

Planning Department
The Government of the Hong Kong Special Administrative Region
Agreement No.: PLNQ 44/2006

Public Engagement Programme for the Hung Hom District Study

Stage 2 PEP Final Working Paper

C A R E

Centre of Architectural Research
for Education, Elderly,
Environment and Excellence Ltd.

In collaboration with

The Community Participation Unit,
The Department of Architecture
The Chinese University of Hong Kong

PlanArch Consultants Ltd.

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Date: 17 January 2008

Public Engagement Programme for the Hung Hom District Study

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1 Background of Stage 2 Public Engagement Programme

To facilitate public participation throughout the process of the Hung Hom District Study, the Planning Department has appointed the Centre of Architectural Research for Education, Elderly, Environment and Excellence Limited, in association with the Community Participation Unit of Department of Architecture, The Chinese University of Hong Kong and PlanArch Consultants Limited (PEP consultant) to design, prepare and carry out a 2-stage Public Engagement Programme to collect public views on the enhancement of the Hung Hom harbour-front areas.

The Stage 1 Public Engagement Programme (PEP) was completed in February 2007. Under the Stage 1 PEP, perception of Hung Hom district and visions on how to enhance the area from relevant stakeholders and the public were collected through site visit, brainstorming session, questionnaire survey and district council visits. These valuable views served as an important input for the formulation of a draft District Plan for the Hung Hom District Study, the Study of which was undertaken by Urbis Ltd., Ove Arup & Partners Hong Kong Ltd., and Meinhardt Infrastructure and Environment Ltd. (HHDS consultant).

The draft District Plan proposals were formulated mainly for four Potential Development Sites (PDS) along the Hung Hom harbour-front. They cover land currently occupied by the KCRC Freight Yard, the International Mail Centre, the Comprehensive Development Area and the adjoining open space fronting Hung Hom Bay, and land zoned "Residential (Group A)2" along Hung Luen Road and the Tai Wan Shan Park. There were also proposals for the enhancement of the public realm and measures to improve connectivity of the Hung Hom harbour-front area. (*Please refer to Appendix A for the Publicity Materials*)

Upon formulation of a draft District Plan, the Stage 2 PEP was commenced on 30 August 2007 and completed on 20 October 2007. With the aspiration to further refine the proposals, the Stage 2 PEP presented the draft District Plan to the public for further comment.

This working paper summarizes and reports the public comments received to the Planning Department and the HHDS consultant. Taking into account comments received in the previous rounds of public engagement, the draft District Plan proposals will be fine-tuned to provide the necessary guidance for the future development of the Hung Hom harbour-front area.

2 Summary of Stage 2 PEP Activities

Major activities of the Stage 2 PEP included:

- Roving Exhibition
- Public Forum
- Briefing to Kowloon City District Council and Yau Tsim Mong District Council
- Briefing to Town Planning Board (TPB) and Planning Sub-committee of the Land and Building Advisory Committee (LBAC)
- Engagement Meetings with Local Residents
- Written Submissions
- Feedback Forms Received from the Public

In order to facilitate the Stage 2 PEP, publicity materials including Engagement Digest, Poster, and Feedback Form have been distributed to the public through the above activities, webpage and direct mailing. The public was also informed of the programme through press release and advertisements on district newspapers. With wide publicity and promulgation, the public participated actively in the programme and provided valuable opinion on the proposals.

2.1 Roving Exhibition

Roving exhibition was held at the Metropolis Mall and Home World, Whampoa Garden on 7-9 September 2007 and 10-13 September 2007 respectively. The opening hours were 10:00am to 8:00pm. There were around 3,650 people visited this roving exhibition.

Roving exhibition displayed panels and model of the proposals proposed by the HHDS consultant. It provided direct interaction opportunity to the public to express their opinions on the proposals. Consultants were on duty during the exhibition period to explain the proposals and answer public's inquiries. The public was encouraged to express their opinion by returning the feedback forms. Please refer to "Summary of Feedback form Received from the Public" for details.

(Please refer to Appendix B for exhibition panels, models and photos of exhibition)

2.2 Public Forum

Public forum was held at N002 Lecture Theatre, Block N, Hong Kong Polytechnic University on 15 September 2007. More than 500 invitation letters were issued to the Members of Harbour-front Enhancement Committee, Legislative Councillors, District Councillors, Government Officials, Local Resident Associations, Property Management Companies, Quasi-Government Organizations, Developers, NGOs, Utilities, Chambers, Business Associations, Hotels, Professional Institutes, Academic and Schools. There were 129 participants attending the forum. (*Please refer to Appendix C for the attendant list.*)

The PEP consultant, being the facilitator of the public forum, oversaw the rundown and facilitated the forum discussion. The public forum began with an opening remark given by Kowloon City District Councillor Ms. SIU Yuen-sheung, BBS, JP. The PEP consultant then presented the findings obtained from Stage 1 PEP. The HHDS consultant then introduced the proposals to the participants.

19 participants were registered in advance to present their views and raise questions in the Question and Answer session. Other participants also had chances to express their opinions. The HHDS consultant and representatives from the Planning Department responded to their concerns and questions during the Q&A session.

The forum was concluded with a brief summary by the PEP consultant and closing remarks by Dr. Alvin KWOK, a member of the Harbour-front Enhancement Committee, and Dr. Greg WONG Chak-yan, J.P., a member of the Town Planning Board.

Rundown of Public Forum is as follow:

時間 Time	流程 Programme	講者/嘉賓 Speakers/Guests
1:45pm – 2:15pm	登記 Registration	
2:15pm – 2:25pm	簡介公眾論壇流程 Briefing on Public Forum Rundown	公眾參與項目顧問 - 優環長學建築設計研究中心有限公司 PEP Consultant - CARE - 林雲峰教授, 總監 Prof. Bernard V. LIM, Principal - 張國勳先生, 總監 Mr. Daniel CHEUNG, Principal
	開幕辭 Opening Remarks	- 蕭婉嫦女士, BBS, JP, 九龍城區議會代表 Ms. SIU Yuen-sheung, BBS, JP, representing KCDC
	致送紀念品 Souvenir Presentation	規劃署 Planning Department - 黃偉民先生, 規劃署助理署長 Mr. Raymond WONG, Assistant Director
	第一階段公眾參與項目回顧 Review of Stage 1 PEP	

2:25pm – 2:30pm	<ul style="list-style-type: none"> - 第一階段公眾參與活動 Stage 1 PEP Activities - 市民所關注的四大事項 Four Main Issues of Public Concern 	<p>公眾參與項目顧問 - 優環長學建築設計研究中心有限公司 PEP Consultant – CARE</p> <ul style="list-style-type: none"> - 林雲峰教授, 總監 Prof. Bernard V. LIM, Principal - 張國勳先生, 總監 Mr. Daniel CHEUNG, Principal
2:30pm – 2:45pm	<p>建議簡佈 Proposals Presentation</p> <ul style="list-style-type: none"> - 四個具發展潛力地點 4 Potential Development Sites - 交通設施改善建議 Connectivity Enhancement Proposals - 公共空間改善建議 Public Realm Enhancement Proposals - 評估 Assessments 	<p>紅磡地區研究顧問 - 雅邦規劃設計有限公司 HHDS Consultant - Urbis</p> <ul style="list-style-type: none"> - 龍欣翔女士, 總規劃師 Ms Helen LUNG, Principal Planner
2:45pm – 3:50pm	<p>答問環節 Q&A</p>	<p>紅磡地區研究顧問 - 雅邦規劃設計有限公司 HHDS Consultant - Urbis</p> <ul style="list-style-type: none"> - 龍欣翔女士, 總規劃師 Ms Helen LUNG, Principal Planner - 裴璋廉先生, 規劃師 Mr. William Pugh, Town Planner <p>規劃署 Planning Department</p> <ul style="list-style-type: none"> - 黃偉民先生, 規劃署助理署長 Mr. Raymond WONG, Assistant Director - 李啟榮先生, 總城市規劃師 Mr. Raymond LEE, Chief Town Planner
3:50pm – 4:00pm	<p>總結 Summary</p>	<p>公眾參與項目顧問 - 優環長學建築設計研究中心有限公司 PEP Consultant - CARE</p> <ul style="list-style-type: none"> - 林雲峰教授, 總監 Prof. Bernard V. LIM, Principal - 張國勳先生, 總監 Mr. Daniel CHEUNG, Principal
	<p>閉幕辭 Closing Remarks</p>	<ul style="list-style-type: none"> - 郭毅權博士, 共建維港委員會委員 Dr. Alvin KWOK, Member of Harbour-front Enhancement Committee - 黃澤恩博士 J.P., 城市規劃委員會委員 Dr. Greg WONG Chak-yan, J.P., Member of Town Planning Board
	<p>致送紀念品 Souvenir Presentation</p>	<p>規劃署 Planning Department</p> <ul style="list-style-type: none"> - 黃偉民先生, 規劃署助理署長 Mr. Raymond WONG, Assistant Director

2.2.1 Summary of Concerns / Questions / Opinions

The following summarizes participants' views on the draft District Plan proposals during the public forum.

Potential Development Site 1 – KCRC Freight Yard & International Mail Centre

- Although there was no adverse opinion to develop the site for waterfront-related tourism, commercial and leisure uses in general, some queried the need for hotel development in this area. Some also expressed concerns on the view of the Hong Kong Coliseum that might be blocked by the hotel development in front.
- Some requested the Government to propose other land use possibilities in the District Plan for the public to consider and choose.
- A participant expressed concern on the livelihood of freight operators after relocation of KCRC freight yard, while most participants expected the freight yard and IMC to be relocated as soon as possible and expressed concern on the progress and schedule.

Potential Development Site 2 – “Comprehensive Development Area” & Adjoining Open Space Site

- Residents living nearby the “CDA” site, mainly from Whampoa Garden (Phase 9), requested the “CDA” site to be developed for public use and requested the Government to suggest other development possibilities for the public to choose.
- Some queried the need for hotel and commercial development at the “CDA” site and objected to hotel development above the proposed Public Transport Terminus (PTT).
- Some suggested that the site could be rezoned to “G/IC” to provide community facilities, such as library, polyclinic, sport centre, hall for exhibition and performance.
- Some requested that there should be no development for the site, and it should be left vacant.
- They generally considered that the proposed development intensity at a plot ratio of 6 and building height of 40mPD to 75mPD were too high at this waterfront location, as it might create a dense development hindering air circulation and reducing visual permeability to the Harbour. Their proposed plot ratio ranged from 0 to 4.5.
- They supported the provision of an urban park in principle but considered that its size is inadequate based on the area of open space per household unit of the district. Some suggested to include the adjoining open space to cover the whole or part of the “CDA” site on the argument that the current provision of open space was fragmented.
- Some suggested to develop a thematic urban park, for example, a park for pets.

