



# KAI TAK 啟德

Planning Review 規劃檢討

REPORT OF STAGE 2 PUBLIC PARTICIPATION:  
OUTLINE CONCEPT PLANS



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## CHAPTER 1 INTRODUCTION

### 1.1 Background

On 25 June 2002, the Chief Executive in Council approved the Kai Tak (North) and (South) Outline Zoning Plans (OZPs) in providing the statutory planning framework to proceed with the implementation of the South East Kowloon Development. On 9 January 2004, the Court of Final Appeal handed down its judgment on the draft Wan Chai North OZP clarifying the legal principles behind the Protection of the Harbour Ordinance, that the “presumption against reclamation” in the Harbour Area can only be rebutted by meeting the “overriding public need” test. Since the approved Kai Tak OZPs would involve a total reclamation area of about 133 hectares in the Harbour Area, a comprehensive review of the OZPs is required to ensure compliance with the legal requirement.

The Kai Tak Planning Review commenced in July 2004. It is tasked to formulate an OCP for Kai Tak, with “no reclamation” as the starting point, to prepare a Preliminary Outline Development Plan (PODP) and to facilitate public participation in the process. Preliminary technical assessments would be undertaken to ascertain the broad feasibility of the PODP as input to the Engineering Feasibility Study in the next stage of the comprehensive review.

To foster community support and general consensus on the key issues and to promote ownership on the study proposals, a continuous public engagement process is required. A 3-stage Public Participation Strategy has been formulated to enable more structured public engagement activities:

- Stage 1 : Community’s Visions for Kai Tak – to discuss planning objectives, key issues, development components, public aspirations and study approach

- Stage 2 : Outline Concept Plans – to discuss various development concepts and land use proposals
- Stage 3 : Preliminary Outline Development Plan – to present the recommended development concept and detailed land use proposals

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 feedbacks received, the process has also developed the foundation for a continued dialogue with the community on the planning and development of Kai Tak. A Report on the Stage 1 Public Participation, in summarizing the comments/proposals received and the responses by the Consultants and Government bureaux/departments, was published in October 2005.





### 1.2 Launching of Stage 2 Public Participation: Outline Concept Plans

The Stage 2 Public Participation was launched on 9 November 2005 after the presentation to the Town Planning Board. The main objective of Stage 2 Public Participation is to present to the community the 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 for Kai Tak. Comments received will serve as inputs to prepare the PODP for further discussion in the community.

To facilitate public discussion, a Public Consultation Digest, in both English and Chinese, was prepared

and widely distributed. In addition, a study website was launched to enable a convenient channel for promulgation of supporting background information, consultation materials and study reports. An on-line survey is also posted onto the website for the public to submit feedback during the study process.

Powerpoint presentations and exhibition panels, physical models and interactive 3D computer models have also been employed to facilitate discussion in the public engagement activities.



### 1.3 Public Engagement Activities

Under the Stage 2 Public Participation Programme, a wide range of public engagement activities were undertaken to solicit comments and suggestions. A list of the public engagement activities organised during the Stage 2 Public Participation Programme is shown in Annex A. These activities are highlighted below:

- (a) One territory-wide Public Forum was conducted at Kai Tak Point, tip of the ex-airport runway, on 19 November 2005. Three District Forums were convened in Kowloon City (Ho Man Tin Plaza), Wong Tai Sin (Lok Fu Shopping Centre) and Kwun Tong (Cheerful Court) on 26 November, and 2 and 10 December 2005 respectively. Three Topical Forums were organized on 28 November, and 6 and 8 December 2005 in Hong Kong Cultural Centre to facilitate more in-depth discussion on the multi-purpose stadium, cruise terminal and KTAC proposals respectively. Over 500 participants took part in these events. Video recording of these public engagement activities are uploaded to the study website for general viewing.
- (b) 20 briefing sessions/consultation meetings have been undertaken to the statutory and advisory committees, professional and stakeholder groups to focus discussion on issues of their concern.

- (c) Exhibitions of the discussion materials, physical models and interactive 3D computer models on the 3 OCPs were set up in all the public forums.
- (d) Consultation materials were also displayed in Planning Department's Mobile Exhibition Centre and Hong Kong Planning and Infrastructure Exhibition Gallery for general viewing of local and overseas visitors. Discussion seminars were also arranged for secondary schools as part of Planning Department's Outreach Program in Hong Kong.

Notes of these public discussion forums and the briefing sessions/consultation meetings are enclosed in Annex B.

The public has also responded positively to the two-month Stage 2 Public Participation in submitting written comments, proposals of development concepts and specific project on Kai Tak. Over 150 written submissions have been received, which are enclosed in Annex C. These comments and proposals are available for viewing in Planning Department's public enquiry counters and have been uploaded to the study website.





### 1.4 Collaborating Organizations

A number of organizations have kindly provided advice and assistance to the study team in organizing the public engagement activities. Their invaluable contribution to the public engagement activities is greatly appreciated. These Collaborating Organizations include:

- Sub-committee on South East Kowloon Development Review of the Harbour-front Enhancement Committee
- The Hong Kong Institute of Architects
- Hong Kong People's Council for Sustainable Development
- Kowloon City District Council
- Kwun Tong District Council
- Wong Tai Sin District Council
- The Conservancy Association
- The Hong Kong Institute of Planners
- Centre of Urban Planning and Environmental Management, The University of Hong Kong

Acknowledgements are given to the Convener, Moderators and Panel Members of the public forums [Annex D] who have contributed greatly to the success of these events.

### 1.5 The Sub-committee on South East Kowloon Development of Harbour-front Enhancement Committee

The public comments/proposals received during the Stage 2 Public Participation were submitted to the Sub-committee on South East Kowloon Development Review of the Harbour-front Enhancement Committee (the Sub-committee) for consideration. On 12 January 2006, the Sub-committee decided to arrange a public forum to facilitate public discussion on the comments/proposals received in the Stage 2 Public Participation and the responses of Government bureau/department and the Consultants as well as to involve the public to discuss the initial ideas of the Study Consultants in the preparation of the Preliminary Outline Development Plan. In this regard, on 25 March 2006, the Sub-committee convened the Second Kai Tak Forum. The event included a forum discussion on the comments and response in the Stage 2 Public Participation programme and a workshop on the initial proposals of the study consultants to address the concerns of the community. The main purposes of the event are to:

- present to the community the comments gathered in the Stage 2 Public Participation regarding Outline Concept Plans for Kai Tak and the responses of the concerned Government bureaux/departments and the Consultants, so as to enhance the transparency in the processing of public comments;
- engage the community to discuss the initial ideas in addressing the concerns of the community as raised in the Stage 2 Public Participation, so as to provide inputs to the preparation of the Preliminary Outline

Development Plan (PODP) in Stage 3 of the Kai Tak Planning Review; and

- enable the participants of the forum to familiarize with the development opportunities and constraints of the Kai Tak site by arranging a site visit prior to the discussion forum.

The Second Kai Tak Forum, well attended by over 200 participants from various sectors of the community, has provided further input to the Government to consolidate the Stage 2 Public Participation Report and the preparation of the PODP. Prior to the Forum, site visit to Kai Tak was arranged on 18 March 2006 to enable members of the public to familiarize themselves with the development opportunities and constraints of Kai Tak. A total of about 160 participants joined the site visit.

A detailed report recording the event and containing

### 1.6 Purpose of This Report

The main purpose of this report is to summarize the public comments/proposals received in the Stage 2 Public Participation Programme and to provide responses, where appropriate. We have endeavoured to include all the comments and proposals received, which would be examined and, where appropriate, in consultation with relevant bureaux/departments, be incorporated in the preparation of the PODP. It should also be noted that the comments and responses included in this report are by no means conclusive as public participation is a continuous process in the Planning Review.





## CHAPTER 2

## SUMMARY OF KEY COMMENTS

### 2.1 Introduction

We have received enthusiastic responses to the Stage 2 Public Participation Programme. With three OCPs to facilitate public discussion, the comments received are focused on the specific development concepts for Kai Tak and some specific suggestions and design concepts have also been received.

This Chapter provides a summary of the key comments received as an overall picture of the community's views. These include the comments received through written submissions, verbal comments/presentations at public forums and briefing sessions, views collection forms, questionnaire survey and emails. Notes of the public forums, consultation meetings and briefings are attached in Annex B and the written submissions received can be found in Annex C.



### 2.2 Vision and Planning Principles for Kai Tak

To guide the future planning and development of Kai Tak, Vision Statement and Planning Principles have been proposed in the Public Consultation Digest to encourage public discussion. Apart from the comments to elaborate on the Vision Statement/Planning Principles, there was no in-principle objection to the proposals. The public generally aspires for a vibrant and people-oriented development in Kai Tak. Enhanced connection of Kai Tak with its neighbouring districts is called for to encourage the regeneration of the surrounding areas and strengthen community integration. There is also strong support to planning Kai Tak into an environmentally friendly development. People also largely concur that the waterfront area should be very accessible for public enjoyment.

Many commenters stress the historical significance of Kai Tak, in particular its aviation history and heritage connection with the adjacent Kowloon City area. Others also urge to capture fully the opportunity to turn Kai Tak into an urban design/landscape showcase for Hong Kong.

There are also suggestions on the planning principles, including helping to sustain and enhance Hong Kong as a world-class international city (Hong Kong Policy Research Institute), providing for common areas and promoting local and diversified economy (Community Alliance on Kai Tak Development), and releasing harbour-front areas for short-term uses (Harbour Business Forum). Some also suggest setting aside sites for undesignated uses and some suggest giving priority to uses, which must be located around Victoria Harbour to order to meet the long-term vision of Kai Tak.





### *Our Responses*

The public in general has responded positively to the vision and planning principles proposed in the Public Consultation Digest. They will be adhered to as far as practicable in the study process.

We also acknowledge and concur with the planning principles raised by the public as helping to sustain and enhance Hong Kong as a world-class international city, providing for public spaces and promoting local and diversified economy. They will be incorporated into the planning principles for Kai Tak, as appropriate, in guiding its future planning and development.

The current Planning Review aims to re-establish the planning framework for the ex-airport site. The PODP to be prepared under the Planning Review

would provide definitive land use proposals in setting out the scale of development so as to provide a basis for planning and provision of transport and utility infrastructure. Since planning is an on-going process, PODP should be flexible enough to cater for unforeseen demand or more innovative planning ideas in the future, including uses that are harbour-dependent. Instead of setting aside pockets of “Undesignated” sites, we would highlight in the PODP that the revised planning framework is subject to continuous review. Since Kai Tak is a very large site, areas falling within the later phase of the Development Programme would be investigated for interim uses.



## 2.3 Key Issues

### Reclamation

Many people support adopting “no reclamation” as the basis for the future Kai Tak Development. Some sectors of the community, however, consider reclamation as the preferred approach to tackle the incumbent environmental problems at KTAC. Some raise doubt as whether the KTAC forms part of Victoria Harbour and thus the need to comply with the Protection of the Harbour Ordinance. Some, e.g. Kowloon City District Council, also request for a land use concept proposing reclamation of the area to enable discussion in the community. Others are against it, stressing the need to exhaust non-reclamation environment mitigation measures. Many consider the runway as an important heritage asset of Hong Kong, which could be turned into a unique urban design feature.

