



Minutes of 9th Meeting

Time: 2:30 pm

Date: 2 November 2005

Venue: Conference Room, 14/F, Harbour Building, 38 Pier Road, Central

Present

Dr Chan Wai-kwan

Chairman

Dr Andrew Thomson

Representing Business Environment Council

Mr Andy Leung

Representing Hong Kong Institute of Architects

Mr Kim Chan

Representing Hong Kong Institute of Planners

Mr Hardy Lok

Representing Society for Protection of Harbour Limited

Mr Charles Nicholas Brooke

Professor Lam Kin-che

Ms Lee Wai-king, Starry

Mr Robin Ip

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

Mr Raymond Ho

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

Mr Anthony Kwan

Asst Dir of Planning/Metro & Urban Renewal,
Planning Department

Miss Agnes Wong

Dist Offr/Kowloon City, Home Affairs
Department

Mr Talis Wong

Ch Engr/Kln, Civil Engineering and Development
Department

Mr K B To

Ch Engr/Transport Planning, Transport
Department

Mr Kelvin Chan

Secretary

In Attendance

Ms Lydia Lam AS(Planning)3, Housing, Planning and Lands
Bureau
Mr Raymond Lee Dist Planning Offr/Kln, Planning Department

Consultants

Ms Iris Tam] City Planning – Maunsell Joint Venture
Mr Derek Sun]
Mr Eric Ma]
Mr Igor Ho]
Ms Jacinda Chow]
Miss Everlyn Lee]

For Item No. 3

Mr Eddie Poon Prin AS (Home Affairs) (Recreation & Sport),
Home Affairs Bureau
Mr Charles Chu Project Advisor (Recreation & Sport), Home
Affairs Bureau
Miss Patricia So Asst Commissioner for Tourism, Economic
Development and Labour Bureau
Miss Jenny Wong AS for Economic Dev & Labour (Economic Dev)
A4, Economic Development and Labour Bureau
Mr Alan Macdonald Consultant – Urbis Limited

Absent with Apologies

Dr Alvin Kwok Representing Conservancy Association
Dr Ng Mee-kam Representing Citizen Envisioning @ Harbour
Mr Mason Hung Representing Hong Kong Tourism Board
Professor JIM Chi-yung

Opening Remarks

The Chairman welcomed Mr Robin Ip and Dr Andrew Thomson attending the Sub-Committee meeting for the first time.

Item 1 Confirmation of Minutes of 8th Meeting

Action

- 1.1 **The Chairman** said that the draft minutes of the 8th meeting were circulated to Members for comments on 29.10.2005 and comments on the draft minutes had been incorporated accordingly. **The Secretary** reported that further editorial

comments would also be incorporated into the minutes. As there were no further comments, the meeting confirmed the minutes.

Item 2 Matters Arising

2.1 **The Chairman** said that the matters arising from the preparation of the Outline Concept Plans (OCPs) would be further examined under Agenda Items 3 and 4.

2.2 Para 2.2: **The Secretary** said that Civil Engineering and Development Department (CEDD) and Lands Department (LandsD) would report on the issue of temporary uses in Kai Tak when ready. **Mr Nicholas Brooke** said that this issue should be monitored and the concerned departments should report to the meeting accordingly.

CEDD
Lands D

2.3 **The Chairman** said that the working session with Members on the preliminary draft OCPs was held on 12.9.2005 and Members' concerns in respect of the draft OCPs were attached at Annex A of the Minutes of the 8th Meeting. Relevant bureaux/departments had addressed Members' concerns, as appropriate.

Item 3 Draft Outline Concept Plans for Stage 2 Public Participation [SEKD SC Paper No. 9/05]

3.1 At **the Chairman's** invitation, **Mr Anthony Kwan** said that taking advice of the Sub-committee, extensive public engagement activities were undertaken under the Stage 1 Public Participation programme of the Kai Tak Planning Review to gauge the community's feedback on the development vision of Kai Tak. Taking into account comments received in Stage 1 Public Participation, the Consultant had embarked on the preparation of the draft OCPs. Upon **the Chairman's** invitation, **Ms Iris Tam**, with the aid of PowerPoint slides (**Annex 1**), presented the draft OCPs for Stage 2 Public Participation as set out in the SEKD SC Paper No. 9/05. Referring to the working session with Members held on 12.9.2005 for preliminary discussion on the draft OCPs, **Ms Iris Tam** reported on the responses from relevant Government

departments/bureaux on Members' concerns on the preliminary draft OCPs as set out in Annex 1 of the SEKD SC Paper No. 9/05

- 3.2 **Mr Robin Ip** pointed out that apart from the development projects in Central, Wan Chai and South East Kowloon, the Government had pledged that there would be no further reclamation in the Victoria Harbour. "No reclamation" approach had been adopted as the starting point in the preparation of the OCPs.
- 3.3 As invited by **the Chairman**, Members commented on the following aspects of the OCPs.

Kai Tak Approach Channel (KTAC):

- 3.4 **Professor Lam Kin-che** commented that it was important to address the water quality and odour problems at the KTAC to ensure an environmentally acceptable Kai Tak Development. The investigation should take into account the impact to the water quality of Victoria Harbour.
- 3.5 **Ms Starry Lee** said that the environmental problems in KTAC were major concerns to Kowloon City District Council (KCDC) Members. Most DC members were of the view that if the improvement to the KTAC were taking too long and costly, the reclamation of the KTAC should not be ruled out in order to speed up the process. She remarked that an option with reclamation should be explored. **The Chairman** asked whether the mitigation measures under study could at least serve to eliminate the odour problem of the KTAC and whether the option with or without reclamation would be more costly.
- 3.6 In response, **Mr Eric Ma** said that the preliminary water quality assessment had taken into account the HATS 2 as the basis in the initial modelling. He supplemented that as water quality varied between seasons, comprehensive surveys collecting field data for one wet and one dry seasons for model calibration were being undertaken. Initial results would be available by mid 2006. As regards odour problem, which was related to water quality and sediment contamination, desktop studies and laboratory tests indicated that breaking up part of the runway to enhance tidal flush and bioremediation of contaminated sediments would help to tackle the odour problem. At this stage, there were only very broad estimates

available on the no reclamation and reclamation approaches. Both approaches incurred a substantial cost as the former would involve the cost of breaking up part of the runway, bioremediation of contaminated sediments and interception of polluted discharge into KTAC etc. while the latter would require construction and maintenance of extensive discharge box culvert within the KTAC.

- 3.7 **Mr Andy Leung** said that more in-depth investigation should be undertaken on the odour problem, as it would have direct implication on land use planning of the adjoining areas of KTAC as well as the developments. He said that the mitigation measure to tackle the odour problem should be confirmed to ensure the existing water body would not impose any detrimental effect on the users of the waterfront facilities. **Ms Starry Lee** shared similar concerns and observed that all the draft OCPs presented had assumed the mitigation measures to be effective. She pointed out that more information should be provided on the cost and benefit of the reclamation approach in view of the new land produced. **Mr Kim Chan** said that if the KTAC was broken up, the water quality and sediment problem might be extended to the nearby To Kwa Wan Typhoon Shelter.
- 3.8 **Dr Andrew Thomson** said that the water quality was influenced by pollutants entering the KTAC and deposited as sediment. Hydrogen sulphide was released as a result of nutrient in the sediment being digested by bacteria. Bioremediation had been found feasible and technically possible elsewhere in the world. He commented that there might be another environmental issue if the contaminated sediment with heavy metals/other contaminants was mobilised and flushed into the harbour. In which case, where the sediment would end up in the harbour and its implications should be assessed.
- 3.9 **Dr Andrew Thomson** continued to say that in terms of planning principles, the runway was an integral part of Kai Tak that to reclaim the KTAC would detract from the historical character of the site. Meanwhile, if the water body were to be used for boating purposes, it would require partial reclamation at one end of the Approach Channel, which would seal off and turned the area into a fresh water basin. In which case, the water would need to be safe and the water quality should be of

the highest level possible. Without knowing the cost and benefit analysis, it would be difficult to make a judgement on the different approaches to mitigate the environmental problems. There were trade offs yet to be explored and there should be more options besides the ones that were presented so far.

