

## **KAI TAK PLANNING REVIEW**

### **Kai Tak Forum**

*~ Planning with the Community ~*

#### **Purpose**

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

#### **Background**

2. The comments and proposals received in the Stage 1 Public Participation of the Kai Tak Planning Review were presented to the Sub-committee on 13.12.2005 and 23.2.2005. The Sub-committee considered that in order to facilitate the building of community consensus, the public should be given an opportunity to know the comments and proposals received, and to provide further views before the Consultants concluding the public participation report and the generation of options for the Outline Concept Plan for the Stage 2 Public Participation.

3. On 19.3.2005, the Sub-committee convened the "Kai Tak Forum" in Hong Kong Convention and Exhibition Centre. The event was well attended with over 200 participants, including individuals, representatives of local community/organizations, District Councilors, stakeholder groups, professional institutes, consultants of previous Kai Tak studies, 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 Kai Tak Forum as a record of the event as well as highlighting the further feedbacks collected from the community. A copy of the report is at **Annex**.

## **Way Forward**

5. The report has proposed, as way forward, that the comments received at the Kai Tak Forum would serve as input to finalize the Stage 1 Public Participation Report. The views on the development themes and wish list for the development components for Kai Tak will provide input to the Consultants for preparation of the options of Outline Concept Plan for the Stage 2 Public Participation. It is proposed that the report would be uploaded to the HEC and study websites to enable a wider promulgation.

## **Advice Sought**

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

**Planning Department**  
**April 2005**

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

**Kai Tak Forum**

**~ Planning with the Community ~**

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## 1 INTRODUCTION

- 1.1 The Kai Tak Planning Review commenced in July 2004. To build public consensus through an open and informed process, a comprehensive public participation programme has been launched after taking advice from the Harbour-front Enhancement Committee (HEC). The programme includes three stages of public participation to engage the public in shaping the long-term development vision for Kai Tak; assessing options of the outline concept plan; and commenting on the draft preliminary outline development plan.
- 1.2 The Stage 1 Public Participation of the Kai Tak Planning Review on ‘Community’s Vision for Kai Tak’ was conducted from September to November 2004. The community response is positive, with over 500 participants in the public forums/workshop and over 250 written comments and proposals.
- 1.3 The Sub-committee on South East Kowloon Development Review under the HEC (the Sub-committee) was briefed on the comments and proposals received in the Stage 1 Public Participation on 13.12.2004 and 23.e.2005. The Sub-committee considered that in order to facilitate the building of community consensus, the public should be given an opportunity to know the comments and proposals received, and provide further views before concluding the public participation report and the generation of options for the Outline Concept Plan for the Stage 2 Public Participation.
- 1.4 The “Kai Tak Forum” was convened by the Sub-committee on 19.3.2005 in Hong Kong Convention and Exhibition Centre. The main purpose of the event is to achieve the objective of further public engagement through a half-day event. It includes discussion forum, a round-table discussion and exhibition of the development components/ proposals received. The Forum was chaired by Dr. W.K. Chan, Chairman of the Sub-committees and supported by a panel of HEC members, including:

Mr Anthony KWAN	Assistant Director /Metro & Urban Renewal, Planning Department
Mr Paul Zimmerman	Business Environment Council
Mr Joseph WONG	Citizen Envisioning @ Harbour
Mr Andy LEUNG	Hong Kong Institute of Architects
Mr Vincent NG	Hong Kong Institute of Architects
Mr Roger TANG	Hong Kong Institute of Planners
Mr Bernard CHAN	Hong Kong Institute of Surveyors
Mr Mason HUNG	Hong Kong Tourism Board
Mr Carl K S CHU	Society for Protection of Harbour Ltd

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1.5 The Forum was also supported by the Consultants to present the public comments/proposals received in the Stage 1 Public Participation and the following representatives of Government bureau and departments to field questions from the participants.

Miss Christine CHOW	Housing, Planning & Lands Bureau
Mr Raymond HO	Environment, Transport & Works Bureau
Mr Eddie POON	Home Affair Bureau
Miss Patricia SO	Tourism Commission
Miss Jenny CHAN	Economic Development & Labour Bureau
Mr Richard SIU	Economic Development & Labour Bureau
Mr Raymond LEE	Planning Department
Mr Talis WONG	Civil Engineering and Development Department
Mr Lawrence LAU	Environmental Protection Department
Mr K B TO	Transport Department
Mr Stephen YU	Civil Aviation Department

1.6 The event was well attended with over 200 participants, including individuals, representatives of local community/organizations, District Councilors, stakeholders groups, professional institutions, consultants of previous Kai Tak studies, etc. The proceedings of the events, including video clips and photos, background information, powerpoint presentation, display materials are uploaded to the websites of the Harbour-front Enhancement Committee and Kai Tak Planning Review to enable public viewing.

1.7 The main purpose of this Report is to provide a record of the Kai Tak Forum convened by the Sub-committee.

## 2 ISSUES DISCUSSED

- 2.1 Following the opening remarks made by the Convener, the Consultants made a short presentation of an overview of the public comments/proposals received in the Stage 1 Public Participation, covering:
- Vision
  - Planning Principles
  - Key concerns – reclamation, Kai Tak Approach Channel, interface with surrounding districts/other studies,
  - Public comments on different development components
  - Development concepts/proposals submitted by the public
  - Public participation
  - Implementation issues
- 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 this would be investigated further in the Outline Concept Plan.
- 2.3 A copy of the powerpoint presentation is at **Appendix 1**.

*[Please download a copy from [here](#).]*

### 3 COMMENTS RECEIVED IN THE DISCUSSION FORUM

3.1 The participants have actively participated in the floor discussion. A record of the session is attached in **Appendix 2**. The major views raised are summarized as follows:

#### 3.1.1 Planning principles

The participants reiterated the following planning principles in revisiting the development scheme for Kai Tak, most of which had also been incorporated into the previous Kai Tak studies:

- no reclamation
- people-oriented
- sustainable development (economic, social and environment aspects)
- bottom-up planning approach
- enhancement to living environment
- environmental protection
- traffic improvement
- job creation

#### 3.1.2 Kai Tak Approach Channel

- Proper mitigation measures should be proposed to tackle the environmental problems at Kai Tak Approach Channel so that the water body could be utilized for beneficial uses in the future.
- There should be early implementation of the mitigation measures, even in parallel with the on-going public participation activities, as it would take years to fully address the problem.
- The assessments and the options of mitigation measures for Kai Tak Approach Channel should be promulgated for public's consideration.
- There was also a suggestion to use Kai Tak Approach Channel as a demonstration project of environmental initiative, including using the sediments from Kai Tak Approach Channel as the raw material to produce brick.

#### 3.1.3 Aviation facilities

- A number of members of the aviation groups attended the Forum. They reiterated their request for the 3,500-foot civil runway in Kai Tak. To address the concern on the development constraints imposed by the runway, some participants suggested that the visual flying instead of instrumental flying procedure could be employed.
- The representative of the Civil Aviation Department (CAD) responded that the obstacle limitation surface (OLS) requirement established was for



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a non-instrument runway of 3,500 ft long located at the tip of the runway. For the safe operation of the aircraft, no object should be permitted to protrude above the established OLS, for example, the highest point of the cruise liners and vessels under the inner horizontal surface should not project above 45 m above the runway surface.

- If the runway was found not feasible in Kai Tak, some participants suggested to develop a heliport and a permanent Hong Kong Aviation Centre at the existing Sung Wong Toi Road site.
- Some local residents did not support the proposed airfield in Kai Tak as it might create pollution, nuisance and potential hazards to the surrounding districts.
- Some participants from the aviation group considered that the proposal for a cruise terminal in Kai Tak would deprive the opportunity for aviation development in terms of education, training, culture and national defence.

### 3.1.4 Cruise Terminal

- There was also presence of tourism group in the forum. They pointed out that the proposal for cruise terminal development in Kai Tak was supported by the public. To capitalize on the growth of the cruise industry, it was necessary to have a dedicated berth within the Victoria Harbour, which should have the potential for future expansion.
- Some participants commented that there might be alternative locations for development of a cruise terminal e.g. North Point, Whampao, Ap Lei Chau and Kai Sai Chau.
- Some local residents raised their concern at the forum on the possible nuisance associated with cruise terminal development in Kai Tak e.g. traffic and environment.
- The representative of Tourism Commission reiterated that Kai Tak was chosen as the location for cruise terminal development since it had potential for future expansion.
- There was also concern as whether cruise terminal would affect the natural landform of the seabed.

### 3.1.5 Transportation

- There was call for integrated and coherent planning of road and pedestrian network such that more public space would be set aside for pedestrian activity. More sunken roads should be considered for major highways e.g. Road T2 in order to reduce environmental pollution.
- No-vehicle zone (as in Discovery Bay) and environmental friendly transport could be considered in Kai Tak Development.
- To enhance traffic movement to/from Hung Hom with the East Kowloon region, there was suggestion to extend the existing Hung Hom Road via Kai Tak to Kwun Tong.