Potential Development Site 3 – Hung Luen Road “Residential (Group A)2” Site

- The participants in general requested further reduction of plot ratio to below 6. Their proposed plot ratio ranged from 0 to 4.5.
- They generally considered the building height of 120mPD was too high and called for a reduction in building height. Some considered that it should be compatible to that of Whampoa Garden. 10 storeys development was considered as the maximum.

Potential Development Site 4 – Tai Wan Shan Park

- Most participants were against the proposals of relocating the basketball court from the site and designating part of the park for waterfront-related commercial and leisure uses. They considered that the basketball court was well-utilized, whilst commercial

uses such as small-scale café in this locality was not necessary and would bring nuisance to the residents.

Enhancement of Promenade

- The participants welcomed the proposed waterfront promenade connection between Tsim Sha Tsui East and Hung Hom. They, however, expected for an attractive and continuous promenade connecting Hung Hom southwards with Tsim Sha Tsui and northwards with Kai Tak and Kwun Tong.
- Some participants concerned about the management responsibility of the proposed promenade.

Connectivity Enhancement Proposals and Transportation Issue

- Although the connectivity enhancement proposals were welcome by the public, some commented that the proposals were not comprehensive enough to enhance the connectivity between the districts with the waterfront. The proposals should incorporate measures such as improvement of road network and the provision of mass transport systems (MTR-KTE / Shatin to Central Link / APM) to improve the overall district connectivity.
- They worried about the possible adverse traffic impact incurred by the proposed tourist and commercial activities, as these activities might worsen the existing traffic congestion problem in the area.

Implementation and Development Control

- Some participants pointed out that as the current guidelines on air ventilation were not legally binding, both PDS 2 & 3 might potentially be developed into buildings with wall effect. They suggested the Government to include a condition relating to the disposition of buildings in the Conditions of Sale for both sites to avoid wall-type development.
- Some participants suggested to impose a stepping down profile of both building height and plot ratio towards waterfront.

2.3 Briefing to Kowloon City District Council and Yau Tsim Mong District Council

The Planning Department and consultants have briefed the members of Kowloon City District Council and Yau Tsim Mong District Council on 6 September 2007 and 27 September 2007 respectively. The purpose was to explain the draft District Plan proposals and seek members' views on the proposals.

Members generally considered that the Study was on the right track and responded to the public concern. They expressed support to the following aspects:

- Provision of a continuous promenade
- Relocation of freight yard and IMC
- Provision of a new Urban Park and more open space
- Reduction of development density and building height
- Enhancement of district connectivity
- Enhancement of public realm

Members also had comments on the details of the proposals. Their views summarized as follow:

- Some members of KCDC objected to the proposals of relocating the basketball court from the site and designating part of the park for waterfront-related commercial and leisure uses. They considered that the basketball court was well-utilized, whilst commercial uses such as small-scale café in this locality was not necessary and would bring nuisance to the residents. Locating the small-scale café at Tai Wan Shan swimming pool or the proposed Urban Park was more appropriate.
- Members queried the need for hotel and commercial development. More open space and community facilities should be provided in the district.
- The freight yard, IMC and Green Island Cement (Holdings) Ltd.'s Pier should be relocated as soon as possible for a continuous promenade connecting Hung Hom southwards with Tsim Sha Tsui and northwards with Kai Tak and Kwun Tong.
- Members requested further reduction on development density and building height. The recommended development parameters of the Study should be included in the Conditions of Sale and OZP. They also raised concern on the schedule and implementation of the Study.

2.4 Briefing to the Town Planning Board and Planning Sub-committee of the Land and Building Advisory Committee

On 7 September 2007, the Town Planning Board was briefed on the proposals of the draft District Plan formulated under the Study and the framework for the Stage 2 PEP. The preferred schemes for the four Potential Development Sites identified within the Study Area, the proposed measures for enhancement of the public realm and improvement of connectivity of the Study Area were presented to the TPB Members. On 26 October 2007, the representatives of Planning Department and the consultants provided further information on the proposals and reported the initial outcome of the Stage 2 PEP to the TPB Members.

On 8 October 2007, the representatives of Planning Department and the HHDS consultant presented the background and objective of the Hung Hom District Study and the proposals of the draft district plan to the members of the Planning Sub-committee of the Land and Building Advisory Committee.

2.4.1 Briefing to the Town Planning Board on 7 September 2007

The following was a summary of views and questions raised by the TPB Members on 7 September 2007:

Study Objective

- The objective of the Study to formulate a comprehensive district plan to guide the planning and design of the Hung Hom harbour-front area was laudable.

Draft District Plan Proposals

- The proposal of the draft District Plan to improve the connectivity between the hinterland and the harbour-front of Hung Hom as well as along the waterfront from Tsim Sha Tsui East through the study area to To Kwa Wan and Kai Tak was welcomed by the local residents.
- Given the proximity of Tai Wan Shan Park to residential developments, the proposed inclusion of small-scale cafés and restaurants in PDS 4 might cause disturbance to the existing residents nearby.
- Whether it was appropriate to propose two hotel towers in PDS 1, being taller than the Coliseum which was a landmark in the area, and whether the need for a hotel development in PDS 1 had been assessed.
- Only scattered pockets of open space were provided in the draft District Plan and consideration should be given to provide more green and open area within the PDSs.
- Whilst most of the proposals were long-term objectives, the consultants should consider recommending some quick-win enhancement projects.

Traffic Assessment

- Given the traffic congestions in the Hung Hom District, the consultants should suggest traffic improvement measures in tandem with the land use proposals put forward in the District Plan.
- Whether the Study had assumed the proposed SCL, the proposed MTR Kwun Tong Line Extension and the APM be provided in conducting the traffic assessments.

- Given the segregation of the waterfront areas from the old urban areas by the existing road network, whether the Study had examined how pedestrian connectivity of the harbour-front area with the old urban areas could be improved.

Relocation of Incompatible Uses

- Whether relocation of the existing pier of the Green Island Cement (Holdings) Ltd. would be examined in the Study.
- As it was the local residents' common consensus to relocate the KCRC Freight Yard and the IMC, whether the Government departments had started working on relocating these uses and what the current progress was.

Development Options

- As the Stage 1 PEP had already gathered views from the stakeholders and the public on their aspirations and visions on how to enhance the harbour-front, the consultants should prepare more options for each PDS for public consultation at the Stage 2 PEP.
- Apart from the proposed waterfront promenade with cafés and restaurants, the consultants should come up with more innovative land use proposals and options (e.g. more variations in the design of the promenade and disposition of buildings) in the District Plan for the public to comment and choose. Simply presenting them with a recommended option was not adequate.
- To enable a meaningful discussion and consultation with the public at the Stage 2 PEP, the consultants should provide more detailed information on their assessment of different options of each PDS before coming up with the recommended land use proposals. Preparation of 3-D digital models, photomontages and relevant graphic presentations showing different options would be helpful in this regard.

2.4.2 Briefing to the Town Planning Board on 26 October 2007

The following was a summary of views and questions raised by TPB Members on 26 October 2007:

Development Density and Building Height

- The proposed PRs for the KCRC freight yard and IMC site and the “CDA” site were still high and there was room to further reduce the proposed development intensity.
- The two proposed towers at the “R(A)2” site were taller than the existing buildings behind them and a gradation concept in urban design should be adopted.

2.4.3 Briefing to Planning Sub-Committee of the Land and Building Advisory Committee on 8 October 2007

The following was a summary of views and questions raised by LBAC Members on 26 October 2007:

Draft District Plan Proposals

- The proposed mixed office/commercial use at PDS1 was supported but insufficient at-grade connection between Tsim Sha Tsui East and Hung Hom was a concern. The Government should consider taking forward those enhancement proposals, despite

involving reclamation of the harbour along the Hung Hom waterfront, to improve pedestrian connection between Tsim Sha Tsui East and Hung Hom.

- Floating structures might be a solution of providing better linkage between Tsim Sha Tsui East and Hung Hom subject to the requirement under the Protection of the Harbour Ordinance.
- There was a suggestion to combine the “R(A)2” site with the “CDA” site in PDS2 to allow more design flexibility and to introduce more height variation in the form of stepped height or different height clusters.

Development Density and Building Height

- A plot ratio of 6 (option 3) for PDS2 was too high and it would be difficult to preserve the view corridor under such scenario.
- A lower plot ratio would allow more flexibility in design layout and allow more variations in the number and disposition of building blocks.
- Waterfront sites would warrant the development of higher quality buildings. In this regard, to cater for the current trend of higher headroom, the development density of PDS2 might need to be further reduced to make the building massing less bulky in this waterfront location.
- Car parks and other services could be put underground to avoid podium development.
- A lower plot ratio of about 4.2 as suggested in consultant’s option 1 for PDS2 was supported.

Implementation and Development Control

- Appropriate requirements, e.g. non-building area, should be incorporated into the lease conditions of the sites to preserve the view corridor.

2.5 Engagement Meetings with Local Residents

The Planning Department and the PEP consultants were invited to attend two engagement meetings with local residents organized by Kowloon City District Councillors and Whampoa Garden Owners Representatives' Committee on 3 October 2007 and 5 October 2007 respectively. More than 100 local residents participated in the meetings.

The following was a summary of views and questions raised by local residents:

PDS

- Most participants were against the proposals of relocating the basketball court from the PDS4 and designating part of the park for waterfront-related commercial and leisure uses. They considered that the basketball court was well-utilized, whilst commercial uses such as small-scale café in this locality was not necessary and would bring nuisance to the residents.
- Some residents suggested that since there was space behind the wall of the Tai Wan Shan Swimming Pool, commercial activities such as café should make use of the interior space of the swimming pool instead.
- Residents queried the need for hotel and commercial development at the “CDA” site and objected to hotel development on the proposed PTT. Community facilities, e.g. library, sport centre should be provided at the site instead.
- Some considered that the proposed tourism and commercial development was alike to that in Tsim Sha Tsui. It was not necessary for Hung Hom to follow such development pattern.
- Some suggested that an open-air PTT would be more preferable than an enclosed PTT within a building.

