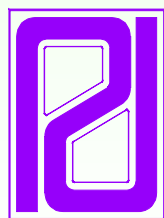


# Kai Tak Planning Review

## *SECOND KAI TAK FORUM*

*organised by Sub-committee on  
South East Kowloon Development Review of the  
Harbour-front Enhancement Committee*

25.3.2006



規劃署

Planning Department



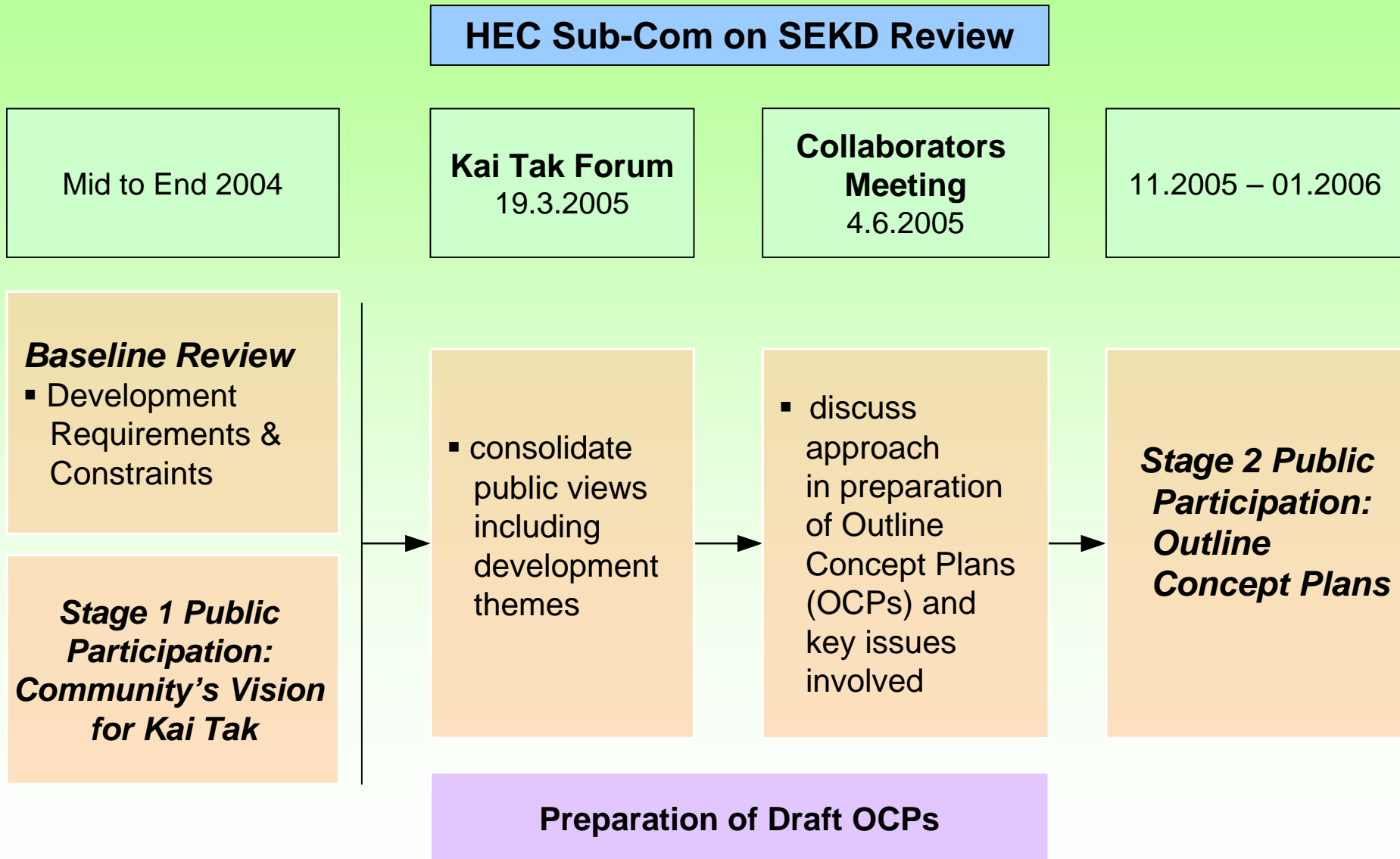
都市規劃顧問有限公司

CITY PLANNING CONSULTANTS LTD

**Maunsell**

茂高(諮詢)工程顧問有限公司  
An AECOM Company

# 1. Background



# 1. Background

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|------------|--|
| 19.11.2005 | - Public Forum                                 |
| 26.11.2005 | - District Forum – Kowloon City                |
| 28.11.2005 | - Topical Forum (1) – Multi-Purpose Stadium    |
| 2.12.2005  | - District Forum – Wong Tai Sin                |
| 6.12.2005  | - Topical Forum (2) – Cruise Terminal          |
| 8.12.2005  | - Topical Forum (3) – Kai Tak Approach Channel |
| 10.12.2005 | - District Forum – Kwun Tong                   |



# 1. Background

- 20 briefing sessions were arranged to major statutory/advisory bodies and stakeholder groups
- Over 500 participants took part
- Over 170 written submissions







## 2. Stage 2 Public Participation: Comments & Responses

### Vision and Planning Principles for Kai Tak



#### Public Views:

- No in-principle objection to the proposals
- Other suggestions:
  - Sustain & enhance HK as a world-class international city
  - Provide for public spaces
  - Promote local and diversified economy
  - Give priority to harbour-dependent uses
  - Temporary use along harbourfront to enable public accessibility

## 2. Stage 2 Public Participation: Comments & Responses

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### Vision and Planning Principles for Kai Tak

#### Responses:

- Incorporate the suggested planning principles to enhance HK as a world-class city, providing for public spaces and promoting local and diversified economy
