STAGE I PUBLIC ENGAGEMENT REPORT

SUBMITTED TO

ENERGIZING KOWLOON EAST OFFICE OF THE DEVELOPMENT BUREAU

Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

Social Sciences Research Centre
The University of Hong Kong

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Chapter One  Introduction

1.1 Background

The Chief Executive announced in his 2013 Policy Address the proposal of setting up a recreational landmark - "Kai Tak Fantasy" (KTF) on the site of the former runway tip in the Kai Tak Development (KTD). The area has excellent potential to be developed into an attractive world class destination to serve both the local community and the visitors.

Based on the approved Kai Tak outline zoning plan, the International Ideas Competition (the Competition) looks for creative thoughts and design excellence for KTF with a view to optimising the potential of KTF for developing into a world class tourism and entertainment hub, which will have synergy effect with the Energizing Kowloon East (EKE) initiatives in facilitating the transformation of Kowloon East to sustain the long-term economic growth of Hong Kong.

1.2 The Arrangement of the Competition

1.2.1 An Overview

KTF comprises the Kai Tak Runway, the Kwun Tong Ferry Pier Action Area and the enclosed waterbody between the runway and Kwun Tong waterfront. On the basis of the proposed land uses and broad development parameters on the Kai Tak Outline Zoning Plan, the Competition looks for creative thoughts and design excellence for KTF, participants can turn the Competition Area into a distinctive destination open for all, which is more than a traditional theme park. It will be a dynamic urban space for local people to enjoy, as well as an exciting attraction for visitors to the city.

The objectives of the Competition are to collect design ideas and concepts for the KTF which should achieve following:

(a) to establish an original design theme that will become easily recognizable and that will epitomize the creativity and energy of Hong Kong;

(b) to create an accessible and dynamic urban space that will encourage ownership by Hong Kong people and attract the attention of visitors;

(c) to complement the overall design and development principles for the KTD and adding value to the venues and amenities in the vicinity of the KTF site;

(d) to strengthen the relationship between the land-based facilities on the harbourfront and the waterbody between the old runway and the Kwun Tong waterfront;

(e) to allow opportunities for greater use of the waterbody adjoining the KTF site; and

(f) to provide for a green and low-carbon environment.
1.2.2  **Competition Area and Preliminary Planning & Design Requirements**

1.2.2.1  **Kai Tak Runway Tip**

The Kai Tak Runway tip is at the centre of eastern part of the territory. It enjoys a panoramic harbour view, and is adjacent to the Kai Tak Cruise Terminal and the Kwun Tong Typhoon Shelter. The Kai Tak Runway Tip has the potential to be developed into a state-of-the-art and first-of-its-kind destination with a unique theme. The entry submission should propose facilities to suit a theme to brand this unique place by giving visitors an all-round experience in learning, shopping and enjoyment. In terms of form, the facilities do not necessarily have to be confined within building structures, but also extend to other areas on the runway tip, including the waterfront, as well as spilling over onto the water body for accommodating various exhibits/displays and providing exciting place-making experiences. The participants should use the approved Kai Tak Outline Zoning Plan as the basis and make reference to its planned land uses and layout in the proposed design.

1.2.2.2  **Kwun Tong Ferry Pier Action Area**

Kwun Tong Ferry Pier Action Area is identified in the EKE Conceptual Master Plan as having potential for further development to facilitate the transformation of KE into an alternative CBD for Hong Kong. The proposed mixed uses include offices, artist workshops and office studio, retail, restaurants, outdoor performance area and waterfront promenade. Specifically the provision for art and creative industries can help transform KE into a business area with special character, promoting diversity and sustainability, adding vibrancy of the community and strengthening the unique theme.

Whilst the participants are to propose suitable water-based activities to better utilize the piers, consideration should be given to maintain their services and operation.

1.2.2.3  **The Enclosed Waterbody between the Kai Tak Runway Tip and Kwun Tong Ferry Pier Action Area**

Different sectors of the community and professional bodies agree that a vibrant waterfront is crucial in EKE. The intention of including the Kwun Tong Typhoon Shelter in the Competition Area is to allow the participants to propose suitable water activities in undertaking the design so as to make good use of the waterbody while maintaining its function as a typhoon shelter.
A two-stage public engagement exercise has been formulated to enable more structured public engagement activities to foster community support and general consensus on the design requirements of the Competition and on the Shortlist Entries of Competition:

(a) Stage 1 Public Engagement (20 June 2013 to 19 August 2013): to collect public views on the competition requirements; and

(b) Stage 2 Public Engagement: to collect public views on the Shortlisted Entries of the Competition that will be selected by the Jury Panel among the qualified entries.

In July 2013, the Energizing Kowloon East Office (EKEO) of the Development Bureau commissioned the Social Science Research Centre (HKUSSRC) of The University of Hong Kong to organize and undertake the two stages of public engagement on the “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”.

1.3 Stage 1 Public Engagement Activities

The two-month Stage 1 Public Engagement exercise took place between 20 June 2013 and 19 August 2013. To facilitate public discussion, information covering the Competition's background, a brief description of the objectives of the Competition, the Competition Area and design requirements were disseminated to the public for general reference. A dedicated website was launched to facilitate easy access to relevant publicity and consultation materials and details of the public engagement activities. Views and comments of different sectors of the community were collected from the following sources:

(a) Briefing sessions with advisory bodies including District Councils, Land Development Advisory Committee (LDAC), Harbourfront Commission, and the Working Group on Convention and Exhibition Industries and Tourism under the Economic Development Commission (EDC). Minutes/ gist of these briefing sessions are at Annexes A to F respectively;

(b) Briefing sessions with stakeholders such as local and overseas professional institutions. These briefing sessions were held on 19 June 2013 and 8 July 2013. A gist of views gathered is at Annexes G to H;

(c) Briefing sessions with media held on 20 June 2013. A gist of views gathered is at Annex I;

(d) Public Affairs Forum hosted by the Home Affairs Bureau (Annex J);

(e) Written submissions either by email or letter, copies of the submissions are at Annex K.

(f) Public Consultation Meeting held on 27 July 2013. A summary of the views gathered are at Annex L.

(g) Printed media (Annex M)
1.4 Purpose of this Report

The main purpose of this Report is to summarize the key public comments received in the Stage 1 Public Engagement and to provide general responses to them. This Report will also be a reference material for potential participants of the Competition in preparing their entry submission as some public comments at the appendices contain views on how KTF should be developed.
Chapter Two  Summary of Key Public Comments and EKEO Responses

This chapter provides a synopsis of the comments or suggestions on the design requirements of the Competition received during the public engagement process.

2.1 The Kai Tak Runway Tip

Comments received from the Consultation Committees

Members of the committees considered heliport could integrate with the tourism hub and that it is not necessary to place the heliport in the original location in order to provide flexibility in the design. The heliport can be placed to another location to minimise the impact of noise and air turbulence on the residents in the neighbouring area.

Some members suggested including the requirement of an airport museum in the Kai Tak Airport Runway Tip. They suggested that the waterfront promenade should incorporate a theme for art and culture. They also suggested that the design of the runway tip should facilitate organization of large-scale events. The participants shall propose a good land-water interface strategy so that the use of the waterfront will integrate with the development in Kai Tak runway tip and Kwun Tong Ferry Pier Action Area.

Members said that connection between Kwun Tong Action Area and Runway Tip such as water taxi/bus can also be considered. Others suggested increasing parking spaces for coaches and cars in the Runway Tip.

Some others asked about the design requirement of the ex-fire station landing steps at the runway tip. Members opined that the views of different stakeholders including water sports groups and creative arts groups should be considered in formulating the design requirements.

EKEO Response

Participants can place the heliport at other locations for better integration with the proposed development in the runway tip subject to the technical requirements of the heliport being fulfilled. Participants are also encouraged to design the waterbody to accommodate urban city events while not affecting the operation of the typhoon shelter. The Competition is also looking for effective water-borne connections and therefore participants are encouraged to suggest innovative means of connection between Kwun Tong Action Area and Runway Tip.

The Kai Tak Runway Tip could be developed into a tourism and entertainment hub, offering shopping malls, hotels, offices and entertainment facilities. While participants may make
reference to the aviation, marine and transportation background of the KTD Area, the
development of this area is not intended to be a traditional theme park or museum. As far as the
development theme of KTF is concerned, it is noted that more flexibility should be allowed for
new ideas that establish an original design theme that will become easily recognizable and
epitomize the creativity and energy of Hong Kong. The Competition is therefore open for
submissions to propose brand for this unique place by giving visitors an all-round experience in
learning, shopping and enjoyment, making this place a world class attraction for both people in
Hong Kong and visitors from all parts of the world.

Participants are required to propose a public transport interchange and the proposals have
flexibility to integrate the heliport into the proposed development at runway tip subject to the
technical requirements of the heliport being fulfilled. Detailed feasibility study and impact on
the neighbourhood will be further studied later in the planning and engineering study stage.

The ex-fire station landing steps at the runway tip is now disused, the participants can make
better use of the existing structure to facilitate the transport activities in the land water interface.
The public views including various stakeholders are taken into account in formulating the
design requirements.

Comments received from the Public Consultation Meeting and Written Submissions

Some members of the public considered that different regions of the runway tip could have
different themes like the Disney Water Park in Japan. Some others suggested building a
transport museum. They opined that mixed-use building should be allowed, and the hotels and
commercial buildings in this place should use sustainable designs. Others suggested that a
landmark building could be built but the buildings should not block the sky line and the shore
coastline should be able to accommodate plenty of people to watch performances such as
fireworks.

Members suggested that the runway tip should be provided with more green spaces, parks and
open places, all connected together so the public of all ages can walk or cycle through all the
parks. Further, the heliport should not be built on ground, in order to free up the space for
other purposes.

EKEO Response

The Competition is open as to themes. Participants are encouraged to establish an original
design theme that will become easily recognizable and that will epitomize the creativity and
energy of Hong Kong. The participants should propose facilities to suit a theme to brand this
unique place by giving visitors an all-round experience in learning, shopping and enjoyment.
The Kai Tak Runway Tip could be developed into a tourism and entertainment hub, offering
shopping malls, hotels, offices and entertainment facilities; the development of this area is not intended to be a traditional theme park or museum.

An “iconic” design is not a set requirement but participants are welcome to include one in their design as they consider appropriate. To allow more design flexibility, the buildings can exceed the maximum height restriction on the Outline Zoning Plan and the proposed uses need not follow strictly the zoning boundary on the Kai Tak Outline Zoning Plan. However, the restricted height of about 460mPD (usually referred as Airport Height Restriction) as prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap.301) should be observed.

On green spaces, it is stated in the Planning and Design Requirements of the Competition Document that a minimum greening ratio of 60% of the Runway Park is required, and that the Heliport can be placed at other locations for better integration with the proposed development in the runway tip subject to fulfilling the technical requirements of the heliport.

2.2 The Kwun Tong Ferry Pier Action Area

Comments received from the Public Consultation Meeting and Written Submissions

Some members of the public proposed to develop the area into a theme park to attract tourists, open up the Kwun Tong waterfront promenade and provide marina facilities along the waterfront.

Members of the public considered that the development of Kwun Tong Ferry Pier Action Area should adopt low-carbon principles. In addition, they suggested that more flexibility should be allowed for the design of the Kwun Tong Ferry Pier Action Area so as to facilitate the integration of the existing facilities such as the dangerous goods vehicular pier into the new proposals.

EKEO Response

The Kwun Tong Ferry Pier Action Area has the potential for comprehensive development for mixed uses that are complementary to the tourism and entertainment uses at the runway tip, create synergy for the transformation of Kowloon East to a business district, and enhance the incubator role for creativity, arts and culture uses. The KTF area, including the Kwun Tong Ferry Pier Action area, is not intended to be developed as a theme park. It is envisaged as an attractive and entertaining destination not just appealing to overseas visitors, but also for the enjoyment of the local people.
The Kwun Tong Promenade is not included in the Competition Area because its Stage 1 has been put into active use, and the Stage 2 is expected to complete in late 2014. However, participants are welcomed to make proposals to further enhance its relationship with the adjacent water.

The design requirements for the Kwun Tong Ferry Pier Action Area, which are distilled from the statutory requirements, are to set out the framework for planning and design. Flexibility for modification has been made available where appropriate. On the basis of maintaining the operation of the three existing piers, the participants are invited to improve the physical form and function of the piers to suit the proposed design concept and place-making strategies.

