



KAI TAK 啟德

Planning Review 規劃檢討

REVISED PRELIMINARY OUTLINE DEVELOPMENT PLAN

修訂初步發展大綱圖

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1 INTRODUCTION

1.1 Background

- 1.1.1 On 25 June 2002, the Chief Executive in Council approved the Kai Tak (North) and (South) Outline Zoning Plans (OZPs) in providing the statutory planning framework to proceed with the implementation of the South East Kowloon Development (SEKD). On 9 January 2004, the Court of Final Appeal handed down its judgment on the draft Wan Chai North OZP clarifying the legal principles behind the Protection of the Harbour Ordinance, that the "presumption against reclamation" in the harbour can only be rebutted by meeting the "overriding public need" test. Since the approved Kai Tak OZPs would involve a total reclamation area of about 133 hectares in the harbour, a comprehensive review of the OZPs is required to ensure compliance with the legal requirement.
- 1.1.2 The Kai Tak Planning Review commenced in July 2004. It is tasked to formulate a Preliminary Outline Development Plan (PODP), with "no reclamation" as the starting point and to facilitate public participation in the process. The PODP is supported by preliminary technical assessments to ascertain the broad feasibility. The completed PODP will serve as input to the Engineering Feasibility Study in the next stage of the comprehensive review and as a basis for the amendments of the statutory OZPs. Study Process of Comprehensive Review and Planning Review are shown in **Figure 1 & 2** respectively

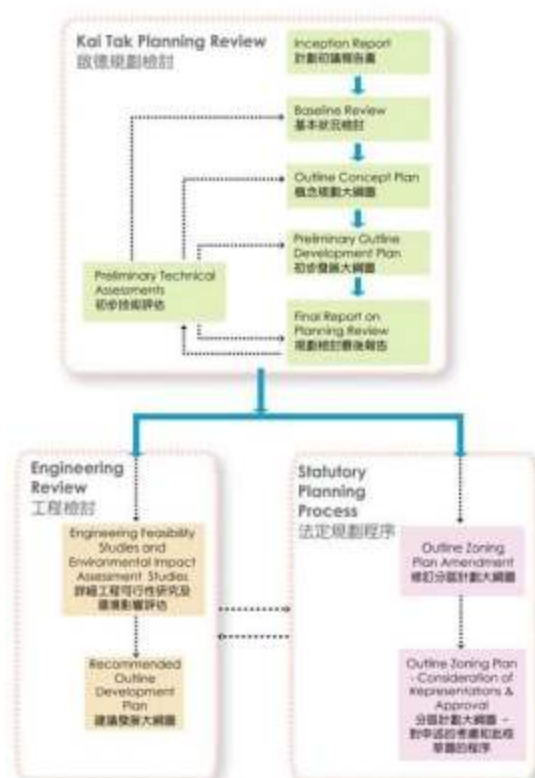


Fig. 1 Study Process of Comprehensive Review

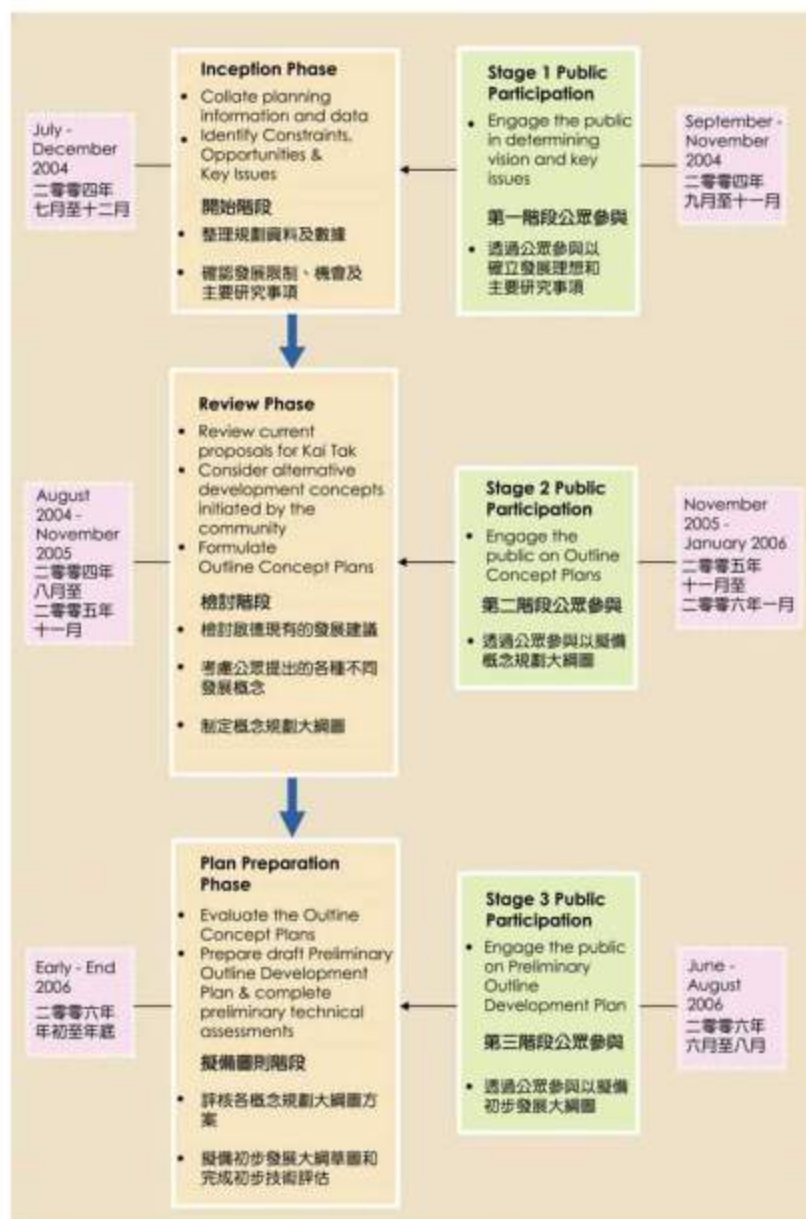


Fig. 2 Study Process of Kai Tak Planning Review

1.2 Public Participation

1.2.1 To foster community support and general consensus on the key issues and to promote ownership on the study proposals, a 3-stage Public Participation Strategy has been formulated to enable more structured public engagement activities:

Stage 1: Community's Visions for Kai Tak – to discuss planning objectives, key issues, development components, public aspirations and study approach (late 2004)

Stage 2: Outline Concept Plans – to discuss various development concepts and land use proposals (late

2005)

Stage 3: Preliminary Outline Development Plan – to present the recommended development concept and detailed land use proposals (mid 2006)

1.2.2 The main objective of Stage 1 Public Participation was to gauge the community's visions on the future development of Kai Tak. Apart from the valuable feedbacks received, the process has also developed the foundation for a continued dialogue with the community on the planning and development of Kai Tak.

1.2.3 Stage 2 Public Participation aimed to present to the community the three Outline Concept Plans (**Figure 3**), prepared on the basis of land use themes developed in the Stage 1 Public Participation, with a view to inviting public comments on the development concepts for Kai Tak.

Concept 1: City in the Park (Residential option)

To create two distinct residential neighbourhoods, with a high-density residential/stadium district in the North Apron Area and medium density residential developments on the runway island.

Concept 2: Kai Tak (Business and tourism option)

To regenerate the economic role of the ex-airport site by providing a high density office node adjoining the multi-purpose stadium in the North Apron Area, to medium density residential development on the runway island and to a cruise terminal and tourism node at the runway end.

Concept 3: Sports by the Harbour (Recreational option)

To promote a sports and recreation hub in this part of the Metro Area, with low to medium density residential neighbourhoods created around the recreation facilities to reinforce a green and lively urban district.

1.2.4 A Preliminary Outline Development Plan (PODP) was prepared, taking into account study findings and public views received. The Stage 3 Public Participation was to invite public discussion on the draft PODP before it is finalized.

1.2.5 After these rounds of public engagement activities, there is a general acceptance of the development vision, planning principles and key development components, e.g. Cruise Terminal, Multi-purpose Stadium Complex and Metro Park. as proposed in the draft PODP. Majority of the comments/proposals received are to improve/fine-tune the land use/transport proposals of the PODP and to enhance the connectivity of Kai Tak with the surrounding districts.

