

**For discussion
on 20 December 2005**

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

**Kai Tak Planning Review
Stage 2 Public Participation – Outline Concept Plans**

Purpose

This paper seeks Members' comments on the Outline Concept Plans for Kai Tak Development.

Background

2. The Kai Tak Planning Review was commissioned in July 2004. Information papers regarding the Stage 1 Public Participation: Community's Vision for Kai Tak and progress of the Planning Review were submitted to this Panel in October 2004 and February 2005 respectively. The results of the Stage 1 Public Participation were also reported to this Panel on 28 June 2005.

3. Based on the comments and proposals received in the Stage 1 Public Participation, three Outline Concept Plans (OCPs) have been prepared. With advice from the Sub-committee on South East Kowloon Development (SEKD) Review of the Harbour-front Enhancement Committee (HEC), an enhanced Stage 2 Public Participation Programme has been devised to encourage public deliberation on the OCPs with a view to building an early public consensus on the study proposals. The 2-month Programme was launched on 9 November 2005.

The Outline Concept Plans

4. The Stage 2 Public Participation Programme aims to foster the building of consensus through an open and informed process. In this Stage, three OCPs have been promulgated to enable the community to formulate their views on the development concept for Kai Tak. In view of the Court of Final Appeal's judgment handed down in January 2004 regarding reclamation in the Harbour Area, a "no reclamation" scenario has been

adopted as the starting point in preparing these development concepts. The OCPs were prepared with different land use emphasis with a view to providing a balanced variety of development scenarios for discussion in the community. In formulating these OCPs, we have also taken into account the concern over integration with the surrounding neighbourhoods and built in pedestrian access, footbridge, subway, landscaped deck in our OCPs as far as possible with a view to enhancing the connectivity between Kai Tak Development and the surrounding areas.

5. The main theme of the three OCPs respectively are as follows:

- (a) The **City in the Park** concept (OCP1) aims to create two distinct residential neighbourhoods, with a high-density residential/stadium district in the North Apron Area and medium density residential developments on the runway island. This residential focused scenario is expected to house an overall population of about 128 000 and an estimated employment of about 32 000 jobs.
- (b) The **Kai Tak Glamour** concept (OCP2) aims to regenerate the economic role of the ex-airport site by providing a high density office node adjoining the multi-purpose stadium in the North Apron Area, to medium density residential development on the runway island and a cruise terminal and tourism node at the runway end. This office and tourism focused scenario will provide a less population level of about 97 000. The employment level in this concept is about 75 000, which is the highest among the three concepts.
- (c) The **Sports by the Harbour** concept (OCP3) aims to promote a sports and recreation hub in this part of the Metro Area, with low to medium density residential neighbourhoods created around the recreation facilities to reinforce a green and lively urban district. A lower population level of about 69 000 and employment level of about 56 000 are envisaged under this OCP.

6. Major development components of the three OCPs include –

- Cruise Terminal
 - one berth as soon as possible in medium term
 - one to two additional berths in long term
- Cross-boundary Heliport
 - co-locate with the cruise terminal for long-term development

- Multi-purpose Stadium
 - main stadium: 45 000 seats, with retractable roof and removable pitch
 - secondary stadium: 5 000 seats
 - multi-sports arena: 4 000 seats with swimming facilities and ball courts
 - ancillary support facilities such as retail and catering facilities
 - adequate circulation areas
- Metro Park
 - at least 10 ha.
- Public Housing Sites
 - at site 1A and 1B, with piling works for housing development completed
- Shatin to Central Link
 - include scenarios with one or two station(s) in Kai Tak and To Kwa Wan with a railway depot
- Central Kowloon Route & Trunk Road T2
 - in submerged tunnel to avoid reclamation
- Refuse Transfer Station
 - near Cha Kwo Ling waterfront

7. Key development parameters of the OCPs are summarized below:

	<u>SEKD CFS*</u>	<u>OCP1 – City in the Park</u>	<u>OCP2 – Kai Tak Glamour</u>	<u>OCP3 – Sports by the Harbour</u>
Population:	260 000	128 000	97 000	69 000
No. of Flats:	87 000	46 000	33 000	24 000
Domestic PR:	3 to 7.5	4 to 5	3 to 5	2 to 4
Employment:	75 000	32 000	75 000	56 000
Office GFA (m ²):	107 000	187 000	781 000	395 000
Hotel Rooms:	550	1 800	9 000	8 400
Non-Dom PR:	1 to 4.6	-	9.5	9.5

* Comprehensive Feasibility Study for the Revised Scheme of SEKD completed in 2001

8. It should be noted that the draft OCPs are not development options to choose from. Instead, they provide a basis for public discussion on possible development proposals on the Kai Tak site.

9. The Public Consultation Digest at **Annex** has been prepared to help focus discussion at this stage. Relevant background materials of the Kai Tak site as well as study reports are uploaded to the Planning Department's website to enable public access.

Major Development Issues

Kai Tak Approach Channel (KTAC)

10. The KTAC is a semi-enclosed water body created from the Harbour upon construction of the former airport runway. Owing to poor tidal flush and polluted discharge over the years, it has serious water quality and odour problems. The KTAC was previously proposed to be reclaimed as part of the South East Kowloon Development (now retitled Kai Tak Development), which would in turn tackle the incumbent environmental problems. Arising from the judgment of the Court of Final Appeal regarding harbour reclamation in January 2004, any reclamation in the Harbour must satisfy the "Overriding Public Need" test. The Kai Tak Planning Review has therefore adopted "no reclamation" as a starting point.

11. A combination of mitigation measures are proposed to address the water quality and odour problem at KTAC, including enhancement of tidal flush by removing section of the runway and treatment of sediment to reduce generation of odourous gas. The effectiveness of the measures are subject to the statutory process of the EIA Ordinance. Field surveys on water quality and odour, and pilot tests of treatment of contaminated sediments have been advanced to facilitate evaluation of the effectiveness of the measures. We will do our best to resolve the environmental problem at KTAC. If the mitigation measures cannot resolve the problem, we should not rule out the option of reclaiming KTAC as the last resort.

Multi-purpose Stadium

12. The Home Affairs Bureau has completed a Consultancy Study on the Case for a New Multi-Purpose Stadium in Hong Kong. The main aims of the study were to re-assess the needs for a new multi-purpose stadium as recommended in an earlier study conducted in 2001, examine various location options and recommend the appropriate size for the stadium and the ancillary facilities. Completed in September 2005, the Study confirmed the need for a new multi-purpose stadium in Hong Kong to

support the long term sports development in Hong Kong, and to remedy the constraints and limitations of the existing Hong Kong Stadium. The Study recommended that Kai Tak be the most suitable location for development of a new stadium. To ensure effective and viable operation as well as the long term sustainability of the stadium, and to attract regular community patronage during non-event days, it was recommended that a secondary stadium, a multi-sports arena and certain ancillary facilities be also developed to create a self-contained stadium complex.

13. A site in the north apron area is reserved for developing the proposed multi-purpose stadium in all three OCPs. The entire stadium complex, which requires a site area of not more than 24 ha, comprises the main stadium (about 5 ha), a secondary stadium (about 2 ha) and a multi-sports arena (about 2.5 ha). The remaining area will mainly be used for ancillary developments, open space, parking, circulation and crowd dispersal purposes. The entire stadium complex is intended to be designed as an iconic visual anchor integrated with the open space network in Kai Tak and high connectivity to the nearby districts.

Cruise Terminal

14. According to the latest Consultancy Study on Cruise Terminal Facilities Development for Hong Kong, Hong Kong will need to develop an additional cruise berth as soon as possible and one to two additional berths in the longer term to cater for the growth of the cruise industry. The Government has long considered the location at the end of the runway of the former Kai Tak Airport to be the ideal location for development of new cruise terminal facilities. Apart from its central location within Victoria Harbour and technical feasibility, it is the only site within the Victoria Harbour that offers expansion capability to meet our long term needs. While the Government is expediting the relevant review of the Kai Tak Development so that the completion of the cruise terminal could be advanced to 2011, an Expression of Interest exercise is currently undertaken by the Tourism Commission to gauge market feedback on whether there are suitable and feasible locations other than Kai Tak for the development of a new cruise terminal before 2011. If the Government could not identify a suggestion that could meet all the requirements set by the Government through the invitation for Expressions of Interest, the Government would not consider any other sites and would focus on developing a new cruise terminal at Kai Tak. If indeed there are such suggestions, reservation of sites at the Kai Tak for development of cruise terminal facilities would still be required to cater for the long-term development of the cruise industry.

Public Comments Received

15. Under the Stage 2 Public Participation Programme, apart from the briefing sessions to the statutory/advisory committees, one territory-wide Public Forum was conducted at the tip of the ex-airport runway, three District Forums were convened in Kowloon City, Wong Tai Sin and Kwun Tong and three Topical Forums were organized to discuss the multi-purpose stadium, cruise terminal and Kai Tak Approach Channel proposals respectively with the stakeholder groups.

16. The major views received so far include the following –

- (a) There are no major comments to the proposed Vision Statement and Planning Principles to guide the future planning and development of Kai Tak.
- (b) On the issue of reclamation, the discussion is mainly centred on Kai Tak Approach Channel. Some members of the public see advantages in reclaiming the channel while others are against it.
- (c) The effectiveness of the mitigation measures to tackle the environmental problems at Kai Tak Approach Channel remains the main concern of the community.
- (d) Interface with the surrounding districts are matters of main concern to the local communities, e.g. transport connection to the Kwun Tong Business Area, pedestrian circulation with adjoining areas and urban design interface with Kowloon City and San Po Kong areas.
- (e) There is general preference for lower development intensity as proposed in OCP3 – Sports by the Harbour. However, there is also concern about under development at Kai Tak which may impose development pressure in the New Territories.
- (f) The tourism industry and local community in general support the early development of a cruise terminal at Kai Tak. However, some members of the public express concern about the location of the cruise terminal and its impact on the Kai Tak waterfront area, including public access to the waterfront.
- (g) Members of the sports community and District Councils generally support the development of a multi-purpose stadium in Kai Tak as they see the importance and new impetus of

facility towards promoting Hong Kong's sports development and the capability of bringing more major events to Hong Kong. Some are concerned about the implementation aspects of this project. Some have raised questions on the site area of the proposed stadium complex, given the Kai Tak Development is now under a "no reclamation" scenario.

- (h) There is general concern over the lack of distinct urban design concept and development proposals to uplift the image of Kai Tak. The development concepts should also highlight the heritage values of the ex-airport operation and the historical assets in the surrounding areas.
- (i) The harbour-front operators have stressed the importance to identify suitable arrangements to address the needs of the existing operations, if they are displaced by the planned land use and infrastructure proposals. There is also concern from others over the lack of waterfront facilities for water-based activities.
- (j) The aviation groups continued their request for an airfield in Kai Tak to promote aviation interests in Hong Kong as well as to address their accommodation requirements.
- (k) The local community has urged for early implementation of the Kai Tak Development as it would help rejuvenate the surrounding districts.

Way Forward

17. The comments and proposals received during the Stage 2 Public Participation Programme will be taken into account in the formulation of the PODP in the next stage of the Planning Review. Upon completion in mid-2006, the PODP will be promulgated for further discussion in the community, prior to amending the OZPs under the statutory planning process.

