



Minutes of 13th Meeting

Time: 9:30 am
Date: 24 October 2006
Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, North Point

Present

Dr Chan Wai-kwan	Chairman
Dr Andrew Thomson	Representing Business Environment Council
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 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 & Urban Renewal, Planning Department
Miss Chelsea Wong	Asst Dist Offr/Kowloon City Dist Off, Home Affairs Department
Mr Talis Wong	Ch Engr/Kln, Civil Engineering and Development Department
Mr K B To	Asst Comr /Planning, Transport Department
Mr Kelvin Chan	Secretary

In Attendance

Ms Lydia Lam	AS (Planning & Lands)3, Housing, Planning and Lands Bureau
Mr Francis Cheng	Prin AS (Economic Dev) A2, Economic Development and Labour Bureau
Miss Janet Wong	Prin AS(Home Affairs)(Recreation & Sport), Home Affairs Bureau
Mr Charles Chu	Project Advisor (Recreation & Sport), Home Affairs Bureau
Mr Mak Chi Biu	Sr Engr/Kln, Civil Engineering and Development Department
Mr Raymond Lee	Dist Planning Offr/Kln, Planning Department

Consultants

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

Absent with Apologies

Ms Lister Cheung	Representing Conservancy Association
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Charles Nicholas Brooke	
Mr Wu Man-keung, John	
Ms Lee Wai-king, Starry	
Professor Jim Chi-yung	

Item 1 Confirmation of Minutes of 12th meeting

Action

- 1.1 As there were no further comments on the draft minutes, **the meeting** confirmed the draft minutes of the 12th meeting.

Item 2 Matters Arising

- 2.1 **The Chairman** said that the matters arising from last meeting had been dealt with and this meeting would focus on the discussion of the Report of the Stage 3 Public Participation and the revised Preliminary Outline Development Plan (PODP).

Item 3 Report on Stage 3 Public Participation and Revised Preliminary Outline Development Plan
[SEKD SC Paper No. 5/06]

- 3.1 **The Chairman** said that the Planning Department (PlanD) had released the revised PODP last week and the Town Planning Board (TPB) was briefed on 23 October 2006.
- 3.2 At the request of the Chairman, **Mr Anthony Kwan** informed the meeting that the first part of the paper was to report to the Sub-committee the result of the Stage 3 Public Participation and the second part focused on the revised PODP. The Stage 3 Public Participation commenced on 23.6.2006. During the two-month consultation period, 4 public forums were held and 20 committees/organizations were consulted. The public had responded with enthusiasm and had expressed their views in the events. About 230 written submissions were received which were mainly focused on the issues of connectivity with the surrounding districts, internal transport system, relocation of the Shatin to Central Link (SCL) depot and type of developments in the runway area. After reviewing these public comments, the PODP was amended taking into account the public comments and public aspirations. He said that the revised PODP had included a reserve for possible future provision of an environmental friendly transport system in Kai Tak and possible connection with the surrounding districts. Moreover, pedestrian connections to Kowloon City, Tokwawan, San Po Kong and Kowloon Bay had been strengthened. The relocation of the SCL depot to other area was proposed to enhance the linkage between Kai Tak and Kowloon City area. This would also improve the air ventilation of the area. There was further built-in flexibility in the revised PODP for possible future provision of a third berthing space for the cruise terminal in the middle of the former airport runway, if confirmed necessary in the future.
- 3.3 **Mr Anthony Kwan** continued to say that the revised PODP was submitted to TPB for consideration on 23 October 2006. Members' views would be taken into account in preparing the draft Kai Tak OZP. Subject to the approval of TPB, the statutory plan making process would commence.
- 3.4 With the aid a physical model, **Mr Derek Sun** gave a brief presentation on the proposals of the revised PODP. He continued his presentation on the results of the Stage 3 Public

Participation and the revised PODP, with the aid of PowerPoint slides (**Appendix**).

- 3.5 In response to **the Chairman's** enquiry on the proposed bridge linking the tip of the former runway and Kwun Tong waterfront, **Mr Raymond Lee** said that the revised PODP had included an reserve for this conceptual proposal, which would require more detailed investigation to examine its feasibility.
- 3.6 **The Chairman** said that in the Stage 3 Public Participation, views on cultural heritage, use of the water body at Kai Tak and urban renewal were frequently raised by members of the public. He asked whether the revised PODP had responded to these concerns.
- 3.7 In response, **Mr Derek Sun** said that on cultural heritage, the revised PODP had proposed to develop a heritage trail to link up various existing heritage items/places in Kai Tak with those in the surrounding areas. The proposed Sung Wong Toi Park would provide for the relocation of the Emperor's Rock to the original site. The Far East Flying School site would be preserved in-situ. With the proposed pedestrian connection to the surrounding areas, these cultural relics could be packaged into a cultural trail forming a tourist attraction. As regards the use of the surrounding water bodies, berthing facilities had been proposed at different points of the waterfront promenade. However, as the water quality was still a cause of concern, utilization of these water bodies for recreational purposes could only be considered as a very long term option. Water features could also be introduced into the planned open space. On urban renewal, it would be an issue to be considered during implementation as whether the planned housing sites could be used to assist urban renewal projects.
- 3.8 **The Chairman** reminded the meeting that Members had commented on the Outline Concept Plans and draft PODP during the Stage 2 and 3 Public Participation programme, which had been recorded for public reference. However, the Sub-committee had not yet formulated a consolidated view on the revised PODP or on individual proposal. After the presentation at this meeting, PlanD would proceed to prepare the draft OZP and the statutory plan making procedure would begin. There would be statutory provisions for the public to comment on the draft OZP which would be processed by the TPB. As the main task for the HEC was to enhance public participation, he asked what would the Government expect from the Sub-committee on

the revised PDOP and what would be the role of the Sub-committee when Kai Tak Development had entered the statutory planning phase, which was under the ambit of the TPB. He also asked the non-official Members whether a consolidated view of the Sub-committee should be formulated on the revised PODP and, what further action it should take from this stage onward.