Some members have no objection to small-scale reclamation to provide essential facilities (e.g. cruise terminal, piers) or for the general enhancement of the waterfront area (e.g. public promenade provision, breakwater for marina). Some also have no objection to limited reclamation when the same area of land is returned to water.

### *Our Responses*

In accordance with the Court of Final Appeal’s (CFA) Judgment handed down in January 2004, the presumption against harbour reclamation as enshrined in the Protection of the Harbour Ordinance can only be rebutted by establishing an overriding public need. To ensure that the revised Kai Tak development scheme would be in compliance with the legal requirement, this Study has adopted “no reclamation” as the starting point in preparing the development concepts.

According to the CFA Judgment, the “overriding public need” must be a compelling and present need with no reasonable alternative to reclamation. Since the alternative to reclamation of the KTAC as method to tackle the incumbent environmental problems is being investigated and there is as yet no justification to demonstrate that the reclamation therein could meet the “overriding public need test” as laid down in the CFA Judgment, there is no basis for the preparation of any concept plan with reclamation in the KTAC.

For any proposals that may involve reclamation, the project proponent will ensure that they are well justified and supported by cogent and convincing materials to prove that the relevant proposal could meet the “overriding public need test”. We will consult the Department of Justice on any proposals that may involve reclamation.

As defined in Schedule 3 in Cap. 1 of the Laws of Hong Kong, the KTAC forms part of the Victoria Harbour. Planning proposals therein should comply with the Protection of the Harbour Ordinance.

### Kai Tak Approach Channel (KTAC)

There is strong consensus to tackle the longstanding water quality and odour problems at the KTAC. Under the “no reclamation” approach, three preliminary mitigation measures have been presented in the Public Consultation Digest to tackle the environmental problems at the KTAC. They are a 600m wide opening at the runway to improve water circulation, interception of polluted discharge into the KTAC and sediment treatment to remove odour. The effectiveness and sustainability of these measures remains the main concern of the community.



Some people (especially the local communities) support reclaiming the KTAC as a definite and possibly cost-effective means to resolve the environmental problem. They are worried that the non-reclamation measures may not resolve the environmental problem adequately and in a sustainable manner. Some also consider the land-use benefits in its reclamation. Others are against it, considering that reclamation is irreversible and does not comply with the principles enshrined in the Protection of the Harbour Ordinance.

Many people consider that the KTAC water body should be retained. Among the non-reclamation mitigation methods suggested, many support the interception of the polluted discharges at source. Other suggestions include diverting the polluted discharges away from the KTAC, sewage treatment on land, pumping water from the Harbour to Kai Tak Nullah to increase the water flow, controlling the tidal flows through sluice gates (Hong Kong China Rowing Association) and maintaining a raised barrier under water to keep sediment in place. Some nevertheless are concerned whether

discharge diversion would pollute the rest of Victoria Harbour.

On the treatment of the contaminated sediments, some people advocate relying on the natural decomposition of the sediments over time, complemented by compatible land uses (e.g. Metro Park) around the KTAC. Others are concerned about the ecological impact of the in-situ solidification method. Given the development opportunities on both sides of the KTAC, many are concerned whether the odour issue could be adequately addressed to avoid the complaints from future residents/ workers/ visitors. On the issue of odour, some are worried about its health impacts, while others consider a certain level of odour in the short and medium term acceptable.

There is a general call for the early confirmation of the effectiveness of the environmental mitigation measures and thus whether the reclamation option could be confirmed or otherwise. Some stress the importance of eliminating pollution at source, whether reclamation is adopted or not. Subject to improvement in the water quality, many commenters (including the sports community) also urge for opening up the KTAC for water sports activities (e.g. international regatta centre proposal submitted by Hong Kong, China Rowing Association). Other suggestions include underwater aquarium (City Planning Concern Group) and water park.



### *Our Responses*

The Kai Tak Development is classified as a “Major Designated Project requiring Environmental Impact Assessment (EIA) Report” under Schedule 3 of the EIA Ordinance (EIAO) to cover the relevant environmental matters. Under the Ordinance, an EIA report would be prepared in accordance with the requirements of the EIA Study Brief and the “Technical Memorandum for EIA Process” to ensure the environmental feasibility of the project. Environmental issues of KTAC will be fully addressed and concluded under the EIA.

The Kai Tak Planning Review commenced the investigation with “no-reclamation” as the starting point. Preliminary investigations on the water quality problems and possible mitigation measures as well as laboratory test on the application of calcium nitrate in mitigating the odour problems have been completed. We are undertaking more detailed water quality survey and modelling work as well as pilot field trial on bioremediation method on the sediments in the KTAC. The current target is to produce preliminary assessment results by mid-2006 and a preliminary indication of the effectiveness of the mitigation measures could be available in late 2006. This would be based on a “no reclamation” approach to tackle the water



quality and odour problems in KTAC and subject to consultation with Advisory Council on the Environment and the EIAO process.

Bioremediation and in-situ solidification methods have been considered to tackle the sediments in the KTAC. Under the bioremediation method, calcium nitrate will be injected to reduce odour generation without causing release of the contaminants into the water. In-situ solidification method is expected to have shortcomings like the changing the original seabed to a cement-like layer and thus not to be investigated further. Controlling pollution sources through interception of polluted discharges and enforcement of legislations will be an on-going effort.





Regarding the comments to reclaim the KTAC, since the alternative to reclamation of the KTAC as method to tackle the existing environmental problems is being investigated and there is as yet no justification to demonstrate that the reclamation therein could meet the “over-riding public need test” as laid down in the CFA’s Judgment in January 2004, there is no basis for the preparation of any concept plan with reclamation in the KTAC.

The PODP would be prepared on the basis of a “no reclamation” scenario and the TPB would be recommended to adopt this approach in considering the revision to the Kai Tak OZPs. If the investigations on KTAC could produce cogent and convincing materials for the project proponent to meet the “over-riding public need test” in the ensuing phase of the Kai Tak Comprehensive Review, these results would be submitted to the TPB for consideration for further amendment to the OZPs.

Since there is no land use requirement for reclaiming the KTAC, the area, if reclaimed, would only be proposed for open space use. This also takes into account the need to provide an extensive drainage culvert in the area underneath for connection to the existing drainage system of East Kowloon, if the water body is to be reclaimed.

It would be an under-utilization of land resources if the Kai Tak site were not released for urban development because of the lack of solutions to address the incumbent environmental problems. The preparation of the PODP in setting out the relevant urban developments should adopt the assumption that the water quality and odour problems could be mitigated in a sustainable

manner and this is to be confirmed under the EIAO process in due course.

Regarding the general aspiration for water-based recreation activities at KTAC, it should be noted that apart from the incumbent water quality and sediment problems at KTAC, the water body is also subject to the drainage discharge from Kai Tak Nullah, Jordan Valley Culverts and the Tolo Harbour Effluent Export Scheme. Since the on-going environmental initiatives are not expected to improve the water quality of KTAC to meet the standard for secondary contact activities, the PODP will not plan for water-based recreation activities. Should there be an improvement of water quality in the channel in the future, the relevant town plans can be revised to incorporate water-based recreation facilities.

The proposal to improve water quality of the KTAC through installation of sluice gate to control tidal flow for water sports such as dragon boat racing would be subject to further consideration by consultants and relevant departments. The other proposals such as pumping of the KTAC water direct to deep water area of Victoria Harbour through submarine pipelines is inconsistent with the HATS Stage II scheme that it would not be considered further in the study.

The other suggestions such as incorporating KTAC into the overall design of the open space system (water park) will be further explored in the PODP. Nevertheless given the current pollution level of the KTAC, the practicality of the underwater aquarium proposal is in doubt (even after mitigation) and thus this proposal will not be investigated in the preparation of the PODP.



### Connectivity and Interface with Surrounding Districts

The interface with the surrounding districts is another concern of the community, particularly the local communities.

Many commenters urge to improve the vehicular and pedestrian connections between Kai Tak and the surrounding districts, especially the Kwun Tong Business Area (e.g. proposed by Kwun Tong community). For the connection with the San Po Kong area, the local community request for a pedestrian connection to the future Shatin-to-Central Link (SCL) Kai Tak Station (e.g. proposed by Wong Tai Sin community).

Better integration of the transport network in Kai Tak with the surrounding districts is called for. Some consider the existing roads (e.g. Prince Edward Road East, Kwun Tong Bypass) surrounding Kai Tak as well as the planned SCL railway depot as physical barriers and propose to reconfigure these transport infrastructures. Many advocate for increased and enhanced pedestrian linkages across these surrounding roads.

Some commenters (e.g. Hong Kong Institute of Architects) raise concern on the urban design interfaces between Kai Tak and its surrounding. Some promote smaller street blocks in Kai Tak and better coherence in urban form with the existing districts, especially Kowloon City that exhibit a characteristic urban grid with local favour. Some consider the planned railway depot in Kai Tak as an obstacle in achieving the above. The Wong Tai Sin community also stresses the importance of the interface with the heritage assets in the Tung Tau area.

In terms of social integration, many people hope that the Kai Tak development will improve the living quality of the surrounding districts and act as an impetus and solution space for their regeneration. In this regard, besides improving its outside connections, some people also suggest for more open space, community facilities and public housing provision in Kai Tak.

### *Our Responses*

We fully acknowledge the importance of connectivity and integration with the surrounding districts. The Urban Design and Landscape Master Plan under preparation will examine the urban design interfaces between Kai Tak and the surrounding



districts. The coherence/transition in lot size, urban form, townscape atmosphere and connectivity with the surrounding heritage assets would help the new developments in Kai Tak to blend in with the surrounding built-up areas.

Vehicular and pedestrian connections with the surrounding districts are important planning considerations in the Planning Review. Whilst the OCPs have indicated possible connections on the preliminary urban design master plan, more detailed proposals would be included in the PODP to enable further discussion in the community. The investigation would include enhancement of the existing pedestrian connections and exploration for additional linkages between Kai Tak and its surrounding districts. The pedestrian connections with To Kwa Wan, Kowloon City, San Po Kong and Kowloon Bay areas, where appropriate, with the SCL Stations, would be examined. Due consideration would be given to design these connection points as gateways of Kai Tak Development such that visitors to the area would have a strong impression of the new developments. The design of these connections would avoid major level difference so as to facilitate pedestrian movement, in particular the requirements of persons with disability.

Vehicular and pedestrian connections from Kwun Tong waterfront to Kai Tak Point were also investigated. Preliminary discussion with concerned departments indicated that, subject to resolution of the technical and management issues involved including impacts to marine traffic, pedestrian connections by an openable link bridge could be pursued further as a long-term project. As for vehicular connection, since it is not justified on traffic ground, the concept would not be pursued.

