



東南九龍發展計劃檢討小組委員會

Sub-committee on South East Kowloon Development Review

## **11<sup>th</sup> Meeting**

Date: 7 April 2006 ( Friday )  
Time: 2:30 p.m.  
Venue: Room 1201, 12<sup>th</sup> Floor, Murray Building, Garden Road,  
Hong Kong

## **AGENDA**

1. Confirmation of Minutes of 10th Meeting
2. Matters Arising
3. Report on Second Kai Tak Forum  
[SEKD SC Paper No. 2/06]
4. Any Other Business

## **KAI TAK PLANNING REVIEW**

### **Report on Second Kai Tak Forum**

#### **Purpose**

The purpose of this paper is to seek Members' agreement on the report on Second Kai Tak Forum.

#### **Background**

2. The comments and proposals received in the Stage 2 Public Participation of the Kai Tak Planning Review were presented to the Sub-committee on 12.1.2006. The Sub-committee considered that in order to facilitate the building of community consensus, the Sub-committee would organize a public forum to discuss Government's responses to the public comments. Concerned stakeholder groups and other planning consultants would be invited to attend. Opportunity would also be taken to engage the public in consolidating the planning concepts in the preparation of the Preliminary Outline Development Plan for Kai Tak.

3. On 25.3.2006, the Sub-committee convened the Second Kai Tak Forum in Civil Service Training & Development Institute in North Point Government Offices Building. The event was well attended with over 200 participants, including individuals, representatives of local community/organizations, District Councilors, stakeholder groups, professional institutes, etc. The proceedings and background materials of this event have been uploaded onto the HEC and Kai Tak Planning Review websites for general viewing.

4. The Consultants have prepared a report on the Second Kai Tak Forum as a record of the event as well as highlighting the further feedbacks from the community. A copy of the report is at **Annex**.

## **Way Forward**

5. Subject to comments of Members, the comments received at the Second Kai Tak Forum would be incorporated into the Stage 2 Public Participation Report. The results of the workshop discussion would provide input to the Consultants for preparation of the Preliminary Outline Development Plan for the Stage 3 Public Participation Programme. It is proposed that the report would be uploaded to the HEC and study websites for general viewing.

## **Advice Sought**

6. Members are invited to:
- (a) agree the report on Second Kai Tak Forum as attached in the Annex; and
  - (b) agree to the way forward proposed in paragraph 5 above.

**Planning Department**  
**April 2006**

**DRAFT**

**Sub-committee on  
South East Kowloon Development Review of the  
Harbour-front Enhancement Committee**

**Second Kai Tak Forum**

**~ Planning with the Community ~**

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### **Appendices**

Appendix 1	Opening Remarks by the Convener
Appendix 2	Overview of Comments & Responses of Stage 2 Public Participation: Outline Concept Plan – Powerpoint Slides
Appendix 3	Question Time: Questions and Answers on Key Outstanding Issues
Appendix 4	Powerpoint Slides on the Discussion Topics in the Workshop
Appendix 5	Summary of Group Discussions in the Workshop
Appendix 6	Summary of Comments raised in Plenary Discussion and Closing Remarks by Panel Members and Convener
Appendix 7	Further Written Comments/Proposals received at the Forum

## **1 INTRODUCTION**

- 1.1 The Kai Tak Planning Review commenced in July 2004. Taking advice of the Harbour-front Enhancement Committee, a comprehensive public participation programme has been devised in building public consensus on the study proposals through an open and informed process. The programme includes three stages of public engage activities in shaping the long-term development vision for Kai Tak, assessing the outline concept plans and commenting on the draft preliminary outline development plan.
- 1.2 The Stage 2 Public Participation programme of the Kai Tak Planning Review regarding Outline Concept Plans for Kai Tak was conducted from November 2005 to January 2006. The community has responded positively to the programme, with over 500 participants took part in the public discussion forums and over 170 written comments/proposals were received. An overview of the public comments/proposals received was presented to the Sub-committee on South East Kowloon Development Review of the Harbour-front Enhancement Committee (the Sub-committee) on 12 January 2006.
- 1.3 The “Second Kai Tak Forum” was convened by the Sub-committee on 25 March 2006 at the Auditorium, Civil Service Training & Development Institute, North Point Government Offices. The Forum is a half-day event including forum discussion on the comments and response in the Stage 2 Public Participation programme and workshop on the initial proposals of the study consultants to address the concerns of the community. The main purpose of the event is to:
  - present to the community the comments gathered in the Stage 2 Public Participation regarding Outline Concept Plans for Kai Tak and the responses of the concerned Government bureaux/departments and the Consultants, so as to enhance the transparency in the processing of public comments;
  - engage the community to discuss the initial ideas in addressing the concerns of the community as raised in the Stage 2 Public Participation, so as to provide inputs to the preparation of the Preliminary Outline Development Plan (PODP) in Stage 3 of the Kai Tak Planning Review; and

- enable the participants of the forum to familiarize with the development opportunities and constraints of the Kai Tak site by arranging a site visit prior to the discussion forum.

1.4 The Forum was convened by Dr. W.K. Chan, Chairman of the Sub-committee and supported by a panel of the Sub-committee members, including:

Mr. Charles Nicholas BROOKE	
Mr Mason HUNG	Hong Kong Tourism Board
Mr Andy LEUNG	Hong Kong Institute of Architects
Ms. Y.Y. PONG	Hong Kong Institute of Planners
Mr Paul ZIMMERMAN	Business Environment Council
Mr Anthony KWAN	Assistant Director /Metro, Planning Department

1.5 The Forum was also supported by the Consultants of the Kai Tak Planning Review to present the public comments/proposals received in the Stage 2 Public Participation and Government's responses to these comments/proposals. The representatives of the following Government bureaux and departments had provided answers to the questions raised by the Sub-committee Members at the discussion forum.

Mr. FUNG Kwok-ming	Economic Development and Labour Bureau
Mr. Sam HUI	Economic Development and Labour Bureau
Mr. Enoch LAM	Civil Engineering and Development Department
Mr. P.H. LUI	Environmental Protection Department
Mr. Daniel SIN	Home Affairs Bureau
Miss Patricia SO	Tourism Commission
Ms. Iris TAM	City Planning - Maunsell Joint Venture
Mr Anthony KWAN	Assistant Director /Metro, Planning Department

1.6 The Forum was well attended with over 200 participants, including individuals, representatives of local community/organizations, District Councilors, stakeholder groups, professional institutions, etc. The proceedings of the event, including audio/video records and photos of the event, background information, powerpoint presentations, and display materials have been uploaded to the websites of the Harbour-front

Enhancement Committee and the Planning Department under Kai Tak Planning Review to enable public viewing.

- 1.7 Prior to the Forum, site visit to Kai Tak was arranged on 18 March 2006 to enable members of the public to familiarize themselves with the development opportunities and constraints of Kai Tak. A total of about 160 participants joined the site visit. The visitors were taken to ex-airport terminal area, Kai Tak Approach Channel, runway area and Kai Tak Point. Some of visitors had taken the opportunity to express their concerns on the site and their views for future developments.
- 1.8 The Report on Stage 2 Public Participation: Outline Concept Plans and the Powerpoint presentation slides providing a summary of the report were uploaded to the HEC and study websites to enable the participants to prepare for the Forum as well as for viewing by the general public. The report and the written submissions/proposals are also deposited in the Public Enquiry Counters of Planning Department to enable the general public to view the comments on the Outline Concept Plans.

## **2 OVERVIEW OF COMMENTS AND RESPONSES**

- 2.1 Following the opening remarks made by the Convener (**Appendix 1**), the Consultants presented, through Powerpoint slides (**Appendix 2**) an overview of the public comments/proposals received in the Stage 2 Public Participation and the responses of Government bureaux/departments. The presentation has covered the following aspects of the Kai Tak Outline Concept Plans:

- Vision and Planning Principles for Kai Tak
- Land Use Planning
- Office Development
- Ex-Kaoline Mine Site
- Undetermined Use
- Kai Tak Approach Channel
- Multi-purpose Stadium Complex
- Cruise Terminal
- Aviation-related facilities
- Marine-related facilities
- Urban Design



- Transport and Pedestrian Facilities
  - Environmentally Friendly Initiatives
  - Other proposals by the public
  - Public participation
  - Implementation issues
  - Study programme
- 2.2 The Consultants presented the comments received, highlighting major issues needed to be considered with suitable technical analysis and proposed way forward, i.e. whether the relevant issues/proposals would be investigated further in preparing the PODP.
- 2.3 The Powerpoint presentation is also attached at **Appendix 2** for reference.

### **3 QUESTION TIME**

- 3.1 In the Question Time, the Sub-committee members as facilitator of the public engagement process were invited to raise further questions and seek clarifications (e.g. previously unanswered questions) on Government's responses in the Report of Stage 2 Public Participation to enable more focused discussion on key outstanding issues as well as to avoid speakers repeating what they have already raised all along in Stage 1 and Stage 2 public engagement. The representatives of relevant Government bureaux/departments and the study consultants were requested to provide responses accordingly. The questions raised by the Sub-committee members cover the following topics:
- Kai Tak Approach Channel
  - Cruise Terminal
  - Multi-purpose Stadium Complex
  - Heliport and Aviation Uses
  - Refuse Transfer Station
  - Land Use Planning
  - Marine-related facilities
  - Connectivity and Interface with Surrounding Districts
- 3.2 A record of the questions and answers is attached at **Appendix 3**. The question regarding *connectivity and interface with surrounding districts* were not raised during the forum because of time constraint, and the questions were passed to the concerned departments for written reply.

#### **4 WORKSHOP TO CONSOLIDATE PLANNING CONCEPTS**

- 4.1 In the second part of the Forum, the participants were divided into 7 groups to discuss extensively the key planning issues raised in the Stage 2 Public Participation, regarding *Open Space System, Connectivity with the Surrounding Districts, Heritage Proposals and Design Concepts for the Runway Precinct* with a view to consolidate the planning concepts in the preparation of the PODP, with inputs from the general public. Each group was led by a Facilitator (a member of the Sub-Committee or Planning Department) and a Group Coordinator (the study consultant). The groups had discussed the initial ideas and provided further input to the preparation of the PODP.
- 4.2 To facilitate the discussion, a Powerpoint presentation (**Appendix 4**) was provided by the study consultants to help participants understand the discussion topics. The group reports summarizing their discussion are attached at **Appendix 5**. The major discussion points of the workshop session are summarized below:

(1) Open Space System

- Majority of the participants supported the location of the Metro Park at the head of the runway. But some participants suggested to relocate it to the runway tip so as to capture better harbour view.
- Water quality of the Kai Tak Approach Channel and To Kwa Wan typhoon shelter might affect the amenity value of the Metro Park. Reclamation at the Approach Channel would be able to resolve the environmental problems thereat.
- Many suggested skyrail/tram to ensure good connection to the open spaces particularly at the Runway Park and more activities along the transport system (e.g. commercial uses) to enhance their vibrancy.
- The open area inside the stadium complex should be accessible to the public.
- It would be quite misleading to designate waterfront promenade at the Kwun Tong Public Cargo Working Area (PCWA) area as there was no timing for relocation of the PCWA.

- The waterfront promenade should be extended to Cha Kwo Ling or even to Lei Yue Mun area.
- More extensive cycle track network was suggested.

(2) Connectivity with the Surrounding Districts

- Many participants considered the proposed pedestrian connection with the surrounding districts insufficient and requested more integration with the railway system, particularly linkages with the existing MTR stations and future Shatin to Central Link (SCL) stations.
- Some participants suggested to incorporate light rail and people mover system to connect Kai Tak, SCL stations and the surrounding districts (e.g. Kwun Tong and Yau Tong) even the system might not be financially viable.
- Many participants requested to provide pedestrian connection from the runway tip to Kwun Tong.
- Enhancement works for the primary pedestrian links to the existing MTR stations were considered important.
- SCL depot would affect the connectivity between Kai Tak and Kowloon City. Some participants considered that the depot was an undesirable land use in the urban area.

(3) Heritage Proposal

- Most people supported the linkage of the cultural heritage elements within and outside Kai Tak. But some considered the linkage desirable but not essential.
- More variety of cultural heritage development e.g. museums/exhibition halls and heritage trail could be introduced to make a showcase of the history and culture of Hong Kong.

(4) Design Concepts for the Runway Precinct

- Majority of the participants supported the general design concepts for the runway precinct. The integration with the adjoining Metro Park and Tourism Node/Cruise Terminal was also discussed.

- While some of the participants did not support residential uses within the precinct, many others considered the low density residential use acceptable but more urban design considerations e.g. building heights, visual impact as viewed from the harbour, should be taken into account. Others suggested to incorporate more mixed uses to enhance its vibrancy.
- Many supported the development of a cruise terminal and a tourism node at Kai Tak. Some questioned the location of the cruise terminal and expressed concern on its impact on the accessibility of the runway park.
- Some participants suggested to remove the PCWAs so as to create a more compatible environment for the precinct at the runway.

## **5 PLENARY DISCUSSION**

- 5.1 The study consultants reported to the Forum the issues raised in the workshops. The participants provided their comments on the preparation of the PODP for the Stage 3 Public Participation of the Kai Tak Planning Review. Some participants reckoned that the initial ideas as presented at the workshop session were considered on the right track, which should be investigated further. Some considered that more effort should be made in Kai Tak Development to improve the connectivity between Kai Tak and surrounding districts in particular Kwun Tong. Also, some participants were of the view that Government responses at the forum should be further substantiated and design competition could be arranged to enable more planning proposals for public discussion. A record of the plenary session and closing remarks by the Panel Members and Convener are also attached at **Appendix 6**.
- 5.2 Some participants has made use of the opportunity to submit their written comments/proposals, which are attached at **Appendix 7**. These written submissions would be forwarded to Planning Department and the study consultants for further investigation and incorporation into the Report of Stage 2 Public Participation.

**6 NEXT STEP**

- 6.1 The Kai Tak Forum is organised to enable the general public to review the comments and proposals received in the Stage 2 Public Participation of the Kai Tak Planning Review and the corresponding responses from Government bureaux/departments. The further feedback from the community as collected in the Forum would be included in the Stage 2 Public Participation Report. The views on the initial ideas for the PODP and the additional comments received will provide input for the preparation of the PODP for the Stage 3 Public Participation.

~ End ~

## Opening Remarks by the Convener, Dr. W.K. Chan

The Convener welcomed all participants to the events. Following the completion of the Stage 2 Public Participation of the Kai Tak Planning Review undertaken by Planning Department, the Sub-Committee on South East Kowloon Development of Harbour-front Enhancement Committee (the Sub-committee) considered that members of the public should be involved again to examine the public comments and proposal received before moving into the next stage of planning. Hence the Second Kai Tak Forum was arranged.

The Convener highlighted that the main objectives of the forum were to substantiate discussion on issues as explored in previous public participation exercises in order to build up a wider public consensus on these issues. [i.e. 「深化議題」 and 「擴闊共識」] Through the discussion at the forum, it was intended to achieve the goal of planning with the community and join hand in developing Kai Tak [i.e. 「與民規劃」 and 「共建啟德」]. To reiterate, the purposes of the event were as follows:

- to engage the community to discuss the initial ideas in addressing the concerns of the community as raised in the Stage 2 Public Participation; and
- to build public consensus through consolidating the main planning concepts for Kai Tak for the preparation of the Preliminary Outline Development Plan (PODP) in the Stage 3 of Kai Tak Planning Review.

