



STAGE 2 PUBLIC PARTICIPATION: OUTLINE CONCEPT PLANS  
PUBLIC CONSULTATION DIGEST (2)

# KAI TAK 啟德

Planning Review 規劃檢討



## TABLE OF CONTENTS

<b>1. INTRODUCTION</b>	<b>1</b>
Background	1
Purpose of Stage 2 Public Participation	1
<b>2. RECLAMATION ISSUES</b>	<b>2</b>
Protection of the Harbour	2
Kai Tak Approach Channel	3
Transportation	6
Cruise Terminal	7
Waterfront Promenade	7
<b>3. VISION, PLANNING PRINCIPLES AND DESIGN CONSIDERATIONS</b>	<b>8</b>
Vision, Planning Principles	8
Key Development Components	9
Major Urban Design and Landscape Considerations	10
<b>4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS</b>	<b>12</b>
Concept Plan 1	12
Concept Plan 2	16
Concept Plan 3	20
Concepts We Share	25
Towards Sustainable Development	33
<b>5. YOUR VIEWS ARE IMPORTANT</b>	<b>34</b>

## 1. INTRODUCTION



### Background

The Stage 1 Public Participation to gauge the community's visions on the future development of Kai Tak was undertaken in late 2004. Apart from the valuable comments received, the process has also developed the foundation for a continued dialogue with the community on the planning and development of Kai Tak. The Kai Tak Forum and Collaborators Meeting held in early 2005 have also helped to consolidate the public inputs for the preparation of different Outline Concept Plans. A summary report on the Stage 1 Public Participation is available at the Study website. In parallel, technical assessments have been undertaken in preparing these Outline Concept Plans.

### Purpose of Stage 2 Public Participation

This Digest presents the Outline Concept Plans (OCPs) prepared on the basis of land use themes developed in the Stage 1 Public Participation, with a view to inviting public comments on the development concepts to support these themes. Comments received will serve as inputs to prepare a Preliminary Outline Development Plan in the Stage 3 of the Kai Tak Planning Review.

This Digest mainly covers the following subjects:

- Reclamation issues related to Kai Tak Development
- Vision, planning principles and urban design considerations in the Outline Concept Plans
- Specific development themes and concepts



## 2. RECLAMATION ISSUES



### Protection of the Harbour

In view of the Court of Final Appeal's judgment handed down in January 2004 regarding reclamation in the Harbour Area, this Study has adopted "no reclamation" as the starting point in preparing the development concepts.

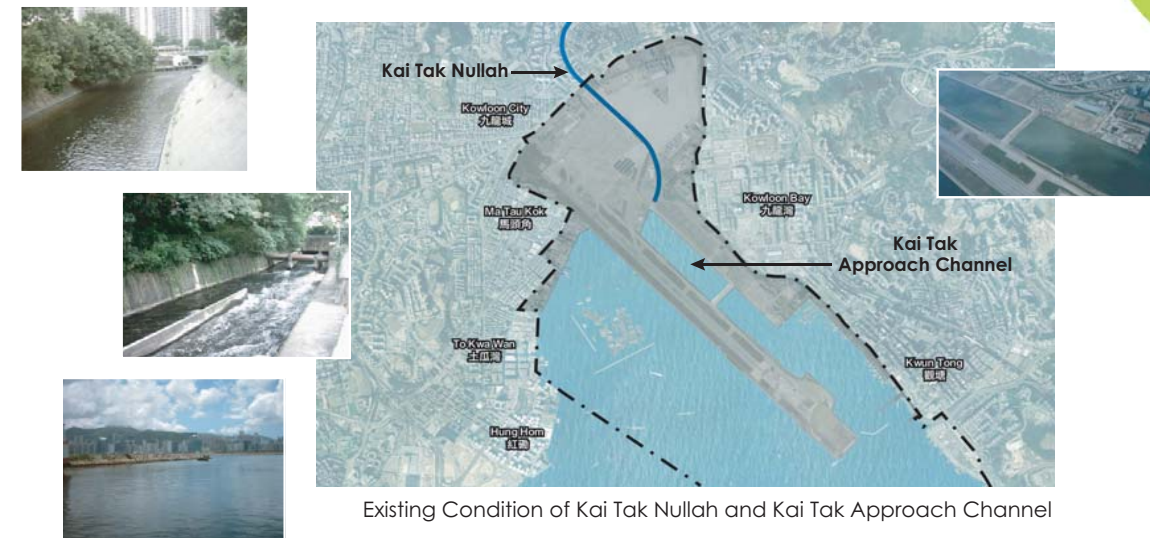
According to the Judgment, the Protection of the Harbour Ordinance establishes a statutory principle recognizing the harbour as a special asset and a natural heritage of Hong Kong people and prescribing that it is to be protected and preserved. This presumption against harbour reclamation can only be rebutted by establishing an over-riding public need for reclamation. This need (including the economic, environmental and social needs of the community) must be a compelling and present need with no reasonable alternative to reclamation. A compelling and present need goes far beyond something which is "nice to have", desirable, preferable or beneficial. But on the other hand, it would be going much too far to describe it as something in the nature of the last resort, or something which the public cannot do without.

Starting on the basis of a "no-reclamation scenario", this Study has revisited the development proposals incorporated in the Approved Kai Tak Outline Zoning Plans (OZPs) which would involve reclamation and how they could be proceeded under the "no-reclamation scenario". In this regard, the originally proposed Kowloon Bay Reclamation has to be dropped as the proposed developments therein could not justify reclamation in the Harbour Area.

### Kai Tak Approach Channel

The Kai Tak OZPs have proposed to reclaim the Kai Tak Approach Channel (KTAC) for development and this would also eliminate the incumbent environmental problems. The following environmental problems have been identified:

Environmental Problems	Pollution Sources
Poor water quality	<ul style="list-style-type: none"> <li>Poor water circulation and polluted discharges</li> </ul>
Contaminated sediment	<ul style="list-style-type: none"> <li>Organic and toxic deposits from polluted discharges over the years</li> </ul>
Serious odour problem	<ul style="list-style-type: none"> <li>Anaerobic decomposition of contaminated sediment</li> </ul>



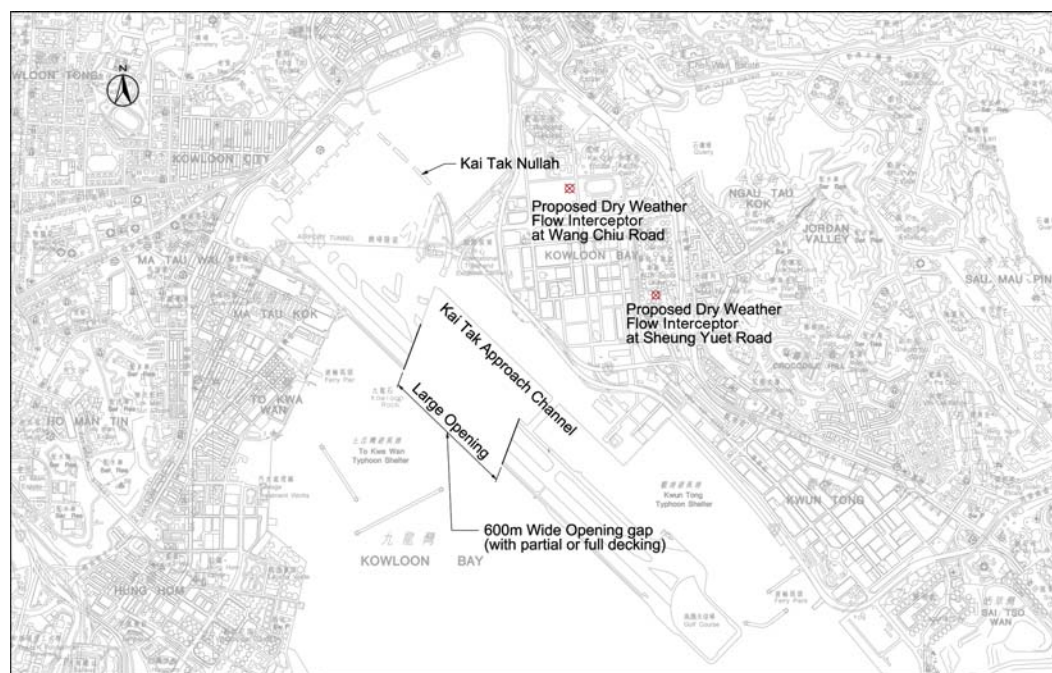
Existing Condition of Kai Tak Nullah and Kai Tak Approach Channel



## 2. RECLAMATION ISSUES

Ways to tackle the environmental problems at KTAC have been examined. The preliminary findings of the “Non-Reclamation” approach are summarized as follows:

- a. Mitigation Measures
  - A 600m wide opening at the runway to improve water circulation
  - Interception of polluted discharge into KTAC
  - Sediment treatment to remove odour
- b. Implementation Cost
  - Demolition of runway
  - Construction of link bridge to provide necessary road and utility servicing infrastructure
  - Construction of deck over the opening in runway to provide development platform
  - Sediment treatment
  - Construction of lowflow interceptors in Jordan Valley drainage catchment
  - Relatively less expensive approach
- c. Other Considerations
  - Preserve the integrity of Victoria Harbour
  - Retain the existing water body as an amenity area
  - Retain cultural value of the runway
  - Pose connectivity issue between Kowloon Bay and the runway
  - Require recurrent sediment treatment (low recurrent cost)
  - Technical difficulties to provide development over the 600m opening in the runway

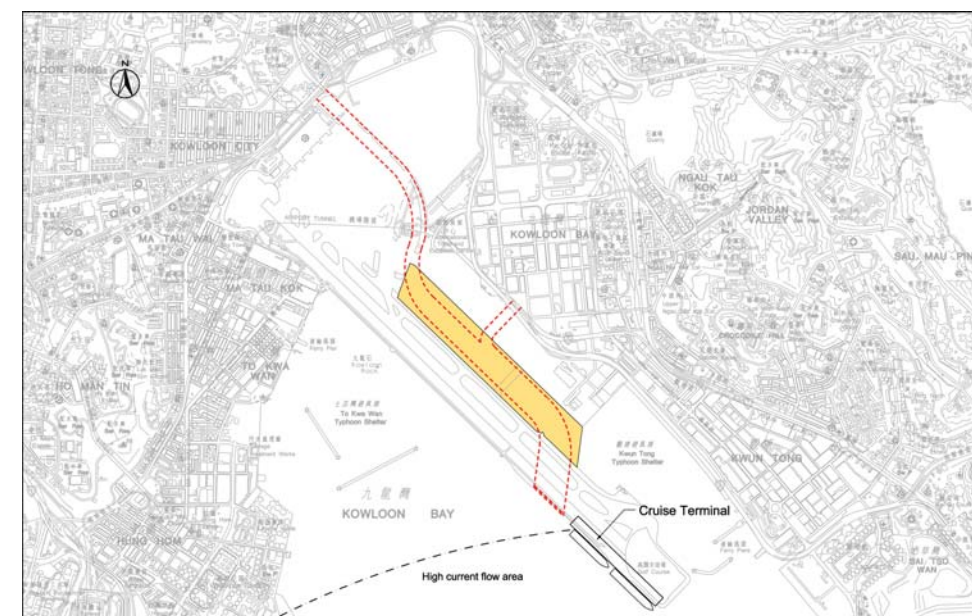


KTAC: “Non-Reclamation” approach

Under the “no-reclamation” scenario, the preliminary technical assessments indicate that the water body in KTAC could only be retained for amenity purpose. Because of the varied water pollution sources in KTAC, even after the adoption of the recommended mitigation measures stated above, it would still not be able to meet the water quality standards required for water-based recreational activities in the foreseeable future. With the “no reclamation” scenario as the starting point of this Study, the non-reclamation approach for KTAC is incorporated in all the OCPs to demonstrate possible land use proposals in the surrounding areas.

It should, however, be noted that the reclamation option cannot be ruled out at this stage as the complicated environmental problems in KTAC required detailed technical assessments to ascertain the cost-effectiveness of necessary mitigation measures. The preliminary findings of the “Reclamation” approach are summarized as follows:

- a. Mitigation Measures
  - Reclamation of KTAC
  - Construct wide culvert to divert discharges from Kai Tak Nullah into Kowloon Bay
- b. Implementation Cost
  - Reclamation including necessary ground treatment
  - Piled culvert through reclamation and the associated outfall and desilting facilities
  - Relatively more expensive approach
- c. Other Considerations
  - **Subject to “over-riding public need” test for harbour reclamation**
  - Remove odour problem constraining surrounding development sites
  - Provide extra land to improve connectivity and open space provision
  - Wide drainage culverts constraining development in reclaimed KTAC
  - Incur high recurrent cost for drainage culvert maintenance
  - Require treatment of biogas in reclaimed land to reduce safety risk



KTAC: “Reclamation” approach

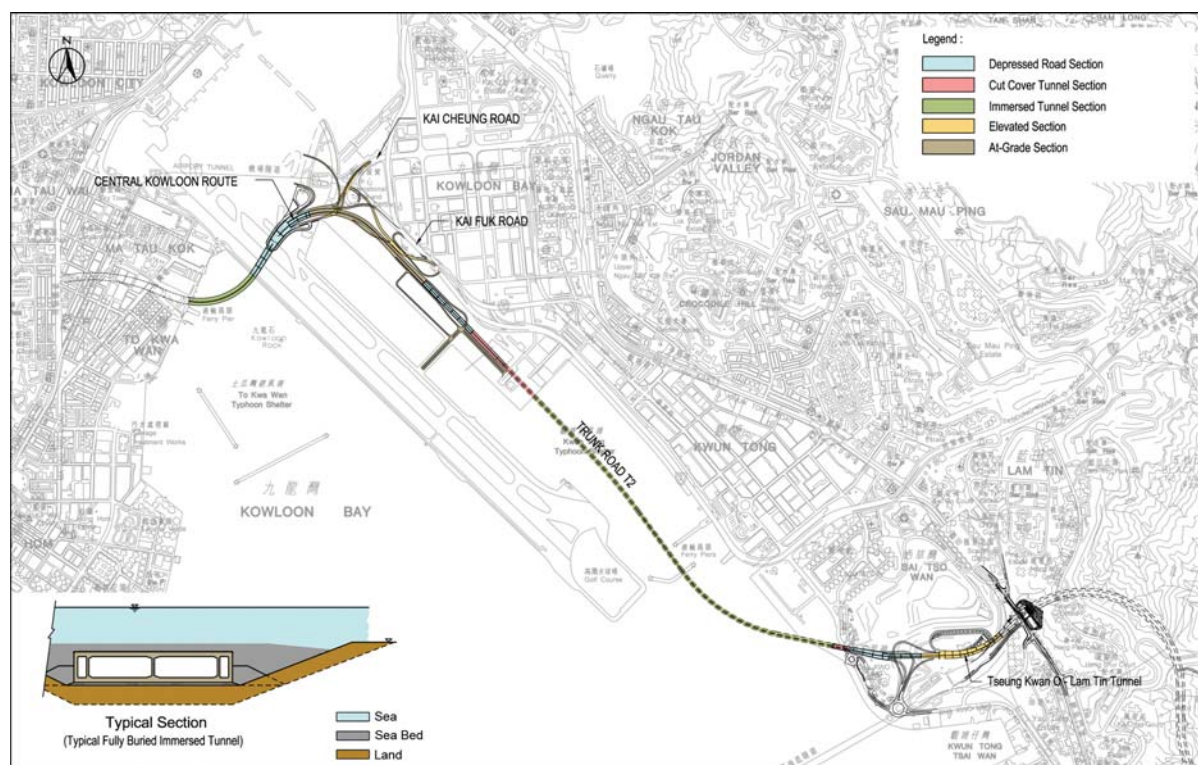


## 2. RECLAMATION ISSUES

### Transportation

The proposed Central Kowloon Route (Kowloon Bay section) (CKR) and Trunk Road T2 will form the new strategic road link connecting West Kowloon with East Kowloon, as part of the future Route 6 which terminates at Tseung Kwan O. These strategic road links will be connected to Kai Tak by various local distributors.

The CKR (Kowloon Bay section) and Trunk Road T2 are proposed to be built in the form of an immersed tunnel. Subject to detailed design, these highway projects may not require reclamation.

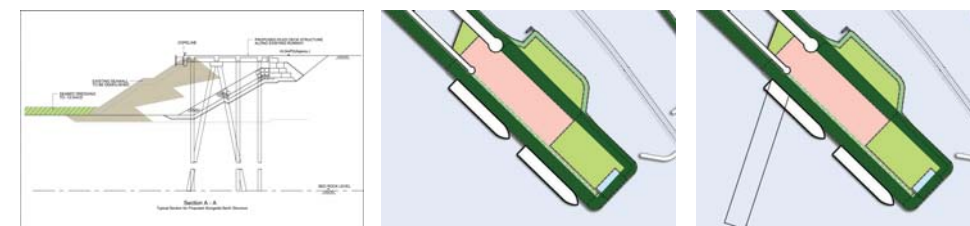


Strategic Road Network

### Cruise Terminal

According to the Consultancy Study on Cruise Terminal Facilities Development for Hong Kong (2004), Hong Kong will require an additional cruise berth in the medium term and one to two additional berths in the longer term to cater for the growth in the cruise industry.

Under this Study, two along-side cruise berths (which do not require reclamation) will be incorporated into the OCPs to demonstrate the land use options. Subject to future demand, there is also the flexibility of providing the third berth by constructing a finger pier at the location of the second berth. The finger pier nevertheless will involve harbour reclamation and **is subject to the "over-riding public need" test.**



Proposed edge structure for alongside berthing

2 alongside berths

Potential finger pier for the third berth

### Waterfront Promenade

Since waterfront promenade may not justify reclamation in the Harbour Area, it is proposed to pursue a continuous promenade around Kai Tak and its adjoining area through measures such as setback from existing waterfront developments upon their redevelopment, and long-term decommissioning of the Kwun Tong and Cha Kwo Ling Public Cargo Working Areas. As for the proposed refuse transfer station, which requires waterfront access, continuous access would need to make use of the footpath along Cha Kwo Ling Road to connect back to the waterfront at Yau Tong Bay.



Continuous Waterfront Promenade