Development Options

- Apart from proposed tourism and commercial development at the PDSs, the consultant should come up with other land use possibilities for public consideration.
- Some commented that the consultation should present all available development options for public consideration.

Development Density and Building Height

- It was the public consensus that no “wall-like” development should be allowed in anyplace. The width between buildings and their disposition shown on the District Plan would likely generate wall effect and block visual permeability from the hinterland towards waterfront.
- The proposed development intensity at a plot ratio of 6 and building height of 120mPD at PDS3 were considered too high. Plot ratio of 6 and building height of 40mPD to 75mPD at PDS2 were also too high at this waterfront location, as it might create a dense development hindering air circulation and reducing visual permeability to the Hung Hom hinterland.
- The residents called for reduction in development density and building height of the sites. Some considered that the development density and building height should be compatible to that of Whampoa Garden. 10 storeys development was considered as the maximum.

Traffic Improvement Measures

- The design and capacity of the existing road network was not for tourism and commercial development. Such development would worsen the existing traffic congestion problem of the area. The consultant should propose comprehensive traffic improvement measures such as reconsidering the road network and pedestrian facilities of the area, and introduction of a mass transit system.

Open Space and Urban Park

- The provision of open space and Urban Park was fragmented and inadequate. The actual usable size might be smaller than expected.

Relocation of Incompatible Land Uses

- While the promenade connecting Hung Hom northwards with Kai Tak was blocked by the Green Island Cement (Holdings) Ltd.'s Pier, the Government should come up with quick solutions.

Enhancement of Streetscape

- Some residents proposed that street improvement works should provide covered walkway along Tai Wan Road.

2.6 Written Submissions

A total of 20 written submissions were received from local residents, owners incorporations, district councillors, professionals, political party, property management company, and Kowloon-Canton Railway Corporation. Their views and opinions are summarized as follow. *(Please refer to Appendix D for the copy of written submissions)*

Names / Organizations	Date of Submission
Mr. Paul Zimmerman	4 September 2007
WONG, HUI & CO. Solicitors (on behalf of a resident of Harbourfront Landmark)	14 September 2007
Mr. Raymond Pun Lai Tun	16 September 2007
呂志清 - 市民	20 September 2007
謝健良先生 - 香港運輸物流學會會員 (Member of the Chartered Institute of Logistics and Transport in Hong Kong)	9 & 30 October 2007
Mr. Jordon Chow	13 October 2007
方昭貴 /潘國熊 /陳錦祥 /何德昌 /張何雅萍 -第 2 屆海名軒住宅業主代表 (Representative of 2nd Harbourfront Landmark Owners)	16 October 2007
Kowloon-Canton Railway Corporation	17 October 2007
吳美樺 - 黃埔花園第 9 期百合苑業主委員會主席 (Chairman of Whampoa Garden Lily Mansions (Site 9) Owners Representatives Committee)	18, 20 & 30 October and 9 December 2007
黃埔花園第 9 期百合苑業主委員會 (Whampoa Garden Lily Mansions (Site 9) Owners Representatives Committee)	20 & 29 October 2007
Mr. David Au – Practising Town Planner, Whampoa Garden Resident	20 October 2007
The Office of Kowloon City District Councillor Ms Starry Lee	27 October 2007
Ms. Linda Wong – Vice-chairperson, Kln. W., Civic Party	29 October 2007
The Office of Kowloon City District Councillor Mr. Chan Ka Wai	4 November 2007
Customer Service Office, Royal Peninsula	16 November 2007

2.6.1 - Land Use Proposals

- Many of these submissions shared the view that instead of hotel development, the PDS sites should be developed for open space / urban park / sports and recreational uses to enhance social interaction.
- Some commented that the Study has not included all available development options for public consideration, leading to public misunderstanding of the Study.
- KCRC commented that the Study has not provided re-provisioning proposal of the existing freight operation and IMC facilities. The Study should also consider replaced uses of the existing freight yard area at ground level of the podium of the development in Kowloon Inland Lot 11077 after relocation of KCRC freight yard.

- One submission suggested that the option of relocating the PTT underneath the proposed hotel development should be reconsidered in view of the principle of sustainable development and energy saving.
- A submission agreed that for an active and vibrant harbour-front, there was a need for a diverse mix of land uses. However the current zoning, plot sizes and planned development intensity, particularly for PDS2, were questionable and concerns about the use of existing land water interfaces were also raised.

2.6.2 - Development Density

- It was general public consensus that the development density of the PDS sites should be as low as possible.
- Over 1,500 standard letters were included in one submission from an owners representatives committee of a residential estate adjacent to the PDS2 against any form of development on PDS2 & 3, apart from urban park. Another subsequent submission from the Chairman of the same owners representatives committee indicated that from a previous questionnaire survey carried out by the committee, 990 units (about 4000 residents) had expressed the same view. A similar request was reflected from a survey conducted by the Office of Kowloon City District Councillor.
- Amongst the submissions requesting a lower development density and building height for PDS2 and PDS3, there were suggestions that the building height should be compatible or lower than that of Whampoa Garden.
- Some expressed that if there is development, the number of proposed hotel and residential building should be reduced. The buildings in PDS2 and PDS3 should not result in / cause / have such effect as a “wind-shield”.
- There was a submission suggesting to impose a stepping down profile of both height and plot ratio to ensure a good urban form and to minimize the impacts of the future Hung Hom bay reclamation developments on existing residents and the harbourfront; whilst another submission suggests that the building at PDS 1 could be the tallest, then PDS 3 and PDS2, given their relative impact on the ventilation and in respect of current design, and the width of the CDA should be reduced to align with the eastern boundary of PDS3, leaving the remaining area for public open space.
- One submission suggested incorporating the PDS3 into PDS2 so that the built facilities including bus terminus and community facilities could be provided with better flexibility. A taller height could be considered for the buildings in PDS3. The 2 sites could be linked by an elevated walkway, and it should be designed and operated comprehensively.

2.6.3 - Provision of Open Space

- Many submissions raised concerns on the shortfall of open space in the study area and adjoining areas. They generally requested larger open space and urban park.
- Considerable number of local residents (please refer to 2.6.2) requested that the PDS2 & 3 should be developed as urban park.
- Some submissions suggested the open space could be developed as a place for performance, elderly and community activities and Dog Park.
- Some suggested the fragmented open space should be linked to form a pedestrian network and preferably at grade as far as possible.

2.6.4 - Relocation of Basketball Court

- Many submissions were received against the proposals of relocating the basketball court from the site in considering the shortage of outdoor facilities in the area. Community facilities should be provided instead.
- 170 Hung Hom residents' signatures were collected against the relocation proposal.
- A submission considered that nuisance from football activities in Tai Wan Shan Park has been a long dragging issue. The problem could be solved by improving the physical construction, e.g. an indoor multi-purpose sports centre.
- A submission supported that ancillary facilities, such as food and beverage corner, could be provided in PDS4. Low-rise development with amenities should not cause much dispute in that locality.

2.6.5 - A Continuous and Accessible Waterfront Promenade

- It was a common consensus to develop an attractive and continuous promenade connecting Hung Hom southwards with Tsim Sha Tsui and northwards with Kai Tak.
- Some requested the Government to schedule the implementation plan to relocate water-front incompatible uses such as IMC, KCRC freight yard, Green Island Cement (Holdings) Ltd. pier for a continuous promenade development.
- Some suggested that there should be a better connectivity between the hinterlands and the promenade.
- One submission indicated that proposals for bicycle lane and jogging track along the seafront would be supported.

2.6.6 - Transport and Traffic Improvement

- Most submission concerned the capacity of the existing and planned transport network in handling additional traffic induced by the proposed development.
- Some commented that the traffic and transport facilities in Hung Hom would be overburdened. The tourist coaches carrying tourists to the duty-free shops in Hung Hom have already created a nightmare in the district, the erection of more buildings in the District would aggravate this problem.
- Some commented that the connectivity enhancement proposals were lack of substance. Given the traffic congestions in the Hung Hom District, there was urgent need to conduct comprehensive transport study for the district.

2.6.7 - Plan Implementation

- Some submissions suggested to incorporate requirements (such as development density / building height & width / disposition / requirement of air ventilation assessment / environmental protection guidelines / proportion of open space & community facilities) in the land conditions and OZP.
- Some suggested the Government should collaborate with the District Councils and community organizations to enhance community artistic elements along the promenade.
- A submission suggested the Government to impose a moratorium on development of medium and high rise developments along the waterfront of the Harbour in order to preserve the natural beauty of the Harbour. To alleviate the economic loss caused by the moratorium, existing owners / tenants of high-rise buildings along the waterfront of the Harbour should be asked to pay a premium for enjoyment of the Harbour view.

2.6.8 - Others

- KCRC suggested the PDS1 to include the triangular area of KCRC vested land to the north of the KCRC Hung Hom Station (North Hung Hom Area) (NHHA) and the Cross harbour Tunnel Toll Plaza area to form a larger Potential Development Site for comprehensive review purpose. Subsequent rezoning and planning process should then involve the extended PDS1 with the NHHA. Otherwise, there would be loss of opportunities in improving accessibility, traffic circulation and integrating the design of Coliseum, railway station, waterfront development and NHHA. PDS1 should take into account the existing railway facilities and planned railway network including the following: -
 - o Shatin to Central Link (SCL), the future rail link to Whampoa (either by Whampoa Automated People Mover System (APM) from Hung Hom Station or MTR Kwun Tong Line Extension (KTE)).
 - o The proposed Mass Transportation Centre at Hung Hom.
 - o The proposed Public Transport Interchange at Hung Hom District being a strategic infrastructure for traffic improvement in the area.
 - o The existing ventilation building and the tunnel portal connecting to East Tsim Sha Tsui Station.
 - o Future ventilation shafts and E&M facilities for SCL, as well as the flood gate for the Fifth Rail Harbour Crossing Tunnel.
 - o Vehicular access to future SCL station should be allowed for maintenance and EVA purpose.
- The proposed Hong Kong Coliseum podium extension and planning of waterfront in PDS1 should also take into account the above items.
- KCRC also suggested that the Study should recognise the role of rail freight transport to the community in the context of logistic developments between the Mainland and Hong Kong, taking into account international freight movements as well as the private and social costs of usage conversion. The consultants should fully consult the operators and users and seek their agreement on any proposed plans if their land rights are affected.