Advice Sought

18. Members are invited to comment on the OCPs. We will take into account Members' comments, where appropriate, in preparing the PODP for Kai Tak Development.

Annex

Stage 2 Public Participation: Outline Concept Plans – Public Consultation
Digest (2)

Housing, Planning and Lands Bureau
Planning Department
December 2005



STAGE 2 PUBLIC PARTICIPATION: OUTLINE CONCEPT PLANS
PUBLIC CONSULTATION DIGEST (2)

KAI TAK 啟德

Planning Review 規劃檢討

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1. INTRODUCTION

Background

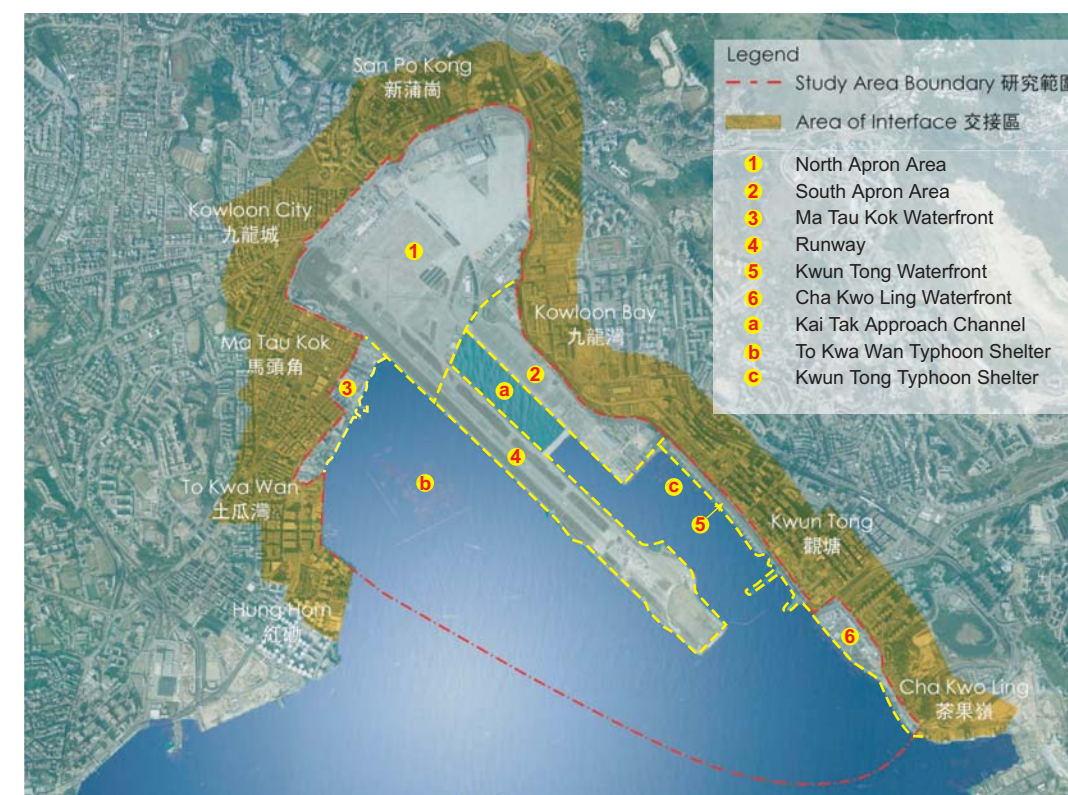
The Stage 1 Public Participation to gauge the community's visions on the future development of Kai Tak was undertaken in late 2004. Apart from the valuable comments received, the process has also developed the foundation for a continued dialogue with the community on the planning and development of Kai Tak. The Kai Tak Forum and Collaborators Meeting held in early 2005 have also helped to consolidate the public inputs for the preparation of different Outline Concept Plans. A summary report on the Stage 1 Public Participation is available at the Study website. In parallel, technical assessments have been undertaken in preparing these Outline Concept Plans.

Purpose of Stage 2 Public Participation

This Digest presents the Outline Concept Plans (OCPs) prepared on the basis of land use themes developed in the Stage 1 Public Participation, with a view to inviting public comments on the development concepts to support these themes. Comments received will serve as inputs to prepare a Preliminary Outline Development Plan in the Stage 3 of the Kai Tak Planning Review.

This Digest mainly covers the following subjects:

- Reclamation issues related to Kai Tak Development
- Vision, planning principles and urban design considerations in the Outline Concept Plans
- Specific development themes and concepts



2. RECLAMATION ISSUES



Protection of the Harbour

In view of the Court of Final Appeal’s judgment handed down in January 2004 regarding reclamation in the Harbour Area, this Study has adopted “no reclamation” as the starting point in preparing the development concepts.

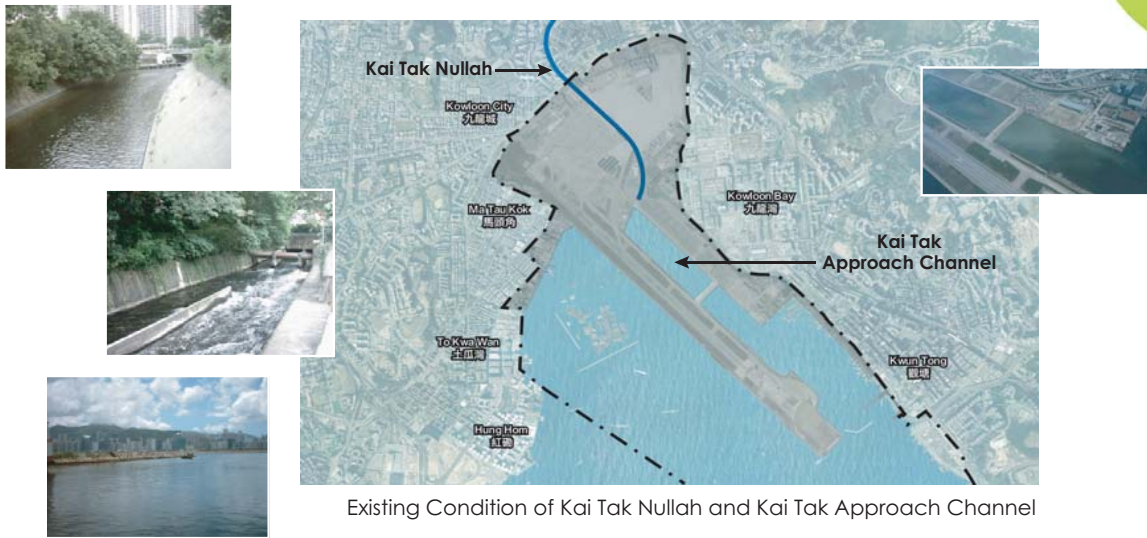
According to the Judgment, the Protection of the Harbour Ordinance establishes a statutory principle recognizing the harbour as a special asset and a natural heritage of Hong Kong people and prescribing that it is to be protected and preserved. This presumption against harbour reclamation can only be 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. A compelling and present need goes far beyond something which is “nice to have”, desirable, preferable or beneficial. But on the other hand, it would be going much too far to describe it as something in the nature of the last resort, or something which the public cannot do without.

Starting on the basis of a “no-reclamation scenario”, this Study has revisited the development proposals incorporated in the Approved Kai Tak Outline Zoning Plans (OZPs) which would involve reclamation and how they could be proceeded under the “no-reclamation scenario”. In this regard, the originally proposed Kowloon Bay Reclamation has to be dropped as the proposed developments therein could not justify reclamation in the Harbour Area.

Kai Tak Approach Channel

The Kai Tak OZPs have proposed to reclaim the Kai Tak Approach Channel (KTAC) for development and this would also eliminate the incumbent environmental problems. The following environmental problems have been identified:

Environmental Problems	Pollution Sources
Poor water quality	• Poor water circulation and polluted discharges
Contaminated sediment	• Organic and toxic deposits from polluted discharges over the years
Serious odour problem	• Anaerobic decomposition of contaminated sediment

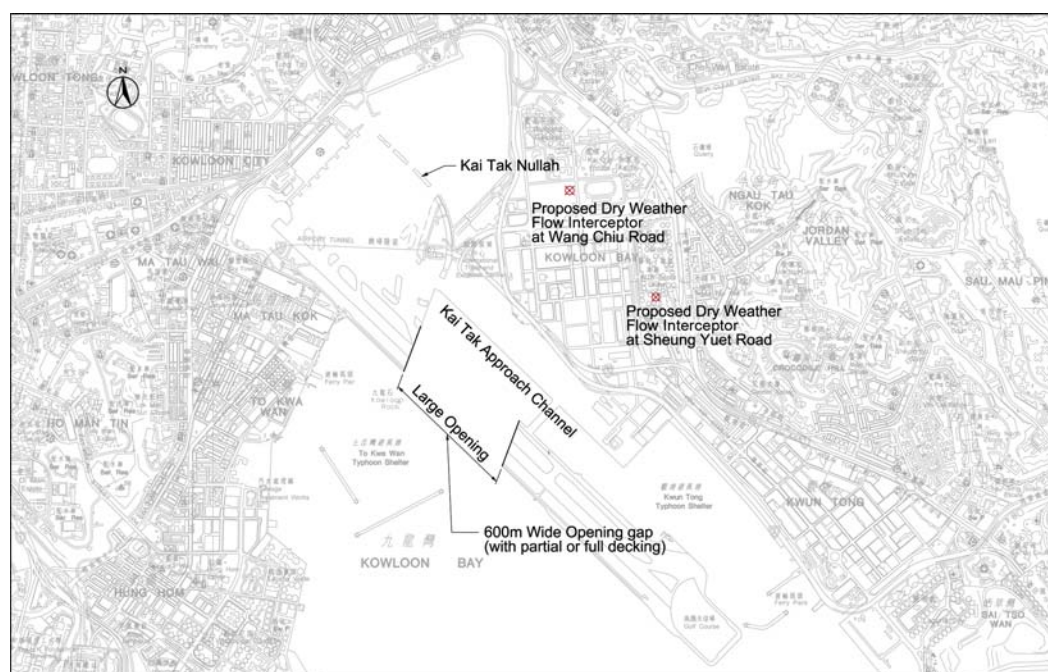


Existing Condition of Kai Tak Nullah and Kai Tak Approach Channel

2. RECLAMATION ISSUES

Ways to tackle the environmental problems at KTAC have been examined. The preliminary findings of the “Non-Reclamation” approach are summarized as follows:

- a. Mitigation Measures
 - A 600m wide opening at the runway to improve water circulation
 - Interception of polluted discharge into KTAC
 - Sediment treatment to remove odour
- b. Implementation Cost
 - Demolition of runway
 - Construction of link bridge to provide necessary road and utility servicing infrastructure
 - Construction of deck over the opening in runway to provide development platform
 - Sediment treatment
 - Construction of lowflow interceptors in Jordan Valley drainage catchment
 - Relatively less expensive approach
- c. Other Considerations
 - Preserve the integrity of Victoria Harbour
 - Retain the existing water body as an amenity area
 - Retain cultural value of the runway
 - Pose connectivity issue between Kowloon Bay and the runway
 - Require recurrent sediment treatment (low recurrent cost)
 - Technical difficulties to provide development over the 600m opening in the runway



KTAC: “Non-Reclamation” approach

Under the “no-reclamation” scenario, the preliminary technical assessments indicate that the water body in KTAC could only be retained for amenity purpose. Because of the varied water pollution sources in KTAC, even after the adoption of the recommended mitigation measures stated above, it would still not be able to meet the water quality standards required for water-based recreational activities in the foreseeable future. With the “no reclamation” scenario as the starting point of this Study, the non-reclamation approach for KTAC is incorporated in all the OCPs to demonstrate possible land use proposals in the surrounding areas.

