



13th Meeting

Date : 24 October 2006 (Tuesday)
Time : 9:30 a.m.
Venue : Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

AGENDA

1. Confirmation of Minutes of 12th Meeting
2. Matters Arising
3. Report of Stage 3 Public Participation of the Kai Tak Planning Review and Revised Preliminary Outline Development Plan
[SEKD SC Paper No. 5/06]
4. Any Other Business

Kai Tak Planning Review **Revised Preliminary Outline Development Plan**

Purpose

This paper reports the outcome of the Stage 3 Public Participation and the revision to the Preliminary Outline Development Plan (PODP) for Kai Tak Development prepared under the Kai Tak Planning Review.

Background

2. The Kai Tak Planning Review was commissioned in July 2004. 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 outcomes 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 Forums 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.

Outcome of Stage 3 Public Participation

3. The draft PODP promulgated under Stage 3 Public Participation was presented to the Sub-committee on 23.6.2006. A working meeting with Members to discuss the key comments were convened on 5.10.2006. The results of this round of public engagement activities are summarized at **Annex 1**. The key comments and responses are discussed below.

Level of Development

4. The current level of development is generally accepted by the community. Yet, some sectors of the community cast doubt on whether

the viability of Kai Tak Development could be supported by the proposed level of development. They have proposed to increase the development intensity of the area. On the other hand, some sectors of the community have suggested further reducing the development intensity of Kai Tak Development. One submission has proposed to reduce the development intensity of domestic and non-domestic developments in Kai Tak by half.

5. We consider it prudent to maintain the current level of development, as the proposed office developments are required to meet the long term office demand as identified in the Hong Kong 2030 Study, and the proposed residential developments are planned on the basis of comprehensive layout approach and urban design considerations so as to create enhanced neighbourhood in this new development area.

Kai Tak Approach Channel (KTAC)

6. The environmental problems associated with the KTAC and whether there are effective measures to tackle them remains the main concern in the community. In general, the community is supportive of a “no reclamation” approach provided that the environmental problems, in particular the odour problem, can be resolved. The Kwun Tong and Wong Tai Sin District Councils consider that the environmental problems must be fully addressed. However, the Kowloon City District Council (KCDC) strongly advocates reclaiming the KTAC to tackle the environmental problems once and for all. Their main concern is the possible diversion of polluted sediments and water from the KTAC into their doorstep at inner Kowloon Bay through the proposed 600 m opening in the former runway. The KCDC is also concerned about the cost-effectiveness of other alternative methods. The community has appealed for our early confirmation and many have called for the preparation of a development scheme with the KTAC reclaimed as a contingency plan. On the other hand, in addition to the harbour concerned groups, some Legislative Council (LegCo) members have urged for the preservation of the former runway as a unique development feature. The sports community have also requested for the preservation of the waterbody for water-based recreation uses in the long term.

7. We have undertaken preliminary studies on bioremediation as a possible measure to tackle the sediment problems at KTAC, drawing on the success gained at Shing Mun River and Sam Ka Tsuen Typhoon

Shelter. A 600 m opening at the former runway is proposed to facilitate water circulation and improve water quality. However, these investigations are still on-going and that an indication of the effectiveness of proposed mitigation measures to tackle the environmental problem of KTAC would only be available by late 2006.

8. Since the investigation on the environmental problems of KTAC is still on-going, we would proceed to finalize the current PODP as the basis for amending the statutory Outline Zoning Plan (OZP) to enable early implementation of Kai Tak Development in particular some other priority projects, such as the cruise terminal, public housing, etc. We may however need to amend the PODP, where necessary, to take into account the results of the investigation on the KTAC.

Cruise Terminal & Tourism Node

Cruise Terminal

9. Some respondents have commented on the need to plan for future expansion of the cruise terminal development and proposed to reserve additional area in the ex-runway for provision of berthing facilities.

10. According to studies conducted by the Tourism Commission, taking into account different growth scenarios, Hong Kong will require an additional berth between 2009 and 2015, and one to two further berths beyond 2015 to sustain its development as a regional cruise hub. The two-alongside berths configuration in the draft PODP represents the best compromise in resolving identified technical difficulties, meeting the needs of the cruise market and avoiding the sterilization of a long stretch of the waterfront.

11. We have planned for the development of two berths on the PODP. To cater for potential future expansion for a third berth, we consider that the best way is to build in flexibility in the PODP. To achieve this, we have designated land uses compatible with cruise terminal development, e.g. conference and hotel facilities, on the sites adjacent to the potential berthing space and time the disposal of these sites for a later phase. The town plans and land disposal programme could be amended where necessary if there is a need for a third cruise berth at Kai Tak in the future.

12. We intend to improve connectivity of the new cruise terminal by early provision of transport infrastructure connecting the Site and the surrounding built-up areas.

Tourism Node

13. The proposed tourism node at the tip of the former runway is well supported by the community. There are proposals to strengthen the tourism development in the ex-runway area, including the provision of an observation tower and a tourism centre at Kai Tak Point and designation of a hotel zone in support of the cruise terminal project.

14. Having considered the planning merits of these proposals, we have made a number of amendments to the draft PODP. A public observation gallery will be provided as part of an integrated tourism-related development (such as a hotel of about 200 mPD high) inside the tourism node. Additional non-domestic gross floor area (increased from 160 000 m² to 190 000 m²) is proposed for the tourism node site to accommodate these facilities. Meanwhile, hotel developments have been planned to form a cluster on the harbour-front side of the former runway and the residential developments could be put on the landside facing the KTAC. Such land use disposition will be compatible with future cruise terminal expansion as and when a third berth is required to meet the need.

Cross-boundary Heliport

15. Views are diverse on the cross-boundary heliport proposal. Some commenters have expressed objection to or reservation about the proposal on grounds of noise impact, incompatible uses and obstruction to public access to the most prominent location of the former runway. Some also point out that the travelling time from Kai Tak Point to Central is almost the same as that from Chek Lap Kok and thus are not convinced that Kai Tak is the best site for the proposed cross-boundary heliport. On the other hand, the supporters consider that the proposed cross-boundary heliport will stimulate economic growth, promote tourism, serve business as well as community needs, and achieve substantial synergy with the proposed cruise terminal to be sited in an adjacent location at Kai Tak. There is also a suggestion to incorporate the heliport in the cruise terminal development and moving the cruise

terminal building more inland. This proposal may, however, adversely affect the cruise terminal operation.

16. The proposed heliport at Kai Tak Point is planned as a long-term development project to meet the forecast growth of cross-boundary helicopter services. Such service is only viable if it operates at a site with customs, immigration and health quarantine (CIQ) facilities where the commuters can have immediate access to town centre. The Kai Tak site is the only possible site that can meet the aforesaid conditions. With the shared use of CIQ facilities with the cruise terminal, synergy effect will be created whereby onward travel to/from the cruise terminal is readily available, and hotel, shopping and entertainment facilities are within walking distance for the cross-boundary helicopter service travellers. Besides, the heliport at Kai Tak can serve travellers on the Kowloon side and thus complement the existing facility at Macau Ferry Terminal which provides convenient access for travellers to the Central District. The utilization rate of the helicopter facilities in the Hong Kong International Airport is fairly low and cannot replace in-town heliport facility.

17. Given the aviation requirement of a heliport operation, the currently proposed location is the only available site in Kai Tak that could serve the purpose. The revised PODP has therefore maintained the cross-boundary heliport proposal.

Multi-purpose Stadium Complex & Metro Park

Multi-purpose Stadium Complex

18. There is a proposal to locate the Multi-purpose Stadium Complex (the Stadium Complex) in the north-eastern part of the North Apron area so that the Stadium Complex can be served by both the existing Choi Hung Station and the future Kai Tak Station. This alternative proposal would displace the committed public housing projects in the North Apron area, for which the piling works have already been completed and over \$700 million has already been incurred on the piling works. More importantly, it will affect the achievement of Government's policy pledge of around three-year average waiting time for public rental housing. Besides, the Choi Hung MTR Station is not designed for crowd dispersal purpose. Residents in the adjoining areas would raise concerns about the level of noise that might be generated

from the major events to be held in the Stadium Complex if the facilities are so located as proposed above.

19. Meanwhile, there is general support to the proposal of placing the Stadium Complex at the waterfront, such that it could form a new icon in this part of the Victoria Harbour and help to rejuvenate the To Kwa Wan and Ma Tau Wai areas. There are also proposals to integrate the Stadium Complex with the Metro Park. We, therefore, maintain the currently proposed waterfront location for the Stadium Complex. As a result, the land in the North Apron area would be larger to accommodate a more comprehensively planned town centre as a new focal point of Kai Tak.

Metro Park

20. While the concept for a waterfront Metro Park was well received, there are also some alternative proposals. These include relocating the Metro Park to the North Apron area so that it would be more accessible to the population in the surrounding districts, and locating it at the site originally planned for the Shatin to Central Link (SCL) Depot so that it could be nearer to the Kowloon City residents.

21. These proposals mainly aim to locate the open space in Kai Tak nearer to existing population so as to relieve the congestion in the existing built-up environment. We have reviewed the draft PODP so that a more comprehensive network of district open spaces could be provided in the North Apron area not only to serve the future population but with enhanced connection to serve the existing communities. We would integrate the Stadium Complex with the Metro Park. The Metro Park will remain at the waterfront to make use of the 600 m deck over opening on the former runway and be developed into a major harbour-front park for Hong Kong. It can also be a possible location to consider innovative ideas received, such as the suggestion of “man-made beach” within a leisure pool. Together with the Sung Wong Toi Park and Station Square, the total area of parkland within the PODP amounts to 109 ha and is easily accessible to both the existing community as well as the planned communities in Kai Tak.

Monorail & Bridge Link to Kwun Tong

Monorail

22. Many commenters, local concern groups and political parties have advocated the provision of a monorail system in Kai Tak as an internal rail-based environmentally friendly transport system (EFTS) as well as a link with the surrounding districts to enhance the connectivity between the existing and new developments. The Kwun Tong District Council, in particular, has made similar request for a monorail system with connection to the Kwun Tong MTR stations and Kwun Tong Town Centre so as to help expedite the transformation of Kwun Tong and Kowloon Bay Business Areas and the rejuvenation of the town centre area. The railway corporations have also proposed to reinstate the EFTS planned for Kai Tak, which was proposed in the original approved Kai Tak OZPs.

23. The Consultants have conducted a desktop assessment for a monorail system in Kai Tak with possible connections to Kwun Tong town centre, Ngau Tau Kok and Kowloon Bay MTR Stations. The preliminary findings indicate that there is no transport case for the monorail system, and it is not expected to be financially viable. Besides, a monorail system may affect local traffic and visual quality of existing developments in Kwun Tong and Kowloon Bay. On the other hand, a monorail system may have wider economic and social benefits, providing easy access to Kai Tak, enhancing the land revenue of the development sites in the vicinity of the monorail stations (subject to more detailed assessments on the enhancement of land values), and speeding up the transformation of the Kwun Tong Industrial Area into a modern business area. The system would also serve as an icon enhancing the overall tourism appeal of the Kai Tak site.

24. The monorail system proposal would need to be further investigated in the next stage of the study. Meanwhile, we have made a reserve on the PODP to cater for a possible monorail or EFTS in future.

Bridge Link to Kwun Tong

25. Apart from the monorail proposal, many commenters, including the KTDC, many local organizations and political parties have also strongly urged for the provision of a bridge link to connect Kwun Tong waterfront with Kai Tak Point for pedestrian and vehicular connections.

This bridge link could serve as a direct connection between the existing and the future developments and as a catalyst in the rejuvenation of the Kwun Tong District.