2.7 Feedback Forms Received from the Public

2.7.1 Objectives

This survey is intended to collect views on the draft District Plan proposals in respect of the future land use and development form for the 4 Potentials Developments Sites, the enhancement of connectivity and enhancement of Public Realm recommended under the Hung Hom District Study. The survey was conducted between 30 August 2007 and 20 October 2007. (Please refer to Appendix E for the sample of feedback form.)

2.7.2 Information on Respondents

A total of 599 feedback forms were received. 34 of those were considered duplicate and 565 of those were considered valid. 72% of the respondents resided in Hung Hom District. 60% of the respondents aged between 31 to 50 years old and 19% aged between 51 to 60. Most respondents (68%) received tertiary education or above and 26% received secondary education.

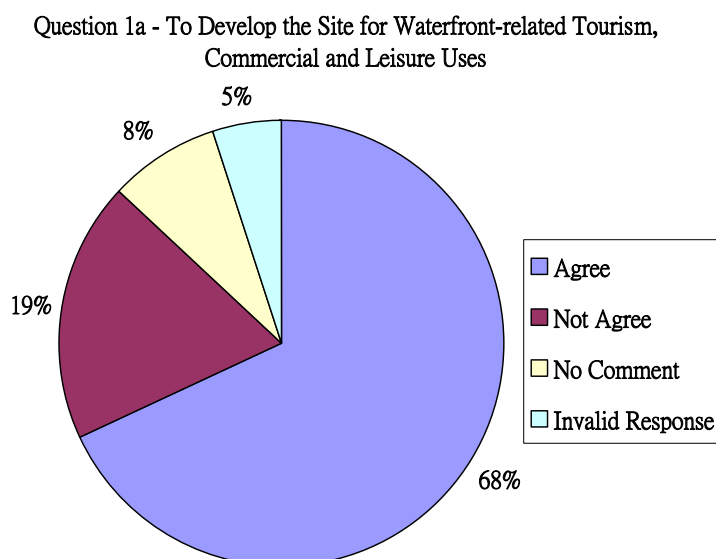
2.7.3 Analysis of Views from Public

PDS1 – KCRC Freight Yard & International Mail Centre

Question 1 - What is your view on the proposed uses of PDS 1?

Question.1a - To Develop the Site for Water-related Tourism, Commercial and Leisure Uses

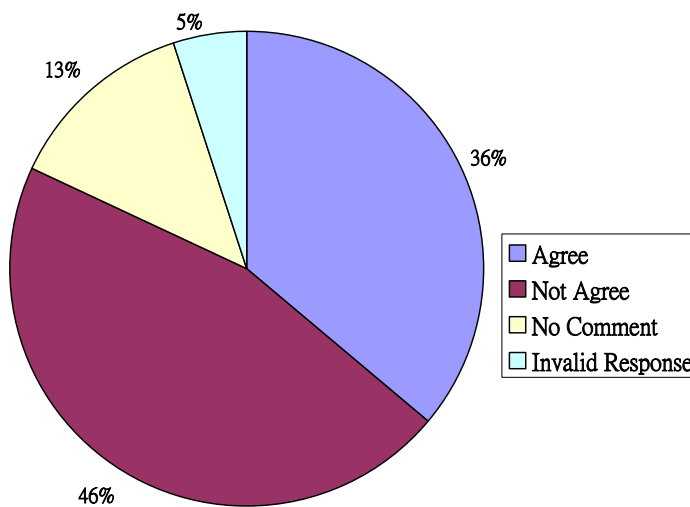
- Majority of the respondents (68%) agreed that PDS1 should be developed for water-related tourism, commercial and leisure uses. 19% of them did not agree to these uses.
- Many respondents indicated that they would like to have more open space and greenery instead of commercial uses.



Question 1b - To provide 2 medium-rise hotels at the southern edge of the Coliseum podium

- With regard to providing 2 medium-rise hotels at the southern edge of the Coliseum Podium, about 46% of the respondents did not agree with the proposal. Only 36% and 13% of the respondents agreed with or had no comment on the proposal.
- Many respondents expressed their concern on the need of 2 more hotels in the area because there were already a number of hotels nearby and most of them were used for serviced apartments. There was another concern on the height of the hotels. The respondents considered that low-rise hotels (less than 10 storeys) would be more appropriate.

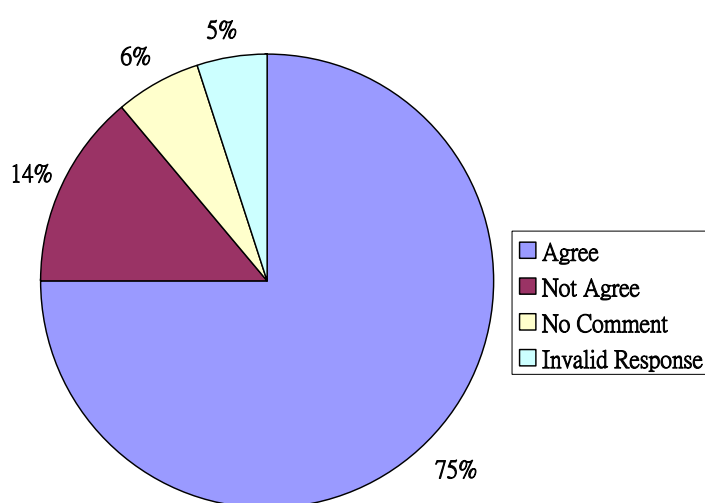
Question 1b - To Provide 2 Medium-rise Hotels at the Southern Edge of the Coliseum Podium



Question 1c - Retail and Open Space Uses

- Majority of the respondents (75%) supported the development of retail and open space uses at the waterfront. Only 14% of them disagreed with it.
- Some feedbacks suggested that the Star Avenue should be extended to the waterfront and an open-air cinema should be provided. Other proposals included arts/cultural development centre and Chinese medicine exhibition centre. Waterfront promenade should be linked up with Tsim Sha Tsui and Kai Tak. Some respondents proposed that only open space should be provided in the site. While there was comment on relocating the Rail Freight Yard as soon as possible, there were also requests for balancing the land uses and allowing the marine-related business to survive.

Question 1c - To Develop Retail and Open Space Uses at Waterfront

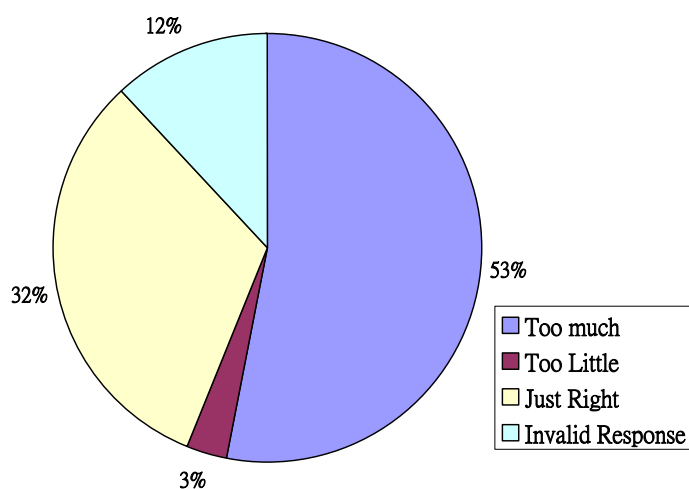


Question 2 - What is your view on the development density of PDS 1?

Question 2a - Plot ratio of 1.6 / Total commercial gross floor area (GFA) of 95,000m² (approx.)

- More than half of the respondents (53%) considered that the plot ratio of 1.6 or a total commercial gross floor area of 95,000 m² was too high. Only 32% of them considered the plot ratio/total GFA was just right.
- Many respondents suggested that the plot ratio should be further reduced to 1-1.5.

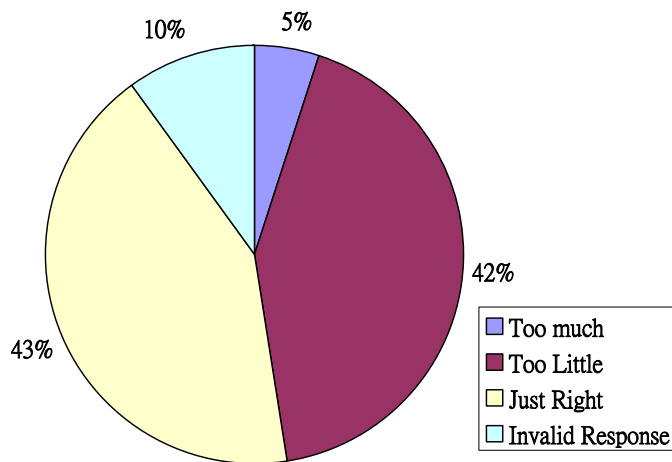
Question 2a - Plot Ratio of 1.6/
Total Commercial Gross Floor Area (GFA) of 95,000 sq. m (approx.)



Question 2b - Total open space of 29,000 m² (approx.) (size similar to 4 standard soccer pitches)

- Although 43% of the respondents considered that the provision of total open space amounting to 29,000m² (about 4 standard soccer pitches) was inadequate, similar percentage of respondents considered this provision was just right and 5% of the respondents considered that it was too much.

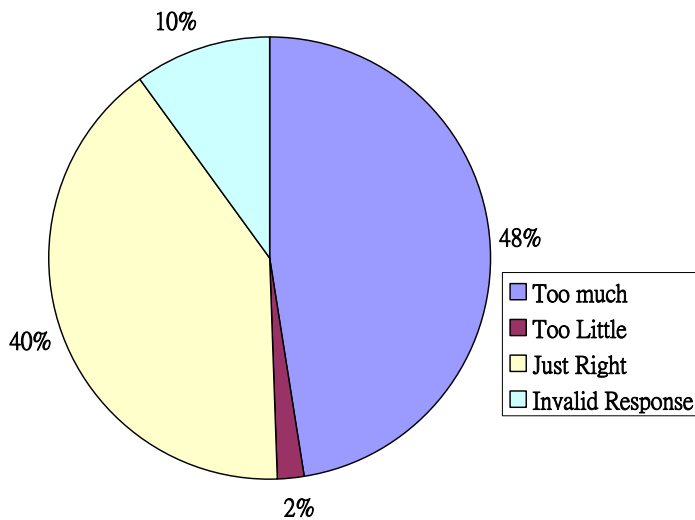
Question 2b - Total Open Space of 29,000 sq. m (approx.)
(Size Similar to 4 Standard Soccer Pitches)



Question 2c - Stepped building height ranging from 15mPD to 75mPD (about 3 to 18 storeys)

- With regard to the stepped building height ranging from 15mPD to 75mPD (about 3 to 18 storeys), 47% of the respondents considered that the building height was excessive and 40% of them considered that it was just right.
- Many respondents requested for a further reduction in building heights.

