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

Kai Tak Forum
~ Planning with the Community ~

City Planning – Maunsell Joint Venture
April 2005
Table of Contents

Page
1 INTRODUCTION ................................................................................................................. 1
2 ISSUES DISCUSSED ........................................................................................................... 3
3 COMMENTS RECEIVED IN THE DISCUSSION FORUM ..................................................... 4
4 LAND USE THEMES/COMPONENTS PROPOSED IN THE GROUP DISCUSSION ........ 7
5 FEEDBACK OF THE SUB-COMMITTEE MEMBERS ....................................................... 9
6 NEXT STEP ......................................................................................................................... 10

Appendices

Appendix 1 Powerpoint Presentation at the Fourm
Appendix 2 Summary of Key Points - Discussion Forum
Appendix 3 Summary of Key Points - Group Discussion
Appendix 4 Feedback of the Sub-committee Members on the Forum
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 23.2.2005. 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 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
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.
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
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.
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.
(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 ~
Kai Tak Planning Review
Overview of Public Comments Received
in the Stage 1 Public Participation:
Community’s Vision for Kai Tak

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

19. 3. 2005
Stage 1 Public Participation: Community’s Vision for Kai Tak

- Kai Tak Planning Review commissioned in July 2004
- Stage 1 Public Participation undertaken between September to November 2004
  - Community Visions for Kai Tak
  - to discuss study approach, planning objectives, key issues, development components and public aspirations
  - development components prepared in Approved OZP
Series of Public Activities held:

- 3 Public Forums, 1 Community Workshop (over 500 participants)
- 20 Briefing Sessions/ Consultation Meetings
- About 250 Written Comments received
- Outreach Programme & Mobile Exhibition Centre
- Website & Exhibition panels
Stage 1 Public Participation: Community's Vision for Kai Tak

Overview of Public Comments
- Planning Vision & Principles
- Inputs to preparation of OCP

Further Overview of Public Comments
- Policy Context of Key Development Components
- Major Development Ideas/Proposals from public

Discuss public comments received
- Development themes for OCP

Promulgate Stage 1 Public Participation Report
- Preparation of OCP

Stage 2 Public Participation: Outline Concept Plan

Baseline Review

Stage 1 Public Participation: Community's Vision for Kai Tak

HEC Sub-Com. on SEKD Review 13 Dec 2004

HEC Sub-Com. on SEKD Review 23 Feb 2005

HEC Sub-Com. Kai Tak Forum 19 March 2005

Sep - Nov 2004
Dec 2004
Feb 2005
Mar 2005
Mar/ Apr 2005
May/ Jun 2005
Overview of Comments Received

Visions for Kai Tak

- General consensus to create a new image for Hong Kong, to bring the sensation of the harbour back to people and to enhance living quality
- Hub of sports, recreation, tourism and entertainment and quality housing developments
- To reckon heritage of Kai Tak
- Sustainable green city

Next Step:
- Consistent with the development theme adopted in the current OZP
- Vision statement in the Public Consultation Digest was well received
Overview of Comments Received

Planning Principles

- People-oriented planning principle
- Integrated land use, environment & transport planning approach
- Bringing harbour to the people
- Sustainable development
- Protection of views to ridgeline
- Gradation of building heights (avoid high-rise at the waterfront)
- Retain local culture and historical past

Next Step:
- Relevant planning principles to be adhered to in the study process
Overview of Comments Received

Key Concerns

=> Reclamation

- General consensus not to pursue further reclamation in the Harbour area

- Allow very limited reclamation for enlivening the existing waterfront e.g. promenade, submerged roads, piers, to address pollution problems of the Approach Channel

Next Step:

- Reclamation proposal, if any, should be well justified and supported by assessments on the needs, extent and alternative aspects

- Advice from the Department of Justice will be sought
Overview of Comments Received

Key Concerns

→ Kai Tak Approach Channel (KTAC)

- Many supported retention of KTAC and appropriate mitigation measures should be identified.
- Some accepted reclaiming KTAC to resolve environmental problems.
- Many suggested turning the channel into a water sports area.