2.3 The Enclosed Waterbody between the Kai Tak Runway Tip and Kwun Tong Ferry Pier Action Area

Comments received from the Consultation Committees

Members of the committees said that the existing typhoon shelter function should be preserved when considering alternative uses of the waterbody in the new proposal. Some members suggested that, with the improvement of water quality, the area could be used for international water sports activities. Others opined that the water quality constraints should be made known to the participants.

EKEO Response

While the function of the typhoon shelter would remain under the current plan, the competition looks for innovative ideas to energize the waterbody to add vibrancy to the Kwun Tong waterfront having due regard to the existing water quality. The proposed uses of the waterbody should complement the world-class tourism-related attractions and activities in the area. The waterbody should be fully utilized to create another major attraction of the KTF. The information about the size, depth and water quality of the waterbody will be incorporated in the Competition Document.

Comments received from the Public Consultation Meeting and Written Submissions

Members of the public considered that the waterbody should allow entertainment and cultural activities including both indoor and outdoor performances. The design should allow large-scale activities/sports to be organized in the waterbody for a huge number of audiences to enjoy from the waterfront on both sides of the typhoon shelter. Further, they also mentioned that the water activities should meet the needs of Hong Kong people and different types of water activities
should cater for people of different ages. However, some said that the organizer must clearly mention which types of water sports would be allowed in view of the poor water quality. In addition, some places should be reserved to teach students/children to learn from Hong Kong’s marine ecology.

Some members asked for the information about the size and depth of the waterbody. They asked whether the water is clean enough for water activities and whether the participants need to deal with the problems of water pollution. Information on the quality of the waterbody should be provided to the participants.

**EKEO Response**

The participants will be invited to suggest vibrant uses to unleash the potential of the waterbody in the Competition Document. They will also be advised to make reference to the public comments summarized in this Report which will be made available during their design process.

The information about the size, depth and water quality of the waterbody will be incorporated in the Competition Document. It is not a design requirement for the participants to enhance the water quality issue of the waterbody. However, the participants are welcomed to take into account the existing water quality in the waterbody to propose suitable activities with a view to adding vibrancy to the waterfront.

### 2.4 The Connectivity

**Comments received from the Consultation Committees**

Members of the committees welcomed the inclusion of the Kwun Tong Transportation Link (KTTL) which connected the runway tip and Kwun Tong into the design requirements. They suggested that there are scopes to use the breakwater as the landing points of the bridge and to build piers in Kai Tak Development (KTD) Area to enhance connection.

Some members considered that the Kwun Tong Transportation Link was necessary, and was concerned whether it was a mandatory item in the competition or whether the views of the committee could be conveyed to the participants.

**EKEO Response**

Environmentally Friendly Linkage System (EFLS), including the KTTL connecting Kai Tak and
Kwun Tong, is proposed to enhance the connectivity of KTD and the adjacent districts. The participants are required to take the proposed EFLS into account as long term proposal and also provide interim solutions to connect the runway tip and Kwun Tong.

All public opinion in the first stage of public engagement has been fully recorded in this report and they are suitably incorporated in the Competition Document. The participants will also be advised to make reference to the public comments summarized in this Report which will be made available during their design process.

*Comments received from the Public Consultation Meeting and Written Submissions*

Members of the public considered that there is a need to connect Kai Tak, Kwun Tong ferry pier and Kwun Tong MTR via Hoi Yuen Road so that people can walk from Kai Tak to Kwun Tong. The participants should also consider improving the connection between Kai Tak with the Telford Garden walkways.

Cycling should also be encouraged, therefore the proposal should be required to include cycle tracks around the water body.

Water transport should also be explored (example: water taxi) to connect both sides of the waterfront and integrate with the land transport.

The connectivity strategy should take account of all the weather factors, and aim to provide an efficient transportation system for people of all ages to travel around the KTF and its surrounding areas.

Other members opined that the EFLS should connect Kwun Tong MTR station, Kai Tak station of the Shatin to Central Link and further extend to Tsim Sha Tsui.

*EKEO Response*

The Competition looks for an improvement of the existing and planned connections. The planned KTTL connecting Kai Tak and Kwun Tong allows the co-use by pedestrian, cyclist and the EFLS so that people can walk from Kai Tak to Kwun Tong. The Telford Garden is located outside the Competition Area. Enhancement to its connection with the KTD Area will be examined in the Kowloon Bay Business Area Pedestrian Environment Improvement Feasibility Study.

The KTD will be provided with a comprehensive cycle network for leisure and recreation. The participants are encouraged to extend the route through the runway tip and make use the KTTL
to reach the Kwun Tong waterfront.

Water taxi is an option that participants can consider to enhance connectivity within the Competition Area. The practicability of the design will be further examined at the planning and engineering study stage after the Competition.

The participants should follow the given alignment of EFLS in the Competition document.

2.5 The General Design and Technical Arrangement

Comments received from the Consultation Committees

Some Members noted the KTF is in a prime location and this piece of land should be developed with attractive facilities and as a world-class tourist destination, so that Hong Kong can even surpass other competitors with landmark projects. Some of them supported the international competition for the urban planning and design concepts, but suggested that the Government should adopt a forward-looking approach, and the competition should allow maximum flexibility on the site layout, design, and facilities requirements. Some did not support the proposed “Edutainment” theme.

Members mentioned that the overall context was important and that entrants should be advised to take account of interfaces with surrounding elements such as the Kai Tak nullah area and the Kwun Tong Promenade and a greater emphasis needs to be given to the expectation of a major attraction that will be unique to Hong Kong and that would draw residents and visitors alike down the Kai Tak runway to the tip i.e. the “pull factor”. Also, the competition should be looking for much more than an “edutainment destination” and should be seeking to involve the best creative talent from around the world. In addition, it is important to mention the Protection of the Harbour Ordinance (PHO) in the Competition Document and for consideration by the Jury.

Members of the committees recommended that the participants should consider elements of environmental protection and sustainable development in the design. Thus, it should be a design requirement that the participants should use environmental friendly materials and environmentally protection facilities to reduce unnecessary use of building materials.

The competition area should be extended from the Kwun Tong Typhoon Shelter to the bridge connecting the south apron area and the runway to fully utilize the water embankment and allow additional supporting water activities. For better land-water interface, extension to the Kwun Tong promenade and the area underneath the Kwun Tong Bypass should also be considered.
Some members also inquired if the area will be developed entirely according to the winning scheme and whether there will be channels for the District Councils to express their opinions if the winning scheme contradicts with their views and whether the District Councils would be invited to participate in the assessment of the competition. Others concerned about the implementation of the winning design.

**EKEO Response**

The prominence and potential of the KTF competition area is well recognized. In view of its significance, the Competition sets out a platform for soliciting excellent ideas such that this piece of urban land could best utilized and designed. The design requirements, which are distilled from the statutory requirements, are to set out the framework for planning and design. Flexibility for modification has been made available where appropriate.

The competition is open as to themes. Participants are encouraged to establish an original design theme that will become easily recognizable and that will epitomize the creativity and energy of Hong Kong. The participants should propose facilities to suit a theme to brand this unique place by giving visitors an all-round experience in learning, shopping and enjoyment. Participants are encouraged to incorporate the concept of sustainability and green features in their design.

The Competition Area has been extended to cover part of the water body at the Kai Tak Approach Channel up to the bridge connecting the south apron area and the runway (i.e. the Kai Tak bridge) for a more coherent design. The design of a proposed pedestrian footbridge at the tip of south apron is not the subject of the Competition as the Kai Tak Office of the Civil Engineering and Development Department would have a comprehensive and holistic arrangement for all the footbridges across the Kai Tak Approach Channel.

The Kwun Tong Promenade is not included in the Competition Area because its Stage 1 has been put into active use, and Stage 2 is expected to complete in 2014. Implementation of improvement proposals for areas underneath Kwun Tong Bypass are also being taken forward. However, participants are welcomed to make proposals to further enhance its relationship with the adjacent water.

The shortlisted submissions will be exhibited for public comments, including those from the District Councils. The public comments on the shortlisted submissions will be taken into account in the final adjudication. After the Competition, the government will proceed with the planning and engineering study, which is a very comprehensive process to take forward good ideas generated from the winning schemes as appropriate. The study will examine the designs’ technicality; operational, functional and cost effectiveness; and feasibility of the suggestions in meeting various statutory requirements.
Comments received from the professional institutes

Members of the institutes suggested that the Approach Channel near Kwun Tong Typhoon Shelter (KTTS) and the Kwun Tong Promenade could be included in the Competition Area. It is not a design requirement for the participants to deal with the water quality issue of the waterbody. However, the participants are welcomed to make use of design and other strategies to help improve the water quality. They questioned whether the proposed bridges at the Kai Tak Approach Channel are included in the Competition and the scope/flexibility for designing the bridge.

Some Members considered that energy efficient measures should be included into the design requirement. Some others queried whether open space above ground level could be accepted.

For the Competition Document, members suggested including more information on the design and operation of the dangerous goods vehicular ferry pier. They also suggested that the requirements and restrictions for the water-land interface and the existing connectivity of the competition site and the area nearby should be specified. In addition, technical information on the design of Trunk Road T2 including its cross section, alignment should be provided.

Some members suggested that public engagement can be extended to reach out to overseas members. Further, they were concerned about the assessment/judging criteria such as weighting of the public views and financial viability. Some also raised questions on the composition of the jury and how to take forward the award scheme.

Some members suggested that there can be two briefs for the two stages in that the first brief is a simplified version and the second one a full version, so as to attract more submissions in the first stage.

Some members opined that the competition could be open for all competitors including students and it could be divided into different categories of competitors.

EKEO Response

The Competition Area has been extended to cover part of the water body at the Kai Tak Approach Channel up to the bridge connecting the south apron area and the runway (i.e. the Kai Tak bridge) for a more coherent design. The design of a proposed pedestrian footbridge at the tip of south apron is not the subject of the Competition as the Kai Tak Development Office would have a comprehensive and holistic arrangement for all the footbridges across the Kai Tak Approach Channel. On water quality, it is not a design requirement for the participants to enhance the water quality issue of the waterbody. However, the participants are welcomed to take into account the existing water quality in the waterbody to propose suitable activities with a
view to adding vibrancy to the waterfront.

Participants are encouraged to incorporate sustainability and more green features, including energy efficient measures, in their design. The proposed open space could be at above ground level but it should be easily accessible by the public.

Information regarding the dangerous goods vehicular ferry pier and essential requirements are stated in the Competition Documents. Information on the existing and planned transport facilities within the competition area and its surrounding including Trunk Road T2 has been provided in the Competition Document.

There will be a second stage of public engagement after the first round. To reach out to local and overseas parties, roving exhibitions of the shortlisted entries will be set up at local community areas and tourism spots. There will also be an online version of the feedback form so that the public from overseas can contribute their opinions as well. A full report of comments will be prepared by an independent consultant and provided to the jury for them to take into consideration during the judging process. As to financial implication, the relevant information will be provided for the jury panel consideration in the adjudication.

The composition of the jury panel will be announced at the launch of the competition. After the Competition, the government will proceed with the planning and engineering study, which is a very comprehensive process to take forward good ideas generated from the winning schemes as appropriate. The study will examine the designs’ technicality; operational, functional and cost effectiveness; and feasibility of the suggestions in meeting various statutory requirements. The Government will consider inviting the winner or the leader of the winning team to provide advices in the subsequent planning and engineering study.

As major changes to the design of entry submissions are not considered appropriate, the full requirements of the Competition would be made available in the Competition Document at the first stage so that participants can have a complete picture in formulating their schemes.

In view of the complexity of the technical and design requirements in this Competition, we decide that this Competition will only be opened for professionals of planning, architecture, urban design, engineering, surveying and land landscape architecture. Notwithstanding this, students and other non-professionals who form teams that are led by a professional are eligible to join the competition. To allow for more participation in the Competition by the general public, consideration is being given to inviting place-making proposals to brand the place and give KTF a unique identity based on the shortlisted submissions. Details of this are being worked and will be announced in due course.
Comments received from the Public Consultation Meeting and Written Submissions

Some members considered that the design competition is not necessary as it will delay the implementation of the development.