It should, however, be noted that the reclamation option cannot be ruled out at this stage as the complicated environmental problems in KTAC required detailed technical assessments to ascertain the cost-effectiveness of necessary mitigation measures. The preliminary findings of the “Reclamation” approach are summarized as follows:

- a. Mitigation Measures
 - Reclamation of KTAC
 - Construct wide culvert to divert discharges from Kai Tak Nullah into Kowloon Bay
- b. Implementation Cost
 - Reclamation including necessary ground treatment
 - Piled culvert through reclamation and the associated outfall and desilting facilities
 - Relatively more expensive approach
- c. Other Considerations
 - **Subject to “over-riding public need” test for harbour reclamation**
 - Remove odour problem constraining surrounding development sites
 - Provide extra land to improve connectivity and open space provision
 - Wide drainage culverts constraining development in reclaimed KTAC
 - Incur high recurrent cost for drainage culvert maintenance
 - Require treatment of biogas in reclaimed land to reduce safety risk



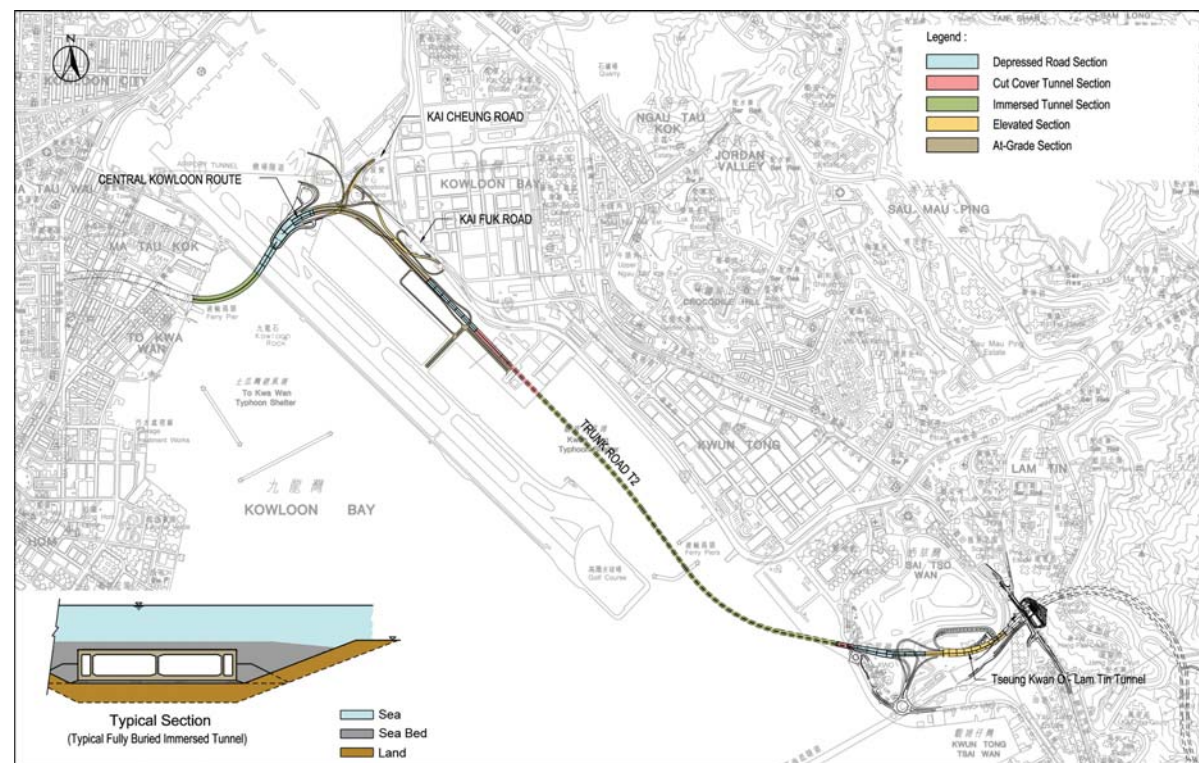
KTAC: “Reclamation” approach

2. RECLAMATION ISSUES

Transportation

The proposed Central Kowloon Route (Kowloon Bay section) (CKR) and Trunk Road T2 will form the new strategic road link connecting West Kowloon with East Kowloon, as part of the future Route 6 which terminates at Tseung Kwan O. These strategic road links will be connected to Kai Tak by various local distributors.

The CKR (Kowloon Bay section) and Trunk Road T2 are proposed to be built in the form of an immersed tunnel. Subject to detailed design, these highway projects may not require reclamation.

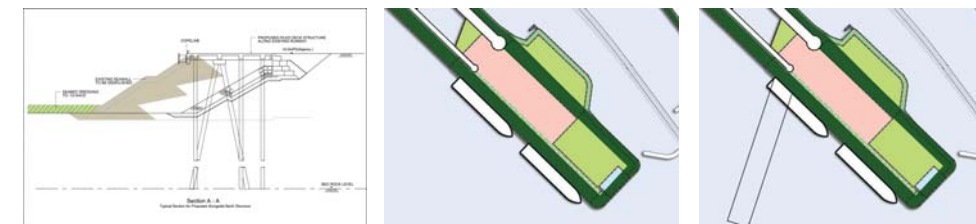


Strategic Road Network

Cruise Terminal

According to the Consultancy Study on Cruise Terminal Facilities Development for Hong Kong (2004), Hong Kong will require an additional cruise berth in the medium term and one to two additional berths in the longer term to cater for the growth in the cruise industry.

Under this Study, two along-side cruise berths (which do not require reclamation) will be incorporated into the OCPs to demonstrate the land use options. Subject to future demand, there is also the flexibility of providing the third berth by constructing a finger pier at the location of the second berth. The finger pier nevertheless will involve harbour reclamation and **is subject to the "over-riding public need" test.**



Proposed edge structure for alongside berthing

2 alongside berths

Potential finger pier for the third berth

Waterfront Promenade

Since waterfront promenade may not justify reclamation in the Harbour Area, it is proposed to pursue a continuous promenade around Kai Tak and its adjoining area through measures such as setback from existing waterfront developments upon their redevelopment, and long-term decommissioning of the Kwun Tong and Cha Kwo Ling Public Cargo Working Areas. As for the proposed refuse transfer station, which requires waterfront access, continuous access would need to make use of the footpath along Cha Kwo Ling Road to connect back to the waterfront at Yau Tong Bay.



Continuous Waterfront Promenade

3. VISION, PLANNING PRINCIPLES AND DESIGN CONSIDERATIONS

The Study has reviewed existing visions and planning principles for harbourfront development:

- Hong Kong 2030: Planning Vision and Strategy
- Town Planning Board Vision Statement for Victoria Harbour
- HEC Harbour Planning Principles
- Planning Study on the Harbour and Its Waterfront Areas
- Urban Design Guidelines for Hong Kong
- Sustainability Principles

After taking into account the public views gathered, the following vision statement, planning principles and development themes for Kai Tak have been put forth for public discussion before adoption.

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 for sustainable and environmentally friendly development
- Designing Kai Tak as Hong Kong's showcase for good landscaping and urban design
- Designing Kai Tak as a hub for sports, recreation, tourism, entertainment and quality housing
- Maximizing waterfront for public enjoyment
- Respecting the heritage value of the ex-Kai Tak Airport
- Integrating Kai Tak with its surrounding
- Providing opportunities for revitalizing the surrounding districts

Development Themes

- Sustainable City
- Business, Tourism and Heritage
- Sports and Recreation



Key Development Components

With the Government's policy support, the following key development components have been incorporated in the OCPs.

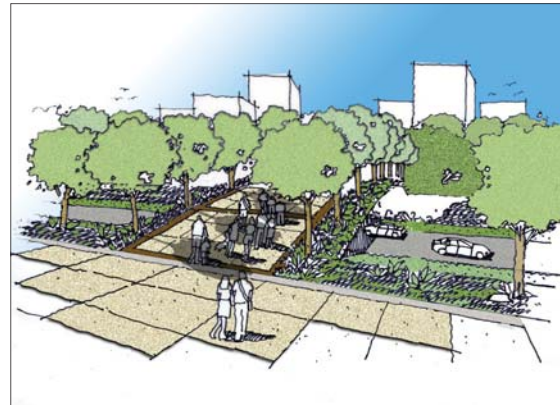
- Cruise Terminal
 - one berth in medium term
 - one to two additional berths in long term
- Cross-boundary Heliport
- Multi-purpose Stadium (23.5 ha)
 - Main stadium : 45,000 seats, with retractable roof
 - Secondary stadium : 5,000 seats
 - Sports arena : 4,000 seats with swimming pool and ball courts
- Shatin-to-Central Link (SCL)
 - OCPs to explore scenarios with one or two station(s) in Kai Tak
 - Depot (4.2ha)
- Central Kowloon Route and Trunk Road T2
- Public Housing Sites (9 ha)
- Metro Park (at least 10 ha)
- Refuse Transfer Station



3. VISION, PLANNING PRINCIPLES AND DESIGN CONSIDERATIONS

Major Urban Design and Landscape Considerations

- Ridgeline Protection
 - Preserve 20% of Kowloon Ridgeline as viewed from two strategic points: Quarry Bay Park and Hong Kong Convention and Exhibition Centre in Wan Chai
- Visual Corridor/View towards
 - Lion Rock
 - Fei Ngo Shan
 - Lei Yue Mun
 - Mount Parker
- Visual Anchors
 - Multi-purpose Stadium
 - Cruise Terminal
- Harbourview penetration from
 - Inland of Kowloon
 - Proposed development at Kai Tak



- Open Space Network
 - Primary open space : Metro Park, waterfront promenade
 - Secondary open space : Sung Wong Toi Park, Runway Park, park within stadium etc
 - Tertiary open space : local open space, residential gardens, landscape decks, roof gardens etc
- Interface with Neighbouring Areas
 - Open space and promenade for green relief and public enjoyment
 - Enhance connectivity and accessibility to waterfront
 - Activity focuses as catalysts for revitalization
 - Echo the existing urban fabric
- Enhancement to Local Environment
 - Create south-east to north-west breezeways to improve air ventilation in Kai Tak and the hinterland using roads, green links and open space
 - Enhance greenery including streetside planting



Lion Rock



View from Quarry Bay Park



4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Three Outline Concept Plans (OCPs) with different development themes are prepared. The previous Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development (2001) has planned for 260,000 population and 75,000 employment. With “no-reclamation” as the starting point and taking into account considerations such as urban design and recommendation of Team Clean, the scales of development under the present three OCPs have been reduced. These OCPs serve to facilitate public comments as inputs to the future preparation of a Preliminary Outline Development Plan (PODP). The PODP will incorporate the beneficial components or concepts of the three OCPs. The public is welcome to offer comments on individual concepts shown in different plans instead of selecting one plan from the three.