Next Step

- Reclamation at KTAC will have to satisfy the overriding public need test.
- Converting KTAC for recreation use will be subject to in-depth study on engineering and costing.
Kai Tak Approach Channel (KTAC)

Baseline Review:

KTAC is highly polluted and not suitable for any contact or non-contact type water activities. Possible pollution sources include:

- Tolo Harbour Effluent Export Scheme
- Expedient connections in Kai Tak Nullah
- Expedient connections in KTAC and Kwun Tong Typhoon Shelter
- Polluted storm runoff or street washing from the Drainage System

Also, contaminated sediment.
**Kai Tak Approach Channel (KTAC)**

**Baseline Review:**

A combination of mitigation measures, but require detailed investigation:

- Improvement at pollution sources
- Improvement of circulation at KTAC
- Contaminated sediment treatment (either capping or in-situ treatment)

**ETWB's Advice:**

- Reclaiming KTAC would not be justified on environmental ground
**Kai Tak Approach Channel (KTAC)**

**Next Step:**

1. Feasible approach to resolve water quality and sediment problems will be identified and their implications to land use planning will be assessed in formulating OCP.

2. To investigate a package of improvement measures:
   - to tackle other water pollution sources
   - to improve water circulation e.g. breaking up the ex-runway or existing typhoon shelters
Overview of Comments Received

**Key Concerns**

=> Interface with Surrounding Districts

- Interface and connectivity issues

- Opportunity to improve the living quality of surrounding districts e.g. provision of G/IC facilities, open space, transport and other infrastructures

- Catalyst for redevelopment and revitalization of the surrounding residential and business areas

**Next Step:**

- Interface issues will be addressed in formulating conceptual proposals for Kai Tak
Overview of Comments Received

**Key Concerns**

=> **Interface with Other Studies**

- To consider and review implications of the on-going studies/consultations
  
  e.g. => *Hong Kong 2030: Planning Vision and Strategy*
  
  => *Sustainable Development - Making Choice for Future*
  
  => *Study on Building Height Restrictions for Kwun Tong and Kowloon Bay Business area*

**Next Step:**

- Suggestions proposed by these studies will be further taken into account in this Study
Overview of Comments Received

Implementation

- Alternative institutional mechanism

Public Participation

- Supported public participation at the beginning of the Study
- Pro-active approach and promote public participation
- Systematic and scientific evaluation of public views
- Widen the coverage of potential participants to the community at large
- Design competition to able more participation.

Next Step:

- Proactive approach will be maintained throughout the study
- Valuable experience to improve future stage of public participation
Overview of Development Concepts Received

### Development Concepts

- Aviation and Tourism Hub
- International Cruise Centre
- Kai Tak Archipelago
- Kai Tak Environmentally Friendly City ("啓德環保都市")
- Kai Tak Landing
- Leisure/ Indigenous Culture Conservation District
- Leisure Island
- Leisure & Recreation Node
- Planning Concepts for Kai Tak ("啓德區的規劃概念")
- World Exposition
- 9 Concept Plans produced at the Community Workshop

**Next Step:**
- Ideas will be further investigated taking into account their feasibility and suitability with the development visions/ themes in preparation of the Outline Concept Plan.
Aviation and Tourism Hub

- The Save Kai Tak Campaign, Hong Kong Aviation Club championed a new airfield at Kai Tak Runway

- Some concerned about the environmental impact, safety, substantial land take and sterilization of waterfront area
Aviation and Tourism Hub

- Light aviation centre: with a 3,500-feet airfield, about 13 ha at the runway tip (7.5 ha for runway and its associated facilities, 2 ha. aviation museum, 1 ha for flying club, 2.5 ha for open space)

- Aviation related tourism: light aircraft, hot-air balloon sight-seeing, etc.

- Aviation academy/museum/club facilities

- Cruise terminal at Hung Hom waterfront or to shift towards To Kwa Wan Typhoon Shelter

- Cultural, sports, recreation, amusement facilities (e.g. stadium, sports complex, go-cart, F3 racecourse, amusement game centre, marina/yacht club at To Kwa Wan waterfront, open-air theater at Cha Kwo Ling etc.)