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3.1.6 Refuse Transfer Station (RTS) and Public Filling Barging Point (PFBP)

- Local residents considered that the subject RTS and PFBP should be located outside Kai Tak as they would affect the development of the area. Some suggested to locate them at the fringe of Kwun Tong and Sai Kung districts.
- The representative of EPD responded that Kaolin Mine site at Cha Kwo Ling was recommended for the RTS and it would be subject to detailed feasibility study. The facility should be designed to address the environmental and land use compatibility issues.

3.1.7 Cargo handling facilities at Kwun Tong waterfront

- The logistic operators attending the Forum did not support the removal of the existing cargo handling facilities in the Kwun Tong waterfront. They suggested to enhance the existing cargo handling facilities to make it more compatible with the future development of Kai Tak.

3.1.8 Other considerations.

- Gradation of building height (i.e. high-rise in the hinterland and low-rise at the runway) to preserve the ridgeline and the view towards the harbour.
- Adequate public open space within Kai Tak should be planned with proper pedestrian connection and waterfront promenade.
- Redevelopment and revitalization of the existing older districts should be considered.
- Provision of public housing and planning for the minority group.
- Well-defined development theme for future Kai Tak should be derived before going into detailed planning.

#### **4 LAND USE THEMES/COMPONENTS PROPOSED IN THE GROUP DISCUSSION**

4.1 In the second session of the Forum, the participants took part in the round-table discussion. Each Group was led by a Group Leader (by HEC member) and a facilitator (by the Consultant). The group discussion aimed to achieve the following tasks:

- Formulate a development theme for Kai Tak
- Draw up a land use wish list to support the development theme
- Prepare a consolidated land use list for Kai Tak, taking into account Harbour Planning Principles and technical considerations e.g. land use compatibility and synergy
- Develop a creative name for the development theme and identify 10 key development components for Kai Tak

4.2 The group reports summarizing the above discussion topics are attached in **Appendix 3**. A summary of the major discussions is presented below:

- (a) The tourism and sports/recreation were the development themes identified by most Groups for Kai Tak development. Other land use themes such as cultural heritage, quality housing, entertainment, education and environmental/greening were also selected by some Groups for Kai Tak Development. One Group, however, advocated that there should be an integrated theme for Kai Tak Development with emphasis on tourism, leisure and heritage, instead of a development theme.
- (b) Regarding the essential land use components, there were diverse views on the type of land uses to be included in the preparation of Outline Concept Plan. In general, the Groups have revealed the following :
  - (i) Most of the Groups (over 5 Groups) selected cruise terminal, preservation of Kai Tak heritage and tourism node as the essential land use components to be developed in Kai Tak .
  - (ii) 2 to 4 Groups opted for landmark building at the runway tip, integrated sports complex, environmentally friendly transport, hotels, museums, heritage cluster, waterfront alfresco dining, rowing and sailing, housing, heliport, aviation center, mixed commercial uses and water recreation use as key land use components.

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- (iii) Only one Group proposed to include an aviation center with a civil runway, marina/ yacht club, cultural village, separated islands and entertainment center in the Kai Tak Development.
  
- (c) Based on their selected land use components, the Groups had also proposed creative names for the Kai Tak Development. There was a general consensus that “Kai Tak”, as a long-established and well-known name for the community, should be adopted as a brand name for the development theme. Other suggestions by some groups included “Environmental City Lung” (環保市肺), “Kai Tak 3-Dimension” (三度空間看啓德), “啓德魅力” and “啓德新紀元”. Other than the name of “Kai Tak”, one group recommended a slogan “啓建新家園, 德政見人和” to help promote Kai Tak Development.

## 5 FEEDBACK OF THE SUB-COMMITTEE MEMBERS

5.1 The HEC Members of Sub-committee on South East Kowloon Development Review had also offered their feedback to this public event, as attached in **Appendix 4**. In general, Members considered that the Forum was successfully conducted. The enthusiasm of the public to participate in the planning process and the outcome of this event were considered very encouraging. This was considered as a new milestone in the planning process. Some Members also remarked that this Forum, which provided a platform for open discussion, sharing the passion on future Kai Tak and consensus building among citizens, professional and the Government, would open up the possibility of creating a more livable city and to commence a step toward a harmonious society.

5.2 In addition, Members had also made the following suggestion to enhance the future public engagement activities:

- More information should be made available to enable the participants to discuss and derive their recommendations/decisions.
- Input/responses on technical constraints as well as other macro planning issues and backgrounds should be substantiated to enable the group discussion.
- Decisions through simple majority voting in the group discussion would overlook/defeat minorities' interests.
- Since some groups were attending the Forum with their own agenda, some points of view conveyed in the event would be disproportionately represented.
- It would be difficult for participants to set aside personal interests, opinions and preferences in favour of the larger public good.

**6 NEXT STEP**

- 6.1 The Forum enables the public to review the comments and proposals received in the Stage 1 Public Participation of Kai Tak Planning Review and the corresponding responses from Government bureaux/departments. The public comments collected in the Forum would serve as input to the Stage 1 Public Participation Report. The views on the development themes and wish list for development components also provide input to the Consultant for the preparation of the options of Outline Concept Plan for the Stage 2 Public Participation.

~ End ~

## Summary of Key Points - Discussion Forum

This summary covers the following:

- I Opening remarks by Convener
- II Comments of participants in floor discussion
- III Responses by Government Bureaux/ Departments and Consultants
- IV Closing remarks by Convener

### **I Opening Remarks by Dr. W.K. Chan, Chairman of HEC Sub-committee on SEKD Review**

- The Stage 1 Public Participation of the Kai Tak Planning Review regarding “Community’s Vision for Kai Tak” was conducted between September and November 2004 and the Stage 2 Public Participation would involve the preparation of Outline Concept Plans (OCPs). After completing a public consultation exercise, the conventional approach was for the Government and their Consultants to prepare and publish a report summarizing the comments received and Government’s responses.
- The Sub-committee considered this approach insufficient in meeting the public’s aspiration for a more transparent process as to how the public comments/proposals were analyzed and concluded. To enhance the transparency of the process and foster building greater public consensus, the Sub-committee considered that members of the public should be involved again to examine the public comments and proposals received before concluding the public participation report and the preparation of the Outline Concept Plan options for the next stage of public participation. Thus, this led to the arrangement of the Kai Tak Forum.
- Emphasis the intention of the forum was “Planning with the Community”.
- The main purposes of the forum were :
  - i Not planning from the scratch, and not choosing a concept;
  - ii to examine the comments/proposals received in the Stage 1 Public Participation and to seek further input from the community in the preparation

of OCP; and

iii to create and plan with the public.

## **II Comments of Participants in Floor Discussion**

### **(1) Mr. Michael Chiang – Hong Kong Institute of Architects (香港建築師學會)**

- One of the main principles to undertake the Kai Tak Review should be “people-oriented planning” (以人為本), which was also applied in previous studies. But, it often contradicted with the requirements to meet traffic needs (i.e. road space) within a district and always ended up with the situation that the area designated for road works was far more than those for dominant the pedestrian facilities. More emphasis should be placed on people-oriented planning principle in planning for future Kai Tak.

### **(2) Mr. Lo Wai Kok (盧偉國先生) – Hong Kong Institute of Engineers (香港工程師學會)**

- A lot of people were concerned about the Kai Tak Approach Channel as it took up a large area. The existing condition of the Channel was a nuisance to residents nearby and should be treated. The Approach Channel could be converted into other beneficial use (e.g. water recreation centre) if properly treated. He noted from the consultant’s presentation that there were different ways to treat the contaminated sediments and polluted water and queried whether a preferred method had been identified.

### **(3) Mr. Yam Tak Chung (任先生) – Hong Kong Aviation Club (香港飛行總會)**

- Hong Kong had over 70 years of aviation history but many people were not aware of this history since the Government had invested not much resource to promote aviation culture. Also, there was a lack of training for local pilots in Hong Kong.
- Their Club offered pilot training programmes which were recognized internationally as well as by the Civil Aviation Department. The Club had already trained up over 1,000 pilots and some of them joined the local airlines.
- The Club had forwarded their proposal for the inclusion of a 3,500 ft runway and a cross boundary heliport at Kai Tak to the Planning Department on 5 November 2004.



- He believed that the obstacle limitation requirement issue arising from the proposed airfield as indicated in the consultant's presentation could be overcome if visual flying procedures (目視飛行) instead of instrument flying procedures (儀器飛行) were employed.
- If visual flying procedures were employed, the flight path for taking off / landing activities at the proposed runway would be over Victoria Harbour rather than over the inland urban area. Therefore, the proposed runway should have no conflict with the proposed cruise terminal.
- The Club also hoped that the existing premise sat Song Wong Toi Road could be continuously retained for their use for converted into an aviation museum.