- 3.9 In response, **Mr Anthony Kwan** said that PlanD was very thankful to the Sub-committee of their work and their contribution in the review of Kai Tak Development. There had been valuable comments and guidance on the development proposals and particularly on the methods of public engagement and the consultation materials. A number of public engagement activities were the first of their kind in the plan-making process e.g. on-site public forums (i.e. at the tip of the runway) and the site visit for the general public so that participants could appreciate the site condition. These innovative ideas had strengthened the public participation process. Members had also devoted a lot of their time and effort as speakers and moderators at various public forums in order to gauge public aspirations. He also thanked the Chairman in attending the TPB/ LegCo meetings to reflect the views of the Sub-committee and also views of the general public. He further pointed out the community's expectations on Kai Tak might change over time and Government needed to keep up with these changes and modify the plan, where necessary to respond to public aspirations. Since planning was an on-going process, the possibility of further amendments to the Kai Tak PODP could not be ruled out. The Sub-committee could still play an important role in the on-going planning process.
- 3.10 **Mr Robin Ip** thanked the Chairman and the Sub-committee for the great effort in helping with the Planning Review. During the 3 stages of public participation, members had made valuable comments and contribution to the formulation of the revised PODP. There were general support in the community for the various proposals in the revised PODP. Under the leadership of the Chairman, the Sub-committee had played an important role in garnering public support. In order to take forward Kai Tak Development, PlanD would need to proceed with the statutory planning process to establish the necessary statutory planning framework. He hoped that the Government would continue to have the support of the Chairman and the Sub-committee in the coming days.

- 3.11 **The Chairman** said that the HEC could continue to provide their views on the implementation of Kai Tak Development as it was a major harbour-front development.
- 3.12 Upon invitation by **the Chairman**, Members raised the following comment on the revised PODP.
- 3.13 **Dr Andrew Thompson** welcomed the Government's invitation for continued input from the Sub-committee. There was always the need to reflect public views accurately and these views were responded to in a transparent manner. He noted that the railway corporations proposed higher development intensity to facilitate the railway operation while REDA casted doubt on the lowering of development intensity as well as the further commercial development in Kai Tak, which might affect similar properties in the surrounding districts. He pointed out that the revised PODP should address the development density issue in response to the concerns of different stakeholders.
- 3.14 **Dr Andrew Thompson** continued to say that there was robust application of the Harbour Planning Principles (HPPs) in the revised PODP. There was a good presentation from the consultants in the previous meetings showing which part of the HPPs had been implemented and the parts that had not been fully met. He would examine whether further enhancement should be made from a harbour-front enhancement point of view. **The Chairman** said that Sub-Committee should examine the development with the HPPs concurrently.
- 3.15 **Mr Derek Sun** said that the revised PODP had incorporated a variety of development intensity to cater for different needs. In the Tourism Node, the proposed plot ratio was about 3.1 and a higher building height to enable a landmark building incorporating a public observation gallery. The hotel developments planned on the runway precinct would have a plot ratio of 4 and a building height between 45 to 55mPD. The residential development in the same area would have a plot ratio of 3 with higher building height of 55 to 65mPD. The commercial development in the town centre area would have a plot ratio of 9.5 with a building height of ranging 100mPD to 150mPD, with some landmark building at around 170mPD. The Kai Tak Grid Neighbourhood, planned for medium density residential development had a plot ratio of 4 to 5. In terms of the mixed-use development, the proposed overall plot ratio would

be about 7. The public housing development with its piling already completed, the plot ratio would be about 5.5 to 6.3.

- 3.16 In response to **Mr Kim Chan**, **Mr Derek Sun** said that some part of the Metro Park, waterfront promenade and the runway precinct would be a landscape decked area for public use. The open space planned in the south apron area was rezoned for GIC use in view of accessibility issues.
- 3.17 On the proposed cuttings at the former runway to enhance water circulation of the KTAC, **Dr Andrew Thompson** said that the acceptability of this proposal was still pending the outcome of the environmental study to justify whether the water quality and odour problems could be alleviated. So it would be difficult to offer meaningful comments at this stage. **The Chairman** said that the Sub-committee had come to a consolidated view in accepting the no-reclamation scenario. Since more information would be needed, he urged the Government departments to speed up on the relevant study regarding the mitigation measures.
- 3.18 In response to **Mr Kim Chan's** comment on the mitigation measures of waterbody in KTAC, **Mr Talis Wong** said that there had been pilot tests of mitigation measures to see how the environmental problems at KTAC could be dealt with. The environmental problems were being investigated on the following fronts: the polluted sediment in the water channel, the source pollutant from the upstream which would need to be addressed and the cut-away of the runway to facilitate water circulation of the water bodies. The test results were being monitored, and the sustainability of such treatment was also being investigated. Once there were more information/data available, he would report back to the Sub-committee. He also added that the water features proposed in the Metro Park were conceptual only, which would not be using the water from the KTAC.
- 3.19 In response to questions on the Metro Park raised by **the Chairman**, **the Secretary** referred to the landscape plan and explained that water features such as pools and fountains had been suggested for the proposed Metro Park. On the proposal of a man-made beach which was also raised at yesterday's TPB meeting, **the Secretary** said that there had been proposals from various parties to create a beach at the Kwun Tong Typhoon Shelter and a man-made beach/wave pool on the ex-airport runway area. These were only conceptual proposals for the district open spaces. In the implementation stage, the project

