



12th Meeting

Date: 23 June 2006 (Friday)
Time: 11:30 a.m.
Venue: Conference Room, 4/F, 3 Edinburgh Place, Central, HK

AGENDA

1. Confirmation of Minutes of 11th Meeting
2. Matters Arising
3. Kai Tak Planning Review - Stage 3 Public Participation:
Preliminary Outline Development Plan
[SEKD SC Paper No. 3/06]
4. Kai Tak Planning Review – Programme for Stage 3 Public
Participation: Preliminary Outline Development Plan
[SEKD SC Paper No. 4/06]
5. Any Other Business

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 (the Study).

Background

2. The Kai Tak Planning Review was commissioned in July 2004. The Study has, so far, completed the Stage 1 Public Participation: Community's Vision for Kai Tak in late 2004 and the Stage 2 Public Participation: Outline Concept Plans (OCPs) in late 2005. The Sub-committee was consulted on the proposals putting forward under these programmes on 1.9.2004 and 2.11.2005. The results of these public participation programmes were reported to the Sub-committee on 13.12.2004 and 23.2.2005 and 12.1.2006. Members had provided valuable comments to the study proposals and guidance in the public participation programmes. The Kai Tak Forum organized by the Sub-committee has also strengthened the dialogues between the general public and the Government bureaux/departments and the study consultants over outstanding issues.

3. As agreed in the 11th HEC Sub-committee meeting, informal working sessions were arranged for Members on 29.5.2006 and 5.6.2006 to discuss the initial draft Preliminary Outline Development Plan [PODP] of Kai Tak prepared by the Consultants. A list of the issues raised by Members is attached at **Annex 1**. The development framework and components proposed in the PODP, as requested by Members in the 11th Meeting is at **Annex 2**.

Preliminary Outline Development Plan

4. 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 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.

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

The Proposals

6. 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 & Tourism Developments

7. 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 public aspiration on one hand and various policy initiatives of the Government on the other. A Consultation Digest setting out the proposals of the draft PODP is attached at **Annex 3**.

8. 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 OZPs, 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, GIC sites and road space are reduced correspondingly. A table showing the land use distribution of the draft PODP is at **Annex 4**.

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

9. In main, the draft PODP proposes the future Kai Tak Development to accommodate an overall population of about 86 500 persons 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 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 4**.

10. The key proposals of the PODP are discussed below.

(a) Kai Tak City Centre (located in the northeastern part of 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, comprising uses such as indoor recreation centre, community facilities, etc. To the south of the Station Square, a podium-free residential neighbourhood based on an articulated street grid pattern has been proposed with the support of a variety of GIC facilities. The new neighbourhood (with plot ratio 3.5 to 5.0) is comprising rows of town houses and two medium-rise blocks in such street block, to encourage interaction between residents. 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 area as well as edging the existing older properties. 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 (about 23.2 ha), 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 cafe 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 in the non-event days.

(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 pursues. 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 larger than Victoria Park by 7 ha.

(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 & 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. re-provision of the ex-air traffic control tower to enable reminiscent of the ex-airport operation. A heliport (about 0.77 ha) 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 custom, immigration and quarantine facilities. Subject to technical assessments, landscaped noise barriers may be required to minimize the noise impact on the adjacent Runway Park.

11. 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 cafes, 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, cafes and bars is proposed to activating 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 the new 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, the buildings rise 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. Traveling from the underground railway, the Station Square, where 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.

12. 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 enhancement to at-grade crossing from Sung Wong Toi Road/To Kwa Wan Road towards Stadium Complex;
 - enhancement to the existing subway connections to Olympic Garden;
 - an underground walkway with shopping facilities connecting to Nga Tsin Wai Road; and
 - an elevated landscape 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 Shelters to connect Kai Tak Point with Kwun Tong waterfront has been explored but it is fraught with marine and management problems. As the proposed bridge would require construction of protective structure on the seabed, it would involve reclamation. This proposal may not have convincing and cogent materials to rebut the “over-riding public need test”.

13. 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 cafes
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Station Square (7 ha):	Shop frontage surrounding the parkland and location of Kai Tak Station
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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 cafes

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 basis to amend the currently approved 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 paragraphs 6 to 13 above.

Attachments

Annex 1: List of Issues raised by Members in Working Sessions held on 29.5.06 and 5.6.06.

Annex 2: Preliminary Outline Development Plan - Development Framework & Components

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

Annex 4: Land Use Distribution and Key Development Parameters of Draft Preliminary Outline Development Plan

Planning Department
June 2006

Annex 1

List of Issues Raised in Working Sessions held on 29.5.06 and 5.6.06

1. Given the size of the Kai Tak site, the level of residential developments appears on the low side and this could affect the sustainability of the Kai Tak Development.
2. Except the areas planned for low-density residential developments and the cruise terminal and tourism node, most part of the runway area has been planned for public park. The level of development planned in the runway area may not create a critical mass to draw visitors to the area.
3. The analysis on the connectivity with the adjacent districts should address the activity nodes on both sides as how they would generate movement and interactions between the existing and the future communities.
4. The SCL depot imposing constraints to the visual and pedestrian connectivity with Kowloon City.
5. The content of the proposed Metro Park should be enriched such that this would become an attraction to a wider population to avoid the park being perceived as a private garden to the residential developments in the runway area.
6. The PODP should strengthen the integration of the stadium complex with the adjacent public parks, particularly the Metro Park. According to the current scheme, there are road proposals bisecting the stadium site as well as segregating it with the Metro Park.
7. The proposals for heritage preservation should be enriched so as to contribute to the planning theme of Kai Tak Development.
8. The lack of proposal for pedestrian connection to Kwun Tong waterfront and the proposed location for the cross-boundary heliport at Kai Tak Point are subjects susceptible to major criticism in the forthcoming public participation programme.

**Kai Tak Planning Review
Draft Preliminary Outline Development Plan -
Development Framework & Components**

Housing	
<p>Overall Population: 86 500 No of Flat: 30 500 Total Domestic GFA: 2 045 000 m²</p> <p><u>Note:</u> Including the Grand Waterfront residential development in Ma Tau Kok.</p>	<ul style="list-style-type: none"> ◆ There is no pre-set population target for the Kai Tak Planning Review. ◆ The level of residential development is about one-third of that envisaged under the approved Kai Tak OZPs. This is primarily due to the non-reclamation approach, the elongated shape of the runway thus resulted in the less efficient linear development, pursue of quality living environment and the public request for lower development intensity. ◆ The noise impact from the Prince Edward Road East, Kwun Tong By-pass and planned Road T2 as well as the stadium complex also constrain the level of residential development.
<p><u>Public Housing:</u> Site 1A & 1B – with plot ratio 6.3 and 5.51 for a total number of 11 200 flat and 35 100 population</p>	<ul style="list-style-type: none"> ◆ Piling structures for the public housing sites has already been completed. ◆ To provide public housing flats in Kai Tak.
<p>Domestic Plot Ratio: 3.0 to 5.0</p> <p><u>Note:</u> This mainly covers new housing sites and those require redevelopment within the Study Area.</p>	<ul style="list-style-type: none"> ◆ This is in accordance with the development intensity recommended in the Hong Kong Planning Standards and Guidelines for low to medium density residential developments in New Development Areas. ◆ There is general aspiration in the community for a more leisure and low-density developments in Kai Tak.

Commercial – office, retail and hotel	
<p>Overall Employment: 85 400 jobs Total <u>Office</u> GFA: 882 000 m² New Office GFA: 705 4000 m² Total <u>Retail</u> GFA 451 000 m² Total <u>Hotel</u> GFA 351 000 m²</p> <p><u>Note:</u> Including the existing Pacific Trade Centre and International Trade & Exhibition Centre sites in Kowloon Bay.</p>	<ul style="list-style-type: none"> ◆ There is no pre-set employment target for Kai Tak Planning Review. ◆ The level of employment is derived from the commercial/office, retail and hotel gross floor area, by applying common working assumptions. ◆ The level of job opportunities is slightly higher than that envisaged under the approved Kai Tak OZPs. This is primarily due to the increase in the provision of office developments as recommended by Hong Kong 2030 Study.
<p>Non-Domestic Plot Ratio: 4.0 – 9.5</p> <p><u>Note:</u> This mainly covers the new development sites.</p>	<ul style="list-style-type: none"> ◆ Non-domestic plot ratio 4.0 and 5.0 is recommended for the office development site above the Shatin to Central Link and the mixed-use development sites. This is to take into account the site constraints the land use mixes. ◆ Plot ratio 9.5 is the development intensity generally recommended for New Development Areas
Sports & Tourism	
<p><u>Multi-Purpose Stadium Complex:</u> A main stadium with 45 000 seats with a retractable roof and removable turf, a secondary stadium with 5 000 seats and warm-up track, and an indoor sports arena with 4 000 seats, providing swimming pools, ball courts, fitness & activity rooms and other leisure and recreation facilities</p>	<ul style="list-style-type: none"> ◆ 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's study completed in 2005 has also confirmed the need and location of the new stadium facilities in Kai Tak.

