

**For discussion
on 27 June 2006**

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

**Kai Tak Planning Review
Stage 3 Public Participation – Preliminary Outline Development Plan**

Purpose

This paper seeks Members' comments on the draft Preliminary Outline Development Plan (PODP) for Kai Tak Development prepared under the Kai Tak Planning Review.

Background

2. The Kai Tak Planning Review was commissioned in July 2004. Progress of the Planning Review and the results of the Stage 1 Public Participation: Community's Vision for Kai Tak were submitted to this Panel in October 2004, February 2005 and June 2005 respectively. Under the Stage 2 Public Participation, three Outline Concept Plans (OCPs), with emphasis on residential, commercial and sports themes, were presented to this Panel on 20 December 2005. A special meeting of the Panel was also organized on 25 January 2006 to hear the representations from the concerned groups. The results of the Stage 2 Public Participation are summarized in **Annex 1**.

Preliminary Outline Development Plan

3. After completion of the OCPs, the study has proceeded to the final stage of the Planning Review, i.e. the preparation of the PODP. The study team has, as far as possible, taken into account the comments and proposals received in the previous rounds of public participation programme in preparing the draft PODP for further discussion with the community. The Stage 3 Public Participation programme aims to facilitate early feedback from the community on the draft PODP before it is finalized. The proposals presented are subject to the findings of the on-going Preliminary

Technical Assessments. The comments and proposals received at this stage and the outcome of the Preliminary Technical Assessments would also be taken into account in finalizing the PODP.

4. The finalized PODP will provide the basis for revising the approved Kai Tak Outline Zoning Plans (OZPs) in force and for embarking on the engineering feasibility and environmental studies. The amended OZPs will be published for further public consultation under the statutory planning process.

The Proposals

5. The following vision statement, planning principles and planning theme are proposed to guide the future planning and development of Kai Tak:

Vision

- Distinguished, Vibrant, Attractive and People-oriented Kai Tak Development by Victoria Harbour.

Planning Principles

- Continuous public participation in the planning and development of Kai Tak.
- Planning Kai Tak as a sustainable and environmentally friendly development to contribute to Hong Kong as a world-class international city.
- Developing Kai Tak as a hub for sports, recreation, tourism, business and quality housing for local population and overseas visitors.
- Designing Kai Tak as Hong Kong's showcase for urban design and landscaping.
- Promoting pedestrian-oriented environment, integrated public spaces and maximizing the waterfront for public enjoyment.

- Preserving the heritage assets in Kai Tak and respecting the legacy of the ex-Kai Tak Airport and its runway.
- Integrating Kai Tak with its surrounding, enhancing opportunities for revitalizing the surrounding districts and promoting local and diversified economy.

Planning Theme

- A New Harbour-front, City of Heritage, Green, Sports and Tourism.

6. The study area covers an area of about 328 hectares, including 48 hectares of built-up areas in To Kwa Wan, Kowloon Bay, Kwun Tong and Cha Kwo Ling waterfront, adjacent to the ex-airport site. We propose a mix of land uses in this area to meet different demands of the community. A Consultation Digest setting out the proposals of the draft PODP is attached at **Annex 2**.

7. On the basis of the “no reclamation” scenario¹, the draft PODP has proposed a balance of residential, commercial office/hotel, sports and tourism developments in Kai Tak. Compared with the previous development scheme as shown on the approved OZP, the draft PODP has proposed a new office node in this part of the Metro Area to meet the long-term demand in office space as recommended under the Hong Kong 2030 Study and continued with the proposed major sports and tourism facilities. Without the reclamation areas, the proportion of residential, “Government, Institution or Community” (GIC) sites and road space are reduced correspondingly. A table showing the land use distribution of the draft PODP is at **Annex 3**.

8. In a nutshell, under the draft PODP, the future Kai Tak Development is proposed to accommodate an overall population of about 86 500 and to provide about 85 400 job opportunities. In terms of scale of development, it is estimated to produce about 29 000 new flats, additional 0.7 million m² of office GFA and 6 800 new hotel rooms. This is larger than the size of two Taikoo Shing in terms of residential developments. The amount of office developments is larger than that in Hong Kong Island

¹ The Kai Tak Planning Review is started with a ‘no reclamation’ scenario. The alternatives to mitigate the environmental problem of Kai Tak Approach Channel (KTAC) are being investigated. So far there is no justification to demonstrate that the reclamation of the KTAC is needed, and hence there is no basis to prepare a draft PODP with reclamation in the KTAC.

East and the number of hotel (17 hotels with 400-room each) is about half of that in Tsim Sha Tsui. The key development parameters of the draft PODP is at **Annex 3**.

9. The key proposals of the draft PODP are discussed below.

(a) Kai Tak City Centre (located in the northeastern part of the North Apron Area)

This will be the main development area of Kai Tak. The Shatin to Central Link (SCL) Kai Tak Station and the surrounding Station Square would form a centre to this new district. The area mainly consists of an office belt (about 0.7 million m² of office GFA with plot ratio ranges from 4.0 to 9.5) located in the north, inter-mixing with hotel developments. A Government centre is proposed to the east of the Station Square, comprising a Government offices building (plot ratio 5.0) and a Government joint user building for such uses as indoor recreation centre, community facilities, etc. To the south of the Station Square, a podium-free residential neighbourhood (with plot ratio 3.5 to 5.0 and is comprising rows of town houses and two medium-rise blocks in such street block) based on an articulated street grid pattern has been proposed with the support of a variety of GIC facilities. The public housing development sites with piling completed are located in the eastern part of the area. The existing developments in San Po Kong and Kowloon Bay would be connected with the Station Square through a network of landscaped/retail footbridges/subways or enhanced at grade crossing.

(b) Sports Hub (located in the western part of North Apron Area)

The multi-purpose stadium with a retractable roof is planned at the waterfront areas. This would become a new icon in the Victoria Harbour and would give a very strong impression of Kai Tak when entering the site from To Kwa Wan. The stadium complex, commanding a clear vista towards Lion Rock, would be connected to the Metro Park in the south and through a convenient and easily accessible landscaped walkway and open space to connect to the Kai Tak Station. A Dining Cove comprising small shops and café is proposed along the

waterfront to highlight this corner of Kowloon Bay. The SCL depot (with office development above) is located in northern edge of the apron area. By introducing a retail pedestrian subway in a form of a shopping street connecting to Kowloon City and retail frontage to the depot building, it could provide a welcoming gateway to Kai Tak. Some residential components are incorporated to add vibrancy to the district.

(c) Metro Park (located in the northern section of Runway Area and surrounding the Kai Tak Approach Channel)

This would be the waterfront park of Victoria Harbour in providing venues for passive and active recreation pursuits. Some waterfront commercial and tourism-related uses would be introduced so as to provide a variety of activities to help develop the area into a “central park” of East Kowloon. The park can also incorporate exhibition venue to demonstrate the environmental effort in cleaning up the KTAC. The park with a planned area of about 24 ha. is 1.4 times of Victoria Park.

(d) Runway Precinct (located in the middle part of Runway Area)

This is primarily a low-density residential development (plot ratio 3.0) with shop frontage at ground level to enable more leisure life style. The pedestrianised shopping street would help add vibrancy to this part of the runway area. On the eastern part of the Precinct, a landscaped deck will be introduced to separate the vehicles and pedestrian traffic. A continuous waterfront promenade is proposed on both sides of the Precinct to bring people to the harbour.

(e) Mix-Use Corner (located at the lower part of South Apron Area) – A variety of commercial and residential uses is proposed in this area to help rejuvenate this waterfront area of Kowloon Bay. A variety of GIC uses, including a hospital (about 5.0 ha) is proposed in this area. Apart from the open space corridor and waterfront promenade to connect with the adjacent district, a waterfront bazaar is also proposed as a venue for community activities. In addition to the existing crossing points, an elevated landscape walkway is also proposed to connect with the footbridge system initiated by the private

developers in Kowloon Bay Business Area.

(f) Tourism and Leisure Hub (located at Kai Tak Point)

The proposed 2-berth cruise terminal (of about 7.57 ha. with plot ratio 0.66) and tourism node (of about 5.74 ha. with plot ratio 2.8) will be two major anchor projects to attract local and overseas visitors to this part of the Victoria Harbour. The Runway Park at the tip of the runway will provide the opportunity to include facilities of aviation theme, e.g. reprovision of the ex-air traffic control tower to enable reminiscent of the ex-airport operation. A heliport is proposed abutting the cruise terminal at the runway tip to meet the forecast growth of cross-boundary helicopter services in the longer term beyond 2015. The heliport will create synergy with the cruise terminal and share the use of the Customs, Immigration and Quarantine facilities. Subject to technical assessment, landscaped noise barriers may be required to minimize noise impact on the adjacent Runway Park.

10. The Urban Design Framework incorporated in the draft PODP aims to achieve a distinguished and attractive urban form, based on a vision of “Rediscovering the Runway – Taking Off to the Future: A New Harbour-front, City of Heritage, Green, Sports and Tourism”. The Framework comprises the following features:

- (a) Strong regional and local nodes are introduced within Kai Tak, with the Multi-purpose Stadium, Cruise Terminal, Metro Park and office belt anchoring as new centres of activities and destinations of local scale comprising of waterfront cafés, shopping streets, neighbourhood parks and community centres.
- (b) A variety of diverse programmes and activities, ranging from casual strolls along a natural waterfront park, to a highly active retail-oriented waterfront lined with restaurant, cafés and bars is proposed to enliven the existing harbour-front.
- (c) 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.

- (d) The environmentally friendly transport vehicles, in providing feeder service in this new development area, will also bring local and overseas visitors to tour the attractions in Kai Tak.
- (e) With a composition of neighbourhoods of different scale (public and private housing in vicinity of Station Square and in Runway Precinct), diverse building types (shop, office, hotel, housing and GIC facilities), varying building heights (stepping down from the City Centre) and selective signature towers (Tourism Node), a dynamic skyline will grace the face of Kai Tak. The building heights profile starts with the tallest commercial buildings at the City Centre and gradates along the depot and the residential neighbourhood towards the Stadium Complex. After the Metro Park, it rises again from the Runway Precinct to a new landmark at the Tourism Node.
- (f) There is a strong emphasis on views to and from the mountains (i.e. Lion Rock, Fei Ngo Shan and Mount Parker), the harbour (i.e. Victoria Harbour and Lei Yue Mun) and city beyond (i.e. Hong Kong Island and Inland of Kowloon) to maintain ones orientation within Kai Tak.
- (g) The Cruise Terminal will be the main point of entry, while the Metro Park and Stadium will be the visual gateway from the harbour into Kai Tak. Travelling from the underground railway, the Station Square, which is full of trees and green open spaces, will be the point of arrival. Several gateways from each adjoining neighbourhood, which will take the form of bridges, walkways and subways, will provide convenient access to Kai Tak on foot.

11. To address the concerns of the local community on the issue of connectivity, the draft PODP has proposed the following facilities, which have taken into account the existing and planned activities nodes:

- (a) Kowloon City
 - waterfront promenade connecting to the Dining Cove for

- connection to the Metro Park and Stadium Complex;
- an at-grade crossing from Sung Wong Toi Road/To Kwa Wan Road towards the Stadium Complex;
- enhancement to the existing subway connections to Olympic Garden;
- an underground shopping street connecting to Nga Tsin Wai Road; and
- an elevated landscaped walkway connecting to Shek Ku Lung Road Playground.

(b) San Po Kong

- an elevated landscaped walkway connecting to Kai Tak East Playground;
- an elevated retail walkway connecting the commercial/retail facilities in Kai Tak with the residential redevelopment at ex-San Po Kong Government Offices site; and
- enhancement to the existing subways and provision of footbridge connections to other locations in San Po Kong.