# Kai Tak Planning Review

## *SECOND KAI TAK FORUM*

*organised by Sub-committee on  
South East Kowloon Development Review of the  
Harbour-front Enhancement Committee*

25.3.2006



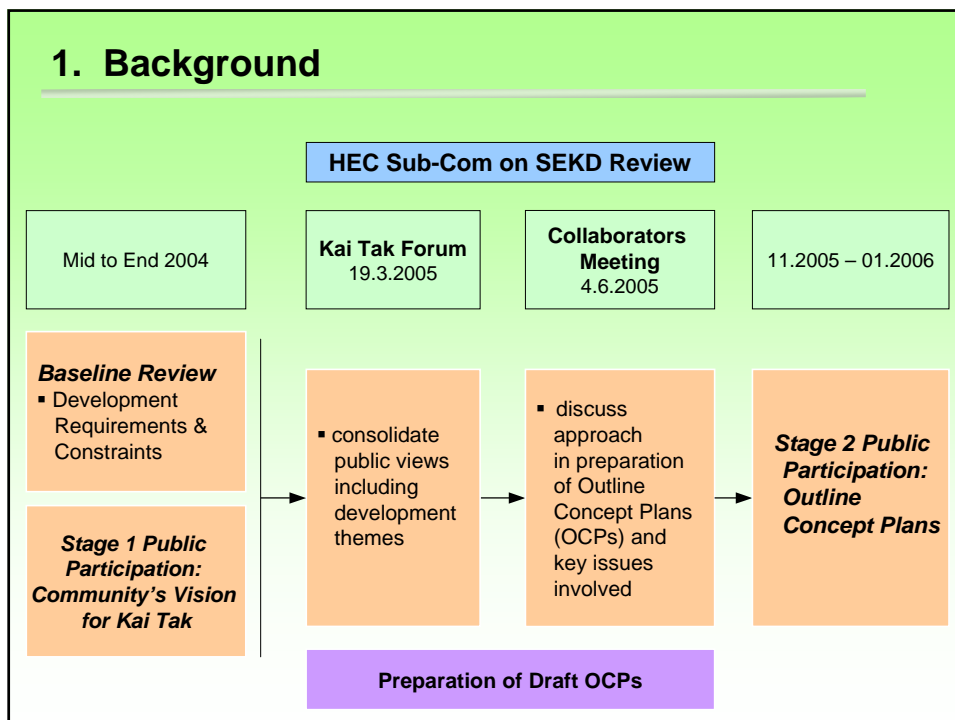
規劃署  
Planning Department



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## 1. Background

19.11.2005	- Public Forum
26.11.2005	- District Forum – Kowloon City
28.11.2005	- Topical Forum (1) – Multi-Purpose Stadium
2.12.2005	- District Forum – Wong Tai Sin
6.12.2005	- Topical Forum (2) – Cruise Terminal
8.12.2005	- Topical Forum (3) – Kai Tak Approach Channel
10.12.2005	- District Forum – Kwun Tong



## 1. Background

- 20 briefing sessions were arranged to major statutory/advisory bodies and stakeholder groups
- Over 500 participants took part
- Over 170 written submissions







## 2. Stage 2 Public Participation: Comments & Responses

### Vision and Planning Principles for Kai Tak



#### Public Views:

- No in-principle objection to the proposals
- Other suggestions:
  - Sustain & enhance HK as a world-class international city
  - Provide for public spaces
  - Promote local and diversified economy
  - Give priority to harbour-dependent uses
  - Temporary use along harbourfront to enable public accessibility

## 2. Stage 2 Public Participation: Comments & Responses

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### Vision and Planning Principles for Kai Tak

#### Responses:

- Incorporate the suggested planning principles to enhance HK as a world-class city, providing for public spaces and promoting local and diversified economy
- Investigate interim uses for areas within later phase of the development programme

## 2. Stage 2 Public Participation: Comments & Responses

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### Land Use Planning

#### Public Views:

- General preference for lower development intensity (Outline Concept Plan 3 – Sports by the Harbour)
- Low density in the Runway Area to match East Kowloon development
- Concern over under-development in Kai Tak:
  - Impose development pressure in N.T.
  - Railway operators: Suitable level of development is required to sustain the provision of SCL railway stations

## 2. Stage 2 Public Participation: Comments & Responses

### Land Use Planning



#### Responses:

- Lower development intensity: Runway Area
- Higher development intensity: Vicinity of the railway station
- Maximum domestic PR of 5 and non-domestic PR of 9.5
- Level of development would be worked out on the basis of land use distribution, urban design consideration & technical/sustainability assessments
- Urban design initiatives would be introduced, where appropriate

## 2. Stage 2 Public Participation: Comments & Responses

### Office Development

#### Public Views:

- Diverse views on the creation of a new office node
- Argument for:
  - Kai Tak is a suitable location to tie in with HK's economic growth
- Argument against:
  - Potential supply of office space in San Po Kong, Kowloon Bay & Kwun Tong Business Area
- Suggestion to re-provision Central Government Offices and Legislative Council to Kai Tak

## 2. Stage 2 Public Participation: Comments & Responses

### Office Development

Responses:

- **HK2030 Study :**
  - Additional land is required to meet projected demand for high-quality office space in long term
  - Kai Tak has the potential to provide a well-designed premier office centre
- **Office Development in Kai Tak: 500,000 m<sup>2</sup> GFA as critical mass**
- **Just part of the land use components, alongside with housing, sports, recreation & tourism uses**
- **Tamar site**
  - as prime civic core of Hong Kong
  - went through statutory public consultation and planning/feasibility studies
  - preparatory work for Tamar project initiated
  - early implementation to address office space shortfall & relief to construction sector

## 2. Stage 2 Public Participation: Comments & Responses

### Ex-Kaolin Mine Site



Public Views:

- Object to high density housing development in the ex-Kaolin Mine site (Residents of Laguna City)

Responses:

- Need to examine the whole site comprehensively, including suitable land uses for the remaining part in view of TKO – Lam Tin Tunnel project, refuse transfer station, and need to protect existing green backdrop

## 2. Stage 2 Public Participation: Comments & Responses

### Undetermined Use

#### Public Views:

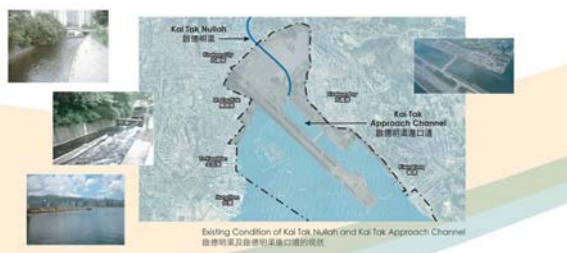
- To set aside sites as “Undesignated Uses” for more innovative development in future

#### Responses:

- PODP should provide definitive land use proposals as a basis for planning & provision of transport & utility infrastructure
- Highlight in the PODP that the planning framework is subject to continuous review
- PODP flexible enough for more innovative planning ideas in the future.

## 2. Stage 2 Public Participation: Comments & Responses

### Kai Tak Approach Channel (KTAC)



#### Public Views:

- Great concern on the environmental problems of KTAC
- Some advocate to reclaim KTAC to tackle the environmental problem
- Many support non-reclamation to preserve the heritage of the harbour and of the runway, & to preserve for water-based recreation use in the long term
- Urge for early confirmation on the approach
- Many call for preparation of an OCP with reclamation of the KTAC as a contingency plan

## 2. Stage 2 Public Participation: Comments & Responses

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### Kai Tak Approach Channel

#### Responses:

- Preliminary indications of the effectiveness of the mitigation measures in late 2006:
  - Bio-remediation pilot test
  - Water quality modeling
  - Odour assessment
- No justification to meet “over-riding public need” test to pursue reclamation
- Investigation on alternative approach is on-going
  - no basis for PlanD to prepare any concept plan with KTAC reclamation

## 2. Stage 2 Public Participation: Comments & Responses

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### Kai Tak Approach Channel

#### Responses:

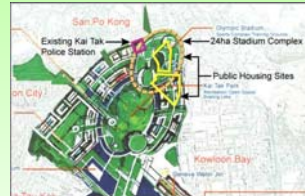
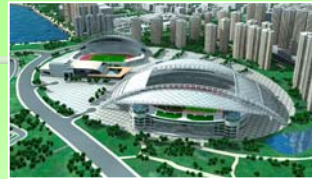
- PODP would be prepared on the “no-reclamation” basis. Any cogent and convincing materials which can meet the “over-riding public need test” would be submitted to the TPB for consideration for OZP amendment
- Reclaimed land, if any, would only be considered for open space use, because of drainage culvert
- PODP will assume the environmental problems could be mitigated
- will not plan for water-based recreation activities at this stage due to the water quality problem

## 2. Stage 2 Public Participation: Comments & Responses

### Multi-purpose Stadium Complex

#### Public Views:

- Over-whelming support of stadium complex project in Kai Tak from sports community
- Alternative locations: N.T.
- Doubt on site area required
- Proposal for alternative locations in Kai Tak
- Some query on the sports policy, utilization, financial & procurement aspects



## 2. Stage 2 Public Participation: Comments & Responses

### Multi-purpose Stadium Complex

#### Responses:

- The stadium project is a firm planning component
- HAB is undertaking further consultancy studies to examine the requirements of sports facilities to fine-tune the size of the stadium site, and the financial and procurement aspects of the project
- Locating the stadium in the northern apron area would infringe upon committed public housing site
- Locating the stadium at Kai Tak Point is not preferable due to the lack of mass transit railway service



## 2. Stage 2 Public Participation: Comments & Responses

### Cruise Terminal

#### Public Views:

- Many support early development of a cruise terminal to boost tourism development
- Possible locations within the Harbour Area were discussed
- Some query the impacts of the facility to Kai Tak Point

#### Responses:

- The cruise terminal project is a firm planning component
- Tourism Commission:
  - Has confirmed the demand for new berthing facilities in HK
  - Kai Tak Point is the ideal location because of its capability of expansion



## 2. Stage 2 Public Participation: Comments & Responses

### Aviation-related Facilities

#### Public Views:

- Many support retaining aviation culture remnant in Kai Tak
- To retain the aviation facilities at Sung Wong Toi Road (HK Aviation Club & HK Air Cadet Corps)
- The proposed elevated deck at the tip of the runway for the heliport constraints public accessibility
- Other suggestions include:
  - Light aircraft civil runway
  - Aviation development centre
  - To relocate heliport site to head of the KTAC (HKACC)



## 2. Stage 2 Public Participation: Comments & Responses

### Aviation-related Facilities

#### Responses:

- HAB & EDLB supports to retain the aviation facilities at Sung Wong Toi Road -> designate the site for G/IC in PODP
- Runway Park at Kai Tak Point for provision of aviation related facilities
- Not to pursue light aircraft runway proposals in view of :
  - Constraint to development potential
  - Impacts on the cruise terminal facilities
- EDLB: Head of the KTAC not sufficient room for helicopter take-off & landing
- Elevated deck of the heliport – subject to further investigation in PODP



## 2. Stage 2 Public Participation: Comments & Responses

### Marine-related Facilities

#### Public Views:

- Polarized views between marine facilities operators and the general public (esp. local communities)
- Operators
  - Retention of existing typhoon shelters
  - Object to sharing part of typhoon shelters with pleasure boats
  - Retention of the Kwun Tong and Cha Kwo Ling PCWAs
  - Request for reprovisioning arrangement, if necessary
- General Public:
  - Urge for early decommissioning of the PCWAs (local community)
  - Concern over the existing typhoon shelters may affect the water circulation and lower the visual quality of Kai Tak
  - Request for provision of marine-related facilities

## 2. Stage 2 Public Participation: Comments & Responses

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### Marine-related Facilities

#### Responses:

- MD: Forecasted demand of typhoon shelter > existing supply :
  - Typhoon shelters will be retained in PODP, unless they impose major constraints to improve water quality in KTAC
- Operational conflict to share typhoon shelters with pleasure crafts
  - PODP: not indicate a marina
  - Marina to be investigated upon decommissioning of the KT PCWA & suitable management measures in the KT & TKW Typhoon Shelters

## 2. Stage 2 Public Participation: Comments & Responses

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### Marine-related Facilities

#### Responses:

- Master Plan 2020: room to phase out some PCWAs by 2020; EDLB: no plan to close any PCWA at this stage
  - T2 landfall & RTS → affect CKL PCWA
  - KT and CKL PCWA: Waterfront promenade as a long term planning proposal in PODP
- Leisure boat ride indicated in PODP
  - If ferry pier services at Kowloon City & Kwun Tong were to be decommissioned → explore existing pier structure & ferry concourses for suitable waterfront uses

## 2. Stage 2 Public Participation: Comments & Responses

### Urban Design

#### Public Views:

- Support on urban design and landscape considerations (e.g. ridgeline protection, stepped heights)
- Other suggestions
  - More distinct urban design concept
  - Smaller land plots
  - Avoid podium building designs
- Runway
  - Concerns on the land use & urban design of the Runway
  - Re-instate the central shopping street concept in the runway area
  - Concerns on the environmental impact of the roads in the runway



## 2. Stage 2 Public Participation: Comments & Responses

### Urban Design

#### Responses:

- “Runway Leisure Precinct”
  - A car-free environment for the residential quarters
  - A lively pedestrian boulevard in the centre, to be supported by small shops
  - Waterfront promenades & landscape decks at both sides of the runway
- Advanced Urban Design & Landscape Master Plan to guide preparation of PODP



## 2. Stage 2 Public Participation: Comments & Responses

### Transportation and Pedestrian Facilities



#### Public Views:

- Concern over the connectivity between Kai Tak & its surrounding area
- Concern over the connectivity between Kwun Tong & Kai Tak Point
- To re-align Prince Edward Road East (PERE) as a depressed road
- Concerns over the elaborate road interchange connecting CKR, Kowloon Bay & Kai Tak & extensive land take
- To construct the SCL depot as an underground structure

## 2. Stage 2 Public Participation: Comments & Responses

### Transportation and Pedestrian Facilities



#### Responses:

- Will strengthen the pedestrian connections in PODP
- Concerned departments would ascertain the requirements of the CKR road connections to minimize impacts
- Re-alignment of PERE - due to its technical complexity (road interchange) , further investigation required
- Construction of the SCL depot underground → due to safety and operational problems, further investigation required

## 2. Stage 2 Public Participation: Comments & Responses

### Transportation and Pedestrian Facilities

#### Responses:

- Tunnel road from KT waterfront to Runway tip: not to pursue in PODP due to insufficient justification in terms of traffic & costs.
- Openable pedestrian bridges at the existing breakwaters of Kwun Tong Typhoon Shelter involving extensive technical, marine and management issues. Suitable pedestrian connection to be investigated.



