



STAGE **3** PUBLIC PARTICIPATION :
PRELIMINARY OUTLINE DEVELOPMENT PLAN
PUBLIC CONSULTATION DIGEST (3)

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Planning Review 規劃檢討

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1. INTRODUCTION

Background

The main purpose of the public participation programme of the Kai Tak Planning Review (the Study) is to involve the community in planning the future of Kai Tak and in building consensus on the development proposals. The programme has, so far, completed Stage 1 Public Participation : Community's Vision for Kai Tak in late 2004 and Stage 2 Public Participation : Outline Concept Plans¹ in late 2005.

The general public has responded enthusiastically to these public participation programmes and there is general support to leisure-oriented lower density developments in Kai Tak. The Reports of the Stage 1 and 2 Public Participation programmes summarising the comments received and the responses by the Consultants and Government bureaux/departments are available at the study website (<http://www.pland.gov.hk>).



Purpose

At this stage, the Study has proceeded to prepare a Preliminary Outline Development Plan (PODP). The Stage 3 Public Participation programme is to invite public discussion on the draft PODP before it is finalized.

Since the draft PODP is a technical drawing, a simplified version, entitled Master Plan, has been presented in this Consultation Digest to facilitate public discussion. Members of the public are welcome to visit the public enquiry counters of Planning Department to view the more detailed draft PODP.

The proposals presented in this Digest are subject to the findings of the on-going Preliminary Technical Assessments. The comments received in the Stage 3 Public Participation programme would be taken into account in finalising the PODP.

The finalised PODP will provide the basis for the revision of the currently approved Kai Tak Outline Zoning Plans (OZPs) and for launching the engineering feasibility and environmental studies. The amended OZPs will be exhibited for further public consultation under the statutory planning process prescribed under the Town Planning Ordinance.



¹ The Outline Concept Plans include the following development themes: City in the Park (Concept Plan 1 – residential option), Kai Tak Glamour (Concept Plan 2 – business and tourism option) and Sports by the Harbour (Concept Plan 3 – recreational option)

2. VISION AND PLANNING PRINCIPLES

Taking into account of the feedbacks gathered from previous public participation programme, the vision and planning principles for the Kai Tak Development are:

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 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, providing opportunities for revitalizing the surrounding districts and promoting local and diversified economy



3. RECLAMATION ISSUES



Protection of the Harbour

According to the Judgment of the Court of Final Appeal handed down in January 2004, 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. The extent of reclamation should not go beyond the **minimum** of that which is required by the overriding need and each area proposed to be reclaimed must be justified. The decision that there is an overriding public need for reclamation must be based on **cogent and convincing materials**.

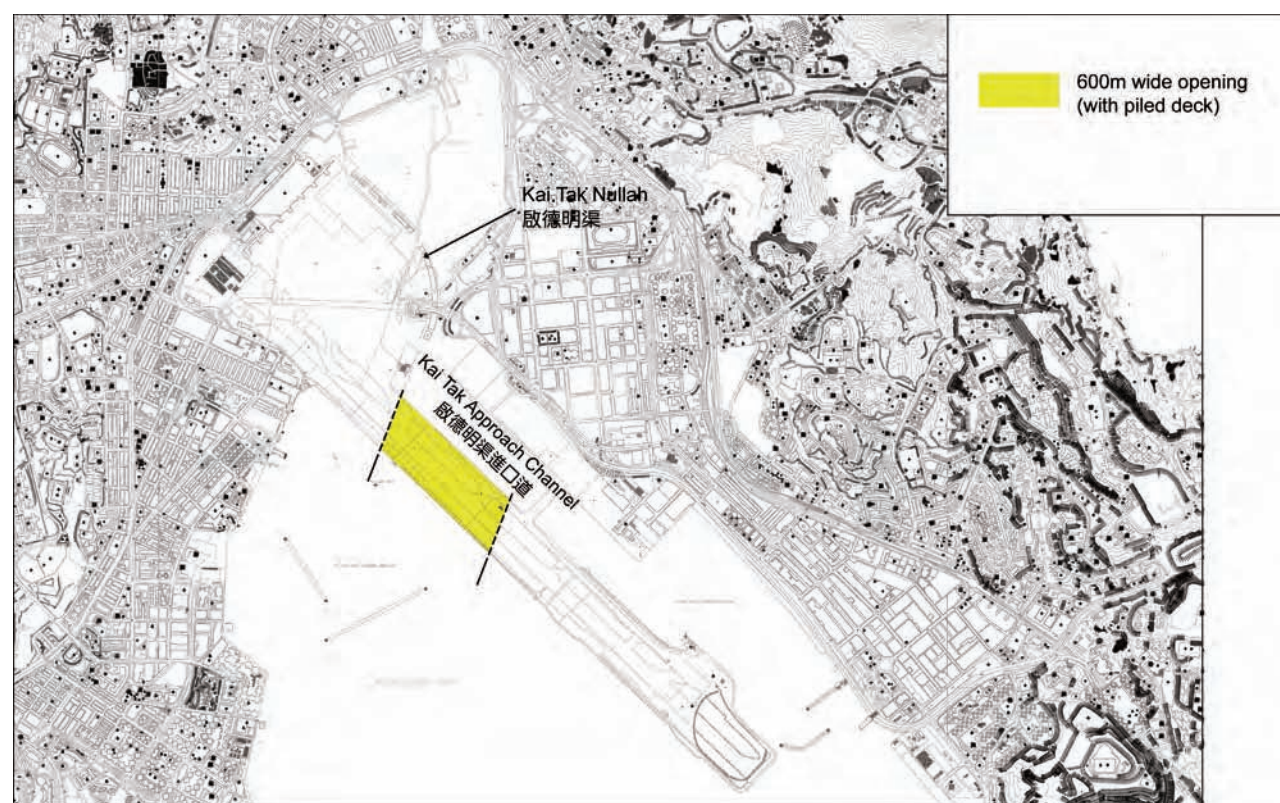
Given the statutory principle to protect and preserve the Victoria Harbour, this Study has adopted “no reclamation” as the starting point in developing the relevant proposals. The findings of our review of the reclamation proposals in the existing Kai Tak OZPs were reported in Stage 2 Public Participation. As revealed in the previous public participation programmes, the “no reclamation” approach is well supported in the community. Nevertheless, some sectors of the community consider reclamation as the preferred approach to tackle the existing environmental problems at Kai Tak Approach Channel.

