

**For discussion
on 28 June 2005**

**LEGISLATIVE COUNCIL
PANEL ON PLANNING, LANDS AND WORKS**

Kai Tak Planning Review

Purpose

This paper briefs Members on the further progress of the Kai Tak Planning Review.

Background

2. Members of this Panel were provided with an information paper on the Kai Tak Planning Review in October 2004 and another information paper on the progress of review of Wan Chai Development Phase II and Kai Tak in February 2005.

3. The Harbour-front Enhancement Committee (“HEC”) was established in May 2004 to advise the Government on matters related to planning, land use and developments along the existing and new harbour-front of the Victoria Harbour. The HEC has set up a Sub-committee to advise on the Kai Tak Review.

Overview of the Kai Tak Planning Review

4. The Comprehensive Planning and Engineering Review of Kai Tak includes a Planning Review and an Engineering Review with a view to formulating a Recommended Outline Development Plan prior to the statutory planning procedures to amend the approved Kai Tak (North) and (South) Outline Zoning Plans (“OZPs”). An up-to-date programme of the Kai Tak Planning Review is attached at **Annex**.

5. The Kai Tak Planning Review comprises three stages –

- (a) Stage 1 – To engage the public in determining the visions and key issues for Kai Tak;

- (b) Stage 2 – To engage the public in developing options of the Outline Concept Plan (OCP), with “*No Reclamation*” scenario as a starting point; and
- (c) Stage 3 – To engage the public in developing the Preliminary Outline Development Plan. Preliminary technical assessments would be undertaken to confirm the broad feasibility of the land use proposals as input into the Engineering Feasibility Study in the next Stage of the Comprehensive Review.

6. With advice from the HEC Sub-committee on South East Kowloon Development Review, an enhanced public participation programme has been devised to encourage public involvement in all stages of the Kai Tak Planning Review with a view to building an early public consensus on the study proposals.

Progress of the Kai Tak Planning Review

7. The Stage 1 Public Participation exercise of the Kai Tak Planning Review took place in September to November 2004, during which three public forums, a community workshop, 20 briefing sessions, a study website and an outreaching programme to secondary school students were arranged. Over 250 written submissions were received.

8. On 19 March 2005, the Sub-committee conducted a Kai Tak Forum as an initiative to engage the public to examine the comments and proposals received during the Stage 1 Public Participation exercise and to seek further input from the community in the preparation of the OCP. Over 200 participants from various sectors of the community attended the forum.

9. At the meeting with the collaborator organizations¹ to gauge further input in the preparation of the OCP on 4 June 2005, valuable comments were received on the Kai Tak Approach Channel, Central Kowloon Route/Road T2, cruise terminal, multi-purpose stadium, urban design and outline land use concepts.

¹ These include a number of organizations that have provided advice and assistance in organizing the public forums and community workshop, including the Sub-committee on South East Kowloon Development Review of the Harbour-front Enhancement Committee, Kowloon City District Council, Kwun Tong District Council, Wong Tai Sin District Council, Conservancy Association, Hong Kong Institute of Architects, Hong Kong Institute of Planners, Hong Kong People’s Council for Sustainable Development and Centre of Urban Planning and Environmental Management, the University of Hong Kong.

Major Comments Received

Vision for Kai Tak

10. There was a general community expectation that the Kai Tak development should help to create a new image for Kai Tak and to bring the Harbour back to the community. Kai Tak was considered a collective memory of the community particularly with regard to its past aviation history, and there is a community wish that the unique shape of the previous runway and the relevant heritage elements should be preserved as far as practicable in taking forward the revised planning framework. The community generally envisaged Kai Tak as a hub of sports, recreation, tourism, entertainment, and quality housing development in the East Kowloon area to reflect the new urban living mode.

Planning Principles

11. The general view received is that the future Kai Tak development should be based on the following planning principles: Town Planning Board's Visions and Goals for Victoria Harbour, HEC's Harbour Planning Principles, Sustainable Principles, Urban Design Guidelines, a "people-oriented" design, integration of new and existing communities, sustainable and balanced development, integrated land use, environment and transport approach, enhancement of cultural heritage and open space.