<p><u>Cruise Terminal:</u> Non-domestic GFA of 50 000 m² for commercial and retail outlets and 35 mPD for building height, with landscape deck to enable public access to waterfront.</p>	<ul style="list-style-type: none"> ◆ 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.
<p><u>Tourism Node:</u> Non-domestic GFA of 160 000 m² for hotel, retail, leisure and entertainment facilities and 100 mPD to allow opportunity for a landmark building in this part of Victoria Harbour, with provision of suitable landscaping and pedestrian facilities to blend in with surrounding public parks.</p>	<ul style="list-style-type: none"> ◆ A Tourism Node is proposed at Kai Tak to enable expansion of tourism facilities into this part of Victoria Harbour and to create synergy with the cruise terminal development.
<p><u>Cross-boundary Heliport:</u> including 2 parking pads and 1 landing pad</p>	<ul style="list-style-type: none"> ◆ In accordance with the findings of the consultancy study completed in 2002 by Economic Development & Labour Bureau, the proposed heliport in Kai Tak is required to meet the forecast growth of cross-boundary helicopter services in the longer term beyond

	<p>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.</p>
Transport Facilities	
<p><u>Central Kowloon Route (Kowloon Bay part) & Road T2:</u></p> <p><u>Shatin to Central Link:</u> Kai Tak Station</p> <p><u>Local and Distributor Roads:</u></p>	<ul style="list-style-type: none"> ◆ Forming part of Route 6 to connect West Kowloon area to East Kowloon and further with Tseung Kwan O; and to relieve the traffic condition of Central Kowloon area. ◆ The PODP has provided road connections to this strategic road to enhance Kai Tak's accessibility with other parts of the territory. ◆ Passengers can interchange with other railway lines to access most parts of the territory including Hong Kong Island & the New Territories ◆ SCL Ma Tau Kok Station is located in the vicinity of the Study Area ◆ Ring road concept for North Apron area to avoid through traffic and minimize traffic in central area.

<p><u>Total Road Coverage</u>: 73.4 ha, including 54.1 ha. new roads, 14.9 ha existing roads, e.g Kwun Tong By-pass and 4.4 ha pedestrian streets.</p>	<ul style="list-style-type: none"> ◆ Elongated shape of the Runway and South Apron areas dictate the road pattern therein. ◆ The proposed road coverage is about 22.4% of the total development area. This is slightly lower than the extent of road coverage as proposed in the approved Kai Tak OZPs.
<p>Open Space</p>	
<p>Total area: 104.2 ha Metro Park: 24 ha. Station Square: 7 ha. Sung Wong Toi Park: 5 ha. Runway Park: 5.6 ha Waterfront Promenade: 25 ha Hoi Sham Park: 2.5 ha</p>	<ul style="list-style-type: none"> ◆ To meet Hong Kong Planning Standards & Guidelines requirements to serve Kai Tak Development and East Kowloon, where necessary, and taking advice from relevant bureaux/departments.
<p>Government, institution & community facilities</p>	
<p>6 primary schools [including 2 existing primary schools in To Kwa Wan] 5 secondary schools 2 police stations 2 fire stations cum ambulance depot 1 hospital & 1 general clinic 4 Government complex – government offices, indoor recreation centre, post office, community hall, neighbour elderly centre, integrated family services centre, integrated children & youth centre, residential care home for the elderly, library cum study room</p>	<ul style="list-style-type: none"> ◆ To meet Hong Kong Planning Standards & Guidelines requirements and taking advice from relevant bureaux/ departments to serve Kai Tak Development and East Kowloon, where necessary.

Transport & Utility infrastructure	
<p>7 existing piers 2 existing and 2 proposed public transport interchanges 4 existing petrol filling stations 2 existing and 4 proposed ventilation buildings/shafts 1 existing and 3 proposed refuse collection points 2 existing and 4 proposed electricity sub-stations 1 existing and 8 proposed sewage pumping stations</p>	<p>◆ Existing and planned transport and utility infrastructure to be ascertained in the Preliminary Technical Assessment. If confirmed, these facilities would be required to support the developments and infrastructures planned in Kai Tak.</p>
<p>District cooling system – 1 seawater pump house and 2 system plants</p>	<p>◆ An environmentally friendly initiatives of Kai Tak Development</p>



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**.

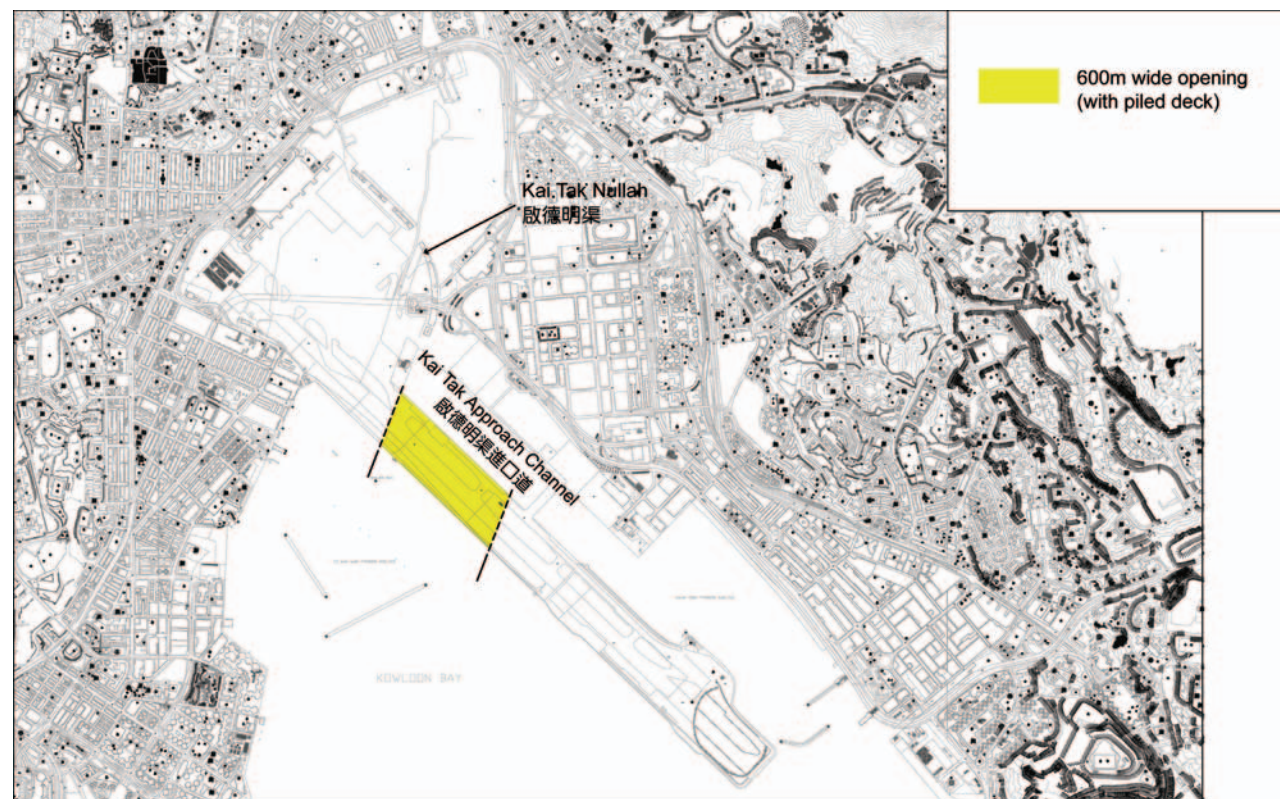
Given the statutory principle to protect and preserve the Victoria Harbour, this Study has adopted “no reclamation” as the starting point in developing the relevant proposals. The findings of our review of the reclamation proposals in the existing Kai Tak OZPs were reported in Stage 2 Public Participation. 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:

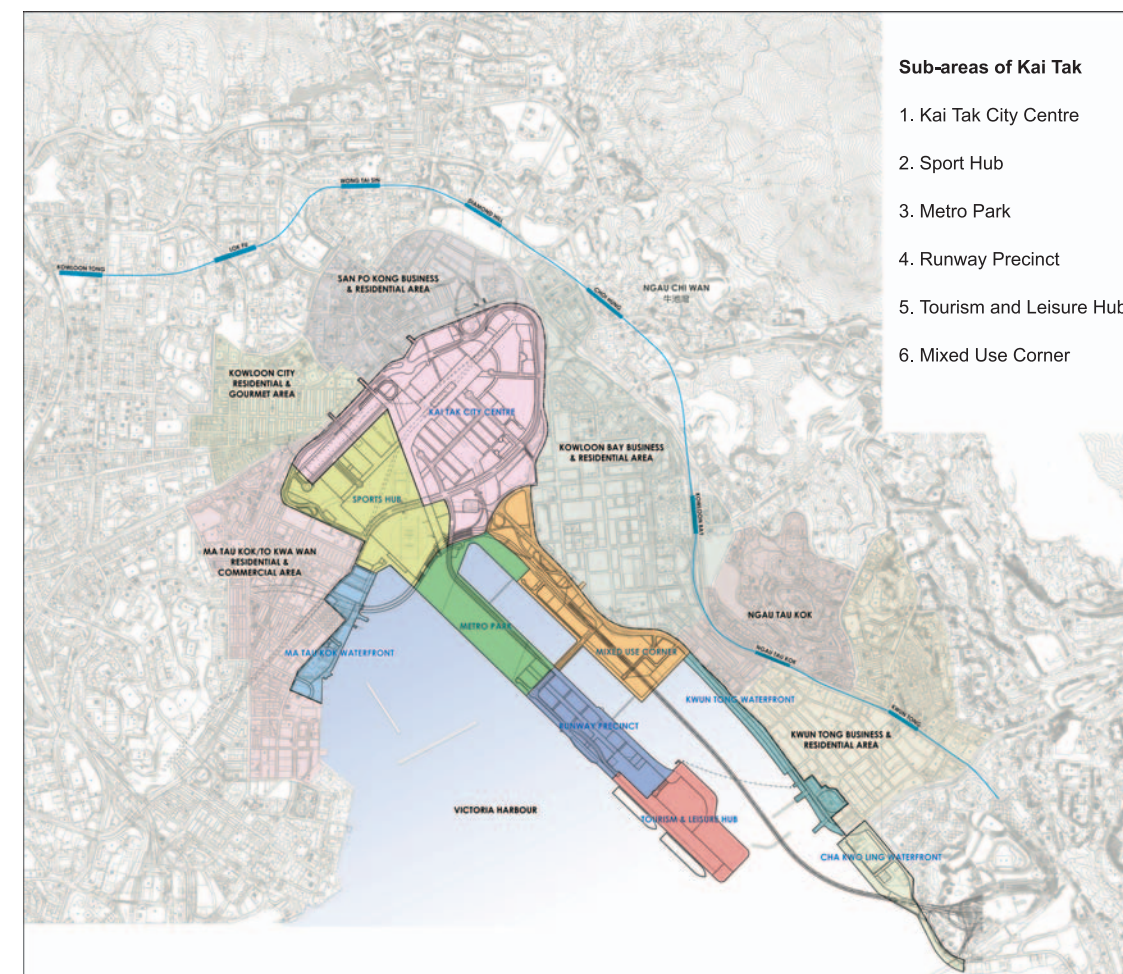
1. To Kwa Wan/Ma Tau Kok: A mixed residential and commercial district
2. Kowloon City : A characteristic residential district with street level gourmet
3. San Po Kong : A mixed business, residential and commercial district
4. Kowloon Bay : A hub for business, exhibition and shopping with residential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

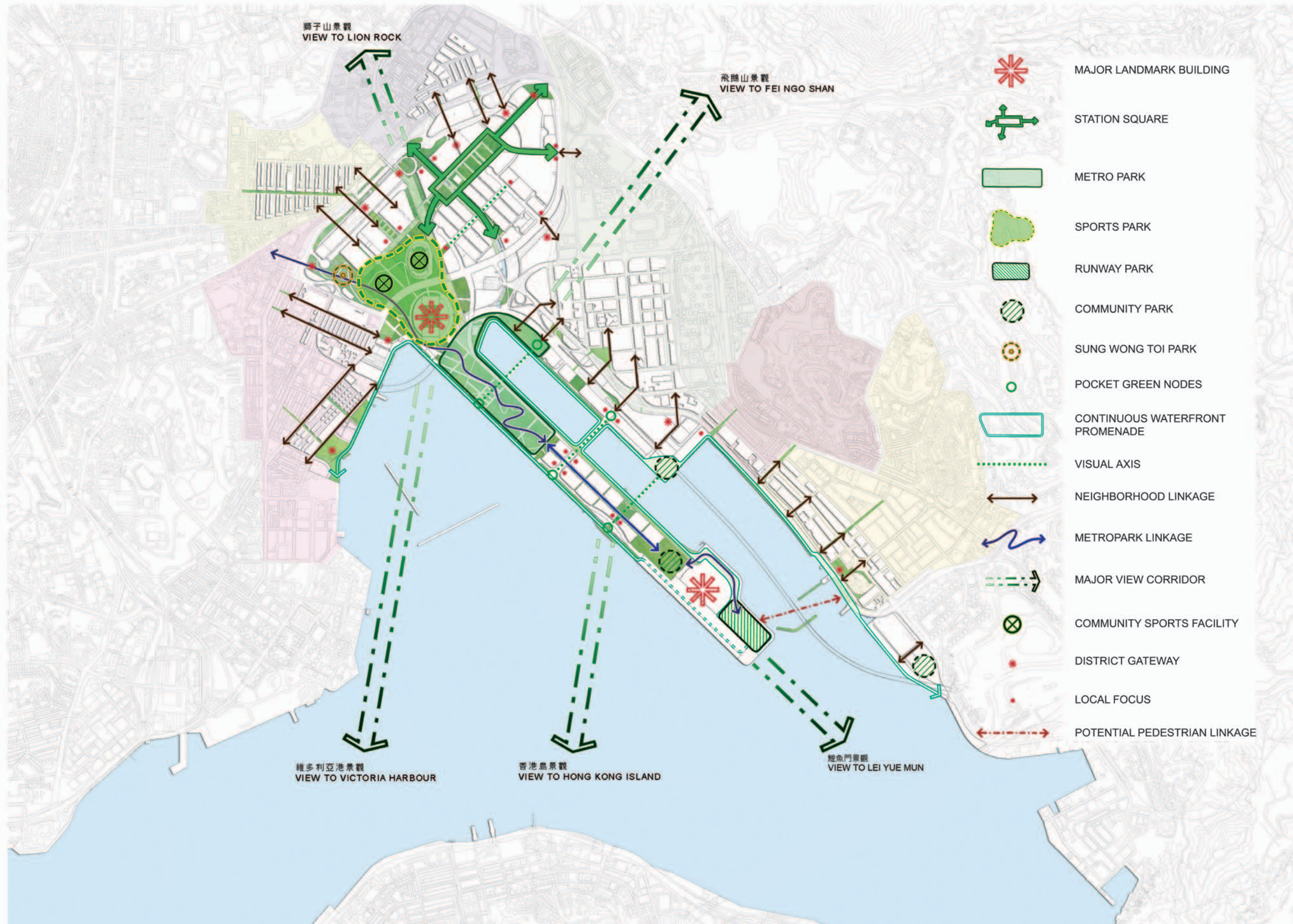
Views beyond the neighbourhoods are absolutely critical to maintain one's orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock, Fei Ngo Shan and Mount Parker), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and city beyond (i.e. Hong Kong Island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

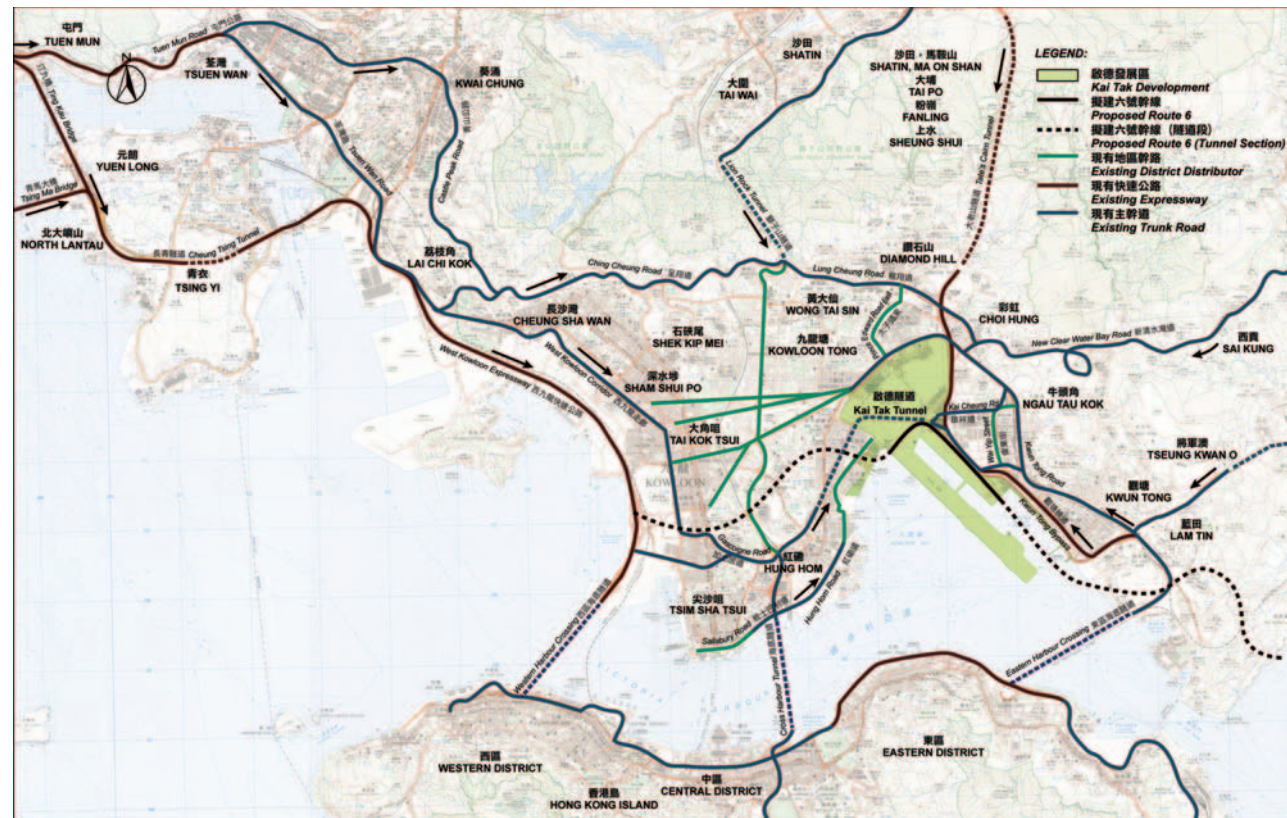
Aerial View of Metro Park

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:

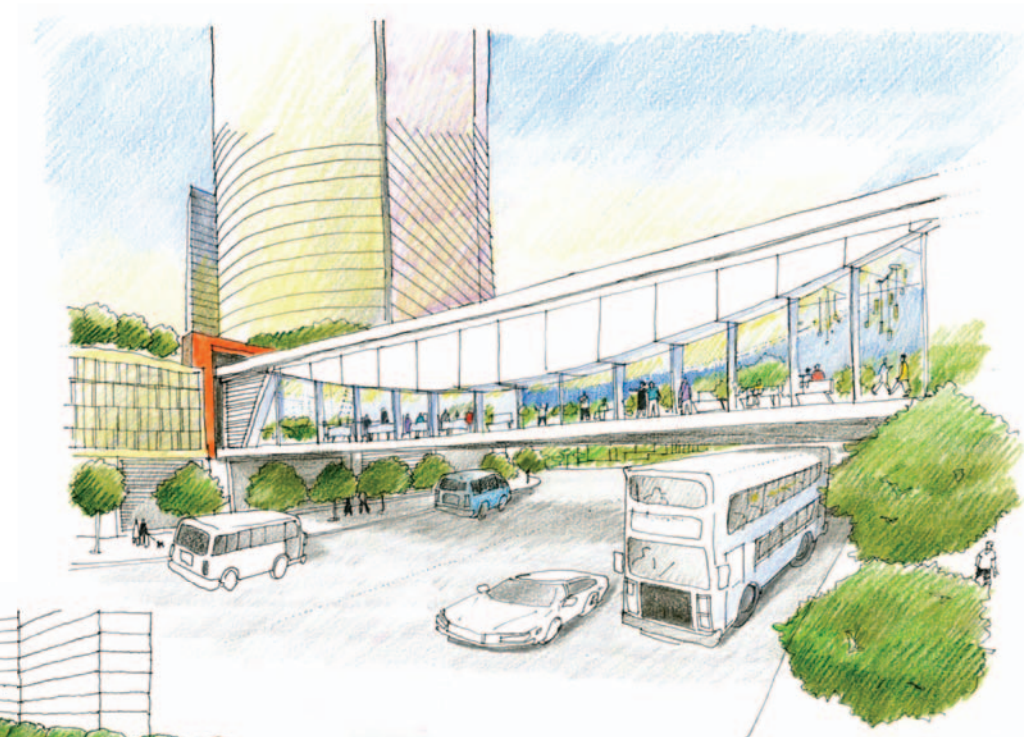
- ① To Kwa Wan Road/Sung Wong Toi Road junction
- ② Olympic Avenue via Olympic Garden Roundabout
- ③ Prince Edward Road East (Kowloon City section)
- ④ Prince Edward Road East (San Po Kong section)
- ⑤ Wang Kwong Road/Wang Chiu Road into Eastern Road
- ⑥ Kai Cheung Road into Kai Shing Street
- ⑦ Cheung 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.



Retail Footbridge connecting San Po Kong



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

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.



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

A. To Kwa Wan

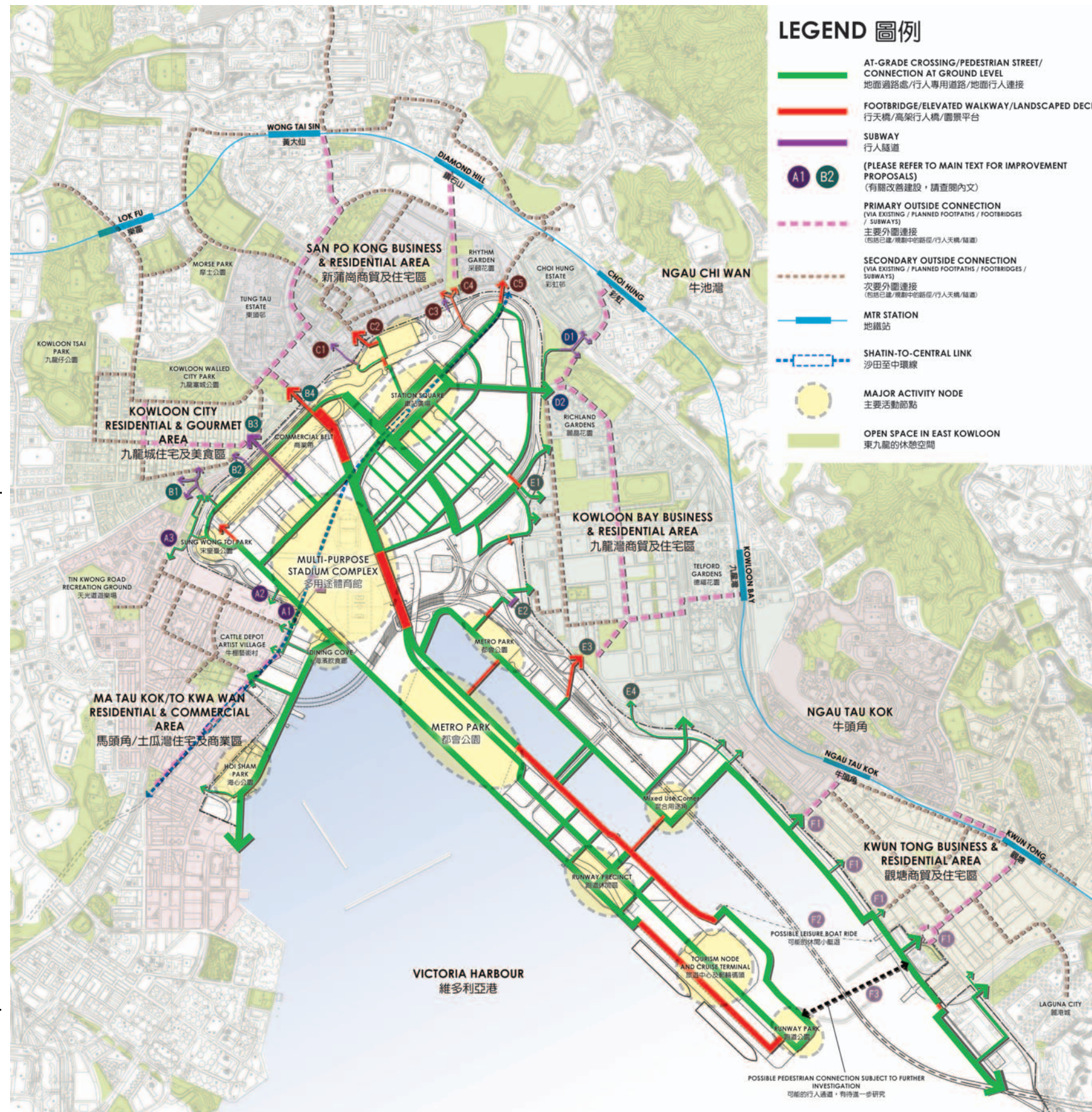
- A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road is proposed which is the major entry point to Kai Tak near the Stadium Complex.
- A2: An at-grade crossing at Sung Wong Toi Road is proposed for the pedestrian movements from Kowloon City Road.
- A3: An at-grade crossing at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

