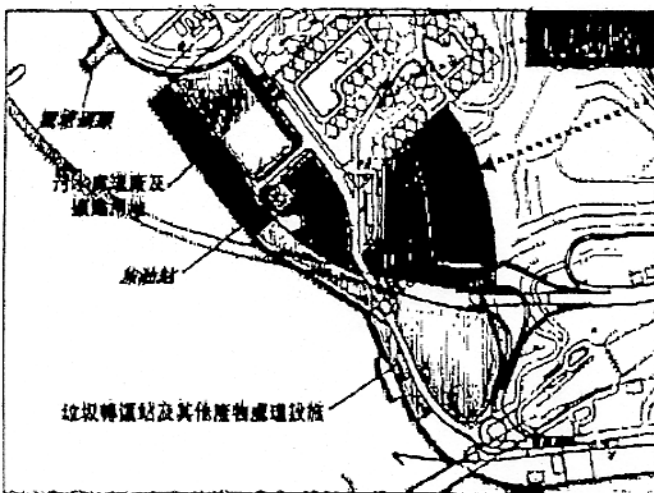
http://www.pland.gov.hk/p_study/prog_s/sek_09/website_chib5_eng/chinese_b5/index_ct.html

並請將個人意見，於2006年1月6日(星期五)前交回「規劃署」：

郵寄地址：香港北角渣華道333號北角政府合署14樓

傳真號碼：2894 9502

電郵地址：kdpo@pland.gov.hk



概念圖一及概念圖二：
建議興建樓高約 31-40 層高的高密度住宅

概念圖三：
建議土地用途為政府、機構或社區/其他指定用途

此致

麗港城第3期各住戶

麗港城(第3期)
業主委員會謹啟

I support the Concep I & II for construction of high density residential complex.



香港地產建設商會

THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG

6 January 2006

By fax (2894 9502) and mail

Mr. Raymond Lee
District Planning Officer/Kowloon
Planning Department
14/F North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Raymond,

Kai Tak Planning Review Stage 2 Public Participation

We wish to thank you and your colleagues for meeting with our members on 16 December. As promised, we have summarized below the gist of the views expressed by our members at the meeting for your ease of reference.

It would also be useful if this letter is read in conjunction with our previous submission to the Stage 1 Public Consultation (copy attached) as the views we expressed then remain largely valid today.

Whilst three different development themes have been put forward for public consultation this time, we have noted that the actual scope for any meaningful variation seems limited as the cruise terminal (5 ha) and the multi-purpose stadium (24 ha) are found in each one of them.

Development Theme

- We remain of the view that the development theme of Kai Tak should be a predominantly high quality residential project, a Garden City within the City, based on sustainable development principles.
- To observe the Harbour Planning Principles of the Harbour-front Enhancement Committee, the residential development on the runway should be of low density. We would propose low rise residential buildings and the application of a limited mixed use concept, e.g. some moderate commercial use on the ground floor to add vibrancy to the neighbourhood. **We do not support podium design in this area.** Stepped development is favoured to maximize the enjoyment of the waterfront view.



香港地產建設商會

THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG

- The average plot ratio for the entire planning area should be 3, with higher density in the vicinity of the railway stations and lower density along the waterfront.

Office Use

- Office development is neither necessary nor compatible with a high quality residential area and should be abandoned.
- There is a huge reserve of potential office land zoned OU(B) in the neighbouring areas of Ngau Tau Kok, Kowloon Bay and Kwun Tong which is more than adequate to meet any potential demand for decentralized offices in East Kowloon.

Population

- A higher overall population may be accommodated in the planning area if land currently earmarked for office use is released for residential use.
- We noted from your presentation that a large portion of the GIC land is reserved for building schools in anticipation of the demand derived from the population projection of HK2030 Planning Vision & Strategy Study. Given the fact that the assumptions for population growth for that Study were considered grossly-overestimated by academics at the time of its focus meeting, we would question the need to set aside so much land for building new schools.

Transportation

- Good railway links are essential for the success of this project. We support the early implementation of the Shatin-to-Central Link. However, its station alignment would have to be reviewed in view of the latest planning assumptions on target population. For example, the To Kwa Wan Station should be better sited to serve the new planning area and the existing established area.
- Whilst we have stated unequivocally on various occasions our views on financing of railways by property development, it is worth reiterating that we are against using land as subsidy for railway construction for the reason that it will interfere with Government's land supply mechanism and weaken its ability to manage the supply side of the equation, as experience over recent years has so clearly illustrated.

Cruise Terminal

- The economic case for a cruise terminal is far from proven and, as with railway construction, should certainly not rely on associated property development. Furthermore, we have serious reservations on Kai Tak as the most suitable location for a cruise terminal as it is remote and distant from other tourism



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THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG

nodes. A cruise terminal at the tip of the existing runway will also have a very serious detrimental impact on land use planning.

- If it is decided that a cruise terminal has to be located at Kai Tak because there is a proven economic case and no alternative site, the cruise terminal will have to be supported by the necessary transportation network to service the cruise ships and provide the means for passengers to travel to/from other areas, e.g., connection to other points of tourist attraction by railway link; and connection to Kwun Tong via a spur road or a tunnel.

Sports Facilities

- In our previous submission, we supported the construction of a stadium in Kai Tak. Since then, sports facilities have been proposed to be built in Tseung Kwan O to host the East Asian Games in 2009. This will obviate the need to build another stadium at Kai Tak and the proposed multi-purpose stadium would likely turn out to be a white elephant.
- Our members consider that the proposed multi-purpose stadium project is not commercially attractive to the private sector. If it is decided to go ahead, we are of the view that its construction and ongoing operation will have to be funded from the public coffers.

Reclamation

- We do not object to some form of reclamation if it can pass the "overriding need" test. There may be a case for proposing limited reclamation to enhance the transport network if no alternatives can be shown to be viable.

Yours sincerely

Louis Loong
Secretary General



香港地產建設商會

THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG

19 November 2004

Mr. Anthony Kwan
Assistant Director
Planning Department
17/F North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Mr Kwan,

Kai Tak Planning Review

We wish to thank you and your colleagues for presenting to our members recently the Kai Tak Planning Review.

In general, we believe the development theme of Kai Tak should be a predominately high quality residential project based on sustainable development principles. Important decision must be made on which uses are compatible with this development theme, and engender the greatest economic benefit to Hong Kong on a macro level. Incompatible uses must be given up or relocated elsewhere. We would therefore suggest that the factor of economic value should be brought into the deliberation process. The cost/benefit of each option should be carefully weighed and presented to the public to allow them to determine which particular option would be in the best interest of Hong Kong on a long-term basis.

Our views on the specific questions raised in the Consultation Document are as follows.

1. What is your vision for Kai Tak?

- Kai Tak presents a unique opportunity to build a high quality "garden city" within the city. It should be a quality residential project built on sustainable development principles, suitable for a world city service economy and complete with attractive public spaces.



香港地產建設商會

THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG

2. In your opinion what kind of major development would be appropriate for Kai Tak? What should be the development scale?

- The development should be predominately quality private residential housing built on an "islands" theme which maximizes the availability of harbour views with stepped development rising up gradually the further one gets from the harbour front.
- Office development is not considered appropriate or necessary. The demand is not proven and in any event, there is more than sufficient untapped supply with some 200 hectares of land now zoned OU(B), some of them existing in nearby Kwun Tong, Kowloon Bay and San Po Kong where we should be encouraging urban renewal. There are also alternative existing office nodes which could be expanded based on the MTR/KCR networks. As long as the appropriate zoning is put in place and the planning system is flexible enough to implement changes efficiently, we should let market force operate according to demand.
- The potential of Kai Tak as a tourism node is open to question because of its relatively remote location from the existing tourism center. We should not create artificial nodes for tourism – they are seldom re-visited and hence not sustainable. Any proposal for a Cruise Terminal should have enough regard to its location so that the passengers can, ideally, walk into established tourism areas.
- The proposal for a 50,000 seats multipurpose stadium will only work if there is a proper and convenient mass transit rail access with the Shatin to Central Link built and Kai Tak Station open, otherwise it will suffer like the existing Hong Kong Stadium for lack of proper public access.

3. Are there other development components that the Study should consider?

- The principal focus should be on establishing this as a quality residential area that should not be mixed in with other uses. This will act as a long term reservoir of land supply to meet present and future demands.
- There is a need to get away from the standard LCSD style of public park. This area offers a unique opportunity to get the private sector involved in planning, building and operating an interesting, varied and vibrant waterfront promenade that should be fully open to the public.
- There is no need to consider other development components except the general theme of sustainability in the design, construction and eventual use of the completed projects.



香港地產建設商會

THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG

□ Views on proposed key development components are:

- Cruise terminal – need not proven, may be a white elephant with huge and irrevocable implications on land use planning. Our preference is to locate it at either West Kowloon or Hung Hom using existing seawall facilities with minimal capital expenditure and planning implications, or focus on upgrading the facilities of the existing Ocean Terminal to enable it to receive bigger cruise ships.
- Stadium – use supported, but needs to be considered together with “software” as otherwise may be under-utilised. For example, discontinue present football league in Hong Kong and form two principal teams based on the existing Hong Kong Stadium and the new stadium at Kai Tak, which could participate in the China league. This would ensure higher standard of play, sustainable patronage, increased revenue from proceeds generated from soccer betting.
- New railway link – any rail infrastructure would be beneficial, but do not provide a depot in such a crucial location.
- Heliport – no comment but not particularly appropriate.
- Strategic roads – disagree. Waterfront land should *not* be used for road purposes. We should give people access to the harbour and create high land value with water frontage. We should not be “engineering-led”.
- Vehicular and pedestrian connections – support use of tramway or light rail systems.
- RTS/barging point – absolutely not, completely inappropriate.
- Public housing sites – public housing policy should in any event be reviewed. Only use apron area if absolutely needed.
- Metropolitan park – supported but in new location at tip of old runway.

4. What is your view on reclaiming Kai Tak Approach Channel?

- We consider it premature at this stage to decide on the question of reclaiming the Kai Tak Approach Channel, as no details have been provided on the various alternative plans. Suffice to say that any reclamation proposal will be subject to the “overriding public need” test as laid down by the Court of Final Appeal.
- A more challenging alternative is not to reclaim, but to upgrade the water quality to make it a good water feature within the “Garden City” which could enhance the open space quality in Ngau Tau Kok, Kowloon Tong and Kowloon Bay. Access to the adjacent areas can be provided by new bridges for pedestrians, trams or roads. The pollution problem will abate once the upstream factories are replaced. An “islands” theme will also



香港地產建設商會

THE REAL ESTATE DEVELOPERS ASSOCIATION OF HONG KONG

create a self-flushing mechanism driven by tidal flows. Water frontage creates amenity and high property values and offers the possibility of marina uses.

5. **In your opinion are the existing typhoon shelters and public cargo working areas compatible with the future tourism and leisure/recreation developments in the vicinity?**
- The existing typhoon shelters and public cargo working areas are incompatible with the quality residential theme of this area and should be relocated.
6. **What are your views on the proposed public participation programme and do you have any suggestions on the public participation activities?**
- Public participation is an essential process to obtain "buy in" by the community. Once ideas have been received, alternative layouts can be presented to the public for consultation.
 - Given all the previous work done on the planning of this area, it is doubtful if a further 3 stages of consultation, taking 2 more years to complete, is really desirable or necessary. A shorter timetable is preferred.

Yours sincerely

Louis Loong
Secretary General

The Save Kai Tak Campaign

and

The Promotion of Hong Kong
Aviation Campaign

By:

SAVE KAI TAK CAMPAIGN

Long Live 啓德機場!

1998年7月6日零晨零時零五分，當最後一班國泰航空A340空中巴士CPA 3340班機以時速一百四十海裡的速度緩緩上昇並慢慢遠離啓德國際機場的13跑道後，航空管制員略帶失落和傷感地道：“多謝，啓德 (Thank you! Kai Tak)”，為這個使用了近七十四年，伴隨著香港人經歷過戰爭，動亂和經濟起飛的朋友，世界上數一數二的一個傳奇機場，劃上了休止符。全長11130英尺的跑道導航燈在數秒後熄滅，終結了機場的主動脈。有如像香港的繁華一樣一去不復。

我們是不是無情地放棄了一個伴隨著我們一起成功的朋友？

我們是不是缺乏接受舊有事物的氣量？

這裡，曾經是多小香港人踏出狹小家門，放眼世界的起點。

這裡，曾有過著多少悲歡離聚散的地方，又是迎接遠方友人的聚點。

你曾在啓德機場留下過眼淚，和你的親人，友人道別嗎？

你曾經在這裡懷著無限的夢，去彼岸開拓新的理想，尋找明日的夢？

我們失去的，並不單止是飛機飛越九龍城的熱鬧，失去在九龍半山和龍翔道欣賞飛機降落美態的地點，而是那一份香港精神的動力。

每一次看到 Beyond - 情人的MTV，看著歌迷在舊機場抵港開口迎接他們的偶像時候，總對那份感動的歌詞留有傷感。懷念的不只是那個英年早逝的音樂天才，還有逝去那個美好的地方...

盼望我別去後會共你在遠方相聚

每一天望海，每一天相對

盼望你現已沒有讓我別去的恐懼

我即使離開，你的天空裡

啓德，我們想念你。

Written by T.A. our Friend of Kai Tak

再建啓德機場

其實只要一個小型的機場，是可以為香港帶來不小的好處和利益。我們認為保留一個 5,000 英尺的小型啓德機場有以下好處：

容許多元化航空事業發展

由於赤立角機場興建成本高昂，只有高回報的航空事業能使用運作存在，不能容許多元化航空事業發展。例如香港有地理條件發展成南中國小型商用飛機，直昇機的中心，為100-300海浬內鄰近地區(例如，汕頭，海豐)提供服務。但由於國際機場運作成本高昂，容不下這樣的小型航空公司發展，平白地浪費了香港地理上的優勢。一條5,000英尺的跑道已容許大部份30座以下的小型商用飛機昇降，並為小型航空公司提供基地場所。

且外，目前的赤立角機場遠離市中心，並不方便遊客使用觀光飛機/直昇機昇降。市中心亦沒有較具規模的機場提供足夠直升機運作的地點。讓小型機場設在市中心，更能方便需要使用之人仕。

啓德機場歷史博物館

啓德機場是一項世界奇蹟，它是最危險的機場，亦是最安全的機場。陪伴著香港的經濟發展黃金時期。

一些舊日大型運行器材，飛機和模型都可以安放在這個大型機場歷史博物館。沒有跑道的機場博物館，有如沒有靈魂的軀體一樣，只是空洞平白的介紹。只有在真正的飛機場運作下，才可以增加參觀者，下一代對舊機場運作的了解。

發展航空活動/培養本地航空業人員

香港作為世界航空樞紐，擁有世界上數一數二繁忙的國際機場，但所有航空人員均需要在海外訓練，各級航空管理員，飛機師，航空工程人員均需海外培訓，成本昂貴。自從遠東航空訓練學校關閉後，本港再沒有提供有關訓練的機構。航空業是終身行業，投身者必需要對飛行有濃厚興趣，要吸引更多新一代投入航空事業，必先要培養投身者對飛行，航空的興趣和熱誠。

目前基本上香港是沒有任何民用機場提供業餘飛行活動場所。石崗軍用機場只能提供極有限度服務。市民最近要到珠海，番禺甚至海外等地進行飛行活動。因此亦削弱了本土消費。政府是有需要提供民用航空場所供各種航空活動，普及航空活動和培養人才，提高市民生活素質。

緊急用途

當遇上大型事故時，用作處理災民，物資中心。甚至提供救援飛機作緊急降落，目前赤立角機場只有一條陸上幹線聯繫市區，並不是一個能夠全天候運作機場，當遇上了颱風，大霧時，或大橋結構受到破壞時，甚至只是在橋上發生交通事故，直昇機和飛機都未必能及時支援到市區的緊密需要。又例如當發生地震，疫症時，要設立臨時醫院等，物資分發中心等。需要時甚至可以讓國家的救援人員和物資立即送達到市中心。

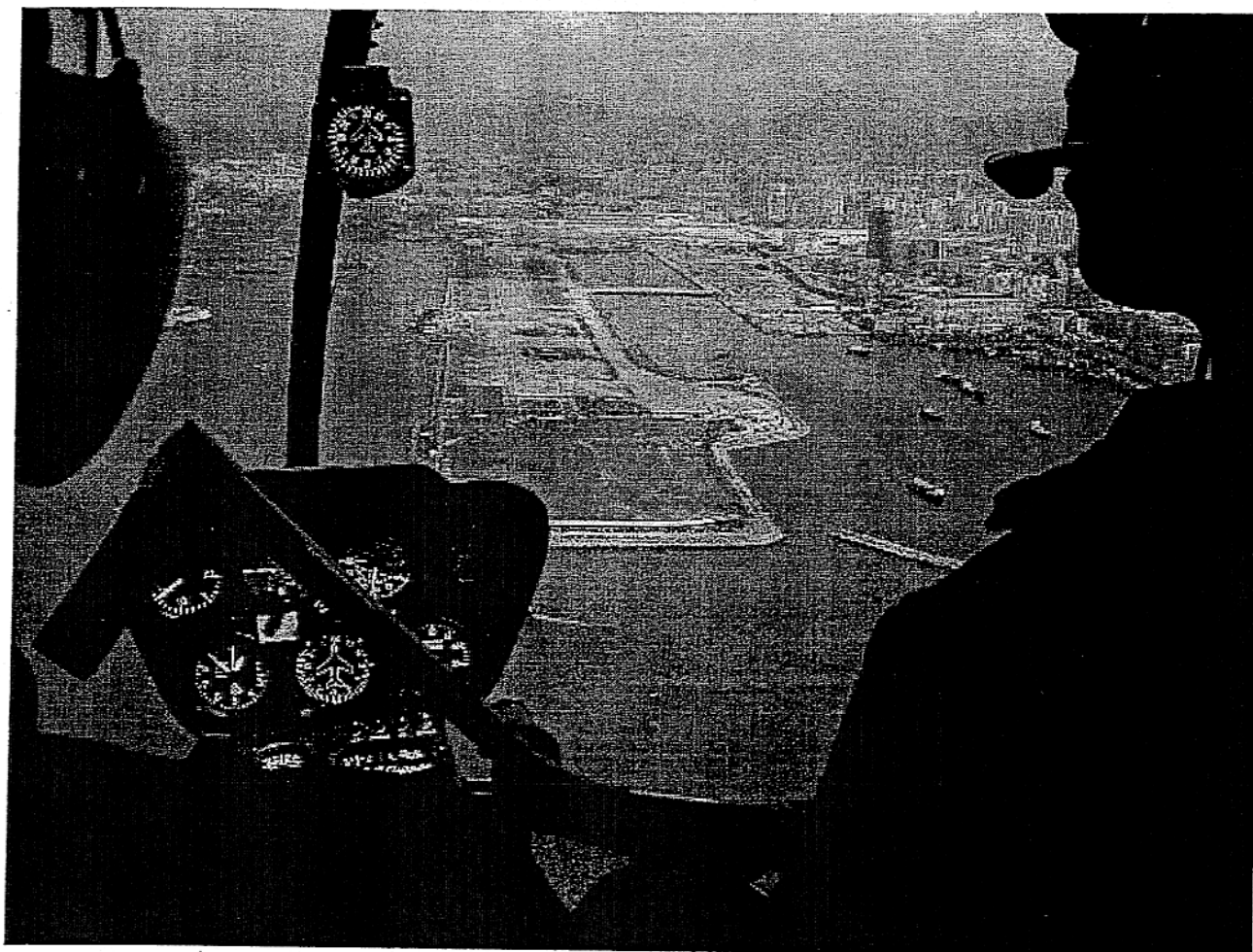
在SARS發生之前，香港社會普遍一直缺乏危機意識和準備，但這種觀念應予立即改變。

大型活動場所

可用作偶然性的戶外演唱會，展覽會，大型嘉年華會場等大型活動，甚至舉行航空展覽會等，對推動香港的旅遊業和本地經濟，會有一定幫助。

香港的城市規劃常常都欠缺彈性和配合社會發展的需要。例如，一旦成了公園，便很難用作戶外演唱場地。有時過份的規劃，往往令土地不能配合社會的真正的發展需要.....社會和人的需要是不停地改變，死板的土地規條和單元化發展是香港土地發展的一個缺點。今日保留為機場，明日仍可以改變土地發展用途，但今日放棄了機場，我們便不能再有回頭的機會。

簡單就是美。一個簡單的小型機場都有它使用上和發展上的好處。請支持保留啓德機場。



To: The Planning Department, HKSAR

Attention Mr. Anthony T. K. Kwan and Mr. Chan Kwok-wing, Kelvin

Dear Sir,

Inclusion in Stage 2 of the Kai Tak Planning Review - Proposal of an alternative 799 meter Code 1 Visual Flight Rules Runway which has no conflict with the proposed cruise terminal and other development at Kai Tak.

Further to our email yesterday we attached herewith the diagrams of our proposed 799 meter Code 1 Visual Flight Rules Runway which has no conflict with the proposed cruise terminal and other development at Kai Tak.

Our proposed code 1 (a) runway solved the constraint development potential as originally lay out by the indicative code 2 (b) runway suggested by the Civil Aviation Department. With the runway elevated by 21 metre above mean sea level giving an Inner Horizontal Surface of 66 meters a.m.s.l. and therefore there is no foreseeable obstacle limitation with the 65 metre height requirement for world class new era cruise liners. In addition the 799 meter Code 1 Visual Flight Rules (VFR) Runway will be offset to the Northern Edge of the old Kai Tak Taxiway giving a large clearway of 240 meters between the runway and the cruise terminal and is 8 times far exceeding the ICAO standard of 30 metres for a Code 1 VFR Runway

In other words the 799 metre light aircraft runway can co-exist with the proposed cruise terminal at Kai Tak to form a combined Air-Sea-Land transportation/communication hub for Hong Kong and the Pan Pearl River Delta area and South China for the next millennium.

The proposed runway will provide a venue and opportunity for the development of General Aviation, the development of a H.K. Light Aviation Centre, the development of a regional light aircraft communication hub for the Pan Pearl River Delta/South China and for pilot training in Hong Kong" with the following benefits by

- (a) providing ample employment opportunity in the general aviation industry for the people of Hong Kong,
- (b) developing Hong Kong's human resources and expertise in aviation and aeronautics especially in pilot training and aviation education,
- (c) providing substantial revenue for the government from various sources in general aviation, tourism and Pan Pearl River Delta light aviation traffic and transport
- (d) providing one more solution in the field of general aviation to ameliorate the government's budget deficit. and
- (e) preserving Hong Kong's aviation heritage and promote Hong Kong's aviation culture,
- (f) serving an important National Air Defence Reserve/Asset for China in the South,
- (g) the co-existence of the light aviation airfield and cruise terminal creating synergy in promoting the development of a tourism node as well as an air-sea-land transportation/communication hub for Hong Kong and the Pan-Pearl River Delta area,
- (h) filling the gap between the slow land/sea transport and the expensive high end jumble jet travelling in the Pan pearl River Delta and opening up the employment and revenue generation opportunity in this form of transportation for Hong Kong,
- (i) providing a proactive planning and infra-structure in anticipation of the tremendous increase in cross-boundary light aircraft general aviation traffic as a result of the close cooperation and integration between Hong Kong and the Pearl River Delta areas and the recent decree by the Central Government opening up the sky of China for general aviation, and

(j) enabling the cost-effective and maximised use of joint CIQ facilities by the airport and cruise terminal.

The benefits of a Code 1 light aviation visual runway will therefore greatly exceed other forms of development. We therefore strongly requested that our proposal of a "799 meter Code 1 Visual Flight Rules Runway at Kai Tak", the development of a H.K. Light Aviation Centre, the development of a regional fixed-wing light aircraft communication hub for the Pan Pearl River Delta/South China and for pilot training in Hong Kong should be included in the Stage 2 of the Kai Tak Planning Review.

Please do not hesitate to contact me for further information or logon www.savekaitaknow.netfirms.com for details.

We await your favourable reply soon.

Yours faithfully,

Francis Y.C. Chin, Q.S., J.P.
Chairman, The Save Kai Tak Campaign

cc.

Mr. Donald Tsang, Chief Executive HKSAR
Mr. Henry Tang, Financial Secretary
Mr. Steven Ip, Secretary of Economic Development and Labour Bureau
Mr. Norman Lo, Director General of Civil Aviation
Miss Iris S.Y. Tam, Managing Director, City Planning Consultant Ltd.
Planning Department's Sub-committee on South East Kowloon Development Review of
the Harbour-front Enhancement Committee

Our Ref: PDA/025; PD/TA-HH/MTK

4 January 2006



Kowloon District Planning Office
Planning Department
14/F, North Point Government Offices
333 Java Road, North Point

Dear Sirs,

**Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans Public Consultation Digest (2)**

The URA welcomes the Consultation Digest leading towards the overall and sustainable planning of Kai Tak.

The Authority's principal areas of interest lie largely outside of the Study Area and having considered the concepts presented in the digest, we have no particular preference for any one of them. Extensive areas of old buildings which may merit future urban renewal do however lie within the 'Area of Interface' for the Study, in particular the eastern part of Ma Tau Kok (MTK) which adjoins the western edge of the Study Area. In addition, there are both residential and industrial harbourfront sites nearby of varying degrees of dilapidation which actually fall within both MTK and the Study Area itself.

The implementation of renewal projects within Ma Tau Kok could address a number of key issues:

- (i) the eastern part of MTK lacks a clear community and commercial focus which could form the core and springboard for wider area regeneration.
- (ii) the construction of the Shatin-Central Link (SCL) and the location of the To Kwa Wan (TKW) station will enable direct and convenient access for new development. As such, we would suggest that the TKW station should actually be located slightly further south along the SCL alignment closer to potential renewal sites.
- (iii) the amalgamation or linking for development purposes of those potential renewal sites, including nearby sites in public ownership in the interests of viable and comprehensive development.
- (iv) taking advantage of the environmental and amenity benefits of the waterfront location.

We suggest that, in principle the opportunity for a community and commercial node related to the TKW station, the potential renewal sites and the waterfront should be identified in future versions of the plan for the Study Area.

Yours sincerely,

Bernie Harrad
Senior Manager
Planning & Development

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WESTERN HARBOUR TUNNEL
COMPANY LIMITED
香港西區隧道有限公司

Our Ref: 20060104B05/GVPD-/LKK

4 January, 2006

Director of Planning
Planning Department
North Point Government Offices
333 Java Road
North Point
Hong Kong

By Fax#2894 9502& Post

For the attention of Mr Anthony L K Kwan

Dear Mr Kwan

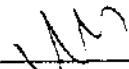
RE: Kai Tak Planning Review
Stage 2 Public Participation – Outline Concept Plans

Thank you for your letter of 9 November 2005 regarding the above subject.


We agreed that the proposed Central Kowloon Route (CKR) can relieve traffic congestion on the existing east-west roads across Central Kowloon. It is considered to be essential to maintain traffic movements in the Kowloon peninsula especially for the Kai Tak Development. Therefore, expedite the construction progress of CKR is suggested.

Thank you for your attention.

Yours faithfully,
For and on behalf of
WESTERN HARBOUR TUNNEL CO LTD



Leung Kwok Kuen
Traffic Manager

LKK/LTC/jc


Attn: 規劃署

本人為麗港城居民，極力反對陶瓷署興建住宅。主要觀察到本城在交通和居住配套都非甚密集住宅而存在。現硬要加建住宅只會令新、舊居民帶來不便和長期抱怨，而往後的改善也是不實際和妄想，那時貴署一定被受指責，和長期投訴困擾。另外如規劃無政府機構也一定要有詳細資詢和清楚列明用途。任何破壞本城一向擁有優良居住環境的建設亦會引起反對。若有噪音、不雅或空氣污染的建設亦應避免。

本人謹請貴署保留陶瓷廠舊址，綠化山坡，OR 自然教育徑，香港多一點綠化和清新空氣都配合環保這大氣候。

From: 黃 Man-yung

Sky Fair Limited

致： 香港北角渣甸道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

日期： 二零零六年一月六日

對啓德規劃檢討的一些意見

本司為油塘灣地段業主。

政府所提出的三個概念未能完全解決水質污染問題，市民並未能安全地享用那兒的水上設施。

現在已有實證啓德明渠部份受極嚴重污染，有很多有機毒素，是“不治之症”。若現在不解決這個毒瘤，是決不能作可持續及長遠規劃的。技術上，政府提出開啓 600 米的缺口以改善水的流動，將會對海床部份有非常嚴重的影響，亦同時把污染物帶出維多利亞海港，這樣並不能徹底解決水質污染的問題。相比現在位於明渠內的污染物，將來所流出其他海域的污染物所帶來污染問題亦非常嚴重。因此，此建議於技術上並非一個合乎科學的選擇。在決定是否有凌駕性公眾需要的時候亦以科學的理據為依歸，既然沒有科學方法可以徹底解決現在嚴重污染的問題，是不應因為堅持“零填海”的這個原則而犧牲香港的長遠利益及可持續的發展方向。零填海乃一刀切方案，對改善香港的環境沒有益處，亦不能使香港的發展持續下去，對香港的長遠利益並沒有幫助。為了香港的福祉，絕不能因為一刀切的簡單的口號“零”填海這個偏面的“真理”所限制有益及有建設性的發展，這並非香港人的福祉。

既然政府花費那麼多資源以長遠發展啓德規劃，為什麼不做一個千秋萬代也能享用的良好及可持續發展的規劃呢？香港此彈丸之地實應好好地利用每一份土地。

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在決定填海時應看看是否多數公眾人士及社區人士所希冀的呢？能徹底地解決現在嚴重的污染問題和填海，便能使未來的千秋萬代獲益，是一個極之重要的凌駕性公眾需要。絕不應遺留一大堆問題給下一代，這亦不符合凌駕性的公眾需要。能長遠及徹底

Sky Fair Limited

地解決問題實在大眾的願望，亦是香港市民一同的理想，及香港能持續地發展的要素。

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- 在開放及民主的社會中，政府於制定政策及方案時應以市民的福祉為依歸，在香港有病時為香港醫治這個病痛才是政府作為人民公僕所應承諾的。
- 因此，我們在此呼籲政府作英明果斷的決定，立刻作出為千秋萬代人民利益為出發點的可持續規劃方案：作有限度及有控制性的填海。
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Sky Fair Limited

性，因時制宜的方案。我們確實需要一個既長遠又具有彈性的方案，方案需與其他發展的項目分開，並且獨立處理填海事宜，每個個案需分開處理，不應一概而論。

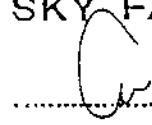
本司希望 貴局及有關人士審慎考慮以上意見，並儘快解決啓德明渠的問題及制定一個可持續發展的規劃方案。

此致

油塘灣業主代表

For and on behalf of

天輝 有限公司
SKY FAIR LIMITED



.....
Authorized Signature(s)

致： 香港北角渣華道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

日期： 二零零六年一月六日

對啓德規劃檢討的一些意見

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此致

油塘灣業主代表

For and on behalf of
民信有限公司
MAYSUPER LIMITED


Authorized Signature(s)



致：規劃署

九龍規劃處

由：自由黨

頁數：6 頁 (連此頁)

謹附上就啟德規劃檢討 (第二階段公眾諮詢)自由黨之回應
書，如有查詢，敬請賜電林小姐

自由黨

2005 年 1 月 6 日



啟德規劃檢討(第二階段公眾諮詢) 回應書

引言:

自由黨認為，啟德地皮是東南九龍市區內僅存的一幅珍貴土地資源，所以該地的規劃和發展模式，也應該別具一格，一方面可以彰顯本身的特色，另一方面亦可展現廿一世紀都市規劃的新風貌—引入可持續發展的概念。

對於政府所提供的三個規劃概念，我們認為不必僵化地以三選一的方式來作決定，反而當局若能綜合「魅力啟德」和「體藝之都」兩項規劃建議的特色，即以魅力的消閒娛樂，結合大型的體育康樂主題，並配合機場跑道的特色來發展，則至為合適。

整體回應:

誠如前述，當局應該把握機會，使啟德舊址規劃成為一個可持續發展的社區，除了要顧及經濟效益之外，亦能促進社會融和，提升環境質素。故此，我們認為啟德的規劃發展模式，應遵照以下的原則:

經濟方面:

- 由於啟德位於市區鄰近海濱的一塊不可多得的地皮，極具商業價值，為善用公共資源，該地實不應該用作興建公屋，而應用作發展商廈和私人住宅，藉以增加政府庫房的收入。值得注意的是，商住樓宇的建築物，應只集中在北停機坪區和南停機坪

區上，原跑道上則不宜建高樓大廈，以免阻擋整個南九龍對開的海濱景色。

- 啟德的發展不應該鐵板一塊，而應該配合其鄰近地區如九龍城、九龍灣、官塘等的發展。比如九龍灣若要轉型為商業和酒店區，則啟德的規劃就應該設法配合，以求帶動整個東南九龍成為新的城市中心。
- 而有關啟德的混合土地用途(辦公室、酒店、零售)應至少佔6%，以便加強區內的商業發展，同時製造更多的就業機會。
- 啟德規劃的人口預計應以「魅力啟德」和「體藝之都」作藍本，即介乎 69,000 至 97,000 人，住宅單位數目亦應為 24,000 至 33,000 個，由於增加商廈的供應，可製造的職位數目料可達到 56,000 至 75,000 個。

社會方面

- 在香港這個人煙稠密的城市，年輕人缺乏活動的空間，故啟德應規劃為一處吸引年輕人的地方，讓他們可以舒展身心，亦可以啟發他們的潛能，為我們的社會注入新動力。
- 由於啟德鄰近的舊區將會有大型的重建項目，如官塘的裕民坊，當局應該考慮如何把啟德的住宅用地連結舊區的重建規劃，從而降低舊區的發展密度，提供多些休憩用地及空間，以改善舊區的居住環境。
- 政府有責任確保啟德的交通配套(如沙田至中環的地鐵行車線、T2 幹路)，可以如期落成，以配合該地的整體發展。

環境方面

- 政府應把啟德明渠的污水處理作為環境改善的優先項目，此舉除了可改善水質外，亦可提供水上活動的空間，以配合休憩用地的建議，並優化海濱環境。

- 此外，在政府整體規劃上，亦應盡量使用可再生能源，並有效處理固體廢物，比如當局可在某些公共建築物(如體育館，政府合署等)的照明系統設施上嘗試採用太陽能發電，以及做好固體廢物的分類回收，以減少堆填區的壓力。

具體回應：

以下，我們將會對啟德的具體發展項目作出回應：

郵輪碼頭

- 由於大郵輪的船身較高，所以郵輪碼頭的位置應盡量移近舊機場跑道的中央，從而減少建築物的高度對維港景觀的遮擋。
- 位於舊機場跑道位置上的建築物，並應限制在 10 層樓高之內，以免對對岸景觀構成影響，大煞風景。

跨境直升機場

- 我們建議當局可在郵輪碼頭的頂層興建跨境直昇機場，一方面可有助遊人回味昔日飛機在舊機場升降的情景，另一方面亦可配合中港兩地日益頻繁的航空需求。

富有舊機場色彩的地標性建築物

- 我們建議在位於舊機場跑道的末端，屹立富有舊機場特色的地標性建築物，如機場控制塔，以讓遊人回味啟德機場的情景。
- 與此同時，我們更建議當局設法把這部份位置規劃成富有特色的戶外活動地點，例如在這裡舉辦露天音樂會，除夕倒數派對、BMX 單車競技比賽，花樣滑板匯演，臨時性的遊樂場，摩天輪等等活動，再配合維港兩岸的景色，必能使啟德舊跑道成為一處新的消閒活動中心，尤其更能吸引年青人的參與。

- ◆ 我們相信，此一建議可為本港年輕人提供適切的活動空間。長遠而言，更可啟發他們的潛質，並為整個地區帶來朝氣活力，有助吸引遊客到訪。

體育館

- ◆ 體育館之興建必須配合香港的整體體育政策，以免成為「大白象工程」。政府亦需為本港大型運動場館設施，如香港大球場和紅磡體育館作出整體規劃，以免本港的場館設施供過於求。若原來的體育場館需要拆卸改作其他用途，原址亦應盡量提供充裕的休閒空間予居民享用。
- ◆ 至於巨型體育館之規劃，除了應用作舉辦體育盛事和培訓運動員之外，並應盡量提供更多機會供公眾享用當中的設施，並在設計上應有特別考慮，(如加裝隔音設備、或場館位置遠離民居等)，以便日後可彈性地轉作舉辦露天演唱會之用。但同時必須清楚列明相關用途的比例，以免用途偏向某一方面。

航空訓練學校 (位於南停機坪區南端)

- ◆ 如果合適的話，可在南停機坪區的南端位置，把原作為飛行服務隊總部舊址改作航空訓練學校，以便進行模擬飛機升降。航空訓練學校更可內設飛機博物館，長期開放給市民大眾參觀，供市民重溫昔日啟德舊機場的舊貌和事跡，亦可成為一個吸引旅客的地方。

明渠口道

- ◆ 政府必須確保啟德明渠排出的污水，不致破壞鄰近地區的水質，或為土瓜灣、九龍城一帶的居民帶來臭氣沖天的氣味。就此，當局應借鏡沙田城門河的良好先例，設法治理有毒淤泥，務求令明渠出口既不受污染，又可為該處增添特色。
- ◆ 當局亦可考慮用深海導管，把污水排出深海，又或可在整條跑道下方挖空數段，加設橫向導管，把污水自土瓜灣方向帶出大

海。有關建設深海導管或淨化污水的成本費用，政府應盡快作出評估，然後向社會大眾交代詳情，好讓公眾作出適當抉擇。

結語：

總而言之，自由黨建議啟德應規劃成為可持續發展的社區，在增加經濟效益的同時，亦能兼顧社會融和，例如在機場舊跑道上增設不高於 10 層樓高的高度限制，使維港兩岸景觀，不被遮擋；保留舊跑道，使之成為啟德機場的歷史見證，更為市民大眾提供一處富有特色的戶外活動空間，更透過舉辦年輕人喜愛的活動，從而發揮他們的潛質及環境保育(改善明渠水質，美化附近社區等等)，促使香港朝向可持續發展城市的目標邁出一大步。

Cheuk Kwan Company Limited

致： 香港北角渣華道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

日期： 二零零六年一月六日

對啓德規劃檢討的一些意見

本司為油塘灣地段業主。

政府所提出的三個概念未能完全解決水質污染問題，市民並未能安全地享用那兒的水上設施。

現在已有實證啓德明渠部份受極嚴重污染，有很多有機毒素，是“不治之症”。若現在不解決這個毒層，是決不能作可持續及長遠規劃的。技術上，政府提出開啓 600 米的缺口以改善水的流動，將會對海床部份有非常嚴重的影響，亦同時把污染物帶出維多利亞海港，這樣並不能徹底解決水質污染的問題。相比現在位於明渠內的污染物，將來所流出其他海域的污染物所帶來污染問題亦非常嚴重。因此，此建議於技術上並非一個合乎科學的選擇。在決定是否有凌駕性公眾需要的時候亦以科學的理據為依歸，既然沒有科學方法可以徹底解決現在嚴重污染的問題，是不應因為堅持“零填海”的這個原則而犧牲香港的長遠利益及可持續的發展方向。零填海乃一刀切方案，對改善香港的環境沒有益處，亦不能使香港的發展持續下去，對香港的長遠利益並沒有幫助。為了香港的福祉，絕不能因為一刀切的簡單的口號“零”填海這個偏面的“真理”所限制有益及有建設性的發展，這並非香港人的福祉。

既然政府花費那麼多資源以長遠發展啓德規劃，為什麼不做一個千秋萬代也能享用的良好及可持續發展的規劃呢？香港此彈丸之地實應好好地利用每一份土地。

若不建議於啓德明渠部份填海，九龍東的發展將會陷於停頓及癱瘓狀態。事實上，啓德明渠亦非位於主要的航道，故此，就算填上明渠部份，亦絕不會影響航道或被航道影響的。交通方面，填海後亦可建設九龍東的海濱大道，美化維多利亞海岸兩旁的景色。

在決定填海時應看看是否多數公眾人士及社區人士所希望的呢？能徹底地解決現在嚴重的污染問題和填海，便能使未來的千秋萬代獲益，是一個極之重要的凌駕性公眾需要。絕不應遺留一大堆問題給下一代，這亦不符合凌駕性的公眾需要。能長遠及徹底

Cheuk Kwan Company Limited

地解決問題實在是大眾的願望，亦是香港市民一同的理想，及香港能持續地發展的要素。

因此，啓德明渠作有限度的填海是有“急切性”和“及時性”和的“必要性”。

歸納以上各點，總結如下：

- 強烈支持有需要的填海或局部性的填海。
- 啓德明渠部份以及毗鄰啓德研究範圍旁的油塘灣亦有迫切性的填海需要的。
- 事實上，所有香港人都為着同一個理想及目標出發；就是保護我們的海港，建設美好的海岸線。
- 但如何能做到呢？究竟是甚麼也不做？還是採取合理及適當的行動也被視為破壞環境呢？究竟怎樣才算是破壞環境呢？是否我們可以坐視不理呢？
- 在開放及民主的社會中，政府於制定政策及方案時應以市民的福祉為依歸，在香港有病時為香港醫治這個病痛才是政府作為人民公僕所應承諾的。
- 因此，我們在此呼籲政府作英明果斷的決定，立刻作出為千秋萬代人民利益為出發點的可持續規劃方案：作有限度及有控制性的填海。
- 我們相信我們的政府是敢於承擔的，以創造一個千秋萬代造福我們的子子孫孫以人民為福祉的長遠整體規劃方案。
- 非常贊成我們應該亦需要維持一個美麗的海港，但現時政府無法敢於承擔一個有彈

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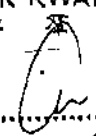
性，因時制變的方案。我們確實需要一個既長遠又具有彈性的方案。方案需與其他發展的項目分開，並且獨立處理填海事宜，每個個案需分開處理，不應一概而論。

本司希望 貴局及有關人士審慎考慮以上意見，並儘快解決啓德明渠的問題及制定一個可持續發展的規劃方案。

此致

油塘灣業主代表

For and on behalf of
CHEUK KWAN COMPANY LIMITED
卓 華 有 限 公 司



.....
Authorized Signature(s)

東九龍居民委員會

(原名：九龍十三鄉居民委員會)



East Kowloon District Residents Committee

(Former Name: Kowloon Thirteen Villages Committee)
Headquarters.

