



## **Minutes of 12<sup>th</sup> Meeting**

Time: 11:30 am

Date: 23 June 2006

Venue: Conference Room, 4<sup>th</sup> Floor, 3 Edinburgh Place, Central, Hong Kong

### **Present**

Dr Chan Wai-kwan

Chairman

Dr Andrew Thomson

Representing Business Environment Council

Mr Andy Leung

Representing Hong Kong Institute of Architects

Mr Joseph Wong

Representing Citizen Envisioning @ Harbour

Mr Kim Chan

Representing Hong Kong Institute of Planners

Mr Dennis Li

Representing Society for Protection of Harbour Limited (SPH)

Mr Mason Hung

Hong Kong Tourism Board

Mr Charles Nicholas Brooke

Mr Wu Man-keung, John

Mr Robin Ip

Dep Secy for Housing, Planning and Lands (Planning & Lands)1, Housing, Planning and Lands Bureau

Mr Henry Chan

Prin AS(Transp)7, Environment, Transport and Works Bureau

Mr Anthony Kwan

Asst Dir of Planning/Metro, Planning Department

Miss Agnes Wong

Dist Offr/Kowloon City, Home Affairs

Department

Mr Talis Wong

Ch Engr/Kln, Civil Engineering and Development Department

Mr Li Wai

Sr Engr/3, Transport Department

Mr Kelvin Chan

Secretary

### **In Attendance**

Ms Lydia Lam

AS (Planning)3, Housing, Planning and Lands Bureau

Mr Hui Chark-sum, Sam	AS for Economic Dev & Labour (Economic Dev) A2, Economic Development and Labour Bureau
Mr Sin Pak-wing, Daniel	AS(Home Affairs)(Recreation & Sport), Home Affairs Bureau
Mr Charles Chu	Project Advisor (Recreation & Sport), Home Affairs Bureau
Mr Raymond Lee	Dist Planning Offr/Kln, Planning Department

**Consultants**

Ms Iris Tam	] City Planning – Maunsell Joint Venture
Mr Derek Sun	]
Mr Eric Ma	]

**Absent with Apologies**

Dr Alvin Kwok	Representing Conservancy Association
Professor Jim Chi-yung	
Ms Lee Wai-king, Starry	

**Item 1 Confirmation of Minutes of 11<sup>th</sup> meeting**

1.1 **The Chairman** said that the draft minutes of the 11<sup>th</sup> meeting were circulated to Members for comments on 20.6.2006. **The Secretary** said that comments from **Dr Andrew Thomson** would be incorporated into the draft minutes accordingly. As there were no further comments from Members, the meeting confirmed the minutes. **Action**

**Item 2 Matters Arising**

2.1 **The Chairman** said that the meeting would focus the discussion on Stage 3 Public Participation – Preliminary Outline Development Plan (PODP).

**Item 3    Kai Tak Planning Review – Stage 3 Public Participation:  
Preliminary Outline Development Plan  
[SEKD SC Paper No. 3/06]**

- 3.1    **The Chairman** said that the Stage 3 Public Participation on the PODP commenced today. He thanked Members' support in the Stage 1 and 2 programmes. On 29.5.2006 and 5.6.2006, the Planning Department (PlanD) had arranged two working sessions for Members to discuss the initial draft PODP of Kai Tak prepared by the consultants. A list of issues raised by Members at these meetings was included in Annex 1 of the Paper. On 21.6.2006, the release of the draft PODP was widely publicized in the newspaper.
- 3.2    **Ms Iris Tam**, with the aid of PowerPoint slides (**Appendix**), presented to Members proposals in the draft PODP.
- 3.3    **Mr Robin Ip** said that Kai Tak was a major water-front site in the Metro Area which offered the opportunity for quality planning. Since the establishment of the HEC Sub-committee, Members had provided valuable comments to the study proposals and guidance in the public participation programmes. The Study had, so far completed the Stage 1 Public Participation: Community's Vision for Kai Tak in late 2004 and the Stage 2 Public Participation: Outline Concept Plan (OCPs) in early 2006. The study had now proceeded to the final stage of the Planning Review in formulating the draft PODP. Stage 3 Public Participation aimed at facilitating feedback from the community on the draft PODP before the plan was finalized for early implementation of development in Kai Tak. Based on a "no reclamation" scenario, the draft PODP had taken into account, as far as possible the comments and proposals received in the previous rounds of public participation programmes and HEC's Harbour Planning Principles (HPP). The vision of the draft PDOP was to develop a distinguished, vibrant, attractive and people orientated Kai Tak Development by the Victoria Harbour. In preparing the draft PODP, pedestrian-oriented environment, integrated public spaces and maximising the waterfront for the public enjoyment were promoted.
- 3.4    **The Chairman** said that the draft PODP was formulated through extensive discussions and debates with the stakeholder groups in the Stage 1 and Stage 2 Public Participation. Whilst there was general consensus on most issues, some proposals raised at previous public participation programmes were adopted and

some were not. A list of development components included in the draft PODP had been included as Annex 2 of the Paper which was requested by the Sub-committee in the previous meeting. He said that for the proposals that were not taken on board, the reasons should be given to enable the general public to appreciate why some proposals were rejected. The public might wish to come up with stronger justifications in support of their proposals.

- 3.5 **The Chairman** said that PlanD had presented the draft PODP proposals to the Town Planning Board (TPB) earlier today. In briefing TPB members, **the Chairman** had summarised the views of the public that were received during the Stages 1 and 2 Public Participation on 3 aspects: (i) maintaining the Kai Tak legacy/heritage, that was very strongly advocated by the public, could be further strengthened in the draft PODP; (ii) the Metro Park located on the runway should not turn into a private park for a small population living in the low density residential development in the area; and (iii) improvement to the connectivity of the Kai Tak area to the surrounding districts in particular to the Kwun Tong area.

[Post Meeting Notes: A list of the proposals included or not included in the draft PODP was displayed as part of the roving exhibition of the Stage 3 Public Participation programme.]

- 3.6 **Mr Nicholas Brooke** said that the draft PODP was the result of extensive consultation initiatives by PlanD. The comprehensive public participation programme had set a very good example of community involvement in the planning process. As regards the plan, there were still elements warrant further enhancement and subject to discussion, e.g. the linkage to Kwun Tong and the connectivity with the surrounding districts and the interface between the developments in Kai Tak. There would be on-going discussion on the major development components such as the Multi-Purpose Stadium and the Cruise Terminal. The draft PODP had reflected the values and principles the HEC believed in, which were vital in planning of the waterfront. He believed that it was a community driven and a community sensitive and responsive plan. Overall, he was supportive of the draft PODP, subject to fine-tuning of some of the elements. The public views should be reflected in the best way possible.
- 3.7 **Mr Nicholas Brooke** continued to say that as the initial response in the media had been positive. The key was to maintain the momentum. The draft PODP as it stood was a technical

presentation and two-dimensional (2-D) approach and it would be difficult for the general public to comprehend. In seeking views from the public, a three dimensional (3-D) approach would be far better. Apart from an overall 3-D model, models of different districts/different elements of the draft plan would also help to explain to the public as to how these elements could fit into the plan of Kai Tak. The other challenge was the relationship with the TPB, as ultimately, the TPB had to revise the outline zoning plans which would reflect the outcome of the further consultation. He reckoned that TPB members should actively participate in the public engagement events or perhaps attended these events such that they could appreciate the public's aspirations for Kai Tak development.

