

啓德規劃

當局自九十年代初開始對啓德地區進行廣泛的規劃研究和工程勘察。啓德地區原本由兩份分區計劃大綱圖所涵蓋，分別是啓德(北部)分區計劃大綱圖和啓德(南部)分區計劃大綱圖，涉及的海港總填海面積約達133公頃。為確保符合《保護海港條例》中不准填海的推定，當局須對上述分區計劃大綱圖作出全面的檢討。

「啓德規劃檢討」於二零零四年展開。是項研究以不填海為起點，為啓德發展制定初步發展大綱圖。鑑於市民對海港填海工程的關注，並且熱切期望這塊重要的海旁用地能用

Planning of Kai Tak

The Kai Tak area has been the subject of extensive planning studies and engineering investigations since the early 1990s. The area was originally covered by two Outline Zoning Plans (OZPs), namely the Kai Tak (North) OZP and the Kai Tak (South) OZP, involving a total reclamation area of about 133 hectares in the harbour. To ensure compliance with the presumption against reclamation under the Protection of the Harbour Ordinance, a comprehensive review of the OZP was required.

The Kai Tak Planning Review was commissioned in 2004. The review was tasked to formulate a Preliminary Outline Development Plan (PODP) for Kai Tak Development, with 'no reclamation' as the starting point. In view of the public



作優質發展，當局遂進行了全面的公眾參與計劃，以爭取社會人士的支持和促使他們就各項主要問題和土地用途建議達成普遍共識：

第一階段 -

公眾理想中的啟德：討論規劃目標、主要課題、發展項目、公眾期望和研究方法

第二階段 -

概念規劃大綱圖：討論各個發展概念和土地用途建議

第三階段 -

初步發展大綱草圖：提出當局推薦採用的發展概念和土地用途建議

二零零四年九月至二零零六年八月期間，當局分三個階段進行公眾參與計劃，舉辦了多個公眾論壇、社區工作坊和諮詢會議 / 簡報會。該計劃的反應非常熱烈，在各項公眾參與活動舉行期間收集了許多寶貴意見。對於當局把啟德地區規劃作低至中密度發展以締造悠閒的氣氛，市民普遍表示支持。

經過兩年的研究工作和進行廣泛的公眾參與計劃後，當局根據「不填海」方案擬備了啟德地區的初步發展大綱圖。該圖於二零零六年六月提交城市規劃委員會考慮。城規會欣賞當局以創新的方法和推動公眾的參與來進

concern on reclamation in the harbour and high aspiration for a quality development in this prominent harbour-front area, comprehensive public participation programmes had been conducted to foster community support and general consensus on the key issues and land use proposals:

Stage 1 -

Community's Visions for Kai Tak : to discuss planning objectives, key issues, development components, public aspirations and study approach

Stage 2 -

Outline Concept Plan : to discuss various development concepts and land use proposals

Stage 3 -

Draft PODP : to present the recommended development concept and land use proposals

The three-stage public participation programme, in the form of public forums, community workshops and consultation meetings/briefing sessions, was launched from September 2004 to August 2006. The public participation programme was very well received and many valuable comments were solicited during the public engagement activities. There is general support to leisure-oriented, lower density development in Kai Tak.

After two years of investigation and extensive public participation programme, a PODP for Kai Tak based on the 'no reclamation' scenario was prepared, and was submitted to the Town Planning Board for consideration in June 2006. The Board appreciated the innovative approach and the public

行「啟德規劃檢討」和擬備初步發展大綱圖，並且就初步發展大綱圖的主要項目提供詳細意見。

當局根據初步發展大綱圖的內容修訂了啟德分區計劃大綱圖。由於填海區已被取消，規劃區的面積由大約457公頃縮減至323公頃，啟德(北部)分區計劃大綱圖和啟德(南部)分區計劃大綱圖因而合併為一份圖則。城規會在二零零六年十一月十日就新的啟德分區計劃大綱草圖作出考慮，並於同年十一月二十四日把新的分區計劃大綱圖編號S/K22/1公布，以供公眾查閱。