- 3.10 In response, **Mr Talis Wong** said that as the effectiveness of mitigation measures would have a direct implication on land use planning of adjoining areas of KTAC, technical assessments had been undertaken in parallel to the preparation of the draft OCPs to examine the approach in tackling the environmental problems in the area. Given “no reclamation” as the starting point of the study, the Consultants had looked into different mitigation measures to address the water quality and odour problems at the Approach Channel. Field trial had been commissioned to investigate the effectiveness and sustainability of these measures, at the same time, costing for these measures were also being investigated. It was hoped that that estimation for cost effectiveness of the mitigation measures would be made available as soon as possible. He said that at this stage, it would be premature to rule out reclamation of the KTAC as a fallback option. **Mr Talis Wong** said that from a sustainability point of view, an option to reclaim part of the KTAC and forming a channel so that the net material disposal was zero would be ideal. However, the reclamation component would still be subject to the “overriding public need” test for harbour reclamation.
- 3.11 **Mr Nicholas Brooke** said that consideration could also be given to proceed on a no net lost/no net gain basis, which was an accepted planning principle that a limited area of reclamation equivalent to the area returning to the water could be an alternative measure to tackle the water body in KTAC.
- 3.12 On sediment treatment at KTAC, **Professor Lam Kin-che** said that the environmental assessment undertaken for the KTAC a few years ago had recommended to treat the polluted sediment ex-situ. He asked whether such proposal was still under consideration. He also asked if any lesson could be learnt from the Shing Mun River’s experience in adopting similar treatment method.
- 3.13 In response, **Mr Talis Wong** said that the ex-situ treatment method was proposed when the KTAC was previously to be

reclaimed. The Advisory Council on the Environment (ACE) was consulted at the time on this treatment proposal. The proposal, besides being very costly, was considered not desirable as the contaminants in the water would be disturbed and the treatment water, which was polluted, would need to be disposed of. He said that the University of Hong Kong (HKU) was invited at the time to investigate whether there would be a high concentration of methane emission that would affect the future development on the reclaimed area. The HKU study showed that this issue could be mitigated. In view of the Court of Final Appeal's (CFA's) judgment handed down in January 2004 regarding reclamation in the harbour area, the subsequent field test on methane emission was not undertaken.

3.14 As regards cost, **Mr Talis Wong** said that for the "no reclamation" approach, there would be a sustainability issue regarding maintaining the water quality to an acceptable level, which could be costly. At this early stage, given the many unknown factors, it would be inappropriate to suggest any broad costing. He would report to the Committee when more information was available.

CEDD

3.15 **The Chairman** concluded that there should be a sustainable solution on the KTAC, which would also protect the harbour. As indicated in the draft consultation digest, the "reclamation" approach seemed to be more costly than the "no reclamation" approach. The concerned departments at this stage were still unable to confirm whether the "no reclamation" approach for the KTAC was technically feasible. In response to **the Chairman's** request for the timing to confirm to the community as to whether reclamation at the KTAC would be necessary, **Mr Talis Wong** said that field trial at KTAC had been commissioned to investigate the effectiveness and sustainability of the different mitigation measures. Initial modelling results would be available in mid 2006 and he would report the finding to the Committee in due course.

CEDD

3.16 **Mr Anthony Kwan** supplemented that in view of the CFA's judgment, all three OCPs had adopted the "no reclamation" scenario. According to the judgment, the presumption against harbour reclamation could only be rebutted by establishing an overriding public need for reclamation. This need must be a compelling and present need with no reasonable alternative to reclamation. It was considered that the "overriding public need" test for reclaiming the KTAC might not be satisfied based

on the information available so far. It was therefore inappropriate to bring in a reclamation scenario at this stage.

- 3.17 **Mr Nicholas Brooke** said that it would be prudent for the Consultants to work on a fallback scenario with reclamation at KTAC. If by mid-2006, when the results of the environmental assessment were problematic, there should be a solution as well. **Professor Lam Kin-che** shared similar view that there should be a fallback scenario in case the water was found problematic.
- 3.18 On the fallback scenario, **Mr Raymond Lee** said that if there were reclamation at KTAC, a box culvert would be required to divert the discharge to the outer sea area. This drainage structure would constrain the type of land uses on the reclaimed land mostly open spaces. As part of the Stage 2 Public Participation programme, a topical public forum to focus discussion with the stakeholder groups on the KTAC had been proposed.
- 3.19 **Mr Hardy Lok** said that the Society for Protection of Harbour welcomed the “no reclamation” approach as a starting point of the Study. He said that improvement to the water quality at KTAC should be sustainable and that the pollution should be eliminated at source. Covering up the KTAC might not be a right approach to improve the water quality. If the KTAC was reclaimed, it would only bring pollution to a different part of the harbour and pollution to the environment would be the same only further away. Whatever the approach was, with or without reclamation, cost for elimination of pollution at source would be the same and it should be incorporated in Government’s costing exercise.

Shatin to Central Link Railway Depot

- 3.20 **The Chairman** noted that a railway depot site at Kai Tak was found necessary to service the future Shatin-Central Link and that it had been incorporated in all the draft OCPs.

Connectivity with Surrounding Districts

- 3.21 **The Chairman** noted that the technical feasibility of the proposed vehicular links to the surrounding districts would be subject to further assessment in the PODP stage.

Multi-purpose Stadium

3.22 **Mr Nicholas Brooke** said that he was still not convinced about the scale of the stadium project. Such concern was raised at previous meetings and it had not been fully addressed in the departmental/bureaux responses. As the size of the stadium footprint was very large and being a valuable piece of land in the Metro Area, this issue should be fully addressed. In response, **Mr Eddie Poon** said that according to their consultancy study, 24 ha for the stadium was the absolute maximum for planning purpose at this stage. The site requirement for the proposed stadium complex would be subject to fine-tuning at the detailed design stage. He re-assured Members that HAB had no incentive whatsoever in taking up additional land unnecessarily as this would bring about significant resource implications to the operation of the stadium complex. As there was general perception that the entire 24 ha would be built upon for a single stadium development, HAB would undertake to explain to the public at Stage 2 Public Participation that about half of the 24 ha land take would be for open area, circulation space, means of evacuation to satisfy international safety standards, etc. The HAB would ascertain the specific area for the individual proposed sports facilities in consultation with the relevant departments and the consultants in the coming months.

HAB

3.23 In response to **Mr Kim Chan's** question regarding the relationship between the proposed multi-purpose stadium and sports policy of Hong Kong, **Mr Eddie Poon** said that in realising the aim of the Sports Policy which was announced in 2003, there was a need for a new multi-purpose stadium in developing and supporting major sports events, sports for all and elite sports. The overall provision of sports facilities in Hong Kong had been critically examined. Except the Hong Kong Stadium, all the other major sports facilities were over 20 years old, hence a need for a new stadium complex in support of local sports development in the future. The current Hong Kong Stadium, in terms of design, ancillary facilities and accessibility, was problematic for both sporting and non-sporting events. It was hoped that the future stadium could be multi-use, flexible and hold large events so that it could cater for the need of a wide variety of sports and non-sports events, thus strengthening Hong Kong as a major event hub in Asia. Besides, the stadium complex, when completed, would serve as an important hardware in support of

the local sport development policy in Hong Kong, particularly in the areas of sports for all, elite support development and major sports events.

3.24 **Mr Andy Leung** asked as to how the proposed stadium complex could be multi-use and sustainable, and how it would integrate with surrounding land uses and what would happen to the stadium during non-event days. In response, **Mr Eddie Poon** said that a multi-purpose sports complex and a secondary stadium were proposed so that there would be a focal point for community sports and to attract the general public to participate in various types of sports activities during non-event days. **Ms Iris Tam** said that in the “Kai Tak Glamour” OCP, over half of the area was proposed for commercial use, which could integrate with the stadium development.

3.25 In response to the questions of **the Chairman**, **Ms Iris Tam** said that the stadium complex was expected to be a highly accessible venue that visitors could travel from one end of the stadium site to another and via its open area to other parts of the Kai Tak site such as the Metro Park. **Mr Eddie Poon** supplemented that the stadium complex was expected to have good connectivity with the adjacent districts. During non-events day, local residents should have easy access to the sports facilities. The Shatin to Central Link was therefore vital to the stadium project, as it would help enhance its accessibility to other parts of the territory.

Cruise Terminal

3.26 **Mr Nicholas Brooke** said that the Government should be open minded in terms of the proposal for cruise terminal at this stage as the Tourism Commission had just announced the invitation of Expression of Interest from the private sector for their suggestions for new cruise terminal development in Hong Kong. **Miss Patricia So** said that the Kai Tak site was considered the most appropriate site for cruise terminal development to meet the market needs in the long term. However suggestions for site(s) elsewhere within Victoria Harbour which would enable early implementation of a cruise terminal was also welcomed. If no other suitable sites were identified, the Government would proceed with the development of a new cruise terminal at Kai Tak.

