

PROVISIONAL LOCAL VESSELS ADVISORY COMMITTEE

**KAI TAK PLANNING REVIEW –
Stage 2 Public Participation: Outline Concept Plans**

1. Purpose

- 1.1 The main purpose of this paper is to present to Members the Outline Concept Plans (OCPs) prepared under the Kai Tak Planning Review.

2. Background

- 2.1 The Stage 1 Public Participation of the Kai Tak Planning Review was undertaken between September 2004 and November 2004. This exercise aimed to engage the public in the beginning of the study process to develop the community's visions for this major waterfront site in the Victoria Harbour.
- 2.2 A wide range of public engagement activities, including 3 public forums, 1 community workshop, 20 briefing sessions, etc. were undertaken in the Stage 1 Public Participation to collect comments and suggestions from the community. The community responded positively to the two-month programme, with over 500 participants recorded in these events, about 250 written submission received and the community workshop has produced nine development concepts for Kai Tak.
- 2.3 To strengthen the communication with the community, the Sub-committee on South East Kowloon Development (SEKD) Review of the Harbour-front Enhancement Committee had also organised the Kai Tak Forum in March 2005 to share with the community the public comments and proposals received and the responses of the respective bureaux/departments and the Consultants. A meeting with the collaborators was also convened in June 2005 to discuss the approach to prepare the OCPs and the technical issues involved. Based on the views received in the

Stage 1 Public Participation, 3 Outline Concept Plans (OCPs) have been prepared for further discussion in the community.

- 2.4 On 12.11.2004, the Provisional Local Vessels Advisory Committee was consulted on the Stage 1 Public Participation regarding *Community's Vision for Kai Tak*. Members had provided valuable comments.

3. The Proposals

- 3.1 In the Stage 2 Public Participation, 3 OCPs are promulgated to enable the community to formulate their views on the development concept for Kai Tak. In view of the Court of Final Appeal's judgment handed down in January, 2004 regarding reclamation in the Harbour Area, a "no reclamation" scenario has been adopted as the starting point in preparing these development concepts. The OCPs were prepared with different land use emphasis with a view to providing a balanced variety of development scenarios for discussion in the community. The Stage 2 Public Participation Programme aims to foster the building of consensus through an open and informed process.

- 3.2 In main -

- 3.2.1 The **City in the Park** concept (OCP1) aims to create two distinct residential neighbourhoods, with a high-density residential/stadium district in the North Apron Area and medium density residential developments on the runway island. This residential focused scenario is expected to house an overall population of 128,000 and a planned employment of 32,000 jobs.

- 3.2.2 The **Kai Tak Glamour** concept (OCP2) aims to regenerate the economic role of the ex-airport site by providing a high density office node adjoining the multi-purpose stadium in the North Apron Area, to medium density residential development on the runway island and to a cruise terminal and tourism node at the runway end. The office and tourism focused scenario will provide a less population level of 97,000. The employment level in this concept is 75,000, which is highest among the three concepts.

- 3.2.3 The **Sports by the Harbour** concept (OCP3) aims to promote a sports and recreation hub in this part of the Metro Area, with low to medium density residential neighbourhoods created around recreation facilities to reinforce a green and lively urban district. A lower population level of 69,000 and employment level of 56,000 is planned for under this OCP.
- 3.3 Under all OCPs, a cruise terminal for 2-3 berths is planned at the tip of the ex-runway, and a continuous waterfront promenade is proposed along the coastline of the study area as a planning intention, which would require decommissioning of the Kwun Tong Public Cargo Working Area (PCWA). The Cha Kwo Ling PCWA will be affected by the provision of Road T2, as part of Route 6 for connection to Tseung Kwan O. A marina is also suggested in the To Kwa Wan Typhoon Shelter in OCP1.
- 3.4 It should be noted that the draft OCPs are not development options to choose from, but to provide a basis for public discussion on possible development proposals on the Kai Tak site.
- 3.5 The Public Consultation Digest at Annex has been prepared to help focus the discussion at this stage. Relevant background materials of the Kai Tak site as well as study reports are mounted in the study website to enable public access.
- 4. Advice Sought**
- 4.1 Members are invited to comment on the Outline Concept Plan as presented in the Consultation Digest at Annex.