(c) Kwun Tong

- enhancement to the existing footbridge above Kai Fuk Road for connection to the footbridge system proposed by the developers in Kowloon Bay;
- enhancement to the existing subways, at-grade crossing and footbridge connections to other locations in Kowloon Bay;
- enhancement to at-grade crossing from the planned waterfront promenade of Kwun Tong with the business area;
- landscaped ferry concourse at Kwun Tong waterfront to encourage pedestrian activities; and
- the idea of an openable pedestrian bridge at the existing breakwaters of Kwun Tong Typhoon Shelter, as an option to connect Kai Tak Point with the Kwun Tong ferry concourse area, has been explored but it is fraught with harbour reclamation issue, marine and management problems. As the proposed bridge would require construction of protective structure on the seabed, it would involve reclamation. This leisure proposal has yet to provide strong justifications to satisfy the “overriding public need test”.

12. The draft PODP has also incorporated a network of Regional, District and Local Open Spaces to serve visitors from East Kowloon as well as other parts of the territory and the residents and workers in Kai Tak to enhance living quality. The major open spaces include: -

Metro Park (24 ha):	Performance venue, water features, recreation facilities, shops and cafés
Station Square (7 ha):	Shop frontage surrounding the parkland and location of Kai Tak Station
Sung Wong Toi Park (5 ha):	Emperor's Rock and other heritage features
Runway Park (5.6 ha):	Reprovision of ex-air traffic control tower, exhibition venue for aviation related items
Hoi Sham Park (2.5 ha)	Fish-tail Rock highlighting heritage asset of the local community
Waterfront Promenade (25 ha):	Active (jogging) and passive (leisure walk) recreation activities, shops and cafés

Stage 3 Public Participation Programme

13. The 2-month Stage 3 Public Participation programme has commenced on 23 June 2006. We have arranged a territory-wide public forum on 8 July 2006 and district forums for Kwun Tong, Kowloon City and Wong Tai Sin in the subsequent weekends. Exhibitions of the draft PODP proposals, including a physical model, will be held at these forums as well as in other public venues in the intervening weekends during the 2-month period. A list of the public engagement events and the briefings to the statutory and advisory bodies is at **Annex 4**.

Study Programme

14. Upon completion of the Stage 3 Public Participation programme in mid-August 2006, we will proceed to finalize the PODP and the relevant technical assessments, with a view to submitting the PODP proposals to the Town Planning Board in October 2006 as the basis to amend the extant Kai Tak OZPs.

15. The Kai Tak Development is a Designated Project under the Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance and would need to be subject to a statutory EIA study to determine the environmental acceptability of the proposals. Under the EIA Ordinance, the public and the Advisory Council on the Environment will be given the opportunity to comment on the findings of the EIA study.

Advice Sought

16. Members are invited to comment on the draft PODP as set out in paragraph 5 to 12 above.

Attachments

Annex 1: Summary of Stage 2 Public Participation: Outline Concept Plans

Annex 2: Public Consultation Digest (3) – Preliminary Outline Development Plan

Annex 3: Land Use Distribution and Key Development Parameters of Draft Preliminary Outline Development Plan

Annex 4: Schedule of Public Forums and Consultation Meetings

Housing, Planning and Lands Bureau
Planning Department
June 2006

Results of the Stage 2 Public Participation: Outline Concept Plans

Three Outline Concept Plans (OCPs), with emphasis on residential, commercial and sports themes were promulgated for discussion in the community under the Stage 2 Public Participation programme, which commenced on 9 November 2005. The public participation programme was completed on 6 January 2006.

2. During this period, seven public discussion forums were organized to facilitate discussion at territorial and district levels as well as topical forums to focus discussion on Kai Tak Approach Channel, cruise terminal and multi-purpose stadium. Over 20 briefing sessions were also arranged to statutory/advisory bodies and stakeholder groups. The general public responded positively to these public engagement activities, with over 500 participants took part in the public forums and about 170 written submissions were received. A list of the public forums, briefing sessions and consultation meetings is at **Appendix 1**.

3. The Sub-committee on South East Kowloon Development Review under the Harbour-front Enhancement Committee also organized the Second Kai Tak Forum on 25 March 2006 to facilitate the general public in the discussion of the comments received in the Stage 2 Public Participation programme and the responses of the Consultants and the Government bureaux/departments. The Sub-committee has also organized a site visit to Kai Tak on 18 March 2006 to enable the general public to familiarize with the development constraints and opportunities in the area.

4. A summary of comments and responses of the Stage 2 Public Participation is at **Appendix 2** and the full report is available at the study website [<http://www.pland.gov.hk>].

List of Public Forums and Briefing Sessions**Public Forums**

Date	Events
19 November 2005	Territory-wide Public Forum
26 November 2005	District Forum – Kowloon City
28 November 2005	Topical Forum (1) – Multi-Purpose Stadium
2 December 2005	District Forum – Wong Tai Sin
6 December 2005	Topical Forum (2) – Cruise Terminal
8 December 2005	Topical Forum (3) – Kai Tak Approach Channel
10 December 2005	District Forum – Kwun Tong

Briefing Sessions/ Consultation Meetings

Date	Organization
1. 2 November 2005	Harbour-front Enhancement Committee Sub-committee on South East Kowloon Development Review
2. 9 November 2005	Town Planning Board
3. 15 November 2005	Wong Tai Sin District Council
4. 17 November 2005	Kwun Tong District Council
5. 17 November 2005	Kowloon City District Council
6. 18 November 2005	Sports Federation and Olympic Committee of Hong Kong, China and the affiliated National Sports Associations
7. 29 November 2005	Hong Kong Institute of Architects
8. December 2005	Transport Advisory Committee (By circulation)
9. 2 December 2005	Provisional Local Vessels Advisory Committee
10. 15 December 2005	Kowloon City District Council – Housing & Infrastructure Committee
11. 15 December 2005	Hong Kong Institute of Planners
12. 16 December 2005	The Real Estate Developers Association
13. 20 December 2005	Legislative Council Panel on Planning, Lands and Works
14. 21 December 2005	Advisory Council on the Environment
15. 30 December 2005	Kwun Tong District Council Kai Tak Special Group
16. 4 January 2006	Planning Sub-Committee/Land & Building Advisory Committee
17. 5 January 2006	Meeting with the Hon. Chan Yuen Han & 啓德發展民間聯席
18. 9 January 2006	Hong Kong, China Rowing Association
19. 9 January 2006	Hong Kong Aviation Club and Hong Kong Air Cadet Corps
20. 24 January 2006	Legislative Council Panel on Planning, Lands and Works

STAGE 2 PUBLIC PARTICIPATION: OUTLINE CONCEPT PLANS FOR KAI TAK

KEY COMMENTS AND RESPONSES

LAND USE PLANNING

From the public comments received, there is general preference for lower development intensity as proposed in Outline Concept Plan (OCP) 3 – Sports by the Harbour (with an overall population of about 69 000). Many consider that the runway area should be planned for lower density development so as to shape a more compatible waterfront development in East Kowloon. Some respondents, on the other hand, consider that under-development in Kai Tak would in turn impose development pressure in the New Territories. The railway operators also point out that the level and programme of developments will affect the number of stations to be provided within the Kai Tak Development and a suitable level of development is required to sustain the provision of the Shatin to Central Link (SCL) railway station(s) in Kai Tak.

2. In view of the decline in the growth rate of Hong Kong population, the development potential available in other parts of the territory and the community aspiration's for quality developments in the new development areas, we would adopt the working assumption that lower development intensity would be planned for the runway area and higher development intensity would be planned in the vicinity of the railway station(s) to capitalize on the railway system. This would be subject to a maximum domestic plot ratio of 5.0 and non-domestic plot ratio of 9.5 to be confirmed by findings of the relevant technical assessments. As there is no housing target for the Kai Tak site, the level of development would be worked out on the basis of land use distribution, urban design considerations and technical and sustainability assessments. Urban design initiatives, e.g. building height restrictions would be introduced, where appropriate, to help

shaping the future skyline.

OFFICE DEVELOPMENT

3. There are diverse views on the creation of an office centre in Kai Tak. Some do not support this idea in view of the potential supply of office space in East Kowloon through the transformation of San Po Kong, Kowloon Bay and Kwun Tong into business areas. However, some commenters consider that Kai Tak is a suitable location for another Grade A office/commercial node to tie in with Hong Kong's economic growth.

4. According to the Hong Kong 2030 Study, additional land is required to meet projected demand for top-quality office space in the long term so as to maintain Hong Kong's role as an international financial and business centre. Whilst the strategic planning study has already taken into account the supply of office space through redevelopments in San Po Kong, Kowloon Bay and Kwun Tong areas, the supply from these areas may not help to form a new premier office centre. Besides, without further reclamation in the Harbour Area, the potential for expansion of the existing Central Business District is limited. As Kai Tak has the potential to provide a well-designed premier office centre, we would plan an office development in Kai Tak. This would, however, be just part of the land use components of Kai Tak, alongside with housing, sports and recreation and tourism uses.

5. There are also suggestions to re-provision the Central Government Offices and Legislative Council to Kai Tak. In this regard, we have stressed that the planning objective is to develop the Tamar site as the prime civic core of Hong Kong, with the new Central Government Complex, new Legislative Council Complex and civic place as the major development components. The suggestion has yet to be substantiated by planning and feasibility studies and such studies will take time. The Tamar site, on the other hand, went through the statutory public consultation and planning process and necessary feasibility studies. Preparatory work for the Tamar development project has been initiated. Early implementation of the Tamar project will help address

the office space shortage problem long faced by the Government Central Offices and the Legislative Council, and would give timely relief to the construction sector hard hit by high unemployment.

EX-KAOLIN MINE SITE

6. The ex-Kaolin Mine site at Cha Kwo Ling is currently planned for housing and Government, Institution or Community (GIC) developments. Arising from the relocation of the planned refuse transfer station (RTS) site from the Kwun Tong waterfront to the lower part of the ex-Kaolin Mine site, we have reviewed the development concepts for the site and proposed different land use options in the OCPs for consultation in the Stage 2 Public Participation. Residents of Laguna City object strongly to the high density housing option because of possible adverse impacts on the visual, traffic, air ventilation, open space and GIC provisions aspects.

7. The ex-Kaolin Mine site falls outside the Kai Tak OZPs and is predominantly zoned R(A)4 with a portion zoned “G/IC” on the current Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP). In view of the current proposals for the Tseung Kwan O – Lam Tin Tunnel (part) and an RTS in the lower part of the site as well as the need to protect the existing green backdrop, we consider that there is the need to examine the whole site comprehensively and separately, including the suitable land uses for the remaining part of the site.

UNDETERMINED USE

8. There are also comments requesting to set aside sites as “Undesignated Uses” such that these areas could be utilized for more innovative developments in the future. We consider that the Preliminary Outline Development Plan (PODP) should provide definitive land use proposals in setting out the scale of development so as to provide a basis for planning and provision of transport and utility infrastructure. Since planning is an on-going process, the PODP to be established under the Kai Tak Planning Review should be flexible enough to cater for unforeseen demand or more innovative planning

ideas in the future. We would highlight in the PODP that the planning framework is subject to continuous review.

KAI TAK APPROACH CHANNEL (KTAC)

9. The approach to tackle the environmental problems at KTAC remains the main concern in the community, in particular the local community. Many commenters, including Kowloon City District Council, Yau Tong Bay community, etc. have strongly advocated to reclaim KTAC to tackle the environmental problems comprehensively. However, there are also many commenters supporting the non-reclamation approach so as to preserve the heritage of the harbour and the runway as a unique development feature as well as to preserve the waterbody for water-based recreation uses in the long term.

10. In general, the commenters urge for early confirmation on the approach to this issue and many have called for preparation of an OCP for reclaiming the KTAC as a contingency plan.

11. The engineering solutions at KTAC proposed in previous feasibility studies on the basis of a reclamation approach are no longer applicable. Mitigation measures on the water quality and odour problems on the basis of non-reclamation of KTAC are being investigated afresh, and the effectiveness of these new measures is subject to the Environmental Impact Assessment Ordinance (EIAO) approval. To this end, the consultants have been working closely with the Civil Engineering and Development Department and the Environmental Protection Department (EPD) to fast track the pre-EIA investigations. Current progress is as follows:

- (a) Bio-remediation pilot test - The first two injection works have been completed in March 2006 and so far the results are positive. Further monitoring works are required to provide results on the sustainability of this method by mid-2007.
- (b) Water quality modeling - Collection of detailed water

quality data has been completed for the wet and dry seasons. The survey data are being used to develop a detailed model to analyze the existing water quality and water circulation condition and the future condition when the proposed mitigation measures are in place.