**(4) Mr. Chan Wing Shing (陳永勝先生) – Hong Kong Air Cadet Corps  
(香港航空青年團)**

- The aviation industry would bring significant economic benefits to Hong Kong. It was closely related to the logistics and tourism industries.
- About 10 years ago, Hong Kong started training their own pilots and experts to serve the aviation industry.
- With assistance from the Hong Kong Aviation Club (香港飛行總會), the Hong Kong Air Cadet Corps was able to provide 100 times of flying experience (each with about 20 minutes) every month for the young people. This number of flying experience could only be offered in America and Britain, while other countries such as Australia, Singapore and Canada could not provided such training yet. Therefore we should try to maintain this level of training and to further invest pilot training for our future generation.
- The Hong Kong Air Cadet Corp with over 3,000 members did not have a permanent headquarters. Their Club premises was currently operating on a temporary basis under a month-to-month tenancy agreement.
- If the runway was found not feasible at Kai Tak, the Hong Kong Air Cadet Corps hoped that a helipad or a permanent site could be allocated for a Hong Kong Aviation Development Centre (香港航空發展中心).

**(5) Mr. Lam Man Fai (林文輝先生) – 本土文化再造**

- The environment of Hong Kong was characterized by its unique topography that the Victoria Harbour was surrounded by mountain range. (i.e. a high relief on the periphery with flat land in the middle of the whole territory). This physical character should be retained and the future Kai Tak should be developed into an area with mainly low-rise structures. However, a tall structure as focal point of the Kai Tak area could be considered. (e.g. a sightseeing tower ).
- The historic and cultural values of the hinterland area in particular Kowloon City should be retained.
- Although the water quality of the Kai Tak Approach Channel had been improved where fishes could be found, further enhancement work should be required to achieve better standard. In addition to disposal of the contaminated sediments, other methods to handle the sediments in the Channel should be explored.

**(6) Dr. Hung Wing Tat Hung (熊永達博士) – The Conservancy Association (長春社)**

- He queried whether there were committed construction programme for all the proposed road works including T2, CKR and WCR as mentioned in the consultant's presentation.
- Conventionally, roadwork would take up about 30% of the total new development area. With the integrated planning for road and pedestrian network(for example using sunken road), more land could be released for pedestrian use.
- The development of Kai Tak should follow the principles of sustainable development:
  - sustainable economic development – to promote the aviation industry
  - sustainable social development – to enhance living quality
  - sustainable environmental development – to enhance air quality by setting targets/standards to achieve

**(7) Mr. Francis Chin (錢耀昌先生)–Save Kai Tak Campaign (救救啓德運動)**

- The future of Kai Tak should be planned in 3-dimension perspective including air space development.

- Noting that the Government had intention to propose a cruise terminal, a stadium and a heliport within Kai Tak, he considered that there might have many alternative locations in Hong Kong for the proposed cruise terminal (e.g. North Point, Whampao and Ap Lei Chau).
- The proposal for cruise terminal in Kai Tak would deprive the opportunity for aviation development in respect of education, training, culture and national defence.
- He considered that the aviation industry was suppressed by the Government since the relocation of the Kai Tak Airport to Chek Lap Kok.
- The proposed runway could also comply with ridgeline and stepped height principles.

**(8) Ms Ko Po-Ling (高寶齡女士) – Kwun Tong District Council Member and “Kai Tak Concerned Alliance” (關注啓德聯盟)**

- The Alliance was jointly set up by 5 local organizations and 3 industrial and business organisations in Wong Tai Sin, Kwun Tong and Kowloon City. Their comments on Kai Tak development could represent the local views.
- The Alliance acknowledged that there was the public consensus on the planning of Kai Tak on the basis of tourism, environmental and leisure developments, and the Victoria Harbour would be regarded as an important asset to Hong Kong people.
- She raised the concern on how the harbour-front be planned so that it could be widely used by the public.
- As the proposed locations of the Refuse Transfer Station (RTS) and the Public Filling Barging Point (PFBP) at Cha Kwo Ling would contradict with the people-oriented planning, the locations of these facilities should be reconsidered and carefully planned to avoid affecting the development of the area.
- Road T2 should be a submerged road to enhance the environmental quality of the waterfront use.

**(9) Mr. Eddy Lau (劉銘信先生) – Hong Kong Cargo-Vessel Traders’ Association (香港貨船業總商會)**

- The relocation of the cargo pier at Kwun Tong waterfront was not supported since

the pier was an essential facility for the import/export of goods between Hong Kong and China. The logistics industry should not be neglected by the Government as it was a continuously growing industry even during the period of SARS. The Government should consider enhancing the existing pier to make it compatible with the further development at Kai Tak.

**(10) Mrs. Aliana Ho (何陳美紅女士) – Hong Kong Tourism Board (香港旅遊發展局)**

- According to the public comments collected in Stage 1 Public Participation, many considered that a cruise terminal in Kai Tak was required.
- The number of visitors arrived by cruise in 2004 reached 314,000.
- In order to capitalize on the growth on cruise industry, every year, the international cruise operators in made the following recommendations:
  - a. A dedicated berth was needed;
  - b. The future berth would need to be located in the Victoria Harbour; and
  - c. The new berth should have the potential of future expansion.
- Therefore, there was imperative need for a cruise centre in Hong Kong.
- Competition for cruise business in the region should also be taken into account in assessing the need for cruise terminal. All over the world, many countries and cities in Asia had already planned for expansion of their cruise facilities, for example:
  - a. Shanghai – a cruise terminal with area of 160,000m<sup>2</sup> would be in operation in 2008.
  - b. Singapore – an additional 8 berths would be planned in the next 20 years.
  - c. Phuket (Thailand), Keelung (Taiwan), Xiamen (China) – they all had plans for expansion of the existing cruise terminal facility.

**(11) Mr. Shu Lok Shing (舒樂成先生)**

- Kai Tak was situated at the cross section of two faults – the Lei Yue Mun and Ngau Tau Kok fault. To avoid affecting these faults, the development intensity in Kai Tak should be kept low and the development of a cruise terminal there was considered not suitable.
- Should a cruise terminal be constructed in Kai Tak, the mega cruise ships might incur serious damage to the existing cross-harbour tunnels if there were accidents

resulting in sinking of the cruise ships.

- A cruise terminal should be located in Kau Sai Chau, which could be developed as tourist centre, instead of developing it as part of a new town development. Such location would provide the opportunity for the visitors to enjoy both 'green' and 'urban' tourism.
- The Kai Tak Approach Channel should be retained. A brick factory should be developed close to the Approach Channel using the sediments there as raw material to produce bricks. Also, the Approach Channel could be converted into a water recreation centre or for leisure use.

## **(12) Residents' Representative of "Thirteen Streets" (十三街居民代表)**

- Kai Tak was an important asset to Hong Kong people.
- The proposals in the Kai Tak OZPs were well supported as they were planned with the 'people oriented' principle as well as balancing economic benefits.
- The existing old buildings at the hinterland of Kai Tak should be redeveloped to residential development such as the Sky Tower (傲雲峰). The thirteen streets (十三街) at Ma Tau Kok should not be redeveloped to a park.
- They also considered that a continuous waterfront promenade was required as it would help to enhance the tourism industry.

## **(13) Resident of "Thirteen Streets" (十三街居民)**

- The ex-Kai Tak runway should not be used for high-rise developments. But, high quality and high rise buildings (e.g. residential/hotel developments) should be located at hinterland of Kai Tak.
- The proposed civil airfield at Kai Tak was not supported as it would create pollution and environmental nuisance to the nearby residents. This would be similar to the situation when Kai Tak Airport was still operated.

## **(14) Mr. Man Kwok-Keung (萬國強先生) - The City University of Hong Kong**

- To enhance legibility of the presentation materials, he suggested that the font size of the text should be larger and the information could be presented in a tabulated format.
- As it would take years to tackle the pollution problem of the Kai Tak Approach

Channel, he considered that the mitigation measures to improve the water quality there should commence in parallel with the undertaking of the consultation exercise.

- To enable the public to have sufficient information to help prepare their feedbacks on the proposed development components in Kai Tak, the preliminary Environmental Impact Assessment, Social Impact Assessment, other risk assessments as well as pros and cons of all options, if available, should be promulgated to the public.

**(15) Mr. Kwok Gui Ming (郭桂明先生) – Laguna City Estate Owners' Committee of Phase 1,2&4 (麗港城 1, 2 及 4 期業主委員會)**

- The existing physical configuration of Kai Tak Approach Channel and Kwun Tong Bay should be retained for tourism purpose, like in other countries, namely Danshui in Taiwan, Darling Harbour in Australia and Odaiba in Japan.
- The proposed refuse transfer station should not be located in Kai Tak. It should be well covered and located at the fringe of Kwun Tong and Sai Kung Districts.

**(16) Mr. Lau (劉先生) – The Chinese University of Hong Kong (香港中文大學)**

- The role of Kai Tak should be multi-functional and its planning should adopt a multiple development strategy.
- Kai Tak, as the lung of the city, should provide adequate public open space (i.e. about 30% of the total development area) and theme park should also be planned.
- The connection with the surrounding communities, including Kowloon Bay and To Kwa Wan should be taken into account in the Kai Tak development.

**(17) Mr. Freddie Hai (解端泰先生)**

- The housing policy adopted for Kai Tak development should be reviewed, in particular the area previously assigned for public housing in North Apron area.
- The planning for Kai Tak development should take into account the revitalization of the surrounding districts, while the preservation of the ridgeline should also be a key concern.
- There should be an improvement of the connection between Kai Tak and

Kowloon City through Prince Edward Road West . The undesirable planning practices, such as the abrupt cut-off of Wan Chai North from Wan Chai old district and Tai Kok Tsui from Jordan area should not be adopted in Kai Tak.