整體的規劃意向是把啟德地區發展為「香港的歷史文化、綠茵、體育及旅遊中心」。區內劃分為六個分區，分別為啟德城中心、體育場館區、都會公園、跑道休閒區、旅遊及休閒中心和南停機坪角。當局就啟德的發展進行規劃時，特別著重下列幾方面：把啟德地區與附近地區連繫起來、活化海濱、締造利便行人的環境和富動感的都市輪廓線。主要的土地用途建議包括在啟德跑道末端興建一個郵輪碼頭，以容納兩個靠岸泊位和一幢郵輪碼頭大樓；在海旁區沿岸劃設一個酒店地帶，配合附近郵輪碼頭和旅遊樞紐的發展；闢設一個體育場館和休閒活動中心；以及建立完善的休憩用地網絡等。

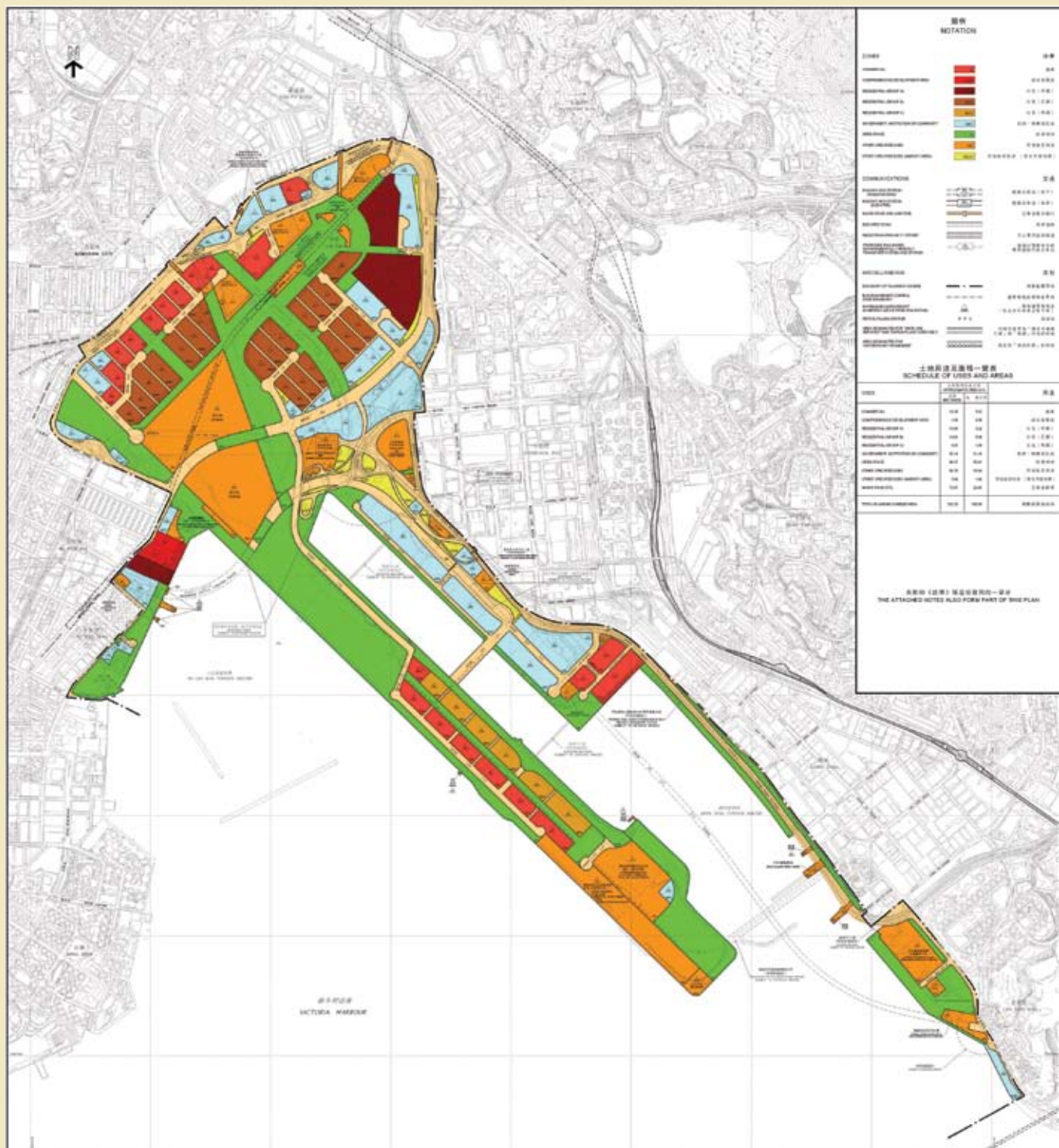
土木工程拓展署於二零零七年一月展開「啟德發展工程研究」，以便進行詳細的工程研究和全面的影響評估，從而確定擬議發展在