- (c) Odour assessment - The initial odour survey was carried out in winter, which aims to collect the baseline odour conditions and to identify possible odour sources or hotspots adjoining Kai Tak Nullah, KTAC, Kwun Tong Typhoon Shelter and Kowloon Bay. This initial odour survey forms the basis to identify the works for a more detailed odour survey to be carried out in summer time this year.

An integrated assessment will be undertaken on the basis of water quality modeling results, further odour surveys to be carried in summer and odourous sediment treatment results. The initial result will be available by the end of 2006 which would help understand the problem and provide indication on the effectiveness of proposed mitigation measures. As Kai Tak Development is a Designated Project under the EIAO, the acceptability of these mitigation measures would be subject to the approval under the Ordinance. Reclamation of the KTAC would only be considered if there are cogent and convincing materials to demonstrate that the reclamation of the KTAC would meet the “overriding public need test”.

12. Since the investigations on the KTAC are still on-going, we will adopt the following approach in preparing the PODP.

- (a) According to the Protection of the Harbour Ordinance, all public officers and public bodies must follow the harbour protection principles enshrined in the Ordinance in exercising any of the power vested in them. Since the alternatives to mitigate the environmental problem of KTAC are being investigated and so far there is no justification to demonstrate that the reclamation of the KTAC is needed,

hence there is no basis to prepare any concept plan with reclamation in the KTAC.

- (b) The PODP would be prepared on the basis of a “no reclamation” scenario and the Town Planning Board (TPB) would be recommended to adopt this approach in considering the revision to the Kai Tak OZPs. If the investigations on KTAC or other Kai Tak projects could produce cogent and convincing materials for the project proponent to meet the “overriding public need test” in the ensuing phase of the Kai Tak Comprehensive Review, these results would be submitted to the TPB for consideration for further amendment to the OZPs.
- (c) If the water body is to be reclaimed, there is a need to provide an extensive drainage culvert underneath the reclaimed area for connection to the existing drainage system of East Kowloon. The reclaimed area would only be used for open space purpose.
- (d) It would be an under-utilization of land resources if the Kai Tak site is not released for urban development because of the lack of solutions to address the water quality and odour problems. The preparation of the PODP would base on the assumption that the water quality and odour problems could be mitigated in a sustainable manner, hence the land within the Development Area would be suitable for urban development. This would be confirmed under the EIAO process in due course.
- (e) Regarding the general aspiration for water-based recreation activities at KTAC, it should be noted that apart from the water quality and sediment problems at KTAC, the waterbody is also subject to the drainage discharge from Kai Tak Nullah, Jordan Valley Culverts and the Tolo Harbour Effluent Export Scheme. Since the on-going environmental initiatives are not expected to improve the

water quality of KTAC to meet the standard for secondary contact activities, the PODP will not plan for water-based recreation activities. Should there be an improvement of water quality in the channel in the future, the relevant town plans can be revised to incorporate water-based recreation facilities.

MULTI-PURPOSE STADIUM COMPLEX

13. There is over-whelming support of the stadium complex project in Kai Tak from the sports community and some local communities, while some commenters maintain their views of locating the facility in the New Territories. Some respondents raise their concern on the size of the stadium complex site, given the “no reclamation” development scenario being pursued. There are also proposals for alternative location in Kai Tak to accommodate the multi-purpose stadium. Some raise questions on the sports policy, utilization, financial and procurement aspects of the project.

14. The objectives and functions of the stadium complex are fully compatible with and contributory to the policy directions for sports development in Hong Kong as established in 2002. Whilst the approved Kai Tak OZPs have made provision of the stadium complex, the Home Affairs Bureau (HAB)’s study completed in 2005 has also confirmed the need and location of the new stadium facilities in Kai Tak. A multi-purpose stadium complex will thus be taken as a firm planning component of the Kai Tak Development and as the basis for preparation of the PODP. Regarding the on-going concerns on other aspect of the stadium complex, HAB is undertaking further consultancy studies to examine the requirements of sports facilities from the National Sports Associations so as to fine-tune the size of the stadium site as well as to examine the financial and procurement aspects of the project.

15. As for the suggestions to locate the multi-purpose stadium in the northern apron area or at Kai Tak Point, the consultants have advised that the first suggestion would infringe upon a committed public housing site, where piling works have been completed, and the

second suggested site is not preferable in view of the lack of mass transit service at the Kai Tak Point to support the urban stadium.

CRUISE TERMINAL

16. Many commenters, particularly the tourism industry and some local community groups, support the early development of a cruise terminal in Hong Kong to boost tourism development of the territory. There are also extensive discussions on the possible locations for a cruise terminal within the Harbour Area and some commenters have queried the transport, environmental and visual impacts of locating this facility in Kai Tak Point.

17. According to the latest consultancy study on the market demand for cruise terminal facilities commissioned by the Tourism Commission, Hong Kong needs an additional berth as soon as possible, and another 1 to 2 berths in the long run in order to enable Hong Kong to develop into a regional cruise hub. If a cruise terminal is not developed now, Hong Kong will not be able to cope with the expected growth in the region, and will lose out to competitors. Kai Tak is considered to be an ideal location for the development of cruise terminal facilities in view of its location within the Victoria Harbour, its technical feasibility and its capability of expansion to meet the long-term market demand. It is the only location within the Harbour with such expansion capability. Feedback from the cruise industry also emphasized that any new cruise terminal facilities of Hong Kong should be located within the Victoria Harbour as it is the most prominent icon of Hong Kong that any visitor arriving by cruise ship would expect to see and to cruise in. A cruise terminal will be taken as a firm planning component of the Kai Tak Development and as the basis for preparation of the PODP.

AVIATION-RELATED FACILITIES

18. Many commenters are in support of retaining certain remnant of the longstanding aviation culture in Kai Tak. The Hong Kong Aviation Club (HKAC) and Hong Kong Air Cadet Corps (HKACC)

have requested to retain their facilities at Sung Wong Toi Road, with suggestion for expansion into an aviation development centre. The aviation enthusiasts continue to advocate the provision of a light aircraft civil runway at Kai Tak. Many commenters have raised concerns on the original proposal to construct a cross-boundary heliport on an elevated deck, at the centre of the runway tip, as this would adversely affect a major waterfront site intended for public consumption. The HKACC has proposed to relocate the heliport site to the head of the KTAC, at the other end of the runway.

19. The HAB and Economic Development and Labour Bureau (EDLB) support the proposal to accommodate the HKAC and HKACC facilities at the current site at Sung Wong Toi Road. Given the nature of their operations in the promotion of aviation sports and youth development as a non-profit making organization, the PODP would designate the existing site for GIC purposes. Since the subject area has also been proposed for a “Sung Wong Toi Park” for relocation of the Emperor’s Rock back to its original location, future expansion of the aviation facilities should be located elsewhere. Meanwhile, the Runway Park proposal at Kai Tak Point, as proposed in the OCPs, would be taken forward in the preparation of the PODP for provision of aviation related facilities to address the comments on the aviation heritage. The development and management responsibilities for the Runway Park would need to be further studied.

20. The proposal for a civil runway for light aircraft would, however, not be pursued in the PODP in view of the implications on the development potential of the Kai Tak site and its impacts on the provision of cruise terminal facilities in the area.

21. In accordance with the findings of the consultancy study completed in 2002 the proposed heliport in Kai Tak is required to meet the forecast growth of cross-boundary helicopter services in the longer term beyond 2015. The proposed location of the heliport at the runway end serves to minimize its potential impacts to the surrounding sensitive receivers and not imposing constraints to the future development. The proposed heliport has to take into account EDLB’s

requirement that the site must meet civil aviation operation and safety requirements, be compatible with the provision of the necessary supporting facilities (such as provision of refueling facilities) and be located in close proximity of Customs, Immigration and Quarantine facilities at the cruise terminal. The proposal of placing the heliport on an elevated deck was however ill received by the community and it also could not meet the needs of the helicopter industry. As to HKACC's proposal, the EDLB has advised that the proposed site at the head of the KTAC does not allow sufficient room for helicopter take-off and landing, hence it is technically not viable to be pursued further. Taking into account the above, an alternative design of an at-grade heliport at the runway tip corner will be pursued in the preparation of the PODP.

MARINE-RELATED FACILITIES

22. There are polarized views between the marine facilities operators and the general public, especially the local community, on the future of the existing marine facilities. Many operators strongly urge for the retention of the existing To Kwa Wan and Kwun Tong Typhoon Shelters to accommodate the working vessels in the Harbour Area during typhoon seasons. They also object to the proposed marina in the Kwun Tong Typhoon Shelter on operation and space reduction reasons. The operators also advocate the retention of the Kwun Tong and Cha Kwo Ling Public Cargo Working Areas (PCWAs) as low cost port facilities to sustain the mid-stream operations and provide job opportunities for unskilled workers. They request for reprovisioning arrangements, if these facilities were affected.

23. Many commenters, especially the local community, including the Kwun Tong District Council and residents of Laguna City, urge for early decommissioning of the PCWAs as they would hinder the transformation of Kwun Tong into a business area. There are also concerns on the existing typhoon shelters, as they would affect the water circulation in the area as well as lowering the visual quality of the new developments in Kai Tak.

24. According to Marine Department's recent assessment, the forecasted demand of typhoon shelter space slightly exceeds the existing supply in the next decade. Since typhoon shelter is required to be provided to meet a basic safety requirement, the PODP will not recommend their removal, unless they impose major constraints to improve the water quality in KTAC. Given the general concern on the possible operational conflict between working vessels and pleasure boats, the PODP will not indicate a marina therein, as proposed in the OCP stage. We would, however, recommend that the existing sheltered space would provide good opportunity for provision of mooring area for pleasure boats, which should be investigated further upon decommissioning of the Kwun Tong PCWAs, including suitable management measures in the Kwun Tong and To Kwa Wan Typhoon Shelters on the existing berthing of the working vessels.

25. According to the assessment based on the data available in 2002, the Hong Kong Port Master Plan 2020 Study suggested that there was room to phase out some PCWAs by 2020. The study has also pointed out that despite suggestions for potential closure of some PCWAs, prior consideration should be given to economic impacts, community impacts and political implications associated with such closure. PCWAs serve local need and distribute and collect goods in respective regions. This will save transportation cost and reduce road traffic in the territory. They are of vital importance to the mid-stream operations and logistics industry, and are essential parts of the operation of the port. PCWAs also provide significant job opportunities for low-skilled workers. Any closure of PCWAs has to take into account the prevailing economic condition, and impacts on the community as pointed out in the Study.

26. Nevertheless, a central and eastern portion of the Cha Kwo Ling PCWA would be affected by the proposed RTS and Road T2. There is also strong public request, in particular the local community and the Kwun Tong District Council to convert the Kwun Tong PCWA into promenade to facilitate the regeneration of Kwun Tong Business Area and to enable public accessibility. The PODP will propose the Kwun Tong and Cha Kwo Ling waterfront areas as public promenade as a long

term planning proposal. The implementation of the proposal would be subject to the future decommissioning of the two PCWAs. At this stage, the Government has no firm programme to close these two PCWAs.

27. Regarding the request for provision of marine-related facilities in Kai Tak to support leisure activities in the Harbour Area, we would recommend the provision of leisure boat rides between existing piers/landing facilities in the PODP. The PODP will recommend that if the ferry pier services at the Kowloon City and Kwun Tong Ferry Piers were to be decommissioned in the future, the planning intention is to explore suitable waterfront uses, such as leisure boat rides using the existing pier structures and the adjacent ferry concourse, so as to enhance public accessibility and add vibrancy to the harbour-front.

URBAN DESIGN

28. The community generally supports the urban design and landscape considerations put forward in the OCPs, e.g. ridgeline protection, stepped heights and view corridors. Whilst the professional institutes stress the need to introduce more distinct urban design concepts for the Kai Tak Development, many have raised concerns on the land use and design of the runway area, including TPB Members' request to re-instate the central shopping street concept in the runway area as proposed in the current OZPs. The professionals request for smaller land plots and avoiding podium building designs in order to encourage street life. Many raise concern on the environmental impacts of the roads proposed in the runway area.