Figure 3 Outline Concept Plans 圖三-概念規劃大綱圖



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3 RECLAMATION ISSUES

3.1 Protection of the Harbour

3.1.1 According to the Judgment of the Court of Final Appeal handed down in January 2004, the Protection of the Harbour Ordinance establishes a statutory principle recognizing the harbour as a special asset and a natural heritage of Hong Kong people and prescribing that it is to be protected and preserved. This presumption against harbour reclamation can only be rebutted by establishing an over-riding public need for reclamation. This need (including the economic, environmental and social needs of the community) must be a compelling and present need with no reasonable alternative to reclamation. The extent of reclamation should not go beyond the minimum of that which is required by the overriding need and each area proposed to be reclaimed must be justified. The decision that there is an overriding public need for reclamation must be based on cogent and convincing materials.

3.1.2 Given the statutory principle to protect and preserve the Victoria Harbour, this Study has adopted “no reclamation” approach as the starting point in developing the relevant proposals. The findings of our review of the reclamation proposals in the existing Kai Tak OZPs were reported in Stage 2 Public Participation. As revealed in the previous public participation programmes, the “no reclamation” approach is well supported in the community. Nevertheless, some sectors of the community consider that Kai Tak Approach Channel should be reclaimed such that the existing environmental problems can be tackled once and for all. .

3.2 Kai Tak Approach Channel (KTAC)

3.2.1 The key environmental problems of KTAC are the existing odour problem from poor water and sediment qualities at embayed waterbodies including the KTAC and Kwun Tong Typhoon Shelter. The Kai Tak Development is a Designated Project under the Environmental Impact Assessment Ordinance (EIAO) hence the environmental feasibility of the mitigation measures and land use proposals are subject to statutory EIAO process.

3.2.2 During the Stage 3 Public Participation of the Review, preliminary studies have been conducted based on bioremediation as a possible measure to tackle the sediment problems at KTAC, drawing on the success gained at Shing Mun River and Sham Ka Tsuen Typhoon Shelter. A 600 m opening at the former runway is proposed to facilitate water circulation and improve water quality. The preliminary investigations on KTAC are still on-going. An indication of the effectiveness of the proposed mitigation measures to tackle the environmental problem of KTAC would be available by late 2006.

4 PLANNING AND URBAN DESIGN FRAMEWORK (Figure 4)

4.1 Planning Theme: A New Harbour-front, City of Heritage, Green, Sports and Tourism

4.1.1 One may think of Central and Wan Chai as Hong Kong's business and Government centre, Causeway Bay as shopping and entertainment centre, and West Kowloon as the future cultural hub. Kai Tak is planned to be the Heritage, Green, Sports and Tourism Hub of Hong Kong.

4.1.2 Hong Kong as Asia's World City aspires not only to excel in finance and logistics, but also to become an attractive destination for tourism, sports events and to provide opportunities to improve the quality of living for the local population through sports and leisure activities. Kai Tak being the largest available land at the centre of the Victoria Harbour offers a good opportunity to realize such a vision.

4.2 Essential Elements of the Framework

Sports-Oriented – A modern Multi-Purpose Stadium Complex will be the anchor, complemented by a comprehensive network of open spaces including a Metro Park, a number of indoor recreation centres, and extensive cycle tracks and jogging trails along the promenades.

People-Oriented – Kai Tak is planned to serve the public. The waterfront areas are reserved mainly for public enjoyment as parks or promenades. Convenient and comfortable pedestrian connections between the hinterland and Kai Tak, and between the Shatin to Central Link (SCL) Kai Tak Station and the various activity nodes are emphasized.

Sustainable – Residential, office, retail and hotel provisions are planned to mix with the sports and leisure activity nodes to ensure vibrancy in different times of the day and different days of the week. The history of Kai Tak in particular the aviation history will be manifested throughout Kai Tak and in the adjacent areas.

Environmental-Friendly – The formulation of solutions to the water pollution and soil contamination problems at KTAC with the basis of a non-reclamation scenario as a start is to uphold the environmental-friendly and sustainable development principles. Besides, land reservation for roadside greening and district cooling system, and planning for mass transit, minimizing noise impact, and good air ventilation are all built into the planning framework.



Figure 4 Urban Design and Landscape Illustrative Plan 圖四 城市設計及景觀示意圖

Distinguished Urban Form – People will be impressed by Kai Tak not only because of the exciting activities, but also because of the distinguished and attractive urban form. The urban form is based on a vision of “Rediscovering the Runway – Taking Off to the Future : A New Harbour-front, City of Heritage, Green, Sports & Tourism”.

4.3 Overall Planning and Urban Design Framework

Stitching together the Urban Fabric

4.3.1 As the new centre of South East Kowloon, the integration, connection and interface of Kai Tak with its adjacent neighbourhoods will be critical to the efforts of stitching together the existing communities. With over five kilometres of waterfront and vast undeveloped land, Kai Tak will also provide greater access to the harbour and large open spaces for the entire community.

4.3.2 *Six adjacent neighbourhoods are:*

- (a) To Kwa Wan/Ma Tau Kok: A mixed residential and commercial district
- (b) Kowloon City : A characteristic residential district with street level gourmet
- (c) San Po Kong : A mixed business, residential and commercial district
- (d) Kowloon Bay : A hub for business, exhibition and shopping with residential
- (e) Ngau Tau Kok : A mixed business, residential and commercial district
- (f) Kwun Tong : A town centre for business, shopping with residential and commercial

4.3.3 The overall identity for Kai Tak shall be defined by its most prominent attribute – the heritage of the site, and its green open spaces spreading throughout the urban areas and along the waterfront. A series of sub-districts proposed to be created within Kai Tak, is linked by its definitive open space system.

4.3.4 *Six main sub-areas of Kai Tak: (Figure 5)*

- (a) Kai Tak City Centre
 - Station Square as a civic node
 - capitalize on accessibility to Kai Tak Station for premier office and retail developments, mixed with residential developments to create a more vibrant town centre
 - articulated street grid to nurture more integrated residential neighbourhood
 - catalyst for regeneration of Kowloon City and San Po Kong