**(18) Kwun Tong Resident (觀塘居民)**

- Given the history of Messrs. Ho Kai (何啓) and Au Tak (歐德) in the area, he queried whether there would have the issue of development right for Kai Tak area.

**(19) Mr. Shum (沈先生) – Kowloon City Resident (九龍城居民)**

- He raised the concern whether there would have noise impact generated from the cruise terminal proposal, the potential hazard arising from the airfield proposal and the visual impact created by the high-rise buildings in Kai Tak.

**(20) Mr. Chan (陳先生)**

- To adhere to the environmental friendly principle in planning Kai Tak development, green zone and environmental-friendly transport should be adopted.
- To resolve the conflict between the proposed airfield and the proposed cruise terminal, he suggested to consider raising the existing apron platform for the proposed airfield (i.e. 45m higher) to overcome the obstacle limitation requirement arising from the proposed airfield.
- While the whole airfield was built on the raised platform, other road network could be sunken below the platform to allow a 3-D design of the apron area.

**(21) Citizen (市民)**

- He suggested to retain the existing historical relics in relation to aviation development in Kai Tak .
- He also proposed to have the aviation museum for reminiscence of the past aviation history in Hong Kong and a cruise terminal in Kai Tak.

**(22) Mr. Wong (黃先生)**

- He proposed to transform Kai Tak into a fishing village of Hong Kong (香港漁村), which would exhibit past history. Within the area, different type of museum could

be established.

**(23) Mr. Lai (賴先生) – Social Worker of Kowloon City (九龍城區社工)**

- Kai Tak development should take into account the needs of the residents in the surrounding districts, in particular urban renewal and the provision of public housing.
- The improvement of the connectivity between Kai Tak and the surrounding districts should be adopted as development principles.
- Due regard should be given to the interface issue with the surrounding areas and how the existing developments/ activities of the surrounding districts such as the famous restaurants in old districts and ex-Cattle Depot Artists Village, could supplement the Kai Tak development.
- The interests of the minority group in the community should be taken into account in planning Kai Tak development.

**(24) Mr. Pedro Chan (陳焜鏞先生) – Kowloon City Leisure and Sports Association (九龍城康樂體育促進會)**

- He proposed to have a continuous promenade from Tsim Sha Tsui through Laguna Verde in Hung Hom to Kai Tak.
- Proper treatment should be undertaken to reduce the odour impact associated with the Kai Tak Approach Channel.
- To enhance the traffic movement to/from Hung Hom with the East Kowloon region, the existing Hung Hom Road should be extended to pass through Kai Tak and then connect to Kwun Tong.

**(25) Mr. Winston Chu (徐嘉慎先生) – Society for Protection of the Harbour Limited (保護海港協會)**

- The bottom-up planning approach and the “no reclamation” approach adopted in planning Kai Tak development were supported.
- The existing waterfront of Kai Tak should be fully utilized.
- The Kai Tak planning should take into account the following four planning principles, namely environmental protection (most important), job opportunity, living environment and traffic improvement.



**(26) Mr. Eric Ho**

- There should have a well-defined theme for Kai Tak development (i.e. tourism, residential development, etc.) before taking forward to detailed planning. Planning should make progress in order to facilitate the implementation of Kai Tak development.

**(27) Lam Tin Resident (藍田居民)**

- The proposed refuse transfer station and public cargo working area should be re-planned, which should not be located in Kai Tak.
- Areas should be reserved for accommodating sports facilities, such as Wan Chai Sports Ground in Kai Tak.

**(28) Mr. Otto Poon (潘樂陶先生)**

- No-vehicle zone, as in Discovery Bay and central cooling system were proposed in Kai Tak.
- The holistic sustainable development approach should be adopted in planning Kai Tak development.

**III Responses by Government Bureaux/ Departments and Consultants**

***Economic Development & Labour Bureau's (EDLB) responses:***

- Public Cargo Working Areas (PCWAs) were part and parcel of the port operation, they served local needs and distributed and collected goods in the respective regions. Closure of PCWAs needed to take into account the prevailing economic condition, political sensitivity and impacts on community. At this stage, they had no plan to close any PCWA.

***Tourism Commission's (TC) responses:***

- According to the "Cruise Market Study for Hong Kong" commissioned by the Hong Kong Tourism Board in 2002 and the latest consultancy study on the market demand for cruise terminal facilities commissioned by the Tourism Commission, the cruise industry in the Asia Pacific region had considerable development potential. Taking into account the development and demand forecast of the

cruise industry, together with the feedback and development plans of major cruise operators, the Consultants advised that Hong Kong would require an additional berth to meet the market needs in the medium term (2009 - 2015), and to further develop one to two additional berths to meet the market needs in the long term (beyond 2015).

- In the long run, they considered that the Kai Tak area, which was within the Victoria Harbour and had expansion capability, the ideal location for the development of cruise terminal facilities. They intended to reserve a site at Kai Tak for the development of cruise terminal facilities in order to cater for the long term needs of Hong Kong.
- Kai Tak had been chosen for the location of the cruise terminal since it was the only location within Harbour which had potential for future expansion. To address the need for cruise terminal facilities for Hong Kong to become a cruise hub, land should be reserved for its development.
- They would ensure that the project would meet the various requirements such as planning and environmental protection.

#### ***Civil Aviation Department's (CAD) responses:***

- For the safe operation of the aircraft, there was a need to establish the obstacle limitation requirements for the proposed runway at Kai Tak.
- The dimensions of the obstacle limitation surfaces (OLS) as shown in the Consultant's PowerPoint slide were established in accordance with the requirements of the International Civil Aviation Organization.
- The OLS requirements established were for a non-instrument runway of 3,500ft-long located at the tip of the ex-Kai Tak Runway.
- For the safe operation of the aircraft, no object should be permitted to protrude above the established OLS. For example, the highest point of the cruise liners and vessels moving under the Inner Horizontal Surface should not project above 45m measured from the runway surface level.

#### ***Environmental Protection Department's (EPD) responses for the RS:***

- There were a total of 8 RTSs serving the whole territory. The existing Kowloon Bay Transfer Station (KBTS) transferred waste collected from the East Kowloon area

(including Wong Tai Sin, Kowloon City and Kwun Tong) to landfill site in the New Territories by road. However, the KBTS would reach its serviceable life in 2010 and with its limited capacity, would not be able to handle the future waste generation in the East Kowloon region. To meet the waste management needs, a replacement RTS should be required.

- According to EPD's study, marine transfer of waste was a cost-effective and more environmentally friendly mode of long distance transportation than road haul.
- The Cha Kwo Ling site with marine frontage was initially identified to be feasible after an extensive site search and would be further examined. In terms of compatibility, its operation would need to comply with stringent environmental requirements and the RTS could also be designed to blend in with the surrounding environment.

#### ***Planning Department's (PlanD) responses:***

- Proposed development components in the current review were carried forward from the previous Kai Tak studies. Views collected from the Stage 1 Public Participation indicated no conflict with these components. However, the inclusion of these major public comments on components in Kai Tak Development would need to be examined in greater details in the preparation of Outline Concept Plan and comments from the community would be sought in the next stage of the study.

#### ***Transport Department's (TD) responses:***

- Both pedestrian and vehicular traffic planning in Kai Tak were concerns of TD.
- The purpose of Route 6 (including CKR, T2 and WCR) was to alleviate the existing traffic congestion as well as environmental problems at Central Kowloon, for example along Prince Edward Road East, Boundary Street, Gascoigne Road, Argyle and Chatham Road South.
- Tunnel option for CKR, which was considered more environmentally friendly was being studied by TD
- Road T2 was a section of Route 6. Without this section of road, the congestion problem within East Kowloon area would be worsened. TD was also considering submerged road option for Road T2.
- The proposed alignment of Route 6 had already been discussed at the Legislative

Council and Council members urged for early implementation.

***Consultant's responses:***

- The pollution problems in the Kai Tak Approach Channel were complicated that it might be caused by the low level of water circulation rate and long years of contaminated sediments in the Approach Channel. The problems were being studied and therefore preferred mitigation measure for the site was being identified.