29. To strengthen the urban design inputs, the Consultants will advance the preparation of the Urban Design and Landscape Master Plan so as to provide guidance in the preparation of the PODP. The Consultants are also exploring the idea to develop the runway area as a unique urban precinct, such that there would be -

- a car-free environment for the residential quarters, with frontages onto Victoria Harbour and KTAC, with car parks provided at the lower deck;

- a lively pedestrian boulevard in the centre, to be supported by small shops, to link with the Metro Park in the north and punctuated at a civic square at the other end, which would also serve as the gateway leading to the cruise terminal site; and
- waterfront promenades and landscape decks at both sides of the runway, to provide passive open space and shading for the pedestrian/activities, as well as shielding the air and noise impact arising from the coastal roads.

Further investigation of this urban design concept is required to ascertain the suitability to incorporate it into the PODP. Other design concepts raised by the public will be further examined in the Urban Design and Landscape Master Plan.

TRANSPORT ISSUES

30. The transport and pedestrian connections with the surrounding districts are major concerns of the local communities as well as the general public. These concerns are set out below:

31. Under the “no reclamation” development scenario, the Kwun Tong communities as well as some TPB Members are very concerned about the connectivity between Kwun Tong and Kai Tak Point. In this regard, the Consultants have explored a vehicular connection from Wai Yip Street/Hoi Yuen Road roundabout to the tip of the runway area, through a tunnel road. Since this would only shorten the driving distance by 1.5 km and would incur a construction cost of about \$1.5 billion, the concerned departments have indicated that the proposal cannot be justified on traffic and cost grounds.

32. The Consultants have also explored the provision of openable pedestrian bridges at the existing breakwaters of Kwun Tong Typhoon Shelter, as an option to connect Kai Tak Point with the Kwun Tong ferry concourse area, which would form part of the pedestrian corridor towards Kwun Tong Town Centre. This idea, however, is

fraught with harbour reclamation issue, marine and management problems. As the proposed bridge would require construction of protective structure on the seabed, it would involve reclamation. This leisure proposal may not have convincing and cogent materials to rebut the “overriding public need test”. This idea will not be pursued further. To address the strong demand from the local community, the investigation of a suitable pedestrian connection in the area should be retained as a long term planning objective.

33. As for connections with the surrounding districts, the Consultants would strengthen the pedestrian connections with To Kwa Wan, Kowloon City, San Po Kong and Kowloon Bay areas in the PODP. Due consideration would be given to design these connection points as gateways of Kai Tak Development so that visitors to the area would have a strong impression of entering the new development area.

34. Regarding the public concerns on the elaborate road interchange connecting CKR, Kowloon Bay and Kai Tak, and the extensive land take arising from the slip roads of Road T2, in the preparation of the PODP, the concerned departments would ascertain the requirements of the relevant road connections with a view to minimizing the impacts arising from these road structures.

35. There are suggestions to re-align the existing Prince Edward Road East (PERE) into the Kai Tak site, such that the re-aligned road could be provided as a depressed road to minimize physical segregation in and to reduce the environmental impact to the Kai Tak Development and. It should be noted that PERE is a primary distributor road carrying inter-district traffic with major road interchanges and slip road connections. Preliminary investigations indicate that realignment of PERE as a depressed road while maintaining all these connections is technically very difficult, if not impossible. There are also utility infrastructures lying underneath this road corridor, making PERE a depressed road infeasible. The proposal would therefore not be pursued.

36. There are also suggestions to construct the SCL depot as

an underground structure so as to remove the physical constraints imposed at the ground level. Preliminary investigations indicate that such an approach would result in safety and operational problems for the railway. It is considered therefore that the depot should be constructed at-grade.

ENVIRONMENTALLY FRIENDLY INITIATIVES

37. The current Southeast Kowloon Development scheme has incorporated a number of environmentally friendly initiatives, e.g. environmentally friendly transport system (EFTS), district cooling system (DCS), automatic refuse collection system (ARCS), etc., which were well received by the community. Among the comments received in the Stage 2 Public Participation, many commenters reiterate the need for these initiatives to support Kai Tak as an environmentally friendly development.

38. The Environment, Transport and Works Bureau (ETWB) is supportive of the usage of environmentally friendly transport mode (EFTM) in the public transport system in Kai Tak Development. However, given the reduction in the scale of development in Kai Tak, a rail-based environmentally friendly transport system would not be financially viable. ETWB will explore what other EFTM could be used in Kai Tak in the light of the endorsed development plan and programme.

39. The Electrical and Mechanical Services Department has recommended the adoption of DCS in Kai Tak Development, as this would have energy saving benefits. Site reservation for the DCS regarding pumping stations and plant facilities would be incorporated into the PODP, where appropriate.

40. As for other previously proposed environmentally friendly initiatives, such as ARCS, since they do not require site reservation in the PODP stage, they could be investigated further, if initiated by the concerned bureaux/departments. The Consultants have also identified potential uses of recycled water in Kai Tak. The need for site

reservation will be examined at a later stage in consultation with the concerned bureaux/departments.

41. The local communities, especially residents of Laguna City, object to the provision of a RTS at the Cha Kwo Ling waterfront. Since this is the only available site in the vicinity of the Study Area and its operational requirement is confirmed by EPD, more comprehensive study of the currently proposed site is required to ascertain its technical feasibility in relation to the surrounding land uses in due course.

42. The Laguna City residents also object to the proposed extension of the existing Kwun Tong Sewage Screening Plant, which is located in front of the housing development. EPD has advised that the existing preliminary treatment facility does not have adequate capacity to cater for the projected sewage flow arising from the East Kowloon developments by 2016 and thus the need for the extension and site reservation in the PODP. To minimize the impacts to the adjacent residential development, the PODP would propose a 40 m wide area from the seawall for provision of a waterfront promenade and suitable enclosure of the plant facilities, with de-odorization system and lush tree planting and landscape decking.



STAGE **3** PUBLIC PARTICIPATION :
PRELIMINARY OUTLINE DEVELOPMENT PLAN
PUBLIC CONSULTATION DIGEST (3)

KAI TAK 啟德

Planning Review 規劃檢討

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1. INTRODUCTION

Background

The main purpose of the public participation programme of the Kai Tak Planning Review (the Study) is to involve the community in planning the future of Kai Tak and in building consensus on the development proposals. The programme has, so far, completed Stage 1 Public Participation: Community's Vision for Kai Tak in late 2004 and Stage 2 Public Participation: Outline Concept Plans¹ in late 2005.

The general public has responded enthusiastically to these public participation programmes and there is general support to leisure-oriented lower density developments in Kai Tak. The Reports of the Stage 1 and 2 Public Participation programmes summarising the comments received and the responses by the Consultants and Government bureaux/departments are available at the study website (<http://www.pland.gov.hk>).



Purpose

At this stage, the Study has proceeded to prepare a Preliminary Outline Development Plan (PODP). The Stage 3 Public Participation programme is to invite public discussion on the draft PODP before it is finalized.

Since the draft PODP is a technical drawing, a simplified version, entitled Master Plan, has been presented in this Consultation Digest to facilitate public discussion. Members of the public are welcome to visit the public enquiry counters of Planning Department to view the more detailed draft PODP.

The proposals presented in this Digest are subject to the findings of the on-going Preliminary Technical Assessments. The comments received in the Stage 3 Public Participation programme would be taken into account in finalising the PODP.

The finalised PODP will provide the basis for the revision of the currently approved Kai Tak Outline Zoning Plans (OZPs) and for launching the engineering feasibility and environmental studies. The amended OZPs will be exhibited for further public consultation under the statutory planning process prescribed under the Town Planning Ordinance.

¹ The Outline Concept Plans include the following development themes: City in the Park (Concept Plan 1 – residential option), Kai Tak Glamour (Concept Plan 2 – business and tourism option) and Sports by the Harbour (Concept Plan 3 – recreational option).

2. VISION AND PLANNING PRINCIPLES

Taking into account of the feedbacks gathered from previous public participation programme, the vision and planning principles for the Kai Tak Development are:

Vision

A Distinguished, Vibrant, Attractive and People-oriented Kai Tak by Victoria Harbour

Planning Principles

- Continuous public participation in the planning and development of Kai Tak
- Planning Kai Tak as a sustainable and environmentally friendly development to contribute to Hong Kong as a world-class international city
- Developing Kai Tak as a hub for sports, recreation, tourism, business and quality housing for local population and overseas visitors
- Designing Kai Tak as Hong Kong's showcase for urban design and landscaping
- Promoting pedestrian-oriented environment, integrated public spaces and maximizing the waterfront for public enjoyment
- Preserving the heritage assets in Kai Tak and respecting the legacy of the ex-Kai Tak Airport and its runway
- Integrating Kai Tak with its surrounding, providing opportunities for revitalizing the surrounding districts and promoting local and diversified economy



3. RECLAMATION ISSUES



Protection of the Harbour

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**.

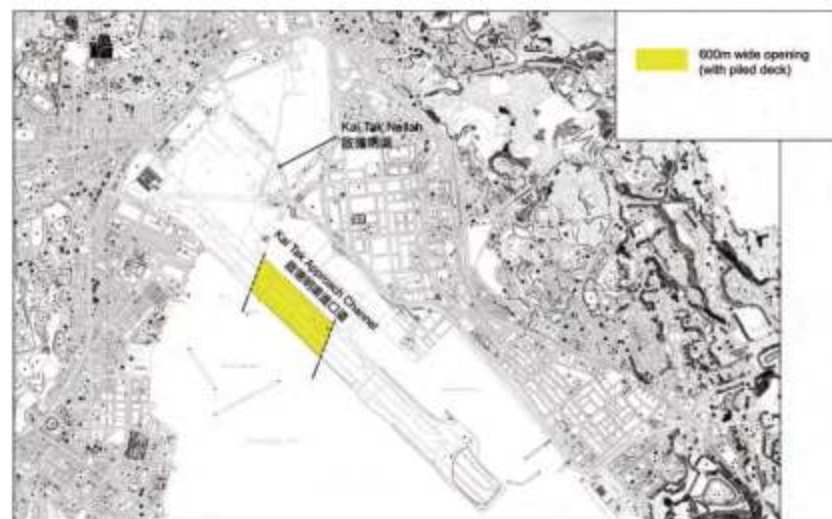
Given the statutory principle to protect and preserve the Victoria Harbour, this Study has adopted "no reclamation" as the starting point in developing the relevant proposals. The findings of our review of the reclamation proposals in the existing Kai Tak OZPs were reported in Stage 2 Public Participation. 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 reclamation as the preferred approach to tackle the existing environmental problems at Kai Tak Approach Channel.

3. RECLAMATION ISSUES

Kai Tak Approach Channel (KTAC)

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. More in-depth surveys and assessments have been undertaken since the Stage 2 Public Participation programme to give early focus to the problem. As preliminary investigation, we are exploring the following mitigation measures:

- To create a 600m opening at the northern end of the ex-runway to improve the water circulation and to reduce sedimentation. A piled deck will be provided above the opening gap to maintain the original shape of the ex-runway.
- Bioremediation treatment at KTAC for treatment of sediment to address the odour problem. This technology has successful application at Shing Mun River and Sam Ka Tsuen Typhoon Shelter.
- Control of water pollution by installation of dry weather flow interceptors and construction of silt traps at outfalls. In the long term, it will be necessary to identify and eliminate the polluted discharges at the origin. This is an on-going effort of the concerned departments.



KTAC : "No Reclamation" approach

During this period, the study team has undertaken the following detailed investigations and analysis. Interim results produced, so far, from these studies are positive.

- Extensive water quality surveys in KTAC, Kowloon Bay and Victoria Harbour have been completed for the wet and dry seasons. The survey data are being used to develop a detailed model to analyse the existing water quality and water circulation condition and the future condition when the proposed mitigation measures are in place.
- A pilot-scale field test of bioremediation for treatment of the sediments has been conducted to evaluate the effectiveness of this method at KTAC. The field treatment was completed in March this year and so far the results are positive. Monitoring of the sediment and water quality will continue for one-year period for verification of the treatment performance to evaluate the sustainability of the method.
- An initial odour survey was carried out in the winter season, which aims to collect the baseline odour conditions and to identify possible odour sources or hotspots adjoining Kai Tak Nullah, KTAC, Kwun Tong Typhoon Shelter and Kowloon Bay. This initial odour survey forms the basis for the identification of the works for a more detailed odour survey to be carried out in summer this year.