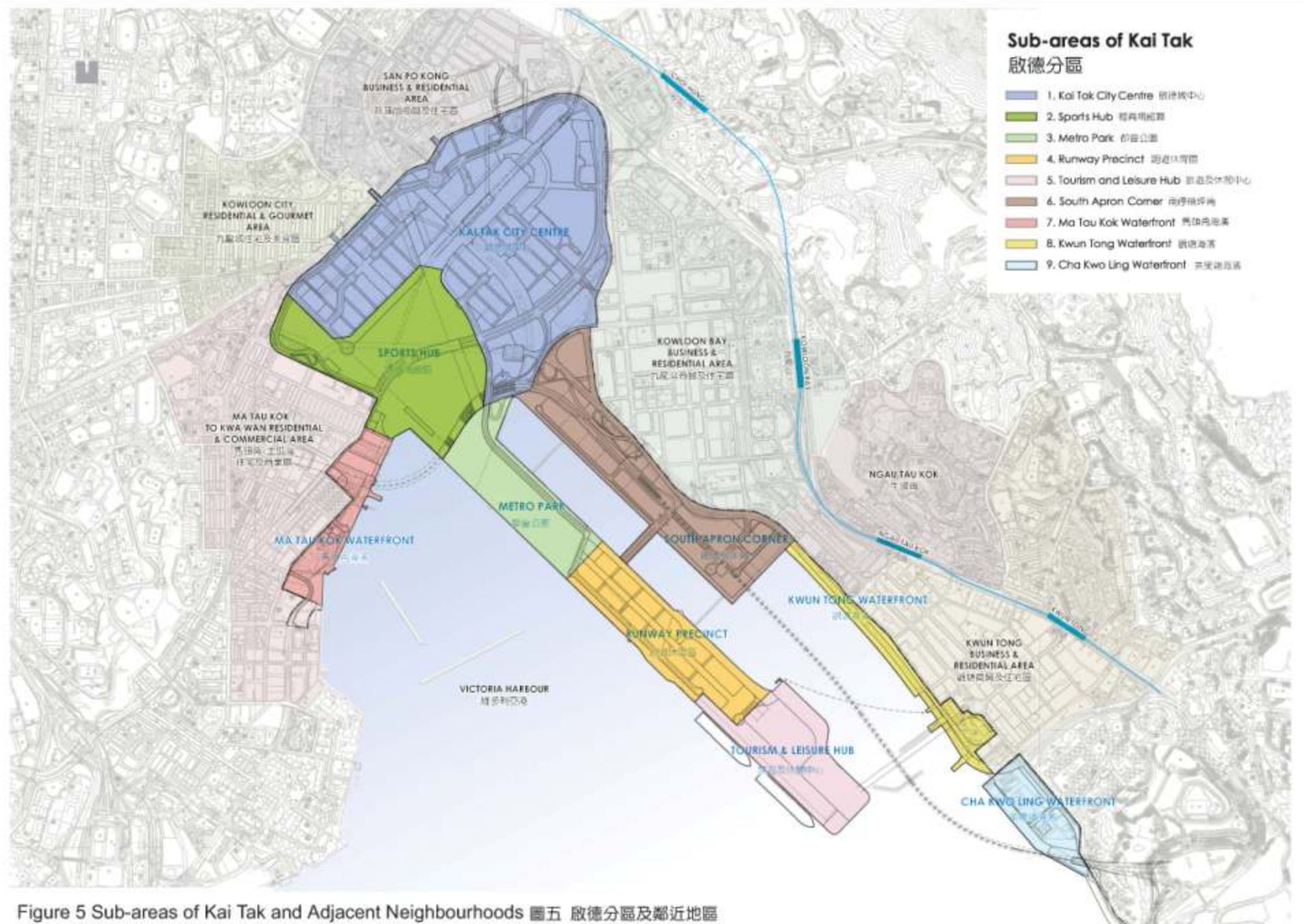


Figure 5 Sub-areas of Kai Tak and Adjacent Neighbourhoods 圖五 啟德分區及鄰近地區

- (b) Sports Hub
 - prominent bay area for iconic sports stadium
 - centre point to a network of open space network, historical sites and the tourist cove area
 - views to Lion Rock and Victoria Harbour
 - major impetus to regeneration of To Kwa Wan and Kowloon City, while offering sports and recreation opportunities to the local communities
- (c) Metro Park
 - opportunity for a harbour park of Hong Kong and venue for harbour-front activities
 - manifestation of the runway heritage
 - optimum utilization of the deck over the runway gap
 - extended into North Apron via the stadium complex and connected with a comprehensive open space network
- (d) Runway Precinct
 - hotel belt facing harbour to give flexibility for the possible third cruise berth, while waterfront residential development facing KTAC to pursue more leisure lifestyle
 - harbourfront shopping street and open space links to sustain interest of exploration from Metro Park to the Tourism Node
 - views to Fei Ngo Shan and ridgelines/ Peaks on Hong Kong Island
 - separation of vehicular and pedestrian traffic
- (e) Tourism and Leisure Hub
 - suitable site for the Cruise Terminal with expansion potential
 - commanding views of Victoria Harbour and Lei Yue Mun
 - integrated with hotel (landmark hotel with public observation gallery), retail and entertainment facilities to help to create a new tourist attraction in this part of the harbour
 - a runway park to pay tribute to the aviation history of Kai Tak
- (f) South Apron Corner
 - rejuvenating this part of the waterfront by introducing a variety of commercial, GIC uses, taking advantage of the tranquil seaview of the KTAC
 - helps to regenerate Kowloon Bay and Kwun Tong into business area

5 URBAN DESIGN PROPOSALS

Connecting the Neighbourhood

- 5.1** Connecting the surrounding neighbourhoods to Kai Tak is critical to the success of the redevelopment effort in the adjoining areas. Easy access for vehicles and pedestrians between the surrounding districts will help revitalize and reactivate the entire area of South East Kowloon. The provision of these facilities will take into account the existing and planned activities nodes.

Creating Nodes

- 5.2** It is absolutely critical to create strong regional and local nodes within Kai Tak to revitalize the district. Large-scale anchors of regional significance include the Multi-purpose Stadium, Cruise Terminal, Metro Park, and a main office and commercial area. Destinations of local scale comprise mostly neighbourhood parks and community centres.

Activating the Harbour-front

- 5.3** To bring life and vibrancy to the waterfront, it is necessary to introduce a variety of diverse programs and activities ranging from casual strolls along a natural waterfront park, to a highly active commercial and retail-oriented waterfront lined with restaurants, cafes and bars.

Creating a Pedestrian Friendly Environment

- 5.4** The pedestrian experience is the most important component to the success of Kai Tak. The pedestrian friendly approach ensures public facilities/amenities to fall within a comfortable 5-minute walking radius of public transportation. The pedestrian experience is enhanced through the continuous Harbour-front Walk and a Heritage Trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The possible future provision of a monorail system will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

Creating a Dynamic Skyline

- 5.5** With a composition of neighbourhoods of different scales, diverse building types, varying building heights, and selective signature towers, a dynamic skyline will undoubtedly grace the face of Kai Tak. The overall building heights profile starts with the tallest commercial buildings at the City Centre and gradates along the residential neighbourhoods towards the Stadium Complex to 'nature' at Metro Park. It then rises again from the runway precinct to another landmark at the tourism node. The possible bridge link connecting Kwun Tong and runway tip will add another highlight to this dynamic skyline.

Celebrating the Views

- 5.6** Views beyond the neighbourhoods are absolutely critical to maintain one's orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock and Fei Ngo Shan), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and city beyond (i.e. Hong Kong Island and Inland of Kowloon).

Celebrating the Gateways

- 5.7** Gateways can take a variety of forms and types in the Kai Tak Master Plan. From the Harbour, the Cruise Terminal will be the main point of entry, while the Metro Park and Stadium will be the visual gateway from the water into Kai Tak. From the underground railway station, the Station Square which is full of trees and green open spaces will be the point of arrival. By foot, several gateways from each neighbourhood will take the form of bridges, walkways and buildings. And by car, feature streetscapes, landscapes and visual markers signify the gateway into Kai Tak.

6 LANDSCAPE PROPOSALS

- 6.1** The vision for the landscape “A Green Web for Sustainable Development” aims to establish a sense of community and uniqueness for Kai Tak through the creation of a comprehensive network of parks and gardens for integrating the residential and commercial neighbourhoods.
- 6.2** The key landscape open spaces will include the Metro Park, Stadium Plaza, Runway Park, Station Square, North Apron District Open Space Sung Wong Toi Park with the existing Hoi Sham Park.
- 6.3** The landscape design has sought to create the following:
- A continuum of interconnected green spaces within Kai Tak and providing linkages to the existing neighbourhoods such as To Kwa Wan, Kowloon City, San Po Kong, Kwun Tong and Cha Kwo Ling.
 - An extensive framework of tree and shrub planting to minimize modification of microclimate and enhance the ecological benefits of planting within the urban core with a view to establishing a sustainable living environment.
 - A comprehensive network of open space to integrate Metro Park with open spaces around the Stadium and Station Square to create the “Stadium in the Park” concept.
 - A comprehensive and hierarchical landscape network of parks, gardens, civic squares and waterfront each with a distinctive character which serve to ensure a high level of amenity.
 - An accessible urban environment in which all areas are connected by pedestrian-oriented landscaped green connectors.
 - An enhancement of the landscaped facilities in the vicinity within the study area such as parts of Kowloon Bay, Kwun Tong and Cha Kwo Ling.

An innovative approach to the greening of the built environment and engineering structures such as bridges, subway, elevated and depressed roads. Heritage Trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces.

- 6.4** The landscape design will place a strong emphasis on aesthetics, human comfort and creating a sense of place. It will consider carefully the human scale and the creation of a beautiful setting to nourish the human spirit.