proponent would work on the actual design for these sites.

- 3.20 On the proposed Kai Tak City Centre, **the Chairman** said that as illustrated by the physical model there were a number of tall developments. He asked if that would be the actual configuration. **Mr Anthony Kwan** said that most of the development would be located near the Kai Tak Station to encourage members of the public to use public transport. This was also a response to the railway corporation's concern about the patronage of railway facilities. **Mr Raymond Lee** added that the Grid Neighbourhood in Kai Tak City Centre was planned for smaller scale residential development, with control on plot ratio and lot size to maintain appropriate development density. The population of this area would be about 50,000 to 60,000.
- 3.21 **Mr Mason Hung** said that he might relate further comments from the tourism industry on the proposed Tourism Node in due course. In response to **Mr Kim Chan's** question on the proposed hotel development in the Tourism Node, **Mr Anthony Kwan** said that taken into account that the comments received in the Stage 3 Public Participation, the building height of the tourism node site, had been relaxed to 200mPD to allow the provision of public observation gallery. The idea was that this building would have the observation facility on the top level. Some TPB members expressed concern on the building height of 200mPD and suggested it be lower and only the observation gallery could be built up to about 200mPD. PlanD/consultants would study this issue further and report back to the TPB in due course.
- 3.22 **Dr Andrew Thompson** said that the proposed 200mPD for the landmark building in the tourism node should be well justified and its impact to the surrounding area should be assessed. He considered that the tip of the Kai Tak runway was already a good vantage point, that a lower building could also achieved the purpose. **The Chairman** said that the need for a building height of 200mPD for the observation tower was due to its location amidst a group of hotel developments instead of right by the waterfront, where a lower building height would be adequate. A waterfront location for the observation tower, however, might conflict with the proposed location for the heliport.
- 3.23 In response to **Mr Kim Chan's** question on the proposed monorail, **Mr Raymond Lee** said that the revised PODP had incorporated reserve for a possible future environmentally friendly transport system as a response to public views. This

conceptual proposal was pending further study to ascertain its feasibility. **Mr Dennis Li** said that as the revised PODP would form the basis of the OZP preparation, he asked whether the proposed bridge link would be translated to the draft OZP and also whether this would involve any reclamation. In response, **Mr Derek Sun** said that depending on the actual design of this possible bridge link, some design options might require reclamation so as to support the bridge structure. **Mr Dennis Li** said that this water body was governed by the Protection of the Harbour Ordinance and asked whether the consultant had considered other alternative such as road tunnel for this link.

- 3.24 In response, **Mr Eric Ma** stressed that the revised PODP had only indicated a conceptual proposal to link up Kai Tak Point with Kwun Tong waterfront. Different options for this link would need to be examined. The feasibility of the proposed link would be examined in the forthcoming engineering feasibility study. If a proposal that would involve reclamation in the harbour area, it would need to meet the “over-riding public need test” before it could be implemented. **Mr Dennis Li** emphasized that the Government should consider whether there was an overriding public need for such a bridge as it was the requirement of the law.
- 3.25 **The Chairman** said that the Government would need to address the overriding public need test if reclamation of the harbour was involved. The proposed bridge link was, so far, only a concept which was subject to further studies. Its status was different from land use zoning incorporated on the OZP. In response, **Mr Raymond Lee** said that if the bridge link was to be implemented, it must go through various assessments including the overriding public need test. As the public views for such a link bridge were very clear during the Stage 3 public participation, such proposal was indicated on the revised PODP in response to public aspiration. An annotation had been included in the legend of the plan that the bridge link would be subject to further study. The Government would need to examine the feasibility of this proposal before it could be finalised.
- 3.26 **Mr Mason Hung** said that the connectivity to the surrounding heritage points could be enhanced. There was the opportunity to make use of the Sung Wong Toi Park and the nearby Kowloon Wall City and the Chi Lin Nunnery and the major road network covering San Po Kong and Kowloon City to develop a heritage trail. Some of the heritage items within these network dated

back to the Sung, Tang and Qing dynasties. It would be a good way to present Chinese history to the tourists. In response, **the Secretary** said proposals on heritage trails to cover these points had been included in the revised PODP.