The initial results of these investigations and studies will be available by the end of 2006. By then, the problem and the effectiveness of proposed mitigation measures would be available. As the Kai Tak Development is a Designated Project under the EIAO, the acceptability of these mitigation measures would be subject to the approval under the EIAO.

Since there is as yet no cogent evidence to demonstrate that no reasonable alternative to reclamation is available, there is no justification for the reclamation of KTAC to meet the over-riding public need test. Hence, there is no basis to prepare a PODP with reclamation in the KTAC at this stage.

4. PLANNING AND URBAN DESIGN FRAMEWORK

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

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.

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.



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 without resorting to reclamation 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.
- **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. PLANNING AND URBAN DESIGN FRAMEWORK

Overall Planning and Urban Design Framework

Stitching together the Urban Fabric

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.

Six adjacent neighbourhoods are:

1. To Kwa Wan/Ma Tau Kok: A mixed residential and commercial district
2. Kowloon City: A characteristic residential district with street level gourmet
3. San Po Kong: A mixed business, residential and commercial district
4. Kowloon Bay: A hub for business, exhibition and shopping with residential
5. Ngau Tau Kok: A mixed business, residential and commercial district
6. Kwun Tong: A town centre for business, shopping with residential and commercial

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.

Six main sub-areas of Kai Tak:

1. Kai Tak City Centre (North Apron East)
 - Station Square as a civic node
 - capitalize on accessibility to Kai Tak Station for premier office and retail developments
 - articulated street grid to nurture more integrated residential neighbourhood
 - catalyst for regeneration of Kowloon City and San Po Kong
2. Sport Hub (North Apron West)
 - 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
3. Metro Park (Runway North and around KTAC)
 - opportunity for a harbour park of Hong Kong and venue for harbour-front activities
 - potential to showcase the cleaning up of KTAC
 - manifestation of the runway heritage
 - optimum utilization of the deck over the runway gap

4. Runway Precinct (Middle Runway)

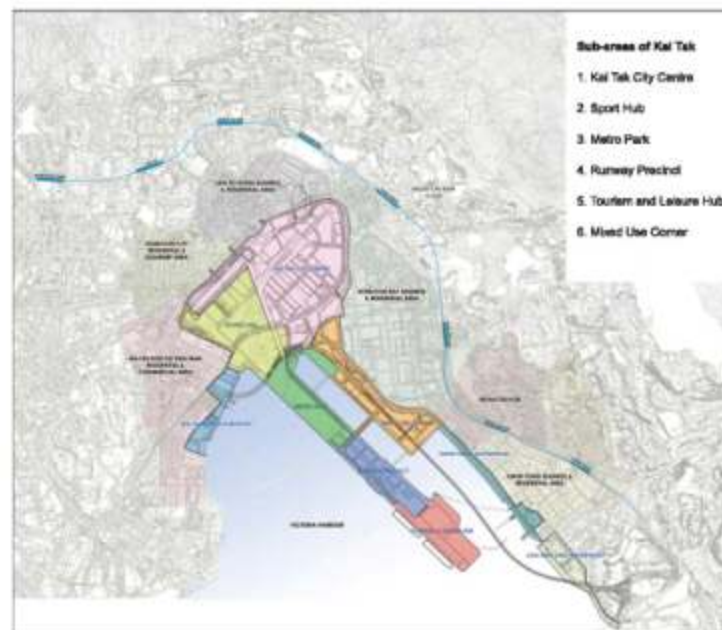
- unique waterfront residential development to pursue more leisure lifestyle
- adding commercial and heritage elements to ensure vibrancy from Metro Park to the Tourism Node
- views to ridgelines/ Peaks in Hong Kong Island
- separation of vehicular from pedestrian traffic

5. Tourism and Leisure Hub (Runway South)

- suitable site for the Cruise Terminal with expansion potential
- commanding views of Victoria Harbour and Lei Yue Mun
- integrated with hotel, retail and entertainment facilities to help creating a new tourist attraction in this part of the harbour
- a runway park to pay tribute to the aviation history of Kai Tak

6. Mixed Use Corner (South Apron)

- rejuvenating this part of the waterfront by introducing a variety of commercial, residential and 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

Connecting the surrounding neighbourhoods to Kai Tak is critical to the success of this redevelopment effort. 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

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

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

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.

Creating a Dynamic Skyline

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 depot and the residential neighbourhood towards the Stadium Complex to 'nature' at Metro Park. It then rises again from the runway precinct to another possible landmark at the tourism node.

Celebrating the Views

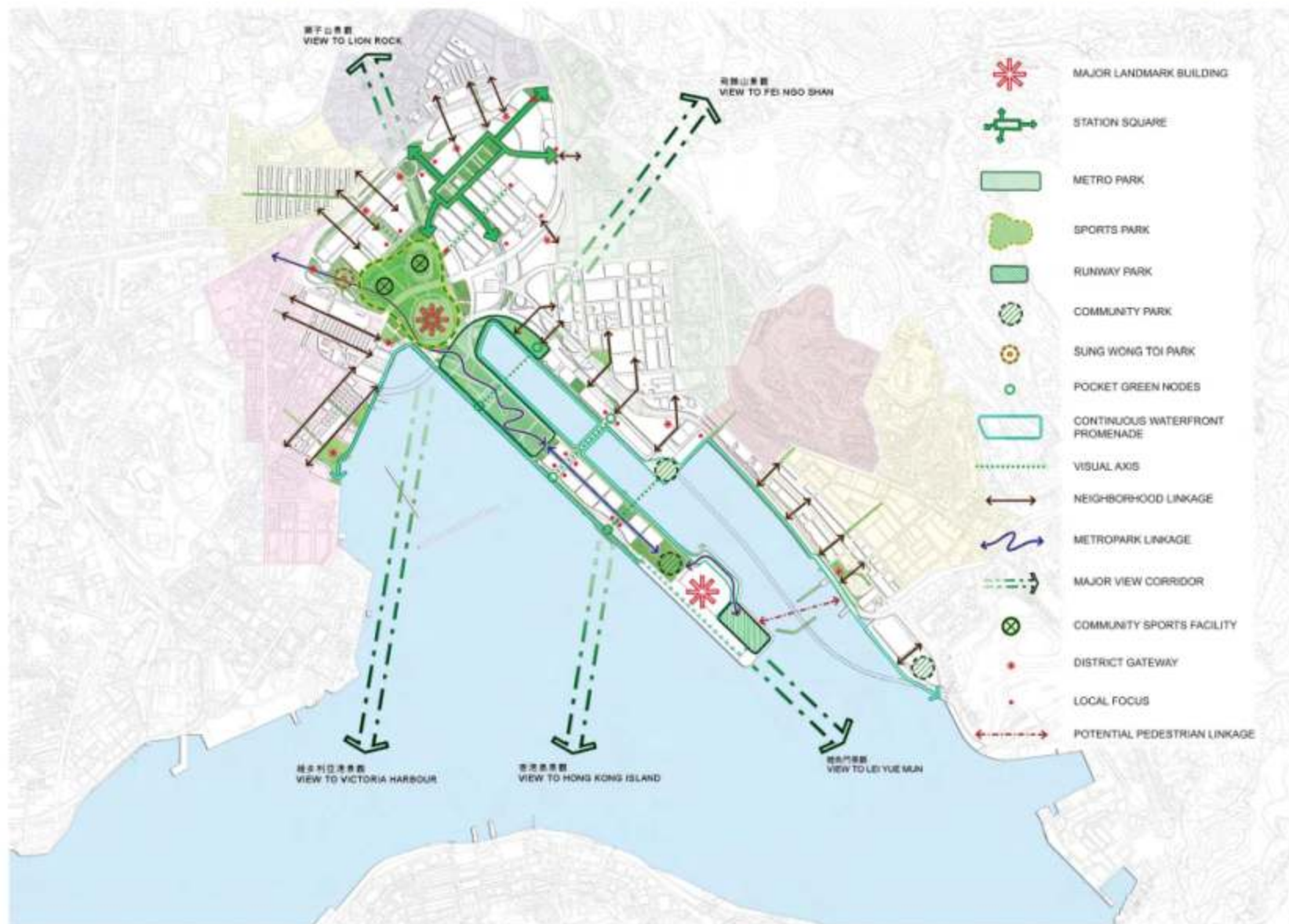
Views beyond the neighbourhoods are absolutely critical to maintain one's orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock, Fei Ngo Shan and Mount Parker), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and city beyond (i.e. Hong Kong Island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

Celebrating the Gateways

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.



Visual Corridor towards Lion Rock



6. LANDSCAPE PROPOSALS

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.

The key landscape open spaces will include the Metro Park, Stadium Plaza, Runway Park, Station Square, Sung Wong Toi Park with the existing Hoi Sham Park.

The landscape design has sought to create the following:

1. 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.
2. 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.
3. 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.
4. An accessible urban environment in which all areas are connected by pedestrian-oriented landscaped green connectors.
5. 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.
6. 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.

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.



Landscape Master Plan



Metro Park Concept Plan



Aerial View of Metro Park

7. ROAD, RAILWAY AND PEDESTRIAN CONNECTIONS

Road Connections

Strategic Context

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 site.



Local Context

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. ROAD, RAILWAY AND PEDESTRIAN CONNECTIONS

Railway

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.



Pedestrian Connections

Existing and Proposed Pedestrian Connections

Kai Tak site is bounded by major roads such as Prince Edward Road East and Kwun Tong Bypass. There are already existing facilities to facilitate connections with the surrounding districts. The following existing facilities and at-grade crossings would be enhanced and in addition, there are proposed facilities including footbridges, subways, landscaped deck, etc. to provide more direct pedestrian connections between focal points.



Retail Footbridge connecting San Po Kong



Sunken Plaza connecting the proposed Underground Shopping Street from Kowloon City to form a Gateway to Kai Tak



Stadium Complex revealing itself as pedestrians stroll at the street level from To Kwa Wan towards Kai Tak