3.27 **Mr Andy Leung** asked whether the proposed cruise terminal

site at Kai Tak could be replaced by other site(s) if a better alternative was identified. **Miss Patricia So** said that to achieve the status of a regional cruise hub, Kai Tak was the only site within the harbour which could allow for future expansion of berthing facilities. Even if another suitable site was identified for cruise terminal development, the Kai Tak site would still be reserved for the cruise terminal use in the longer term.

3.28 **Dr Andrew Thomson** said that the options being discussed were disingenuous as the options presented were constrained by placing hard and large elements thus presenting a very different picture than one with all those elements excluded. A broader option would be much more beneficial.

3.29 In response, **Miss Patricia So** said that it had always been the intention of the Government to reserve the Kai Tak site for the development of cruise terminal facilities to meet the long-term needs of Hong Kong. Such intention was reflected in the approved Kai Tak (South) Outline Zoning Plan. The latest consultancy study commissioned by the Tourism Commission concluded that Hong Kong would need an additional berth to meet the market needs in the medium term and to further develop one to two additional berths in the long term and Kai Tak was the only site within the harbour which could allow for future expansion of berthing facilities. Moreover, to enable Hong Kong to develop into a regional cruise hub, citing from overseas experience, 3 to 4 berthing places in the long term would be necessary.

3.30 Regarding the issue of the location of the multi-purpose stadium and the cruise terminal as raised by **Mr Kim Chan, the Chairman** said that these could be addressed together with other comments received under the Stage 2 Public Participation. At this stage, Members would be more concerned with whether these facilities should be included in the OCPs and how the public would perceive these OCPs. In response, **Mr Eddie Poon** said that at the moment, there was a shortage of leisure and cultural facilities in the surrounding districts, the proposed stadium complex could help to address this aspect of the community concern. He, however, could not confirm at this stage whether the management of the stadium facility would be through participation of the private sector. **Miss Patricia So** said that the consultants of Kai Tak Planning Review had taken into account the findings of their recent consultancy study on cruise terminal development including the recommendations on

supporting facilities, which would form an integral part of the cruise terminal development.

- 3.31 **The Chairman** said that it was clear that both the proposed cruise terminal and stadium had Government's policy support and various consultancy studies had been commissioned to support the inclusion of these developments in Kai Tak. However, Members still considered that there was not yet a public consensus on these proposals. It would be up to the proponents to persuade the public and achieve such consensus through the Stage 2 Public Participation.
- 3.32 **Dr Andrew Thomson** was concerned as to how to take the Harbour Planning Principle forward in creating the vibrancy and accessibility of the key features including large open spaces in all the OCPs. He asked that beyond these large-scale elements, how would small local scale elements be introduced and if there was anyway to present to the public a better flavour of what would happen on the ground.

Outline Concept Plans

- 3.33 **The Chairman** reminded Members that the role of the Sub-committee was to facilitate the study process led by the Plan D, which was different to that of the HEC sub-committee on Wan Chai Development Phase II Review. Although Members were encouraged to comment on the OCPs, the Sub-committee itself was not required to state a preference on the OCPs.
- 3.34 **The Chairman** also reminded Members that as the original reclamation proposal would no longer be available, the overall development area had been reduced from 461 ha to 328 ha and the overall population from about 260,000 to about 70,000 and 130,000 depending on the OCPs.
- 3.35 **Professor Lam Kin-che** made the following comments:
- (a) The higher intensity development tended to be located on the western side adjoining the stadium site. He wondered if there could be better spatial arrangement of these developments thus to provide visual relief especially for the stadium users.
 - (b) Based on the "no reclamation" approach, the KTAC would be a rather large area of water body, which could provide

various water sports uses.

- (c) The previous Kai Tak study had proposed to redevelop the Kai Tak site into an environmentally friendly city. The concept plans should aim to redevelop Kai Tak comprehensively to achieve this goal than just to provide an “Environmental Education Metro Park” under OCP3. This would demonstrate Hong Kong’s commitment in achieving environmental and sustainable development.

3.36 **Mr Andy Leung** made the following comments:

- (a) The highway interchange for CKR and Road T2 would impose major accessibility constraints to the waterfronts area at KTAC and Kowloon Bay. The study could investigate ways to streamline the highway proposal to enhance the accessibility to the surrounding areas.
- (b) The developments in the runway area would rely on road transport. More innovative ideas such as introducing monorail should be investigated to improve connectivity with other districts.
- (c) A bridge to link the Kai Tak cruise terminal site with Kwun Tong should also be investigated to enhance accessibility and better integration.
- (d) The proposal of no development above the railway depot of OCP2 might not be financially feasible.

3.37 **Mr Nicholas Brooke** made the following comments:

- (a) From the sustainable development perspective and cost vs. value, OCP2 was marginal and OCP3 was not feasible.
- (b) The foundation for the proposed public housing which was already in place could just as easily be converted to private residential use or other uses.
- (c) The major development components such as the cruise terminal and stadium were basically suggestions emanating from the Administration. Other ideas/uses for the stadium and cruise terminal sites from the community should be welcomed.

3.38 **Dr Andrew Thomson** said that the low-density developments on the runway area tended to suggest a high value, high cost

residential area. In presenting the OCPs, there was a need to demonstrate where the community would fit into the equation and the affordability issues of these options. It would also be important to demonstrate the demographic types envisaged in certain areas. The large footprint of the park area would need a vibrant element to be made more affordable and accessible to the community. The location of the proposed cruise terminal would likely attract high-end tourism, aligning with a high-end residential development would result in having higher cost uses around the waterfront. High-end residential developments would typically be privately managed with the surrounding areas tending to cater for the residents alone. How that management as a whole diffused into the overall area would be an important issue.

3.39 **Mr Kim Chan** had made the following comments:

- (a) The OCPs had incorporated too detailed land use proposals that might limit the public in deliberating and selecting a specific land use option.
- (b) The three OCPs adopted an engineering-led land-use planning approach that totally segregated land uses within each OCP resulting in lack of interaction between these land uses.
- (c) There should be better connectivity between Kai Tak and the surrounding districts.

3.40 **Ms Starry Lee** said that from the urban renewal perspective, residents from the nearby old districts would want to see redevelopment and re-provision in-situ and expected an area within Kai Tak to provide re-housing opportunity. The integration of the new facilities with the surrounding old districts would need further study.

Item 4 **Draft Programme of Stage 2 Public Participation: Outline Concept Plan [SEKD SC Paper No. 10/05]**

4.1 **Mr Derek Sun** presented the draft programme of Stage 2 Public Participation as set out in the SEKD SC Paper No. 10/05. **The Chairman** noted that the programme of Stage 2 Public Participation had taken into account the comments of the Sub-committee raised in the last two meetings. Although PlanD would be organising the Stage 2 Public Participation

programme, the Sub-committee could provide support as collaborators and facilitators at the various public and topical forums.

- 4.2 **Mr Nicholas Brooke**, on the time frame of consultation, said that there might be potential for derailment as there had been expressed concerns that the programme was being fast-tracked. The series of meetings should be realistic to gather reasonable response from the public within the time frame available. Sharing **Mr Nicholas Brooke's** view, **Mr Andrew Thomson** said that past experience had shown that failure often resulted where consultations had not included all the stakeholders. The stakeholder analysis might need further review.
- 4.3 In response to **the Chairman's** question, **Mr Raymond Lee** said that the proposed time frame had taken into account the reserved venues and arrangements for the Stage 2 Public Participation. But if more time was needed, the programme could be extended up to January 2006. In terms of the stakeholder analysis of Stage 2 Public Participation, it was based on the contact list built up in Stage 1 Public Participation. He welcomed Members' suggestion to include other stakeholder groups. **The Chairman** suggested that in planning these activities, there should be liaison with District Councils and stakeholders groups.

Item 5 Any Other Business

- 5.1 There being no other business, the meeting closed at 5:44 pm. The next meeting was scheduled to be held in the afternoon of 20.12.2005 (Tuesday)

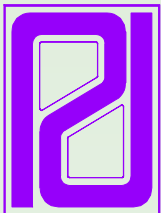
[Post Meeting Notes: Date of next meeting has been rescheduled to 12.1.2006 (Thursday) am.]