- 3.27 **Mr Joseph Wong** asked whether there would be guidelines on phasing of the Kai Tak Development as it would not be developed at one go. He considered that the rationale behind the development programme was important information to the community.
- 3.28 **Mr Anthony Kwan** said that the Cruise terminal was expected to be a priority project. Also the public housing at sites 1A and 1B where piling had been completed could proceed early. Detailed development programme would be formulated after completion of the statutory plan making procedures as the concerned departments would need to provide the supporting infrastructure in Kai Tak.
- 3.29 **Mr Mason Hung** remarked that whether the recent media report for early construction of the cruise terminal facility and the commissioning of the first berth would need to be confirmed as it would affect the planning work of the cruise industry. **Mr Anthony Kwan** said that implementation programme of the cruise terminal would come from EDLB. As regards the statutory planning procedures, once the draft OZP was gazetted, the public would have 2 months to submit their representations on the OZP. If no adverse representations were received on the cruise terminal within the period, work on this project could proceed. If representations were received, they would be processed under the provision of the Town Planning Ordinance and the draft OZP would be submitted to ExCo for approval within the next 9 months.
- 3.30 **The Chairman** said that from the HEC point of view they would like to see enhancement to the harbour-front area in the early stage of Kai Tak Development. For instance, harbour-front enhancement projects could be pursued as part of the priority projects, e.g. cruise terminal, to enable public access and enjoyment of the harbour area. **Dr Andrew Thompson** said that assuming the cruise terminal went ahead, transporting tourists from the cruise terminal facility to the CBD area through a construction site for the next 10-15 years would not be desirable. In this regard, some harbour-front enhancement measures along the runway would be necessary.

3.31 **The Chairman** said that as Members had no comments on the relocation of the SCL depot, the multi-purpose stadium, cruise terminal, heliport, development on the runway precinct, it was assumed Members had accepted these proposals.

Item 4 Any Other Business

4.1 There being no other business, the meeting closed at 11:10 am.

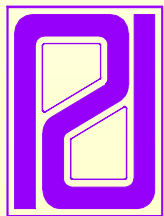
[Post Meeting Notes: As there was no discussion item proposed for the meeting originally scheduled for late December 2006, it has been rescheduled for early 2007. The date is to be confirmed.]

**HEC Sub-committee on
South East Kowloon Development Review
March 2007**

啟德規劃
經修訂的初步發展大綱圖

Kai Tak Planning Review
Revised Preliminary Outline Development Plan

24.10.2006



規劃署
Planning Department

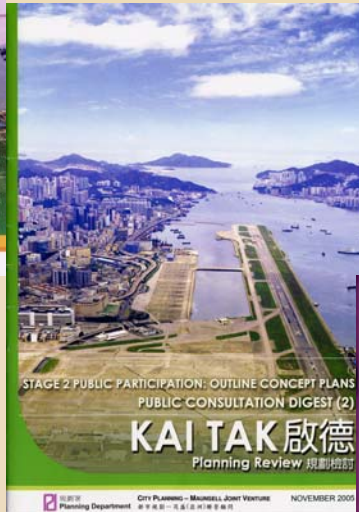
CITY PLANNING – MAUNSELL JOINT VENTURE
都市規劃—茂盛(亞洲)聯營顧問

公眾參與過程 Public Engagement Process

第一階段：公眾理想中啟德未來的發展

Stage 1: Community's Vision for Kai Tak

9-11.2004



第二階段：概念規劃大綱圖

Stage 2 : Outline Concept Plans

11.2005-1.2006



第三階段：初步發展大綱圖

Stage 3 : Preliminary Outline Development Plan (PODP)

6-8.2006



經修訂的初步
發展大綱圖

Revised PODP

10.2006

意見及回應

Response and Comments

發展規模 Level of Development

公眾意見:

- 公眾普遍接納擬議的發展規模
 - 對擬議的發展規模能否對整體啟德發展發揮效益存疑，建議增發展密度
 - 建議發展密度減一半，以創造一個理想的生活及工作環境

Public views:

- **Current level of development is generally accepted**
 - **Doubt on viability of Kai Tak Development and propose to increase the development density**
 - **To create enhanced living and working environment by further reduce the development intensity by half**

發展規模 Level of Development

回應：

- 預留辦公室用地是應付香港2030研究所預計辦公室的長遠需求
- 建議的住宅發展是以整體發展藍圖及城市設計為基礎
 - 維持擬議的發展規模

Responses:

- **To meet long term office demand projected under HK 2030 Study**
- **Residential developments planned on basis of comprehensive layout & urban design considerations**
 - **To maintain the current level of development**

修訂初步發展大綱圖

Revised Preliminary Outline Development Plan

土地用途建議 Land Use Proposals

總人口	
Total population:	86,000
總住宅單位	
Total No. of New flats:	30,300
總工作數量	
Total job opportunities:	79,600
總辦公室樓面面積	
Total Office GFA :	850,000 m²
總酒店房間	
Total Hotel Rooms:	6,300

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)	18.2	5.5
混合用途 (住宅、酒店及/或零售) Mixed Use (Housing & Hotel/Retail)	5.1	1.5
高至中等密度住宅 High to Medium Density Housing	31.2	9.5
低密度住宅 Low Density Housing	6.0	1.8
政府、機構及社區/學校/其他指定用途 GIC/Schools/Other Specified Uses	53.2	16.2
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	13.7	4.2
休憩用地(包括園景平台/園景行人天橋) Open Space (incl. Landscape Deck/Landscape Elevated Walkway)	109.3	33.3
道路網 * Road Network *	68.1	20.8
總面積 Total Area	328	100%

