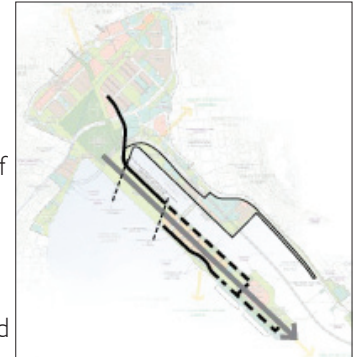


## 1 Preserving Victoria Harbour

*Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.*

**Future plans should more strongly demonstrate the preservation of the historical heritage of Kai Tak airport.**

- It is important that the unique historical heritage of Kai Tak should be further preserved.
- While the shape of the runway has been retained, HBF believes that more should be done to preserve key elements of the runway and apron both as a visual and physical experience. This should complement the harbour-front experience and create a unique destination, not only in Hong Kong, but internationally.
- One suggestion, which may require further thought, would be to propose the creation of an aviation museum that will not only honour Kai Tak's past but will also bring people from across Hong Kong to the area. This would be more effective than a few planes dotted around the landscape and would help develop this site with both new and old elements.
- The runway was always centred along the island promontory, and the proposal to create a road on one side loses the historical 'runway feel.' Should the road not be in the middle? In addition, such a location also directly uses the harbour-front along the Kai Tak Approach Channel thereby conflicting with public access to the harbour-front.



## 2 Stakeholder Engagement

*All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas through transparent and inclusive consensus building processes.*

**Current plans do not clearly show the previous views of different stakeholders and the key decisions taken in light of these views.**

- While a public consultation process was pursued, it is HBF's view that the 'alternatives' offered were so restrictive and limited that a truly open consultation did not occur.
- In this regard, it is important that projects of significant impact, such as the proposed sports stadium and cruise terminal, are not being 'presumed' thereby continuing to undermine the whole consultation exercise.
- It is important that there is greater accountability and transparency to community opinions in the consultation process. The extent of public consultation in neighbouring districts should be strengthened.



### 3 Sustainable Development

*The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.*

**Current plans do not adequately show a balance of economic, social and environmental long term quality of life enhancers.**



Environmental:

- It is important to incorporate diverse transport infrastructure needs that have a low carbon footprint.
- It is important that the Kai Tak Plan is energy efficient.
- It is important to fully adopt an 'ecosystem' approach to improve the quality of the urban environment in Kai Tak, including green spaces, the planting of trees and the monitoring of air, soil and nullah water quality.
- Efforts should be taken to reduce waste, in particular that from construction and demolition. The proposal to cut the runway (over 600m) has not been presented with a balanced consideration of the waste generation.

Economic:

- It is important that the government makes decisions based on feasibility, need, cost, long and short-term financial viability and location in the planning of large-scale infrastructure projects in Kai Tak (e.g., sports stadium and cruise terminal). Similarly this applies to the overall space dedicated to commercial and residential uses, and the likely implications on the market.
- It is important that the historical value of Kai Tak is recognised as a core economic value.
- Each element of the plan including the metro-park should have an economic consideration. In regards to the metro-park we believe it will be important to provide means to generate revenue from the location 7 days a week. The park should be open day and night to fully generate a sound, economically sustainable model.
- It is important that Kai Tak is also seen as a source of value to East Kowloon's and Hong Kong's community overall. Interconnectivity with surrounding areas should be used a means to add value in these neighbourhoods.
- We believe it will be important to balance the new development on Kai Tak with that in surrounding areas to ensure that an over-supply in the market does not adversely affect values making development unattractive.
- It is important that development should complement the diversity of economic activity around the Harbour rather than compete, especially with adjacent areas already under established redevelopment schemes.

Social:

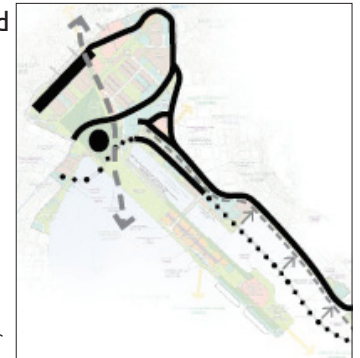
- It is important that a social impact assessment is carried out to understand the social needs and the social identity of Kai Tak and surrounding communities.

## 4 Integrated Planning

*Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbour-front areas support and enhance the economic, environmental and social aspirations of Hong Kong.*

**Current plans should be more strongly integrated to reflect the needs of the community both in the proximity of Kai Tak and across the SAR as a whole.**

- It is important that a holistic and integrated plan is carried out both on and around Kai Tak. This is essential to ensure the optimisation of land use.
- There is no evidence that sufficient thought has been given, nor has there been any public consultation with regard to alternative locations for these very large assets (the cruise terminal, sports stadium).
- It is important to further integrate all planning concepts with neighbouring East Kowloon rather than consider surrounding roadways as barriers.
- It is important to make road alignments more efficient to create more usable waterfront land.
- It is important to define Kai Tak's waterfront role in relation to the surrounding neighbourhoods.
- It is important to demonstrate how the plans meet broader needs and can resolve bottlenecks or shortages in facilities in other locations within the SAR. Presentation of the adequacy of provisions in the longer-term would be useful to demonstrate the long term effectiveness of the development proposals.
- Integration between the land and water should be enhanced, and we believe a review of the requirements of marine users is essential.