Regarding the proposals to reconfigure the existing Prince Edward Road East so as to reduce the environmental impact and physical segregation, it is necessary to point out that the existing Prince Edward Road East locating on the outer skirt of Kai Tak is a primary distributor road carrying traffic from districts to districts with interchange connections and side branch road connections linking other parts of East Kowloon. There are also utility servicing infrastructures running along this road corridor. Realigning this major road corridor into Kai Tak would mean that the associated interchanges and utility infrastructure would need to be relocated/extended into Kai Tak, which would cause major traffic disruption and nuisances to the public during the construction period and involve high reprovisioning costs. In terms of timing, the new road has to be completed before the major road diversion, thus imposing adverse impact to the programme of the Kai Tak development. Taking into consideration these major constraints and impacts, the proposal to realign Prince Edward Road East would not be further pursued in the Study.

The demolition and reconstruction of Kwun Tong Bypass is also not a cost effective solution. The relevant bureaux/departments is of the view that the reprovisioning of the Kwun Tong By-pass by less intrusive structure e.g. by tunnel at the Kwun Tong waterfront would likely involve reclamation



and subject to “overriding public need” test. The reconstruction may involve land resumption of affected areas, adverse traffic disruption during the construction period, other complicated technical issues, and high construction and maintenance costs. To have to write off the Bypass that had a design life of more than 100 years but only been used for 15 years would need to be fully justified.

Regarding the concern on the physical segregation imposed by the proposed Shatin-Central Link (SCL) railway depot, the Environment, Transport and Works Bureau advises that the Kai Tak depot is an essential element for the operation of the SCL. It is required for providing stabling sidings for eighteen trains and allowing effective train launching to meet service requirements of the SCL. Except for the Kai Tak area, there is no other suitable site of sufficient size along the section of SCL from Tai Wai to Hung Hom for locating the depot and the approach tracks. Efforts have already been made to minimize its land requirement. The current estimated size of the depot is about 600m x 70m, which is only half of the site area initially zoned in the OZP for the purpose.

The safety and operation problems arising from an underground depot are the major concerns in developing an underground depot for SCL. Besides, the foundations of former airport terminal buildings left at the SCL site also raise concern from the cost effectiveness perspective. The study will nonetheless endeavour to integrate the depot with the surrounding land uses through urban design and landscaping measures. Connections between Kai Tak and Kowloon City area will be drawn up in preparing the PODP, taking into account the developments envisaged in Kai Tak.

In the preparation of the PODP, the concerned bureaux/departments would be consulted on the appropriate level of provision of open space and Government, institution or community facilities in Kai Tak such that the additional public facilities could be planned for to address the identified shortfall in the surrounding districts. The enhanced pedestrian facilities would help public accessibility to these facilities as well as to the future SCL station, for connection to other parts of the territory.





## 2.4 Development Concepts

### Land Use and Development Intensity

There is general preference for more open space, recreation and community uses as well as lower development intensity as proposed in Outline Concept Plan 3 – Sports by the Harbour. Many respondents have commented that Kai Tak should not be developed into high-density development, as is being taking place in Tseung Kwan O. They consider that lower development intensity should be pursued in the Runway Area to help shaping a more compatible waterfront development in the East Kowloon area. Some people are worried that higher density developments may obstruct air ventilation to the surrounding districts, bring adverse traffic impact and its associated air and noise pollution, and impose heavy burden on existing open space and community facilities. Some consider that Kai Tak should be opened up as a public amenity rather than developed as private properties, which may deprive the public from enjoying Kai Tak, a valuable place by Victoria Harbour.

There are, however, other concerns on the level of development proposed for Kai Tak. Some respondents consider that under development in Kai Tak would result in the search of other new development areas and thus imposing development pressure in the New Territories. Some also cast doubt on the cost and revenue of the Kai Tak Development project if only a low level of development is pursued. The railway operators also point out that a suitable level of development is required to sustain the SCL railway stations proposed in Kai Tak.

Many commenters also raise concern that the major development components like cruise terminal, multi-purpose stadium, refuse transfer station, etc. are fixed proposals on the OCPs that alternative land use proposals are not put forward to enable more thorough discussion in the community and there seems to be few choices left for the public.



#### *Our Responses*

We fully recognize the community aspiration for quality urban environment and sufficient public spaces. In the ensuing study process, a range of preliminary technical assessments (including air ventilation assessment, traffic assessment and environmental assessment) will be undertaken to ensure the broad technical acceptability of the PODP. Adequate open space and community facilities will also be planned to support the planned population.

In view of the decreasing growth rate of the Hong Kong population as well as the development potential in the other parts of the territory (especially the New Territories), there is no population target set for Kai Tak Development. In determining the land uses and development intensity of Kai Tak, we will strike a balance among quality environment, public spaces/facilities provision, vibrancy of city life, technical feasibility and the financial viability of the scheme, to ensure the long-term sustainability of the Kai Tak Development.

The public comments on the development intensity of Kai Tak is consistent with the approach being pursued in the OCPs as well as in the preparation of PODP that lower development intensity would be planned in the Runway Area while higher development intensity would be planned in the vicinity of the SCL station to capitalize on the railway transport system. This would be subject to a maximum domestic plot ratio of 5.0 and non-domestic plot ratio of 9.5 to be confirmed by findings of relevant technical assessments. As there is no housing target for the Kai Tak site, the level of development would be worked out on the basis of land use distribution, urban design considerations and technical and sustainability

assessments. Since the piling structure for the public housing sites at North Apron Area has been completed, these sites would be developed to high development intensity at domestic plot ratio of 5.5 to 6.3 as mentioned in the public consultation digest for the Stage 2 Public Participation.

The key development components, e.g. multi-purpose stadium complex, cruise terminal, etc. are land use proposals incorporated in the approved Kai Tak OZPs. The Planning Review is tasked to fine-tune these land use proposals, which have obtained policy support for locating in Kai Tak. During Stage 1 Public Participation, these components have obtained considerable support from the public. They have therefore been incorporated into the OCPs, with suitable revisions to meet the latest requirements. We have nonetheless strived to present different planning concepts and land uses in the three OCPs to facilitate public discussion in Stage 2 Public Participation. Further public involvement/discussions in the PODP stage is still required to assess the public acceptability on the detailed planning of these land use proposals in the PODP.





#### Office Node/Commercial Uses

Some commenters (e.g. the Real Estate Developers Association of Hong Kong, office developers/users in Kowloon Bay) question the need for a new office node in Kai Tak, given the potential supply of office in San Po Kong, Kowloon Bay and Kwun Tong Business Areas. Some also cast doubt on the synergy between the new office node and the stadium, which may adversely affect the utilization of the stadium facilities and the vibrancy of the area, particularly during nighttimes. In more general terms, some people are concerned that large-scale commercial development may render Kai Tak out of place with its local neighbourhoods and with its cultural heritage.

Some commenters nevertheless consider Kai Tak a suitable location for another office/commercial node, which is in need in Hong Kong. Some (Hong Kong Policy Research Institute) advocate developing the office node as an “office park”. Some (e.g. Democratic Alliance for the Betterment and Progress of Hong Kong, the Hon Albert Chan) suggest establishing a “government village” in Kai Tak. Others are in support of some commercial development (e.g. shopping street) near the planned stadium and along the runway, which may enhance the vibrancy of the place. Some also consider commercial uses important in generating employment opportunities (e.g. Liberal Party).

#### *Our Responses*

According to the HK 2030 Study, Hong Kong is expected to maintain its role as an international financial centre and a regional business centre (i.e. the “gateway to China”). Hong Kong will continue to attract foreign firms to set up their regional

headquarters or offices here. Being “Mainland’s springboard to the world”, more Mainland private enterprises are expected to establish operations in Hong Kong. While the former would require high-grade offices at prime locations, many of the latter already established here tend to be small and medium-sized enterprises demanding less prime locations. To foster and consolidate Hong Kong’s role, there is the need to plan ahead to ensure adequate supply of suitably located land for premier offices and accommodation for general business uses to suit different needs. It is envisaged under Stage 3 of the HK2030 Study that about 3.1 million m<sup>2</sup> of premier office space and 5.5 million m<sup>2</sup> of general business space respectively may be required between now and 2030. Although the future demand is subject to many uncertainties, there is the need to formulate a flexible strategy, which can robustly respond to different circumstances.

Under the HK2030 Study, demand is expected to be met firstly through exhausting existing vacant stock, projects under construction, redevelopment and other known projects under planning. This should include the office supply available in Kowloon Bay, Kwun Tong and San Po Kong. Yet in the long-run, there is still a need to identify further provisions to meet the potential shortfall especially that of the CBD Grade A offices as the opportunities for new “Super Grade A” offices at the existing CBD are limited. Many of the sites in the CBD are held under multiple ownerships and are too small for premier office developments. Besides, there is only limited supply of Government sites in the CBD and re-provisioning of the existing uses is required before redevelopment can take place. Continued expansion of the CBD may generate local and cross-harbour traffic congestion, which is required to be resolved by the Government.



The HK 2030 Study indicates that a critical mass (with a GFA not less than 500,000 m<sup>2</sup>) is a success factor of a premier office centre. Kai Tak has been identified as the remaining location in the main urban area able to provide a well-designed urban environment and integrated infrastructure to meet such requirement. An office development with a critical mass of about 500,000 m<sup>2</sup> GFA would be planned in Kai Tak. This would, however, be just part of the land use components of Kai Tak, alongside with housing, sports and recreation and tourism uses.

The proposed office node in the PODP will be complemented by a mix of uses including retail shops, restaurants, business hotels and serviced apartments, all set within a pleasant environment easily accessible by mass transportation. Good planning and design could ensure all-time vibrancy at the office node.

Generally speaking, adequate mixed commercial spaces (for office, retail and hotel) will be provided in Kai Tak to create a vibrant district, which is attractive to both local and overseas visitors and which may serve as an impetus to encourage the regeneration of the surrounding districts. Efforts



will also be paid to design these commercial spaces sensitively and to blend them well with the Kai Tak neighbourhoods.

Regarding the suggestion to re-provision the Government Secretariat and Legislative Council in Kai Tak, the Administration has advised that the planning objective is to develop the Tamar site as the prime civic core of Hong Kong, with the new Central Government Complex, new Legislative Council Complex and civic place as the major development components. The suggestion to re-provision the Government Secretariat and Legislative Council in Kai Tak has yet to be substantiated by planning and feasibility studies and such studies will take time. The Tamar site, on the other hand, went through the statutory public consultation and planning process and necessary feasibility studies. Preparatory work for the Tamar development project has been initiated. Early implementation of the Tamar project will help address the office space shortage problem long faced by the Government Secretariat and the Legislative Council, and would give timely relief to the construction sector hard hit by high unemployment.