Kai Tak Planning Review

啓德規劃檢討

*Draft Outline Concept Plans &
Programme for Stage 2 Public Participation*
草擬概念規劃大綱圖及第二階段公眾參與計劃

2. 11. 2005



規劃署

Planning Department



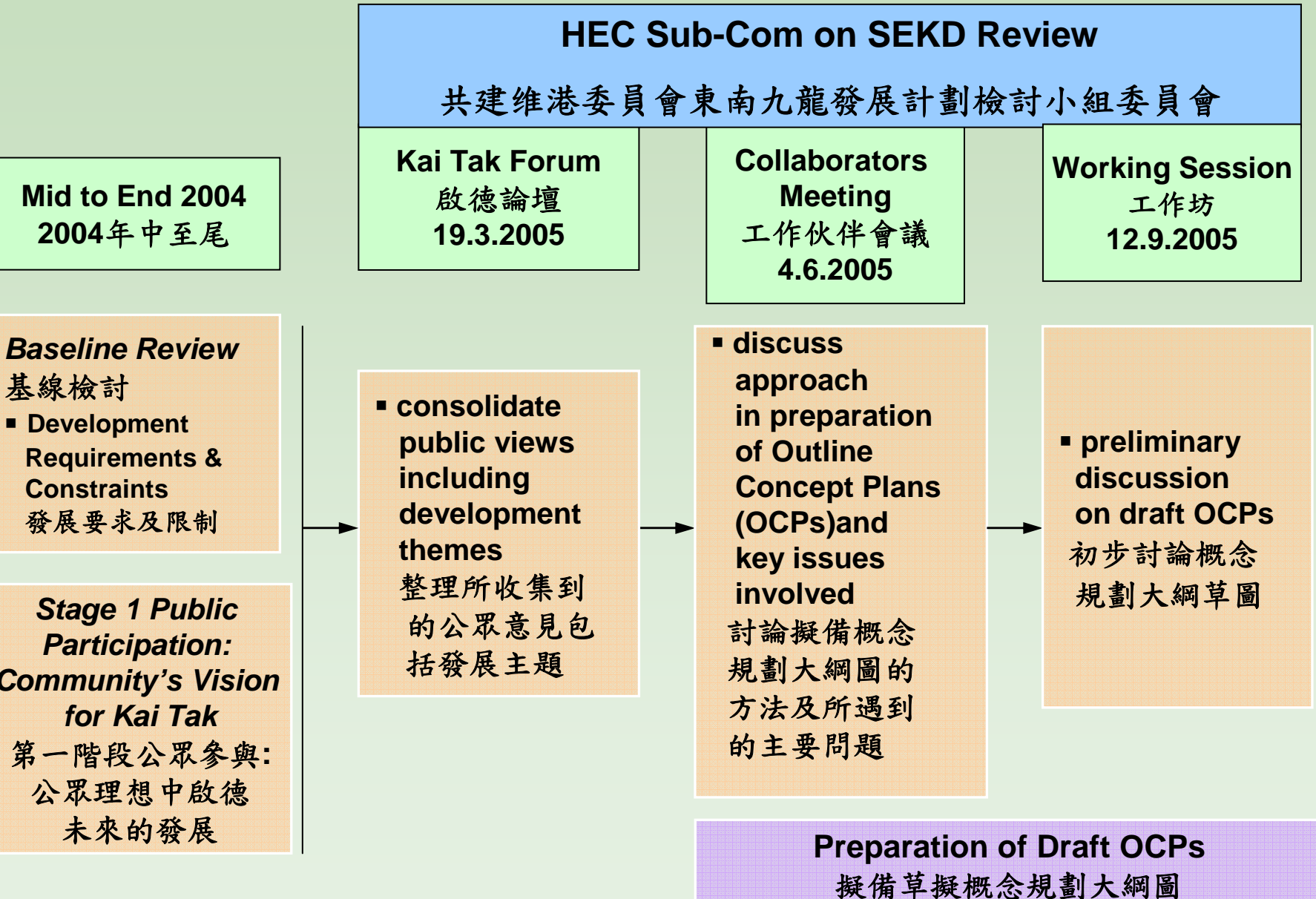
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茂盛(亞洲)工程顧問有限公司
AN ALLIUM COMPANY

1. Background 背景



2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Vision 理想

- **A Distinguished, Vibrant, Attractive and People-oriented Kai Tak by Victoria Harbour**

維港畔一個富有特色、朝氣蓬勃、優美動人、與民共享的啟德

2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Planning Principles 規劃原則

- **On-going public participation 持續公眾參與**
- **Kai Tak as Hong Kong's showcase for sustainable development and good urban design/landscaping**
啟德作為持續發展及優質城市設計/綠化的櫥窗
- **Kai Tak as a hub for sports, recreation, tourism, entertainment and quality housing**
啟德作為體育、康樂、旅遊、娛樂及優質房屋的中心
- **Public enjoyment 與民共享**
- **Respecting the historical significance of Kai Tak**
尊重啟德的歷史重要性
- **Integrating Planning 綜合規劃**

2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Development Components 發展項目

- **Cruise Terminal** 郵輪碼頭
- **Cross-boundary Heliport** 跨境直昇機場
- **Multi-purpose Stadium** 多用途體育館
- **Metro Park** 都會公園
- **Public Housing Sites** 公屋地盤
- **Shatin to Central Link** 沙田至中環鐵路線
- **Central Kowloon Route & Trunk Road T2** 中九龍幹線及T2公路
- **Refuse Transfer Station** 垃圾轉運站
- **600m gap across runway (with full or partial decking) to enhance water circulation** 跑道上開600米的切口(加以部份或全封的平台)以改善水流

2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Major Urban Design and Landscape Considerations

主要城市設計及園景設計的考慮

- **Ridgeline Protection**

保護山脊線

- **Visual Corridor**

景觀廊

- **Visual Anchors**

景觀焦點

- **Harbour penetration**

維港景觀線



2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Major Urban Design and Landscape Considerations

主要城市設計及園景設計的考慮

Open Space Network

休憩用地系統

Interface with Neighbouring Areas

與周邊地區的配合

Enhancement to Local Environment

地區環境的改善



2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Concept 1 概念一: City in the Park 綠茵都市

- **Theme 主題: develop a quality living district in a park-like environment 發展一個綠茵環抱的優質居住區**

Two distinct areas of pleasant living 兩個富有特色、景致怡人的居住區:

- **High density high-rise residential / stadium district at the heart of North Apron**

北停機坪中心 - 高密度高層的住宅/體育館區

- **Distinctive runway island with medium-rise medium density residential developments**