Reclamation

12. There was a general consensus not to pursue further reclamation in the Harbour Area. In particular, the Kowloon City residents expressed a strong request not to reclaim further in the Kowloon Bay area. However, some respondents had no objection to small-scale reclamation for the general enhancement of the waterfront area such as to build the public promenade.

Kai Tak Approach Channel

13. The environmental problem at Kai Tak Approach Channel was a major concern and many respondents stressed the need to identify the appropriate mitigation measures for early implementation. Many respondents wanted to retain the water body as a unique feature of Kai Tak whereas some suggested reclamation as a solution to tackle the environmental problem as well as to provide flexibility in the layout design.

Interface with the Surrounding Districts

14. The local community urged for an early redevelopment of Kai Tak and perceived this as an opportunity to improve the living quality of the surrounding districts, through for instance, the provision of open space,

Government, institution and community facilities and infrastructure as well as a chance to expedite the transformation of Kwun Tong, Kowloon Bay and San Po Kong into new business centres. There was also concern, in particular from the Wong Tai Sin community, that the redevelopment should not bring new traffic problems to their neighbourhood. From the angle of urban design, the professional bodies emphasized the need to address the integration of townscape and connectivity issues.

Major Development Components

15. The cruise terminal, multi-purpose stadium and Metro Park, being the major development components proposed in the approved Kai Tak OZPs, were in general supported by the community as the anchor development projects in Kai Tak. However, a few commentators raised concerns on the size, scale and anticipated utilization of the stadium facilities and whether the location of these territorial scale tourism and sports/recreation projects were well justified. The proposal for a major regional park was well supported.

16. There was mixed response on the housing and office developments in Kai Tak. Whilst some respondents called for a balanced mix of public and private housing development, others, especially the development industry suggested high quality private housing development, particularly in the waterfront areas. In general, the community considered Kai Tak should provide the opportunity to pursue a quality living environment. Regarding office development, the development industry cast doubts on the need to introduce a new office centre in Kai Tak, in view of the gradual transformation of Kwun Tong, Kowloon Bay and San Po Kong into new business centres of Hong Kong. However, some considered that Kai Tak possesses the potential to become a new business centre of Hong Kong and suggested Kai Tak as the location for the future Government offices.

17. Some aviation groups advocated the introduction of a new civil airfield (with a 1000-metre long runway) in Kai Tak to advance aviation education, training and development. However, the local community raised strong objections from the safety angle and cast doubt on the environmental impact of the airfield. As the proposed airfield would have to meet the obstacle limitation requirements and given the size of the airfield, strong community concerns were raised on the limitation on the overall development potential of Kai Tak.

Marine Facilities

18. There were polarized views between the marine facility operators and the general public (especially the residents in the surrounding

districts) on whether the existing marine facilities should be retained, decommissioned or reprovisioned elsewhere in the territory. While the local community considered the existing marine facilities a major constraint in opening up the waterfront area for public enjoyment, many operators strongly objected to the decommissioning of the existing typhoon shelters and the public cargo working areas as they considered these facilities essential to the operation of the harbour as well as to the livelihood of the mid-stream operators.

Way Forward

19. The comments and proposals received during the Stage 1 Public Participation exercise and the Kai Tak Forum will be taken into account in the further study process. There will be further analysis on the applicability of the development concepts received in the process of formulating the options of OCP at the Stage 2 Public Participation exercise, which is scheduled to be held in the third quarter of 2005. In this regard, Members will be further consulted on the development of the options of the OCP.

Advice Sought

20. Members are invited to note the progress of the Kai Tak Planning Review.

Attachment

Annex : Kai Tak Planning Review

**Housing, Planning and Lands Bureau
Environment, Transport and Works Bureau
Civil Engineering and Development Department
Planning Department
Transport Department
June 2005**

Kai Tak Planning Review