Question 2c - Stepped Building Height Ranging
from 15mPD to 75mPD (About 3 to 18 Storeys)

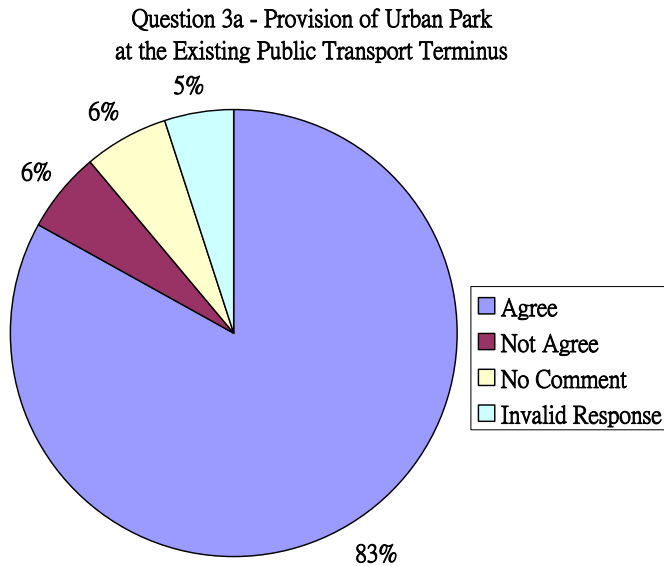


PDS2 – “Comprehensive Development Area” & Adjoining Open Space Site

Question 3 - What is your view on the proposed uses of PDS 2?

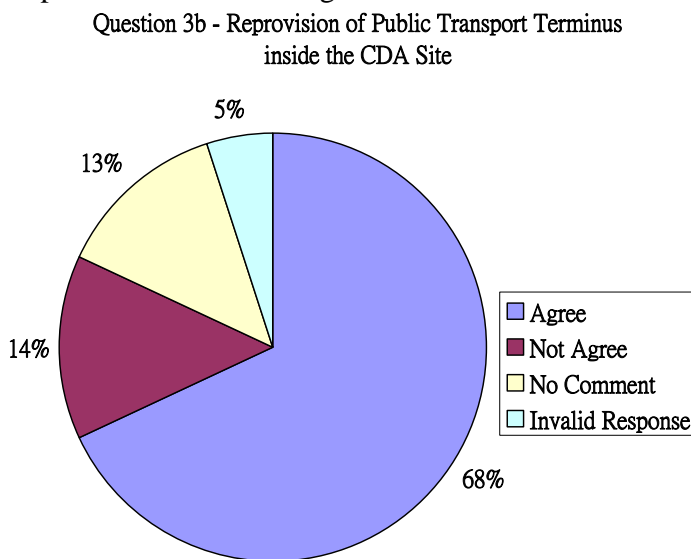
Question 3a - Provision of urban park at the existing public transport terminus

- There was a strong support from the majority of the respondents (83%) on the proposed urban park being provided at the existing PTT.



Question 3b – Re-provision of public transport terminus inside the CDA site

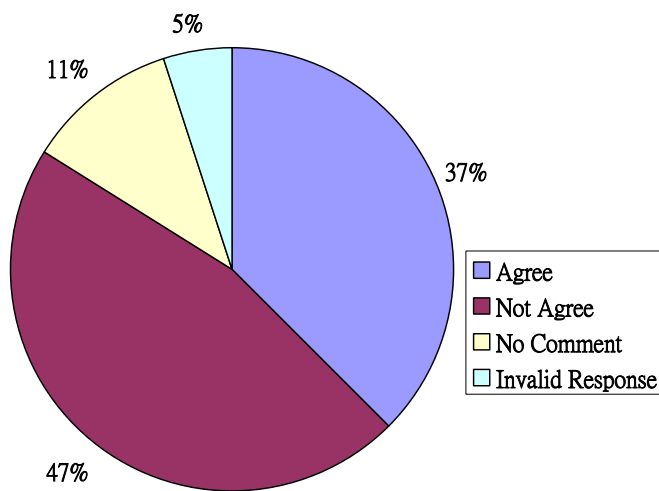
- 68% of the respondents agreed to the re-provisioning of PTT inside the CDA site. 14% of the respondents did not agree to the proposal.
- Some feedbacks queried the need of the PTT at the waterfront site and concerned its impact on the surrounding environment.



Question 3c - Provision of commercial office, retail, hotel and alfresco dining at the CDA site

- Regarding the provision of commercial office, retail, hotel and alfresco dining at the CDA site, 46% of the respondents did not agree to the proposal; while 37% of them agreed to it and 11 % of them had no comment.
- Many respondents showed the wish for a large urban park / recreational facilities with open-air concert area and community uses / sea view. Some also objected to the hotel development in the area.

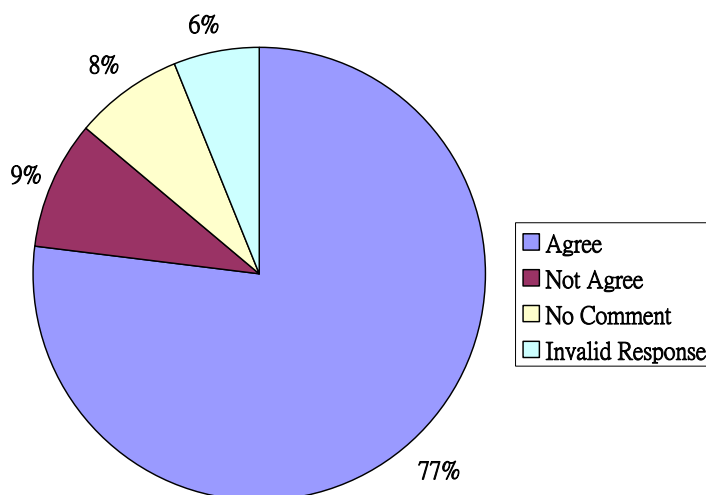
Question 3c - Provision of Commercial Office, Retail, Hotel and Alfresco Dining at the CDA Site



Question 3d - Realignment of Kin Wan Street to create a waterfront plaza

- Majority of the respondents (77%) supported the realignment of Kin Wan Street to create a waterfront plaza.

Question 3d - Realignment of King Wan Street to Create a Waterfront Plaza

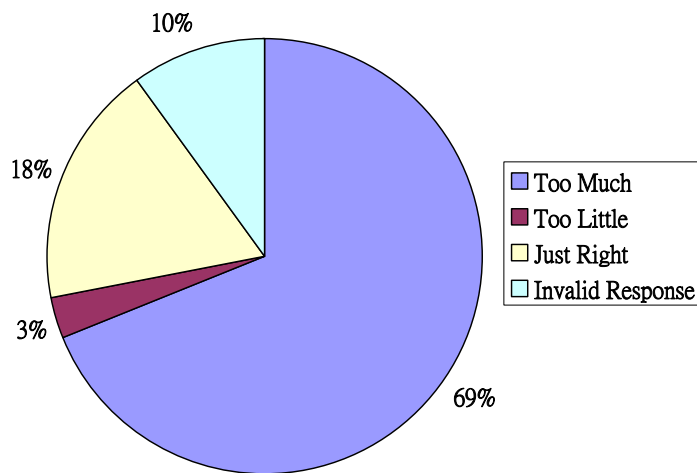


Question 4 - What is your view on the development density of PDS 2?

*Question 4a - Plot ratio of 6 / Total commercial GFA of 180,000m² (approx.)
(inclusive of non-accountable / exempted GFA)*

- With regard to the plot ratio of 6/total commercial GFA of 180,000 m² for the CDA site, 69% of the respondents considered that it was excessive. Only 18% of them think it was appropriate and 3% of them consider it was too little.
- Many respondents suggested that the plot ratio should be reduced and many preferred that it should be less than 3.

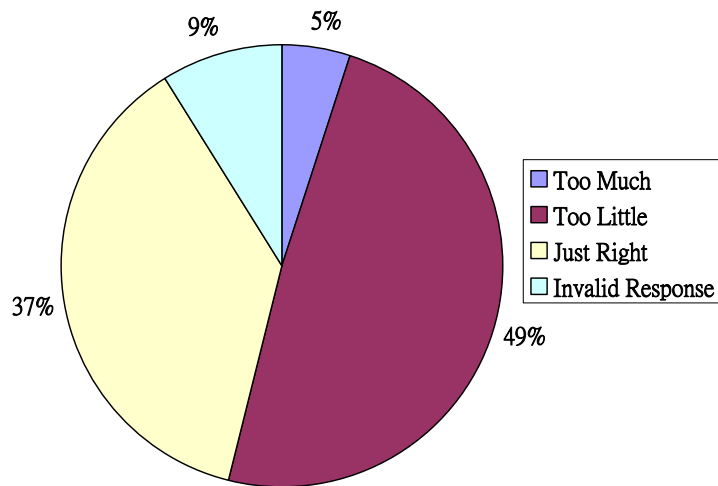
Question 4a - Plot Ratio of 6 /
Total Commercial Gross Floor Area of 180,000 sq. m (approx.)
(Inclusive of Non-accountable/Exempted Gross Floor Area)



Question 4b - Total open space of 46,000 m² (approx.) (size similar to 6 standard soccer pitches)

- 49% of the respondents considered that the provision of about 46,000 m² open space was too little. 37% of the respondents considered that it was just right and 5% of the respondents thought that this was too much.
- Some respondents requested for more greenery and open-air recreational use. Some did not want commercial or hotel uses.

