FACT SHEET

Planning history of the Kai Tak Development

1. Background

1.1 At its meeting held on 25 May 2010, the Panel on Development requested the Research and Library Services Division to provide information on whether the Government has ever planned to use part of the Kai Tak Development as a buffer to facilitate redevelopment projects in adjacent districts and if so, how such objective has changed over time. The purpose of this fact sheet is to provide the Panel with information on the planning history of the Kai Tak Development, with special reference to the urban renewal proposal envisaged in the planning schemes prepared for the Kai Tak Development.

2. Early planning history of the Kai Tak Development from 1990 to 2002

2.1 The planning of the Kai Tak Airport site and its adjacent areas commenced in the early 1990s. The *Metroplan Selected Strategy*, completed in September 1991, proposed a broad land use framework for the redevelopment of the South East Kowloon Development (SEKD). SEKD included the Kai Tak Airport site and proposed reclamation at Kowloon Bay, Kai Tak Approach Channel and Kwun Tong Typhoon Shelter. The *Metroplan Selected Strategy* envisaged that these areas would be committed to public and private housing, commercial development, high-tech industrial zones and open space. It also made allowance for the extension of highway and railway networks and the provision of port-related facilities.

2.2 In June 1992, the Government commissioned the *South East Kowloon Development Statement Study* for the Kai Tak Airport site and the land to be reclaimed in the adjacent harbour areas. The *Study*, completed in 1993, translated the *Metroplan Selected Strategy* into more specific planning objectives. The *Outline Master Development Plan* (OMDP) prepared under the *Study* provided the basis to proceed with feasibility studies to identify early development packages to meet housing demand for a designed population of 285 000 in the area.

2.3 In September 1995, the Territory Development Department commissioned the *Feasibility Study for South East Kowloon Development* to establish detailed feasibility studies for SEKD as proposed in the *South East Kowloon Development Statement Study*. The *Feasibility Study*, completed in December 1998, fine-tuned OMDP of the *South East Kowloon Development Statement Study* and identified phased and integrated developments for the early development packages. The development scheme, published in two statutory Outline Zoning Plans (OZPs), attracted strong opposition from the public for its proposed extent of reclamation[1].

2.4 A revised development scheme – the *Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development* – was formulated in 2001 with reduced scale of reclamation to address public concerns[2]. A set of revised OZPs – the Kai Tak (North) and Kai Tak (South) OZPs – for SEKD was approved by the Chief Executive in Council in June 2002.

2.5 The **Table** below summarizes the land use and urban renewal proposals envisaged in the *South East Kowloon Development Statement Study*, the *Feasibility Study for South East Kowloon Development*, and the *Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development.*

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1 The *Feasibility Study for South East Kowloon Development* proposed a reclamation area of 299 hectares to accommodate a designed population of 320 000.

2 The extent of harbour reclamation was reduced from the original 299 hectares to 133 hectares under the *Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development.*

Table – Proposed land use and urban renewal for the South East Kowloon Development in the period of 1990 to 2002

	South East Kowloon Development Statement Study (1993)	**Feasibility Study for South East Kowloon Development (1998)**	**Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development (2001)**
Land use	• To provide a balanced land-use strategy for the allocation of commercial, residential and industrial activities to meet Hong Kong's new town standards. • To integrate different land uses by an extensive and distinctive network of open spaces and a mass transit railway system.	• To accommodate a share of the likely requirements for additional urban land for residential, employment and associated uses arising from projected population growth in the medium to long term, and for other economic activities. • To serve each planning area containing residential uses by a rail station with a commercial node. • To confine industrial land areas to peripheral locations which are considered unsuitable for residential use. • To allocate sites within the residential areas for essential Government/Institution/Community and educational uses required to support the incoming population and needing dedicated land areas. • To locate territorial and tourism uses on peripheral sites considered not suitable for residential use as special uses are not noise sensitive.	• To accommodate the territorial demand for housing within the Metropolitan Area. • To help redress shortfalls in provision of facilities to serve existing urban areas. • To create a major new recreational and tourism focus by including a new Tourist Node at the tip of the former runway to compliment other significant features of the Development.
Urban renewal	• To allocate land for residential and associated uses so as to accommodate the territorial demand for housing arising from projected population growth and urban renewal in the adjacent hinterland areas.	• To provide solution space to facilitate urban renewal in the adjacent hinterland.	• To facilitate urban renewal in the adjacent hinterland areas.

3. Recent development of the Kai Tak Development

3.1 On 9 January 2004, the Court of Final Appeal handed down its judgment on the draft Wan Chai North OZP. The judgment states that the presumption against reclamation in the harbour can only be rebutted when a reclamation scheme passes the test of "over-riding public need". As a result of the court's decision, the Government commissioned the *Kai Tak Planning Review* in 2004 to formulate a new development scheme – the *Preliminary Outline Development Plan* (PODP) – for SEKD with "zero reclamation" as the starting point. After three stages of public consultation and with the guidance of the Town Planning Board, a new draft Kai Tak OZP based on the revised PODP was exhibited for public inspection in November 2006. Subsequent amendments were made to the draft plan and the amended OZP was approved by the Chief Executive in Council on 6 November 2007[3].

[3] The Panel on Planning, Lands and Works of the Legislative Council held a meeting on 27 June 2006 to discuss the *Kai Tak Planning Review*. At the meeting, a Panel member expressed the view that the Government should capitalize on the opportunity of developing Kai Tak to facilitate urban renewal of districts such as Wong Tai Sin and Kwun Tong. In response, the Government clarified that it had an overall urban renewal strategy and urban renewal had been carried out in an orderly way. The development of Kai Tak was a long term project. There was no plan to link the Kai Tak Development with urban renewal strategy and urban renewal plan.

Approved Kai Tak Outline Zoning Plan

3.2 According to the approved Kai Tak OZP, the Kai Tak Development is unique in transforming a segregated ex-airport site into an urbanized area closely integrated with the adjoining districts. While providing growing space for East Kowloon, the development project will help *revitalize* and *reactivate* the surrounding areas and promote local and diversified economy, through the provision of new community facilities, transport networks, residential/commercial/retail developments, as well as major sports and tourism projects (e.g. the construction of Multi-purpose Stadium Complex and cruise terminal). Connecting Kai Tak to its old surrounding neighbourhoods with easy access for both vehicles and pedestrians is considered as critical to the success of this development effort. To facilitate pedestrian connections with the adjoining districts, a comprehensive pedestrian connection system including public passageway in the form of underground shopping street, landscaped elevated walkways, footbridges and enhanced at-grade crossings is indicated in the OZP.

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