- 3.8 **Dr Andrew Thompson** said that the key issues were now to take the proposals to the community again and further views from the public should be assimilated as there were still areas needed to be ironed out. A 3-D model would be a good idea as people would respond to it more positively. It was clear that the draft PODP had addressed most of the HPP and the ones that had not been addressed were the more philosophical ones such as sustainability of the development or consultation process. Those elements would need to act in an on-going spirit and could not be reflected in the plan itself. As regards the relationship with the TPB, he agreed that partnership approach should be encouraged. The work of the HEC now was to put forward guidelines to articulate the HPP i.e. how to translate a draft PODP into enshrined principles on the ground. This was one step beyond the urban design guidelines and this might help as a shaping process of what would be the design brief to go along with the future outline zoning plan for Kai Tak.
- 3.9 **Mr Dennis Li** said that regarding the treatment of the odour problem of KTAC, as the next step would depend on the outcome/test results of the KTAC studies, he was concerned that should the study at the end proved to be unacceptable, major amendments would have to be made to the draft PODP. **The Chairman** said that this issue had been raised by the Sub-committee repeatedly during the Stages 1 and 2 Public Participation. He reiterated that the environmental problems of the KTAC had to be resolved even the "no-reclamation" approach had been adopted in the draft PODP.
- 3.10 **Mr Eric Ma** was invited to provide an update on the progress on the consultant's investigations/studies on mitigation

measures/treatment of the KTAC. **Mr Eric Ma** said that the approach should involve firstly, bioremediation treatment to address the odour problem in the water channel. Initial laboratory tests conducted indicated the treatment of sediment to address the odour problem of the water of the channel had been positive. A pilot-scale field test of bioremediation for treatment of the sediments had been conducted with an area of about 100m by 100m at the KTAC to evaluate the effectiveness of this method. The field treatment was completed in March this year and the initial results were positive and the majority of the pollutants in the sediment treated. Monitoring of the sediment and water quality would continue for a one-year period for verification of the treatment performance to evaluate the effectiveness and sustainability of the method. Secondly, it would involve the cut-away of the runway to enable water circulation of the water bodies. At present, sedimentation continues to happen at the southern tip of the runway where the water was quite stagnant. The next step would be to increase water current in this area. A mathematically simulated model had been set up to calibrate the detailed water current data for the study area. Amongst the various scenarios in the testing, the 600m-opening at the northern end of the ex-runway to improve the water circulation and to reduce sedimentation in KTAC gave the best improvement to the water quality. Thirdly, it would involve the control of pollutant at source from the surrounding districts. Various sources of pollutants had been identified and polluted discharges at the origin had been tackled. This was however an on-going effort of the concerned departments.

- 3.11 **Mr Talis Wong** said that an Environmental Impact Assessment (EIA) would need to be conducted under EIA Ordinance and the existing odour problem and mitigation measures would be key subjects to be examined. The Government had so far not ruled out the possibility of reclamation at the KTAC, should the KTAC study in the end proved to be unacceptable. However, before any reclamation, the Government had to comply with the Protection of the Harbour Ordinance. As the results of the relevant investigations had so far been positive, the “no-reclamation” approach to the KTAC was considered to be in the right direction. As regards timing, he said that initial results of the investigations and studies would be available by the end of 2006 and an indication of whether reclamation at the KTAC would be necessary would be more apparent by then.
- 3.12 **Mr Andy Leung** said that he was pleased that the draft PODP

had adopted a “no reclamation” scenario. He asked whether the water body at KTAC/along the promenade could be utilised for water recreation use. **The Chairman** said that this was raised by the public during Stages 1 and 2 Public Participation.

- 3.13 In response, **Mr Robin Ip** said that the message from the public was clear during the previous public participation programmes. As the consultants had explained that there were still technical issues relating to the water quality which were yet to be resolved, the draft PODP at this stage had not included any water recreation facilities.
- 3.14 With the aid of the physical model, **Ms Iris Tam** gave further presentation on the proposals in the draft PODP. **Dr Andrew Thompson** said that it would be useful to incorporate grid lines on the model to give a scale of distance. Also, to give a sense of scale, perhaps a well-known building in Hong Kong e.g. the Hong Kong Convention and Exhibition Centre could be placed next to the model to give a comparison.
- 3.15 **Mr Kim Chan** asked the following questions:
- (a) whether the design of the Shatin to Central (SCL) Kai Tak Station had taken into account the visitors generated from the Multi-purpose Stadium and also the existing/planned population of the area;
  - (b) whether Government had taken into account the outcome of the Urban Design Competition organised by the Hong Kong Institute of Architects (HKIA) and Hong Kong Institute of Planners (HKIP) which was due to be announced next month, the outcome of the competition might have an impact on the concepts of the draft PODP; and
  - (c) whether there were photomontages to demonstrate the existing and future pedestrian/transport connections to facilitate easy understanding of the public.
- 3.16 **The Chairman** said that the Sub-committee had all along encouraged the use of photomontages during the public participation process. As regards the Joint Taskforce of HKIP & HKIA’s design competition on Kai Tak, the Government was encouraged to participate in the programme.
- 3.17 In response, **Mr Eric Ma** said that the provision of the SCL Kai Tak Station would take into account the users generated from the stadium as well as the existing/planned population. He further explained that the peak-hour traffic between these two groups of

users were different as the peak hour traffic for the population would be early in the mornings/mid evenings whereas peak hour traffic for event users would likely be in the latter part of the evenings.

3.18 **Mr Joseph Wong** asked as to how the views expressed by the public at the previous public participation programmes were incorporated into the draft PODP systematically; and also in the cases where public aspiration and Government policy were contrary to each other, how would Government decide on which proposals to take on board and whether the public would be informed on the elements that could not be changed. Referring to Annex 2 of the Paper, he said that apart from one point which was to address community aspiration, the majority of the proposed development components were to meet Government policy and the Hong Kong Planning Standards and Guidelines (HKPSG). In terms of open space requirement, there must be more than just to meet the HKPSG. The public view should also be reflected. Referring to Annex 4 of the Paper, it was unclear as to how the consultants arrived at/formulated the proposed population and employment figures and he asked whether these figures had taken into account public views.

3.19 In response, **Mr Anthony Kwan** said that the public views could be categorised into 2 groups i.e. conceptual and specific proposals. The former was a very clear message about heritage preservation, reduction of development intensity and incorporation of more recreation space. Many of these aspirations could be met in the planning for new development areas. For example, the residential development in Kai Tak had adopted a lower development intensity with domestic plot ratio between 3.5 to 5. In terms of open space provision/water promenade, over 100ha about 1/3 of the planning area were proposed, which was above the HKPSG requirement and meeting public aspiration. A list of these proposals that had not been taken up in the draft PODP could be prepared.

[See Post Meeting Notes under paragraph 3.5 of this minutes.]

3.20 To supplement, **Mr Raymond Lee** said that the Study had proceeded on a very open and transparent process, with all study reports available for public viewing and a very comprehensive public participation programme to enable public scrutiny on the grounds of acceptance and rejection in many specific proposals. Reports on the Stages 1 & 2 Public Participation were uploaded to the website. At Stage 3 Public Participation, the consultants



would consolidate the comments received to facilitate the public to comprehend.

- 3.21 In response to **the Chairman's** question, **Mr Daniel Sin** said that the stadiums and sports building would take up about half of the 23ha site area. The remaining area was for the operation/buffer areas for safety reasons such as crowd dispersal and circulation etc. which the public could have access to when there were no major events. This area was included for planning purpose. **The Chairman** said as this area did not necessary have to be called open space but it could be used as open space by the public when there was no major events. Such message could be conveyed to the public and their view should be solicited as to how to make use of this space.
- 3.22 **Mr Andy Leung** said that the financial viability of the Kai Tak Development should also be addressed in the Stage 3 Public Participation. This would need to take into account the various projects e.g. the housing development, the Multi-purpose Stadium, the Metro Park on their financial viability. The public should be informed on whether the Kai Tak Development would be a burden or an asset. In response, **Mr Robin Ip** said that as regards the financial viability of the proposed Cruise Terminal and the Multi-purpose Stadium, the Economic Development and Labour Bureau and Home Affairs Bureau would conduct various feasibility studies including financial viability studies.
- 3.23 **The Chairman** said that another issue of concern was the temporary land uses of the Kai Tak site that were raised in previous Sub-committee meetings and this issue should be followed up. Given the current programme, the land in Kai Tak would be lying vacant for some years. It was unclear as to whether the proposed Cruise Terminal would be a short-term or medium term development. If it were for the latter, the land could be lying vacant for an even longer period of time. In response, **Mr Robin Ip** said that the HPLB was aware of the concern on the utilisation of the Kai Tak area prior to commencement of the infrastructure works and developments and was studying the issues with relevant departments.

