

KAI TAK PLANNING REVIEW

Draft Outline Concept Plans for Stage 2 Public Participation

Purpose

The purpose of this paper is to present to Members the draft Outline Concept Plans prepared for the Stage 2 Public Participation of the Kai Tak Planning Review.

Background

2. The Stage 1 Public Participation (envisioning) of the Kai Tak Planning Review commenced in September 2004. Results of the exercise were reported back to this Sub-committee in December 2004 and February 2005. On 19.3.2005, the Sub-committee convened the Kai Tak Forum to share with the community the public comments received and the responses by the Consultants and bureaux/departments. Taking advice of the Sub-committee, a Collaborators Meeting was held on 4.6.2005 to discuss the approach to prepare the Outline Concept Plans as well as the technical issues involved.

3. Meanwhile, the Consultants have embarked on the preparation of the draft Outline Concept Plans, taking into accounts of the comments received in the Stage 1 Public Participation, including the development themes consolidated in the Kai Tak Forum. A Working Session with Members was held on 12.9.2005 for preliminary discussion on the draft Outline Concept Plans. A list of the Members' concerns and the responses by relevant bureaux/departments is at Annex 1.

4. After consideration by Government bureaux/departments, the draft Outline Concept Plans were fine-tuned and further developed to incorporate the following -

- consolidate some of development concepts such that there could be more distinct development themes for public discussion.
- highlight the urban design concepts on "Kai Tak" heritage in all draft Outline Concept Plans.

- a railway depot site at Kai Tak is found necessary to service the future Shatin-Central Link that it should be incorporated in all draft Outline Concept Plans

5. A draft Consultation Digest, setting out the proposals of the draft Outline Concept Plans, is attached at Annex 2 for Members' consideration.

Advice Sought

6. Members are invited to:

(a) Note the responses of Government bureaux/departments as attached at **Annex 1**; and

(b) Provide views on the draft Consultation Digest as attached at **Annex 2**.

**Planning Department
October 2005**

Summary of HEC Sub-committee on SEKD Review's Concerns on Preliminary Draft OCPs and Bureaux/ Departmental Responses

1. Kai Tak Approach Channel: the approach in tackling the environmental problems, and the need for an early answer as to whether reclamation can be ruled out.

CEDD's Response:

So far as environmental problems of Kai Tak Approach Channel (KTAC) are concerned, the consultants of the Kai Tak Planning Review have looked into different mitigation options to address the water quality and odour at the channel.

Enhancement of tidal flush: While the option to break up part of the runway should enhance tidal flush of KTAC, there are insufficient data on the water quality and pollution discharges available for mathematical modelling, which is essential to ascertain the effectiveness of the enhancement options. We have commissioned comprehensive surveys to collect field data covering one wet and dry seasons for model calibration. Initial modelling results will be available in mid 2006.

Odour mitigation: Desktop studies and bench tests indicate that bioremediation of contaminated sediments with calcium nitrate should help to mitigate the odour problem. Field trial at KTAC has been commissioned to investigate the effectiveness and sustainability. The work will last until late 2006, including post-work performance monitoring. Further work is required to establish the correlation between odour, water quality and sediment contamination.

The effectiveness of mitigation measures being investigated has a direct implication on land use planning of adjoining areas of KTAC. Sensitive developments may or may not be located along KTAC, depending on the outcome of the investigations. It would be premature to rule out reclamation of the KTAC as a fall-back option.

2. The need to reserve a railway depot site for the Shatin to Central Link.

ETWB's Response:

Background

The proposed Kai Tak Maintenance Centre (KMC) will be located along the northwest boundary of the Kai Tak Development, occupying the site of the former Kai Tak Airport Terminal Building. The site was zoned for RAILWAY DEPOT WITH COMMERCIAL AND RESIDENTIAL DEVELOPMENT, SCHOOLS AND PUBLIC OPEN SPACE ABOVE in the original Kai Tak (North) OZP.

The need for KMC would depend on the operation requirements and configurations of SCL.

With the proposal of extending East Rail across the harbour to form the fourth rail harbour crossing and the through-run of Ma On Shan Rail to West Rail, there is a possibility that the SCL can make use of other depots along the rail line, namely Pat Heung Maintenance Centre (PMC) and Tai Wai Maintenance Centre (TMC). Hence the KMC might not be required, or the scale of the depot might be reduced.

Latest Development

MTRCL and KCRC have in the past few months undertaken a review on the requirements of the KMC. They confirmed that the KMC would still be required for providing stabling sidings for eighteen East-West Line (EWL) trains and allowing effective train launching to meet service requirements. The PMC and TMC would not be sufficient to cope with all these stabling requirements of SCL.

However, with all major maintenance works for the train not to be carried out at KMC, the size of the KMC could be reduced. The current estimate by the railway corporation of the footprint of the KMC is about 600m x 70m (including a 8m wide emergency vehicular access). The size would need to be finalized at the detailed design stage for SCL.