3. RECLAMATION ISSUES

Kai Tak Approach Channel (KTAC)

The key environmental problems of KTAC are the existing odour problem from poor water and sediment qualities at embayed waterbodies including the KTAC and Kwun Tong Typhoon Shelter. The Kai Tak Development is a Designated Project under the Environmental Impact Assessment Ordinance (EIAO) hence the environmental feasibility of the mitigation measures and land use proposals are subject to statutory EIAO process. More in-depth surveys and assessments have been undertaken since the Stage 2 Public Participation programme to give early focus to the problem. As preliminary investigation, we are exploring the following mitigation measures:

- To create a 600m opening at the northern end of the ex-runway to improve the water circulation and to reduce sedimentation. A piled deck will be provided above the opening gap to maintain the original shape of the ex-runway.
- Bioremediation treatment at KTAC for treatment of sediment to address the odour problem. This technology has successful application at Shing Mun River and Sam Ka Tsuen Typhoon Shelter.
- Control of water pollution by installation of dry weather flow interceptors and construction of silt traps at outfalls. In the long term, it will be necessary to identify and eliminate the polluted discharges at the origin. This is an on-going effort of the concerned departments.



KTAC : "No Reclamation" approach

During this period, the study team has undertaken the following detailed investigations and analysis. Interim results produced, so far, from these studies are positive.

- Extensive water quality surveys in KTAC, Kowloon Bay and Victoria Harbour have been completed for the wet and dry seasons. The survey data are being used to develop a detailed model to analyse the existing water quality and water circulation condition and the future condition when the proposed mitigation measures are in place.
- A pilot-scale field test of bioremediation for treatment of the sediments has been conducted to evaluate the effectiveness of this method at KTAC. The field treatment was completed in March this year and so far the results are positive. Monitoring of the sediment and water quality will continue for one-year period for verification of the treatment performance to evaluate the sustainability of the method.
- An initial odour survey was carried out in the winter season, which aims to collect the baseline odour conditions and to identify possible odour sources or hotspots adjoining Kai Tak Nullah, KTAC, Kwun Tong Typhoon Shelter and Kowloon Bay. This initial odour survey forms the basis for the identification of the works for a more detailed odour survey to be carried out in summer this year.

The initial results of these investigations and studies will be available by the end of 2006. By then, the problem and the effectiveness of proposed mitigation measures would be available. As the Kai Tak Development is a Designated Project under the EIAO, the acceptability of these mitigation measures would be subject to the approval under the EIAO.

Since there is as yet no cogent evidence to demonstrate that no reasonable alternative to reclamation is available, there is no justification for the reclamation of KTAC to meet the over-riding public need test. Hence, there is no basis to prepare a PODP with reclamation in the KTAC at this stage.