7 ROAD, RAILWAY AND PEDESTRIAN CONNECTIONS

7.1 Road Connections

7.1.1 Strategic Context (Figure 6)

- 7.1.2** The Kai Tak site in East Kowloon Region is strategically located and is well served by numerous existing and planned strategic highways. The planned Route 6 (Central Kowloon Route, Trunk Road T2 and Tseung Kwan O- Lam Tin Tunnel) in particular the Central Kowloon Route serves to provide a convenient route linking up the West Kowloon region with the East Kowloon region. This part of Route 6 will have direct road connections with the North Apron and South Apron of Kai Tak.

7.1.3 Local Context (Figure 7)

- 7.1.4** People from Central Kowloon Region and East Kowloon Region can access to Kai Tak site via a number of existing primary/district distributor roads. The Kai Tak site has numerous access points through:

1. To Kwa Wan Road/Sung Wong Toi Road junction
2. Olympic Avenue via Olympic Garden Roundabout
3. Prince Edward Road East (Kowloon City section)
4. Prince Edward Road East (San Po Kong section)
5. Wang Kwong Road/Wang Chiu Road into Eastern Road
6. Kai Cheung Road into Kai Shing Street
7. Cheung Yip Street

7.2 Railway

- 7.2.1** As a rail-based development design, the main developments in Kai Tak are located in the North Apron area which will be served by Shatin to Central (SCL) Kai Tak Station. Passengers can interchange with other railway lines to access most parts of the territory including Hong Kong Island and the New Territories.