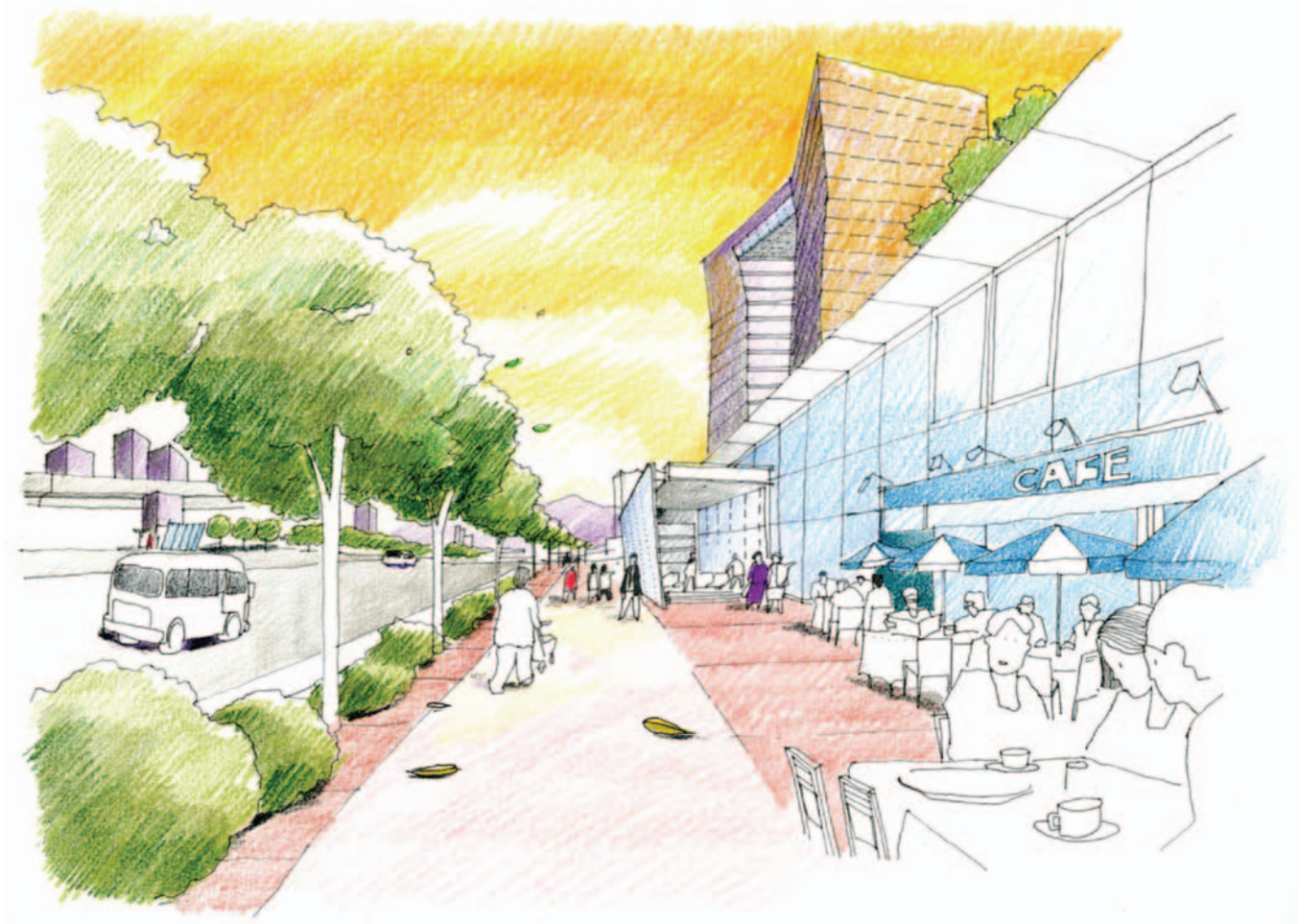
- F1: Existing at-grade crossings along Hoi Bun Road will be enhanced to connect Kwun Tong waterfront.
- F2: Possible Leisure boat ride between Runway Area and Kwun Tong waterfront.
- F3: Possible Pedestrian connection between Kai Tak Point and Kwun Tong waterfront would be revisited when the Kwun Tong 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/IC 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 landfall 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%

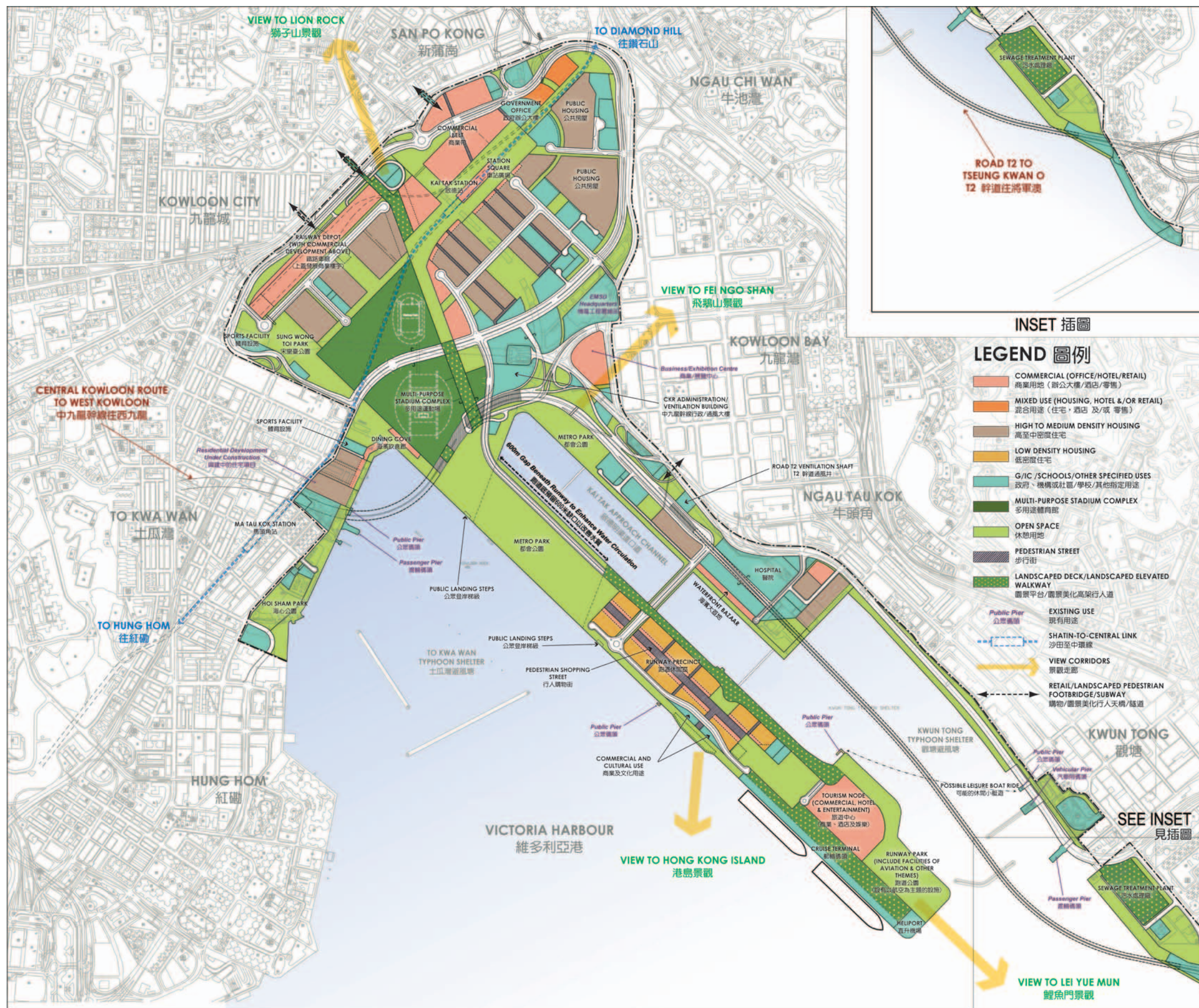
* Including : 14.9 ha (4.5%) existing roads,
51.6 ha (15.7%) new roads
4.4 ha (1.4%) pedestrian streets

Key Development Parameters

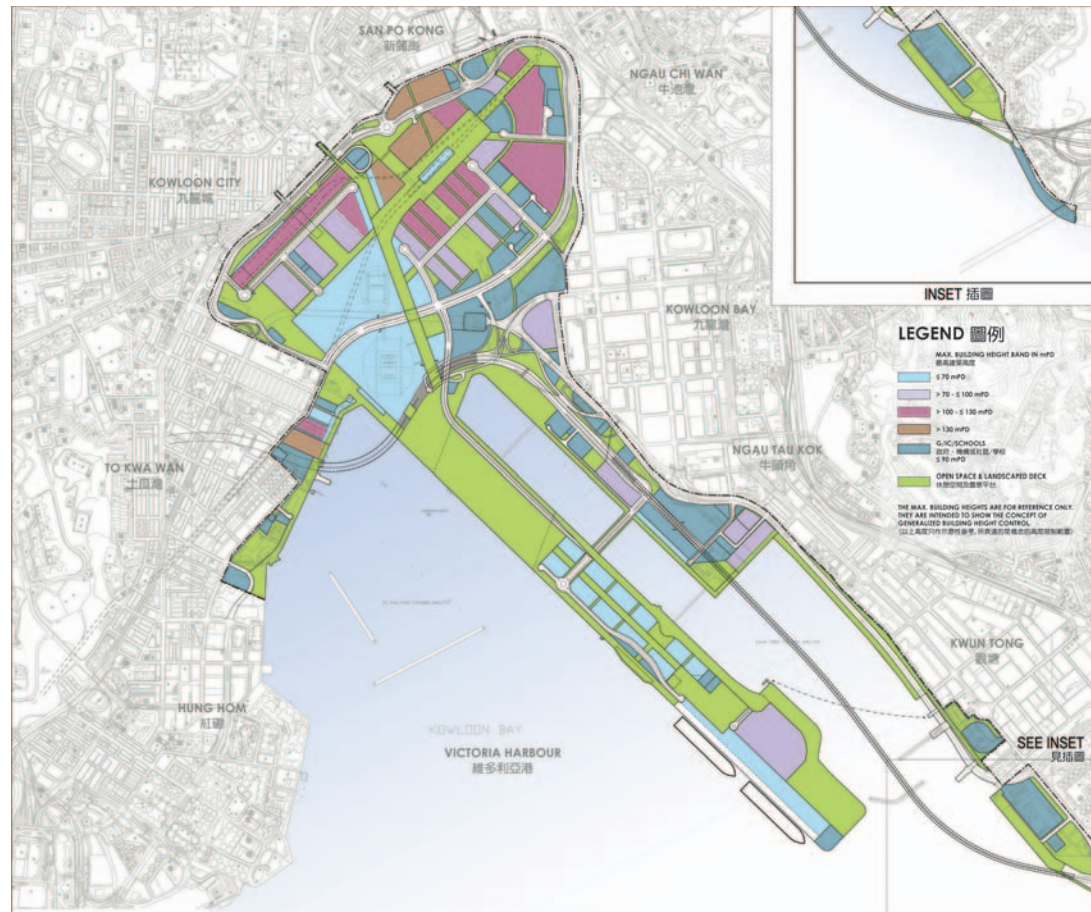
Population	86,500
No. of Flats**	30,500
Domestic Plot Ratio *	3.5 to 5.0
Domestic GFA **	2,044,700
Employment	85,400
Non-domestic Plot Ratio	4 to 9.5
Office GFA **	882,500
Retail GFA **	450,600
Hotel GFA	351,100
No. of Hotel Rooms	6,800