A. To Kwa Wan

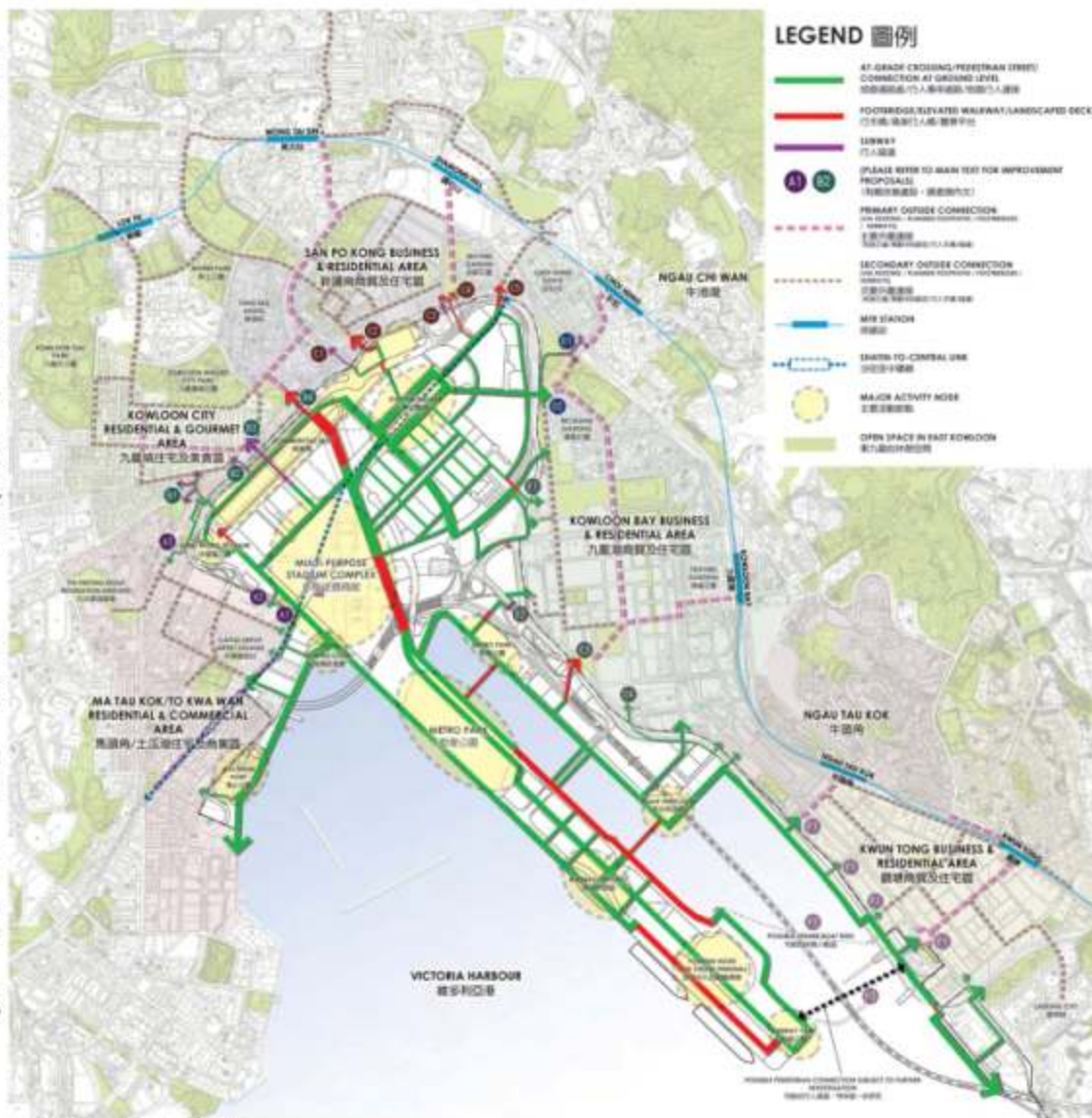
- A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road is proposed which is the major entry point to Kai Tak near the Stadium Complex.
- A2: An at-grade crossing at Sung Wong Toi Road is proposed for the pedestrian movements from Kowloon City Road.
- A3: An at-grade crossing at Olympic Avenue is proposed.

B. Kowloon City

- B1: Layout of existing subways at Olympic Avenue to be enhanced and extended for better connection with Kowloon City and Kai Tak City Centre.
- B2: Existing subway underneath Prince Edward Road East to be enhanced.
- B3: Proposed underground shopping street connecting Kowloon City to a sunken plaza next to the SCL Depot onto the Sports Hub.
- B4: Proposed landscaped deck across Prince Edward Road East connecting 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 adjoining commercial areas.
- C2: Proposed elevated retail walkway connecting future residential area near Ning Yuen Street to future commercial areas at Kai Tak City Centre.
- C3: Existing subway underneath Prince Edward Road East near Kai Tak Police Operational Base to be enhanced.
- C4: Proposed landscape deck over Prince Edward Road East near Kai Tak East Playground.
- C5: Proposed footbridge over Prince Edward Road East near Rhythm Garden to Kai Tak.



Pedestrian Connections Plan

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.

E. Kowloon Bay

- E1: Proposed footbridge over the improved Eastern Road to connect future public housing estate at Kai Tak City Centre to Kowloon Bay area.
- E2: Existing subway at Kai Fuk Road near International Trade & Exhibition Centre to connect Kowloon Bay area to South Apron Area will be enhanced.
- E3: Proposed extension/modification of existing footbridge above Kai Fuk Road from Kowloon Bay area to the mixed use area in South Apron Area.
- E4: Existing at-grade crossing at Cheung Yip Street to Kai Tak will be enhanced.

F. Kwun Tong

- F1: Existing at-grade crossings along Hol Bun Road will be enhanced to connect Kwun Tong waterfront.
- F2: Possible Leisure boat ride between Runway Area and Kwun Tong waterfront.
- F3: Possible Pedestrian connection between Kai Tak Point and Kwun Tong waterfront would be revisited when the Kwun Tong waterfront is redeveloped to a public promenade.

8. LAND USE PROPOSALS

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 office developments, several residential neighbourhoods and 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 (43 ha)** – 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 in 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), the Mixed Use Corner in South Apron (plot ratio 5.0) and the Ma Tau Kok waterfront (plot ratio 4.0). The proposed residential development is estimated to accommodate an overall population of about 86,500.
- **Commercial Development (20.3 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 hotel and retail developments are located at the northern side of Kai Tak City Centre, extending to the SCL railway depot site. The office development will be served by the Kai Tak Station located in the central area. It is expected to meet long-term demand in office space. The proposed office development in Kai Tak is estimated to provide a total of about 700,000 sq.m. non-domestic GFA.
 - Apart from those located in the office belt, the Master Plan also proposes hotel developments in the Tourism Node and in the vicinity of the stadium complex to support these major tourism and sports venues. The overall hotel sites in the Master Plan are anticipated to accommodate about 6,800 hotel rooms.
 - Main shopping centres in Kai Tak will be located in the office belt and Tourism Node. To encourage more vibrant street activities, retail frontage is planned around the Stadium Square, fronting the secondary stadium, along the Runway Precinct and the SCL depot. An overall 450,600 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 a landscaped deck, the stadium complex will be directly connected 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 (5.7 ha)** will incorporate a comprehensive hotel, retail, leisure and entertainment development with provision of a public transport interchange. The site will provide suitable landscaping and pedestrian facilities to blend in with the surrounding public parks. The site is planned for a non-domestic GFA of 160,000 sq.m. with maximum building height of 100 mPD to allow the opportunity for a landmark building in this part of the Victoria Harbour.



Long Shopfronts mitigating the potential visual impact of the Railway Depot and adding vibrancy to the place

• **Metro Park and Open Space System (102.5 ha)**

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 ha
- Station Square: 7 ha
- Sung Wong Toi Park: 5 ha
- Runway Park: 5.5 ha
- Waterfront promenade: 21.5 ha
- Other open spaces: 39.5 ha

- **G/C Facilities (44.5 ha)** will include a regional hospital at the Mixed Use Corner in South Apron area, a Government Services Complex and a Government Offices Building 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 maintenance depot as well as 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.

- **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 landfill 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**

- Environmentally friendly transport vehicles to provide feeder service in Kai Tak which also bring local and overseas visitors to the new attractions in Kai Tak.
- District Cooling System and other initiatives subject to further study.

Land Use Budget

Land Use	Area (ha)	%
Commercial (Office/Hotel/Retail)	20.3	6.2
Mixed Use (Housing & Hotel/Retail)	1.4	0.4
High to Medium Density Housing	34.5	10.6
Low Density Housing	8.5	2.6
GIC/ Schools/ Other Specified Uses	44.5	13.6
Multi-purpose Stadium Complex	23.2	7.1
Cruise Terminal and Tourism Node	13.3	4.0
Open Space (including Landscaped Deck/ Landscaped Elevated Walkway)	102.5	31.3
Road Network *	70.9	21.6
Amenity	8.9	2.7
Total Area	328	100%

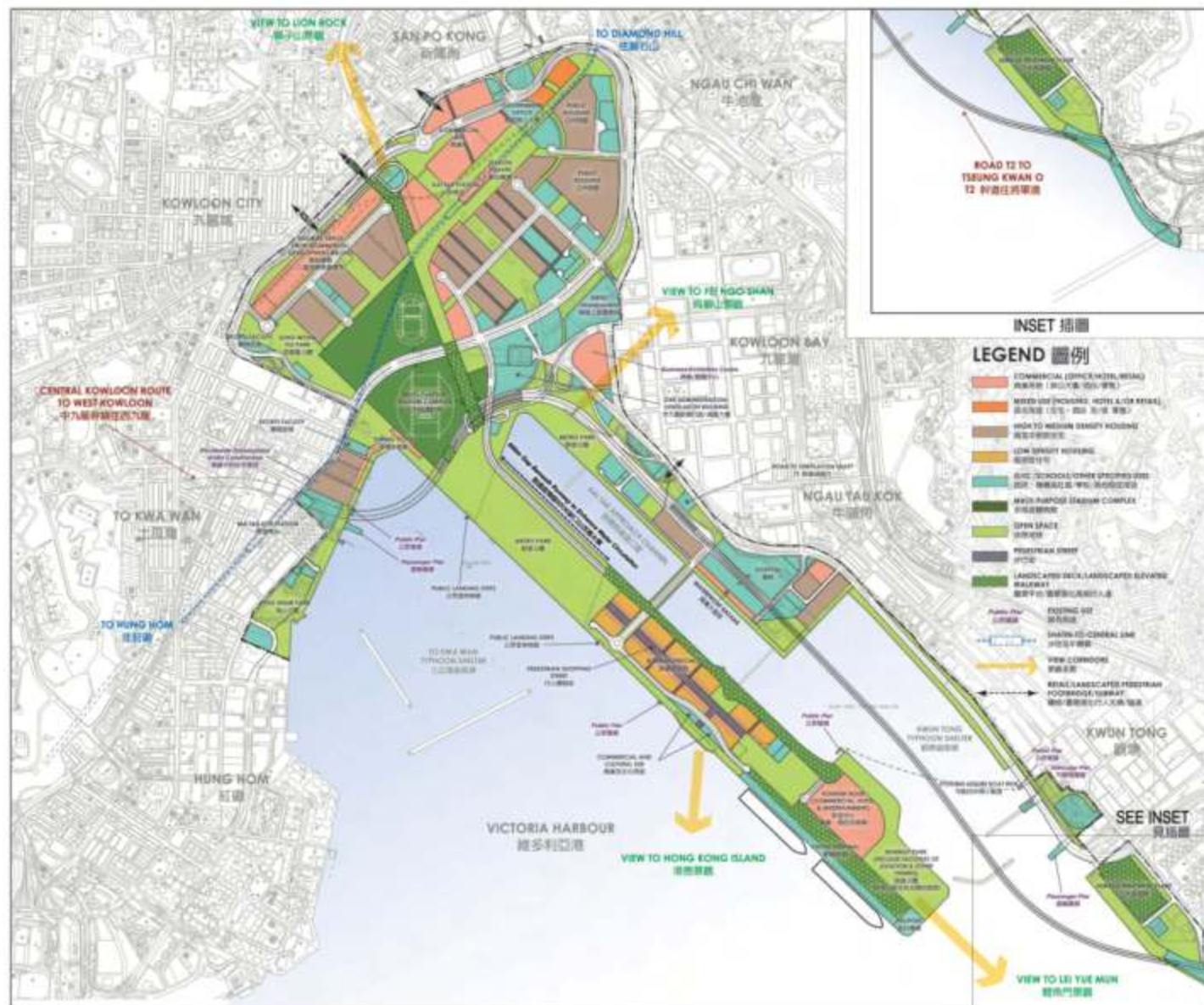
* Including : 14.9 ha (4.5%) existing roads,
51.6 ha (15.7%) new roads
4.4 ha (1.4%) pedestrian streets

Key Development Parameters

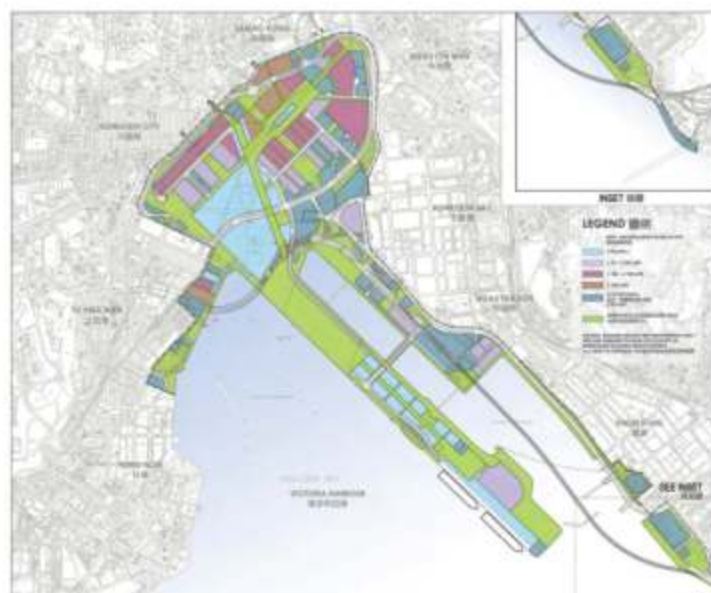
Population	86,500
No. of Flats**	30,500
Domestic Plot Ratio *	3.5 to 5.0
Domestic GFA **	2,044,700
Employment	85,400
Non-domestic Plot Ratio	4 to 9.5
Office GFA **	882,500
Retail GFA **	450,600
Hotel GFA	351,100
No. of Hotel Rooms	6,800