**Item 4    Kai Tak Planning Review – Programme for Stage 3 Public Participation: Preliminary Outline Development Plan**  
**[SEKD SC Paper No. 4/06]**

- 4.1    **Dr Andrew Thompson** said that public consultation was indeed a challenge for Hong Kong as elsewhere around the world. To look at the approach holistically, it was systematic and reproducible each time. However, during the consultation process, there were always people that were not consulted. As there might be flaws in the consultation model, he suggested to look beyond how consultation was normally undertaken. The first planning principle of the Kai Tak Planning Review was continuous public participations, a platform for continuous input was therefore needed. In this regard, a web-base platform could be provided similar to that adopted for the Olympic bid for London over which people could share their comments over the web-page.
- 4.2    **Dr Andrew Thompson** continued to say that as the plan involved a number of stakeholders, cruise industry, sport stadium, housing to recreation, the draft PODP when presented as a whole would not fit everybody. He said that instead of convening large scale public, a number of forums for the local areas could be set up to address specific interests. The ways to encourage greater participation that had adopted elsewhere in the world, included survey base approach to invite people to forums by phone; or inviting a champion, say the president/mayor for the project. **The Chairman** said that if there were more concrete suggestions, they should be passed on to PlanD.
- 4.3    In response, **Mr Robin Ip** said that other than all the forums that had already been lined up, the Legislative Council Planning, Lands and Works Panel and various district councils would also be consulted. A Views Collection Form was attached to the Stage 3 Public Participation Digest to enable the public to provide their views on the different themes/topics. The public could also put forward their views through the relevant website/emails. On the media side, a press conference would be held after this meeting to brief the media on the details of the draft PODP. The physical model of the PODP would be displayed at various locations for public viewing.
- 4.4    To supplement, **Mr Raymond Lee** said that besides all the forums, various committees would also be consulted on the draft PODP. Any organizations that had views on the planning of Kai

Tak would be encouraged to contact PlanD if briefing on the draft PODP was required. Public would be welcome to put forward their views on the website. The 3-D computer simulations of the draft PODP proposals would also be uploaded to the website.

- 4.5 **Mr Andy Leung** said that in Stage 3 Public Participation, it might not be practicable to just show the draft PODP to the public as similar/repetitive views could be received. At this stage, it might be desirable for the Government to give an indication to the public as to what were the main development components. He suggested that there should be more focus discussions/deliberations with the concerned stakeholder groups instead of just focus on certain topics. In response, **Mr Robin Ip** said that the Government had all along been very clear that Kai Tak would be the ideal location for both the Cruise Terminal and Multi-purpose Stadium to support the policy initiative on tourism and sports respectively.
- 4.6 **The Chairman** said that the result of the Stage 3 Public Participation would depend on the content of participation programme through which the public could express their views. For the Government, the previous public participation programmes had adopted some innovative approaches e.g. forums at shopping malls/runway, topical forums, taking the public to the site itself etc. At Stage 3 Public Participation, community groups, professional institutes and other organisations were welcome to approach the HEC Sub-committee as well as Government departments in the coming 2 months for meetings relating to the draft PODP.

## **Item 5 Any Other Business**

- 5.1 There being no other business, the meeting closed at 1:45pm.

[Post Meeting Notes: The next meeting will be held on 24 October 2006]

**HEC Sub-committee on  
South East Kowloon Development Review  
October 2006**

# 啓德規劃檢討

## Kai Tak Planning Review

第三階段公眾參與：初步發展大綱圖

*Stage 3 Public Participation :*

*Preliminary Outline Development Plan*

23.6.2006



規劃署

Planning Department

都市規劃顧問有限公司  
CITY PLANNING CONSULTANTS LTD

**Maunsell**

邁高(諮詢)工程顧問有限公司  
An ACCOM Group

# 背景 Background

2004年年中至底  
Mid to End 2004

2005年3至6月  
Mar to Jun 2005

2005年4月至  
2006年1月  
Apr 2005 to  
Jan 2006

2006年3月  
Mar 2006

2005年年底至  
2006年年中  
End 2005 to Mid 2006

基線檢討  
- 發展要求及限制  
**Baseline Review**  
- Development  
Requirements &  
Constraints

第一階段  
公眾參與：  
公眾理想中啟德  
未來的發展  
(2004年9至11月)  
**Stage 1 Public  
Participation:  
Community's  
Vision for Kai Tak  
(Sept to Nov 2004)**

共建維港委員會  
的參與：

- 啟德論壇
- 工作伙伴會議

**HEC Public  
Engagement:**

- Kai Tak Forum
- Collaborator  
Meeting

擬備  
概念規劃大綱圖  
**Outline Concept  
Plan Preparation**

第二階段  
公眾參與：  
概念規劃  
大綱圖  
(2005年11月至  
2006年1月)

**Stage 2 Public  
Participation:  
Outline  
Concept Plans  
(Nov 2005 to  
Jan 2006)**

共建維港  
委員會  
的參與：  
- 啟德論壇(2)

**HEC Public  
Engagement:**

- Kai Tak  
Forum (2)

擬備  
初步發展大綱圖  
**Preliminary Outline  
Development Plan  
Preparation**

第三階段公眾參與：  
初步發展大綱圖

**Stage 3 Public  
Participation:  
Preliminary Outline  
Development Plan  
(Jun to Aug 2006)**

## 第三階段公眾參與 Stage 3 Public Participation

- 在完成初步發展大綱圖之前，讓公眾討論草擬的初步發展大綱圖  
To invite the public to discuss the draft Preliminary Outline Development (PODP) before it is finalized.
- 展示一個簡化的總綱圖讓公眾討論  
Simplified version of PODP, entitled Master Plan, is presented to facilitate public discussion.
- 擬議的發展項目會因應正在進行中的初步技術評估的結果，而有所修改  
Proposals presented will be subject to the findings of the on-going preliminary technical assessments.
- 在第三階段公眾參與計劃所收集到的公眾意見，也將會作為修改初步發展大綱圖的參考  
Comments received in Stage 3 Public Participation would be also taken into account in finalizing the PODP.

## 第三階段公眾參與 Stage 3 Public Participation

- 完成的初步發展大綱圖將提供基礎，以修改核准的啟德分區計劃大綱圖，並隨即進行工程可行性研究及環境評估研究  
Finalized PODP will provide the basis for the revision of the currently approved Kai Tak OZPs and further environmental and engineering studies.
- 根據《城市規劃條例》的法定規劃程序，將展示修訂的啟德分區計劃大綱圖以進行進一步的公眾諮詢  
Amended OZP will be exhibited for public consultation under the Town Planning Ordinance.

# 填海問題 Reclamation Issues

## 公眾意見 *Public comments:*

- 「不填海」方案受廣泛市民的支持  
“No reclamation” approach is well supported in the community
- 部分市民卻認為填海是解決啟德明渠進口道環境問題的方法  
Some public consider reclamation to tackle environmental problems at Kai Tak Approach Channel (KTAC)

## 對啟德明渠進口道的初步技術性測試

### *Results of preliminary technical investigation on KTAC:*

- 初步的研究結果都是正面  
Interim results are positive
- 預計2006年底將會得到初步技術測試及各種緩解措施的成效估計  
Results of more in-depth investigation and effectiveness of mitigation measures will be available by end of 2006



# 填海問題 Reclamation Issues

- 欠缺確實證據顯示除填海外，並沒有其他合理的解決方法  
**No cogent evidence to demonstrate that no reasonable alternative to reclamation is available**
- 沒有足夠理據支持填平啟德明渠進口道能夠通過凌駕性的公眾需要測試  
**No justification for reclamation at KTAC to meet the overriding public need test**
- 在擬備初步發展大綱圖時，並未有任何基礎支持填平啟德明渠進口道  
**No basis to prepare a PODP with reclamation at KTAC at this stage**

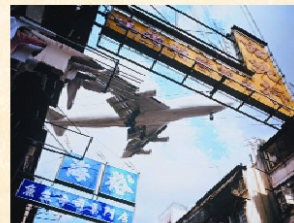
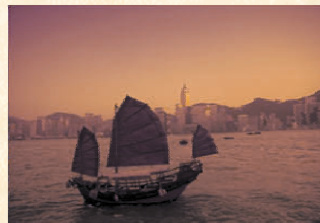
# 理想及規劃主題 Vision & Planning Theme

## 理想 Vision:

- 維港畔富有特色、朝氣蓬勃、優美動人及與民共享的啟德  
A Distinguish, Vibrant, Attractive and People-oriented Kai Tak by  
Victoria Harbour

## 規劃主題 Planning Theme:

- 嶄新的海濱，滙集歷史文化、綠茵、體育及旅遊特色的新焦點  
A New Harbour-front, City of Heritage, Green, Sports and Tourism