* 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

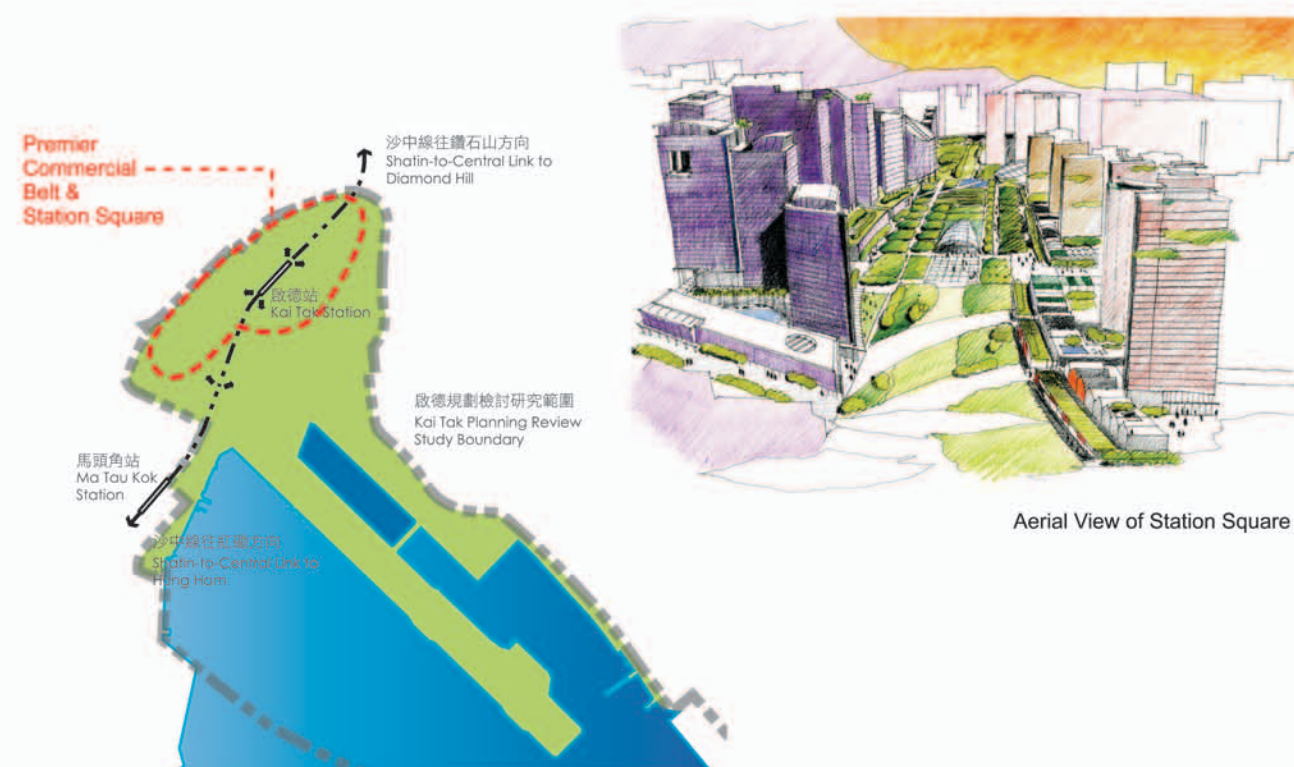
Commercial Belt and Station Square

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 Kai form of residential development to Hong Kong, inspiring more creativity in the property development sector.



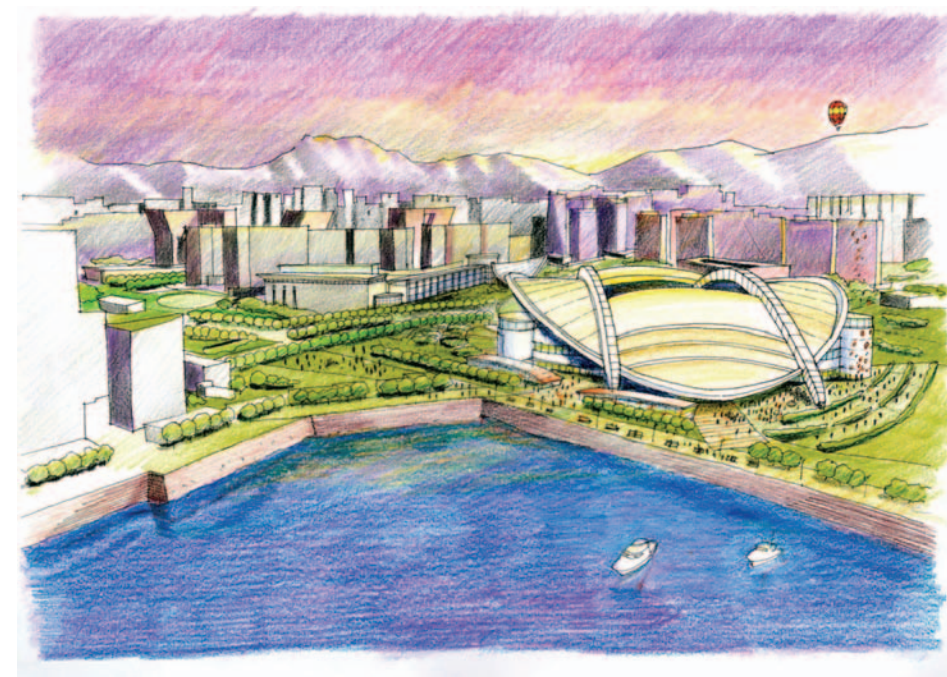
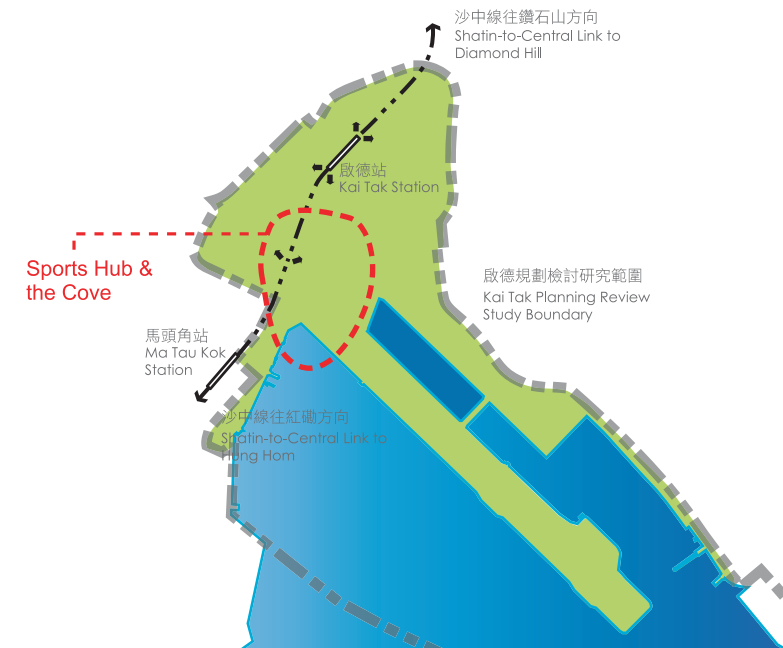
9. KEY DEVELOPMENT PROPOSALS

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

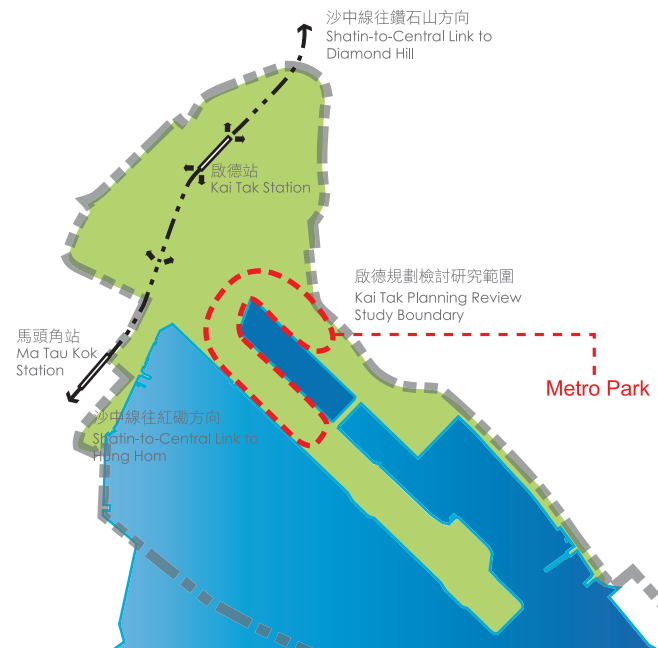


9. KEY DEVELOPMENT PROPOSALS

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.