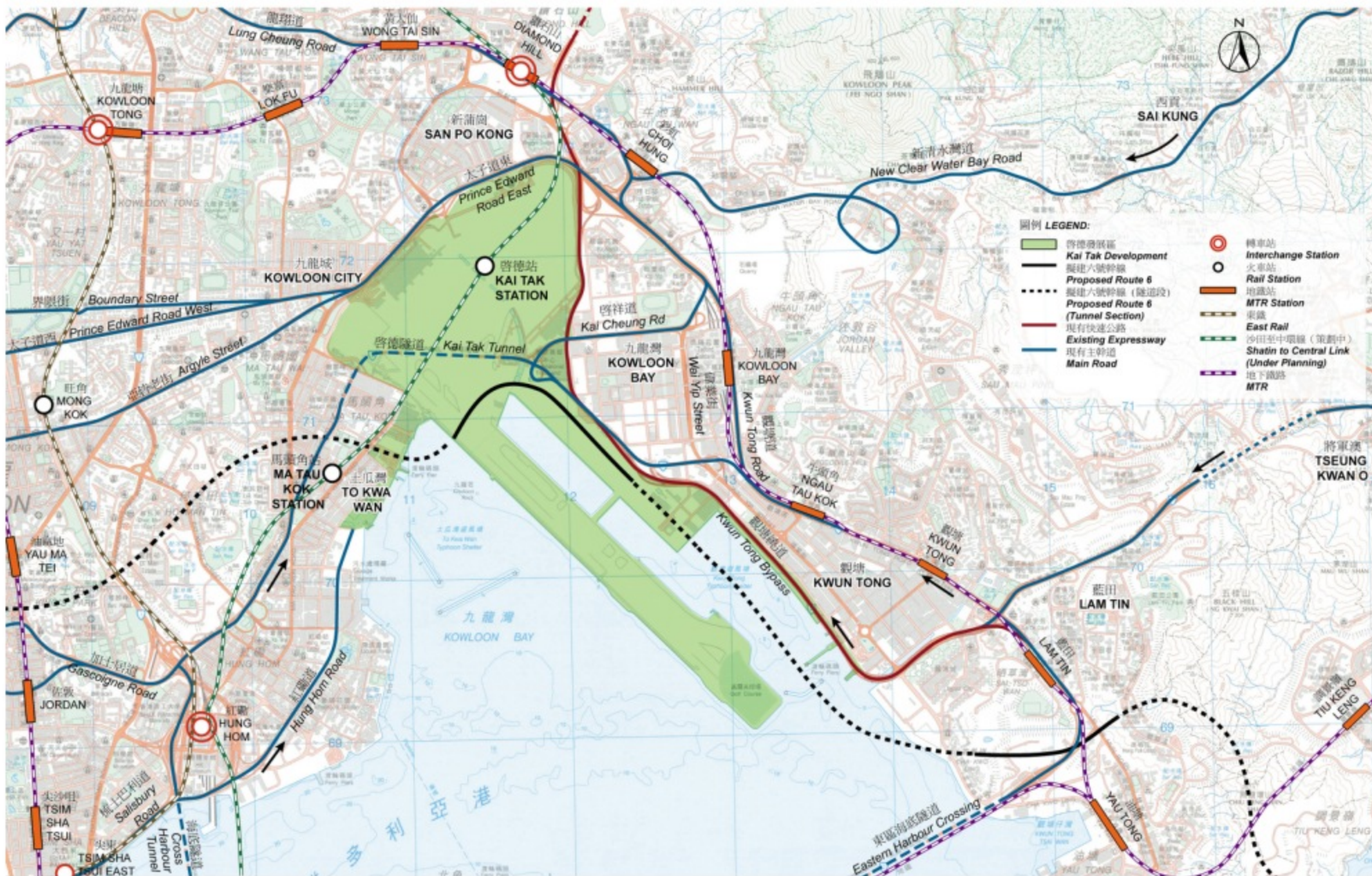


Figure 6 Railway & Road Connections - Strategic Context 圖六 策略性鐵路及道路連接

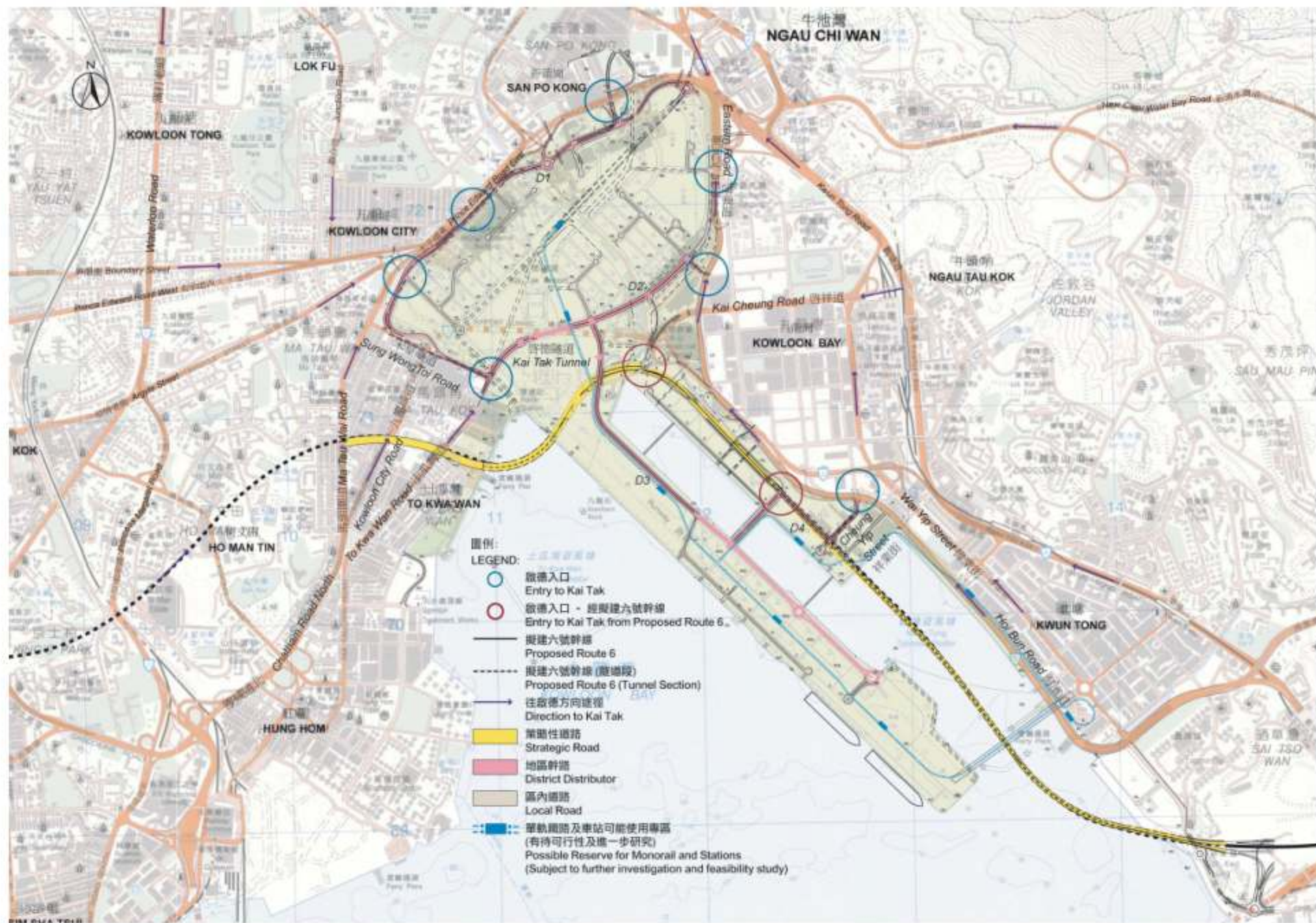


Figure 7 Railway & Road Connections - Local Context 圖七 地區性鐵路及道路連接

7.3 Monorail and Bridge Link to Kwun Tong

- 7.3.1 Subject to further investigation, the revised PODP has included a reserve to cater for possible monorail system or environmentally friendly transport system, and provide possible connections with surrounding districts (e.g. Kwun Tong town centre, Ngau Tau Kok and Kowloon Bay MTR Stations). As part of the possible monorail system, a bridge link is also reserved on the revised PODP to connect Kwun Tong waterfront with Kai Tak Point for pedestrian and vehicular connections. This proposal is subject to further detailed investigation.

7.4 Pedestrian Connections (Figure 8)

7.4.1 Existing and Proposed Pedestrian Connections

- 7.4.2 Kai Tak site is bounded by major roads such as Prince Edward Road East and Kwun Tong Bypass. To facilitate connections with the surrounding districts, a comprehensive underground shopping street system is proposed connecting Kai Tak with Kowloon City and San Po Kong, providing pedestrians with a convenient, comfortable and animated walking experience. It will be further complemented by landscaped elevated walkways, footbridges and enhanced at-grade crossings.

A. To Kwa Wan

- A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road is proposed which is the major entry point to Kai Tak near the Stadium Complex



Proposed at-grade crossing in To Kwa Wan as a major entry point to Kai Tak and Stadium Complex

- A2: An at-grade crossing at Sung Wong Toi Road is proposed for the pedestrian movements from Kowloon City Road
- A3: An at-grade crossing at Olympic Avenue is proposed

B. Kowloon City

- B1: Layout of existing subways at Olympic Garden to be enhanced and extended as an underground shopping street through basement shopping premises in the planned commercial belt next to Prince Edward Road East and to link up to SCL Kai Tak Station



Subway Enhancement at Olympic Garden Extended to Underground Shopping Street

- B2 Existing subway underneath Prince Edward Road East to be enhanced.
- B3: Proposed underground shopping street connecting Nga Tsin Wai Road, Kowloon City to a sunken plaza leading to the Sports Hub, which will also link up to SCL Kai Tak Station
- B4: Proposed landscaped elevated walkway across Prince Edward Road East connecting Shek Ku Lung Road Playground in Kowloon City and Kai Tak City Centre

C. San Po Kong

- C1: Existing subway at the interchange between Prince Edward Road East and Choi Hung Road to be enhanced to connect the future Kai Tak Government Offices
- C2: Proposed elevated walkway to include retail elements (subject to detailed design) connecting ex-San Po Kong Magistracy near Ning Yuen Street to future Kai Tak Government Offices at Kai Tak City Centre

Revised Preliminary Outline Development Plan

- C3: Proposed underground shopping street connecting existing San Po Kong flatted factory site to SCL Kai Tak Station



Proposed Underground Shopping Street at San Po Kong

- C4: Proposed landscape elevated walkway over Prince Edward Road East near Kai Tak East Playground
C5: Proposed footbridge over Prince Edward Road East near Rhythm Garden to Kai Tak



Proposed Landscaped Elevated Walkway near Rhythm Garden

D. Choi Hung

- D1: Existing subway at Prince Edward Road East near Ping Shek Estate/Choi Hung Estate will be enhanced
- D2: At-grade crossings near Richland Gardens to be enhanced to provide direct connection to future public housing estate at Kai Tak City Centre



Enhancement of At-grade Crossing near Richland Garden

E. Kowloon Bay

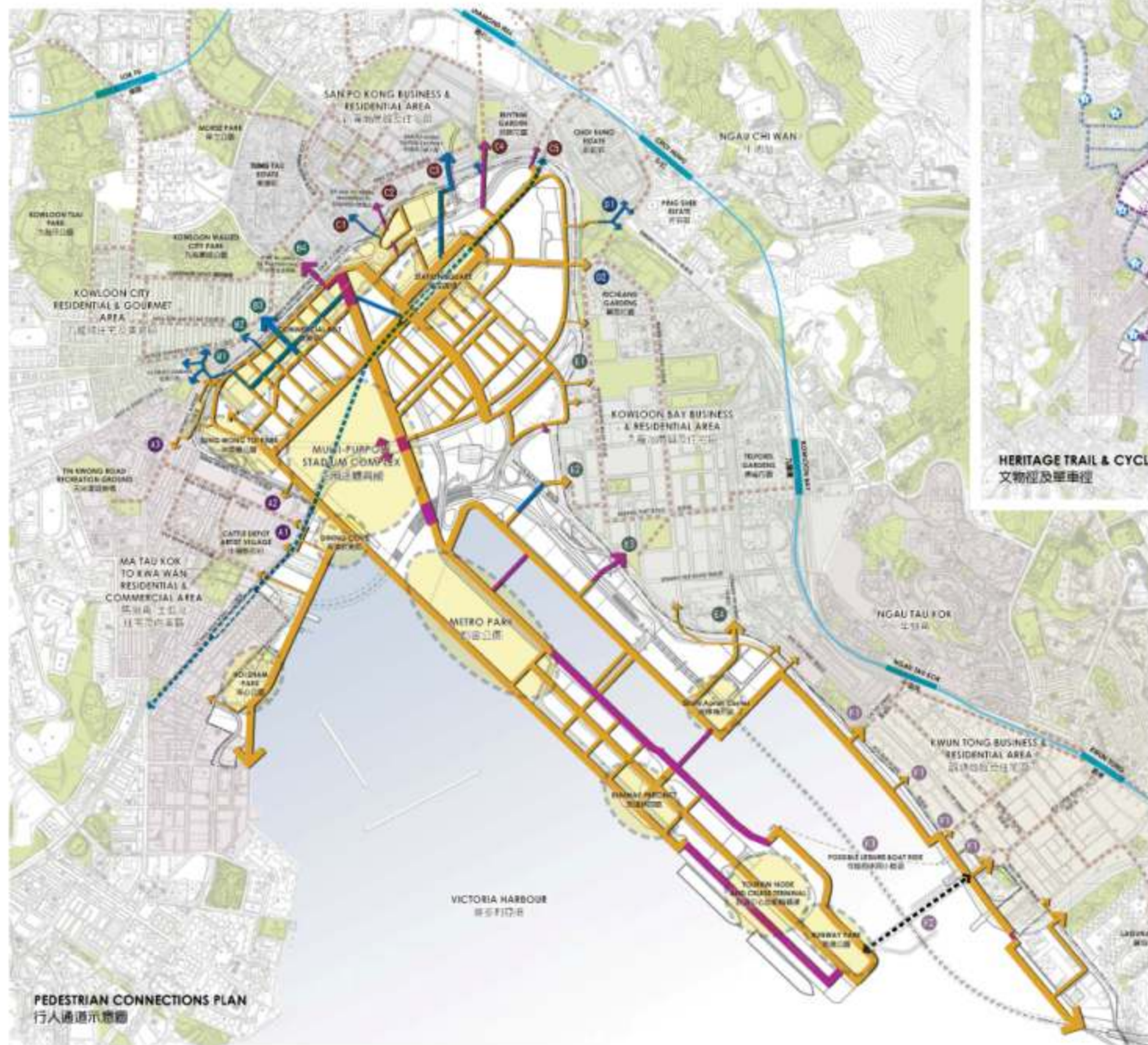
- E1: Proposed at-grade crossing via Eastern Road, Kai Wah Street and Kai Shun Road to connect future public housing estate at Kai Tak City Centre to Kowloon Bay area
- E2: Proposed subway at Kai Fuk Road near International Trade & Exhibition Centre to connect Kowloon Bay area to South Apron Area
- E3: Proposed extension/modification of existing footbridge above Kai Fuk Road from Kowloon Bay area to South Apron Area
- E4: Existing at-grade crossings at and nearby Cheung Yip Street to Kai Tak will be enhanced