### Housing

There are diverse views on the type and density of housing developments in Kai Tak. Some commenters (e.g. Real Estate Developers Association) advocate for high-quality and low-density housing development in Kai Tak (especially



in the Runway Area). Many others however call for maximizing the benefits of Kai Tak for the general public. In particular some object to low-density housing along the runway, which they opine would benefit only a small group of people. Some commenters call for more public housing estates in Kai Tak, which in addition to providing a balanced mix of public and private housing in the area, could also act as decanting housing to facilitate the redevelopment of the surrounding districts. Others suggest converting the committed public housing sites in North Apron to private housing or other uses.

Some commenters support housing development around the planned stadium to enhance the vibrancy and utilization of the latter. Some however are concerned with the potential noise impact of the stadium on the surrounding residents and their aesthetic compatibility.

Residents of Laguna City strongly object to the proposed high-density high-rise housing option in Kaolin Mine site as depicted in Outline Concept Plans 1 and 2. They are concerned about the visual impact of the development onto Laguna City and the ridgeline, its impact on air ventilation, its traffic impact and its burden on the surrounding open space and community facilities, particularly in view of the existing high-density high-rise residential developments in Lam Tin and Yau Tong. Instead many of them prefer the proposed Government, Institution or Community (G/IC) use option as

shown in Concept 3. Others propose using the site for open space.

### *Our Responses*

In determining the type and density of housing development in Kai Tak, the Study Team will take into consideration, among others, the intentions to:

- improve the built environment as highlighted in the Hong Kong 2030 Study, Final Report of Team Clean and the Further Urban Design Study for Planning and Development of South East Kowloon
- capitalize on land and transportation potential (of the railway stations)
- establish Kai Tak as an urban design showcase for Hong Kong
- enhance the vibrancy of the place



In view of these considerations, the Study would adopt 5.0 as the maximum domestic plot ratio, with lower plot ratio at prime waterfront site. The type of housing provision in terms of public or private housing would be decided at the implementation stage in order to provide maximum flexibility to best meet the latest demand in future. An exception on the development intensity would be the two committed public housing sites in the North Apron area, the piling work of which has largely been completed.

We will also endeavour to address the concern on the aesthetic compatibility of the stadium with its surrounding developments and to enhance their synergy in the study process. The project proponent will also provide the necessary mitigation measures for events at high noise level to address the noise concern. Furthermore, the main stadium is a designated project under the control of the EIAO and environmental impacts such as noise will be addressed to acceptable levels.

The concern of the residents of Laguna City about the proposed high-density high-rise residential development in the upper part of the ex-Kaolin Mine site, and their preference for G/IC use or open space is noted. The site falls outside the Kai Tak OZPs and is predominantly zoned "G/IC" on the current Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP. In view of the current proposals for the Tseung Kwan O – Lam Tin Tunnel (part) and a refuse transfer station in the lower part of the site as well as the need to protect the existing green backdrop, there is the need to examine the whole site comprehensively, including the suitable land uses for the remaining part of the site.



#### Multi-purpose Stadium Complex

Many commenters, in particular the sports and local communities, support the development of a multi-purpose stadium complex in Kai Tak. They consider this complex important in promoting sports development in Hong Kong since many of the existing sports facilities in the territory are inadequate and becoming obsolete. Some nevertheless stress that the development of the stadium complex should be able to support the sports development policy. Some also raise query on the needs for the stadium and are worried that it may become a white elephant. They also query whether it would be left vacant during non-event days, particularly when another sports ground is being constructed for the East Asian Games at Tseung Kwan O.

Many, in particular the sports community, agree that the accessibility and central location of Kai Tak are crucial in promoting the popularity of the sports activities among the general public, in attracting sponsorship for the sports events and in enhancing the commercial viability of the stadium.





Some nonetheless object to locating the stadium in Kai Tak (e.g. the Hon. Albert Chan) and suggest alternative locations (e.g. Tseung Kwan O or the New Territories) to free up the land in Kai Tak. Some commenters also raise concern on the potential impacts of the stadium to its surrounding, particularly in the aspects of noise, traffic and crowd control. In this regard, some suggest placing the stadium at the tip of the runway to minimize its impacts, which, in turn, can also create an iconic development at the harbour-front. Others suggest locating it at the north-eastern corner of the North Apron to free up the waterfront area.

Some people raise query on the 24 hectare site area required for the stadium complex, particularly given the present “no-reclamation” scenario of the Kai Tak development and in view of the Tseung Kwan O Sports Ground under construction. Others advocate the provision of commercial, supporting sports training and/or recreational facilities within/around the stadium complex to enhance their synergy and maximize their benefits to Hong Kong. Some commenters (especially the sports community) advocate the use of the multi-purpose stadium complex for a variety of sports (e.g. international swimming complex, international ice

skating ground, large scale table tennis competition, car racing, minority sports) and other uses.

Some indicate that the Kai Tak site offers the only opportunity for development of a multi-purpose stadium complex for many years to come. Some commenters suggest that the stadium complex can integrate with the Metro Park so that the stadium complex and the open space would form a huge leisure and sports hub. Others suggest dividing the stadium complex into several smaller ones and merge them with the Metro Park, applying design guidelines to ensure innovative and quality design and holding design competition for the facility (Hong Kong Institute of Planners).

### *Our Responses*

In 2002, the Home Affairs Bureau (HAB) has established three major policy directions for sports development in Hong Kong. These three policy directions are to promote sport-for-all, to achieve sports excellence in high level competitions and to develop Hong Kong as a major sports events capital. The Sport Commission and its three committees, namely the Community Sports Committee (CSC), the Elite Sports Committee (ESC) and the Major

Sports Events Committee (MSEC), have been set up to advise Government on overall sports policy in Hong Kong including the implementation of these policy objectives. The objectives and functions of the stadium complex are fully compatible with and contributory to the above sports development policy.

The need of a new stadium has been confirmed by a recent study commissioned by HAB. The development of a new stadium would nurture the development of a sustainable sporting culture in Hong Kong, serve as an important physical means of attracting broader interest in sports of all kinds, and provide a flexible venue that is capable of accommodating a wide range of large-scale events.

The HAB has engaged consultant to conducting a study to ascertain the expressed demand from the Sports Federation and Olympic Committee of Hong Kong, China (SFOC), the National Sports Associations (NSAs). The consultant would also assess the latent demand for other types of events likely to be hosted in the new stadium complex. At the same time, the MSEC is devising new measures to attract more large-scale sports events to Hong Kong.

When the main stadium is used for a major sports event, the secondary stadium and/or the indoor arena would be used as warm-up facilities. During the non-event days, these facilities would be used for sports training and other community sports events such as school sports competitions. The intention is to develop the whole stadium complex into a hub for spectator sports and as well as active sports participation. Both organized use or casual bookings for the sports facilities during the non-

event days will be held to create a high throughput to the facilities.

As advised by HAB, the choice of the site has been made after an extensive search of sites throughout Hong Kong by their planning consultant. After careful consideration, Kai Tak is considered as the most suitable site because the area is readily available, conveniently located and in proximity to the proposed SCL. The configuration of the site surrounding can be designed in such a way that the operation of the events in the stadium complex would not cause nuisance to the nearby residential and commercial buildings. It would provide synergy with neighbouring district development and revitalize local economy by bringing tangible economic benefits to the nearby areas.

Within Kai Tak, the stadium complex site has been located in the southern part of North Apron area such that it can be served by the SCL and Central Kowloon Route. The main stadium would be equipped with a retractable roof to address the noise issue. To minimise the noise impacts to the surrounding developments, consideration would be given to impose building height controls as well as suitable design measures in the stadium complex.

The location in the southern part of North Apron area for the stadium complex is preferable in view of the proximity to mass transit railway system, sizable site area and the considerations of the existing constraints, such as Airport Tunnel, Kai Tak Nullah, etc. As for other suggested locations at the tip of the former runway, it would be located away from the existing/planned railway service, which is considered important for transportation link with the rest of the territory. The northern part of the North Apron area has been committed for public



housing development, the foundation of which has largely been completed. Located further inland, it would be less able to form a magnificent landmark by the waterfront. Providing an open view or maintaining the stepped height profile towards the stadium at such an inland location would also impose constraints to the development potential of Kai Tak.

Regarding the concern on the site area required for the stadium complex, according to HAB's preliminary design, more than half of the currently proposed 24 ha site is set aside as open space surrounding the main stadium and the other sports facilities to facilitate safe and effective circulation and crowd dispersal purposes. These open spaces would minimize nuisance caused by the crowd before and after major events. There is no incentive whatsoever to occupy more land than the stadium complex requires as it would bring about significant resource implications in its future maintenance and management.

The HAB, through the planning consultant, is in process of consulting the SFOC and NSA's about their views on the detailed provision of sports facilities at this complex. The consultant would shortly come up with a proposal of facilities. As regards the ancillary commercial facilities, the HAB would engage a financial consultant to the study the necessary provisions to ensure that the complex would be a self-contained facility and be able to generate sufficient revenues to maintain its long-term viability.

Making reference to the events held overseas, the HAB's planning consultant would identify non-conventional sports events that could be staged



in the stadium complex in order to maximize its utilization and enrich the contents of our major sports event calendar. The consultants would do likewise for potential major non-sports events, which could be held in Hong Kong upon completion of the stadium complex.

The integration of the stadium complex with the Metro Park, connectivity with the waterfront area, view corridor towards Lion Rock and suitable urban design guidelines to ensure innovative and quality design will be further explored in the preparation of the PODP. Regarding the suggestion of dividing up the stadium complex into four small projects, HAB is of the view that all four components of the stadium complex should be designed and developed in a holistic manner so that the functions of these facilities would be complementary to each other, and they would share some common facilities / open space surrounding them. For these reasons, HAB considers that having a single project incorporating all the components should be a more desirable option. As the planning of the stadium complex is still at a very preliminary stage, the methods of financing and procurement have

yet to be decided, it seems pre-mature to consider the option of holding a design competition for the stadium complex.

### **Cruise Terminal**

Many commenters, particularly the tourism industry and local community, support the early development of the proposed cruise terminal in Kai Tak to boost tourism development of the territory and to provide employment opportunities. They point out that Hong Kong lags behind other cities in providing such cruise-mooring facilities while cruise travel is a rapidly expanding field in the world.

Many commenters express that a cruise terminal location by Victoria Harbour is important in attracting tourists. Some also opine that the cruise terminal will enhance the attractiveness of Victoria Harbour. Some consider the longstanding international reputation of Kai Tak advantageous in the future promotion of the cruise terminal to overseas tourists. Others also see the cruise terminal an impetus in stimulating the development of its surrounding districts.

Some commenters however raise questions on the location of the cruise terminal at Kai Tak. Some suggest developing the cruise terminal in Hung Hom, which has an existing pier and deep water depth, or West Kowloon, which is in close proximity to the city centre/airport (e.g. proposed by Designing Hong Kong Harbour District and Real Estate Developers Association of Hong Kong). Some other suggest locations include North Point, Disneyland and Cyberport. Some also query whether the cruise terminal could be located at other locations of the Study Area, e.g. inner Kowloon Bay,

closer to the existing developments (e.g. Liberal Party, Hong Kong Institute of Planners).