# 規劃及城市設計框架

## Planning & Urban Design Framework

### 主要元素 *Essential Elements:*

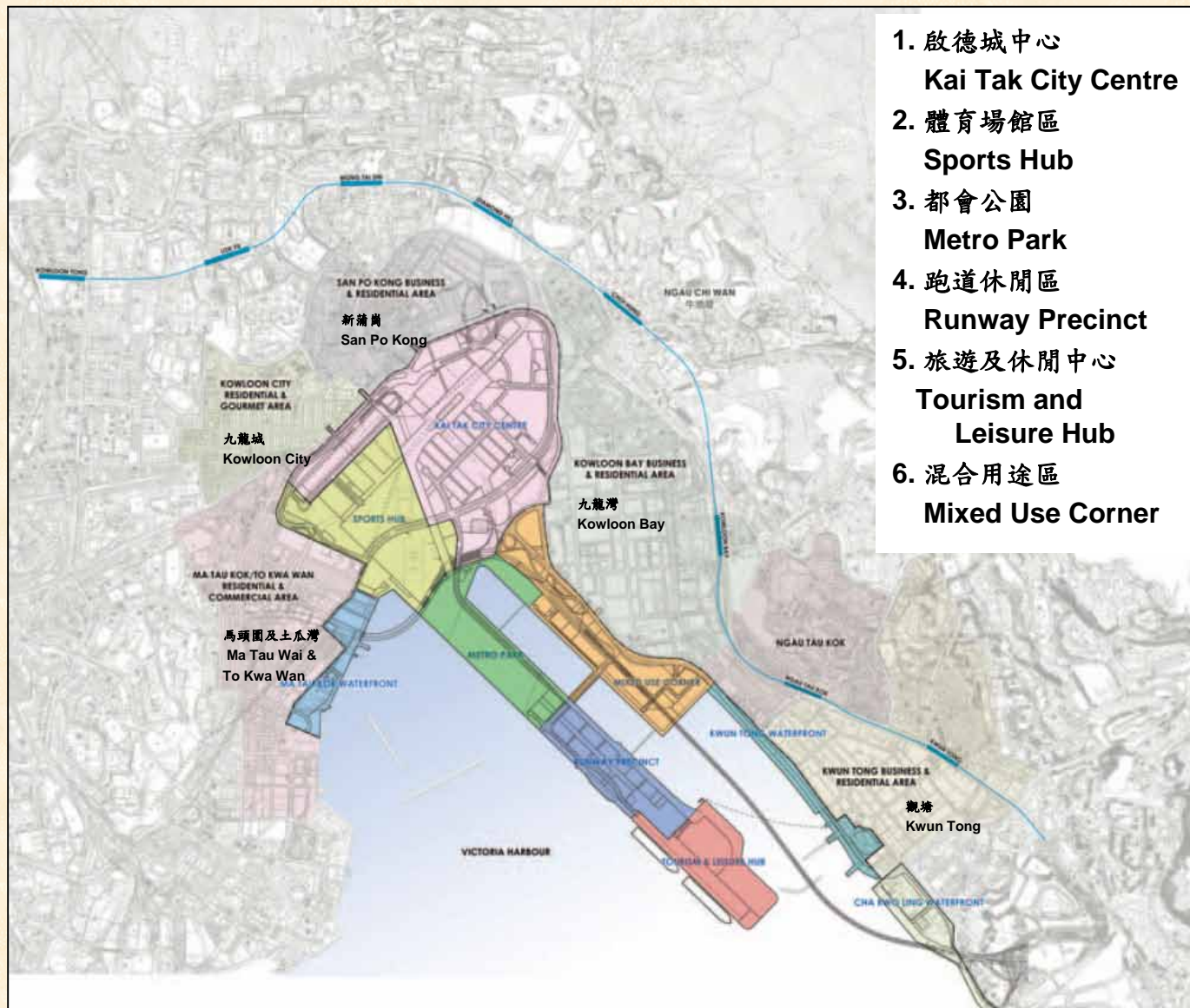
- 以體育為主 **Sports-oriented**
- 以人為本 **People-oriented**
- 可持續發展 **Sustainable**
- 環境保護 **Environmental-friendly**
- 富有特色的城市設計 **Distinguished Urban Form**



# 規劃及城市設計框架

## Planning & Urban Design Framework

與毗鄰地區的連繫及融合，重整現時周邊社區  
Connecting and integrating adjacent neighbourhoods, stitching together the existing communities



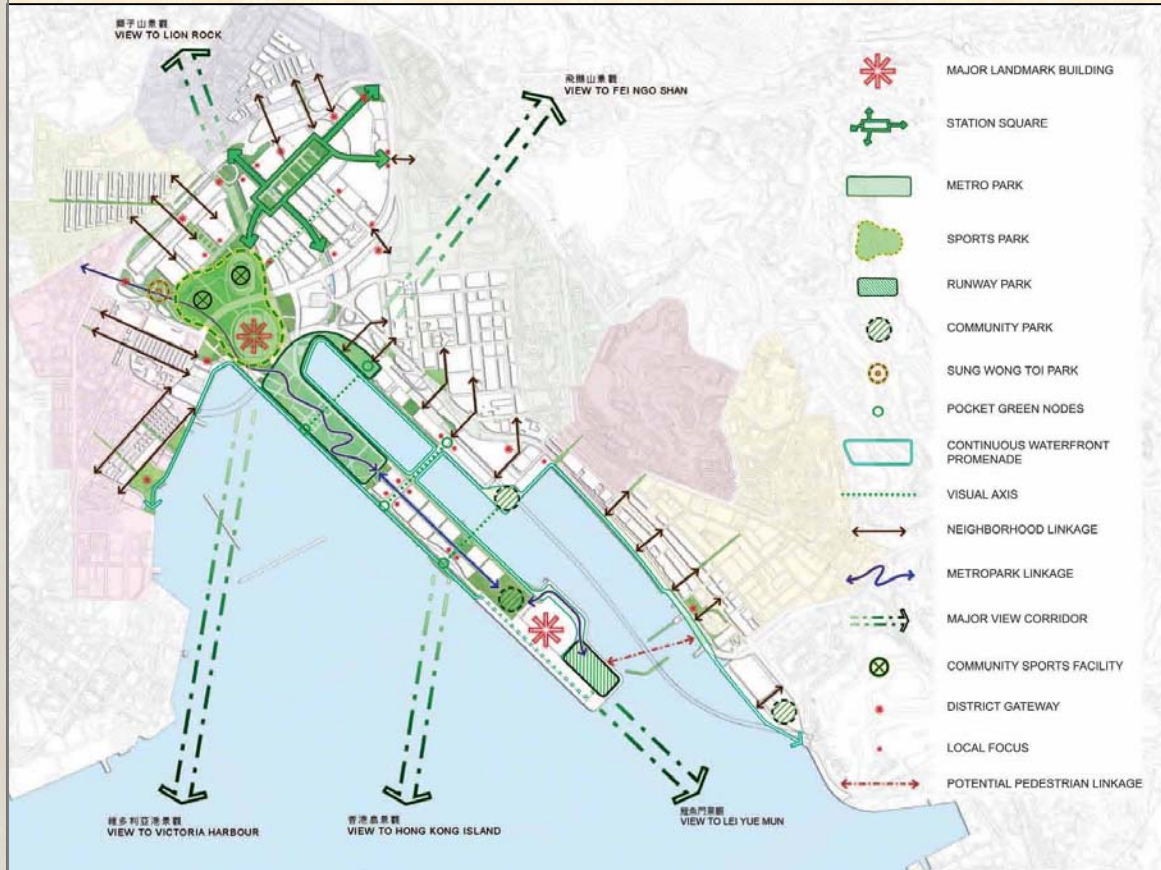
# 城市設計建議 Urban Design Proposals

連繫毗鄰社區  
Connecting  
Neighbourhoods

締造城市樞紐  
Creating nodes

使維港更富朝氣  
Activating the  
Harbour-front

締造理想的  
行人環境  
Creating a  
Pedestrian  
Friendly  
Environment



締造富動感的  
都市輪廓線  
Creating a  
Dynamic  
Skyline

景觀無限，  
與眾共享  
Celebrating  
the Views

城市門廊，  
開創新姿  
Celebrating  
the Gateways

# 園景設計建議 Landscape Proposals

## 可持續發展的綠化網絡 Green Web for Sustainable Development



### 主要園景休憩用地

#### Key Landscaped Open Spaces:

- 都會公園 Metro Park (24 公頃 ha)
- 體育館廣場 Stadium Plaza
- 跑道公園 Runway Park (5.5公頃 ha)
- 車站廣場 Station Square (7公頃 ha)
- 宋皇臺公園  
Sung Wong Toi Park (5公頃 ha)
- 海濱長廊  
Waterfront Promenade (21.5公頃 ha)
- 其他休憩用地  
Other open spaces (39.5公頃 ha)
- 現時的海心公園  
Existing Hoi Sham Park