26. We have undertaken a desktop study for two alternative bridge schemes to provide for pedestrian and monorail usage. Apart from the high cost, one of these schemes would involve reclamation for pile caps and ship impact protection measures and the other scheme require a bridge structure that would create major visual impact.

27. While there is no transport case for the bridge link (the driving distance would only be shortened by 1.5 km), we share the view that a bridge link between Kwun Tong and Kai Tak will provide major impetus to the transformation of Kwun Tong Industrial Area. We have designated a reserve on the revised PODP for this bridge link as part of the possible future monorail system incorporating pedestrian and potential vehicular facilities. This proposal is subject to further detailed investigations.

Shatin to Central Link Depot

28. The local communities are strongly against the provision of an at-grade train depot at Kai Tak on grounds that the existing Kowloon City community will be segregated from the future new developments and the depot will result in blockage of air ventilation.

29. While noting that without a depot along the SCL in urban area, the SCL will not be viable, the findings of the air ventilation assessment on the draft PODP indicate that the wind performance at Kowloon City would be worsened as a result of the wind blocking effect brought about by the wide span depot. Moreover, we agree that the depot will impose constraints to the integration of the existing developments in Kowloon City with the future developments in Kai Tak. Therefore, we will work together with the railway corporations to explore an alternative depot site in Diamond Hill, which had previously been considered for accommodating a railway depot, to serve the SCL. Further investigation would be required to establish the overall feasibility in due course. Meanwhile, on the revised PODP, we assume that the depot will be relocated to a site outside the boundary of the Kai Tak Planning Review.

Connectivity with Surrounding Districts

30. Pedestrian connection with the surrounding districts is another main issue widely discussed. Even though the draft PODP has already proposed 21 connection points, through at-grade crossings, landscaped footbridges and pedestrian subway with retail facilities, the general feedback from the local communities is that these proposals needed to be further enhanced. Some commenters have proposed to improve the pedestrian movement by providing underground shopping street to connect the surrounding districts with the proposed SCL Kai Tak Station.

31. To respond to these public comments, we have proposed in the revised PODP a comprehensive underground shopping street system connecting the Kowloon City and San Po Kong areas with the future Kai Tak Station, as these areas are now segregated by the Prince Edward Road East (PERE). The network will comprise two underground shopping streets, connecting Olympic Garden, Nga Tsin Wai Road and ex-San Po Kong Flatted Factory sites, through basement shopping premises in the planned “Commercial” sites, with the Kai Tak Station. Enhanced footbridge connections will also be provided, where appropriate, to these areas.

32. As for the To Kwa Wan area, the pedestrian system would tie in with the open space network as part of the “Stadium in the Park” concept. There will be connections through enhanced at-grade crossings to the planned waterfront promenade. For the Kowloon Bay area, apart from the enhanced at-grade crossings and pedestrian subway, the revised PODP has also included a footbridge to connect with the system being planned by the private sector for the area.

Revised Preliminary Outline Development Plan

33. Taking into account the above public comments and the findings of the Preliminary Technical Assessments, we have revised the PODP, a copy of which is attached at Annex 2. The key development parameters and land use distribution of the revised PODP is provided at Annex 3.

34. In summary, the revised PODP has maintained the original level of residential developments, i.e. about 86 000 persons. In terms of scale of development, the revised PODP is estimated to produce about 30 300

flats. This is about the size of two Taikoo Shing. The revised PODP has adjusted the level of employment from 85 000 jobs to 80 000 jobs. A total of 850 000 m² office GFA (including 180 000 m² of existing developments) would be provided. This is larger than the scale of office developments in Hong Kong Island East. Compared with the draft PODP, this level of office GFA has been reduced from 882 500 m². In order to achieve higher quality hotel developments in the runway area, the total number of hotel rooms is 6 300 rooms, which is about half of the number of hotels in Tsim Sha Tsui.

35. The key amendments to the PODP are discussed below.

Kai Tak City Centre

- (a) In response to the public comments, the revised PODP has relocated the Kai Tak Government Offices (KTGO) site to abutting PERE and to be connected with surrounding developments by a footbridge system. This will enable the government services to be more accessible to both the existing and future population. Subject to detailed design, these footbridges could include retail elements to enhance the pedestrian environment. The KTGO is expected to accommodate about 50 000 m² GFA and supporting infrastructure is expected to be available to enable early development of this project.
- (b) Opportunity is also taken to introduce mix-use developments in the sites fronting the Kai Tak Station to create a more vibrant town centre. These sites are expected to accommodate a mix of residential and commercial/office developments, with an overall plot ratio of 7.0. The residential and commercial/office elements in these developments would be segregated and serviced by separate access, such that these uses could be suitably mixed within the same development.
- (c) In the Grid Neighbourhood, a podium free layout will be pursued to enhance the overall community environment as well as to improve air ventilation in the neighbourhood.

Ex-SCL Depot site

- (d) With the assumption that the depot facility can be relocated to a site outside Kai Tak as mentioned in paragraph 29 above, the area has been replanned to form a second development cluster in the North Apron area. The sites facing PERE is planned as a continuation of the office belt proposed in the city centre area (with plot ratio 4.5). Building height of these office developments have been designed in such a way that it would conform to the overall urban design framework as well as avoiding imposing air ventilation problem to the Kowloon City area. The office belt would also serve as buffer to the traffic noise from PERE. The rest of the area is planned for residential developments (plot ratio 5.0) taking advantage of the parkland surrounding the stadium complex. Small street grid, as have been proposed for the Neighbourhood Grid in City Centre, is also proposed for the area to strengthen the residential neighbourhood environment. This is a proposal responding to the public comments for better integration between existing and future communities, as the scale of the grids are similar to the existing developments in Kowloon City.
- (e) Opportunity is also taken to enhance the configuration of the Sung Wong Toi Park site so that it could form a prominent gateway from the Kowloon City and Ma Tau Kok areas into Kai Tak.

Sports Hub

- (f) To further improve the connectivity between the main stadium and the secondary stadium, the Consultants have proposed to slightly raise the development platforms of the sport hub site so that the distributor road lying in between the main stadium and the secondary stadium, as well the Central Kowloon Route, could become sunken roads. Landscape walkways would be provided to connect these sites so as to facilitate the movement of the visitors in the area.

Metro Park

- (g) In response to the public comments regarding the accessibility of the Metro Park to the surrounding districts, the PODP has been

revised to enhance the open space network in the North Apron area, including enlarging the Station Square, Sung Wong Toi Park, the open space surrounding the Sports Hub as well as the North Apron District Park, so that they could form part of the Metro Park. Some low-rise retail facilities are proposed around these open spaces to improve the vibrancy of the proposed parklands.

South Apron Area

- (h) In view of the noise and air quality problems from the vehicular traffic on Kwun Tong Bypass, the private properties located in the waterfront area of Kowloon Bay are proposed for commercial uses to form an extension of the existing industrial/business developments in the hinterland area.
- (i) The proposed hospital site has been enlarged from about 5 hectares to about 7 hectares to accommodate projected demand of hospital facilities.
- (j) The rest of the South Apron area is designated for GIC uses to form a GIC hub of the area.

Runway Precinct

- (k) To allow the flexibility for possible future provision of a third cruise berth in Kai Tak and to respond to the public comments that the tourism elements in the Runway Area should be strengthened, the revised PODP has designated the development sites on the waterfront side (adjacent to possible berthing space) for commercial uses (with plot ratio 4.0) to cater for hotel development, entertainment and conference facilities. Low-density residential developments (plot ratio 3.0) are planned on the development sites facing the Kai Tak Approach Channel. Stepped height concept will be maintained in the Runway Precinct, with building height ranges from 45 mPD to 65 mPD. These sites are expected to be placed in the later part of the land disposal programme so as not to constrain possible provision of a third berth in the area.

Cruise Terminal and Tourism Node

- (l) To respond to public comments, a higher non-domestic gross floor area (increased from 160 000 m² to 190 000 m²) will be allocated to the Tourism Node development so as to accommodate additional hotel developments and the maximum building height of the site would be relaxed to 200 mPD to accommodate a landmark building with a public observation gallery.

Rail-based Environmentally Friendly Transport System

- (m) The revised PODP has also indicated a possible alignment for a rail-based EFTS to serve Kai Tak Development, to connect Kwun Tong waterfront, the cruise terminal cum tourism node, runway precinct, Metro Park, Sport Hub and Station Square. The revised PODP also indicates possible connections to the MTR stations in the East Kowloon area. As part of the EFTS proposal, the revised PODP has also indicated a bridge link between Kwun Tong waterfront with Kai Tak Point, with possible pedestrian (and possibly vehicular) crossing. This proposal is likely to involve reclamation in the harbour area and the implications under the Protection of the Harbour Ordinance should be fully addressed. The EFTS proposal is included in the revised PODP for route reservation purpose and its exact alignment and implementation are subject to further study.

Study Programme

36. We have arranged to submit the results of Stage 3 Public Participation and the revised PODP to the Town Planning Board and the LegCo Panel on Planning, Lands and Works on 23 October 2006 and 24 October 2006 respectively. We will brief the Kowloon City, Wong Tai Sin and Kwun Tong District Councils on the revised PODP/OZP thereafter.

37. We are in the process of preparing amendments to the approved Kai Tak OZP on the basis of the proposals in the revised PODP. We aim to submit these amendments to the Town Planning Board for consideration in November 2006, with a view to gazetting a revised OZP in accordance with the provision of the Town Planning Ordinance for consultation under the statutory process.

Advice Sought

38. Members are invited to comment on the outcome of the Stage 3 Public Participation and the proposals of the revised PODP as set out in paragraphs 4 to 35 above.

Attachments

- Annex 1 Report of Stage 3 Public Participation: Preliminary Outline Development Plan
- Annex 2 Revised Preliminary Outline Development Plan
- Annex 3 Land Use Distribution and Key Development Parameters of Revised Preliminary Outline Development Plan

**Planning Department
October 2006**

CHAPTER 1 INTRODUCTION

1 BACKGROUND

- 1.1 On 25 June 2002, the Chief Executive in Council approved the Kai Tak (North) and (South) Outline Zoning Plans (OZPs) in providing the statutory planning framework to proceed with the implementation of the South East Kowloon Development (SEKD). On 9 January 2004, the Court of Final Appeal handed down its judgment on the draft Wan Chai North OZP clarifying the legal principles behind the Protection of the Harbour Ordinance, that the “presumption against reclamation” in the harbour can only be rebutted by meeting the "overriding public need" test. Since the approved Kai Tak OZPs would involve a total reclamation area of about 133 hectares in the harbour, a comprehensive review of the OZPs is required to ensure compliance with the legal requirement.
- 1.2 The Kai Tak Planning Review commenced in July 2004. It is tasked to formulate an Outline Concept Plan (OCP) for Kai Tak, with “no reclamation” as the starting point, to prepare a Preliminary Outline Development Plan (PODP) and to facilitate public participation in the process. The PODP is subject to preliminary technical assessments to ascertain its broad feasibility. It would serve as input to the Engineering Feasibility Study in the next stage of the comprehensive review.
- 1.3 To foster community support and general consensus to the key issues and the study proposals, a continuous public engagement process is required. A 3-stage Public Participation Strategy has been formulated to enable more structured public engagement activities:
- Stage 1: Community’s Visions for Kai Tak – to discuss planning objectives, key issues, development components, public aspirations and study approach (September – November 2004)
 - Stage 2: Outline Concept Plans – to discuss various development concepts and land use proposals (November 2005 – January 2006)
 - Stage 3: Preliminary Outline Development Plan – to present the recommended development concept and detailed land use proposals (June – August 2006)

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1.4 The Study has completed the Stage 1 Public Participation: Community's Vision for Kai Tak in late 2004 and the Stage 2 Public Participation: OCPs in early 2006. Reports on these two stages of Public Participation, summarizing the comments/proposals received and the responses by the Consultants and Government bureaux/departments, were published in October 2005 and June 2006 respectively (available in the Study website <http://www.pland.gov.hk>).