## 2. Stage 2 Public Participation: Comments & Responses

### Environmentally Friendly Initiatives



#### Public Views:

- Support to have environmentally friendly infrastructure
- Object to the provision of a refuse transfer station at the CKL waterfront (residents of Laguna City)
- Object to the proposed extension of the existing Kwun Tong Sewage Screening Plant

## 2. Stage 2 Public Participation: Comments & Responses

### Environmentally Friendly Initiatives



#### Responses:

- ETWB: Support EFTM
  - rail-based EFT system not financially viable
  - to identify most appropriate EFTM in Kai Tak to tie in with the development plan and programme
- EMSD recommends district cooling system in Kai Tak
- Other environmentally friendly initiatives e.g. Common Utility Enclosure, Automated Refuse Collection System, etc. do not require site reservation in the PODP stage

## 2. Stage 2 Public Participation: Comments & Responses

### Environmentally Friendly Initiatives



#### Responses:

- CKL waterfront is the only available site for Refuse Transfer Station in the Study Area/ vicinity area & its operational requirement is confirmed by EPD → requires further feasibility study
- EPD: need for KT Sewage Screening Plant extension & site reservation
  - The PODP will propose a 40 m wide promenade, enclosure of the plant facilities, de-odorization system, lush tree planting & landscape decking

## 2. Stage 2 Public Participation: Comments & Responses

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### Other Proposals

#### Public Views:

- “Dragon Pearl City/Tower” (City Planning Concern Group)
- Designating hospital for a private hospital (HK Policy Research Institute)
- Sports competition along the runway
- Venues for concert or arts performance
- Opera house for Chinese opera
- Maritime exhibition centre (Community Alliance on Kai Tak Development)
- Aviation communication exhibition centre (East Kowloon District Residents’ Committee)
- Sandy beach in Kowloon Bay
- Car racing ground
- World exposition
- Underground City

## 2. Stage 2 Public Participation: Comments & Responses

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### Other Proposals

#### Responses:

- Many proposals (e.g. public plaza) can be accommodated in open space, G/IC or commercial sites; some to be highlighted in ES of PODP for further examination
- Large-scale underground city is restricted by site constraints e.g. 600m gap across runway → not to pursue
- Dragon Pearl Tower imposes constraint to heliport provision → design elements that could be explored in implementation stage

## 2. Stage 2 Public Participation: Comments & Responses

### Other Proposals

#### Responses:

- Not to pursue large-scale cultural facilities in view of West Kowloon Cultural District plan
- CITB: additional exhibition space in pipeline → not to pursue convention & exhibition centre proposal
- Car racing ground etc. require extensive land area → not to pursue

## 2. Stage 2 Public Participation: Comments & Responses

### Public Participation



#### Public Views:

- Some suggest extending the public participation period
- Others are concerned with further delay to the development of Kai Tak
- Other suggestions:
  - Provide more information & strategic plan for public discussion
  - More publicity of the public participation exercise

#### Responses:

- Further public discussion in Stage 3 Public Participation
- Works interactively with on going territorial/sub-regional planning studies
- No population target or pre-set development quota
- Further information on proposed mitigation measures to tackle environmental problems at KTAC by 2006



## 2. Stage 2 Public Participation: Comments & Responses

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### Implementation Issues

#### Public Views:

- Concern over financial viability of the OCPs
- Urge for early implementation of Kai Tak Development
- Suggest releasing the land for interim uses

#### Responses:

- Implementation issues to be examined in Engineering Feasibility Study or by project proponents
- HAB: to engage financial consultant to examine the financing / operating models for the stadium complex
- Concerned bureaux/departments are investigating the release of Kai Tak site for temporary uses.

## 3. Study Programme

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- Draft PODP in June 2006
- 2-month Stage 3 Public Participation thereafter
- Proposal of amending the current approved Kai Tak OZP

THANK YOU

Question Time: Questions and Answers on Key Outstanding Issues

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
<b>Kai Tak Approach Channel (KTAC)</b>	
<p>(a) When can a decision be made on whether the KTAC is to be reclaimed or not? There are other suggestions on how to tackle the environmental problems at the KTAC which no reclamation is required e.g. controlling the tidal flows through sluice gates. Have these suggestions been examined?</p>	<p>The Kai Tak Planning Review commenced the investigation with “no-reclamation” as the starting point. We are undertaking studies on the effectiveness of non-reclamation measures to overcome the environmental problems of the KTAC. These measures include additional interception facilities in the hinterland, opening of a 600m gap at runway to improve water circulation within KTAC and bioremediation measures on the contaminated sediments. The current target is to produce assessment findings and preliminary indication of effectiveness of the mitigation measures by the end of 2006. However, the decision on whether KTAC is to be reclaimed or not is subject to consultation with Environmental Protection Department (EPD), Advisory Council on the Environment and the Environmental Impact Assessment Ordinance (EIAO) process. At this stage, we cannot rule out option of reclamation which is subject to the Protection of Harbour Ordinance (PHO) and the judgment of Court of Final Appeal in January 2004.</p> <p>We are open to any proposals to overcome the environmental problems of KTAC. These include suggestions to control tidal flow through installation of sluice gate, which would be subject to further</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	consideration by consultants and relevant departments.
<p>(b) How would the cost of reclaiming KTAC to tackle the environmental problems compared with the cost of adopting a non-reclamation approach in tackling the environmental problems thereat? Does it mean it is cheaper to solve the environmental problem by reclamation than using other measures?</p>	<p>We are currently undertaking studies on the effectiveness of the mitigation measures to overcome the environmental problems of KTAC. The cost for mitigating the environmental problems of KTAC will not be known until the effectiveness of the proposed measures is ascertained.</p> <p>Likewise, the cost of reclaiming KTAC of which its extent must be minimum pursuant to the requirements of PHO can only be determined when the reclamation can be justified.</p>
<p>(c) It is rather disappointed that the Draft Stage 2 report suggests that water-based recreational activities will not be pursued because the water quality may not be good enough - What sort of water-based activities will not be pursued? If they are not pursued at this stage, when can they be pursued? What is the barrier to improving water quality? Is it time, money, or technology?</p>	<p>Regarding the suggestions for water-based recreation activities at KTAC, it should be noted that apart from the incumbent water quality and sediment problems at KTAC, the water body is also subject to the drainage discharge from Kai Tak Nullah, Jordan Valley Culverts and the Tolo Harbour Effluent Export Scheme. Furthermore, KTAC is part of the Victoria Harbour and its waters are inter-connected with the harbour waters which themselves are not currently designated as areas for swimming or secondary contact recreation activities due to high level of E-coli. Since the on-going environmental initiatives are not expected to improve the water quality of KTAC to meet the standard for water-based recreation activities, the KTAC will not be planned for these activities. Should there be an improvement of water quality in the channel in the future, the</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	relevant town plans can be revised to incorporate water-based recreation facilities.
<b>Cruise Terminal</b>	
(a) Can the Government update us on the latest progress on the Expressions of Interest (EOI) for cruise terminals, i.e. are there other sites within the Harbour (e.g. West Kowloon and Tsim Sha Tsui), which is more suitable for developing a cruise terminal? What are the criteria for site selection? When is the Government going to announce the result of the EOI?	<p>The Government invited interested parties to submit EOI at the end of last year, in order to ascertain whether there are suitable and feasible locations other than Kai Tak for development of new cruise terminal facilities before 2011. We received 6 suggestions. The Government's inter-departmental working group is carefully examining the 6 suggestions, based on the requirements set in the EOI Invitation Document. The Government will report on the result of the EOI exercise and the progress of the development of new cruise terminal facilities to the Legislative Council and the public as soon as practicable after completion of the EOI evaluation.</p> <p>If a suggestion can meet the requirements of the Government, we will follow the normal procedures and put the site out for competitive bidding after public consultation. If no location can meet our requirements, the Government will proceed with the development of the new cruise terminal at Kai Tak as quickly as possible.</p>
(b) How could it be ensured that development of a cruise terminal at tip of the runway would not impose any adverse environmental impacts,	The Planning Consultant has conducted preliminary assessment on the possible environment impacts. No insurmountable problem has been

<b>Questions by HEC Members</b>	<b>Answers by Government Bureaux/ Departments/ Study Consultants</b>
<p>such as huge traffic flow, water quality, noise, air and visual impacts?</p>	<p>identified at this stage and it is considered that the location of the cruise terminal at the runway end serves to minimize any potential environmental or visual impacts.</p> <p>At the next stage, the Government will conduct comprehensive engineering feasibility study and environmental impact assessment, and we will ensure that the proposed location of the cruise terminal is environmentally acceptable.</p>
<p>(c) If an alternative site is identified, will the development of cruise terminal facilities at Kai Tak be affected?</p>	<p>For Hong Kong to develop into a regional cruise hub, it needs to develop an additional berth as soon as possible, and one to two additional berths to meet the market needs in the long term. Therefore, no matter what the result of the EOI exercise is, the Kai Tak site will still be reserved for the development of cruise terminal facilities to meet our long term needs.</p>
<p>(d) Would the proposed cruise terminal constraint public access to waterfront? If a pier requires reclamation, and along-side berthing sterilizes more acute limited harbour-front - then how is the trade off being evaluated from the perspective of 'preserving and maintaining the Harbour'?</p>	<p>To address the issues of public accessibility to the runway tip, subject to relevant security and safety requirements, a continuous waterfront promenade is proposed by the Consultant on a landscape deck over the cruise terminal similar to the design of the landscape deck at the Yokohama Cruise Terminal in Japan. Hence, the proposed cruise terminal will fulfil the one of the HEC's harbour planning principles on the development along the harbour , i.e. to create a vibrant and attractive waterfront by a variety of land uses e.g. tourism, cultural and commercial uses.</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
<b>Multi-purpose Stadium Complex</b>	
<p>(a) Since by the Government’s own admission, more than half of the 24ha for the Stadium complex will be open space, why then does this open space have to be part of the “stadium complex” rather than part of a larger metro park? Is it because the Government wants to reserve that space for developers under a West Kowloon-like type of Private and Public Partnership (PPP)?</p>	<p>The open space in the stadium complex would be used for supporting the future operation and management of the stadium complex. It would be essential to allow sufficient space for circulation and crowd management; for safe evacuation in case of emergency; for security check purposes during major events; and for providing venues for fringe activities in connection with major events and regular community activities. The exact size of the buildings and open space are still subject to detailed design. Therefore, the open space to be provided in the stadium complex would be to serve these facilities in the complex when there is major event on. Even when there are no major events in the stadium, the open space would be opened for public use. The proposed integration of the stadium complex into the metro park provides further opportunities for more creative thinking to arrive at an optimal dimension of the open space.</p>
<p>(b) How far does the stadium complex idea have the support of the public? Although it is supported by the sports community, there does not seem to be a strong sports policy supported by an underlying public consensus.</p>	<p>During Stage 2 Public Participation, the sports community expressed a strong support to the project. In the public consultation in the three District Councils, there were many supportive views for the stadium complex. Public opinion received has been positive. It should be emphasized that the views of sports sector and the community should not be separated because sports sector involve a wide cross section of the community and their views, to a large extent, reflect the</p>

<b>Questions by HEC Members</b>	<b>Answers by Government Bureaux/ Departments/ Study Consultants</b>
	<p>aspiration of the community for a multi-purpose stadium complex. On the point of sports policy, the Report of the Sports Policy Review Team published in 2002 clearly identifies the three directions of sports development in Hong Kong, i.e. promoting sport for all, enhancing elite sports performance and enabling Hong Kong to hold major international sports activities. The development of the proposed multi-purposed stadium complex in Kai Tak reflects these policy directions and help realize these policy objectives.</p>
<p>(c) How viable is the proposed stadium project? How and who would be interested to operate the facility? What are their requirements for making the project a success?</p>	<p>The HAB will appoint a consultant to carry out the financial study of the proposed stadium complex, which will address issues such as possible procurement methods, management and operation models, success factors and long term sustain ability models. The Study would be completed within this year and the recommendations of the Study would be examined by the Administration.</p>
<b>Heliport and Aviation Uses</b>	
<p>(a) The challenge and dilemma in planning the waterfront is on how to accommodate the visually undesirable and socially intrusive uses. The proposed elevated heliport is both visually and socially intrusive, as it occupies the best and most valuable site on the harbour front, namely, the tip of the runway. If a heliport has to be built, can it be relocated to some other less sensitive</p>	<p>The elevated heliport presented to the public in November 2005 represents an attempt to strike a balance between providing the essential infrastructure for cross-boundary helicopter services and the community's aspiration to have access to the harbour front. We do not consider it as the final and the only design.</p> <p>We have taken note of the public concern over the visual impact the elevated</p>



Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
<p>location within the Kai Tak area? Can this be combined with the cruise terminal building?</p>	<p>structure will impose on nearby developments. We are now revisiting whether we can have other options that better blend the heliport with the surrounding. We are studying alternatives, including the possibility of putting the heliport back to ground level but at the same time allowing the visitors' enjoyment of the harbour front.</p> <p>We are open-minded to consider other alternatives which are technically and operationally feasible. We however have to be pragmatic and ready to balance competing aspirations, because wherever the heliport is located, there will be compatibility issues between the heliport and its surrounding development.</p> <p>An at-grade heliport will allow most types of helicopters to operate on it, while an elevated one, for civil aviation safety reason, cannot accommodate single-engine helicopters that take up over 80% of the world's helicopter fleet. There is a strong request from the helicopter service industry for an at-grade heliport to cater for single-engine helicopter cross-boundary services. If we can find a viable option to provide an at-grade heliport at Kai Tak, this will relieve the immediate need to find yet another at-grade heliport, hence minimizing environmental impact to the community in the wider context.</p> <p>We know very clearly that there is a community expectation for a continuous pedestrian promenade at the Kai Tak</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	development. We are looking for design options for the heliport that may at the same time accommodate such aspiration.
(b) How many heliports are planned for the harbour? Why Kai Tak? Why Wan Chai? Why not to combine the facilities in other locations?	<p>At present, the only cross-boundary heliport is on the rooftop of the Macau Ferry Terminal (MFT) with one landing/take-off pad. It mainly serves the Hong Kong-Macau market.</p> <p>The fast economic development of the Pearl River Delta area and its growing links with Hong Kong present a virtually unexploited market for cross-boundary services with significant growth potential. To meet the anticipated growth in traffic demand up to 2015, a government consultancy study recommended that the existing cross-boundary facility at MFT be expanded to add one additional pad to meet short-term need, and a new heliport development to cater for cross-boundary helicopter traffic demand in the medium to long-term period beyond 2015. Kai Tak was identified as the suitable site for the latter development.</p> <p>There has been a suggestion of providing cross-boundary services at Wan Chai by expanding the site outside the Hong Kong Convention and Exhibition Centre planned for use as government domestic heliport. We are pursuing share-use of this heliport for domestic commercial operation. However, given the site constraint, we do not consider it feasible to expand this heliport to accommodate cross-boundary services.</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
<p>(c) The Government's policy regarding aviation uses is so contradictory – staunchly opposing a small domestic runway while advocating a heliport at the best spot on the harbour front. How will the Government rationalize the proposal for the heliport and then rejects the small aircraft proposal? Will Government find other land elsewhere to satisfy the needs of small domestic aircrafts and helicopters?</p>	<p>The Government supports aviation development and provision of aviation facilities. The question is whether such facilities must be provided in the context of the Kai Tak development.</p> <p>Cross-boundary helicopter services must be speedy and providing direct point-to-point link to be viable and attractive to potential commuters. Cross-boundary heliport therefore must be provided at urban centre, and near the harbour front so as to minimise helicopter movements above high rise buildings. Kai Tak is the only site within the harbour area that may allow cross-boundary heliport development.</p> <p>Domestic runway, if located in the urban centre, will sterilize a large piece of land, and the aircraft operation will not be compatible with other developments planned in Kai Tak (e.g. the cruise terminal). We understand that the relevant general aviation groups are exploring the possibility of providing such small domestic runway in less populated districts that can suit their needs. We will support and assist them whereas possible.</p>
<p>(d) Has the Government undergone site search and confirmed the location of the heliport at the runway tip? Will the Government find other land elsewhere to satisfy the needs of small domestic aircrafts?</p>	<p>The proposed heliport will be designed to integrate with the cruise terminal development at the runway tip and consideration will be given to accommodate the heliport at a less visual intrusive area.</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	<p>As mentioned above, the Government supports aviation development and provision of aviation facilities. But the proposed aviation uses may not necessary be located in the urban core. In exploring the alternative location for these aircraft, we will support and assist the aviation group, if required</p>
<b>Refuse Transfer Station</b>	
<p>(a) Why do we need to have a refuse transfer station (RTS) in East Kowloon? Why does it have to be located in Kwun Tong?</p>	<p>Currently, East Kowloon Region (Kwun Tong, Wong Tai Sin and Kowloon) generates about 2,000 tonnes per day of MSW. The MSW generation from East Kowloon Region may reach 3,000 tones per day (tpd) by year 2016. To meet this future waste management needs, a new refuse transfer station is required to serve the East Kowloon region for bulk transfer of the collected MSW to the landfills in remote area in an efficient and environmentally friendly manner.</p> <p>As for the location of the new RTS, since this new RTS is to serve the East Kowloon region, it should be strategically located close to the center of MSW generation within the region for efficient waste collection and transportation and to avoid unnecessary road haulage. Also, as marine transfer of waste is much more cost effective and environmentally friendly than long distance transportation by road haul, the new RTS requires a waterfront site for marine transport.</p> <p>Having examined the requirements of the proposed RTS, the Kai Tak Planning</p>