# 園景設計建議 Landscape Proposals

都會公園

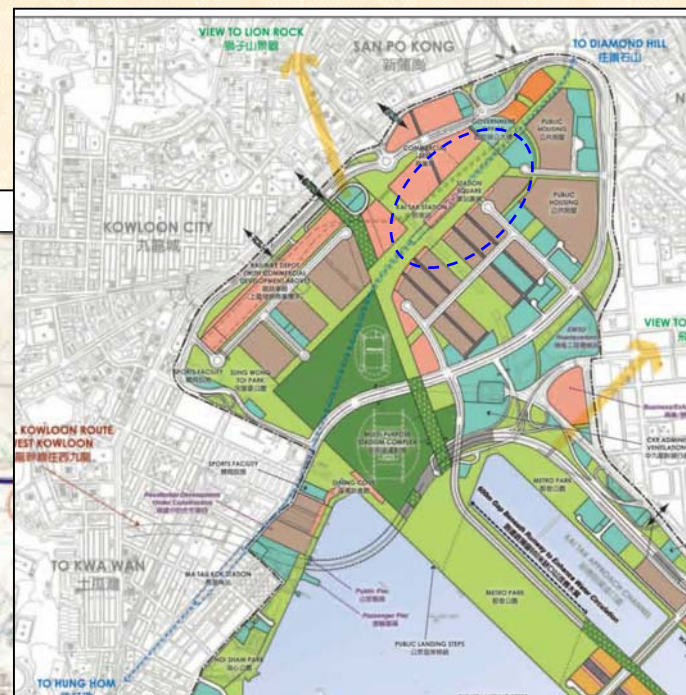
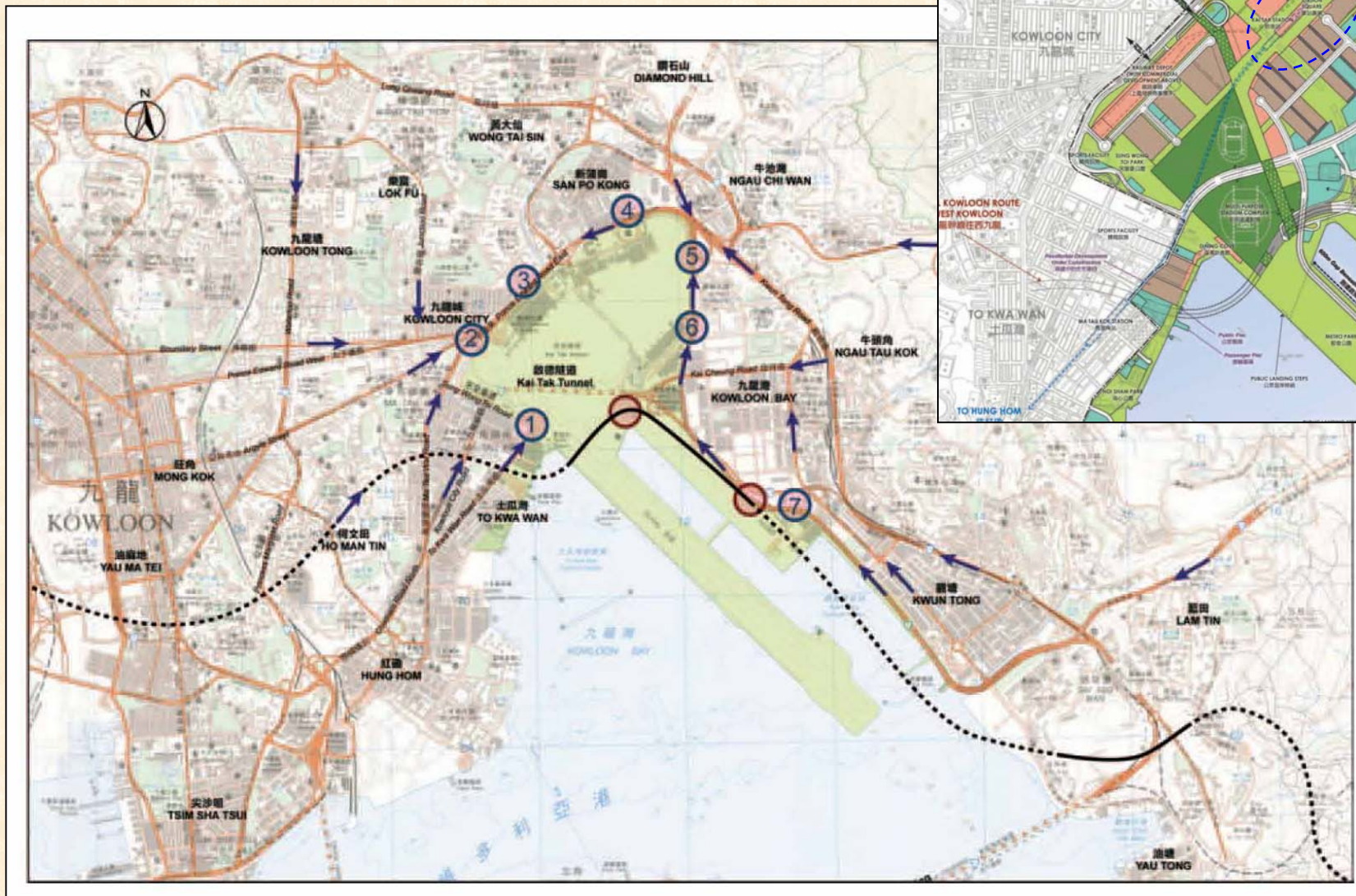
Metro Park

(24 公頃ha)