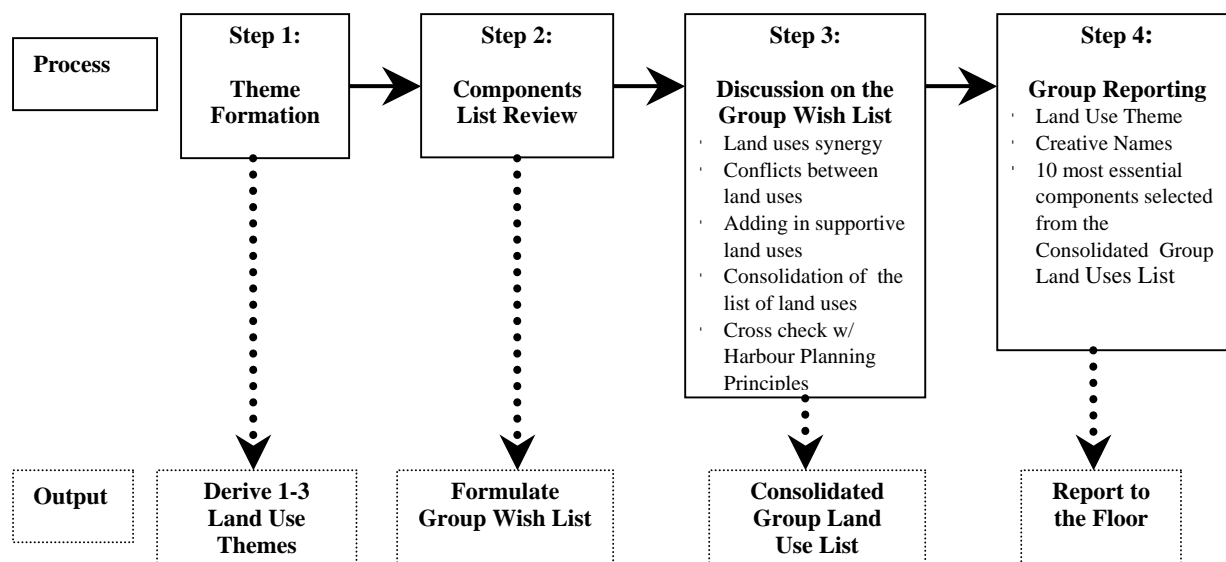
**IV Closing Remarks by Dr. W.K. Chan, Chairman of HEC Sub-committee on SEKD Review**

- The group leaders were invited to express their views/opinions on the Forum, which would be uploaded to the website.
- The Kai Tak Forum was a new approach in the planning process intended to enable further public involvement in planning Kai Tak development.
- Public participation in the planning of Kai Tak was encouraged to help resolve the conflicts between different interested groups so as to achieve a harmonious development. Nevertheless, it would be difficult to include all uses within Kai Tak. In proceeding to the next planning stage, selection process for the best set of uses would be carried out with a view to formulating different land use options for Kai Tak.
- This “Kai Tak Spirit”, (啓德精神) which comprised the improvement of urban living environment and the enhancement of the harbour should continue for the whole planning process.

## Summary of Key Points - Group Discussion

### 1. Background

1.1 Participants taking part in 2<sup>nd</sup> session of group discussion are divided into 8 groups. Each group with members from different background will be formed to achieve a balanced discussion. The broad flow of group discussion is shown as below:



1.2 After the discussion, the land use themes and recommendable names for Kai Tak development selected by 8 groups are summarised as follows:

Group	Land Use Themes	Recommendable Name
1	➤ Tourism ➤ Leisure ➤ Heritage	➤ Kai Tak
2	➤ Tourism ➤ Sports	➤ Kai Tak ➤ A slogan: “啓建新家園, 德政見人和”
3	➤ Tourism ➤ Sports/Recreation ➤ Quality Housing	➤ Kai Tak
4	➤ Tourism ➤ Recreation ➤ Culture Heritage	➤ No recommendation
5	➤ Environmental “City Lung” ➤ Tourism ➤ Sports	➤ Environmental “City Lung” (環保市肺)
6	➤ Recreation/Culture/Education ➤ Tourism ➤ Housing	➤ Kai Tak ➤ “啓德魅力” ➤ “啓德新紀元”
7	➤ Tourism	➤ Kai Tak 3-Dimension (三度空間看啓德)

Group	Land Use Themes	Recommendable Name
	➤ Recreation	
8	➤ Tourism ➤ Entertainment ➤ Sport and Recreation	➤ Kai Tak

1.3 A list of 10 most essential components selected for Kai Tak Development is as follows:

Land Use Components	Group No.							
	1	2	3	4	5	6	7	8
Cruise Terminal		√	√	√	√	√	√	√
Preservation of Kai Tak Heritage (including aviation museum, preserve air control tower, etc)	√	√		√	√		√	√
Public open spaces (parks, piazza, promenade)	√		√	√	√	√	√	√
Tourism node at the runway, to include transport/aviation museum, hotel/entertainment building		√	√	√		√		√
Landmark at the runway tip	√	√	√				√	
Integrated Sports Complex/Multi- purpose stadium	√	√	√		√			
Integrated environmentally and pedestrian friendly and efficient transport network (e.g. monorail)	√		√		√	√		
Hotels		√		√	√			√
Museums		√			√		√	√
Heritage cluster/trail		√	√	√		√		
Waterfront alfresco dining	√			√				√
Aviation centre without runway	√			√			√	
Mixed commercial uses	√			√	√			
Rowing and Sailing	√	√						
Low to Medium Density Housing	√					√		
Cross boundary heliport		√					√	
Water recreation use along harbourfront /Approach Channel						√	√	
Aviation centre with runway							√	
Marina/yacht club				√				
Cultural Village						√		
Separated islands on Kai Tak runway						√		
Entertainment Centre								√

## 2. Summary of Group Discussion Results

**Group No: 1**

**Group Leader: Mr. Paul Zimmerman**

**Facilitator: Miss Evelyn LEE**

**Group members:**

<i>Name</i>	<i>Organization</i>
Charles CHENG	Chinese University of Hong Kong
FUNG Kam Wai	--
Aliana HO	Hong Kong Tourism Board
Patrick HANGGI	Ove Arup & Partners
HUNG Wing Tat	The Conservancy Association
Larry TSOI	Chinese University of Hong Kong
LIU Yuyang	Chinese University of Hong Kong
Kevin MANUEL	City University
Peter MOORES	Hong Kong Aviation Club
Christine TAM	Ove Arup & Partners
Robert WILSON	Hong Kong China Rowing Association
Michele WELDON	Harbour Business Forum
Steve YIU	Mass Transit Railway Corporation
YUEN Pui Ming	--

### (1) Formulation of land use themes

There was consensus among group members that the land use theme for Kai Tak should be an integrated one with emphases on:

- Tourism
- Leisure
- Heritage

### (2) List of land use and development components to be included in the OCP under the given theme

After each member studied the long list of development component for several minutes, the group discussed the list items systematically to draw up the group wish list:

- Waterfront restaurant
- Preserve Kai Tak's heritage
- Heritage cluster/trail
- Landmark at runway tip
- Indoor recreation centre
- Multi-purpose stadium
- Swimming pool
- Approach channel for rowing activities
- Sailing facilities
- Metropolitan park

- Waterfront promenade
- Network of open spaces
- Multi-purpose public square
- Light aviation centre at runway tip without active runway
- Commercial district
- Promote commercial development in hinterland
- Low rise housing
- Medium density housing
- Various G/IC facilities
- SCL station
- Environmentally and pedestrian friendly and efficient transport
- Room for flexible use

### **(3) Other discussions**

Group members agreed that the following facilities should be excluded from Kai Tak:

- Las-Vegas type development and red-light district
- Formula 1 racecourse
- World exposition
- Container port back-up storage, dangerous goods depot, relocation of existing cargo handling facilities in Yau Ma Tei, Cha Kwo Ling and Hung Hom to Kai Tak
- Public cargo working areas
- Government village

Group members also suggested that the following items should be subject to further study:

- Cruise terminal – Is Kai Tak the best location for the cruise terminal?
- Connections to neighbourhood
- Locations of facilities

### **(4) Recommendable name (s) for the selected land use theme**

“Kai Tak (啓德)” was a long-established name well-known for many people. The group recommended “Kai Tak” as the name for the scheme.

### **(5) Priority of the Land Use Components (10 most essential components)**

- Outdoor dining
- Kai Tak heritage cluster
- Landmark
- Integrated sports complex
- Rowing and sailing
- Public open spaces (parks, piazza, promenade)
- Aviation centre without runway
- Mixed commercial use
- Low to Medium density housing
- Integrated environmentally and pedestrian friendly and efficient transportation network



**Group No: 2**

**Group Leader: Mr. Joseph WONG**

**Facilitator: Miss Flora LAI**

**Group members:**

<i>Name</i>	<i>Organization</i>
CHAN Chi Wong	Jubilant Place
CHAN Kong Ping, Raymond	Hong Kong Real Estate Agencies General Association
LAI Yan Piu, Bill	Caritas Community Centre (Kowloon)
Rita LAI	Lands Department
LAM So Hing	--
Lawrence LAU	Environmental Protection Department
LAU Sau Chun	China Travel Service (H.K.) Ltd.
KWOK Tak Kei	Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.
SHU Lok Shing	--
Martin TAM	Professional Green Building Council
K.N. TANG	Hong Kong Tourism Board
Gilbert WAN	Town Planner
Phoebe WU	--
Alex YAN	Hong Kong Aviation Club
Portia YIU	Housing, Planning & Lands Bureau
Stephen YU	Civil Aviation Department

**(1) Formulation of land use themes**

Group members expressed their different views on the land use themes and wishes, including cultural heritage promotion, proper infrastructure, low-rise development and adoption of urban design principles in development in addition to those 6 themes on the list. After discussion and voting, the following two themes were selected:

- Tourism
- Sports

**(2) List of land use and development components to be included in the OCP under the given theme**

As members had their own concerns and proposed uses for Kai Tak, it was not an easy task for them to achieve consensus on the group wish list of land use and development components through discussion in a limited time. After discussion on some key elements, such as cruise terminal, airfield and sports stadium, each group member wrote down their own list of components. The group wish list and the group consolidated list were drawn by voting. The list and the voting were shown as below.