Footbridge Extension at Kowloon Bay

F. Kwun Tong

- F1: Existing at-grade crossings along Hoi Bun Road will be enhanced to connect Kwun Tong waterfront
- F2: Possible bridge link to connect Kwun Tong waterfront with Kai Tak Point for pedestrian and vehicular connections (including monorail reserve) between runway end and Kwun Tong waterfront
- F3: Possible leisure boat ride between Runway Area and Kwun Tong waterfront



LEGEND 圖例

- **EXISTING CROSSING**
現有過路處
- **PROPOSED IMPROVED WALKWAY / UNDEVELOPED AREA**
建議改善行人徑 / 未發展地區
- **TUNNEL**
行人隧道
- A1 B2 **(PLEASE REFER TO MAIN TEXT FOR IMPROVEMENT PROPOSALS)**
改善建議 (請參閱主文)
- **EXISTING CONNECTION**
現有連接
- **HERITAGE TRAIL**
文物徑
- **HERITAGE TRAIL EXTENSION (PROPOSED CONNECTION)**
建議延伸文物徑 (建議連接)
- **CYCLE TRACK**
單車徑
- **NEW STATION**
新車站
- **OPEN SPACE IN EAST KOWLOON**
東九龍開放空間
- **STATION-TO-CENTRAL LINK**
車站至市中心連接
- **MAJOR ACTIVITY NODE**
主要活動節點
- **EXISTING LINE OF HISTORICAL CANAL / WATERWAY**
現有歷史水渠 / 水道
- **1. KOWLOON RIVER**
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Figure 8 Pedestrian Connections and Cycle Track
圖八 行人通達及單車徑

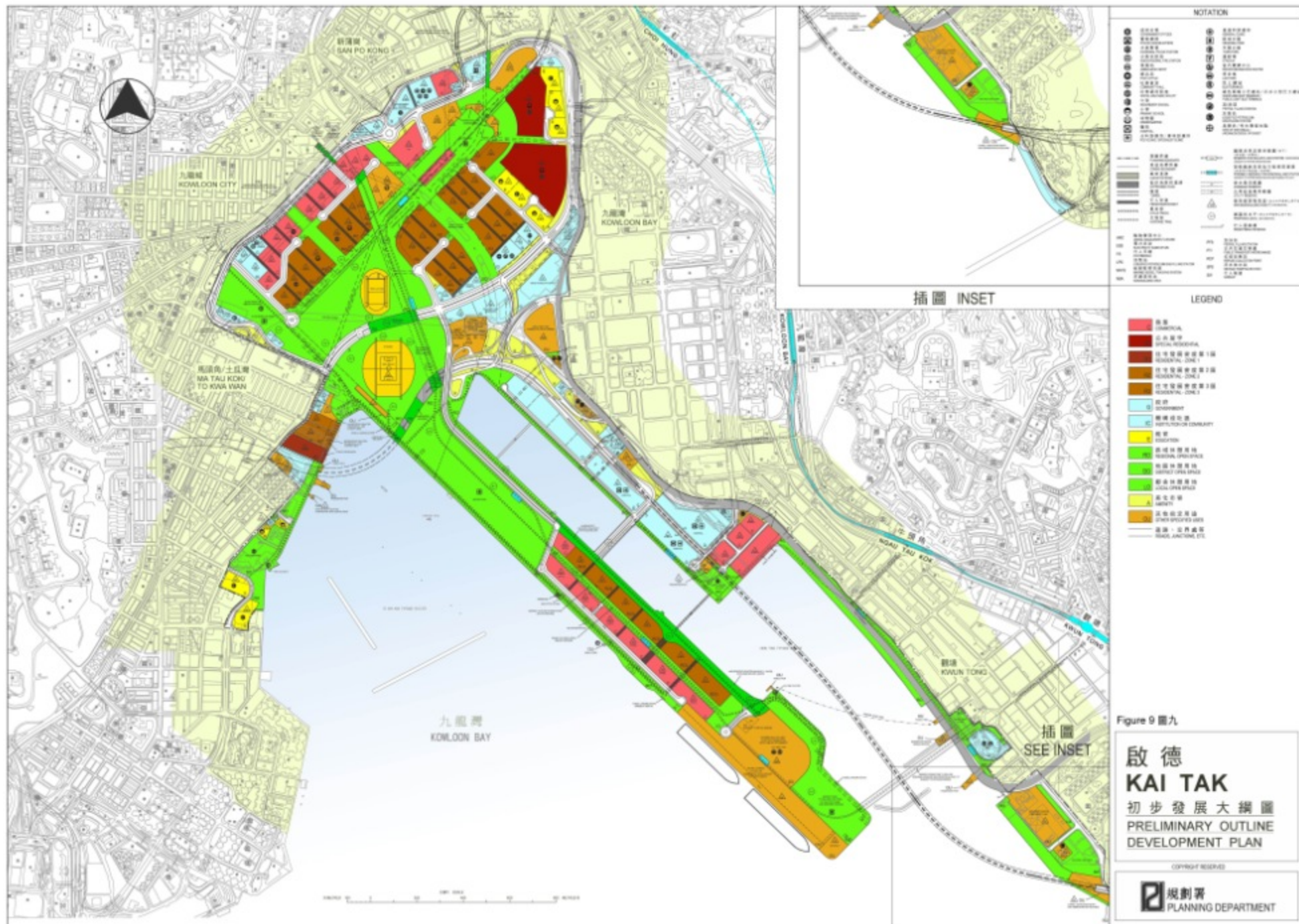
8 LAND USE PROPOSALS (Figure 9)

8.1 The Study Area covers an area of about 328 ha, including 48 ha of the existing built-up area adjacent to the ex-airport site. We are proposing a mix of land uses in this large site to meet public needs and aspirations, while addressing various policy initiatives of the Government and taking into account the overall planning and urban design framework. In main, the Master Plan proposes to create a new urban node at Kai Tak, supported by a belt of commercial/office developments, clusters of residential neighbourhoods, a variety of Government, institution and community facilities, a multi-purpose stadium complex fronting the Victoria Harbour, a cruise terminal cum tourism node at the end of the ex-runway and a Metro Park at Kowloon Bay waterfront. The major land uses are proposed:

£ **Residential Development (37.2 ha)** - The main residential areas are located in the Kai Tak City Centre for medium density housing (plot ratio 5.0) and on the KTAC side of the Runway Precinct for low density housing (plot ratio 3.0). The two committed public housing sites at the North Apron are planned for a higher development intensity of plot ratio ranges from 5.5 to 6.3. Smaller residential neighbourhood has also been planned at the Sports Hub (plot ratio 5.0) and the Ma Tau Kok waterfront (plot ratio 4.0).

£ **Commercial Development (18.2 ha)** - The proposed development intensity of the commercial developments vary depending on site conditions. The following commercial developments are proposed:

- A belt of high quality office developments mixing with retail and hotel developments are located at the northern side of Kai Tak City Centre, extending along Prince Edward Road East to Sung Wong Toi Park. The office development will be served by the Kai Tak Station located in the central area. The waterfront area of Kowloon Bay in South Apron Area are proposed for commercial uses to form an extension of the existing industrial/ business developments in the hinterland area. It is expected to meet long-term demand in office space. The office development in Kai Tak is estimated to provide a total of about 850,000 sq.m. non-domestic GFA.
- Apart from those located in the office belt, revised PODP proposes hotel developments in the Tourism Node, a significant hotel belt along the waterfront of the Runway Precinct and possible hotel provision in the stadium complex to support these major tourism and sports venues. The overall hotel sites in the revised PODP are anticipated to accommodate about 6,300 hotel rooms.
- Main shopping centres in Kai Tak will be located at office belt in city centre and Tourism Node. To encourage more vibrant street activities, retail frontage is planned around the Stadium Square, fronting the secondary stadium and along the harbourfront of the Runway Precinct. An overall 427,400 sq.m. non-domestic GFA is proposed for retail facilities in Kai Tak.