Questions by HEC Members	Answers by Government bureaux/ Departments/ Study Consultants
	<p>Review has reviewed the originally proposed location at Kwun Tong waterfront and identified the Kaolin Mine Site at Cha Kwo Ling for a new RTS which is considered suitable for further investigation.</p>
<p>(b) Would provision of refuse transfer facilities meet the Harbour Planning Principles?</p>	<p>The Kai Tak Planning Review has taken into account the existing Harbour Planning Principles in formulating the Outline Concept Plans (OCPs), which include the proposed RTS as one of the key development components.</p> <p>The pier of the RTS equipped with advanced facilities and modernized waste transfer vessels will enhance the excellence of a world-class harbour. The RTS will also provide opportunities for introducing information on marine resources and waste management to the community.</p>
<p>(c) How can the proposed RTS be designed in such a way to minimize its impact on the surrounding development as well as on the public to enjoy the waterfront?</p>	<p>In order to minimize the impact to the surrounding environment, the following major concept will be incorporated into the design of the new RTS:</p> <p>a) the building would be equipped with advanced pollution control provisions that would comply with the stringent environmental requirements.</p> <p>b) The new RTS would comprise a low-lying building and a pier. The building would also be designed to be aesthetically pleasing. Landscaping would be provided at the site so that the station would blend in well with the surrounding</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	<p>environments.</p> <p>For the public enjoyment, the RTS and the pier would be designed to facilitate the public to visit the facility and information on the waste management will be provided.</p>
<p>(d) Has the Government conducted site search before confirming the RTS location at Kwun Tong? How would the Government consider the alternative RTS site suggested by the public?</p>	<p>The Kai Tak Planning Review has revisited the originally proposed location for the RTS at Kwun Tong waterfront. Since the site would involve reclamation in the Harbour area, there is the need to search for alternative site. The Cha Kwo Ling Kaolin Mine site has been identified in the East Kowloon region for the proposed RTS. The Government would consider and explore the public's suggestion on the alternative locations for the RTS. EPD will carry out an engineering feasibility study and environmental impact assessment study of the proposed RTS.</p>
<p><b>Land Use Planning</b></p>	
<p>(a) There is a general preference for lower development intensity in Kai Tak. Would low development intensity in Kai Tak pose any development pressure to the New Territories and render investment in infrastructure works (including Shatin-to-Central Link (SCL) and stadium) not sustainable?</p>	<p>As we note from Census &amp; Statistics Department's recent projections, Hong Kong is experiencing a decreasing growth rate in population.</p> <p>We expect the existing development areas, e.g. the Metro Area and the new towns would be able to meet the short to medium term housing demand. Our current approach is to optimize the development potential of the existing development areas.</p> <p>As for Kai Tak, the Team Clean's</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	<p>recommendation as well as recent urban design study on Kai Tak have all recommended to pursue lower development intensity in this area so as to enhance the living quality as well as the future townscape.</p> <p>As regarding the investment on the future infrastructure, for Kai Tak, we would examine this aspect in the study process to optimize the scale of development while ensuring a high quality living environment.</p>
<p>(b) It is not clear in the Stage 2 report which of the three concepts Government would adopt in the next stage. So, which one would Government now adopt? What criteria will be used in selecting the option? Will an option be chosen out of the three options proposal or an a hybrid option be made? Or will there be one plan from one source despite the public comments received? How will the public be involved in the next stage of planning Kai Tak?</p>	<p>We have promulgated 3 OCPs or the Stage 2 Public Participation programme. As have pointed out in the process, we do not intend to select any one of the options for preparation of the future development plan. We would take into account the public comments to select the beneficial components from each OCPs to prepare the Preliminary Outline Development Plan (PODP).</p> <p>Our current thinking is that given the size of the Kai Tak, some 328 hectares, we would be able to accommodate a range of land uses, from commercial/office, housing, sports &amp; recreation and tourism uses to meet the need of different sectors.</p> <p>We do not need a “battle” on different plans. Since the Kai Tak involves extensive technical, transport, environmental issues, etc. we would prepare a PODP as basis for discussion with the community. We certainly</p>

Questions by HEC Members	Answers by Government bureaux/ Departments/ Study Consultants
	welcome ideas and proposals from the community. If find feasible, these could be incorporated into the town plan.
(c) There is no pre-set population level in the Kai Tak Planning Review. The OCPs in the Stage 2 Public Participation Digest propose a range of population from 70,000 to 130,000. What is the exact level of population that the Government would like to achieve in the current context?	The population level will depend on the land use proposals recommended in the PODP and urban design consideration. In determining the land use proposals, a range of technical studies including environment, traffic, visual, air ventilation assessments, will be conducted to ascertain the suitable level of population. There is no fixed population target to be achieved at present.
(d) About ¼ land has been reserved for road in the current OCPs. What efforts are being made to reduce the proportion of land reserved for road use as it may become barrier to development and create environmental impacts and how can the land use for Government, Institution or Community (GIC) be reduced?	<p>The concern of the public is noted. Road is necessary for connection purpose and consideration will be made to integrate road and waterfront uses (e.g. waterfront promenade above road) to create a pleasant environment. In response to the concern on land take of the road reserve, it is not uncommon to have ¼ land reserved for road in the recent new town development like Tin Shui Wai. Under the current Kai Tak Outline Zoning Plans (OZPs), the proposed roads take up about 23% of the total development area. Meanwhile, in the OCPs, the percentage of road space is about 24% in OCP1, 22.6% in OCP2 and 22% in OCP3.</p> <p>As for GIC sites, it is an established planning approach that we would reserve adequate sites in accordance with the Hong Kong Planning Standards and Guidelines to meet the future population need. In the case of Kai Tak, since it is surrounded by</p>



Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	<p>existing built-up area, we would also consult the concerned bureaux/ departments to take stock of the provision of these area to identify shortfalls in GIC facilities and make such site reservation in Kai Tak. There may also be the need to reserve GIC site to meet new initiatives.</p>
<b>Connection and Interface with Surrounding Districts</b>	
<p>(a) How can the connection to the surrounding districts, in particular Kwun Tong, be enhanced? Have any proposals been examined?</p>	<p>Kai Tak is surrounded by major roads. Pedestrian connections between the existing development and the future development would be either through underground or elevated passage. There are already existing subways across Prince Edward Road East (PERE) and additional connections would be added, where necessary, to tie in with the suit Kai Tak Development and at the same time, the existing ones will be enhanced to improve the pedestrian environment. Kwun Tong district is being separated with the Runway by the Kwun Tong Typhoon Shelter and such distance is well over 600m. The Consultants have examined a vehicular connection from Wai Yip Street/Hoi Yuen Road roundabout to the tip of the runway area, through a tunnel road. Since this would only shorten the driving distance by 1.5 km and would incur a construction cost of about \$1.5 billion, the concerned departments have indicated that the proposal cannot be justified on traffic and cost grounds.</p> <p>The Consultants have also explored the provision of openable pedestrian bridges at the existing breakwaters of Kwun Tong</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	<p>Typhoon Shelter to connect Kai Tak Point with the Kwun Tong ferry concourse area, which would form part of the pedestrian corridor towards Kwun Tong Town Centre. This idea, however, would involve extensive technical, marine and management issues that further investigations are required. Further investigation is required to identify suitable pedestrian connection between two areas.</p>
<p>(b) The existing Prince Edward Road East and the proposed SCL depot would impose constraints on better integrating Kai Tak with its surrounding areas. Is there any proposal to realign PERE and removal of the SCL depot?</p>	<p>PERE is a major primary distributor road and realignment of such major roads would cause major disruptions to both users as well as the nearby residents. Realignment can only carry away the through traffic. There is still local traffic using this road, which still needs to cater for. To construct an underground SCL would encounter safety and operation problems. Since these proposals would involve extensive technical issues and cost implication, further investigation would be required.</p>
<p>(c) What is the Government’s response to the concerns about enhancing “social connectivity”? The views were expressed but there is little response in the report.</p>	<p>Similar to other new development areas of Hong Kong, e.g. the various new towns, we start the planning with the site reservation in accordance with the HKPSG, to ensure sites for provision of the required education, social, sports and recreation, medical and health, police and fire services, etc. GIC facilities to support the future population. During the implementation stage, the Government departments would update the requirements of their respective</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	<p>facilities to meet the current need of the community and adjust for make provisions accordingly.</p> <p>As for social connectivity, we would start with the provision of the transport and pedestrian connections to ensure physical connection between the existing and future developments. We would also articulate on the urban design masterplan to help blending in of the old and new townscape to help integration of the neighbourhood.</p>
<b>Marine-related Facilities</b>	
<p>(a) Kai Tak has a long waterfront and the question is on how to use the water around for marine related industry or to use it for other marine supporting activities. According to the previous plan for Kai Tak, the Public Cargo Working Areas (PCWAs) will disappear for marine activities. In this context, will the Kai Tak proposals eliminate the job opportunity in the marine related industry? The public is quite concerned on the PCWA which is not very pleasant to the overall environment of Kai Tak. What can be done to resolve the conflicting views on the PCWA? Even though there is now to be no reclamation, a lot of residents are against their being retained in Kai Tak. Has the Government considered relocating these facilities elsewhere, if not, how does the Government intend to resolve the conflicting views on retaining these uses in Kai Tak?</p>	<p>PCWAs serve local need and facilitate distribution and collection of goods in respective regions. Such facilities save transportation cost and reduce road traffic in the territory. They are of vital importance to the mid-stream operations and logistics industry, and are essential parts of the operation of the port. PCWAs also provide significant job opportunities for low-skilled workers. The existing PCWAs in Kwun Tong and Cha Kwo Ling are generally engaged in trades such as waste paper collection that are dependent upon the availability of low-cost berths and cargo-handling space.</p> <p>The Economic Development and Labour Bureau (EDLB) has no intention to close the PCWAs at Kwun Tong and Cha Kwo Ling at present. If these PCWAs have to be closed in the interest of future development, the Government will have to address the concerns of the operators and related associations on the question of reprovisioning and other related issues</p>

Questions by HEC Members	Answers by Government Bureaux/ Departments/ Study Consultants
	<p>such as mooring facilities, and consult the trade and affected stakeholders at an appropriate time.</p> <p>As a long term planning objective, the OCPs have proposed to redevelop these waterfront areas into public promenade to enhance the transformation of Kwun Tong into business area.</p>
<p>(b) For the typhoon shelter which is different to PCWA, will you consider increasing the typhoon shelter area to facilitate more marine activities? Or are you reducing the typhoon shelter area and thereby eliminating job opportunity in the marine industry? Is it not possible for marine commercial uses and leisure uses to co-exist? The water quality of the harbour will be improved in the future. When and how could the land use be planned to accommodate the future water activities?</p>	<p>Allowing pleasure craft to use part of the two typhoon shelters would create competing demand for typhoon shelter space within the Victoria Harbour. It is also considered not advisable to have marine leisure activities inside the To Kwa Wan and Kwun Tong Typhoon Shelters (TKWTS &amp; KTTS) concurrently with the working traffic. This is because TKWTS and KTTS are commonly used by large size steel work boats but the majority of pleasure craft are made of fibre-glass or wooden planks. Compatibility problem of their co-existence within these two typhoon shelters would arise.</p> <p>The Marine Department noted that there are boating activities within the Harbour and the water area outside SEKD has already been in use by leisure crafts during weekends.</p>

啟德規劃檢討  
Second Kai Tak Forum

啟德論壇(二)