Members of the public suggested that the areas in the KTD Area such as the Metro Park, the waterfront of the Cruise Terminal and the runway should be included in the competition for a more effective design. Clarification is needed on whether the competitors have to observe the PHO.

The theme on “Edutainment” should be encouraged. Other important requirements of the competition, such as innovation, should be set out in the competition document. In terms of design, it should be sustainable, viable and popular that meets the needs of the local Hong Kong people and the residents in the district. Furthermore, opinions of stakeholders from different age groups and hierarchies within the community should also be considered.

The use of environmentally friendly materials should be encouraged in building design. On the roof, there should be plenty of space to grow plants. The use of renewable energy and self-generated power technology to achieve low emission, and the adoption of open design should also be encouraged. Some members asked whether that there is any requirement of an “iconic” design.

All information on the Website should be bilingual (in both English and Chinese).

The competition should be open to all including Mainland students. Some members of the public suggested inviting schools in organizing their students to participate in the Competition.

The participants should take account of the public opinions in their design. Some members of the public are concerned on the weighting of public views in the assessment. Some considered that public views is important whilst others opined that limited weight should be given to ensure a more comprehensive and holistic judgment.

Members also queried whether financial implication will be examined in the assessment. Some members concerned how to take forward the award scheme.

EKEO Response

The Competition Area has great potential to be developed into a world famous landmark given its large area at this prominent spot. The key objective of the competition is to generate ideas for the design and development of the KTF for future implementation by the Government. According to the development programme, the KTD will broadly be completed in around 2021.
The KTF development will be implemented by stages and generally follows the programme of KTD.

The Metro Park and other areas of the runway are not included in the competition area because the intention is to collect design ideas and concepts for the area in the runway tip, the Kwun Tong Action Area and the waterbody between them. Nevertheless, the participants are required to consider integration of their schemes with the immediate environs. They are also required to give due consideration to compliance with the PHO. This requirement is specified in the Competition Documents.

More flexibility should be allowed for new ideas that establish an original design theme that will become easily recognizable and epitomize the creativity and energy of Hong Kong. The Competition is therefore open for submissions to propose and branding for this unique place by giving visitors an all-round experience in learning, shopping and enjoyment, making this place a world class attraction for both people in Hong Kong and visitors from all parts of the world.

Participants are also encouraged to incorporate sustainability and more green design features in their schemes. An “iconic” design is not a set requirement but participants are welcome to include one in their design as they consider appropriate.

As an international design competition, all key information including the Website, Competition Document and other materials will be bilingual.

In view of the complexity of the technical and design requirements in this Competition, we decide that this Competition will only be opened for professionals of planning, architecture, urban design, engineering, surveying and land landscape architecture. Notwithstanding this, students and other non-professionals who form teams that are led by a professional are eligible to join the competition. To allow for more participation in the Competition by the general public, consideration is being given to inviting place-making proposals to brand the place and give KTF a unique identity based on the shortlisted submissions. Details of this are being worked out and will be announced in due course.

All public opinion in the first stage of public engagement have been fully recorded in this report and they are suitably incorporated in the Competition Document. The participants will also be advised to make reference to the public comments summarized in this Report which will be made available during their design process. There will be a second stage of public engagement after the first round of submission, during which the public can further comments on the shortlisted entries. A full report of comments will be prepared by an independent consultant and provided to the jury for them to take into consideration during the judging process.

As to financial implication of the submissions, the relevant information will be provided for the jury panel consideration in the adjudication. After the Competition, the government will
proceed with the planning and engineering study, which is a very comprehensive process to take forward good ideas generated from the winning schemes as appropriate. The study will examine the designs’ technicality; operational, functional and cost effectiveness; and feasibility of the suggestions in meeting various statutory requirements. The Government will consider inviting the winner or the leader of the winning team to provide advices on the subsequent planning and engineering study.
Chapter Three  
Way Forward

The comments and suggestions received during the Stage 1 Public Engagement have already been compiled and considered. The public comments and suggestions on the design requirements have been taken into account in the preparation of Competition Document.

This Report will be made available at the dedicated website to facilitate public inspection and the potential participants of the Competition in preparing their entry submission.
Annex

Annex A  Minutes of the briefing session with the Housing and Infrastructure Committee of the Kowloon City District Council was held on 27 June 2013

Annex B  Minutes of the briefing session with the Wong Tai Sin District Council was held on 2 July 2013

Annex C  Minutes of the briefing session with the Kwun Tong District Council was held on 9 July 2013

Annex D  Key issues raised in the briefing session with the Land Development Advisory Committee (LDAC)

Annex E  Key issues raised in the briefing session with Harbourfront Commission

Annex F  Key issues raised in the briefing session with the Working Group on Convention and Exhibition Industries and Tourism under the Economic Development Commission (EDC)

Annex G  Key issues raised in the briefing session with the Local Professional Institutes

Annex H  Key issues raised in the briefing session with the Overseas Professional Institutes with Hong Kong Chapter

Annex I  Key issues raised in the briefing session with the Media

Annex J  5 comments were received in the Public Affairs Forum hosted by Home Affairs Bureau

Annex K  15 written submissions were received

Annex L  Summary on the Public Consultation Meeting on 27 July 2013

Annex M  26 news articles from 18 newspapers
Annex A: Minutes of the briefing session with the Housing and Infrastructure Committee of the Kowloon City District Council was held on 27 June 2013

九龍城區議會轄下
房屋及基礎建設委員會第十次會議記錄

日 期： 2013 年 6 月 27 日(星期四)
時 间： 下午 2 時 30 分
地 點： 九龍城民政事務處會議室
出席者：
副主席： 劉超傑議員
委 員： 蕭妙文議員 (於下午 4 時 37 分離開)
       李慧琼議員, JP
       蕭佳聲議員 (於下午 2 時 45 分出席)
       (於下午 4 時 23 分離開)
       鄭利明議員
       劉偉榮議員, JP
       彭曉明議員, JP
       張仁康議員
       莫嘉嫻議員
       吳奮金議員
       楊永杰議員 (於下午 4 時 49 分離開)
       左滙雄議員
       楊振宇議員 (於下午 4 時 23 分離開)
       吳寶強議員 (於下午 2 時 50 分出席)
       (於下午 5 時 15 分離開)
       潘華嘉議員
       潘志文議員
       任國棟議員
       蕭婉嫦議員, BBS, JP
       李薔議員, MH

秘 書： 鄧俊豪先生 九龍城民政事務處一級行政主任(區議會)
列席者： 溫志揚先生 九龍城民政事務助理專員
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

應邀出席者：

議程二
李啓榮先生
陳群芳女士
何文堯先生
李啓榮先生
發展局起動九龍東辦事處起動九龍東專員
發展局起動九龍東辦事處地方營造經理(設計)2
飛躍啓德概念比賽顧問
議程三
魏文先生
王在球先生
香港電車有限公司總經理
香港電車有限公司營運經理
議程五
林綺波先生
杜瑞志先生
渠務署九龍及新界南渠務部高級工程師
教育局總學校發展主任(九龍城)
議程六
鍾志明先生
周少康先生
吳啟明先生
渠務署九龍及新界南渠務部工程師
渠務署九龍及新界南渠務部工程師
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議程七
崔立仁先生
黃耀強先生
香港房屋協會助理總經理(物業管理)
香港房屋協會經理(物業管理)
議程八
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商務及經濟發展局經理(旅遊)42
及九
彭錫榮先生
環境保護署首席環境保護主任(空氣政策)
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簡惠詩女士
至十二
林瑞英女士
香港房屋協會助理總經理(物業管理)
香港房屋協會經理(物業管理)

缺席者：
何顯明議員, MH
黃以謙議員
陸勁光議員
黃潤昌議員

新議事項

通過上次會議記錄

2. 第九次會議記錄無須修訂，獲得通過。

Social Sciences Research Centre, HKU
起動九龍東「飛躍啓德」城市規劃及設計概念國際比賽

(文件第32/13號)

3. 發展局起動九龍東辦事處(下簡稱「發展局」) 起動九龍東專員李啓榮先生介紹文件第32/13號。

4. 李慧琼議員歡迎發展局舉辦是次比賽，並希望藉着啓德的再次規劃，打造一個有活力的海濱，同時能活化紅磡及土瓜灣周邊一帶範圍。

5. 任國棟議員希望局方就是次比賽考慮加入環保及可持續發展元素，要求參賽者使用環保物料及環保設施，以減少使用不必要的建築材料。

6. 蕭婉嫦議員建議在啓德跑道末端設立機場博物館，又建議於打造具有藝術文化氣息的海濱長廊時貫徹環保概念。

7. 劉偉榮議員詢問位於啓德跑道末端的消防碼頭及位於觀塘避風塘旁邊的倉庫會否對外開放。劉議員亦建議伸延觀塘避風塘的範圍至連接橋為界，及充分利用水堤，並加設水上運輸配套。

8. 鄭利明議員認為比賽內容空泛，詢問局方有沒有評審目標或概念。

9. 劉議員建議在啓德發展區增設社區會堂。

10. 發展局李啓榮先生作出回應，重點如下:

   一 據已批核的啓德分區計劃，參賽者可利用啓德發展區本身獨特的航空、航海及運輸背景，把啓德跑道末端發展為旅遊及娛樂中樞，提供商場、酒店、辦公室及娛樂設施；局方並不是建議把這區發展為傳統的主題公園或博物館。

   二 啓德發展區範圍內已有一系列的政府設施服務當區市民，所以是次比賽並沒有加入建設社區會堂的要求。
— 位於啟德跑道末端的前消防局碼頭現已棄用，比賽要求參賽者善用現有碼頭的設計，以促進水陸介面的活動。

— 局方可對將設計範圍伸延至明渠進口道的建議作考慮，但當初設定比賽涵蓋範圍時，所考慮到的是觀塘避風塘的水質相對明渠進口道的水質是較適合進行水上活動。

— 在打造一個有活力的海濱時，設計上的佈局是要使其容易使用及便於舉行不同活動，令海濱更有活力。另外，局方可要求參賽者在設計概念中加入環保及藝術文化元素。

— 雖然起動九龍東辦事處的服務範圍主要集中於九龍灣、觀塘及啓德新發展區，但局方亦有就啓德新發展區的交通配套及措施等與土木工程拓展署啓德辦事處保持緊密聯繫。

11. 張仁康議員詢問於原址安置前啓德機場指揮塔的可能性。

12. 莫嘉嫻議員期望啓德新發展區可發展成為香港的新地標，另希望局方能夠諮詢不同持份者的意見，包括水上活動團體及創意藝術團體。

13. 吳奮金議員希望局方於啓德新發展區提供完善的交通配套。

14. 發展局李開榮先生作出回應，重點如下：

— 局方會向有關部門查詢前啓德機場指揮塔的保留狀況，如有合適的保留物件，會考慮要求參賽者善用有關物件。

— 局方將於7月底舉行公眾諮詢會，屆時歡迎各屆人士出席並就比賽要求發表意見。同時，局方亦會就這項議題諮詢專業團體。

— 局方會留意日後交通配套的安排。

15. 副主席希望是次比賽意念能夠強調協同效應，帶動九龍城區的新舊區共融，從而活化社區。
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”
Annex B: Minutes of the briefing session with the Wong Tai Sin District Council was held on 2 July 2013

香港特別行政區第四屆黃大仙區議會
第十一次會議記錄

日期：二零一三年七月二日（星期二）
時間：下午二時三十分
地點：九龍黃大仙龍翔道138號龍翔辦公大樓6樓
黃大仙區議會會議室

出席者：
李德康先生, MH, JP  黃大仙區議會主席
黃錦超博士, MH  黃大仙區議會副主席
陳安泰先生  黃大仙區議員
陳偉坤先生  
陳炎光先生  
陳婉嫻女士, SBS, JP  
何漢文先生, MH  
何賢輝先生  
許錦成先生  
簡志豪先生, BBS, MH, JP  
郭秀英女士  
黎榮浩先生  
李達仁先生, MH  
莫仲輝先生, MH  
莫健榮先生  
莫應帆先生  
譚香文女士  
沈運華先生  
蘇錫堅先生  

Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

譚美慕容女士
丁志威先生
黃金池先生,BBS,MH,JP
王吉顯先生
黃國桐先生
黃國恩博士
黃逸旭先生
胡志偉先生, MH
袁國強先生

因事缺席者：
陳曼琪女士,MH
黃大仙區議員

列席者：
曾偉雄先生 警務處處長 香港警務處 (三)(i)
鄒愛宏先生 黃大仙警區指揮官 香港警務處
黎惠賢女士 黃大仙警區警民關係主任 香港警務處
顏鐵誠先生 處長參事 香港警務處
陳思達先生 總新聞主任 香港警務處
古雪儀女士 總新聞主任 香港警務處
楊何蓓茵女士, JP 運輸署署長 運輸署 (三)(ii)
彭偉成先生 助理署長/市區 運輸署
蔡植生先生 總運輸主任/九龍 運輸署
許曉斌女士 首席新聞主任 運輸署
姚百明先生 高級工程師(九龍東) 運輸署
方崇傑先生 工程師/黃大仙 運輸署
李美鳳女士 高級運輸主任/黃大仙 運輸署
梁日喬先生 運輸主任/黃大仙 運輸署
龍小玉女士 九龍規劃專員 規劃署

李啟榮先生 起動九龍東專員 發展局 (三)(iv)
黎萬㩆女士 高級地方營造經理(規劃) 發展局
何文堯先生 飛躍啟德概念比賽顧問 發展局

Social Sciences Research Centre, HKU 27
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

<table>
<thead>
<tr>
<th>Name</th>
<th>Position and Organisation</th>
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<tr>
<td>蕭偉全先生, JP</td>
<td>黃大仙民政事務專員 黃大仙民政事務處</td>
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<td>鄒愛宏先生</td>
<td>黃大仙區指揮官 香港警務處</td>
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<td>伍莉莉女士</td>
<td>黃大仙及西貢區福利專員 社會福利署</td>
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<td>盧錦欣先生</td>
<td>總工程師 土木工程拓展署</td>
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<td>蔡植生先生</td>
<td>總運輸主任/九龍 運輸署</td>
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<td>高級房屋事務經理（黃大仙） 房屋署</td>
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<td>陳耀強先生</td>
<td>黃大仙區環境衛生總監 食物環境衛生署</td>
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<td>何知行先生</td>
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<td>丁天生先生</td>
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<tr>
<td>胡偉光先生</td>
<td>署理高級聯絡主任 2 黃大仙民政事務處</td>
</tr>
<tr>
<td>唐慧蘭女士</td>
<td>一級行政主任（區議會） 黃大仙民政事務處</td>
</tr>
</tbody>
</table>
秘書：

林詠詩女士
高級行政主任(區議會)
黃大仙民政事務處

三(iv) 「飛躍啟德」城市規劃及設計概念國際比賽

(黃大仙區議會文件第59/2013號)

77. 主席歡迎為此議程出席會議的發展局起動九龍東專員李啟榮先生、起動九龍東辦事處高級地方營造經理(規劃)黎萬寛女士及飛躍啟德概念比賽顧問何文堯先生。

78. 李啟榮先生以投影片輔助介紹文件，重點綜合如下：

(i) 背景

行政長官於本年度的《施政報告》中，提出啟德發展區的前機場跑道末端有極大潛力發展為旅遊及娛樂中樞，並建議在此建立名為「飛躍啟德」的城中樂園。

在過去數月，局方和政府不同政策局以已獲批核的啟
德分區計劃大綱圖作基礎，研究如何與起動九龍東的政策發揮協同效應，籌備一個國際級概念的設計比賽。

(ii) 國際比賽

比賽目的是徵集更多具創意的設計和構思，特別是如何利用啟德獨特的航空、航海及運輸背景，發展為一個「寓教於樂」，即教育及娛樂休閒兼備的園地。比賽亦會研究如何利用啟德跑道末段和觀塘海濱行動區之間的水體，以融合水陸空間，讓海濱地區更添活力。

(iii) 比賽範圍和設計要求

比賽範圍主要分為三部份，包括啟德跑道末段、觀塘海濱行動區及上述兩個位置之間的水體。
(一) 启德跑道末段

根據已獲批的啟德分區計劃大綱圖，跑道末端主要有三種建議用途，包括旅遊中心、跑道公園及直升機停機坪。局方希望以啟德分區計劃大綱圖的建議用途和主要的發展參數作為基礎，透過設計比賽徵集具創意的概念，將跑道末段打造成一個兼具旅遊、教育及休閒的樂園。比賽的主要要求包括維持旅遊中樞二十二萬九千四百平方米的總樓面面積；建議的主要土地用途包括教育及娛樂兼備的設施、商店、酒店或辦公室；現存在「政府、機構或社區」分區內的污水泵站和電力變電站已建成並開始運作，所以會原地保留。而跑道公園的設計要求包括面積不小於八點六公頃，與現時啟德分區計劃大綱圖上劃作跑道公園的面積相等；整體設計須與旅遊中樞互相融合，令公園
有合適設施方便舉辦城中盛事；設計須利用現有碼頭，完善水陸界面的連接。直升機停機坪方面，局方已得到相關政策局的同意，不一定要將停機坪放置在啟德分區計劃大綱圖設定的地方，可考慮將停機坪與旅遊中樞融合，因此跑道末段有機會開放給公眾人士使用。

(二) 觀塘海濱行動區

觀塘海濱行動區是起動九龍東概念總綱計劃內評為有機會釋放更多發展潛力的地區。現時行動區內的設施包括三個碼頭、駕駛學院、公共交通交匯處、公園、熟食中心和公共廁所。

局方認為有空間重新組合各種設施的用途，並希望透過比賽徵集具創意的意見，將行動區發展成具藝術創意的空間。主要設計要求包括總樓面面積不超過八萬三千五百平方米；建議用
作辦公室、藝術家工作室、商店、食肆、室外表演場地及海濱長廊；三個現有碼頭須原地保留，而設計須改善現有碼頭設施，讓海濱的用途更具活力及可促進水路運輸；提供與現時面積相同的休憩用地及公共交通交匯處，但可重新設計佈局，設施不限於現時的位置；保留熟食中心、公共廁所及垃圾收集站，並與行動區內的其他發展互相融合。

(三) 启德跑道末端及觀塘海濱行動區之間的水體

觀塘避風塘面積達五十多公頃，參賽者須在保留避風塘功能的原則下引入適當的水上活動，令水面配合啟德跑道末段和觀塘海濱行動區的發展，為避風塘加添活力。

(iv) 比賽時間表
局方歡迎世界各地的專業人士參與比賽，現正擬備比賽文件，並正在就比賽大綱定稿前諮詢公眾有關比賽的技術安排和設計要求。局方計劃於本年年底正式推出比賽，翌年年中進行第一輪審議，向公眾展示入圍作品和收集意見，並於同年年底公佈比賽結果。現階段歡迎議員就比賽的技術安排和設計要求等提供意見。

79. 莫健榮議員表示啟德是香港市區一塊重要的用地，其規劃亦屬世界級，他支持行政長官在《施政報告》中提及利用跑道末段打造「飛躍啟德」的元素，讓香港市民和遊客享用。既然直升機停機坪可以放置在啟德分區計劃大綱圖建議以外的地方，他查詢附近的建築物頂部可否設置停機坪，以釋放更多用地發展旅遊或休憩的地方。如果能將停機坪設於其他地方，便可將原本的土地用作放風箏的地方或興建摩天輪。另外，啟德跑道末段鄰近觀塘碼頭行動區，他得悉觀塘碼頭三個泊位將獲保留，建議設立穿梭水上巴士來回觀塘碼頭和跑道末段的郵輪碼頭。早前他從新聞報導得悉郵輪碼頭和市區之間的交通不太方便，穿梭水上巴士既能方便遊客，亦可作為觀光設施吸引旅客。
80. **蘇錫堅議員** 表示區議會就啟德發展提供了不少意見，他曾提及在直升機停機坪的位置興建一個世界第一的巨型摩天輪。環顧世界各地，他認為香港的夜景是最美麗的，如摩天輪設於郵輪碼頭旁邊，可成為帶動旅遊的地標和特色，有助美化香港夜景。雖然早前他從新聞報道得知有關建議已遭否決，但仍希望李專員會重新考慮。另外，以往他亦曾提及改善啟德河套的問題，建議局方在淨化啟德河後進行國際性的水上運動，例如龍舟比賽或划艇，及在河畔兩旁種植樹木和設立單車徑，以助改善地區環境。他支持文件內容，並希望當局可以再深入改善啟德發展計劃。

81. **陳婉嫻議員** 表示一直十分關心啟德事宜，啟德發展討論了將近二十年，她欣悉現在政府透過舉行公開比賽重新規劃啟德發展區，及聆聽區議會的意見。另外，她表示林文輝先生亦曾對她說為此感到十分高興。她詢問啟德跑道末段的直升機停機坪是否會取消，並認為若不取消便會失去效果。她希望能在該處重現在電視劇《天與地》出現的音樂表演場所或單車場地，或像美國柏克萊大學對出的海旁讓市民垂釣。她在過去十多年曾向不同的規劃專員提出意見，並會繼續與政府磋商。她又指如能保留藍天、綠地和海港這些資源和休憩空間，便不用推行花巧的計劃。另外，她亦查詢原本圍繞著九龍東的單車路將如何放置，並指研究如何與鯉魚門連結會對雙方均有利。
82. 李啟榮先生回應議員的意見和查詢，重點綜合如下：

(i) 根據現時已核准的啟德發展計劃，跑道最尖端的位置會預留作直升機停機坪。局方在籌備設計比賽時曾與相關政府部門商討，以擬備參賽文件和彙列設計要求，並獲得相關政策局同意直升機停機坪可與旅遊中樞融合，無須規定於原定位置設置。因此參賽者可以利用創意為跑道尖端位置設計最適合的用途，包括議員提及的地標式的設計或供市民大眾使用和休息的地方。他指現時比賽亦要求設計內須包含適合舉辦較大型的活動的場地。

(ii) 有關在啟德河上進行水上活動的建議，他指出啟德河現時設計主要是觀賞性質，而次比賽的範圍則包括觀塘行動區和觀塘避風塘，當中的觀塘避風塘是珍貴水體資源，因此要求參賽者的設計要善用水體、改善水陸界面及在不影響避風塘運作的前題下引入適合
的水上活动。政府没打算关闭避风塘，但避风塘不是
每天有船隻使用，因此参赛者要考虑在避风塘没有船
隻使用时如何引入合适的水上活动以善用水边，而建
議的用途亦要呼应将来跑道末段及观塘海滨行动区
的發展。

(iii) 上述設計要求會納入比賽文件，歡迎議員就這方面
提供意見。

83. 主席总结，雖然啟德發展區不在黃大仙區內，但議員仍然十分關心
該區的事宜，特別是啟德河兩岸設計的连接。他预祝設計比賽成功，為香港
打造一顆真正的明珠。

(發展局代表及飛躍啟德概念比賽顧問於此時離席。)
Annex C: Minutes of the briefing session with the Kwun Tong District Council was held on 9 July 2013

議項 II - 起動九龍東「飛躍啓德」城市規劃及設計概念國際比賽
（觀塘區議會文件第 22/2013 號）

主席歡迎起動九龍東專員李啓榮先生、起動九龍東辦事處高級地方營造經理(規劃)黎萬寬女士、地方營造經理(設計)陳群芳女士，以及飛躍啓德概念比賽顧問何文堯先生參與討論。

2. 李啓榮專員介紹文件。

3. 議員提出的查詢及意見如下：

3.1 張順華議員指出區議會以往也曾通過動議，促請政府考慮興建天橋連接前啓德跑道末端與觀塘商貿區。他希望政府可以盡快落實興建有關天橋。

3.2 洪錦銘議員對處方把區議會就興建天橋連接前跑道末端與觀塘區的建議納入發展設計範圍，表示歡迎。他希望處方考慮：(i)利用現有防波堤作為連結點；(ii)善用相關區域的地下空間；以及(iii)在啓德發展區興建碼頭連接各區，為訪客及居民提供更多元化的交通工具。

3.3 陳華裕議員建議處方考慮：(i)利用不同形式的接駁系統連接前跑道末端與觀塘區；(ii)善用並美化目前的防波堤，使其與新的發展規模互相配合；以及(iii)通盤規劃沿海一帶地段的土地用途，為公私營綜合發展作好準備，並使之延伸至麗港城。