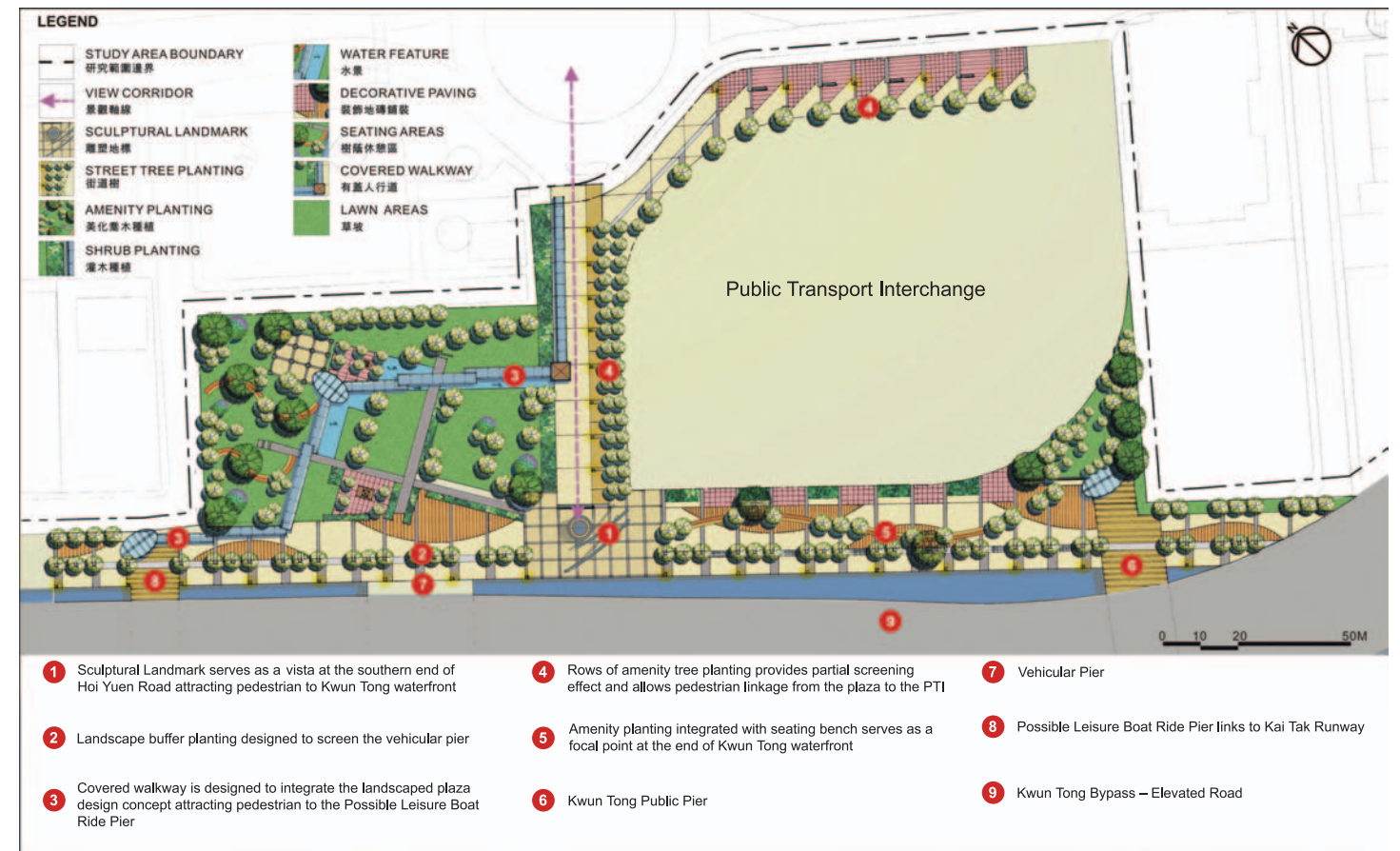
The Metro Park will be connected with a long promenade around the runway, and along the south apron area. In future, after the de-commission of the naphtha berthing facilities and the public cargo working areas, the promenades can be extended into the waterfront of To Kwa Wan and Kwun Tong/Cha Kwo Ling. 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.

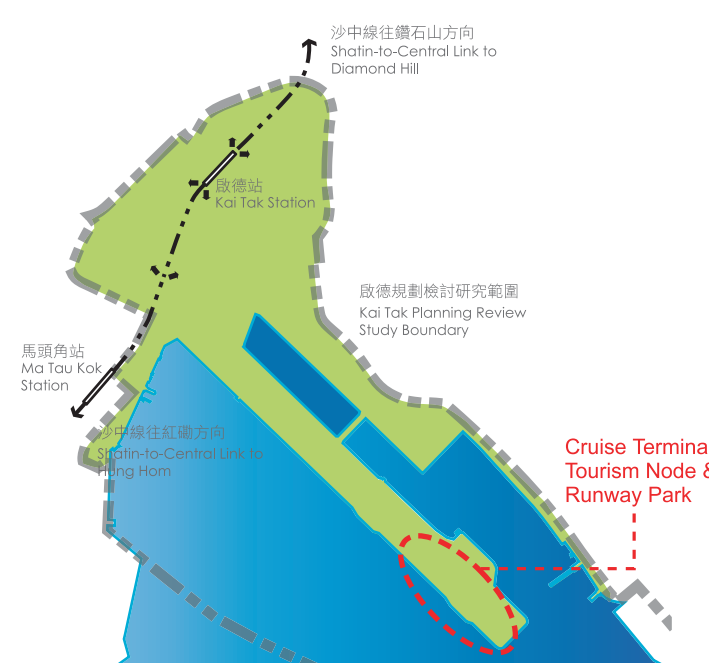
Cruise Terminal, Tourism Node and Runway Park