Concept Plan 1 : City in the Park

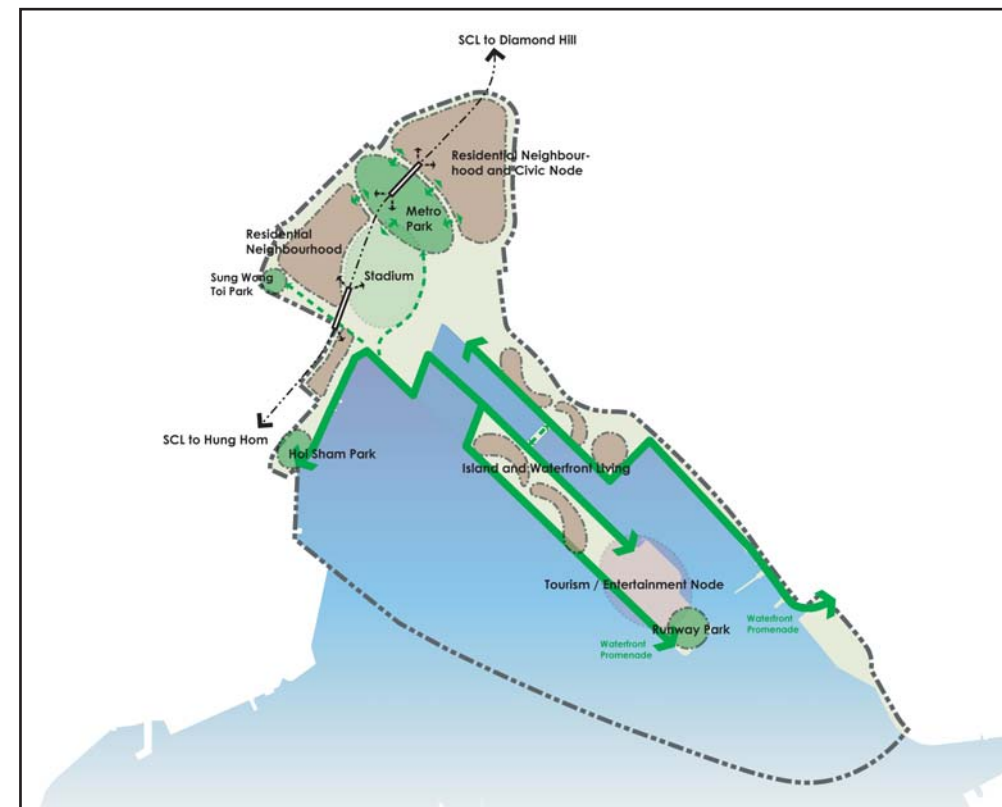
To develop a quality living district in a park-like environment

Being the largest undeveloped area by Victoria Harbour, Kai Tak offers a rare opportunity for elegant waterfront residential development, enriched by quality recreational and commercial facilities. It will also act as a catalyst for the regeneration of the surrounding districts.

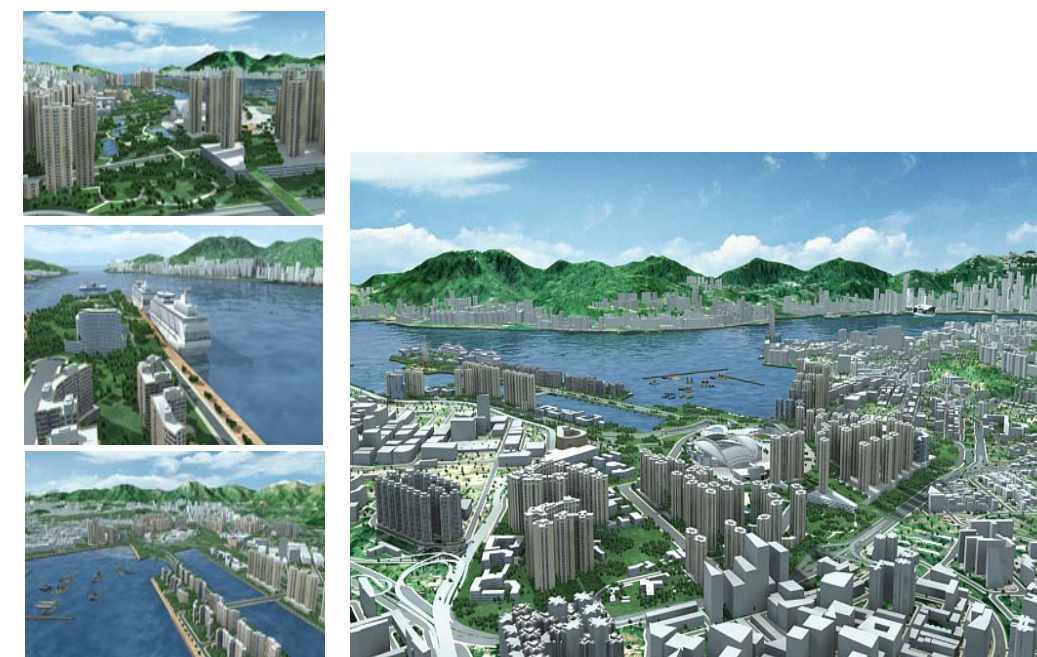
Concept 1 seeks to fully capture the unique configuration of Kai Tak to create two distinct areas of pleasant living: A high-density and high-rise residential/stadium district is planned at the heart of North Apron Area to optimize the provision of two railway stations. Mid-rise and medium density residential developments are planned on the distinctive runway island, overlooking Kai Tak Approach Channel as well as Victoria Harbour. Similar to the other concepts, a 600-m gap is planned beneath the runway to enhance water circulation at Kai Tak Approach Channel.

The following distinctive concepts in this Concept Plan will be further elaborated in the “Concept We Share” section.

- *Kai Tak Metro Park* - forming a central park across North Apron
- *High Density Residential Development* - fronting onto the Sports Stadium and next to SCL Stations
- *Island & Waterfront Living* – residential clusters on the runway island
- *Cruise Terminal-Cum-Tourism Node* - with 2 alongside berths for cruises and retail/entertainment/hotel uses
- *Kai Tak Boulevard* – distinctively designed thoroughfare along the runway to honour the aviation history of Kai Tak and a runway park with facilities on aviation or other themes is proposed at the runway end
- *Harbour-front Promenade and Park Network* –from To Kwa Wan to Kwun Tong along the harbourfront and also throughout the study area
- *Pedestrian Kai Tak* – pedestrian connections of various forms and settings



Concept Diagram : City in the Park



4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concept Plan 1 : City in the Park



Kai Tak Metro Park



High Density Residential
Development fronting Stadium
and next to SCL Stations



Island and Waterfront Living



Cruise Terminal-Cum-Tourism Node

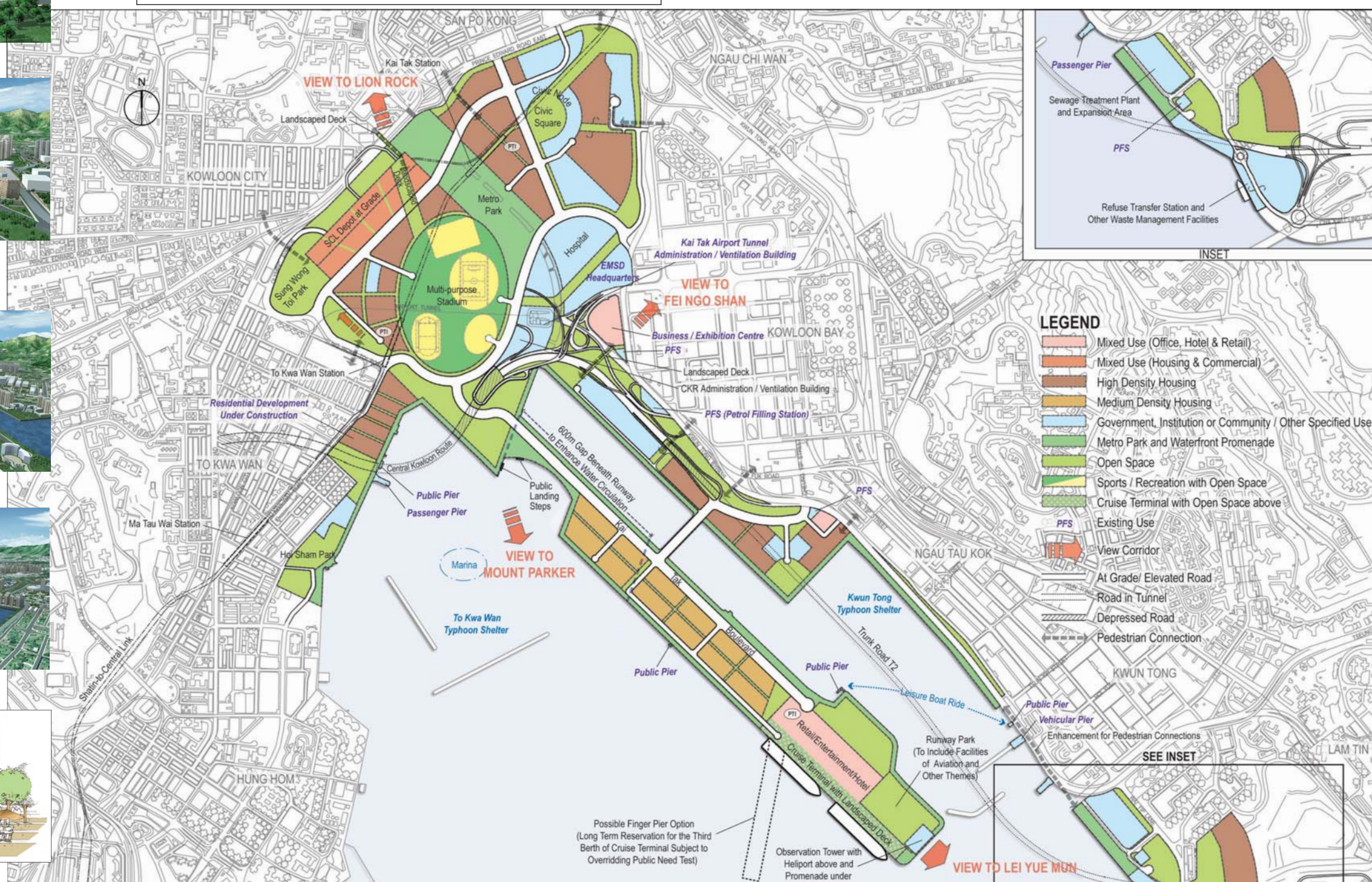
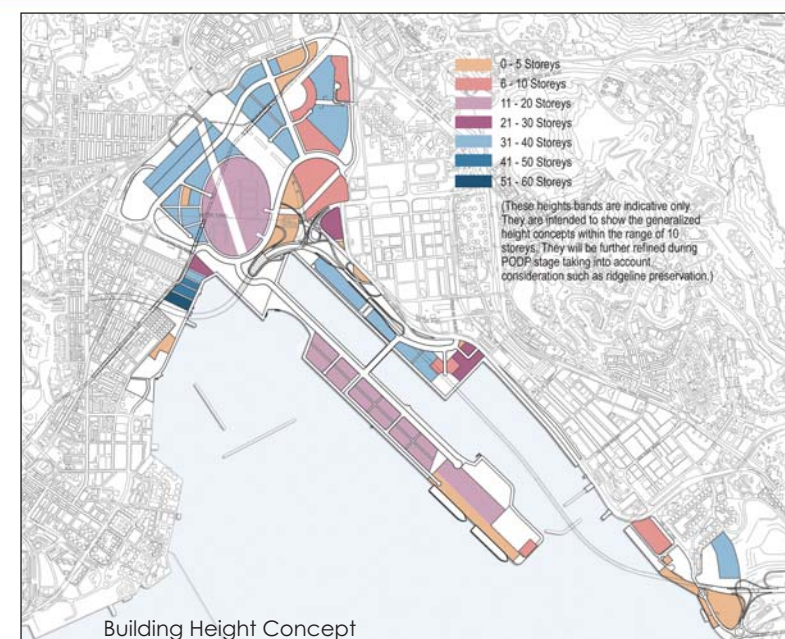