Some commenters are concerned with the potential impacts of the cruise terminal, including need for substantial transport infrastructure, noise, air quality, water quality and visual impacts, and its impact on the public access to the waterfront, and the developments planned in the vicinity of the area. Others suggest applying design guidelines to ensure innovative and quality design and holding design competition for the facility (e.g. Hong Kong Institute of Planners).

### *Our Responses*

As advised by Tourism Commission (TC), according to the latest consultancy study on the market demand for cruise terminal facilities commissioned by Government, Hong Kong needs an additional berth as soon as possible, and 1 to 2 berths in the long run in order to enable Hong Kong to develop into a regional cruise hub. If a cruise terminal is not developed now, Hong Kong will not be able to cope with the expected growth in the region, and will lose out to competitors.

Tourism Commission TC also advises that Kai Tak is considered to be an ideal location for the development of cruise terminal facilities in view of its location within the Victoria Harbour, its technical feasibility and its capability of expansion to meet the long-term market demand. It is the only location within the Harbour with such expansion capability. Feedback from the cruise industry also emphasized that any new cruise terminal facilities of Hong Kong should be located within the Victoria Harbour as it is the most prominent icon of Hong



Kong that any visitors arriving by cruise ship would expect to see and to cruise in.

Adequate water depth, turning basin and landside developable space are the three key requirements in determining the location of the cruise terminal within Kai Tak. In this regard, the proposed location at runway tip would be best able to meet the above requirements when compared to the rest of Kai Tak. With shallow water depth of 2-6m and proximity to To Kwa Wan Typhoon Shelter, substantial dredging and closure of the Typhoon Shelter would be required should the cruise terminal be located in inner Kowloon Bay. The Kwun Tong waterfront is also not suitable for locating a cruise terminal for similar reasons.

In order to service the developments located in the Runway area, a dual two-lane district road and a local two-way road have been proposed, which would also service the proposed cruise terminal and tourism node developments. The cruise terminal traffic can gain access onto Road T2 at the South Apron area, which leads to Central Kowloon Route. The Central Kowloon Route will bring the traffic to much wider area of the territory.

Environmental impacts of a cruise terminal would be localized. They are primarily related to cruise operations such as air emissions and noise. Regarding the potential visual of the cruises, it is expected that the sizes and massing of the cruises berthing at the cruise terminal will vary, and their berthing is transient in nature. The location of the cruise terminal at the runway end serves to minimize any potential environmental or visual impacts to surrounding sensitive receivers.

To minimize the potential restriction of the cruise terminal on public access to the waterfront, it is proposed to design a landscaped deck on top of the cruise terminal for public enjoyment. To address the safety concern on cruise terminal operation, the public landscaped deck would be subject to suitable management measures.

The future developer of the cruise terminal and tourism node sites should make reference to the Urban Design and Landscape Master Plan for Kai Tak in taking forward the tourism projects. Besides, comments received through public participation would be considered carefully.

#### **Aviation-related Facilities**

Many commenters are in support of retaining certain remnant of the longstanding aviation culture in Kai Tak.

Some aviation groups are currently accommodated at the historical building clusters at the north-western corner of Kai Tak (i.e. Hong Kong Aviation Club and Hong Kong Air Cadet Corps). They request for confirmation of their permanent headquarters in Kai Tak.

Some aviation groups and enthusiasts (e.g. Save Kai Tak Campaign) strongly advocate for a light aircraft runway (two proposals of around 1000m or 800m in length respectively, the latter being an elevated runway) to promote aviation activities and related education training, and to promote diversified aviation development in Hong Kong. They express that similar facilities are currently lacking and also not forthcoming in the rest of

Hong Kong. Other aviation-related suggestions include providing an aviation development centre (with an aviation academy, an aviation museum and an aviation business centre), and re-creating the ex-airport control tower in Kai Tak.

Some commenters advocate relocating the heliport to the northern end of KTAC just beyond the Central Kowloon Route interchange. They further propose lowering the heliport to ground level and expanding it for the use of the non-government aviation groups and emergency services departments (Community Alliance on Kai Tak Development). Some suggest locating the heliport on top of the cruise terminal (Liberal Party). Others however are concerned with the potential noise impact of the proposed heliport and suggest locating it outside the Study Area e.g. Lantau Island.

#### *Our Responses*

The need to maintain and highlight the aviation heritage in Kai Tak is acknowledged. Taking into account the public views and the overall planning concept for Kai Tak, the PODP would explore an aviation park concept at the runway end. This park is intended to provide the flexibility to accommodate compatible aviation facilities at this historically significant site with a gorgeous harbour view at the implementation stage, including re-creating the ex-airport control tower.

The Home Affairs Bureau (HAB) and Economic Development and Labour Bureau (EDLB) support the retention of the existing site at Sung Wong Toi Road to accommodate the Hong Kong Aviation Club and the Hong Kong Air Cadet Corps facilities.

Given the nature of their operations in promotion of aviation sports and youth development as a non-profit making organisation, the PODP would designate the existing site for Government, Institution and Community purposes.

The intention of the proposed light aircraft runway proposals to promote aviation development in Hong Kong is appreciated. The two runway proposals nevertheless would have the following implications to Kai Tak development.

#### 1000m long light aircraft runway -

- (a) Civil Aviation Department (CAD) has advised that the operations of light aircraft on the proposed runway shall be subject to the safeguarding requirements in accordance with the obstacle limitation surfaces. The obstacle limitation requirements would limit the maximum building height along the runway area from 5mPD at the airstrip to 105mPD (about 35 storeys) at the north western end of the North Apron area. The economic losses due to such restriction could be substantial.
- (b) Following the closure of Kai Tak Airport, the previous building height restrictions imposed in the Kowloon Peninsula has been lifted and a number of high-rise buildings have been built and others in the pipeline. The obstacle limitation may affect the development potential of the Sung Wong Toi Road area and, subject to detailed investigation, may interface with the recently completed redevelopment projects therein.



(c) On the seaward side, the obstacle limitation requirement would limit the vessel heights from 3m to 45m throughout Kowloon Bay and Victoria Harbour (Hung Hom to Sai Wan Ho section). The proposed cruise terminal will be in conflict with the runway, which, based on Tourism Commission's requirement, is intended to receive cruise liners of 62 to 65m high. This would require relocation of the cruise terminal outside Kowloon Bay and hinder its location within the Victoria Harbour.

### 800m long elevated light aircraft runway –

(a) As advised by CAD, it would still limit the vessel heights along the southern portion of the ex-runway and have implications on the operation of the cruise terminal in the area as well as its possible future expansion.



- (b) On the landside, it would still limit the maximum building height along the runway area and as a result constrain the development potential of the Kai Tak site.
- (c) CAD also raises great concern on the feasibility of the elevated runway, given the lack of similar precedent elsewhere and international requirement.
- (d) The elevated runway involves high costs and whether appropriate uses can be identified underneath the runway is in doubt.

In view of the above concerns and the competing uses for the prominent ex-runway, the light aircraft runway proposals would not be further investigated in the preparation of the PODP. We appreciate proposals from the aviation groups for light aircraft runway development and may consider searching other suitable sites.

As advised by the EDLB, the proposed heliport in Kai Tak is required to meet the forecast growth of cross-boundary helicopter services in the longer term beyond 2015. The consultancy study completed by EDLB in 2002 has recommended to locate this heliport at Kai Tak as a long term project. The proposed location of the heliport at the runway end serves to minimize its potential impacts to the surrounding sensitive receivers and not imposing constraints to the future development. Acceptable noise levels could be achieved through suitable mitigation measures like selection of flight path, restriction on helicopter types and control on frequency and operation hours. Further environmental impact assessment would ensure the broad environmental acceptability of

the proposal. The heliport is primarily for cross-boundary services to be operated by commercial operators. EDLB will consider if aviation groups have specific proposals for shared use of the heliport. Regarding the constraints imposed by the elevated deck of the heliport on the waterfront site at Kai Tak Point, this proposal would be examined further for possible mitigation measures.

CAD has advised that the suggestion to relocate the proposed heliport to the northern end of KTAC and lowering it to ground level is not operationally viable, in terms of the difficulty in establishing two take-off climb and approach surfaces, separated by not less than 150 degree, and in terms of the large portion of such surfaces over land. To establish such surfaces would require the imposition of stringent height limits on the development in the vicinity of the heliport, thus affecting the development potential in its vicinity. Furthermore, subject to detailed scheme, this proposal may affect public accessibility to the waterfront and affect pedestrian connectivity around the northern end of the KTAC. Its potential impacts (e.g. noise to waterfront users and surrounding residents) are likely to increase as compared with the proposed elevated position at the runway end. It would not be able to share the customs, immigration and quarantine facilities with the cruise terminal located at the runway end, which would increase the operation costs of the heliport.

### Urban Design and Landscape Framework

The public generally agree with the urban design and landscape considerations as presented in the Public Consultation Digest (e.g. ridgeline protection). Further suggestions received include

shoreline protection, view corridor towards Lion Rock with building height control on two sides (through Tung Tau Estate), lookout point at runway end, highlighting the end vista of Boundary Street/ Prince Edward Road East/ Argyle Street, protecting 20% of ridgeline as viewed from runway end, providing green links of varying widths and a barrier-free city.

Some commenters are also concerned that high-rise development in Kai Tak may affect air ventilation to, and the views from, the surrounding districts and within Kai Tak. This is particularly the case for the development near Kowloon City, San Po Kong, along the runway and in Cha Kwo Ling. Some local residents also query whether high-rise development in Cha Kwo Ling will affect the preservation of the ridgeline. On building height restriction, Hong Kong Institute of Planners suggest adopting meter above Principal Datum (mPD) instead of number of storey for better control and to provide for a range of building heights to create visual interest.

Some commenters advocate for more distinct urban design concept with local character in Kai Tak (e.g. Hong Kong Institute of Planners, Hong Kong Institute of Architects). In this regard, some people suggest adopting an excellent urban design scheme with rich landscaping along the south-western edge of the runway. Other suggestions include integrating land uses to ensure mixed usage, creating a shopping street along the runway, turning the runway into islands, and re-instatement of the urban thoroughfare, with mixed commercial and residential development as the central spine in Kai Tak Runway as proposed in the Kai Tak OZPs. Others support providing smaller land lots, avoiding



huge podia in the residential areas (Hong Kong Institute of Planners) and providing communal car park (Hong Kong Institute of Architects) so as to encourage vibrant street life, a character of Hong Kong. Some also propose echoing the urban form and street pattern of the surrounding areas in the future Kai Tak development.

In an alternative concept plan received (submitted by Philip Liao & Partners Ltd., LD Asia and MVA Hong Kong Ltd.), it is proposed to place the multi-purpose stadium complex to the north-eastern corner of North Apron area, with the Metro Park stretching from the stadium to the waterfront. High density housing, commercial/mixed use and G/IC uses form their fringe. South Apron is mainly used for medium density housing, and the Runway Area, for low density housing with the cruise terminal/tourism node at its end. Water bodies are also created in the runway area and North Apron area to create an image of bringing the Harbour to the people. Extensive landscaping is proposed including a sloping green on cruise terminal deck.