3.4 譚肇卓議員建議處方考慮把跑道末端接駁至觀塘區的要求(包括單軌列車、與周邊地區的接駁等)清晰地告知所有參賽者，以便他們有所依循。此外，他又查詢處方會否按得獎作品的構思方向落實有關發展，又或者處方只會把得獎作品視作參考。

3.5 潘進源議員支持處方的設計比賽，並對當局騰空前規劃為直升機場的用地作其他用途的構思，表示歡迎。他贊成把前跑
道末端與觀塘區連接起來，並建議處方考慮：(i) 善用現時海濱區巴士總站及出租予香港駕駛學院的兩幅用地，以紓緩預計日後增多的交通車流與停車位需求；以及(ii) 尽早落實單軌列車的興建。

3.6 姚柏良議員建議處方考慮加快相關區域的發展進度，以配合郵輪碼頭啓用後的發展步伐。此外，他亦查詢假如參賽者未有把連接橋納入參賽作品的設計之內，處方會否仍然興建該道連接橋。

3.7 陳耀雄議員歡迎處方一系列發展九龍東的計劃。他查詢處方會否考慮議員就海濱長廊與前跑道之間水體的建議。

3.8 黃啟明議員建議處方考慮在單軌列車路線途中加設牛頭角上落點，理由是觀塘及九龍灣港鐵站的載客能力目前已接近飽和。

3.9 林峰議員歡迎處方舉辦設計比賽。他查詢處方日後將全部或局部採用得獎設計。他關注若得獎設計與區議會的共識和要求有出入而處方又傾向於大幅度採用的話，處方有否預留渠道，讓區議會表達意見。

3.10 黎樹濠議員建議處方考慮：(i) 把區議會過去所有就發展前跑道末端連接觀塘區等共識列入比賽考慮條件，以避免參賽作品未能符合區議會的要求而出現分歧的情況；以及(ii) 邀請區議會參與評審工作。

3.11 葉興國議員歡迎處方舉辦有關的設計比賽，並建議處方考慮：(i) 增加相關地段停車位數量，包括旅遊巴士及私家車停泊位；以及(ii) 尽量把直升機停機坪的噪音及氣流對附近區域(包括跑道公園及旅遊中樞區)的影響減至最低，又或考慮嘗試把停機坪遷往較遠位置。

3.12 劉定安議員對處方的設計比賽表示歡迎，並促請處方務必：(i) 把天橋連接跑道末端與觀塘區的要求納入參賽規定之內；以及(ii) 留有現有避風塘的功能。

4. 處方就議員的查詢及意見回應如下：

4.1 環保連接系統連結前跑道末端與觀塘區：有關上述連接系
統工程，處方表示公眾諮詢工作已於去年 10 月底完成，而有關部門現正就所得意見進行分析，並期望可於今年下半年向公眾交代意見分析的結果。此外，處方亦會在設計比賽文件中要求參賽者參照政府公布的環保連接系統走線建議並因應上述系統竣工前的交通連接方案(例如利用現有防波堤以加強觀塘海濱與跑道末端的連繫等)遞交參賽作品。

4.2 觀塘海濱行動區設計及用途建議：處方表示會積極跟進議員提出的相关建議，並期望可以加入一些藝術元素，注入更多的活力，活化相關區分。

4.3 如何把設計與鄰近地區作更好聯繫：處方表示，鄰近地區包括跑道末端附近及麗港區一帶沿海地區。為此，處方將於參賽規定中加入適當條文，提醒參賽者必須注意與上述區域的連繫。

4.4 觀塘避風塘與海濱之間的水體：當局目前並沒有打算改變觀塘避風塘的功能，處方建議在避風塘不需作船隻避風之用時，可以引入合適的水上活動，為觀塘海濱增添活力。處方期望參賽者能就這方面提供新穎的想法。

4.5 如何處理比賽得獎作品：處方會就得獎作品展開規劃及工程研究，藉以印證有關建議在工程技術方面是否可行。其間，處方亦會諮詢不同人士(包括區議會)的意見。此外，處方表示他們將在初步選出優異作品之後，把候選作品向公眾展示，藉此收集公眾人士(包括區議會)的意見，以便評審團在作出最終裁決時能參考公眾人士的意見。到了落實執行工程建議前，處方表示將再次諮詢區議會的意見。

5. 主席呼籲處方參考區議會過去就連接前跑道末端與觀塘區天橋及有關海濱發展的通過動議，並把有關動議的內容納入比賽條文中。最後，主席對處方明白並理解區議會的訴求，表示欣慰和謝意。

6. 大會備悉文件。
Annex D: Key issues raised in the briefing session with the Land Development Advisory Committee (LDAC)

Briefing session with the Land Development Advisory Committee (LDAC) was held on 6 August 2013.

Key issues raised by the members:

Members supported for the competition to generate imaginative ideas.

For better land-water interface, some considered that the Kwun Tong promenade should be included in the competition, and some queried whether the area underneath the Kwun Tong Bypass would be included in the competition.

The water quality constraints in the competition area should be made known to the participants.

Some members suggested expanding the competition area to cover the surrounding areas.

Some concerned about the implementation of the winning design.
Annex E: Key issues raised in the briefing session with Harbourfront Commission

Briefing session with Harbourfront Commission (HC) was held on 13 August 2013

Key issues raised by a HC member:

In regard to the form and content of the Ideas Competition I have already put EKEO in touch with the management at Hong Kong Science Park as we recently completed a similar exercise and I think there are lessons and outcomes that could be useful.

On matters directly relating to the waterfront, whilst I would accept the delineation of the competition area, I think the overall context is important and that entrants should be advised that they should take account of interfaces with surrounding elements such as the Kai Tak nullah area and the Kwun Tong Promenade.

I think also that much greater emphasis needs to be given to the expectation of a major attraction that will be unique to Hong Kong and that will draw residents and visitors alike down the Kai Tak runway to the tip i.e. the “pull factor” as I described it at the briefing. In my view we are looking for much more than an “edutainment destination” and should be seeking to involve the best creative talent from around the world.

Finally, I can see no mention of the PHO while the paper under circulation refers to “spilling over on to the water body”. I think EKEO will need to deal with this upfront one way or another: either advise entrants that, for the purpose of the design Ideas Competition, PHO constraints will be set to one side or stipulate that when entries are being considered by the Jury they will be reviewed as to their deliverability in the context of the PHO.
Annex F: Key issues raised in the briefing session with the Working Group on Convention and Exhibition Industries and Tourism under the Economic Development Commission (EDC)

Briefing session with the Working Group on Convention and Exhibition Industries and Tourism under the Economic Development Commission (EDC) was held on 13 September 2013.

Members have the following key views:

"Kai Tak Fantasy" is in a prime location and this piece of land should be developed with attractive facilities and as a world-class tourist destination, so that Hong Kong can catch up on the state-of-art developments of our competitors with landmark projects.

They supported the international competition for the urban planning and design concepts, but suggested that the Government should adopt a forward-looking approach, and the competition should allow maximum flexibility on the site layout, design, and facilities requirements.

Adopting an edutainment theme would not be conducive to an optimal use of this precious site. Entertainment facilities with a Hong Kong ambience, such as highlighting our culinary excellence, our success as a movie hub in Asia, and the unique view of Victoria Harbour would be of interest to both visitors and local people alike.

The participants should be allowed to suggest developing the runway park and tourism node in an integrated manner. The enclosed waterbody between the Kai Tak Runway Tip and Kwun Tong waterfront should also be fully utilized to create another major attraction of the KTF.

They suggested that high-end hotels and entertainment facilities should be considered for the site. Aside from commercial facilities such as retail space and attractive dining outlets, an example of entertainment facilities could be a versatile boutique performance and entertainment venue preferably with a specific theme, such as the local movie industry, to showcase the comparative advantage and excellence of this city. Museum-type facilities should not be accorded with high priority for this waterfront site.
Annex G: Key issues raised in the briefing session with the Local Professional Institutes

Time: 19 June 2013 (6:30 – 8:00pm)
Venue: Exhibition Hall, EKEO, 122 Hoi Bun Road

Key issues raised by the participants:

Participants opined that the English name of KTF was not very specific and the word “Fantasy” seemed to be ‘fancy’ and not include edutainment, something giving identity to Kai Tak might be considered.

Participants, noting that noted that participants were not paid, opined that the time frame of the Competition was comparatively long.

Participants enquired if any restriction on reclamation would be specified in the design requirements. Further and better detail on water-land interface (what can be done and what cannot, for example) should also be specified.

Participants opined that part of the area of the Approach Channel near the Kwun Tong Typhoon Shelter could be included in the Competition area.

Participants stated that further and better detail of the existing connectivity of the competition site and the area nearby should be provided.

Participants enquired if the details of T2 would be provided in the Competition Brief.

Participants opined that the promenade along Kowloon Tong could be included in the Competition area. EKEO stated that the area was under another project and the relevant information could be included in the Competition Brief.

Participants opined that energy efficiency design could be specified in the design requirements.

Participants enquired if the open space above ground level be accepted.
Annex H: Key issues raised in the briefing session with the Overseas Professional Institutes with Hong Kong Chapter

Time: 8 July 2013 (6:30 – 7:30pm)
Venue: Exhibition Hall, EKEO, 122 Hoi Bun Road

Key issues raised by the participants:

- How to take forward the award scheme
- Whether financial viability would be a judging criteria
- Concern on the weighting of the public views in the assessment
- Whether the competition be divided into different categories of specific area of concern
- The competition may be opened for all to take part
- Whether the KT Bridge is included in the Competition
- Concern on improvement of water quality of the KTTS. Competition could also look for advanced solutions
- More information on the design and operation of the DGV pier is needed.
- Essential requirements should be set out in the competition document
- Concern on the award/ incentives of the Competition
- What is the scope/ flexibility for designing the KT bridge in the Competition
- Support the idea to open to students to join the competition, but there is concern to implement the design
- Two stage briefs for two stage competition, so as to attract more submissions in the first stage. A more detailed brief/criteria in the second stage
- Whether the competition is open to students in the related field
- Jury composition
- Judging criteria
Annex I: Key issues raised in the briefing session with the Media

Time: 20 June 2013 (11:00 am – 12:00 noon)
Venue: Exhibition Hall, EKEO, 122 Hoi Bun Road

Key issues raised at the briefing:

1. How to incorporate public views in the competition
   a. How to bring public opinions into the design requirement/competition?
   b. What degree will the public view count in the adjudication and selection of the winning entry?

2. Any requirement for any “iconic” design.

3. How to take forward the award scheme.

4. To include further detail on the water quality to be included in the design requirement.
### Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

**Annex J:** Five comments were received in the Public Affairs Forum hosted by Home Affairs Bureau

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| #1     | Posted: 2013-08-08, 05:30  
建議設置舊機場博物館, 可展出飛機低空升降圖片, 飛機失事紀錄照片.   
在端午節時可設立龍舟競渡比賽.   
在聖誕節時公園可佈置巨型聖誕樹, 樹下可播放聖歌.   
在管制公園水域內可設立舢舨租用區, 供旅遊人士暢遊玩耍. |
| #2     | Posted: 2013-08-13, 11:02  
I cannot see the need for having a competition for the facilities to be included in the project to further delay implementation of the work. Should respect the demand voiced out by the locals who will have a better understanding of the local demand. By the way, it is more important to resolve the pollution problem of the water and odour in the area before the development |
| #3     | Posted: 2013-08-13, 11:33  
I have concerns about keeping the water between the runway and Kowloon Bay. In theory it sounds nice to be surrounded by water. Practically it does not work if you spend a minute thinking about it. The runway is very long. It is "dead water" that can easily turn into health, environmental (smell, cleanliness) hazards. It should be land-filled up or reduced in length. Alternately, a solution needs to make the water circulate with the rest of the harbour (which would be costly and requires additional energy and cost). I suppose someone can device a smart green solar powered circulation system that pumps the water from the end of the dead water underneath the runway out to the harbour, creating constant circulation. So suggestions like that can be considered along with costs and effectiveness.  
The simpler solution is to fill up say two-thirds of the waterway so the amount of stinky "dead water" is reduced. We would be conscientiously creating an embarrassing problem today -- you may see dead fish and plastic shoes and shiny small oil patches floating and stinking up the area.  
I understand that someone wishes to keep an excessively long waterway in order to make the monorail seem to make sense. But when we have the option today to reduce the excessively long waterway, well, perhaps the monorail is unnecessary if we can walk from Kowloon Bay to the runway area without holding our nose. Creating an environment hazard and then creating a monorail to go over the stinky water makes little sense. But I suppose like most governments we may easily be too rigid to reconsider doing away with the monorail. |
### #4 Posted: 2013-08-13, 17:20

Supporting development in Kai Tak by incorporating public wisdom, to make the residents feel that the new area belongs to them. This can be achieved through organizing school visits and design competitions for students. The government can also organize workshops for schools to explain the latest planning developments, collect student and teacher opinions, and stimulate public interest in the planning process.