DEVELOPMENT COMPONENTS	NO. OF VOTE	DEVELOPMENT COMPONENTS	NO. OF VOTE
Cruise terminal	3	Golf course	1
Cross-boundary heliport	5	Approach channel for rowing activities	4
Waterfront Restaurant	2	Sailing facilities	2
Tourism node at runway end to include transport/aviation museum, hotel/entertainment building	5	Triathlon training and venue	2

DEVELOPMENT COMPONENTS	NO. OF VOTE	DEVELOPMENT COMPONENTS	NO. OF VOTE
Hotels	4	Sports complex	2
Preserve Kai Tak's heritage	7	Metropolitian park (reduced scale to avoid reclamation)	1
Museums	5	Waterfront promenade	1
Heritage cluster/trail	6	Light aviation centre at the runway tip	1
Landmark at the runway tip	4	Aviation development centre at the existing HKAC site	1
"Dragon ball city" with "dragon ball tower", boulevard, piazza and other recreation/tourism facilities	1	CDA site in Hoi Sham for commercial and residential development	1
Shoreline village	2	Commercial district (for business and retail activities)	1
"Tung Fong" film city at the ex-Tai Hom village	1	Hospital	1
Fisherman Wharf	2	SCL station & depot	1
Entertainment Building at Tourism Node	1	Trolley Bus/ Light Rail Transit	1
Indoor Recreation centre	1	Environmentally friendly transport	1
Multi-Purpose Stadium	5	Comprehensive pedestrian and cycling network/zones	1
Swimming Pool	1	Relocation of RTS to Tseung Kwan O	1

**(3) Other discussions**

Members agreed to retain the runway as the landmark of Kai Tak. Kai Tak, embraced high heritage value, should be developed as a place to promote its unique cultural tourism. The Aviation Club building should remain in Kai Tak to reflect the aviation history in Hong Kong.

Regarding stadium, some group members considered that a large-scale stadium for international sports events was required in Hong Kong for world-wide events. However, such large-scale stadium should not be located in Kai Tak, but on the rural area, so as to leave the important land resources in Kai Tak for other uses, which should be best located in central urban area.

Some members objected to the cruise terminal proposal, as the frequent movement of mega cruises may pose potential risks on the existing tunnels as well as affect the existing fairway of the ships over the harbour.

Kai Tak should be developed as an environmental-friendly city, where environmental-friendly transport, such as electronic cable car and golf cart should be planned.

**(4) Recommendable name (s) for the selected land use theme**

As “Kai Tak (啓德)” itself is well-known for all and could best reflect its unique cultural and heritage value, “Kai Tak” is chosen as the recommendable name.

Apart from the recommendable name, members designed the following slogan for “Kai Tak”:

“啓建新家園  
德政見人和”

## **(5) Priority of the Land Use Components (10 most essential components)**

As mentioned in (3), voting was adopted in selecting the 10 most essential components. The 10 most essential components were listed as follows:

### Tourism:

- Cruise terminal
- Cross-boundary heliport
- Tourism node at runway and to include transport/ aviation museum, hotel/ entertainment building
- Hotels
- Preserve Kai Tak's heritage
- Museums
- Heritage cluster/trail
- Landmark at the runway tip

### Sports:

- Multi-Purpose Stadium
- Approach channel for rowing activities

**Group No: 3**

**Group Leader: Mr. Carl CHU**

**Facilitator: Mr. Derek SUN**

**Group members:**

<i>Name</i>	<i>Organization</i>
S M CHAU	Transport Department
K W CHONG	Highways Department
Eric HO	Hong Kong Institute of Surveyor
HUI Ching Po	九龍城居民聯會
Anthony Man Yen KEUNG	Chinese University of Hong Kong
Richard LEE	--
Ming Kee LEUNG	Hong Kong & Kowloon Motor Boat & Tug Boats Association Ltd.
羅惠權	--
Mee Kam NG	Hong Kong University
Patty TEO	Hong Kong Aviation Club
TSANG Chau Hung	--
Tracy Chui Ying WONG	Chinese University of Hong Kong
K.S. WONG	Hong Kong Institute of Architect
Allan W.H. WONG	Halcrow China Ltd
W. H. YEUNG	--

**(1) Formulation of land use themes**

After a brief discussion and a voting process, the following themes were selected for further discussion:

- Tourism
- Sports and Recreation
- Quality Housing

**(2) List of land use and development components to be included in the OCP under the given theme**

As a relatively thorough discussion was made regarding the collocation of the airstrip and the cruise terminal with help of government officials, the group did not get enough time to go through all broad land use type related to the selected theme. The team mainly went through the land use and development components listed under the "Tourism" broad land use. Group members supplemented essential development components under other broad land uses as a last minute exercise.

The following land use and development components are selected:

Tourism facilities:

- Cruise Terminal
- Waterfront Restaurant
- Tourism node at runway end to include transport/aviation museum (non-traditional), hotel/entertainment building

- Museums (e.g. maritime, military, Chinese history, environmental protection <to display mitigation measures for Approach Channel>)
- Heritage cluster/trail
- Landmark at the runway tip (not necessary)
- Waterfront alfresco dining

#### Sports:

- Multi purpose stadium

#### Recreation:

- Metropolitan park
- Network of open spaces
- Water recreational use at To Kwa Wan Typhoon shelter

#### Transport/infrastructure:

- Monorail/automatic people mover lining up Kai Tak and its surrounding districts

### **(3) Other discussions**

The following points were made during the group discussion:

- The proposed cross-boundary heliport was not sited at a convenient location as businessmen might preferred a more central location within the existing commercial and prime office area.
- The physical conflict between the airstrip and cruise terminal was recognized so that the proposed airstrip was excluded from the selected land use and development components. Members however further investigation on the technical feasibility on some innovative solution (e.g. elevated runway) should be carried out, or more suitable site outside the Study Area should be identified through a proper site search exercise.

### **(4) Recommendable name (s) for the selected land use theme**

No recommendable name was confirmed within the team owing to the time constraint, though one member suggested that “Kai Tak” would already be a good name to promote the area.

### **(5) Priority of the Land Use Components (10 most essential components)**

As only about 8 land use and development components were selected. No further prioritization was carried out in the group.

- Cruise
- Tourism node at the end
- Heritage trail/ Kai Tak heritage
- Landmark at the runway tip
- Stadium
- Metro park and promenade
- Open space network
- Monorail for Kai Tak and its surroundings

**Group No: 4**

**Group Leader: Mr. Vincent NG**

**Facilitator: Mr. Andy WONG**

**Group members:**

<i>Name</i>	<i>Organization</i>
陳滿棠	觀塘中分區
蔣匡文	Hong Kong Institute of Architect
Jackie S. K. CHAN	Chinese University of Hong Kong
Francis CHIN	Save Kai Tak Campaign
Andy C. Y. FOK	Kowloon Canton Railway Corporation
Mabel HUNG	Hong Kong Tourism Board
Raymond HUNG	--
Stanley KEUNG	Kowloon-Canton Railway Corporation
LAW Kwong You	Kowloon-Canton Railway Corporation
Anigne LEUNG	Kwun Tong District Office
Doris LEUNG	Greenwatch
Rita LEUNG	Business Environment Council
Andrew LO	Kowloon-Canton Railway Corporation
Janet NG	Teacher
Shirley	CFSC
Eugene WONG	Resident in Kowloon City

**(1) Formulation of land use themes**

After a brief discussion and a voting process, the following themes were selected for further discussion:

- Tourism
- Recreation
- Culture and Heritage (Others)

Some business and housing components should be also considered under these three themes.

**(2) List of land use and development components to be included in the OCP under the given theme**

Voting was adopted to select the land use and development components. The team leader went through the development list under the selected land use theme. Particular components were selected if more than half of the members voting for it. The selected components included:

Tourism facilities:

- Cruise Terminal
- Waterfront Restaurant

- Tourism node at runway end to include transport/aviation museum (non-traditional), hotel/entertainment building
- Preserve Kai Tak's heritage (e.g. aviation/ aerospace museum, preserve Air Traffic Control Tower)
- Museums (e.g. maritime, military, Chinese history, environmental protection <to display mitigation measures for Approach Channel>)
- Heritage cluster/trail
- Waterfront alfresco dining

#### Recreation:

- Metropolitan park
- Waterfront promenade
- Network of open spaces
- Water recreational use at Kai Tak Approach Channel (e.g. water recreation centre/aquatic centre, water ecological park, recreation cove)
- Marina/yacht club
- Aviation development centre at the existing HKAC site

#### Office/Retail:

- Commercial district (for business and retail activities)

#### Housing:

- Medium density housing

### **(3) Other discussions**

The group members raised concerns on the cultural and heritage issue. The housing environment and quality were also considered very important. One member with architectural background was keen on emphasizing the preservation of the visual corridor to the peaks throughout the discussion. He was of the view that the land use based discussion might not pay adequate emphasis on this urban design issue. Another member who was a member of the Civil Aviation Club was advocating the incorporation of an airstrip along the ex-Kai Tak runway. The results showed that priority should be given to other more essential land uses.

