

PROVISIONAL LOCAL VESSELS ADVISORY COMMITTEE

Kai Tak Planning Review

**Stage 3 Public Participation:
Preliminary Outline Development Plan**

Purpose

This paper seeks Members' comments on the draft Preliminary Outline Development Plan (PODP) for Kai Tak Development prepared under the Kai Tak Planning Review (the Study).

Background

2. The Kai Tak Planning Review was commissioned in July 2004. The Study has, so far, completed the Stage 1 Public Participation: Community's Vision for Kai Tak in late 2004 and the Stage 2 Public Participation: Outline Concept Plans (OCPs) in late 2005. The Provisional Local Vessels Advisory Committee was consulted on the proposals putting forward under these programmes on 12.11.2004 and 2.12.2005. Members had provided valuable comments to the study proposals.

Preliminary Outline Development Plan

3. After completion of the OCPs, the study has proceeded to the final stage of the Planning Review, i.e. the preparation of the PODP. The study team has, as far as possible, taken into account the comments and proposals received in the previous rounds of public participation programme in preparing the draft PODP for further discussion with the community. The Stage 3 Public Participation programme aims to facilitate early feedback from the community on the draft PODP before it is finalized. The proposals presented are subject to the findings of the on-going Preliminary Technical Assessments. The comments and proposals received at this stage and the outcomes of the Preliminary Technical Assessments would also be taken into account in finalizing the PODP.

4. The finalized PODP will provide the basis for revising the currently approved Kai Tak Outline Zoning Plans (OZPs) and for embarking the engineering feasibility and environmental studies. The amended OZPs will be published for further public consultation under the statutory planning process.

The Proposals

5. The following vision statement, planning principles and planning theme are proposed to guide the future planning and development of Kai Tak:

Vision

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

Planning Principles

- Continuous public participation in the planning and development of Kai Tak
- Planning Kai Tak as a sustainable and environmentally friendly development to contribute to Hong Kong as a world-class international city.
- Developing Kai Tak as a hub for sports, recreation, tourism, business and quality housing for local population and overseas visitors.
- Designing Kai Tak as Hong Kong's showcase for urban design and landscaping.
- Promoting pedestrian-oriented environment, integrated public spaces and maximizing the waterfront for public enjoyment.
- Preserving the heritage assets in Kai Tak and respecting the legacy of the ex-Kai Tak Airport and its runway.
- Integrating Kai Tak with its surrounding, enhancing opportunities for revitalizing the surrounding districts and promoting local and diversified economy.

Planning Theme

- A New Harbour-front, City of Heritage, Green, Sports & Tourism Developments

6. The study area covers an area of about 328 hectares, including 48 hectares of built-up areas in To Kwa Wan, Kowloon Bay, Kwun Tong and Cha Kwo Ling waterfront, adjacent to the ex-airport site. We propose a mix of land uses in this area to meet the public aspiration on one hand and various policy initiatives of the Government on the other. A Consultation Digest setting out the proposals of the draft PODP is attached at **Annex 1**.

7. On the basis of the “no reclamation” scenario¹, the draft PODP has proposed a balance of residential, commercial office/hotel, sports and tourism developments in Kai Tak. Compared with the previous development scheme as shown on the approved OZP, the draft PODP has proposed a new office node in this part of the Metro Area to meet the long-term demand in office space as recommended under the Hong Kong 2030 Study and continued with the proposed major sports and tourism facilities. Without the reclamation areas, the proportion of residential, GIC sites and road space are reduced correspondingly. A table showing the land use distribution of the draft PODP is at **Annex 2**.

8. In main, the draft PODP proposes the future Kai Tak Development to accommodate an overall population of about 86 500 persons and to provide about 85 400 job opportunities. In terms of scale of development, it is estimated to produce about 29 000 new flats, additional 0.7 million m² of office GFA and 6 800 new hotel rooms. This is larger than the size of two Taikoo Shing in terms of residential developments, the amount of office developments is larger than that in Hong Kong Island East and the number of hotel (17 hotels with 400-room each) is about half of that in Tsim Sha Tsui. The key development parameters of the draft PODP is at **Annex 2**.

9. The key proposals of the PODP are discussed below.

¹ Since the Kai Tak Planning Review is investigating alternative approach to tackle the environmental problems at Kai Tak Approach Channel [KTAC] and there is as yet no justification to demonstrate that reclamation of the KTAC could meet the “over-riding public need test” as laid down in the Court of Final Appeal’s Judgment in January 2004, there is no basis to prepare a PODP with reclamation in the KTAC.