Harbour-front Promenade

Population: 128,000
Employment: 32,000

Domestic Plot Ratio
New Development Area: 4 to 5
Existing Development Area
(Ma Tau Kok & South Apron End): 5 to 7.5
Public Housing Sites: 5.5 to 6.3
No. of Flats: 46,000

Non-domestic Plot Ratio
Existing Development Area: 12
Office GFA: 187,000 m²



4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concept Plan 2 : Kai Tak Glamour

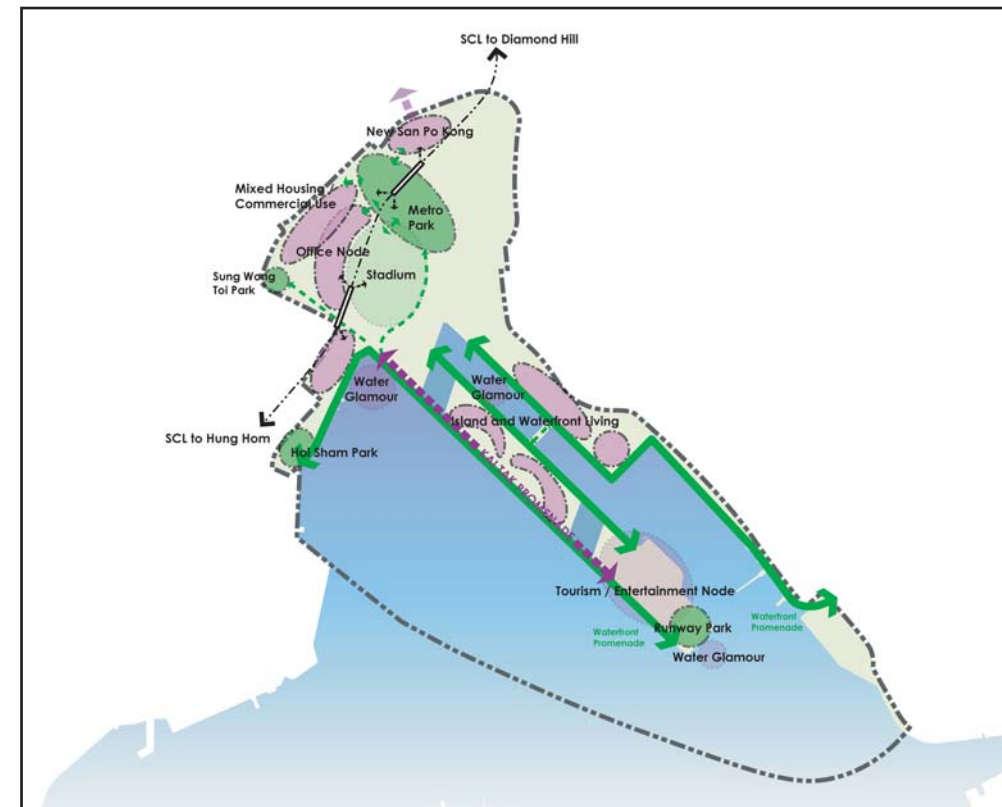
To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

The aviation history of Kai Tak is not only part of the precious collective memory of the Hong Kong community, but has also been of significance to the economic growth of the territory.

Building on this distinctive past of the place, Concept 2 seeks to regenerate and further manifest the glamour of Kai Tak by promoting an iconic and vibrant waterfront metropolitan district, which exhibits the energy and dynamism of Hong Kong. The linear ex-runway provides the platform along which a series of activities are planned: from the high-rise landmark office/stadium developments in North Apron, to the characteristic residential runway island, to a cruise terminal/tourism node at the runway end. An animated Kai Tak Promenade, waterfront fountain shows and water curtain film show at Kai Tak Approach Channel will altogether celebrate the glamour of Kai Tak.

The following distinctive concepts in this Concept Plan will be further elaborated in the "Concept We Share" section.

- *Kai Tak Metro Park* - forming a central park across North Apron
- *Premier Office Node* - facing the Harbour and next to SCL Station
- *New San Po Kong* - mixed commercial area adjacent to San Po Kong serving as the new gateway of Kai Tak and a catalyst for regeneration
- *Island & Waterfront Living* - residential clusters on the runway islands
- *Water Glamour* - water fountain and water curtain film show at the waterfront of Ma Tau Kok and Kai Tak Approach Channel
- *Cruise Terminal-Cum-Tourism Node* - with 2 berths for cruises and retail/entertainment/hotel uses
- *Kai Tak Promende* - runway promenade with historical displays and cultural activities and a runway park with facilities of aviation or other themes is proposed at runway end
- *Harbour-front Promenade and Park Network* - from To Kwa Wan to Kwun Tong along the harbourfront and also throughout the study area
- *Pedestrian Kai Tak* - pedestrian connections of various forms and settings



Concept Diagram : Kai Tak Glamour



4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concept Plan 2 : Kai Tak Glamour

Population: 97,000
Employment: 75,000

Domestic Plot Ratio

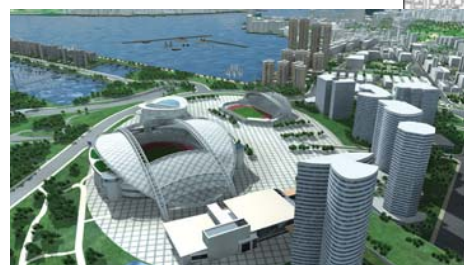
New Development Area: 3 to 5
Existing Development Area:
(Ma Tau Kok & South Apron End): 4 to 7.5
Public Housing Sites: 5.5 to 6.3
No. of Flats: 33,000

Non-domestic Plot Ratio

(Mixed Use (Office, Hotel & Retail) only,
excluding Cruise Terminal Tourism Node)
New Development Area: 9.5
Existing Development Area: 12
Office GFA: 781,000 m²



Kai Tak Metro Park



Premier Office Node



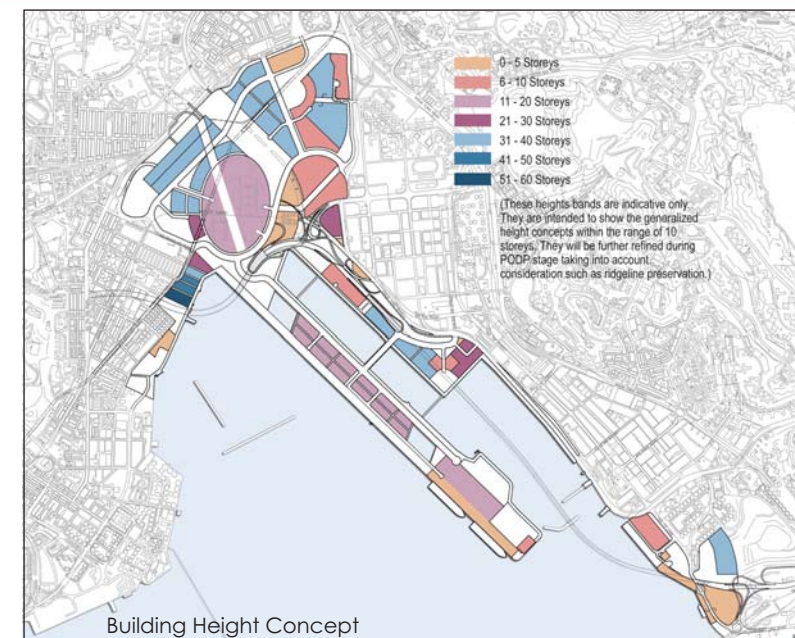
Island and Waterfront Living



Cruise Terminal-Cum-Tourism Node



Kai Tak Promenade



Building Height Concept



LEGEND

- Office
- Mixed Use (Office, Hotel & Retail)
- Mixed Use (Housing & Commercial)
- High Density Housing
- Medium Density Housing
- Government, Institution or Community / Other Specified Use
- Metro Park and Waterfront Promenade
- Open Space
- Sports / Recreation with Open Space
- Cruise Terminal with Open Space above
- Existing Use
- View Corridor
- At Grade/ Elevated Road
- Road in Tunnel
- Depressed Road
- Pedestrian Connections

4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concept Plan 3 : Sports by the Harbour

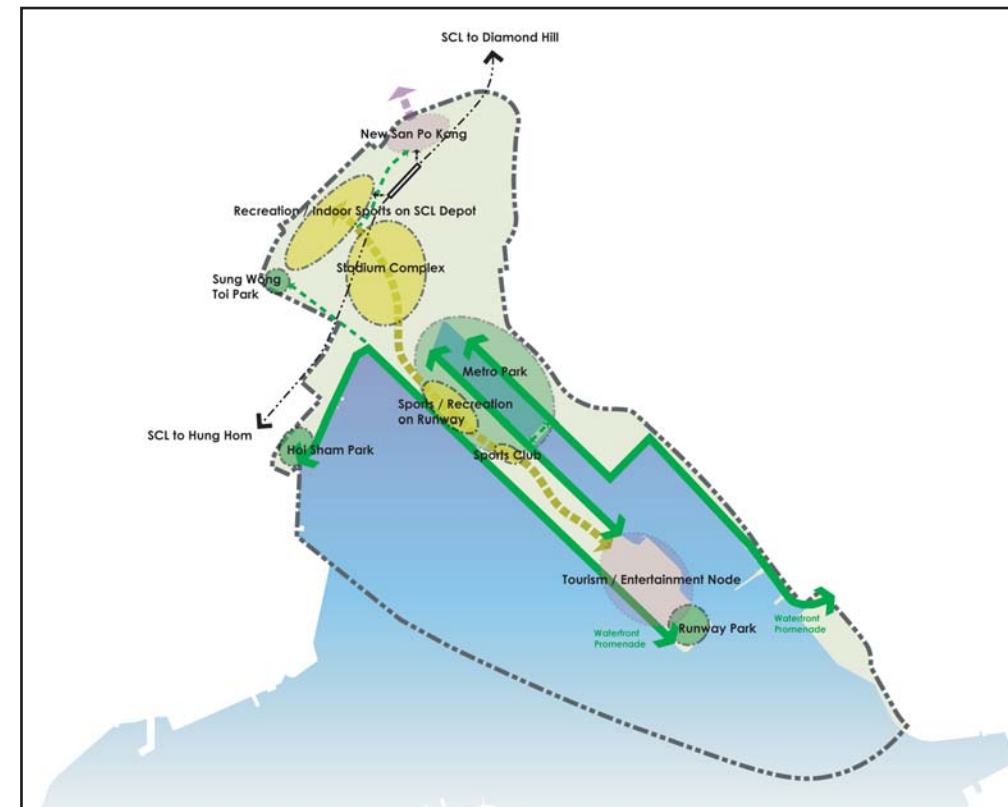
To promote Kai Tak as a sports and recreation hub

Located by the harbourfront, Kai Tak is well positioned to be developed into a vivacious sports and recreation hub for East Kowloon as well as for the territory.