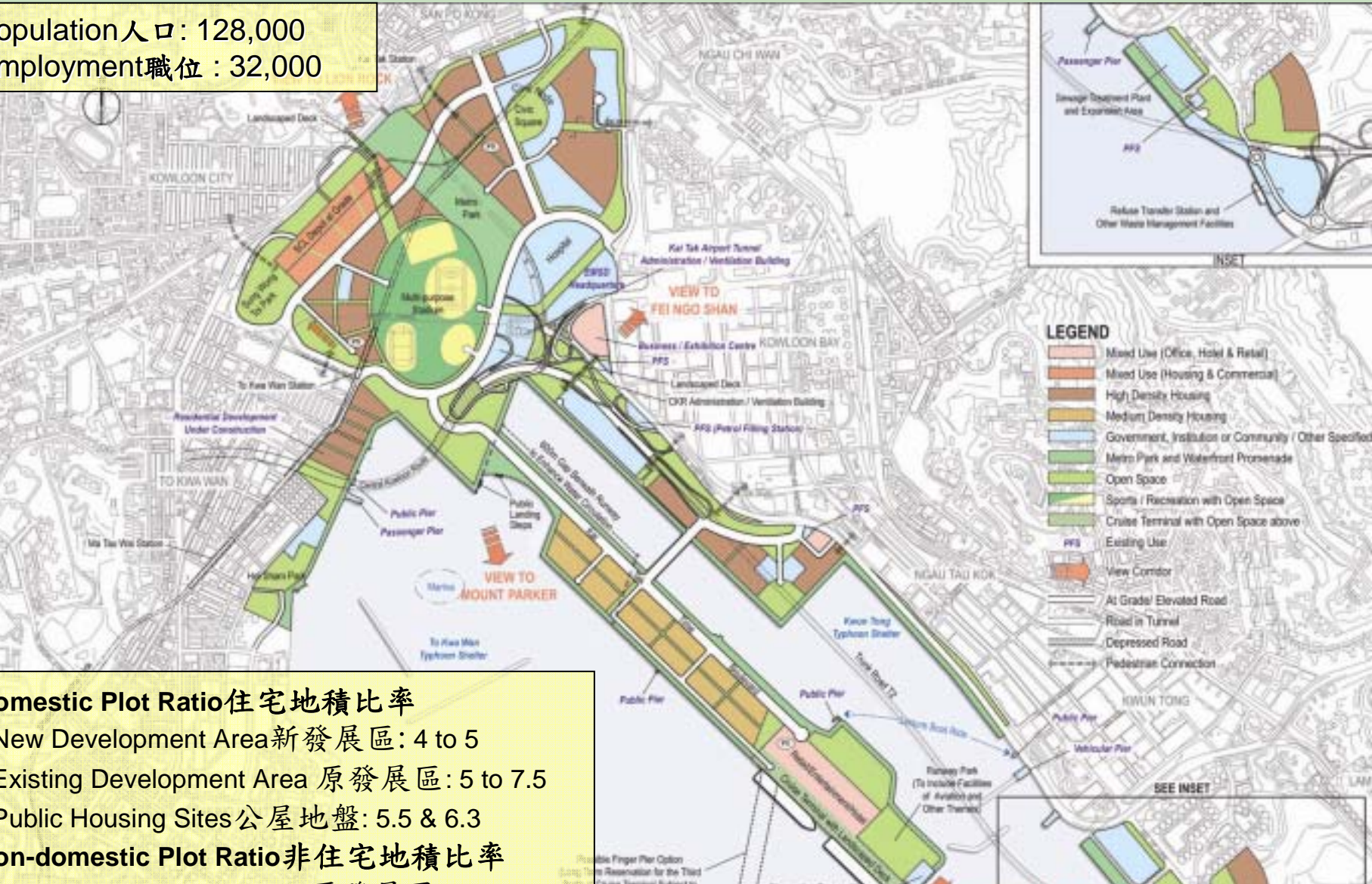
特色跑道小島 - 中密度中層的住宅發展



Concept 1: City in the Park

概念一: 綠茵都市

Population 人口: 128,000
 Employment 職位: 32,000



Domestic Plot Ratio 住宅地積比率

New Development Area 新發展區: 4 to 5

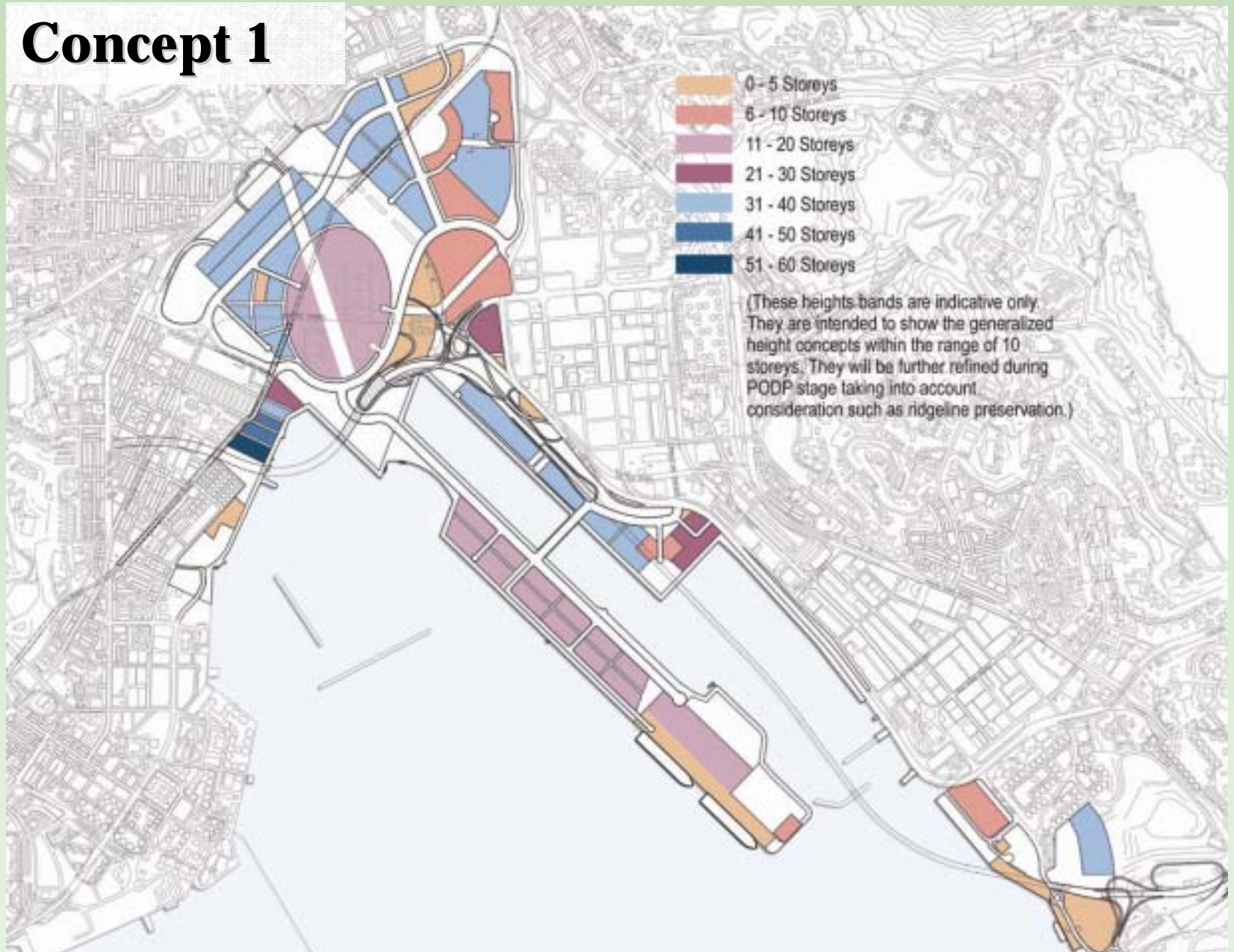
Existing Development Area 原發展區: 5 to 7.5

Public Housing Sites 公屋地盤: 5.5 & 6.3

Non-domestic Plot Ratio 非住宅地積比率

Building Height Concept 建築物高度概念

Concept 1



Concept 1 概念一: City in the Park 綠茵都市

Kai Tak Metro Park
啟德都會公園



Island & Waterfront Living
小島水岸居住區



High Density Residential Development
高密度住宅發展



Cruise Terminal-Cum-Tourism Node
郵輪碼頭/海運旅遊娛樂中心



Concept 1 概念一: City in the Park 綠茵都市 (cont'd)

Kai Tak Boulevard 啟德大道



Pedestrian Kai Tak 啟德行人街



Harbour Front Promenade and Park Network 海濱長廊及公園網絡



2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Concept 2 概念二: Kai Tak Glamour 魅力啟德

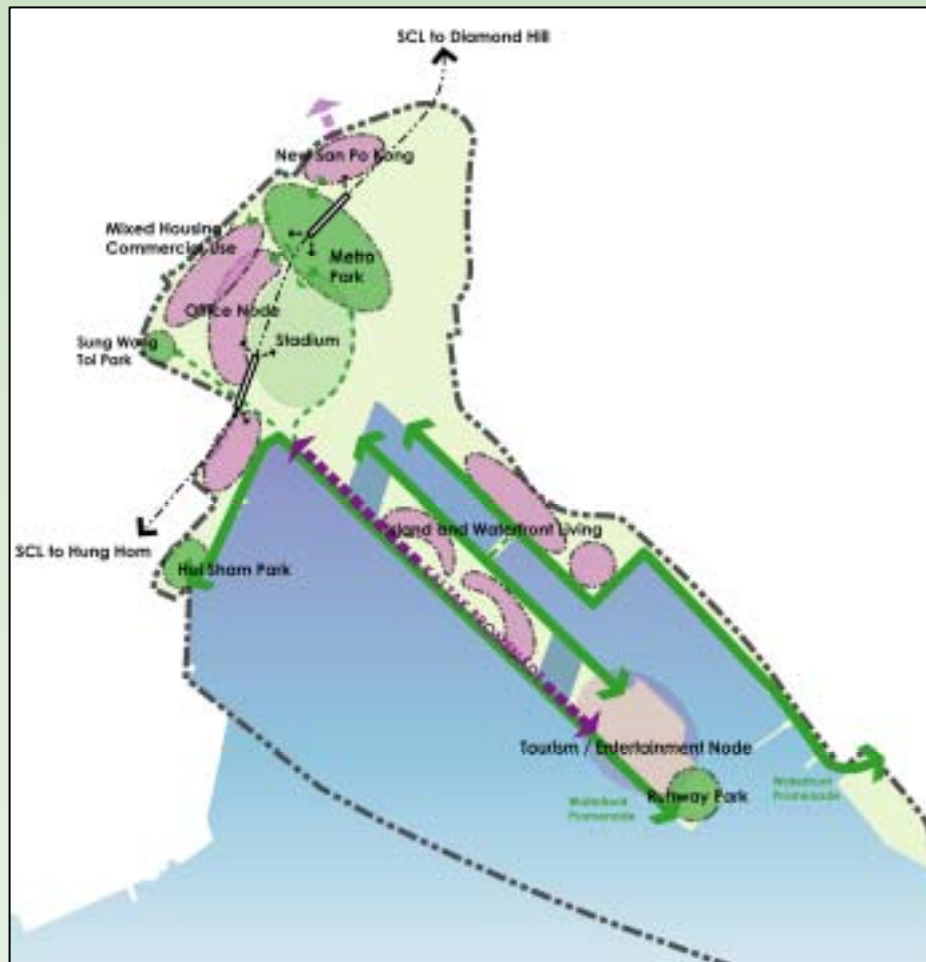
- **Theme 主題: celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse**