(a) Kai Tak City Centre (located in the northeastern part of North Apron Area)

This will be the main development area of Kai Tak. The Shatin to Central Link (SCL) Kai Tak Station and the surrounding Station Square would form a centre to this new district. The area mainly consists of an office belt (about 0.7 million m² of office GFA with plot ratio ranges from 4.0 to 9.5) located in the north, inter-mixing with hotel developments. A Government centre is proposed to the east of the Station Square, comprising a Government offices building (plot ratio 5.0) and a Government joint user building, comprising uses such as indoor recreation centre, post office, etc. To the south of the Station Square, a podium-free residential neighbourhood based on an articulated street grid pattern has been proposed with the support of a variety of GIC facilities. The new neighbourhood (with plot ratio 3.5 to 5.0) is comprising rows of town houses and two medium-rise blocks in such street block, to encourage interaction between residents. The public housing development sites with piling completed are located in the eastern part of the area. The existing developments in San Po Kong and Kowloon Bay would be connected with the Station Square through a network of landscaped/retail footbridges/subways or enhanced at grade crossing.

(b) Sports Hub (located in the western part of North Apron Area)

The multi-purpose stadium (about 23.2 ha) with a retractable roof is planned at the waterfront area as well as edging the existing older properties. This would become a new icon in the Victoria Harbour and would give a very strong impression of Kai Tak when entering the site from To Kwa Wan. The stadium complex, commanding a clear vista towards Lion Rock, would be connected to the Metro Park in the south and through a convenient and easily accessible landscaped walkway and open space to connect to the Kai Tak Station. A Dining Cove comprising small shops and cafe is proposed along the waterfront to highlight this corner

of Kowloon Bay. The SCL depot (with office development above) is located in northern edge of the apron area. By introducing a retail pedestrian subway in a form of a shopping street connecting to Kowloon City and retail frontage to the depot building, it could provide a welcoming gateway to Kai Tak. Some residential components are incorporated to add vibrancy to the district in the non-event days.

(c) Metro Park (located in the northern section of Runway Area and surrounding the Kai Tak Approach Channel)

This would be the waterfront park of Victoria Harbour in providing venues for passive and active recreation pursuits. Some waterfront commercial and tourism-related uses would be introduced so as to provide a variety of activities to help develop the area into a “central park” of East Kowloon. The park can also incorporate exhibition venue to demonstrate the environmental effort in cleaning up the KTAC. The park with a planned area of about 24 ha. is larger than Victoria Park by 7 ha.

(d) Runway Precinct (located in the middle part of Runway Area)

This is primarily a low-density residential development (plot ratio 3.0) with shop frontage at ground level to enable more leisure life style. The pedestrianised shopping street would help add vibrancy to this part of the runway area. On the eastern part of the Precinct, a landscaped deck will be introduced to separate the vehicles and pedestrian traffic. A continuous waterfront promenade is proposed on both sides of the Precinct to bring people to the harbour.

(e) Mix-Use Corner (located at the lower part of South Apron Area) – A variety of commercial and residential uses is proposed in this area to help rejuvenate this waterfront area of Kowloon Bay. A variety of GIC uses, including a hospital (about 5.0 ha) is proposed in this area. Apart from the open space corridor and waterfront promenade to connect with the adjacent district, a waterfront bazaar is also proposed as a venue for community activities. In addition

to the existing crossing points, an elevated landscape walkway is also proposed to connect with the footbridge system initiated by the private developers in Kowloon Bay Business Area.

(f) Tourism & Leisure Hub (located at Kai Tak Point)

The proposed 2-berth cruise terminal (of about 7.57 ha. with plot ratio 0.66) and tourism node (of about 5.74 ha. with plot ratio 2.8) will be two major anchor projects to attract local and overseas visitors to this part of the Victoria Harbour. The Runway Park at the tip of the runway will provide the opportunity to include facilities of aviation theme, e.g. reprovision of the ex-air traffic control tower to enable reminiscent of the ex-airport operation. A heliport (about 0.77 ha.) is proposed abutting the cruise terminal at the runway tip to meet the forecast growth of cross-boundary helicopter services in the longer term beyond 2015. The heliport will create synergy with the cruise terminal and share the use of the custom, immigration and quarantine facilities. Subject to technical assessment, landscaped noise barriers may be required to address noise impact on the adjacent Runway Park.

10. The Urban Design Framework incorporated in the draft PODP aims to achieve a distinguished and attractive urban form, based on a vision of “Rediscovering the Runway – Taking Off to the Future: A New Harbour-front, City of Heritage, Green, Sports and Tourism”. The Framework comprises the following features:

- (a) Strong regional and local nodes are introduced within Kai Tak, with the Multi-purpose Stadium, Cruise Terminal, Metro Park and office belt anchoring as new centres of activities and destinations of local scale comprising of waterfront cafes, shopping streets, neighbourhood parks and community centres.
- (b) A variety of diverse programs and activities, ranging from casual strolls along a natural waterfront park, to a highly active retail-oriented waterfront lined with restaurant, cafes and bars is proposed to activating the existing harbour-front.