To complement the overall sports and recreation theme of Concept Plan 3, the land use/urban design framework seeks to create residential neighbourhoods of human scale around recreation facilities to reinforce an image of a green and lively urban district. Establishing wider connections via the open space network to surrounding districts will reinforce Kai Tak as a major recreational centre. A lower development density is adopted to achieve a leisurely atmosphere.

The following distinctive concepts in this Concept Plan will be further elaborated in the “Concept We Share” section.

- *Sports City* - integrated commercial, sports and recreation belt with the multi-purpose stadium as its anchor
- *New San Po Kong* - mixed commercial area adjacent to San Po Kong serving as the new gateway of Kai Tak and a catalyst for regeneration
- *Recreation Depot* – indoor and outdoor sports and recreation use above and adjacent to SCL depot
- *Kai Tak Recreation Ground* – hub of air navigation related sports and recreation activities
- *Victoria Harbour Cycle Track* – a network of cycle track linking up the green space on the runway
- *Cruise Terminal-Cum-Tourism Node* - with 2 berths for cruises and retail/entertainment/hotel uses
- *Environmental Education Metro Park* - on land around Kai Tak Approach Channel
- *Harbour-front Promenade (including Kai Tak Promenade) and Park Network* - from To Kwa Wan to Kwun Tong along the harbourfront and also throughout the study area and a runway park with facilities of aviation or other themes is proposed at the runway end
- *Pedestrian Kai Tak* – pedestrian connections of various forms and settings



Concept Diagram : Sports by the Harbour



4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concept Plan 3 : Sports by the Harbour

Population: 69,000
Employment: 56,000

Domestic Plot Ratio

New Development Area: 2 to 4

Existing Development Area:

(Ma Tau Kok & South Apron End): 4 to 7.5

Public Housing Sites: 5.5 to 6.3

No. of Flats: 24,000

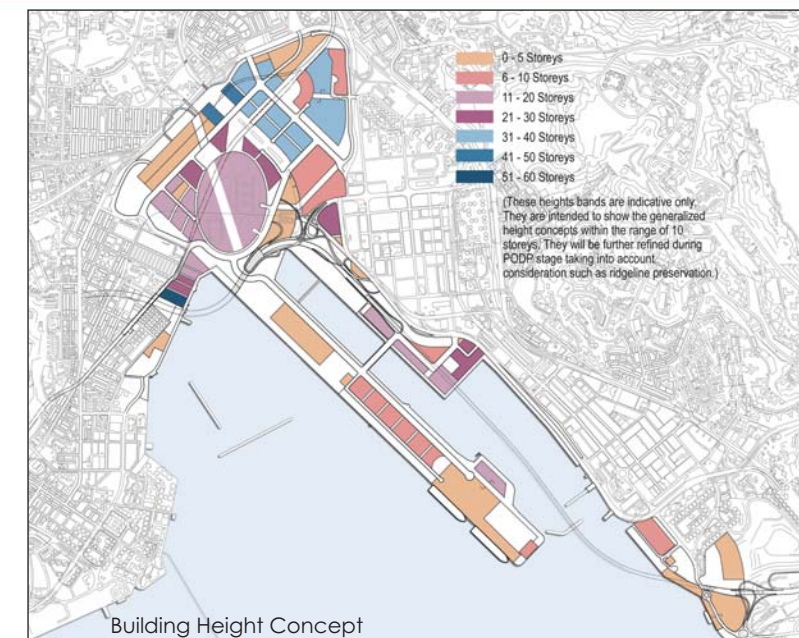
Non-domestic Plot Ratio

*(Mixed Use (Office, Hotel & Retail) only,
excluding Cruise Terminal Tourism Node)*

New Development Area: 9.5

Existing Development Area: 12

Office GFA: 395,000



Sports City



Recreation Depot



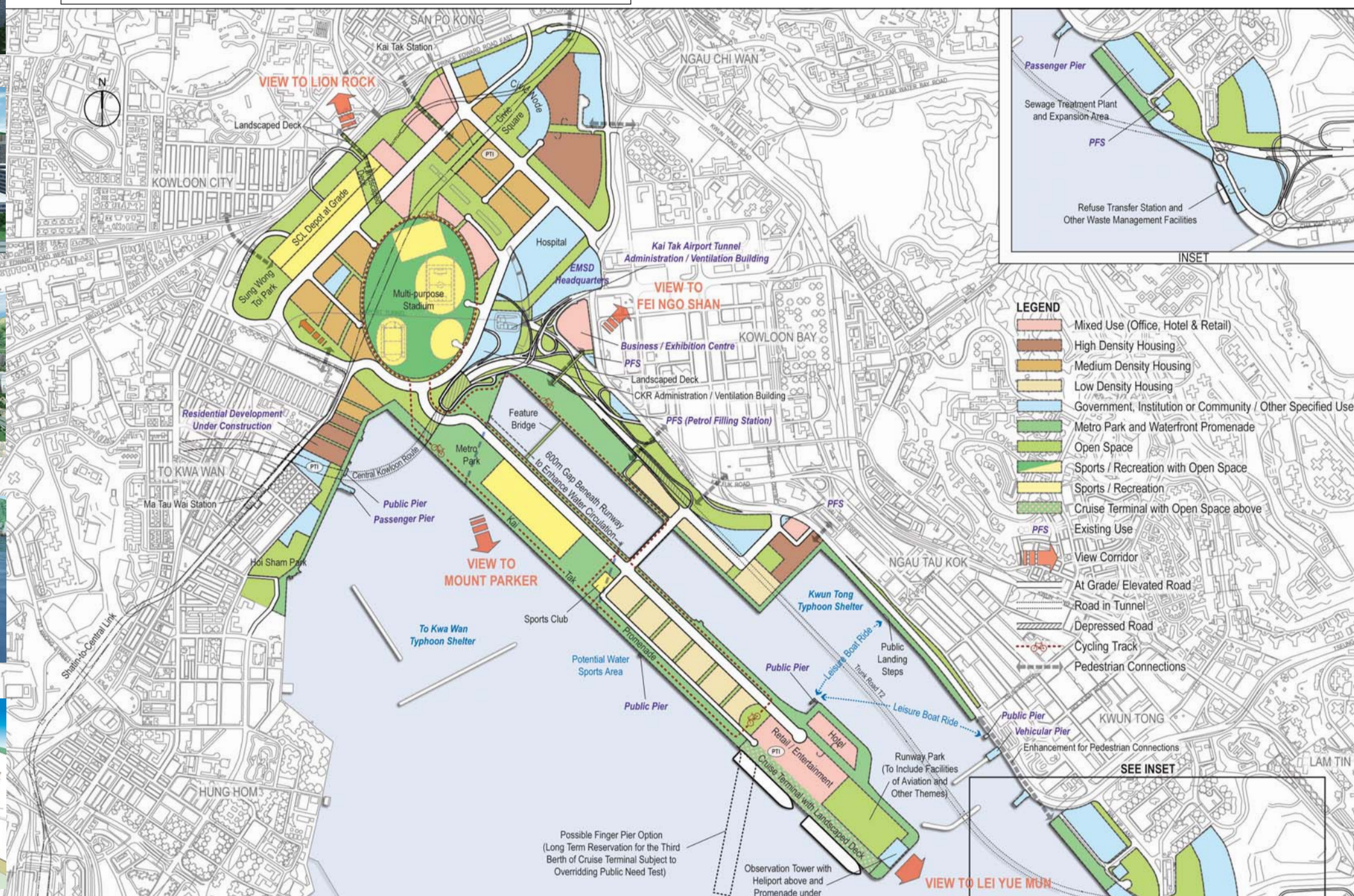
Kai Tak Recreation Ground



Cruise Terminal-Cum-Tourism Node



Environmental Education Metro Park



4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Land Use Budget of the Outline Concept Plans

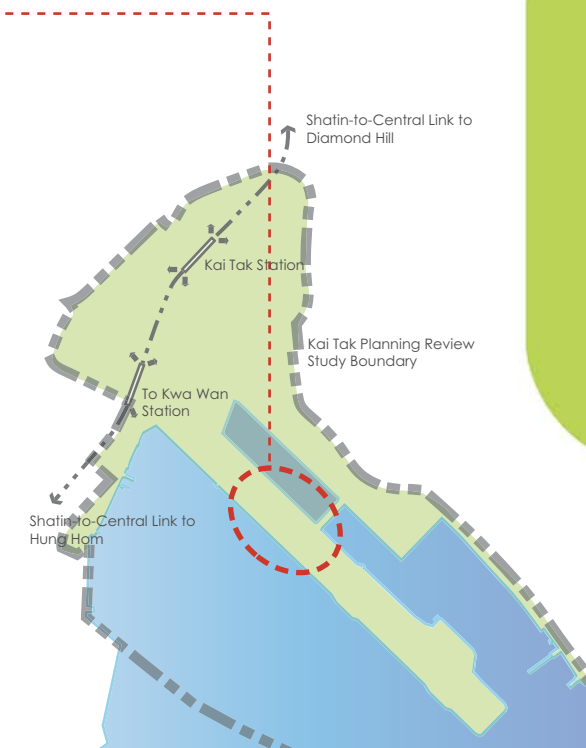
Proposed Land Uses	Area (in ha)					
	Concept 1		Concept 2		Concept 3	
Office	-	-	3	0.9 %	-	-
Mixed Use (Office, Hotel & Retail)	10	3.1%	20	6.1%	19	5.8%
Mixed Use (Housing & Commercial)	9	2.7%	5	1.5%	-	-
High Density Housing	41	12.5%	33	10.1%	14	4.2%
Medium Density Housing	17	5.2%	10	3.1%	18	5.5%
Low Density Housing	-	-	-	-	13	4%
G/IC Other Specified Use	45	13.7%	42	12.8%	43	13.1%
Metro Park, Runway Park & Waterfront Promenade	42	12.8%	48	14.6%	50	15.2%
District & Local Open Space	56	17.1%	64	19.5%	54	16.5%
Proposed Multi-purpose Stadium (including open space)	24	7.3%	24	7.3%	24	7.3%
Sports / Recreation	-	-	-	-	16	4.9%
Cruise Terminal	5	1.5%	5	1.5%	5	1.5%
Road Network, Amenity Area & Green Belt	79	24.1%	74	22.6%	72	22%
Total:	328	100%	328	100%	328	100%

Concepts We Share

The following key concepts under Concept Plans 1 to 3 are highlighted for public's appreciations and comments:

Island & Waterfront Living

- Waterfront housing at the ex-runway under Concept Plans 1-3
- Unique linear form of the runway maintained under Concept Plan 3
- One/two water gap(s)/bodi(es) provided across the runway to create an interesting island living atmosphere within the breathtaking Victoria Harbour under Concepts 1-2
- High quality housing to enliven the outermost facade of Kowloon Peninsula
- Continuous promenade in front of the housing sites linking To Kwa Wan, South Apron, Kwun Tong and further to Cha Kwo Ling
- Total land area involved : about 8 ha to 15 ha under various concepts
- Total domestic GFA assumed: about 164,000m² to 608,000m² under various concepts
- Total no. of population estimated: about 3,700 to 14,000 under various concepts

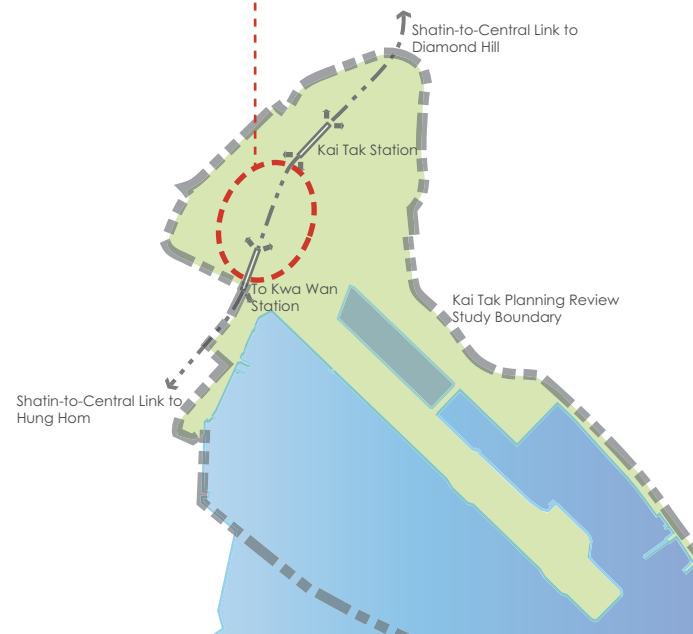


4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concepts We Share

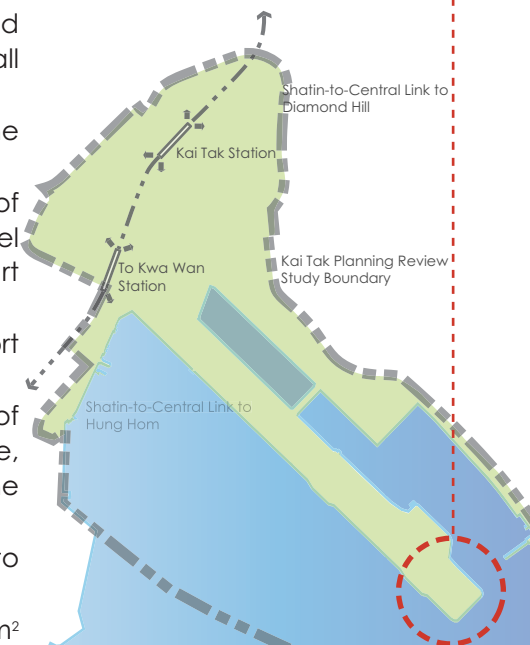
Premier Office Node

- A new premier office node on Concept Plan 2 at the western corner of the North Apron Area
- Capturing the benefit of an additional railway station for To Kwa Wan
- Well integrated with the mixed commercial belt to the north
- Creating the mutually complementary components of the proposed stadium
- Forming a distinctive landmark in Kai Tak, with the Lion Rock ridgeline as its dramatic backdrop
- Total Office GFA in Kai Tak : about 781,000m²



Cruise Terminal and Tourism Node

- Cruise Terminal and the associated Tourism Node planned under all Concept Plans
- Landscape deck on top of the terminal building
- A Tourism Node composed of a mix of retail, entertainment and hotel development forming an integral part of the Cruise Terminal
- An Observation Tower with heliport above at the runway tip
- Commanding spectacular seaview of the Victoria Harbour and, as a whole, forming the seaside landmark of the future Kai Tak Development
- Total land area involved: about 12 to 13 ha under various concepts
- Total GFA assumed: about 210,000m² under various concepts
- Total no. of hotel room estimated: about 570 under various concepts
- Total no. of job estimated: about 5,300 - 6,000 under various concepts

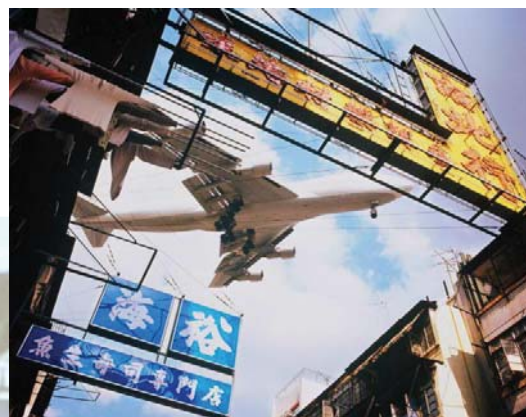
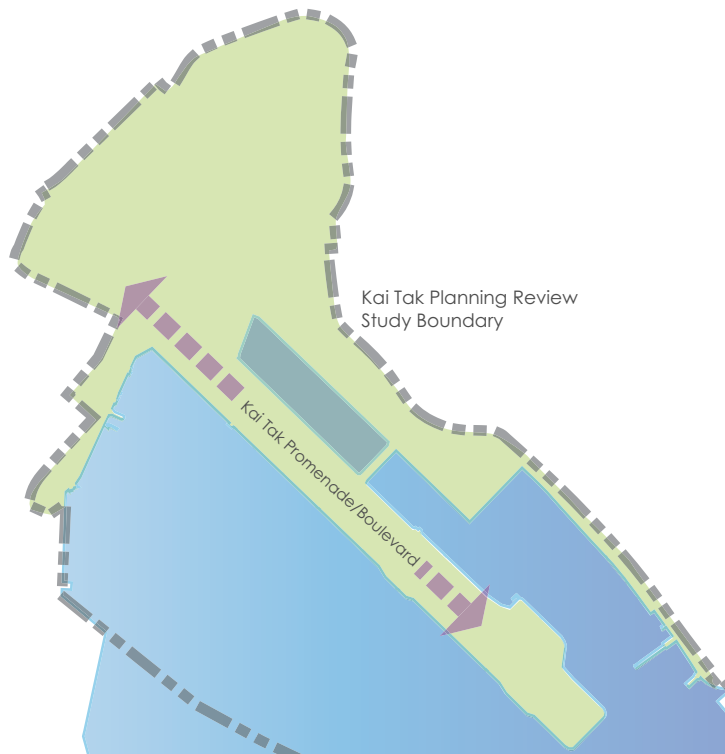


4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concepts We Share

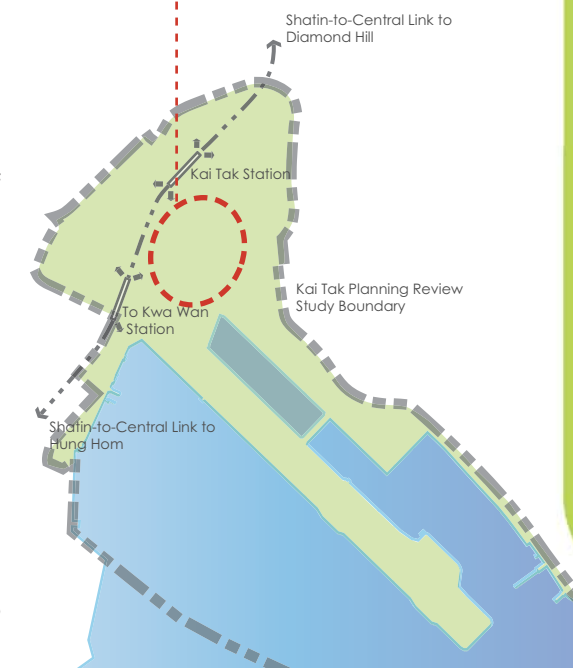
Kai Tak Promenade/Boulevard

- Kai Tak Promenade/Boulevard of different urban design concepts are planned under all concept plans to pay tribute to the aviation history of Kai Tak:
- Concept Plan 1 - a thoroughfare by the side of Kai Tak Approach Channel. Roadside design and furniture will be designed with historical flavour to remind visitors of the former airport runway (e.g. airplane sculptures).
- Concept Plan 2 - a vibrant 50m wide harbourfront promenade, designed with historical collections of Kai Tak, such as airplanes of old models, old pictures, photos and maps, and animated by shopfronts. It is also a potential venue for cultural activities such as parades, performances and carnivals.
- Concept Plan 3 - a 50m wide harbourfront promenade designed for passive and active recreation such as jogging and cycling. The entire linear runway is maintained under Concept 3 to preserve the significance of the runway heritage.
- A Runway Park with facilities of aviation or other themes is planned at the runway tip to highlight the heritage of Kai Tak under all Concept Plans



Sports City

- Incorporated under all Concept Plans
- Multi-purpose stadium as the key component
- Sizeable venue for international and local sports events, sports training, performance and gathering
- Commercial uses within the stadium complex to enhance the vibrancy of the stadium and its financial viability
- Commercial cluster at the northern end of the stadium to benefit from the pedestrian flow brought by the recreational facilities from San Po Kong, Kowloon City and the proposed Kai Tak Railway Station
- Free public access to its landscaping area and other facilities to maximize the enjoyment of the stadium complex by the community
- Total land area involved from 24 to 28 ha under various concepts



Comprehensive Recreation Development over Depot

- An indoor and outdoor recreational ground is planned on top of and adjacent to the SCL depot to the north-west of the stadium, under Concept Plan 3
- Accommodating a mix of recreation and entertainment uses such as go-carting, mini-golfing or ski training
- Connection to the elevated pedestrian linkage to Kowloon City and the rest of the Kai Tak development through the podium structure involved
- Total land area involved : about 9.1 ha
- Total GFA assumed (excluding depot) : about 91,000 m²
- Total no. of job estimated(excluding depot) : about 2,200