2 LAUNCHING OF STAGE 3 PUBLIC PARTICIPATION: PRELIMINARY OUTLINE DEVELOPMENT PLAN

2.1 After the completion of the OCPs, the study has proceeded to the final stage of the Study, i.e. the preparation of the PODP. Taking into account the comments and proposals received in the previous rounds of public participation, a draft PODP was prepared for further discussion with the community. The Stage 3 Public Participation programme aims to facilitate early feedback from the community on the draft PODP before it is finalized. The proposals presented are subject to the findings of the on-going preliminary technical assessments. The comments and proposals received at this stage and the outcomes of the preliminary technical assessments would be taken into account in finalizing the PODP.

2.2 The finalized PODP will provide the basis for revising the currently approved Kai Tak Outline OZPs and for launching the engineering feasibility and environmental impact assessment studies. The amended OZPs will be published for public consultation under the statutory planning process under the Town Planning Ordinance.

2.3 The 2-month Stage 3 Public Participation programme was launched on 23 June 2006 after the presentation to the Town Planning Board (TPB) and Sub-committee on South East Kowloon Development Review of the Harbour-front Enhancement Committee (HEC). To facilitate public discussion, a Public Consultation Digest outlining key proposals of the draft PODP was prepared and widely distributed. In addition, a study website was launched to enable a convenient channel for promulgation of supporting background information, study reports and consultation materials were prepared for collection of public comments.

2.4 Powerpoint presentations and exhibition panels, physical model and interactive 3D computer models have also been employed to facilitate discussion in the public engagement activities.

3 PUBLIC ENGAGEMENT ACTIVITIES

3.1 Under the Stage 3 Public Participation Programme, a wide range of public engagement activities were undertaken to solicit comments and suggestions. A list of the public engagement activities organised during the Stage 3 Public Participation Programme is shown at **Annex A**. These activities are highlighted below:

- (a) One territory-wide Public Forum was conducted at YMCA of Hong Kong, on 8 July 2006. Three District Forums were convened in Kowloon City (Wonderful World of Whampoa), Kwun Tong (Community College of City University (Telford Annex)) and Wong Tai Sin (Lok Fu Shopping Centre) on 15 July, 29 July and 5 August 2006 respectively. About 400 participants took part in these events. Video recording of these public engagement activities are uploaded to the study website for general viewing.
- (b) 20 briefing sessions/consultation meetings and local forums have been arranged to the statutory and advisory committees, district councils, professional and stakeholder groups. Besides, the study team has presented the draft PODP to 12 forums/discussion groups meetings organized by the local residents and concerned organisations.
- (c) Exhibitions of the discussion materials, physical models and interactive 3D computer models on the draft PODP were set up in all the public forums. Roving exhibitions were also held in Central and Admiralty MTR stations, Kowloon City Plaza and Hong Kong Heritage Discovery Centre.
- (d) Consultation materials were also displayed in Planning Department's Mobile Exhibition Centre and Hong Kong Planning and Infrastructure Exhibition Gallery for general viewing of local and overseas visitors.

3.2 Apart from the discussion in the public engagement events, there were also positive responses in the written submission comments, including proposals of development concepts and specific projects on Kai Tak. About 230 written submissions have been received. These comments and proposals are available for viewing in Planning Department's public enquiry counters and are uploaded to the study website.

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4 COLLABORATING ORGANIZATIONS

4.1 A number of organizations have kindly provided advice and assistance to the study team in organizing the public engagement activities. Their invaluable contribution to the public engagement activities is greatly appreciated. These Collaborating Organizations include:

- HEC Sub-committee on South East Kowloon Development Review
- The Hong Kong Institute of Architects
- Hong Kong People's Council for Sustainable Development
- The Conservancy Association
- Kowloon City District Council
- Kwun Tong District Council
- Wong Tai Sin District Council
- The Hong Kong Institute of Planners
- Centre of Urban Planning and Environmental Management, The University of Hong Kong

4.2 The study team is also very grateful to the Moderators and Panel Members of the Public Forums who have contributed greatly to the success of these public engagement events, namely:

- Prof. YEUNG Yue-man
- Hon. Patrick LAU Sau-shing
- Dr. Peter WONG King-keung
- Ir. Dr. Greg CY WONG
- Mr. Michael LAI Kam-cheung
- Dr. CHAN Wai-kwan
- Ir. WONG Kwok-Keung
- Ms. KO Po-ling
- Dr. LAU Chi-wang
- Ms. Starry LEE Wai-king
- Ms. PONG Yuen-yee
- Miss Ophelia Y S WONG
- Mr. Anthony T K KWAN

5 PURPOSE OF THIS REPORT

5.1 The main purpose of this report is to summarize the public comments/proposals received in the Stage 3 Public Participation and to provide responses, where appropriate. We have endeavoured to include all the comments and proposals received and examined them in consultation with relevant bureaux/departments.

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In revising the PODP, we have incorporated these comments and proposals, where appropriate, as discussed in this report. It should also be noted that the comments and responses included in this report are by no means conclusive as public participation is a continuous process and many comments and proposals require further investigation.

CHAPTER 2 SUMMARY OF KEY COMMENTS

1. INTRODUCTION

1.1 The Kai Tak Planning Review has been processed through a structured public participation programme in engaging the general public to discuss the development vision, concept plans and more detailed development plans for Kai Tak. After the previous rounds of public engagement activities, the discussion has moved onto details of relevant development proposals. There is general acceptance of the development vision, planning principles and key development components, e.g. Cruise Terminal, Multi-purpose Stadium Complex and Metro Park as proposed in the Public Consultation Digest. Majority of the comments/proposals are to improve/fine-tune the development and infrastructure proposals of the draft PODP and to enhance the connectivity of Kai Tak with the surrounding districts. However, there are still subjects, such as the pollution problems at Kai Tak Approach Channel and cross-boundary heliport, etc, remain issues of concerns to the community.

1.2 Apart from the public engagement activities organized by the Planning Department, the local community and concerned groups have also taken the initiatives to organise discussion forums at the local level to focus deliberation on the issues of their concern. Based on the key development components, many concerned groups and political parties have also prepared alternative development layouts for discussion in the community. The Hong Kong Urban Design Alliance formed under the Hong Kong Institute of Architects and Hong Kong Institute of Planners have also convened a design competition to explore the layout concepts for the Kai Tak site. Owners/Occupiers of land holding in the Kai Tak site also submit their proposals for long-term development of their sites. This Chapter provides a summary of the key comments received as an overall picture of the community's views.

2. LEVEL OF DEVELOPMENT

2.1 The current level of development is generally accepted by the community. Yet, some sectors of the community, including some Kowloon City District Council (KCDC) and Real Estate Developers Association (REDA) members

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- cast doubt on whether the viability of the Kai Tak Development could be supported by the proposed level of development. The railway corporations (MTRC and KCRC) propose to have higher plot ratio for the commercial and residential developments within walking distance to the stations to enable the viability of the railway line. They have proposed to increase the development intensity of the area.
- 2.2 On the other hand, some commenters suggest further reducing the development intensity, for example, the Liberal Party (LP) proposes to reduce the level of development by half by reducing the population level from 86 500 persons to 43 250 persons and the office development from 700 000 m² to 441000 m². The local communities also raise concern on possible high-rise blocks facing Kowloon City and San Po Kong areas as they may interrupt the broad view currently enjoyed and the air ventilation in the local neighbourhood. There are also comments from the Kwun Tong residents that the scale of development in the runway area should be lowered so that the views towards the harbour area could be safeguarded. The Kwun Tong District Council (KTDC) has proposed to lower the building height from 70 mPD to 35 mPD.
- 2.3 Some LegCo Members and local residents, particularly residents in To Kwa Wan and Kwun Tong, opine that public housing development should be provided in Kai Tak to assist the affected household arising from urban renewal process in these old districts. However, some commenters have indicated reservation on the provision of public housing in this prime site in the urban area.
- 2.4 The landowners of the private lots in the South Apron express their concern on the land use designation and the proposed development intensity on their sites. They consider that the planning history of their sites should be respected. Some suggest converting their sites to commercial or business zones so that commercial/hotel development could be developed to cope with the future tourism node and cruise terminal at the runway tip and some suggest increasing the plot ratio and building height of these sites.

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Responses

- 2.5 We consider it prudent to maintain the currently proposed level of development, as the proposed office developments are required to meet the long term office demand as identified in the Hong Kong 2030 Study and the proposed residential developments are planned on the basis of comprehensive layout approach and urban design considerations so as to create enhanced neighbourhood in this new development area.
- 2.6 Kai Tak is a prime waterfront site in the main urban area that provides the opportunity to shape a new development area for the future generation. As recommended by the Team Clean and the Further Urban Design Study for SEKD, the development intensity of Kai Tak is to be lowered to achieve quality living environment as well as to improve on the townscape. The development intensity for new development areas as recommended in the Hong Kong Planning Standards and Guidelines is thus applied in Kai Tak Development. In determining the land uses and development intensity of Kai Tak, we have to strike a balance among various considerations such as land utilization, urban design and environmental quality, public spaces/facilities provision, vibrancy of city life, technical feasibility and financial viability, to ensure the long-term sustainability of the Kai Tak Development. The Study, therefore, recommends domestic plot ratios of 3.0 – 5.0 for private housing sites, domestic plot ratios of 5.5 and 6.3 for public housing sites and non-domestic plot ratios of 4.0 – 9.5 for office and hotel developments.
- 2.7 The PODP has proposed a variety of housing sites aiming to achieve a mix of residential neighbourhoods. The allocation of these sites for public or private purpose, or to assist urban renewal projects would be matters to be examined in the implementation stage.
- 2.8 The Kai Tak Planning Review is tasked to re-establish the overall planning framework for Kai Tak taking into consideration the latest planning and development circumstances. The proposed higher plot ratio and building height in the private lots is not in line with the overall development framework and urban design considerations.

3. KAI TAK APPROACH CHANNEL

- 3.1 The environmental problems associated with the KTAC and whether there are effective measures to tackle them remain the main concerns in the community. In general, the community is supportive of “no reclamation” development scenario provided that the environmental problems, in particular the odour problem, can be resolved. The KTDC and Wong Tai Sin DC (WTSDC) stress that the environmental problems therein must be fully addressed in meeting the relevant standards. The KCDC strongly advocates reclaiming KTAC to tackle the environmental problems once and for all. Their main concern is the possible diversion of polluted sediments and water from the KTAC into their doorstep at inner Kowloon Bay through the proposed 600m opening in the runway. The KCDC is also concerned about the cost-effectiveness of other alternative methods. Besides, some Advisory Council on the Environment (ACE) members also indicates worries about the increase in the frequency of red tides arising from the bio-remediation chemicals. On the other hand, the Society for Protection of the Harbour, some Legislative Council members, some sports organisations and individual citizens support the cleaning up of the KTAC rather than reclamation and urge for the preservation of the runway as a unique development feature and the waterbody as a possible water-based recreation venue in the long term
- 3.2 Those who support the “no reclamation” approach are disappointed to find that the water quality therein will not be good enough for even secondary contact water sports. The Hong Kong and China Rowing Association opines that if Shing Mun River could be cleaned up for water sports, KTAC should also be addressed in the same manner.
- 3.3 Apart from the 600m gap proposal, there are other suggestions received, such as to use sluice gates on both ends of the KTAC to improve water circulation by natural tides, to establish a sewage treatment plant to clean up the KTAC and to create multi-openings on KTAC to improve water circulation. Some commenters suggest to cover the sediment with a thick layer of sand and keep shallow water above. There are also suggestions to pump out all the water in the KTAC by an underground channel and develop an aquarium or a huge underground shopping/entertainment centre. Some commenters suggest

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enhancing KTAC as a water feature with attractive landscaping on both sides.