- (c) The pedestrian experience is enhanced through the continuous Harbour-front Walk and a Heritage Trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces.
- (d) The environmentally friendly transport vehicles, in providing feeder service in this new development area, will also bring local and overseas visitors to the new attractions in Kai Tak.
- (e) With a composition of neighbourhoods of different scale (public and private housing in vicinity of Station Square and in Runway Precinct), diverse building types (shop, office, hotel, housing and GIC facilities), varying building heights (stepping down from the City Centre) and select signature towers (Tourism Node), a dynamic skyline will grace the face of Kai Tak. The building heights profile starts with the tallest commercial buildings at the City Centre and gradates along the depot and the residential neighbourhood towards the Stadium Complex. After the Metro Park, the buildings rise again from the Runway Precinct to a new landmark at the Tourism Node.
- (f) There is a strong emphasis on views to and from the mountains (i.e. Lion Rock, Fei Ngo Shan and Mount Parker), the harbour (i.e. Victoria Harbour and Lei Yue Mun) and city beyond (i.e. Hong Kong Island and Inland of Kowloon) to maintain ones orientation within Kai Tak.
- (g) The Cruise Terminal will be the main point of entry, while the Metro Park and Stadium will be the visual gateway from the harbour into Kai Tak. Traveling from the underground railway, the Station Square, where is full of trees and green open spaces will be the point of arrival. Several gateways from each adjoining neighbourhood, which will take the form of bridges, walkways and subways, will provide convenient access to Kai Tak on foot.

11. To address the concerns of the local community on the issue of connectivity, the draft PODP has proposed the following facilities,

which have taken into account the existing and planned activities nodes:

(a) Kowloon City

- waterfront promenade connecting to the Dining Cove for connection to the Metro Park and Stadium complex;
- enhancement to at-grade crossing from Sung Wong Toi Road/To Kwa Wan Road towards Stadium Complex;
- enhancement to the existing subway connections to Olympic Garden;
- an underground walkway with shopping facilities connecting to Nga Tsin Wai Road; and
- an elevated landscaped walkway connecting to Shek Ku Lung Road Playground.

(b) San Po Kong

- an elevated landscaped walkway connecting to Kai Tak East Playground;
- an elevated retail walkway connecting the commercial/retail facilities in Kai Tak with the residential redevelopment at ex-San Po Kong Government Offices site; and
- enhancement to the existing subways and provision of footbridge connections to other locations in San Po Kong.

(c) Kwun Tong

- enhancement to the existing footbridge above Kai Fuk Road for connection to the footbridge system proposed by the developers in Kowloon Bay;
- enhancement to the existing subways, at-grade crossing and footbridge connections to other locations in Kowloon Bay;
- enhancement to at-grade crossing from the planned waterfront promenade of Kwun Tong with the business area;
- landscaped ferry concourse at Kwun Tong waterfront to encourage pedestrian activities; and
- the idea of an openable pedestrian bridge at the existing breakwaters of Kwun Tong Typhoon Shelter to connect Kai Tak Point with Kwun Tong waterfront has been explored but it is fraught with engineering and

management problems. As the proposed bridge would require construction of protective structure on the seabed, it would involve reclamation. This proposal may not have convincing and cogent materials to rebut the “over-riding public need test”.

12. The draft PODP has also incorporated a network of Regional, District and Local Open Spaces to serve visitors from East Kowloon as well as other parts of the territory and the residents and workers in Kai Tak to enhance living quality. The major open spaces include: -

Metro Park (24 ha):	Performance venue, water features, recreation facilities, shops and cafes
Station Square (7 ha):	Shop frontage surrounding the parkland and location of Kai Tak Station
Sung Wong Toi Park (5 ha):	Emperor’s Rock and other heritage features
Runway Park (5.5 ha):	Reprovision of ex-air traffic control tower, exhibition venue for aviation related items
Hoi Sham Park (2.5 ha)	Fish-tail Rock highlighting heritage asset of the local community
Waterfront Promenade (21.5 ha):	Active (jogging) and passive (leisure walk) recreation activities, shops and cafes

Study Programme

13. Upon completion of the Stage 3 Public Participation programme in mid-August 2006, we will proceed to finalize the PODP and the relevant technical assessments, with a view to submitting the PODP proposals to the Town Planning Board in October 2006 as basis to amend the currently approved Kai Tak OZPs.

14. The Kai Tak Development is a Designated Project under the Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance and would need to be subject to a statutory EIA study to determine the environmental acceptability of the proposals. Under the EIA Ordinance, the findings of the EIA study would be submitted to the Advisory Council on the Environment for consideration and the public would be given the opportunity to comment.

Advice Sought

15. Members are invited to comment on the draft PODP as set out in paragraphs 5 to 12 above.

Attachments

Annex 1: Public Consultation Digest (3) – Preliminary Outline Development Plan

Annex 2: Land Use Distribution and Key Development Parameters of Draft Preliminary Outline Development Plan

Planning Department
July 2006