包括 including 14.9 公頃 ha (4.5%) 現有道路 existing roads
 40.4 公頃ha (12.3%) 新設道路 new roads
 4.4 公頃ha (1.4%) 行人送路 pedestrian streets

啓德明渠進口道 Kai Tak Approach Channel (KTAC)

公眾意見:

- 對有效解決環境問題的措施深表關注
- 大致上支持「不填海」模式，但必須解決氣味問題
- 九龍城區議會主張填平啓德明渠進口道
- 保留現有水體，作設計上的特色，長遠用作水上康樂用途

Public views:

- **Effective measures to tackle environmental problems remains the main concern**
- **Supportive of “no reclamation” approach provided that the odour problem can resolved**
- **Kowloon City District Council advocates reclaiming KTAC**
- **Preservation of runway as unique development feature and for water-based recreation uses in long term**

啓德明渠進口道 Kai Tak Approach Channel (KTAC)

回應：

- 初步研究採用生化處理措施解決啓德明渠進口道的沉積物問題
- 在跑道打開一個闊600米的缺口以改善水流和水質
- 有關調查仍在進行中，預計要到2006年年底才有結果
- 敲定初步發展大綱圖，用作修訂分區計劃大綱圖的基礎，以早日實施啓德發展計劃
- 如有需要會進一步修訂初步發展大綱圖

Responses:

- Preliminary studies on bioremediation measure to tackle sediment problems
- 600m opening to facilitate water circulation & improve water quality
- Investigations are still on-going, results estimate available by late 2006
Finalization of PODP as basis for amending OZP to enable early implementation of Kai Tak Development
- Undertaking further amendments, where necessary

啟德城中心 Kai Tak City Centre

- 政府辦公大樓遷移近新蒲崗
Relocate Government Office site
next to San Po Kong
- 沙中線啟德站前的用地引入
混合用途發展
Introduce mix uses (residential and
commercial/office) around SCL Kai
Tak Station
- 啟德坊會採用無平台的布局
設計
Podium free layout in Grid
Neighbourhood



沙中線車廠 SCL Depot

公眾意見:

- 區內人士強烈反對在啟德興建地面鐵路車廠，車廠會分隔新舊發展以及會阻礙空氣流通

Public views:

- **Local communities strongly against at-grade train depot at Kai Tak which will segregate existing and future new developments and blockage of air ventilation**

沙中線車廠 SCL Depot

回應：

- 假如未能在市區興建沙中線車廠，將無法興建沙中線
- 會與鐵路公司共同探討在鑽石山地鐵站毗鄰另覓車廠的選址
- 這項建議須再作研究，以確立其整體可行性

Responses:

- **Without a train depot along the SCL, the railway project will not be viable**
- **Work with railway corporations to explore an alternative depot site in Diamond Hill area**
- **Further investigation required to establish overall feasibility**

沙中線車廠SCL Depot

- 重新規劃地盤為北停機坪的第二個發展群
Replanned the site to form a second development cluster in North Apron
- 改善宋皇臺公園用地的佈局，成為由九龍城及馬頭角進入啟德的主要門廊
Enhanced site configuration of Sung Wong Toi Park forming a prominent gateway to Kai Tak



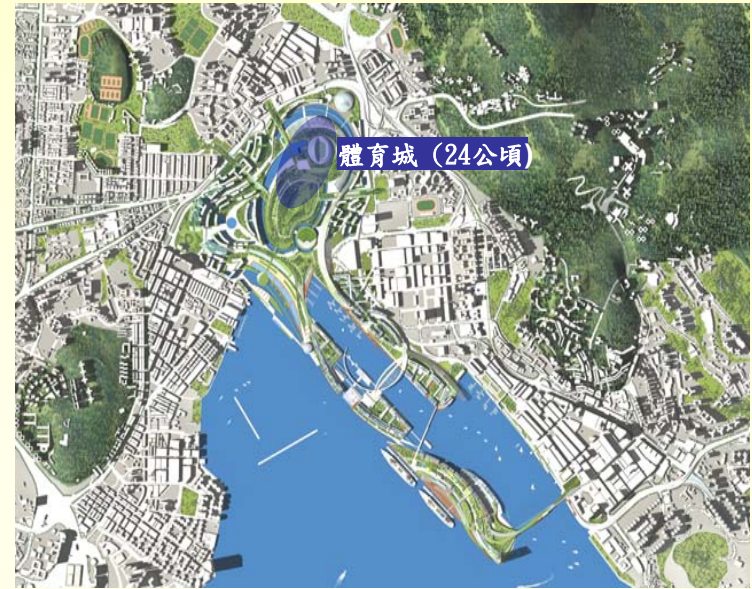
多用途體育館 Multi-Purpose Stadium Complex

公眾意見:

- 在北停機坪東北部興建多用途體育館，以便利用現有的彩虹站與日後的啟德站

Public views:

- To locate the Stadium Complex in north-eastern part of North Apron area. Stadium to be served by Choi Hung Station and future Kai Tak Station.



