



香港建築師學會
The Hong Kong Institute of Architects

**Comments to Outline Concept Plans of
Stage 2 Public Participation on Kai Tak Planning Review**

- 1. Runway Site**
 - 1.1 The low density building scale on the runway site in an attempt to respect the ridge line and the smaller development parcels proposed on the runway site were considered in the right direction.
 - 1.2 The transverse streets should be made wider to allow for sea views from the site interior and to minimize the likelihood of future wall effect due to competition for maximum sea views.
 - 1.3 Car parking provisions should take into consideration of the potentially large flat sizes and preferably be concentrated at a few locations to free up the site planning constraints under Chapter 8 of Hong Kong Planning Standards and Guidelines so that future developments would not end up in the conventional "15m-podium" design so as to contain the car parks.
 - 1.4 More consideration should be given to the anticipated vibrancy of the internal roads as the site dispositions call for super luxurious apartment developments on the runway site in which the high security requirement and exclusivity will be in conflict to the public engagement.
 - 1.5 Some planning control mechanisms, for examples, verandah space, building alignments, etc., should be incorporated to engender a genuine local district character instantly perceivable without the need to rely on architectural features.
 - 1.6 Although having the constraints imposed by the Environmental Impact Assessment Ordinance, half-sunken roads or roads with sloping berm on either side should be considered at the planning stage rather than to rely on the future architecture design to suit at-grade roads, putting schools as noise buffers.
 - 1.7 The local distributor road along the northern edge of the runway site may cause the buildings to be single aspect, which would be an unsightly view for the existing inhabitants in Kowloon Bay.
- 2. Depot Site**
 - 2.1 It was suggested that the Project Team should pro-actively consider making use of the Southeast Kowloon (SEK) study area west of existing Prince Edward Road East to divert some traffic into the Depot and North Apron site so as to create an "island" situation, which could be utilized to house retail activities (possible with retail bridges) to help smoothen the experience of crossing a ten-lane urban canyon.
 - 2.2 The existing grid of Kowloon City should somehow be respected and extend to the new SEK Depot site to foster a better urban planning integration.
 - 2.3 The vista down Boundary Street was terminating at the depot. It was a lost opportunity to see rows of conventional residential towers there. Some sort of landmark building should be located here to address the end of Boundary Street vista.



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- 2.4 It was suggested having a mechanism to ensure the proposed wide deck crossing be implemented without loss of originality and avoiding turning back to an ordinary uninviting 6m wide footbridge when commercial considerations get in the way in post-planning stage.
- 2.5 More footbridge linkages across Prince Edward Road East were considered necessary. Even the existing underground tunnel (the triangular piece of land) could be upgraded to make it more amicable.
- 2.6 The view corridors through the depot site topside development for the three options were observed to be inconsistent.

3. North Apron Site

- 3.1 The general feeling of the massing and tower disposition was chaotic. No clear planning concept could be seen from the scrambled tower alignment.
- 3.2 A central feature open space would be provided for holding the North Apron site together.
- 3.3 While appreciating vehicular traffic linkage to link up San Po Kong and Kowloon Bay by a road cutting through the North Apron site, more pedestrian linkage was needed.
- 3.4 There were grave concerns on the proposed "spaghetti" of roads near the Hong Kong International Trade and Exhibition Centre (HITEC), and "sinking" of some of the roads was recommended.
- 3.5 The lining of school sites along the edge of the North Apron Site was not considered a good and effective way to integrate SEK with existing context. More innovative approach in sinking or re-diverting the traffic should be considered.

4. 24ha Stadium Site

- 4.1 The three models showed exactly the same stadium design. There was practically no option being offered.
- 4.2 Being the most appreciable iconic focus of the SEK project, the Stadium did not engage with the waterfront at all.
- 4.3 The size of Stadium site was increased from the original proposal of 16ha. to 24ha. The planning design should clearly show the "associated property development".
- 4.4 There was no absolute need for the Stadium to be sited directly above the MTR lines even though the merit of speedy crowd dispersal and evacuation was acknowledged. It was even considered that the departing crowd could bring retail opportunities to the nearby shops if they were to be funneled to walk through a short distance before reaching the MTR stations.
- 4.5 Retail activities should be allowed to integrate with the sports function.
- 4.6 It was suggested that the Stadium could even sit on top of the "spaghetti" of roads near the Central Kowloon Link exit just like the way Roponggi Hills was conceived. More green land could therefore be released for other use and the unsightly roads and noise issues could be resolved.



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5. *Cruise Terminal*

- 5.1 A direct linkage from Kwun Tong to the end of runway should be seriously considered otherwise the cruise terminal would be at a dead end. The Cruise Terminal must be made more accessible to the public in order to survive.
- 5.2 The berth direction should be inclined.

6. *Land Reclamation Issues*

- 6.1 The need for reclaiming the nullah should be an issue subject to rational consideration and not a sensational discussion. It was given to understand that the locals were in fact in favour of reclaiming it but before the environmental issue was proven irresolvable, it was assumed that it would stay put.
- 6.2 All three models were showing a non-reclaimed concept. As a matter of putting forward a viable option for the public's healthy discussion, there should at least be one option showing the nullah being reclaimed, although advice were given that even if it was reclaimed, the sheer size of the underground box culvert would make it a barren unbuildable land because most of the area would be drainage reserve.
- 6.3 The nullah was in a very nice human scale proportion and if over time it could be cleansed and it would be a truly wonderful amenity to the neighbourhood.
- 6.4 Ways should be explored for sinking or hiding the "spaghetti" of roads as these would seriously hamper the vistas of the future purified nullah.

7. *Others*

- 7.1 Coordinate subsoil service trunk should be incorporated underground to avoid future digging of roads for repair of service.
- 7.2 Schools and noise barriers are not the solution for solving future noise problem. All the roads should be designed to generate minimum noise problem.
- 7.3 The three concept plan or "options" were not up to acceptable standards in terms of urban space planning.
- 7.4 The meeting welcomed the effort of putting forward three-dimensional models but nonetheless the variations on the three models were too minor to purport to three "options".
- 7.5 It was recommended that architectural consultants, whether local or overseas, could be invited to join the Project Team to give 3-D design quality input at this stage. Preferably, these could be effected by way of invited competitions on some key strategic areas.
- 7.6 Prior to compilation of Outline Zoning Plan or Outline Development Plan, there should be a further stage to fine-tune the 3-D design consideration in order to come to a spatially more enriched space planning, rather than to complete the "land use plan" and let the future developer to build according to their own agenda.