總辦事處：
辦公處：
電話：
傳真：

(傳三)

Tel: Fax: Email:

本會檔號 Our Ref.: 060106/LR/46/Gv/11
來函檔號 Your Ref.:

香港北角
渣華道 333 號
北角政府合署 14 樓
規劃署九龍規劃處 收

有關啓德規劃檢討意見書

一、本會簡介

本會成立至今已48年，一直致力服務東九龍地區，包括九龍城、黃大仙及觀塘區的居民，在地區紮根多年，見證著東南九龍的變遷，所以本會對啓德機場的土地規劃和用途，當然極為關注。自啓德機場搬遷後，本會就東南九龍發展計劃曾向政府提出多項建議。2002年，本會曾提出不填海和少填海的方案，建議綠化維港海岸線，又以「啓德環保都市」來說，本會曾建議整個機場跑道均應綠化，並仿照沙田、大埔等地的行人徑，讓沿岸路段除可供行人使用外，並設單車徑，貫通整個九龍區綠化行人徑，讓市民可以徒步或騎單車即可往九龍各地，減少污染及廢氣，推動環保訊息。

近日，規劃署公佈啓德規劃檢討，檢討中對啓德區用地提出了三項的概念規劃大綱圖，本會歡迎規劃署擬在新的發展計劃中接納了更多民間意見，與民規劃，藉此設計出一幅既符合市民需要，又有助本港經濟發展的藍圖。本會一貫主張，讓啓德能成為香港的市肺，以貫徹環保、綠化及無污染的可持續發展新都市規劃，政府應以人為本及持續發展方向，興建優良的文娛康樂設備，本會極力反對在啓德區中興建高密度住宅。而規劃探討所提及的三個概念，亦各有優劣。茲將本會具體意見，詳述如下：

二、對啓德規劃諮詢內容的意見

甲、對於理想、規劃原則方面的意見

1) 支持不填海方案作為規劃大綱的起點

近年，保護維港、減少填海已成為社會各界的共識，所以本會大力支持規劃檢討以「不填海」作為擬備啓德發展概念的起點。然而，如證實填海具有「凌駕性公眾需要」，本會期望工程亦應只局限於九龍城碼頭一帶，使發展計劃對維港的不良影響減到最低，此舉亦有助保護九龍海岸一帶具有歷史價

值的文物，例如：土瓜灣海心公園魚尾石及九龍海灣的九龍石。

至於諮詢文件中提及的郵輪碼頭泊位數量問題，本會認為藉填海以增加泊位欠缺說服力，本會雖然贊同興建郵輪碼頭，但反對填海以加設泊位。有關方面應考慮在本港的不同地方興建郵輪碼頭，不應過份倚賴啓德區的用地。

而「不填海」的原則，亦可應用於啓德明渠上，雖然政府已承諾在 2015 年為啓德明渠完成鋪設上蓋工程，但我們仍希望工程能更早施行。事實上，「不填海」只是保護海港的一個大前題，更重要的是將來啓德區內的各項設施，都應有完善的污水處理系統，以長遠保護維港水質。

2) 保留跑道外型原貌，反對在跑道上興建住宅

啓德舊機場的跑道作為極具代表性的景觀，本會認為這是啓德規劃中最有價值的土地，所以跑道外型原貌應予以保留，並將位置預留作興建未來啓德地標之用。

至於跑道的外型原貌，本會強烈希望予以保留，但仍可考慮在跑道始段底部挖通，或切開後加建上蓋，形成海水環流，沖刷明渠，以達改善環境之效。

本會強烈反對在跑道上興建住宅，我們認為跑道是用作興建大型的航天通訊博覽館群的最佳選擇，博物館一方面搜集世界各地的珍貴航空史文物，將世界航空史呈現在參觀者的眼前，另一方面，以「香港機場歷史」為專題，作為本港新舊機場的全紀錄，當中包括舊啓德機場的歷史、新機場的發展。這不僅可以使人對啓德區原來是機場產生聯想，紀念香港開埠以來的航空事業。

而在啓德機場跑道末端，本會建議興建「麗港吊橋」連接啓德區和觀塘區，為啓德區增加了一個通往舊區的出入口，市民或遊客亦可以步行的方式，細心觀賞維港、九龍及整個的多功能航天通訊博覽館群景色。

3) 新舊區相輔相成，互相推動

在是次提出的三個概念中，本會認為訂下的住宅地積比率均偏高，實在有違市肺的功能。因此，我們建議藉著重組啓德週邊舊區，以提供較高密度住宅，減低啓德區住宅用地需求，而且我們認為在是次的三個諮詢概念規劃

圖中，對帶動舊區發展的建設並不足夠。按照諮詢文件提出的住宅地積比率及樓宇高度，本會憂慮新建的樓宇會成為週邊舊區的防風牆，形成「新寨城」的效應，嚴重影響舊區的通風及景觀。現時，環繞啓德區的地區，諸如：新蒲崗、九龍城、土瓜灣等，都以舊式的唐樓為主組成，這些舊區的現狀除了是缺乏規劃之餘，也欠缺完善的社區設施，例如：社區中心、休憩場地，甚至商場等消閒設施，區內的居民，無論老中青都缺乏了有水平的社區生活。因此本會建議：政府在規劃啓德區的同時，一併考慮改善或重組舊區，藉著週邊舊區提供一定數量的住宅，本會相信，這一方面有效減低啓德區內的住宅興建壓力，降低住宅密度之外，另一方面亦可為啓德規劃帶來一定的財政收入，令啓德規劃得到更大的效益。而透過重組舊區的工作，可以為未來的啓德區興建更多的出入口，以便居民使用，事實上，在概念圖二及三提出興建「新蒲點」作為通往啓德的單一門廊，只能便利新蒲崗區及九龍城區的居民，是稍嫌不夠。

4) 減低對自然景觀的干擾，重視山脊線景觀的保留

為減少啓德區內由汽車造成的污染，本會建議在主要發展項目中的幹線道路全面使用隧道、地塹式和密封式設計的道路，建議只限電動車行走，以減低城市污染。此外，在諮詢文件中提及「保護山脊線」，並提出原則：「從兩個主要觀景點(鯉魚涌公園及香港會議展覽中心)遠眺，須保存兩成的九龍山脊線景觀」，本會對此深表不滿，我們希望有關當局能夠以跑道末端為觀景點，然後透過限制樓宇高度，來保存多於五成的山脊線，將啓德規劃對自然景觀的干擾減到最低。

乙、對於主要發展項目的意見

1) 運動城

對主要發展項目中擬討論興建的運動城，本會表示歡迎，但鑑於現有大球場的上蓋為固定半開放式，此設計會在活動舉行時造成噪音污染影響附近民居，因此本會亦反對在運動城的外圍興建高密度的住宅，故本會建議：新建的大球場上蓋應為活動式密封上蓋，減少噪音影響。我們相信這項建設除增加本港文娛康樂設施外，具有國際質素的綜合場館落成啓用，亦有助本港

將來申辦亞運會等各項國際體壇盛事，無形中鼓勵了市民參與和關心本港體育事業，提昇本港國際地位外，也為本港營造了一個健康活力城市的形象，何況高水準賽事若能在港舉辦，更是吸引遊客的一大特式。而一個完善的多用途體育館之落成啓用，也可提昇市民對本地體壇的關注，鼓勵運動，締造健康生活，這些價值更是無可比擬。然而在體育城的選址方面，本會建議在啓德區內交通交匯點是不二之選，因為體育館的使用牽涉了人流管制、疏散等的考慮，除了現規劃概念中的集體運輸系統和陸路交通外，我們認為亦可考慮增加海上交通。

2) 都會公園

有關都會公園，本會較認同概念圖三「體藝之都」有關環保教育都會公園的設計。一直以來，本會均建議於啓德區內興建都會公園，並以「白海豚活水公園」為主題，內有地下污水處理廠，地面則設淨化污水的展覽館及大大小小人工湖，包括有沉澱池、植物過濾池、動物過濾池、沙石過濾池、水流吸氧溪、淨水湖等，藉此以實物介紹大自然淨化污水過程，期望能讓市民加強環保意識。整個公園設計成白海豚形狀，令市民聯想一如保護白海豚那樣，珍惜用水和避免污染水源。而公園內亦可附設海德公園式民主廣場，以配合活水概念，也象徵民主思想不腐，加強教育意義之餘，公園的建造，也優化了啓德明渠出口道，並能展示市民對治本港長久以來的水污染問題的努力。

3) 建議垃圾轉運站建成隱蔽式。

在啓德規劃中，擬興建的垃圾轉運站我們建議應遠離民居，以免對啓德綠化區造成污染，影響當地居民。本會建議興建的垃圾轉運站應為隱蔽式，採用如港島西山內涵洞垃圾處理站的模式，把垃圾經壓縮包封後運送到海邊以船運走，減少對環境影響。因此我們亦建議對在茶果嶺山挖掘涵洞垃圾及廢土處理站進行可行性研究。

三、結語

本會認為，啓德規劃應該以人為本，將滿足市民所需放在首位，並配合社會文化發展方向，提供良好文娛康樂用地，為我們的下一代建設一個健康、活力的社區。誠如引言所述，本會服務東九龍地區數十年，故對啓德規劃甚為關注，我們一方面認同有關當局與民規劃的理念，另一方面，我們亦認為是階段的諮詢時期太短，未能讓民間、社會各界對啓德議題得到充分的蘊釀和討論，也未能形成討論氣氛，因此，我們希望能夠延長諮詢期，讓「與民規劃」的效果以彰顯。本會的意見，主要立於保護環境，還香港一個文化內涵，讓下一代可以在一個健康的社區成長，因此我們極希望意見能得到有關當局的重視，敬希垂注為荷！

順頌

台安！

東九龍居民委員會主席 李達仁

(總幹事: 何其強



代行)

2006年1月6日

致： 香港北角渣華道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

日期： 二零零六年一月六日

對啓德規劃檢討的一些意見

本司為油塘灣地段業主。

政府所提出的三個概念未能完全解決水質污染問題，市民並未能安全地享用那兒的水上設施。

現在已有實證啓德明渠部份受極嚴重污染，有很多有機毒素，是“不治之症”。若現在不解決這個毒瘤，是決不能作可持續及長遠規劃的。技術上，政府提出開啓 600 米的缺口以改善水的流動，將會對海床部份有非常嚴重的影響，亦同時把污染物帶出維多利亞海港，這樣並不能徹底解決水質污染的問題。相比現在位於明渠內的污染物，將來所流出其他海域的污染物所帶來污染問題亦非常嚴重。因此，此建議於技術上並非一個合乎科學的選擇。在決定是否有凌駕性公眾需要的時候亦以科學的理據為依歸，既然沒有科學方法可以解決現在嚴重污染的問題，是不應因為堅持“零填海”的這個原則而犧牲香港的長遠利益及可持續的發展方向。零填海乃一刀切方案，對改善香港的環境沒有益處，亦不能使香港的發展持續下去，對香港的長遠利益並沒有幫助。為了香港的福祉，絕不能因為一刀切的簡單的口號“零填海”這個偏面的“真理”所限制有益及有建設性的發展，這並非香港人的福祉。

既然政府花費那麼多資源以長遠發展啓德規劃，為什麼不做一個千秋萬代也能享用的良好及可持續發展的規劃呢？香港此彈丸之地實應好好地利用每一份土地。

若不建議於啓德明渠部份填海，九龍東的發展將會陷於停頓及癱瘓狀態。事實上，啓德明渠亦非位於主要的航道，故此，就算填上明渠部份，亦絕不會影響航道或被航道影響的。交通方面，填海後亦可建設九龍東的海濱大道，美化維多利亞海岸兩旁的景色。

在決定填海時應看看是否多數公眾人士及社區人士所希望的呢？能徹底地解決現在嚴重的污染問題和填海，便能使未來的千秋萬代獲益，是一個極之重要的凌駕性公眾需要。絕不應遺留一大堆問題給下一代，這亦不符合凌駕性的公眾需要。能長遠及徹底

地解決問題實在是大眾的願望，亦是香港市民一同的理想，及香港能持續地發展的要索。

因此，啓德明渠作有限度的填海是有“急切性”和“及時性”和的“必要性”。

歸納以上各點，總結如下：

- 強烈支持有需要的填海或局部性的填海。
- 啓德明渠部份以及毗鄰啓德研究範圍旁的油塘灣亦有迫切性的填海需要的。
- 事實上，所有香港人都為着同一個理想及目標出發；就是保護我們的海港，建設美好的海岸線。
- 但如何能做到呢？究竟是甚麼也不做？還是採取合理及適當的行動也被視為破壞環境呢？究竟怎樣才算是破壞環境呢？是否我們可以坐視不理呢？
- 在開放及民主的社會中，政府於制定政策及方案時應以市民的福祉為依歸，在香港有病時為香港醫治這個病痛才是政府作為人民公僕所應承諾的。
- 因此，我們在此呼籲政府作英明果斷的決定，立刻作出為千秋萬代人民利益為出發點的可持續規劃方案：作有限度及有控制性的填海。
- 我們相信我們的政府是敢於承擔的，以創造一個千秋萬代造福我們的子子孫孫以人民為福祉的長遠整體規劃方案。
- 非常贊成我們應該亦需要維持一個美麗的海港，但現時政府無法敢於承擔一個有彈


性，因時制變的方案。我們確實需要一個既長遠又具有彈性的方案。方案需與其他發展的項目分開，並且獨立處理填海事宜，每個個案需分開處理，不應一概而論。

本司希望 貴局及有關人士審慎考慮以上意見，並儘快解決啓德明渠的問題及制定一個可持續發展的規劃方案。

此致

油塘灣業主代表

for and on behalf of
金源有限公司
STONE-SOURCE COMPANY LIMITED


Authorized Signatory

發表言論回條

如欲在論壇上發表簡短言論，請於下表列明發言主題。為便更多參與者有機會發展意見，以及讓大家有較多時間進行討論，請把發言的時間限於 10 分鐘 之內。

如欲在論壇上發表言論，請提供以下資料：

發言者姓名：李桂芳、林志強

代表的組織：城市規劃關注組(籌備委員會)

本人欲於以下論壇上發表言論：(請於適當欄上填上√)

公眾論壇

地區論壇 (1)

地區論壇 (2)

地區論壇 (3)

專題論壇 (1)

專題論壇 (2)

專題論壇 (3)

發言主題：

- (1) 啓德之規劃以旅遊為重點
- (2) 建議現階段規劃中之觀景瞭望塔以塔形的東方之珠形式
- (3) 規劃概念介紹
- (4) 對處理公眾參與城市規劃的一點意見。 建造

所需視聽器材：播放 Powerpoint 檔案之電腦及投影設備、拖蘇。

聯絡人姓名

：林志強

電話號碼

：_____

電郵地址

：_____

日期

：29-11-05

請把本回條以傳真(2894-9502)、電郵(kdpo@pland.gov.hk)或郵遞(地址：香港北角渣華道 333 號北角政府合署 14 樓規劃署九龍規劃處)方式送交規劃署。

如有任何查詢，敬請與我們聯絡

啓德規劃檢討論壇發言稿

主席、各位委員、各位市民，大家好！

我是李桂芳，屯門區議員，代表「城市規劃關注組（籌備委員會）」發言。

今日我們要向大會及公眾表達我們關注啓德發展規劃的問題主要有四點：

第一點，我們建議啓德之規劃以發展旅遊為重點

自從國家改革開放以來，曾經是我們香港賴以走向繁榮富裕的製造業紛紛北移，到如今尚留下的可以說是寥寥可數，六十多萬市民的生計受到威脅，因此政府亦已制定經濟轉型的政策，發展旅遊正是其中一個重點。今日難得有啓德這塊可供任意發展之寶地，我們應該好好配合政策，作好旅遊發展的規劃，為重建香港經濟活力打好基礎。

第二點：以「東方之珠」的造型建設瞭望塔

在這次規劃檢討的公眾諮詢摘要中，第 27 頁的概念共享下的「郵輪碼頭及旅遊娛樂中心」中提到「於跑道末端興建瞭望塔，塔頂興建直升機場；飽覽維港的動人景致，整體成為未來啓德海旁發展的主要地標」。我們支持興建郵輪碼頭作為啓德發展旅遊的一個重要元素，更支持興建一個可以讓遊客飽覽維港動人景致的觀景塔。這一個塔，我們建議以象徵「東方之珠」的造型建造，就像我們所構思的這個模型一樣（示範模型），將香港這顆世界公認的明珠形象化，成為一個光耀香江、富代表性的香港地

標。這顆「東方之珠」聳立於跑道尾，面向進入維港大門的鯉魚門，迎接訪港的國際旅客，旅客將會有類似進入紐約港口看見自由神像般的興奮感，對香港留下更美好、深刻的印象。

有關直昇機場方面，我們建議建造於指形的郵輪碼頭上面末端，盡量離岸以減少噪音影響。

第三點：我們的規劃概念

我們的規劃概念是建基於林志強先生呈交共建維港委員會，標題為「名城建名塔、名塔耀名城——龍珠城、龍珠塔」的建議。要旨是在啓德建設象徵「東方之珠」的觀光塔——「龍珠塔」，作為具有「中國文化、香港精神」的香港地標。這一點與剛才第二點所提，「公眾諮詢摘要」中的瞭望塔概念是相吻合的。

龍珠是精華匯聚的結晶，龍吐珠是祥瑞興旺之象，香港可說是中國這條巨龍的龍珠，而啓德地屬九龍之九龍城，以「龍珠城」為名去配合未來精華匯聚的發展，無論最後發展的定案為何，都是一個貼切、美好、動聽的好名字。

「龍珠塔」有其獨特、壯觀的形象，塔柱分九瓣，每瓣有一個昂首向上的香港飛龍標誌，象徵九龍吐珠。塔頂的龍珠設計成巨型的球形螢幕，能夠發放變幻的異彩及動畫訊息。珠體的內部可分層作例如展覽館、天幕影院、紀念品店等等用途。塔的底部為旋轉餐廳，外欄為觀景迴廊。塔柱之間設觀光升降機。升降機之出入口位於地底商場，以維持「龍珠塔」的

—獨特形象。

香港缺乏一個大型可供舉行慶典盛會的廣場，我們建議在「龍珠塔」前建設大型的龍珠廣場。廣場地面預建平時隱蔽的搭建舞台基礎以備搭建舞台之用。廣場地底為運作中心，設有道具室、綵排室、會議室、休息室、廣播中心等等先進設施。

連接龍珠廣場的是廣闊、行人專用區式的龍珠大道，大到遍植花朵粉紅色的宮粉洋蹄甲，到每年一至三月開花時就像日本櫻花盛開一樣。龍珠大道平日為遊人消閒、購物的消閒區、配合龍珠廣場可舉行嘉年華式節日歡樂大巡遊。

龍珠城下建設規模宏大的地下城，提供飲食、娛樂、購物等等應有盡有的生活設施。並設地下鐵路貫通全港。

啓德明渠建議在跑道下建大渠道疏通海水，把明渠建設成海底水族館，並提供海底觀光設施，增加旅遊點。

第四點：對處理公眾參與城市規劃的一點意見

希望委員會對市民提交的意見都得到全體委員過目及討論，亦應向公眾展示讓市民評價，決定取捨之後亦應向提議作初交代，以達到真正公眾參與的原意。

名城建名塔 名塔耀名城

龍珠城——龍珠塔——疫後重建經濟活力的一點建議

「沙士」一疫，對香港經濟傷害之深，仿如「九一一」之劫，更有指對旅遊業的影響較「九一一」尤嚴重五倍者。今疫情已見受控，喜獲世衛撤旅遊警告，政府亦已早作振興經濟之謀，誠上上之策，當記一功。重建經濟活力策略之會，集思廣益，善策可期。

小民不才，惟愛港情深，樂見回歸之港一如新標誌飛龍之勢，昂首騰飛，傲視於世，以證非獨洋人能之。重建經濟活力之策，雖非蟻民所能置喙，惟念政府亦鼓勵市民發揮創意，振興經濟之空中樓閣，因亦常盤旋腦際。思古有獻曝之野叟，今文明之世，何妨效之，使愚思見棄，亦可一抒熱忱。遂冒昧陳之：

建設「城中之城」——龍珠城

回歸以來，經濟轉型，發展旅遊成了經濟政策重點。有關構思、建設，亦逐步展開，迪士尼落戶香江是其大者。他如西九龍綜合文娛藝術區，東南九龍發展計劃，尖沙嘴星光大道、海濱長廊，東涌吊車及馬灣公園等等，皆予人美好的憧憬。

其中東南九龍方面，自機場他遷，騰空了一片可供無限創意發展之寶地。零一年六月九日，明報「奇

趣版」報導有關東南九龍發展計劃，引述余熾鏗處長的說話，表示已萬事俱備，只欠一個好名字（並透露曾擬以「城中之城」名之）。小民經反覆構思，深覺以「龍珠城」名之，最為恰當。蓋以九龍之城，早以遐邇聞名，「龍珠城」位居其中，正是「城中之城」。九龍吐珠獻瑞，精華匯聚，以「龍珠」名之，至足以凸顯其超然地位。而香港正以飛龍新標誌面向世界，「龍珠城」之建立，正好是一個極佳的配合。遂函呈九龍拓展處余熾鏗處長，提議以「龍珠城」名之。並獲覆示（見隨函附件一、二）。今逢探討重建經濟活力策略之時，構思更上層樓，從「龍珠城」衍生「龍珠塔」的概念。

確立「東方之珠」形象——龍珠塔

世之名都，輒建高塔以揚其名。巴黎鐵塔、多倫多之CN塔、日本之東京鐵塔及上海之東方明珠塔等皆是。澳門新建之觀光塔，亦予人耳目一新之感，令人刮目相看。我港雖名聞天下，惟名塔尚付闕如。重建經濟活力，旅遊為先，建塔揚名，此其時矣。

香港是舉世公認的「東方之珠」，歷來備受歌頌。近者如先後訪港之朱鎔基及溫家寶總理，皆不約而同地公開以「東方明珠」及「璀璨明珠」喻之，足證名不虛傳。香港之塔，當善用此盛名，以凸顯「東方之珠」的既有美譽為上策。

巴黎鐵塔，獨具王者風範，以其獨特、雄偉也。「龍珠塔」則以舉世無雙、富象徵性、發放璀璨珠

光的「明珠」造型，凸顯「東方之珠」的形象取勝。（縱觀舉世之塔，皆以射燈照耀之，未見有如「龍珠塔」之自體發光如夜明珠者。）

珠之貴者，莫如「龍珠」。我港獨擁九龍，九龍吐珠，瑞氣呈祥，光耀香江。以九龍吐珠之象為塔，並以「龍珠塔」名之，是至具象徵性、舉世無雙的華表，真正具體豎立了「東方之珠」的形象，也為這亞洲國際都會填補了塔的空白，更是「飛龍」形象的點睛之舉。

「龍珠塔」之造型構思如圖（見附件三）。塔之頂端為巨型之「龍珠」主體，發放耀眼的珠光。珠體基部設旋轉餐廳，餐廳之上層為推介香港之展館、天幕影院等，周邊為觀光迴廊。塔柱分九瓣，每瓣基部為昂首吐珠之「飛龍」浮雕或立體浮雕（見附件四）。九龍吐珠之氣柱匯成承托「龍珠」之巨柱，柱隙設計襯托「龍珠」之燈光，營造吐珠之氣柱效果。塔柱間設多部觀光升降機，帶引遊客進入鳥瞰「東方之珠」的高潮。

「龍珠塔」之珠體以半透光之物料塑成，內置光源，外觀如巨型的水晶球，於夜空中光芒四射，在這世界最美麗的夜景襯托下，發放「東方之珠」的魅力，尤給夜航抵港的旅客留下一個畢生難忘的美好回憶。

「龍珠」的光芒，亦可考慮採用漸變的幻彩，賦與活力動感，發放「動感之都」的訊息。

「龍珠」的直徑及塔的高度，若能挑戰健力士紀錄，則更是錦上添花。

「龍珠塔」之基座為圓形、寬闊之台階，加強了塔的壯觀氣勢。遊客拾級而上，步向名塔，有提升興奮感的效果。台階也是遊客稍息、留影的好地方。

「龍珠塔」底部為地下商場，供售賣紀念品及工藝品等等之用，亦為登塔之出入口所在。地下商場之出入口圍繞基座之周邊而建，共有四個，以利疏導人流。

體現動感之都——龍珠廣場

「龍珠塔」之前可考慮闢建廣闊之「龍珠廣場」，作為舉行慶典盛會、文娛表演及展覽等大型活動之用。廣場預建搭建禮台、舞台等之隱蔽基礎，並建地下運作中心，包括控制室、器材室、佈景室、化妝間、綵排室、會議室、廣播室及演員、貴賓休息室等後台設施。中心之出入口連通地下商場，使一切活動之預備工作隱蔽於地面場地之下，廣場只留兩個平時隱蔽之登場出入口，以維廣場之廣闊觀感。

展示名城風範——龍珠大道

康莊之「龍珠大道」為「龍珠塔」之配套設計。大道為清溪林蔭式之休閒專區，不設行車道（可考慮設供慢速、輕型之觀光車、三輪車或馬車等使用之便道或電動行人道），並廣植洋紫荊類之「宮粉羊蹄甲」（每年三至五月間開花，花色粉紅，通常先開花後長葉。密植之，開花時節可見一片粉紅的花

海，有類日本之櫻花，給人溫馨愉悅的感覺，觀感遠比紫紅、沉鬱之洋紫荊為佳，足以作為吸引遊客的一個景觀。），其中設園林式茶藝園、露天茶座等等之休閒設施，使遊客置身其中，有舒適寫意，心曠神怡之感。大道兩旁為類尖沙嘴柏麗大道之商鋪。地底為地下城，集購物、飲食、娛樂、健身、美容及書城、畫廊、樂苑、花舍、展覽館等等文化生活元素於一身。底層建地下鐵路，提供便捷的交通網絡。

龍珠塔——象徵意義無可代替

「龍珠」象徵「東方之珠」，是「東方之珠」的最貼切形象；九龍之城，九龍吐珠，也是順理成章的事。「龍吐珠」是精華匯聚，瑞氣呈祥之象。以象徵香港的飛龍標誌昂首吐珠之勢為塔，是最鮮明的演譯。飽受「沙士」蹂躪的香港，「龍珠塔」此時的建立也猶如一座戰勝「沙士」的紀念碑，一盞帶領香港走出黑暗，邁向光明的燦爛明燈。其形象及象徵意義，絕非一座摩天大樓或其他形式的建築物所能取代。

蟻民空中樓閣之夢，乃基於政府鼓勵市民發揮創意而發，深盼能有所貢獻。如蒙採納，不勝感幸。有關構想實際適合建設之地區、配套或選項進行等，有賴列位高明及相關部門細議，集思廣益以完善之。寄厚望焉。

如何之處，尚希不吝賜覆。

此呈

特區首長董建華

政務司司長曾蔭權

財政司司長梁錦松

旅遊發展局主席周梁淑怡

市民林志強謹呈

二〇〇三年五月二十八日

附件：

一、「龍珠城」提名函件

二、覆「龍珠城」提名函

三、「龍珠塔」構想圖

四、「龍珠塔」柱腳立體浮雕構想圖

通訊處：

敬啟者：日前閱明報「奇趣港」報導，貴署「東南九龍發展計劃」已萬事俱備，只欠一個好名字。

本人對香港邁向國際大都會、亞洲盛事之都的發展計劃深感興奮，對於東南九龍發展區之命名，亦甚關注。連日來經反復構思，深覺以「龍珠城」名之，最為恰當。

九龍之城，早已遐邇聞名，「龍珠城」位處其中，正是城中之城。九龍吐珠獻瑞，精華匯聚，以「龍珠」為名，至足以凸顯其超然地位。而香港正以飛龍新標誌面向世界，「龍珠城」之建立，正好是一個極佳的配合。

我們把啟德遷到大嶼山，創建了一個世紀十大建築、世界最佳機場。期待騰空的寶地，也創建出一個展現香港精神、傲視世界的「龍珠城」！

「龍珠城」之名令人望文生義，且發音響亮，鏗然動聽，音義俱佳。謹以此名呈供鴻裁，如蒙採用，不勝感幸！

此致

九龍拓展署

余熾鏗署長

市民

林志強謹上

二〇〇一年六月十九日

聯絡地址：



拓展署
Territory Development
Department, Hong Kong

九龍拓展處

Kowloon Development Office

來文檔號 Your Reference:

本署檔號 Our Reference: (96) in KD 2/18/A Pt. 4

電話 Telephone No.:

圖文傳真 Fax No.:

日期 Date: 2001年6月29日

電子郵遞 E-mail:

林志強先生

林先生：

東南九龍發展計劃

六月十九日來信收悉。就閣下對東南九龍發展計劃的關注及支持，實在不勝感激。而你對命名要素的分析，更見獨到。

現將你的提名存檔，待日後有關部門釐定正式命名方案後，定必與其他提名一并考慮。就我所知，「龍珠城」之提名為你首先提出。

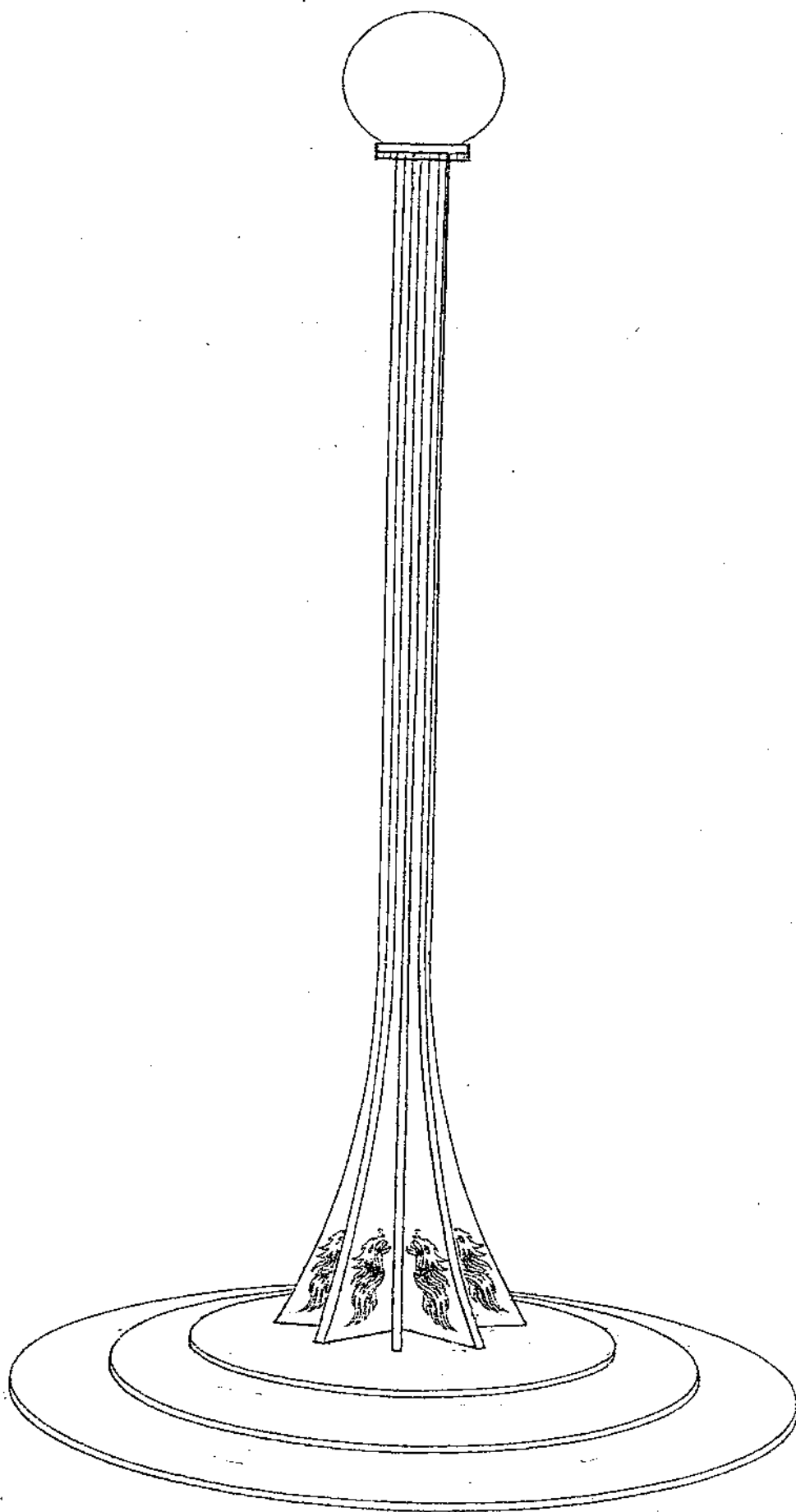
九龍拓展處處長

(陳兆安

陳兆安

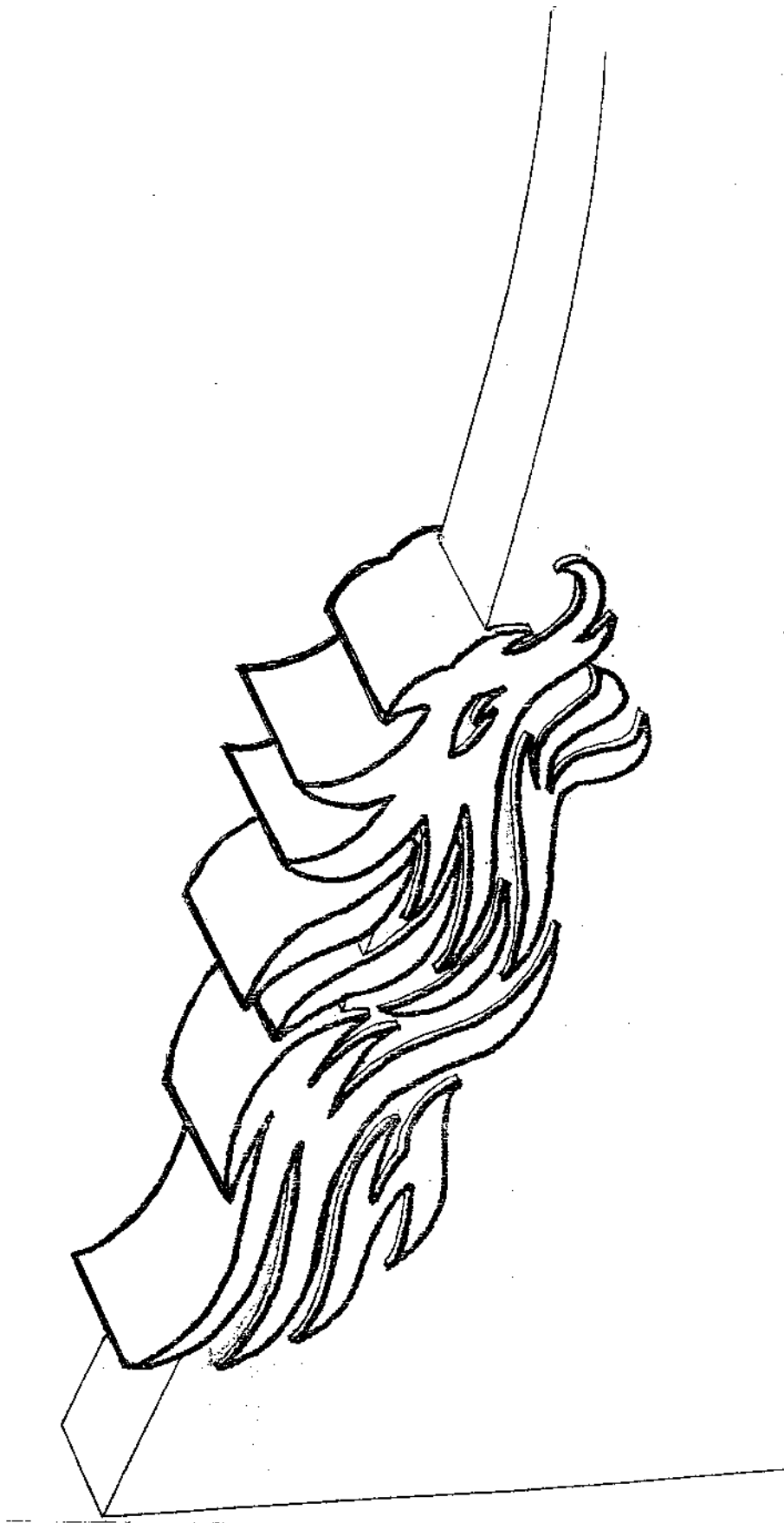
代行)





「龍珠塔」構想圖

By C. K. Lam



「龍珠塔」柱腳的立體浮雕構想圖

By C. K. Lam



致：規劃署／拓展署

由：黃大仙區議員 胡志偉 陳利成 譚月萍

日期：2005年11月15日

政府在95年發表「東南九龍規劃策略」，曾經就東南九龍包括機場及周邊一帶的舊社區，提出發展建議，但其後卻只演變成集中討論如何令到東南九龍成為香港城市地標。99年城中城的計劃，建議大規模填海造地，以容納超過20萬人口；其後因為保護維港的終審決定，04進行第一輪的啓德啓劃諮詢，現在進行第二輪諮詢；可惜每次我們提出希望以啓德規劃帶動，與啓德相鄰地區的發展，政府的諮詢文件總是對此沒有任何可供討論的資料，以致各區仍然不能透過啓德規劃而有機會解決。現有的文件本質上並沒有考慮如何利用啓德規劃，以作為讓香港能夠持續發展的基礎。

我們認為「啓德規劃諮詢」應該策略地回應以下問題：

1. 如何能夠結合「沙中線」，將傳統上被遺忘的觀塘南部區域帶動發展？
2. 如何能夠有效運用啓德規劃區，作為一般政府部門的辦公大樓，以騰空珍貴的從銅鑼灣、灣仔至中環甲級及乙級寫字樓和貴重的用地？
3. 黃大仙、觀塘及九龍城區的舊區重建與新城區之間的關係？
4. 能否藉著新城區的發展空間，補足黃大仙、觀塘及九龍城區的社區需要？
5. 市民如何能夠有效、方便和環保地進入新城區佔地廣闊的公共空間？
6. 如何利用新城區的發展，與鄰傍地區產生協同效應，令到啓德規劃的公共投資，令到包括土瓜灣、九龍灣、牛頭角、茶果嶺一帶的舊工業區，九龍城、新蒲崗的舊住宅區，可以藉著規劃達至整體增值？

基於上述的考慮，我們提出以下的具體建議：

1. 由於過往的發展限制，區內大片土地例如土瓜灣、九龍城、新蒲崗、觀塘市中心及觀塘南面工廠區、鯉魚門都因為先天條件所限，未能把握機遇，以致發展裹足不前。我們注意到，問題主要在於交通配套不足上，九龍灣國際展貿中心的使用情況，便是問題的最佳註腳。因此，我們建議整體發展規劃的交通配套除了已知的沙中線及道路網絡外，政府可以透過雙軌架空輕鐵（SkyRail），連接啓德/土瓜灣九鐵站及油塘鐵路站，從而為啓德南部、啓業、九龍灣、麗港城、茶果嶺、油塘灣、鯉魚門一帶提供集體運輸網絡，以應付特別是工業區規劃改變所帶來的交通壓力。
2. 政府的規劃方案，機場跑道不連接藍田一帶，是把機場跑道的發展從現有社區割裂，我們建議興建 skyrail 和小橋(分單車橋和行人橋)，既可連結兩區、更可使從紅磡至藍田的海濱公園連成一線；小橋設計既提供優質環境、促成環保交通、亦避開政府擔心的填海問題。

3. 作為一個全新的發展區域，如果能夠將具消費能力的工作人群遷入，必然會成為地區經濟發展的重要起動力量。我們認同政府總部設於核心商業區域及各國領事雲集的區域有其實質的價值，但是現時只計算分散位處由灣仔至中環一帶，而位處於私人大廈內的辦公室便多達11.3萬平方米，遠超過政府總部的空間，因此，我們認為政府應該藉著東南九龍的規劃，重新考慮將散居各處，佔用寶貴商業中心的一般政府部門，策略地搬遷至東南九龍，騰空的政府寫字樓及土地，可為一線商業區注入土地供應，從而紓緩核心商業區寫字樓供應不足的問題。
4. 東南九龍發展肯定會帶來居住及流動人口，吸取過往切割式的規劃方法，以致例如黃大仙區的急症醫院設於依利沙白醫院等謬誤現象得以消除，民主黨建議政府必須從包括黃大仙、觀塘、九龍城整體130萬人連同新發展區的社區需要，全面考慮問題，以免因規劃不善的問題，最終令居民受苦。所以我們歡迎政府準備在區內興建東九龍綜合醫院、婦女及長者醫療、及其他社區設施。
5. 由於整個發展計劃以郵輪碼頭為主軸，旅遊業及相關的服務行業亦必然會進駐啓德規劃區。由於提升旅遊及相關行業服務質素已經刻不容緩，因此我們建議在區內設立旅遊業訓練中心，突顯政府對旅遊及相關行業的重視，從而具體提升服務質素。
6. 沿海建設的海濱長廊，接通觀塘南部區域至土瓜灣海心廟一帶，使成為香港市民能夠親近維港的有效通道；海濱長廊、啓德規劃區內提供充足、寬敞的單長徑接駁集體運輸系統，以體現無煙規劃的規劃觀念。
7. 新舊區域之間的人流互動考慮，特別是如何利用彩虹站、九龍灣站、土瓜灣站、啓德站的地理優勢及集體運輸的特別，將新舊區域人流接通。
8. 九龍城及土瓜灣都存在香港集體記憶的烙印，建議政府考慮一如外國般將整個區域內界定未被破壞及有價值的街景作出保育，以見證香港的航空發展、香港人在獅子山下的集體記憶。

我們提出規劃綱領和具體建議，希望啓德啓劃能夠有血有肉，而非只是徒具美麗外表，為香港再多建幾件大白象建築物。我們相信，任何的城市規劃都必然有其內在需要達到的目標，規劃才來得有意義。可惜規劃署至今的諮詢文件，都只是有如在上一張白紙上以美麗的筆觸堆砌圖像，完全未能讓人了解規劃的目標何在？規劃概念一、二、三又是否只能互相排斥，還是可以相互結合？相互結合的原素又在於甚麼基礎？取捨的準則又是否只在於市民主觀感覺，一如西九讓市民在三個方案內投票？我們希望我們的質疑只是杞人憂天，可是我們卻是實實在在的無法從規劃署的建議當中理出啓德啓劃對城區發展的關係和意義。



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香港日本人旅客手配業社協會

「理想中啟德未來的發展」意見書

啟德舊機場是優質的土地資源，十分寶貴，應善加利用，相信對振興香港經濟，促進旅遊業發展有正面效益，本人蔡百泰謹代表「香港日本人旅客手配業社協會」，提出「理想中啟德未來的發展」之意見和關注事項：

