

**HEC Sub-committee on  
South East Kowloon Development Review**

**3<sup>rd</sup> Meeting**

Date : 20 October 2004 (Wednesday)  
Time : 2:00 p.m. – 3:00 p.m.  
Venue: Conference Room, 15/F, North Point Government Offices,  
333 Java Road, North Point.

**Agenda**

1. Confirmation of Minutes of 2<sup>nd</sup> Meeting
2. Matters Arising
  - Progress Report on Stage 1 Public Participation  
[SEKD SC Paper No. 2/04]
3. Planning History of Kai Tak and Key Planning Concepts of Current Outline Zoning Plans [SEKD SC Paper No. 3/04]
4. Any Other Business

**Secretariat,  
HEC Sub-committee on  
South East Kowloon Development Review  
October 2004**

## **KAI TAK PLANNING REVIEW**

### **Stage 1 Public Participation: Community Vision for Kai Tak**

#### **Progress Report**

#### **Purpose**

This paper reports the progress of the Stage 1 Public Participation of the Kai Tak Planning Review.

#### **Progress**

2. In the second Sub-committee meeting held on 1.9.2004, Members discussed the proposed framework/approach of public participation for the Kai Tak Planning Review and offered comments on the activities proposed for the Stage 1 Public Participation and the related draft Consultation Digest.

3. The Stage 1 Public Participation commenced on 17.9.2004, with a launching press conference convened in that afternoon. There was wide coverage by the mass media. Progress of relevant activities is reported below.

#### **General Public:**

3.1 The public participation activities are listed below:

Public Forum (1) 16.10.2004 Lung Cheung Mall, Wong Tai Sin

Public Forum (2) 23.10.2004 Kowloon City Plaza, Kowloon City

Public Forum (3) 30.10.2004 Telford Plaza, Kowloon Bay

Community Workshop 6.11.2004 Community College of City University (Telford Annex)

3.2 HEC Sub-committee on SEKD Review, CUPEM of HKU, HKIA, HKIP, Kowloon City, Kwun Tong and Wong Tai Sin District Councils

and People's Council on Sustainable Development have kindly agreed to act as collaborators of these public participation activities.

- 3.3 Members of over 700 organizations, including local groups and schools, based on advice of the respective District Officers, have been invited to join these activities to share their views on the future development of Kai Tak. Ten organizations have, so far, registered to present their views/proposals in the first Public Forum.

#### Boards & Committees

- 3.4 A list of boards and committees that have been/will be consulted is attached below.

<u>Meeting</u>	<u>Date</u>
HEC Sub-com on SEKD Review	1.9.2004
Town Planning Board	17.9.2004
Kwun Tong District Council	23.9.2004
Kowloon City District Council	14.10.2004
Planning Sub-Committee/Land & Building Advisory Committee	19.10.2004
Sham Shui Po District Council	26.10.2004
Advisory Council on the Environment	8.11.2004
Wong Tai Sin District Council	9.11.2004
Transport Advisory Committee	25.11.2004

#### Other Stakeholder Groups

- 3.5 Discussion meetings with other stakeholder groups that have been/will be convened are listed below:

<u>Meeting</u>	<u>Date</u>
Kowloon Canton Railway Corporation	11.10.2004
Real Estate Developers Association	21.10.2004
Mass Transit Railway Corporation	1.11.2004

Hong Kong Institute of Planners 9.11.2004

Provisional Local Vessels Advisory Committee 12.11.2004

- 3.6 Meetings with expert/users groups, e.g. cruise terminal, multi-purpose stadium, typhoon shelter, approach channel, refuse transfer station, etc. have been /will be convened during the period.

#### Exhibition, Education & Website

- 3.7 Kai Tak Planning Review is now a subject in Planning Department's Outreach Programme. Briefing sessions on Kai Tak Planning Review have been arranged to the secondary schools in the Outreach Programme. Display materials are now included in Planning Department's Mobile Exhibition Centre and HK Planning and Infrastructure Exhibition Centre for general viewing of local and overseas visitors. The relevant public participation activities and additional background information for this stage of public participation are also mounted onto the study website.

#### Mass Media

- 3.8 Apart from the press conference mentioned above, the Kai Tak Planning Review was also discussed in a RTHK Radio 3 morning programme on 21.9.2004.

#### Advice Sought

4. Members are invited to note the progress of the Stage 1 Public Participation of the Kai Tak Planning Review.

**Planning Department**  
**October 2004**

## **KAI TAK PLANNING REVIEW**

### **Planning History of Kai Tak & Key Planning Concepts of Current Outline Zoning Plans for Kai Tak**

#### **Purpose**

The purpose of this paper is to brief Members on the planning history of Kai Tak and the main planning concepts of the current Kai Tak Outline Zoning Plans (OZPs).

#### **Background**

2. In the 2<sup>nd</sup> Sub-committee meeting held on 1.9.2004, it was suggested that a briefing on the planning history of the Kai Tak site and the planning concept of the current OZPs would provide a good reference to Members in their work ahead. An information paper prepared by the consultants on these subjects is attached at Annex 1.

#### **Advice Sought**

3. Members are invited to note the planning history and the main planning concepts for Kai Tak as set out in Annex 1.

**Planning Department**  
**October 2004**

**Kai Tak Planning Review**  
**Information Paper**

**1 Planning History of Kai Tak**

- 1.1 The planning of Kai Tak commenced in the early 1990s. The Metroplan Selected Strategy, completed in September 1991, proposed a broad land use framework for redevelopment of the Kai Tak Airport, which included reclamation at Kowloon Bay, Kai Tak Approach Channel and Kwun Tong Typhoon Shelter.
- 1.2 The South East Kowloon Development Statement Study (SEKDS), which covered the Kai Tak site with reclamation at the adjacent water bodies, was completed in November 1993. It translated the Metroplan Framework into more specific planning objectives. The Outline Master Development Plan (OMDP) prepared under the study provided the basis to proceed with feasibility studies to identify early development packages to meet housing demand.
- 1.3 The Feasibility Study for South East Kowloon Development (SEKDFS) completed in December 1998 have fine-tuned the OMDP and identified phased and integrated developments for the early development packages. The development scheme was published in statutory Outline Zoning Plans (OZP) in September 1998 but received over 800 objections, mainly on the extent of reclamation.
- 1.4 To address these objections, another concept plan with reduced reclamation area was prepared in mid-1999 to serve as a basis to facilitate soliciting of public views on a revised scheme for SEKD. The Comprehensive Feasibility Study for the Revised Scheme of SEKD (SEKD CFS) was commissioned in late 1999 to revise the Outline Concept Plan taking into account public comments received and to establish the feasibility of the revised scheme.
- 1.5 The OMDP prepared under the SEKD CFS has received general support from the community. Further public consultation was undertaken during the course of SEKD CFS. The proposals were incorporated into the OZPs published in August 2001. The number of objections received has reduced drastically to 40 which were mainly on improving details of the development scheme. After completion of the objection consideration process under the

provision of the Town Planning Ordinance, the Chief Executive in Council (CE in C) approved the OZPs on 25.6.2002.

- 1.6 Due to the Judgement of the Court of Final Appeal on the draft Wan Chai North OZP handed down in January 2004, the presumption against harbour reclamation can only be rebutted by meeting the overriding public need test. Under the current OZPs for Kai Tak, about 30% of the development scheme area would require reclamation in the harbour area. Since the development sites and GIC facilities as well as transport infrastructure networks have been planned in an integrated manner, it would be impractical merely to exclude the proposed reclamation areas from the comprehensive development scheme and assume that the remaining parts of the plan would still work well on their own. An overall review of the two OZPs and the interface areas, rather than in a piecemeal manner, is therefore necessary.

## **2 Major Planning and Design Initiatives of Previous Studies**

### *Visions and Planning Principles*

- 2.1 The SEKDS completed in 1993 focused on optimization of development potential of the ex-airport site with extensive reclamation in the adjacent water bodies. The vision was to create a “City within a City” by undertaking an integrated approach for a balanced allocation of commercial, residential, industrial and G/IC activities planned as far as practical to meet Hong Kong’s new town standards, and integrating these uses by an extensive and distinctive network of open space and a mass transit railway system.
- 2.2 Completed in 1998, the SEKDFS, with a main objective to review the recommendations of SEKDS, continued to be endowed with the vision of a self-sufficient “City within City”. Apart from providing urban land for early residential development to meet short to medium-term housing production targets, the scheme also aimed to accommodate a share of expansion of hub functions, especially business and tourism and to alleviate environmental problems arising from pollution in the Kai Tak Nullah.
- 2.3 In the SEKD CFS, the Kai Tak site was envisaged as the “Environmentally Friendly City” with the aim to achieve: environmental-friendliness, people-oriented planning, a scenic and accessible waterfront, a magnet for

tourism revenue, and a home for leisure and entertainment attraction. The reclamation area in Kai Tak was reduced substantially as compared with previous schemes. The development scheme has balanced housing needs and other development components. There were general public consensus on the extent of reclamation in the harbour area and the scale of development proposed at Kai Tak.

### ***Development Area and Population***

- 2.4 The OMDP prepared under the SEKDS Study covered a development area of about 580 ha, with about 300 ha of reclamation area, to accommodate an overall population of 285,000 person.
- 2.5 The SEKDFS completed in 1998 have fine-tuned the OMDP of SEKDS. The OMDP recommended a development area of 580 ha, with a reclamation area of 299 ha to accommodate a population of 320,000 person.
- 2.6 Due to strong public objections on the extent of reclamation, the SEKD CFS has revised the development scheme area to about 460 ha, with the extent of reclamation area drastically reduced to 133 ha to accommodate a population of about 260 000.

### ***Major Land Uses***

- 2.7 Housing development (public/private) has been a key feature throughout the history of planning for SEKD. A major portion of land of SEKD has been allocated for residential and associated uses so as to accommodate the territorial demand for housing arising from projected population growth and urban renewal in the adjacent hinterland areas. The metropolitan park was also a recurrent feature of the studies in forming the focus of continuous open space corridors linking development nodes and separating the residential districts.
- 2.8 Under the vision of “City within City”, the land use strategy of SEKDS provided for a balanced allocation of commercial, residential and even industrial activities. Opportunity has been taken to create large landscaped open space areas to provide a pleasant green setting for the adjacent high density urban areas [Figure 1].
- 2.9 The SEKDFS OMDP has accounted for changed circumstances and requirements and has made improvement over the one prepared in SEKDS



[Figure 2]. The main features include five new residential development areas, incorporating commercial retail centres and a large commercial node at the central waterfront; recreation and tourism uses such as an Aviation Academy and Museum and an international stadium complex; regional facilities such as a hospital and a rail depot, and territorial facilities such as an international mail centre, transport and maintenance depots for various government departments, a heliport, a public filling barging point and a refuse transfer station.

- 2.10 Taking into account the views from the public on the Outline Concept Plan, the OMDP of the SEKD CFS proposed for facilities serving both the SEKD residents, as well as the local and overseas visitors [Figure 3]. Apart from the provision of metropolitan park and waterfront promenade as proposed in previous schemes, a long stretch of linear regional open space linking the metropolitan park at the waterfront to the hinterland, will be provided with preserved views to Lion Rock. A tourism node would be provided at the tip of the former Kai Tak runway including a cruise terminal, heliport, aviation museum, IMAX theatre and other tourist attractions. The revised scheme would also incorporate concepts of a number of environmentally-friendly initiatives, such as environmentally friendly transport system for intra-district commuting, an Automated Refuse Collection System, A District Cooling System and the use of solar energy, to ensure a healthy and pleasant environment.

### **Attachments**

Table 1.1: A comparison table of major development parameters and uses proposed under the SEKDS, SEKDFS and SEKD CFS

Figure 1: South East Kowloon Development Statement Outline Master Development Plan

Figure 2: Feasibility Study for South East Kowloon Development Outline Master Development Plan

Figure 3: Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development Outline Master Development Plan

**Table 1.1 – Table of Major Development Parameters and Uses Proposed Under the SEKDS, SEKDFS and SEKD CFS**

	<b>South East Kowloon Development Statement Study (1993)</b>	<b>Feasibility Study for South East Kowloon Development (1998)</b>	<b>Comprehensive Feasibility Study for the Revised Scheme of SEKD (2001)</b>
<b>Vision</b>	<ul style="list-style-type: none"> <li>• “City within City”</li> </ul>	<ul style="list-style-type: none"> <li>• “City within City” with the incorporation of territorial and tourism facilities</li> </ul>	<ul style="list-style-type: none"> <li>• “Environmentally Friendly City” with the incorporation of territorial facilities and a major tourism node</li> </ul>
<b>Principles</b> <i>Land Use</i>	<ul style="list-style-type: none"> <li>• To provide a balanced land-use strategy for the allocation of commercial, residential and industrial activities to meet Hong Kong’s new town standards</li> <li>• To integrate different land uses by an extensive and distinctive network of open spaces and a mass transit railway system</li> </ul>	<ul style="list-style-type: none"> <li>• To accommodate a share of the likely requirements for additional urban land for residential, employment and associated uses arising from projected population growth in the medium to long term, and for other economic activities</li> <li>• To serve each planning area containing residential uses by a rail station with a commercial node</li> <li>• To confine industrial land areas to peripheral locations that are considered unsuitable for residential use</li> <li>• To allocate sites within the residential areas for essential G/IC and educational uses required to support the incoming population and needing dedicated land areas</li> <li>• To locate territorial and tourism uses on peripheral sites considered not suitable for residential use as special uses are not noise sensitive</li> </ul>	<ul style="list-style-type: none"> <li>• To accommodate the territorial demand for housing within the Metropolitan Area</li> <li>• To help redress shortfalls in provision of facilities to serve existing urban areas</li> <li>• To create a major new recreational and tourism focus by including a new Tourist Node at the tip of the former runway to compliment other significant features of the Development</li> </ul>

<b>Environment</b>	<ul style="list-style-type: none"> <li>To identify an integrated, iterative approach within the planning process to enabling anticipated environmental problems to be solved during the design stage</li> </ul>	<ul style="list-style-type: none"> <li>To provide a landscaped amenity strip between trunk and primary distributor roads and the planning areas in recognition of the potential adverse noise and air quality problems that are generated along these routes</li> </ul>	<ul style="list-style-type: none"> <li>To set new environmental and living standards for Hong Kong</li> <li>To incorporate a number of environmentally-friendly measures, such as an Automated Refuse Collection System, a District Cooling System and the use of Solar energy</li> <li>To propose mitigation measures, where necessary, to ensure the long-term provision of a healthy and pleasant environment.</li> <li>To preserve key heritage features</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>To integrate land-use with the transport infrastructure taking into account the need to mitigate potential environmental impacts</li> <li>To integrate a mass transit railway system (the East Kowloon Line) linking South East Kowloon (with 4 stations within the Study Area) with other parts of Hong Kong</li> <li>To provide major transport nodes for high density mixed-use developments in maximise the operational capacity and to underpin the financial viability of transit system</li> </ul>	<ul style="list-style-type: none"> <li>To design roads serving the main planning areas restricting unnecessary traffic movement through residential areas</li> <li>To maximize the catchment population by aligning rail routes passing through the centres of planning areas; to construct underground rail system to avoid the potential visual and noise intrusion problems associated with at-grade railways</li> <li>To accommodate a south-north railway (South East Kowloon Line, with 2 stations within SEKD), connecting Hung Hom to Diamond Hill through the northern apron of the Kai Tak Area</li> <li>To accommodate a West-East rail line (WEL, with 3 stations within SEKD) from Yau Ma Tei to Ngau Tau Kok, through the Kowloon Bay Reclamation</li> </ul>	<ul style="list-style-type: none"> <li>To accommodate major transport and other infrastructure required to serve the Metropolitan Area</li> <li>To establish vehicular-free pedestrian corridors, where pedestrians can enjoy views of the harbour and Kowloon Hills; to maximize links to hinterland through the use of footbridges and subways</li> <li>To supplement the railway network (SCL (with 2 stations within SEKD) and MTR Kwun Tong Line) by an environmentally-friendly shuttle system connecting areas within the district and with the hinterland</li> </ul>
<b>Urban Design</b>	<ul style="list-style-type: none"> <li>To generate a stimulating urban character</li> </ul>	<ul style="list-style-type: none"> <li>To provide landmark buildings and</li> </ul>	<ul style="list-style-type: none"> <li>To promote building variety and</li> </ul>

	<p>and to achieve aesthetic coherence</p> <ul style="list-style-type: none"> <li>To provide a “sense of place’ for both the restructured existing urban areas and for the new development areas; to provide an integrated pedestrian and open space network with high quality landscaping</li> </ul>	<p>design control sites in close proximity to rail stations and/or the waterfront</p> <ul style="list-style-type: none"> <li>To position prominent buildings at the termination of view corridors and vistas</li> </ul>	<p>maintain view corridors by varying plot ratio and building heights</p> <ul style="list-style-type: none"> <li>To formulate building height restriction to achieve a level at least 20% below the ridgeline of the Kowloon Hills</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>To create large landscaped open space areas to provide a pleasant green setting for the adjacent high density urban areas</li> <li>To provide a Metropolitan Park to become the centrepiece of South-East Kowloon</li> </ul>	<ul style="list-style-type: none"> <li>To strategically site public open spaces to relief the development area from the surrounding densely developed urban area</li> <li>To provide a Metropolitan Park of territorial significance</li> <li>To provide a waterfront promenade as major feature of the open space framework, as link throughout the development area</li> </ul>	<ul style="list-style-type: none"> <li>To create a high quality public promenade along the waterfront readily accessible by pedestrians from Hung Hom to Kwun Tong</li> </ul>
<b>Urban Restructuring</b>	<ul style="list-style-type: none"> <li>To identify restructuring approaches and to investigate various institutional arrangements to assist with the restructuring proposals</li> </ul>	<ul style="list-style-type: none"> <li>To provide solution space to facilitate urban renewal in the adjacent hinterland</li> </ul>	<ul style="list-style-type: none"> <li>To facilitate urban renewal in the adjacent hinterland areas</li> </ul>
<b>Major Land uses</b>			
<b>Residential</b>	<ul style="list-style-type: none"> <li>102 ha (private)</li> <li>44 ha (public)</li> </ul>	<ul style="list-style-type: none"> <li>55 ha (private)</li> <li>69 ha (public)</li> </ul>	<ul style="list-style-type: none"> <li>58.5 ha (private)</li> <li>38 ha (public)</li> </ul>
<b>Commercial</b>	<ul style="list-style-type: none"> <li>26 ha (Office/Retail and hotel)</li> </ul>	<ul style="list-style-type: none"> <li>12 ha (offices and hotels)</li> </ul>	<ul style="list-style-type: none"> <li>2.4 ha (about)</li> </ul>
<b>Industrial</b>	<ul style="list-style-type: none"> <li>41 ha (low, medium density &amp; business park)</li> </ul>	<ul style="list-style-type: none"> <li>13.9 ha (go-down)</li> </ul>	<ul style="list-style-type: none"> <li>Nil</li> </ul>

<b>G/IC</b>	<ul style="list-style-type: none"> <li>84 ha, comprising: <ul style="list-style-type: none"> <li>- 7 primary and 13 secondary schools</li> <li>- other G/IC uses</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>83.4 ha comprising: <ul style="list-style-type: none"> <li>- 24 primary, 20 secondary and 1 international schools</li> <li>- hospital (4 ha)</li> <li>- other G/IC uses</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>51 ha, comprising: <ul style="list-style-type: none"> <li>- 16 primary and 12 secondary schools</li> <li>- 2 (additional) school villages (each with 2 primary and 2 secondary schools)</li> <li>- hospital : 7 ha</li> <li>- other G/IC uses</li> </ul> </li> </ul>
<b>Open Space</b>	<ul style="list-style-type: none"> <li>208 ha, comprising: <ul style="list-style-type: none"> <li>- metro park</li> <li>- 2.7km long waterfront promenade</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>108 ha, comprising: <ul style="list-style-type: none"> <li>- a 50 ha metro park</li> <li>- 2 km long waterfront promenade</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>130 ha, comprising: <ul style="list-style-type: none"> <li>- a 22.4 ha metro park</li> <li>- 5.4km long waterfront promenade</li> </ul> </li> </ul>
<b>Recreation and Tourism Uses</b>	<ul style="list-style-type: none"> <li>2 district stadiums</li> </ul>	<ul style="list-style-type: none"> <li>Aviation Academy and Museum – 1.74ha</li> <li>Int'l Stadium, recreation centre and swimming pool complex – 10.24 ha</li> </ul>	<ul style="list-style-type: none"> <li>Aviation / Transport Museum</li> <li>Int'l Stadium and swimming pool complex: 18.4 ha</li> <li>Cruise Terminal (incl. heliport and marine vessel tracking system)</li> <li>Tourism Node (including: IMAX Theatre Complex, Children's Discovery Centre, Carnival Park, Tourist Excursion Pier and Over-Water Viewing Areas and Pavilions)</li> </ul>
<b>Other uses</b>	<ul style="list-style-type: none"> <li>Cargo Working Area</li> <li>Typhoon Shelter</li> </ul>	<ul style="list-style-type: none"> <li>Refuse Transfer Station</li> <li>Public Filling Barging Point</li> <li>Railway Depot</li> <li>Heliport</li> <li>Typhoon Shelter</li> </ul>	<ul style="list-style-type: none"> <li>Refuse Transfer Station</li> <li>Public Filling Barging Point</li> <li>Railway Depot</li> <li>Heliport</li> <li>Typhoon Shelter</li> </ul>
<b>Total Land Area</b>	580 ha	580 ha	460 ha
<b>Reclamation Area</b>	300 ha	299 ha	133 ha
<b>Designed Population</b>	285,000	320,000	260,000
<b>Job Places</b>	110,900	90,600	75,000
<b>Census Base Population Projection</b>	6.5 million (1991 Census Base) (2011)	8.2 million (1996 Census Base) (2016)	8.7 million (2001 Census Base) (2031)





Figure 1  
 South East Kowloon Development  
 Statement Study



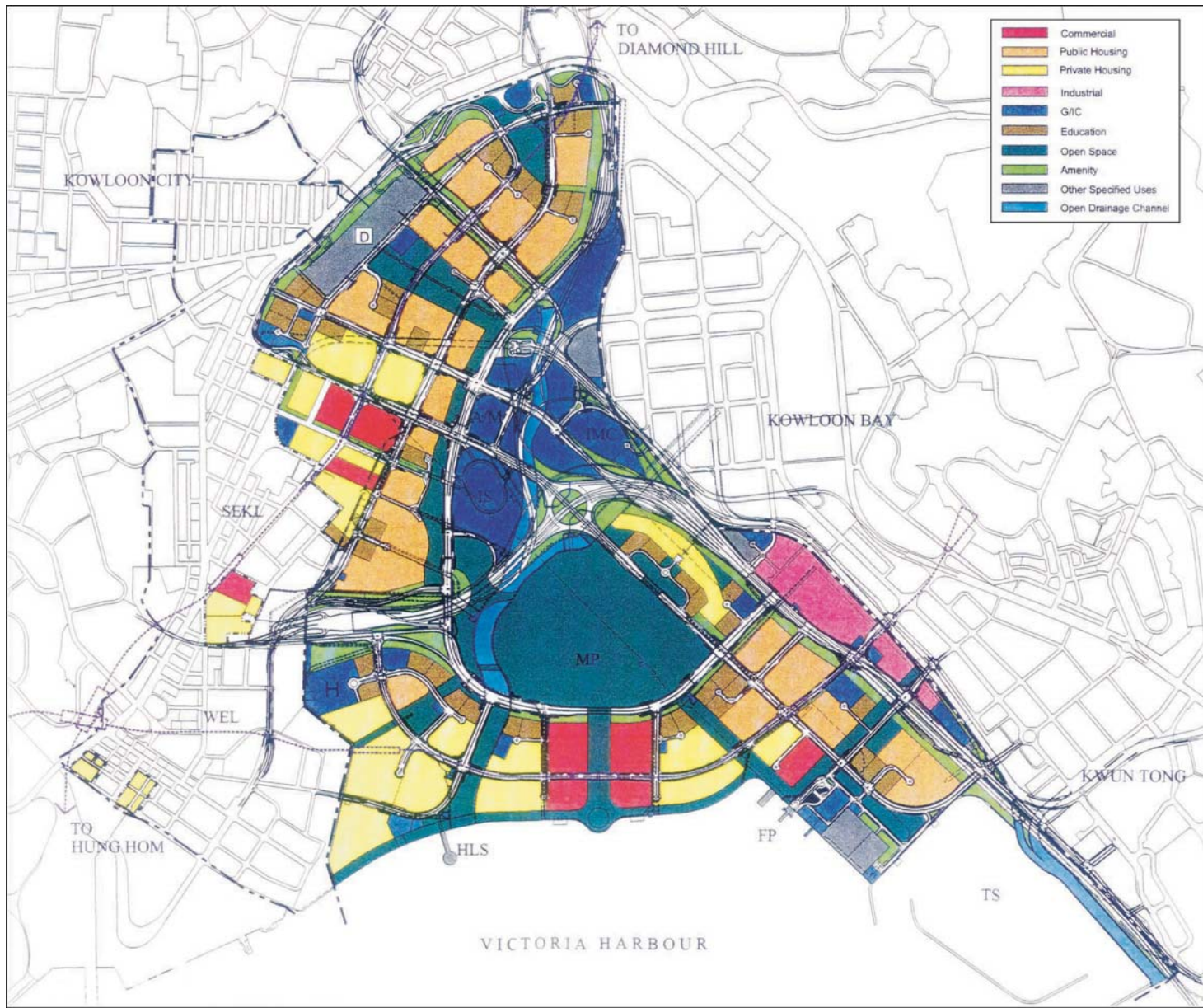


Figure 2  
 Feasibility Study for South East Kowloon Development



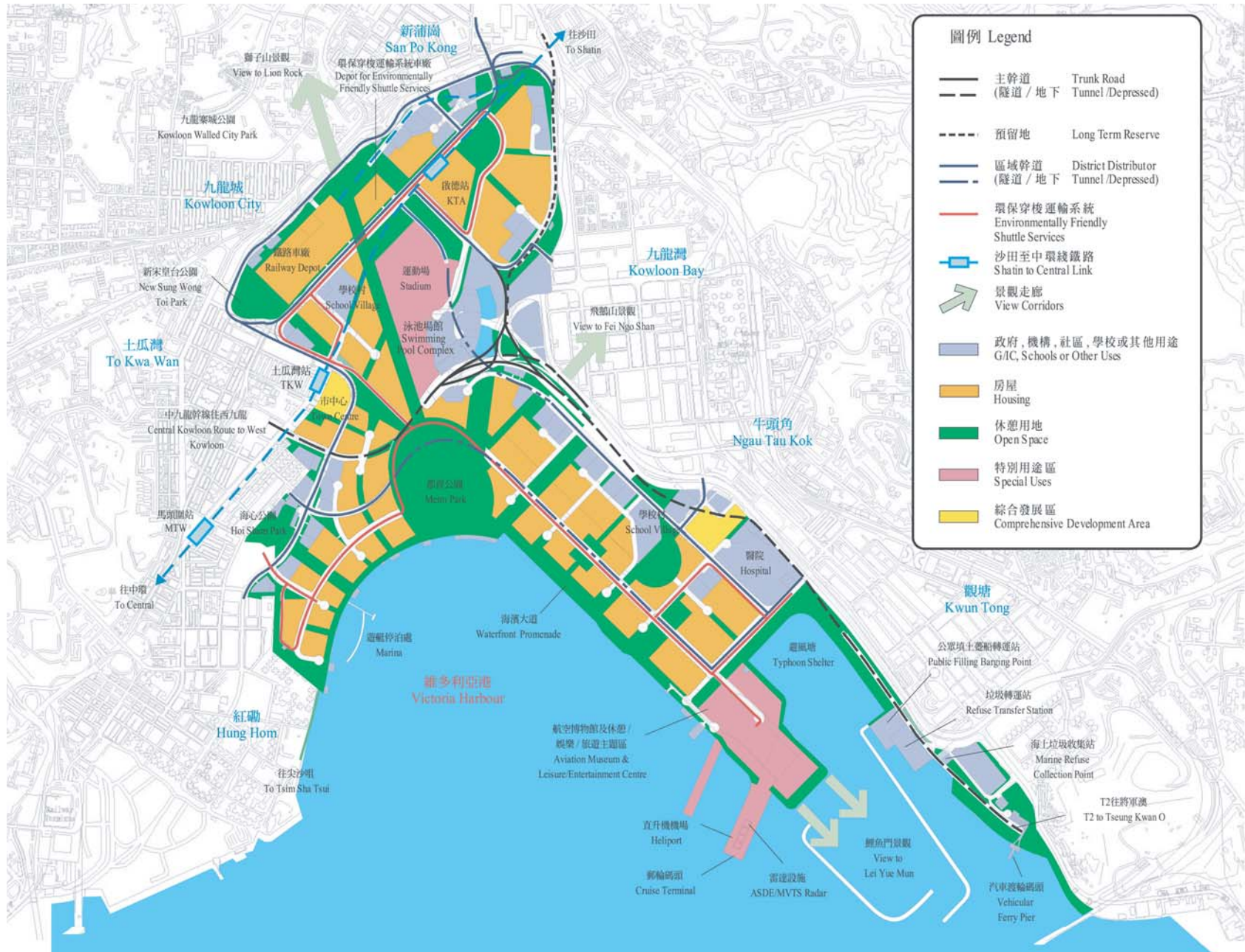


Figure 3 Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development