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

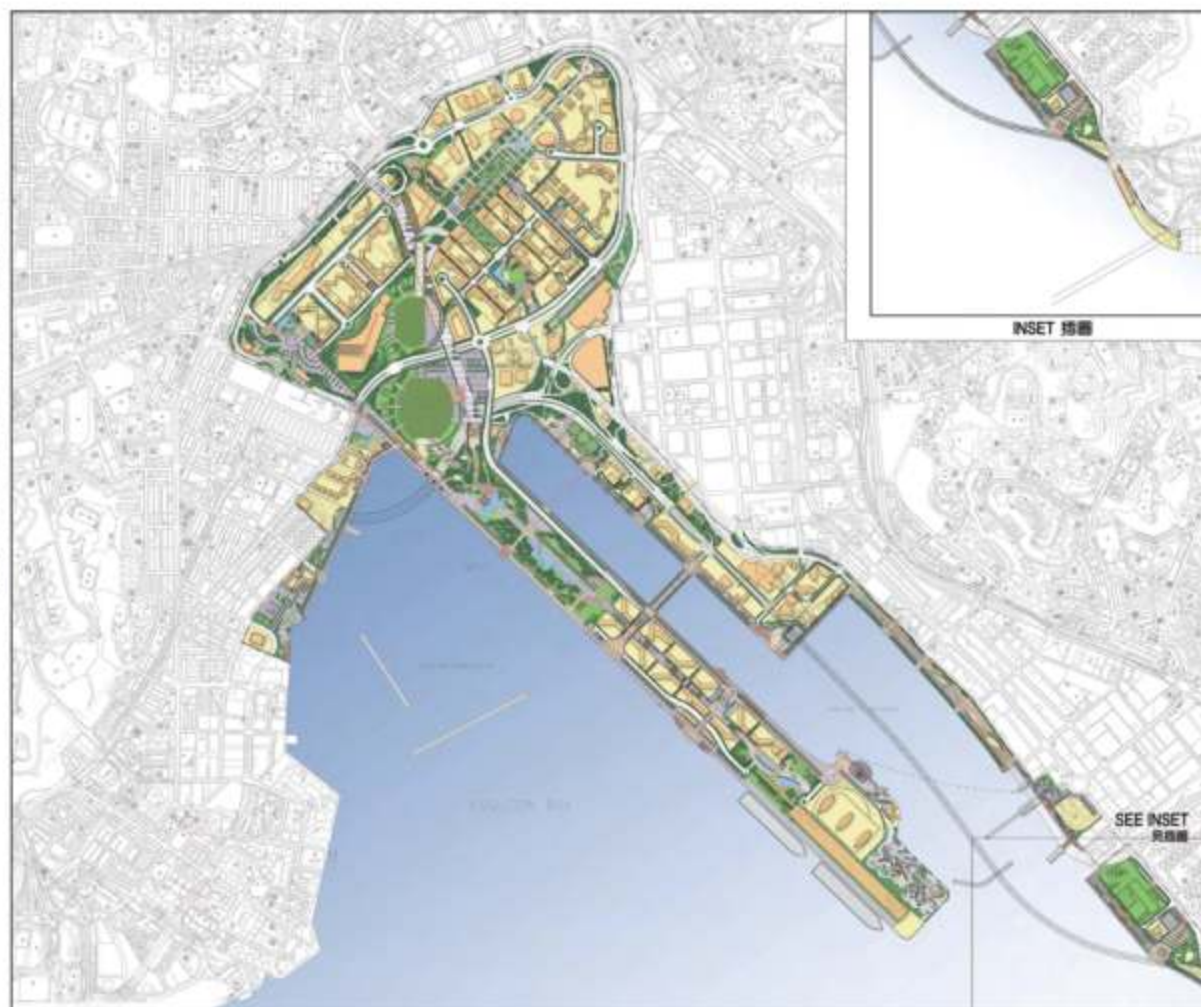
** Including sites for existing residential developments in Ma Tau Kok, Pacific Trade Centre and International Trade and Exhibition Centre



Master Plan



Building Height Plan



Building Massing Plan

9. KEY DEVELOPMENT PROPOSALS

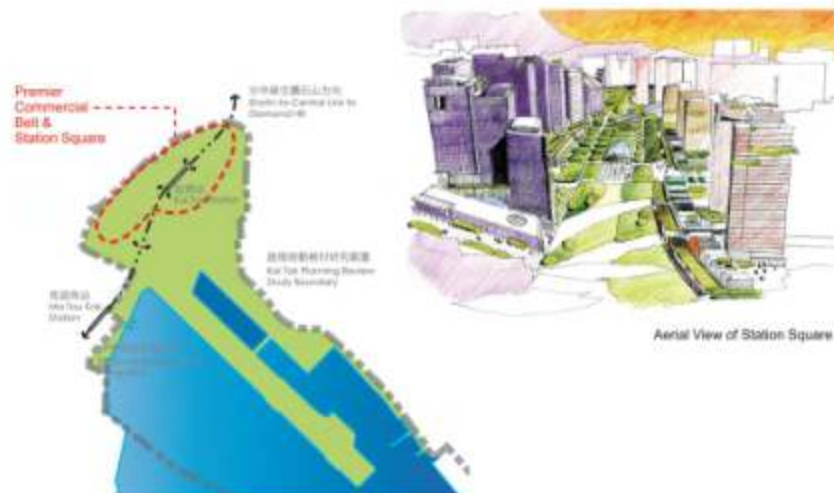
Commercial Belt and Station Square

Kai Tak with sizeable developable area and availability of SCL is identified by the Hong Kong 2030 Study as having the greatest 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 above the SCL depot.

It will be well connected with the existing Kowloon City and San Po Kong through underground shopping street, landscaped decks and retail footbridge, bringing to the old districts new momentum of re-vitalization. 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.

At a more local scale, retail frontage along the northern boundary of the SCL depot and around the Station Square will help liven up the monotonous outlook of the depot and maintain street vibrancy.

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

An establishment of a residential neighbourhood around the Kai Tak Station is a clear preference of the community. To answer the call of the public for smaller development sites, podium free, better ventilation and more harmonious urban fabric with the hinterland, the Kai Tak grid residential neighbourhood is proposed.

Breezeways capturing the Southeast prevailing winds 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.

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.



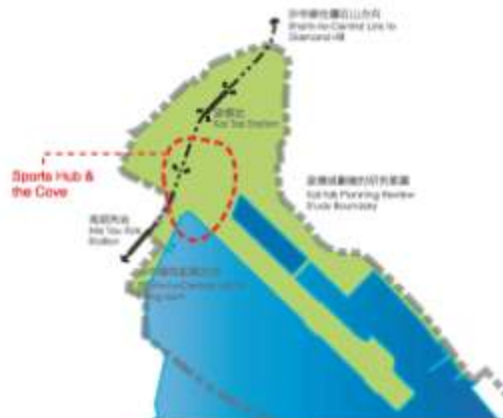
9. KEY DEVELOPMENT PROPOSALS

Sports Hub and the Cove

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 by subways and an elevated walkway. 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.

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, and Camden Yards in Baltimore, USA, 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.

Adequate space is allowed for safe dispersal of spectators towards the Station Square onto the Kai Tak Station. It is also well connected with the 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. A grade separated landscaped walkway will link the higher spectator level of the stadium across two roads offering pedestrians safe and comfortable links to the Station Square and Metro Park. Another elevated landscaped deck will link up the sports hub with the commercial belt and further to Kowloon City.



Stadium Complex as viewed from Victoria Harbour



Telstra Dome, Melbourne, Australia



Millennium Stadium, Cardiff, U.K.



Busan Asiad Main Stadium, Busan, South Korea

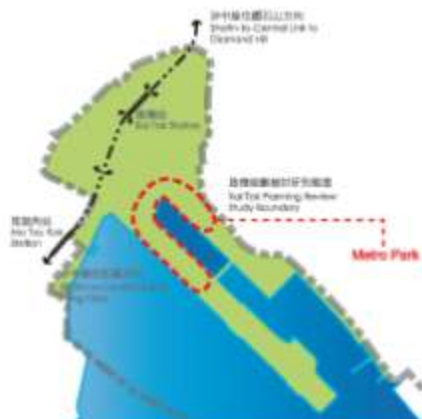


9. KEY DEVELOPMENT PROPOSALS

Metro Park & Associated Waterfronts

Metro Park at the runway respects the public's aspiration for a genuine harbour park, keeping a collective memory of the runway. The northern section of the re-vitalized KTAC forms part of the park, showcasing sustainable development in Hong Kong and providing an amenity feature, upon improvement of the existing water quality.

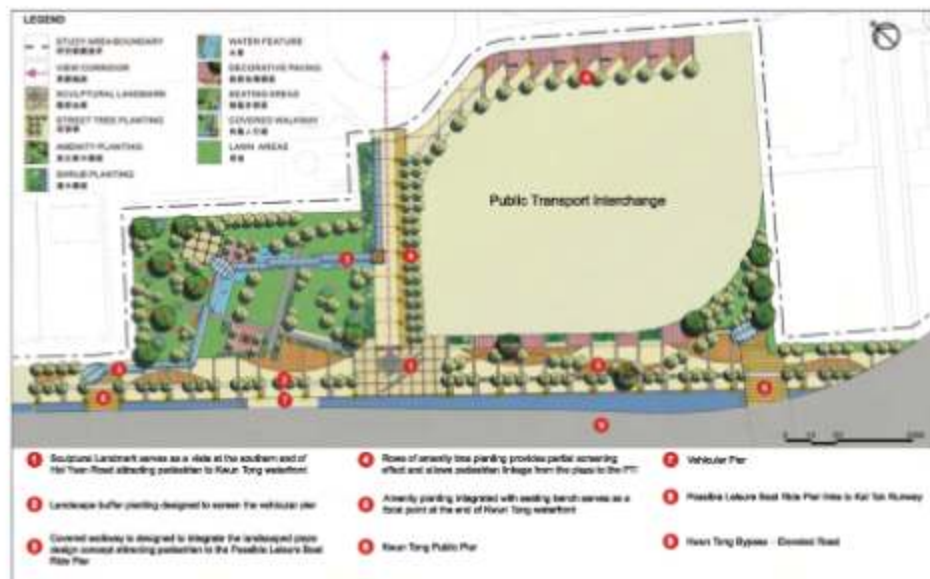
The Metro Park will be connected with a long promenade around the runway, and along the south apron area. In future, after the de-commission of the naphtha berthing facilities and the public cargo working areas, the promenades can be extended into the waterfront of To Kwa Wan and Kwun Tong/Cha Kwo Ling. Extensive cycle track and jogging trail will go through the promenades and the Metro Park will provide leisure and competition opportunities to the community.



Lush Landscaping mitigating the potential visual impact of Central Kowloon Route



A Vibrant Waterfront Promenade at the Cove



Kwun Tong Plaza Landscape Concept Plan

9. KEY DEVELOPMENT PROPOSALS

Runway Precinct

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/retail/cultural uses in the middle section is planned to sustain the interest of exploration.

The concept of "Living on the Runway" is a concept as unique as Hong Kong itself. With water on two sides, and adjacent to the Metro Park, the Runway community enjoys spectacular views at an unique location.

The public access to the waterfront will be guaranteed by an at-grade waterfront promenade with breath-taking view of Victoria Harbour, the ridgelines and the developments on Hong Kong Island, and by an elevated promenade on the side of the KTAC, which also effectively screens off traffic noise from the distributor road. Connecting these two promenades will be public walkways through the precinct.