Responses

- 3.4 The study consultants have carried out preliminary studies on bioremediation as a possible measure to tackle the sediment problems at KTAC, drawing on the success gained at Shing Mun River and Sham Ka Tsuen Typhoon Shelter. A 600m opening at the runway is proposed to facilitate water circulation and improve water quality. However, the preliminary investigations on KTAC were on-going and that the need for reclamation cannot be ruled out at this stage.
- 3.5 The preliminary environmental assessments undertaken for the draft PODP have explored various mitigation measures to tackle the incumbent environmental problems. By end 2006 we should have a better indication of the effectiveness of the proposed mitigation measures to tackle the problem without involving reclamation. It should be noted that the Kai Tak Development is a Designated Project under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) that it would be subject to a statutory EIA study to determine the environmental acceptability of the PODP proposals. The various proposals to tackle the environmental problems at KTAC have been referred to the study consultants and the concerned departments for consideration in their investigation on KTAC.
- 3.6 Since the investigation on the environmental problems of KTAC is still on-going, we would proceed to finalize the current PODP as the basis for amending the statutory OZPs to enable early implementation of Kai Tak Development, in particular some priority projects, such as the cruise terminal and public housing. We will undertake further amendments to the PODP, where necessary, to take into account the results of the investigation on the KTAC.

4. METRO PARK & OPEN SPACE NETWORK

Location

- 4.1 The PODP proposes to locate the Metro Park at the former runway in order to maximize water-frontage to create a genuine harbour park in Hong Kong.

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While the concept for a waterfront Metro Park is well-received, there are comments concerning the accessibility of the population in the surrounding districts to the park and suggest locating it in the North Apron area, which can be better integrated with the Multi-Purpose Stadium. Among the alternative proposals received, the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) proposes to locate the Metro Park at the centre of the North Apron Area whereas Liberal Party (LP) proposes to locate it at the original Shatin to Central Link (SCL) depot site. Besides, some winning schemes in the urban design competition organized by the Hong Kong Urban Design Alliance of HKIP and HKIA propose to disperse the open spaces or to locate a larger park at the end of the runway. Also, some commenters are worried that the deck above the 600m-gap for the Metro Park would hamper landscaping works.

- 4.2 The railway corporations (MTRC and KCRC) are concerned about the proposed 7-ha Station Square at the future Kai Tak Station which might limit the accessibility of the station to railway users and suggest utilizing the space above the station for an integrated station property development with the provision of local open space. District open space could be provided further away from the station.
- 4.3 The public generally supports the proposed network of open space and a continuous waterfront promenade around Kai Tak. Some of them request for an extension of the promenade to the surrounding districts e.g. Tsim Sha Tsui, Cha Kwo Ling and Lei Yue Mun. The Laguna City residents reiterate their concerns on the proposed extension of the Sewage Treatment Works in the waterfront area of their residence in Kwun Tong and request more landscaping enhancement measures at Cha Kwo Ling waterfront.

Size of Metro Park

- 4.4 Many commenters support the provision of a 24-ha Metro Park in Kai Tak. Some commenters, e.g. the DAB has proposed to enlarge Metro Park up to 30 ha as well as expanding Sung Wong Toi Park to form part of the Metro Park. There are also comments questioning the viability of Kai Tak Development as some one-third of the development area is planned for open space use. Besides, many commenters have also raised concern on whether the park

could attract adequate visitors.

Themes and Design

- 4.5 While, the environmental theme proposed for the Metro Park is well-received, the community has responded enthusiastically with other innovative ideas in developing the Metro Park, e.g. more tree planting to form an urban forest, more extensive grassland, man-made rivers and channels, DAB's proposal for a "man-made beach" concept at the former runway, LP's proposal for a man-made beach at on-shore runway area facing Kwun Tong Typhoon Shelter, a series of lakes to demonstrate reuse of greywater and to demonstrate water conservation, a lake in the form of a white dolphin to promote nature conservation, a dog park, driving range/putting green, aviation themed area, go-kart and roller skating facilities, etc.

Responses

- 4.6 We agree with the comments that the open spaces in Kai Tak should be located nearer to existing population so as to relieve the existing built-up environment. We have reviewed the draft PODP so that a more comprehensive network of district open space could be provided in the North Apron area not only to serve the future population but with enhanced connection to serve the existing communities. We will integrate the stadium proposal with the Metro Park. In addition, we will strengthen the linkages of the Metro Park with the surrounding districts by network of open space (including the proposed Station Square, Sung Wong Toi Park, North Apron District Park, the open space around the stadium, waterfront promenade and other open space/landscaping linkages) with appropriate pedestrian facilities to increase public accessibility.
- 4.7 We have carefully considered the suggestion to relocate the Metro Park to the centre of the North Apron area. However, it will reduce the overall developable area within Kai Tak. Technically speaking, placing the Metro Park on the 600m gap of KTAC would be more cost effective as buildings above the deck will involve substantial cost and more importantly, the foundation of buildings may affect water circulation underneath. It can also be a possible location to consider innovative ideas received, such as the

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- suggestion of “man-made beach” within a leisure pool. Together with the Sung Wong Toi Park and Station Square, the total parkland within the PODP amounts to 109 ha. and is easily accessible to both the existing communities as well as the future communities in Kai Tak.
- 4.8 The Metro Park is planned as a Regional Open Space to serve East Kowloon population as well as visitors from other part of Hong Kong and overseas tourists. The District Open Spaces and Local Open Spaces are planned to meet the HKPSG requirements to address shortfalls in the adjacent districts as well as that for the future population. Extensive amenity areas have also been proposed to mitigate the visual impact from the infrastructure and utility projects.
- 4.9 Unlike the conventional station designs, the SCL Kai Tak Station is planned to be within the Station Square to create a pleasant and attractive welcoming atmosphere when passengers entering Kai Tak from the station. Enhanced pedestrian facilities should be incorporated into the Station Square design to facilitate the movement of the railway passengers to the surrounding developments. The Station Square also provides a leisure environment and retail facilities for the visitors to the Sport Hub.
- 4.10 The Metro Park and network of district and local open space provide ample opportunities to create more innovative theme and design for Kai Tak and to enhance the vibrancy of Kai Tak. Innovative ideas on the theme and design of the Metro Park and open spaces could be further investigated in the detailed design of the respective projects.

5. SPORTS HUB

Location

- 5.1 The sports community and many commenters have expressed support to the currently proposed location of the sports hub. They regard this as the opportunity in many years to provide modern facilities to meet the long-term sports development needs of Hong Kong. In this regard, there are proposals for alternative locations for the stadium complex, including the submissions of DAB to locating the stadium complex to the northeastern part of the North

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Apron area so that it can be served by both the existing Choi Hung Station and the future Kai Tak Station. The railway corporations propose to swap the main stadium site with the secondary stadium site in order to enhance the usage of the SCL Kai Tak Station. The LP as well as some of the winning schemes in the Urban Design Competition, also advocate to locate the sports complex in Kowloon Bay waterfront.

- 5.2 Other commenters opine that with the multitude of sports venues and facilities in the territory, whether there is still a need for new Stadium and the Government should have a strategy or coordination on the types of events to be held in Kai Tak and other major facilities, such as those planned for West Kowloon. Some request the explanation on how the current proposal compares with the one under construction in Tseung Kwan O.

Size of Sports Complex

- 5.3 The draft PODP has proposed a 45,000-seat main stadium, a 5,000-seat secondary stadium and an indoor sports arena with ancillary support facilities together with adequate surrounding buffer area on a site of about 23 ha. The sports community supports the proposed scale of the stadium complex to facilitate staging of international sports and entertainment events. Some members of the public on the other hand cast doubt on such a large open space and Stadium Complex at a prime waterfront site as the relevant facility may be under-utilized during the non-event days. They suggest turning the Stadium Complex site to other uses for public enjoyment.

Design

- 5.4 It was proposed in the draft PODP that subway connections between the two stadia and wide underpass for pedestrians should be provided. However, many commenters, including the sports sector, raise concerns on the district distributor road running through the middle of the Stadium Complex site separating the main stadium and the other facilities (i.e. the secondary stadium, indoor sports arena and the ancillary facilities). Many commenters also call for free pedestrian movements between the sports hub and the Metro Park.

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- 5.5 Some commenters suggest sinking half of the main stadium below ground level to lower the overall building height and to allow spectators to access the lower and upper stands more easily as well as to minimize the visual impact of the Stadium Complex. Some commenters also suggest putting up temporary structures for sports events instead of building a permanent Stadium Complex.
- 5.6 Some National Sports Associations (NSAs) suggest that in addition to the dedicated cycle tracks and jogging trails, the design of the district roads should allow the possibility of partial closure for major competition events in running, cycling and triathlon activities.

Related Uses

- 5.7 Some commenters advocate for the provision of additional sports fields and facilities (including tennis courts, rugby and football pitches) in the Stadium Complex or in the surrounding areas to complement the operation of the sports hub. Some also express the need to providing water sports facilities in the area to complement the sports hub. Some suggest that the opportunity should be taken to provide additional ancillary facilities in the Stadium Complex or in the surrounding areas to facilitate the organization for their respective sporting events.
- 5.8 There are also comments suggesting commercial and entertainment facilities within and around the sports hub to add vibrancy to the area. The public should be allowed to use the open areas during non-event days as part of the open space network. Besides, many NSAs indicate that a wide range of hotels should be developed near the sports hub to facilitate the staging of international competitions and there are also suggestions for dormitory type accommodation in the Stadium Complex for visiting athletes. In addition, some suggest promoting tourism through the setting up of the sports museum for the sports history of Chinese athletes and the State-of-the-Art architecture of the main stadium.
- 5.9 There are suggestions to relocate the Hong Kong Sports Institute in the Stadium Complex so that the facility could also be made available for training the elite athletes.