### **(4) Recommendable name (s) for the selected land use theme**

No recommendable name was confirmed within the team owing to the time constraint.

### **(5) Priority of the Land Use Components (10 most essential components)**

12 components were proposed and there was not enough time to screen off. The selected components were:

- Cruise Terminal
- Tourism node at runway end
- Heritage tail/ Kai Tak heritage
- Heritage cluster/trail
- Metropolitan park
- Waterfront promenade
- Network of open spaces
- Hotel
- Commercial district (for business and retail activities)

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- Waterfront alfresco dining
- Marina/yacht club
- Aviation development centre at the existing HKAC site



**Group No: 5**

**Group Leader: Mr. Roger TANG**

**Facilitator: Mr. Herman NG**

**Group members:**

<i>Name</i>	<i>Organization</i>
Jenny CHAN	Economic Development & Labour Bureau
CHOI Wai Fan	--
Christine CHOW	Harbour-front Enhancement Committee
Simon CHUNG	Highways Department
LEUNG Kong Yiu	Harbour-front Enhancement Committee
LEE Kwok Wai	The Hong Kong and China Gas Company Ltd.
何文堯	關注啓德規劃及發展聯席會議
黎廣德	想創維港
李景輝	--
李參	--
鈕明輝	Hong Kong Aviation Club
岑悅材	--
姚淑珍	--
容婉珍	關注啓德規劃及發展聯席會議

**(1) Formulation of land use themes**

The group opined that the themes should not just copy from elsewhere. The themes agreed by the group were:

- Environmental “City Lung”
- Tourism
- Sports

**(2) List of land use and development components to be included in the OCP under the given theme:**

As running out of time, the group had more or less combined the discussions for item (2) and (4). Please refer to the notes of item (4).

**(3) Other discussions**

- Building heights should be controlled
- Kai Tak to help regenerating the old districts
- Runway for small aircraft should be further studied by the government

**(4) Recommendable name (s) for the selected land use theme**

- Environmental “City Lung” (環保市肺)

**(5) Priority of the Land Use Components (10 most essential components)**

- Sizable “City Lung” with only ancillary recreational facilities to create a breathing space in the city and restore a natural habitat in reception of birds
- Waterfront promenade for bird watching
- Stadium
- Cruise terminal
- Hotels within Kai Tak site and also along the inland boundary to spin off the economic momentum to the old districts
- Kai Tak heritage museum
- Shopping centre
- Aviation museum at runway tip
- Friendly pedestrian circulation network, environmentally friendly vehicular circulation network and other G/IC facilities deemed required.

**Group No: 6**

**Group Leader: Mr. Andy LEUNG**

**Facilitator: Mr. William WONG**

**Group members:**

<i>Name</i>	<i>Organization</i>
N. CHAN	--
Wilson W. S. CHAN	Hong Kong Air Cadet Corps.
S. CHIK	Kowloon-Canton Railway Corporation
Paul T. C. LAU	何文田分區委員會
T. HO	--
C. LEE	十三街互助社
S. C. YIU	十三街互助社
M. F. LEE	本土文化再造
W. K. LEE	The Hong Kong and China Gas Company Ltd.
W. K. LO	--
Jonathan Mckinley	Council for Sustainable Development
S. PANG	--

**(1) Formulation of land use themes**

The following themes were selected for further discussion after a brief discussion:

- Recreation/Culture/Education
- Tourism
- Housing

**(2) List of land use and development components to be included in the OCP under the given theme**

All group members agreed that the broad land use theme “Recreation / Culture / Education” should be the most important land use theme for Kai Tak. Consensus were made, based on the idea to make Kai Tak a place for introducing local culture and several related land uses were selected. The group also went through some broad land uses related to tourism. For housing, not very detailed conclusion could be reached due to the limited time and there were diverse views on whether low or medium density housing should be accommodated.

The following facilities/development components were selected under “Recreation / Culture / Education” theme: –

- Metropolitan park
- Continuous waterfront promenade
- Water recreational use along harbourfront
- Aviation development centre at the existing HKAC site

The following facilities/development components were selected under “Tourism” theme: –

- Cruise terminal
- Tourism node
- Heritage cluster/trail
- Cultural village
- Separated islands on Kai Tak ex-runway
- Preserve Kai Tak's heritage
- 

The following facilities/development components were selected under “Housing” theme: –

- Quality housing (not high density)
- Depressed road
- Pedestrian friendly road network
- Connection point between old and new district

### **(3) Other discussions**

Under the broad land use theme of “Recreation / Culture / Education”, a cultural village inside the Metropark was suggested by the group to enhance the idea of reflecting Kai Tak's local heritage.

Near the end of the discussion, one group member suggested that the stadium should also be one important component. However, due to the limited time, there was no further discussion on this issue.

During the discussion, several group members agreed that “Housing” theme should mean low density residential. However, some other group members showed a different perspective. They thought that medium density could also bring quality housing. At last, “Housing” theme should remain an emphasis on better living environment such as road network and other supporting facilities with specification of “not high density”.

### **(4) Recommendable name (s) for the selected land use theme**

All the group members agreed that “Kai Tak” would be a recommendable name at the beginning. With more thorough discussion, two other names “啓德魅力” and “啓德新紀元” were confirmed.

### **(5) Priority of the Land Use Components (10 most essential components)**

- Metropolitan park which show local cultural heritage and characteristics
- Continuous waterfront promenade
- Water recreational use along harbourfront
- Cruise terminal
- Tourism node with convenient transport facilities
- Heritage cluster/trail
- Cultural village
- Separated islands on Kai Tak Ex-runway
- Quality housing (not high density)
- Pedestrian friendly road network
- Connection point between old and new district

**Group No: 7**

**Group Leader: Mr. Mason HUNG**

**Facilitator: Mr. Geoffrey CHAN**

**Group members:**

<i>Name</i>	<i>Organization</i>
Joanlin AU	JADL Design Ltd. And The Save Kai Tak Campaign
Eddie CHAN	Hong Kong Aviation Club
Ming-kwong CHAN	Marine Department
Chun-loi HO	十三街互助委員會
Tak-shau HUI	--
Yun-leung LAU	The Hong Kong and China Gas Company Ltd.
李慶華	Resident in Wong Tai Sin
Cheung-on POON	海逸豪園業主委員會
Simon TSANG	Housing Department
Wang-to TSE	City University of Hong Kong
Man-kit TUNG	City University of Hong Kong
Yolanda WONG	Hong Kong Aviation Club
YAU Kan-shing	--
Jennifer WAN	--

**(1) Formulation of land use themes**

Most members considered that the primary theme for land use planning should be tourism-related. “Recreation” was selected as a secondary theme. Some members proposed “Aviation Sports and Education” as another secondary theme. After deliberation, members decided to take “Tourism” and “Recreation” as the main themes for land use planning.

**(2) List of land use and development components to be included in the OCP under the given theme**

In the light of the identified main themes, members went through the list of development components compiled based on the existing Outline Zoning Plans and the proposals received during the first stage public consultation. The land uses/development proposals selected by the members (i.e. Group Wish List) were as follows:

- Cruise Terminal
- Cross-boundary heliport
- Hotel
- Preservation of Kai Tak’s Heritage
- Museums
- Heritage Cluster/ Trail
- Landmark at Runway Tip
- Fisherman Wharf
- Metropolitan Park
- Continuous Waterfront Promenade
- Water Recreation Centre at Kai Tak Approach Channel

- Aviation Development Centre
- Light Aviation Centre at the Runway Tip
- Open-air theatre at Cha Kwo Ling

Although members focused on the proposals classified as tourism and recreation facilities, there was consensus that a balanced approach should be adopted in land use planning in order to establish a generally self-contained community. Other development components that should also be incorporated in the OCP included transport infrastructure, G/IC facilities, commercial facilities and quality housing.

### **(3) Other discussions**

Members recognised that there would be conflict between the cruise terminal and the airfield. But some members considered that these land uses were not necessarily mutually exclusive and advised that the area required for the taking-off and landing of light aircrafts needed not to be extensive. After deliberation, there was broad consensus that the feasibility of the co-existence of the cruise terminal and airfield should further be investigated.

All members considered that it was not necessary to establish an international cruise terminal centre with 6-12 berths at Kai Tak. A cruise terminal with 2 berths should be adequate to cater for the need.

It should not make room for a mega metropolitan park through reclamation. As no land would be reclaimed from the sea for the future Kai Tak development, the originally planned 100ha open space should be trimmed down in proportion.

The proposed waterfront promenade skirting the Kai Tak area should be extended westward to Tsim Sha Tsiu in the west and eastward to Kwun Tong/ Cha Kwo Ling.

The proposed aviation development centre could be relocated somewhere else in Kai Tai. The existing site could therefore be released for other purposes.