- Residential uses in north-east Kai Tak

- Monorail from Tsim Sha Tsui, via Kai Tak to Lei Yue Mun
New Airfield

CAD's Advice:

• Obstacle Limitation Requirements

Obstacle Limitation Surfaces
INNER HORIZONTAL SURFACE
Height 45m
APPROACH/TAKE-OFF CLIMB SURFACE
Length of inner edge 80m
Distance from threshold 50m
Divergence (each side) 10%
Length 2500m
Slope 4%
Final width for take-off climb surface 589m
TRANSITIONAL SURFACE
Slope 20%

Note: All dimensions are with reference to the aerodrome surface level
Scale: 1:50000

For Preliminary Indication Only
Airfield Proposal would constrain Development Potential of Affected Area

- Limit max. building height along the runway from 5-105 mPD (max. 35 storeys)
- Reduction of about 53% of total domestic GFA of the current OZP
- Affect development potential of Sung Wong Tai Road area and recent redevelopment project therein

Airfield Proposal would displace Cruise Terminal at Kai Tak

- Cruise liners (62-65 m high) conflicts with 3-45 m obstacle limitation
- Require relocation of Cruise Terminal outside Kowloon Bay and possibly constraining its location in this part of Victoria Harbour

Next Step:

- Airfield not to be included in the OCP for Stage 2 Public Participation
International Cruise Centre

- No reclamation (due compliance with the court’s judgment)
- 2/3 of the runway for an International Cruise Terminal (6-12 berths)
- Zoning of the whole runway for “Low-rise Tourism Related Uses”
  (max. 15 mPD or about 3 storeys)
Creation of islands along runway (net increase of 6 ha. harbour area), linked with bridges

Rejuvenate Kai Tak Nullah into “Kai Tak Stream” with extensive park

Rejuvenate Approach Channel to create a recreational boating cove

Quality waterfront living:
1. Low to medium density residential uses along Kai Tak Stream and fronting the waterfront (graduation of building heights towards water area)
2. Low density residential uses on islands

Runway tip open to the public: “Kai Tak Point” – aerospace museum, a signature Hong Kong destination

Marina and yacht facilities within Kwun Tong Typhoon Shelter

Continuous waterfront promenade

Realignment of Road T2 and Central Kowloon Route with some submerged sections
Kai Tak Environmentally Friendly City (“啓德環保都市 ”)

- **Kai Tak water ecological park** (to break the runway for water circulation)

- **Environmental protection museum** (to introduce mitigation measures adopted for the Approach Channel)

- **Preserve Air Traffic Control Tower**

- **Water recreation centre at To Kwa Wan Typhoon Shelter**

- **Waterfront promenade** (with pedestrian and cycling zones)

- **Cruise terminal & aviation museum at runway tip**

- **Bridge connecting Kwun Tong area**

- **Outside Kai Tak: Heritage trail/cluster at Kowloon City, transformation of San Po Kong to a business area, “Tung Fong” Film city at ex-Tai Hom Village**
Kai Tak Landing

- **Kai Tak Point** (cruise terminal, landmark office/hotel, viewing deck) – tip of runway
- **Canal Quays** (residential/service apartment, pedestrian bridge connections) – Kowloon Bay waterfront
- **Marina Centre** (water sports centre, Marina, vehicular pier/ferry pier) – Kwun Tong Typhoon Shelter
- **Linear Aviation Esplanade** (aviation museum, open-air theater, waterfront boardwalk)
- **Shoreline Village** (2-storey boat house/floating village, breakwater boardwalks, pedestrian linkage to To Kwa Wan)

- **Kai Tak Stadium & Sports Centre** (northern apron area)
- **Kai Tak Mixed Use** (residential development, premium office, retail, linkage with mass transit) – northern apron area
- **To Kwa Wan Promenade**
- **Emperor Rock Visual Corridors**
Leisure/Indigenous Culture Conservation District

- **40 ha. multi-purpose public square** (for ceremonial and leisure events)
- Runway as green park, aviation museum and artifacts at runway tip
- **Olympic village for world-class sportsmen**
- Approach Channel for water sports and aquatic leisure activities
- Cruise terminal at Kwun Tong waterfront
- Hotels along Kowloon Bay waterfront
- **Kowloon City culinary and indigenous culture area**
  (i.e. HK food culture and history for early settlement)
- **NE Kai Tak as a 30-ha commercial district**
  (for business and retail facilities)
- Marina and soho-type dining facilities along Hoi Sum park
Leisure Island

- Breaking up the runway and realignment of the coastline to create a "Leisure Island" for water recreation centres, flying school, aviation museum, cruise terminal etc.)
- Optimisation of Kai Tak Approach Channel for public enjoyment
- To create a 20-m wide continuous waterfront promenade from Kai Tak to Lei Yue Mun
- Automatic people mover system linking up Kai Tak & MTR stations
- Upgrading Kowloon Bay and Kwun Tong for premier office centre
Leisure & Recreation Node

