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The Hong Kong Institute of Surveyors

Views on Planning of Kai Tak

1. Concept

Concept Plan 3 – Sports by the Harbour is like the WKCD and could be very controversial.

- (1) Do we need so many sports facilities here? and
- (2) Who is going to fund and run these facilities?

Concept Plan 2 – Kai Tak Glamour is mainly commercial based. San Po Kong, Kowloon Bay and Kwun Tong nearby are transforming into commercial areas. Turning Kai Tak into another one will either flood the market or suffocate the transformation of the 3 districts.

By elimination, Concept Plan 1 – City in the Park is the preferred one. It is residential based, which is safer from a market point of view.

2. Interface with Neighbouring Areas

Although this is one of the major urban design and landscape considerations of the Public Consultation Digest (2), it is noted from the concept plans that the emphasis is only on the waterfront. The OS belt at the interface with San Po Kong and Ngau Chi Wan seems to be not strong enough. The OS belt should serve as a buffer between Kai Tak and the three districts which are not quite compatible with Kai Tak in terms of land use and quality of development. Flexibility should however be built in for fusion in the future.

3. Plot Ratio

The residential plot ratio of 4-5 for the City in the Park Concept is considered too high. Subject to financial viability, there is room for lowering the plot ratio to about 3.

4. Avoid "R(A)" Type Zoning for the High Density Residential Sites

Monotonous commercial podium type development should be avoided. Otherwise every development will carry a shopping center that cannot survive. The mistake in West Kowloon and TSTE should not be repeated.



5. Delete Public Housing

If Kai Tak is to be Hong Kong's showcase, there should be no public housing sites. Public housing is of a much lower quality as it is meant to serve as a social safety net. It should not be so centrally located. Otherwise the value of nearby private housing will be suppressed.

6. Commercial Activities along the Waterfront

This is important to make the promenade more vibrant. Otherwise, like the TSTE promenade, it will not be patronized. However, the disturbance to the medium density housing needs to be taken into account.

7. Transport serving the Cruise Terminal

The provision of a cruise terminal here is supported. But it is important to ensure that the traffic it will attract will not jam the road network of the district. Additional connections to other nearby districts should be considered.

8. Commutation with Kai Tak

As some of the residential areas are quite far from the major retail and civic facilities and transport nodes, the provision shuttling transport within the area is very important.