

Kai Tak Planning Review

(a) Bridge linking the ex-runway tip and Kwun Tong

In response to public views including those from the Kwun Tong District Council (KTDC), the Government has included the above bridge proposal in the draft Kai Tak Outline Zoning Plan. The feasibility of the bridge however needs to be studied and cannot be confirmed now. The Civil Engineering and Development Department (CEDD) is conducting a detailed engineering feasibility study on the proposed developments at Kai Tak. The bridge proposal has been included in the Study.

(b) Relocation of Public Cargo Working Area (PCWA)

2. The draft Kai Tak Outline Zoning Plan (OZP) has proposed to develop the Kwun Tong and Cha Kwo Ling waterfront areas into a waterfront promenade as a long term planning proposal. The implementation of the proposal would be subject to the detailed study on Road T2 and the location of the refuse transfer station, as well as the future decommissioning of the two PCWAs. Since the closure of these PCWAs would affect the industry and employment opportunities of the workers, this issue will need to be examined carefully. While there is as yet no concrete timeframe to implement the above proposal, should the PCWAs be affected by future developments and need to be closed or relocated, the Administration will need to consult the stakeholders on the appropriate re-provisioning arrangement.

(c) Rail-Based Environmentally Friendly Transport System (EFTS)

3. The proposed EFTS is still at a conceptual stage. Further studies will be required to examine its technical as well as financial viability. The station locations, alignment, depot location and its connection with future developments will be studied under the Kai Tak Engineering Review.

(d) Kai Tak Approach Channel (KTAC)

4. The Government is fully committed to tackling the pollution problem of the KTAC. It is a statutory requirement under the

Environmental Impact Assessment (EIA) Ordinance that an EIA Study has to be carried out for the Kai Tak Development. The EIA study, which is part of the Engineering Review (as referred to in (a) above), will review, assess and confirm the effectiveness of mitigation measures to address the odour problem.

5. As for the suggestion of reclamation, a decision should not be taken lightly. Proposals for reclamation must comply with the Protection of the Harbour Ordinance where there is a general presumption against reclamation and satisfy the “overriding public need” test laid down by the Court of Final Appeal. Alternatives to reclamation has to be explored and this is what the Government is doing.

(e) Cross-Boundary Heliport

6. The cross-boundary heliport at Kai Tak Point is planned as a long-term development project to meet the forecast growth of cross-boundary helicopter services. The operation of this service has to be supported by customs, immigration and quarantine (CIQ) facilities and has to be located at a site easily accessible to town centres. Given the development of a cruise terminal at Kai Tak, locating the heliport nearby has the advantage of shared-use of CIQ facilities. Also, there will be synergy effect to ensure that onward travel to/from the cruise terminal is readily available and hotel, shopping and entertainment facilities are within walking distance for the cross-boundary helicopter service travelers.

(f) Residential development in Kai Tak

7. The development intensity for new development areas as recommended in the Hong Kong Planning Standards and Guidelines is applied in Kai Tak Development. The main residential areas are located in the Kai Tak City Centre for medium density housing (plot ratio ranges from 3.5 to 5.0) and the public housing sites are located at North Apron for higher development intensity (plot ratio ranges from 5.5 to 6.3). The Runway Precinct which is located near Kwun Tong, is intended for low density housing (plot ratio 3.0).

8. Due considerations have been given to air ventilation in the formulation of the draft Kai Tak OZP. A height profile stepping up from the waterfront towards inland is generally adopted, and this should

facilitate wind penetration. It helps to minimize their potential air ventilation impact to the surrounding. Podium design is also generally discouraged in Kai Tak to enhance air ventilation performance at pedestrian/low level.