分組討論 Group Discussion

25.3.2006

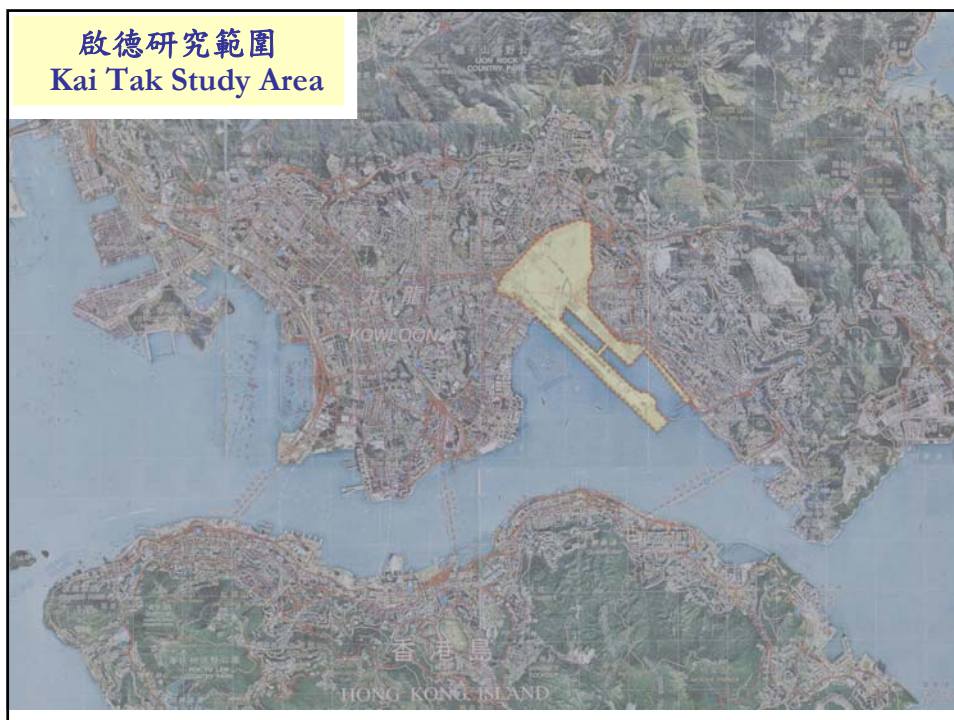


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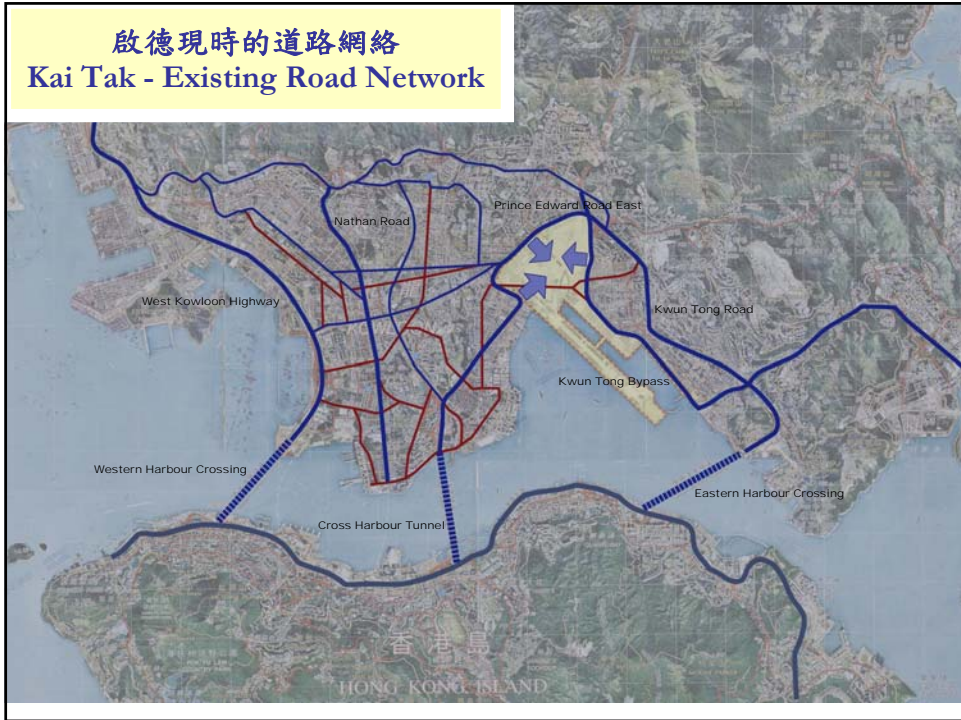
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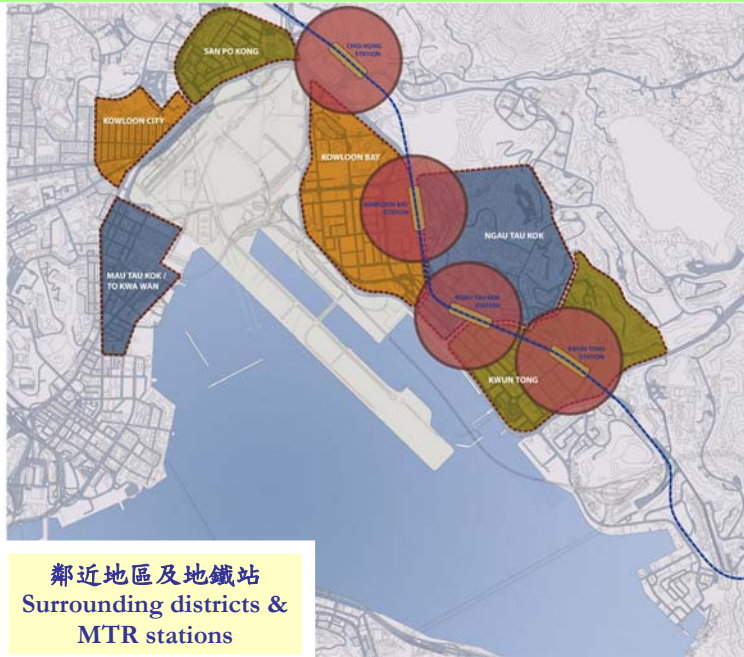
啟德研究範圍  
Kai Tak Study Area



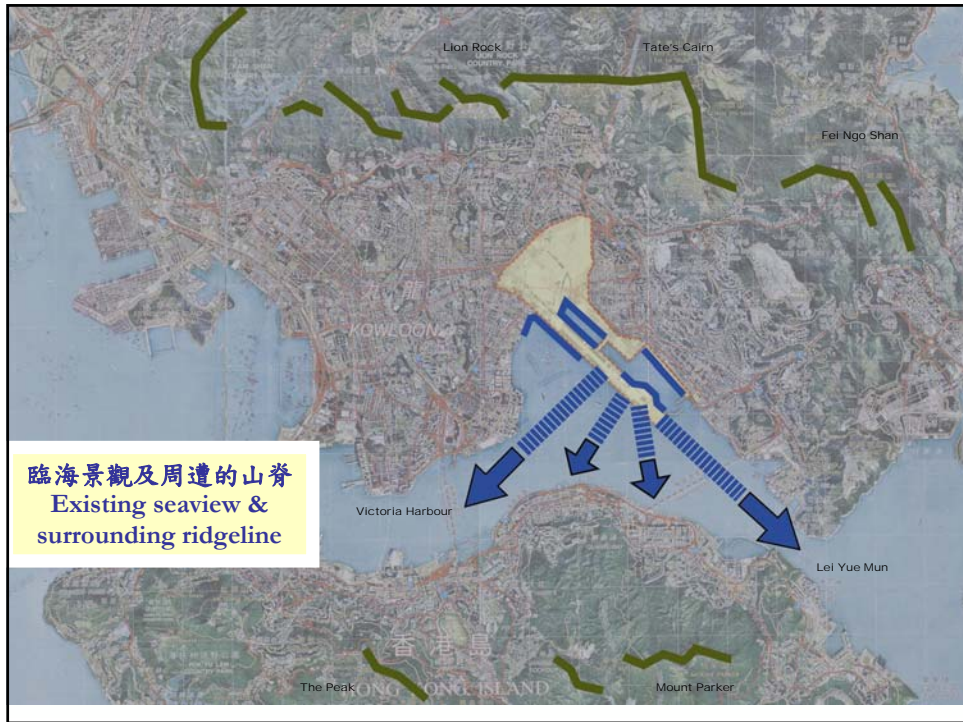
啟德現時的道路網絡  
Kai Tak - Existing Road Network



鄰近地區及地鐵站  
Surrounding districts & MTR stations

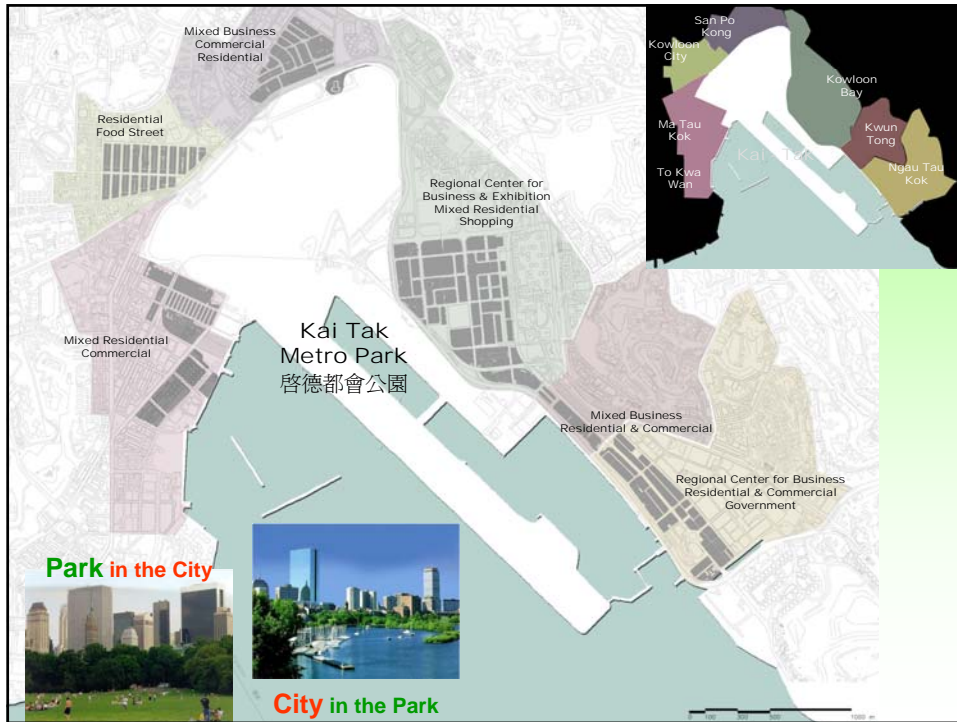






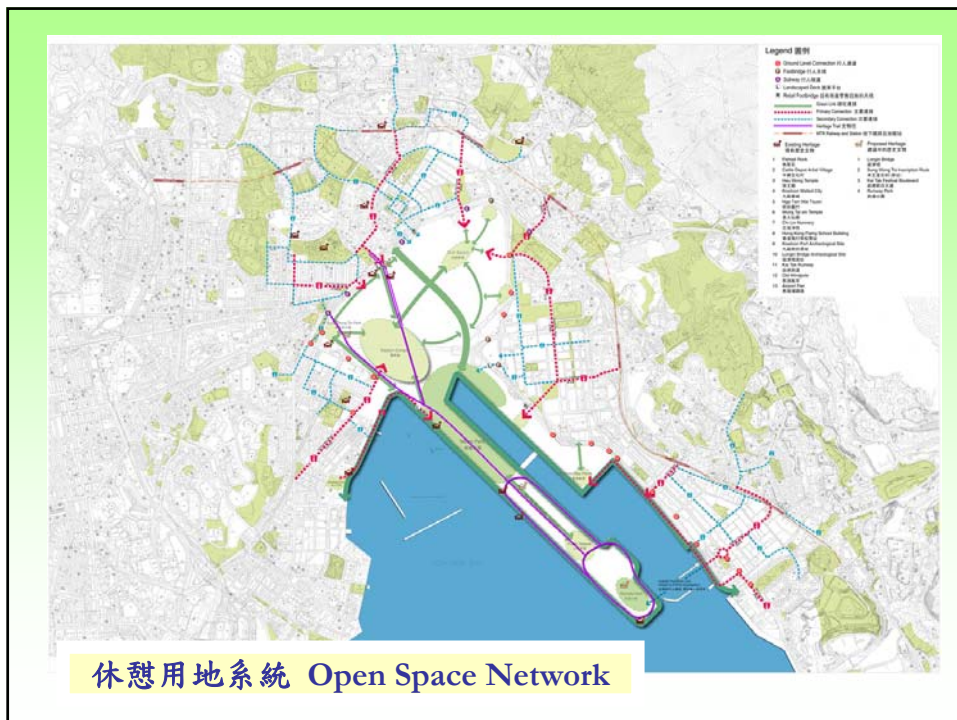






討論議題(一) : 休憩用地系統

Discussion Topic 1 : Open Space Network



討論議題(二)及(三)：

- 與鄰近地區的連接
- 保留歷史文化的建議

Discussion Topics 2 & 3 :

- Connectivity with Surrounding District
- Heritage Proposals



黃大仙廟  
 Wong Tai Sin Temple

衙前圍村  
 Nga Tsin Wai Tsuen

侯王廟  
 Hau Wong Temple

九龍寨城公園  
 Kowloon Wall City Park

龍津碼頭遺址  
 Longin Bridge Archaeological Site

Civic Square  
 文咸廣場

Sun Wai Park  
 新圍公園

**與九龍城及新蒲崗的連接**  
**Connections with Kowloon City & San Po Kong**

Civic Square  
 文咸廣場

Sun Wai Park  
 新圍公園

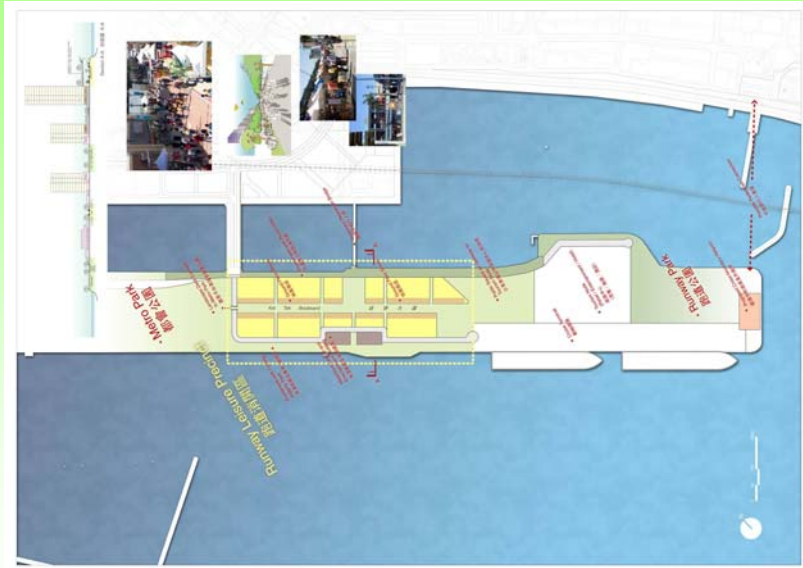
**與九龍灣的連接**  
**Connections with Kowloon Bay**





討論議題(四): 跑道休閒區

Discussion Topic 4 : Runway Leisure Precinct



跑道休閒區 Runway Leisure Precinct

## Summary of Group Discussion in the Workshop

*Group No: 1*

*Facilitator: Paul Zimmerman*

*Group Coordinator: Iris Tam*

### *Participants:*

Name	Organization
Gordon Andreassend	Hong Kong Hist. Aircraft Asso.
AU Kam-pang 區錦鵬	HKILA 香港土地行政學會
Margaret BROOKE	-
S C CHING 程少泉	Sino Group
CHIU Siu-wai 趙紹惠	CUHK 中大
John Cock	Evans & Peck (HK)
AFM Conway	Sports Federation & Olympic Committee
Bernie Harrad	URA
Aliana HO	HKTB
HUNG Wing-tat 熊永達	PolyU
Lew LEUNG 梁冠平	Hong Kong Air Cadet Corps 航空青年團
LO Siu-kuen 盧兆權	EMSD 機電工程署
Anthony LO 盧錦欣	Tourism Commission 旅遊事務署
Julie MO 毛朱國華	CityU 城大
Roger Nissim	REDA
Sujata Govada	UD&PCL
Andrew L Thomson	-
TSE Kwok-hing 謝國興	HKILA 香港土地行政學會
Jacky WONG 黃國豪	HKICPA
Steve Yiu 姚展	MTR 地鐵公司

### **(A) Open Space System**

#### **A1. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network.**

- Majority support

#### Remarks

- Is stadium complex really open space, grass or concrete?
- No fence wall around stadium complex for better integration
- Management of spaces critical for success

#### **A2. View on creating a metropark on the runway.**

- Majority support

Remarks

- Commercial uses are necessary for vibrancy

**A3. View on the arrangement of a continuous waterfront promenade within and outside Kai Tak.**

- Majority support

Remarks

- Misleading to show promenade around PCWA areas

**A4. Other suggestion(s) to enhance the open space system.**

1. If promenade is a long term planning for the PCWA areas, then water sports should also be marked at KTAC as a long term goal.
2. There should be more bridges across the KTAC to link up the public spaces.
3. More extensive cycle track system is welcome
4. Metropark at head of inlet is ideal, provided continuity of access and facilities
5. Runway Park should be greater.
6. Heliport should not be at Runway Park because of excessive noise.
7. Open space not only nodal but also in corridors
8. Ferry to Runway Park from TST, Central, North Point
9. Light rail/tram should link up the park system.
10. More marine uses should be planned along waterfront
11. Size of stadium must be well justified
12. Will public at the Metropark be exposed to environment risks from KTAC?
13. More bridges across KTAC are needed
14. 2015, 2020, 2030 plans to show different phases of development
15. Reduce intrusion of transport in the open space system
16. Visual corridor connections among open spaces



**(B) Connectivity with the Surrounding Districts**

**B1. View on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.**

- Many think that the proposed pedestrian network is insufficient

Remarks

- At grade crossing too dangerous

**B2. View on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong?**

- Many think that the proposed pedestrian network is insufficient

Remarks

- Railway depot is a barrier

**B3. View on the proposed pedestrian network connecting Kai Tak with Kowloon Bay?**

- Many think that the proposed pedestrian network is insufficient

Remarks

Nil

**B4. View on the proposed pedestrian network connecting Kai Tak with Kwun Tong?**

- Many think that the proposed pedestrian network is insufficient

Remarks

- Many more bridges/cycle track connections are needed

**B5. Other suggestion(s) do you have to further enhance the connectivity of Kai Tak with the surrounding districts?**

1. There must be more linkages with the hinterland. Footbridges, at grade crossings, subways may not have good enough quality. They should be enhanced together with the primary links in terms of safety and environmental quality.
2. There must be a more comprehensive EFTS to draw people away from cars, thereby reducing the need for wide roads.
3. The pedestrian link between Kai Tak Station and Stadium must be wide and attractive.
4. Extensive subway systems extending from Kai Tak Station should be established

- linking metropark, nearby district, etc.
5. Innovative bridge designs are desirable
  6. Shuttle services from SCL stations
  7. Destinations are important considerations in planning for pedestrian linkages
  8. Mechanical connectivity is an option
  9. Narrow streets rather than wide roads should be planned for easier crossing at grade
  10. More links to To Kwa Wan Station
  11. Links to TST through Hung Hom is desirable

**(C) Heritage Proposals**

C1. View on linking the identified cultural heritage elements outside and within Kai Tak.