- € **Multi-purpose Stadium Complex (23.2 ha)** - The complex is composed of a main stadium with 45,000 seats, with a retractable roof and removable turf, a secondary stadium with 5,000 seats and an indoor sports arena with 4,000 seats, provided with swimming pools, ball courts, some fitness and activity rooms and other leisure and recreation facilities to be incorporated as the focal point of the Sports Hub. Through integrated design, the stadium complex is envisaged to be connected with the elevated landscaped walkway thus providing a direct and convenient connection to the Kai Tak Station and the Metro Park.
- € **Cruise Terminal (7.6 ha)** - will accommodate two alongside berths as well as a cruise terminal building at a maximum building height of 35 mPD with non-domestic GFA of 50,000 sq.m. for, commercial and retail outlets. A landscape deck will be provided to enable public access to the waterfront.
- € **Tourism Node (6.1 ha)** - will incorporate a comprehensive hotel, retail, leisure and entertainment development, with the provision of a public observation gallery and public transport interchange. The site is planned for a non-domestic GFA of 190,000 sq.m. to accommodate the commercial and entertainment facilities in the various buildings. A maximum building height of 200 mPD to allow the opportunity for a landmark building in this part of the Victoria Harbour. The site will provide suitable landscaping and pedestrian facilities to blend in with the surrounding public parks.
- € **Metro Park and Open Space System (109ha¹)**
Apart from the proposed Metro Park, forming a major open space for the East Kowloon Area, the Kai Tak Development will be supported by a network of district and local open spaces :
- Metro Park: 24.3 ha
 - Station Square: 8.1 ha
 - Sung Wong Toi Park: 5.9 ha
 - Runway Park: 8.6 ha
 - Waterfront promenade: 24.8 ha
 - Other open spaces: 37.7 ha
- € **G/IC Facilities (37.5 ha)** - will include a regional hospital at the South Apron Corner (about 7 ha), Kai Tak Government Offices (KTGO) at Kai Tak City Centre, and various local facilities and accommodations including schools, community centres, indoor recreation centre, police and fire station, ambulance depot, etc.
- € **Transportation Facilities** will include the SCL Kai Tak Station and the Central Kowloon Route, Trunk Road T2 and the associated interchanges connecting to Kai Tak and the Kowloon Bay area. Road connections to To Kwa Wan and San Po Kong area will also be provided.

¹ including Landscaped Deck/ Landscape Elevated Walkway, but excluding stadium complex

- € **Aviation-related Facilities** will cover the aviation heritage of Kai Tak (e.g. preserve ex-runway, existing aviation and sports facilities at Sung Wong Toi Road, create aviation-themed park) and an at-grade cross-boundary heliport at the corner of the runway end.
- € **Marine Facilities:** To Kwa Wan and Kwun Tong Typhoon Shelters will be retained. Part of the Cha Kwo Ling Public Cargo Working Area (PCWA) will be converted into a public promenade and the rest of the area will accommodate the landfall of Road T2 and reserved for Government use, subject to further study. The Kwun Tong PCWA will be converted into public promenade in the long term.
- € **Environmentally Friendly Facilities**
- Monorail reserve linking the key attractions in Kai Tak, connecting SCL Kai Tak Station and Kwun Tong waterfront, with possible extension to Kwun Tong, Ngau Tau Kok and Kowloon Bay railway stations subject to further investigation and feasibility study.
 - District Cooling System and other initiatives subject to further study.

Table 1: Land Use Budget

| Land Use | Area (ha) | % |
|---|------------------|----------|
| Commercial (Office/Hotel/Retail) | 18.2 | 5.5 |
| Mixed Use (Housing & Commercial) | 5.1 | 1.5 |
| High to Medium Density Housing | 31.2 | 9.5 |
| Low Density Housing | 6 | 1.8 |
| G/IC/Other Specified Uses | 53.2 | 16.2 |
| Multi-purpose Stadium Complex | 23.2 | 7.1 |
| Cruise Terminal and Tourism Node | 13.7 | 4.2 |
| Open Space (including Landscaped Deck/ Landscape Elevated Walkway, but excluding stadium complex) | 109.3 | 33.3 |
| Road Network | 59.6 | 18.2* |
| Amenity | 8.5 | 2.6 |
| Total Area | 328 | 100% |

* Including: 14.9 ha existing roads,
40.4 ha new roads
4.4 ha pedestrian streets

Table 2: Key Development Parameters

| | |
|-------------------------|------------|
| Population | 86,000 |
| No. of Flats** | 30,300 |
| Domestic Plot Ratio* | 3.0 to 5.0 |
| Domestic GFA** | 1,964,000 |
| Employment | 79,600 |
| Non-domestic Plot Ratio | 4 to 9.5 |
| Office GFA** | 850,000 |

Revised Preliminary Outline Development Plan

| | |
|--------------------|---------|
| Retail GFA** | 427,400 |
| Hotel GFA | 400,900 |
| No. of Hotel Rooms | 6,300 |

* Two committed public housing sites with plot ratio of 5.5 to 6.3

** Including sites for existing residential developments in Ma Tau Kok, Pacific Trade Centre and International Trade and Exhibition Centre

9 KEY DEVELOPMENT PROPOSALS

9.1 Kai Tak City Centre

Commercial Belt and Station Square

9.1.1 Kai Tak with sizeable developable area and availability of SCL is identified by the Hong Kong 2030 Study as having the potential to be developed as the Secondary Premier Office Node to meet the long-term demand of quality office space. Together with a mix of retail and hotel provisions, the office node will form a belt of commercial development around the future Kai Tak Station and extending along Prince Edward Road East to the future Sung Wong Toi Park.

9.1.2 It will be well connected with the existing Kowloon City and San Po Kong through a comprehensive network of underground shopping street, landscaped decks and footbridges, bringing to the old districts new momentum of re-vitalization. To respond to the public comments to have podium free, better ventilation and more harmonious urban fabric with the hinterland, a distinctive cluster of landmark buildings along Prince Edward Road East is signature of new Kai Tak for travellers along the major thoroughfare of Boundary Street. From the Harbour, the ridgeline of the Lion Rock sets a majestic backdrop. Environmentally, the commercial belt forms a noise screen for the traffic noise.

9.1.3 In response to the public comments, the revised PODP has relocated the KTGO site to abutting PERE and to be connected with surrounding developments by a footbridge system. This will enable the government services to be more accessible to both the existing and future population.

9.1.4 At the middle of Kai Tak City Centre is a large park above Kai Tak Station. Surrounded by a dynamic environment of diverse buildings, this contemporary park with cafes and restaurants serves as a gateway to Kai Tak, the Metro Park, and Stadium Plaza. It is a focal point for the community.

Kai Tak Grid Neighbourhood

9.1.5 An establishment of a residential neighbourhood around the Kai Tak Station is a clear preference of the community. To respond to the

public comment to have smaller development sites, podium free, better ventilation and more harmonious urban fabric with the hinterland, the Kai Tak grid residential neighbourhood is proposed.

- 9.1.6 Taking into account findings of the air ventilation assessment, breezeways capturing the Southeast prevailing winds will form the backbone of the grid. With a width of 10m, they are planned to be mainly pedestrian streets lined with street trees and neighbourhood street furniture, providing public local open spaces for the residents.
- 9.1.7 Unlike typical Hong Kong developments where gated communities of residential towers render large areas of land inaccessible to the general public, this residential community seeks to challenge that traditional model. Inspired by communities from the United States, Europe, and Australia, and adapted to the Hong Kong culture and living habits, this will be perhaps one of the most unique residential areas in Hong Kong. Intimately scaled urban street blocks similar to those found in surrounding neighbourhoods are lined with 3-storey townhouses and tree-lined streets. With little or no commercial activities on the ground floor, the vibrancy of the streets will come from the semi-public nature of the streets and the residents themselves. Podium free residential towers spread throughout these blocks will add housing options for this vibrant community as well as provide great views out to the harbour and mountains beyond. Basement car parks are only accessed from the main local road. This will bring a unique form of residential development to Hong Kong, inspiring more creativity in the property development sector.