A 30m wide at-grade pedestrian boulevard with shops on both sides linking up the Metro Park and the tourism node on either side. The public can enjoy leisure shopping and dining experience as well as street cultural exhibitions and performances. There will also be a low-rise commercial/cultural node on the bay side of the precinct.

Low density and medium rise housing will be developed above 1-storey carports and will enjoy their own private gardens and beautiful harbour view. Residents will help support business on ordinary days.

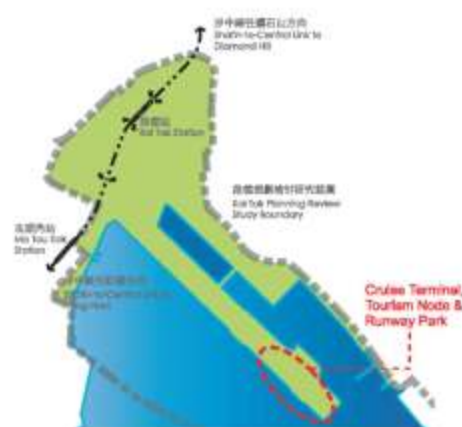
Cruise Terminal, Tourism Node and Runway Park

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.

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.

Adjacent to the cruise terminal will be the tourism node housing a great variety of retail and entertainment facilities together with hotels with harbour view. The tourism node will provide suitable pedestrian access to and landscaping measures to blend in with the Runway Park.

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 re-provision 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.



Cruise Terminal in New Orleans



Cruise Terminal in Venice

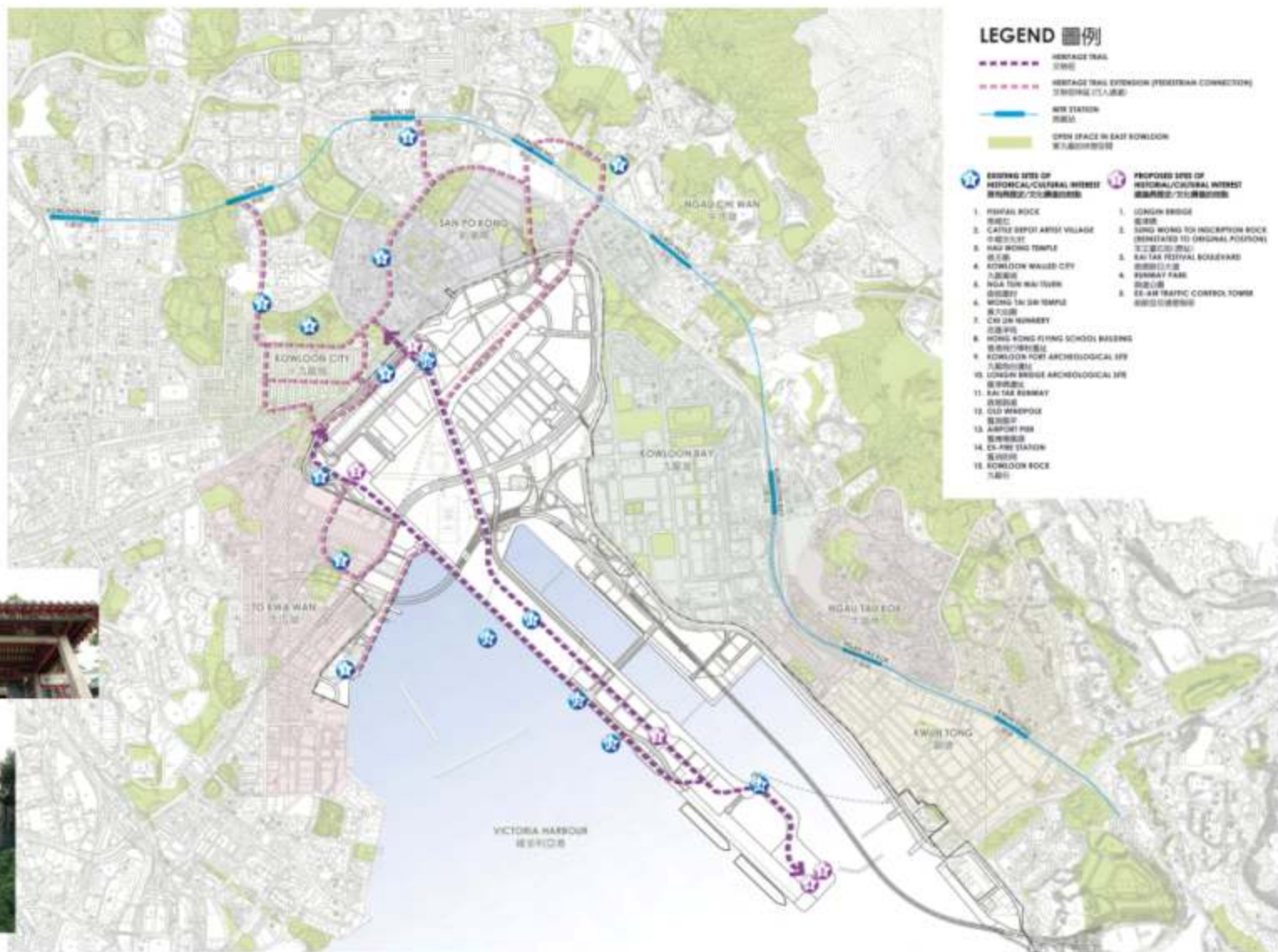


Cruise Terminal in Yokohama

Heritage Trail

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.

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.



Heritage Trails

10. YOUR VIEWS ARE IMPORTANT

1. What are your views on the overall planning and urban design framework set out in this digest?

2. Do you have any comments on the land use/urban design/ landscape proposals?

3. Do you have any other views?

Your views are of great importance to us. If you wish to convey your written comments to us, please complete the attached views collection form and return it to us by post, fax or email.

By Post : Kowloon District Planning Office
Planning Department,
14/F., North Point Government Offices,
333 Java Road,
North Point, Hong Kong

By Fax : 2894 9502

By Email : kdpo@pland.gov.hk

Study Website : <http://www.pland.gov.hk>

To facilitate the study process, your written submission by 23 August 2006 would be appreciated.

Stage 3 Public Participation of Kai Tak Planning Review will be conducted from June to August 2006. A number of public engagement activities during this period will be arranged and we sincerely invite members of the public to join the events in the following programme.

Public Forum

Date: 8 July 2006 (Sat)
Time: 9:00am - 12:30pm
Venue: Assembly Hall
4/F North Tower,
YMCA of Hong Kong,
41 Salisbury Road,
Tsim Sha Tsui, Kowloon

District Forum (1)

Date: 15 July 2006 (Sat)
Time: 2:30pm - 5:00pm
Venue: Basement,
Fashion World (Site 2),
Wonderful Worlds of Whampoa,
Hung Hom, Kowloon

District Forum (2)

Date: 29 July 2006 (Sat)
Time: 2:30pm - 5:00pm
Venue: Lecture Theatre 215
Community College of City University
(Telford Annex),
Telford Plaza,
33 Wai Yip Street,
Kowloon Bay, Kowloon

District Forum (3)

Date: 5 August 2006 (Sat)
Time: 2:30pm - 5:00pm
Venue: Performance Stage,
Lok Fu Shopping Centre Phase I,
Lok Fu, Kowloon

Pre-registration for the above events is highly recommended.

Please complete and return the attached registration form.

A person or an organization providing any comments, views, materials or information to the Kai Tak Planning Review, shall be deemed to have given consent to the Planning Department to use or publish, including posting onto an appropriate website, the whole or any part of the comments, views, materials or information provided to the Planning Department at its full discretion without the need to seek any agreement from that person or organization. Any person who does not wish his personal data to be disclosed, please state so when providing any comments, views, materials or information. Personal data shall not be disclosed without express consent of the person. In relation to the organisation or company who does not wish its identity to be disclosed, please state so expressly.

Hong Kong Tourism Board
Lands Department
City Planning Consultants Ltd.
Getty Images
Jupiter Images
Mr. Chris Sloan

Stage 3 Public Participation: Preliminary Outline Development Plan

Your Views:

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery.

English Name :	Organization :
Chinese Name :	
Correspondence Address:	
Tel No. :	Fax No. :
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14/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2894 9502

By Email : kdpo@pland.gov.hk

The information provided will be used for Kai Tak Planning Review only.

This report is prepared by:

CITY PLANNING – MAUNSELL JOINT VENTURE

in association with:

ADI Ltd.

AGC Design Ltd.

EDAW (Ltd.)

**Kai Tak Draft Preliminary Outline Development Plan
Land Use Distribution**

Land Uses	Draft PODP	
	Area (ha)	%
Commercial (Office/Hotel/Retail)	20.3	6.2
Mixed Use (Housing & Hotel/Retail)	1.4	0.4
High to Medium Density Housing	34.5	10.6
Low Density Housing	8.5	2.6
GIC/ Schools/ Other Specified Uses	44.5	13.6
Stadium Complex	23.2	7.1
Cruise Terminal and Tourism Node	13.3	4.0
Open Space (Landscaped Deck/ Walkway)	102.5	31.3
Road Network	79.8	24.3
Total Area	328	100

Kai Tak Draft Preliminary Outline Development Plan

Key Development Parameters

	Concept 1 City in the Park	Concept 2 Kai Tak Glamour	Concept 3 Sports by the Harbour	Draft PODP[@]
Population:	128 000	97 000	69 000	86 500
No of Flats:	46 000	33 000	24 000	30 500
Domestic PR:	4.0 to 5.0	3.0 to 5.0	2.0 to 4.0	3.0 to 5.0
Employment:	32 000	75 000	56 000	85 400
Office GFA (m²):	187 000	781 000	395 000	882 500
Non-domestic PR:	-	9.5	9.5	4.0 - 9.5
Hotel Room	1 800	9 000	8 400	6 800

[@] To guide the redevelopment of the existing industrial and residential properties at Kowloon Bay and To Kwa Wan waterfront areas to residential uses, a maximum plot ratio of 5.0 is incorporated. For the committed public housing sites at Site 1A and 1B, the planned plot ratio of 6.3 and 5.51 respectively will be retained.

Annex 4

Schedule of Public Forums & Consultation Meetings

<u>Events</u>	<u>Venue</u>	<u>Date and Time</u>
Territory-wide Public Forum	YMCA, Tsim Sha Tsui	8.7.2006 (Sat) 9:00am–12:30pm
Kowloon City District Forum	Fashion World (2), Whampoa Garden	15.7.2006 (Sat) 2:30–5:00pm
Kwun Tong District Forum	Community College of City University (Telford Annex), Telford Plaza	29.7.2006 (Sat) 2:30–5:00pm
Wong Tai Sin District Forum	Lok Fu Shopping Centre	5.8.2006 (Sat) 2:30–5:00pm

<u>Meetings</u>	<u>Date</u>
Town Planning Board	23.6.2006 (Fri)
HEC Sub-committee on SEKD Review	23.6.2006 (Fri)
LegCo Panel (Planning, Lands & Works)	27.6.2006 (Tue)
Wong Tai Sin District Council	27.6.2006 (Tue)
Planning Sub-committee/ Land & Building Advisory Committee	13.7.2006 (Thu)
Advisory Council on the Environment	17.7.2006 (Mon)
Kwun Tong District Council	20.7.2006 (Thu)
Kowloon City District Council	20.7.2006 (Thu)
Transport Advisory Committee	8.2006*
Provisional Local Vessels Advisory Committee	8.2006*
Harbour Business Forum	8.2006*
Hong Kong Institute of Planners	8.2006*
Hong Kong Institute of Architects	8.2006*
The Real Estate Developers Association	8.2006*

*The exact date is to be confirmed

Notes: Other professional institutes including HKIE, HKIS and HKILA, stakeholders such as the railway operators, etc., and concerned groups such as the Save Kai Tak Campaign, Kai Tak Planning and Development as well as Victoria Harbour Typhoon Shelters Concerned Groups, etc. would be invited to attend public forums. Offer will be made to these organizations to arrange separate meetings with them if they request.