Alternatives

It would be possible to further reduce the size of the KMC by means of out-stabling of trains. However, this arrangement is not preferred, as it will affect the maintenance for the rail.

Provision of additional sidings in the some of the proposed SCL stations would not be as cost-effective as the KMC.

Apart from the stabling issue, train dispatching from PMC will take too long to reach the East Kowloon areas to meet morning service requirements and emergency recovery.

Interface with Future Property Development

To enable future property development above the depot, MTRCL/KCRC has made allowance for the property-enabling works to be constructed in conjunction with the KMC. It would be possible for future property development be designed to tie in with the depot configuration.

3. The facilities to enhance connectivity with surrounding districts;

CEDD's Response:

The technical feasibility of various proposed vehicular links to the surrounding districts will be subject to further assessment in the PODP stage and may be subject to change.

Consultants' responses:

Plans showing the pedestrian linkages and road hierarchies will be incorporated in the consultation digest.

4. The questions on need, scale and location ("why Kai Tak") of the proposed multi-purpose stadium.

HAB's response:

Need

There is a need for a new stadium that can redress the constraints of existing major venues in holding large scale sports events.

The new stadium should be multi-purpose so that it would be flexible to cater for a wide variety of sports and other entertainment/business functions.

A proper scale venue can enhance Hong Kong's capability in bidding for major world or regional sports events.

Main Features

To meet the above requirements, the proposed multi-purpose should have the following features :-

- (i) retractable roof : this will allow events to be held in different weather conditions and address possible noise issue;
- (ii) removable pitch : this will allow the stadium to be used for turf events (e.g. football, rugby, etc.) and hard-surface events (e.g. extreme games, exhibitions, conferences);
- (iii) track and field and secondary stadium : this will enable major international athletic events to be held. The secondary stadium can provide an additional venue for community sports activities (e.g. school sports day);
- (iv) capacity : based on past experience and to cater for large scale events, the stadium should have a capacity of around 45,000 seats with flexibility to cater for different types of events. The secondary stadium should have a capacity of around 5,000 seats;
- (v) ancillary/support facilities : these include restaurants/catering outlets, green rooms, fitness facilities and briefing rooms, car parks etc. to support sporting activities and other events;

- (vi) sports arena : this would complement the stadium and attract the public to participate in other types of sports activities (especially during non-event days). The arena may comprise various sports facilities such as swimming pools, basketball/volleyball courts, etc. and other popular sports facilities.

Location

Among various sites identified (i.e. North Lantau, Tseung Kwan O, West Kowloon and Kai Tak). The site in Kai Tak is considered most suitable because of its centralized location, and accessibility by public transport.

Size

The entire stadium complex should occupy a site area of around 24 hectares, comprising mainly the main stadium, secondary stadium and a sport complex (such as indoor arena), ancillary and supporting facilities (such as shopping malls, catering outlets, entertainment facilities and hotel), and the necessary buffer areas between structures required for circulation purposes.

5. The justification for including stadium and cruise terminal in all OCP options, or if one or both of them could be excluded in some of the options.

C for Tourism's response:

Justification for including cruise terminal in all OCP options, or if one or both of them could be excluded in some of the options are set out below:

It is necessary for Hong Kong to further develop cruise terminal facilities to further develop into a regional cruise hub, to capture the opportunities brought by the growing cruise industry in the region. Being a regional cruise hub will bring in substantial economic benefits and employment opportunities.

The latest consultancy study commissioned by the Tourism Commission concluded that Hong Kong needs an additional berth to meet the market needs in the medium term, and to further develop one to two additional berths in the long term.

It has always been the intention of the Government to reserve the Kai Tak site for the development of cruise terminal facilities, to meet the long term needs of Hong Kong. The inclusion of cruise terminal facilities has been approved in the existing OZP.

We need to continue to reserve the Kai Tak site for the development of cruise terminal to cater for the long term needs of Hong Kong, as it is the only site within the Harbour which can allow for future expansion of berthing facilities.

HAB's response: see para. 4 above.

6. The lack of planned marine facilities to enhance the living harbour concept.

MD's responses:

MD supports the living harbour concept by ensuring recreation activities in the Victoria Harbour, such as yachting and canoe races, are conducted safely. MD also regularly reviews the usage and demand of port facilities, and examines the need of their future supply. MD will continue to follow the principle of balancing the harbour as a maritime and logistics hub with leisure and tourism facility, in providing inputs to marine facilities proposed by the Kai Tak Planning Review.

Consultants' response:

The retained and proposed marine facilities will be incorporated in the consultation digest.

7. Illustrative materials, including physical models, on the proposals in the draft OCPs.

Consultants' response:

Illustrative materials including sketches, montages, animations and interactive computer model views prepared will be incorporated in the consultation digest. Physical models would also be prepared and displayed during the Stage 2 Public Participation to facilitate the public to consolidate their views on OCPs.