展現啟德作為歷史要角、旅遊樞紐及經濟中心的璀璨魅力

- **Promote an iconic & vibrant waterfront metropolitan district**
締造一個標誌性及活力充沛的海濱都會區

- **High-rise landmark office/stadium development in North Apron** **residential runway island** **cruise terminal** / **tourism node**

北停機坪 - 高層地標式辦公大樓 / 體育館 → 跑道島居住區 → 郵輪碼頭 / 海運旅遊娛樂中心



Concept 2: Kai Tak Glamour

概念二：魅力啟德

Population 人口: 97,000
 Employment 職位: 75,000



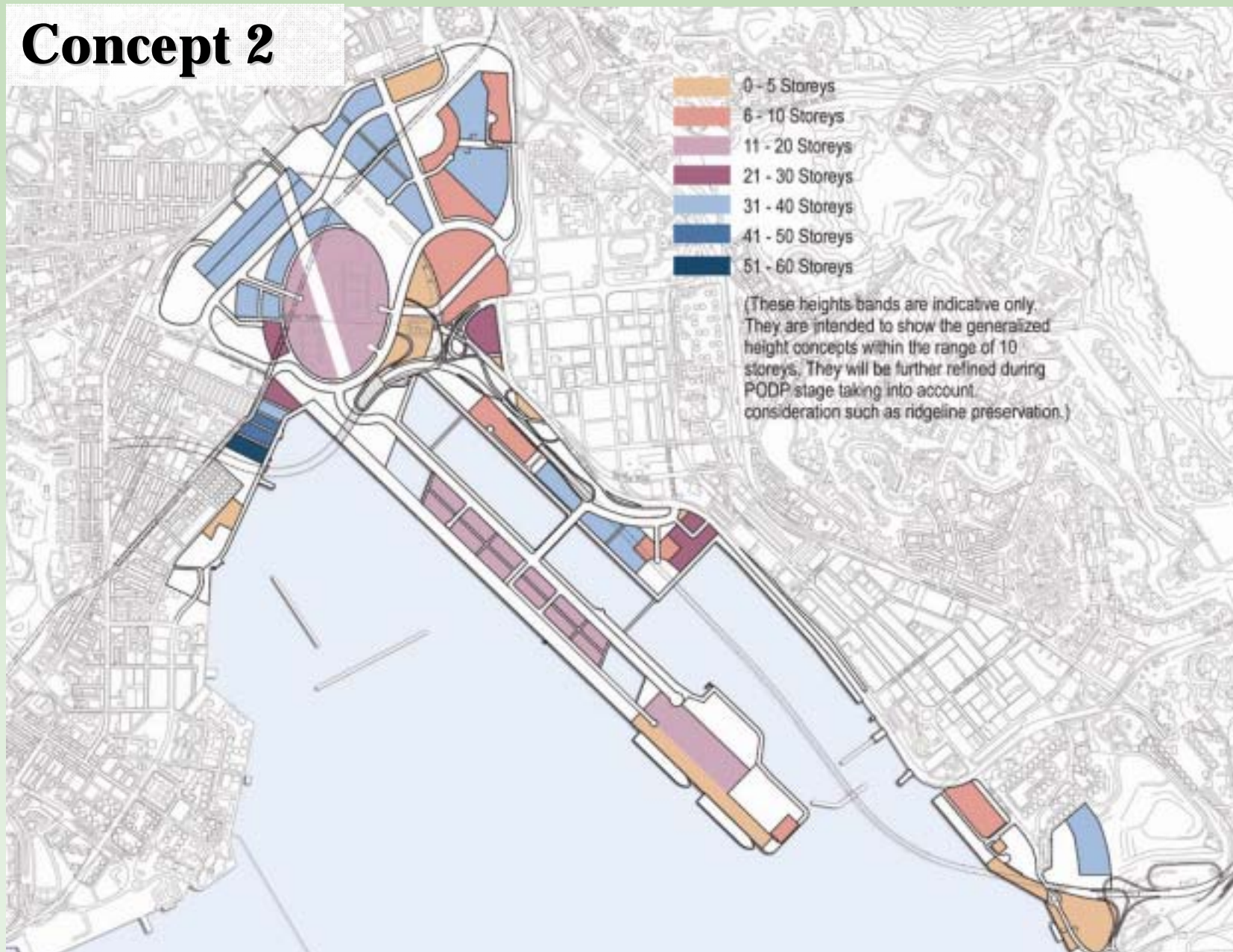
LEGEND

- Office
- Mixed Use (Office, Hotel & Retail)
- Mixed Use (Housing & Commercial)
- High Density Housing
- Medium Density Housing
- Government, Institution or Community / Other Specified
- Metro Park and Waterfront Promenade
- Open Space
- Sports / Recreation with Open Space
- Cruise Terminal with Open Space above
- Existing Use
- View Corridor
- At Grade/ Elevated Road
- Road in Tunnel
- Depressed Road
- Pedestrian Connections

Domestic Plot Ratio 住宅地積比率
 New Development Area 新發展區: 3 to 5
 Existing Development Area 原發展區: 4 to 7.5
 Public Housing Sites 公屋地盤: 5.5 & 6.3
Non-domestic Plot Ratio 非住宅地積比率
 New Development Area 新發展區: 9.5
 Existing Development Area 原發展區: 10

Building Height Concept 建築物高度概念

Concept 2



Concept 2 概念二: Kai Tak Glamour 魅力啟德

Kai Tak Metro Park
啟德都會公園



Premier Office Node
新商務中心



Island and Waterfront Living
小島水岸居住區



Water Glamour
水幕繽紛



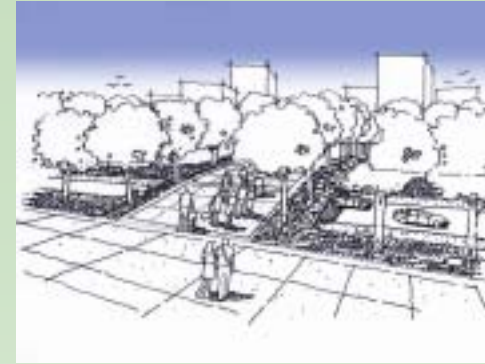
Cruise Terminal-Cum-Tourism Node
郵輪碼頭/海運旅遊娛樂中



Concept 2 概念二: Kai Tak Glamour 魅力啟德 (cont'd)

Pedestrian Kai Tak 啟德行人街

Kai Tak Promenade 啟德大道



Harbour Front Promenade and Park Network 海濱長廊及公園網絡



2. Draft Outline Concept Plans 草擬概念規劃大綱圖

Concept 3 概念三: Sports by the Harbour 體藝之都

- Theme 主題: Promote Kai Tak as a sports & recreation hub

發展啟德成為體育康樂中心

• Create residential neighbourhoods around recreation facilities to reinforce an image of a green and lively urban district

於康樂設施毗鄰規劃住宅區，以加強活力充沛的市區綠化區的形象

• Lower development density to achieve a more leisure atmosphere

低至中發展密度以締造更悠閒的氣氛



Concept 3: Sports by the Harbour

概念三：體藝之都

Population 人口: 69,000
 Employment 職位: 56,000



Domestic Plot Ratio 住宅地積比率

New Development Area 新發展區: 2 to 4
 Existing Development Area 原發展區: 4 to 7.5
 Public Housing Sites 公屋地盤: 5.5 & 6.3

