

**APPENDIX 1A**

**SUMMARY OF PUBLIC VIEWS INCORPORATED IN THE  
PREPARATION OF OUTLINE MASTER DEVELOPMENT PLAN**

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The following describe how the public views on the whole South East Kowloon Development have been incorporated in the Outline Master Layout Plan currently proposed.

## A1. OUTLINE CONCEPT PLAN 1999 (OCP)

In 1999, objections were received on the draft OZPs, many related to the extent of reclamation. Consultation was undertaken with Legco members and those from professional and interest groups on the key planning issues in order to obtain a consensus on what was required for SEKD. Subsequently, an Outline Concept Plan (OCP) was produced in May 1999 as a response in plan form to the objections raised. The key features of the OCP were as follows:

- A target population of 240,000 persons;
- Estimated employment of 43,000 jobs;
- A reduction in reclamation from 299ha to 166ha (the area of reclamation in the current Study comprises some 131ha);
- A reduction in surface road space through use of tunnels, depressed roads, or decking-over;
- Partial demolition of the existing Airport Tunnel Road to allow for more flexibility for sunken/depressed roads and to build an underground box culvert system;
- The two strategic road corridors T1, T2, and the Central Kowloon Route (CKR) with connections to the Tate's Cairn Tunnel;
- Two main commercial nodes, one in the western part of SEKD along the proposed Shatin to Central Link (SCL) for office and retail developments, and the other in the south-eastern part near the former Kai Tak runway for tourist-related development;
- Incorporation of a landmark structure (Millennium Tower), marina/leisure centre, festival and leisure centre, entertainment mall and possible cruise terminal, tourism and business centre/heliport, school village, an international stadium and sports village, maritime, transport and aviation museums;
- Location of a hospital in the eastern part of the development;
- Reduction in the Metro Park from 50ha to 24ha and retention of a waterfront promenade (with the intention to link up in the long term with the proposed promenade from Lei Yue Mun and the existing promenade in Tsim Sha Tsui East);
- Provision of view corridors from SEKD to Lion Rock and Kowloon Peak;
- Relocation of the refuse transfer station, public filling barging point, vehicular ferry pier, and marine refuse collection point to the south-eastern end of the site;
- Retention of the railway system as a key component of the development;
- Introduction of a special tourist transport link along the waterfront; and
- Reprovisioning of the existing To Kwa Wan and Kwun Tong typhoon shelters to the south-eastern end of the development.

## A2. PRELIMINARY LAYOUT PLAN

Upon commencement of the Revised Scheme of South East Kowloon Development Study, the Outline Concept Plan has been reviewed and the public views have been incorporated in the preparation of Preliminary Layout Plan. The Preliminary Layout Plan was used in the public consultation in the period May to July 2000.

Table A.1 Changes of Outline Concept Plan to Incorporate Public Comments into the Preliminary Layout Plan

Outline Concept Plan	Public Comments	The Preliminary Layout Plan
Kai Tak Approach Channel reclaimed. End of runway demolished to accommodate tourism and business centre/heliport.	Kai Tak Approach Channel reclamation to be reduced in order to retain the southern end of the former runway as a feature.	Reclamation reduced at Kai Tak Approach Channel to retain tip of former runway as a feature. Reclamation also reduced at Kowloon Bay.
Continuous promenade to Hung Hom interrupted by	Relocate the proposed marina so as to provide a continuous promenade to Hung	Continuous waterfront promenade provided to Hung Hom and Lei Yue Mun. Marina located close to the town centre