### #5 Posted: 2013-08-19, 17:33

In the planning of Kai Tak, priority should be given to the development of a waterfront promenade (like the Promenade in尖沙咀), making the entire Kowloon area more beautiful and environmentally friendly.
Annex K: 15 written submissions were received during the public engagement period

Comment 1:

致 發展局局長
陳茂波先生 雅啓：

有關：「飛躍啟德」事宜

早前留意到 閣下於「局長隨筆」內撰寫有關《「飛躍啟德」非一般樂園》的文章，現誠提供意見如下。

有關「跑道末端與海濱行動區之間的水體」，當局會推出設計比賽，唯當局所提及的如划龍舟、划艇等都是水上活動，本人希望加入遊艇設施用途，令參賽者從多方面思考設計。

希望 閣下能慎重考慮有關建議，謝謝。

順頌
政安
啓德國際級建築概念設計

設計方案：
以中國國寶熊貓做建築外型，肥胖熊貓以坐式和臥式獨有特色，熊貓建築以餐飲業，吸引旅客情趣，以旅遊、娛樂和休閒功能供市民享用為一體的建築風格。發揚香港本土文化特色。
以下圖片提供參考。
覲塘海濱道 122 號
香港發展局
“起動九龍東”辯事處
主管先生:

尊敬的主管先生:

關於發展局推行的“飛躍啟德”城市規劃設計，本館提出以下回應，給你們參考，希望對你們的計劃有一些幫助。

本館取名“Sun Museum”，由香港政府認可的慈善團體“孫少文基金會”成立，主要舉辦專題展覽，以弘揚中國及香港的文化藝術為宗旨。館址是觀塘海濱道 165 號 SML 大廈 4 樓及 19 樓，位於海濱長廊，面對郵輪碼頭，正是你們重新規劃的範圍。本館是活化工廈的文教設施，預計於 2015 年免費開放予市民參觀，現時的辦事處設於 SML 大廈的 11 樓。

我們感到非常興奮，本館的成立將實現你們的“起動九龍東”計劃。在你們的計劃未實現前，本館已對外開放，顯然對發展九龍東文娛區，起著啟發及推動的作用。因此關係，為配合文化發展，我們深切希望能實現以下措施：

1. 美化由牛頭角及觀塘地鐵站前往海濱道的行人路線，方便市民遊覽。
2. 落實“飛躍啟德”項目下的水上樂園，帶給市民消閒娛樂。
3. 展示各類戶外雕塑於海濱長廊，成為雕塑園，協助市民欣賞藝術。
4. 建置戶外的表演空間於海濱，提供非牟利場地作音樂、戲劇、演說及實物會等活動。
5. 活化兩、三座工廈為藝術樓，內設各式館廊、特色家具店、藝術材料店、樂器店，創新生活用品店，以及藝術團體辦事處和藝術學校等，以推動租售，增加東九龍的文藝氣息。
6. 加強在郵輪碼頭內對觀塘及九龍灣文娛區的宣傳，吸引外地旅客踏足東九龍。

本館十分支持貴局在東九龍的傳統工業區實施文娛發展，我們希望能略盡綿力，對這富有意義的城市規劃作出一點貢獻。謝謝。

敬祝安康！
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

Comment 4:

「飛躍啟德」比賽公眾參與, 本人意見:

1. 用環保物料興建
2. 安裝再生能源，自行供電
3. 天台，屋頂一定要大量種植物
Comment 5:

If you really want to be truly international and not 'international' by word of mouth, please get all your publication on the web in both English and Chinese.
Comment 6:

先生/小姐：
本人在九龍灣工作，所以特別關心起動九龍東計劃的進展。現來函提出對飛躍啟德設計比賽和起動九龍東計劃的建議。

混合方案的可能性
飛躍啟德設計比賽涵蓋三個地方，跑道末端、觀塘海濱及觀塘避風塘。貴處提出比賽最後會選出三個方案供市民討論，再按不同評分選出最佳方案。但三選一的方法是否就能得出最佳的設計，本人感到懷疑。因為比賽涵蓋範圍大，個地都需要不同設計元素。會否出現一些以下情況：例如甲作品，著重翻新觀塘碼頭巴士站，設計出創新可行的方案，但忽視了其他地方。或乙作品設計出很有活力的海濱，很吸引市民前往，但跑道末端的旅客中心設計一般。甲乙作品在個別地方設計優勝，但因整體評分下，總分不高而落選。這樣會造成很大的損失。所以設計比賽結果應包括保留一些個別地方優秀的作品。再研究是否能混合他們的元素，達致最終最佳的設計。

設計比賽涵蓋的範圍
貴處一直倡議興建環保運輸系統，類似單軌列車，聯繫九龍灣、啟德及觀塘。計劃中將來會有大橋，連接啟德及觀塘碼頭，令行人及單軌列車能往返兩岸。所以大橋將會是十分重要的地標。但設計比賽卻沒有包括這個重要的項目。雖然單軌列車仍在研究諮詢階段，但貴處可以先保留勝出作品，將來再作出考慮。設計優美的大橋會是一個吸引遊客的景點，例如東京的彩虹大橋。加上是次比賽是向世界不同建築師收集作品，機會難得。所以設計比賽涵蓋的範圍應該包括這座大橋。

對飛躍啟德及起動九龍東計劃的建議
除了設計比賽外，本人對起動九龍東計劃及飛躍啟德中具體內容有一些建議，希望貴處能多加考慮。

觀塘及九龍灣沿海一帶現已被高架的行車天橋及車路包圍及阻隔。希望貴處能想辦法提升整個九龍東海濱的可暢達性，特別是九龍灣商廈和海濱被行車公路嚴重阻隔，加上路程遠，市民根本不會前往。

大規模綠化行車天橋
海濱被高架的行車天橋包圍，在景觀及設計上已經先天不足。對於行車天橋，希望貴處能在兩岸種植一些攀藤植物，植物能由地下跟著橋柱及橋底生長。試想想，若能成功綠化整條行車天橋，巨大的橋柱及橋底被茂密翠綠的植物覆蓋，海濱整體美觀上會大大提升，這樣亦能綠化周圍環境。

世界級水上活動中心
看到一些報章報導，政府已初步承諾在九龍灣及啟德河附近地方預保留地與建水上活動中心，供給划艇及龍舟練習和比賽。本人十分支持這個計劃，體育界亦希望這個中心會是一個達世界級的場館，能舉辦頂級的國際性水上活動。這樣能呼應將來附近達世界級的體育城，及活化啟德河。希望貴處能將這個世界級水上活動中心納入為重點工作，向政府爭取落實興建。

觀塘海濱水體
貴處在飛躍啟德中觀塘海濱區均有興建水上中心的建議。所以本人認為觀塘海濱區的水上中心應以娛樂為主。本人建議興建一個比杜拜更大，世界第一的音樂
噴泉，以吸引郵輪旅客和市民欣賞。噴泉可加入立體影像投射元素，可以播放立體動畫和電影。海濱區亦可以興建水中浮動舞台，具辦露天音樂會和不同表演。台式夜市
另外本人建議觀塘起動區及附近海濱一帶加入類似台灣熟食夜市元素。鄰近地方，台灣夜市十分成功，很受旅客歡迎。本人知道政府受到現行小販條例限制，對夜市很有保留。但政府及貴處可以考慮以大型商場 food court 模式管理，分租給不同小食店，給他們嚴謹限制，但整體佈局形造露天市集的熱鬧氣氛。觀塘商貿區，遠離民居，不會對居民造成滋擾，很有條件舉辦夜市。將來觀塘商貿區，更多商廈駐人時，入夜後商業活動會停止。夜市有助為沉靜停頓的商貿區注入生氣及滙聚人流。
以上是本人飛躍啟德設計比賽和起動九龍東的意見。希望貴處能在規劃九龍東時，能採納本人的建議。祝 你和同事皆工作順利及身體健康。
Dear Sir/Madam,

本人很開心知道關於飛躍啟德主題樂園的发展。希望這個樂園能吸引更多遊客訪問香港。

發展這個樂園，娛樂性當然是其中一個環節，但本人亦覺得這個樂園可以加入一些元素，向遊客介紹香港的獨有的故事，如文化特色和經歷過的滄海桑田和轉變，就像上海正在興建的主題樂園 <<東方夢工廠>>, 其發展也希望以樂園向世界訴說中國夢般。所以本人認為樂園其中一個條件，可以是樂園可以向旅客訴說香港文化和轉型的故事，讓旅客能在輕鬆的氣氛下認識香港。

最後，希祝工作順快，九龍東轉營發展成功。

Regards,
Comment 8:

要種超多樹
要用超多比例面積做好多樹的公園
Comment 9:

尊敬的閣下，請問 KAI TAK FANTASY 比賽，大陸的學生可以參加麼？
Hi 飛躍啟德的團隊：

多謝您們給我們市民空間提供意見令香港更加美好
以下小弟的簡單愚見，歡迎參考參考

1. 加入遊輪碼頭後方(下圖左方)的區域為比賽範圍，
如擔心該地段預留是商業發展，也可特別駐明，給參賽者發揮創意的機會，介時
可給發展商設設計方向令整個建築群意念更統一

2. 加入遊輪碼頭對出的海域為比賽範圍
遊客從山頂及天星小輪看到的對岸，是視覺的第一接觸也是第一個印像(大家都
知第一印像的重要性，第一印像等如日後的看法)，如果這區能發展，就等如一
個大銀幕，吸引整個到了港島的遊客，建立光觀區的視覺呼應及連結。
擁有這個景觀的商廈也大大增加國際形像，吸引大公司投資成立總部，減少與上
海競爭壓力。商人到訪也能增加信任度，促成生意增加稅收。
如有海域使用權等等很多問題也無須擔心，先藉比賽吸取創意後再逐一解決，放
心吧! 我有很多解決方案。

3. 盡可能增加更多比賽範圍的好處
無論啟德機場內的公屋，居屋，公眾用地，商廈，遊樂設施都是屬於整個區域社
群+能夠統一性+國際的偉大形像就必需統一規劃，將啟德機場規劃成為啟德城，
所以如果比賽範圍是啟德機場+觀塘海濱行動區就藉著比賽盡可能吸取更多國際
上的能人異士的智慧與經驗，對我們日後的發展作為寶貴參考，也能為日後顧問
團隊提供方向及意念材料。

啟德 是面向維多利亞港，是香港的中心，能夠統一規劃增強國際功能是香港增
強競爭對抗周邊鄰近城市的大好機會。

有機會再詳細討論
多謝您們給我們市民空間提供意見令香港更加美好

Warmest Best Regards,
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

Comment 11:

致啟者：

「發展啟德」規劃和設計要求的意見

本人欣賀啟德發展辦事處就「發展啟德」計劃向公眾人士徵求意見。本人主要對「發展啟德」計劃中發展啟德機場路段土地的範圍提出意見。本人建議發展啟德機場路段土地的範圍中應包括以下兩項，分別是「交通博物館」和「高處觀景設施」。另外，本人亦就公眾參與和諮詢過程提出意見，請見下列詳細意見。

(1) 交通博物館

根據啟德發展辦事處的建議，該用地是「以航空、海運及陸路運輸為主題」的旅遊、教育及休閒的園地（「園地」）。本人十分支持這個概念。

航空：
(a) 由於啟德園地前身是航空用途，因此應盡量利用航空部份。
(b) 建議將法國國泰航空的退役客機，以供展示，讓在園地的遊人感受飛機起降的實際大小。
(c) 建議保留機場的控制塔及塔下大廈等，以便讓在園地的遊人感受飛機起降的實際大小。
(d) 建議充分利用啟德機場的控制塔以供展示，讓遊人在園地內能親眼看見飛機起降的實際大小。
(e) 建議在園地的中心位置，可重建一小段機場跑道及加上地面標識，令遊人親身感受飛機起降的實際大小。
(f) 建議在園地的公園內設置一些與航空有關的設施，以供遊人親身感受飛機起降的實際大小。
(g) 建議在園地的公園內設置一些與航空有關的設施，以供遊人親身感受飛機起降的實際大小。

