Kai Tak Planning Review
Overview of Public Comments Received in the Stage 1 Public Participation: Community’s Vision for Kai Tak

KAI TAK FORUM
organised by Sub-committee on South East Kowloon Development Review of the Harbour-front Enhancement Committee

19.3.2005
Stage 1 Public Participation: Community’s Vision for Kai Tak

- Kai Tak Planning Review commissioned in July 2004

- Stage 1 Public Participation undertaken between September to November 2004
  - Community Visions for Kai Tak
  - to discuss study approach, planning objectives, key issues, development components and public aspirations
  - development components prepared in Approved OZP
Series of Public Activities held:

- 3 Public Forums, 1 Community Workshop (over 500 participants)
- 20 Briefing Sessions/Consultation Meetings
- About 250 Written Comments received
- Outreach Programme & Mobile Exhibition Centre
- Website & Exhibition panels
Stage 1 Public Participation:
Community’s Vision for Kai Tak

Overview of Public Comments
- Planning Vision & Principles
- Inputs to preparation of OCP

Further Overview of Public Comments
- Policy Context of Key Development Components
- Major Development Ideas/Proposals from public

Discuss public comments received
- Development themes for OCP

Promulgate Stage 1 Public Participation Report
- Preparation of OCP

Stage 2 Public Participation: Outline Concept Plan
Overview of Comments Received

Visions for Kai Tak

- General consensus to create a new image for Hong Kong, to bring the sensation of the harbour back to people and to enhance living quality

- Hub of sports, recreation, tourism and entertainment and quality housing developments

- To reckon heritage of Kai Tak

- Sustainable green city

Next Step:

- Consistent with the development theme adopted in the current OZP
- Vision statement in the Public Consultation Digest was well received
Overview of Comments Received

Planning Principles

- People-oriented planning principle
- Integrated land use, environment & transport planning approach
- Bringing harbour to the people
- Sustainable development
- Protection of views to ridgeline
- Gradation of building heights (avoid high-rise at the waterfront)
- Retain local culture and historical past

Next Step:
- Relevant planning principles to be adhered to in the study process
Overview of Comments Received

Implementation

- Alternative institutional mechanism

Public Participation

- Supported public participation at the beginning of the Study
- Pro-active approach and promote public participation
- Systematic and scientific evaluation of public views
- Widen the coverage of potential participants to the community at large
- Design competition to able more participation.

Next Step:

- Proactive approach will be maintained throughout the study
- Valuable experience to improve future stage of public participation
Overview of Comments Received

Key Concerns

=> Reclamation

- General consensus not to pursue further reclamation in the Harbour area

- Allow very limited reclamation for enlivening the existing waterfront e.g. promenade, submerged roads, piers, to address pollution problems of the Approach Channel

Next Step:

- Reclamation proposal, if any, should be well justified and supported by assessments on the needs, extent and alternative aspects

- Advice from the Department of Justice will be sought
Overview of Comments Received

Key Concerns

Kai Tak Approach Channel (KTAC)

- Many supported retention of KTAC and appropriate mitigation measures should be identified.
- Some accepted reclaiming KTAC to resolve environmental problems.
- Many suggested turning the channel into a water sports area.

Next Step

- Reclamation at KTAC will have to satisfy the overriding public need test.
- Converting KTAC for recreation use will be subject to in-depth study on engineering and costing.
**Kai Tak Approach Channel (KTAC)**

**Baseline Review:**

KTAC is highly polluted and not suitable for any contact or non-contact type water activities. Possible pollution sources include:

- Tolo Harbour Effluent Export Scheme
- Expedient connections in Kai Tak Nullah
- Expedient connections in KTAC and Kwun Tong Typhoon Shelter
- Polluted storm runoff or street washing from the Drainage System

Also, contaminated sediment.
**Kai Tak Approach Channel (KTAC)**

**Baseline Review:**

A combination of mitigation measures, but require detailed investigation:

- Improvement at pollution sources
- Improvement of circulation at KTAC
- Contaminated sediment treatment (either capping or in-situ treatment)

**ETWB’s Advice:**

- Reclaiming KTAC would not be justified on environmental ground
Next Step:

1. Feasible approach to resolve water quality and sediment problems will be identified and their implications to land use planning will be assessed in formulating OCP.