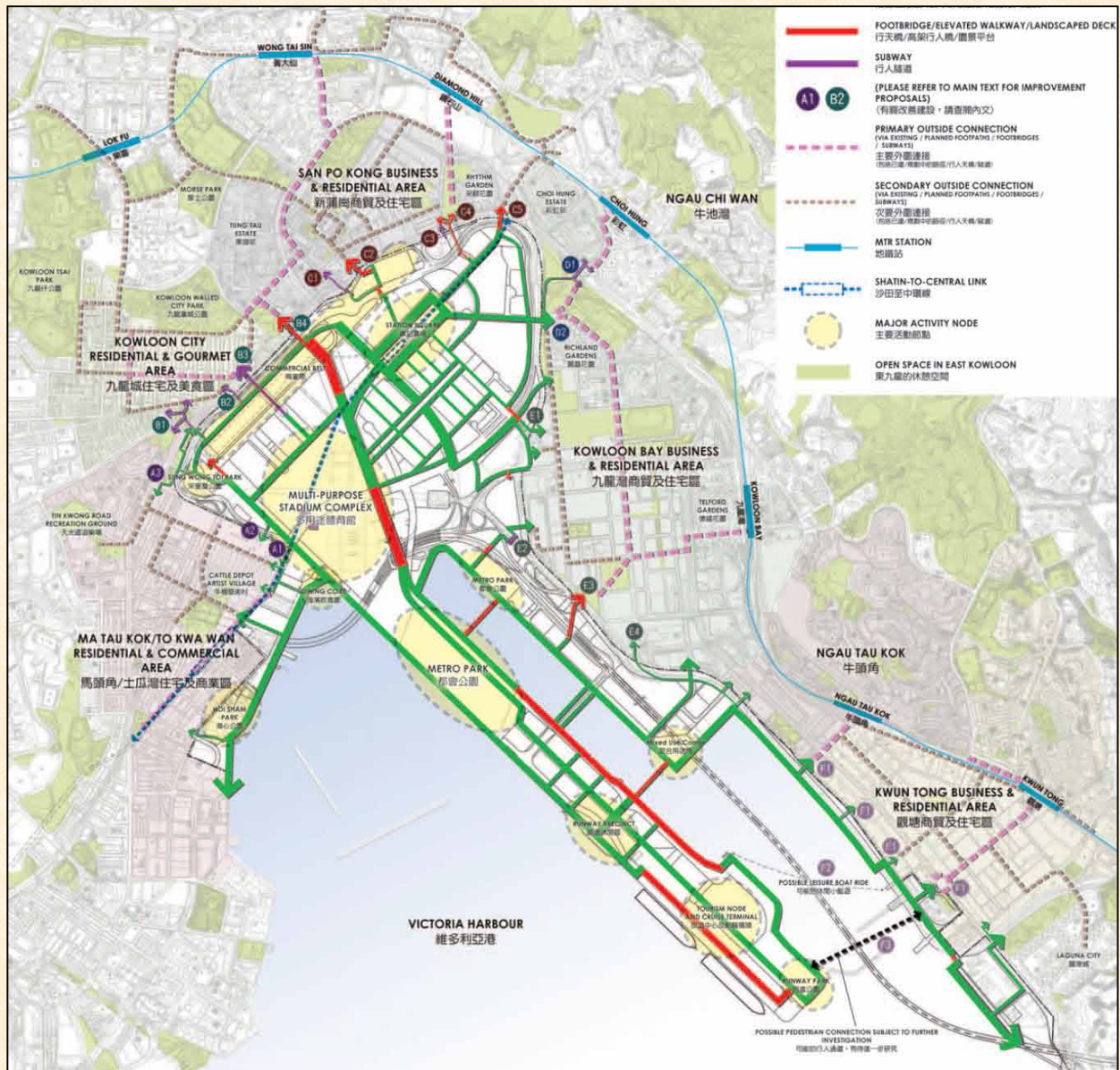
# 道路及鐵路的連接

## Road & Rail Connections





# 行人設施的連接 Pedestrian Connections



- 現有的行人設施將需要改善及擴建

## Enhancement of existing pedestrian facilities

- 興建新的設施包括行人天橋、行人隧道、園景平台等，以提供更方便的行人設施，連接啟德主要的發展項目

Proposed facilities including footbridges, subways, landscape deck to provide more direct pedestrian connections between focal points

# 行人設施的連接 Pedestrian Connections

## - 土瓜灣及九龍城 To Kwa Wan & Kowloon City



從土瓜灣沿行人道遠眺啟德的多用途體育館 Stadium Complex as viewed from the street level from To Kwa Wan



擬建「地下購物街」連接九龍城的沉降式廣場 Sunken plaza connecting the proposed underground shopping street from Kowloon City

# 行人設施的連接 Pedestrian Connections

- 新蒲崗及彩虹 San Po Kong & Choi Hung



- 連接新蒲崗的購物天橋  
Retail Footbridge connecting San Po Kong

# 行人設施的連接 Pedestrian Connections

- 九龍灣 Kowloon Bay



- 觀塘 Kwun Tong



# 土地用途建議 Land Use Proposals





# 土地用途建議 Land Use Proposals

總人口 Total population:  
86,500

總工作數量  
Total job opportunities:  
85,400

擬議的住宅單位  
New flats:  
29,000

辦公室樓面面積  
Office GFA :  
700,000 m<sup>2</sup>

擬議的酒店房間  
New Hotel Rooms: 6,800

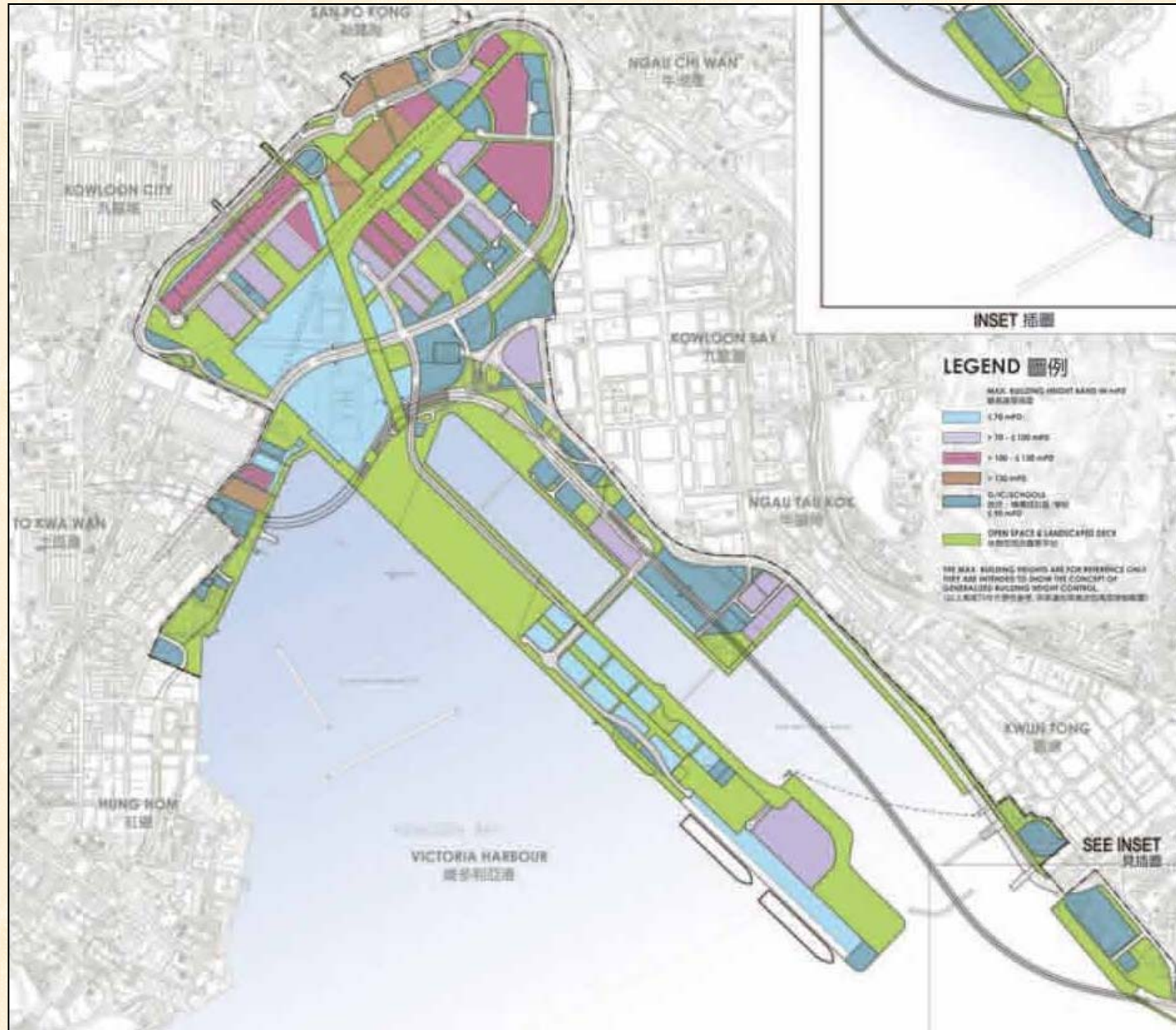
即17間各有400房間酒店  
17 hotels with 400-room each

建議土地用途	面積 (公頃)	%
商業用地 (辦公室/酒店/零售) Commercial (Office/Hotel/Retail)	20.3	6.2
混合用途 (住宅、酒店及/或零售) Mixed Use (Housing & Hotel/Retail)	1.4	0.4
高至中等密度住宅 High to Medium Density Housing	34.5	10.6
低密度住宅 Low Density Housing	8.5	2.6
政府、機構及社區/學校/其他指定用途 GIC/Schools/Other Specified Uses	44.5	13.6
多用途體育館 Multi-purpose Stadium Complex	23.2	7.1
郵輪碼頭和旅遊中心 Cruise Terminal & Tourism Node	13.3	4.0
休憩用地(包括園景平台/園景行人天橋) Open Space (incl. Landscape Deck/Landscape Elevated Walkway)	102.5	31.3
道路網 * Road Network *	70.9	21.6
美化市容地帶 Amentiy	8.9	2.7
總面積 Total Area	328	100%

\* 包括 including 14.9 公頃 ha (4.5%) 現有道路 existing roads  
51.6 公頃 ha (15.7%) 新建道路 new roads  
4.4公頃 ha (1.4%) 行人路 pedestrian streets