- 一、媒體報道，指近年內地的遊客增加了，但海外的遊客卻減少逾百分之十，因此，建議將啟德舊機場發展為旅遊商業區，一個集體育、康樂、博物館、工展會場、觀光塔、都會公園、海濱長廊、水幕表演場、郵輪碼頭等多功能的「休閒之都」；同時建議與西九龍的文娛發展項目一併考慮，以免造成資源重疊或惡性競爭，及必須評估未來發展對鄰近地區之影響。
- 二、本人從該幅土地所具有的優越地理位置及獨特歷史背景作出考慮，贊成附件概念圖影印本之紅色部份，惟多用途體育館，應具備符合殘疾人士要求的設施，以協助推動傷殘人士參與國際體育運動會。
- 三、跑道與靠九龍灣陸地之間的明渠（溝）已不是海，有關污染問題，雖有生化技術改善明渠水質和將跑道分割成兩個島嶼之議，但其渠是死水，除污不如將其填平，雖涉及填海，但整體景觀仍然甚佳，且土地可供充分利用，可考慮在此興建永久性工業展覽館，不但可使本港廠商有個永遠的展場，更可招徠全球廠商不定期的在港舉行展覽會，對本地的旅遊業將有很大助益。
- 四、關注啟德規劃的地積比率，不宜興建樓高七十至八十層的建築物，因樓層過高會影響新鮮空氣流向

香港日本人旅客手配業社協會

市區及破壞維港美景，因此，建議把原計劃在跑道上興建的的低密度住宅和酒店，移到附件橙色的地區；而原計劃的高密度住宅移往文娛樞紐旁的高密度住宅區，其餘部份作為康樂、休閒或博物館的用途，可一舉多得；跑道和填渠的部份土地可按原計劃用作都會公園、海濱長廊、政府機構或社區指定用途、體育、康樂、零售、娛樂以及機場博物館（航空博物館）、觀光塔等，或保留機場指揮塔作為地標，讓港人和遊客可緬懷舊機場的歷史。

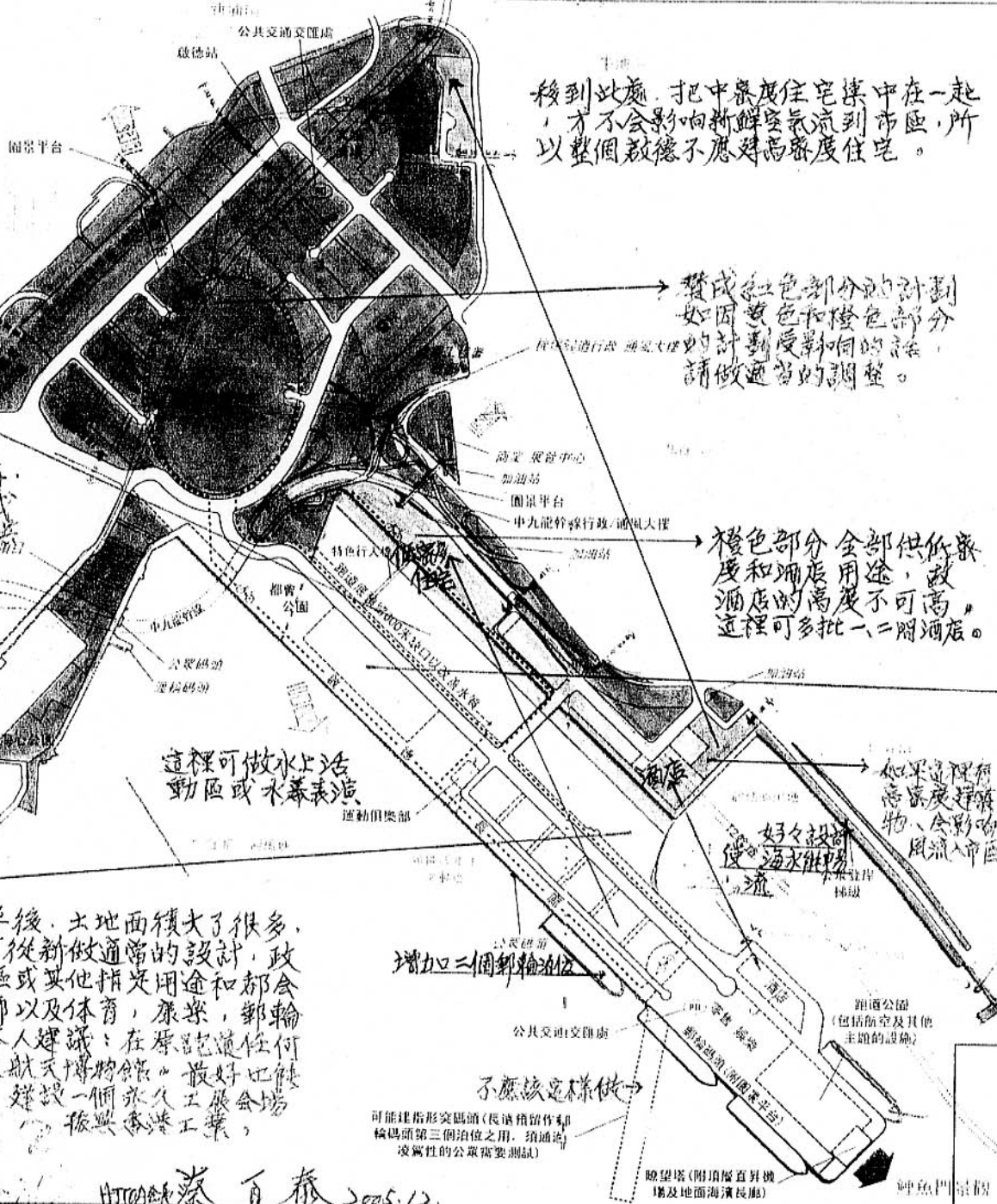
五、本港境內具備可考慮發展為郵輪碼頭的天然地理環境不多，舊機場地點可善用，令郵輪碼頭和直升機機場成為與外國聯繫的介面，成為國際新焦點；郵輪的泊船位需求大，應增家至四個，以吸引全球油輪來港，帶動旅遊業興旺。有專家指出，開闢郵輪碼頭，從工程角度看是有技術困難的，因為跑道四周是由石塊砌成的斜坡，以30度角圍繞，需進行填海，否則郵輪難以近岸停泊，只能離岸停泊而以小船接駁。因此，發展郵輪碼頭，填海是必需的。

六、舊機場無論作出任何規劃，均需與鄰近地區發展配合，建議與九龍城衙前圍村、寨城公園，連成九龍區歷史文物徑，以行人天橋連接新蒲崗舊區，帶動人流，並解決黃大仙區道路設施的不足，因為通往新界東、新界西，甚至珠江三角洲的車輛，均需通過黃大仙區內的大老山隧道和獅子山隧道，期配合整體推動經濟及旅遊的規劃。

香港日本人旅客手配業社協會
會長 蔡百泰 謹啟



二零零六年一月二日



移到此處，把中密度住宅集中在一起，才不會影響新鮮空氣流到市區，所以整個教德不應建高密度住宅。

贊成紅色部分的計劃，如圖黃色和橙色部分的計劃受到影響的話，請做適當的調整。

橙色部分全部供低密度和酒店用途，政府酒店的高度不可高，這裡可多批一、二間酒店。

這裡可做水上活動區或水幕表演

如果這裡有高密度建築物，會影響風流到市區。

這條明渠是填海，已非海，用生化技術改善水質或把這部分劃成三個島嶼，都沒有把它填平好，應保留填海，港兩休滿道，使他們同意，因為這是整個港的利益。

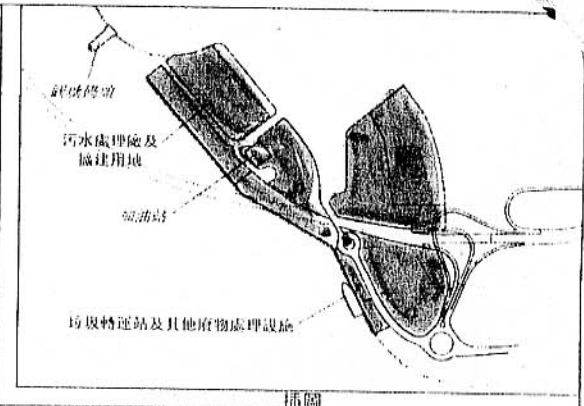
把明渠(溝)填平後，土地面積大了很多，整個黃色部分可從新做通常的設計，政府的機關或社區或其他指定用途和都會公園，海濱長廊以及體育，康樂，郵輪碼頭等。本人建議：在原有道任何位置建設一個永久發展會場，後與香港工業。

增加二個郵輪泊位

不應該這樣做

可能建船形碼頭(長遠預留作郵輪碼頭第三個泊位之用，須通過環境性的公眾需要測試)

瞭望塔(附頂層昇降機及地面海濱長廊)

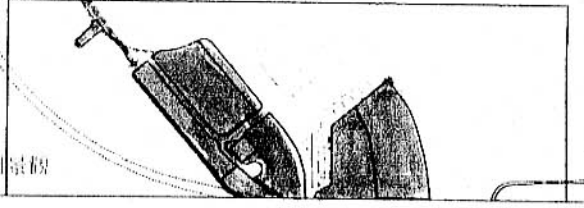


插圖

圖例

- 混合用途(辦公大樓, 酒店及零售)
- 高密度住宅
- 中密度住宅
- 低密度住宅
- 政府, 機構或社區 其他指定用途
- 都會公園及海濱長廊
- 休憩用地
- 體育/康樂(附休憩用地)
- 體育/康樂
- 郵輪碼頭(附休憩平台)
- 現有用途
- 景觀廊
- 地面道路/高架道路
- 隧道
- 低於地面的道路
- 單車徑
- 行人連接通道

原路道和填海的土地只能建低層建築，新鮮的風能流入市區，故在橙色部分(低)的酒店高度，須嚴格制訂。



見插圖

東南九龍未來發展新面貌 (六)

看問題。

康社區



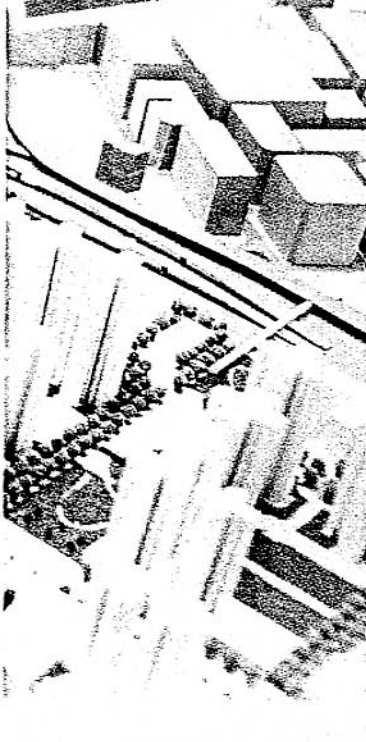
建築減低密度引入清新空氣

為了避免阻擋海風或山風，預料建築物高度會錯落有致，愈接近風源之處，樓高愈低，即以「梯級式的建築」設計，引入空氣向下流動。至於樓宇之間亦會保持一定距離，樓宇座向也會與風向平行，達到透風效果。除此之外，街道佈局的定向也有特定要求，未來的啟德，大街、橫街的座向須與「盛行風」（即經常從某方向吹的風）的方向平行排列，以便讓鮮風吹入市區。此外，街道兩旁、廣場也會種植高大茂密的樹木，減輕熱島效應，使行人

區域更加舒適，減少行人路氣流受阻。另外啟德的路面及建築物外牆會採用冷質物料，擁有較強的日光反射能力，減少日光吸收。

利用生化技術改善啟德明渠水質

至於水質方面，處理啟德明渠進口道的污染問題，一直是棘手問題，啟德水道，集中了大量下水道的出水，加上地形限制，水流淤塞，有關當局早前已就如何改善水質污染、優化啟德明渠進口道進行研究，提出借鏡沙田滅門河利用的生化處理技術為河道除臭方法，現階段土木工程拓展署亦正在啟德明渠試驗生物化學技術，清除明渠內的污泥，並結合其他方法，徹底解決明渠的污染問題。早在首階段諮詢工作中，有意見把啟德跑道分割為大小不同的島嶼，再以橋樑連接，解決明渠的「死水」問題。



(資料由客戶提供)

HTCA 會長 蔡百泰



請支持香港航空青年團 讓我們四千團員繼續有容身之所

「護我家園」行動

香港航空青年團現有成年團員八百人、學員三千二百人，為註冊慈善團體、民政事務局資助機構及公益金會員，於一九七一年由一群熱愛飛行運動人士共同創立，以紀律性的編制和訓練，為香港青少年提供有益身心的課餘活動，建立其自信心、培育其責任感、並且發揮其潛能，使他們成為優良的領袖及愛國愛港公民。

為配合民政事務局及教育統籌局的施政方針，本團積極推行全方位學習，不斷提供多元化訓練予本地的青少年。隨此之外，我們亦肩負經濟發展及勞工事務局指派培訓本地航空人材及推動普及航空文化兩項特別任務。我們的活動包括領袖訓練、飛行訓練、紀律禮儀、野外訓練以及海外交流等。

和本地航空業及本港、海外航空及學術團體合作，我們每年為香港年青人提供八個定翼機飛行獎學金(澳洲)、六個滑翔飛行獎學金(新西蘭及英國)、兩個直升機飛行獎學金(澳洲)、為一百三十名青年提供定翼及直升機私人機師執照理論課、為二百五十位青年提供搖控模型飛行訓練，亦同港龍航空合作航空證書課程及師友計劃。我們很多謝香港飛行總會會員支持，每年為我們的團員提供多達一千零八十八人次、每次二十分鐘的直升機飛行體驗。今天出席論壇的青年團員，不少都曾受惠於上述各計劃。

八十年代的航空青年團員，如今已經有成為廣體客機機長及政府高級機師。隨時候命、保護港人生命財產的政府飛行服務隊機組人員，三分之一是航空青年團的現役團員，又或者曾經是我們的少年學員。

我們隊員，是在禮賓府門前第一線迎接國家英雄楊利偉大校、零四年奧運金牌得主的禮儀部隊。

三十五年來，航空青年團一直為香港克盡己任，為培訓本地人才作無私奉獻。得到政府、社會大眾、航空業界、以及我們工作伙伴香港飛行總會的大力支持，我們好不容易才有今天的成績。

很可惜，最近推出的三個啓德規構思藍圖，令我們全體四千團員，以致我們航空業界的盟友，都感到十分憂慮，因為我們看不見我使用多年，和飛行總會共用的總部。多年來努力貢獻香港，鞠躬盡瘁，我們不想落得無處容身、顛簸流離。

香港航空青年團想藉今次公眾論壇，表白我們的小小訴求。

我們懇請各委員、官員、社會人仕，給航空青年團四千團員一點生存空間，讓我們保留住了數十年的家。我們要求的只不過是將來宋皇臺公園空地小小一角，成立航空發展中心，成為我們的永久會址，佔整個啓德規劃三百二十八公頃土地不足百分之一，絕不會影響別人、妨礙其他基建計劃！

如果各委員、官員未作詳細決定，求求各位明白我們的憂慮，鄭重考慮我們的訴求！

謝謝！

簡介

香港航空青年團成立於一九七一年，是一個由民政事務局及公益金資助的青少年制服團體。本團的宗旨為透過嚴格的紀律訓練、本地和海外交流活動，以及社會服務，去增強團員的自信心、責任心及對香港的歸屬感，培養他們成為優秀的領袖及良好公民。同時，本團亦透過定期舉辦航空教育課程和飛行活動，積極培育本地航空人才，為有志加入航空界的團員奠下良好的基礎。

抱負

作為本港主要的航空青年組織，本團不斷追求卓越，服務社群。

使命

本團致力培養團員的：

- 領導才能
- 公民意識
- 自立能力
- 愛國情操
- 進取精神
- 航空興趣
- 良好品格

信念

- 誠實正直
- 處事公正
- 寬宏包容
- 嚴守紀律
- 積極進取
- 克盡己任

多元化的訓練活動

一般訓練活動通常會在每週中隊集會(週末下午或週日上午)內進行。訓練採用漸進模式，內容包羅萬有，主要項目包括傳授航空知識的基本理論課程、講求紀律的步操訓練、鍛鍊體格及意志力的體能及野外訓練，以及協助培養領導才能及團隊精神的各類集體遊戲；務求令每位學員都能在德、智、體、群、美各方面取得均衡的發展。

此外，通常一名學員在入團第二至第三年便有機會參與直昇機或定翼訓練機飛行體驗活動，接受模擬飛行訓練及學習操作遙控直昇機或定翼飛行機的技术。學員亦可參加本團與世界各地航空青年團體或本地其他制服團體合辦的交流活動，及報讀下列各項由總部統籌的深造課程，例如：

- 初級/高級士官訓練課程
- 私人機師課程
- 滑翔機飛行員課程
- 遙控模型飛機操控課程
- 降傘訓練課程
- 基礎槍械安全操作課程
- 儀仗隊員及槍械步操訓練課程
- 步操教練員課程
- 體能教練員課程
- 遠足教練員課程
- 無線電通訊訓練課程
- 人群管理訓練課程
- 輕型拯救課程
- 成人急救課程

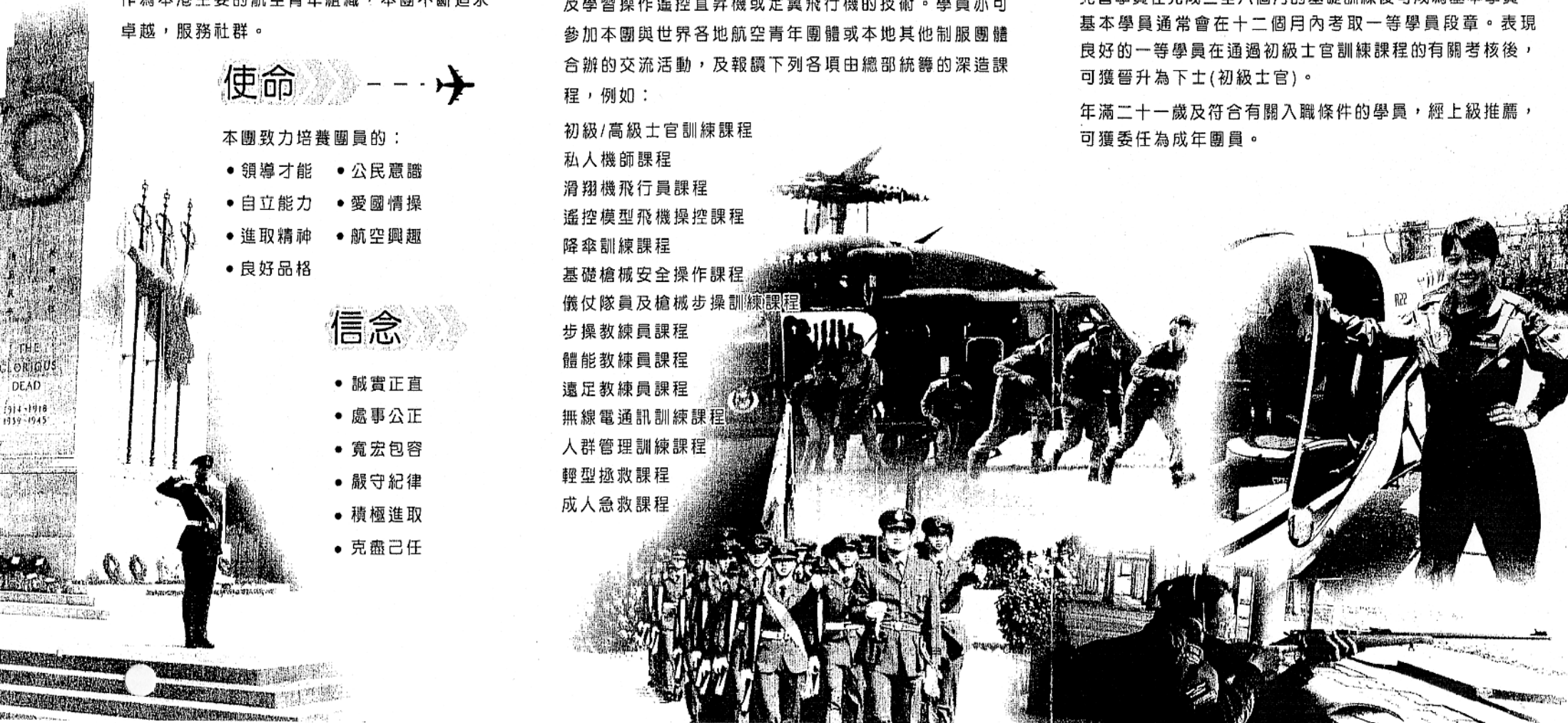
入伍資格

- 十一至二十歲
- 能操粵語及與學歷程度相符的英語
- 中一程度或以上
- 願意接受紀律訓練
- 渴望學習航空知識及參與飛行活動
- 熱衷體育及野外活動

晉升機會

見習學員在完成三至六個月的基礎訓練後可成為基本學員。基本學員通常會在十二個月內考取一等學員段章。表現良好的一等學員在通過初級士官訓練課程的有關考核後，可獲晉升為下士(初級士官)。

年滿二十一歲及符合有關入職條件的學員，經上級推薦，可獲委任為成年團員。



香港貨船業總



商會有限公司

HONG KONG CARGO - VESSEL TRADERS' ASSOCIATION LTD.

本會檔案：CVTA/2005/GI009

香港北角渣華道 333 號
北角政府合署 17 樓規劃署

送達及傳真 (2116 0751)

規劃署署長馮志強太平紳士：

香港貨船業總商會一向極度關注維港內避風塘的短缺問題，與及關注觀塘及茶果嶺貨物裝卸區的長遠可持續發展，對於貴署就啟德規劃檢討後初部所訂定的 3 個概念圖方案，取消觀塘及茶果嶺貨物裝卸區而成為海濱長廊，及改變土瓜灣避風塘及官塘避風塘的實際用途，深表失望。現臚列本會意見如下：

- (一) 在貴署就啟德規劃檢討，訂定了 3 個概念圖方案，在 3 個方案中雖保留土瓜灣避風塘及官塘避風塘，但改變其用途，深表關注。根據海事處 2001 年 9 月發表之避風塘需求評估報告 (2001-2016)，於 2002 年撤除遊艇類別外之其他船隻的避風塘需求短缺 11.9 公頃。而部份避風塘與船隻出現錯配問題，部份類別船隻例如躉船被禁止進入若干個較少型的避風塘內。業界憂慮方案在建議中，改變官塘避風塘的主要用途，只容納優閒小艇及郵輪，不容漁船、躉船、內河船及其他類型船隻於颱風襲港時避風，令真正海上從業員的船隻未能充份使用避風塘之設施，當災難性的颶風來臨時，在避風塘不足的情況下，危害海上從業員生命財產之安全。

TEL:

FAX:

(二) 倘若將觀塘和茶果嶺貨物裝卸區，改變為海濱長廊，對本港物流業造成極大傷害。本港經濟發展正值轉型時期，主要依賴物流業及服務業。但本港全球第一大貨櫃港桂冠早已拱手讓給新加坡，首 2 季新加坡的貨櫃吞吐量早已超越本港，而本港首十月貨櫃吞吐量只微升 1.7%，十月單月份產量只較九月上升 3000 標箱，產量增幅之少令人吃驚，可見大量貨物被鄰近地區港口所分流，情況令人嚴重擔憂。無論新加坡，或國內碼頭的鹽田、蛇口及快將落成的番禺南沙及大鏟港，這些港口迅速發展，而香港的貨櫃碼頭由於成本問題，長遠而言缺競爭力，有賴由本港獨一無二的中流作業配合貨物裝卸區的營運，帶來價廉物美的海運轉口服務。取消貨物裝卸區影響本港物流業的生態。更打破從前中流作業、貨物裝卸區及葵涌貨櫃碼頭，配合內河船運相輔相承的分工，為本港提供優質而具競爭力的港口服務。具經濟規模的船公司可以使用葵涌貨櫃碼頭的服務，而小本經營的船公司則可利用較廉價的海上駁運服務，使用貨物裝卸區及中流作業，轉駁內河貨運，從而增加本港港口的競爭力。關閉觀塘及茶果嶺貨物裝卸區無疑是自毀長城，在鄰近地區碼頭急速發展下，本港反而收縮具競爭力、相對廉宜的碼頭服務，直接影響中流作業的營運，導至本港作為第一貨櫃港的優勢沒落。

(三) 刪除觀塘和茶果嶺貨物裝卸區，直接導致約 50 多個物流營運公司結業，導至數萬計的員工及貨櫃車司機失去工作。根據海事處提供的，2004 年度貨物裝卸區貨櫃車及其他車出入觀塘及茶果嶺貨物裝卸區的數據，2004 年度出入觀塘貨物裝卸區貨櫃車及散貨車合共 165,295 架次；而 2004 年出度出入茶果嶺貨物裝卸區貨櫃車及散貨車合共 195,006 架次。可見當中涉及數萬人員的生計。2 個貨物裝卸區為較低

學歷的貨物裝卸區工人提供較穩定的海上從業員工作，不用依賴政府的綜緩網。要知道樂業才能安居，未能樂業，安居只是空談。

(四) 近年政府鼓勵製造業的廠商回流本港設廠，而觀塘、牛頭角一帶是傳統工廠的集中地，而觀塘及茶果嶺貨物裝卸區正正為這些廠家提供鄰近的起卸貨地點，有效減低廠家的營運成本，對直接吸引廠家回流本港起積極的作用。更可避免陸路交通的阻塞，由海面疏導廠家貨物的流轉。所以觀塘及茶果嶺貨物裝卸區實有保存的意義。

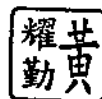
(五) 觀塘及茶果嶺貨物裝卸區是連東面港口如汕頭、惠州、福建、鹽田等地的樞紐，亦是港近 80%成廢紙、70%建築木料及 60%廢鐵的集散地，關區對本港經濟與環保工業造成極大的致命打擊。

本會的意見是支持保留避風塘舊有用途，反對關閉觀塘及茶果嶺貨物裝卸區，打擊本港物流業的營運，故致函反映，並希望能於日後有機會約見 貴署署長，作進一步的商討。

順頌

政安

黃耀勤理事長



謹啟

二零零五年十一月十九日

抄送：經濟發展及勞工局局長葉澍堃 GBS 太平紳士 ()

立法會議員劉健儀 GBS 太平紳士 ()

立法會議員陳婉嫻女士、王國興先生、鄭志堅先生 ()

活化啓德東九龍 創建新城新經濟

啓德規劃發展建議書（修訂稿）

1.) 概要：啓德規劃對本港城市發展的重要性

啓德是香港市區內最後的一幅大型土地，它面向維港，背靠獅子山，自然景觀優美獨特，再加上古物古蹟豐富，具有深遠的歷史文化意義，是本港尚未規劃發展之最大、最珍貴土地資源。

啓德座落東九龍，覆蓋面橫跨官塘、黃大仙、土瓜灣、九龍城等區域。這些地區曾為香港經濟發展作出重要貢獻，而且也為港人留下豐富而美麗的集體記憶：例如在五、六十年代，官塘、新蒲崗及土瓜灣等工業區，都是香港製造業的重要發跡地，孕育了香港第一代企業家和實業家；而具有八十多年歷史的啓德機場更曾是昔日航空運輸的命脈，為香港作為世界級航運樞紐作出莫大貢獻。

近年，香港經濟急劇轉型，可惜轉型後的新經濟活動，卻未能為市民帶來就業的裨益。製造業急遽流失、工廠大廈被荒廢閒置、舊城面對經濟轉型而萎縮等，都令不少市民陷入失業困境，甚至連我們年青一代都苦無出路。故此，我們認為政府今次重新規劃啓德是一個很好的契機，讓新舊城區能注入新元素，使它們能互動發展，為社區重新賦予生命。而在規劃未來城市藍圖的同時，我們亦應保存新舊城區的特色和價值，從而帶動更多本土的經濟活動，令經濟轉型帶來更豐富的發展元素。

香港人煙稠密，市民活動空間狹窄，再加上公共設施貧乏，故政府實在有需要在啓德建立一個像英國海德公園或紐約中央公園般的公共空間，讓全港市民共享共用。事實上，興建一個媲美維多利亞公園的中央公園不但可讓廣大市民共同擁有偌大的土地及公共空間，同時也為市民帶來遊覽、休憩、高談闊論及舉行活動的場所。

我們認為，政府在重新規劃發展啓德時，不應再以地產為主導。這是由於土地不是單純的地產項目，不應該完全被私人所佔有。因此，我們期望政府能夠將整條啓德跑道劃為公眾空間，不興建任何住宅，也不興建密度高的高樓大廈，讓市民能真正享用這土之餘，同時讓觀光旅遊有新的發展條件。另外，政府亦應保留完整的山脊線、海岸線，以及歷史古蹟等旅遊資源。最後，我們期望啓德能夠融合新舊城區，活化東九龍整體發展，促進中小企及小本經營，增加就業的機會，令本地經濟推陳出新。

2.) 啓德規劃的原則：創造東九龍持續發展的元素

- 一) 保護自然資源，凸顯香港魅力
- 二) 舊區新城一體，活化社區經濟
- 三) 開闢公共空間，創造多元經濟
- 四) 保育歷史文化，延續城市生命
- 五) 城市持續發展，帶動本地就業

3.) 對啓德規劃的建議

一) 保護海岸線及山脊線

啓德海濱擁有香港少有的絕佳視野：北仰獅子山、南向維港、東有鯉魚門海峽，風景優美，視覺空間廣闊，實在具有重要的旅遊觀光價值。因此，我們建議保護現時啓德的海岸線及山脊線，使之不被高樓所阻擋，一方面可還予公眾一個自然美麗的景觀，同時亦為旅遊業帶來新的元素、新的景點。我們相信，香港吸引遊客的，除了高樓大廈以外，還有我們香港獨一無二的自然資源景色。

二) 提供廣闊的公眾空間，創新經濟

啓德是香港市區內最後的一幅大型土地，是珍貴的土地資源。但在政府的構思中，就連佔整片土地三分之一的舊跑道都會用作地產項目。我們認為，在這片珍貴的跑道用地興建房屋，不但削減了大眾使用該土地的權利，同時亦缺乏對土地持續發展的目光。

故此，我們建議將整條跑道用作興建休憩、消閑及旅遊的設施，使土地資源能還予公眾之餘，也可以發展一系列以遊藝、娛樂為主的經濟活動。事實上，香港現正欠缺一個大型廣場進行文藝表演、墟市、嘉年華等用途，甚至應付天災意外之用，故將跑道用地發展為公園及廣場，不但可保持此土地用途的彈性，而且也能促進更多元化的經濟活動，令土地得以持續發展。

三) 保育文化歷史，啓育年青一代

東南九龍是一個充滿歷史與文化風俗的地方。它既是百多年前九龍半島的核心，而且在本地歷史上也佔有一個很重要的地位。故此，我們建議在規劃啓德的同時，重溯百年條約古蹟群，再現當年鴉片戰爭時英國佔領香港的歷史，並配合獅子山景觀廊及適當的主題設計，重現舊日華人社會及本地歷史氣息。這一方面可使這些景點成為公民教育的材料，另一方面亦可以推動本土特色的旅

遊，吸引遊客駐足。此外，發展本土文化及歷史也可以保存及發展傳統工藝、食品等小本經營，創造更多的就業機會。

四) 推廣飛行文化，為專業培養人材

啓德舊機場在世界航空歷史上舉足輕重，它本身便具有很濃厚的飛行色彩，現時很多不同的航空團體及機構，都以啓德作為基地。故此，我們建議啓德新規劃在保留這傳統之餘，也應加強飛行文化的推廣，令啓德成為香港本地航空事業的搖籃。

雖然貴為全球航運中心，但香港現時在航空的專門發展上卻十分緩慢。因此，我們建議在啓德興建航空博物館及保留舊機場指揮塔之餘，同時也發展航運交通的展覽場館。此舉一方面用以見證本地航空史，另一方面亦可吸引更多投資者在港發展航空及物流事業。另外，我們也贊成政府或非牟利航空團體在啓德成立綜合性航空發展中心暨學院，令本地年青一代可以自小接受航空甚至航天訓練，為知識型經濟轉型作多方面發展。

五) 世界級城市的交通設計

現時，世界很多大城市都已經採用融合式的城市規劃，以避免因道路及鐵道阻隔而造成區域割裂。它們最普遍的解決方法就是利用隧道、地塹式或密封式設計，將交通幹道潛化，從而使區與區之間可以暢通無阻地融合。

可惜，反觀現時政府對啓德的規劃，卻仍然以車行的道路網為先。此舉不但造成新舊城區的割裂，而且道路網也浪費大量的土地資源。因此，我們建議政府將所有經過啓德的交通幹道沉降到地底，令新舊城區能融合連接。至於區內的交通，我們提議以集體運輸系統為主。這既符合環保的原則，同時也可騰出更多的土地作其他發展用途。

此外，我們亦建議政府擴闊構思中直昇機場的用途，使之同時可供商業機構、民間航空團體及緊急服務部門使用，而不是只集中於境內外運輸及商業上。其實，現時可供政府飛行服務隊使用及民間航空團體訓練的直昇機場也甚為缺乏，而醫院方面則只有一間可供直昇機在較理想的天氣狀況下升降，故興建一個多用途、全天候及附有後勤設施的地面直昇機場，不但可配合本港運輸發展，同時也符合公眾利益。

六) 活化東九龍已發展區

由於啓德用地鄰近新蒲崗、九龍城、觀塘等人口和經濟活動老化的地區，故我們也關注到新舊城區之間的協調和融合。事實上，若啓德用地規劃得宜，連帶這些舊區也會受惠，令區內的經濟活動和就業也被帶動。因此，我們建議政府在規劃啓德時，需一併考慮鄰近區份的定位和連接，使新舊城區做到空間互通之餘，同時也促進整個東南九龍的經濟發展，甚至可以消弭新舊城之間的貧富差距。

此外，我們亦希望政府關注新規劃對舊城居民的影響。就以建築高度為例，未來新建的高樓大廈，可能會對舊區街道或樓宇造成的屏風效應，影響到現有居民的生活，甚至當區的經濟。因此，我們希望啓德規劃能多加聽取居民的意見，並在不影響他們現有居住環境及當區經濟下進行。

七) 提供另類經濟空間，造就多元化經濟條件

香港不能單靠地產項目，因為這不但會令香港經濟傾斜，同時也難以面對世界性的經濟衝擊。香港必須朝向多元化經濟條件。我們認為，深度旅遊經濟、創意經濟、運動經濟、航空經濟、民間小資本經濟，以及相關的生產工業，才是香港未來的真正的支柱。啓德發展應強調多元經濟發展，加入不同的原素，提供發展空間。唯有多元化的經濟發展，才能產生更多不同階層的就業機會，有能力面對經濟衝擊，以實際的經濟基礎，支援香港的金融中心地位。

4.) 對公眾參與的意見

由於啓德土地的面積廣達三百多公頃，因此政府和市民實在有需要詳細考慮及研究有關的規劃及發展，以免浪費這片珍貴的土地。可惜，政府現時對啓德的第二期公眾參與計劃，卻只有匆匆兩個月的時間，實在不足以令市民有時間去仔細討論及參與。因此，我們期望政府給予社會更多的時間討論，並正視民間的意見及建議，共同發展一個屬於所有人的啓德新城。

就此，我們將透過不同渠道及形式的宣傳推廣，將啓德規劃的訊息帶給市民，並令他們了解到啓德規劃對東南九龍，甚至整個香港的長遠影響。我們正計劃在舉辦大型一連串的活動，令市民對啓德及九龍有更深入的認識。

啓德發展民間聯席(暫定)

2005年12月17日

親 劃 署

敬 啟 者：

本人居住於麗港城，對於「啓德規劃」，本人欲發表一些意見。

有關麗港城旁之「陶瓷廠發展」，本人認為用作政府、機構和區/其他指定用途會比較適合，原因如下：

<p>(1) 沿海景觀</p>	<p>政府、機構、社區/其他指定用途</p> <p>保持原有沿海美麗之風景，可與啟德新發展互相配合、互相輝影</p>	<p>高密度住宅</p> <p>盡失沿海美麗之風景；與啟德新發展絕不相配</p>
<p>(2) 配套設施</p>	<p>彌補現時藍田及油塘區之政府設施配套不足，能令現時的居民生活得更加完美。</p>	<p>今已缺乏政府設施配套之地區，變得更加缺乏，這樣將會造成長遠影響</p>
<p>(3) 保持周邊空氣流通</p>	<p>海風能吹透區內，空氣得以流通，能令市民身體健康。</p>	<p>大廈如屏風般把海風阻擋，令區內空氣變得混濁，市民健康受損。</p>
<p>(4) 靈活性高</p>	<p>長遠而言，若政府需要重新規劃，一定比住宅容易得多、靈活得多</p>	<p>一旦興建住宅，就不能再有任何改動，令政府政策變得局限</p>

很多地區都有代表其地區之中央公園，若能趁此時刻，興建一個中央公園，這樣會更加完美。

盼貴署能考慮本人之意見。

祝工作愉快

梁先生



立法會陳偉業議員辦事處
OFFICE OF ALBERT W. Y. CHAN,
LEGISLATIVE COUNCILLOR

本處檔案 Out Ref:

來函檔號 Your Ref:

香港北角渣甸道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

傳真: 2894 9502 電話: 2231 4988

對「啟德規劃檢討」的建議(對於第二階段公眾參與：概念規劃大綱圖的回應)

就「啟德規劃檢討，第二階段公眾參與：概念規劃大綱圖」，本人現呈交「對「啟德規劃檢討」的建議(對於第二階段公眾參與：概念規劃大綱圖的回應)」一份，就啟德規劃提供補充意見，盼貴處能研究及落實有關建議，充份利用啟德舊址，改善香港市區的生活環境。專此函達，佇候示覆。

陳偉業

謹啟

二零零六年一月六日

附件：「對「啟德規劃檢討」的建議(對於第二階段公眾參與：概念規劃大綱圖的回應)」。



立法會陳偉業議員辦事處

OFFICE OF ALBERT W. Y. CHAN,
LEGISLATIVE COUNCILLOR

本處檔案 Our Ref.:

來函檔號 Your Ref.:

對「啟德規劃檢討」的建議

對於第二階段公眾參與：概念規劃大綱圖的回應

立法會陳偉業議員

2006年1月

1. 引言

1.1 自1998年啟德機場搬遷後，政府銳意發展東南九龍為住宅及休憩用地，並就有關發展規劃作多次諮詢，其中包括東南九龍發展可行性研究(1998)及東南九龍發展修訂計劃的整體可行性研究(2001)。政府多次向立法會議員、地區人士、專業團體、綠色團體等進行諮詢，但仍未能就發展啟德機場的方案達成共識。

1.2 在2004年，根據終審法院對灣仔北分區計劃大綱草圖的判決，海港填海計劃必須通過「凌駕性公眾需要」的測試，才得以推行。由於現時啟德分區計劃大綱圖內，建議的填海範圍約佔整體發展範圍的百分之三十，故當局必須以不填海為起點，全面檢討啟德的規劃，並於2004年底進行名為「啟德規劃檢討」的第一階段諮詢工作。政府當局在總結第一階段諮詢工作的成果後，於本年年底進行第二階段諮詢工作。在此階段，政府提出三個概念規劃圖的建議，以諮詢市民對規劃圖的意見。

1.3 本人在第一階段諮詢中，曾向政府提交名為「對『啟德規劃檢討』的建議」的意見書，強調政府應把啟德舊址發展成「市肺」，以及強烈反對政府在啟德舊址興建大型體育館。本人亦曾於2005年3月向政府當局提交名為「建立新政、提升效率、減少填海：在東南九龍建設政府邨」的意見書，建議政府在該地區預留土地興建政府邨，以增加政府的行政效率。但在第二階段的諮詢文件中，政府仍然以大型體育館作為重點發展項目。在三個概念規劃圖中，政府用地的比例相對甚少，顯示政府邨的建議不獲接納。有鑑於此，本人認為在作出規劃時，政府應該盡量不在東南九龍建設大型體育館，而應該採納政府邨的建議，預留更多用地興建政府邨，以增加市區商業用地及改善政府行政效率。

2. 第二階段諮詢工作文件存在的問題

2.1 政府在 2005 年年尾發表的第二階段諮詢工作文件，羅列三個概念規劃大綱圖。在這三個概念規劃大綱圖中，大型多用途綜合體育館均佔去很大面積的土地。政府在啟德興建大型多用途體育館的建議，嚴重忽視了香港都會的真正需要，使最後一塊大型的市區用地不能有效地改善香港市區的生活環境。

2.2 政府在制訂啟德概念規劃大綱圖時，應該先了解及確定香港市區缺乏的設施的情況以及市民的需求。現時香港都會缺乏大型的綠化公園、以及舊區居住環境惡劣及擠迫，急需重建。政府理應針對上述的問題，善用啟德舊址以解決上述的問題及滿足市民的需求。然而，政府在概念規劃大綱圖中，把啟德舊址大幅土地用作興建只適用於大型賽事、使用率相對較低的多用途體育館，並不符合地盡其用的原則。此外，體育館的興建會對附近社區構成嚴重的威脅，更嚴重削弱啟德舊址改善香港市區居住環境的功能。

2.4 若政府只建設大型的多用途體育館，偌大的場館只會為大型賽事提供場地，普通市民及個別運動員卻因難以支付高昂的租金而不能在該等場館從事普通的體育活動，該等多用途場館最終可能成為使用率低、浪費土地的建築物，對本地體育事業沒有實際幫助，亦不能滿足市民對康體設施的需求。政府只建設多用途體育館，沒有其他配套設施，亦將難以應付全國性及國際性的綜合體育盛事，例如全運會及東亞運動會等。基於上述原因，政府在啟德舊址興建的多用途體育館，最終將會成為一個不倫不類的大白象。

2.5 政府把多用途體育館建設在辦公大樓或高密度住宅旁邊，存在很大的風險及危機。按照國際及香港過往的經驗，在商住區附近建設大型體育場館會為附近社區帶來很多不良的影響。現時不少國際城市，也把大型體育館或大型球場設置於城市外圍，部份原設於市區的場館，也被遷離市區。在啟德舊址設置多用途體育館，由於選址接近人口達一百萬人的九龍區，如該體育館內的觀眾發生騷動，便會波及至人煙稠密的社區，對居民構成極大威脅。此外，大型賽事進行期間，高達 5 萬名觀眾湧至體育館觀看比賽，也會使東九龍的交通更為繁忙，使該區交通擠塞的問題更為嚴重，為該區居民帶來嚴重的滋擾。

2.6 在規劃大綱圖中，把大量土地用作興建體育館，也同時減少了可以用作興建大型公園或興建住宅的土地，從而削弱啟德舊址作為香港「市肺」及協助東九龍市區重建的功能。

2.7 基於上述原因，以體育館作為中心的概念規劃大綱圖是一個不能滿足市民訴求、不能補足香港市區的不足的規劃，是一個極為惡劣的決定。政府應該針對現時香港市區的不足及問題，循著建設政府邨、建設市肺、協助舊區重建三個方向，訂定啟德舊址的規劃大綱圖。