All members agreed that preservation of Kai Tak's heritage was of great importance. The planning for Kai Tak should be able to enable people to rediscover the historical and cultural heritage of Kai Tak, in particular the splendid aviation history.

### **(4) Recommendable name (s) for the selected land use theme**

Some members considered that the land use planning for Kai Tak should not merely be a two-dimensional land allocation exercise. The use of aerospace and underground space should also be explored. After discussion, members agreed to take the following name to denote the proposed land use themes and selected development components.

- Kai Tak 3-Dimension (三度空間看啓德)

**(5) Priority of the Land Use Components (10 most essential components)**

- Cross-boundary heliport
- Metropolitan park
- Aviation development centre
- Preservation of Kai Tak's heritage
- Light aviation centre at the runway tip
- Continuous waterfront promenade
- Water recreation centre at Kai Tak Approach Channel
- Cruise terminal
- Landmark at runway tip
- Museums

**Group No: 8**

**Group Leader: Mr. Bernard CHAN**

**Facilitator: Miss Pearl HUI**

**Group members:**

<i>Name</i>	<i>Organization</i>
CHAN Cheung Lam	十三街互助社
Gay CHAN	-
CHEUNG Tin Sung	Hong Kong Real Estate Agencies General Association
Fiona CHU	Tourism Commission
CHUNG Shun Tai	官塘西分區
Alison IP	David C Lee Group
KO Ming Suen	-
LAM Kin Woon	-
LEE Kam Tong	-
Pauline NG	Christian Action
SHUM Man Biu	-
WU Ka Shun	South China Towing Co. Ltd.

**(1) Formulation of land use themes**

After brief discussion, recommended themes selected by the group members included tourism, entertainment, sports and recreation, business, quality housing and aviation. Voting was then conducted to select the preferred theme, the following integrated theme was agreed among the group for further discussion:

- Tourism
- Entertainment
- Sports and Recreation

**(2) List of land use and development components to be included in the OCP under the given theme**

The group again went through a voting process in selecting the list of land use and development components that should be included under the integrated theme.

The following land use and development components were selected:

Tourism facilities:

- Cruise Terminal
- Cross boundary heliport
- Waterfront Restaurant
- Tourism node at runway end to include transport/aviation museum (non-traditional), hotel/entertainment building
- Hotels
- Facilities that would preserve Kai Tak's heritage (e.g. aviation/aerospace museum, preserve Air Traffic Control Tower)
- Museums (e.g. Maritime, Military, Chinese history, environmental protection <to display mitigation measures for Approach Channel>)
- Heritage cluster/trail



- Waterfront alfresco dining
- Fisherman Wharf

Entertainment facilities:

- Entertainment building at Tourism Node
- Entertainment Centre (e.g. Las-Vegas type development with casinos and 6-star hotels; “Red-light district”, soho-type development)

Sports:

- Indoor Recreation Centre
- Multi-purpose stadium
- Swimming pool
- Approach Channel for rowing activities (e.g. dragon boat)
- Sport complex

Recreation:

- Metropolitan park
- Continuous waterfront promenade linking up Kai Tak and its surrounding districts
- Marina
- Network of open spaces
- water recreational use at Kai Tak Approach Channel
- Water recreation use at To Kwa Wan Typhoon shelter
- Water recreation use at Kwun Tong Typhoon shelter
- Light aviation centre at runway tip
- Aviation development centre at the existing HKAC site

### **(3) Other discussions**

Nil.

### **(4) Recommendable name (s) for the selected land use theme**

The following names were recommended by different group members:

- 啓德重新區
- 香港國際旅遊中心
- 重現啓德
- 市民願望區
- 啓德

After going through another round of voting, the following name was chosen for the selected land use theme:

“啓德”

### **(5) Priority of the Land Use Components (10 most essential components)**

Only about 10 land use and development components were selected and no further prioritization was carried out in the group.

- Cruise terminal
- Waterfront restaurant

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- Tourism node at runway end to include transport/aviation museum (non-traditional), hotel/entertainment building
- Hotels
- Facilities that would preserve Kai Tak's heritage (e.g. aviation/aerospace museum, preserve Air Traffic Control Tower)
- Museums (e.g. Maritime, Military, Chinese history, environmental protection <to display mitigation measures for Approach Channel>)
- Waterfront alfresco dining
- Entertainment Centre (e.g. Las-Vegas type development with casinos and 6-star hotels; "Red-light district", soho-type development)
- Multi-purpose stadium
- Continuous waterfront promenade linking up Kai Tak and its surrounding districts

## KAI TAK FORUM

~ Planning with the Community ~

### Chairman's Remarks:

*"Thank you once again for your support to the Kai Tak Forum, esp. those members who undertook to be group discussion leaders. And I'd like to register my thanks also to the secretariat for the enormous amount of work put into preparing for the forum."*

### Feedbacks of the Sub-committee Members:

- *"Thanks for turning a new page in the planning history of Hong Kong. Thanks for all your hard work!"*
- *"My congratulations to all concerned. The feedback I have received has been very positive and we are clearly "engaging" which is what it is all about. I think we are beginning to make real progress which is very encouraging."*
- *"Public response was over-whelming. The enthusiasm and, to a certain extent, wisdom and understanding shown by the participants demonstrate the Hong Kong people care about the planning of Hong Kong and determine to see good urban planning. More channels and opportunities should be created to allow the public to be represented and their voice should be taken seriously."*

*My congratulations to all for a very successful forum."*

- *"It was indeed an impressive event given the excellent turn out."*

*However, there are still too many issues that needed to be improved.  
Some observations: -*

- *Despite the number of participants, too many of them have their own interests/agenda. Most of them are of one of two kinds: the "people-alive-scrambling-for-dead-land" type (e.g. the aviators, cruise terminal, heliport, etc.) and the "sweeping-snow-off-my-own-front-door" type (e.g. refuse transfer station). This obviously distorts the so-called "consensus view" as some points of view are disproportionately represented.*
- *It remains difficult for participants to set aside personal interests, opinions and preferences in favor of "the larger public good". The result was a heated argument with each proponent justifying, and insisting, their own ideas. I guess this can only be overcome through education. Better training in "mediation" skills for facilitators would help too.*
- *Much much much more information is needed to allow the participants to make any recommendations/decisions. It was disappointing that the information we asked for during the sub-com meeting (e.g. pros and cons of proposed uses, compatibility issues, alternative sites, etc.) were not available. Misinformed participation is worse than low/no participation.*
- *It's a pity that most groups (including mine) ended up resorting to a vote to decide on the themes and uses, instead of a "genuine" consensus building process (what is it anyways??). Decision through a simple majority vote always means that the minorities' interests would be defeated/overlooked. More studies on the process are essential.*
- *This should become a periodical on-going process which reviews the objectives of the urban development / planning of Kai Tak (and extended to other parts of HK) from time to time as conditions and circumstances change. It is not clear how this participatory process would fit into the town planning process in HK as a possible replacement for the rather weak current "public consultation" process."*
- *"In addition to the Government representatives the Harbour-front Enhancement Committee includes many volunteers who, like the public participants, give their free time to help build a better Hong Kong. In developing a new spirit of planning with the community, it is very encouraging to see the quality of the input, the enthusiasm and the*

*outcome of a public event. With the success of the Kai Tak Forum on Saturday March 19, the HEC is empowered to work harder on getting a better framework of data available for the community to consider what the constraints and opportunities are of the many land and marine uses the community wishes to see around the harbour. With an acute shortage of harbour-front land, a sustainable plan for Victoria Harbour requires a public debate answering the questions: Why in Kai Tak, Why not in Kai Tak, Where else and What else."*

- *"I am impressed by the active participation of the citizens from various sectors in this new milestone of planning process. This space for open discussion and consensus building amongst citizens, professionals and the government has opened up an entirely new possibility for creating a more livable city. "*
- *"The forum went on well in particular the first time in this form. Participants need more time to digest issues, understand other people's views, and get consensus if possible."*
- *"A true moment for us to sit down and listen to others sharing our passion on future Kai Tak "*
- *"I am impressed with the active participation. The open discussion and exchange of belief by all involved has started a new wave for the planning process in Hong Kong and a step closer to a harmonious society."*
- *"Congratulate for the great success of the Saturday's public forum under your leadership!"*

*The active participation of the public obviously deserves big applause and definitely has set some precedence on how to engage the public in future planning studies initiated by Government.*

*However, I felt that there had not been sufficient input and responses from the expert panel (mainly the relevant government departments) on technical constraints and other macro planning issues and backgrounds. I hope the enthusiastic and pro-active participation of the public had not led to a slightly "timid" involvement of the expert panel. This is very important in a sense that only through an interactive dialogue among various stakeholders that a holistic solution be derived which is viable and*

*sustainable in the long run.*

*Government together with its various departments will eventually be the implementation parties and have to face the pragmatic issues of long-term sustainability of the adopted scheme. I do hope that public forums of this kind will be treated as an efficient means of proactive dialogues whereby the government experts will grasp these opportunities to brief and "educate" the public with solid background information and other relevant study materials which are essential for the stakeholders to come to a rational consensus."*