# 建築物高度圖

## Building Height Plan





建築物分佈圖

Building Massing Plan

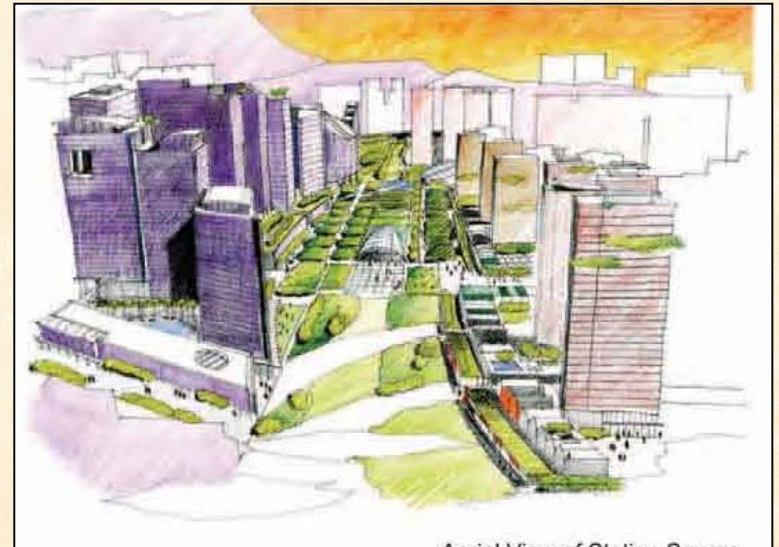


# 主要發展建議

## Key Development Proposals

### 啟德城中心 Kai Tak City Centre

商業地帶 Commercial Belt



# 主要發展建議

## Key Development Proposals

### 啟德城中心 Kai Tak City Centre



- 沙中線鐵路啟德車站 SCL Kai Tak Station
- 車站廣場 Station Square
- 政府服務中心 Government Centre  
(地積比率PR 5.0)
- 辦公室區 Office Belt  
(辦公室樓面面積 office GFA : 700,000 m<sup>2</sup>,  
地積比率PR4.0-9.5)
- 無平台住宅區，附有促進社區鄰里關係的街道  
網絡及政府、機構或社區設施  
**Podium free residential neighbourhood  
based on an articulated street grid pattern  
& GIC facilities (地積比率PR 3.5-5.0)**
- 公屋用地 Public Housing Sites  
(地積比率PR 5.5 -6.3)

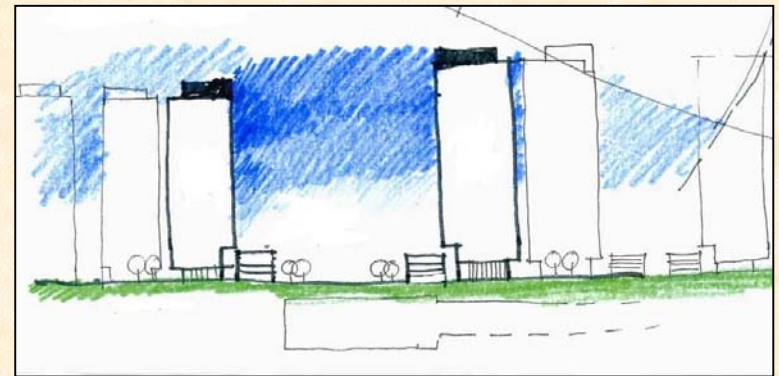
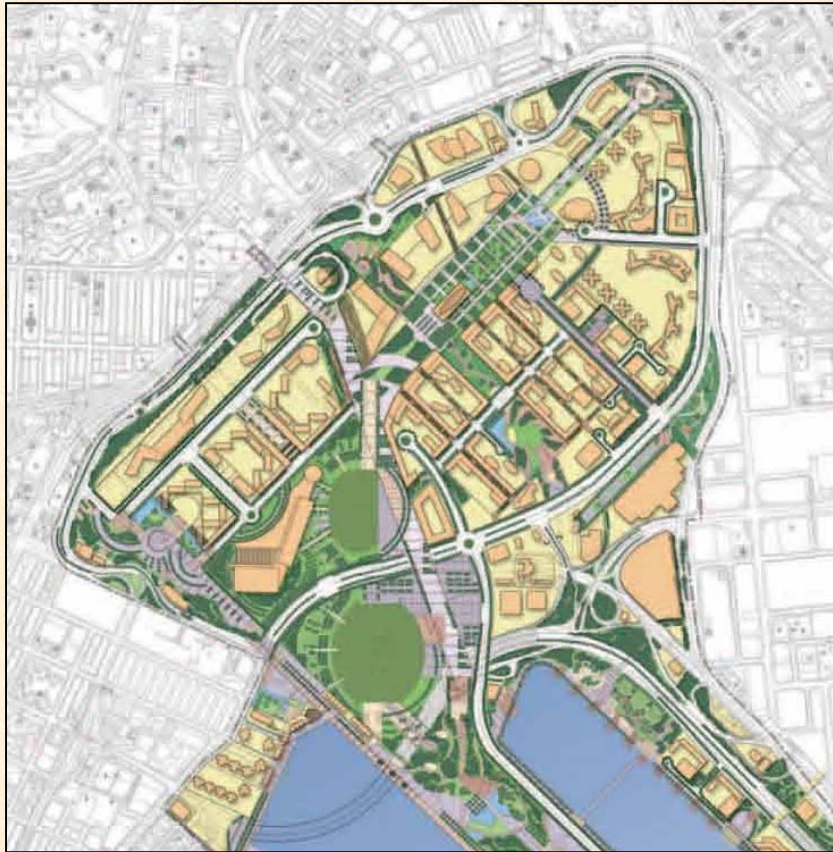


# 主要發展建議

## Key Development Proposals

### 啟德城中心 Kai Tak City Centre

#### 啟德坊 Kai Tak Neighbourhood





# 主要發展建議

## Key Development Proposals

### 體育場館區 Sports Hub

多用途體育館

#### Multi-purpose Stadium Complex

— 連接南面的都會公園，而走過高架的園景通道和休憩用地後，便可到達啟德站

Connected to Metro Park in the south and through a landscaped walkway and open space to Kai Tak Station

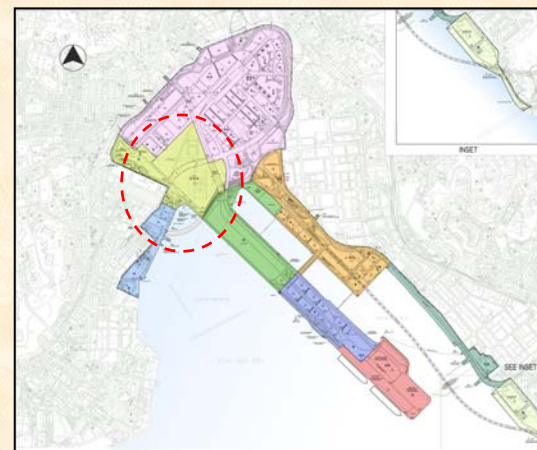
海旁的餐飲區則設有小型商店，茶座和海濱長廊  
Dining Cove comprising small shops, café and waterfront promenade

地下購物街將連接九龍城

Underground shopping street connecting to Kowloon City

車廠前方的零售店舖

Retail frontage to the SCL depot building



# 主要發展建議

## Key Development Proposals

### 體育場館區 Sports Hub

體育場館區與小海灣

Sports Hub & the Cove







# 主要發展建議

## Key Development Proposals

### 都會公園 Metro Park

都會公園 Metro Park (24 公頃 ha)

- 東九龍的“中央公園”