- Majority support

Remarks

- Establish district heritage trails

**C2. Other possible form(s) of linkages for these cultural heritage elements**

Nil

**C3. Other suggestion(s) to enhance the heritage proposal of Kai Tak**

1. Heritage proposals are desirable but not essential
2. Pedestrian connections are difficult. The heritage elements should be attractive in their own right.
3. Monorail/automatic people mover should be planned
4. Marine culture is missing
5. Linkages should be user friendly for different ages and physical ability

**(D) Design Concepts for the “Runway Leisure Precinct” “跑道休閒生活區”**

**D1. View on the proposed concepts of the “Runway Leisure Precinct”.**

- Many like the idea but want to enrich it.

Remarks

- Concept is acceptable but some members suggested to consider to extend further and a proper mix with the tourism node. More mixed uses bring greater vibrancy.

**D2. View on proposed Kai Tak Boulevard**

- Majority support

Remarks

Nil

**D3. View on the proposed continuous promenade along the harbourside (at-grade) and the KTAC side (on a landscape deck).**

- Majority support

Remarks

- Would like to see a 2-lane road rather than a 4-lane road on the runway

**D4. Other suggestion(s) to enhance the design elements of the precinct.**

1. Control car parking for the residential areas to reduce the need for the 4-lane road
2. If the cruise terminal can rely on piers, more waterfront can be used for berthing of vessels for commercial/recreational uses.
3. More integration with metropark is better
4. Runway Park is too isolated
5. No bulky podium car parking in basement/separate buildings should be planned for the residential areas
6. Should plan for EFTS?
7. Pier for cruise terminal. Free up more space for residential.
8. More small shops along waterfront are desirable. TSTE is a failure.
9. Small shops with character should be planned in boulevard
10. Keep residential to minimum
11. Critical mass is essential for retail provisions
12. Boulevard should be designed to be warm and user friendly
13. Design for "culture" of inclusiveness. Avoid "concrete islands" for the uses on the runway.
14. Boulevard on deck and waterfront access to KTAC is desirable.
15. Cruise Terminal requires 'true' consultation. Kai Tak is not a suitable site.

*Group No: 2*

*Facilitator: Mason Hung*

*Group Coordinator: Herman Ng*

*Participants:*

<b>Name</b>	<b>Organization</b>
CHEUNG Shun Wah 張順華	KTDC 觀塘區議會
Donald CHOI 蔡宏興	Nam Fung 南豐
CHUNG Pui Wai 鐘沛槐	黃大仙分區會
David FOK 霍志偉	--
Fung Ka KWAN 馮家均	香港物流管理人員協會 HKLMSA
Catherine HAU 侯婉芬	香港註冊導遊協會 HARTCO
Stanley KEUNG 姜廣榮	KCRC
Bernard KWOK 郭桂明	觀塘海岸線發展關注小組 Laguna City Phase 1,2,3& 4
KWOK Tak Kee 郭德基	港九電船拖輪商會
Hanen LEE 李香江	RAC- Access Sub-Com
Veronica LUK 陸迎霜	SEE Network 思網絡
NGAN Chun Lim 顏尊廉	香港中國旅遊協會 HACTO
Norman PANG 彭惠勇	香港物流管理人員協會 HKLMSA
Major TANG 鄧兆偉	公民協會
Steven WONG 黃孔樂	EPD 環保署
WONG Kai Ming 黃洛明	KTDC 觀塘區議會

**(A) Open Space System**

**A1. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network.**

- All agreed

Remarks

- Nil

**A2. View on creating a metropark on the runway.**

- All agreed

Remarks

- Nil

**A3. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network?**

- All agreed

Remarks

- Nil

**A4. Other suggestion(s) to enhance the open space system.**

- Generally supported.
- Water quality of the nullah should be improved for amenity use; if can't, preferred reclamation to cover the nullah for open space use
- Promenade should be extended to Lei Yue Mun
- PCWA should be removed to allow a continuous promenade and possible pedestrian connections across the nullah; a PCWA operator indicated that they would have no objection if PCWA could be re-provisioned elsewhere.
- 24-hour access should be allowed for the open space network
- Alternative location for the proposed RTS at 魔鬼山腳 should be considered to allow the waterfront near Laguna City for open space use

**(B) Connectivity with the Surrounding Districts**

**B1. View on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.**

- All agreed

Remarks

- Nil

**B2. View on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong?**

- All agreed

Remarks

- Nil

**B3. View on the proposed pedestrian network connecting Kai Tak with Kowloon Bay?**

- All agreed

Remarks

- Nil

**B4. View on the proposed pedestrian network connecting Kai Tak with Kwun Tong?**

- All agreed

Remarks

- Strongly supported building a pedestrian bridge to connect Kwun Tong with Kai Tak end

**B5. Other suggestion(s) do you have to further enhance the connectivity of Kai Tak with the surrounding districts?**

- New quality, direct and segregated pedestrian passageways should be implemented from the MTR Stations, such as Kowloon Bay, Ngau Tau Kok and Kwun Tong, across the old industrial areas to connect to Kai Tak. The participants have expressed strong support for the elevated walkway proposed for Kowloon Bay and demanded such walkways to connect direct also to Kai Tak.
- Mono-rail or mass automatic pedestrian walkways should be introduced to provide connection between Lei Yue Mun, along the Kai Tak waterfront, the future SCL Kai Tak Station to link up effectively all the new tourism attractions for convenient access of tourists and local residents alike. The participants have generally disagreed at hinging the no provision of mono-rail/automatic walkway system with the low planned population. They argued that the mono-rail could be primarily for tourism and leisurely purposes like the new Lantau Cable Car or the other examples overseas.

**(C) Heritage Proposals**

**C1. View on linking the identified cultural heritage elements outside and within Kai Tak.**

- All agreed

Remarks

- Nil

**C2. Other possible form(s) of linkages for these cultural heritage elements**

- Pedestrian linkages

**C3. Other suggestion(s) to enhance the heritage proposal of Kai Tak**

- Museum should be socially inclusive

**(D) Design Concepts for the “Runway Leisure Precinct” “跑道休閒生活區”**

**D1. View on the proposed concepts of the “Runway Leisure Precinct”.**

- Majority agreed. Only one disagreed.

**D2. View on proposed Kai Tak Boulevard**

- Majority agreed. Only one disagreed and requested developing a park instead.

**D3. View on the proposed continuous promenade along the harbourside (at-grade) and the KTAC side (on a landscape deck).**

- Majority agreed.

**D4. Other suggestion(s) to enhance the design elements of the precinct.**

- Grave concerns on the residential developments and demand stringent urban design controls to be in place to:
- ensure convenient and quality access for the public to enjoy the runway by inhibiting podium-type development and large building estate type development; pedestrian access should be allowed through the residential development as far as possible.
- impose highest design standards to implement the residential development as landmark than monotonous built form like Tai Koo Shing and Whampoo Estate.
- control building height for ridgeline protection and height variation; 20-storey is too high

**Group No:** 3

**Facilitator:** Andy Leung

**Group Coordinator:** Flora Lai

**Participants:**

<b>Name</b>	<b>Organization</b>
Chi Shin CHEUNG 張志勝	啟德發展民間聯席
Simon FUNG 馮瑞滿	Cheongsin House Mac.
KO Po Ling 高寶齡	Kwun Tong District Council
Janet LAI 黎麗嫦	Tourism Commission
Enoch LAM 林天星	CEDD
LEE Wai Ho 李蕙好	土瓜灣十三街居民
Peter NG 吳儒俊	H.K. Liner Shipping Association
NG Hing Chu 吳慶珠	九龍城義務工作拓展協會
Man Fai LAM 林文輝	啟德發展民間聯席
LEE Tak Yin 李德賢	郵輪城
LI Wai 李威	Transport Department
Carolina TONG 湯淑婉	Screampoint
SHIU Yuk Tong 邵玉堂	Retired
Stephen YUEN 袁靖是	郵輪城
Kennis YEUNG 楊領欣	VXL Capital Limited
Jessie YUNG 容婉珍	關注觀塘居民聯席會議

### (A) Open Space System

**A1. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network.**

- All agreed.

Remarks

Nil

**A2. View on creating a metropark on the runway.**

- All agreed.

Remarks

Individual concern:

- Suggest to locate the metropark on the runway tip.



**A3. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network?**

- Majority agreed.

Remarks

Individual concern:

- Concern on the relocation of the PCWA.

**A4. Other suggestion(s) to enhance the open space system.**

Group discussion:

- Some participants have reservation on the provision of heliport and cruise terminal on the runway tip of Kai Tak because of concerns over possible blockage of the harbour views by these facilities.
- Object road bisecting metropark and stadium.
- Suggest that multi-purpose stadium should not only tailor for international events, but also for small events, being enjoyed by the local residents
- Suggest to provide more facilities to enhance vibrancy of the promenade, e.g. open cafe.

Individual concern:

- With reference to Miami and Yokohama, landscape deck could be planned on the top of the cruise terminal to create landscape linkage to the promenade. By incorporating hotel and shopping facilities, cruise terminal could act as a landmark could be a landmark of Kai Tak.
- Concern on the provision of sufficient housing units to serve redevelopment process of old areas.

**(B) Connectivity with the Surrounding Districts**

**B1. View on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.**

- Majority agreed.

Remarks

Individual concern:

- Suggest to provide more pedestrian linkages.

**B2. View on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong?**

- Majority agreed.

Remarks

- Opine that Prince Edward Road still bisects old areas with Kai Tak (i.e. too many subways). Should put more effort in improving the connectivity with surrounding districts.
- Stress on creating better connection with Longin Bridge site.
- Concern on the wall effect associated with the bulky SCL depot.
- Object any residential development above the SCL depot.

Individual concern:

- Suggest to provide commercial shopping footbridge linking to San Po Kong industrial area to revitalize the area.
- Suggest to create a “Festival Boulevard” (節日大道) connecting Kowloon Walled City Park, Nga Tsin Wai Tsuen and Kowloon Fort together.
- Suggest to provide more pedestrian linkages.

**B3. View on the proposed pedestrian network connecting Kai Tak with Kowloon Bay?**

- Majority agreed.

Remarks

Individual concern:

- Suggest to provide more pedestrian linkages.

**B4. View on the proposed pedestrian network connecting Kai Tak with Kwun Tong?**

- Majority agreed.

Remarks

Group discussion:

- Strongly support the openable footbridge connection between the runway tip and Kwun Tong area.
- Suggest to create underground shopping subway along Lai Yip Street between the runway and Ngau Tau Kok MTR Station.

Individual concern:

- Suggest to provide more pedestrian linkages.

**B5. Other suggestion(s) do you have to further enhance the connectivity of Kai Tak with the surrounding districts?**

Group discussion:

- Suggest to provide monorail linking MTR stations in the surrounding districts and Kai Tak development. A monorail loop should be created to enhance the accessibility of Kai Tak. The construction of the monorail should not mainly hinge on the population

assumption within Kai Tak.

Individual concern:

- Concern on the relocation of the PCWA.

**(C) Heritage Proposals**

**C1. View on linking the identified cultural heritage elements outside and within Kai Tak.**

- Majority agreed.

Remarks

Nil

**C2. Other possible form(s) of linkages for these cultural heritage elements**

Nil

**C3. Other suggestion(s) to enhance the heritage proposal of Kai Tak**

Individual concern:

- Suggest to provide sufficient signposts to illustrate the heritage elements.
- Suggest to create heritage trail connecting all heritage elements in Kowloon City.
- Suggest to develop Kowloon museum to showcase Kowloon history.
- Suggest to emphasize more cultural interests, such as Hau Wong Temple and Nga Tsin Wai Tsuen in the design.

**(D) Design Concepts for the “Runway Leisure Precinct” “跑道休閒生活區”**

**D1. View on the proposed concepts of the “Runway Leisure Precinct”.**

- Majority agreed.

Individual concern:

- Object to any residential development on the runway.
- Suggest to convert the whole runway tip into open space.

**D2. View on proposed Kai Tak Boulevard**

- Majority agreed.

Individual concern:

- No residential development on the runway.
- More pedestrian facilities and public open spaces.
- To develop a leisure node at the runway.
- To resolve PCWAs issue.

- Only one disagreed and requested developing a park instead.

**D3. View on the proposed continuous promenade along the harbourside (at-grade) and the KTAC side (on a landscape deck).**

- Majority agreed.

Individual concern:

- Suggest to widen the pedestrian walkway or to convert it to open space.

**D4. Other suggestion(s) to enhance the design elements of the precinct.**

Individual concern:

- Suggest to tackle the PCWA issue before designing the precinct.
- As there is a cruise terminal, open space should include tourism shopping area.
- Suggest to adopt monorail to link up the whole runway.

**Group No:** 4

**Facilitator:** Anthony Kwan

**Group Coordinator:** Pearl Hui

**Participants:**

Name	Organization
CHAN Chi Hang 陳智恒	啟德發展民間聯席
Wilson CHAN 陳永盛	HK Air Cadet Corps 香港航空青年團
CHENG Mo 鄭武	KLNFAS 九龍社團聯會
CHEUNG Chi Ying 張子英	關注維港避風塘聯席會議
CHOI Pat Tai 蔡百泰	HJTOA 香港日本人旅客手配業社協會
CHOW Chi Wing 周志榮	Water Bus Services Ltd
CHUANG Li Tung 莊笠東	科技發明者
Mabel HUNG 洪美欣	Hong Kong Tourism Board 香港旅遊發展局
Mountain HSU 徐海山	觀塘民聯會
KWOK Mei Yi 郭美儀	關注維港避風塘聯席會議及新界貨運商會
Denis LAW 羅耀同	Hong Kong Tourism Board 香港旅遊發展局
LI Sam 李參	土瓜灣十三街
Tony LAI 黎善衡	Port Operations Committee
N.Y. LAM	--
Carman LEUNG 梁淑貞	諮詢發展民間聯席
LEE Yiu Ming 李耀明	關注維港避風塘聯席會議
LEUNG Kai Kan 梁啟根	關注維港避風塘聯席會議
LEUNG Ping Fai 梁炳輝	關注維港避風塘聯席會議
Bryan LI	--
LUI Ping Hon 呂炳漢	EPD 環保署
Tommy MAK 麥志堂	Gammon Construction Ltd
Henry TANG 鄧廣全	Star Cruises 麗星郵輪
Wong Yiu Kan 黃耀勤	關注維港避風塘聯席會議
Iris YICK 易映薇	關注維港避風塘聯席會議
YU Shuk Fan 余淑芬	新論壇麗港城社區服務社

#### (A) Open Space System

##### A1. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network.

- Majority agreed

##### Remarks

- Quality of the open space is also important i.e. the types of facilities to be provided within the open space and parks. They should cater for all ages and groups.
- Vehicular access to the runway park is also important as it is located quite far away from neighbouring districts

**A2. View on creating a metropark on the runway.**

- Majority agreed

Remarks

Nil

**A3. View on the arrangement of a continuous waterfront promenade within and outside Kai Tak**

- Majority agreed
- A number of members disagreed
- A few members questioned the need of such a long promenade, wondered if it can be fully utilized

Remarks

- The existing Kwun Tong PCWA is no longer showing on the plan, does it mean that the Government is planning to close it down?
- The issues with the typhoon shelter and PCWA should be resolved before putting in a continuous promenade

**A4. Other suggestion(s) to enhance the open space system.**

- To put in as much open space as possible to turn Kai Tak into a “green island” within Victoria Harbour
- Should maximize accessibility of the open space
- Should include recreational facilities within the open space such as museums
- Vehicular access to the runway park is also important as it is located quite far away from neighbouring districts
- Should put in more open space and not to pursue with the SCL depot and heliport tower

**(B) Connectivity with the Surrounding Districts**

**B1. View on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.**

- Majority agreed

Remarks

Nil

**B2. View on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong?**

- Majority agreed

Remarks

- Existing connections with Kowloon City are mostly tunnels providing a not very pleasant walking experience as the tunnels are narrow and dark. There is a need to enhance the existing ones and provide new connections for more interesting walking experience in order to attract more pedestrian movement.