多用途體育館 Multi-Purpose Stadium Complex

回應：

- 影響1A及1B地盤
- 彩虹地鐵站並非為疏散人群而設計的
- 市民普遍支持在海旁興建體育館，以在維港創造新地標
- 建議把體育館融入都會公園內
- 預留土地，以規劃更為完善的啟德市中心

Responses:

- **Would displace public housing development at Sites 1A and 1B**
- **Choi Hung MTR Station is not designed for crowd dispersal purpose**
- **General support to locate the Stadium Complex at the waterfront to form a new icon in Victoria Harbour**
- **To integrate Stadium Complex with the Metro Park**
- **Reserve area for a more comprehensively planned town centre for Kai Tak**

多用途體育館 Multi-Purpose Stadium Complex

- 提高體育館地台，讓地區性道路變作沉降式道路
Raise stadium platform such that distributor road could become sunken road
- 提供園境行人通道連接各場館區
Landscape walkways to connect stadium sites



都會公園 Metro Park

公眾意見:

- 海旁都會公園的構思廣為公眾接受
- 其他建議包括:
 - 把公園設於北停機坪，以方便鄰近地區的居民前往公園
 - 把公園設在原本規劃作沙中線鐵路車廠的選址，使公園更接近九龍城的居民

Public views:

- Waterfront Metro Park concept was well received
- Alternative proposals include:
 - relocate to North Apron area, so that it can be more accessible to population in surrounding districts
 - relocate to SCL Depot so that it can be nearer to Kowloon City residents



都會公園 Metro Park

回應：

- 把體育館和都會公園融合
- 提供更完善的休憩用地網絡，供將來人口使用，及配合優化行人接駁設施，讓現有的社區使用
- 善用建於闊600米缺口上的平台，發展為香港主要的海濱公園

Responses:

- **Integrate the Stadium Complex with the Metro Park**
- **Create more comprehensive network of open spaces to serve future population with enhanced connection to existing communities**
- **Make use of 600m deck over opening to create a major harbour-front park for Hong Kong**

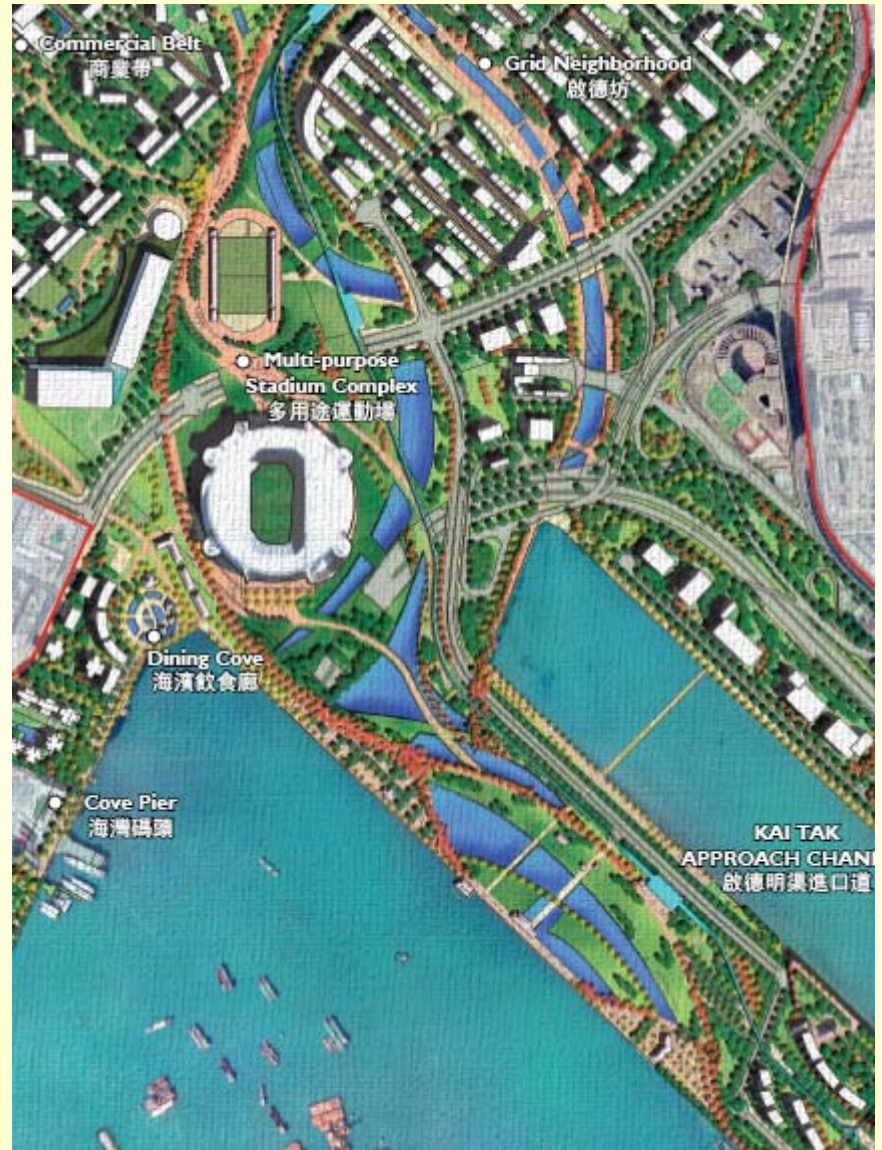
都會公園 Metro Park

- 擴大車站廣場、宋皇臺公園、北停機坪地區公園、體育館周邊的休憩用地

Enlarging Station Square, Sung Wong Toi Park, open space surrounding Sports Hub and North Apron District Park