Outline Concept Plan	Public Comments	The Preliminary Layout Plan
inclusion of marina.	Hom Bay and Tsim Sha Tsui East.	development.
SCL alignment as per RDS-2.	Adjust the alignment and stations of the proposed SCL taking on board the findings from RDS-2 and examine the provision of a feeder service link to the SCL and MTR Kwun Tong Line.	SCL alignment and stations incorporated. Feeder services provided to SCL. Links to MTR stations via segregated pedestrian facilities.
Tourist transport link running along the waterfront.	Investigate the provision of alternative modes of environmentally-friendly transport systems (bus, tram, light rail, traveller etc) to provide linkages to existing and proposed railway stations.	Trolley-bus/light-rail system proposed to serve the development. Efficient pedestrian circulation system proposed, along with complementary travellers.
Roads T1 and T2 underground.	Explore options for undergrounding (tunneling, submerging, decking over) of roads to minimise environmental impacts on any adjacent sensitive uses.	A number of roads including Trunk Roads T2, Distributor Roads D4 and D5 in tunnel or depressed with wide landscaped decks provided as far as practicable.
T2 planned alongside Kwun Tong Bypass.	Examine possibilities for keeping together the existing Kwun Tong By-pass and the proposed T2, to minimise the extent of land subject to environmental constraints, and to review the land uses when the T2 alignment is finalised.	Road T2 planned as close to Kwun Tong By-pass as practicable with certain section of Trunk Road T2 put underground.
Major pedestrian link to Kowloon City.	Assess the integration of the new development area with the hinterland, and propose measures for more coherence between new development and existing built-up areas.	Significant pedestrian linkages to all surrounding districts through: <ul style="list-style-type: none"> <li>• Development-free view corridors;</li> <li>• Pedestrian routes providing access to the Metropolitan Park and waterfront promenade; and</li> <li>• Use of wide landscape decks.</li> </ul>
Major pedestrian link to Kowloon City.	Examine the potential for a heritage/cultural route from SEKD to Kowloon City.	Cultural heritage route incorporated from SEKD to Kowloon City, utilising the proposed open space corridors.
Views to Lion Rock and Fei Ngo Shan (Kowloon Peak) retained.	Identify natural features, structures and buildings of historical, cultural and heritage significance within the Study Area with a view to their retention.	Sung Wong Toi Rock restored to its original location and set within a park. Views to Lion Rock incorporated within the Metropolitan Park. Views to Lei Yue Mun and Kowloon Peak retained.
Average domestic plot ratio of 6.5.	Explore the means to maximise the density of residential development without causing any adverse environment, traffic and urban design impacts.	Residential densities increased to a proposed plot ratio of 7.5 at the north Apron area along Shatin to Central Link. Lower densities proposed along the waterfront.
Northern apron area dedicated largely to public housing.	Investigate the possibility for a more balanced public/private housing mix in the Kai Tak North Apron area.	Private housing also proposed in the North Apron area to create a more balanced housing mix.
Commercial/office node at To Kwa Wan Station.	Confine the commercial/office node to the main railway station in SEKD.	Commercial/office development confined to the town centre near To Kwa Wan Station.
Tourism-related facilities split between inland sites for transport/aviation/maritime museum and tourism centre off the end of the runway. Possible site for a cruise terminal identified off southern runway.	Explore the possibility for developing the tip of the old runway as a commercial hub with a concentration of tourism-related facilities such as a cruise terminal, heliport, retail development and including a replica of the airport control tower.	Southern end of the runway proposed as a tourism node incorporating cruise terminal, aviation/transport museum, festival retailing, restaurants, and a runway park/carnival park.
Roads running along sections of the Metropolitan Park.	Enhance the integration of the Metropolitan Park with the waterfront and the adjacent residential area by reducing the number of roads separating the residential development from the park.	Sites surrounding the Metropolitan Park front directly onto the park without being separated by roads.
Metropolitan Park focussed as a large waterfront open space.	Adjust the configuration of the Metropolitan Park in order to increase the width of the view corridors to the north and by forming a linear extension of the open space.	Metropolitan Park reconfigured to a more oval form to enhance the access and integration with the hinterland.

Outline Concept Plan	Public Comments	The Preliminary Layout Plan
G/IC sites largely clustered around CKR interchange. Hospital located in eastern runway. Vehicle ferry pier, refuse transfer station, public filling barging point located to south of typhoon shelter.	Confirm the need and rationalise the location of the various proposed G/IC facilities in SEKD including the sports village, school village, museum, hospital, refuse transfer station, public filling barging point and vehicular ferry pier.	A stadium complex is proposed within walking distance of two SCL stations. Two school villages are proposed, each comprising four schools and located within walking distance of the SCL and fronting onto parkland. The museums are concentrated at Kai Tak Point. Refuse transfer station, public filling barging point and vehicle ferry pier incorporated at southern end of the site, within the reprovisioned typhoon shelter.

### A3. OUTLINE MASTER DEVELOPMENT PLAN

Following the public consultation in May – July 2000, the following salient comments have been included in the Outline Master Development Plan currently proposed.