**B3. View on the proposed pedestrian network connecting Kai Tak with Kowloon Bay?**

- Majority agreed

Remarks

-

**B4. View on the proposed pedestrian network connecting Kai Tak with Kwun Tong?**

Agree

- Majority agreed
- The proposed network would adversely affect the operation of the typhoon shelter

Remarks

- Should have more connections
- There is desperate need of a footbridge connecting Kwun Tong waterfront and the runway end. The proposed connection could utilize the existing breakwaters as part of the connection.

**B5. Other suggestion(s) do you have to further enhance the connectivity of Kai Tak with the surrounding districts?**

- There is a need for better connections which are convenient for old/senior persons (both local and overseas)
- Kai Tak should be connected with neighbouring districts as far as practicable such that residents of neighbouring districts could have easy access to the new and leisure facilities
- There should be more vehicular connections at Kwun Tong
- Future connections should be able to attract pedestrians

**(C) Heritage Proposals**

**C1. View on linking the identified cultural heritage elements outside and within Kai Tak.**

Agree

- Majority of the group agreed
- But not adequate

Not Agree

- The Government is focusing too much on providing facilities for economic growth, traffic, and sports etc. and neglecting the history of Kai Tak. The older generations has experienced hard times in the past (the Opium War, colonial times etc.) and the younger generation should learn about all these. Hong Kong people cannot love HK if we do not know the history of this place. Therefore more museums are proposed to present the history of Hong Kong

Remarks

Nil

**C2. Other possible form(s) of linkages for these cultural heritage elements**

- By linking the cultural heritage elements outside (e.g. Wong Tai Sin Temple, Kowloon Wall City, Sung Woi Toi and Nga Tsin Wai Tsuen) with Kai Tak, the whole district could become an attractive tourism spot.

**C3. Other suggestion(s) to enhance the heritage proposal of Kai Tak**

- To develop different types of museums/exhibition halls within the open space to showcase history and culture of Hong Kong



**(D) Design Concepts for the “Runway Leisure Precinct” “跑道休閒生活區”**

**D1. View on the proposed concepts of the “Runway Leisure Precinct”.**

- Majority of the group agreed in general
- A large number of members do not agree with having residential development on the runway (not even low density residential development).
- There were concerns that the proposed development density may affect view

**D2. View on proposed Kai Tak Boulevard**

- Majority agreed

**D3. View on the proposed continuous promenade along the harbourside (at-grade) and the KTAC side (on a landscape deck).**

- Majority agreed
- The idea of separating pedestrian and vehicles is supported

**D4. Other suggestion(s) to enhance the design elements of the precinct.**

- Residential development should be planned near San Po Kong and Kowloon Bay
- People mover or any other devices should be considered for senior/handicapped people, for both local and overseas visitors.

**Other Comments**

- Different facilities should be planned following the configuration of the site
- Kai Tak Approach Channel should be reclaimed to provide more land for development thus increasing government income
- It is understood that the existing proposal is based on ‘no reclamation’ as starting point. However, should ‘not reclaiming’ fail to satisfy EIA, the government would then have to re-do the planning and consultation exercise and causing further delay. As such, it is hope that the government would prepare for different scenarios.
- The proposed helipad would adversely the proposed open space in terms of air and noise nuisance and would also constraint the development of other aviation facilities
- The proposed cruise terminal may not bring in positive economic return as visitors mainly stay on cruises rather than hotels. Also as most visitors are retired persons, their consuming power is weak.
- The construction and operating (24 hours lighting, ventilation, cleaning) costs of T2 in form of tunnel are both high. It is also difficult to escape from the tunnel when there is accident.

**Group No:** 5

**Facilitator:** Y. Y. Pong

**Group Coordinator:** Derek Sun

**Participants:** 12

<b>Name</b>	<b>Organization</b>
Chan Wing Shing 陳永盛	Hong Kong Air Cadet Corps 香港航空青年團
Mo Fong CHU 朱慕芳	十三街居民互助社
Christine FONG 方國珊	西貢區議會及坑口將軍澳商會
Ying So IP 葉素瑛	--
Kam Chuen KWOK 郭錦全	--
Lok Hon LEE 李漢樂	東九龍居民委員會
LEE Chun Lun 李俊麟	香港環保廢料再造業總會
Kit Ying LEUNG 梁潔瑩	Hong Kong Air Cadet Corps
Ho Yan MAK 麥浩欣	Kwun Tong Swimming Club
Yik Siu MAN 萬兆億	Kwun Tong Swimming Club
Patrick NG 伍澤建	香港學界體育聯會
PUN Chun Yuen 潘進源	--
Raymond TO 杜威民	香港國際社會服務社
Yiu Wah WONG 黃耀華	海上遊覽業聯會
Quinly WAN 尹紫薇	--

#### **(A) Open Space System**

##### **A1. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network.**

- Majority agreed.

##### **A2. View on creating a metropark on the runway.**

- Majority agreed.

##### **A3. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network?**

- Majority agreed.

##### **A4. Other suggestion(s) to enhance the open space system.**

- Objection was raised on the heliport proposal.

- PCWA and the related recycling business should be relocated to facilitate the promenade development.
- Adequate time should be allowed for relocation of the PCWA
- The open space network should be full of greenery and vibrancy so that different people will be attracted to this sport city
- Related environmental problem must be adequately resolved
- Lots of trees should be accommodated to create a unique leisure area in the middle of the city, like Vancouver and the States. The trees can also block the strong sunlight and wind. They can also lower the temperature and make the air cleaner
- The design of the stadium should be integrated with the Metro Park
- The open space should be user friendly and well connected to To Kwa Wan, Ngau Tau Kok and Kwun Tong.

### **(B) Connectivity with the Surrounding Districts**

#### **B1. View on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.**

- Majority agreed.

#### **B2. View on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong?**

- Majority agreed.

#### **B3. View on the proposed pedestrian network connecting Kai Tak with Kowloon Bay?**

- Majority agreed.

#### **B4. View on the proposed pedestrian network connecting Kai Tak with Kwun Tong?**

- Majority agreed.

#### Remarks:

- The 3 MTR Station in Kwun Tong District should be well connected to the Kai Tak development are

#### **B5. Other suggestion(s) do you have to further enhance the connectivity of Kai Tak with the surrounding districts?**

- Marine access should be provided for the new hospital
- The connectivity is essential to improve the environment of the old urban area
- Kai Tak should provide more housing site for more population, especially rehousing

site for redevelopment in old urban area

- Direct vehicular access to Kwun Tong is also required
- Tunnel connection should be explored at runway to connect the promenade
- Easy pedestrian access should be provided for the adjacent residents
- Easy and cheap vehicular access should be provided for residents farther away
- The railway depot at Kowloon City should be deleted
- Vehicular road should be submerged as far as possible
- More pedestrian connection should be incorporated
- A light rail link should be provided between the Shatin Central Link and the Cruise Terminal

### **(C) Heritage Proposals**

#### **C1. View on linking the identified cultural heritage elements outside and within Kai Tak.**

- Majority agreed.

#### **C2. Other possible form(s) of linkages for these cultural heritage elements**

- Aviation Education Trail: a walkway with exhibits to introduce the aviation knowledge in an interesting way connecting the general public and tourist from the old urban areas to the end of the runway.

#### **C3. Other suggestion(s) to enhance the heritage proposal of Kai Tak**

- Preserve Hong Kong as an international aviation hub
- Preserve the existing cultural and historical heritage
- The local culture and character of Kowloon city should be preserved
- The aviation culture and facilities should be preserved
- Consideration should be given to preserve old development in an area, for example, Kai Tak Culture Village.
- Facilities to experience aircraft noise and flight simulation should be incorporated

**(D) Design Concepts for the “Runway Leisure Precinct” “跑道休閒生活區”**

**D1. View on the proposed concepts of the “Runway Leisure Precinct”.**

- Majority agreed.

**D2. View on the proposed continuous promenade along the harbourside (at-grade) and the KTAC side (on a landscape deck).**

- Some agreed.

**D3. Other suggestion(s) to enhance the design elements of the precinct.**

- Some agreed.
- One not agreed

**D4. Other suggestion(s) on the runway Leisure Precinct design concept**

- Preserve the 13” 31” runway character
- Add in aviation culture
- Gap at runway should be shifted outward to allow better tidal circulation
- To consider whether the polluted water can be directly discharged at the middle of the sea
- Provide facility to encourage more spot activity including walking and jogging

*Group No: 6*

*Facilitator: Nick Brooke*

*Group Coordinator: Evelyn Lee*

*Participants:*

<b>Name</b>	<b>Organization</b>
CHENG Kim Wui	EPD
Jeanne CHENG	Tourism Commission
HOR Yiu Man	TKCSC
LEUNG Kong Yiu	HEC
Jeanne NG	Sino Group
Pauline NG	Christian Action
Eric MA	Maunsell Consultants Asia Ltd.
TANG Michelle	啓德規劃發展民間聯席
Robert Wilson	HK, China Rowing Association

#### **(A) Open Space System**

##### **A1. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network.**

- Majority agreed.

##### Remarks

- Need to integrate different elements of the open space system
- Stadium complex should be accessible to the public. It should be integrated as part of the Metro Park instead of a separate entity
- Good for visitors to go through Metro Park before arriving at cruise terminal/tourism node

##### **A2. View on creating a metropark on the runway.**

- Majority agreed.

##### Remarks

- Recognize that the northern portion of the runway is the most reasonable location for Metro Park given the 600m gap required at that location for water circulation
- Nevertheless should the 600m gap turn out to be not necessary, some suggest locating the Metro Park further south (i.e. to swap the Metro Park with the proposed Runway Precinct)

##### **A3. View on the arrangement of a continuous waterfront promenade within and outside Kai Tak.**

- Majority agreed.

Remarks

Nil

**A4. Other suggestion(s) to enhance the open space system.**

- Need to add activities which add to the viability and vibrancy of public spaces (e.g. open-air concerts, exhibitions)
- One group member opposes to cruise terminal at runway end, while others have not expressed their views

**(B) Connectivity with the Surrounding Districts**

**B1. View on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.**

- Majority agreed.

Remarks

Nil

**B2. View on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong?**

- Majority agreed.

Remarks

Nil

**B3. View on the proposed pedestrian network connecting Kai Tak with Kowloon Bay?**

- Majority agreed.

Remarks

Nil

**B4. View on the proposed pedestrian network connecting Kai Tak with Kwun Tong?**

- Majority agreed.

Remarks

- Direct vehicular and pedestrian connections between Kwun Tong and the runway are vital.
- Concerns about servicing commercial uses at the runway end

**B5. Other suggestion(s) do you have to further enhance the connectivity of Kai Tak with the surrounding districts?**

- Suggest pedestrian movers and/or environmentally friendly electric trams/shuttle buses to bring people to end of runway
- Suggest regulating vehicles in Kai Tak by a permit system to ensure that vehicles running in Kai Tak are environmentally friendly.

**(C) Heritage Proposals**

**C1. View on linking the identified cultural heritage elements outside and within Kai Tak.**

- Majority agreed.

Remarks

- Strong anchor on the runway is important to pull people there e.g. aviation museum
- Need to introduce more cultural heritage exhibits along the cultural trail e.g. miniature heritage exhibits at Kai Tak Boulevard, old fire station at runway end

**C2. Other possible form(s) of linkages for these cultural heritage elements**

Nil

**C3. Other suggestion(s) to enhance the heritage proposal of Kai Tak**

- Need to preserve the uniqueness of the runway
- Suggest relating the history of Kai Tak and Kowloon Walled City with the bigger Asian history when formulating the exhibition programme

**(D) Design Concepts for the “Runway Leisure Precinct” “跑道休閒生活區”**

**D1. View on the proposed concepts of the “Runway Leisure Precinct”.**

- Majority agreed.



Remarks

- Concerns that the runway leisure precinct residential development may create an exclusive elite society, which is vastly different from the old districts around
- Suggest more mixed uses in the runway leisure precinct e.g. commercial, artists village, hostel
- Suggest dividing the precinct into smaller lots to avoid creating an exclusive class
- Concerns about the viability of retail and other commercial uses in the precinct
- Some suggest swapping the runway leisure precinct with the Metro Park (i.e. concentrate residential to the northern end of the runway)
- Suggest that building heights in the precinct should be restricted to 10 storeys
- Need to avoid wall effect in the precinct development
- Suggest environmentally friendly transport to facilitate people to get to the runway precinct

**D2. View on the proposed pedestrian boulevard running through the middle of the runway.**

- Majority agreed.

Remarks

Nil

**D3. View on the proposed continuous promenade along the harbourside (at-grade) and the KTAC side (on a landscape deck).**

- Majority agreed.

Remarks

Nil

**D4. Other suggestion(s) to enhance the design elements of the precinct.**

Nil

**Group No:** 7

**Facilitator:** Mr. Raymond Lee

**Group Coordinator:** Mr. William Wong

**Participants:**

<b>Name</b>	<b>Organization</b>
Dunstan CHAN 陳志強	Well Born Real Estate Management 偉邦物業管理
Leo CHAN 陳偉豪	Sino Land
Pauline CHEUNG 張淑芳	HK Rugby Football Union 香港欖球總會
CHOONG Tet Sieu 鍾德修	SCMP
Edmund CHUNG 鐘沛生	Chartered Institute of Housing 英國特許房屋經理學會
Monica CHOW 周曼華	IVE(W) 香港專業教育學院
IP Chi Ming 葉志明	HK Canoe Union 香港獨木舟總會
Anthony KEUNG 姜文彥	CUHK 香港中文大學
Peter KONG 江卓文	HK Civic 公民協會
Mike KWAN 關以輝	Town Planner 城市規劃師
LAM Chi Keung 林志強	City Planning Concern Group 城市規劃關注組
Marco LEE 李丞健	Action Group on Protection of the Harbour 保護維港行動
POON Yee Chu 潘宜珠	Mutal Aid Club Wong Tai Sin Estate 黃大仙龍福樓互委會
Chris SETO 司徒駿敏	議員助理
TONG Hon Hei 唐漢基	Universal Transport Fans Association 世界交通之友
Lobo TSANG 震國全	MCIH
WONG Ho Ming 黃浩明	CUHK 香港中文大學
Tracy WONG 黃翠盈	CUHK 香港中文大學
楊師義	啟德聯席

### **(A) Open Space System**

#### **A1. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network.**

- Most of the group members agreed on creating a continuous open space network.
- Group members raised their concerns on the accessibility and viability of these open spaces. They thought that the components in the system should be well integrated with convenient means of traffic and pedestrian connections. They also thought that the green connections between major components in the system should be wide and open enough so that the major activity nodes will not be separated by each other.