2. To investigate a package of improvement measures:
   - to tackle other water pollution sources
   - to improve water circulation e.g. breaking up the ex-runway or existing typhoon shelters
Overview of Comments Received

Key Concerns

=> Interface with Surrounding Districts

- Interface and connectivity issues

- Opportunity to improve the living quality of surrounding districts e.g. provision of G/IC facilities, open space, transport and other infrastructures

- Catalyst for redevelopment and revitalization of the surrounding residential and business areas

Next Step:
- Interface issues will be addressed in formulating conceptual proposals for Kai Tak
Overview of Comments Received

Key Concerns

--> Interface with Other Studies

➢ To consider and review implications of the on-going studies/consultations
  e.g. => Hong Kong 2030: Planning Vision and Strategy
  => Sustainable Development - Making Choice for Future
  => Study on Building Height Restrictions for Kwun Tong and Kowloon Bay Business area

Next Step:

• Suggestions proposed by these studies will be further taken into account in this Study
Overview of Development Concepts Received

**Development Concepts**

- Aviation and Tourism Hub
- International Cruise Centre
- Kai Tak Archipelago
- Kai Tak Environmentally Friendly City (”啓德環保都市”)
- Kai Tak Landing
- Leisure/ Indigenous Culture Conservation District
- Leisure Island
- Leisure & Recreation Node
- Planning Concepts for Kai Tak (”啓德區的規劃概念”)
- World Exposition
- 9 Concept Plans produced at the Community Workshop

**Next Step:**

- Ideas will be further investigated taking into account their feasibility and suitability with the development visions/ themes in preparation of the Outline Concept Plan.
Aviation and Tourism Hub

- The Save Kai Tak Campaign, Hong Kong Aviation Club championed a new airfield at Kai Tak Runway

- Some concerned about the environmental impact, safety, substantial land take and sterilization of waterfront area
Aviation and Tourism Hub

- Light aviation centre: with a 3,500-feet airfield, about 13 ha at the runway tip (7.5 ha for runway and its associated facilities, 2 ha. aviation museum, 1 ha for flying club, 2.5 ha for open space)

- Aviation related tourism: light aircraft, hot-air balloon sight-seeing, etc.

- Aviation academy/ museum/ club facilities

- Cruise terminal at Hung Hom waterfront or to shift towards To Kwa Wan Typhoon Shelter

- Cultural, sports, recreation, amusement facilities (e.g. stadium, sports complex, go-cart, F3 racecourse, amusement game centre, marina/ yacht club at To Kwa Wan waterfront, open-air theater at Cha Kwo Ling etc.)

- Residential uses in north-east Kai Tak

- Monorail from Tsim Sha Tsui, via Kai Tak to Lei Yue Mun
New Airfield

CAD's Advice:

- Obstacle Limitation Requirements

<table>
<thead>
<tr>
<th>Obstacle Limitation Surfaces</th>
<th>Dimension</th>
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<tbody>
<tr>
<td>INNER HORIZONTAL SURFACE</td>
<td>Height 45m</td>
</tr>
<tr>
<td>Approach / Take-Off Climb Surface</td>
<td>Length 80m</td>
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<tr>
<td></td>
<td>Distance from threshold 50m</td>
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<tr>
<td></td>
<td>Divergence (each side) 10%</td>
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<tr>
<td></td>
<td>Length 2,500m</td>
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<tr>
<td>Slope</td>
<td>4%</td>
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<tr>
<td>Final width for take-off climb surface</td>
<td>580m</td>
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<tr>
<td>TRANSITIONAL SURFACE Slope 20%</td>
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</tbody>
</table>

Note: All dimensions are with reference to the aerodrome surface level.

Scale: 1:50000

For Preliminary Indication Only
Airfield Proposal would
constrain Development
Potential of Affected Area

- Limit max. building height along the runway from 5 - 105 m PD (max. 35 storeys)
- Reduction of about 53% of total domestic GFA of the current OZP
- Affect development potential of Sung Wong Tai Road area and recent redevelopment project therein

Airfield Proposal would displace Cruise Terminal at Kai Tak

- Cruise liners (62 - 65 m high) conflicts with 3-45 m obstacle limitation
- Require relocation of Cruise Terminal outside Kowloon Bay and possibly constraining its location in this part of Victoria Harbour

Next Step:
- Airfield not to be included in the OCP for Stage 2 Public Participation
International Cruise Centre

- No reclamation (due compliance with the court’s judgment)
- 2/3 of the runway for an International Cruise Terminal (6-12 berths)
- Zoning of the whole runway for “Low-rise Tourism Related Uses”
  (max. 15 mPD or about 3 storeys)
**Kai Tak Archipelago**