3. 建設政府邨：建立新政、提升效率、減少填海

3.1 本人曾於 2005 年 3 月，向政府當局提交名為「建立新政、提升效率、減少填海：在東南九龍建設政府邨」的建議書，闡述在東南九龍啟德舊址撥地興建政府邨，將可以為香港社會帶來新的氣象，改善香港的國際形象，也可改善政府的行政效率，方便市民享用政府服務，更可以騰出更多土地將中環至灣仔的政府用地改為商業用地，從而改善營商環境。此外，把位於中環的政府部門遷至東南九龍，更可減少中環的交通流量，因而減少填海的壓力。然而，在東南九龍建設政府邨的建議至今仍不獲接納，本人希望藉此建議書，重申興建政府邨的重要性及對香港的好處，希望政府能積極考慮及落實有關建議。

3.2 在東南九龍建設政府邨，設政府邨可達致下列的優點

3.3 建立新政、改善效率

3.3.1 由於不少國家在政權更替或獨立後，也設立新的行政中心，為該國家帶來新氣象，故香港政府也該在回歸後，建設新的行政中心，為香港帶來新氣象。政府把分散於各區的政府部門總部集中在東南九龍，也可改善政府部門的行政效率。在東南九龍設立政府邨，更可使九龍及新界區市民以較低的車費及較少的時間到達政府邨享用公共服務。

3.4 增加商業用地，改善營商環境

3.4.1 把全港各區的政府部門總部遷至政府邨，把現時政府部門總部所在的土地拍賣予發展商興建寫字樓，可獲得總值不少於六百四十億元的庫房收入，發展商亦可透過在該等土地興建商業樓宇，提供最少 1,060,500 平方米的商用樓宇面積，政府更可以把位於私人物業的政府部門遷至東南九龍，可為中區及灣仔提供高達 112,539 平方米的寫字樓用地，從而解決中區商業用地供應緊張的問題，使租金下降，經營成本下降，改善營商環境。

3.5 改善中環、灣仔交通，減少填海需求

3.5.1 在東南九龍開設政府邨，也可改善中環、灣仔的交通，因而使政府無需在中環建設繞道，從而減低填海的需求。

3.6 把東南九龍啟德舊址發展成次都會區

3.6.1 政府在東南九龍建設政府邨後，更可善用東南九龍的優勢，把東南九龍發展成次都會區。啟德舊址的土地面積為 2,800,000 平方米，政府邨的土地面積只佔啟德舊址總土地面積的 12.6%。因此在發展政府邨的同時，也可把啟德舊址發展成龐大的次都會區。

3.7 基於上述原因，政府應積極考慮在規劃大綱圖中，劃定區域發展政府邨，以提升政府的效率及便利市民。

4. 把啟德舊址發展成香港的「市肺」

4.1 政府在過去多次的諮詢中，強調會把啟德舊址發展成香港的市肺，而公眾也認同這一方向。事實上，由於政府當局過去多年欠缺長遠規劃方針，使香港及九龍市區缺乏綠化及缺乏大型休憩場地，使市民的居住環境十分惡劣。政府應善用市區最後一塊大型土地，發展成香港市區的「市肺」。

4.2 作為香港市區的「市肺」，東南九龍應以綠化為主、建設一個寧靜及景色怡人的社區。政府在發展啟德舊址時，應確保新社區充份綠化，並設置大型的主題公園，為市民提供更多娛樂及休憩的空間。

4.3 先興建集體運輸網絡，後發展社區

4.3.1 在政府提交的第二階段公眾參與的文件中，政府並沒有說明在發展東南九龍新社區時，會否先興建集體運輸網絡，後發展社區。為確保位於啟德舊址新社區的居住環境，政府應盡量避免在新社區落成後才在社區內進行大型基建及道路工程。政府在發展新社區前，應先完成集體運輸系統的工程，以減少在新社區進行的大型工程，從而減少基建工程對未來「市肺」帶來的滋擾。

4.3.2 過去多年，由於政府欠缺長遠規劃，引致不少新市鎮例如屯門、馬鞍山等的交通系統及交通服務供不應求，政府為應付居民對交通運輸激增的需求，其後需興建輕鐵、西鐵、馬鞍山支線等計劃。但興建集體運輸計劃卻涉及多項大型工程，為居民帶來極大的滋擾及引致交通擠塞。

4.3.3 政府應汲取過去新市鎮發展的經驗，在啟德機場舊址發展新社區前，先完成集體運輸系統，即鐵路、地鐵等工程。在基建工程完成後，政府才發展新社區。市民遷入新社區後可以即時享用完善的集體運輸網絡，亦可避免因興建集體運輸網絡而對附近居民及遊客帶來滋擾，從而使新發展的社區不會成為塵土飛揚的社區。

4.4 住宅區應遠離主要道路

4.4.1 在政府提交的文件中，在三個概念規劃大綱圖中，道路和中高密度住宅距離極度相近。當局為啟德舊址進行規劃時，應注意住宅區和道路的距離，確保新社區內的居民、遊客及學生不會受到道路噪音的滋擾。

4.4.2 過去多年，政府當局為多個新市鎮，例如沙田及屯門進行規劃時，住宅區和主要道路的距離過於接近，使居民長期受到道路噪音滋擾。政府為啟德進行規劃時，應該汲取過去規劃失誤的教訓，確保高速公路及大型道路和住宅區保持一定距離，便可避免道路產生的噪音影響新社區的居民。

4.4.3 只有把新社區的住宅區、學校區、旅遊消費區及主題公園設於遠離公路的地方，才可確保新社區的居民、學生及遊客不受道路噪音的滋擾，使新社區成為寧靜舒適的居所。

4.5 反對興建境內及跨境直升機場

4.5.1 位於啟德舊址的未來新社區，作為香港的「市肺」，必須是寧靜及安全的。基於這個原則，政府實不宜在啟德舊址興建產生大量噪音，威脅居民及旅客安全的境內及跨境直升機場。

4.5.2 在三個概念規劃大綱圖中，境內及跨境直升機場是主要發展項目之一。但這項項目卻違背了把啟德舊址發展成「市肺」的大方向。境內及跨境直升機場會使大量直升機在此直升機場升降，直升機在升降時也會產生噪音及大量廢

氣，為附近社區造成滋擾。此外，大量直升機在人煙稠密的九龍東上空低空飛行，如發生意外，可能會造成龐大的人命傷亡，對附近社區構成嚴重的潛在威脅。故此，政府應取消直升機場的計劃，確保新市區是寧靜而安全的社區。

5. 善用啟德舊址，協助市區重建

5.1 啟德作為市區的最後一塊珍貴空地，政府亦可使用該空地，興建住宅區，把舊區居民遷至啟德舊址，從而加快舊區重建速度及改善舊區居住環境。

5.2 現時不少居住環境擠迫及惡劣的舊區均處於九龍區，例如黃大仙、觀塘、深水埗等，均是貧窮問題嚴重、居住環境擠迫及居住環境惡劣的舊區。過去多年，政府由於不能找到充足的土地安置舊區居民，因此不能對舊區展開重建工作。因此政府在把啟德舊址發展成環境清幽及具備全面康體設施及公共設施的社區後，可以興建住宅，吸引舊區的居民遷至新社區。在興建住宅後，政府亦可考慮以樓換樓的方式，以啟德舊址的新單位交換舊區業主的舊單位。由於新社區居住環境良好、交通便利，該會對於舊區居民及業主具吸引力，將可加快舊區居民遷出舊區的速度，從而加快舊區重建的速度。

5.3 政府如能善用啟德舊址，將可加快舊區重建，既可改善九龍區市容之餘，亦能改善舊區的生活環境。

6. 反對興建大型體育館

6.1 政府如只在啟德舊址興建多用途體育館，而沒有提供其他配套設施，將難以透過體育館發展體育事業；而且政府如在啟德舊址的發展過程中，把體育館和商住區域並存，此舉只會帶來更多社區問題，而東南九龍社區亦都會失去特色，淪為一個普通的新市鎮。

6.2 現時不少國家及地區，多是發展一個設備齊全的體育村，並在體育村內興建多用途體育館，透過設備齊全的體育村，帶動該國家及地區的體育事業蓬勃發展。以澳洲悉尼的奧運公園為例，悉尼為了籌備 2000 年的奧運會，開設了奧運公園。奧運公園主要分為體育設施和綠化區域兩部份，面積共 640 公頃。在體育設施部份，除設有大型的體育館外，還設有運動員宿舍、酒店、哥爾夫球場、內有標準泳池、兒童泳池、跳水池的室內游泳池、越野單車練習場、滑板練習場及射箭場。除了以上體育設施外，還設有單車徑、商店、餐廳等，市民可以

付款隨時享用上述的體育和非體育設施。此外，悉尼政府為貫徹可持續發展的政策，在發展體育設施之餘，還撥出相同面積的土地建設由樹林、河道及草地構成的公園，該等公園給予悉尼市民有更多、更大的活動空間，成為悉尼市民假日野餐的休憩場所。

6.3 悉尼奧運公園的例子，說明政府發展體育事業，不單是興建體育場館，更應建設全面的配套設施，為運動員提供足夠的支援及練習場地。該等設施亦應開放給公眾，從而吸引公眾參與及進行體育活動。而體育設施附近的環境應該是優閑而恬靜的綠化帶，從而吸引更多都市人到該處消遣；政府亦可透過綠化帶，把市區和體育場館分隔開，減少體育場館對居民構成的滋擾。

6.4 如果政府必須興建體育場館，政府便不應止於興建多用途體育館，政府的思維不應局限於建設大型的多用途體育館，政府應該計劃選址發展成類似悉尼的奧運公園，發展一個真正以體藝為中心的社區。

6.5 在一個以體藝為中心的社區內，政府除了興建大型體育場館外，還應建設多個各類型的小型體育場館、足球場、籃球場、網球場、排球場、游泳館、跳水場地、單車競技場及水上活動中心等，給予市民及團體進行規模較小的體育活動。政府應該建設運動員培訓中心、治療中心及運動員宿舍，為運動員提供適切的培訓、治療及住宿服務。政府亦應為一些普及、受歡迎但又缺乏場所的體育項目，例如滑板競技項目、越野單車、花式單車等提供練習場地，從而使這些項目在香港有足夠的空間發展。

7. 總結

過去多年來，社會人士雖然對如何發展啟德機場的問題有所分歧，但他們也有一個共識，便是把啟德機場舊址發展成合乎環保原則、環境優美及具備娛樂及休憩功能的新社區。然而，政府基於政治上的考慮，為政治上的回報，在去年年尾的啟德概念規劃大綱圖中，把大量土地用作興建使用率低的大型多用途體育館，並制訂一個沒有主題、不能符合社區需要的規劃圖。政府以政治關係的回報以決定規劃內容，最終必會是一個失敗的規劃，使香港最後一塊市區寶地被白白浪費。如政府能將東南九龍發展成一個以政府邨、綠化為主題的社區，將可為香港市民創造優良恬靜的活動空間，為旅客帶來新的旅遊熱點，以及大大改善政府的行政效率，將會使東南九龍新社區成為一個具特色、具經濟價值，能滿足各界訴求的社區。

保護啓德行動：歷史與自然之旅

一個啓德——兩個面 三條線

- ◇ 公共空間應由公眾共同參與享用。
- ◇ 城市與水，人與水應全方位接觸。
- ◇ 新城與舊城如何聯接？
- ◇ 歷史與現代如何傳承？

東九龍啓德舊址是最後一幅面向維港，不依靠填海而可以重新規劃的用地，它是維港最美麗及極珍貴的一塊土地，可同時眺望港島及九龍的山脊線與景觀，同時又具有深遠獨特的歷史文化意義。它的佔地比西九龍還要大(西九 40 公頃，東九 300 多公頃)，是日後香港城市規劃的藍本，因而更需要全社會關注，開放討論探討。

- 西九方案還未定案，東九規劃何需匆匆決定!
- 有否留下甚麼重要資源給香港人?
- 延長諮詢期，讓公眾充份參與討論!

保護啓德——兩個面

綠色面——我們需要公共空間 (common area)

中央公園，是公民共同參與、共同擁有的地方，如英國-海德公園、紐約-central park (中央公園)、波士頓-綠帶(翡翠項鍊)等等。

- 我們需要的是綠草如茵的公園草地，而不是鋪上水泥柏油的石屎公園。
- 公共地方應由公眾人士共同享用，如休憩用地與海岸、海濱，應開放予公眾所有，而不是由政府或其他人像施予一樣，胡亂地規劃予公眾；
- 無論在跑道用地上興建高、低密度的住宅，都是會令公眾空間變成私人地方，由少數人所掌握、享用。
- 啓德新城與舊城區之間的聯繫割裂：
 - 海傍與陸路的連接被交通幹道所阻，如何能讓市民全方位、無阻礙地由舊城區走到新城區呢？
 - 單靠天橋連接只會造成新舊城割裂！(失敗例證：西九龍、奧海城，東九還要重蹈覆轍?)
- 現時香港道路網設計是以車為先，人為後，未來啓德新城規劃應回復以人為本的道路模式規劃，將有關的交通幹道以隧道、地塹式等設計興建，並在新城區使用集體運輸系統貫通全城及連接沙中線。

- 城市規劃要有人氣，不要人為的石屎堆砌！不要用高速公路隔離！
- 政府曾承諾在啓德新城建造一個比維園更大的中央公園，如今承諾哪裏去了？

藍色面——我們需要淨化的水面

藉著零填海，將保留下來的啟德兩岸水道予以排污、淨化、綠化，優化成兩條綠色走廊，連接維港，並建設水上公園，讓遊人嬉戲；讓市民可以自由自在地接觸藍色大自然的海面。

成功例子—

1. 成都南面 92-93 年建成護南河，結合水質淨化系統，將污水變為淨水；
2. 武漢兩岸 新建有一中央公園可讓市民接觸水面；
3. 杭州西湖 不光只是湖，市政府為把湖與城連接，特打通原來堵塞經年的小河道成新渠，將水引入內城，達致城與水，人與水的結合。

➤ 現時市民與維港存在很大隔閡，可望而不可觸，原因一是無路可通造成人為隔離；二為水質污染令市民利用不到水面空間，惡性循環更令人不想接近，加深與維港疏離，政府對此態度是將問題蓋著，沒從根治著手，如排污，淨化、美化，結果——污水仍是污水，隔離仍是隔離。

■ 將水質淨化、美化，並建成綠色走廊，可促進旅遊經濟發展及人與自然的融合。

保護啟德——三條線

海岸線

➤ 維港的真正價值不在於幾隻帆船，而在於海岸線的完整及其水質之美。

山脊線

➤ 高密度住宅會破壞山脊線的保留及自然景觀，亦會阻擋城內的空氣通風對流，如縮大花園的屏封式設計，在沙土期間令居民健康衛生深受影響，未來啟德不應重蹈覆轍。

歷史線

➤ 啟德及九龍城有許多歷史文化及古蹟遺痕——機場舊址、百年條約古蹟群、新蒲崗工業發跡地等等歷史意義深遠。

➤ 三個規劃概念方案都只以樓宇作主規劃，偶爾用公園點綴，卻缺乏歷史文化的設計及格局，缺乏考慮新城與舊城之間的接合及歷史文化傳承。

➤ 對促進市民的國家身份認同、新一代歷史教學的意義均缺乏概念。

■ 港英殖民地時代迴避歷史，回歸後特區政府依然如是。

■ 沒有對歷史的正視，如何讓下一代建立對未來社會的承擔？

同

這是政府提出三個啟德規劃概念之外的第四個，可能還有第五個、第六個選擇……將由您提出。歡迎公眾人士參與討論，共同關心啟德未來！

保護啟德行動

發起人：陳婉嫻 鄭炳鴻 蕭國健 林文輝 梁淑貞

2005年11月19日

保護啟德行動—歷史與自然之旅

一個啟德——兩個面 三條線

一個啟德

東九龍啟德舊址是最後一幅面向維港，不依靠填海而可以重新規劃的用地，它是維港最美麗及極珍貴的一塊土地，可眺望港島及九龍的山脊線與景觀，同時又具有深遠獨特的歷史文化意義。惟現時啟德新規劃的諮詢期只有兩個月，應 **延長諮詢期，讓公眾充份參與討論!**

- 西九方案還未定案，東九規劃何需匆匆決定!
- 有否留下甚麼重要資源給香港人?
- 政府曾承諾在新啟德建造一個比維園更大的中央公園，如今承諾哪裏去了?

兩個面

1. 綠色面——我們需要公共空間 (common area)

- 我們需要的是綠草如茵的公園草地，而不是鋪上水泥柏油的石屎維園。
- 公共地方應由公眾人士共同享用，且必須有良好規劃給予公眾空間；任何高、低密度住宅用地，都只會令公眾空間變成私人地方，由少數人所掌握、享用。
- 啟德新城與舊城區之間的聯繫割裂，不能單靠天橋，需讓市民全方位、無阻礙地往來。
- 回復以人為本的道路網設計。

- 城市規劃要有人氣，不要人爲的石屎堆砌！不要用高速公路隔離！

2. 藍色面——我們需要淨化的水面

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- 將水質淨化、美化，並建成綠色走廊，可促進旅遊經濟發展及人與自然的融合。

三條線

1. 海岸線 ——維港的真正價值不在於幾隻帆船，而在於海岸線的完整及其水質之美。
2. 山脊線 ——保留山脊線及自然景觀，確保城內空氣通風對流，保障市民健康。
3. 歷史線 ——啟德及九龍城有許多歷史文化、古蹟遺痕，見證香港百年發展。

- 對歷史正視，才能建立下一代對社會的承擔 !!!

這是政府提出三個啟德規劃概念之外的第四個，可能還有第五個、第六個選擇……將由您提出，歡迎公眾人士參與討論，共同關心啟德未來！

保護啟德行動

發起人：陳婉嫻 鄭炳鴻 蕭國建 林文輝 梁淑貞

From: "Mr. Pedro Chan"
Date: 2005/12/13 Tue PM 10:21:38 CST
To: DO-何志平局長
Subject: 啓德發展論壇



Reply Reply All Forward Delete Move To: (Choose Folder)

尊敬的何局長，

前兩天，我參與啓德公開論壇，得知有關部門，很努力地為啓德將來的發展，做了很多研究。

另外，也聽到幾位關心社區的人士，提出很多寶貴的意見，例如：

- 1 運動場的週邊不應有太多高樓住宅，以免對居民造成滋擾；
- 2 計劃應關心交通的問題等。

我在第二次論壇中，也曾提出了兩個問題：

1 啓德區的計劃，將來會有貳拾多萬的人口在該處居住，如果再加上其他活動的舉行，交通將會是一個很重要的考慮因素。現在西行的車輛已很繁忙，如西走廊的紅隧附近；亞皆老街；太子道；龍翔道等。就因為啓德在九龍的中部，東北有官塘，北面有九龍城、黃大仙，西面的地區就更多了，如果沒有以科學計算，作詳細統計汽車的流量，將來的交通真是不可想象，特別是有活動舉行時，九龍的交通將會造成大癱瘓。

2 海水的流動也是一個很須要考慮的因素，我當時提出，一些三角死位應該被填成圓形，使海水流動得更暢順，不會造成臭味，如啓德跑道和九龍城的交接處。

3 在九龍城、紅磡區，應填出一些土地，造出一條海邊長廊，美化環境。

以上這些因素，我們覺得非常重要，但有關部門好像未有加以考慮，我們有些失望，希望局長對有關部門作出一些指引，使這個新發展的地區不會為將來造成交通的大災難。

多謝你的留意，祝聖誕快樂！

陳焜鏞上



港九電船拖輪商會有限公司

Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.

Tel:

Fax:

E-mail:

<http://>

致：規劃署
啓德規劃檢討

主席及各位業界友好：

本人郭德基乃代表『港九電船拖輪商會』發言。本會對『啓德規劃檢討』有關概念規劃大綱圖，極之歡迎政府以『不填海』作為擬備啓德發展概念的起點；並堅決支持保留土瓜灣及官塘避風塘的用地。

本會會員業務遍及渡輪客運服務、海上拖運及工程運輸等。避風塘乃賴以為生的重要海上安全設施，不足的避風泊位，讓船隻在颱風襲港期間灣泊，會構成嚴重生命財產的損失。

本會並不反對發展海上旅遊，但當局將啓德沿岸一帶集中規劃成旅遊配套設施，令航運事業受到大大沖擊，沒有足夠避風塘泊位，要令香港成爲一個國際航運中心及全力發展物流業，真是談可容易。整體而言，不能抑航運以利旅遊業。因此，在規劃海旁土地用途時，不能只側重海上旅遊發展，要與航運取得兩方面平衡。

眾所週知，渡輪服務要維持在八號風球兩小時內仍要運作。遠離維港的避風塘，對於渡輪前往避風，航程遠而有風險。再者，爲了提供市民在風球下後，有迅速渡輪服務，遠離維港避風塘的設施，恐構成運作上的延誤。故此，本會提出保留土瓜灣及官塘避風塘，並正視避風塘用地的需要及考慮使用者的實際需要。

以上意見，期望規劃署能顧及民生需要、航運業發展及市民生命財產的大前題下，能充份考慮。多謝各位。

港九電船拖輪商會



郭德基理事長

二零零五年十一月十九日

致： 香港北角渣華道 333 號
北角政府合署 14 樓
規劃署九龍規劃處

日期： 二零零六年一月六日

對啓德規劃檢討的一些意見

本司為油塘灣地段業主。

政府所提出的三個概念未能完全解決水質污染問題，市民並未能安全地享用那兒的水上設施。

現在已有實證啓德明渠部份受極嚴重污染，有很多有機毒素，是“不治之症”。若現在不解決這個毒瘤，是決不能作可持續及長遠規劃的。技術上，政府提出開啓 600 米的缺口以改善水的流動，將會對海床部份有非常嚴重的影響，亦同時把污染物帶出維多利亞海港，這樣並不能徹底解決水質污染的問題。相比現在位於明渠內的污染物，將來所流出其他海域的污染物所帶來污染問題亦非常嚴重。因此，此建議於技術上並非一個合乎科學的選擇。在決定是否有凌駕性公眾需要的時候亦以科學的理據為依歸，既然沒有科學方法可以徹底解決現在嚴重污染的問題，是不應因為堅持“零填海”的這個原則而犧牲香港的長遠利益及可持續的發展方向。零填海乃一刀切方案，對改善香港的環境沒有益處，亦不能使香港的發展持續下去，對香港的長遠利益並沒有幫助。為了香港的福祉，絕不能因為一刀切的簡單的口號“零”填海這個偏面的“真理”所限制有益及有建設性的發展，這並非香港人的福祉。

既然政府花費那麼多資源以長遠發展啓德規劃，為什麼不做一個千秋萬代也能享用的良好及可持續發展的規劃呢？香港此彈丸之地實應好好地利用每一份土地。

若不建議於啓德明渠部份填海，九龍東的發展將會陷於停頓及癱瘓狀態。事實上，啓德明渠亦非位於主要的航道，故此，就算填上明渠部份，亦絕不會影響航道或被航道影響的。交通方面，填海後亦可建設九龍東的海濱大道，美化維多利亞海岸兩旁的景色。

在決定填海時應看看是否多數公眾人士及社區人士所希望的呢？能徹底地解決現在嚴重的污染問題和填海，便能使未來的千秋萬代獲益，是一個極之重要的凌駕性公眾需要。絕不應遺留一大堆問題給下一代，這亦不符合凌駕性的公眾需要。能長遠及徹底地解決問題實在是大眾的願望，亦是香港市民一同的理想，及香港能持續地發展的要素。

因此，啓德明渠作有限度的填海是有“急切性”和“及時性”和的“必要性”。

歸納以上各點，總結如下：

- 強烈支持有需要的填海或局部性的填海。
- 啓德明渠部份以及毗鄰啓德研究範圍旁的油塘灣亦有迫切性的填海需要的。
- 事實上，所有香港人都為着同一個理想及目標出發：就是保護我們的海港，建設美好的海岸線。
- 但如何能做到呢？究竟是甚麼也不做？還是採取合理及適當的行動也被視為破壞環境呢？究竟怎樣才算是破壞環境呢？是否我們可以坐視不理呢？
- 在開放及民主的社會中，政府於制定政策及方案時應以市民的福祉為依歸，在香港有病時為香港醫治這個痼疾才是政府作為人民公僕所應承擔的。
- 因此，我們在此呼籲政府作英明果斷的決定，立刻作出為千秋萬代人民利益為出發點的可持續規劃方案：作有限度及有控制性的填海。
- 我們相信我們的政府是敢於承擔的，以創造一個千秋萬代造福我們的子子孫孫以人民為福祉的長遠整體規劃方案。
- 非常贊成我們應該亦需要維持一個美麗的海港，但現時政府無法敢於承擔一個有彈性，因時制宜的方案。我們確實需要一個既長遠又具有彈性的方案，方案需與其他發展的项目分開，並且獨立處理填海事宜，每個個案需分開處理，不應一概而論。

本司希望 貴局及有關人士審慎考慮以上意見，並儘快解決啓德明渠的問題及制定一個可持續發展的規劃方案。

此致

油塘灣業主代表

For and on behalf of
LIVING STONE DEVELOPMENT LIMITED
綠岡發展有限公司

Authorised Signatory(s)

敬啟者：

就貴署對「啟德規劃檢討」之諮詢，本人對此規劃有下列意見：

一「麗港城」已是一個擁有38座27層高的中密度住宅，若於他鄰再興建高密度住宅，將會影響邨民之生活及空氣質素，亦沒有足夠之配套配合市民生活所需。

一「麗港城」亦是貼近觀塘工業區之大型屋苑，空氣及水質之污染情況已很嚴重，若再遷徙更多居民入住和將廢物處理集中在這區，將會危害居民身體健康。

希望貴署能詳加考慮市民的身心健康，將土地改建成休憩用地或海濱長廊，改善居民的生活質素，感激不盡！

黃堃堃 (Tel.

6-1-2006

裝卸區同業聯會

辦事處地址：

電話號碼：

傳真號碼：

敬啟者：

本會就『啟德規劃檢討』有以下意見：

(壹) 強烈反對報告書第七頁「海濱長廊」一段內文所指「長遠而言關閉觀塘及茶果嶺的貨物裝卸區」的建議。

原因：從物流運輸發展角度，「貨物裝卸區」所在位置及作用的特點是成本輕及有充份之靈活性，是極能發揮物流環節中的互補作用。所以我們認為要支持香港物流業發展，則需要保留觀塘及茶果嶺貨物裝卸區。

(貳) 啟德曾是航空貨運重要基地，我們認為一個動態的城市，要讓市民了解我們經濟生活各組成部份內容，所以除了可以有公園、休閒，文化標誌外，貨物裝卸區的存在更顯出「城市動感」。所以我們認為 貴署在考慮城市建設時，一定要設法保留裝卸區的存在及作出適當安排。因為我們這行業涉及數以萬計以上僱員的生計。這點我們應該表示很關注的。

以上意見，請 貴署慎重考慮！



新油蔴地貨物裝卸區

代表 陳志華 何庭標

二零零五年十一月廿二日

關注維港避風塘聯席會議

本會檔案：CVTA/2005/GI010

香港北角渣華道 333 號
北角政府合署 17 樓規劃署

郵寄及傳真

規劃署署長馮志強太平紳士：

貴署就啟德規劃檢討，訂定了 3 個概念圖方案，在 3 個方案中雖保留土瓜灣及官塘避風塘，但與會人士恐怕方案在建議中，改變避風塘的主要用途，設置專用優閒小艇及遊艇停泊處，令真正海上從業員的船隻屆時未能充份使用避風塘之設施。加上，在概念圖中均提到 T2 幹線將建立隧道，跨越整個官塘避風塘海底，實在令人擔憂避風塘能否保有原有供船隻拋錨避風的用途。當災難性的颶風來臨時，兩個避風塘用途經有所改變，未能供業界船隻避風，在避風塘極度不足的情況下(海事處公佈 2002 年避風塘需求短缺 11.9 公頃)，不只危害海上從業員生命財產之安全，其飄流的船隻在失控的情況下，對近海建築物如會展、青馬大橋、渡輪碼頭，造成損毀，後果是不堪想像的，故強烈要求保留上述避風塘原有用途。

另外，規劃署就啟德規劃檢討 3 個概念圖方案中，均並建議取消現有的官塘及茶果嶺貨物裝卸區，興建海濱長廊及其他設施，影響海面從業員生計，城市規劃不單只偏重美化環境，推動遊旅業，更應該重視社會民生經濟效益，貨物裝卸區對民生用品的運輸及經濟就業方面，貢獻良多，是物流業不可或缺的一環，希望閣下以民生為先保留官塘及茶果嶺貨物裝卸區，實為市民之福也。

順頌

政安

關注維港避風塘聯席會成員聯署謹啟
(聯署名單見後頁)

二零零五年十二月九日

抄送：特首辦公室

經濟發展及勞工局局長葉澍堃太平紳士

立法會議議員劉健儀 GBS 太平紳士

通訊地址：香港貨船業總商會

TEL:

FAX:

E-MAIL:

關注維港避風塘聯席會議

聯署團體名稱

聯絡人簽名

1. 香港貨船業總商會
2. 港九電船拖輪商會
3. 港九小輪有限公司
4. 新世界第一渡輪服務有限公司
5. 香港港口領港員工會
6. 香港水上居民聯誼總會
7. 香港漁業聯盟
8. 香港漁民國體聯席會議
9. 海上遊覽業聯會
10. 粵港船運商會
11. 新界貨運商會
12. 香港中流作業商會
13. 香港環保廢料再造業總會
14. 香港裝卸區同業總會
15. 海港運輸業總工會
16. 躉船貨艇運輸業工會
17. 裝卸區同業聯會
18. 官塘公眾貨物裝卸區
19. 茶果嶺公眾貨物裝卸區
20. 屯門公眾貨物裝卸區
21. 醉酒灣公眾貨物裝卸區
22. 昂船洲公眾貨物裝卸區
23. 西區公眾貨物裝卸區

黃禮勤

鄧傑基

鄧錦通

鄧植庭

for Chan King Tung

梁樹新

李卓人

李國章

Sandy mode

陳永來

羅振田

李妙生

劉耀威

張植初

梁煥

張子英

陳偉

梁煥冲

何錦如

羅振田

楊植有

李卓人

李卓人

通訊地址：香港貨船業總商會

TEL:

FAX:

E-MAIL:



檔案索引：05E0C7011

啟者：

啟德規劃檢討公眾諮詢事宜

本會對麗港城鄰近區域的土地發展一直以來甚表關注，有關貴署現正就舊啟德機場地發展進行第二階段公眾參予之「啟德規劃檢討」一事。本會經深入討論後認為概念圖一及概念圖二建議在本城鄰近土地發展高密度住宅與及在麗港城對出的海旁用地劃作「污水處理廠及擴建用地」及「垃圾轉運站及其他廢物處理設施」等設施，勢為本城居民帶來莫大的負面影響，故現特致函貴署反映下列意見。

人口密度方面：觀塘人口密度為全港之冠，現建議在本城鄰近土地發展高密度住宅將可供約數萬人居住，這對觀塘及茶果嶺已稠密的人口可說百上加斤，加上現時社區及休憩設施不足，對現有居民及未來居民都是不公平。

居住環境方面：在麗港城鄰近土地發展高密度住宅，增加樓宇之間的壓迫感與及令現時麗港城、匯景花園及茶果嶺道一帶居民失去原先規劃中可享有的公園、社區設施及學校等建設。使本區居民及未來居民深受空氣質素下降和噪音的影響並要面對各項社區設施嚴重不足之苦。而現計劃擬建的住宅每座均樓高的 30-40 層與附近樓宇高度不一，有礙整體和諧。而且破壞整體東九龍沿岸景觀，有違政府為保護維港兩岸境觀而設的保護山脊政策。

交通方面：本城居民完全依賴筲箕道和茶果嶺道作為對外的交通幹



線，在早上和傍晚的時候路面已呈現飽和及擠塞的情況。大量在附近加建住宅單位只會為現有道路增加壓力，使現有居民和未來居民一同飽受交通阻塞之影響。

土地用途方面：本會對麗港城對出的海旁用地劃作「都會公園及海濱長廊」、「休憩用地」等表示支持，惟「污水處理廠及擴建用地」及「垃圾轉運站及其他廢物處理設施」等設施，不但會構成噪音及空氣等污染，前往這些設置的大型車輛亦會加重鄰近道路的交通負荷，再加上石油氣加氣站每天因的士停車等候加氣而造成的交通擠塞及空氣污染，這些設施綜合起來實對本城居民造成永久不便。故本會認為有關設施與現時鄰近的土地用途互不協調，應將有關設施規劃於遠離民居的地方。

敬請 貴署詳細考慮本會的意見，避免在人口密集的已發展區域興建住宅發展項目及會造成環境污染的設施，造福本區市民。

此致

規劃署



麗港城(第3期) 第七屆業主委員會

主席 張應心 謹啟

日期：2005年12月23日

裝卸區同業聯會

辦事處地址：

電話號碼：

傳真號碼：

敬啟者：

本會就『啟德規劃檢討』有以下意見：

- (壹) 強烈反對報告書第七頁「海濱長廊」一段內文所指「長遠而言關閉觀塘及茶果嶺的貨物裝卸區」的建議。
原因：從物流運輸發展角度，「貨物裝卸區」所在位置及作用的特點是成本輕及有充份之靈活性，是極能發揮物流環節中的互補作用。所以我們認為要支持香港物流業發展，則需要保留觀塘及茶果嶺貨物裝卸區。
- (貳) 啟德曾是航空貨運重要基地，我們認為一個動態的城市，要讓市民了解我們經濟生活各組成部份內容，所以除了可以有公園、休閒，文化標誌外，貨物裝卸區的存在更顯出「城市動感」。所以我們認為 貴署在考慮城市建設時，一定要設法保留裝卸區的存在及作出適當安排。因為我們這行業涉及數以萬計以上僱員的生計。這點我們應該表示很關注的。

以上意見，請 貴署慎重考慮！



裝卸區同業聯會
主席 陳志華

二零零五年十一月廿二日

規劃處處長

傳真號碼: 2894 9502

日期: 2006年1月6日

敬啟者:

啟德規劃檢討公眾諮詢事宜

本人是麗港城

機場地發展進行第二階段公眾參與之「啟德規劃檢討」一事，本人在麗港城居住超過十年，認為概念圖二及概念圖三建議在本城鄰近土地發展高密度住宅與在麗港城劃出的海旁用地劃作「污水處理廠及擴建用地」及垃圾轉運站及其他廢物處理設施等設施，本人深表反對。上述設施定為麗港城居民帶來極大不便及潛在的負面影響。現將本人的意見詳列如下：

1. 在麗港城的鄰近土地發展高密度住宅但數萬人居住，現時地鐵及巴士的設施在繁忙時間都未能疏通上下班的人士及上學放學的小孩，我們已飽受交通擁擠之苦。道路發展未能配合興建高密道住宅。
2. 觀塘是舊區，人口密度高，加上社區康樂休憩設施比起其他區域，已落後多倍，對我們是絕不公平。
3. 現時麗港城及滙港~~城~~景花園的居民在此範圍設施配套下，已屬飽和。如再建高密度住宅，將會帶來嚴重交通、噪音、空氣質素、社區設施等問題。
4. 關於處理「污水處理廠及擴建用地」及垃圾轉運站及其他廢物處理等設施，本人深表反對。希望規劃處三思，此建議帶來極大的負面影響，交通負荷，交通擁塞及空氣污染，將會帶來極大的不便。

敬請貴署詳加考慮，不要在人口密集的已發展區域興建住宅發展項目及會造成環境污染等設施。

此致
顏朝怡

麗港城居民
顏朝怡啟

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Name
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CHEUNG VINCENT
CHIN FRANCIS
CHONG DON
CHOW PAUL
CHOW SOPHIA
CHOW WESLEY
CHOY HUNG CHAU
CHURN ALLAN
CYC
FAN C W ALAN
HANS
HK 1314
HO CHUN WAI
HOWARTH CHRIS
HUI YM
IP ALEX
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KEUNG SHUI CHEUNG 2
LAM WP
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NGAN JOE
SO ANNIE
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李應彪
林志強 LAM JASON
胡發修 WU JACKIE
梁洪熙
黃錦梅
劉緯英
麗港城居民
CAPT SK GUPTA
CHEUNG ALICE
DEBORAH & MAGMNAUI
HO SHIU HIN CENG
容思源
無名氏1
無名氏2
無名氏3
無名氏4



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/23 上午 11:05

To

cc

bcc

Subject Fw: Kai Tak Planning Review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Maggie Brooke

To: kdpo@pland.gov.hk

Sent: Friday, December 23, 2005 9:47 AM

Subject: Kai Tak Planning Review

Dear Sirs

Please find attached our response to the Stage 2 Public Participation : Outline Concept Plans

Nicholas and Margaret Brooke
Professional Property Services Limited

Tel:

Fax:

Mobile:

E-mail:

Website:



Stage 2 Kai Tak Planning Review - response.doc

Kai Tak Planning Review

Stage 2 Public Participation: Outline Concept Plans

Response and comment by Nicholas and Margaret Brooke
Professional Property Services Limited

By e-mail: kdpo@pland.gov.hk

General

While it is obvious that considerable time and effort has been spent in preparing the Outline Concept Plans for presentation, we believe that it would be more beneficial if such plans were to be drawn up in conjunction with the production of a comprehensive strategic blueprint for the planning and design of the harbour as a whole and ideally the latter should be the first priority.

Major Projects

To the best of our knowledge, the Stage 1 public consultation did not overwhelmingly recommend the inclusion of a cruise terminal, a large multi-purpose stadium or a cross-boundary heliport. The three projects seem to have been imposed on the Kai Tak site by Government which appears to have decided, without adequate substantiation in our opinion, that they are going to be built and what's more they will be built at Kai Tak. The fact that the economic case for such projects has not been adequately demonstrated and that more appropriate sites are available in other locations has been ignored and the projects appear in each of the Concept Plans regardless of their general theme. This completely destroys the community's trust in the engagement process and in Government itself. Such projects need to be examined/reviewed initially in the context of Hong Kong's overall needs and, if a case can be made, other studies undertaken as to the optimum location for such facilities (for instance, there is no obvious reason why a stadium should be close to the harbour – easy accessibility is the key location factor).

Many of the ideas put forward during the Stage 1 consultation were not only creative but also workable – they were not grandiose “dream projects” which could be claimed not to be economically viable or which were incapable of implementation. However, few of these ideas appear to have been included in the Concept Plans.

Reclamation

We find the suggestion that there may be no solution to the water contamination around the runway other than reclamation to be quite extraordinary. For all sorts of reasons - heritage, amenity, environmental commitment – every effort should be made to clean up the Kai Tak nullah and it should remain as an essential part of the new district. It is a serious comment on Hong Kong's lack of environmental commitment in the past that we

now have this issue to resolve. Reclamation should be regarded as a matter of absolutely last resort – not a cheaper option.

Specific Questions

1. What are your views on the planning vision, development themes and development concepts set out in the Public Consultation Digest (2)?

The development themes set out all seem remarkably similar as once the land required for the top three “Key Development Components” is allocated, there is little space left for anything else. Furthermore, the actual theming is extremely weak and appears to be for marketing purposes only.

2. What are your preferences and the reasons for supporting/ not supporting certain land use proposals?

No land proposals should be considered in isolation but should form part of a holistic plan for the harbour as a whole. Major projects should be the subject of formal commercial evaluation in the context of their sustainability and value to Hong Kong and their location only finalised once a comprehensive harbour plan has been formulated and the community has bought into it. However, on preliminary examination, we believe that at least two of the proposals are not economically sustainable.

3. Do you have any other ideas on the land use proposals?

The nullah should be cleaned up and utilised for water sports purposes while there should be limited office development in view of the volume of offices already slated for development in Kowloon Bay and Kwun Tong. This is the opportunity to create a community within a community, not single category high priced housing.

4. Do you have any comments on the land use/urban design framework?

As stated above, the Kai Tak site should not be planned in isolation. Any land use plan should be an integral part not only of an overall harbour blueprint but also of the planning of the districts immediately adjacent to Kai Tak to ensure sustainability of the area as a whole. Adequate infrastructure provision will be essential given the configuration of the peninsula, and it is also an opportunity for Hong Kong to introduce new types of environmentally friendly public transportation.



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/11/15 下午 01:38

To "chan chiu man"
cc

bcc

Subject Re: 改善啓德明渠口之構思

Urgent Return receipt Sign Encrypt

From: "chan chiu man"
To: <kdpo@pland.gov.hk>
Cc:
Sent: Sunday, November 13, 2005 2:03 PM
Subject: 改善啓德明渠口之構思

- > 致規劃署:
- > 主旨:改善啓德明渠口之構思
- > 本人覺得處理啓德明渠之泥有以下之構思--
- > (1) 建立一臨時水閘介乎跑道尾與岸邊之間.
- > (2) 開鑿一貫通跑道之地下水道, 其位置在跑道頭及明渠之間.
- > (3) 引道明渠之水往外海排放.
- > (4) 抽乾水閘內之水及抓走泥.
- > (5) 打開水閘再引進海水.
- > 長遠改善水質之方法:
- > (1) 在跑道之開端, 中段等開鑿二或三條地下水道使跑道兩旁
- > 之海水互通, 並可用水泵以加速其對流.
- > 本人之建議希望對改善水質有點幫助
- > Man Chan
- > 13-11-2005
- >



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/14 上午 09:23

To

cc

bcc

Subject Fw: Kai Tak development

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Sent: Tuesday, December 13, 2005 4:27 PM
Subject: Re: Kai Tak development

> Dear Sir,
>
> In view of the proposals, please note that I STRONGLY DISAGREE to:
> Container/ dangerous goods port / sailing facilities; Aviation centre AND
> Formula one racecourse AND all others environmental affected proposals.
>
> SRONGLY RECOMMENDED:
> 1) Amusement Park or Safari; OR
> 2) Golf courses OR
> 3) Entertainment Centre (with strict limitation on sound disturbance); OR
> 4) other proposals which involve more green field developments
>
> Please be reminded to avoid land reclamation on the existing narrow
harbour
> nor increase in ships and vessels (water pollution) nor sound disturbance
> (sound pollution) nor aviation (BOTH sound and air pollution). I would
like
> to further emphasis that the increase in ships and vessels will further
> incur additional DANGER to the shipment traffic given the narrow harbour
> and busy traffic in the HK harbour. We should avoid this before tragedy
> occurs which is highly foreseeable.
>
> Thanks for your kind attention.
>
> Best regards,
> Johnson Chan
>
>
>
> The message contained in this e-mail is confidential. It may also be
legally privileged. It is intended solely for the addressee. Access to
this
message by anyone other than the addressee is unauthorised.
>
> If you are not the intended recipient, you are not allowed to copy,
forward, disclose or use any part of it. If you have received this message
in error, please delete it and all copies from your system and notify the
sender immediately by return email. When addressed to our clients, any
opinions, advice or facts included in this message are for information only
and are given without warranties from or recourse to UFJ Bank, and they are
also subject to the terms and conditions expressed in relevant UFJ Bank's
terms of business. The sender does not accept liability for any error,
omission or virus contained in this email.