- 設置一些小型商店，以增添公園的活力

Small Shops to provide vibrant edges to the parkland



郵輪碼頭 Cruise Terminal

公眾意見:

- 為郵輪碼頭未來的擴充作出規劃及預留額外用地，作郵輪泊位設施之用

Public views:

- **Planning for future expansion of cruise terminal and reservation of additional area for berthing facilities**



郵輪碼頭 Cruise Terminal

回應:

- 在**2009**至**2015**年間香港需要額外一個郵輪泊位，在**2015**年以後則需要多一至兩個郵輪泊位，才能成為區域郵輪樞紐
- 雙泊位設計是最佳的折衷方案
- 發展大綱圖具有靈活性以切合日後的擴展需要
- 有需要可修訂規劃圖則和批地計劃以提供第三個郵輪泊位用地

Responses:

- **HK will require an additional berth between 2009 and 2015, and one to two further berths beyond 2015 as a regional cruise hub**
- **Two alongside berths in PODP is the best compromise**
- **Flexibility in the PODP to cater for future expansion**
- **Town plans and land disposal programme could be amended, where necessary, to cater for a third cruise in the future**



旅遊及休閒中心 Tourism Node

公眾意見:

- 在跑道末端興建旅遊及休閒中心的建議廣受公眾支持
- 在啟德角興建觀光塔和旅遊中心促進跑道區的旅遊發展
- 設酒店地帶，以支援郵輪碼頭發展

Public views:

- Tourism node at tip of former runway is well supported by the community
- To strengthen tourism development by providing an observation tower and a tourist centre
- Designation of a hotel zone to support cruise terminal development



旅遊及休閒中心 Tourism Node

回應:

- 在旅遊及休閒中心增加非住宅建築樓面面積及提昇建築物高度以興建公眾的觀景廊於具地標式的發展項目中，如酒店

Responses:

- **To increase non-domestic gross floor area and raise building height to enable the provision of a public observation gallery in a landmark development e.g. hotel**

跑道休閒區 Runway Precinct

- 臨海地區作酒店發展
Sites on waterfront side
designated for hotel
development
- 面向啓德明渠進口道的地
區作低密度住宅發展
KTAC side for low-density
residential development



跨境直升機場 Cross Boundary Heliport

公眾意見:

- 對於擬議的跨境直升機場的意見是分歧的
- 部分人士基於噪音問題及與土地用途不協調等因素表示反對
- 支持者認為:
 - 擬議跨境直升機場可促進經濟發展、促進旅遊業、切合商業和社會需求，並可與擬建於毗鄰位置的郵輪碼頭發揮協作效應
 - 建議把直升機場納入郵輪碼頭發展計劃

Public views:

- Views are diverse on the cross-boundary heliport proposal
- Some express objection to or reservation on grounds of noise impact, incompatible uses, etc.
- The supporters consider:
 - it will stimulate economic growth, promote tourism, serve business and community needs, and achieve synergy with cruise terminal
 - to incorporate as part of cruise terminal

跨境直升機場 Cross Boundary Heliport

回應：

- 啟德角的直升機場是規劃作長遠發展項目，以應付跨境直升機服務的預計增長
- 這符合航空規定，現時建議的地點是在啟德唯一可作此設施的用地

Responses:

- **Heliport at Kai Tak Point is a long-term development project to meet forecast growth of cross-boundary helicopter services**
- **Given the aviation requirement, the proposed location is the only available site in Kai Tak**



單軌鐵路 Monorail

公眾意見:

- 很多市民都倡議在啟德設置單軌鐵路系統，作為區內的環保運輸系統，以連接鄰近地區
- 觀塘區議會亦建議申延至觀塘地鐵站與觀塘市中心，以加快觀塘區更新的發展

Public views:

- Many advocate a monorail system in Kai Tak as an internal Environmentally-Friendly Transport System (EFTS) link with surrounding districts
- Kwun Tong District Council also request connection to Kwun Tong MTR station and Town Centre to help rejuvenate old district