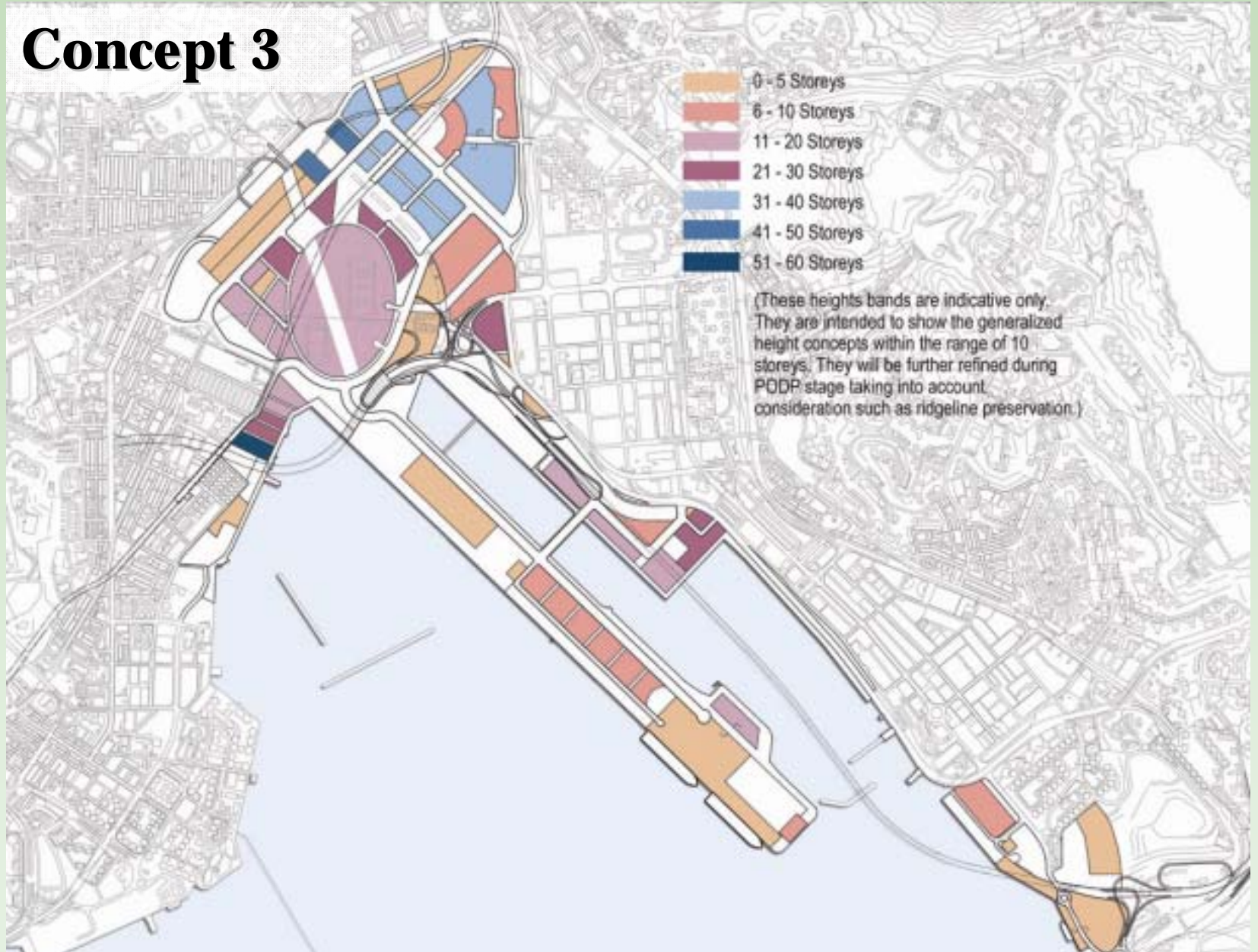
Non-domestic Plot Ratio 非住宅地積比率

New Development Area 新發展區: 9.5

Existing Development Area 原發展區: 10

Building Height Concept 建築物高度概念

Concept 3



Concept 3 概念三: Sports by the Harbour 體藝之都

Sports City 運動城



Kai Tak Recreation Ground 啟德遊樂場



Recreation Depot

車廠上蓋康樂及娛樂綜合發展



Victoria Harbour Cycle Track 維港單車徑



Environmental Education Metro Park

環保教育都會公園



Land Use Budget 主要土地用途

Proposed Land Uses 建議土地用途	Area (in ha) 面積 (公頃)		
	Concept 1 概念一	Concept 2 概念二	Concept 3 概念三
Office 辦公大樓	-	3.44	-
Mixed Use (Office, Hotel & Retail) 混合用途 (辦公大樓、酒店及零售)	9.95	19.57	18.92
Mixed Use (Housing & Commercial) 混合用途 (住宅及商業)	9.09	4.89	-
High Density Housing 高密度住宅	41.48	33.10	13.83
Medium Density Housing 中密度住宅	16.96	9.67	18.47
Low Density Housing 低密度住宅	-	-	13.31
G/IC Other Specified Use 政府/機構及社區，其他指定用途	45.14	42.54	42.72
Metro Park, Runway Park & Waterfront Promenade 都會公園、跑道公園及海濱長廊	41.62	47.67	50.16
District & Local Open Space 地區及鄰舍休憩用地	55.49	63.88	53.95
Multi-purpose Stadium (including open space) 多用途體育館 (附休憩用地)	24.08	24.08	24.08
Sports / Recreation 體育/康樂	-	-	15.85
Cruise Terminal 郵輪碼頭	5.28	5.36	5.25
Road Network, Amenity Area & Green Belt 道路網絡、美化市容地帶及綠化地帶	78.91	73.8	71.46
Total 合共:	328	328	328

3. Preliminary Sustainability Assessment

初步可持續發展評估

These OCPs would generate 這些概念規劃大綱圖會帶來：

General improvements to the economy, society and social infrastructures, leisure & cultural vibrancy and mobility

整體經濟、社會及基礎設施、消閒及文化活動及交通運輸上的改善

Potential adverse impacts on natural resources (e.g. waste) and environmental quality

自然資源(如廢物量)及環境質素上的潛在負面影響

Relative performance of the OCPs 概念規劃大綱圖的表現比較

Key Indicators 主要指標	Concept 1	Concept 2	Concept 3
Economy 經濟 employment creation, business opportunities, tourism promotion, land revenue 創造職位、營商機會、旅遊推廣、土地收入	B	A	B
Natural Resources 自然資源 wastes, water and energy consumption, landscape resources 廢物、食水及能源消耗、景觀特徵	D	C	B
Society and Social Infrastructure 社會及基礎設施 housing provision, urban regeneration catalyst, community facilities provision, urban design quality 住宅供應、推動市區更新、提供社區設施、城市設計質素	B	B	B
Leisure and Cultural Vibrancy 消閒及文化活動 cultural heritage, open space, recreational and cultural facilities 文化遺址、休憩用地、康樂及文化設施	B	A	A
Environmental Quality 環境質素 air quality, noise, water quality 空氣質素、噪音、水質	D	D	C
Mobility 交通運輸 - travel distance, travel speed 交通行程距離、交通網速度	B	B	B

A – very high performance 表現特佳

B – high performance 表現佳

C – medium performance 表現中等

D – low performance 表現低

4. A List of Members' Concerns Raised at Working Session on 12.9.2005 小組委員會於1995年9月12日工作坊提出的關注

Members' Comment 委員提出的意見:

- **Environmental mitigation measures for Kai Tak Approach Channel**

CEDD's Response 土木工程拓展署回應:

- **Consultants have examined different measures:**
 - **Break up part of the runway to enhance tidal flush**
 - **Bioremediation of contaminated sediments**
- **Further studies are still required to ascertain the effectiveness of the mitigation measures; premature to rule out reclamation of the KTAC**

Members' Comment 委員提出的意見:

- **Need for Shatin to Central Link (SCL) depot**

ETWB's Response 環境運輸及工務局回應:

- **MTRCL and KCRC confirm that the depot is required to meet the stabling requirements of SCL**
- **Size: around 600m x 70m**

Members' Comment 委員提出的意見:

- **Connectivity enhancement with surrounding districts**

CEDD's Response 土木工程拓展處回應:

- **Technical feasibility of vehicular links to surrounding will be subject to further assessment**

Consultants' Response 顧問公司回應:

- **Pedestrian and road linkages are shown in Consultation Digest**

Members' Comment 委員提出的意見:

- **Need, scale, location and justification of multi-purpose stadium**

HAB's Response 民政事務局回應:

- **Need for new stadium to hold large scale sports events**
- **Site area: around 23.5 ha for main stadium, secondary stadium, sports complex, supporting facilities and buffer areas**
- **Among various sites identified (i.e. North Lantau, Tseng Kwan O, West Kowloon and Kai Tak), Kai Tak site is most suitable for its centralized location and accessibility**

Members' Comment 委員提出的意見:

- **Justification for including cruise terminal in all OCPs**

C for Tourism's Response 旅遊事務署回應:

- **Cruise terminal development is required for HK to capture the opportunities brought by the growing cruise industry**
- **Kai Tak is the only site within the Harbour which can allow for future expansion of berthing facilities**

Members' Comment 委員提出的意見:

- **Lack of planned marine facilities to enhance the living harbour concept**

MD's Response 海事處回應:

- **Principle: balance the harbour as a maritime and logistics hub with leisure and tourism facilities**

Consultants' Response 顧問公司回應:

- **Retained and proposed marine facilities are incorporated in Consultation Digest**

Members' Comment 委員提出的意見:

- **Illustrative materials (including physical models) on OCP proposal**

Consultants' Response 顧問公司回應:

- **Illustrative materials are incorporated in Consultation Digest**
- **Physical models for Stage 2 Public Participation**

Members are invited to 懇請委員：

- **Provide views on the draft Outline Concept Plans**

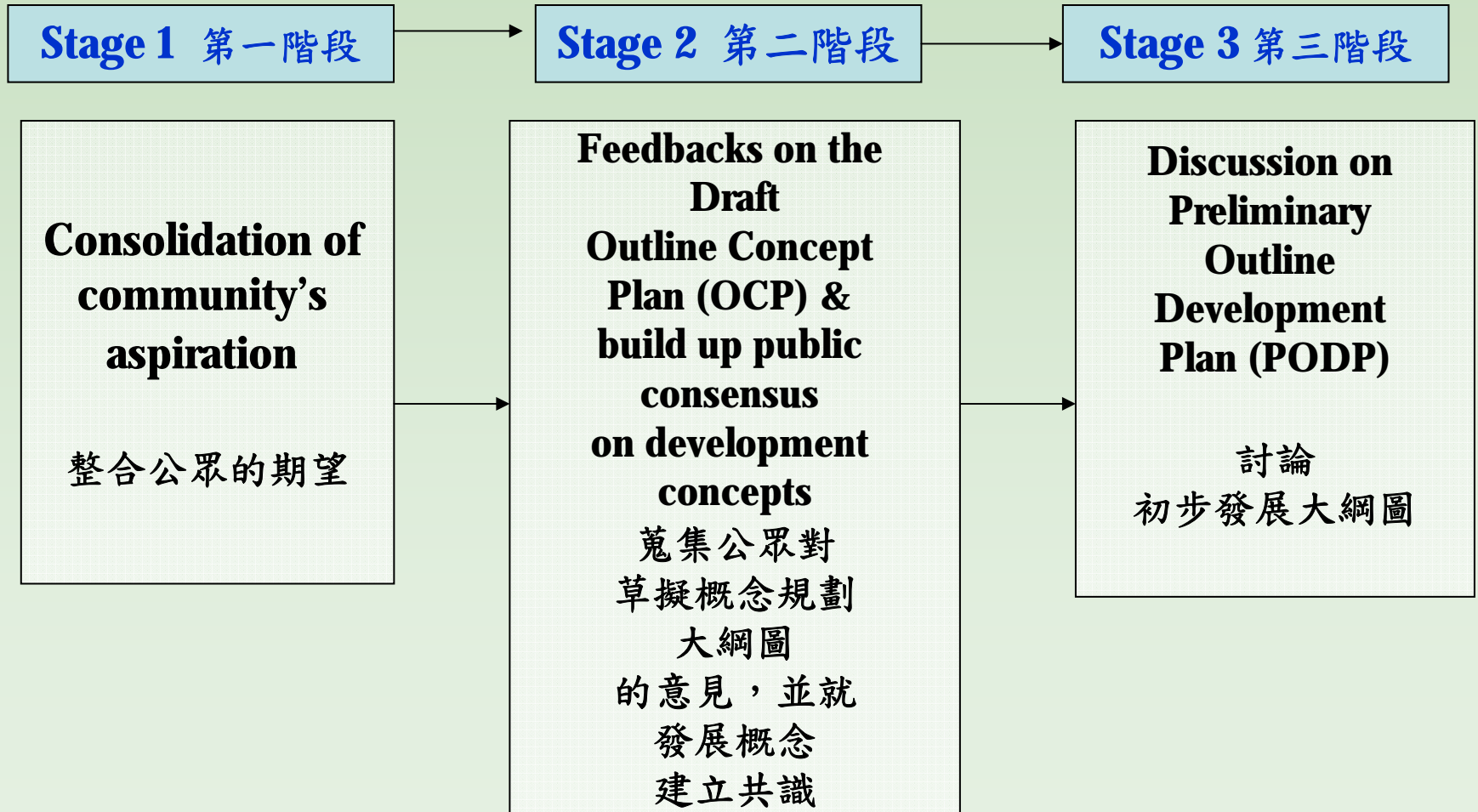
就草擬概念規劃大綱圖提供意見

Stage 2 Public Participation Programme

第二階段公眾參與計劃 (11. 2005 - 1. 2006)

- **3-stage Public Participation Programme**

三個階段的公眾參與計劃



Stage 2 Public Participation Programme

第二階段公眾參與計劃 (11. 2005 – 1. 2006)

9.11.2005

Inauguration of Stage 2 Public Participation

第二階段公眾參與正式展開

Town Planning Board Open Meeting & Press Conference

城規會公開會議及傳媒發佈會

19.11.2005

Territory-wide Public Forum 全港性公眾論壇

Venue: Golf Centre at the tip of the ex-Kai Tak runway

地點: 位於前啓德機場跑道末端的高爾夫球練習場

District Public Forums 地區性公眾論壇

26.11.2005

Kowloon City 九龍城

Venue: Ho Man Tin Plaza 地點: 何文田商場

2.12.2005

Wong Tai Sin 黃大仙

Venue: Lok Fu Shopping Centre 地點: 樂富商場

10.12.2005

Kwun Tong 觀塘

Venue: Multi-purpose Hall, Cheerful Court 地點: 樂頤居多用途會堂

Stage 2 Public Participation Programme

第二階段公眾參與計劃 (11. 2005 – 1. 2006)

Topical Public Forums 專題公眾論壇

28.11.2005

(1) Multi-purpose Stadium 「多用途體育館」

6. 12. 2005

(2) Cruise Terminal 「郵輪碼頭」

19.12. 2005

(3) Kai Tak Approach Channel 「啓德明渠進口道」

Venue: Hong Kong Cultural Centre, Tsim Sha Tsui

地點：尖沙咀香港文化中心

11- 12.2005

Briefing Sessions to Boards and Committees

委員會/議會簡報討論會

incl. District Councils, TAC, ACE, professional institutes etc.

包括共建維港委員會東南九龍發展計劃檢討小組委員會，區議會，交諮會，環諮會，專業學會等

1 – 2. 2006

Kai Tak Forum II 啓德論壇 II

Report on public comments received in Stage 2 Public Participation

總結第二階段公眾參與所收集的公眾意見

Stage 2 Public Participation Programme

第二階段公眾參與計劃 (11. 2005 – 1. 2006)

Publicity Materials 發放資料:

- Briefing sessions to the mass media 傳媒簡介會
- Public Consultation Digest 公眾諮詢摘要
- Exhibition 展覽
- Kai Tak Study Website 啓德規劃研究網頁

Publication of relevant study and publicity materials, incl. consultation digest, technical information, on-line questionnaire, video clips and photos of public events

發放有關研究及宣傳資料，包括諮詢摘要、技術資料、網上問卷、公眾參與活動錄影帶及相片

- Physical and 3D computer models 實際及電腦模擬模型

Consultation Digest (2)

公眾諮詢摘要 (2)

Subjects to be consulted

諮詢要題

- Views on planning visions, development themes and concepts
規劃理想，發展主題及概念的意見
- Views on land use proposals and urban design framework
土地利用建議及城市設計概念的意見



Members are invited to 懇請委員：

- **provide comment on activities/events for Stage 2
Public Participation**

就第二階段公眾參與計劃提供意見

THANK YOU

References 參考

- **Commercial / Retail 商業 / 零售**

- **Time Square 時代廣場 : 87,000m² GFA**
- **Festival Walk 又一城 : 91,170m² GFA**
- **City Plaza 太古城中心 : 102,740m² GFA**
(Tai Koo Shing 太古城)

- **Office 辦公大樓**

- **North Point 北角 / Quarry Bay 鰂魚涌 : 804,000m² GFA**
- **Tsim Sha Tsui 尖沙咀 : 1,390,800m² GFA**
- **Central 中環 : 2,134,200m² GFA**

References 參考 (cont'd)

- **Population by District** 地區人口分佈
 - **Kowloon City** 九龍城 - **380, 000**
 - **Wong Tai Sin** 黃大仙 - **445, 000**
 - **Kwun Tong** 觀塘 - **562, 500**

- **Population by Estates** 屋邨人口分佈
 - **Whampoa Garden** 黃埔花園 - **32, 800**
 - **Sceneway Garden** 匯景花園 - **14, 400**
 - **Laguna City** 麗港城 - **24, 500**