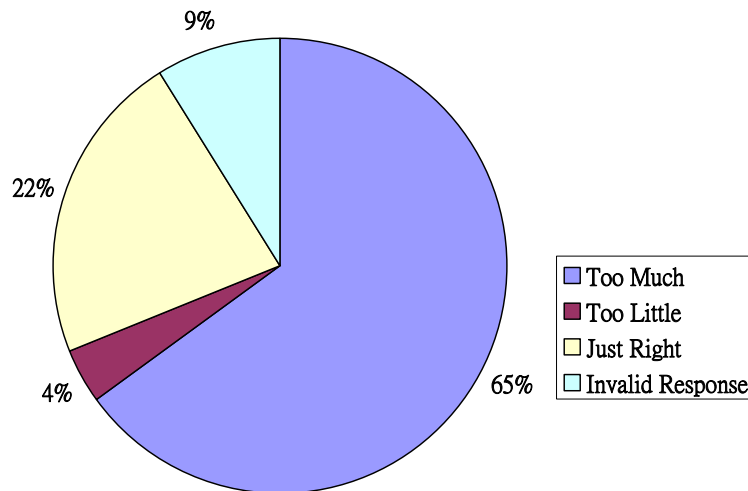
Question 4b - Total Open Space of 46,000 sq. m (approx.)
(Size Similar to 6 Standard Soccer Pitches)



Question 4c - Stepped building height ranging from 40mPD to 75mPD (about 10-20 storeys)

- With regard to the stepped building height ranging from 40mPD to 75mPD (about 10-20 storeys), 65% of the respondents considered the height was too high, 22 % of them considered that it was just right.
- Some respondents suggested that the height should be reduced to a maximum of 50m and should be lower than the height of Whampoa Garden to enhance ventilation in the area.

Question 4c - Stepped Building Height Ranging from 40mPD to 75mPD (about 10-20 storeys)



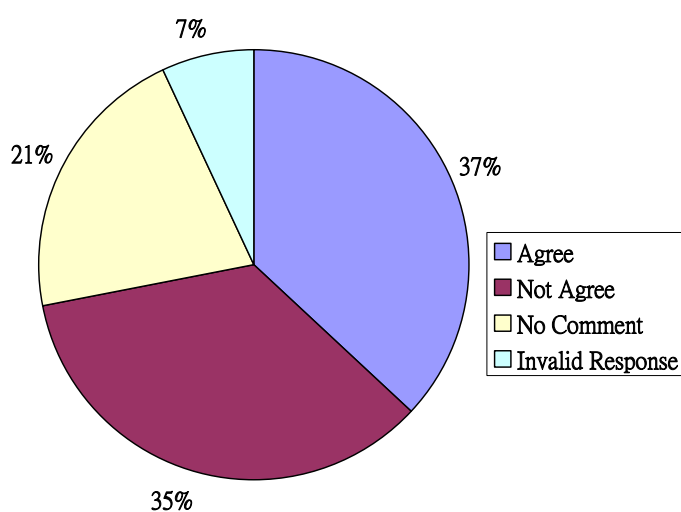
PDS3 – Hung Luen Road Residential (Group A) 2 Site

Question 5 - What is your view on the proposed uses of PDS 3?

Question 5a - To retain the site for residential use

- 37% of the respondents agreed to retain the site for residential use as compared to 35% who disagreed, while 21% had no comment.
- Many respondents disagreed with the residential use and suggested to change the site into government or community uses with lower building height. Some suggested to replace the residential use by the hotel proposed in PDS3.

Question 5a - To Retain the Site for Residential Use

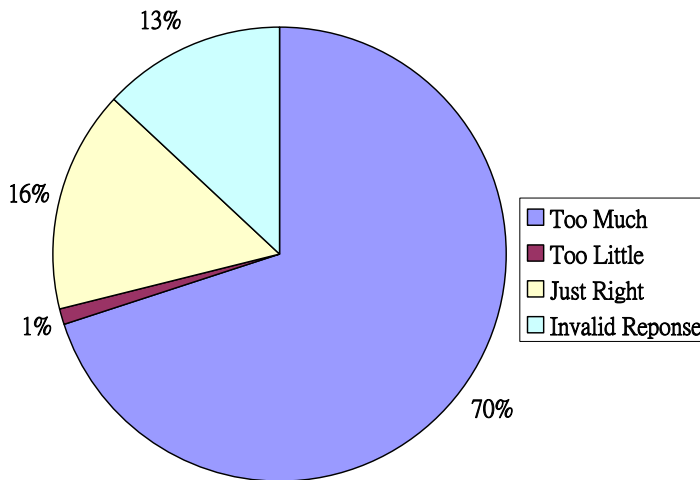


Question 6 - What is your view on the development density of PDS 3?

*Question 6a - Maintain current plot ratio of 9 / Total GFA of 67,000m2 (approx.)
(inclusive of non-accountable/exempted GFA)*

- With regard to the development density of the Residential (Group A)2 site, majority of the respondents (70%) considered the original plot ratio of 9 was excessive. Only 16% of them considered that it was appropriate.

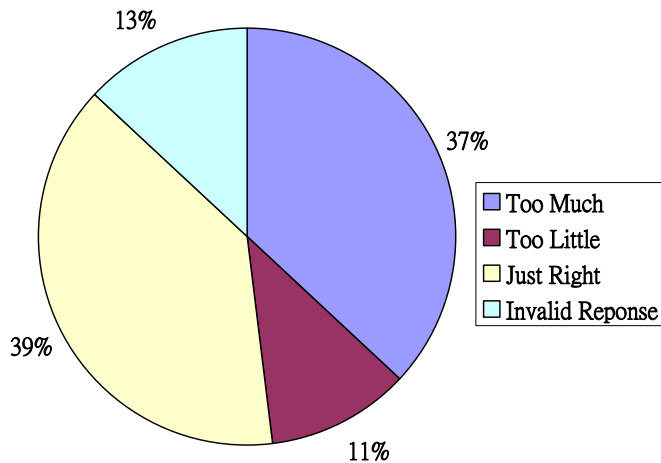
Question 6a - Maintain Current Plot Ratio of 9 /
Total Gross Floor Area of 67,000 sq. m (approx.)
(Inclusive of Non-accountable/Exempted Gross Floor Area)



*Question 6b - Reduction of plot ratio to 6 / Total GFA of 45,000m2 (approx.)
(inclusive of non-accountable/exempted GFA)*

- 37% of the respondents still considered the plot ratio of 6 was too much, 39% of them considered that it was just right, while 11% of them thought that the plot ratio was too low.

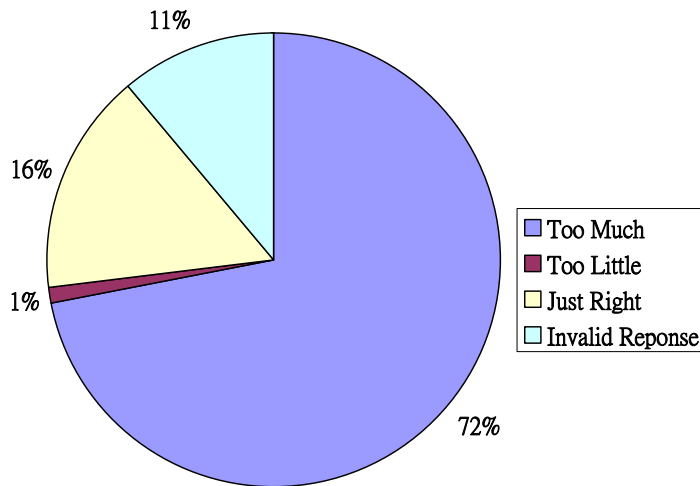
Question 6b - Reduction of Plot Ratio of 6 /
Total Gross Floor Area of 45,000 sq. m (approx.)
(Inclusive of Non-accountable/Exempted Gross Floor Area)



Question 6c - Building height of 120mPD (approx.) (about 34 storeys above podium)

- 72% of the respondents considered the building height of 120mPD was excessive. Only 16% of them considered that it was just right. Many respondents considered that the building height should be lowered to 8-15 storeys.

Question 6c - Building Height of 120mPD (approx.)
(About 34 storeys above Podium)



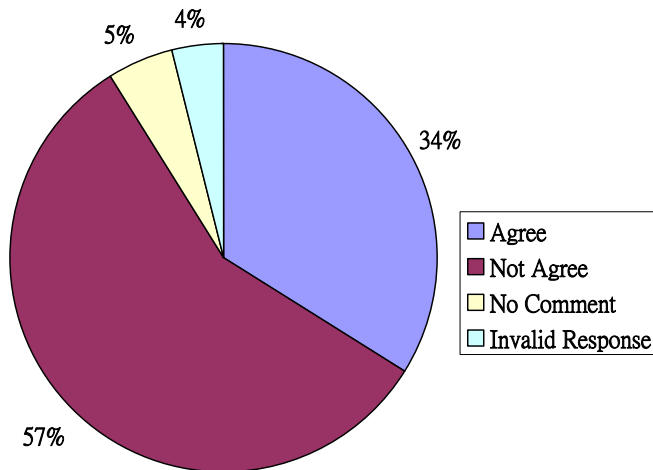
PDS4 – Tai Wan Shan Park

Question 7 - What is your view on the proposed uses of PDS 4?

Question 7a - Designates part of the park for waterfront related commercial and leisure uses such as small-scale café

- More than half of the respondents (57%) did not agree to designate part of the park for waterfront related commercial and leisure uses such as small scale café, and only 34% of the respondents agreed to the proposal.
- Many respondents preferred to retain the basketball court for recreational use. Some showed concern on the hygiene and pollution problem, as well as the nuisance that might be caused by the café to the residents.

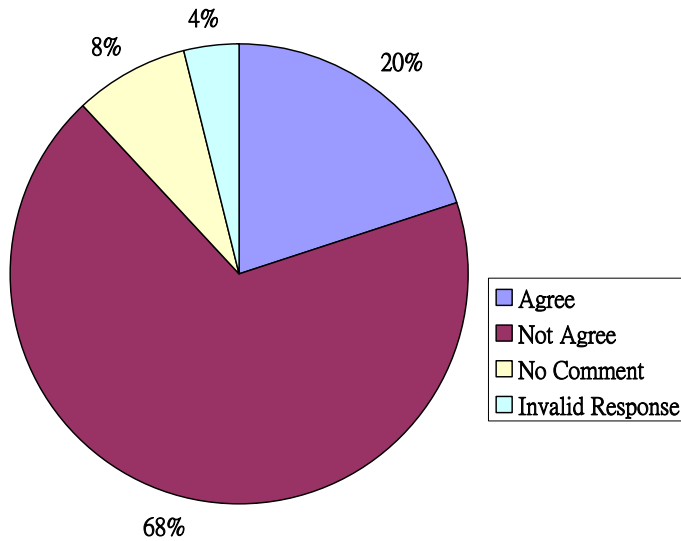
Question 7a - Designates Part of the Park for Waterfront Related Commercial and Leisure Uses such as Small-scale Café



Question 7b - Relocation of Playground/Basketball Court

- On the relocation of playground/basketball court, 68% of the respondents did not support the proposal and only 20% agreed to it.
- Most of the feedbacks indicated strong demand for active recreational uses and that the playground/basketball courts which were frequently used by local residents should be preserved.