Responses

- 5.10 The draft PODP has proposed a waterfront location for the Multi-purpose Stadium Complex (the Stadium Complex), which would create a new icon in the harbour area and allow an adequate distance from the SCL Kai Tak Station for the safe dispersal of spectators from a major event held at the Stadium Complex especially as many as 45,000 spectators from a large scale event held in the Main Stadium. Locating the proposed Stadium Complex close to the waterfront would also allow easy access from the populated district of To Kwa Wan and Kowloon City to the sports hub, thus providing an impetus for rejuvenating these old areas.
- 5.11 To develop a modern, multi-purpose stadium complex is in line with the Government's policy of promoting Hong Kong as a place for holding major international sports events. The development of the proposed Stadium Complex in Kai Tak will provide better condition for, and enhance the chance of, Hong Kong's bidding for staging large-scale international sports events. At present, Hong Kong lacks sufficient facilities to support the promotion of sports in the community. The proposed Stadium Complex in Kai Tak would not be limited to holding major events, and would introduce into Kai Tak a new element of sports in the city. Providing some modern and versatile sports venues for organizing different large-scale sports events will also help arouse community's interest in sports and encourage their participation in sports activities. The secondary stadium, the indoor sports arena and the ancillary facilities of the Stadium Complex could also be used by residents in the neighbouring districts and the community at large when there are no major events in the Stadium Complex. To maintain vibrancy of the complex, it is intended to develop a facility that is versatile and flexible for different types of sports and other large-scale events so as to attract regular and full utilization of the complex.
- 5.12 The provision of adequate circulation area linking the major facilities in the Stadium Complex is essential in the planning of large-scale sports complex. The circulation areas are provided for circulation, crowd dispersal, security and evacuation during emergencies and should generally be of equivalent size as the sports stadia. These areas would be planned to achieve the planning

- intention of the “stadium in the park” concept, such that the general public can gain access to the open areas inside the Stadium Complex for leisure pursuits when there are no major events taking place in the sport venues.
- 5.13 The sports ground being built in Tseung Kwan O is mainly designed for athletics and football events. With a capacity of 3,500 to 5,000 seats only and without a retractable roof, the venue in Tseung Kwan O is not designed to stage different types of large-scale events. On the other hand, the main design concept of the proposed Stadium Complex in Kai Tak is for the venue to hold large-scale sports events and competitions. Therefore, there are different types of usages between the sports ground in Tseung Kwan O and the proposed Stadium Complex. It is expected that when the Stadium Complex comes into operation, most of the major sports activities currently held in the Hong Kong Stadium would be moved to the Stadium Complex in Kai Tak. Regarding the different roles of the major facilities in West Kowloon and the Stadium Complex, the West Kowloon Cultural District is mainly for cultural facilities, while the proposed Stadium Complex in Kai Tak is developed mainly for sports activities, including holding of various major sports competitions, provision of training venues for athletes and demonstration of attractive sports performances.
- 5.14 The proposal regarding swapping of the main and secondary stadium is constrained by the site configuration and environmental impact on the neighbouring areas.
- 5.15 The current location of the proposed Stadium Complex was proposed in response to the comments received during the Stage 2 Public Participation, which suggested a better integration of the Stadium Complex and the Metro Park. Placing the Stadium Complex near the waterfront will introduce a new icon in this part of the Victoria Harbour. The location area for the Stadium Complex as shown in the PODP is more preferable in view of the size of site area available and having an adequate distance to the railway stations for safe crowd dispersal. The major sport venues would also introduce new economic activities to the surrounding districts and in helping the pace of revitalization of the To Kwa Wan and Kowloon City areas.
- 5.16 The proposal of locating the Stadium Complex in the northeastern part of the

North Apron area is not desirable as the area has been committed for public housing development, the foundation of which has been completed. Some \$700 million has already been incurred on these piling works. More importantly, it will adversely affect Government's policy pledge of three-year average waiting time for public rental housing. Besides, the Choi Hung MTR Station is not designed for crowd dispersal purpose. Locating the Stadium Complex right next to residential area (e.g. Richland Garden and Rhythm Garden), the noise level generated from the major events to be held in the stadium complex might cause noise nuisance to the surrounding residents.

- 5.17 The proposal on a sunken stadium would incur major technical difficulties as the Kai Tak site is in close proximity to the waterfront that it could require major site formation works to anchor the stadium building. While, the design of the sport venues and pedestrian connections between these sites and the surrounding areas would be investigated in the detailed study stage, based on the preliminary investigation, we would recommend slightly raising the development platforms of the sport hub site so that the distributor road lying in between the main stadium and the secondary stadium, as well the Central Kowloon Route, could become sunken roads. Landscape walkways (i.e. visitors enter the stadium at mid-level) would be provided to connect these sites so as to facilitate the movement of the visitors in the area. This will provide a direct and convenient pedestrian connection from Kai Tak Station to the stadium site. Also a clear vista towards the Lion Rock view corridor can be achieved.
- 5.18 The Stadium Complex could provide additional venues for international competition standard, which are also suitable for training purposes. The facilities could benefit local athletes of different levels. As for the Hong Kong Sports Institute, the required dedicated and regular training facilities with full range of support services (e.g. sport science, sport psychology and dormitories) are provided for effective training of elite athletes. As the main purpose of the Hong Kong Sports Institute and the proposed Stadium Complex are different and that the facilities of the latter would have to be shared with other organizations for competitions, major events and training, indicating that they could not be reserved for regular training of the elite athletes, it would not be appropriate to relocate the Hong Kong Sports Institute to the proposed

Stadium Complex in Kai Tak. Regarding the suggestion for provision of accommodation for visiting athletes, relevant ancillary facilities could be provided within the Stadium Complex and hotel facilities have been planned in other parts of Kai Tak, such as in the runway area.

6. CRUISE TERMINAL

No. of Berths

6.1 The draft PODP proposes 2 berthing spaces for mega cruises. Some commenters including LP suggest re-examining the dimension of the Cruise Terminal with reference to the sizes of latest vessels in the world and propose to provide an additional berth at the runway end. Besides, the Society for Protection of the Harbour stresses on the need to plan for future expansion of the cruise terminal developments and proposes that one half of the runway area should be reserved for future expansion of cruise terminal developments to provide berthing space up to 12 vessels and the new berths should be extended to the waterbody currently occupied by the Kwun Tong Typhoon Shelter.

Location

6.2 Many representatives of the tourist industry and in particular the cruise sector support the proposed location of Cruise Terminal at Kai Tak and urge for the early implementation of the development. There is, however, one comment expressing reservation on the suitability of the Kai Tak site for the Cruise Terminal due to its relatively long distance from the existing tourist attractions and shopping areas and suggesting relocation of the facility to West Kowloon where more infrastructure is readily available.

6.3 DAB has proposed to shift the Cruise Terminal northwards to the middle part of the runway so that it is closer to the town and allow for a bigger Runway Park or Tourism Node.

Design

6.4 Some commenters opine that finger pier design for the Cruise Centre is much better than along-side berthing to allow the public to enjoy a longer waterfront

at grade.

- 6.5 Some commenters are concerned about the potential environmental impacts during construction and operation phases of the Cruise Terminal and the HK and China Gas Co. Ltd. are concerned about the interface with the existing submarine gas pipelines traversing the Kowloon Bay area. Many express concern on the adequacy of the proposed road network to serve the Cruise Terminal, particularly when there is only one road junction. They consider that a well-planned transportation network to serve the Cruise Terminal is required.

Responses

- 6.6 According to the studies conducted by the Tourism Commission, taking into account different growth scenarios, Hong Kong will require an additional berth between 2009 and 2015, and one to two further berths beyond 2015 to sustain its development as a regional cruise hub. The two-alongside berths configuration in the draft PODP represents the best compromise in resolving identified technical difficulties, meeting the needs of cruise market and avoiding the sterilization of a long stretch of the waterfront.
- 6.7 We have planned for the development of two berths on the PODP. As regards the third berth, we consider that the best way to cater for future expansion is to build in flexibility in the PODP. To achieve this, we have designated land uses compatible with cruise terminal development, e.g. conference and hotel facilities, on the sites adjacent to the potential berthing space in the runway area and time the disposal of these sites for a later phase. The town plan and land disposal programme could be amended where necessary to meet the need for a third cruise berth at Kai Tak in the future.
- 6.8 Adequate water depth, turning basin and landside developable space are the three key requirements in determining the location of cruise terminal. The proposed location at the runway tip would be best able to meet the above requirements when compared to the rest of Kai Tak. The PODP has proposed two-alongside berths configuration comprising a continuous 800 m long berth structure to cater for simultaneous berthing of one 360m and one 345m long cruise vessels, that is expected to be able to accommodate the

longest cruise vessel commissioned to date. The proposed location for the Cruise Terminal at the runway tip has the deepest seabed along the ex-runway and larger manoeuvring space for receiving mega cruise vessels. The access from and to the main fairway is also a very direct one. Relocating the Cruise Terminal to the middle part of the ex-runway will affect the operation of the existing typhoon shelter, mooring buoys and submarine gas pipeline, which in turn would affect the implementation programme of the Cruise Terminal. Besides, more extensive seabed dredging would be required as the water depth there is much more shallower (about 2-6m). This will not only increase the technical difficulties but will also bring about more severe environmental implications.

- 6.9 The West Kowloon proposal is considered inappropriate in view of the water depth of the foreshore area for manoeuvring and/or berthing of mega cruise ships, the impact on the existing marine facilities and more importantly, the surrounding road network, public transport system and supporting facilities are inadequate to support such a proposal.
- 6.10 Regarding the concerns on the environmental and traffic impact of a cruise terminal development in Kai Tak Point, the relevant issues have been examined in the preliminary technical assessments and the Consultants have recommended suitable mitigation measures to tackle them. We intend to improve connectivity of the new cruise terminal by early provision of transport infrastructure connecting the site and the surrounding built-up areas. The interface between the existing submarine gas pipe and the cruise terminal development is being addressed by the concerned bureaux/departments.

7. TOURISM NODE

- 7.1 The proposed tourism node at the tip of the runway is well supported in the community. Public comments are mainly focused on the ways to strengthen the function of the tourism node. For example, the DAB proposes to strengthen the tourism development by replacing the cross-boundary heliport by an observation tower, shifting the cruise terminal further towards inner Kowloon Bay and extending the development area for creating a tourism centre. The LP proposes to reserve almost one quarter of the runway area as a hotel zone to accommodate all the hotel developments proposed in Kai Tak,

in support of the cruise terminal project. They have also proposed to provide an aviation museum/observation tower in the tourism node.

Responses

7.2 Having considered the planning merits of these proposals, we have made a number of amendments to the draft PODP. A public observation gallery will be provided as part of an integrated tourism-related development (such as a hotel of about 200 mPD high) inside the tourism node. Additional non-domestic gross floor area (increased from 160 000 m² to 190 000 m²) is proposed for the tourism node site to accommodate these facilities. Meanwhile, hotel developments have been planned to form a cluster on the harbour-front side of the former runway and the residential developments could be put on the landside facing the KTAC. Such land use disposition will be compatible with future cruise terminal expansion as and when a third berth is required to meet the need. The Runway Park at Kai Tak Point is also proposed to accommodate the ex-Kai Tak Airport air traffic control tower.

8. RUNWAY PRECINCT

Runway Boulevard

8.1 Many commenters support the idea to provide a 30m pedestrian way in the centre of the runway area for commercial/cultural/heritage activities, though there is concern on the viability of the facilities there. Alternative designs for this pedestrian way have also been received, including LP to place it on harbour-front side of the runway.

Residential Use

8.2 Many of the design submissions including DAB, LP and some winning schemes in the Urban Design Competition propose a linear or curve-linear disposition of housing blocks along the whole or a major portion of the runway resulting in a more prominent built form.

8.3 The Kwun Tong DC and some commenters express that the building height along the runway, in particular, the tourism node and the runway precinct should be low enough not to obstruct views towards harbour, e.g. 35 mPD.

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- 8.4 Some commenters after acknowledging the merits of mixed town houses/residential towers in the Kai Tak Grid Neighbourhood opine that this idea may be more applicable at the runway precinct.
- 8.5 On the other hand, some commenters have reservation on residential use at the runway as it would become very expensive private housing developments which would deprive the general public of the opportunity to use the runway for public enjoyment.

Responses

- 8.6 The building height profile presented in the PODP had been worked out on the basis of land use distribution, urban design considerations and technical assessments. A stepped height profile has been achieved in the PODP and the building heights in the runway precinct (45-65 mPD) are much lower than that those buildings the North Apron area. Provision has been made for the Tourism Node to develop a landmark building (about 200 mPD in height) in Kai Tak Development. These aim to achieve a more dramatic height profile along the runway area.
- 8.7 The design of the Runway Precinct with mixed residential/commercial/cultural uses in the middle section is to sustain the interest of exploration along the 2.5-km long runway. On the KTAC side of the precinct, low density and medium rise housing will be developed above 1-storey carport. On the harbour-front side of the precinct, a 950m-long hotel belt with a mix of conference and retail provision is planned. Together they will form two rows of curvilinear building massing with a landmark building punctuating at the tourism node.
- 8.8 Along the harbour-front the public can enjoy leisure shopping and dining experience as well as street cultural performances at the promenade. A curvilinear parkway is planned at the middle of the precinct, linking up the Metro Park and the tourism node. An elevated promenade is also proposed on the side of the KTAC to provide public access to the waterfront. Since the Runway Precinct concept is to plan for a linear mixed use environment to enhance public enjoyment, the Grid Neighbourhood concept would not be compatible with this concept.

9. AVIATION-RELATED FACILITIES

- 9.1 Views are diverse on the cross-boundary heliport proposal. Apart from individual citizens and local concern/resident groups, the DAB, Civic Party, some Legislative Council members including Hon Chan Yuen Han, Hon Chan Wai Yip, Dr. Hon Kwok Ka Ki, and members of Kwun Tong, Kowloon City and Wong Tai Sin DC express objections to or reservation about the cross-boundary heliport proposal on grounds of noise impact, incompatible uses and obstruction to the public access to the most prominent location of the runway. DAB has pointed out that the traveling time from Kai Tak Point to the Central is almost the same as that from Chek Lap Kok. However, the DP, the Hong Kong Air Cadet Corps and Hong Kong Regional Heliport Working Group support the heliport proposal at Kai Tak. The supporters consider that the proposed cross-boundary heliport will stimulate economic growth, promote tourism, serve business as well as community needs, and enjoy substantial synergy with the proposed cruise terminal to be sited in an adjacent location at Kai Tak. LP suggests incorporating the heliport in the cruise terminal development and moving the terminal building more inland.
- 9.2 Some aviation groups currently accommodated at the historical building clusters at the north-western corner of Kai Tak (i.e. Hong Kong Aviation Club, Hong Kong Air Cadet Corps, Hong Kong Parachute Association and Hong Kong Historical Aircraft Association) request to retain the entirety of the existing site as their permanent headquarters to provide aviation education and training. They also request alternative means of providing an operating base for fixed wing and rotary wing flying in Hong Kong.

Responses

- 9.3 The proposed cross-boundary heliport at Kai Tak Point is planned as a long-term development project to meet the forecast growth of cross-boundary helicopter services beyond 2015. Such service is only viable if it operates at a site with customs, immigration and health quarantine (CIQ) facilities where the commuters can have immediate access to town centre. The Kai Tak site is the only possible site that can meet the aforesaid conditions. With the shared use of CIQ facilities with the cruise terminal, synergy effect will be created whereby onward travel to/from the cruise terminal is readily available, and

hotel, shopping and entertainment facilities are within walking distance for the cross-boundary helicopter service travelers. Besides, the heliport at Kai Tak will complement the existing facility at Macau Ferry Terminal, which provides convenient access for travelers to the Central District. The Kai Tak heliport can serve the travelers on the Kowloon site. Whilst the helicopter landing facilities in the Hong Kong International Airport can serve also cross-boundary travelers, the utilization rate is however fairly low and cannot replace in-town heliport facility. Given the aviation requirement of a heliport operation, the currently proposed location is the only available site in Kai Tak that could serve the purpose. The revised PODP has therefore maintained the cross-boundary heliport proposal.

- 9.4 The aviation groups are now occupying the Sung Wong Toi Road site under temporary land tenure. Since these activities also contribute to the aviation heritage of Kai Tak, the PODP has proposed to reserve a site at the original location to accommodate these sports activities. The site area has, however, been reduced to accommodate the planned Sung Wong Toi Park, which forms the gateway to the Kai Tak site and the park also forms a major heritage element in the area. The relevant proponents should provide the justification for the site area requirement for the aviation-related activities for consideration of the relevant bureaux/departments.

10. OFFICE CENTRE

- 10.1 Many commenters including the Real Estate Developers Association query the extent of office space proposed at the Kai Tak City Centre as it may result in over-supply and stifle private redevelopments in San Po Kong, Kowloon Bay and Kwun Tong. However, the railway corporations (MTRC and KCRC) suggest increasing commercial development at/around SCL station. DAB proposes that the government offices be located close to the previous San Po Kong Government Offices site in order to better serve the existing community..
- 10.2 The local communities raise concern on the development intensity and building height of the office and commercial developments along the northern

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boundary of Kai Tak as it may obstruct air ventilation into the Kowloon City and San Po Kong areas. Others are concerned if the high-rise buildings will breach the ridgeline.

Responses

- 10.3 According to the assessments in the Hong Kong 2030 Study, Hong Kong is expected to maintain its role as a global and regional financial and business centre. To foster and consolidate this role, there is a need to plan ahead to ensure adequate supply of suitably located land for premier offices and accommodation for general business uses. Under the Study, it is estimated that there will be continuously strong demand for both kinds of accommodation. For the former, in view of the limited supply in the Central Business District (CBD) area, it is recommended to create an office node outside the existing CBD in the long run and Kai Tak is considered a suitable location for such a node. Given its proximity to Kowloon Bay, Kwun Tong and San Po Kong, there could be synergy effects and at the same time it will serve as a catalyst for redevelopment at these areas. The proposed Kai Tak office node is expected to serve a niche market (high-end offices) demand for general offices, business uses will be met largely through the existing vacant stock and planned/completed projects in Kowloon Bay, Kwun Tong and San Po Kong.
- 10.4 The Kai Tak Government Offices will be relocated to a site abutting Prince Edward Road East such that the government services could be more accessible to both the existing and future population. The site would be connected with surrounding development in San Po Kong with a footbridge system.
- 10.5 Technical assessments particularly air ventilation impact assessment has been conducted to ensure broad technical acceptability of the PODP. According to the findings of the air ventilation assessment, the following improvement measures are proposed:
- (a) To relocate the SCL Depot elsewhere in the urban area. The ex-SCL Depot site has been replanned to form a second development cluster in the North Apron area. To minimize any air ventilation impact to Kowloon City, the building heights at the site would be restricted to maximum

60-70mPD. Wind gaps are recommended between buildings, the width of which is no less than half of that of the building frontages facing the prevailing wind.

- (b) Kai Tak SCL Station mix-use belt - To enhance wind penetration, massive podium design should be avoided. Minimum 30% opening area at ground level should be maintained in order to enhance air ventilation performance at pedestrian level. Wind gaps are recommended between buildings, the width of which is again no less than half of that of the building frontages facing the prevailing wind.

- (c) Grid neighbourhood - The shop frontages of the grid lots facing the station square would be restricted to one-storey high. A podium free layout will be pursued to enhance the overall community environment as well as to improve air ventilation in the neighbourhood. The opening area of the courtyard should occupy a minimum of 30% of the grid lot width, with an orientation towards the prevailing wind direction.

11. TRANSPORT AND CONNECTIVITY

Shatin to Central Link (SCL)

- 11.1 The local communities are strongly against the provision of an at-grade train depot at Kai Tak on the ground that the existing Kowloon City community will be further segregated from the future new developments. Blockage of air ventilation is another major concern.

- 11.2 Some commenters suggest constructing an underground depot, relocating the depot outside Kai Tak e.g. Tai Wai, constructing other SCL stations at Tsz Wan Shan, Kowloon City and To Kwa Wan as well as re-aligning the SCL alignment to Ma Tau Wai Road where most residential developments are

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located.

Connectivity

- 11.3 Many commenters consider that the connectivity issue has not been fully addressed in the draft PODP because of the lack of connection between Kwun Tong and Kai Tak Point as well as the insufficiency of the existing and proposed transport facilities and road network.
- 11.4 To improve connectivity, the DAB, LP, DP, Hon Chan Yuen Han, URA, KTDC and many local organizations strongly urge for the provision of a bridge link to connect Kwun Tong waterfront with Kai Tak Point for pedestrian and vehicular connections. They consider that the bridge link is required as a direct connection between the existing and the future developments and to serve as a catalyst in the rejuvenation of the Kwun Tong district.
- 11.5 In addition to the bridge link, the Civic Party, DAB, DP, LP and many local concern groups advocate the provision of a monorail system in Kai Tak as an internal environmentally friendly transport system (EFTS) as well as a link with the surrounding districts to enhance the connectivity between the existing and new developments. The KTDC and the URA make similar request for a monorail system connection to the Kwun Tong MTR stations and to Kwun Tong Town Centre so as to help expedite the transformation of Kwun Tong and Kowloon Bay Business Areas and the rejuvenation of the town centre area. The two railway corporations propose to reinstate the EFTS planned for Kai Tak, which was proposed in the original Kai Tak OZPs.
- 11.6 Apart from bridge link and mono-rail system, some commenters propose to have ferry services between the tourism node and Hong Kong Island and other parts of the urban areas. Some also suggest having cross boundary ferry services to Macau/Mainland China at the cruise terminal site making use of the CIQ services available and introducing water taxis and boat rides to the nearby areas such as Lei Yue Mun.
- 11.7 With regard to the transport facilities, some commenters suggest to have more at-grade crossings whereas some other (including Hon Chan Yuen Han) advocate for underground streets beneath Prince Edward Road East which

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may even be extended as an underground city in order to enhance connectivity. Besides, DAB proposes a “Rainbow Bridge” over the existing breakwaters of To Kwa Wan Typhoon Shelter to connect Hung Hom and Kai Tak. Also, some commenters suggest extending the proposed cycle track network to the hinterland for both commuting and recreational purposes.

- 11.8 Concerning the road network, HKIA suggests avoiding a 10-lane road for Prince Edward Road East while some suggest widening Prince Edward Road East with the construction of noise barrier. Others suggest depressing the part of the Central Kowloon Route separating the stadium and the Metro Park and the section of the T2 trunk road in Kowloon Bay to help create a vehicle-free environment and improve pedestrian connection. Besides, some commenters suggest to delete unnecessary roads and build more depressed roads as well as to widen the Kai Tak Tunnel to replace the district road. Some also express grave concern on the proposed “spaghetti” of roads near the Hong Kong International Trade and Exhibition Centre..

Responses

SCL

- 11.9 We appreciate the concerns raised in the community and have revisited the issue of railway depot. While noting that without a depot along the SCL in urban area, the SCL will not be viable, the findings of the air ventilation assessment on the draft PODP indicate that the wind performance at Kowloon City would be affected as a result of the wind blocking effect brought about by the wide span depot. Moreover, we agree that the depot will impose constraints to the integration of the existing developments in Kowloon City with the future developments in Kai Tak. In view of the above considerations, we will work together with the railway corporations to explore an alternative depot site in Diamond Hill, which had previously been considered for accommodating a railway depot, to serve the SCL. Further investigation would be required to establish the overall feasibility in due course. Meanwhile, on the revised PODP, we assume that the depot will be relocated to another site outside the boundary of Kai Tak Planning Review.

- 11.10 In the course of developing the SCL scheme, the railway operator has

undertaken a study to examine the feasibility of constructing a station at Tsz Wan Shan. Extensive investigation of the ground conditions confirmed the absence of competent rock suitable for the construction of a station cavern. Technically, exceptional and high-risk construction techniques will be required for the construction of the station. In view of the above, the railway operator does not consider it prudent to propose such station.

- 11.11 As regards the proposal of re-aligning the SCL to Ma Tau Wai Road, this proposal has been studied as part of the alignment options studies by the railway corporation and has been ruled out as the proposed alignment will go under numerous buildings and will clash with their foundations. Also, the suggested railway station location (i.e. underneath Wing Yiu Street/Hung Kwong Street) will involve substantial resumption of private lots.

Connectivity

Monorail

- 11.12 The Consultants have conducted a desktop assessment for a monorail system in Kai Tak and possible connections to Kwun Tong town centre, Ngau Tau Kok and Kowloon Bay MTR Stations. The preliminary findings indicate that there is no transport case for the monorail system, and it is not expected to be financially viable. Besides, a monorail system may affect local traffic and visual quality of existing developments in Kwun Tong and Kowloon Bay. On the other hand, a monorail system may have wider economic and social benefits, providing easy access to Kai Tak, including the enhancement to the land revenue of the development sites in the vicinity of the monorail stations (subject to more detailed assessments on the enhancement of land values), and speeding up the transformation of the Kwun Tong Industrial Area into a modern business area. The system would also serve as an icon enhancing the overall tourism appeal of the Kai Tak site.
- 11.13 The monorail system proposal would need to be further investigated in the next stage of the study. Meanwhile, we have made a reserve on the PODP to cater for a possible monorail or EFTS in future.

Bridge Link to Kwun Tong

- 11.14 We have undertaken a desktop study for two alternative bridge schemes to provide for pedestrian and monorail usage. Apart from the high cost, these schemes would involve reclamation for pile caps and ship impact protection measures or bridge structure that would create major visual impact.
- 11.15 While there is no transport case for the bridge link (the driving distance would only be shortened by 1.5 km), we share the view that a bridge link between Kwun Tong and Kai Tak will provide major impetus to the transformation of Kwun Tong Industrial Area. We have designated a reserve on the revised PODP for this bridge link as part of the possible future monorail system incorporating pedestrian and possibly vehicular facilities. This proposal is subject to further detailed investigations.
- 11.16 The draft PODP has proposed marine-related facilities to serve Kai Tak Development, including 7 existing ferry/vehicular piers and 8 public landing steps that could support the operation of water taxi and leisure boat ride.
- 11.17 We have proposed in the revised PODP a comprehensive underground shopping street system connecting the Kowloon City and San Po Kong areas with the future Kai Tak Station, as these areas are now segregated by the Prince Edward Road East (PERE). The network will comprise two underground shopping streets, connecting Olympic Garden, Nga Tsin Wai Road and ex-San Po Kong Flatted Factory sites, through basement shopping premises in the planned "Commercial" sites, with the Kai Tak Station. Enhanced footbridge connections will also be provided, where appropriate, to these areas.
- 11.18 As for the To Kwa Wan area, the pedestrian system would tie in with the open space network as part of the "Stadium in the Park" concept. There will be connections through enhanced at-grade crossings the planned waterfront promenade. For the Kowloon Bay area, apart from the enhanced at-grade crossings and pedestrian subway, the revised PODP has also included a footbridge to connect with the system being planned by the private sector for the area.

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- 11.19 Regarding the proposal to re-align PERE (either avoidance of a 10-lane road or widening the road to cater for future traffic growth), the concerned bureau/department have explored this idea and considered that the PERE is a primary distributor carrying inter-district traffic with major road interchanges and slip road connections. There is also utility servicing infrastructure running along this road corridor. Widening this major road corridor would mean that the associated interchanges and utility infrastructure would need to be relocated/extended into Kai Tak, which would cause major traffic disruption and nuisances to the public during the construction period [i.e. at least over 12 years to complete the design and construction] and involve high reprovisioning cost. As such, this proposal would not be further investigated.
- 11.20 To achieve a better living environment in Kai Tak, a people-oriented approach has been adopted in planning future Kai Tak. In response to the call for more depressed or underground roads within Kai Tak, effort has been made to reduce the coverage of roads within the PODP. While most parts of the major roads including Central Kowloon Route would be provided underground or as depressed road, its connecting roads and some local distributors still have to be above ground to connect the existing road systems in the surrounding districts with Kai Tak. Landscape mitigation measures would be investigated to minimize the visual impact associated with the highway structures. Indeed, the areas designated for road networks have been further reduced in the revised PODP.

12. MARINE-RELATED FACILITIES

- 12.1 There are polarized views between the marine facilities operators and the local community on the existing marine facilities around Kai Tak. The marine facilities operators support the retention of To Kwa Wan and Kwun Tong Typhoon Shelter, which provide critical safety shelters for vessels during typhoon time. They also welcome the provision of marine facilities including public piers and landing steps in Kai Tak. These operators however advocate for the retention of the existing Kwun Tong and Cha Kwo Ling Public Cargo Working Areas (PCWAs) as they are of vital importance to the mid-stream

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operators, logistic industry and the material recovery industry. They are essential parts of the operation of the port, which provide significant job opportunities. These operators are of the view that should the PCWAs be removed for future waterfront development, proper reprovisioning in other suitable locations should be provided in consultation with the stakeholder organizations. The marine facilities operators opine that the immersed section of T2 trunk road should be re-aligned towards Kwun Tong waterfront in order to reduce the interface with the operation of Kwun Tong Typhoon Shelter. Some commenters also suggest to promote the PCWAs as a tourist spot with the introduction of better site management.

- 12.2 The local community in Kwun Tong and the residents of Laguna City welcome the decommissioning of PCWAs for a continuous waterfront promenade extending from Kai Tak to Kwun Tong and request to extend the waterfront promenade to Cha Kwo Ling area. Some including Hon. Chan Yuen Han suggests retaining and enhancing the Kwun Tong/ Cha Kwo Ling PCWAs to turn it into a tourist attraction point.
- 12.3 Some commenters call for the provision of public pier for local vessels, yachts, leisure boats and water taxi or even a ferry pier at runway tip to provide another form of water based transportation to the urban area for visitors from cruise terminal.

Responses

- 12.4 The PODP has proposed to develop the Kwun Tong and Cha Kwo Ling waterfront areas into a waterfront promenade as a long term planning proposal. The implementation of the proposal would be subject to the future decommissioning of the two PCWAs and the Cha Kwo Ling PCWA would likely be affected by the construction programme of Road T2. Since the closure of these PCWAs would affect the industry and the employment opportunities of the workers, an inter-departmental task group would be set up to examine this issue. While there is as yet no concrete timeframe to implement the above proposal, the concerned bureaux/ departments will consult the stakeholders on the reprovisioning arrangements so as to minimize the impacts on the concerned operation and industry.

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- 12.5 The eastern portion of the Cha Kwo Ling PCWA will need to be decommissioned as the Trunk Road T2 would have to be completed in 2016 to tie in with the Central Kowloon Route and Tseung Kwan O - Lam Tin Tunnel at Cha Kwo Ling.
- 12.6 As for establishing the PCWA as a tourist attraction, safety for tourist access to the PCWA in operation will be a major concern.
- 12.7 The concern on the operation of the typhoon shelter is acknowledged. The alignment of Trunk Road T2 has been carefully chosen. It is constrained by the Central Kowloon Route and Tseung Kwan O - Lam Tin Tunnel at both ends. Whilst the Trunk Road T2 would provide connection with the local road at the South Apron area, there is little room to shift its alignment towards the waterfront. The detailed interface between the immersed section of Road T2 and the operation of the typhoon shelter will be further investigated in the detailed engineering feasibility studies.

13. ENVIRONMENTALLY FRIENDLY PROPOSALS

- 13.1 Many commenters, including the ACE members urge for an environmental friendly approach in planning and developing Kai Tak. Some of the environmental initiative proposals received are set out below:
- (a) smaller land lots, lower building densities, and building design specifications should be employed to ensure good air ventilation within Kai Tak and into the neighbouring areas;
 - (b) mono-rail or other EFTS to complement SCL;
 - (c) more depressed or underground roads;
 - (d) windmill at end of the runway for generating renewal energy;
 - (e) underground sewage treatment plant with above ground reclaimed water park near Laguna City;
 - (f) reclaimed water park within Metro Park; and
 - (g) water channel in the North Apron area.

Responses

- 13.2 Environmentally friendly approach is one of the guiding principles in the planning and development of Kai Tak. Proactive planning approach has been adopted in the Study to minimize the environmental impacts on the existing development in the surrounding areas and the future new developments. The suggestions on improving air ventilation have been taken into account in formulating the draft PODP. An air ventilation assessment for the draft PODP has been conducted in the study process to address airflow issues. Some improvement measures are proposed to enhance wind performance in the area adjacent to Kowloon City, Kai Tak Station mix-use belt and Kai Tak City centre.
- 13.3 Wind strength at the runway area would not be sufficient for commercial-scale wind turbine. Windmills as a design feature may, however, be considered in the parklands subject to detailed design in the implementation stage.
- 13.4 Instead of constructing an underground sewage treatment works as proposed by some local residents, which will involve both technical and financial implications, this utility infrastructure could be decked over with proper landscaping features so as to enhance the visual context of the facility. To minimize the impacts to the adjacent residential development, a 40m wide area from the seawall for provision of a waterfront promenade and suitable enclosure of the plant facilities, with de-odorization system and lush tree planting and landscape decking would be considered.
- 13.5 The suggestion to incorporate fresh water features in the overall design could be further investigated in the implementation stage.

14. OTHER URBAN DESIGN ISSUES

- 14.1 Apart from the above, we have also received the following proposals:
- (a) multiple gaps instead of one 600m gap with a giant deck structure would increase water frontage and leisure atmosphere;
 - (b) the existing Prince Edward Road East and the proposed ring road would

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- hamper opportunities for direct extension of the existing grid road pattern into Kai Tak;
- (c) keep the Kai Tak Nullah open and introduce wider water bodies into north apron area;
 - (d) observation tower (including the suggestion of 龍珠塔 [Dragon Pearl Pagoda]), panoramic view tower or panoramic sky wheel at the end of the runway to serve as a landmark as well as the best vantage point to the harbour; and
 - (e) viewing corridors towards Lion Rock should ensure the view of the head of the Lion Road rather than its highest point on its back.

Responses

- 14.2 The community's aspiration for incorporating more innovative urban design elements in the Kai Tak Development is fully recognized. The comments regarding the urban design proposals would be further investigated in fine-tuning the PODP and the Urban Design Master Plan.
- 14.3 A public observation gallery is proposed to be integrated in a tourism-related development (such as a hotel of about 200mPD in height) inside the tourism node. It is confirmed that the viewing corridor towards Lion Rock will provide the view of the Lion Rock, including its head.

15. OTHER LAND USE ISSUES

- 15.1 There are proposals for new land uses of which some have major implications on the PODP while others may always be accommodated in the broad land uses planned.
- (a) university town, e.g. move City University of Hong Kong here and build many secondary and primary schools around it;
 - (b) hub for trade fairs including accommodation and restaurants within Kai Tak and an express railway to Mainland China;
 - (c) more marine uses such as marina, water taxis and water sports;
 - (e) Chinese lake garden with floating restaurants and old fishing boats;

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- (f) boat ride with museum functions on the boat (with a fishing village theme).
- (g) medical and tourism centre; and
- (h) museum e.g. bus, transport or aviation related.

Responses

15.2 We fully appreciate the innovative land use concepts, proposals and ideas submitted by the public throughout the study process. Most of the proposals such as Chinese garden design, museums, boat ride marine uses and trade fair hub, etc. could be investigated further in the detailed design and that an appropriate planning framework could be formulated to allow the flexibility to pursue these elements in the implementation stage.

16. IMPLEMENTATION

16.1 Majority of the commenters urge for the early implementation of Kai Tak Development as it is a waste of resources in leaving the site vacant for over 8 years and the neighbouring areas are longing for the new business opportunities to be offered by the new infrastructure and developments in Kai Tak.

16.2 HKIA raises specific concerns on the lack of integration among government departments and the lack of appropriate urban design control mechanism to ensure that the good planning ideas can be at the end put into reality.

Responses

16.3 We fully acknowledge the concern on an early implementation of the Kai Tak Development. Upon completion of PODP, the concerned departments would kick start the feasibility and environmental impact assessment studies to enable early implementation of Kai Tak Development.

16.4 Kai Tak Development is a large-scale development project in the territory. Various government bureaux/departments would work together to put all development proposals into effect. Different implementation mechanisms including statutory development control will be adopted to ensure that well-received planning ideas will be achieved in Kai Tak Development.

CHAPTER 3 CONCLUDING REMARKS

- 1.1 The Stage 3 Public Participation Programme for the Kai Tak Planning Review was completed in late August 2006. Apart from receiving many valuable comments, substantial proposals and innovative ideas, the public engagement activities have also provided useful platforms for the general public and the stakeholder groups to maintain dialogues with the Government on the planning and development of Kai Tak.

- 1.2 This report has provided a summary of the key comments/proposals received and the responses of the Consultants and relevant Government bureaux/departments. The public comments received at this stage and the outcomes of the Preliminary Technical Assessments will be taken into account in finalizing the PODP. 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 OZP will be published for further public consultation under the statutory planning process in late 2006.

A List of Public Engagement Activities organized during Stage 3 Public Participation Programme

Public Forums

Date	Events	Location
8 July 2006	Public Forum	YMCA of Hong Kong
15 July 2006	District Forum - Kowloon City	Wonderful Worlds of Whampoa
29 July 2006	District Forum - Kwun Tong	Community College of City University (Telford Annex)
5 August 2006	District Forum -Wong Tai Sin	Lok Fu Shopping Centre

Briefing Sessions

Date	Committees/Organizations
1. 23 June 2006	Town Planning Board
2. 23 June 2006	Harbour-front Enhancement Committee Sub-committee on South East Kowloon Development Review
3. 27 June 2006	LegCo Panel on Planning, Lands & Works
4. 27 June 2006	Wong Tai Sin District Council
5. 5 July 2006	Democratic Party (Mr. Wu Chi Wai, Wong Tin Sin District Council Member and others)
6. 12 July 2006	Sports Federation and Olympic Committee of Hong Kong, China
7. 13 July 2006	Planning Sub-committee of the Land & Building Advisory Committee
8. 17 July 2006	Advisory Council on the Environment
9. 18 July 2006	The Real Estate Developers Association
10. 19 July 2006	Transport Advisory Committee
11. 20 July 2006	Kwun Tong District Council
12. 20 July 2006	Kowloon City District Council
13. 2 August 2006	Hong Kong Institute of Engineers
14. 3 August 2006	Provisional Local Vessels Advisory Committee

15.	4 August 2006	Kowloon City District Council Special Meeting
16.	15 August 2006	Harbour Business Forum
17.	15 August 2006	Hong Kong Institution of Planners
18.	16 August 2006	Sports Commission
19.	17 August 2006	Kwun Tong District Council Special Meeting & Site Visit
20.	21 August 2006	關注觀塘發展聯席會議 (Ms Ko Po-ling, Kwun Tong District Council Member and others)

Local Forums

Date		Forums
1.	17 July 2006	Local Forum organized by Owners' Corporation of Laguna City (Phase 3)
2.	19 July 2006	Local Forum organized by Owners' Corporation of Rhythm Garden
3.	1 August 2006	Local Forum in Kowloon City organized by Caritas Community Centre
4.	7 August 2006	Local Forum organized by Owners' Corporations of Laguna City (Phases 1,2 & 4)
5.	11 August 2006	To Kwa Wan Local Forum organized by Hon Chan Yuen Han
6.	13 August 2006	San Po Kong Local Forum organized by Hon Chan Yuen Han
7.	14 August 2006	Kowloon City Local Forum organized by Hon Chan Yuen Han
8.	19 August 2006	DAB's Seminar on Kai Tak Development
9.	20 August 2006	Local Forum in Sceneway Garden organized by Hon Chan Kam Lam
10.	20 August 2006	Local Forum in Kowloon City organized by Caritas Community Centre
11.	23 August 2006	Local Forum in Kai Yip Estate Community Hall organized by Hon Chan Kam Lam
12.	26 August 2006	Workshop organized by Hong Kong Institute of Architects

Roving Exhibition

Date	Location
1. 24 June to 2 July 2006	Hong Kong Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui
2. 8 July 2006	YMCA of Hong Kong, Tsim Sha Tsui
3. 15 July 2006	Wonderful Worlds of Whampoa, Hung Hom
4. 29 July 2006	Community College of City University (Telford Annex), Kwun Tong
5. 5 August 2006	Lok Fu Shopping Centre, Wong Tai Sin
6. 12, 13, 19, 20 August 2006	Kowloon City Plaza
7. 16 - 18 August 2006	Admiralty MTR Station
8. 21 - 23 August 2006	Central MTR Station

Design Competition on Development Concepts for Kai Tak (29 April to 19 June 2006)

organized by Hong Kong Urban Design Alliance (A joint Taskforce of the Hong Kong Institute of Planners and the Hong Kong Institute of Architects)

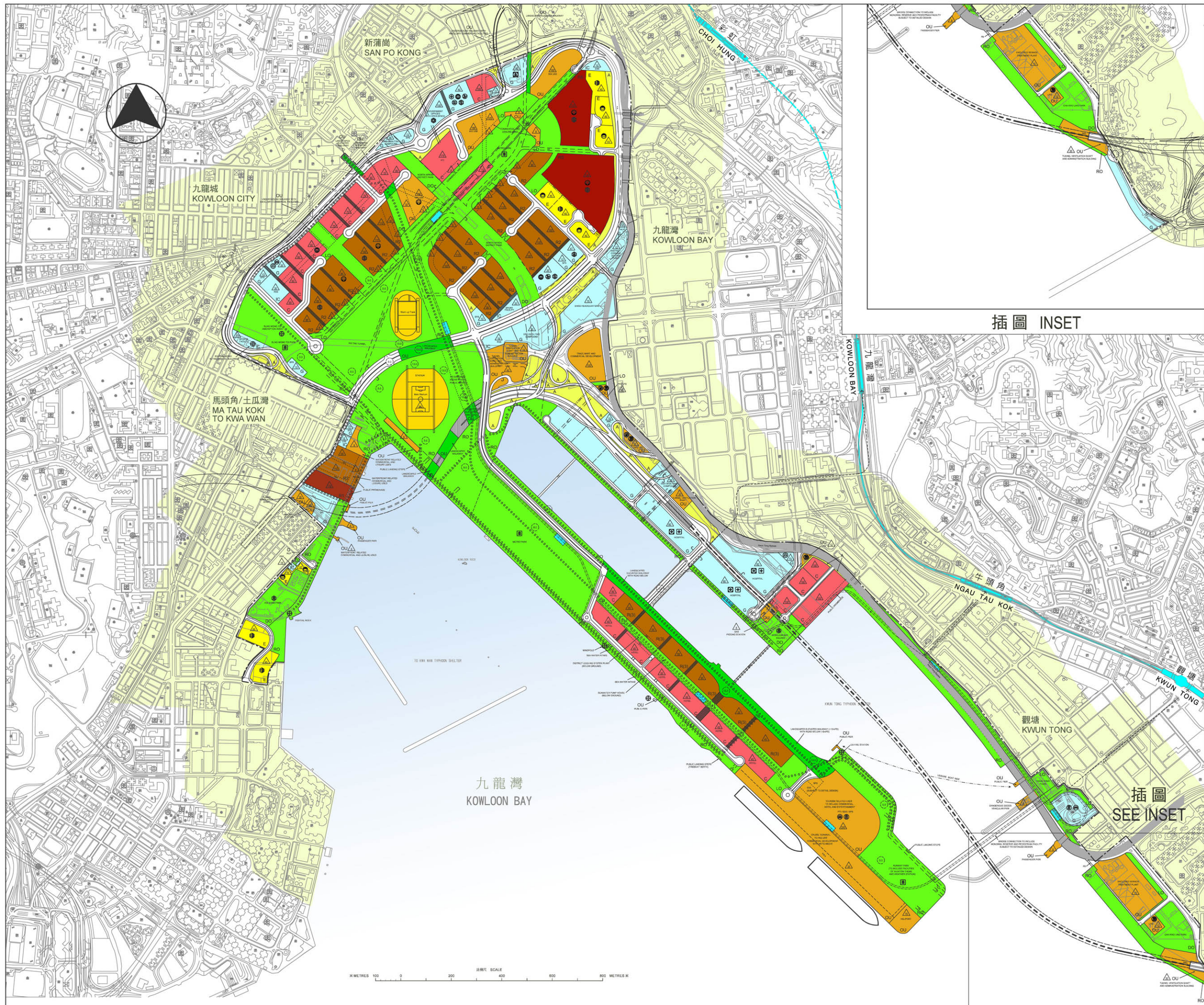


插圖 INSET

NOTATION

	政府合署		普通科診所
	警署總部		區域公園
	分區警署		鎮區公園
	分區消防局		體育館
	救護站		室內康樂中心
	郵政局		停車場
	社區康樂中心		巴士總站
	社會福利設施		綠色專線小巴總站/公共小型巴士總站
	小學		公共小巴總站
	中學		轉車站
	安老院		加油站
	醫院		泊車位加油站
	全科診所/專科診所		具歷史/考古價值地點
	規劃界線		鐵路及車站專用範圍 (MTR)
	用途地帶界線		可能預留作非鐵路及車站用途範圍

LEGEND

	G 商業
	SS 公共屋宇
	R1 住宅發展密度第1區
	R2 住宅發展密度第2區
	R3 住宅發展密度第3區
	G 政府
	IC 機構或社區
	E 教育
	RO 區域休憩用地
	DO 地區休憩用地
	LO 鄰舍休憩用地
	A 美化市容
	OU 其他指定用途
	道路、交界處等

啟德
KAI TAK
初步發展大綱圖
PRELIMINARY OUTLINE
DEVELOPMENT PLAN



Kai Tak Revised Preliminary Outline Development Plan
Land Use Distribution

Land Uses	Draft PODP		Revised PODP	
	Area (ha)	%	Area (ha)	%
Commercial (Office/Hotel/Retail)	20.3	6.2	18.2	5.5
Mixed Use (Housing & Hotel/Retail)	1.4	0.4	5.1	1.5
High to Medium Density Housing	34.5	10.5	31.2	9.5
Low Density Housing	8.5	2.6	6.0	1.8
GIC/ Schools/ Other Specified Uses	44.5	13.6	53.2	16.2
Stadium Complex	23.2	7.1	23.2	7.1
Cruise Terminal and Tourism Node	13.3	4.1	13.7	4.2
Open Space (Landscaped Deck/ Walkway)	102.5	31.3	109.3	33.3
Road Network	79.8	24.3	68.1	20.8
Total Area	328	100	328	100

Kai Tak Revised Preliminary Outline Development Plan
Key Development Parameters

	Draft PODP[@]	Revised PODP[@]
Population:	86 500	85 900
No of Flats:	30 500	30 300
Domestic PR:	3.0 - 5.0	3.0 – 5.0
Employment:	85 400	79 600
Office GFA (m²):	882 500	849 300
Non-domestic PR:	4.0 - 9.5	4.0 – 9.5
Hotel Room	6 800	6 300

[@] 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.