- Investigate interim uses for areas within later phase of the development programme

## 2. Stage 2 Public Participation: Comments & Responses

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### Land Use Planning

#### Public Views:

- General preference for lower development intensity (Outline Concept Plan 3 – Sports by the Harbour)
- Low density in the Runway Area to match East Kowloon development
- Concern over under-development in Kai Tak:
  - Impose development pressure in N.T.
  - Railway operators: Suitable level of development is required to sustain the provision of SCL railway stations



## 2. Stage 2 Public Participation: Comments & Responses

### Land Use Planning



#### Responses:

- Lower development intensity: Runway Area
- Higher development intensity: Vicinity of the railway station
- Maximum domestic PR of 5 and non-domestic PR of 9.5
- Level of development would be worked out on the basis of land use distribution, urban design consideration & technical/sustainability assessments
- Urban design initiatives would be introduced, where appropriate

## 2. Stage 2 Public Participation: Comments & Responses

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### Office Development

#### Public Views:

- Diverse views on the creation of a new office node
- Argument for:
  - Kai Tak is a suitable location to tie in with HK's economic growth
- Argument against:
  - Potential supply of office space in San Po Kong, Kowloon Bay & Kwun Tong Business Area
- Suggestion to re-provision Central Government Offices and Legislative Council to Kai Tak

# 2. Stage 2 Public Participation: Comments & Responses

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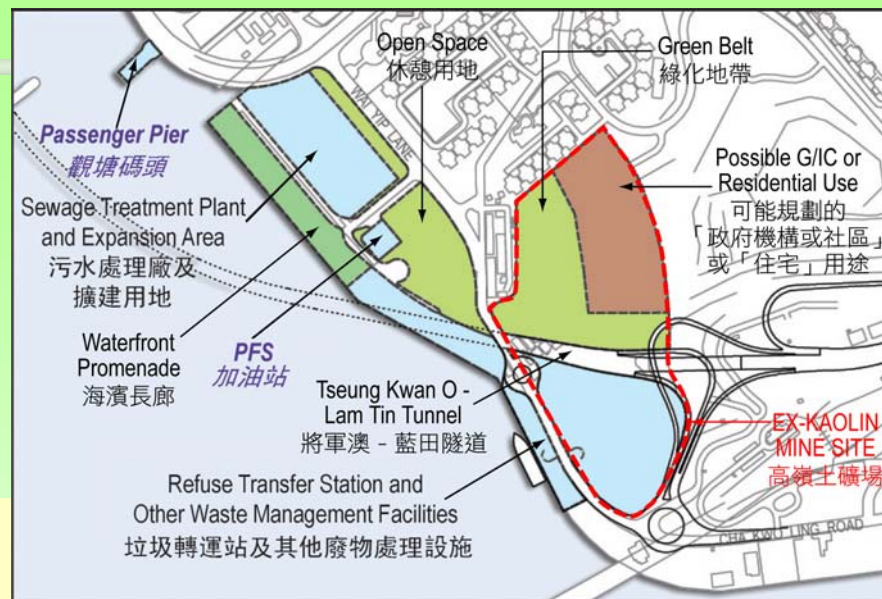
## Office Development

### Responses:

- **HK2030 Study :**
  - **Additional land is required to meet projected demand for high-quality office space in long term**
  - **Kai Tak has the potential to provide a well-designed premier office centre**
- **Office Development in Kai Tak: 500,000 m<sup>2</sup> GFA as critical mass**
- **Just part of the land use components, alongside with housing, sports, recreation & tourism uses**
- **Tamar site**
  - **as prime civic core of Hong Kong**
  - **went through statutory public consultation and planning/feasibility studies**
  - **preparatory work for Tamar project initiated**
  - **early implementation to address office space shortfall & relief to construction sector**

## 2. Stage 2 Public Participation: Comments & Responses

### Ex-Kaolin Mine Site



### Public Views:

- Object to high density housing development in the ex-Kaolin Mine site (Residents of Laguna City)

### Responses:

- Need to examine the whole site comprehensively, including suitable land uses for the remaining part in view of TKO – Lam Tin Tunnel project, refuse transfer station, and need to protect existing green backdrop

## 2. Stage 2 Public Participation: Comments & Responses

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### Undetermined Use

#### Public Views:

- To set aside sites as “Undesignated Uses” for more innovative development in future

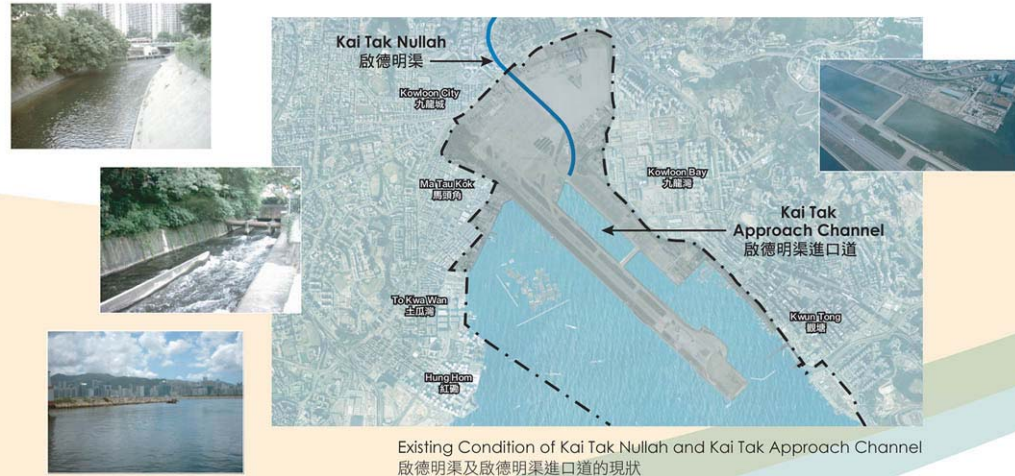
#### Responses:

- PODP should provide definitive land use proposals as a basis for planning & provision of transport & utility infrastructure
- Highlight in the PODP that the planning framework is subject to continuous review
- PODP flexible enough for more innovative planning ideas in the future.



## 2. Stage 2 Public Participation: Comments & Responses

### Kai Tak Approach Channel (KTAC)



### Public Views:

- Great concern on the environmental problems of KTAC
- Some advocate to reclaim KTAC to tackle the environmental problem
- Many support non-reclamation to preserve the heritage of the harbour and of the runway, & to preserve for water-based recreation use in the long term
- Urge for early confirmation on the approach
- Many call for preparation of an OCP with reclamation of the KTAC as a contingency plan

## 2. Stage 2 Public Participation: Comments & Responses

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### Kai Tak Approach Channel

#### Responses:

- Preliminary indications of the effectiveness of the mitigation measures in late 2006:
  - Bio-remediation pilot test
  - Water quality modeling
  - Odour assessment
- No justification to meet “over-riding public need” test to pursue reclamation
- Investigation on alternative approach is on-going
  - no basis for PlanD to prepare any concept plan with KTAC reclamation

## 2. Stage 2 Public Participation: Comments & Responses

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### Kai Tak Approach Channel

#### Responses:

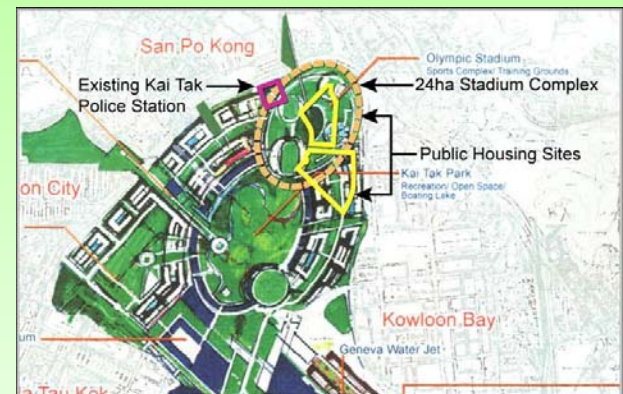
- PODP would be prepared on the “no-reclamation” basis. Any cogent and convincing materials which can meet the “over-riding public need test” would be submitted to the TPB for consideration for OZP amendment
- Reclaimed land, if any, would only be considered for open space use, because of drainage culvert
- PODP will assume the environmental problems could be mitigated
- will not plan for water-based recreation activities at this stage due to the water quality problem

## 2. Stage 2 Public Participation: Comments & Responses

### Multi-purpose Stadium Complex

#### Public Views:

- Over-whelming support of stadium complex project in Kai Tak from sports community
- Alternative locations: N.T.
- Doubt on site area required
- Proposal for alternative locations in Kai Tak
- Some query on the sports policy, utilization, financial & procurement aspects



## 2. Stage 2 Public Participation: Comments & Responses

### Multi-purpose Stadium Complex

#### Responses:

- The stadium project is a firm planning component
- HAB is undertaking further consultancy studies to examine the requirements of sports facilities to fine-tune the size of the stadium site, and the financial and procurement aspects of the project
- Locating the stadium in the northern apron area would infringe upon committed public housing site
- Locating the stadium at Kai Tak Point is not preferable due to the lack of mass transit railway service





## 2. Stage 2 Public Participation: Comments & Responses

### Cruise Terminal

#### Public Views:

- Many support early development of a cruise terminal to boost tourism development
- Possible locations within the Harbour Area were discussed
- Some query the impacts of the facility to Kai Tak Point



#### Responses:

- The cruise terminal project is a firm planning component
- Tourism Commission:
  - Has confirmed the demand for new berthing facilities in HK
  - Kai Tak Point is the ideal location because of its capability of expansion

## 2. Stage 2 Public Participation: Comments & Responses

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### Aviation-related Facilities

#### Public Views:

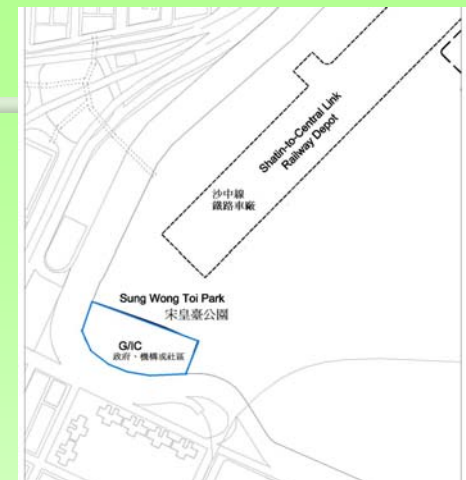
- Many support retaining aviation culture remnant in Kai Tak
- To retain the aviation facilities at Sung Wong Toi Road (HK Aviation Club & HK Air Cadet Corps)
- The proposed elevated deck at the tip of the runway for the heliport constraints public accessibility
- Other suggestions include:
  - Light aircraft civil runway
  - Aviation development centre
  - To relocate heliport site to head of the KTAC (HKACC)

# 2. Stage 2 Public Participation: Comments & Responses

## Aviation-related Facilities

### Responses:

- HAB & EDLB supports to retain the aviation facilities at Sung Wong Toi Road -> designate the site for G/IC in PODP
- Runway Park at Kai Tak Point for provision of aviation related facilities
- Not to pursue light aircraft runway proposals in view of :
  - Constraint to development potential
  - Impacts on the cruise terminal facilities
- EDLB: Head of the KTAC not sufficient room for helicopter take-off & landing
- Elevated deck of the heliport – subject to further investigation in PODP



# 2. Stage 2 Public Participation: Comments & Responses

## Marine-related Facilities

### Public Views:

- **Polarized views between marine facilities operators and the general public (esp. local communities)**
- **Operators**
  - Retention of existing typhoon shelters
  - Object to sharing part of typhoon shelters with pleasure boats
  - Retention of the Kwun Tong and Cha Kwo Ling PCWAs
  - Request for reprovisioning arrangement, if necessary
- **General Public:**
  - Urge for early decommissioning of the PCWAs (local community)
  - Concern over the existing typhoon shelters may affect the water circulation and lower the visual quality of Kai Tak
  - Request for provision of marine-related facilities

## 2. Stage 2 Public Participation: Comments & Responses

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### Marine-related Facilities

#### Responses:

- MD: Forecasted demand of typhoon shelter > existing supply :
  - Typhoon shelters will be retained in PODP, unless they impose major constraints to improve water quality in KTAC
- Operational conflict to share typhoon shelters with pleasure crafts
  - PODP: not indicate a marina
  - Marina to be investigated upon decommissioning of the KT PCWA & suitable management measures in the KT & TKW Typhoon Shelters



## 2. Stage 2 Public Participation: Comments & Responses

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### Marine-related Facilities

#### Responses:

- Master Plan 2020: room to phase out some PCWAs by 2020; EDLB: no plan to close any PCWA at this stage
  - T2 landfall & RTS → affect CKL PCWA
  - KT and CKL PCWA: Waterfront promenade as a long term planning proposal in PODP
- Leisure boat ride indicated in PODP
  - If ferry pier services at Kowloon City & Kwun Tong were to be decommissioned → explore existing pier structure & ferry concourses for suitable waterfront uses

# 2. Stage 2 Public Participation: Comments & Responses

## Urban Design

### Public Views:

- Support on urban design and landscape considerations (e.g. ridgeline protection, stepped heights)
- Other suggestions
  - More distinct urban design concept
  - Smaller land plots
  - Avoid podium building designs
- Runway
  - Concerns on the land use & urban design of the Runway
  - Re-instate the central shopping street concept in the runway area
  - Concerns on the environmental impact of the roads in the runway

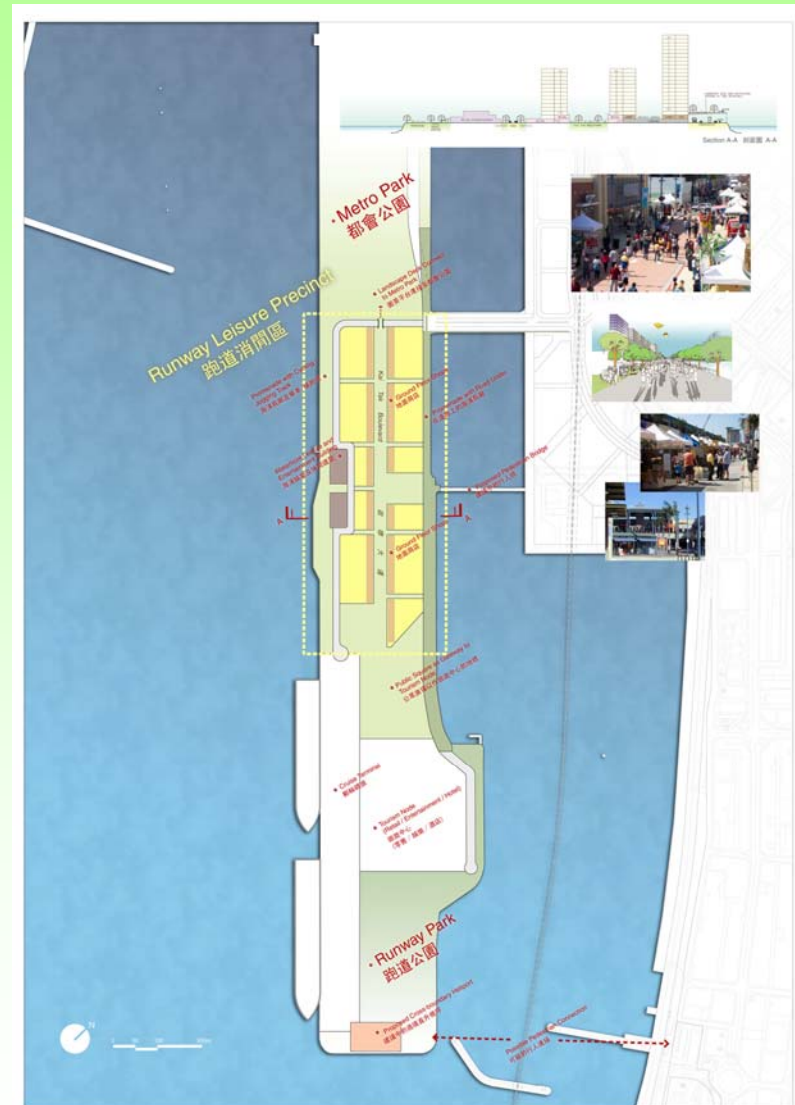


# 2. Stage 2 Public Participation: Comments & Responses

## Urban Design

### Responses:

- “Runway Leisure Precinct”
  - A car-free environment for the residential quarters
  - A lively pedestrian boulevard in the centre, to be supported by small shops
  - Waterfront promenades & landscape decks at both sides of the runway
- Advanced Urban Design & Landscape Master Plan to guide preparation of PODP



## 2. Stage 2 Public Participation: Comments & Responses

### Transportation and Pedestrian Facilities



#### Public Views:

- Concern over the connectivity between Kai Tak & its surrounding area
- Concern over the connectivity between Kwun Tong & Kai Tak Point
- To re-align Prince Edward Road East (PERE) as a depressed road
- Concerns over the elaborate road interchange connecting CKR, Kowloon Bay & Kai Tak & extensive land take
- To construct the SCL depot as an underground structure

## 2. Stage 2 Public Participation: Comments & Responses

### Transportation and Pedestrian Facilities



#### Responses:

- Will strengthen the pedestrian connections in PODP
- Concerned departments would ascertain the requirements of the CKR road connections to minimize impacts
- Re-alignment of PERE - due to its technical complexity (road interchange) , further investigation required
- Construction of the SCL depot underground → due to safety and operational problems, further investigation required



## 2. Stage 2 Public Participation: Comments & Responses

### Transportation and Pedestrian Facilities

#### Responses:

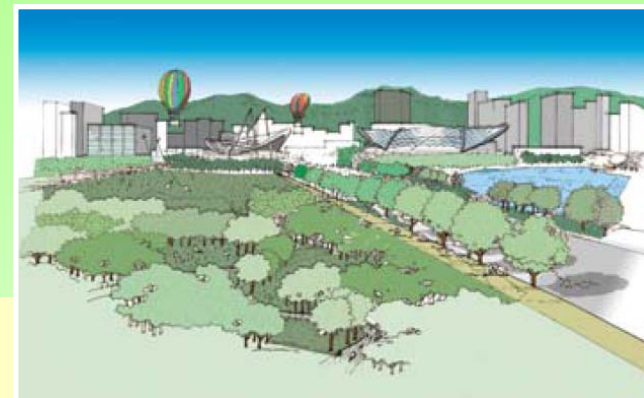
- Tunnel road from KT waterfront to Runway tip: not to pursue in PODP due to insufficient justification in terms of traffic & costs.
- Openable pedestrian bridges at the existing breakwaters of Kwun Tong Typhoon Shelter involving extensive technical, marine and management issues. Suitable pedestrian connection to be investigated.



## 2. Stage 2 Public Participation: Comments & Responses

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### Environmentally Friendly Initiatives



#### Public Views:

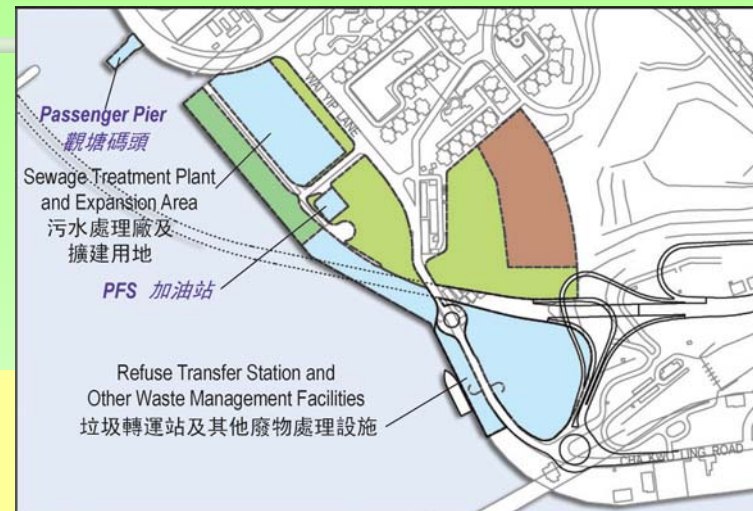
- Support to have environmentally friendly infrastructure
- Object to the provision of a refuse transfer station at the CKL waterfront (residents of Laguna City)
- Object to the proposed extension of the existing Kwun Tong Sewage Screening Plant

## 2. Stage 2 Public Participation: Comments & Responses

### Environmentally Friendly Initiatives

#### Responses:

- ETWB: Support EFTM
  - rail-based EFT system not financially viable
  - to identify most appropriate EFTM in Kai Tak to tie in with the development plan and programme
- EMSD recommends district cooling system in Kai Tak
- Other environmentally friendly initiatives e.g. Common Utility Enclosure, Automated Refuse Collection System, etc. do not require site reservation in the PODP stage



## 2. Stage 2 Public Participation: Comments & Responses

### Environmentally Friendly Initiatives

#### Responses:

- CKL waterfront is the only available site for Refuse Transfer Station in the Study Area/ vicinity area & its operational requirement is confirmed by EPD → requires further feasibility study
- EPD: need for KT Sewage Screening Plant extension & site reservation
  - The PODP will propose a 40 m wide promenade, enclosure of the plant facilities, de-odorization system, lush tree planting & landscape decking



## 2. Stage 2 Public Participation: Comments & Responses

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### Other Proposals

#### Public Views:

- “Dragon Pearl City/Tower” (City Planning Concern Group)
- Designating hospital for a private hospital (HK Policy Research Institute)
- Sports competition along the runway
- Venues for concert or arts performance
- Opera house for Chinese opera
- Maritime exhibition centre (Community Alliance on Kai Tak Development)
- Aviation communication exhibition centre (East Kowloon District Residents’ Committee)
- Sandy beach in Kowloon Bay
- Car racing ground
- World exposition
- Underground City

## 2. Stage 2 Public Participation: Comments & Responses

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### Other Proposals

#### Responses:

- Many proposals (e.g. public plaza) can be accommodated in open space, G/IC or commercial sites; some to be highlighted in ES of PODP for further examination
- Large-scale underground city is restricted by site constraints e.g. 600m gap across runway → not to pursue
- Dragon Pearl Tower imposes constraint to heliport provision → design elements that could be explored in implementation stage



## 2. Stage 2 Public Participation: Comments & Responses

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### Other Proposals

#### Responses:

- Not to pursue large-scale cultural facilities in view of West Kowloon Cultural District plan
- CITB: additional exhibition space in pipeline → not to pursue convention & exhibition centre proposal
- Car racing ground etc. require extensive land area → not to pursue

## 2. Stage 2 Public Participation: Comments & Responses

### Public Participation



#### Public Views:

- Some suggest extending the public participation period
- Others are concerned with further delay to the development of Kai Tak
- Other suggestions:
  - Provide more information & strategic plan for public discussion
  - More publicity of the public participation exercise

#### Responses:

- Further public discussion in Stage 3 Public Participation
- Works interactively with on going territorial/sub-regional planning studies
- No population target or pre-set development quota
- Further information on proposed mitigation measures to tackle environmental problems at KTAC by 2006

## 2. Stage 2 Public Participation: Comments & Responses

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### Implementation Issues

#### Public Views:

- Concern over financial viability of the OCPs
- Urge for early implementation of Kai Tak Development
- Suggest releasing the land for interim uses

#### Responses:

- Implementation issues to be examined in Engineering Feasibility Study or by project proponents
- HAB: to engage financial consultant to examine the financing / operating models for the stadium complex
- Concerned bureaux/departments are investigating the release of Kai Tak site for temporary uses.

### 3. Study Programme

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- Draft PODP in June 2006
- 2-month Stage 3 Public Participation thereafter
- Proposal of amending the current approved Kai Tak OZP

THANK YOU