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/28 上午 09:12

To

cc

bcc

Subject Fw: Comments on Public Consultation Digest (2)

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "mike chan"
To: <kdpo@pland.gov.hk>
Sent: Tuesday, December 27, 2005 11:27 PM
Subject: Comments on Public Consultation Digest (2)

> Dear sir/madam,

>

> I'm a resident of Laguna City at Chai Kwo Ling of east Kowloon.

Regarding

> the public consultation digest (2) of the Kai Tak planning review in the
> Planning Dept. website, I'd like to have the following comments.

>

> 1. Due to recent years of new residential buildings, both sides of the
> harbour are packed with buildings. It makes the additional of more
> high-rise buildings not desirable to the view of the harbour. Small
> buildings around the area will be beneficial to the harbour beauty.

>

> 2. Due to the need of sports facility, there should be more space for
sports
> and recreation facilities.

>

> 3. There are still many vacant residential flats in east Kowloon, e.g.
the

> remains of home ownership scheme housings. There is no need for high
> density housing in east Kowloon in the coming years.

>

> 4. To support the community, there should be more social facilities for
the
> residents in the east Kowloon and Laguna City.

>

> Based on the above, Concept 3 of the public consultation digest (2) is a
> better proposal than the others. Despites aiming for residential
> development, the government should put more effort on the harbour beauty
and
> the goodness of the existing communities.

>

> Regards,
> Michael Chan

>

>

> Express yourself instantly with MSN Messenger! Download today it's FREE!
> <http://messenger.msn.click-url.com/go/onm00200471ave/direct/01/>

>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/05 上午 10:10

To

cc

bcc

Subject Fw: Construction of 31-40 stories residential building next to Laguna City Phase 3

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Cheung Sylvia

To: kdpo@pland.gov.hk

Sent: Wednesday, January 04, 2006 1:39 PM

Subject: Construction of 31-40 stories residential building next to Laguna City Phase 3

Dear Sir,

I strongly oppose to the construction of 31-40 stories residential building next to Laguna City Phase 3. As the number of person living in this area increases, this will lead to serious traffic problem, such as traffic jam, etc. The density of the person living in this area is already very high, construction of high density residential building will accelerate this problem. I hope HK Government should consider other options such as building low density house or apartment.

Regards,
Sylvia



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:13

To

cc

bcc

Subject Fw: Kai Tak Planning Review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: HK Lawn Bowls Association

To: kdpo@pland.gov.hk

Cc: Chung Stephanie ; 'Claudius' ; 'CM Chan (E-mail)' ; Mike Worth ; Richard Chui ; 'SITSandy (E-mail)' ; Tony

Sent: Friday, January 06, 2006 12:34 PM

Subject: Kai Tak Planning Review

January 6, 2006

Kowloon District Planning Office
Planning Department
14/F North Point Government Offices
333 Java Road
North Point
HONG KONG

BY FAX (2894 9502) & E-MAIL

Dear Sirs

Kai Tak Planning Review
Stage 2 Public Participation: Outline Concept Plans

With reference to the Public Consultation Digest (2) on the Stage 2 Public Participation of the Kai Tak Planning Review, we, the Hong Kong Lawn Bowls Association, would like to express our views on the Outline Concept Plan.

As one of the National Sports Associations (NSAs) under the Sports Federation and Olympic Committee of Hong Kong, China, the Hong Kong Lawn Bowls Association represents more than 10,000 bowlers in Hong Kong.

Since the introduction of lawn bowls to Hong Kong in early 1900s, the sports has long been regarded as a gentlemen's sport played by people from the upper class, mainly consist of expatriates and senior citizens. Hong Kong has enjoyed tremendous success in the international arena, winning a number of honors in international competitions such as the Commonwealth Games.

Today, with the promotions organized by the Hong Kong Government, the sport is

gaining popularity in the local community. Around 300 lawn bowls training courses were organized by LCSD and the HKLBA every year, providing more than 2,000 new players for the sport. Currently there are more than 3,000 active bowlers engaged in the sport, representing 30 clubs in the league and national competitions organized around the year.

Our Views on the Concept Plan

Of the three concept plans presented in the Public Consultation Digest (2), we believe the Concept Plan 3: Sports by the Harbor represents the best interest to the Kowloon residents.

Kowloon has long been criticized for the lack of amenities and sports facilities, the adoption of this Concept Plan will definitely fill the void in this highly populated area and improve the living environment.

In our opinion, while the other two Concept Plans may also serve the purpose of providing additional facilities for Kowloon residents, the increase in the number of commercial and residential buildings may cause additional problems to the area, such as traffic, pollution and other environmental impacts.

No matter which Concept Plan is selected, we truly believe that it is the Government's responsibility to provide adequate sports facilities to the residents on Kowloon Peninsular.

Suggestions

When finalizing the Kai Tak Development Plan, the Hong Kong Lawn Bowls Association suggests Planning Department consider the increment of sports facilities for the area, no matter which Concept Plan was adopted. Sports that have no presence in Kowloon should be put into the top priority because this will create a more balanced sports environment for the district.

Here we would like to propose lawn bowls greens as an ideal inclusion to your plan.

Lawn Bowls Facilities in Hong Kong

Currently there are a total of 28 lawn bowls greens in Hong Kong. While most of the greens belong to private clubs, nine of them are government-owned and are run by the Leisure and Cultural Services Department. They are located at Victoria Park (2 greens of 6 rinks each), Island East Sports Centre (1 green of 4 rinks), Ap Lei Chau Sports Centre (1 green of 6 rinks), Siu Lek Yuen Sports Ground (2 greens of 6 rinks each), Tai Po Waterfront Park (2 greens of 6 rinks each) and Wo Shan Park in Tuen Mun (1 green of 4 rinks).

As all the public lawn bowls greens are situated on the Hong Kong Island and the New Territories, a vast majority of the residence in Kowloon cannot enjoy lawn bowls in their neighborhood.

In addition, our annual international tournaments require additional venues to project

the professional image of Hong Kong as a centre of sports events in Asia.

The Requirements

1. Lawn bowls greens can be natural turf or a carpet laid on a concrete/bitumen base. The former is more attractive; from most players' perspective more preferable but does require substantially more maintenance.
2. Greens shall form a rectangle of not less than 37M and not more than 40M a side. It shall be surrounded by a ditch which shall have a holding surface not injurious to bowls and be free from obstacles. The ditch shall be not less than 200mm or more than 380mm wide and it shall be not less than 50mm or more than 200mm below the level of the green.
3. Drainage is important, as the desire is to have a hard true surface, which drains quickly so that the green can be cut and rolled.
4. For optimum play a flat surface is required. A tolerance of ± 25 mm over the green and ± 6 mm in 2M should be provided.
5. For optimum use greens need floodlighting, an average design illuminance of 220-250 lux is desirable for average play, higher standards for national and international games. The uniformity ratio should be better than 50% although a lower illuminance at the center of the green is acceptable.

Conclusion

The Hong Kong Lawn Bowls Association is fully supportive on the development plan for the Kai Tak areas and is willing to provide all sort of assistance in carrying out the project.

Should you require more information on our viewpoint to the project or the detailed specification of a lawn bowls greens, please do not hesitate to contact the Association's Sports Executive Ms. Leona Ng at

Yours sincerely

On behalf of the Hong Kong Lawn Bowls Association



Vincent Cheung
President

c.c. Mr. A.F.M. Conway, Chairman of Co-ordinating Committee of
Multi-Purpose Stadium at Kai Tak, SF&OC of HK, China (via fax)
Mr. Charles Chu, Project Adviser (Recreation & Sport), HAB (via e-mail)



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/11/29 上午 11:09

To
cc
bcc
Subject Fw: Save kai Tak for our younger generation
 Urgent Return receipt Sign Encrypt

From: Francis Chin
To: !All My Friends
Sent: Monday, November 28, 2005 11:06 PM
Subject: [Possible SPAM] Fw: Save kai Tak for our younger generation

My Dear Friends

Please join us to save a Kai Tak light aircraft runway for

(1) our younger generation so that they can expand their career and employment prospects in aviation in Hong Kong

(2) pilot training and aviation education for all the people of Hong Kong

(3) general aviation industry development to provide employment and revenue for Hong Kong

I attached today's Press Release from Apple Daily newspaper for your perusal.

Warm Regards

Francis
Chairman
The Save Kai Tak Campaign

P.s. see for yourselves. the government has left nothing for the aviators in their planning apart from flying model aeroplanes

See for yourself at

http://www.pland.gov.hk/p_study/prog_s/sek_09/website_chib5_eng/english/Stage%20%20Public%20Participation%20Digest_Eng.pdf



press release from apple daily.bmp

郵輪碼頭構思被指「無厘頭」

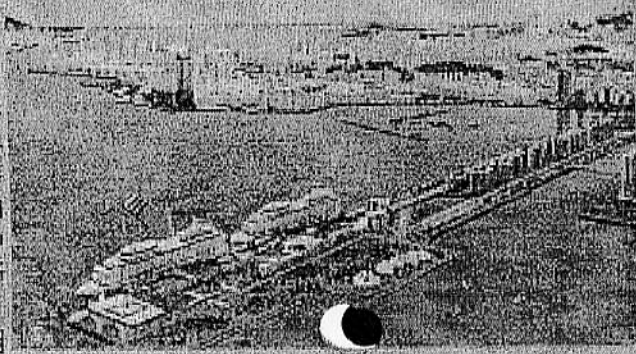
飛行總會 促留啟德小跑道

【本報訊】本港兩個關注航空發展的團體，正式向港府提出在啟德規劃當中保留小跑道的建議，以便發展作學習飛行中心，並提供航空教育。香港飛行總會及救救啟德運動，反對港府計劃在啟德跑道末端興建郵輪碼頭的構思，認為郵輪碼頭應改遷其他地址，讓啟德回復它與飛行的不解之緣。

記者：傑輝

香港飛行總會建議將啟德跑道末端（紅線範圍）闢作小跑道，郵輪碼頭（箭頭示）則應另覓新址。

規劃署模擬圖



飛行總會會長任德聰接受訪問時表示，保留小跑道的建議涉及的土地，只佔整個啟德規劃二百五十多公頃土地不足百分之二。他解釋，總會建議港府在啟德舊跑道末端，撥出一段約長三千五百呎的跑道及附近小部份地方，用作興建小型飛機庫及作為各飛行團體的辦公室。他強調，建議保留的小跑道，長度只佔舊跑道（長逾一萬一千呎）的三分之一，長度則佔原有跑道的三分之一。

可提供航空教育

任德聰表示，本港需要有一條供小型飛機起飛及着陸的跑道，以便進行飛行訓練及為其他團體如香港航空青年團，提供航空教育。目前所有小型飛機的飛行，只能借

只能在週末使用。「如果有一條全天候跑道，將來訓練機隊數目可以倍計。」

另外，由一批民航機師、小型機師、建築師、學生及外僑人士組成的救救啟德運動，較早前已約見經濟發展及勞工局局長葉澍堃，反對在啟德跑道末端建郵輪碼頭。

該組織主席錢耀昌批評，九龍城一帶並無交通配套以應付每艘郵輪帶來的數千名遊客，「跑道尾建郵輪碼頭根本無厘頭，郵輪碼頭最好搬去西九、黃埔或者北角。」

規劃署於本月展開為期兩個月的啟德規劃檢討第二階段公眾參與計劃，並將舉行多場公眾論壇，包括今日下午六時在文化中心四樓舉行的專題論壇，聽取市民及團體的意見。



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/11/21 上午 09:11

To
cc
bcc
Subject Fw: 啓德的發展..我的意見

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: don_chong
To: kdpo@pland.gov.hk
Sent: Saturday, November 19, 2005 3:02 AM
Subject: 啓德的發展..我的意見

發展啓德的概念...我覺得應該好似澳門咁起返個塞車場.....

襲??洩 - Yahoo! Messenger

憩咀爛械岬汝鋒て爛腔攬扶 褻眈隱狙?洩緻爛て?爛汝鋒嫫憩夔蕾撈艘善て!睡掌?
飲 較罔〔
<http://messenger.yahoo.com.hk>

襲??洩 - Yahoo! Messenger

憩咀爛械岬汝鋒て爛腔攬扶 褻眈隱狙?洩緻爛て?爛汝鋒嫫憩夔蕾撈艘善て!睡掌?
飲 較罔〔
<http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/04 上午 09:14

To

cc

bcc

Subject Fw: [Possible SPAM] Re: Kai Tak Planning Review Phase II

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: P

To: kdpo@pland.gov.hk

Sent: Wednesday, January 04, 2006 4:03 PM

Subject: [Possible SPAM] Re: Kai Tak Planning Review Phase II

Dear Sir/madam

I am a resident of Laguna City Phase III Kwun Tong. Recently I was informed a 31-40 floor residential building is planned in the abandon area just behind the Phase III. I would like to express my disagreement on this proposal due to the insufficient infrastructure and transportation network surrounding this area. I do not think the infra structure and social facilities would be able to support such a sharp increase in population, particularly when the space for expansion is limited. The turnaround below the

KT MTR station is already messy enough and the additional population from these high rise residential building would only make the situation even worse....

On the other hand, I would support the use of this area as social and public purpose such as park, sport complex and hiking path in order to fully utilize the scenic view for the benefit of resident in Kwun Tong.

Thanks for your consideration

Paul Chow



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:18

To
cc
bcc
Subject Fw: ☆?6 觸Z"墨z?★

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "sophia chow"
To: <kdpo@pland.gov.hk>
Sent: Friday, January 06, 2006 7:00 PM
Subject: !, ? φ μAOZ"-TzO'!!

> Dear Sirs,
>
> Attached please find my opinion on the captioned
> subject. Thanks.
>
> Regards,
> Sophia Chow



敬德規劃檢討意見.doc

敬啟者：

有關「啓德規劃檢討」的意見

本人就「啓德規劃檢討」內的概念規劃大綱有以下意見，希望貴署在策劃和執行有關規劃時，加以考慮：

對於概念圖一及概念圖二建議在舊陶瓷廠位置興建高約 31-40 層的高度住宅，本人強烈反對。原因如下：

- 麗港城作為九龍東其中一個大型屋苑，人口數以萬計，但一直以來區內社區設施不足，除城中那個小商場提供分部生活用品外，大多數居民均需乘小巴往觀塘購物。城中小朋友要借閱圖書，亦只靠一輛流動圖書車定期運來數目有限的圖書，成人的閱讀需要更得自行解決。本來已是不足的社區設施如何再滿足由「約 31-40 層的高度住宅」帶來的多量人口？本人認為應把該土地用作政府、機構或社區用途，最好是有體育館和圖書館。
- 很多人以為麗港城近地鐵，交通方便，其實非也。城中很多居民每天均需以小巴轉接地鐵，而有關小巴的路線正是上文提及往來觀塘的同一路線。換言之，居民對該小巴的需求甚大。而對城中其他並非以地鐵作為上下班交通工具的居民來說，城中僅有的 4 條巴士線(其中 1 條線更是只在特定的短暫時段內提供有限服務)每天需求亦甚殷。每天繁忙時段，城中交通(包括小巴和巴士)幾近飽和，遲一分鐘出門，可以連續兩班車也上不到。以致經常出現居民為趕上交通而恐慌式地在路上奔走、亂過馬路險象橫生的場面。若再在有關土地上興建「約 31-40 層的高度住宅」，勢必令城中交通負荷百上加斤。令本來已不算好的空氣質素進一步惡化，由交通帶來的噪音亦會增加，影響區內居民的健康和生活質素。
- 自舊機場搬遷而政府放寬建築高度限制後，維港兩岸那些「三尖八角」、「平地一聲雷」式的建築物已把原來高低有緻、優美得令港人自豪的沿岸景色破壞得體無完膚，更間接帶來了熱島效應。本人實在不願看見在本已身處高地的舊陶瓷廠位置上再興建「約 31-40 層的高度住宅」，進一步破壞沿岸景色和附近一帶空氣的流動。

基於上述理由，本人認為概念圖一及概念圖二建議在舊陶瓷廠位置興建高約 31-40 層的高度住宅屬不負責任的城市規劃，只向錢看的城市規劃是不會獲得納稅人誠服的。

懇請貴署以市民福祉為依歸，否決念圖一及概念圖二在舊陶瓷廠

位置興建高約 31-40 層的高度住宅的建議。

頌安！

此致

房屋及規劃地政局「啓德規劃檢討」負責人

一麗港城市民敬上



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/03 上午 10:22

To

cc

bcc

Subject Fw: Opinions for Kai Tak planning review.doc from Wesley

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Sent: Tuesday, January 03, 2006 10:00 AM
Subject: Opinions for Kai Tak planning review.doc from Wesley

Dear Sir/Madam,

I do have many comments for the review. I put all together in attached word doc for easy reading.

Please confirm you received my comments.

Thanks
Wesley

Wesley Chow
Phone | Mobile: | Fax:
Email:



Opinions for Kai Tak planning review.doc

Dear Sir/Madam,

Objective: HK citizen options for KAI TAK planning review (1 and 2)

1. What is your vision for Kai Tak?

My vision: First of all, I agree most of government suggestions

- a. Bringing the Harbor to the people
- b. Creation of a Tourism and leisure node

However, I want strongly emphasize on "Introduction of high quality urban design and landscaping element".

What is "high quality"? It must be better than now. Please remember Kuwn Tong (1st district in HK) and Kai Tak area has very high density people. Transportation and living area are over crowded. So, I strongly recommend government to use **LOW density** approach to develop Kai Tak and its related area. So, many people like me **support Concept Plan 3: Sports by the Harbor**. Plan 3 projected population only 69K much less than Plan 1's 128K. Also, Plan 3 can create job 56K new positions which are better than plan 1.

2. Kai Tak has potential to be developed as a major tourism and leisure/recreation node, a premier office center and a housing district. In your opinion, what kind of major development would be appropriate for Kai Tak? What should be the development scale?

In my opinion, Kai Tak development can help East Kowloon people to improve their quality of living. More facilities are needed which was missed before for East Kowloon. For instance, **library and complex sports buildings** are needed. Location suggested is closed Laguna city. Please refer to attached PDF file in Q3.

3. A number of key development components outlined in this document will be taken into consideration in this study. Are there other development components that the study should consider?

Environment for marking movie should be considered. For instance, there is a small hill or mountain close to Laguna city (in attached PDF file, black area). There are many birds and trees which we should protect. Also, it has an open view which is very good for making movie. I think Kai Tak development should add small ancient Chinese parks too help HK movie industry and protect "green" environment.



D:\data\Documents\
ICCD\Wes\Laguna Ci

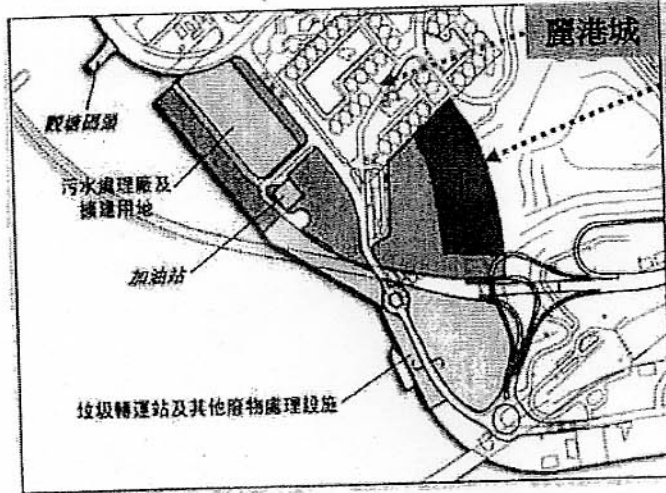
4. -

5. In your opinion, are the existing typhoon shelters and public cargo working areas compatible with the future tourism and leisure development in the vicinity?

In my option, cargo working areas are not compatible with future development; we should **make all East Kowloon coast to be a bicycle park**. So, everyone can ride bicycle in that parks from Kuwn Tong to Kai Tak.

6. What are your view on the proposed public participation program and do you have any suggestions on the public participation activities?

Government should invite more people in that area to do public meeting to discuss in person on this matter.





"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:15

To

cc

bcc

Subject Fw: the planning naer Laguna City

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "Dick Choy"
To: <kdpo@pland.gov.hk>
Sent: Friday, January 06, 2006 2:32 PM
Subject: the planning naer Laguna City

> Dear sir,

>

> We are strongly objected to any plans (including proposals 1,2,3) on the
landscape near phrase 3 of Laguna City as it will greatly destroyed the
natural environment there and the construction works will cause great
disturbance and nuisance. We accept that the site should remain a parking
lot for trucks. We hope you will consider our opinions. Thank you for your
kind attention.

>

>

> Choy Hung Chau



"kdpo.pland"
 <kdpo@pland.gov.hk>
 2005/12/07 上午 11:29

To
 cc
 bcc
 Subject Fw: Hong Kong Airport

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: The Churns Ferndale
To: kdpo@pland.gov.hk
Sent: Wednesday, December 07, 2005 10:02 AM
Subject: Hong Kong Airport

Hello
 I would like to add my support to the "save Kai Tak" plan.

Kai Tak should retain an airstrip for light aircraft. Once it is removed, there is virtually no chance of ever having a small airstrip again so close to the city. This airport would enable pilots to do sightseeing flights that would be very popular with locals and tourist. It would also be useful for emergency, police, and military / VIP aircraft. Should there ever be a major disaster at Hong Kong , then you will be glad to have use of an airstrip so close to your city. Our Airforce and Army regularly practice landing at Perth's Langley airstrip, with aircraft such as Caribou.

My most vivid memory of Hong Kong is arrival to Kai Tak by airliner. It was one of the highlights of my visit. To keep Hong Kong ahead of other tourist destinations, and to take advantage of what you already have the good fortune to possess with amazing scenery, I believe you would be very wise to retain your Kai Tak airstrip. About 3,500 feet light aircraft runway for general aviation, pilot training and aviation education sound good. Attached are a few photos to show our city airfield "Langley Park" at Perth. Every few years they hold a "fly-in". Aircraft from all over Australia attend. It is well known around the world by most pilots. In the photo you can see 135 small aeroplanes parked for inspection by public. It is occaissionally used to stage other events, such as car rallying.

The people of our city are grateful to city planners who allowed Langley Park to remain.

Thankyou,

Allan Churn
 Perth



Western Australia LANGLEY airstrip.jpg Langley Park Airstrip Perth.jpg langley Tigermoth landing.jpg

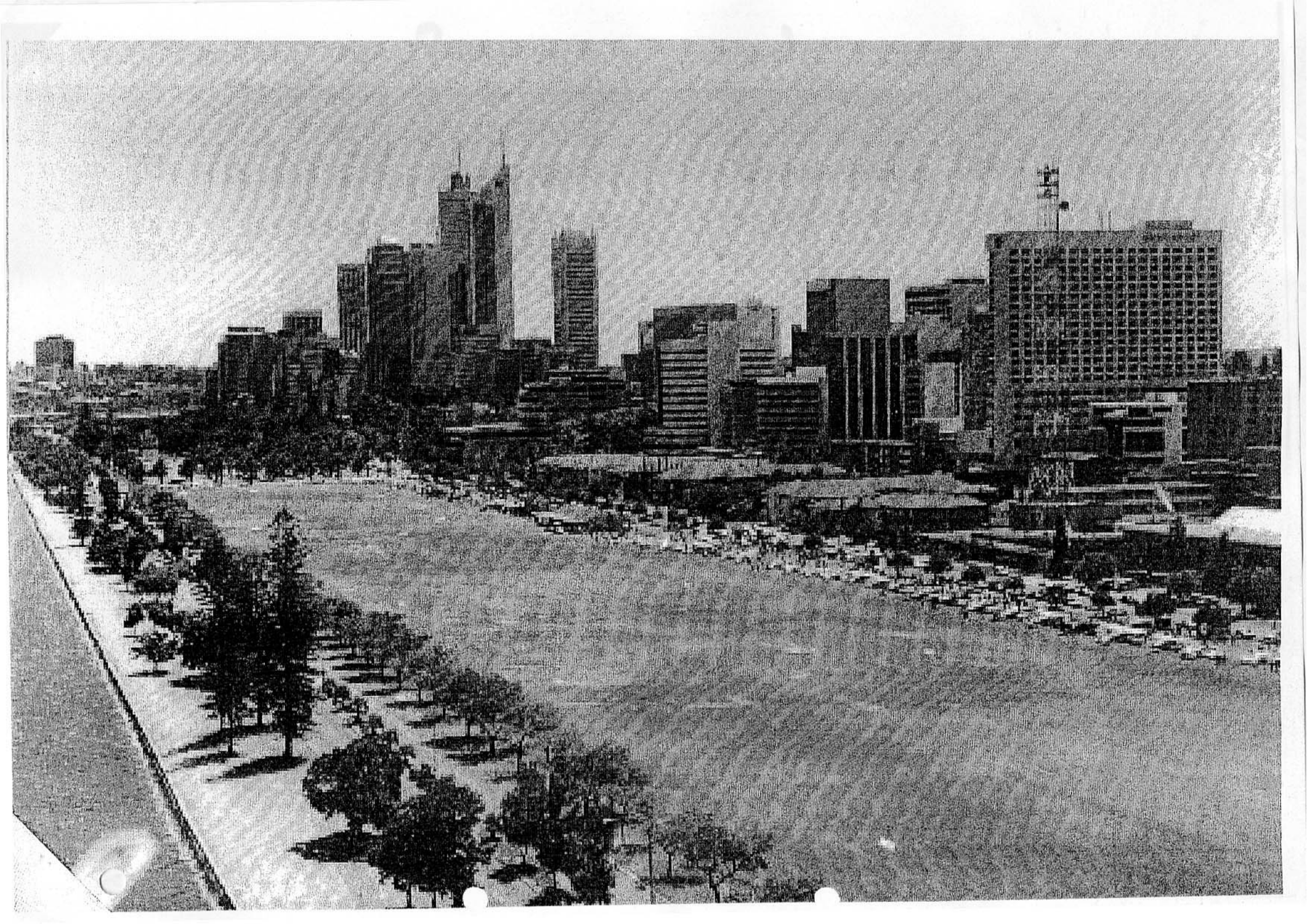


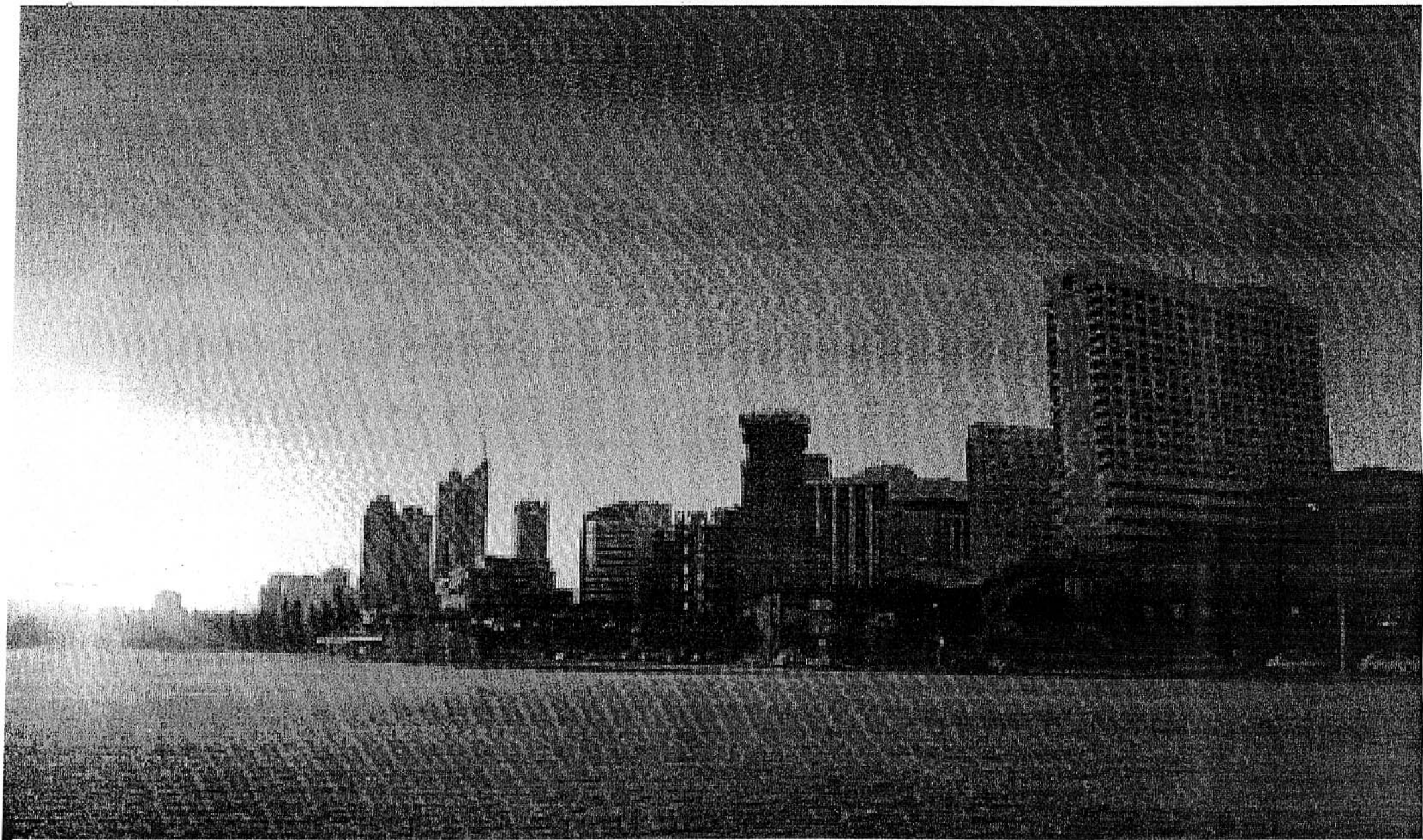
langley park sunset.jpg

LANGLEY PARK



weston design group









"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 09:24

To
cc
bcc

Subject Fw: 反對在麗港城附近興建高密度住宅

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: CYC
To: kdpo@pland.gov.hk
Sent: Thursday, January 05, 2006 7:47 PM
Subject: 反對在麗港城附近興建高密度住宅

致規劃署執事人

本人為麗港城一居民，得知貴署有計劃在本城附近興建高密度住宅。
此計劃必定對我們的生活環境、日常交通、治安管理有深遠的影響。
故本人在此表達不滿及極力反對。

正如貴署的使命：「使香港成為更美好的安居樂業的地方」，
希望貴署能令麗港城成為更美好的安居樂業的地方.....

在此祝貴署各全人新年愉快，工作順利。

麗港城一居民
5/1/2006

Yahoo! DSL Something to write home about. Just \$16.99/mo. or less



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/03 上午 09:24

To
cc
bcc
Subject Fw: Kai Tak Planning review - public consultation
 Urgent Return receipt Sign Encrypt

----- Original Message -----

From: af
To: kdpo@pland.gov.hk
Sent: Monday, January 02, 2006 3:08 PM
Subject: Kai Tak Planning review - public consultation

Dear sir,

I would like to submit the following opinion on your future Kai Tak development plan for your consideration :

- (a) I oppose the concept on having another 31 to 40 multi-storey building at the old procelian site under your concept plan One and Two. The reason is that there are already many private & government developed estates at Kwun Tong , Yau Tong areas. What we need is having more green zones or areas for recreational & community facilities for the public interests.
- (b) Hence, base on the above consideration, I support the allocation of the old procelian site for government , recreational and community facilities, under your concept plan Three.

For your consideration.

Regards,
Alan C W Fan

a resident of Laguna City
(Mphone No.:)

Fax: 2894-9502

"kdpo.pland" <kdpo@pland.gov.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/11/11 17:28

To

cc

Subject Fw: 《啓德規劃檢討》

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Sent: Friday, November 11, 2005 4:42 PM
Subject: 《啓德規劃檢討》

- > 我對標題檢討有以下意見。
- >
- > 有見啓德機場獨有的歷史使命，以及香港公共運輸的驕人成就，我建議於啓德撥出一
片土地，興建屬於香港的運輸博物館，就如英國倫敦的London's
> Transport
> Museum般（詳見<http://www.ltmuseum.co.uk/>）。該博物館可以提供場地予各大公
共
交通機構及政府機關，將其所保存的文物（包括但不限於古董巴士及火車卡）展出及
提
供一個永久棲息之所，可以讓市民更了解本地運輸系統的高效率及成就。
- >
- > 謝謝
- >
- > 市民
- > Hans
- >
- >
- > 想即時收到新 email 通知？
- > 下載 Yahoo! Messenger <http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/19 上午 09:19

To

cc

bcc
Subject Fw: 發展啓德

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Sent: Sunday, December 18, 2005 1:16 PM
Subject: 發展啓德

> 啓德極適宜做爲新的商業中心的發展用途。從地理上來看那一帶極爲空曠，如果設計得
> 宜，城市發展所帶來的空氣污染可以自然減輕；景觀上完全沒有影響到山脈風景，並能
> 產生新的商業中心與焦點地標；經濟上，那一帶將是不可多得的貴重地皮，應當發揮它的價值。
> “可持續及環保的發展，優質綠化城市設計”應該以整個香港做總體的規劃。“前啓德機場的價值”百年來已經多次的改動，相比之下文物價值并不高。“將啓德與周邊地區融合”，相反啓德機場應做爲香港經濟起飛的新的火車頭，更“提供機會協助鄰區更新發展”。

> 免費365日常英語手冊,立即查詢!
> <http://www.linguaphonenet.com/BannerTrack.asp?EMSCode=MSN03-08ETFJ-0211>
>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 10:42

To

cc

bcc

Subject Fw: Form posted from Microsoft Internet Explorer.

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Ho, Joseph

To: kdpo@pland.gov.hk

Sent: Friday, January 06, 2006 10:36 AM

Subject: Form posted from Microsoft Internet Explorer.

name=HO Chun Wai

comment=Dear Sir/Madam,

I am strongly opposing the blockage of the Kowloon hill top line, from any angles, by any future superstructures within the Kai Tak redevelopment area.

In addition, I oppose the construction of the proposed cruise terminal at the former Kai Tak runway.

It seems from the 3 schematic concept plans that a majority of the so called "Open Space" are quite piecemeal (for example, the one located in the vicinity of the complicated connecting flyovers in association with the proposed Central Kowloon Route). Such an area should not be counted as "Open Space" since it is not accessible by the public at all. I would suggest "Open Space" should be more centralised and accessible by the public.

Yours faithfully,

Mr. HO Chun Wai

A local practising civil engineer

Email:

Date: 6 January 2006



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 09:29

To
cc
bcc

Subject Fw: Kai Tak Planning Review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "Chris D Howarth"
To: <kdpo@pland.gov.hk>
Cc:
Sent: Friday, January 06, 2006 8:29 AM
Subject: Kai Tak Planning Review

> Attached response from the Hong Kong Water ski Association
>
> Chris Howarth
> IWSF



>

hkwsa kai tak rply 5 January 2006.doc

5 January 2006

To Kowloon District Planning Office

From: Hong Kong Water Ski Association

Kai Tak Planning Review

We refer to the Outline Concept Plan and believe that Kai Tak should become a centre for recreational and sporting pursuits.

The development of the multipurpose stadium there is fully supported.

In addition the Kai Tak Approach Channel should be developed as an aquatic stadium.

In the 1980's Singapore undertook a major 10-year project to clean up the Kelang River. That project has revitalized the whole area making a major waterfront attraction for locals and tourists alike. It is not inconceivable that something similar could be developed at Kai Tak.

It would be particularly short sighted if the easy option of reclamation, to overcome the pollution concerns, was taken denying future generations access to these waters.

The HKWSA understands that other water sports are interested in pursuing the development of the Channel as an aquatic stadium for activities including dragon boat racing and rowing. Such a venue would be ideal for the sport of water skiing and wakeboarding, using powerboats, cable or both.

The International Water Ski Federation is constantly on the look out for downtown locations at which to hold its international competitions including both its Water Ski and Wakeboard World Cup competition and World Championships. These events attract the best athletes in the world and provide extensive global media coverage. This venue could potentially become a regular stop on the IWSF's global tour.

The HKWSA wishes to work closely with the other water sports bodies and the Planning Department to turn this area into a dynamic centre for water sports.

For and on behalf of
Hong Kong Water Ski Association
C.D Howarth
Hon Treasurer



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 09:28

To
cc
bcc

Subject Fw: Objection to planning proposals adjacent to Laguna City

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Cc:
Sent: Thursday, January 05, 2006 11:26 PM
Subject: Objection to planning proposals adjacent to Laguna City

>
> To:
> Director of Planning,
> Planning Department
>
> Dear Sir,
>
> RE: Public Consultation - Kai Tak Planning Review
>
>
> I write to object -
>
> (a) The proposed high rise and high density residential development
adjoining Laguna City; and
>
> (b) The proposed refuse transfer station and waste treatment facilities
south of Laguna City
>
>
> The reasons for objection to Item (a) above are :
>
> 1. There are not adequate studies/explorations and no convincing reasons
to put forward the proposal at this location in the Review
>
> 2. The proposal contradicts the planning principles and all urban design
principles adopted in the Review. The Review concurs with the public
concern of over-density in the area (para. 10.1.9 of Technical Report No.
1)
but high density is still proposed. The site should be used for low
density
development to dilute the over-density problem in the area.
>
> 3. A stepped height principle from Victoria Harbour is adopted in the
Review (para. 10.6.2 of Technical Report 1). The proposed 30-40 high rise
development obviously violates the principle.
>
> 4. The proposal will create a high wall blocking the sunlight, air
circulation and view of Laguna City
>
> I propose the site to be used for open space or non-polluting government
uses (with strict control on building height) to reduce the
over-development
here. The proposal in Concept Plan 3 is more acceptable if -
> 1. the uses are non-polluting

> 2. there is strict building height control; and
> 3. there is suitable buffer distance from Laguna City
>
>
>
> As to Item (b) above, my reasons for objection are -
>
> 1. The proposed uses are polluting
>
> 2. Putting the polluting uses at the prevailing windward side of a large
residential development does not make sense. It is not environmentally
sustainable.
>
>
>
> Thank you for your attention. I look forward to your reply.
>
>
> (Ms YM Hui)
> A resident in Laguna City
>
> cc: Mr Danny Chin, Kwun Tong DC Councillor (email:
)
>
>
> _____
>
> =====
> 想轉職？想升職？想就Click！
> http://adimages.sina.com.hk/WSI_0601.html
> 送iPod nano！睇楊天命x麥玲玲狗年運程！
> http://adimages.sina.com.hk/Fate_0512.html
> 投票有機會親身到頒獎禮！SINA MUSIC齊投票！
> http://adimages.sina.com.hk/MusA_0512.html
> =====



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 11:46

To

cc

bcc

Subject Fw: Outline Concept Plans-Stage 2

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "hkcu"
To: <kdpo@pland.gov.hk>
Sent: Friday, January 06, 2006 11:25 AM
Subject: Outline Concept Plans-Stage 2

> Dear Sirs,
>
> Enclosed herewith please find the views of our Union for the Kai Tak
> Planning Review for your reference.
>
> Alex IP
> Sports Executive
>
>

> 香港獨木舟總會
> HONG KONG CANOE UNION
> *****
> 電話Tel :
> 傳真Fax :
> 電郵E-mail :
> 地址Address :
>
>
> 辦公時間Office hr :
> 星期一至星期五 Mon-Fri 09:30-13:00, 14:00-18:00
> 星期六 Sat 10:00-13:00
> 星期日及公眾假期 Sun & PH 休息 Closed
>
>



KAITAK-DVC06.doc



香港獨木舟總會
HONG KONG CANOE UNION

E-mail :

Website :

6th January, 2006

C : DVC/KAITAK-DVC06

Kowloon District Planning Office
Planning Department
14/F., North Point Government Offices
333 Java Road
North Point, HK

By Fax (2894 9502) & Email

Dear Sirs,

Kai Tak Planning Review

We refer to the captioned review and welcome Government to seek public view on the Kai Tak Concept Plans.

Concept Plans

The Concept Plans proposes three schemes, namely: City in the Park, Kai Tak Glamour and Sports by the Harbour. The major development components in all three schemes comprise a cruise terminal and a multi-purpose stadium.

We support the concept of the schemes, in particular the provision of the cruise terminal and the multi-purpose stadium. These facilities are currently lacking in Hong Kong and are urgently needed as one of the international cities of the world.

Sports by the Harbour

Out of the three schemes, we consider Sports by the Harbour would bring more benefits to Hong Kong.

It would bring more sports facilities that are currently needed by Hong Kong.

It would be the less living density as compared with other two schemes (24,000 domestic units as compared with 46,000 units in City in the Park and 33,000 units in Kai Tak Glamour). Kowloon Peninsula is one of the most densely populated areas in the world and we support low density developments in the area to give people a more breathing space.

.../2



香港獨木舟總會

HONG KONG CANOE UNION

E-mail :

Website :

Enhancement of Sports of the Harbour

Sports of the Harbour would provide a lot of sports stadiums. However, as Sports of the Harbour includes some harbour area, we fail to see why a water sports centre comprising canoeing, rowing, dragon boats, etc would not be planned there.

The Approach Channel would provide an excellent venue for water sports training and competitions. These activities would bring the vibrancy of the city and will be welcome by people.

One of the problems for hindering the provision of the water sports activities in the area is the poor water quality. You are aware that Kai Tak Planning is a long term development, we should have a foresight to plan for a scenario that the water quality in the area would be improved in the future.

In two decades ago, the water quality of Shing Mun River was extremely poor. However, through the effort of Government, the water quality there has been greatly improved. Now there are frequent trainings and competitions from canoeing, rowing and dragon boat taking places there.

The second problem is that the water sports activities may be in conflict with the barging actives being taking place along the Kwun Tong typhoon shelter. We consider through better planning and management, this problem would be resolved. A similar example is the Yacht Club is situated next to the Causeway Bay Typhoon Centre and we do not find there is any incompatibility between the two activities.

Conclusion

We fully support Sports of the Harbour and appreciate your due consideration of the planning a water sports centre in the area as an enhancement of the scheme.

Yours faithfully,

Alex IP
Sports Executive

*Affiliated to : International Canoe Federation Asian Canoe Confederation
Sports Federation & Olympic Committee of Hong Kong, China*



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/05 上午 10:13

To

cc

bcc

Subject Fw: Concern about Kai Tak Plan

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "John Keung"
To: <kdpo@pland.gov.hk>
Sent: Wednesday, January 04, 2006 11:56 PM
Subject: Concern about Kai Tak Plan

> Dear Sir/Madam,

>

> I am a resident and a flat owner of Laguna City and have an interest in the residential area of Laguna City. I have great concern about the proposed Kai Tak plan of turning the old ceramic site into an intensive residential area or for constructing government buildings. My concerns about the proposal are :

>

> The infrastructure around the area of Sin Fat Road is very restricted, and the proposed idea of building residential buildings on the site will severely affect the traffic of nearby area and caused severe air and noise pollution and in particular to those who live in Laguna City.