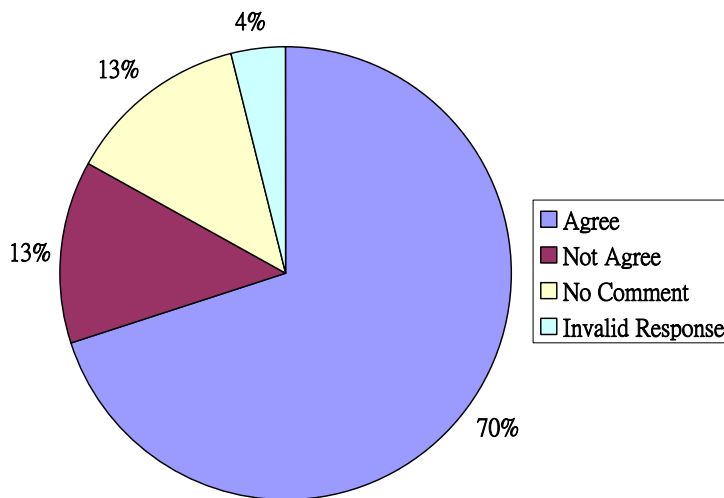
Question 7b - Relocation of Playground/Basketball Court



Question 7c - Introduction of Public Art and Façade Treatments

- Majority of the respondents (70%) agreed to the introduction of public art and façade treatments in PDS4 and only 13% of the respondents objected to it.
- Some respondents expressed their worries on the introduction of public art and thought that it might adversely affect the leisure and recreational facilities in the area. Public art could be rather subtle, like paving, murals, chairs, etc and should not affect the open space provision. Some respondents only wanted some façade treatment to the Tai Wan Shan Park.

Question 7c - Introduction of Public Art and Façade Treatments



Connectivity Enhancement Proposals

Question 8 - What is your view on the proposed connectivity enhancement proposals?

Proposed Enhancement of At-grade Pedestrian Facilities

- There was a strong support on the proposed enhancements on pedestrian connectivity in the study area. 76% to 83% of the respondents agreed to the various proposals as follows:

	同意 Agree	不同意 Not Agree	無意見 No Comment	無效 Invalid
地面行人通道設施改善建議 * Proposed Enhancement of At-grade Pedestrian Facilities*				
① 改善行人通道(科學館道至國際郵件中心)/新海濱長廊 (尖東至紅磡海濱) Improved access (Science Museum Road to IMC) and new waterfront promenade (TST East/Hung Hom Waterfront)	82%	3%	7%	8%
② 改善行人過路設施(紅鸞道近建灣街交界) Improved crossing (Hung Luen Road at Kin Wan Street Junction)	76%	3%	13%	8%
③ 新行人通道(都市公園至綜合發展區/碼頭/海濱長廊) New access (Urban Park to CDA/ferry pier/waterfront promenade)	80%	4%	8%	8%
④ 新行人通道(紅磡車站至暢通道南行人天橋) New access (Hung Hom Station to Cheong Tung Road South footbridge)	78%	3%	11%	8%
⑤ 改善行人通道(沿紅磡南路至海濱) Improved access (along Hung Hom South Road to waterfront)	80%	4%	8%	8%
⑥ 改善行人通道(海濱至建議中的黃埔車站) Improved access (waterfront to proposed Whampoa Station)	83%	3%	6%	8%

- Some respondents proposed the provision of covered walkway with more roadside planting to enhance the walking environment in the area. Some specifically proposed the connection from Phase 4 and Phase 9 of Whampoa Garden to the railway station.

Proposed Footbridges

- 57% of the respondents were in support of the respective proposed footbridges as follows. About 10 to 11% of the respondents did not agree to the proposal and about 22 to 23% had no comment on it.

	同意 Agree	不同意 Not Agree	無意見 No Comment	無效 Invalid
建議行人天橋 Proposed Footbridges				
⑦ 紅鸞道綜合發展區/住宅(甲類) 2 用地 Hung Luen Road CDA / R(A)2 Site	57%	10%	23%	10%
⑧ 紅磡南路/紅灣半島(現命名海濱南岸)/住宅(甲類) 2 用地 Hung Hom South Road / Hung Hom Peninsula (now renamed as Harbour Place) / R(A)2 Site	57%	11%	22%	10%

- Some respondents queried about the proposed footbridges which might adversely affect visual and environmental quality.

Proposed Escalators/Elevators/Stairs

- Majority of the respondents (70%) agreed to the proposed escalators/elevators/stairs from the Hong Kong Coliseum Podium to the redeveloped waterfront at KCRC Freight Yard and IMC sites.

	同意 Agree	不同意 Not Agree	無意見 No Comment	無效 Invalid
建議電梯 / 扶手電梯 / 階梯 Proposed Escalators / Elevators / Stairs				
① 香港體育館平台至九廣鐵路貨運場及國際郵件中心的重新發展海濱區 Hong Kong Coliseum Podium to redeveloped waterfront at KCRC Freight Yard and IMC sites	70%	6%	14%	10%

Other Opinions

- There were other feedbacks on improving connectivity. Many respondents proposed the introduction of MTR or light rail extension from Hung Hom to Tsim Sha Tsui and other areas. Others proposed extending the waterfront promenade from Kai Tak to Tsim Sha Tsui via Hung Hom with the provision of covered walkway. Some suggested that there should be connection between Phase 4 and Phase 9 of Whampoa Garden and the KCR station. Cycle track connecting different areas was also suggested.

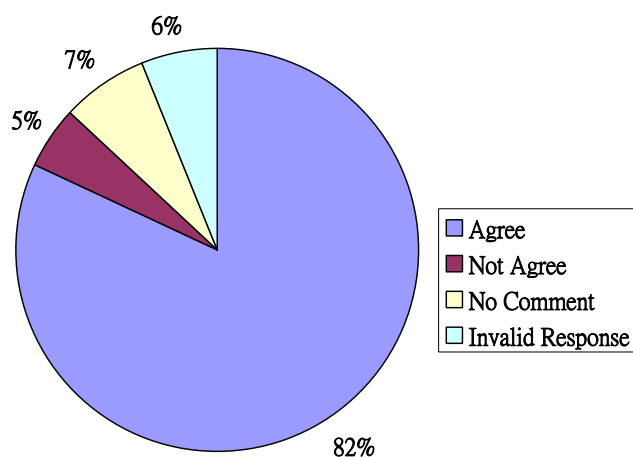
Public Realm Enhancement Proposals

Question 9 - What do you think of the proposed enhancement of public realm?

Question 9a - Upgrading of Tai Wan Shan Swimming Pool Wall and Environs

- Majority of the respondents (82%) supported the upgrading of Tai Wan Shan swimming pool wall and environs, only 5% of the respondents did not agree to it.
- Many respondents suggested for more planting with no excessive building or development nearby.

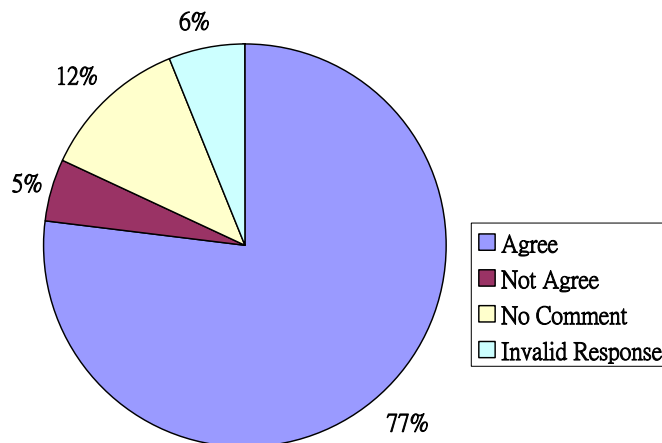
Question 9a - Upgrading of Tai Wan Shan Swimming Pool Wall and Environs



Question 9b - Recladding of the Marine Police Mooring Area

- With regard to recladding of the Marine Police Mooring area, most of the respondents (77%) agreed to the proposal, 5% of the respondents disagreed the proposal and 12% had no comments on it.
- Some respondents requested for the relocation of the mooring area to improve the compatibility with the surrounding environment. Some suggested green roof and more planting for the mooring area.

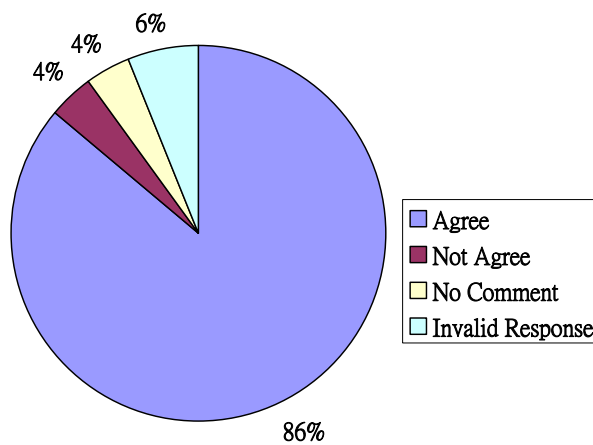
Question 9b - Re-cladding of the Marine Police Mooring Area



Question 9c - Enhancement of Streetscape

- Majority of the respondents (86%) supported the proposed enhancement of streetscape, e.g. provision of street furniture and planting to create district identity.
- Many respondents urged for more greenery and planting along streets and promenade with the provision for seating facilities, jogging trail and cycling track.

Question 9c - Enhancement of Streetscape
e.g. Provision of Street Furniture to Create District Identity and Planting

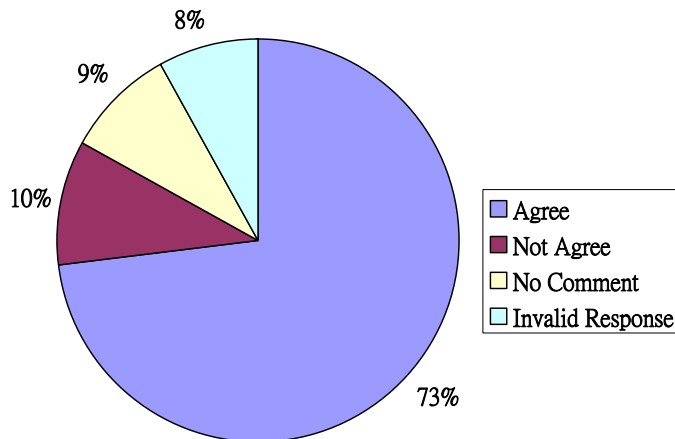


Question 10 - Do you think the proposals have addressed the response raised by the public in Stage 1 PEP?