Table A.2 Salient Public Comments

Salient Public Comments	Outline Master Development Plan
<i>Housing</i>	
To refine the disposition of public housing and private housing land with a view to leaving suitable buffer	<ul style="list-style-type: none"> <li>Disposition of public and private housing land reviewed to provide buffer where possible</li> </ul>
<i>Development Intensity</i>	
To re-examine the density in the vicinity of the proposed stations of the Shatin to Central Link with a view to maximising the development potential and also that surrounding the Metropolitan Park in order to complement the design of the Park	<ul style="list-style-type: none"> <li>Residential and commercial development increased within the immediate vicinity of stations.</li> <li>Zoned open space at To Kwa Wan Station replaced with a plaza so that the development potential of the site may be maximized next to the station.</li> <li>The schools originally located near Kai Tak Station relocated to the surrounding residential areas.</li> <li>The large area of open space at Kai Tak Green has been retained, although reduced in scale, to provide visual relief in an area of high-density housing.</li> <li>Building heights surrounding the Metropolitan Park have been reviewed and made more cohesive.</li> </ul>
<i>Landmark</i>	
To review the locations of the landmark structures (like town centre building and observation tower) having regard to urban design concepts and visual impacts	<ul style="list-style-type: none"> <li>The town centre has been relocated from the periphery of the Metropolitan Park to a site directly next to To Kwa Wan Station</li> <li>The proposal for a free-standing observation tower has been deleted.</li> </ul>
<i>Urban Design</i>	
To investigate the possibility of introducing an additional view corridor from Lei Yue Mun to Lion Rock	<ul style="list-style-type: none"> <li>Additional view corridor from Lei Yue Mun to Lion Rock would run partially through the existing urban area. Other view corridors to Lei Yue Mun and Lion Rock maintained in the PLP</li> </ul>
<i>Government/Institution/Community (G/IC)</i>	
To review the land uses adjacent to the hospital with a view to minimising possible interface problems with residential developments	<ul style="list-style-type: none"> <li>Schools have been placed between the hospital and adjacent residential development.</li> </ul>
To review the land uses adjacent to the stadium with a view to eliminating any possible environmental problems	<ul style="list-style-type: none"> <li>Residential development has been relocated from the immediate vicinity of the stadium to reduce possible noise impacts.</li> </ul>
To refine the locations of the G/IC facilities in order to help serving the needs of the residents in the surrounding districts simultaneously.	<ul style="list-style-type: none"> <li>G/IC locations refined to be readily accessible from the hinterland</li> </ul>
<i>Refuse Transfer Station and Public Filling Barging Point (RTS/PFBP)</i>	
To continue devising innovative solutions/designs to relieve the concerns of the residents regarding possible impacts of the refuse transfer station and public filling barging point, and at the same time to critically explore possible alternative locations further away from Laguna City to accommodate these facilities	<ul style="list-style-type: none"> <li>RTS/PFBP has been relocated away from residential development, within the reprovisioned typhoon shelter.</li> </ul>
<i>Helipad</i>	
To critically examine the possibility of locating the helipad to other more distant sites like rooftop of cruise terminal	<ul style="list-style-type: none"> <li>The location of the helipad has been revised to a location over the proposed cruise terminal.</li> </ul>
<i>Other Uses</i>	
To consider the suitability of incorporating other suggested themes and ideas within the development area (e.g. White Dolphin Water Park, Martial Arts Exhibition Mall, Bruce Lee Memorial Hall in	<ul style="list-style-type: none"> <li>Martial arts exhibition mall/Bruce Lee Memorial Hall incorporated within the scheme</li> </ul>

Salient Public Comments	Outline Master Development Plan
Metropolitan Park, Exhibition Centre on information technology and industry, former Airport Control Tower or its prototype at Kai Tak Point)	
<i>Road</i>	
To enhance integration with the hinterland areas by providing adequate pedestrian links	<ul style="list-style-type: none"> <li>• Additional pedestrian links added to hinterland areas.</li> </ul>
To explore further use of tunnels and depressed roads as far as practicable	<ul style="list-style-type: none"> <li>• Sections of Trunk Road T2 and Road D5 have now also been planned underground to improve environmental conditions</li> </ul>
To refine the road network with the aim of ensuring adequate convenient access to tourism node (e.g. introducing possible direct link fro Trunk Road T2 to the tourism node)	<ul style="list-style-type: none"> <li>• Road connection proposed from Wai Yip Street and widened Hoi Bun Road to Road D4.</li> </ul>
<i>Railway</i>	
To re-examine the possibility of locating the depot of the Shatin to Central Link at-grade instead of underground	<ul style="list-style-type: none"> <li>• The Shatin to Central Link Depot is now planned at grade with its approach tracks relocated closer to Prince Edward Road to minimize sterilization of land.</li> </ul>
To review the pedestrian links in order to improve the accessibility of the stations of the Shatin to Central Link.	<ul style="list-style-type: none"> <li>• Pedestrian linkages reviewed and improved.</li> </ul>
To consult and liaise with both Mass Transit Railway Corporation and Kowloon-Canton Railway Corporation when necessary to facilitate swift exchange of ideas	<ul style="list-style-type: none"> <li>• Contact and liaison maintained as necessary.</li> </ul>
<i>Feeder System</i>	
To review the routing of the environmentally friendly feeder system with a view to facilitating convenient use by passengers and enabling more direct and convenient connections with the railway stations	<ul style="list-style-type: none"> <li>• The environmentally friendly shuttle routing has been modified to achieve better coverage and to be closer to the stations on the future Shatin to Central Link.</li> </ul>
To explore the possibility of extending the feeder system to the hinterland districts	<ul style="list-style-type: none"> <li>• Two possible extensions of the feeder system indicated to Ngau Tau Kok and Ma Tau Wai Stations</li> </ul>
<i>Shoreline</i>	
To consider improving the reclaimed shoreline to give a more natural sense	<ul style="list-style-type: none"> <li>• Existing runway profile to be retained with stepped profile introduced at selected locations along the reclaimed shoreline.</li> </ul>