> Filling the site with either residential or govt buildings will definitely

ruin the view of both Sceneway Garden and Laguna City. The proposed usage of land for such a purpose will be absolutely against the original wish of those who purchased apartments in Laguna City and will affect the real estate value which we should have the right to claim for compensation.

> The current site provides a very rare greenfield and open area near Laguna

City. Even though there is a Laguna park, the park is very near main roads

and flyovers and the air quality is very bad. Therefore, I suggest developing the site into parks or sports grounds which will be more beneficial to the environment as well as the livelihood of residents living around the area, not only to those in Laguna City.

>

> Please consider the above comments and concern and I appreciate your feedback. Please call me at 93127723 if you would like to clarify any information related to the above.

>

> Your sincerely,

>

> Keung Shui Cheung



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:19

To

cc

bcc

Subject Fw: Concern about Kai Tak Plan

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "John Keung"
To: "'kdpo.pland'" <kdpo@pland.gov.hk>
Sent: Friday, January 06, 2006 7:10 PM
Subject: RE: Concern about Kai Tak Plan

> Dear Sir/Madam,

>

> Thanks for your feedback. I look forward to the next update.

>

> Regards,

> Keung Shui Cheung

>

> -----Original Message-----

> From: kdpo.pland [mailto:kdpo@pland.gov.hk]

> Sent: Thursday, January 05, 2006 11:39 AM

> To:

> Cc: yau sophie

> Subject: Re: Concern about Kai Tak Plan

>

>

> Dear Mr. Keung,

>

> Kai Tak Planning Review

> Stage 2 Public Participation - Outline Concept Plans

>

> I write to acknowledge receipt of e-mail dated 4th January 2006.

>

> The comments conveyed in your email would be considered together with other

> comments received in the Stage 2 Public Participation of the Kai Tak Planning

> Review. We would consult the relevant bureaux/departments on your comments

> in the preparation of the Preliminary Outline Development Plan in the next

> stage of the Planning Review. Upon completion of the Stage 2 Public

> Participation, we would prepare a report to set out the public comments

> received and our responses. We would inform you on the completion of this

> report in due course.

>

> Thank you for submitting comments to the Stage 2 Public Participation of the

> Kai Tak Planning Review. We look forward to your continued support to our

> public engagement activities.

>

> With Regards,

> Kowloon District Planning Office

>
> ----- Original Message -----
> From: "John Keung"
> To: <kdpo@pland.gov.hk>
> Sent: Wednesday, January 04, 2006 11:56 PM
> Subject: Concern about Kai Tak Plan
>
>
> > Dear Sir/Madam,
> >
> > I am a resident and a flat owner of Laguna City and have an interest in
> the residential area of Laguna City. I have great concern about the
> proposed Kai Tak plan of turning the old ceramic site into an intensive
> residential area or for constructing government buildings. My concerns
> about the proposal are :
> >
> > The infrastructure around the area of Sin Fat Road is very restricted,
> and
> the proposed idea of building residential buildings on the site will
> severely affect the traffic of nearby area and caused severe air and
> noise
> pollution and in particular to those who live in Laguna City.
> > Filling the site with either residential or govt buildings will
> definitely
> ruin the view of both Sceneway Garden and Laguna City. The proposed
> usage
> of land for such a purpose will be absolutely against the original wish
> of
> those who purchased apartments in Laguna City and will affect the real
> estate value which we should have the right to claim for compensation.
> > The current site provides a very rare greenfield and open area near
> Laguna
> City. Even though there is a Laguna park, the park is very near main
> roads
> and flyovers and the air quality is very bad. Therefore, I suggest
> developing the site into parks or sports grounds which will be more
> beneficial to the environment as well as the livelihood of residents
> living
> around the area, not only to those in Laguna City.
> >
> > Please consider the above comments and concern and I appreciate your
> feedback. Please call me at if you would like to clarify any
> information related to the above.
> >
> > Your sincerely,
> >
> > Keung Shui Cheung
>
>



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/11/15 下午 01:42

To
cc

bcc

Subject Re: 啓德規劃建議

Urgent Return receipt Sign Encrypt

From: BB
To: kdpo@pland.gov.hk
Sent: Monday, November 14, 2005 4:16 PM
Subject: 啓德規劃建議

香港已成繁榮之都, 各市民除了工作外, 都開始尊重身體, 加上香港太多高密度住宅或樓宇, 故本人認為興建多用途體育城為合適, 一來美化環境, 二來加強市民對運動興趣, 三來對外國城市熟悉香港是一個國際城市!

加上體育城可在將來爭取在港舉辦大型國際賽事, 以推動經濟, 另外在體育城內可增加體育總會辦公室, 以便市民參與及認識運動, 以我所知, 現時各體育總會均在銅鑼灣奧運大樓, 對於居住新界人士甚為不便, 想參加運動或賽事都覺路程麻煩, 故本人有以上建議!

WP Lam

想即時收到新 email 通知?
下載 Yahoo! Messenger <http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/19 上午 09:18

To

cc

bcc

Subject Fw: Kai Tak Planning Review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Norman Law

To: kdpo@pland.gov.hk

Sent: Saturday, December 17, 2005 10:58 AM

Subject: Kai Tak Planning Review

Dear Sir/Madam,

I am writing to express my opinion on the captioned subject.

1. Agree with the building of gasoline/LPG gas station near Laguna city - it is close to waterfront but a road separating it from the estate.
2. Not agree to the building of a garbage / refuse collection ground at the south side of Laguna city - the on shore wind during summer time brings the smell and possible dirty air from the south to the estate. Most people would open window in summer time. There is playground facilities and 3 kindergartens there. A potential hazard to health.
3. Agree to build more government facilities as per concept 3 next laguna city. - the estate is too remote from the Kwun Tong facilities and the 38 blocks in Laguna city and many! blocks in Scenery Garden live many residents and they need more facilities such as rest area, market etc.
4. Not agree to building high rise residential estate - there is not sufficient government facilities in the area. This will further make the traffic at Cho Kwo Ling Road worse after the new traffic light was installed. Don't want have more traffic accidents at the junction.

Thank you for your attention.

Norman Law

Find your next car at [Yahoo! Canada Autos](#)



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 09:29

To
cc
bcc

Subject Fw: Complaint about bad planning near Laguna City in Kai Tak Planning Proposals

Urgent Return receipt Sign Encrypt

We are residents of Laguna City. The Estate Owners' Committee have revealed to us the three planning proposals on Kai Tak development made by your department. The residents here are very disappointed with the proposals, which are nothing more than rubbish!

----- Original Message -----

From: [abba lee](#)

To: kdpo@pland.gov.hk ; danchin5@netvigator.com

Sent: Friday, January 06, 2006 12:14 AM

Subject: Complaint about bad planning near Laguna City in Kai Tak Planning Proposals

The first two plans proposed a high rise residential development near Phase 3! of Laguna City. The 30-40 high building blocks will block everything - our view, air and sunlight. The development will also incur heavy burden onto the traffic flow, communities facilities, leisure spaces etc in the area.

The third plan even proposed refuse transfer station and waste treatment facilities at the South side of Laguna City. This is a nonsense planning as it is hard to believe that the so-called planning professionals of HK Government will place such facilities in Victoria Harbour and at the vicinity of a lar! ge-scale residential estate. These facilities should be relocated outside Victoria Harbour (which is the most important point of tourism attraction) and placed in industrial district. There must be other much better choices, like the waterfront in Tseng Kwan O industrial district.

We strongly demand that the site near Phase 3 of Laguna City should be converted into recreational facilities, just like the nearby old landfill of Environment Protection Department (EPD), which is now a sporting field (EPD has done a good job in this aspect, which should be a good example for your Department to follow). We also demand that the refuse transfer station and waste treatment facilities should not be placed at the vicinity of Laguna City.

A group of angry residents in Laguna City

cc: Kwun Tong District Council



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/04 上午 09:15

To

cc

bcc

Subject Fw: Feedback on Kai Tak Planning review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Tracy Leong

To: kdpo@pland.gov.hk

Sent: Wednesday, January 04, 2006 12:22 AM

Subject: Feedback on Kai Tak Planning review

Dear sir,

I would like to submit the following opinion on your future Kai Tak development plan :

(a) I do not support the concept on having another 31 to 40 multi-storey building at the old procelian site under your concept plan One and Two.

As there are already many private & government developed estates at Kwun Tong , Yau Tong areas. What we need is having more common rest /green zones or areas for recreational & community facilities for the public interests.

(b) On the other hand, I support the allocation of the old procelian site for government , recreational and community facilities, under your concept plan Three.

Please take these feedback into your plan.

Regards,

Tracy Leong

(Tel:)

YM - 離線訊息

就算你沒有上網，你的朋友仍可以留下訊息給你，當你上網時就能立即看到，任何說話都有走失。

<http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/23 下午 03:58

To
cc
bcc
Subject Fw: kai tak planning review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: MGT - Peter Ng

To: kdpo@pland.gov.hk

Cc:

Sent: Friday, December 23, 2005 3:51 PM

Subject: kai tak planning review

dear sirs,

i am a Port Operations Committee member of Hong Kong Marine Department which i attended the presentation in november. as a port users of the port of hong kong and layman, my views about kai tak conceptual plan are as follows:-

1. affluence in modern society attracted more leisure travel, particularly cruise. ocean terminal has reached its limit to cater big cruise vessels exceeding 100,000 dwt. we saw princess cruise vessels berthed at kwai chung. a replacement/additional cruise berth is overdue.
2. to build riveria boulevard at kowloon bay/kwun tong will sterile the 'valuable waterfront' which is important for mid-stream cargo operation and also barge/feeder services to/from the PRD region, which HKSAR government and shipping industry are promoting.

please give serious consideration before sterile the prominent waterfrontage.

during the briefing session, participants were also concerned about the mixing of cargo barges and pleasure boats mooring in that area.

3. the conceptual building up of residential and commercial complex at 60-storey and higher is a concern, as this would created a 'concrete curtain' block airflow to/from kowloon city, lok fu and wong tai sin areas. air quality and people's health are at stake.
4. in past century we saw more land have been created for commercial/residential use, whilst the port area shrunk, which we acknowledge transport/shipping is the backbone of hong kong economy.

thank you for your consideration.

peter ng



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/19 上午 09:17

To

cc

bcc

Subject Fw: Kai Tak Planning Review Stage 2

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Sent: Saturday, December 17, 2005 10:34 AM
Subject: Kai Tak Planning Review Stage 2

> Ng Lee Yuk Lin, Susanna
>
>
>
> December 16, 2005
>
> Kowloon District Planning Office
> Planning Dept.
> 14th Fl, North Point Govt Offices
> 333 Java Road, North Point
> Hong Kong
>
> Via email kdpo@pland.gov.hk <mailto:kdpo@pland.gov.hk>
> (Your Ref: 2231 4608) - My Ref: K-SEKD/11B)
> Dear Sirs:
>
> Kai Tak Planning Review
> Stage 2 Public Participation: OCPs
>
> Thank you for sending me all the info on the Stage 2 Public Participation
of
> the above-mentioned project.
>
> It is with great appreciation to find that the Planning Dept. is working
> really hard in finding the best land use for the old Kai Tak Airport.
The
> three concepts do not seem to have addressed the concern of the Hong Kong
> Aviation Club. Shall we say, there has never been. On all the concepts
> proposed, the emphasis is on amenities for the general public - library,
> government offices, stadium. These are great. I am disappointed to see
> that residential and commercial projects are still presented in a lot of
> areas as they do represent a high percentage of the total buildable
space.
> Entertainment and hotel projects are being built into the plan as well.
I
> guess these projects contribute funds to recover development costs.
>
> All three concepts do not provide for a light aircraft runway. Is it
that
> the Planning Department has taken this idea out all together? Other than
> Shek Kong, any amateur flying will have to be either conducted in the
> neighbouring countries or cities, or not at all. The restrictions for
the
> use at Shek Kong and its remoteness do not allow easy access and

therefore

- > limit any good expansion opportunities and the appeal to the general public
- > to even try out a flying tour; not to mention taking flying lessons.
- > Already there is an acute shortage of local pilots and commercial aircraft
- > pilots. If Hong Kong SAR let go of this unique opportunity to offer another
- > runway for the Hong Kong Aviation Club, and/or any future clubs that will be
- > opened up if facilities are available, all the amateur pilots will be forced
- > to either work on the very limited hours of operation offered at the Shek Kong runway or go somewhere else for future development. Hong Kong has
- > quite a bit to lose by neglecting these amateur groups. We may have put a
- > hold on any interested pilot association that may want to invest in Hong Kong as there is not even one good runway that is available during weekdays
- > for amateur flying.
- >
- > Why are we so short-sighted knowing amateur flying can attract
- > tourists/pilots all over the world to gather and possibly hook up with the
- > neighbouring countries to form major flying groups. The investment by these
- > clubs can be huge - but it does not look like from the 3 concepts this idea
- > is being entertained.
- >
- > Security measures overseeing the flights of these light weight aircrafts may
- > be a concern to the Hong Kong government. However, this is not an
- > unresolvable problem. Countries in the various parts of the world do
- > operate small scale airports and there do not seem to be major incidents so
- > long as the flying range control is in place. The systems being operated
- > currently at Shek Kong by the Hong Kong Aviation Club works fine. The
- > experts at the Hong Kong Aviation Club can definitely offer their opinion if
- > they are consulted.
- >
- > Out of the 3 concepts (if I have to choose one), I would reluctantly choose
- > Concept 3 - The theme being Sports by the Harbour. We do not need a lot of
- > hotels in this track of land like it is shown in pink. Entertainment
- > centres are a maybe - It looks like the pink area at the tip of the runway
- > can be taken out and the strip saved for amateur aircraft runway.
- >
- > I would appreciate if my opinion can be considered with all those who are so
- > fond of preserving a real runway from our beloved old Kai Tak Airport for
- > small aircrafts.
- >
- > Thank you for your attention.
- >
- >
- > Ng Lee Yuk Lin, Susanna
- >
- >



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/04 上午 10:26

To

cc

bcc

Subject: Fw: Opinion on East Kowloon Development proposal

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Joe Ngan

To: kdpo@pland.gov.hk

Sent: Wednesday, January 04, 2006 10:02 AM

Subject: Opinion on East Kowloon Development proposal

Dear Sir/Madam,

I am writing to express my opinion regarding the East Kowloon development plan.

I am a resident at Laguna City, and was shocked to know that the government might decide to assign the plan right beside Phase III of Laguna City for a building residential housings with nearly 40 stories high.

I would voice AGAINST such proposal because

1. the district has been too crowded already
2. the development would cause air pollution which puts health of local residents in danger
3. there has been lack of public space in this district. Therefore it should be assigned for public use.

Thanks for your attention.

Best regards,
Joe Ngan



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/04 上午 09:13

To
cc
bcc
Subject Fw: Comments on public consultation of Kai Tak Development Plan
 Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "Annie So"
To: <kdpo@pland.gov.hk>
Sent: Tuesday, January 03, 2006 7:21 PM
Subject: Comments on public consultation of Kai Tak Development Plan

> Dear Sir/Madam
>
> We refer to the above public consultation and wish to comment on the
> suggested Development Plans at the old kaolin site at Cha Kwo Ling Rd.
>
> As residents of Laguna City, we are against Development Plan 1 and 2
> (i.e.
> land use for high density residential properties) because these will
> adversely affect residents of Phase 3 in Laguna City due to the height of
> the planned residential properties and its high density of population.
> There is also consideration for excess noise, over-shadowing and a lack
> of
> sufficient public transport network and public community facilities
> associated with such development.
>
> For the past 20 years, lands have been over-developed and as a result,
> the
> living conditions for people have been deteriorated. With the abundant
> land
> associated with the old Kai Tak airport, there is not an absolute
> necessity
> to build high density residential properties at the old kaolin site in
> Cha
> Kwo Ling Rd when its surrounding areas, including Lam Tin and Kwun Tong
> are
> already over-developed and excessively over-populated.
>
> Yours faithfully
> Ms So Yik Man, Annie & Ms So Yik Yi, Ronnie
>
>
> Mr So Hong Sang & Ms Lam Yuk Fong
>
>
>



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/14 上午 09:22

To

cc

bcc

Subject Fw: 有關「東南九龍發展計劃」

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: yin_yu_tang

To: kdpo@pland.gov.hk

Sent: Tuesday, December 13, 2005 1:26 PM

Subject: 有關「東南九龍發展計劃」

對於「東南九龍發展計劃」，本人存有疑問，並希望你們能提供意見解決疑難。

「綠茵都市」原計劃是要做到「人車分隔」，汽車全部在地下行駛，而馬路上只有綠化帶和行人路，路上看不到汽車進出，人們只以地鐵或電動車代步。但在此項建議中，跑道下的污染又將如何處理？

有指政府總部將有機會遷至啓德，但本人則認為在「人車分隔」的同時，要求較高級人士乘搭地鐵並不可能...
因此在交通方面，又該如何解決？

本人希望能詳細了解「東南九龍發展計劃」方案，因此，本人懇請你們能解答以上種種，在此謝過！！

鑿??洩 - Yahoo! Messenger

憩咁爛械衄奴鋒乙爛腔攬扶 褻診隱狙?洩緻爛乙?爛奴鋒嬖憩夔蕾撈艘善乙！睡掌?
飲 較囧〔

<http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/11/22 下午 03:15

To
cc
bcc

Subject Re: 對於啓德方案的一些問題(補充)

Urgent Return receipt Sign Encrypt

From: yin yu tang
To: kdpo@pland.gov.hk
Sent: Monday, November 07, 2005 4:47 PM
Subject: 對於啓德方案的一些問題(補充)

在解決明渠問題時會否採用以生物方法分解渠底淤泥的有毒物？

還是只採用以下三個方法來來處理沉積物？

- 1)現場處理受污染的沉積物(例如化學反應或覆蓋一層清潔的沙；
 - 2)場外處理或棄置受污染的沉積物(例如先掘出受污染的沉積物，再沖洗或離場外棄置)；
 - 3)用已處理的沉積作為回填物料，以減少離場外棄置的需要。
- 謝！！

想即時收到新 email 通知？

下載 Yahoo! Messenger <http://messenger.yahoo.com.hk>



"kdpo.pland"
 <kdpo@pland.gov.hk>
 2005/12/14 下午 05:51

To

cc

bcc

Subject Fw: Kai Tak Planning Review

Urgent Return receipt Sign Encrypt

History: This message has been replied to.

----- Original Message -----

From:
 To: <kdpo@pland.gov.hk>
 Sent: Wednesday, December 14, 2005 5:38 PM
 Subject: Kai Tak Planning Review

> Dear Sir,
 >
 > I would like to focus my comment on the proposed use
 > for the land adjoining to Phase 3 Laguna City.
 >
 > I have strong objection in respect of the high density
 > residential development for the land next to Phase 3
 > Laguna City under Conceptual Plan 1 & 2.
 >
 > Undoubtedly, the proposed high density residential
 > development is a substantial detriment to the existing
 > environment in view of the fact that there are two
 > existing large scale residential development of Laguna
 > City and Scenceway Garden.
 >
 > I would support Conceptual Plan 3 that the proposed
 > use for the land adjoining to Phase 3 Laguna City
 > should be designated as "GIC" or alternatively "green
 > belt", which would be compatible to the existing
 > environment.
 >
 > Regards,
 > Tsang
 >
 >
 >
 > 鑿??考 - Yahoo! Messenger
 > 憩旦瀾城岫汝鋒乙瀾腔攬扶 褫眈隱狙?考緻瀾乙?瀾汝鋒娛憩夔蕭撈艘善乙 睡掌?
 飲 輟附
 > <http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/03 上午 09:22

To
cc
bcc
Subject Fw:

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: kenneth.tsang
To: kdpo@pland.gov.hk
Sent: Friday, December 30, 2005 8:15 PM

Dear Sirs,

This is writing to express my view on the recent consultation for the Kai Tak Planning Review of the options.

My suggestion to select the option 3 of making the Cha Kwo Ling required area to be Government Buildings/Facilities. Since we are lack of these facilities in this area, we sincerely hope you consider this option not only good for the residents in this area but also good for the Government Bodies as well.

Should you need me to give more information, please feel free to contact me at Tel :

Thank you for your attention.

Best Regards,
Kenneth Tsang

YM - 離線訊息

就算你沒有上網，你的朋友仍可以留下訊息給你，當你上網時就能立即看到，任何說話都有走失。

<http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:14

To

cc

bcc

Subject Fw: Proposal to build high-rise buildings next to Laguna City

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Sent: Friday, January 06, 2006 2:04 PM
Subject: Proposal to build high-rise buildings next to Laguna City

> Dear Sir,

>

> I strongly oppose to the construction of 31-40 stories residential building next to Laguna City Phase 3. This will lead to many social problems. As the number of person living in this area increases, this will lead to serious traffic problem, such as traffic jam, etc. The density of the person living in this area is already very high, construction of high density residential building will enhance this problem. This proposal will damage the peaceful environment of the area in Lam Tin. I hope HK Government can consider other option and protect the environment around the city.

>

> Regards,

> Wayne

>

>

>

> =====
> 想轉職？想升職？想就Click！
> http://adimages.sina.com.hk/WSI_0601.html
> 送iPod nano！睇楊天命X麥玲玲狗年運程！
> http://adimages.sina.com.hk/Fate_0512.html
> 投票有機會親身到頒獎禮！SINA MUSIC齊投票！
> http://adimages.sina.com.hk/MusA_0512.html
> =====



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:16

To

cc

bcc

Subject Fw: HBF submission - Kai Tak Planning Review Stage 2

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Michele Weldon

To: kdpo@pland.gov.hk

Cc:

Sent: Friday, January 06, 2006 5:54 PM

Subject: HBF submission - Kai Tak Planning Review Stage 2

Dear Sir/Madame

Please refer to the attached submission from the Harbour Business Forum on Kai Tak Planning Review Stage 2.

Please do not hesitate to contact me if you have any questions.

Best regards,

Michele Weldon

Michele Weldon
Coordinator
Harbour Business Forum

Tel
Direct Line
Fax
E-mail



Kai Tak PlanD 060601.doc

January 6, 2006

Kowloon District Planning Office
Planning Department,
14/F, North Point Government Offices,
333 Java Road,
North Point, Hong Kong

Email: kdpo@pland.gov.hk

Re: Kai Tak Planning Review : Stage 2 - Outline Concept Plans

Dear Sir/Madam,

It is with considerable disappointment that we perceive the Harbour-front Enhancement Committee's efforts to gather community visions and views have not been given support by Government and that many of the views expressed during the Stage 1 consultations have not been fully reflected in the Outline Concept Plans now under review.

We refer to HBF's comments raised at our session with the Planning Department 25 July 2005:

Ineffective Process

- i. As HBF has consistently stated since its inception, the lack of any visible "Big Picture" thinking by Government as regards the planning vision of the harbour as a whole is reflected in this whole debate about Kai Tak. Holistic and integrated planning for the assessment of all territorial needs, both on and around the harbour are essential to ensure optimisation of land uses.
- ii. Again, as HBF have stated in the past, it is unclear how Government makes decisions on, for example, feasibility, need, cost, financial viability and location in the planning of large-scale infrastructure projects (e.g. sports stadium and cruise terminal). Such comments relate to Kai Tak and other Harbour projects.
- iii. There is an ongoing lack of affirmative endorsement and support for the Harbour Planning Principles (HPP) by the Government. It is therefore impossible to determine the value framework against which Government makes any harbour-related decisions and Kai Tak is a case in point.
- iv. Projects of significant impact, such as the proposed sports stadium and cruise terminal, are being "presumed" thereby undermining the whole consultation exercise.

Additional Views

Regarding the *Public Participation Digest*, our previous points still stand and we have the following additional views:

- i. The inclusion of two major elements does not seem to be optional as stated at the beginning of the consultation process, but rather mandatory. The stadium and the cruise terminal show up in all three options in the same configuration and in the same location. Additionally, as mentioned above, there is a lack of transparency in this presentation which hinders a rational approach to making value comparisons.
- ii. The three options are too similar and do not present for consideration many of the public's contributions to the consultation, failing to achieve three distinct potential roles for Kai Tak.
- iii. A short-term prioritisation and implementation plan should accompany the visions, to allow

'early wins' but also to allow flexibility over time – a "living plan" that can and should adapt over time to changing market conditions and public aspirations.

As mentioned above, HBF strongly endorses the use of the Harbour Planning Principles ("HPP") as a framework for the analysis of all available options. We believe that each Principle needs evaluation for applicability and relative importance at each location around the harbour.

Harbour Planning Principles

We have attempted below to frame a set of preliminary principles from a business perspective for planning and development on Kai Tak. These have been developed as part of a consultation study:

i. HONG KONG PEOPLE FIRST

Waterfront edges and open spaces should be active and accessible to the Hong Kong public – whether for recreational, commercial or other social and community uses. The runway offers a uniquely tranquil waterfront away from the tourist and retail hubs of the city and should not accommodate uses that would unduly eliminate this unique low-density environment. Parks and open space, if appropriate, should be prioritized for use by the general public with significant emphasis on the avoidance of large scale infrastructure. Options other than open space may in some instances be appropriate – but public infrastructure per se is unlikely to fall into any acceptable category under this Principle.

ii. WATERFRONT VALUE

Waterfront should be recognized as a core source of value to the community. The methods of retention and improvement of water bodies and Harbour perimeter should be prioritized by the amount of value-add that each brings to the community, rather than that which incurs the lowest cost. An open space system should, as an example, be used as a means to extend the value of the waterfront into those areas that lack public amenity. Value needs to be measured in social, community and environmental terms and not just by way of economic or financial models.

iii. TRANSIT ORIENTED DEVELOPMENT

Transport plans should reflect the natural advantages and disadvantages of the site, building upon mass transit and alternative transit modes. The inclusion of trams, bicycles and ferries will help to avoid the over dedication of transport infrastructure at the cost of usable land. Programming of large scale projects should be coordinated with the construction of the Shatin to Central rail link to make full use of rail access and to avoid additional and unnecessary road traffic.

iv. CONNECT TO SURROUNDINGS

Development should positively impact the surrounding neighbourhoods and link them to the Harbour's edge

- Recognise the context – the 5 districts in Hong Kong with the highest population density are all in Kowloon: Kwun Tong, Wong Tai Sin, Yau Tsim Mong, Sham Shui Po and Kowloon City in descending order; three of these directly border the Kai Tak site. These areas are some of the most densely populated in the world. Centres of business and social activity should create spill over effects across the boundaries of the site.
- Street and pedestrian networks that bring people flows and traffic through the site in many places. The need to design and allow for appropriate accessibility and scale for the context of surrounding districts as well as to minimise any negative visual and environmental impact to Hong Kong.
- Uses that complement the diversity of economic activity around the Harbour rather than compete, especially directly with adjacent areas already under established redevelopment schemes.

v. SHORT-TERM GOALS

Long-term planning should accommodate short-term dedication of accessible, usable space along the Harbour's edge to public use in order to achieve continual contribution to the public good of Hong Kong, thereby raising the attractiveness of the Kai Tak resource.

Vision

These Principles are a part of the development of HBF's Harbour-wide Guidelines which will be the foundation of our Harbourwide Vision. Most importantly they will include demonstrable/measurable criteria to guide the long term improvements that will shape the identity of the Harbour, and thus of Hong Kong. Such a Vision is essential to the holistic planning of the harbour and we strongly advocate that this should be the immediate priority for the Government – concept plans for specific areas and districts should then follow once the community as a whole has accepted and agreed the Vision.

These are our preliminary thoughts and we may offer further supplementary comments from our membership in the future. We note your offer to consult HBF and we are currently collecting views from the membership.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A Thomson', with a horizontal line underneath.

Andrew Thomson

On behalf of the Harbour Business Forum
c.c. Chairman of HEC



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/29 下午 03:08

To

cc

bcc

Subject Fw: Re Kai Tak Planning Review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Tangch

To: Kdpo@pland.gov.hk

Sent: Thursday, December 29, 2005 10:43 AM

Subject: Re Kai Tak Planning Review

To whom it may concern,

Being the resident of Laguna City affected by the captioned, I lodge the attached feedbacks for your kind consideration please.



AMY WONG Re Kai Tak Planning Review.doc

Date : 28.12.2005

The Planning Department

Re Kai Tak Planning Review

Feedbacks : (residents of Laguna City ,Cha Kwo Ling, Kwun Tong)

1. It was noted from the sketch that the old ceramic factory site next to Phase 3 of the Laguna City in Cha Kwo Ling, Kwun Tong will be developed as part of the Kai Tak Planning Review.
2. While appreciating the work and effort of the Government in optimising the use of land creating a green environment amongst the concrete blocks of commercial, residential , government offices, and other multi-functionals, we would like to ask the Government to take into account the quality of our living habitats in Laguna City which would most likely be affected by the proposed erection of 31-40 storeys of high density residentials in our neighborhood.
3. Not to mention the blocking of views, light and quality of fresh air by the towering blocks, the increase in the resulting population density thereby would overburden the facilities in the area. Traffic- jam is already caused after installation of the traffic lights at the cross road outside the Laguna City. School buses and other vehicles are seen lining up for their turn to get into Phase I of the City and the same happens in Phase II where they have to turn right to get into the main road.
4. More and more passengers will be storming the MTR at Lam Tin Stop. We have already blocks of public housing estates in Lam Tin. The redeveloped Yau Tong Estate, the Ko Chiu Road Estate are like concrete retaining wall along the road with thousands of families. The situation is further worsened by the ever developing of Junk Bay. Private and Public residential sites are being built in exploitation of land in return for increase of government revenue. We have to go to Yau Tong MTR Station to change cross-harbour train. The MTR are fully loaded when they come to Yau Tong.
5. We understand that there will be job opportunities offered in the said development but it only forms a small part when compared to the whole Kai Tak Development. Besides, is it necessary to zone in the said site as part of the Kai Tak project ?

Cont'd/...2

Proposals:

1. Instead of building high density 31-40 storeys residential blocks either public or private , (public is undesirable as there are already a concrete wall of public housing blocks along Ko Chiu Road and Yau Tong Road and in the Lam Tin District), will the Government turn the old ceramic factory site into a public park with morning trail facilities (equipments for doing exercises), recreational facilities, barbecue sites, pond for playing model boats (it seems that there is none in Kowloon side), water features and landscapings to match the surrounding and being suitable for the geo-features of the land concerned.
2. Or will the Government consider the option of low rise development among the aforesaid ?

Requests:

We would like to ask the Planning Department to have due regards to the good acceptable living environment for the residents of Laguna City by maintaining the intactness of the vicinity in their course of zoning land for development as part of the said Kai Tak Planning Review if not cloaked therein.

Thanks for your attention in the matter.

Lodged by
AMY WONG

c.c. Owners' Committee of Laguna City Phase III
Owners' Committee of Laguna City Phase I, II & IV



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 09:19

To
cc
bcc

Subject Fw: my options for Kai Tak planning review

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Jessica
To: kdpo@pland.gov.hk
Sent: Thursday, January 05, 2006 7:12 PM
Subject: Ref: my options for Kai Tak planning review

Dear Sir/Madam,

Ref: my options for Kai Tak planning review

After study HK government KaiTak Planning review, I support Concept Plan 3: Sports by the Harbor which seems best fit my idea of develop low density district.

I'm living in Laguna City; I believe library and sports buildings are needed. There is a small mountain close to Laguna city (in attached PDF file, black area). We, owners of Laguna City, paid lot money to purchase our current apartment. Also, our middle class already paid a lot tax for HK government. HK government has responsibility to protect our property value.

HK government should NOT to build 30-40 floor building like suggested in Plan 1 and 2 in Kai Tak planning doc.

Please build only low density or low buildings around Laguna city!

Jessica Wong



empty space map.pdf



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/04 上午 09:12

To

cc

bcc

Subject Fw: 從 Microsoft Internet Explorer 公佈表格。

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "Kenneth Wong"

To: <kdpo@pland.gov.hk>

Sent: Tuesday, January 03, 2006 6:01 PM

Subject: 從 Microsoft Internet Explorer 公佈表格。

> name=KENNETH WONG

> comment=我較贊成概念三：體藝之都，但有提議如下

>

> 1. 減少住宅(高、中密度)用地，增加公大樓用地

> 紅磡區的工、商業大已老化及飽和，不敷應用。如啓德能有新的供應，應有強大的需求。

>

> 2. 取消九龍城渡輪碼頭、搬遷九龍城公眾碼頭、土瓜灣避風塘，落實建設一個大型的水上活動中心。

>

> 3. 不肯定"文娛廣"的用途，也許文娛項目全交西九，體育項目全在德，尖沙咀就保留各項藝術。

>

>

> Jan 3, 2006

>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:14

To

cc

bcc

Subject Fw: Residential building closed to Laguna City

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "Man, Maggie Yau"
To: <kdpo@pland.gov.hk>
Sent: Friday, January 06, 2006 1:55 PM
Subject: Residential building closed to Laguna City

> Dear Sir,
>
> I learn that buildings of 31-40 stories high will be built closed to
> Laguna
> City. May I suggest that this will seriously affect the environment of
> Laguna City and area of Lam Tin. This will caused many social problems
> such as population, pollution, traffic problems, etc. I hope the
> proposed
> building can be built a little bit far from Laguna City, say a garden can
> be
> built in-between. I hope the height of the proposed building can be
> lower.
> Lastly, I hope HK Government can consider other alternatives instead of
> the construction of residential buildings.
>
> Thank you for your kind attention.
>
> Maggie
>
>
> _____
> No masks required! Use MSN Messenger to chat with friends and family.
> <http://go.msnsnserver.com/HK/25382.asp>
>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:17

To
cc
bcc
Subject Fw: [Possible SPAM] Kai Tak Plan

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:
To: <kdpo@pland.gov.hk>
Sent: Friday, January 06, 2006 6:58 PM
Subject: [Possible SPAM] Kai Tak Plan

>
> Dear Sir / Madam,
>
> KAI TAK PLANNING
>
> I refer to your Kai Tak Planning Consultation regarding the old ceramic
factory area next to Laguna City Phase III.
>
> I STRONGLY OBJECT this area to be planned as residential buildings.
>
> Sai Tso Wan Refuse Collecton Area is located next to the old ceramic
factory area. Around Sai Tso Wan Refuse Collection Area, there are two
sizable high density residential area which lives tens thousand of people.
I live in Laguna City and I regularly feel damp smell from the Sai Tso Wan
Refuse Collection Area. Around the Sai Tso Wan Refuse Collection Area,
Fire
Prohibition warning notes are posted everywhere. If any accident happens,
the effect would be tremulously. Therefore, I strongly object to have
further people live around that area.
>
> I suggest this area can be develop as a greening resting zone in order to
improve the air quality and reduce the degree of dangerous in this area.
>
> Please accept my suggestion and consider the basic concern of people
lived
in this area.
>
> Thank you.
>
> Yours faithfully,
> E YUEN
>
>
>
>
>
>
>
>
>
>
> Join Excite! - <http://www.excite.com>
> The most personalized portal on the Web!
>
>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:15

To

cc

bcc

Subject Fw: 德規劃檢討 (第二階段公眾諮詢)自由黨回應書

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Jackie Lam

To: kdpo@pland.gov.hk

Sent: Friday, January 06, 2006 5:15 PM

Subject: 德規劃檢討 (第二階段公眾諮詢)自由黨回應書

謹附上就啟德規劃檢討 (第二階段公眾諮詢)自由黨之回應書。
如有查詢，敬請賜電林小姐 (2533 4229)。

自由黨

2005年1月6日



自由黨就啟德規劃第二階段諮詢回應.doc

啟德規劃檢討(第二階段公眾諮詢) 回應書

引言：

自由黨認為，啟德地皮是東南九龍市區內僅存的一幅珍貴土地資源，所以該地的規劃和發展模式，也應該別具一格，一方面可以彰顯本身的特色，另一方面亦可展現廿一世紀都市規劃的新風貌—引入可持續發展的概念。

對於政府所提供的三個規劃概念，我們認為不必僵化地以三選一的方式來作決定，反而當局若能綜合「魅力啟德」和「體藝之都」兩項規劃建議的特色，即以魅力的消閒娛樂，結合大型的體育康樂主題，並配合機場跑道的特色來發展，則至為合適。

整體回應：

誠如前述，當局應該把握機會，使啟德舊址規劃成為一個可持續發展的社區，除了要顧及經濟效益之外，亦能促進社會融和，提升環境質素。故此，我們認為啟德的規劃發展模式，應遵照以下的原則：

經濟方面：

- 由於啟德位於市區鄰近海濱的一塊不可多得的地皮，極具商業價值，為善用公共資源，該地實不應該用作興建公屋，而應用作發展商廈和私人住宅，藉以增加政府庫房的收入。值得注意的是，商住樓宇的建築物，應只集中在北停機坪區和南停機坪

區上，原跑道上則不宜建高樓大廈，以免阻擋整個南九龍對開的海濱景色。

- ◆ 啟德的發展不應該鐵板一塊，而應該配合其鄰近地區如九龍城、九龍灣、官塘等的發展。比如九龍灣若要轉型為商業和酒店區，則啟德的規劃就應該設法配合，以求帶動整個東南九龍成為新的城市中心。
- ◆ 而有關啟德的混合土地用途(辦公室、酒店、零售)應至少佔6%，以便加強區內的商業發展，同時製造更多的就業機會。
- ◆ 啟德規劃的人口預計應以「魅力啟德」和「體藝之都」作藍本，即介乎 69,000 至 97,000 人，住宅單位數目亦應為 24,000 至 33,000 個，由於增加商廈的供應，可製造的職位數目料可達到 56,000 至 75,000 個。

社會方面

- ◆ 在香港這個人煙稠密的城市，年輕人缺乏活動的空間，故啟德應規劃為一處吸引年輕人的地方，讓他們可以舒展身心，亦可以啟發他們的潛能，為我們的社會注入新動力。
- ◆ 由於啟德鄰近的舊區將會有大型的重建項目，如官塘的裕民坊，當局應該考慮如何把啟德的住宅用地連結舊區的重建規劃，從而降低舊區的發展密度，提供多些休憩用地及空間，以改善舊區的居住環境。
- ◆ 政府有責任確保啟德的交通配套(如沙田至中環的地鐵行車線、T2 幹路)，可以如期落成，以配合該地的整體發展。

環境方面

- ◆ 政府應把啟德明渠的污水處理作為環境改善的優先項目，此舉除了可改善水質外，亦可提供水上活動的空間，以配合休憩用地的建議，並優化海濱環境。

- ◆ 此外，在政府整體規劃上，亦應盡量使用可再生能源，並有效處理固體廢物，比如當局可在某些公共建築物(如體育館，政府合署等)的照明系統設施上嘗試採用太陽能發電，以及做好固體廢物的分類回收，以減少堆填區的壓力。

具體回應：

以下，我們將會對啟德的具體發展項目作出回應：

郵輪碼頭

- ◆ 由於大郵輪的船身較高，所以郵輪碼頭的位置應盡量移近舊機場跑道的中央，從而減少建築物的高度對維港景觀的遮擋。
- ◆ 位於舊機場跑道位置上的建築物，並應限制在 10 層樓高之內，以免對對岸景觀構成影響，大煞風景。

跨境直升機場

- ◆ 我們建議當局可在郵輪碼頭的頂層興建跨境直昇機場，一方面可有助遊人回味昔日飛機在舊機場升降的情景，另一方面亦可配合中港兩地日益頻繁的航空需求。

富有舊機場色彩的地標性建築物

- ◆ 我們建議在位於舊機場跑道的末端，屹立富有舊機場特色的地標性建築物，如機場控制塔，以讓遊人回味啟德機場的情景。
- ◆ 與此同時，我們更建議當局設法把這部份位置規劃成富有特色的戶外活動地點，例如在這裡舉辦露天音樂會，除夕倒數派對、BMX 單車競技比賽，花樣滑板匯演，臨時性的遊樂場，摩天輪等等活動，再配合維港兩岸的景色，必能使啟德舊跑道成為一處新的消閒活動中心，尤其更能吸引年青人的參與。

- ◆ 我們相信，此一建議可為本港年輕人提供適切的活動空間。長遠而言，更可啟發他們的潛質，並為整個地區帶來朝氣活力，有助吸引遊客到訪。

體育館

- ◆ 體育館之興建必須配合香港的整體體育政策，以免成為「大白象工程」。政府亦需為本港大型運動場館設施，如香港大球場和紅磡體育館作出整體規劃，以免本港的場館設施供過於求。若原來的體育場館需要拆卸改作其他用途，原址亦應盡量提供充裕的休閒空間予居民享用。
- ◆ 至於巨型體育館之規劃，除了應用作舉辦體育盛事和培訓運動員之外，並應盡量提供更多機會供公眾享用當中的設施，並在設計上應有特別考慮，（如加裝隔音設備、或場館位置遠離民居等），以便日後可彈性地轉作舉辦露天演唱會之用。但同時必須清楚列明相關用途的比例，以免用途偏向某一方面。

航空訓練學校（位於南停機坪區南端）

- ◆ 如果合適的話，可在南停機坪區的南端位置，把原作為飛行服務隊總部舊址改作航空訓練學校，以便進行模擬飛機升降。航空訓練學校更可內設飛機博物館，長期開放給市民大眾參觀，供市民重溫昔日啟德舊機場的舊貌和事跡，亦可成為一個吸引旅客的地方。

明渠口道

- ◆ 政府必須確保啟德明渠排出的污水，不致破壞鄰近地區的水質，或為土瓜灣、九龍城一帶的居民帶來臭氣沖天的氣味。就此，當局應借鏡沙田城門河的良好先例，設法治理有毒淤泥，務求令明渠出口既不受污染，又可為該處增添特色。
- ◆ 當局亦可考慮用深海導管，把污水排出深海，又或可在整條跑道下方挖空數段，加設橫向導管，把污水自土瓜灣方向帶出大

海。有關建設深海導管或淨化污水的成本費用，政府應盡快作出評估，然後向社會大眾交代詳情，好讓公眾作出適當抉擇。

結語：

總而言之，自由黨建議啟德應規劃成為可持續發展的社區，在增加經濟效益的同時，亦能兼顧社會融和，例如在機場舊跑道上增設不高於 10 層樓高的高度限制，使維港兩岸景觀，不被遮擋；保留舊跑道，使之成為啟德機場的歷史見證，更為市民大眾提供一處富有特色的戶外活動空間，更透過舉辦年輕人喜愛的活動，從而發揮他們的潛質及環境保育(改善明渠水質，美化附近社區等等)，促使香港朝向可持續發展城市的目標邁出一大步。



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/05 上午 10:12

To

cc

bcc

Subject Fw: 有關啓德規劃的意見

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: billlee@ccpe.gov.hk
To: kdpo@pland.gov.hk
Sent: Wednesday, January 04, 2006 3:14 PM
Subject: Re: 有關啓德規劃的意見

你好，

本人是麗港城居民，對於啓德規劃所載把啓德以致東九龍沿海一帶再發展的建議，本人支持概念圖三體藝之都的建議，把麗港城附近海傍發展為休憩用地及把舊陶瓷廠地方發展為綜合社區用途，例如圖書館、劇院、文娛中心或大會堂，以供整個東九龍包括將軍澳區眾多人口的需要。

地區上雖然將軍澳劃為新界西貢區，但其實與觀塘藍田等十分接近，而單計觀塘至將軍澳近一百萬的總人口，卻沒有一所大會堂一類的綜合社區性建築物，故本人認為實有這方面的需要。

謝謝!