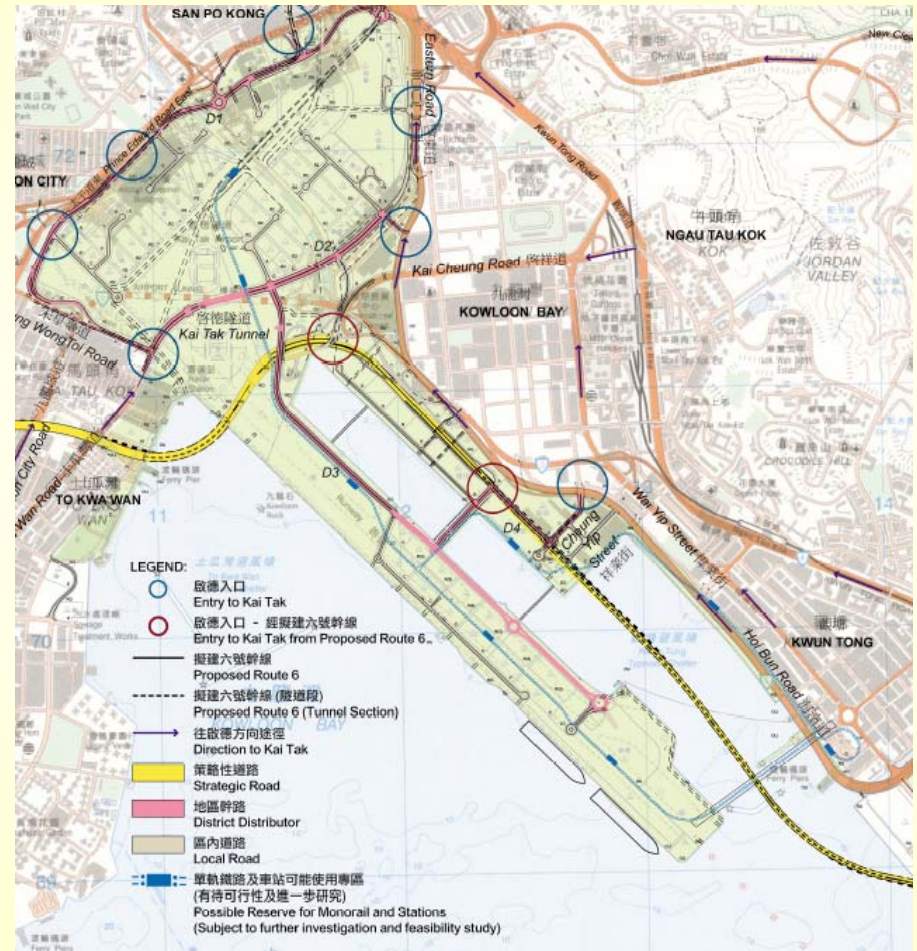


鐵路形式的環保運輸系統

Rail-based Environmentally Friendly Transport System

- 預留鐵路形式的環保運輸系統的走線以連接觀塘海旁、郵輪碼頭連旅遊中心、跑道休閒區、都會公園、體育場館區及車站廣場

Possible alignment for a rail-based EFTS to connect Kwun Tong waterfront, the cruise terminal cum tourism node, runway precinct, Metro Park, Stadium Complex & Station Square



觀塘的天橋連接系統

Bridge Link to Kwun Tong

公眾意見：

- 很多公眾人士強烈要求興建天橋連接觀塘至啟德
- 天橋連接系統可把這兩發展區直接聯繫起來，以促進觀塘區更新的發展

Public views:

- **Many commenters strongly urged for provision of a bridge link to connect Kwun Tong with Kai Tak**
- **A bridge link to act as a catalyst in the rejuvenation of the Kwun Tong District**

觀塘的天橋連接系統 Bridge Link to Kwun Tong

回應：

- 預留用地興建天橋連接系統，作為日後或會闢設的單軌鐵路系統的一部分，以容納供行人或車輛使用的設施（須再作詳細研究）

Responses:

- Designate a reserve for a bridge link as part of the possible future monorail system incorporating pedestrian and potential vehicular facilities (subject to further detailed investigations)



與鄰近地區的連接

Connectivity with Surrounding District

公眾意見：

- 與鄰近地區的行人連接安排是公眾廣泛討論的重大課題
- 發展大綱草圖已訂出21個擬議，連接點包括：地面過路處、園景行人天橋，以及設有零售商店的行人隧道
- 普遍認為這些建議需要進一步改善
- 有些人仕提議闢設地下購物街

Public views:

- Pedestrian connection with surrounding districts widely discussed
- 21 connection points proposed in Draft PODP: at-grade crossings, landscaped footbridges and pedestrian subway with retailed facilities
- General feedback: proposals needed to be further enhanced
- Some commenters propose underground shopping street

與鄰近地區的連接

Connectivity with Surrounding District

回應：

- 建議增設完善的地下購物街系統，已連接九龍城、新蒲崗一帶及日後的啟德站
- 兩條地下購物街組成，透過已規劃「商業」用地的地庫商店，把世運公園、衙前圍道及前新蒲崗分層工廠大廈土地連接至啟德站



Responses:

- a comprehensive underground shopping street system to connect Kowloon City and San Po Kong with future Kai Tak Station
- Two underground shopping streets connecting Olympic Garden, Nga Tsin Wai Road and ex-San Po Kong Flatted Factory sites with basement shopping premises in “Commercial” sites



與鄰近地區的連接

Connectivity with Surrounding District

回應：

- 土瓜灣：透過改善地面過路處，提供通往已規劃海濱長廊的連接系統，以達致「綠茵場館」的概念
- 九龍灣：改善地面過路處及行人隧道，包括一條天橋以連接發展商為該區建議的行人系統

Responses:

- To Kwa Wan: pedestrian system, open space network, “Stadium in the Park” concept through enhanced at-grade crossings and waterfront promenade
- Kowloon Bay area: enhanced at-grade crossings, pedestrian subway, a footbridge to connect system by private sector



多謝

Thank you

模擬短片 Video Clips

- 全貌 **Overview**
- 啟德城 **Kai Tak City**
- 都會公園 **Metro Park**
- 郵輪碼頭 **Cruise Terminal**







Urban Design and Landscape Illustrative Plan