- Leisure and Recreation Node at the runway tip (incl. stadium, cruise terminal, water recreation centre, aviation museum, ferris-wheel and some commercial elements)

- Reclamation at the Approach Channel for better layout of residential (Plot Ratio 3-5), metro park, and G/IC uses

- Automatic people mover linking up Kai Tak and Ngau Tau Kok MTR station

- Continuous waterfront promenade
Planning Concepts for Kai Tak 「啓德區的規劃概念」

- No reclamation as the major planning principle
- Develop watersports activities at Kai Tak Approach Channel
- Develop a “Food Corridor” 「中外飲食廊」 at the two sides of the Channel as a tourist attraction to promote Hong Kong food culture and local heritage of Kai Tak
- Develop an Aviation Museum (and to relocate the Air Traffic Control Tower as Kai Tak’s landmark) and Leisure/Entertainment Centre at the runway tip
- Relocate the cruise terminal to Kau Sai Chau
- Preserve cargo working area at Kwun Tong waterfront
- Shift the originally planned metropolitan park northwards due to no reclamation
World Exposition

- Most of the runway and the waterfront of Kowloon Bay for “World Exposition”
- Expo sites to be converted to residential use afterwards
- Permanent uses proposed:
  1. Small and medium enterprise hub, residential uses in North Kai Tak
  2. Stadium, or theatre in North Kai Tak
  3. Light rail/monorail connecting Kowloon Bay, via Kai Tak to To Kwa Wan and Hung Hom
  4. Restaurant and entertainment centre at Runway tip
  5. Navy display area near Kwun Tong
  Typhoon Shelter
Outline Concepts by Community Workshop

- No reclamation as the major planning principle (except two suggestions to reclaim part of it)

- Tourism/Recreation Node at the runway (metropolitan park, stadium, cruise terminal, landmark tower/ Ferris wheel) as a landmark of Kai Tak

- Cruise Terminal at the runway tip (one suggestion to shift it to To Kwa Wan Typhoon Shelter to make room for airfield at the runway)

- High density development at the northern apron area whereas low density development at the runway (to preserve views toward the ridgeline)

- Quality living by integrated network of open space and G/IC uses

- Continuous waterfront promenade linking Kai Tak and its surrounding districts
Outline Concepts by Community Workshop

- Proper transportation linkage within Kai Tak and with its surrounding districts (e.g. via monorail, bridge across Approach Channel, between runway tip to Kwun Tong etc.)

- Relocation of the existing marine and cargo handling facilities to make room for other land uses e.g. waterfront, tourism/recreation facilities

- Water recreation use at Approach Channel and Kwun Tong Typhoon Shelter

- Preserve Kai Tak's heritage (e.g. aviation museum or airfield)
Overview of Proposals Received

Development Ideas/Proposals:

Recreation/Tourism Related:
- Aviation Development Centre (at the existing HKAC site)
- “Dragon Ball City” (“龍珠城”) with a “Dragon Ball” tower (“龍珠塔”)
- Entertainment centre (e.g. Las-Vegas type development with casinos and 6-star hotels, “Red Light” district, soho-type entertainment centre)
- Formula 1 or 3 racecourse
- Golf course
- Museums with various themes e.g. aviation, military, Chinese history & local heritage
- Preservation of Air Traffic Control Tower
- Sailing facilities
- Theme/Amusement parks
- Triathlon training venue
- Underground shopping streets, large-scale shopping centre, waterfront alfresco dining

Next Step:
• Ideas will be further investigated taking into account their feasibility and suitability with the development visions/themes in preparation of the Outline Concept Plan
Overview of Proposals Received

Development Ideas/Proposals:

G/IC Related:
- Cultural town hall
- Government village
- Home for the elderly/hospitals
- School/University village

Transport/Infrastructure Related:
- Bridge connecting Kai Tak to Hong Kong Island
- Ferry services between Kai Tak and Central/Wanchai
- Ferry service from Kai Tak to Macau
- Kwun Tong Bypass tunnel
- Road connection proposal (Rhythm Garden)

Others:
- Container port back-up, dangerous goods storage and cargo handling area
- International market place/Exhibition centre
- Multi-media/digital visual centre (e.g. IT research & development/exhibition centre, youth centre for military training, religion, counseling etc.)