Second Development Cluster

- 9.1.8 The area located between Kowloon City and the proposed stadium complex was previously planned for the SCL railway depot. With the relocation of the depot outside Kai Tak, opportunity is captured to plan a second development cluster including commercial and residential development in the area. To echo with the existing urban texture in Kowloon City and for better ventilation, a grid pattern is designed, whereby 10m wide pedestrian streets will serve as breezeways in addition to green links. Environmentally the commercial developments next to Prince Edward Road East also serve as screens for the traffic noise.

9.2 Sports Hub and the Cove

- 9.2.1 The development of a stadium complex in Kai Tak will help realise our sports policy. With great support from the sports community and the local community including District Councils, a multi-purpose sports stadium complex will be the anchor of Kai Tak Development. There will be a modern 45,000-seat main stadium for hosting international sports competitions, major local sports events and staging major entertainment performances. A secondary stadium with a seating capacity of 5,000 will provide warm up facilities for sportsmen of major

competitions, and for the hosting of community sports activities and provide a venue for training purposes. It will be connected to the main stadium through integrated design incorporating an extensive landscaped deck. An indoor sports arena, which would also have 4,000 seats in the main hall, would provide venues for a variety of sports activities, such as, swimming, basketball, volleyball, handball, gymnastics and many different types of indoor sports. Some ancillary facilities would be provided for catering, sport-related retailing, and a number of leisure and sports activities, such as ice-skating, ten-pin bowling and snooker to support the operation of the stadium complex. These facilities would be provided to cater for the needs of public for sports and leisure pursuits which would enhance the vibrancy of the sports hub.

9.2.2 The prominently positioned main Stadium will be the new icon of South East Kowloon. Not only will it be visible from the harbour, it will also provide great views from the spectator stands of the main Stadium. Much like other urban stadiums on the waterfront such as Three Rivers Stadium in Pittsburgh, Telstra Dome in Melbourne, Australia and Millennium Stadium in Cardiff, UK, the events at Stadium Complex in Kai Tak will be a significant catalyst to re-activate and re-energize a once abandoned waterfront.

9.2.3 Located within a comprehensive open space network, the stadium complex is planned with adequate space for safe dispersal of spectators. In addition to at-grade connections, integrated design incorporating grade separated landscaped walkways will link the higher spectator level of the stadium across two roads offering pedestrians safe and comfortable links to the Station Square onto Kai Tak Station and to the Metro Park on the runway. It is also well integrated with an extensive dining cove around Kowloon Bay area, which is the meeting point of the promenades along To Kwa Wan and the Metro Park on the runway. Another elevated landscaped deck will link up the sports hub with the commercial belt and further to Kowloon City.

9.3 Metro Park & Associated Waterfronts

9.3.1 Metro Park at the runway respects the public's aspiration for a genuine harbour park, keeping a collective memory of the runway. Making full use of the 600m deck over the runway gap, the Metro Park has potential to provide a full range of activities, subject to detailed study, ranging from tethered ballooning, aerial modelling, adventure ground, sustainable garden, sculptural walk and multi-function lawn.

9.3.2 To bring the Metro Park closer to the existing communities, the Park will be further extended into North Apron, and integrated with the Sports Hub and a comprehensive open space network including Sung Wong Toi Park, Station Square and North Apron District Park.

9.3.3 Along the waterfront, the Metro Park will be connected with a long promenade around the runway, and along the south apron area. In

future, after the de-commission of the naphtha berthing facilities and the public cargo working areas, the promenades can be extended into the waterfront of To Kwa Wan and Kwun Tong/Cha Kwo Ling. Extensive cycle track and jogging trail will go through the promenades and the Metro Park will provide leisure and competition opportunities to the community.

9.4 Runway Precinct

- 9.4.1 While it is the desire of the public to enjoy the runway space as much as possible, there should be a combination of land uses to ensure adequate attractions and patronage. The Metro Park at the northern part of the runway and the cruise terminal/the tourism node towards the end of the runway certainly are magnets. But the runway is 2.5km long. A runway precinct with mixed residential/hotel/retail/cultural uses in the middle section is planned to sustain the interest of exploration.
- 9.4.2 On the harbour-front side of the precinct, a 950m-long hotel belt with a mix of entertainment, conference and retail provision (plot ratio 4.0) is planned, which enjoys the view of Victoria Harbour. On the KTAC side of the precinct, low density and medium rise housing (plot ratio 3.0) will be developed above 1-storey carports and will enjoy their private gardens. Altogether they will form two rows of curvilinear building massing extending from the Metro Park to peak at the tourism node.
- 9.4.3 Along the harbour-front, the public can enjoy leisure shopping and dining experience as well as street cultural performances, with breathtaking view of Victoria Harbour, and the ridgelines and the developments on Hong Kong Island. A curvilinear parkway is planned at the middle of the precinct, linking up the Metro Park and the tourism node. An elevated promenade is also proposed on the side of the KTAC to provide public access to the waterfront, which also effectively screens off traffic noise from the distributor road. Connecting the two promenades by the two sides of the runway will be public walkways through the precinct. Stepped height concept will be maintained the runway Precinct, with building height ranges from 45mPd to 65mPD.

9.5 Cruise Terminal, Tourism Node and Runway Park

- 9.5.1 The tourism industry has longed for a world class cruise terminal for many years and Kai Tak is the only place with expansion potential for the long-term demand. The planned cruise terminal with necessary site formation works can berth two mega cruise ships and accommodate the essential cruise operation and facilities on site without reclamation.
- 9.5.2 At the south-western tip of the runway abutting the end of the cruise terminal, an at-grade cross-boundary heliport site is reserved to serve cross-boundary travellers in synergy with the customs and excise, immigration and quarantine (CIQ) facilities provided for the cruises.

Mitigation measures such as transparent noise screen will be provided to mitigate any potential noise impacts to the runway visitors.

- 9.5.3 Adjacent to the cruise terminal will be the tourism node housing a great variety of retail and entertainment facilities. A high-rise hotel is planned with public observation gallery at its top floor. It will form a magnificent landmark at this part of the harbour, while commanding the gorgeous harbour view. The tourism node will also provide suitable pedestrian access to and landscaping measures to blend in with the Runway Park.
- 9.5.4 A runway park will be the dominant use at the end of the runway with aviation and other themes. The site will provide the opportunity for reprovision of the ex-air traffic control tower. Exhibition venue for aviation-related exhibits and outdoor display of old aircrafts and other memorable objects of the airport are all suitable elements at the runway park, such as to install the weather station of the old Kai Tak airport in providing crucial weather information for operating the Tropical Cyclone Warning System for Hong Kong. The public can share the magnificent view once enjoyed by the pilots during take-offs towards Lei Yue Mun.

9.6 Heritage Trail (Figure 8)

- 9.6.1 Kai Tak, To Kwa Wan and Kowloon City have rich cultural heritage. The “Fish Tail Rock”, the artist village and the Inscription Rock in To Kwa Wan; the Kowloon Walled City Park, the variety of cuisines and the Nga Tsin Wai Tsuen in Wong Tai Sin; and the aviation club buildings and airplane hanger, the wind pole, the fire-station, the replica of ex-air traffic control tower and the runway in Kai Tak are all valuable assets of the Hong Kong community.
- 9.6.2 Selected links of the pedestrian network will be packaged and enhanced as the Heritage Trail of Kai Tak for both local and overseas visitors. The trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors. A cycle track along the waterfront is also proposed in the revised PODP for leisure and recreation purpose.

10 CONCLUSION

- 10.1 The revised PODP is an outcome of a continuous and reiterative process of public participations, planning and design as well as technical studies. On the basis of the proposals in the revised PODP, the approved Kai Tak OZPs will be amended. The amended OZP will be submitted to the Town Planning Board for consideration, with a view to gazetting a revised OZP in accordance with the provision of the Town Planning Ordinance for consultation under the statutory planning process.