involvement in carrying out the Kai Tak Planning Review and preparing the PODP, and gave detailed comments on the major components of the PODP.

On the basis of the PODP, the Kai Tak OZPs were revised. Without the reclamation area, the extent of the planning scheme area was reduced from about 457 hectares to 323 hectares, and as a result, the Kai Tak (North) and Kai Tak (South) OZPs were combined into one plan. The Board considered the new draft Kai Tak OZP on 10 November 2006, and published the new OZP No. S/K22/1 for public inspection on 24 November 2006.

The overall planning intention is to develop Kai Tak as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. Six sub-districts are created including Kai Tak City Centre, Sports Hub, Metro Park, Runway Precinct, Tourism and Leisure Hub, and South Apron Corner. In planning the Kai Tak Development, much emphasis has been put on the connections with the surrounding neighbourhood, activating the harbour-front, and creating a pedestrian friendly environment and a dynamic skyline. Major land use proposals include a cruise terminal at the Kai Tak runway tip to accommodate two alongside berths and a cruise terminal building, a hotel belt along the waterfront area to support the cruise terminal and tourism node developments nearby, a hub for sports and leisure activities, and a comprehensive network of open space, etc.

The Civil Engineering and Development Department commenced the Kai Tak Development Engineering Study in January 2007 to undertake detailed engineering studies



啟德分區計劃大綱草圖編號S/K22/1於二零零六年十一月二十四日公布，以供公眾查閱
Draft Kai Tak Outline Zoning Plan No. S/K22/1 exhibited on 24 November 2006 for public inspection

技術上的可行性。

在啟德分區計劃大綱草圖展示予公眾查閱期間，共接獲47份申述和10份就有關申述提出的意見。城規會在二零零七年五月四日及八月十七日就該等申述和意見作出考慮，並決定修訂分區計劃大綱圖，以順應其中一些申述的部分。分區計劃大綱圖的修訂建議於二零零七年五月二十五日及八月二十四日展示給公眾查閱，在展示期內接獲六份進一步申述。城規會在二零零七年九月二十八日決定不接納進一步申述。二零零七年十一月六日，行政長官會同行政會議通過已收納上述修訂的分區計劃大綱草圖。

and comprehensive impact assessments to ascertain the technical feasibility of the proposed development.

During the public inspection period of the draft Kai Tak OZP, a total of 47 representations and 10 comments on the representations were received. These representations and comments were considered by the Board on 4 May and 17 August 2007 and the Board decided to partially uphold some of the representations by amending the OZP. The proposed amendments to the OZP were published on 25 May and 24 August 2007, and six further representations were received. On 28 September 2007, the Board decided not to uphold the further representations. On 6 November 2007, the Chief Executive in Council (CE in C) approved the draft OZP with the amendments.