## 5 Proactive Harbour Enhancement

*The planning, development and management of Victoria Harbour must proactively enhance the harbour and its harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community.*

**Current plans do not enhance needs of locals with needs of tourists.**

- Kai Tak has a significant harbour-frontage, and more should be done to enhance this for the benefit of both the community and the tourists.
- It is important to extend harbour vistas and open space deep into neighbourhoods, not just to rely on narrow corridors evidenced by narrow streets.
- It is important to orient people towards the harbour rather than away from the harbour - significant frontage is given over to roads and cruise terminals in these plans.
- It is important that the end of the runway is accessible for all to enjoy.
- It is important that the maritime use of the harbour is available to all types of boats.
- It is important to take advantage of nullah revitalisation to a usable water body and water-front. The current plans do not suggest that this space will be usable by the community even in the longer-term. Whereas we believe this should be the objective, odour removal is only the first step in this process of enhancing the harbour-front.
- It is important that planned infrastructure has a minimal sterilising effect on the water-front.
- The overall enhancement strategy is not clear in the proposals and no strong theme or sense of place is identifiable beyond the core massive elements presented.
- The park is a confusing cluster of elements, rather than aligned with the heritage, harbour-front location and surrounding neighbourhoods.



## 6 Vibrant Harbour

*It is essential to balance the use of the harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community.*

### Current plans do not maximise vibrancy.

- It is important that there are more activities to encourage people from across Hong Kong to visit Kai Tak area. In the main, the planned elements appear to be restricted in use and access. A metro-park that closes at 8:00 pm like Hong Kong Park would clearly be undesirable. We would like to see a greater emphasis on the future uses of each element in the plan, with a view to ensuring that this becomes vibrant. Such a large area will clearly need to be a draw both during the day and night-time for residents and members of the surrounding community.
- Experience from recent place-making workshops that we have conducted has indicated that every place needs at least 10 activities to make it vibrant.
- It is important that there are more diverse activities suitable for tourists and locals to engage and enjoy the waterfront.
- It is also important that there are more activities to encourage people from across Hong Kong, rather than just local residents, to visit the Kai Tak area, e.g. a Maritime and Aviation Museum.
- It is important that Kai Tak's vibrancy captures the unique character of Kai Tak, compared with other areas on the harbour.

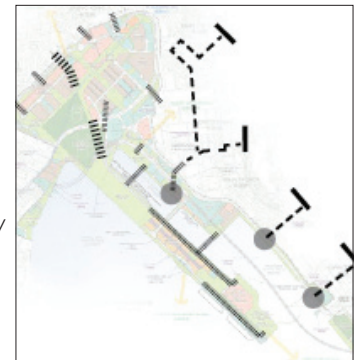


## 7 Accessible Harbour

*Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access for pedestrians, preferably at grade, to and along the Harbour as well as the harbour-front areas.*

### Current plans do not have easy transport access in Kai Tak or to surrounding districts of East Kowloon.

- While we are supportive of the reduced road footprint, we believe that it is important that an adequate road network is provided - currently only a single entry and exit point is available for the Kai Tak runway.
- It is important that public transportation and pedestrian routes are convenient and not dislocated, reducing private transport and public so as not to detract from the environmental and community experience.
- It is important that all transport and road links link up within the Kai Tak Development Plan and to neighbourhood areas. Additional bridge link connections may be necessary.
- It is important that streets are aligned and designed to facilitate efficient pedestrian access to the Harbour-front area.
- It is important that there is easy and inviting access for pedestrians at ground level from all districts in East Kowloon.
- It is important that pedestrian access should be unobstructed by infrastructure, roads, and mega structures like stadium/ cruise terminals/cruise ships for extended areas of the water-front.
- Marine access should be enhanced.



## 8 Public Enjoyment

*The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour planning principles should be minimized.*

**Current plans do not maximise the potential to create a clean, green, vital, accessible and beautiful waterfront that will be enjoyed by Hong Kong residents, and welcome tourists and visitors from around the world.**

- It is important that there is a promenade for recreational pursuits. This should always remain open and accessible.
- It is important that views are unobstructed to and from the harbour across the waterfront.
- It is important that there is a special emphasis for uncompromised public access to the tip of the runway.
- The water-front and indeed the whole area should be accessible during both the day and night-time.
- A significant degree of activities should be included to meet the diverse needs of the community and our visitors.
- We should promote public use and enjoyment of both open space and created facilities, with adequate provisioning for young, old, able and non-able bodied etc. It would be undesirable to create spaces with limited access or with broad restrictions on the public activities and thereby enjoyment, e.g. creating a public lawn and placing a "keep off the grass" sign would be in direct conflict with the objective of public enjoyment.