李應彪謹啓



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/06 上午 09:26

To
cc
bcc

Subject Fw: 第二階段啓德規劃檢討意見

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Jason Lam

To: kdpo@pland.gov.hk

Sent: Thursday, January 05, 2006 9:09 PM

Subject: 第二階段啓德規劃檢討意見

敬啓者：
謹呈上第二階段啓德規劃檢討意見，敬請查收。
此致
規劃署

城市規劃關注組謹呈



第二階段啓德規劃檢討意見.doc

對「啓德規劃檢討-第二階段公眾參與：概念規劃大綱圖方案」的一點意見

敬啓者：

我們是由多名屯門區議員及關注城市規劃的市民所組成的「城市規劃關注組」(籌備委員會)。就第二階段公眾參與啓德規劃檢討事，本關注組成員經分別於樂富中心、文化中心及彩頤居會堂各論壇發表了意見，並廣獲認同。

爲表達我們對啓德發展規劃的深切關注，謹以書面向 貴署簡介我們對啓德整體發展規劃的基本概念：

第一、我們認爲啓德的規劃應配合經濟轉型政策，以發展旅遊爲重點，並從而帶動經濟發展。

第二、建設「龍珠城」

本關注組支持本組成員林志強先生在共建維港委員會成立之初所呈交，題目爲「名城建名塔、名塔耀名城-----龍珠城、龍珠塔」的建議。這個建議提議於啓德建設象徵「東方之珠」的觀光塔-----並命名爲「龍珠塔」(備有模型)，作爲一個能夠真正代表香港，具有「中國文化、香港精神」的香港地標。這一點與現階段規劃大綱中，目的同是在讓遊客飽覽維港動人景致的「瞭望塔」概念是相吻合的。而兼具象徵「東方之珠」形象的「龍珠塔」概念，明顯較平凡的「瞭望塔」優勝。

「龍珠塔」有其獨特、壯觀的形象，如模型所示，塔柱分九瓣，每瓣有一個昂首向上的香港飛龍標誌，吐出塔頂的龍珠，象徵九龍吐珠。塔柱間設多部觀光升降機，帶領遊客飽覽這聞名世界的「東方之珠」的美景。

塔頂的龍珠設計成巨型的球形螢幕，能夠發放變幻的異彩及動畫訊息，如 **Welcome to Hong Kong**、**Merry Christmas** 等。珠體的內部可分層作例如展覽館、天幕影院、紀念品店等等用途。龍珠的底部為旋轉餐廳，外欄為觀景迴廊，皆為遊客不容錯過的觀光重點。

這顆「東方之珠」聳立於跑道尾，面向進入維港大門的鯉魚門，迎接訪港的國際旅客。蒞港旅客將會有類似進入紐約港口時，看見自由神像般的興奮感，肯定會對香港留下更美好、更深刻的印象，有助增強香港品牌的形象。

龍珠是精華匯聚的結晶，龍吐珠是祥瑞興旺之象，香港的輝煌成就可說是祖國這條巨龍吐出來的龍珠，而啓德地屬九龍之九龍城，以「龍珠城」為名去配合未來精華匯聚的發展，無論最後發展的定案為何，都是一個貼切、美好、動聽的好名字。

在現階段三個概念規劃大綱圖中，皆有預留土地作為文娛廣場之用，這也是我們意見書中一個相同的重要元素。香港這個名城缺乏一個大型、可供舉行慶典盛會的廣場，我們建議在「龍珠塔」前建設大型的「龍珠廣場」以填補這個空白。廣場地面預建平時隱蔽的搭建舞台基礎，以備隨時搭建舞台之用。廣場地底為運作中心，設有道具室、綵排室、會議室、休息室、廣播中心等等先進設施。節目盛會可即時向全球直播。

同樣，現階段三個概念規劃大綱圖中皆有一條「啓德大道」，亦與我們建議的「龍珠大道」概念相吻合。我們建議配合「龍珠城」，以「龍珠大道」為名，並將大道闢為廣闊的行人專用區。大道遍植花朵粉紅色的宮

粉洋蹄甲，到了每年一至三月開花時節，就像日本櫻花盛開一樣，充滿溫馨愉悅的氣氛，令遊人流連忘返。

「龍珠大道」平日為遊人消閒、購物的消閒區，商鋪以類似彌敦道柏麗大道的形式建造，統一規格，高一至兩層，鋪頂為天台花園，設有露天茶座，水鄉園林美景等。大道設電動行人路、輕便遊覽車、馬車等以增遊興。海濱長廊則繞跑道周邊而建。而低矮、劃一規格的商鋪，亦仍能為啓德跑道保持市民所懷念的形貌。

配合「龍珠廣場」，「龍珠大道」可舉行像巴西嘉年華式的節日大巡遊，為市民增添歡樂氣氛，也有助吸引國際遊客。

「龍珠城」下建設規模宏大的「地下城」，提供飲食、娛樂、購物、及文化生活等等應有盡有的設施。並設地下鐵路貫通全港。

啓德明渠的規劃是構成「龍珠城」一個重要的旅遊元素，我們建議先處理好污水排放問題，再清理明渠海床，污泥的處理以盡量環保為目的。可考慮用抽吸的方法吸取，再在岸上固化之，然後投於深海；或者把海泥製造成磚塊，作為「龍珠城」鋪路、建屋之用；亦可研究把海泥轉化為肥料。

跑道下關建大型疏水管道以活化明渠的海水，並美化海床，養殖各種魚類及珊瑚等，將明渠建設成海底水族館。水族館兩邊的岸壁建觀賞窗，使地下城的遊客可欣賞海底奇觀，並設海底玻璃通道，讓遊客可一嘗漫步海底，與魚類近距離接觸的樂趣。亦可考慮設水底透視遊覽船，海底潛泳等遊覽項目，以增加海底水族館的吸引力。

我們支持興建郵輪碼頭，選址以符合環保及公眾利益為準。建議以指型的方式興建，伸出岸邊，使騰出較長的海岸線以供建海濱長廊之用。亦建議將直昇機場建在郵輪碼頭頂的末端，以減少噪音的影響，亦方便遊客使用。

以上「龍珠城」的建議，以凸顯我國「龍的文化」，為活化香港這個有九龍聚居的龍穴，把啓德建設成一個具有經濟價值，獨特的旅遊勝地，就如九龍吐出的龍珠，精華匯聚、光輝燦爛，揚名世界，為重建香港經濟活力作出貢獻。

「龍珠城」所包含的五個重要元素中，「龍珠塔」、「龍珠廣場」及「龍珠大道」，皆與現階段概念規劃大綱圖的概念相吻合，而「地下城」及「海底水族館」，為地下及海底的空間發展，五者全部都可以融合於任何建設方案裏面，並不妨礙如「綜合體育館」、「都會公園」、「郵輪碼頭」、「跑道公園」及酒店、商住樓宇等等的建設。是一個集「綠茵都市」、「魅力啓德」及「體藝之都」大成的理想規劃。

我們深信，「龍珠城」的規劃概念，是一個符合香港利益、市民樂見其成的發展方案，謹以此呈供貴署參考討論。

此呈

規劃署

城市規劃關注組(籌備委員會)謹呈

二〇〇六年一月五日

聯絡人：林志強



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/04 上午 09:15

To
cc
bcc
Subject Fw: 啓德規劃檢討公眾諮詢事宜

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Jackie Wu
To: kdpo@pland.gov.hk
Sent: Wednesday, January 04, 2006 12:55 AM
Subject: 啓德規劃檢討公眾諮詢事宜

敬啓者

啓德規劃檢討公眾諮詢事宜

本人現居茶果嶺麗港城第三期，對[啓德規劃檢討]有意見如下：

根據規劃，本城東北面鄰近匯景花園的香港復康會戴麟趾夫人復康中心，將興建一幢超逾30層高的長者居所。而本城之西北面工廠區一帶亦將陸續改建為商貿大廈或酒店，每每樓高超過40層。而是次[啓德規劃]，其中在本城西南面的[污水處理廠]10層及在東南面土地發展高密度住宅，樓高約30-40層。

根據[啓德規劃檢討]的公眾諮詢摘要(二)內，第11頁刊載[締造橫貫東南及西北的通風廊，使啓德及其腹地的空氣更流動]。但是相反的是我們四周都會受到屏障所包圍起來，斷絕橫貫東南及西北的通風廊，令我的空氣質素變差，嚴重影响本城居民的健康。

再者沿海十多幢30-40層高住宅也與附近環境不調和，破壞整體東九龍沿岸景觀，而且違反政府為保護維港兩岸景觀而設的[保護山脊]政策。

現時本城對外的交通，一直只有利用一條茶果嶺道經官塘道或官塘繞道前赴九龍其他地方，在早上和傍晚繁忙的時候，上述路面都已呈現飽和及擠塞的情況。

油塘一帶經重建後，可容納的人口大增，空置居屋將於年多後入伙，而油塘工業區亦將規劃為住宅區，對現時流量業已飽和的官塘道，茶果嶺道及官塘繞道，交通的負荷，將會百上加斤。如果還加上[啓德規劃]的在本城

鄰近地區，興建高密度住宅和[垃圾轉運站及其他廢物處理設施]的重型車出入；以及往來將軍澳的6號幹線，途經本區的交通流量，我們附近的道路，實難以負荷，嚴重影响本城對外交通的往來。

一切厭惡性行業，理應建設於工業區的，絕不可以建於住宅地區，特別是[污水處理廠及擴建用地]距離麗港城不足100米，還要樓高達10層。此外再加上[垃圾轉運站及其他廢物處理設施]，不但會構成噪音及空氣等污染，沒有理由要居民忍受及長期生活在一個污染的環境。

總括而言，個人建議本城鄰近地區，如果堅持要興建住宅的話，只應興建低密度，不超過10層的樓宇，與現時該地區的小山坡高度大致相同，以保留我們的通風廊。

此外讚成將跑道鄰近官塘一帶填平，除可統一土地完整性及易於規劃，並減輕興建二號幹綫的成本外，還可以澈底解決啓德明渠的污染及清理沉澱物的問題；此外增加的土地可減低此計劃的樓宇密度及改善區內設施及休憩地方，再者有關填海與保護海港政策並不違背。

期望 貴署多考慮各方面的意見，或者落區與一些身受其害的居民見面，才會令到有關[啓德規劃]做得更好。

此致
規劃署九龍規劃處

麗港城住戶
胡發修謹啓
2006年1月3日
通訊地址：
聯絡電話：

YM - 離線訊息

就算你沒有上網，你的朋友仍可以留下訊息給你，當你上網時就能立即看到，任何說話都有走失。

<http://messenger.yahoo.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/03 上午 09:23

To
cc
bcc
Subject Fw: 啓德規劃檢討

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: [kenny l](#)
To: kdpo@pland.gov.hk
Sent: Monday, January 02, 2006 6:01 PM
Subject: 啓德規劃檢討

敬啟者:

本人對於啟德規劃檢討對未來建設規劃。有以下的意見，希望策劃委員能夠考慮。

由於麗港城附近的公用設施並不多，本區與鄰近的油塘區人口漸多，當中麗港城對出的海旁及附近用地首要多設公園，休憩用地、政府機構/社區機構/學校，擴建環保的污水處理廠，環保的廢物處理設施等。

本人極度反對在麗港城對出的海旁及附近用地用來興建高密度的住宅。

梁洪熙

2.1.2006

YM - 離線訊息

就算你沒有上網，你的朋友仍可以留下訊息給你，當你上網時就能立即看到，任何說話都有走失。

<http://messenger.yahoo!.com.hk>



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:17

To
cc
bcc
Subject Fw: Kai Tak Planning Review
 Urgent Return receipt Sign Encrypt

----- Original Message -----

From: Kammi
To: kdpo@pland.gov.hk
Sent: Friday, January 06, 2006 6:20 PM
Subject: Kai Tak Planning Review

致規劃署，
有關啓德規劃的建議，本人讚同沿岸的長廊可有單車徑。
對於陶瓷廠舊址，希望能作為公眾休憩用途，因為官塘，茶葉嶺，麗港城的公眾休憩地方不多，希望此地能作公園及運動場所如露天籃球場。
市民
黃錦梅
電話：



"kdpo.pland"
<kdpo@pland.gov.hk>
2005/12/24 上午 11:28

To

cc

bcc

Subject Fw: 概念規劃大綱圖

Urgent Return receipt Sign Encrypt

----- Original Message -----

From: "(劉緯英) Sanda Kan Ind. (1981) Ltd."
To: <kdpo@pland.gov.hk>
Sent: Saturday, December 24, 2005 9:20 AM
Subject: 概念規劃大綱圖

> 政府合署:

>
>
>
>
>

本宅同意概念圖一及概念圖二。

謝!



"kdpo.pland"
<kdpo@pland.gov.hk>
2006/01/09 上午 09:20

To

cc

bcc

Subject Fw: 從 Microsoft Internet Explorer 公佈表格。

Urgent Return receipt Sign Encrypt

----- Original Message -----

From:

To: <kdpo@pland.gov.hk>

Sent: Friday, January 06, 2006 8:22 PM

Subject: 從 Microsoft Internet Explorer 公佈表格。

> name=HUNG HIU KING
> comment=敬啓者，
> 就貴署有關啓德規劃諮詢文件中，
> 麗港城旁舊陶瓷廠用地建議，
> 本人支持當局採用概念三的規劃，增加社區用地，
> 反對當局採用概念一及二發展該區。
>
> 麗港城居民
> 06-01-2006
>
>

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Your views on the Outline Concept Plans

你對概念規劃大綱圖的意見

This is to collect views on the development concepts proposed in the Public Consultation Digest (2) of the Kai Tak Planning Review.

這文件的目的是蒐集公眾對啟德規劃檢討的諮詢摘要(二)所展示之發展概念的意見。

Q1 Please evaluate the development concepts proposed under Concept Plan 1. Please state your Level of Satisfaction. Do you have any other suggestion(s)?
請表明你對概念圖一擬議的主要發展概念的評級。你有其他建議嗎?

Concept 1 : City in the Park – To develop a quality living district in a park-like environment

概念圖一：綠茵都市 - 發展一個綠茵環抱的優質居住區

Major development concepts proposed
擬議的主要發展概念

Level of Satisfaction
滿意程度

High 高 Medium 中 Low 低

Kai Tak Metro Park 啟德都會公園

- forming a central park across North Apron
- 橫跨北停機坪的中央公園

Residential Neighbourhood 住宅發展

- fronting onto the Sports Stadium and next to Shatin-to-Central Link Stations
- 面向體育館，位處沙中線車站

Island & Waterfront Living 小島水岸居住區

- residential clusters on the runway island
- 跑道小島上的住宅區

Cruise Terminal-Cum-Tourism Node

- 郵輪碼頭/旅遊娛樂中心
- with 2 alongside berths for cruises and retail/entertainment /hotel uses
 - 包括兩個郵輪泊位及零售/娛樂/酒店用途

(X) IF THIS PROJECT IS TAKING PLACE FOR 3500 FT RUNWAY THEN IT NEED RECONSIDERATION

Kai Tak Boulevard 啟德大道

- distinctively designed thoroughfare along the runway to honour the aviation history of Kai Tak and a runway park with facilities on aviation or other themes is proposed at the runway end
- 跑道上特色設計的大道，用以向啟德的航空史致敬，並建議於跑道末端興建設有航空或其他主題設施的跑道公園

(X) MUST CONSIDER PROVIDING 3500' OF RUNWAY FOR RECREATION FLYING, GENERAL AVIATION, REGIONAL FLIGHT SERVICE TO MAINLAND CHINA, MACAU AND OTHER NEIGHBOURING COUNTRIES. A BIG REVENUE GENERATING PROJECT FOR HONG KONG GOVT. EXAMPLE IS SELETAR AIRBASE IN SINGAPORE.

Harbour-front Promenade and Park Network

- 海濱長廊及公園網絡
- from To Kwa Wan to Kwun Tong along the harbourfront and also throughout Kai Tak
 - 沿維港畔自土瓜灣伸延至觀塘，並遍及整個啟德

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Major development concepts proposed

擬議的主要發展概念

Level of Satisfaction

滿意程度

High 高

Medium 中

Low 低

Pedestrian Kai Tak 啟德行人

- pedestrian connections of various forms and settings
- 各類形態及形式的行人連接

Others suggestion(s) and reason(s) :

其他建議及原因：

Concept 2 : Kai Tak Glamour – To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

概念圖二：魅力啟德 - 啟德的航空史不僅是香港市民寶貴的集體記憶的一部份，並且對本港的經濟成長尤為重要。

Major development concepts proposed

擬議的主要發展概念

Level of Satisfaction

滿意程度

High 高

Medium 中

Low 低

Kai Tak Metro Park 啟德都會公園

- forming a central park across North Apron
- 橫跨北停機坪的中央公園

Premier Office Node 新商務中心

- facing the Harbour and next to Shatin-to-Central Link Stations
- 面向維港，位處沙中線車站旁

New San Po Kong 新蒲點

- mixed commercial area adjacent to San Po Kong serving as the new gateway of Kai Tak and a catalyst for regeneration
- 毗鄰新蒲崗的混合商業區，作為啟德的新門廊以及舊區的更新

Island & Waterfront Living 小島水岸居住區

- residential clusters on the runway island
- 跑道小島上的住宅區

SHOULD BE PLAN ACCORDING TO RUNWAY RE-LOCATION

Water Glamour 水幕繽紛

- water fountain and water curtain film show at the waterfront at Ma Tau Kok and Kai Tak Approach Channel
- 馬頭角海濱及啟德明渠進口道的噴泉表演及水幕表演

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Major development concepts proposed
擬議的主要發展概念

Level of Satisfaction
滿意程度

High 高 Medium 中 Low 低

Cruise Terminal-Cum-Tourism Node

郵輪碼頭/旅遊娛樂中心

- with 2 alongside berths for cruises and retail/ entertainment /hotel uses
- 包括兩個郵輪泊位及零售/娛樂/酒店用途

3500 FT RUNWAY SHOULD BE GIVEN PRIORITY

Kai Tak Promenade 啟德長廊

- runway promenade with historical displays and cultural activities and a runway park with facilities on aviation or other themes is proposed at the runway end
- 跑道上紛陳着歷史介紹及文化活動的海濱長廊，並建議於跑道末端興建設有航空或其他主題設施的跑道公園

Harbour-front Promenade and Park Network

海濱長廊及公園網絡

- from To Kwa Wan to Kwun Tong along the harbourfront and also throughout Kai Tak
- 沿維港畔自土瓜灣伸延至觀塘，並遍及整片研究區

Pedestrian Kai Tak 啟德行人街

- pedestrian connections of various forms and settings
- 各類形態及形式的行人連接通道

Others suggestion(s) and reason(s) :
其他建議及原因：

Concept 3 : Sports by the Harbour – To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都 - 座落於維港畔的啟德，地處優越，是發展成為東南九龍以至全港的康樂中心的理想地方

Major development concepts proposed
擬議的主要發展概念

Level of Satisfaction
滿意程度

High 高 Medium 中 Low 低

Sports City 運動城

- Integrated commercial, sports and recreation belt with the multi-purpose stadium as its anchor
- 以多用途體育館作核心的綜合商業、體育及康樂帶

New San Po Kong 新蒲點

- mixed commercial area adjacent to San Po Kong serving as the new gateway of Kai Tak and a catalyst for regeneration
- 毗鄰新蒲崗的混合商業區，作為啟德的新門廊以及舊區的更新

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Major development concepts proposed

擬議的主要發展概念

Level of Satisfaction

滿意程度

High 高

Medium 中

Low 低

Recreation Depot 車廠上蓋康樂發展

- indoor and outdoor sports and recreation use above and adjacent to Shatin-to-Central Link stations
- 沙中線車廠上蓋及毗鄰建議作室內及室外的康體用途

Kai Tak Recreation Ground 啟德遊樂場

- hub of air navigation related sports and recreation activities
- 與航空有關的康體活動場地

3500' RUNWAY SHOULD BE INCLUDED IN THE PLANNING.

Victoria Harbour Cycle Track 維港單車徑

- a network of cycle track linking up the green space on the runway
- 連繫跑道綠化地帶的單車網絡

Cruise Terminal-Cum-Tourism Node

郵輪碼頭/旅遊娛樂中心

- with 2 alongside berths for cruises and retail/entertainment /hotel uses
- 包括兩個郵輪泊位及零售/娛樂/酒店用途

Environmental Education Metro Park

環保教育都會公園

- on land around Kai Tak Approach Channel
- 位於啟德明渠進口道的兩岸

Harbour-front Promenade and Park Network

海濱長廊(包括啟德長廊)及公園網絡

- from To Kwa Wan to Kwun Tong along the harbourfront and also throughout the study area and a runway park with facilities of aviation or other themes is proposed at runway end
- 沿維港畔自土瓜灣伸延至觀塘，繼而遍及整片研究區，並建議於跑道末端興建設有航空或其他主題設施的跑道公園

Pedestrian Kai Tak 啟德行人街

- pedestrian connections of various forms and settings
- 各類形態及形式的行人連接通道

Others suggestion(s) and reason(s) :

其他建議及原因：

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q2. All concept plans are prepared based on the following planning principles:

- Planning Kai Tak for sustainable and environmentally friendly development
- Designing Kai Tak as Hong Kong's showcase for good landscaping and urban design
- Maximizing waterfront for public enjoyment
- Respecting the heritage value of the ex-Kai Tak Airport
- Integrating Kai Tak with its surrounding
- Providing opportunities for revitalizing the surrounding districts

PLEASE
SEE ON
NEXT PAGE

所有概念圖也是基於以下規劃原則而擬備：

- 規劃啟德作可持續及環保的發展
- 設計啟德作為香港優質綠化城市設計的櫥窗
- 啟德作為體育、康樂、旅遊、娛樂及優質房屋的中心
- 儘量開放海濱供公眾享用
- 尊重前啟德機場的價值
- 將啟德與周邊地區融合
- 提供機會協助鄰區更新發展

Your overall views on the concepts:

對於這些概念圖，你有什麼整體意見？

Your views: 你的意見:

Concept 1: City in the Park

- To develop a quality living district in a park-like environment

概念圖一：綠茵都市

發展一個綠茵環抱的優質居住區

Concept 2 – Kai Tak Glamour

- To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

概念圖二：魅力啟德

- 啟德的航空史不僅是香港市民寶貴的集體記憶的一部份，並且對本港的經濟成長尤為重要。

Concept 3 – Sports by the Harbour

- To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都

- 座落於維港畔的啟德，地處優越，是發展成為東南九龍以至全港的康樂中心的理想地方

Others suggestion(s):

其他建議:

PLEASE SEE NEXT PAGE.
FOR MY TOTAL ASSESSMENT
ON PLANNING OF KAITAK

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?

你還有其他意見嗎？

PLEASE CONSIDER MY REQUEST SERIOUSLY - BEFORE IT IS TOO LATE

FOR THE PAST 48 YEARS I HAVE BEEN FLYING (OPERATIONAL FLYING & INSTRUCTIONAL FLYING) IN MANY COUNTRIES AROUND THE WORLD. IN EACH AND EVERY COUNTRY GENERAL AVIATION IS GIVEN A TOP PRIORITY AS IT INCULCATES AVIATION CULTURE AMONG THE YOUTH OF COUNTRY. FLYING PROVIDES A SHARP ANALYTICAL REASONING POWER, READINESS OF MIND TO HANDLE AN EMERGENCY. OVERALL IT FLYING SERVES A GOOD BRAIN AND BODY CO-ORDINATION AND MANY FOLLOWS CHARACTER BUILDING VALUES. I SHALL SIGHT SINGAPORE AS AN EXAMPLE. SINGAPORE IS MUCH SMALLER COUNTRY THAN HONG KONG (AREA & POPULATION). SINGAPORE HAS SEVEN (7) FULL SCALE RUNWAYS (MOST OF THEM ARE WELL ABOVE 10000 FT LONG (CHANGI 3RW, PAYA LEBAR, SELETAR, SIBOLAWANI, TENGAH). BESIDE THIS SINGAPORE HAS ONE (1) EMERGENCY RUNWAY. SINGAPORE HAS GIVEN A TOP PRIORITY TO GIVE FLYING TRAINING TO YOUNG BOYS AND GIRLS (SCHOOL / COLLEGE STUDENTS) FREE OF CHARGE UP TO PPL STAGE. I FEEL WORRIED TO SEE HONG KONG GOVT WHO HAS NO PLAN TO KEEP A SMALL RUNWAY (3500' MIN) I REQUEST THAT KAI TAK PLANNERS BE CONSIDERED TO DEVELOP A SIGHT TO MAKE A 3500' (MIN) RUNWAY. THIS RUNWAY CAN SERVE FOLLOWING PURPOSES: 1) INCULCATE AVIATION CULTURE 2) RECREATIONAL / SIGHT SEEING FOR TOURIST 3) STUDENT PILOT TRAINING TO GAIN PPL - FUTURE PILOTS FOR AIRLINES 4) BALLOONING FOR TOURIST 5) TRAINING FOR HONG KONG AIR CADET CORP 6) A SMALL REGIONAL AIRLINES OPERATING FROM KAI TAK TO MAINLAND AND NEIGHBOURING COUNTRIES CAN EASE THE AIR TRAFFIC CONGESTION AT CHEP LUK KOK AIRPORT - GENERATE MORE REVENUE 7) AVIATION RELATED BUSINESSES AND ENGINE, AIRCRAFT BODY, INSTRUMENTS, ELECTRONICS ETC WORKSHOPS, MAINTENANCE CAN GENERATE VERY VERY HIGH REVENUE. 7) SET UP TRAINING CENTRES TO TRAIN AIRLINE RELATED CREWS, MAINTENANCE CREW, AIR HOSTESSES ETC.

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有意願參與啟德規劃日後的公共參與活動？



Yes. Please provide your details:
有 請提供你的資料

Name 姓名: CAPT SK GUPTA

Organization (if any) 機構 (如有): CHIEF FLYING INSTRUCTOR

Contact No 聯絡電話: HONG KONG AVIATION CLUB

Email address 電郵:

Corresponding address 聯絡地址:



No 沒有

For data verification purpose, please kindly provide your mobile no. : _____

為方便資料核對工作，敬請提供閣下的手機號碼：_____

Please return this form to View Collection Box at the Public Forum or to return by the following means :

請此文件交回論壇內的意見收集箱或以下方式交回：

By Post 郵寄： Kowloon District Planning Office, Planning Department,
14/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
香港北角渣華道333號北角政府合署14樓規劃署九龍規劃處

By Fax 傳真： 2894 9502

By Email 電郵： kdpo@pland.gov.hk

You may also complete the on-line questionnaire via the Study website (<http://www.pland.gov.hk>)

你也可以選擇在研究明網頁上填寫問卷。

For further enquiry, please contact us at 2231 4988.

如有任何查詢，敬請與我們聯絡 (電話：2231 4988)

PLEASE NOTE CHEP LUK KOK IS INTERNATIONAL AIRFIELD - NO SMALL AIRCRAFT IS ALLOWED TO FLY AT CLK FOR TRAINING.

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Your views on the Outline Concept Plans

你對概念規劃大綱圖的意見

This is to collect views on the development concepts proposed in the Public Consultation Digest (2) of the Kai Tak Planning Review.

這文件的目的是蒐集公眾對啟德規劃檢討的諮詢摘要(二)所展示之發展概念的意見。

Q1 Please evaluate the development concepts proposed under Concept Plan 1. Please state your Level of Satisfaction. Do you have any other suggestion(s)?
請表明你對概念圖一擬議的主要發展概念的評級。你有其他建議嗎?

Concept 1 : City in the Park – To develop a quality living district in a park-like environment
概念圖一：綠茵都市 - 發展一個綠茵環抱的優質居住區

Major development concepts proposed
擬議的主要發展概念

Level of Satisfaction
滿意程度

High 高 Medium 中 Low 低

Kai Tak Metro Park 啟德都會公園
- forming a central park across North Apron
- 橫跨北停機坪的中央公園

Residential Neighbourhood 住宅發展
- fronting onto the Sports Stadium and next to Shatin-to-Central Link Stations
- 面向體育館，位處沙中線車站

Island & Waterfront Living 小島水岸居住區
- residential clusters on the runway island
- 跑道小島上的住宅區

Cruise Terminal-Cum-Tourism Node
郵輪碼頭/旅遊娛樂中心
- with 2 alongside berths for cruises and retail/entertainment /hotel uses
- 包括兩個郵輪泊位及零售/娛樂/酒店用途

Neutral.

Kai Tak Boulevard 啟德大道
- distinctively designed thoroughfare along the runway to honour the aviation history of Kai Tak and a runway park with facilities on aviation or other themes is proposed at the runway end
- 跑道上特色設計的大道，用以向啟德的航空史致敬，並建議於跑道末端興建設有航空或其他主題設施的跑道公園

Harbour-front Promenade and Park Network
海濱長廊及公園網絡
- from To Kwa Wan to Kwun Tong along the harbourfront and also throughout Kai Tak
- 沿維港畔自土瓜灣伸延至觀塘，並遍及整個啟德

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Major development concepts proposed

擬議的主要發展概念

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- 包括兩個郵輪泊位及零售/娛樂/酒店用途

Neutral

Kai Tak Promenade 啟德長廊

- runway promenade with historical displays and cultural activities and a runway park with facilities on aviation or other themes is proposed at the runway end
- 跑道上紛陳着歷史介紹及文化活動的海濱長廊，並建議於跑道末端興建設有航空或其他主題設施的跑道公園

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Pedestrian Kai Tak 啟德行人街

- pedestrian connections of various forms and settings
- 各類形態及形式的行人連接通道

Others suggestion(s) and reason(s) :

其他建議及原因：

Concept 3 : Sports by the Harbour – To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都 - 座落於維港畔的啟德，地勢優越，是發展成為東南九龍以至全港的康樂中心的理想地方

Major development concepts proposed

擬議的主要發展概念

Level of Satisfaction

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High 高

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Sports City 運動城

- Integrated commercial, sports and recreation belt with the multi-purpose stadium as its anchor
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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

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Major development concepts proposed

擬議的主要發展概念

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Recreation Depot 車廠上蓋康樂發展

- indoor and outdoor sports and recreation use above and adjacent to Shatin-to-Central Link stations
- 沙中線車廠上蓋及毗鄰建議作室內及室外的康體用途

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- hub of air navigation related sports and recreation activities
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- a network of cycle track linking up the green space on the runway
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Cruise Terminal-Cum-Tourism Node

郵輪碼頭/旅遊娛樂中心

- with 2 alongside berths for cruises and retail/entertainment /hotel uses
- 包括兩個郵輪泊位及零售/娛樂/酒店用途

Neutral

Environmental Education Metro Park

環保教育都會公園

- on land around Kai Tak Approach Channel
- 位於啟德明渠進口道的兩岸

Harbour-front Promenade and Park Network

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- 各類形態及形式的行人連接通道

Others suggestion(s) and reason(s) :

其他建議及原因：

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q2. All concept plans are prepared based on the following planning principles:

- Planning Kai Tak for sustainable and environmentally friendly development
- Designing Kai Tak as Hong Kong's showcase for good landscaping and urban design
- Designing Kai Tak as a hub for sports, recreation, tourism, entertainment and quality housing
- Maximizing waterfront for public enjoyment
- Respecting the heritage value of the ex-Kai Tak Airport
- Integrating Kai Tak with its surrounding
- Providing opportunities for revitalizing the surrounding districts

所有概念圖也是基於以下規劃原則而擬備：

- 規劃啟德作可持續及環保的發展
- 設計啟德作為香港優質綠化城市設計的樞窗
- 啟德作為體育、康樂、旅遊、娛樂及優質房屋的中心
- 儘量開放海濱供公眾享用
- 尊重前啟德機場的價值
- 將啟德與周邊地區融合
- 提供機會協助鄰區更新發展

Your overall views on the concepts:

對於這些概念圖，你有什麼整體意見？

seen to be
The heritage value of its aviation history is not adequately protected. How is the proposed land use helped to revitalize its past glory? Or as a living art?

Your views: 你的意見:

Concept 1: City in the Park

- To develop a quality living district in a park-like environment

概念圖一：綠茵都市

發展一個綠茵環抱的優質居住區

Concept 1:

- Kai Tak need not to be a residential district.
- The runway should not be used for housing but can be fun-making and leisure-seeking.

Concept 2 - Kai Tak Glamour

- To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

概念圖二：魅力啟德

- 啟德的航空史不僅是香港市民寶貴的集體記憶的一部份，並且對本港的經濟成長尤為重要。

Concept 2:

- The historical anchor (aviation history) seems not well protected/revitalized
- Lack of a concrete "theme"/strategy to support the restoration/revitalization of the past "glory" in aviation.

land use proposed are not adequate to achieve its goal/objective embodied in this concept.
(Comments on Concept 1 also apply)

Concept 3 - Sports by the Harbour

- To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都

- 座落於維港畔的啟德，地處優越，是發展成為東南九龍以至全港的康樂中心的理想地方

Concept 3:

- seems able to make fun and more able to celebrate the glamour of Kai Tak.
- but the sports city lacks a coherent theme. The low-rise housing on the runway is not compatible ^(with the) Runway Park and the cycle track network. The entire Runway should not be used for housing development.
(Comments on Concept 2 also apply)

Others suggestion(s):

其他建議:

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?
你還有其他意見嗎？

- Noise issue should be satisfactorily dealt with - i.e. The impact on the existing residents from the various proposed uses appears to be a major concern.
- Cannot see how the Kai Tak development benefit the existing old / established districts in terms of local upgrading / revitalization.
- residential use on the runway (though low density / medium density) is not considered a good use of land.

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有意願參與日後啟德規劃檢討的公共參與活動？



Yes. Please provide your details:
有 請提供你的資料

Name 姓名: ALICE CHUNG

Organization (if any) 機構 (如有):

Contact No 聯絡電話:

Email address 電郵:



No 沒有

Corresponding address 聯絡地址:

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For further enquiry, please contact us at 2231 4988.
如有任何查詢, 敬請與我們聯絡 (電話: 2231 4988)

- Thank you 謝謝 -

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q2. All concept plans are prepared based on the following planning principles:

- Planning Kai Tak for sustainable and environmentally friendly development
- Designing Kai Tak as Hong Kong's showcase for good landscaping and urban design
- Designing Kai Tak as a hub for sports, recreation, tourism, entertainment and quality housing
- Maximizing waterfront for public enjoyment
- Respecting the heritage value of the ex-Kai Tak Airport
- Integrating Kai Tak with its surrounding
- Providing opportunities for revitalizing the surrounding districts

所有概念圖也是基於以下規劃原則而擬備：

- 規劃啟德作可持續及環保的發展
- 設計啟德作為香港優質綠化城市設計的櫥窗
- 啟德作為體育、康樂、旅遊、娛樂及優質房屋的中心
- 儘量開放海濱供公眾享用
- 尊重前啟德機場的價值
- 將啟德與周邊地區融合
- 提供機會協助鄰區更新發展

Your overall views on the concepts:

對於這些概念圖，你有什麼整體意見？

Your views: 你的意見：

Concept 1 : City in the Park

- To develop a quality living district in a park-like environment

概念圖一：綠茵都市

發展一個綠茵環抱的優質居住區

Concept 2 – Kai Tak Glamour

- To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

概念圖二：魅力啟德

- 啟德的航空史不僅是香港市民寶貴的集體記憶的一部份，並且對本港的經濟成長尤為重要。

Concept 3 – Sports by the Harbour

- To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都

- 座落於維港畔的啟德，地處優越，是發展成為東南九龍以至全港的康樂中心的理想地方

Others suggestion(s):

其他建議：

utilised as a blueprint for all the other areas in HK mentioned in order to avoid over-crowding. Therefore develop them all! Kai Tak should be a proud and dynamic landmark.

A state of the art boutique stadium - multi purpose a platform for the communication of sports, fitness, health and well being.

Kai Tak is the most suitable site as it is a landmark in itself which represents Hong Kong. It's a platform to be

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?
你還有其他意見嗎？

Yes
If the stadium or sports/fitness facility goes ahead - please NO unhealthy fast food chains i.e. Macdonalds !!

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有興趣參與日後啟德規劃檢討的公共參與活動？

Yes. Please provide your details:
有 請提供你的資料

Name 姓名: DEBORAH E MAGNANI
Organization (if any) 機構 (如有): Luminostm
Contact No 聯絡電話
Email address 電郵:
Corresponding address 聯絡地址:

No 沒有

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?

你還有其他意見嗎？

Kai Tak is the heritage of Hong Kong and it's belong to the people of Hong Kong. Please keep commercial activities to a minimum. ^{residential} No properties ~~development~~ and cruise terminal please as they will ruin the skyline of Hong Kong forever. Leave something behind that future generations will thank us for what we are doing today.

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有興趣參與啟德規劃日後的公共參與活動？

Yes. Please provide your details:
有 請提供你的資料

Name 姓名: Dr HO Shiu Hin (Eng)
Organization (if any) 機構 (如有): Hong Kong Aviation Club
Contact No 聯絡電話:
Email address 電郵:
Corresponding address 聯絡地址:

No 沒有

For data verification purpose, please kindly provide your mobile no. : _____

為方便資料核對工作，敬請提供閣下的手機號碼：_____

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?

你還有其他意見嗎？

一、在接近九龍灣工業區之地段，應用作新規劃之工業區，並以大量樹木和小山丘分隔鄰近之校園區和住宅區（此計劃之地段可用作興建或重新規劃下舊工業區之用，以便改善周邊環境）。

二、以近新蒲崗一帶地較開揚往西南向之地段，增大量建樹林區。

三、沿海邊長廊增大量種植樹林綠化沿岸，改善空氣質素，建在靠近九龍外市橋。

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有興趣參與日後啟德規劃檢討的公共參與活動？



Yes. Please provide your details:
有 請提供你的資料

Name 姓名:

容思源 Yung See Yuen

Organization (if any) 機構 (如有):

思源社會服務基金會

Contact No 聯絡電話

Email address 電郵:



No 沒有

Corresponding address 聯絡地址:

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?

你還有其他意見嗎？

香港是一個高度發展的城市。
是否有必要把啟德作這種類型的發展？
是否應該作其他考慮，以擴闊香港
的發展？

例如能否將啟德發展作與飛行有關
的活動，把啟德發展作小型飛機、直昇機
跳傘、輕氣球...的訓練、活動
這樣更能突出香港比其他亞洲地
區有獨特的發展。亦更能有效利用
現有資源。

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有興趣參與日後啟德規劃檢討的公共參與活動？

Yes. Please provide your details: Name 姓名:

有 請提供你的資料

Organization (if any) 機構 (如有)::

Contact No 聯絡電話

Email address 電郵:

Corresponding address 聯絡地址:

No 沒有

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?
你還有其他意見嗎？

沙田域門河
口水問題。
臭味可以改善。

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有興趣參與日後啟德規劃檢討的公共參與活動？



Yes . Please provide your details: Name 姓名:

有 請提供你的資料

Organization (if any) 機構 (如有)::

Contact No 聯絡電話

Email address 電郵:

Corresponding address 聯絡地址:



No 沒有

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q2. All concept plans are prepared based on the following planning principles:

- Planning Kai Tak for sustainable and environmentally friendly development
- Designing Kai Tak as Hong Kong's showcase for good landscaping and urban design
- Designing Kai Tak as a hub for sports, recreation, tourism, entertainment and quality housing
- Maximizing waterfront for public enjoyment
- Respecting the heritage value of the ex-Kai Tak Airport
- Integrating Kai Tak with its surrounding
- Providing opportunities for revitalizing the surrounding districts

所有概念圖也是基於以下規劃原則而擬備：

- 規劃啟德作可持續及環保的發展
- 設計啟德作為香港優質綠化城市設計的櫥窗
- 啟德作為體育、康樂、旅遊、娛樂及優質房屋的中心
- 儘量開放海濱供公眾享用
- 尊重前啟德機場的價值
- 將啟德與周邊地區融合
- 提供機會協助鄰區更新發展

Your overall views on the concepts:

對於這些概念圖，你有什麼整體意見？

獨立
過份理想化，不能和舊區市區配合。

Your views: 你的意見：

Concept 1 : City in the Park

- To develop a quality living district in a park-like environment

概念圖一：綠茵都市

發展一個綠茵環抱的優質居住區

多部齊只是地產項目耳

Concept 2 – Kai Tak Glamour

- To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

概念圖二：魅力啟德

- 啟德的航空史不僅是香港市民寶貴的集體記憶的一部份，並且對本港的經濟成長尤為重要。

Infrastructure 未能有適當

配合

整個社區 (已有新舊商

Concept 3 – Sports by the Harbour

- To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都

- 座落於維港畔的啟德，地處優越，是發展成為東南九龍以至全港的康樂中心的理想地方

彩虹等) 的遺跡系統

重新設計配合以支援

新增的人流。

Others suggestion(s):

其他建議：

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q3 Do you have any further comments?

你還有其他意見嗎？

明確去盡全的概念，啟德並不是一片單一的土地，其發展的發展應以高層同時發展附近的社區，應以整個地區為考慮，而不是割裂地考慮這片土地的使用。

請 ~~提供~~ ^{提供} 你們有聽取市民意見！

期待第三階段的公眾參與！

Q7 Do you wish to be engaged in the future public engagement activities of Kai Tak Planning Review?

你是否有興趣參與日後啟德規劃檢討的公共參與活動？

Yes . Please provide your details: Name 姓名:

有 請提供你的資料

Organization (if any) 機構 (如有)::

Contact No 聯絡電話

Email address 電郵:

Corresponding address 聯絡地址:

No 沒有

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Your views on the Outline Concept Plans

你對概念規劃大綱圖的意見

This is to collect views on the development concepts proposed in the Public Consultation Digest (2) of the Kai Tak Planning Review.

這文件的目的是蒐集公眾對啟德規劃檢討的諮詢摘要(二)所展示之發展概念的意見。

Q1 Please evaluate the development concepts proposed under **Concept Plan 1**. Please state your Level of Satisfaction. Do you have any other suggestion(s)?
請表明你對概念圖一擬議的主要發展概念的評級。你有其他建議嗎?