Some commenters suggest accentuating cultural heritage of Kai Tak in its concept. In this regard, Community Alliance on Kai Tak Development advocate for a time line or a “severance legacy heritage cluster” (including Kowloon Street Festival Esplanade with building height control on its two sides, Kowloon Festival Market, Dragon Ford Bridge Elevated Promenade, Chinese-styled Covered Walkway linkages with Nga Tsin Wai Village and Kowloon Walled City) to highlight the heritage value of the place and to promote local community economy/tourism. Some also suggest preserving the runway in respect of its historical value.

In view of the prominence of Kai Tak site, there are also suggestions to hold design competitions or more detailed urban design studies for selected parts of the Study Area.

### *Our Responses*

The community’s aspiration for turning Kai Tak into an urban design and landscape showcase for Hong Kong is fully recognized. The comments regarding shoreline protection, view corridor towards Lion Rock, lookout point at runway end, end vista of Boundary Street/ Prince Edward Road West/ Argyle Street and variety of green links will be further examined in the preparation of the PODP, and Urban Design and Landscape Master Plan. Others more detailed suggestions such as a barrier-free city, where appropriate, will be examined further in the detailed design stage.

Regarding the suggestion to provide a view corridor towards Lion Rock through Tung Tau Estate (Block 23), Housing Department advises that the redevelopment of housing block is currently at planning and design stage. They will take into account the suggestion for a view corridor towards Lion Rock in the redevelopment of the Tung Tau Estate.

In formulating the building height profile of Kai Tak, we will endeavour to strike a balance between design quality and land utilization. In this regard, in line with the recommendation of the Urban Design Guidelines for Hong Kong, this Study would adhere to the preservation of 20% of Kowloon ridgeline as viewed from Quarry Bay Park and Hong Kong Convention and Exhibition Centre.

Air ventilation assessment will be conducted in the study process to address the air flow issues in the Kai Tak Development. Design compatibility with the surrounding districts will also be taken into consideration. The comments regarding the approach in building height control so as to allow interest in building developments will be carefully considered in the preparation of the PODP and the statutory OZPs.

We fully appreciate the many public suggestions received on urban form, character and urban design concept. The urban design inputs to the Planning Review would be strengthened in the ensuing study process. The Urban Design and Landscape Master Plan under preparation will present a comprehensive framework with distinct urban design and landscape concepts for further discussion in the Stage 3 Public Participation. The concerns on local characteristics, cultural heritage, preservation of historical sites, such as Fish Tail Rock, Former Cattle Depot, Kowloon Walled City park, Nga Tsin Wai Village, Sung Wong Toi, etc. will be addressed. The Master Plan will also make provision for connections with the heritage assets in the vicinity of Kai Tak.

Regarding the alternative concept plans received, the suggested stadium location at the north-eastern corner of North Apron area will infringe upon the committed public housing site (piling works for which has completed) and the existing Airport Police Station. The suggested high-density housing sites aligning Prince Edward Road East would be subject to high traffic noise level. Compared with the Runway Area, the suggested location of the Metro Park in North Apron area would be less able

to integrate with the KTAC and the Harbour, and to capture the long-term opportunity for water sports in these water bodies. These suggestions therefore would not be further pursued in the PODP. In order to preserve the shape of the runway as part of the aviation heritage of Kai Tak, the design concept of open water channels would not be pursued further in the PODP. The proposal to introduce extensive landscaping and water bodies into the open space system is appreciated and would be further considered in the detailed design of the open spaces.

An Urban Design and Landscape Master Plan would be prepared to guide the preparation of the PODP, there would be further fine-tuning into more detailed urban design proposals to guide the further development in the feasibility and implementation stage. At this stage the main task is to re-establish the planning framework for the ex-airport site. Design competition for specific projects, where appropriate, would be considered in the implementation stage.

#### **Open Space, Recreation and Community Facilities**

There is a general call for more open space, recreation and community facilities in Kai Tak, such that the development can benefit the general public and to help address the shortfall in the provision of these facilities in the surrounding districts.

Some people suggest providing a larger Metro Park (e.g. Community Alliance on Kai Tak Development, Hong Kong Policy Research Institute). There are also suggestions to integrate the Metro Park/



open space with the multi-purpose stadium/ KTAC, dedicate the entire runway for open space/ leisure/tourism/community/cultural facilities (e.g. Community Alliance on Kai Tak Development, East Kowloon District Residents' Committee), locate the Metro Park at runway tip (e.g. Real Estate Developers Association of Hong Kong) and to design the Metro Park along environmental education theme (East Kowloon District Residents' Committee).

The public generally advocate for an accessible promenade and waterfront enhancement. Some request for the extension of the promenade to the surrounding districts. The residents of Laguna City also call for more open space and community facilities in Cha Kwo Ling and object to further housing development there.

Some commenters point out the value of Kai Tak, being a major the harbour-front site. They suggest minimizing community facilities to best capture the precious land for housing development. Some are also concerned with the financial viability of the Kai Tak project if the provision of open space and community facilities is too generous.

#### *Our Responses*

In view of the congested urban environment, the general public support the provision of more open space and recreation facilities in Kai Tak. Apart from the regional open spaces, e.g. Metro Park and waterfront promenade, the local and district open spaces, recreation and community facilities would be provided in accordance with the Hong Kong Planning Standards and Guidelines. In consultation with relevant bureaux/departments, additional open space, recreation and community

facilities would be provided to address identified shortfalls in the surrounding districts or to achieve specific policy objectives. This approach will be adopted in the preparation of the PODP.

The comments regarding better integration of the stadium complex with the Metro Park, as well as the connectivity of the sports facilities with the waterfront area would be investigated in the preparation of the PODP. The comments regarding the size, location, theme and design of the Metro Park or individual open spaces would also be examined further in the study process. The PODP will plan for a continuous waterfront promenade from To Kwa Wan to Kwun Tong and make provision for its connections to the surrounding districts.

Given the size of the runway area of about 67ha, it would be under utilization of land resources if the whole area is designated for open space and recreation purposes. The open space and recreation facilities should be provided at the appropriate location to serve the local community as well as the whole population.



#### Marine-related Facilities

There are polarized views between the marine facilities operators and the general public (especially the local communities) on the future of the existing marine facilities. Many harbour-front operators (e.g. Hong Kong Cargo-vessel Traders' Association Ltd., Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. and the Public Cargo Area Trade Association) strongly urge for the retention of the existing To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter. They point out that the typhoon shelters concerned provide critical safety shelters for vessels during typhoon time. They object to the proposed marina in the Kwun Tong Typhoon Shelter in view of the potential conflicts between the two types of vessels and the effective reduction in the usable space of the typhoon shelters. They also query the demand for typhoon shelter space for pleasure vessels in the two typhoon shelters concerned.

Many harbour-front operators also advocate for the retention of the Kwun Tong and Cha Kwo Ling Public Cargo Working Areas (PCWAs). They point out that the two PCWAs are generally engaged in trades that are dependent upon the availability of low-cost berths and cargo-handling space. These PCWAs serve local need and distribute and collect goods in the region. They are of vital importance to the mid-stream operations, logistics industry and the materials recovery industry in Hong Kong and are essential parts of the operation of the port. They also provide significant job opportunities for low-skilled workers.

These harbour-front operators are of the view that should PCWAs and typhoon shelters be removed to make way for developments, these facilities

should be reprovisioned in other suitable locations acceptable to the industry on a one-to-one basis.

Many other commenters (especially the local communities e.g. Kwun Tong District Council, residents of Laguna City) however urge the conversion of the PCWAs into a continuous public promenade, which they point out, will act as an impetus for the regeneration of the Kwun Tong Business Area. Some doubt the need of the typhoon shelters. They regard them constraints to water circulation and lower the visual quality of the area. Suggestions such as replacing the typhoon shelters for water sports or enclosing the KTAC and Kwun Tong Typhoon Shelter into a basin for the purpose have been received (e.g. Hong Kong, China Rowing Association and Joint Conference on the Concern for Planning and Development of Kai Tak).

Some people call for the provision of more water-based activities and other marine-supported land uses (e.g. water sports facilities, marina, water taxi and ferry services). Some nevertheless suggest decommissioning/relocating the existing Kowloon City Ferry Pier and public pier. There is also query the demand for the existing passenger and dangerous goods vehicular ferry piers at Kwun Tong.

#### *Our Responses*

The strong concern on the future of the marine facilities around Kai Tak is acknowledged. It is noted that typhoon shelters are important facilities to protect lives and properties at sea. Marine Department regularly reviews the usage and demand of typhoon shelter space, and examines the need of its future supply. Recent assessment





of typhoon shelter space requirements reveals that, the forecast demand for typhoon sheltering space slightly exceeds the existing supply in the next decade. Whether there is still scope to meet the future demand depends very much on the continual availability of the sheltering space provided by the Kwun Tong and To Kwa Wan Typhoon Shelters. The two typhoon shelters would be retained in the PODP for further discussion in the Stage 3 Public Participation. The operation of the Kwun Tong Typhoon Shelter nevertheless is likely to be affected by the proposed Road T2 during construction and the proposed leisure boat rides across the Typhoon Shelter. Subject to further engineering study, designation of a no anchorage zone over the Road T2 tunnel may be required. The effect on the Kwun Tong Typhoon Shelter will be assessed.

The OCPs have proposed the provision of marina within Kwun Tong Typhoon Shelter so as to enhance the provision of waterfront recreation facilities. It is noted that to allow pleasure vessels to use part of the typhoon shelter would create competing demand for typhoon shelter space within the Harbour. Increasing typhoon shelter space by extending/relocating the breakwaters is subject to meeting the “overriding public need test” for reclamation. These two typhoon shelters are commonly used by large size steel workboats but the majority of pleasure crafts are made of fibreglass or wooden planks, their co-existence within the typhoon

shelters would entail compatibility problem. Taking the above problems into consideration, the PODP will not indicate a marina.

According to the assessment based on the data available in 2002, the Hong Kong Port Master Plan 2020 Study suggested that there was room to phase out some PCWAs by 2020. The study also pointed out that despite suggestions for potential closure of some PCWAs, prior consideration should be given to economic impacts, community impacts and political implications associated with such closure. PCWAs serve local need and distribute and collect goods in respective regions. This will save transportation cost and reduce road traffic in the territory. They are of vital importance to the mid-stream operations and logistics industry, and are essential parts of the operation of the port. PCWAs also provide significant job opportunities for low-skilled workers. Any closure of PCWAs has to take into account the prevailing economic condition, political sensitivity and impacts on the community as pointed out in the Study.