Question 10a - Improvement to Intra-district and Inter-district Linkages

- 73% of the respondents agreed that the proposals have addressed the concerns raised by the public in Stage 1 PEP, with regard to the improvement of intra-district and inter-district linkages as well as the harbour-front enhancement.

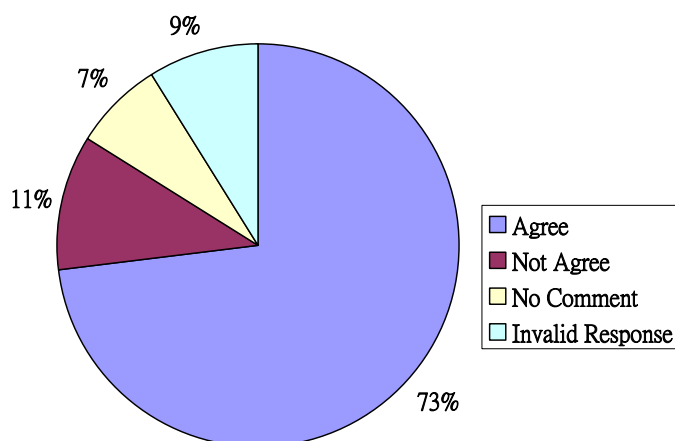
Question 10a - Improvement to Intra-district and Inter-district Linkages



Question 10b - Harbour-front Enhancement

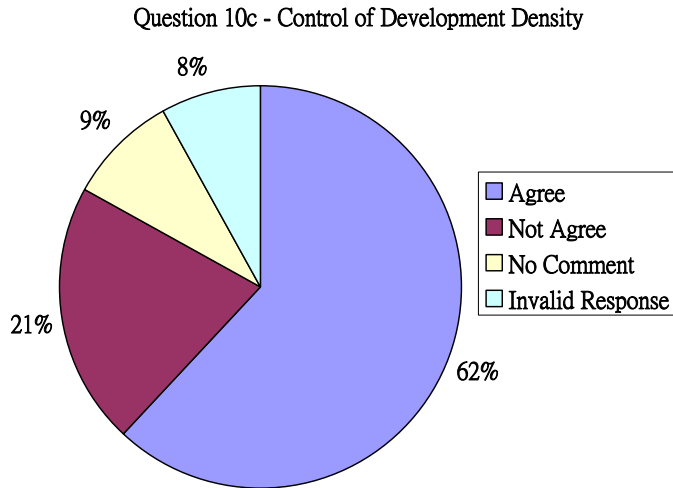
- Majority of the respondents (73%) agreed that the proposals have addressed the concern on harbour-front enhancement, but 11% of the respondents did not agree that.
- Many respondents would like to have more open space and planting along harbour-front.

Question 10b - Harbour-front Enhancement



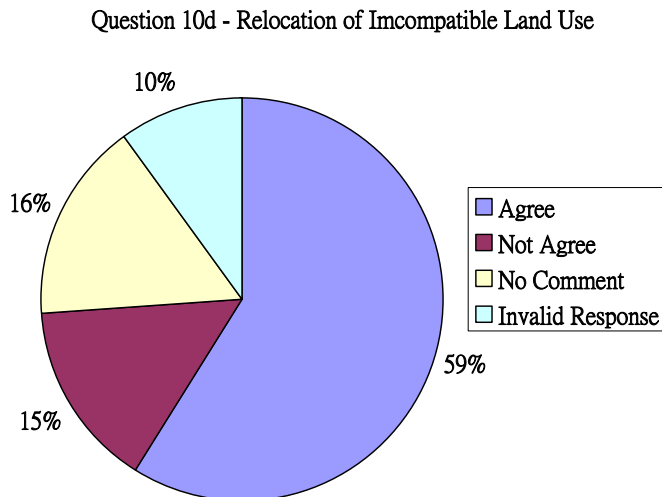
Question 10c - Control of Development Density

- 62% of the respondents agreed that the proposals have responded to the concern on development density control, while 21% did not agree.
- Many respondents asked for a further reduction of plot ratio.



Question 10d - Relocation of Incompatible Land Uses

- Regarding the relocation of incompatible land uses, only 59% of the respondents agreed that the proposal has responded their concern, with 15% not agreeing and 16% having no comment.
- Some respondents asked for relocation of the marine police mooring area.



Other Opinions on Improving Hung Hom District

Many respondents wrote their opinion on how to improve the Hung Hom District on their feedback forms. Feedbacks on a wide range of issues were obtained but some of them were related to areas outside the study area. Most of the views were related to land use, urban form, transport and connectivity.

Land Use and Urban Form

- Hung Hom is a residential district, not a tourist district.
- Too many residential and hotel uses in Hung Hom already.
- No more high-rise building at the harbour-front area, let the harbour-front be enjoyable by all Hong Kong residents.
- Need a big public plaza area, cultural performance area.
- More public parks instead of building development.
- More open space, greenery and active recreational area for all ages.
- Provide cycle track along harbour-front promenade.
- Only low-rise building should be built near the harbour-front area to enhance air ventilation.
- Regulate development intensity and site coverage of podium in lease condition.
- Relocation of cement plant, KCRC Freight Yard and cargo handling area.
- Relocate factory buildings away from the residential area to reduce pollution.
- Government should speed up urban regeneration in old district.

Transport and Connectivity

- Link up the waterfront between Tsim Sha Tsui, To Kwa Wan and Kai Tak to create the most beautiful harbour-front promenade in the world.
- More linkages from old district to the harbour-front.
- Introduce rail extension to Whampoa as soon as possible.
- MTR station should be located near the junction of Fat Kwong Street and Hung Hom Road.
- Traffic improvement measures to alleviate traffic congestion such as road widening, restriction for loading/unloading should be introduced.
- Improve the junction of Wuhu Street and Chatham Road.
- Restructure bus routes to avoid waste of resources.
- Improvement of public transport facilities.

3 Conclusion

The public generally considered that the draft District Plan proposals have responded to four main concern issues raised by the public in Stage 1 PEP. The public views on draft District Plan proposals received via various engagement activities were clear and consistent. Their views and recommendations were considered valid inputs for further refinement of the proposals.

3.1 Land Use and Development Control for Potential Development Sites

3.1.1 PDS 1

- The public queried the need for 2 hotels in general and a majority considered the proposed density and height of the hotel was excessive.
- Although the feedback form result indicated most respondents agreed to develop the site for water-related tourism, commercial and leisure uses, they preferred more open space and greenery instead of commercial uses.
- While it was the public' common consensus to relocate the KCRC Freight Yard, IMC and the Green Island Cement (Holdings) Ltd. pier to provide a continuous promenade connecting Hung Hom southwards with Tsim Sha Tsui and northwards with Kai Tak and Kwun Tong, they raised concern on the schedule and implementation plan.
- Some reminded that the Government should fully consult respective operators and users as well to seek their agreement on any relocation plans if their land right were affected.
- There was suggestion to include the triangular area of KCRC vested land to the north of the KCRC Hung Hom Station (North Hung Hom Area) and the Cross Harbour Tunnel Toll Plaza to form a larger Potential Development Site for comprehensive review purpose.

3.1.2 PDS2

- Residents queried the need for hotel and commercial development at the "CDA" site and object hotel development above the proposed PTT. Some suggested that an open-air PTT would be more preferable instead of enclosed design.
- Apart from retail, commercial and hotel uses, they called for alternatives land use proposals (e.g. open space for leisure and recreation uses, G/IC for community uses, other innovative land use proposals and etc.) for the public to comment and choose. Simply presenting variations in development parameters of the same land use proposal was not adequate.
- They generally considered the proposed plot ratio and building height of PDS2 was too high and suggested the development density and building height should be lower than that of Whampoa Garden.
- Their proposed plot ratio ranged from 0 to 4.5.
- They suggested to impose stepping down profile of both building height and plot ratio towards waterfront.

- The public supported the provision of urban park but considered that the proposed size was not adequate. They suggested extending the proposed urban park to cover the whole or part of the “CDA” site.
- They suggested the Government to include conditions relating to disposition and allocation of buildings in the Conditions of Sale / OZP to avoid “wall-like” development and preserve the view corridor.

3.1.3 PDS3

- The majority considered the building height of 120mPD was excessive and requested it should be lower than those of Whampoa Garden.
- Their proposed plot ratio ranged from 0 to 4.5.
- They suggested imposing stepping down profile of both building height and plot ratio towards waterfront.
- They called for other land use proposals other than residential use, for example open space for leisure and recreation uses, G/IC for community uses, other innovative land use proposals and etc. Simply presenting variations in development parameters of the same land use proposal was not adequate.
- They suggested the Government to include conditions relating to disposition and allocation of buildings in the Conditions of Sale / OZP to avoid “wall-like” development and preserve the view corridor.

3.1.4 PDS4

- There were strong local sentiments against the relocation proposals of the basketball court for waterfront-related commercial and leisure uses such as small-scale cafe.
- They considered that the basketball court was highly utilized, whilst commercial uses in this locality was not necessary and would bring nuisance to the residents.

3.2 Enhancement of Transportation and Connectivity

- Although the public generally welcomed the connectivity enhancement proposals, some commented that the proposals could not address the overall traffic problems of the district, in particular the traffic congestion and segregation by the existing road network.
- There were also concerns on the possible adverse traffic impact brought about by the proposed tourist and commercial activities, which might worsen the existing traffic congestion problem.
- A comprehensive transport improvement measures in tandem with the land use proposals was suggested to put forward in the District Plan.

3.2 Enhancement of Public Realm

- Many respondents indicated that they would like to have more public open space and greenery instead of commercial uses.
- The public supported the provision of urban park but considered that only scattered pockets of open space were provided in the draft District Plan proposals. They suggested appropriate land use and connectivity measures to integrate the fragmented open spaces.
- The public welcomed the proposals of waterfront promenade and streetscape enhancement.

Appendix

Appendix A - Publicity Materials

Appendix B - Exhibition Panels, Models and Photos of Exhibition

Appendix C - Attendant List and Photos of Public Forum

Appendix D - Copy of Written Submissions

Appendix E - Sample of Feedback Form