#### **A2. View on creating a metropark on the runway.**

- All of the group members agreed on creating a metropark on the runway.
- Some of them felt that the runway tip was a more appropriate location for the metro park. They thought that it could serve as a landmark in the district and draw peoples' attention to the end of the runway.
- Other members thought that the existing location near the end of KTAC was more

appropriate as it was nearer to the adjacent districts and would be more accessible for the public.

### Remarks

- Written comment from one of the group members was received showing the expectation of bigger metro park size and more significant scale of integration.

### **A3. View on integrating and packaging the proposed stadium, metropark and promenade to create a continuous open space network?**

- All the group members agreed on creating a continuous promenade.

### Remarks

- To make the promenade more vibrant and attractive, some members suggested that the promenade should be opened for 24 hours and would be allowed for different activities to take place (e.g. cycling and triathlon events).

### **A4. Other suggestion(s) to enhance the open space system.**

- During the discussion on open space system, some members expressed that they would like to see more green pitches or soft landscapes in the specific design of each open space.
- One group member suggested that the open space system should be located in adjacent to the existing urban areas and mass transit transportation.
- One group member commented that there should be no heliport constructed near the open space areas.

## **(B) Connectivity with the Surrounding Districts**

### **B1. View on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.**

- Most of the group members agreed on the proposed pedestrian network connecting Kai Tak with To Kwa Wan.
- One group member disagreed with the proposed pedestrian network connecting Kai Tak with To Kwa Wan. The group member felt that there were not enough pedestrian facilities to connect Kai Tak and the other surrounding districts.

Remarks

Nil

**B2. View on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong?**

- All group members agreed on the proposed pedestrian network connecting Kai Tak with Kowloon City/San Po Kong.
- One group member disagreed with the proposed pedestrian network connecting Kai Tak with To Kowloon City/San Po Kong. The group member felt that there were not enough pedestrian facilities to connect Kai Tak and the other surrounding districts.

Remarks

- During the discussion time, one member suggested that crowd dispersal of Stadium Complex should also be taken into account when considering the pedestrian connection between Kai Tak and Kowloon City/San Po Kong.

**B3. View on the proposed pedestrian network connecting Kai Tak with Kowloon Bay?**

- Most of group members agreed on the proposed pedestrian network connecting Kai Tak with Kowloon Bay.
- One group member disagreed with the proposed pedestrian network connecting Kai Tak with Kowloon Bay. The group member felt that there were not enough pedestrian facilities to connect Kai Tak and the other surrounding districts.

Remarks

- During time discussion time, group members suggested that traffic connection should also be an important factor for consideration in this district.

**B4. View on the proposed pedestrian network connecting Kai Tak with Kwun Tong?**

- Most of group members agreed on the proposed pedestrian network connecting Kai Tak with Kwun Tong. They also thought that traffic connection should be enhanced in this district.
- One group member disagreed with the proposed pedestrian network connecting Kai Tak with Kwun Tong. The group member felt that there were not enough pedestrian facilities to connect Kai Tak and the other surrounding districts.

Remarks

- Some members suggested that boating can be considered for connecting Kwun Tong and the runway tip.

- One group member thought that the runway tip could be connected with Kwun Tong by a bridge.

### **B5. Other suggestion(s) do you have to further enhance the connectivity of Kai Tak with the surrounding districts?**

Other suggestions submitted in the views collection form include:

- A slip road from T2 to connect the cruise terminal
- Cost effectiveness to be considered in the proposal of transport and connection system
- Car parking spaces and Loading/Unloading spaces to be considered in the proposal of transport and connection system

### **(C) Heritage Proposals**

#### **C1. View on linking the identified cultural heritage elements outside and within Kai Tak.**

- Most of the group members agreed on linking the identified cultural heritage elements outside and within Kai Tak.
- One group member disagreed with the idea of linking up all cultural heritages around Kai Tak.

#### Remarks

Nil

#### **C2. Other possible form(s) of linkages for these cultural heritage elements**

- Many group members thought that there was not much significant cultural heritage around the Kai Tak area. They thought that "Kai Tak" itself and the Victoria Harbour were in fact the elemental cultural heritage of the place. Therefore they would like to see more ideas linking up two most important heritages.

#### **C3. Other suggestion(s) to enhance the heritage proposal of Kai Tak**

Other suggestions submitted in the views collection form include:

- The style of new buildings should be compatible with the historical context of the site

**(D) Design Concepts for the “Runway Leisure Precinct” “跑道休閒生活區”****D1. View on the proposed concepts of the “Runway Leisure Precinct”.**

- Most of the group members agreed on the proposed concepts of “Runway Leisure Precinct”.
- Many of the group members agreed that residential or commercial development on runway was essential in terms of financial viability.
- However, a majority of group members thought that there were too many buildings on the runway and the buildings were too tall.

**Kai Tak Boulevard**

- Due to the limited time, no consensus was built upon this issue in the discussion.
- From the 9 returned views collection forms, 5 group members agreed on the proposed Kai Tak Boulevard. 2 disagreed with the proposal.

**D2. View on Kai Tak Boulevard**

- Due to the limited time, no consensus was built upon this issue in the discussion.
- From the 9 returned views collection forms, 5 group members agreed on the proposed Kai Tak Boulevard. 2 disagreed with the proposal.

**D3. View on the proposed continuous promenade along the harbourside (at-grade) and the KTAC side (on a landscape deck).**

- Due to the limited time, no consensus was built upon this issue in the discussion.
- From the 9 returned views collection forms, 6 group members agreed on the proposed continuous promenade. 2 disagreed with the proposal.

**D4. Other suggestion(s) to enhance the design elements of the precinct.**

- Other suggestions submitted in the views collection form include:
  - To reposition the main road from both side of the runway to the centre so that people can enjoy a more spacious waterfront
  - “Sunday Market” operation concepts to be incorporated in retail shops along Kai Tak Boulevard
  - To limit transportation by means of cycling only in this area so that there will be minimum pollution
  - To organize Marathon, Triathlon and cycling events in this area
  - To develop government joint offices/health centers for giving treatment to infectious diseases and to set up institutions for doing infectious-disease-related researches (see also attachment)

**Summary of Comments raised in Plenary Discussion and Closing Remarks by Panel Members and Convener**

**Summary of Comments raised in Plenary Discussion**

**(1) Mr. Freddie Hai, Hong Kong Institute of Architects**

- The ideas presented at the workshop session were considered to be on the right track. However further investigation on the detailed design and technical issues of the proposed development components would be required.
- In order not to delay the preparation of PODP, he suggested to form working groups to study special issues such as the cruise terminal (whether it should be finger pier or alongside berths).

**(2) Mr. Choi, citizen**

- Public consultation on the future development of Kai Tak was appreciated. However, after so many consultation activities, the development of Kai Tak should commence as soon as possible.
- The Kai Tak Approach Channel was a drainage channel and should not be considered as part of the Victoria Harbour. Reclamation of the Channel should be considered in order to provide more land for infrastructure and other land uses.

**(3) Mr. Tsang Chun Wah, Kwun Tong District Council**

- Public consultation should present more realistic picture on the planned development intensity to the public. The Plot Ratios were mentioned in the Public Consultation Digest, but the public might not appreciate what exactly they meant. Take an example, Concept 3 proposed 70,000 population which would be three times of the existing population of Tai Koo Shing development. Hence, the development intensity and planned population should be presented in a more meaningful way to the public.
- Kai Tak was the most valuable piece of remaining urban land in Hong Kong. Instead of planning for private housing development in Kai Tak, more tourism and leisure facilities should be planned for public enjoyment e.g. developing it as a public leisure centre in the Victoria Harbour.

- The proposed waterfront promenade of Kai Tak should be extended further to the waterfront of Kwun Tong and Lei Yue Mun. This would help to link up the future tourism node cum cruise terminal at the runway way with the existing famous tourism spot at Lei Yue Mun.
- PCWA at Kwun Tong waterfront should be relocated to Tseung Kwan O where road and infrastructure were available. Proposal on relocating the PCWA to Tseung Kwan O prepared by the local community had been submitted to the Government. Due consideration should be given to the proposal.

### **(4) Mr. Wong Kai Ming, Kwun Tong District Council**

- According to the concept plans promulgated, there was no direct connection between Kwun Tong district and Kai Tak Point. In the proposal on the planning concepts of Kai Tak submitted by the public to the Government, a monorail system connecting Lei Yue Mun, Kwun Tong, Kai Tak Point, Kai Tak runway and the future SCL station was proposed. The proposed monorail would enhance the connectivity of Kwun Tong district with Kai Tak and passengers could also enjoy the scenic view of the harbour and the surrounding districts e.g. Lei Yue Mun, Lion Rock and Victoria harbour.
- Though the Government considered that the monorail might not be financially viable at this stage, it could not be denied that the system would be essential to cope with the future tourism uses in Kai Tak and Lei Yue Mun area. The planned population of Yau Tong and Cha Kwo Ling would provide the population threshold for the rail. The monorail will not only be beneficial to the tourism development in Kai Tak, it would also enhance the connectivity with the surrounding districts.
- “Zero-housing development” might not be realistic. Low-density residential development with appropriate landmark in Kai Tak was acceptable. However, high density residential development should be avoided.

### **(5) Mr. Lam Chi Keung, Kwun Tong District Council**

- The proposed heliport would block the scenic view of the harbour. The proposal “Dragon Pearl Tower” (龍珠塔) at the runway tip should be put forward to provide a landmark for the “Oriental Pearl”.
- In respect of the “Dragon Pearl Tower” proposal, the Convener responded that the proposal had already been recorded in the Stage 1 and 2 Public Participation Report and the proposal could be further investigated in the detailed design stage.



**(6) Mr. Chuang Li Tung, Citizen**

- He proposed a “Sky City” (天空之城) in Kai Tak to display aviation technology and aviation history of Hong Kong. An integrated museum and artificial satellite models, airplane models and light airplane training could be planned.
- The proposed stadium should be relocated to Tseung Kwan O.
- Housing development within Kai Tak was not supported.
- The proposed “Dragon Pearl Tower” (龍珠塔) could become a landmark of the “Sky City” in Kai Tak.

**(7) Mr. Lee, resident of “Thirteen Streets” in To Kwa Wan**

- Instead of having too many public consultations, the Government should implement the Kai Tak development as soon as possible.
- “Zero-housing development” in Kai Tak was not supported. More public housing should be planned in Kai Tak so that more rehousing units could be provided for the residents affected by the urban renewal of the surrounding districts.

**Closing Remarks by Panel Members and Convener**

**(8) Mr. Charles Nicholas Brooke, Panel Members of the Forum**

- Responses received from the Government were quite disappointing and much better responses are required. In response to the concerns raised in this Forum, a lot of work would have to be done for the study e.g. site selection.

**(9) Mr. Paul Zimmerman, Panel Members of the Forum**

- The information provided by the Government in planning Kai Tak is not sufficient. The Kai Tak plan should not be consolidated based on internal resources without considering public opinion.
- In formulating the planning concepts, design competition should be arranged e.g. to invite three design teams to prepare planning proposal for Kai Tak. The best one could be selected instead of relying on one team for preparation of one PODP.

**(10) The Convener, Dr. W.K. Chan**

- The forum enabled the community to discuss various areas of concerns related to Kai Tak development. "Planning with the community" would continue for the whole planning process of Kai Tak.
- The questions raised by HEC members and the audio/video record for the forum would be uploaded to the HEC and Planning Department websites as soon as possible. Participants would be informed of the progress.
- The Sub-committee meeting would be arranged in early April to discuss the findings of the forum and the public were invited to attend the meeting.
- PlanD would compile and publish the report on this forum and the report would be taken into account in preparing the PODP in the next stage of the Kai Tak Planning Review.
- Planning Department would consolidate the comments received at this forum and will proceed to the Stage 3 Public Participation in mid 2006.

~ END ~

**Further Written Comments/ Proposals Received at the Forum**

- 蔡百泰
- 邵玉堂
- 啓德發展民間聯席
- 民主黨啓德及東南九龍概念規劃方案



328 公頃

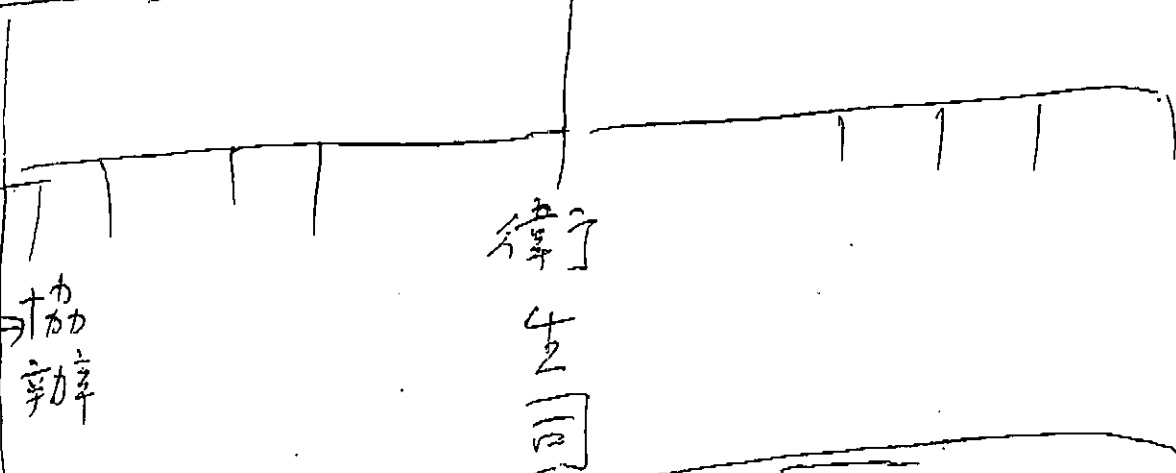
邵玉堂

設計要緊要  
到 2300 年仍可用  
那時或會是  
300 萬人口  
不須要再搬遷

聯合國  
世界衛生組織  
東南亞總部  
6-10 公頃

香港政府聯合總部  
10+ 公頃

中國  
科學  
院



急性傳染病研究科學  
控制、治療中心

培訓中心 專科大學  
培訓各專業人材

傳染病醫院  
三百張病床  
除了完全隔離設備  
+  
外科專科手術室  
在沒有傳染病發生時  
可作手術以減  
少輪候手術的  
時間。  
+  
三百張康復病床

生物製品中心  
|  
各類疫苗的製作  
供給東南亞國家  
三面環海  
病菌病毒不易  
由於意外而  
外洩。



# 活化啟德東九龍 創建新城新經濟

## 啟德規劃發展立場書

### 1.) 概要：啟德規劃對本港城市發展的重要性

啟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。

啟德座落東九龍，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啟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獲益。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啟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啟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啟德時，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啟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，我們期望啟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。因此，我們期望政府給予社會更多的討論，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认识及參與。

啓德發展民間聯席

2006年3月





# 民主黨啟德及東南九龍概念規劃方案

(2005.11)

SKY-RAIL

飛行博物館

黃埔線  
(兩方案)

愛民山谷站  
(擴大)

T2 (地下幹線)

展覽中心站

商業區站

郵輪碼頭

海濱單車徑

海濱公園

新海軍車徑

水上活動  
遊艇區

推動更新及重建

推動鯉魚門發展

鯉魚門站

北角

尖沙咀

佐敦

油麻地

旺角

九龍

新蒲崗

啟德

啟業

啟發

啟欣

啟豐

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