巴士：
(a) 由於香港並沒有以巴士為主題的博物館，而巴士在香港交通發展地位也是十分重要。因此建議將此機會在此園地設立巴士博物館。
(b) 建議於規劃園地內設立巴士博物館，以供遊人親身感受飛機起降的實際大小。
(c) 建議於規劃園地內設立巴士博物館，以供遊人親身感受飛機起降的實際大小。
(d) 建議於規劃園地內設立巴士博物館，以供遊人親身感受飛機起降的實際大小。
(e) 建議於規劃園地內設立巴士博物館，以供遊人親身感受飛機起降的實際大小。
(f) 建議於規劃園地內設立巴士博物館，以供遊人親身感受飛機起降的實際大小。
(g) 建議於規劃園地內設立巴士博物館，以供遊人親身感受飛機起降的實際大小。

海運：
(a) 由於香港已設有海事博物館，建議在此園地內，遊覽部份亦可設立遊覽館。
(b) 由於遊覽海事博物館遊覽館部分可以設立遊覽館，如遊覽館設有在香港的海港、海邊小屋、中式帆船等，以供遊人親身感受飛機起降的實際大小。
(c) 建議於公園內設立遊覽館，以供遊人親身感受飛機起降的實際大小。
鐵路：(a) 由於香港已另有鐵路博物館，建議在此園地中，鐵路部份所佔比重較輕。
      (b) 鐵路部分可考慮展出舊地鐵及九龍東車等，以擴大鐵路博物館空間不足的問題。

其他：(a) 在園地設計階段，建議徵詢有關機構和人士的意見，如民航處、航空公司、巴士
     公司、鐵路公司、海事處、海事博物館及各部门交通工具的業餘組織組織等。
     (b) 在園地營運時，建議成立獨立機構，由在相關交通工具領域有專業知識的機構和
     人士管理，不要隨意把管理交給外行的業主等。然後按園地為一普通公園一樣，如有需要，
     更可考慮把園地不同交通工具之部份分析給不同的專業機構和人士管理。

(2) 高處觀景設施

(a) 由於地底末端景觀位置優越，建議在該處興建帶在高處觀景的特色設施，例如摩天輪和
     觀景塔都是可以考慮的。為免影響軌道和設施的位置，設施應設置在不影響軌道和設施的位置。
     (b) 視景塔也可融入一種較高層之上（樓高約第二層），而景觀台則設於屋頂
     頂層，作接觸的景觀有創意，而非平平無奇的派方壇。接觸方式也要考慮和園地主題
     相容，不要用作格格不入的用途（如商業大廈）。
     (c) 觀景設施的位置可靈活處理，概念不必受規劃大綱圖限額，必要時可透過修訂規劃大綱
     圖以達成。

(3) 公眾參與和諮詢過程

本人希望是次初步收集公眾意見後，在制定設計概念比賽細則時，要求參賽單位繼續多加透過
廣泛宣傳及具規模的方式徵求公眾意見，並透過獨立機構分析意見，今次「飛躍凱旋」計劃佔
地面積和規模也不少，本人期望在公眾參與和諮詢的過程能一定程度上反映西九文化區公眾參
與的規模。

希望「飛躍凱旋」計劃可以考慮本人以上的意見。如有需要，本人願意公開名字及本意見書，惟請
將本人聯絡資料保密。謝謝。

此致

起動九龍東辦事處
Comment 12:

Dear Sirs/Madams,

I would suggest creating 2 categories for the competition:

1. Professional Group
   For those people having affiliation with some professional organization.

2. Open Group
   For ordinary HK adult citizens NOT having affiliation with any professional organization.

Such an arrangement would give HK citizens a chance to participate in creating and designing a better environment for themselves.

Another suggestion is that the public opinions collected for the short-listed submissions should be given some weight, but NOT too much. Just consider the following scenario:

Person A and Person B join a competition. A's design is obviously better than B's, but somehow, B is able to get 100 votes in public opinion poll because he has asked more friends to vote for his design, whilst A gets only 40 votes because A has less number of friends.

Finally, B wins the competition even though his design is not as good as A's.

The point is public opinion poll has its limitation, so, this has to be kept in mind when doing the final assessment of any design. The weight given to such public opinion poll should somehow be limited. This is especially so in the Open Group.

Thank you.

Yours Truly,
Comment 13:

飛躍啟德發展計劃建議書

建議:

為了整合，以下所有項目將全交由起動九龍東辦事處管理。
全區實施免費無限制快速 WiFi 網絡、禁止售賣及吸食煙草。
全區將為低排放區，設電動車充電站。
設廚餘收集箱、玻璃收集箱、電池收集箱、家俬回收站。
設立塗鴉區、免費廣告張貼區，以免四處都是街招。
建築物片皮不應該用會有水積的琺瑯板。

1. 改造覓塘海濱
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

Social Science Research Centre, HKU

打通海濱長廊(從觀塘碼頭、汽車渡輪碼頭、觀塘公眾碼頭、海濱道休憩處，通到觀塘海濱花園，不用因駕駛學院及渠務處設施而要繞路)，設立音樂廣播系統、灑水風扇、美化觀塘繞道、美化地面(部份路段現為石屎路)、維護木材、增設噴水設施及在觀塘海濱花園一至二期(不是指木板步道，而是草地後面)設立行人輸送帶、小食部、燒烤區。並放置 Lin Ding Yuan, Yeh Lan Hsing & Shao Wei Jhe 設計的音箱，行人可以打賞街頭藝人。美化渠務處觀塘中途污水泵房。

2. 觀塘海濱酒店
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

利用觀塘繞道橋下空間(觀塘海濱花園第一期)建設一間特色酒店。特色的地方是其建築體是參考 Snoozebox Holdings 貨櫃屋(曾在八國峰會提供住宿)來建構，並以觀塘及啟德舊照片作裝飾，內有免費無線網絡連接、浴室、LCD 電視、保險箱、冷氣控制、智能卡進入、電源插座。

3. 觀塘浮島+泳池浮台
彷效+POOL計劃，在觀塘海濱花園對出海邊設立浮動泳池，有兒童池、比賽池、成人池及休息按摩區，在不添加任何化學劑下淨化觀塘避風塘的水來使用。

在觀塘海濱花園對出海邊設立一個舞台，每晚上演有如新加坡海之頌的水舞煙火表演。

彷效漢江及濱海灣，在觀塘海濱花園對出海邊設立兩個浮島，其中一個為酒店、電影首映院、產品發佈場地，另一個為有落地大玻璃餐廳及酒吧和觀景台。

4. 觀塘蘇豪區
Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

在此設立有蓋酒吧街，以江南水鄉、工業特色、足球、籃球、搏擊、單車運動來設計。

5.改造觀塘碼頭、觀塘公眾碼頭、汽車渡輪碼頭

將以全新彩色豔目塗裝面目見人，拆除汽車渡輪碼頭陸上設施以便建設長廊，沿途有小食車及跳蚤市場。並將開設三條新航線，分別是啟德悠遊樂航線(小型中式食舫+水陸兩用遊船)、觀塘至中環航線及觀塘至西九航線(三層慢船/噴射船)。

6.行動區發展建議

Block 1 為夢飛翔中心，設立 Live House，有齊 Band 房、表演場地、錄音室、樂器維修中心、唱片設計及生產公司辦公室，與 Youtube 合作建築像 YouTube Space Los Angeles的創意短片製作中心，有大型美食中心、LEGO 九龍東模型館(將介紹觀塘歷史)、Hard Rock Hotel 及如 VivoCity 的天台花園，餘下樓層單位將供受重建及加租影響的租戶廉租遷入。

Block 2 為寵物天堂，有素菜主題美食餐廳及素食研製中心、天台種水稻、寵物與主人可同住的酒店、服務公寓、同樂的室內主題公園(有水樂園)，寵物糧食工廠及收留流浪動物中心。

將基業街垃圾收集站及觀塘碼頭廣場(即公園)納入行動區範圍。

行動區大廈面向偉業街、開源道會設有香港特色街舖/楼上舖如涼茶舖、酒廊/夜總會(參考邵氏電影《香江花月夜》建造，裏面有魔術及歌舞表演、豉油西餐廳如太平館餐廳/花園餐廳)、冰室、辦館、報紙檔、雪糕仔、中環式小型大牌檔，優先供受觀塘重建影響的老店廉價租用及霓虹燈飾。
7. Stage I Public engagement process on “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design”

8. Social Science Research Centre, HKU

7. 拆卸觀塘碼頭熟食市場再發展建議

原址連同附近土地將重建為一間 24 小時英文書店、老觀塘主題咖啡店、古羅馬水療浴場，滿足香港不同居民的需要。

8. 旅遊中心
將設有一個大型與別不同的基座商場(設計風格為維多利亞風格/羅馬風格，有一個 4D 電影院、美食廣場、長駐特技劇情表演劇院、一個包括「最高十元一注的小賭怡情區」、麻雀館及普通區域的賽馬會管理賭場，進入普通區域的香港居民每廿四小時入場費為約一千元正，以免本地人沉迷賭博，小賭怡情區則免費開放。) 大廈命名為幸福大廈，高 138 米，寓意一生發，有好意頭，外牆為裝飾風藝術風格，設有 LED 燈，將彷效 Empire State Building，每晚上映 Philips Color Kinetics 設計的優質音樂燈光秀，背景歌曲為國泰航空 I Can Fly 粵英雙語、I Believe I Can Fly 及歲月如歌，配合啟德前身為機場的主題。大廈頂部設有一個室外望遠鏡展望區、「香港精神號」大型飛機模型，另外有室內觀景台。酒店房型全為套房(都鐸式建築風格)，每間套房面積為約四十平方米起。

9. 跑道公園
仿效宜蘭香草菲菲芳香植物博物館及新加坡 Gardens by the Bay，在跑道公園設立有蓋建築物「花花世界」，內有香草麵包烘焙坊、寬敞芳香桂花園景餐廳、精油體驗及調香教室、植物圖書餐廳區、水果園區、植物天空步道、瀑布造景、香花植物展示區、Live Music 區域。

10.啟德快樂橋  Kai Tak Joyful Bridge
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原名為觀塘連接橋。橋上將設有蓋及無蓋行人路、單軌鐵路行走、數架小食車及座位。

彷效首爾盤浦大橋，在橋兩邊裝設噴嘴，使用抽水機抽維港水，再噴去水面，配合播放英語流行音樂，形成音樂噴泉，每天表演時間為三十分鐘。
就有關「飛躍啓德」項目的交通博物館的意見

1. 就香港特別行政区政府有意在「飛躍啓德」項目的加入交通博物館，尖眾之聲(下稱“我們”)有以下意見。

2. 我們一直爭取香港設立一個公共交通博物館，以便讓現存被保留下來(不論是政府、相關交通機構或私人)的公共交通工具有一個收藏、維修及展出的地方。

3. 現時香港除九龍鐵路及海事博物館外，香港並沒有其他公共交通工具(如巴士、電車、飛機等)以至有關香港交通歷史文化的博物館以至保育政策。

4. 現時「飛躍啓德」項目預算只有8.6公頃左右的地段可能作展示有關交通的展品，而我們曾經作過粗略計算，以最大型的車輛(如巴士)計算，每個儲存空間已達60sq.m，若再考慮一個能力2)所述及一個有完善歷史教育、及其他可有效運作的配套設施的話。8.6公頃是不足以應付需要。

5. 原則上我們是極希望香港可出現一個公共交通有關的博物館，而場地必須有足夠空間容納各展品，以及備有良好的設施去保護各展品，並且參考澳洲、蘇格蘭的做法，成為一個可作動態保育的管理平台。