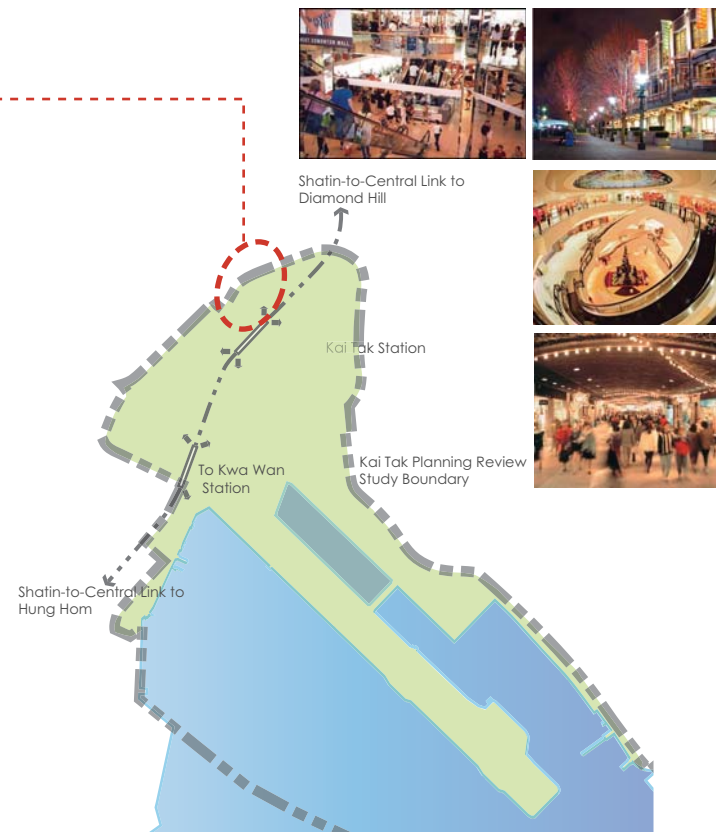


4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Concepts We Share

New San Po Kong

- A cluster of mixed commercial uses (including office, retail and hotel) at the northern end of Kai Tak under Concept Plans 2 and 3
- A gateway to Kai Tak from San Po Kong and Kowloon City
- A catalyst to accelerate the regeneration of the adjacent district
- Proximity of the SCL Kai Tak station to enjoy high public accessibility
- Linked to the south to another commercial cluster located at the northern apex of the stadium
- Total land area involved from 2.5 to 3.2 ha under various concepts



Harbour-front Promenade and Park Network

- A comprehensive provision of parks, gardens, civic squares, waterfront promenade and green connectors under all the Concept Plans
- Providing continuous promenade as a requirement for future redevelopments of the old properties along the To Kwa Wan waterfront.
- Waterfront promenade planned along the runway along the Kowloon Bay waterfront.
- Landscape deck provided on top of the Cruise Terminal
- Converting Kwun Tong and Cha Kwo Ling waterfront into a promenade with the decommissioning of the related public cargo working areas



Metro Parks

- Different forms of Metro Park proposed under different Concept Plans taking into consideration the development themes and land use arrangements involved.
- Kai Tak Metro Park (14 ha) in Concept Plans 1 and 2, in the North Apron Area beside two distinctive and high-density development clusters
- A 200m wide central greenery corridor extending from Kowloon City as the main breezeway and recreation spine for the new city.



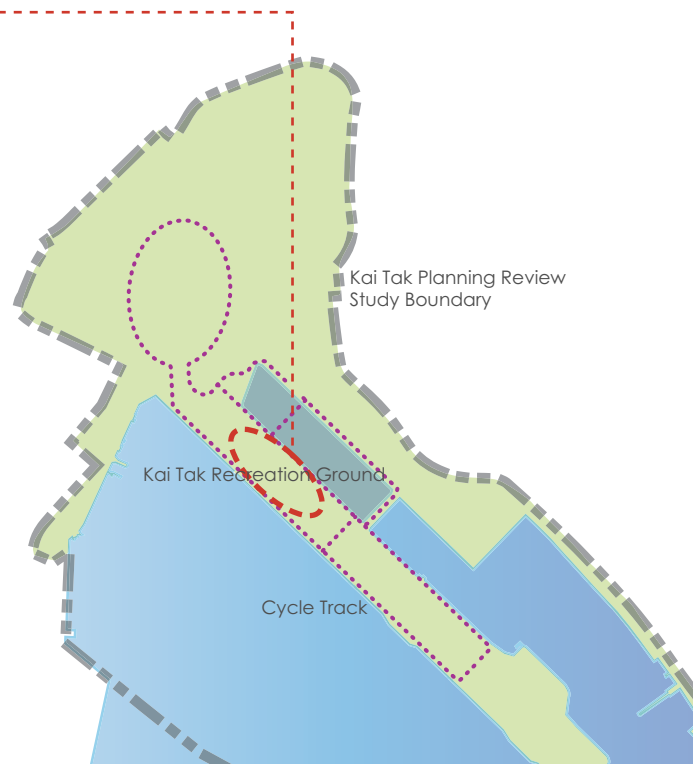
- Environmental Education Metro Park (24 ha) in Concept Plan 3 at the northern sections of the South Apron Area and the Runway
- Embracing the northern section of the revitalized Kai Tak Approach Channel, which could in turn be incorporated into the comprehensive design of the park
- Demonstrating the community's effort to tackle the old-time water pollution problems in Hong Kong



4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Kai Tak Recreation Ground / Victoria Harbour Cycle Track

- An outdoor sports and recreational ground within the Metro Park in northern Runway under Concept Plan 3
- Potential for aviation-related recreational activities such as tethered-ballooning and aeromodelling reflecting the history of Kai Tak
- Adjacent water area for water sports such as dragon-boat racing, rowing, boating and wind-surfing subject to further assessments
- A cycle track to route around the central core of Kai Tak, and a sports club centre may be provided for training purpose
- Total land area involved : about 6.4 ha



Pedestrian Kai Tak

- Convenient and pedestrian friendly connections in Kai Tak
- Interfacing with old urban areas, accessibility to waterfront and crowd dispersion from the Stadium are of critical concerns
- Multi-function provisions like landscaped decks, retail footbridge, and elevated connections on landscaped bunds under further investigation



Towards Sustainable Development

A preliminary sustainability assessment has been conducted. It shows that all OCPs should generate economic benefits in terms of the creation of business and employment opportunities. The provision of cruise terminal and other tourism/entertainment facilities as well as the preservation of Kai Tak heritage are expected to contribute positively to tourism development in Hong Kong.

In terms of society and social infrastructures, all OCPs would contribute to the housing supply in the territory and act as a catalyst for urban regeneration. It would also improve the urban design quality and create a distinct identity of the area, and would provide community facilities to meet the needs of a diversity of user groups.

The provision of the multi-purpose stadium, an easily accessible waterfront, Metro Park, an extensive open space and other heritage preservation measures in OCPs would enhance the cultural and recreational vibrancy of Hong Kong. The planned strategic railway and road links are also conducive to improving mobility in the area.

The OCPs have contributed to enriching natural resources in Hong Kong by providing significant public open spaces by Victoria Harbour. Nevertheless, with the planned development and population, impacts on waste generation as well as energy and water consumption are envisaged. Similarly there are also potential environmental impacts in terms of air quality and noise level.

The relative performance of OCPs by key indicators is shown in the following table. Further sustainability assessment will be conducted during the next stage when the PODP is prepared.

Key Indicators	Concept 1	Concept 2	Concept 3
Economy			
- employment creation, business opportunities, tourism promotion, land revenue	B	A	B
Natural Resources			
- wastes, water and energy consumption, landscape resources	D	C	B
Society and Social Infrastructure			
- housing provision, urban regeneration catalyst, community facilities provision, urban design quality	B	B	B
Leisure and Cultural Vibrancy			
- cultural heritage, open space, recreational and cultural facilities	B	A	A
Environmental Quality			
- air quality, noise, water quality	D	D	C
Mobility			
- travel distance, travel speed	B	B	B

A – very high performance
B – high performance
C – medium performance
D – low performance

5. YOUR VIEWS ARE IMPORTANT

1. What are your views on the planning vision, development themes and development concepts set out in this digest?
2. What are your preference and the reasons for supporting certain land use proposals?
3. Do you have any other ideas on the land use proposals?
4. Do you have any comments on the land use/ urban design framework?

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. You may also fill in the on-line questionnaire via the Study website.

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 6 January 2006 would be appreciated.

Stage 2 Public Participation of Kai Tak Planning Review will be conducted from November 2005 to January 2006. We have arranged a number of public engagement activities during this period and we sincerely invite you to join the events in the following programme.

公眾論壇 Public Forum

日期：二零零五年十一月十九日（星期六）
時間：下午二時三十分至五時正
地點：OGC 哥爾夫球城，啟德角
(前啟德機場跑道末端)

* 屆時將有免費穿梭巴士往返德輔道中二期交匯處

Date: 19.11.2005 (Saturday)
Time: 2:30 pm to 5:00 pm
Venue: OGC Golf City, Kai Tak Point
(at end of ex-Kai Tak Airport Runway)

* Free Shuttle Bus would be arranged at the interchange of Telford Plaza Phase 2

地區論壇 (一) District Forum (1)

日期：二零零五年十一月二十六日（星期六）
時間：下午二時三十分至五時正
地點：九龍 何文田 佛光街80號
何文田廣場地下

Date: 26.11.2005 (Saturday)
Time: 2:30 pm to 5:00 pm
Venue: G/F, Ho Man Tin Plaza,
80 Fat Kwong Street,
Ho Man Tin, Kowloon

地區論壇 (二) District Forum (2)

日期：二零零五年十二月二日（星期五）
時間：下午二時三十分至五時正
地點：九龍 樂富 樂富中心一期平台

Date: 2.12.2005 (Friday)
Time: 5:30 pm to 8:00 pm
Venue: Performance Stage,
Phase 1, Lok Fu Shopping Centre,
Lok Fu, Kowloon

地區論壇 (三) District Forum (3)

日期：二零零五年十二月十日（星期六）
時間：下午二時三十分至五時正
地點：九龍 佐敦谷 彩霞路五十五號
彩霞居地下多用途會堂(眾樂樂)

Date: 10.12.2005 (Saturday)
Time: 2:30 pm to 5:00 pm
Venue: Multi-Purpose Hall (The Place),
Cheerful Court, 55 Choi Ha Road,
Jordan Valley, Kowloon

專題論壇 (一) - 多用途體育館 Topical Forum (1) - Multi-Purpose Stadium

日期：二零零五年十一月二十八日（星期一）
時間：下午六時至八時正
地點：九龍 尖沙咀 梳士巴利道十號香港文化中心
行政大樓四樓AC2室

Date: 28.11.2005 (Monday)
Time: 6:00 pm to 8:00 pm
Venue: Room AC2, 4/F, Administration Building,
Hong Kong Cultural Centre,
10 Salisbury Road,
Tsim Sha Tsui, Kowloon

專題論壇 (二) - 郵輪碼頭 Topical Forum (2) - Cruise Terminal

日期：二零零五年十二月六日（星期二）
時間：下午二時三十分至四時三十分
地點：九龍 尖沙咀 梳士巴利道十號
香港文化中心行政大樓四樓AC2室

Date: 6.12.2005 (Tuesday)
Time: 2:30 pm to 4:30 pm
Venue: Room AC2, 4/F, Administration Building,
Hong Kong Cultural Centre,
10 Salisbury Road,
Tsim Sha Tsui, Kowloon

專題論壇 (三) - 啟德明渠進口道 Topical Forum (3) - Kai Tak Approach Channel

日期：二零零五年十二月八日（星期四）
時間：下午二時三十分至四時三十分
地點：九龍 尖沙咀 梳士巴利道十號
香港文化中心行政大樓四樓AC1室

Date: 8.12.2005 (Thursday)
Time: 2:30 pm to 4:30 pm
Venue: Room AC1, 4/F, Administration Building,
Hong Kong Cultural Centre,
10 Salisbury Road,
Tsim Sha Tsui, Kowloon

We sincerely invite members of the public to attend the above forums. Pre-registration is highly recommended. Please complete and return the attached registration form.

Disclaimer:

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 organization or company who does not wish its identity to be disclosed, please state so expressly.

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Lands Department

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Mr. Chris Sloan