Concept 1 : City in the Park – To develop a quality living district in a park-like environment

概念圖一：綠茵都市 - 發展一個綠茵環抱的優質居住區

Major development concepts proposed
擬議的主要發展概念

Level of Satisfaction
滿意程度

High 高 Medium 中 Low 低

Kai Tak Metro Park 啟德都會公園

- forming a central park across North Apron
- 橫跨北停機坪的中央公園

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------

Residential Neighbourhood 住宅發展

- fronting onto the Sports Stadium and next to Shatin-to-Central Link Stations
- 面向體育館，位處沙中線車站

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------

Island & Waterfront Living 小島水岸居住區

- residential clusters on the runway island
- 跑道小島上的住宅區

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	-------------------------------------

Cruise Terminal-Cum-Tourism Node

- with 2 alongside berths for cruises and retail/entertainment /hotel uses
- 包括兩個郵輪泊位及零售/娛樂/酒店用途

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------

Kai Tak Boulevard 啟德大道

- distinctively designed thoroughfare along the runway to honour the aviation history of Kai Tak and a runway park with facilities on aviation or other themes is proposed at the runway end
- 跑道上特色設計的大道，用以向啟德的航空史致敬，並建議於跑道末端興建設有航空或其他主題設施的跑道公園

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------

如有小
兒童更始

Harbour-front Promenade and Park Network

- from To Kwa Wan to Kwun Tong along the harbourfront and also throughout Kai Tak
- 沿維港畔自土瓜灣伸延至觀塘，並遍及整個啟德

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------

Very low ✓

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Major development concepts proposed
擬議的主要發展概念

Level of Satisfaction
滿意程度

High 高	Medium 中	Low 低
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Very low

Cruise Terminal-Cum-Tourism Node

郵輪碼頭/旅遊娛樂中心

- with 2 alongside berths for cruises and retail/ entertainment /hotel uses
- 包括兩個郵輪泊位及零售/娛樂/酒店用途

Kai Tak Promenade 啟德長廊

- runway promenade with historical displays and cultural activities and a runway park with facilities on aviation or other themes is proposed at the runway end

- 跑道上紛陳着歷史介紹及文化活動的海濱長廊，並建議於跑道末端興建設有航空或其他主題設施的跑道公園

Harbour-front Promenade and Park Network

海濱長廊及公園網絡

- from To Kwa Wan to Kwun Tong along the harbourfront and also throughout Kai Tak

- 沿維港畔自土瓜灣伸延至觀塘，並遍及整片研究區

Pedestrian Kai Tak 啟德行人街

- pedestrian connections of various forms and settings
- 各類形態及形式的行人連接通道

Others suggestion(s) and reason(s) :
其他建議及原因：

Concept 3 : Sports by the Harbour – To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都 - 座落於維港畔的啟德，地處優越，是發展成為東南九龍以至全港的康樂中心的理想地方

Major development concepts proposed
擬議的主要發展概念

Level of Satisfaction
滿意程度

High 高	Medium 中	Low 低
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sports City 運動城

- Integrated commercial, sports and recreation belt with the multi-purpose stadium as its anchor
- 以多用途體育館作核心的綜合商業、體育及康樂帶

New San Po Kong 新蒲點

- mixed commercial area adjacent to San Po Kong serving as the new gateway of Kai Tak and a catalyst for regeneration
- 毗鄰新蒲崗的混合商業區，作為啟德的新門廊以及舊區的更新

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Major development concepts proposed

擬議的主要發展概念

Level of Satisfaction

滿意程度

High 高

Medium 中

Low 低

Recreation Depot 車廠上蓋康樂發展

- indoor and outdoor sports and recreation use above and adjacent to Shatin-to-Central Link stations
- 沙中線車廠上蓋及毗鄰建議作室內及室外的康體用途

Kai Tak Recreation Ground 啟德遊樂場

- hub of air navigation related sports and recreation activities
- 與航空有關的康體活動場地

Victoria Harbour Cycle Track 維港單車徑

- a network of cycle track linking up the green space on the runway
- 連繫跑道綠化地帶的單車網絡



Cruise Terminal-Cum-Tourism Node

郵輪碼頭/旅遊娛樂中心

- with 2 alongside berths for cruises and retail/entertainment /hotel uses
- 包括兩個郵輪泊位及零售/娛樂/酒店用途

Very Low

Environmental Education Metro Park

環保教育都會公園

- on land around Kai Tak Approach Channel
- 位於啟德明渠進口道的兩岸

Harbour-front Promenade and Park Network

海濱長廊(包括啟德長廊)及公園網絡

- from To Kwa Wan to Kwun Tong along the harbourfront and also throughout the study area and a runway park with facilities of aviation or other themes is proposed at runway end
- 沿維港畔自土瓜灣伸延至觀塘，繼而遍及整片研究區，並建議於跑道末端興建設有航空或其他主題設施的跑道公園



Pedestrian Kai Tak 啟德行人街

- pedestrian connections of various forms and settings
- 各類形態及形式的行人連接通道

Others suggestion(s) and reason(s) :

其他建議及原因：

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Q2. All concept plans are prepared based on the following planning principles:

- Planning Kai Tak for sustainable and environmentally friendly development
- Designing Kai Tak as Hong Kong's showcase for good landscaping and urban design
- Designing Kai Tak as a hub for sports, recreation, tourism, entertainment and quality housing
- Maximizing waterfront for public enjoyment
- Respecting the heritage value of the ex-Kai Tak Airport
- Integrating Kai Tak with its surrounding
- Providing opportunities for revitalizing the surrounding districts

所有概念圖也是基於以下規劃原則而擬備：

- 規劃啟德作可持續及環保的發展
- 設計啟德作為香港優質綠化城市設計的櫥窗
- 啟德作為體育、康樂、旅遊、娛樂及優質房屋的中心
- 儘量開放海濱供公眾享用
- 尊重前啟德機場的價值
- 將啟德與周邊地區融合
- 提供機會協助鄰區更新發展

Your overall views on the concepts:

對於這些概念圖，你有什麼整體意見？

Your views: 你的意見:

Concept 1: City in the Park

- To develop a quality living district in a park-like environment

概念圖一：綠茵都市

發展一個綠茵環抱的優質居住區

不應有CP...
多份住宅...
ferminha

Concept 2 – Kai Tak Glamour

- To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

概念圖二：魅力啟德

- 啟德的航空史不僅是香港市民寶貴的集體記憶的一部份，並且對本港的經濟成長尤為重要。

多些創意

Concept 3 – Sports by the Harbour

- To promote Kai Tak as a sports, recreation hub

概念圖三：體藝之都

- 座落於維港畔的啟德，地處優越，是發展成為東南九龍以至全港的康樂中心的理想地方

Others suggestion(s):

其他建議：

INDEX OF VIEWS COLLECTION FORMS (as at 6.1.06)

Name
AKERS JONES DAVID
CHAN CS SUNNY 陳祖成
CHEN KA YIN
CHON CHEE LAI JUDI 曹姿嫻
HUNG YU NAN
LEE SHUK KA SINDY
LEUNG N
LEUNG RITA
MAU WILSON
MILTON J
NG SK KEVIN
PROFIT SYSTEM DEVELOPMENT LIMITED
THORBURN JAMES
WANG STUART
YU CANDY
何志勝 HO CHI SHING
何國成 HO HARRIS
李佰豪 LEE PAK HO
李佩芳 LEE PUI FONG FLORENCE
高銘旋 KO MING SUEN
張觀勝 CHEUNG KWIN SHING
梁永江 LEUNG WING KONG
莊笠東 CHUANG LI TUNG
葉小燕 YIP SUI YIN
劉春梅 LAU CHUN MUI
劉毅 LAU EDWAN
鄧銘心 TANG MICHELE
謝文穎 TSE RONNIE
溫愛英 WAN OI YING
無名氏

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

- 1 A general point: I believe we are behaving like frightened rabbits in face of the CFA judgement. Instead of backing away we should face up to it and plan what is necessary, and if ~~emphatic~~ necessary, in the public interest. This is to build a city which is worthy of its citizens not something they have to put up with. This is an imperative, overriding objective and not simply something which is "nice to have". The judgement was primarily concerned with the central harbour, not with the slums of Kowloon and the crowded streets of San Po Koy, Wai Tai, Kowloon Tong etc. There is a crying public need to do something for these deprived areas. Please something, let the public decide on the overriding public interest. Put it to the test of public opinion.
- 2 A second general point. The main access to the Kai Tak area is through one of the most degraded of our urban environments. A tunnel road under them is, I suppose, one way of avoiding the problem! but for visitors arriving at the Cruise Terminal will wonder what it is they have arrived at when they drive through these areas. Perhaps this is another reason for moving the cruise terminal to West Kowloon, which is altogether a better location cf. The Ocean Terminal.
- 3 A third general point. The Kowloon Hills are already disappearing behind the wall of high-rise blocks in TST & West Kowloon. The so-called corridors are an abomination. Are visitors expected to go to Quarry Bay to get a glimpse of Lion Rock !!?

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: David Akers-Jones

Chinese Name 中文姓名:

Organization (if any) 組織 (如有): Business & Professional Federation, President

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

Email 電郵:

Please return this form before 6 January 2006 to:

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By Fax 傳真: 2894 9502

By Email 電郵: kdpo@pland.gov.hk

For further enquiry, please contact us at 2231 4988.

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4. A Fourth general point. The text refers at various places on the effect the development of Kai Tak will have on the surrounding areas of Kowloon - a catalyst. There is no solution to these areas except demolition, clearance, & redevelopment but this will not be achieved by building a dream city at Kai Tak. The developments on the West Kowloon ^{reclamation} have not had any effect on the slums of Kamati, Sham Shui Po etc. The old buildings of Ma Tai Wai, Hung Hom and elsewhere will not simply disappear. They will be there in twenty or thirty years time but be even worse than they are today. The hopeful "catalyst" is an empty expression, we should not delude ourselves.
5. A fifth general point. An analysis is needed before a monster stadium is built as to what it is being built for. Simply to build for infrequent international events e.g. East Asian Games is not sufficient justification. Is it for soccer? Athletics? or is it actually more likely to be used for religious gatherings and pop concerts? The prime usage needs to be examined & the building designed accordingly. So Kon Po is an interesting paradox and disappointment.
6. A sixth general point. It may be of interest to include an Opera House for Chinese Opera somewhere in the overall plan. A site was once allocated for this purpose which, I think, became the Kai Tak Amusement Park. However I make a general point, what mass entertainment would the people in the packed housing estates of East Kowloon be likely to enjoy without having to travel into central or West Kowloon? They need a venue for regular popular enjoyment. The existing coliseum in TST/Hung Hom is inadequate and poorly designed, although very useful. Something like that which does not try to cater for sports as well as concerts is needed, let us build it at Kai Tak among the community it will serve.

7 A seventh general point. On the general planning of the runway use it is long way to walk from one end to the other. Some form of light rail, tram, monorail, travelator should be incorporated into the design so that use of motor vehicles is avoided as much as possible. The linear housing estate buildings used something like this.

8 Concept plan 1.

There is far too much high density housing to name this a city in a park. What sort of city? how high rise? how dense? What planning concepts will be applied to these high density blocks, will they repeat the design parameters & height of West Kowloon buildings, obscuring the skyline except for the so-called corridors?

Concept plan 2 & 3. Clearly I would prefer a mixture of these two concepts retaining the best features of both.

9. Reclamation.

- ① None of the plans like the bullet of reclaiming Kai Tak nullah which could very easily be argued as being in the public interest - overruling not simply nice to have. I don't think the water circulation is sufficient care for this problem. The ^{noxious} smell at low tide which pervades the area will still be there and can we be sure that the water "circulates" (sic) at this end of the runway. It surely moves up & down with the tide. Circulates is euphemistic.
- ② Is it possible to put a blanket of fresh sand over the mud in Kowloon Bay?

D. Alcorn

18.12.2005.



新壹壹有限公司
Sunny Creations Ltd.

20

Since 1975
over 20 years of effort & performance in
"QUALITY & DESIGN"

Fax :
Phone :
E-mail :

Sunny Chan
Managing Director

FAX MESSAGE

To	: Mr. Anthony T K Kwan	From	: Sunny Chan
Company	: Planning Department	Date	: 5 Jan 2005
Country	: Hong Kong	Ref	:
Fax #	:	Page	: 1

Dear Mr. Anthony Kwan,

Subject: Kai Tak Planning Review

Thank you for sending the "Kai Tak Planning Review" for my attention!

In general, the Consultation digest had outlined details of the planning vision, development themes and concepts for my further studying!

My preference would be more towards to your "plan 3" as the majority of the land using purpose, namely "Sports by the Harbour"! For long time, Hong Kong had been building it's image as one of the major financial center, as well as one of the major shopping paradise in Asia! If the land use can be well planned and structured similar to your plan 3, mainly for sporting and recreational purpose, I do feel confident that some of the larger international sporting events can be organized in HongKong; which can be complimented to our already strong travel and tourism industry, in attracting a wider spectrum of tourist business to HongKong; while surely will benefit the economy in the long run!

Further, citizens around the Kowloon City and TST area can be benefit for more sporting facilities!

On the other hand, with the increasing numbers of baby boomers around the world, health conscious had been extreme important for these age group of consumers! I do suggest that we can consider to add certain larger scale of development that can include health care facilities and elements into the plan!

As a whole, we hope it can be building HongKong as one of the most advanced financial center, sportive and healthy metropolitan in Asia.

I sincerely hope my preliminary information to be helpful for your studying process.

Best regards,

Sunny Chan

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

- No high rise buildings
- More reserve & parks / recreational / leisure areas
- No reclamation
- No cruise Terminal
- Sports Stadium is Good
- Moto-race Track is even BETTER (like race-track in Albert Park, Melbourne, Australia)
- noise is not a concern since aeroplanes have been taking-off / landing for decades here in Kai Tak.

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Chen Ka Yin

Chinese Name 中文姓名:

Organization (if any) 組織 (如有):

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

Email 電郵:

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By Fax 傳真: 2894 9502

By Email 電郵: kdpo@pland.gov.hk

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

Dear Sir,

I am one of several thousand owners and residents of Laguna City. If your proposal high-density high-rise residential building of 31-40 floors is to be built, it will greatly affect and alter our living environment. The tall buildings will block out the sun as well as fresh air circulation.

Please reconsider another usage for the land. Do we really need to bring in another several thousand residents to over-populate this neighborhood?

We will campaign against this project if needed.

Sincerely,
Judith Chow

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Judith Chow Chee Lai	
Chinese Name 中文姓名: 周 潔 麗	
Organization (if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

From the 3 plans of Old Kai Tak Airport development, for my personal opinion, I prefer to choose the "Plan #3". Because it seems to be more space will be left for our recreation, sporting and a wider view for green mountains and blue sky.

I don't know if you find that the environment around us has become much crowded than before. Because there are many high buildings are swallowing it. It's getting difficult for us to see a wide view today while we open windows at our places. If it is continuously developed like the way it is now, what a terrible condition it will be in the future?!

Hope all of us will make a right decision for our next generation!

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Hung Yu Nam	
Chinese Name 中文姓名: 洪有男	
Organization (if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

希望可以興建溜冰場，喜愛此項活動的人士其實不少但香港場地不多只有3個，而且全部所有老化及用地不適合的情況出現，香港亦只有又一個的場地較大，而其餘兩個場地亦較舊，甚至與鄰近深圳相比亦不及之優美，故希望今次規劃大綱能加入興建溜冰場之概念。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: LEE SHUK KY SANDY / WONG YEE WANG	
Chinese Name 中文姓名:	
Organization (if any) 組織 (如有): HKCU	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

To protect the harbour, there should be zero reclamation but not "no-reclamation". The runway should be removed and the shoreline be smoothed with reclamations. Removing the runway which obstructs the flow of effluent from East Kowloon will benefit the harbour more than "no-reclamation". The reclamation requires for Central and Wanchai, as well as other projects, could be considered together provided that there is zero reclamation.

We have enough reclaimed land in West Kowloon and Pak Shek Kok etc. for development or sale in the coming decade. Government should reserved Kai Tai for a temporary spacious park without expensive amenity facilities or exotic trees. It will simply for public to enjoy space right next to the harbour. We can decide in the distant future its use after we have exhausted the aforementioned reclaimed land.

Also, why don't we build the terminal for ocean liners in WKCD which is closer to everything for tourists.

PS: The view collection form should be in other formats which public can work on directly from their computers without the need for printer and scanner.

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: <i>N. Leung</i>	
Chinese Name 中文姓名:	
Organization (if any) 組織 (如有): <i>Nil</i>	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

保留啟德飛行歷史而不保留飛行活動。反而加上遊輪碼頭，其實格格不入，所以建議保留小跑道，再配合飛行museum，飛行公園之類，介紹當年啟德大飛航滑蓋啟德的 spectacular 情景。

鯉魚河進口下岸，不如下遊輪進入維港，在啟德設遊輪碼頭可行性成疑。

有些設施遊設多在中、西部；東部本身並無遊設設施，所有為遊輪而設的設施，必須是後加，Why not 多利用現有設施？

遊輪設施帶來 huge an effect on transport 太大！

遊輪帶來的 humming noise 下，不宜有住宅在周圍。

遊輪在跑道，未開揚素對，上跑道末應該給市民享用！如果只加強跑道末端與現碼頭附近連接，可以自己做福本地居民。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Rita Leung.

Chinese Name 中文姓名:

Organization (if any) 組織 (如有): 個人

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

Email 電郵:

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

Since Kai Tak was formerly an airport, something related to aviation must be included in the planning in order to preserve the characteristic of this site. On the other hand, the lack of aviation facilities in the SAR deterred aviation-enthusiast from furthering their hobby.

Combining the two reasons above, I suggest that a strip on the former runway be converted to one for general aviation (and a flying school with hangers). Otherwise, the only Shek Kong Airport cannot satisfy our needs.

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: WILSON MAU	
Chinese Name 中文姓名:	
Organization(if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tei No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

Please return this form before 6 January 2006 to:

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香港北角渣華道 333 號北角政府合署 14 樓規劃署九龍規劃處

By Fax 傳真: 2894 9502 By Email 電郵: kdpo@pland.gov.hk

For further enquiry, please contact us at 2231 4988.

如有任何查詢, 敬請與我們聯絡 (電話: 2231 4988)

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

Spots by the harbor seems environmentally
a people-friendly.

Given emphasis on trains in this exhibition

I'm surprised to see so many roads

What about mag-lev or tram and maybe

the whole runway & emergency area?

car free?

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: J. MONTAN

Chinese Name 中文姓名:

Organization (if any) 組織 (如有):

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

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5 December 2005

Planning Department
Kowloon District Planning Office
14/F North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Re : Kai Tak Planning Review (Stage 2)

Being a member of the public, I hereby raise my "objection" to the planning proposals including an ocean terminal at the tip of the ex-Kai Tai runway. Instead, it should allow a civil runway there to promote the general aviation activities in Hong Kong.

Yours faithfully,



Kevin S K NG
(e-mail :)

Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

(By Fax & By Post)

Views Collection Form 意見收集表格

Yours Views 你的意見：

As revealed from the *Central & East Kowloon Development Statement Study* and the views expressed at the Kai Tak District / Topical Forms, there is a general shortage of open space in the interface areas, especially Kwun Tong. As "Integrating Kai Tak with its surroundings" and "Providing opportunities for revitalizing the surrounding districts" are the major planning principles in planning Kai Tak, Kai Tak should provide solution space to meet the demand of the interface areas. Option 3 is, therefore, supported as Kai Tak should be developed into a low-density area with a lot of open space, sports / recreation and G/IC facilities.

The proposal for cruise terminal in Kai Tak is supported, as Kai Tak is situated at a prominent location at the Victoria Harbour and it is the only feasible and suitable location to meet the long-term needs of Hong Kong. It is believed that the development of the Cruise Terminal-cum-Tourism Node can act as a catalyst for redevelopment or revitalisation of the surrounding areas.

Yet, the proposed Refuse Transfer Station (RTS) at Cha Kwo Ling is considered incompatible with the uses in the surrounding areas, especially the tourism node at the runway tip and the residential areas in the vicinity. It is noted that the justifications put forth by the Government in support of the location are economic and transportation considerations, which is, however, contradict with the *Harbour Planning Principles* formulated by the Harbour-front Enhancement Committee and the *Vision and Goals for Victoria Harbour* adopted by the Town Planning Board. A continuous waterfront promenade, as stated in the *Planning Study on the Harbour and Its Waterfront Areas*, is the "ultimate objective", which will be broken by the proposed RTS and should be relocated.

It is hoped that the Planning Department will give favourable consideration to our suggestions.

Use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Profit System Development Limited	
Chinese Name 中文姓名: 威統發展有限公司	
Organization(if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

I am disappointed that an airstrip at the tip of the former Kai Tak runway was excluded from the Stage II consultation. In addition, I object strongly to the building of a Cruise Terminal at the Kai Tak Runway.

The basis for my objection are because it would have provided an ideal opportunity to provide access to both fixed wing (light aircraft) and helicopters rather than just a heliport on its own. Kai Tak has a lot of nostalgia attached to it particularly in relation to flight. Simply by having another berthing point for cruise ships will detract from utilising Kai Tak's runway to preserve a small part of Hong Kong's aviation heritage. If anything Hong Kong has enough heliports and if consideration was given to allowing a small part of Kai Tak's Runway to be used for an airstrip and to enable it to be utilised by the Flying Club, Air Cadets and other aviation related activities it would continue to preserve Hong Kong's aviation heritage.

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: James THORBURN
Chinese Name 中文姓名: 打港生
Organization (if any) 組織 (如有): None
Correspondence Address 通訊地址:
Tel No. 電話號碼: Fax No. 傳真號碼:
Email 電郵:

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

FAX
(Page 1 of 2)

Yours Views 你的意見：

We commend Planning Department for arranging the various public fora on the different concepts of the Kai Tak Study and for engaging the public in the planning of this invaluable asset of Hong Kong. Such collaboration is definitely in the interests of Government and the community at large.

While all the planning principles set out in the Kai Tak Planning Review are important, we are particularly pleased to see that importance has been attached to "integrating Kai Tak with its surrounding" and "providing opportunities for revitalizing the surrounding district". We concur that these principles are very important in the development of the area. In order to successfully plan and develop Kai Tak according to these principles, we hope to emphasize the connectivity and linkage not only between Kai Tak and the surrounding areas but also within the Kai Tak Study area. It is necessary to ensure that pedestrian traffic and vehicular traffic are carefully considered. Integration between these areas could be improved by the provision of an extensive network of subways and footbridges so that the pedestrian flow is not interrupted by roads and that accessibility to the Metro park and waterfront promenades from the surrounding areas is substantially facilitated.

We support the proposal under Concept 3 to develop Kai Tak into a sports and recreation hub because it would help create a strong identity for East Kowloon as well as for Hong Kong and act as a catalyst for the revitalization of the surrounding areas. The development of Kai Tak as a sports and recreation centre will complement the multi-purpose stadium and help

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Stuart Wang	
Chinese Name 中文姓名:	
Organization (if any) 組織 (如有): International Trademart Co., Ltd.	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

(Page 2 of 2)

Yours Views 你的意見：

strengthen Hong Kong people's interest in sports, making sports become part of their lives. In turn, this would eventually elevate Hong Kong's status in the world of sports. This is also in line with the government's existing policy of promoting healthy living (through sports).

The proposed development mix for commercial space should be revisited. Over the past few years, industrial buildings have been allowed greater flexibility and the zoning for the industrial areas has been changed to OU (Business) to accommodate the need for office buildings. Since a great deal of office and commercial space is already being developed within the Kowloon Bay and Kwun Tong areas, office space in these areas could be used to support and complement or supplement the development of Kai Tak; and land planned for commercial area within the Kai Tak Study could be used for other purposes so that the sports identity in Kai Tak could be further enhanced. By fully utilizing the existing commercial/office space in Kowloon Bay and Kwun Tong, the identity of Kai Tak as a sport city would not be ambiguous and integration between Kai Tak and the surrounding areas could be further achieved. Simultaneously, revitalization of the whole East Kowloon area could be stimulated.

We will be very interested in being kept informed about the future planning developments within the Kai Tak Study area and very much look forward to participating in the next stage of the consultation process. Meanwhile, we should be grateful if our above stated suggestions could be duly considered.

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Stuart Wang

Chinese Name 中文姓名:

Organization(if any) 組織 (如有): International Trademart Co., Ltd.

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

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第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

從《概念規劃大綱圖公眾諮詢摘要(二)》中所提供的三個發展大綱圖的表現比較，在環境質素(包括：空氣質素、噪音、水質)項目均未有一個概念的主要指標達到 A 及 B 級。因此，就算在三個概念中選擇了其中一個概念，他日發展後，其空氣、噪音及水質等質素可能仍需關注。

在摘要中亦提及“啟德明渠進口道”的環境問題及污染來源，當中講述“受污染的沉澱物”的來源是由污水帶來的有機及有毒的沉澱物已積聚多年，究竟該有毒的沉澱物對人體有沒有影響呢？在如此美麗的海港存在有毒的沉澱物是否不協調？如現在不解決環境問題，待何時才去解決，難道真的想做歷史罪人嗎？

作為市民，生活提高是必需的，既要保護維港，美化海岸線，但讓美麗海港中出現一潭死水/毒瘤，氣味難聞，海水顏色亦醜陋。未來 50 至 100 年長遠看，處理環境污染問題是必要的，就算現在不解決，將來亦要，何不現在一併解決呢？耗資如此昂貴的項目，自以為美化了香港，在計劃興建郵輪碼頭旁竟然是一潭死水，這是一個嚴重的失誤，亦帶給後人無可計算的損失。但我並不是與保護海港協會對抗，而是針對明渠而言，把明渠進口道填海是有凌駕性的公眾需要。填海後更能讓 規劃局充份發揮及利用資源，規劃出一個兩全其美的概念，讓港人享受維港。

本人的最終目的是改善民生及提高國際聲譽，為香港人千秋萬代編寫美麗的童話，今天的美夢/夢想，讓千秋萬代的香港人去享受完美港口。最後希望不要為零填海而扼殺了發展的機會。零填海對啟德機場是否適宜、有益及有控制的填海，我們是有需要的。

結論：支持及贊成合法合理的填海。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Candy Yu
Chinese Name 中文姓名:
Organization(if any) 組織(如有): 油塘持業主環護
Correspondence Address 通訊地址:
Tel No. 電話號碼: Fax No. 傳真號碼:
Email 電郵:

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By Fax 傳真: 2894 9502

By Email 電郵: kdpo@pland.gov.hk

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

本人為九龍官塘功樂道 42 號海天園業主立案法團管理委員會主席，代表本法團就啟德規劃用地有以下意見：

- (i) 綜合業主意見，深感概念規劃 (I) 及 (II) 太著重高及中密度住宅發現，絕不乎合“近海建築物不應掩蓋及阻礙依山而建之建築物之景觀”規則，而可能有直接影響本大廈以及本區屋苑遠眺維港景觀。
- (ii) 概念規劃 (III) 《體藝之都》卻符合香港應循發展模式，將啟德跑道用地傾向興建公眾設施，例如公園、體育場館等，不但提供東九龍區新的市肺，而且提高市民注重運動。
- (iii) 概念規劃 (III) 不著重興建高樓大廈，仍能保留相當廣闊範圍及空間予近山而建之大廈欣賞到維港珍貴之景色。
- (iv) 建議在舊跑道上留給興建低密度住宅的用地，何不改為一個賽車場或一個飛機歷史博覽館，以對見証啟德機場之演，作出肯定。

現就此表格，本法團向政府爭取及鼓勵選用對香港有利之規劃概念 (III) 。
祝香港日漸繁榮！

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Mr. HO CHI SHING

Chinese Name 中文姓名: 何志勝

Organization (if any) 組織 (如有): 海天園 業主立案法團

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

Email 電郵:

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By Fax 傳真: 2894 9502

By Email 電郵: kcipo@pland.gov.hk

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

甄子先生你好。

小女學習溜冰差不多已有五、六年時間。轉到短道速滑溜冰也差不多有三年了。

在這段期間裏，並沒有很大的突破。只希望女兒通過運動強身健體。

很向貴的我們為女兒找到一個好教練。一個全身投入速滑溜冰的教練。待他帶領下，我們來忘記長時間。在練習加不同的比賽。誰知本龍為港哨是，但在有限的人力、物力和金錢下，竟得不到可交待的成績。

在去年的十一月初，小女參加了台北溜冰比賽。眼見，與天下一同在短道溜冰競賽的台北隊。在政府的支持下真的進步了很多。

甄子先生，我們的速滑溜冰隊員，大部份都只有十二、三歲。她們是有機會為港哨去的。我們並不想作任何苛求。我們之想有一個合乎國際水準的溜冰場。好讓這群溜冰少年能真正將他/她們的能力展露出來。

北冰南移不就是國家的政策嗎？敬希甄子先生三思！

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Harris Ho

Chinese Name 中文姓名: 何國成

Organization (if any) 組織 (如有): 溜冰聯盟

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

Email 電郵:

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

香港沒有一個國際標準的溜冰場館，而短道，
滑冰更沒法有合適的賽道訓練運動員。近年冰
上活動於香港非常流行，很多家庭更讓他們孩
子自幼開始學習水上運動。香港更於2002和2006年
取得奧運參賽的資格，證明香港時運動員於世界級
水準上有一定的資格及穩定地位。

香港如有一個國際標準場館有助香港提升為一個
比賽或表演的地方，更有助香港成為一個國際溜冰到
交流中心，這正正是香港已擁有以上的條件卻沒有一
個標準場館的缺憾，香港政府可幫助達成以上的條件。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: LEE PAK HO	
Chinese Name 中文姓名: 李伯豪	
Organization (if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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香港北角渣華道333號北角政府合署14樓規劃署九龍規劃處

By Fax 傳真: 2894 9502

By Email 電郵: kdpo@pland.gov.hk

For further enquiry, please contact us at 2231 4988.

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Kai Tak Planning Review 啟德規劃檢討
 Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

最近從報章得知香港短道滑冰代表為香港
 港再一取 得明年冬奧 運入場券 由於場
 地及滑源缺乏，這項活動發展面對很
 大阻力。

與其他東亞地區睇齊，香港在這(運動)方
 面便需要多收資源。

因提供場地予運動員訓練是其本及
 必須的。因此本人希望政府的考慮
 興建一個屋面的運動城其中包括國際
 標準的真雪冰場，溫室冰場等此類香港
 完全沒有時間給予國際比賽標準的
 設施

請打開你們專家的眼睛，看看其他國家
 在這類運動的發展-----香港實在不能
 再專待了-----

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Lee Pui Tung, Florence	
Chinese Name 中文姓名: 李佩芳	
Organization (if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tel. No. 電話號碼:	Fax No. 傳真號碼:
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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

看完整本摘要，我傾向於接受概念圖(三)，主要原因是它的表現比較概念一及二平均，特別是自然資源一項，概念三絕對是概念一及二不及的。(而我自己是個重視環境美於其他的)

對於貴署能在短時間內作出這麼好的概念圖，深表敬佩！

不過在此順便提出：預留作郵輪碼頭的第3個泊位，最好是取消了，因為現時維港已經相當狹窄，日後再在航道中出現這個泊位，則無疑令狹窄的航道的狀況更加雪上加霜。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: Ko Ming Suen	
Chinese Name 中文姓名: 高銘設	
Organization(if any) 組織(如有):	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

本人喜歡概念二，因為香港旅遊景點不多設計
樂而忘返差不多，建性花勿太多，要高尚一萬元一呎的最主要是跑道中
線，由於地下有好多由污染地氫挖深後建一條地下鐵路
好似英國機場自動行駛來回，遊客持機一機，全部電眼設備
無人駕駛，跑道設出軌，通票站，及廁所

這範圍增加設行水處理廠，好似沙田城市一樣，但上蓋
用作其他用途，跑道設風力發電機 6 座，整個機場隱隱用
或後用緊急電用，當然有艇行，遊船碼頭設露天茶座及
蘭桂坊形式酒吧，中間跑道地跌下便，有美食中心
最好，中西式燒羊肉，牛扒之類

作有戲不應該建在最靚中心地方，而改去近麗晶花園
角落地下，加建文化中心表演在內，或到過杭州蘇州參觀演出
舞臺設計，正前面貴賓座位處，設計兩邊可以用路軌兩端合
表演到高潮時，兩便分開，演員可以走到客位盡頭，好似
時裝表演，非常受歡迎，當地人話設計五千萬元，音響又靚
四隻真馬可以跑過舞台兩邊。

至於建政府大樓兩座 HK 形式，個 K 字專被示威地方用
但兩座大 K 地底要有通道相連，HK 頂都有燈光射上天，飛機
墜下有親切感，將全港領事館搬入去更佳。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: CHEUNG KWUN-shing	
Chinese Name 中文姓名: 張觀勝	
Organization (if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

想遊客及小孩安心，公園內加設兩座迷宮，好似兒童園一樣，南韓樣一樣，孩子那個牆只可高4尺，家長可以指道行出，大人那個有6尺，出口設一個平台，被各人可以指點出口，入者無制時不會出來。

機場跑道：預留一條將來中央官員檢閱儀仗隊，海陸空三軍表演，又或者放設神六神七火箭地方，污水處理廠的水用來淋花園供廁所沖水用途，體育館應建埋醫院及消防局，更有直升機場，跑道的地下鐵路，最好設單車徑，我指中道不建高層大樓。

遊船碼頭可以設多個，例如一澳門船，離島船，尖沙咀的。如果可以再填海加大地方，設有世界知名學府分校，例如，牛津，美國大學，北大，清華，增加香港知名度。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: CHEUNG KWUN-SHING	
Chinese Name 中文姓名: 張親勝	
Organization (if any) 組織 (如有):	
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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

本人就三個設計概念提出以下幾點：

所有高、中密度住宅或商用建築物不應太高及太密 - 理想高度最多 30 層。

位於西北面之休憩用地(建議中之宋皇臺公園)應與現有的宋皇臺公園合併,而中間的世運道應刪除以擴大休憩用地。

總括三個設計概念,本人比較支持 魅力啟德 的概念,因為就職位vs人口比例上,此概念最高,人口密度合理。

Please use separate sheets, if necessary. 如有需要,請使用其他紙張。

English Name 英文姓名: Leung Wing Kong	
Chinese Name 中文姓名: 梁永江	
Organization (if any) 組織 (如有):	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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By Fax 傳真: 2394 9502

By Email 電郵: kpa@pland.gov.hk

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

(一) 多用途体育馆。松想 goods 多用途是充分利用资源，物尽其用，但要顾及预留可持续发展空间设计。在整座建筑松想上，要融入世界超级科技设计，以免在早日反科技超速发展而遭受淘汰。

(二) 造医院之地，改造一座：3 跳板超级国际型（即超古造型）泳馆。
为什么医院可免建，因附近邻近地区，不远有葵大仙医、观塘联合医院、九九医院及乐富佛教医院近在咫尺，可用。

(三) 邮轮码头，直昇机场 good 必需立即建造，但要顾及可持续发展及预留下一代的空间。第 3 个泊位预留亦可取，但望海逸大厦那种死格阔方式而临淘汰。

(四) 改良明渠口问题。如果在跑道底 600M 造缺口以改善水质效果不大，日后亦会造成臭水向“土瓜湾避风塘”走，适得其反。你们更知道大自然的规律，动向是无穷，海水因地球永恒一方向转动，海浪永远向海岸走。葵大仙及观塘大污水渠，因工业区发展而沉积 40 年，跑道侧污水大渠，每秒排放 poison gas，数以百吨计，漂浮于该区空气中，情况是可怕的。

本人大力反对填污水渠的团体，如果他们有任何超级科技发明，可过滤净化这条大渠的臭气污水，请他们将松想造法，如何发明，记录下来。

如果将污水渠引出或至土瓜湾避风塘，如上述，效果不大，长远而实际计划是交整条渠水填满，其地底水渠与观塘大污水渠联合，在观塘避风塘侧或跑道侧，造一间，地底式超级科技发以污水净化及臭气回收厂，使这区域各污水渠得环保净化。

Please use separate sheets, if necessary. 如有需要，请使用其他纸张。

English Name 英文姓名: CHUANG LI TUNG : MR.	
Chinese Name 中文姓名: 莊東	
Organization (if any) 組織 (如有): /	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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By Fax 傳真: 2894 9502 By Email 電郵: kdpo@pland.gov.hk

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

作為香港滑冰運動的官方機構，我們十分支持政府在啟德興建多功能源運動場館，並殷切盼望能增加冰上運動這個功能。

香港一直缺乏一個合乎國際標準的滑冰場，因此運動員多年來不能有一個正規專業的訓練場地。雖然如此，運動員仍努力不懈，在多個國際大賽中為香港取得殊榮，包括兩次入圍冬奧運動會，在亞洲賽事中取得前三名的優異成績。我們相信，有了一個合乎國際標準的場地為運動員提供正規的訓練，將可大幅度提高香港的冰上運動水平，為香港爭取更多的殊榮，也有利這項運動在香港的普及發展。

有了標準的滑冰場，不單止運動員得益，更可舉辦各種各樣的大型滑冰賽，包括世界盃短道、花樣滑冰亞洲錦標賽、國際賽，提升香港做亞洲體壇之都的形象；同時在佳旅旅遊業，為香港帶來經濟效益。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: YIP SIU YAN	
Chinese Name 中文姓名: 葉小燕	
Organization (if any) 組織 (如有): HONG KONG SKATING UNION LIMITED	
Correspondence Address 通訊地址:	
Tel No. 電話號碼:	Fax No. 傳真號碼:
Email 電郵:	

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By Fax 傳真: 2894 9502

By Email 電郵: kdpc@pland.gov.hk

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

就房屋及地政規劃局所規劃關於啟德機場那片土地政府確實沒有廣泛諮詢民意，沒有充分宣傳，大眾市民被蒙在鼓裡，被人感覺政府部門在閉門造車。所謂諮詢民意其實是做行了事。

大眾的意見強烈保留現時啟德機場的風貌，啟德機場同廣大市民渡過許多的半年月，有着其歷史意義及價值。

我們強烈反對政府要在啟德機場興建任何排字，破壞景觀的建築物。我們要求保留這片空地。

如房屋及地政規劃局仍一意孤行，必受到公眾及傳媒強烈遣責，有損香港自由民主的聲譽。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: LAU CHUN MUI

Chinese Name 中文姓名: 劉春梅

Organization (if any) 組織 (如有):

Correspondence Address 通訊地址:

Tel No. 電話號碼:

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Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

Views Collection Form 意見收集表格

Yours Views 你的意見：

香港是一個國際大都會，而香港在運動上的表現更於世界上佔一席位。所有各種運動也進步不少。近期，香港運動員於短道之速滑滑冰中，更在今年之冬季奧運中入選。可是，啟德規劃裏竟然沒有滑冰這個設備。本人希望能注意到各項運動之重要，並照顧到滑冰運動的需要和設施。本港尚沒有一個正式的滑冰場地供運動員使用。

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: EDWIN LAU

Chinese Name 中文姓名: 劉毅

Organization (if any) 組織 (如有):

Correspondence Address 通訊地址:

Tel No. 電話號碼:

Fax No. 傳真號碼:

Email 電郵:

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14/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

香港北角渣華道 333 號北角政府合署 14 樓規劃署九龍規劃處

By Fax 傳真: 2894 9502

By Email 電郵: kdpo@pland.gov.hk

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Kai Tak Planning Review 啟德規劃檢討

Stage 2 Public Participation: Outline Concept Plans

第二階段公眾參與：概念規劃大綱圖

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Yours Views 你的意見：

可持續發展是規劃的中心概念。無止境的都市化已令環境造成嚴重傷害，這是全球都面對的問題，連世界頂級建築師 Richard Rogers 也不斷呼籲所有人，尤其專業人士更要關注這個問題。香港也絕不能置身事外。我們已不能再守舊地以「買賣、經濟效益」做城市設計，因為人文生活還包括歷史價值、生態價值、藝術價值等等重要因素。位於獅子山下的東九龍，包含了香港人重要的歷史與記憶，規劃這裏需要小心謹慎。無論興建商業或住宅樓宇也好，大家唯一的要求是低密度低高度，為東九龍注入清新空氣，能夠想見天空下的獅子山，絕對是一個重點與賣點，而且亦符合可持續發展的原則（詳見 Richard Rogers - City in a Small Planet）。太擁擠的環境確實會影響市民心理，香港人已飽受壓迫良久，人人都不開心。

請政府在規劃東九龍時，以可持續發展的原則為大前提，樓宇及各樣建設都不要太高（15至20層為限），並致力保留歷史及社區特色（樓宇的高度限制本身也是一項有特色的歷史因素），多聽、多接納各方面意見，便能臨下影響深遠的德政。

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English Name 英文姓名: TAN MICHELLE

Chinese Name 中文姓名: 鄧麗心

Organization (if any) 組織 (如有): 香港工程師學會

Correspondence Address 通訊地址:

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第二階段公眾參與：概念規劃大綱圖

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Yours Views 你的意見：

- 對於啟德規劃，本人有以下意見。
- ① 應該將啟德明渠填平，而保留土瓜灣避風塘，明渠縮入九龍城內，根本對海港外貌全無影響，全無作用。明渠內的水是死水，污水，對海港內的水質沒有甚麼良好的貢獻。
 - ② 興建一條繞道由碧瑛塘，經啟德去太子道。
 - ③ 興建一條繞道由碧瑛塘，經啟德，土瓜灣外部去紅磡。
 - ④ 興建一個大型多用途體育館
 - ⑤ 興建商業中心及新住宅區

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English Name 英文姓名: Ronnie To

Chinese Name 中文姓名: 謝文穎

Organization(if any) 組織(如有):

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Yours Views 你的意見：

本人是兩位滑冰短道運動員的母親，大女兒玩這項運動已七年，小女兒也快三年政府未有資助和標準場地，香港有幾位有兩位短道運動員進入冬季奧運會。

現在啟德規劃稿下，為何短道速滑不加入每星期練習，我們短道的小朋友是在深夜十時後才有機會在太古平國際標準場地內進行，長假期時候可讓短道的小朋友要遠走北方才有機會練習，因為港商養社會假期前後冰場所有時間留於自己用。

這種環境下，香港政府可不可以重新考慮，將興建一個太古國際冰場加入啟德規劃方案之內。

敬希重新考慮！！

Please use separate sheets, if necessary. 如有需要，請使用其他紙張。

English Name 英文姓名: WAN OI YING

Chinese Name 中文姓名: 溫煥英

Organization (if any) 組織 (如有):

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Yours Views 你的意見：

- 1) 計劃中並未提及有關海運大下之泊位，將來會否同時啟用，如啟德及海運大下兩個碼頭同時啟用，則海運大下之碼頭之部份設施：如方便客人及貨物之更換等均需有所更改。
 - 2) 如計劃中之海運大下將不再使用，則啟德之新碼頭之兩個泊位就不夠使用，更利用鄰國為爭取為東亞航空郵輪中心，部份東亞之郵輪中心已成為很多(大部份)國際郵輪之路(航線)如香港不爭取一個更具規模及方便客人之碼頭，香港只會成為郵輪公司停站一天之港口，而不成為一個(Turn Around)之港口。
- 對於(Turn Around Port)對香港之經濟成效，可以對外國高消費之客人數量及吸引，應向香港旅遊局查詢。

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