At this stage, EDLB has no plan to close any PCWA. Nevertheless, a central and eastern portion of the Cha Kwo Ling PCWA would be affected by the proposed refuse transfer station and the construction of Road T2, which would in turn render the rest of the PCWA inefficient to operate. There is also strong public request, in particular the local community and the Kwun Tong District Council to convert the Kwun Tong PCWA into promenade to facilitate the regeneration of Kwun Tong Business Area and to enable public accessibility. The PODP will propose the Kwun Tong and Cha Kwo Ling waterfront areas as public promenade as a long term planning proposal. The implementation of the proposal would be subject to the construction of

Road T2 and refuse transfer station projects and the future decommissioning of the two PCWAs.

Apart from the environmental problems in the existing water bodies surrounding the Kai Tak site, the existing PCWAs and typhoon shelters also constrains the provision of water-based recreation activities in the study area. The community's aspiration for water-based recreation activities in these areas should be examined further when the issues arising from the existing environmental problems and marine operations have been fully addressed. The Study would continue to explore with the concerned bureaux/departments for incorporation of leisure boat ride onto the PODP. The provision of marine facilities that may involve reclamation (e.g. finger piers) will be subject to meeting the "overriding public need" test.

The existing ferry piers continue to provide cross-harbour ferry services. Transport Department advises that the "North Point – Kowloon City" ferry service being operated at the Kowloon City Ferry Pier is well patronized. A total of two passenger ferry services are operating at Kwun Tong (to North Point and Sai Wan Ho respectively). They have no intention to cease operation of these ferry services. The dangerous goods vehicular ferry pier at Kwun Tong is at present the only cross-harbour transport service provided for dangerous goods that cannot be transported via road tunnels. It provides ferry service to an average 83 dangerous goods vehicles linking North Point. The ferry piers at To Kwa Wan and Kwun Tong, if decommissioned in the future, should be investigated for conversion into facilities to support harbour-front activities and water-based recreation activities. These pier structures would also include element to enable public accessibility and enjoyment in the future.

## Transportation and Pedestrian Facilities

There is a general call for improved transportation and pedestrian connections between Kai Tak and the surrounding districts, in particular Kwun Tong Business Area, whether by way of a bridge or a tunnel. Some advocate an environmentally friendly rail-based transit system (e.g. monorail, light rail, sky rail, automated people mover), which can be connected to the planned SCL in Kai Tak. Some are also concerned with the traffic impact of the Kai Tak development on the surrounding road network.

Some commenters have raised concern on the extent of the area covered by the proposed road network. Many commenters suggest minimizing the land take of roads (including the Central Kowloon Route/Road T2 and their connecting roads to the surrounding areas) in Kai Tak. There are suggestions to introduce more integrated/innovative highway design to mitigate the adverse visual impact of the massive road interchange proposed at the Kowloon Bay waterfront. More underground or depressed roads are also advocated. Other suggestions include placing the roads/public transport interchange underneath the multi-purpose stadium, and diverting/depressing part of the Prince Edward Road East/Kwun Tong Bypass into the Kai Tak site (e.g. proposed by Hong Kong Institute of Architects).

Some commenters suggest a comprehensive pedestrian system in Kai Tak and linking with the surrounding districts, with traffic free zones and pedestrian linkages of various forms to allow for pleasant connections (e.g. proposal by Hong Kong Kwun Tong Industries and Commerce Association Ltd. for an elevated walkway system linking the



major streets in Kwun Tong Business Area and with the Kwun Tong/Ngau Tau Kok MTR stations).

#### *Our Responses*

There are existing pedestrian subways linking Kai Tak with Kowloon City and San Po Kong and existing footbridges linking with Kowloon Bay. Proposals for enhancement of these existing linkages and additional pedestrian connections would be drawn up in preparing the PODP, taking into account the developments envisaged in Kai Tak. We have explored a vehicular connection from Wai Yip Street/Hoi Yuen Road roundabout to the tip of the runway area, through a tunnel road. This proposal, however, would only shorten the driving distance by 1.5 km and would incur a construction cost of about \$1.5 billion. The concerned departments have indicated that the proposal cannot be justified on traffic and cost grounds. We have also explored the provision of suitable pedestrian connection between Kai Tak Point and the Kwun Tong ferry concourse area.

The Environment, Transport and Works Bureau (ETWB) advises that the use of environmentally friendly transport mode (EFTM) in the public transport system in the Kai Tak development area is supported. Taking into account the scale of the development, type of land uses, design population and the level as well as timing of population in-take in Kai Tak area to be finalized in the PODP, they will further consider the most appropriate mode of EFTM to be used in the area.

Kai Tak would be well served by rail transport, namely Shatin-to-Central Link (SCL) and strategic road transport, namely Route 6. These strategic

transport infrastructures would greatly reduce the traffic burden of Kai Tak and improve the traffic condition of the area. Traffic assessment would be conducted on the PODP to confirm the traffic acceptability of the proposed developments.

The Study aims to improve the traffic condition of Kai Tak and the surrounding district by providing linkage to Route 6 - Central Kowloon Route, a strategic link connecting East Kowloon with West Kowloon. While most parts of the Central Kowloon Route would be provided underground or as depressed road, its connecting roads have to be above ground to connect with the existing at-grade/elevated road systems in Kowloon Bay. The Study has attempted to minimize their visual impact by restricting the height and levels of roads to a maximum of one level of elevated road above ground. Suitable mitigation measures should be identified to minimise the visual impact of these highway structures.

Regarding the proposal to re-align Prince Edward Road East (PERE), such that the re-aligned road could be provided as a depressed road to reduce the environmental impact to the Kai Tak Development. The concerned bureau/department have explored this idea and considered that PERE is a primary distributor road carrying inter-district traffic with major road interchanges and slip road connections. To realign the PERE as a depressed road while maintaining all these connections is technically very difficult, if not impossible. There are also utility infrastructures lying underneath this road corridor, making PERE a depressed road infeasible. As such, this proposal would not be explored further in the preparation of the PODP.

As for the suggestion to construct the SCL depot as an underground structure to remove the physical constraints imposed at ground level, Highway Department (HyD) has advised that an underground depot will impose safety and operational problems. Besides, the remaining foundations of the former airport terminal buildings also render such proposal not cost effective.

The Study Team will continue to minimize the land take of roads in preparing the PODP, by exploring opportunities for more underground or depressed roads and scrutinizing the road width requirements. We would also endeavour to minimize the visual impacts of the roads in the preparation of the Urban Design and Landscape Master Plan.

We would strengthen the pedestrian connections with To Kwa Wan, Kowloon City, San Po Kong and Kowloon Bay areas in the PODP. Due consideration would be given to design these connection points as gateways of Kai Tak Development so that visitors to the area would have a strong impression of entering the new development area. A comprehensive pedestrian system would be planned for Kai Tak and for connections to the surrounding districts and it will be integrated into the overall open space

and retail system to create a pleasant, comfortable and interesting walking environment.

#### **Refuse Transfer Station and Sewage Screening Plant**

Some commenters (especially the local residents e.g. residents of Laguna City) object to locating the refuse transfer station at the Cha Kwo Ling waterfront. They are concerned with the land use compatibility of the refuse transfer station with the nearby residential developments, its environmental and traffic impacts and its visual impact to Kai Tak. Some propose locating the facility further away from the Cha Kwo Ling area. Others suggest placing the refuse transfer station within a cavern. Some local residents are also concerned with the impact of the proposed expansion of the Kwun Tong Sewage Screening Plant to the adjacent Laguna City development.

#### *Our Response*

According to the Environmental Protection Department's (EPD) advice, the proposed refuse transfer station is planned to serve the long-term waste management for the East Kowloon region.





It is required to replace the existing Kowloon Bay Transfer Station, which with limited capacity will reach its end of serviceable life in 2010. The new refuse transfer station is an essential element of infrastructure to serve the local community, bringing to them an environmentally friendly means of handling the waste generated in the region. Since it is intended to serve the East Kowloon region, it should be strategically located close to the centre of municipal solid waste arising within the region for efficient waste collection and transportation and to avoid unnecessary road haulage.

As marine transfer of waste is much more cost effective and environmentally friendly than long distance transportation by road haul, the new refuse transfer station requires a waterfront site for marine transport.

Having examined the requirements of the proposed refuse transfer station, the Baseline Review of the Study has found that it would not be compatible with the other waterfront developments envisaged in Kai Tak. The Study has therefore proposed to locate the facility at the ex-Kaolin Mine Site at Cha Kwo Ling to re-provision the site originally planned at the Kwun Tong waterfront. The green knoll next to the proposed refuse transfer station, subject to further landscaping measures, could help to minimize potential environmental/visual impacts to the existing developments in the area. Other mitigation measures such as deodorization system, enclosure system and lush tree planting could further minimize any potential impacts of the facility and ensure that the proposed refuse transfer station would be compatible with the surrounding

land uses. The acceptability of this site is subject to detailed feasibility study by the project proponent to address the relevant technical concerns.

The Director of Drainage Services has advised that the existing Kwun Tong Sewage Screening Plant is located at the waterfront area in between the Kwun Tong Pier and the Kwun Tong Nullah. Screened sewage from the plant is diverted across the nullah to the adjacent HATS Pumping Station and then pumped into drop shaft system to the HATS tunnels for further treatment at the Stonecutter's Island works. The Review of Central & East Kowloon Sewage Master Plans Study, completed in 2002 has indicated that the Kwun Tong Sewage Screening Plant would not have adequate treatment capacity for the projected sewage flow arising from the East Kowloon region around 2016. Upgrading of the existing screening plant is therefore necessary to cater for the increased sewage flow. An area of 1.5 hectares, immediately adjacent to the HATS Pumping Station, has been allocated for the screening plant extension that site reservation in the PODP is required. To minimize the impacts to the adjacent residential development, the PODP would propose a 40 m wide area from the seawall for provision of a waterfront promenade and suitable enclosure of the plant facilities, with de-odorization system and lush tree planting and landscape decking.

#### Other Proposals

Apart from the above, a number of other development concepts, proposals or ideas have been received. They are highlighted below:

- “dragon pearl city 龍珠城” (with a “dragon pearl tower 龍珠塔”, “dragon pearl plaza”, “dragon pearl boulevard”, underground city, underwater aquarium and finger pier cruise terminal with heliport above, (City Planning Concern Group)
- the third convention and exhibition centre and international school village (Hong Kong Policy Research Institute)
- designating the hospital site for a private hospital (Hong Kong Policy Research Institute)
- factory outlet at South Apron area
- sports competition events along the Runway Area
- cycle tracks for racing and training (Hong Kong Triathlon Association)
- lawn bowls greens (Hong Kong Lawn Bowls Association)
- venues for concert or art performance at Kai Tak Point
- theatre for Chinese opera and open-air theatre at Kai Tak Point
- outdoor activity node for the youngsters at runway end (Liberal Party)
- marine transport exhibition centre (Community Alliance on Kai Tak Development)
- large-scale aviation communication museum cluster (East Kowloon District Residents' Committee)
- sandy/rocky waterfront in Kowloon Bay/ KTAC
- car racing ground
- world exposition
- brands and products exposition
- tourism training centre (Wong Tai Sin District Councillors)
- more environmentally friendly measures in Kai Tak
- develop the existing Kwun Tong industrial area next to the waterfront for mixed uses e.g. studios, home office, restaurants, disco (Hong Kong Kwun Tong Industries and Commerce Association Ltd.)
- implementation of urban renewal projects within Ma Tau Kok (Urban Renewal Authority)

### *Our Responses*

The main goal of the present Study is to re-establish the planning framework to facilitate the development of the former airport site. We fully appreciate the many innovative concepts, proposals and ideas submitted by the public. In consultation with relevant bureaux/departments, some of them would be taken into account in the preparation of the PODP, so that the plan would provide the framework to enable these proposals to be pursued in the implementation stage.