“Central Park” of East Kowloon

商業和旅遊相關的用途

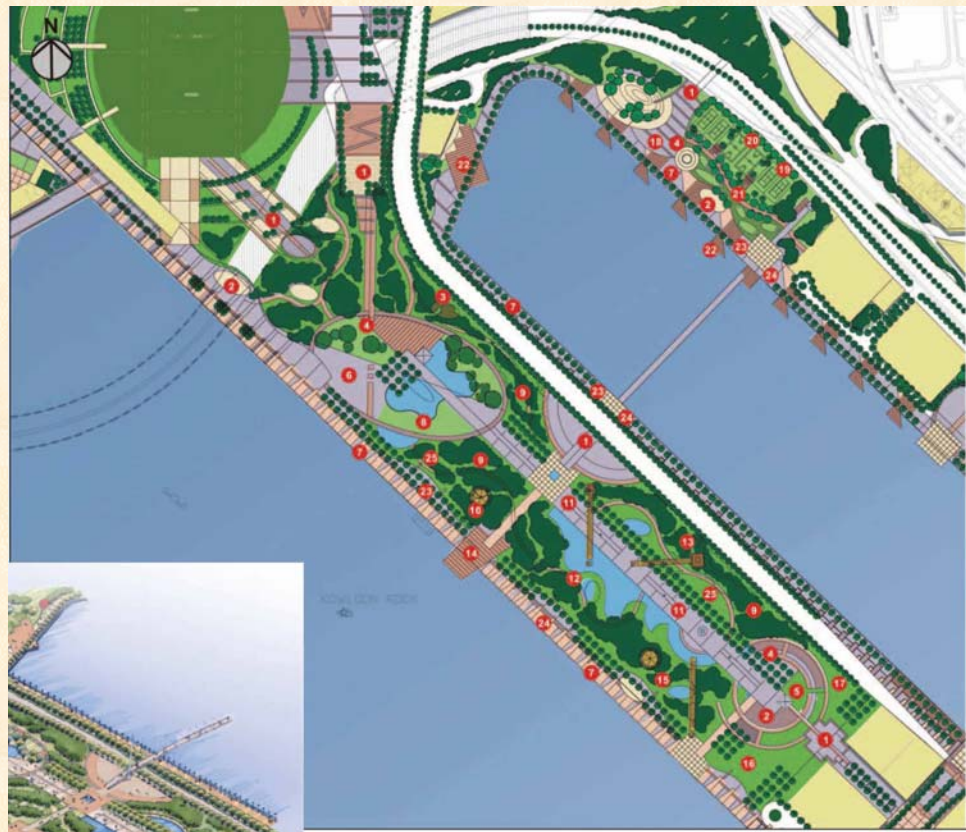
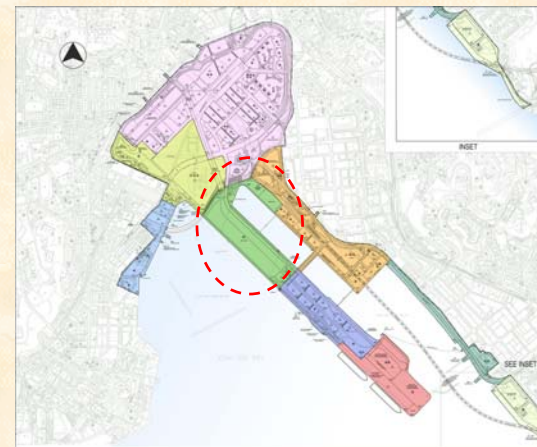
Waterfront commercial and  
tourism-related uses

綠茵公園供休閒活動之用

Green park for leisure activities

可加入展覽場地，展示清理啟德明渠進口道  
的成果

Exhibition venue to demonstrate the  
environmental effort in cleaning up KTAC





# 都會公園及相連的海濱 Metro Park & Associated Waterfronts



單車徑和園景行人道的網絡  
Networks of  
bicycle tracks  
and landscaped footpath





# 主要發展建議

## Key Development Proposals

### 跑道休閒區 Runway Precinct

低密度的住宅發展(地積比率3倍),  
地面設購物街

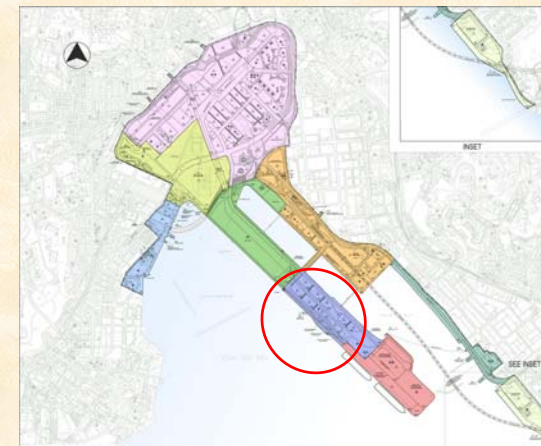
Low density residential development  
(PR 3) with pedestrian shopping street

跑道休閒區兩邊擬建海濱長廊

Continuous waterfront promenade on  
both sides of the Precinct

園景平台分隔行人和車輛

Landscaped deck to separate vehicles  
and pedestrian traffic



# 主要發展建議

## Key Development Proposals

### 跑道休閒區 Runway Precinct



# 主要發展建議

## Key Development Proposals

### 混合用途區 Mixed Use Corner

不同的商貿和住宅及政府、機構或社區用途

Variety of commercial and residential developments, GIC uses

海濱長廊 Waterfront promenade

海旁市集 Waterfront bazaar



# 主要發展建議

## Key Development Proposals

### 旅遊及休閒中心

### Tourism & Leisure Hub

郵輪中心 Cruise Terminal (7.57 公頃 ha)

旅遊中心 Tourism Node (5.74 公頃 ha)

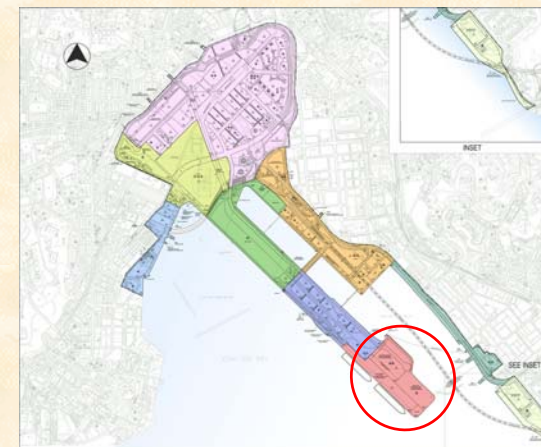
- 酒店 Hotel
- 零售 Retail
- 休閒和娛樂設施 Leisure & Entertainment facilities
- 公共交通交匯處 Public Transport Interchange

跑道公園 Runway Park (5.6 公頃 ha)

- 香港航空歷史為主題，提供展覽場地重置與舊啟德機場有關的文物，如前航空交通管制塔等

locations for aviation culture of Kai Tak, e.g. ex-air traffic control tower, exhibition venue etc.

跨境直昇機場 Cross-boundary Heliport (0.77 公頃 ha)



Cruise Terminal in New Orleans



Cruise Terminal in Yokohama



Cruise Terminal in Venice



## 第三階段公眾參與活動

# Stage 3 Public Participation Activities

活動 Events	地點 Venue	日期 Date
公眾論壇 Public Forum	尖沙咀香港基督教青年會 YMCA, Tsim Sha Tsui	8.7.2006 (星期六 Sat)
地區論壇 (1) District Forum (1) - 九龍城 Kowloon City	黃埔新天地時尚坊 Wonderful World, Whampoa Garden, Hung Hom	15 .7. 2006 (星期六 Sat)
地區論壇 (2) District Forum (2) - 觀塘 Kwun Tong	德福廣場香港城市大學專上學院 Community College of City University, Telford Plaza, Kowloon Bay	29 .7. 2006 (星期六 Sat)
地區論壇 (3) District Forum (3) - 黃大仙 Wong Tai Sin	樂富樂富中心 Lok Fu Centre, Lok Fu	5 .8. 2006 (星期六 Sat)

# 第三階段公眾參與活動

## Stage 3 Public Participation Activities

活動 Events	地點 Venue	日期 Date
初步發展大綱圖 發展建議資料及 實體模型的巡迴展覽  Exhibition of PODP proposals and physical model	尖沙咀香港文化探知館 Hong Kong Heritage Discovery Centre, Tsim Sha Tsui	24.6 – 25.6.2006 1.7 – 2.7.2006
	尖沙咀香港基督教青年會 YMCA, Tsim Sha Tsui	8 .7. 2006
	黃埔新天地時尚坊 Wonderful World, Whampoa Garden, Hung Hom	15 .7. 2006
	德福廣場香港城市大學專上學院 Community College of City University, Telford Plaza, Kowloon Bay	29 .7. 2006
	樂富樂富中心 Lok Fu Centre, Lok Fu	5 .8. 2006
	九龍城廣場 Kowloon City Plaza, Kowloon City	12.8 – 13.8.2006 19.8 -20.8.2006

# 下一階段工作 Next Step

完成第三階段公眾參與 Completion of Stage 3 Public Participation	8. 2006
完成初步發展大綱圖及有關的技術評估 Finalization of PODP and technical assessments	8 & 9. 2006
向城市規劃委員會呈交修訂的啟德分區計劃大綱圖 Submission of amended Kai Tak OZPs to Town Planning Board	9. 2006

謝謝

Thank You