6. 選址方面，由於啟德發展區正臨海，海風鹽分較高將對大多為金屬結構的汽車、飛機將構成嚴重威脅，故我們認為並非最適合選址。

7. 鑑於政府一直以來對「博物館」的觀念尤如一個展覽廳，這對交通歷史文化保育並不是
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一個合適做法，我們認為整個交通博物館計劃必須同時處理法例方面的問題，以博物館同時成為一個管理平台，推行動態保育，真正使這些記載本港交通發展史的展品能有一個更適合的保育平台，同時促進旅遊業發展。

8. 如空間不足以同時飛機、渡輪及巴士，我們建議可將渡輪及巴士部份改在香港其他地方設立展館。

9. 另一方面，博物館不應只聚焦於靜態保育，因部份展品或許在機械上仍可作動態保育，只是法例未能配合，這一點也應列在考慮之列。

10. 我們希望能與有關博物館計劃的政府部門及各機構作進一步溝通和參與。
前言:
香港是華洋共處的地方，是繼英國之後，雲集最多款式及最具歷史意義的交通車輛的城市，透過合宜的保育、展覽及公眾參與，可使市民了解這些展品觀賞香港的發展，更可吸引中外遊客到此區參觀，促進了在地的娛樂及服務業行業發展。除了英、美、澳洲，現時亞洲地區已漸有由政府支持的交通博物館，但香港仍未見起步。
現時由公司或私人保留的公共交通工作面對場地的困難，有不少具歷史價值的藏品及古典車輛難以有理想的環境保存，難以有集中而可持續的平臺向市民展現，難以達到共享和教育的效果。現時不少交通愛好者組織均十分希望有政府的支持和規劃交通博物館，另一方面保育及發展本土歷史已是大眾所求，項目有利旅遊業及地區經濟的發展，亦可使用民間的力量促進社會和諧，配合政府、旅遊業和商界的支持，相信事必成功。

以下希望貴組織在閱讀此建議書後能得到以下的啟發：

1) 了解到香港交通歷史的保育工作的意義及目標
2) 了解到推廣香港交通歷史的現有機遇
3) 能探討實際運作上的可能性，收集到具體建議
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1. 交通文博保育理念

1) 「香港文博文化展長期博覽香港交通歷史」(引自香港文博交通會網頁)
   保育古典交通車輛或文物，是為繼承和紀錄香港社會的演變。

2) 「面向公眾提升保育社會演變」(引自香港文博交通會網頁)
   團體保育古典交通車輛與私人收藏之物，就是以透過集體力量向社會提倡爭取建立政府
   參與的香港交通博物館的索求，以更具規模和持續地面向公眾。

3) 「具教育意義」(引自香港文博交通會網頁)
   請各種聯繫今對具歷史的電車有更廣闊的認知，為延續電車作為環保運輸的發展作出貢
   獻。
2) 什麼是保育？為什麼要保育歷史？為誰而保育？

「保育工作是回顧本土經驗、吸收和整理知識，判斷和傳承意義及價值。」
（自香港獨立傳媒）。一個地方的公民認識自己土地的歷史，有助強化公民的身份認同
(identity)及歸屬感(belongingness)，從而發揮各人所長及創意，提升個人的批判思考
(critical mind)能力，提升公民素養，推動社會發展。

從一九四九年至二零零六年，本土交通歷史的發展，正是記錄了不同年代市民對交通工具的需要、
生活環境的變遷，和社會事件的發生，亦Defines香港的民生，反映了由殖民地至特區時期
的香港歷史。

透過了解交通歷史，除了喚起大眾的集體回憶以及教育下一代，更促進從了解本土歷史
的遊覽，以確立香港居民的身份認同(identities)及歸屬感(belongingness)，以促使香港趨向
一個和諧社會。

以下是香港現有的有關交通歷史的公開展館：
1. 航空探知館（內含模型飛機）
2. 香港歷史博物館（內含模型飛機）
3. 香港鐵路博物館（火車為主題）
4. 香港海事博物館（輪船為主題）

由一九二一年起，香港開始有公共巴士的出現，至今每天接載近兩百萬香港市民，快近一百年
的歷史，至今仍沒有一個以公共交通工具為題的博物館，實在可惜及浪費。

1 <https://www.insidehk.com/40919413> 2009-11-4 香港獨立傳媒
3) 外國古典交通工具的保育經驗

各地人士都持不同的目的保留復原的交通工具，當中綜合為六類:
1) 私人購入後改作自用（如改成家居、貨倉等），後由團體/愛好者購回及復修
2) 被交通愛好者保留，作為私人收藏品
3) 被交通愛好者團體集資保留，限額性公開或活動用
4) 被私人/非政府機構/商界購入，作為流動教育館或餐廳之用途
5) 被非政府機構/商界購入，作為旅遊/私家巴士租賃用途
6) 被政府部門購入，改裝為地標的一部份，如遊客資訊中心

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</table>

本港有不少車會或組織均保留各類古典交通工具，粗略估計包括由 1930 年代至今於香
港服役的單層及雙層車輛超過 40 幣，由此可見香港具相當的發展空間，可惜缺乏一個
常的豐富維護及對外展示

1. http://provincialociety.org/
3. http://www.hmuseum.co.uk/
7. http://www.tramcanadians.ca/about_us
9. TRAM History Bus Fleet http://www.tramcanadians.ca/about_us
10. Burnley Village

Social Sciences Research Centre, HKU
4.1) 建議一：設立恆常「香港巴士/交通博物館」
透過建立有蓋及附設工場的博物館，讓部份古典巴士或交通工具進駐成場常展品，製作展版及整理歷史資料，展出各類展品作多媒體介紹。場地內預留車輛通道及排氣裝置，讓車輛可於參與較大型的活動時出入場館。

並可於場館內開設相關的小商店及餐廳，引入商機，另可透過租賃車輛或場地作會議、派對或電影拍攝等增加收入以補貼其營運開支。

A. 本土民間團體「民間博物館計劃」中的「一街藝術館-文化旅遊系列」，曾透過程邀請訓練街坊作導賞員，說出灣仔舊區的各種歷史典故。巴士車廂位置不少，是否可把部份的車內佈置加裝多媒體設備，或擺放小型展品，並透過組織退休/義務老人長/志工，向市民/會員介紹及說故事。

B. 澳門青年局把一輛 SMM 車輛改裝，加入影像音效，吸引兒童，青少年登車學習，命名為「魔法巴士」，從中提倡親子溝通。

12 民間博物館計劃：http://www.hkamp.org/program_002_super_cultural.html
13 魔法巴士：http://space.goss.com/?section=sitemaps-itemid=18171
4.4) 建議四：建立顧問團隊及會員制度，起動人力資源

建議透過建立巴士博物館籌委會，及有關建築、法律等的顧問團隊展開前期的籌備工作，並可建立「博物館之友」的會員制度，以便收集展品、建立及整理展品資料、或建立復修/保育工作的義務工作團隊，並聯繫退休的運輸業從業員以訓練成為導賞員，以利博物館的長遠營運及宣傳工作。

在組織顧問團隊，建議名單可考慮聯絡:

1) 貴度希望促議設立香港交通博物館的前城巴、新巴總經理李日耀先生

2) 已退休的車長陳浩偉，有豐富巴士業行內資料整理的經驗

3) 收藏了四十多輛七十年代車輛的人士義哥

聯絡: comemass@hotmail.com

4) 巴士愛好者組織：香港巴士迷會、巴士迷世界、香港古典交通會

4) 另可與其他古典車紀念車/車輛收藏團體交流：如

香港珍藏車會

香港老車會

香港收藏家協會(Hong Kong Collectors Society)

有待探討的跟進事項：
1. 場地及古典車輛臨時設施牌照
2. 財政預算及資金來源，經常性開支/非常性開支與收入的評估
3. 資產管理及增長
4. 保險及責任事宜

17 http://hk.msdlp.chvqs.com/bookindex%3Fid=1
18 かいく新聞書 http://motorarchive.000webhost.com/html/mai_context.com?article_id=12288
19 坂田時計車會 http://www.electriccarshk.bk.mbp.hk
20 香港古典車會 http://www.fancomik.com/
5) 總結

博物館的建設是需要龐大的投資及籌備，但此新發展區確實需要有地標性的建設及主題吸引市民及中外人士到訪，以強化社區內的就業及經濟需要。現時在民間對保育的素求高，由私人至公司所已被保留的潛在展品足以建立香港巴士博物館，加上愛好者的網絡、組織力及技術已漸成熟，有望主辦單位進一步研究其可行性，如有需要提供更多參考資料，歡迎與本人聯絡，謝謝。
Opinions about the design requirement of the Waterbody

- Should allow entertainment and cultural activities should be used together either the indoor or outdoor performances
- Water activities should meet the needs of Hong Kong people
- The shore coastline should accommodate plenty of people to watch the performances such as fireworks
- Allow large-scale activities/sports to be organized for a huge number of people as audiences to enjoy
- Audiences can enjoy seeing the activity from both sides of the typhoon shelter
- Different types of water activities should cater for people of different ages
- A landmark building could be built but the buildings should not block the sky line
- Places to teach students / children to learn from Hong Kong's marine ecology

Opinions about the requirement should be provided for the Waterbody

- The size and depth of the Waterbody should be provided
- Whether the water quality purification is acceptable for human use
- Whether the competitors need to deal with the water pollution of the Waterbody

Opinions about the design requirement of the Kai Tak Runway Tip

- Mixed-use buildings should be allowed.
- Commercial design should be the design of the majority.
- Different regions having different theme like the Disney Water Park in Japan
- More green spaces, parks and open place, they are connected together and the public can walk or ride a bicycle through all the parks and people of all ages walking
- Helipad should be considered not to be built on the ground, in order to free up the space for other purposes
- Allow a huge number of public to watch the fireworks

Opinions about the requirement of the Kai Tak Runway Tip

- Hotels and commercial buildings in this place should use sustainable designs
Opinions about the design requirement of the Kwun Tong Ferry Pier

- Need to connecting Kai Tak with the Telford Garden walkways
- Kwun Tong Ferry area should be zero carbon

Opinions about the requirement of the Kwun Tong Ferry Pier

- Consider relaxing Kwun Tong Pier restrictions

Opinions about the design requirement of the Connectivity

- The EFLS should connect to Hoi Yuen Road in Kwun Tong and MTR SCL (Shatin to Central Link).
- The Kai Tak Development should be linked with Tsim Sha Tsui Waterfront (eg promenade connecting)
- Construction of footpaths as people can walk to the Kwun Tong.
- Construct cycle tracks around the water body and provide support for cyclists to use
- Water transport can be built (example: water taxi) to connect both sea sides.
- The connected design should consider EFLS with other public transport
- The connected design requirements should consider all the weather factors, providing efficient transportation system which allow people of all ages to enjoy
- The connected design requirements should include public vehicles and Cruise terminals, to attract people to the long-term use of the facilities and the surrounding areas to attract people to come to the Kai Tak Development Area.

Opinions about the design requirement of the General Design and Technical Arrangement

- Professional designers should use public opinions as a design blueprint
- The authorities should know what the public need and like
- The design should attract the tourists
- The transport design should be convenient to the public
- The authorities should include the surrounding areas near to the Kai Tak Development Area in the scope of the competition
- Implementation of urban greening in the design
- Design should be sustainable, viable and popular
- No high-rise buildings in the design
- The overall design should take advantage of the water so that the public have more space
- The main design concept should be confirmed by the authority, and then invite people around the world to design
- Public safety should not determine in the design
- The important requirements of the competition should be identified first and it should be given specific weight e.g. innovation
- Opinions of stakeholders from different age groups and level should be considered
- The local culture should be infused in the design as it is focused on local Hong Kong people
- The boundaries of the competition area may include park and the waterfront to make the design more effective.
- “Edutainment” should be encouraged

Opinions about the requirement of the General Design and Technical Arrangement

- Authorities must clearly mention which types of water sports would be allowed and the quality of water
- Whether the construction of buildings could be built near to the Cruise Terminal
- Need to specify the financial constraints
- Specify which government departments will be responsible to manage this development
Annex M: 26 news articles from 18 newspapers

A total of 26 news articles from 18 newspapers were included as printed media.

<table>
<thead>
<tr>
<th>Item</th>
<th>Newspaper and magazine</th>
<th>No. of news article</th>
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<tr>
<td>3</td>
<td>Hong Kong Commercial Daily</td>
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<td>4</td>
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<tr>
<td>5</td>
<td>Hong Kong Economic Journal</td>
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<td>Hong Kong Economic Times</td>
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