Many of these proposals such as public plaza, boulevard, cycle tracks, sports competition events, lawn bowls greens, venues for concert or art performance, outdoor activity areas, marine transport exhibition centre, communication museum, sandy/rocky waterfront and brands and products exposition could be accommodated in the Metro Park, waterfront promenade or the Open Space and G/IC sites, subject to detailed design and investigations in the implementation stage. Some of these components would be highlighted in the Explanatory Statement of the PODP for further examination. Other facilities, such as tourism training centre could be accommodated in the “Commercial” or “Mixed Use” sites.

Underground developments (e.g. shopping mall) could also be accommodated in suitable zonings such as “Commercial” zone. Large-scale underground city, as proposed by some public commenters, would however be restricted by such physical constraints as the wide water channel required across the runway, underground Central Kowloon Route and Airport Tunnel. Localized underground pedestrian cum shopping connections could be considered in the preparation of the POPD. In view of Government’s plan to establish West Kowloon Cultural District, together with the existing cultural zone in Tsim Sha Tsui, proposals for large-scale cultural facilities would not be further explored in the Study.

School clusters and a hospital site will be designated in the PODP as G/IC sites. Whether they should be run by the public or the private sectors with general or specialist facilities would be matters for examination in implementation stage by the respective proponents. The plan would also

allow flexibility to adopt environmentally friendly measures, where appropriate.

The “dragon pearl tower” at the runway end is an interesting proposal. This would, however, impose constraint to the provision of the heliport at the same location, which has less flexibility on the choice of location. A suitable structure/development, subject to detailed design, could be developed at the end of the Kai Tak runway to serve as an iconic feature in this part of the Harbour. Some of the design concepts of “dragon pearl”, e.g. public plaza, boulevard, etc. would be reflected in the PODP, where appropriate. Some of the specific design concepts would be suitable for further investigation in the detailed design stage. Given the pollution problems at the KTAC, it is considered inappropriate to investigate an underwater aquarium at this stage.



Regarding the proposal to reserve land for convention and exhibition centre, the Commerce, Industry and Technology Bureau (CITB) has advised that the AsiaWorld-Expo was opened recently in December 2005, which has the capacity of further expansion of exhibition space. The Trade Development Council has also planned to extend the atrium link between Phases I and II of the Hong Kong Convention and Exhibition Centre to provide more exhibition and convention space. The extension is targeted for completion in 2009.

CITB has advised that further exhibition facility should only be considered if there will be unmet demand taking into account, inter alia, the currently planned additional exhibition space and the proposal is fully justified for the good of the economy. The proposal to reserve land for the third convention and exhibition centre will not be further pursued in the present Study.

Proposals such as car racing ground and world exposition would require very extensive land areas. The question of need and feasibility aside, these proposals, if incorporated, would impose serious constraints in accommodating other land uses

which are more compatible with the planning vision and principles confirmed in the public participation process. These proposals therefore would be not pursued further in the Study.





## 2.5 Preliminary Sustainability Assessment

Some commenters express concern over the medium to low ratings of the environmental quality and natural resources indicators in the preliminary sustainability assessment of the OCPs, and question whether these OCPs could meet the sustainability test.

### *Our Responses*

A preliminary sustainability assessment has been conducted on the three OCPs. The assessment shows that the OCPs should generate economic benefits in terms of creation of business and employment opportunities. The provision of multi-purpose stadium, an easily accessible waterfront, a Metro Park, an extensive open space and other heritage preservation measures in the OCPs would help enhance the cultural and recreational vibrancy of Hong Kong. Nevertheless, with the planned development and population, impacts on waste generation as well as energy and water consumption are envisaged. Similarly, there are also potential environmental impacts in terms of air quality, marine water quality and noise level. The ratings of the environmental quality and natural resources indicators shown in the Consultation Digest are only intended for indicative purposes only to help compare the impacts of the three OCPs in these aspects. A further sustainability assessment would be conducted on the PODP in the next stage of the study.

## 2.6 Public Participation

Some commenters consider it necessary to extend the public participation period to allow time for more thorough involvement of the public in this important project (e.g. Community Alliance on Kai Tak Development). Some others are, however, concerned with further delay to the development of Kai Tak.

Some commenters request for more information to enable the community to provide more informed inputs. This includes information on the strategic territorial/harbour plan (e.g. Hong Kong General Chamber of Commerce, Designing Hong Kong Harbour District), population target or other development quantum, the territorial requirements and rationales for the key development components and their impacts (e.g. Harbour Business Forum), and the costs and effectiveness of various mitigation measures to tackle the environmental problems at the KTAC (e.g. Democratic Alliance for the Betterment and Progress of Hong Kong). Some commenters also suggest more publicity for the public participation exercise.

### *Our Responses*

Public participation is a crucial element in the process of planning with the community. Building upon the experience gained in the Stage 1 Public Participation, we have allowed for a two-month public participation period in striking a balance between adequate community involvement and early implementation of the Kai Tak Development. Community engagement is nonetheless a continuous process. The public will be further consulted in Stage 3 Public Participation, when the draft PODP will be presented for public discussion.

### 2.7 Implementation Issues

This Study is proceeding alongside with the other territorial and sub-regional planning studies as Hong Kong 2030 Study and Harbour Plan Review. While these studies would provide the planning contexts for this Study, the Kai Tak study, as a district study, will also provide updated planning proposals for this part of the territory. In view of the decline in the growth rate of the Hong Kong population as well as the available development potential in the other parts of the territory (especially the New Territories), there is no population target set for Kai Tak. Similarly there are no other pre-set development quanta for other land uses.

The territorial requirements and rationales for the key development components and their impacts are discussed in section 4 of this Chapter. The investigations on the water quality and odour problems at KTAC and the respective mitigation measures are on going. Further information on the proposed mitigation measures would be promulgated upon completion of these investigations in the later phase of the study. We will continue to provide more information on Kai Tak, where available, to enhance public understanding and involvement. Comments on the publicity of the public participation exercise are welcome and would be taken into consideration in the future public engagement activities.

Some commenters raise concern on the financial viability of the OCPs. Some are particularly concerned with the proposed multi-purpose stadium complex, particularly in the aspects of financial viability, implementation, management, maintenance and future charge rates. In this regard, some suggest the Government to fund the implementation of the stadium project rather than relying on private resources (e.g. Real Estate Developers Association of Hong Kong). Others suggest incorporating commercial developments to enhance the financial viability of the project. Some (the Real Estate Developers Association of Hong Kong) raise their opposition to using land as subsidy for construction of public projects, e.g. railway or the cruise terminal. In order to create more integrated environment with the private property, it also suggests involving the private sector in planning, building and operating the promenade for public enjoyment.

Some commenters suggest establishing a harbour development and management agency to oversee the implementation of the Kai Tak Development, in addition to other harbour-front sites.

Some commenters urge for the early implementation of the Kai Tak Development, particularly the key components as the cruise terminal, multi-purpose stadium complex and transport infrastructure. Many also suggest early provision of the railway facilities such that the future community could be served by the more convenient transport facility. Many also request for early release of the Kai Tak site for temporary uses so as to allow public accessibility to the waterfront areas as well as to enhance utilization of the existing land resources.

### *Our Responses*

The Kai Tak Planning Review being the first phase of the Comprehensive Review of South East Kowloon Development is mainly tasked to re-establish the planning framework for the ex-airport site. The relevant implementation issues would be examined in the feasibility study phase of the Comprehensive Review or by the proponents in planning their respective projects.

In reestablishing the planning framework for Kai Tak, the study has recommended to retain the proposed stadium complex site as provided in the approved Kai Tak OZPs. Meanwhile, Home Affairs Bureau advises that they would engage a financial consultant to examine the financial viability and the financing and operating models for the proposed stadium complex. From the experience in other countries such as Australia, the operation of major sport facilities and stadiums can be financially viable.

The Harbour Plan Study completed in 2003 considers that a Harbour Authority based on overseas model may not be suitable to Hong Kong. Whilst the study considers it necessary to improve co-ordination amongst concerned bureaux/departments in implementing the Harbour Plan proposals, it recommends setting up a high level committee in the government to co-ordinate the implementation of the proposals put forward in the Harbour Plan. The institutional and implementation issues would be reviewed in the course of the Harbour Plan Study Review currently being undertaken by the Harbour Plan Review Sub-committee of the Harbour-front Enhancement Committee.

It is the normal practice of the Government to release land for temporary uses when the land is not yet required for its permanent development. This issue is being investigated by the concerned bureaux/departments. District Lands Officer/Kowloon East has advised that there are currently about 130ha. of land occupied by temporary uses in Kai Tak, through short-term lettings to private operators or allocations to Government departments. The temporary uses by the private tenants (i.e. about 45 ha.) include golf centre, flying training school, fee-paying public car park, open storage, bus parking, etc. Those utilised by the Government departments (i.e. about 85 ha.) include works area, contractor's depot, storage, electricity sub-stations, etc. and another 1.3 ha of land are being processed for temporary uses, including storage, landscape gardening, sports centre, etc. As for the remaining vacant sites (i.e. about 90 ha.), two sites of about 21 ha. have been set aside for one-off non-profit making public events or commercial film shooting. The rest of the area is constrained by broken concrete surface, thus rendering temporary beneficial use of the land difficult without investing relatively heavily on re-surfacing and drainage provision or incumbent traffic and environmental constraints.



### **CHAPTER 3**

### **CONCLUDING REMARKS**

The Stage 2 Public Participation Programme for the Kai Tak Planning Review was completed in early January 2006. Apart from receiving many valuable comments, substantial proposals and innovative ideas, the public engagement activities have also provided useful platforms for the general public and the stakeholder groups to maintain dialogues on the planning and development of Kai Tak.

The Second Kai Tak Forum enabled the public to review the comments and responses received in Stage 2 Public Participation and the corresponding responses from Government bureaux/departments. The views further public comments collected in the Forum have provided input to the Government to consolidate the preparation of the PODP in the next stage of public participation.

This report has provided a summary of the key comments/proposals received and the responses of the Consultants and relevant Government bureaux/departments. The comments/proposals that would be taken forward or otherwise would be stated, where appropriate, at this stage. This would also provide the basis for the preparation of the PODP which will be promulgated to the public under the Stage 3 Public Participation programme in mid-2006.