Next Step:
- Ideas will be further investigated taking into account their feasibility and suitability with the development visions/themes in preparation of the Outline Concept Plan
**Aviation Development Centre**

- A total area of about 3.3 ha
- Central headquarters and training base for the Hong Air Cadet Corps with adjoining multipurpose parade/ sports ground
- Administrative/ management centre and clubhouse facilities for the Hong Kong Aviation Club
- Aviation museum, with outdoor display areas and workshops
- Indoor and outdoor aviation facilities (including aviation memorial garden and landscaped activity area)
- Aviation business area to promote new aviation related technology
**Golf Course and Driving Range**

- Provision of a 18-hole or 27-hole golf course and driving range at Kai Tak
- Land requirement: about 60 to 120 ha.

**F1 Racecourse**

- Provision of Formula 1 racecourse
- Land requirement for the Shanghai International Circuit: about 100 ha.
  and the longest straight track: about 1.2 km

**Initial Observation:**

- Substantial land use of Kai Tak will be sterilized by the above facilities
- Enjoyment of the facility limited to small proportion of the public
**Sailing Facilities at Kai Tak**

- Approach Channel for competitive rowing, canoeing, dragon boat racing and training (about 2,000 m)
- Storage for rowing facilities (with ramps and pontoons at the waterfront)
- Sailing training facilities (including boat storage facilities, ramps and pontoons) facing Kwun Tong Typhoon Shelter
- Establish a water recreation area in Kowloon Bay (south-western side of Kai Tak)
Triathlon Training Venue

- Design of road and pedestrian facilities to enable a 5-km loop road for cycling races/training, running races and other events.

- Multi-sports centre for triathlon, running, cycle and other sports including access to the water.

- Comprehensive pedestrian and cycle ways throughout Kai Tak and properly linked with the hinterland.

- Proposed Stadium could become the main focus for distant running events as a start and/or finish point.

- Further improvements of water quality at the Eastern Harbour to ensure standards permit water recreation use.
Government Village

- Relocation of Central Government headquarters and offices to Kai Tak

**D of Adm’s Advice:**

- When the Government announced the deferral of the Tamar project in Nov 2003, we explained that the longer term plan to develop the Tamar site as the new Central Government Complex together with a new LegCo building and other compatible community facilities remains unchanged.
Kwun Tong Bypass Tunnel

- Replacing Kwun Tong Bypass by less intrusive structure

New Future for Kwun Tong Bypass
ETWB’s Advice:

- Engineering feasibility of the proposed immersed tube tunnel is yet to be ascertained
- Reclamation for tunnel portals and private land resumption are likely required
- Adverse traffic disruption during construction
- Possible environmental impacts during and after construction
- Cost Implications (incl. demolition, construction, land resumption, recurrent costs etc.)
- The bypass has a design life of more than 100 years but only been used for 15 years
Cargo and Port Facilities at Kai Tak

- Provision of Kwai Chung container port back-up storage at Kai Tak
- Utilizing part of the Kai Tak runway for dangerous goods depot
- Relocation of the existing Yau Ma Tei, Cha Kwo Ling and Kwun Tong cargo working facilities and Hung Hom freightyard to the runway of Kai Tak

EDLB’s Advice:

- Port back-up land should be provided close to the port wherever possible to enhance productivity of container terminal. New back-up land at Kai Tak is not necessary
- Proposed dangerous goods depot may create compatibility and safety issues
- From port operation point of view, there is no plan to relocate the cargo working area elsewhere
Overview of Comments on Development Components proposed in Approved OZPs

**Multi-Purpose Stadium**

- Supported by majority of the respondents

**HAB's Advice:**

**Need:**
- In line with the long term strategy of sports development in HK
- To build a world-class venue for hosting international sports events
- Consultancy study in 2001 confirmed the technical feasibility of a multi-purpose stadium in SEKD

**Proposed Multi-purpose stadium:**
- Main Stadium (Retractable roof for 50,000 - 70,000 spectators)
- Secondary Stadium (for > 5,000 spectators)
- Aquatic Centre (for > 4,000 spectators)

**Programme:**
- Depends on the Development Programme of Kai Tak

**Next Step:**
- Assume a multi-purpose stadium in OCP for Stage 2 Public Participation
Overview of Comments on Development Components proposed in Approved OZPs

Cruise Terminal

- General public support of developing a new cruise terminal and facilities at Kai Tak
Government Intention:

- Government is committed to developing a new cruise terminal in HK to capitalise on the growth of the cruise industry worldwide and in the region.
- Kai Tak is the only site within the Harbour which allows for future expansion of berthing facilities.
- The southern tip of the former Kai Tak runway has always been the location preferred by Government for development of cruise terminal to meet the long term needs of Hong Kong, as set out in the current Kai Tak (South) OZP.

Need:

- To sustain HK as a regional cruise hub, it is likely require:
  - 1 berth in the medium term (2009 to 2015)
  - 1-2 berths in the long term (beyond 2015)
- Economic benefits and employment opportunities arising from the development of Hong Kong as a regional cruise hub.
- If a new cruise terminal cannot be confirmed early, we will lose out to our regional competitors.

Next Step:

- To devise viable options for development of the cruise terminal facilities in the OCPs.
Overview of Comments on Development Components proposed in Approved OZPs

**Heliport**

- Some respondents expressed concern on the environmental impact of the heliport.

EDLB’s Advice:

**Need:**

- In anticipation of close cooperation and integration between Hong Kong and Pearl River Delta, additional cross-boundary heliport facilities would be required to meet the growth in cross-boundary helicopter traffic demand beyond 2015.

**Why Kai Tak:**

- Meets flight safety requirements
- Co-location of heliport and cruise terminal creates synergy in promoting development of a tourism node
- Allows shared use of CIQ

Next Step:

- Assume cross-boundary heliport in the OCP for Stage 2 Public Participation
Overview of Comments on Development Components proposed in Approved OZPs

**Marine Facilities**

- Polarized views between marine facilities operators and the general public
- Existing marine facilities be maintained, decommissioned, reprovisioned elsewhere?
- Compatible issues between future tourist development and Public Cargo Working Areas
- Enhance typhoon shelters into tourist attraction

*EDLB/ MD’s Advice:*

- Master Plan 2020 for Hong Kong Port
- Closure of PCWAs should take into account economic situation, employment, impacts on community and political sensitivity
- No plan to close PCWA at this stage
**Next Step:**

**Chlorine Trans-shipment Dock**
- by GLD
- assume relocation in the OCP to enable future development
- need to address reprovisioning site / programme

**MTK Gas Works**
- Naphtha Jetty
  - maintain existing operation pending future relocation of the Gas Works

**Typhoon Shelters, PCWAs, Mooring Buoys, Ferry Pier, Jetty and EQIA**
- require further assessment
- to investigate different options for retention/decommissioning

**Kwun Tong PCWA**
- may be affected by promenade

**Cha Kwo Ling PCWA**
- subject to investigation on the alignment of Road T2
Overview of Comments on Development
Components proposed in Approved OZPs

Refuse Transfer Station

- Concern on land use compatibility
- Strong reservation from local residents
**EPD's Advice:**

Need:

- A Regional RTS with sea frontage:
  - replace the existing Kowloon Bay Transfer Station (KBTS),
  - existing operation contract expires in April 2005 and it will reach its serviceable life in 2010
  - waste transfer service for Tseung Kwan O and Sai Kung areas upon closure of SENT landfill
  - marine transfer is more cost-effective & environmentally friendly mode of long distance transportation than road haul

Programme:

- Replacement RTS needs to be in operation by 2012
- As a temporary measure before commissioning of the replacement of RTS, waste from the catchment of KBTS would need to diverted to the West Kowloon Station and Sha Tin Transfer Station
Next Step:

- RTS considered not suitable in Kai Tak area
- Kaolin Mine Site as a potential site for RTS subject to feasibility study
Overview of Comments on Development Components proposed in Approved OZPs

Transportation Facilities -

Central Kowloon Route (CKR)/ Road T2 &

Environmentally Friendly Transport

- Environmentally friendly transport system & comprehensive pedestrian system
- General preference for rail-based system
- Not support construction of elevated strategic roads along waterfront
- Prefer more sunken roads and submerge the whole Road T2 alignment
- Replace Kwun Tong Bypass by a less intrusive structure
**ETWB/ TD’s Advice**

Need

- CKR/ T2 as part of the long-term strategic road network
- With CKR, traffic can bypass the existing east-west roads in central Kowloon, relieving serious congestions of these existing roads
- Road T2 to ensure continuity of Route 6 across Kowloon and together with Western Coastal Road as an east-west strategic route for TKO new town
- Most appropriate mode of environmentally friendly transport taking into account the scale of development, type of land uses, design population, and the level / timing of population in-take of Kai Tak

Programme

- CKR: as early as practicable
- Anticipated completion of CKR and Road T2: around 2012 - 2016
**Transportation Facilities**
*(CKR/T2 & Environmentally Friendly Transport)*

<table>
<thead>
<tr>
<th><strong>Next Step:</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alignment of CKR and Road T2</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Environmentally Friendly Transport</strong></td>
<td></td>
</tr>
</tbody>
</table>

- If proposed works involve reclamation, it will require the relevant bureaux/ departments to address the “over-riding public need” test.
- If necessary, alternative alignment would be prepared for further public consultation.
- Suitable provision would be allowed in the preparation of OCP to enable flexibility in the future planning.
Central Kowloon Route

Trunk Road T2

Western Coast Road
Overview of Comments on Development Components proposed in Approved OZPs

**Housing**
- Divergent views
  (mix of public & private housing vs. predominately high quality housing)
- Flexible planning framework to respond to future change in planning circumstances
- Prefer lower development intensity

**Office**
- Some doubted the need to introduce a new office node in view of supply in the surrounding areas
- Some suggested to develop a premier commercial/office centre

**Metropolitan Park**
- Many welcomed metropolitan park with proper linkage and waterfront promenade

**Next Step:**
- Medium housing density as starting point to achieve sustainable development in Kai Tak and surrounding areas
- Office use and Metropolitan Park to be examined in the preparation OCP
Thank you
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" (以人为本), 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 instead of instrument flying procedures 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

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, 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 provide 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 (拯救啟德運動)
- 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 160,000m² 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 (雲頂). 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 Jordon area should not be adopted in Kai Tak.

(18) **Kwun Tong Resident (觀塘居民)**
- Given the history of Messrs. Ho Kai (何啟) 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 (陳僑達先生) – 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 (徐嘉愷先生) – 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 2nd 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:

<table>
<thead>
<tr>
<th>Group</th>
<th>Land Use Themes</th>
<th>Recommendable Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Tourism, Leisure, Heritage</td>
<td>Kai Tak</td>
</tr>
<tr>
<td>2</td>
<td>Tourism, Sports</td>
<td>Kai Tak, A slogan: “啓建新家園, 德政見人和”</td>
</tr>
<tr>
<td>3</td>
<td>Tourism, Sports/Recreation, Quality Housing</td>
<td>Kai Tak</td>
</tr>
<tr>
<td>4</td>
<td>Tourism, Recreation, Culture Heritage</td>
<td>No recommendation</td>
</tr>
<tr>
<td>5</td>
<td>Environmental “City Lung”, Tourism, Sports</td>
<td>Environmental “City Lung” (環保市肺)</td>
</tr>
<tr>
<td>6</td>
<td>Recreation/Culture/Education, Tourism, Housing</td>
<td>Kai Tak, “啓德魅力”, “啓德新紀元”</td>
</tr>
<tr>
<td>7</td>
<td>Tourism</td>
<td>Kai Tak 3-Dimension (三度空間看啓德)</td>
</tr>
<tr>
<td>Group</td>
<td>Land Use Themes</td>
<td>Recommendable Name</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>8</td>
<td>Recreation</td>
<td>Kai Tak</td>
</tr>
<tr>
<td></td>
<td>➢ Tourism</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ Entertainment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>➢ Sport and Recreation</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Land Use Components</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise Terminal</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Preservation of Kai Tak Heritage (including aviation museum, preserve air control tower, etc)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Public open spaces (parks, piazza, promenade)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Tourism node at the runway, to include transport/aviation museum, hotel/entertainment building</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Landmark at the runway tip</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Integrated Sports Complex/Multi-purpose stadium</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Integrated environmentally and pedestrian friendly and efficient transport network (e.g. monorail)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Hotels</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Museums</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Heritage cluster/trail</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Waterfront alfresco dining</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Aviation centre without runway</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Mixed commercial uses</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Rowing and Sailing</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Low to Medium Density Housing</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cross boundary heliport</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Water recreation use along harbourfront/Approach Channel</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Aviation centre with runway</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Marina/yacht club</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Cultural Village</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Separated islands on Kai Tak runway</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Entertainment Centre</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
2. **Summary of Group Discussion Results**

**Group No: 1**

**Group Leader: Mr. Paul Zimmerman**

**Facilitator: Miss Evelyn LEE**

**Group members:**

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

(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 (啲德)” 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:

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

(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.

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

5 of 22
<table>
<thead>
<tr>
<th>DEVELOPMENT COMPONENTS</th>
<th>NO. OF VOTE</th>
<th>DEVELOPMENT COMPONENTS</th>
<th>NO. OF VOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotels</td>
<td>4</td>
<td>Sports complex</td>
<td>2</td>
</tr>
<tr>
<td>Preserve Kai Tak's heritage</td>
<td>7</td>
<td>Metropolitan park (reduced scale to avoid reclamation)</td>
<td>1</td>
</tr>
<tr>
<td>Museums</td>
<td>5</td>
<td>Waterfront promenade</td>
<td>1</td>
</tr>
<tr>
<td>Heritage cluster/trail</td>
<td>6</td>
<td>Light aviation centre at the runway tip</td>
<td>1</td>
</tr>
<tr>
<td>Landmark at the runway tip</td>
<td>4</td>
<td>Aviation development centre at the existing HKAC site</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Dragon ball city&quot; with &quot;dragon ball tower&quot;, boulevard, piazza and other recreation/tourism facilities</td>
<td>1</td>
<td>CDA site in Hoi Sham for commercial and residential development</td>
<td>1</td>
</tr>
<tr>
<td>Shoreline village</td>
<td>2</td>
<td>Commercial district (for business and retail activities)</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Tung Fong&quot; film city at the ex-Tai Hom village</td>
<td>1</td>
<td>Hospital</td>
<td>1</td>
</tr>
<tr>
<td>Fisherman Wharf</td>
<td>2</td>
<td>SCL station &amp; depot</td>
<td>1</td>
</tr>
<tr>
<td>Entertainment Building at Tourism Node</td>
<td>1</td>
<td>Trolley Bus/ Light Rail Transit</td>
<td>1</td>
</tr>
<tr>
<td>Indoor Recreation centre</td>
<td>1</td>
<td>Environmentally friendly transport</td>
<td>1</td>
</tr>
<tr>
<td>Multi-Purpose Stadium</td>
<td>5</td>
<td>Comprehensive pedestrian and cycling network/zones</td>
<td>1</td>
</tr>
<tr>
<td>Swimming Pool</td>
<td>1</td>
<td>Relocation of RTS to Tseung Kwan O</td>
<td>1</td>
</tr>
</tbody>
</table>

(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:

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

(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:

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

(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)
- 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:

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jenny CHAN</td>
<td>Economic Development &amp; Labour Bureau</td>
</tr>
<tr>
<td>CHOI Wai Fan</td>
<td>--</td>
</tr>
<tr>
<td>Christine CHOW</td>
<td>Harbour-front Enhancement Committee</td>
</tr>
<tr>
<td>Simon CHUNG</td>
<td>Highways Department</td>
</tr>
<tr>
<td>LEUNG Kong Yiu</td>
<td>Harbour-front Enhancement Committee</td>
</tr>
<tr>
<td>LEE Kwok Wai</td>
<td>The Hong Kong and China Gas Company Ltd.</td>
</tr>
<tr>
<td>何文奐</td>
<td>關注啓德規劃及發展聯席會議</td>
</tr>
<tr>
<td>黎廣德</td>
<td>想創維港</td>
</tr>
<tr>
<td>李景煇</td>
<td>--</td>
</tr>
<tr>
<td>李參</td>
<td>--</td>
</tr>
<tr>
<td>鈕明煇</td>
<td>Hong Kong Aviation Club</td>
</tr>
<tr>
<td>岑悅村</td>
<td>--</td>
</tr>
<tr>
<td>姚淑珍</td>
<td>--</td>
</tr>
<tr>
<td>容勉珍</td>
<td>關注啓德規劃及發展聯席會議</td>
</tr>
</tbody>
</table>

(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:

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

(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: –
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:

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

(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 Tsui 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 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:

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

(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:
• 啟德
• 香港國際旅遊中心
• 重現啟德
• 市民願景區
• 啟德

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

“啟德”

(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
- 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
Appendix 4

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 disproportionally 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.”