- Creation of islands along runway (net increase of 6 ha. harbour area), linked with bridges

- Rejuvenate Kai Tak Nullah into “Kai Tak Stream” with extensive park

- Rejuvenate Approach Channel to create a recreational boating cove

- **Quality waterfront living:**
  1. Low to medium density residential uses along Kai Tak Stream and fronting the waterfront (graduation of building heights towards water area)
  2. Low density residential uses on islands

- Runway tip open to the public: “Kai Tak Point” - aerospace museum, a signature Hong Kong destination

- Marina and yacht facilities within Kwun Tong Typhoon Shelter

- Continuous waterfront promenade

- Realignment of Road T2 and Central Kowloon Route with some sub-merged sections
**Kai Tak Environmentally Friendly City (“啓德環保都市”)**

- **Kai Tak water ecological park** (to break the runway for water circulation)
- **Environmental protection museum** (to introduce mitigation measures adopted for the Approach Channel)
- **Preserve Air Traffic Control Tower**
- **Water recreation centre at To Kwa Wan Typhoon Shelter**
- **Waterfront promenade** (with pedestrian and cycling zones)
- **Cruise terminal & aviation museum at runway tip**
- **Bridge connecting Kwun Tong area**
- **Outside Kai Tak: Heritage trail/cluster at Kowloon City, transformation of San Po Kong to a business area, “Tung Fong” Film city at ex-Tai Hom Village**
**Kai Tak Landing**

- **Kai Tak Point** (cruise terminal, landmark office/hotel, viewing deck) – tip of runway
- **Canal Quays** (residential/service apartment, pedestrian bridge connections) – Kowloon Bay waterfront
- **Marina Centre** (water sports centre, Marina, vehicular pier/ferry pier) – Kwun Tong Typhoon Shelter
- **Linear Aviation Esplanade** (aviation museum, open-air theater, waterfront boardwalk)
- **Shoreline Village** (2-storey boat house/floating village, breakwater boardwalks, pedestrian linkage to To Kwa Wan)

- **Kai Tak Stadium & Sports Centre** – northern apron area
- **Kai Tak Mixed Use** (residential development, premium office, retail, linkage with mass transit) – northern apron area
- **To Kwa Wan Promenade**
- **Emperor Rock Visual Corridors**
Leisure/Indigenous Culture Conservation District

- 40 ha. multi-purpose public square (for ceremonial and leisure events)
- Runway as green park, aviation museum and artifacts at runway tip
- Olympic village for world-class sportsmen
- Approach Channel for water sports and aquatic leisure activities
- Cruise terminal at Kwun Tong waterfront
- Hotels along Kowloon Bay waterfront
- Kowloon City culinary and indigenous culture area (i.e. HK food culture and history for early settlement)
- NE Kai Tak as a 30-ha commercial district (for business and retail facilities)
- Marina and soho-type dining facilities along Hoi Sum park
Leisure Island

- Breaking up the runway and realignment of the coastline to create a "Leisure Island" for water recreation centres, flying school, aviation museum, cruise terminal etc.

- Optimisation of Kai Tak Approach Channel for public enjoyment

- To create a 20-m wide continuous waterfront promenade from Kai Tak to Lei Yue Mun

- Automatic people mover system linking up Kai Tak & MTR stations

- Upgrading Kowloon Bay and Kwun Tong for premier office centre
**Leisure & Recreation Node**

- Leisure and Recreation Node at the runway tip (incl. stadium, cruise terminal, water recreation centre, aviation museum, ferris-wheel and some commercial elements)

- Reclamation at the Approach Channel for better layout of residential (Plot Ratio 3-5), metro park, and G/IC uses

- Automatic people mover linking up Kai Tak and Ngau Tau Kok MTR station

- Continuous waterfront promenade
- No reclamation as the major planning principle
- Develop water sports activities at Kai Tak Approach Channel
- Develop a “Food Corridor” as a tourist attraction to promote Hong Kong food culture and local heritage of Kai Tak
- Develop an Aviation Museum (and to relocate the Air Traffic Control Tower as Kai Tak’s landmark) and Leisure/Entertainment Centre at the runway tip
- Relocate the cruise terminal to Kau Sai Chau
- Preserve cargo working area at Kwun Tong waterfront
- Shift the originally planned metropolitan park northwards due to no reclamation
- An international standard stadium plus a soccer pitch in its south
- