

## 3. VISION, PLANNING PRINCIPLES AND DESIGN CONSIDERATIONS

The Study has reviewed existing visions and planning principles for harbourfront development:

- Hong Kong 2030: Planning Vision and Strategy
- Town Planning Board Vision Statement for Victoria Harbour
- HEC Harbour Planning Principles
- Planning Study on the Harbour and Its Waterfront Areas
- Urban Design Guidelines for Hong Kong
- Sustainability Principles

After taking into account the public views gathered, the following vision statement, planning principles and development themes for Kai Tak have been put forth for public discussion before adoption.

### Vision

A Distinguished, Vibrant, Attractive and People-oriented Kai Tak by Victoria Harbour

### Planning Principles

- Continuous public participation in the planning and development of Kai Tak
- Planning Kai Tak for sustainable and environmentally friendly development
- Designing Kai Tak as Hong Kong's showcase for good landscaping and urban design
- Designing Kai Tak as a hub for sports, recreation, tourism, entertainment and quality housing
- Maximizing waterfront for public enjoyment
- Respecting the heritage value of the ex-Kai Tak Airport
- Integrating Kai Tak with its surrounding
- Providing opportunities for revitalizing the surrounding districts

### Development Themes

- Sustainable City
- Business, Tourism and Heritage
- Sports and Recreation



### Key Development Components

With the Government's policy support, the following key development components have been incorporated in the OCPs.

- Cruise Terminal
  - one berth in medium term
  - one to two additional berths in long term
- Cross-boundary Heliport
- Multi-purpose Stadium (23.5 ha)
  - Main stadium : 45,000 seats, with retractable roof
  - Secondary stadium : 5,000 seats
  - Sports arena : 4,000 seats with swimming pool and ball courts
- Shatin-to-Central Link (SCL)
  - OCPs to explore scenarios with one or two station(s) in Kai Tak
  - Depot (4.2ha)
- Central Kowloon Route and Trunk Road T2
- Public Housing Sites (9 ha)
- Metro Park (at least 10 ha)
- Refuse Transfer Station

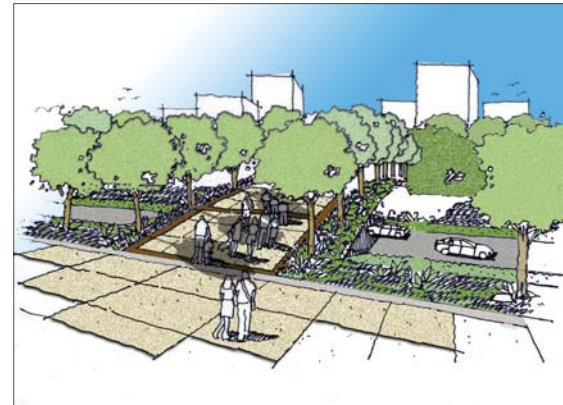




## 3. VISION, PLANNING PRINCIPLES AND DESIGN CONSIDERATIONS

### Major Urban Design and Landscape Considerations

- Ridgeline Protection
  - Preserve 20% of Kowloon Ridgeline as viewed from two strategic points: Quarry Bay Park and Hong Kong Convention and Exhibition Centre in Wan Chai
- Visual Corridor/View towards
  - Lion Rock
  - Fei Ngo Shan
  - Lei Yue Mun
  - Mount Parker
- Visual Anchors
  - Multi-purpose Stadium
  - Cruise Terminal
- Harbourview penetration from
  - Inland of Kowloon
  - Proposed development at Kai Tak



- Open Space Network
  - Primary open space : Metro Park, waterfront promenade
  - Secondary open space : Sung Wong Toi Park, Runway Park, park within stadium etc
  - Tertiary open space : local open space, residential gardens, landscape decks, roof gardens etc
- Interface with Neighbouring Areas
  - Open space and promenade for green relief and public enjoyment
  - Enhance connectivity and accessibility to waterfront
  - Activity focuses as catalysts for revitalization
  - Echo the existing urban fabric
- Enhancement to Local Environment
  - Create south-east to north-west breezeways to improve air ventilation in Kai Tak and the hinterland using roads, green links and open space
  - Enhance greenery including streetside planting



Lion Rock



View from Quarry Bay Park





## 4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

Three Outline Concept Plans (OCPs) with different development themes are prepared. The previous Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development (2001) has planned for 260,000 population and 75,000 employment. With “no-reclamation” as the starting point and taking into account considerations such as urban design and recommendation of Team Clean, the scales of development under the present three OCPs have been reduced. These OCPs serve to facilitate public comments as inputs to the future preparation of a Preliminary Outline Development Plan (PODP). The PODP will incorporate the beneficial components or concepts of the three OCPs. The public is welcome to offer comments on individual concepts shown in different plans instead of selecting one plan from the three.

### Concept Plan 1 : City in the Park

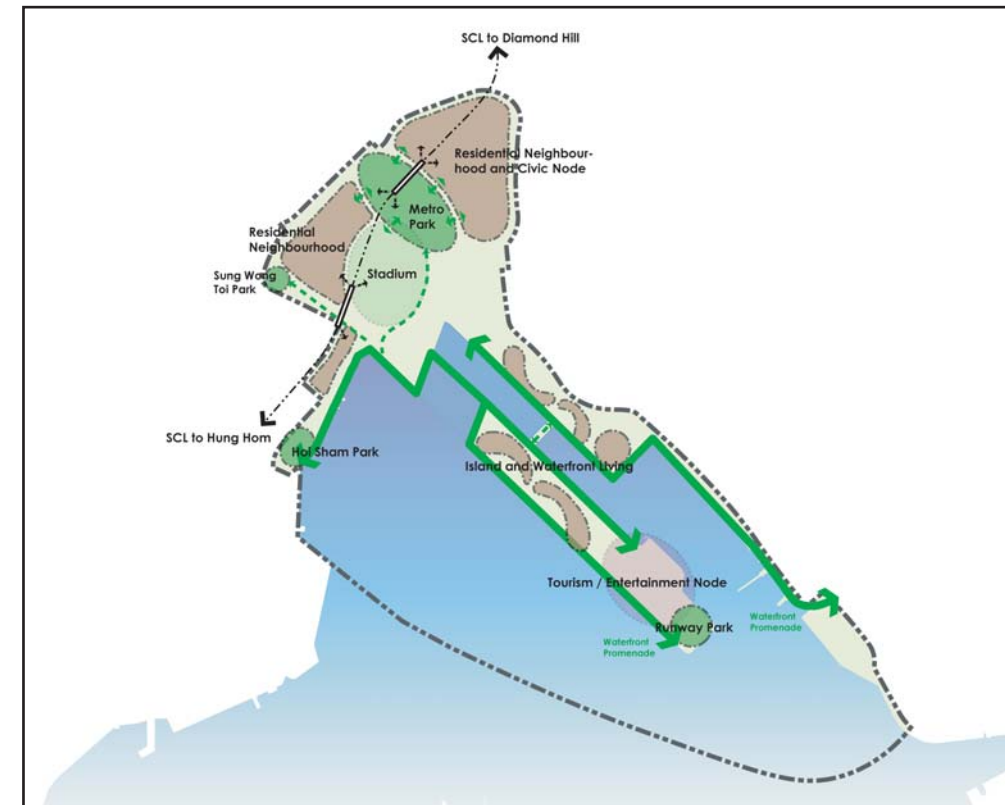
*To develop a quality living district in a park-like environment*

Being the largest undeveloped area by Victoria Harbour, Kai Tak offers a rare opportunity for elegant waterfront residential development, enriched by quality recreational and commercial facilities. It will also act as a catalyst for the regeneration of the surrounding districts.

Concept 1 seeks to fully capture the unique configuration of Kai Tak to create two distinct areas of pleasant living: A high-density and high-rise residential/stadium district is planned at the heart of North Apron Area to optimize the provision of two railway stations. Mid-rise and medium density residential developments are planned on the distinctive runway island, overlooking Kai Tak Approach Channel as well as Victoria Harbour. Similar to the other concepts, a 600-m gap is planned beneath the runway to enhance water circulation at Kai Tak Approach Channel.

The following distinctive concepts in this Concept Plan will be further elaborated in the “Concept We Share” section.

- *Kai Tak Metro Park* - forming a central park across North Apron
- *High Density Residential Development* - fronting onto the Sports Stadium and next to SCL Stations
- *Island & Waterfront Living* – residential clusters on the runway island
- *Cruise Terminal-Cum-Tourism Node* - with 2 alongside berths for cruises and retail/entertainment/hotel uses
- *Kai Tak Boulevard* – distinctively designed thoroughfare along the runway to honour the aviation history of Kai Tak and a runway park with facilities on aviation or other themes is proposed at the runway end
- *Harbour-front Promenade and Park Network* –from To Kwa Wan to Kwun Tong along the harbourfront and also throughout the study area
- *Pedestrian Kai Tak* – pedestrian connections of various forms and settings



Concept Diagram : City in the Park





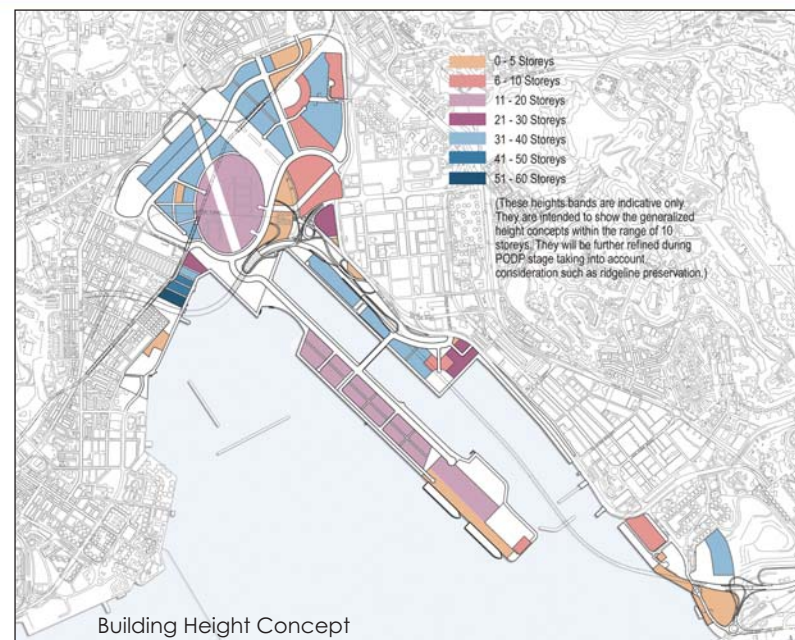
## 4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

### Concept Plan 1 : City in the Park

Population: 128,000  
 Employment: 32,000

**Domestic Plot Ratio**  
 New Development Area: 4 to 5  
 Existing Development Area (Ma Tau Kok & South Apron End): 5 to 7.5  
 Public Housing Sites: 5.5 to 6.3  
 No. of Flats: 46,000

**Non-domestic Plot Ratio**  
 Existing Development Area: 12  
 Office GFA: 187,000 m<sup>2</sup>



Kai Tak Metro Park



High Density Residential Development fronting Stadium and next to SCL Stations



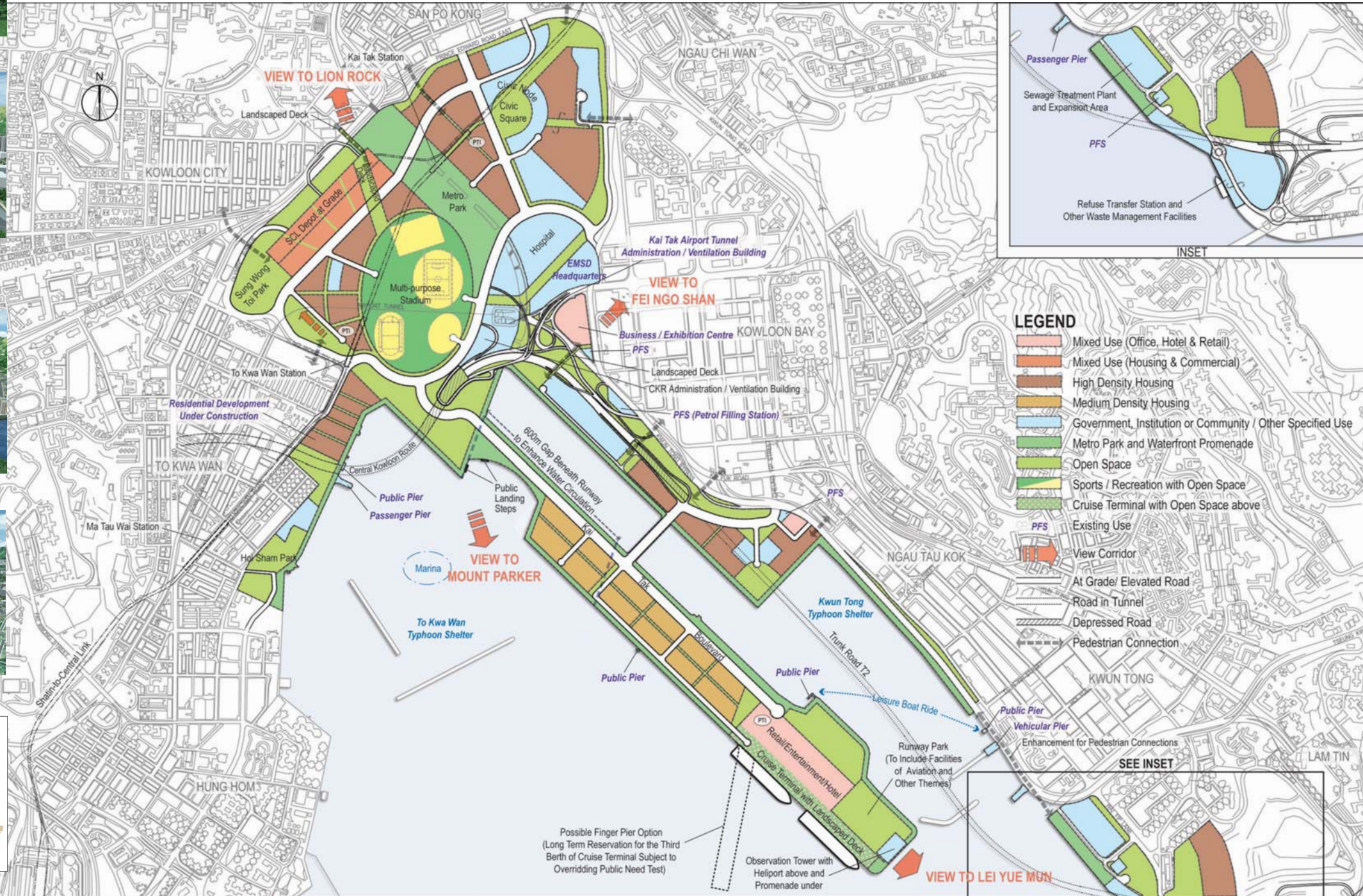
Island and Waterfront Living



Cruise Terminal-Cum-Tourism Node



Harbour-front Promenade





## 4. OUTLINE CONCEPT PLANS AND DEVELOPMENT CONCEPTS

### Concept Plan 2 : Kai Tak Glamour

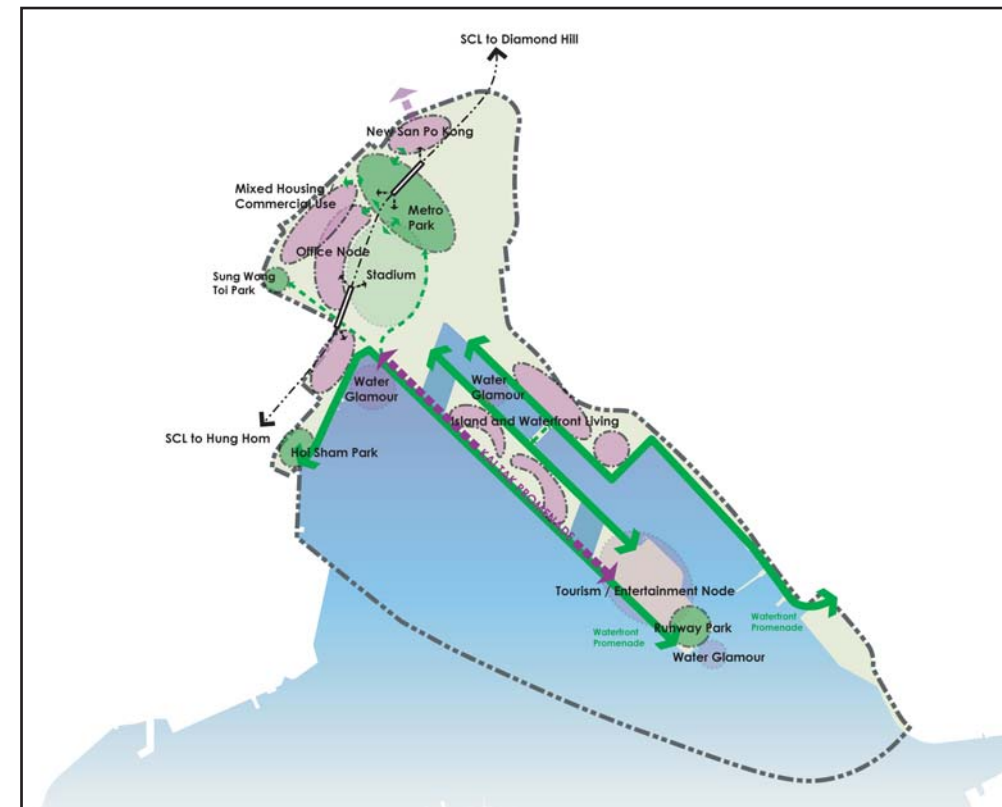
To celebrate the glamour of Kai Tak as a historical anchor, a visiting hub and an economic powerhouse

The aviation history of Kai Tak is not only part of the precious collective memory of the Hong Kong community, but has also been of significance to the economic growth of the territory.

Building on this distinctive past of the place, Concept 2 seeks to regenerate and further manifest the glamour of Kai Tak by promoting an iconic and vibrant waterfront metropolitan district, which exhibits the energy and dynamism of Hong Kong. The linear ex-runway provides the platform along which a series of activities are planned: from the high-rise landmark office/stadium developments in North Apron, to the characteristic residential runway island, to a cruise terminal/tourism node at the runway end. An animated Kai Tak Promenade, waterfront fountain shows and water curtain film show at Kai Tak Approach Channel will altogether celebrate the glamour of Kai Tak.

The following distinctive concepts in this Concept Plan will be further elaborated in the "Concept We Share" section.

- *Kai Tak Metro Park* - forming a central park across North Apron
- *Premier Office Node* - facing the Harbour and next to SCL Station
- *New San Po Kong* - mixed commercial area adjacent to San Po Kong serving as the new gateway of Kai Tak and a catalyst for regeneration
- *Island & Waterfront Living* - residential clusters on the runway islands
- *Water Glamour* - water fountain and water curtain film show at the waterfront of Ma Tau Kok and Kai Tak Approach Channel
- *Cruise Terminal-Cum-Tourism Node* - with 2 berths for cruises and retail/entertainment/hotel uses
- *Kai Tak Promende* - runway promenade with historical displays and cultural activities and a runway park with facilities of aviation or other themes is proposed at runway end
- *Harbour-front Promenade and Park Network* - from To Kwa Wan to Kwun Tong along the harbourfront and also throughout the study area
- *Pedestrian Kai Tak* - pedestrian connections of various forms and settings



Concept Diagram : Kai Tak Glamour