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

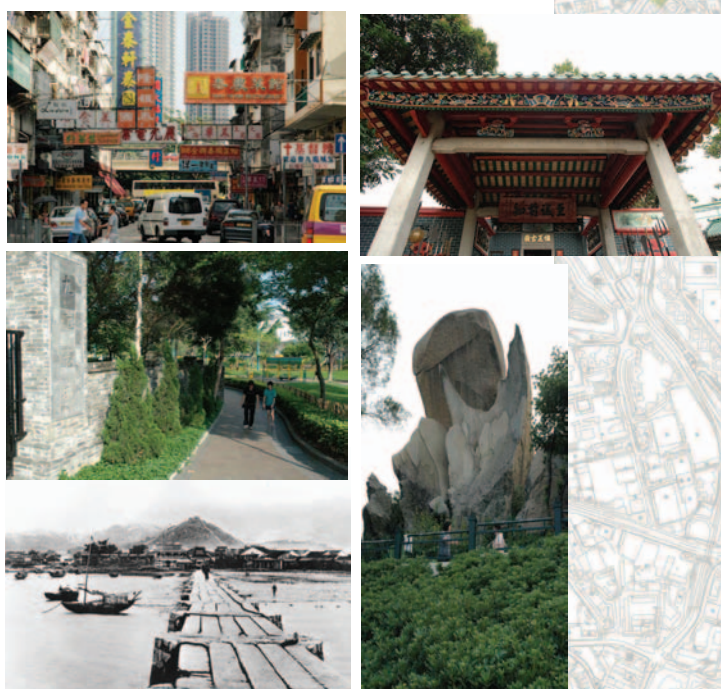
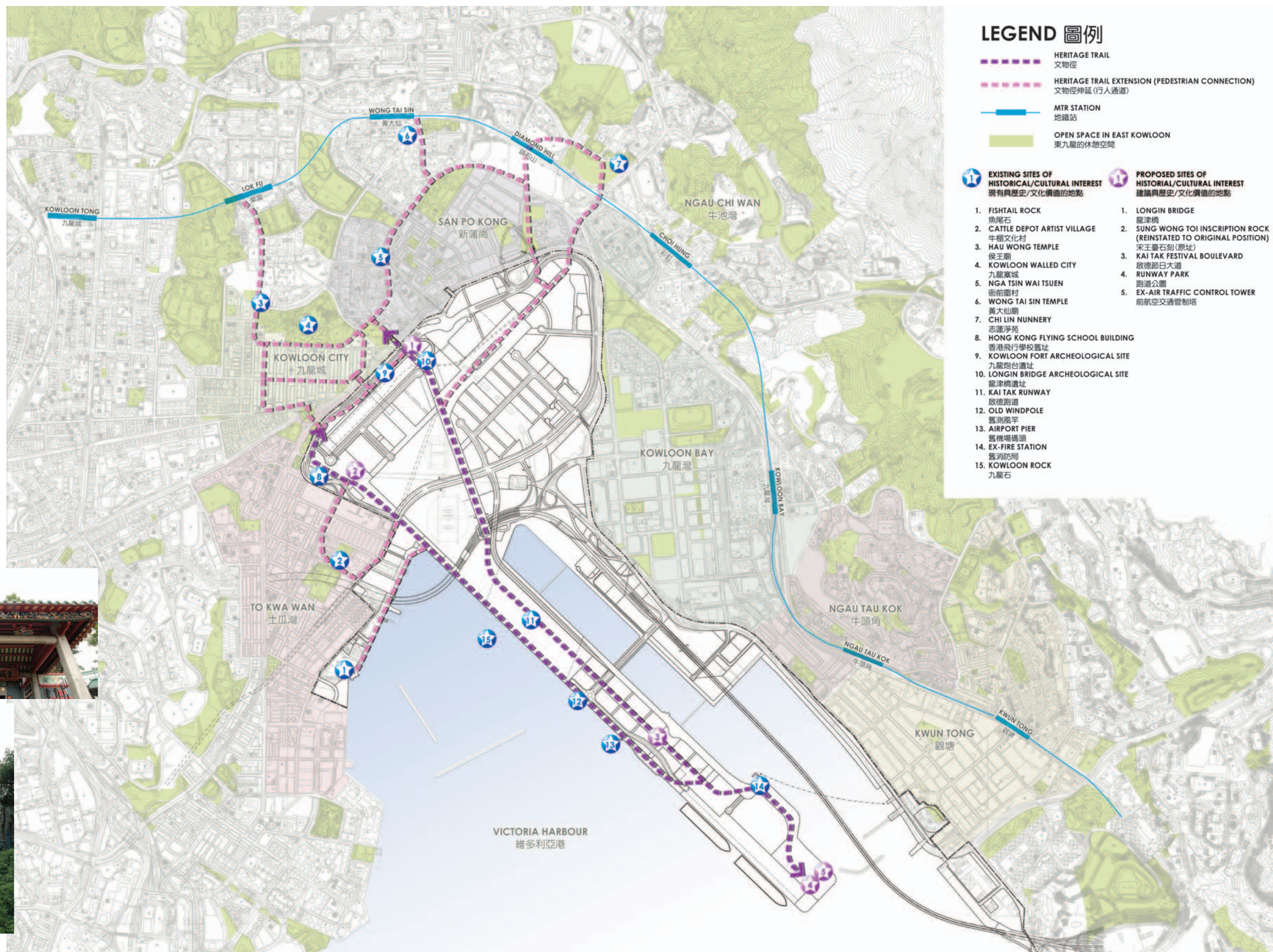


Cruise Terminal in Yokohama

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.

This report is prepared by:

CITY PLANNING – MAUNSELL JOINT VENTURE

in association with

ADI Ltd.

AGC Design Ltd.

EDAW (Ltd.)

Annex 4

Kai Tak Draft Preliminary Outline Development Plan Land Use Distribution

Land Uses	SEKD CFS #		Draft PODP	
	Area (ha)	%	Area (ha)	%
Commercial (Office/Hotel/Retail)	7.7	1.7	20.3	6.2
Mixed Use (Housing & Hotel/Retail)	-		1.4	0.4
High to Medium Density Housing	93.7*	20.3	34.5	10.6
Low Density Housing	19.5	4.2	8.5	2.6
GIC/ Schools/ Other Specified Uses	58.3	12.7	44.5	13.6
Stadium Complex	23.7	5.1	23.2	7.1
Cruise Terminal and Tourism Node	20.1	4.4	13.3	4.0
Open Space (Landsaped Deck/ Walkway)	123.5	26.8	102.5	31.3
Road Network	114.3	24.8	79.8	24.3
Total Area	460.8	100	328	100

Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development completed in 2001.

* Including sites designated as CDA and Railway Depot and Trolley Bus/LRT Depot with residential development on top.

**Kai Tak Draft Preliminary Outline Development Plan
Key Development Parameters**

	SEKD CFS# 2001	Concept 1 City in the Park	Concept 2 Kai Tak Glamour	Concept 3 Sports by the Harbour	Draft PODP[@]
Population:	260 000	128,000	97 000	69 000	86, 500
No of Flats:	87 000	46 000	33 000	24 000	30, 500
Domestic PR:	3.0 to 7.5	4.0 to 5.0	3.0 to 5.0	2.0 to 4.0	3.0 to 5.0
Employment:	75 000	32 000	75 000	56 000	85, 400
Office GFA (m²):	107 000	187 000	781 000	395 000	882,500
Non-domestic PR:	1.0 to 4.6	-	9.5	9.5	4.0 - 9.5
Hotel Room	550	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.

KAI TAK PLANNING REVIEW

Programme for Stage 3 Public Participation: Preliminary Outline Development Plan (PODP)

Objectives

We propose to define the Stage 3 Public Participation as follows:

- (a) to present the draft Preliminary Outline Development Plan (PODP) to the public and to provide background information to enable formulation of views on the relevant proposals for Kai Tak Development; and
- (b) to seek comments on the PODP as basis for subsequent amendments to the approved Kai Tak Outline Zoning Plans (OZPs) and to build public consensus on the relevant study proposals.

Key Messages

2. We propose to convey the following key messages to the public in the Stage 3 Public Participation:

- (a) The study team has taken into account the comments received in the previous rounds of public participation programme in devising the draft PODP for further discussion with the community. The plan aims to address the aspirations of the community while meeting policy initiatives of the respective policy bureaux. For those comments and proposals, which have not been incorporated, the reasons would be relayed clearly to the public.
- (b) The Stage 3 Public Participation programme aims at facilitating

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 received at this stage would also be taken into account in finalizing the PODP.

- (c) The finalized PODP will provide the basis to revise the currently approved Kai Tak Outline Zoning Plans (OZPs) and to embark on the engineering feasibility and environmental studies. The amended OZPs will be published for further public consultation under the statutory planning process.

Public Engagement Programme

3. The Stage 3 Public Participation is programmed to be a 2-month exercise, which has commenced on 23.6.2006. The key public engagement activities are scheduled to complete by August. The programme for the public engagement activities and consultation briefings is set out in Appendix 1 and 2 respectively and discussed below.

Inauguration of Stage 3 Public Participation

4. The draft PODP was presented to the **TPB** and **HEC Sub-committee on SEKD Review** in the morning of 23.6.2006 to launch the Stage 3 Public Participation programme. A **press briefing** would be convened afterwards. Relevant materials would be uploaded to the web site for the Stage 3 Public Participation on that day. Invitation letters to attend these events would be issued. Details of the public engagement events would also be announced.

Discussion Forums

5. A **Territory-wide Public Forum** will be organized on 8.7.2006 at YMCA in Tsim Sha Tsui. This forum aims to discuss the development concepts and relevant land use proposals presented in the draft PODP. This will include briefing on the draft PODP, fielding of questions by the Consultants, display of study proposals, physical models and 3D computer animation of the draft PODP.

6. **District-based Public Forums** will be arranged in shopping centres and academic institution in the Kowloon City, Kwun Tong and Wong Tai Sin in subsequent weekends to involve the local community to discuss issues of their concerns. These forums may include a session on connectivity issues with the

respective districts. A schedule of the public forums is at Appendix 1.

Briefings to Boards/Committees & Other Bodies

7. **Briefing sessions** to the statutory and advisory bodies, relevant District Councils, professional institutes, concerned groups and business organizations will be arranged to solicit their comments on the draft PODP. A list of the intended consultees is at Appendix 2. Upon request, briefing session to other interested organizations could also be arranged.

Publicity Materials & Activities

8. **Briefing sessions** to the mass media will be organized and a spokesman will be arranged at the public engagement events. Government officials will attend radio and TV programmes to explain the land use proposals.

9. A **consultation digest** outlining the draft PODP and key proposals would be widely distributed to the public to facilitate discussion and preparation of comments to the draft PODP.

10. An exhibition of the draft PODP proposals and relevant background information, through **display panels** and **physical models** would be organized at the public discussion forums, and in government venues, major shopping centres at weekends. Relevant publicity and consultation materials will also be displayed in the Hong Kong Planning and Infrastructure Exhibition Gallery and Planning Department's Mobile Exhibition Centre for general viewing.

11. Relevant study and publicity materials, including the consultation digest, technical information, video clips and photos of the public events will be posted onto the **Kai Tak Website** to enable wider promulgation to the general public.

12. Apart from **powerpoint** slides, **physical models** and **3D computer model** for the draft PODP will also be used in the public engagement activities.

Planning Department

June 2006

Appendix 1

Schedule of Public Forums

<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

Appendix 2

Schedule of Consultation Meetings

<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 (Wed)
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 HKIA, 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.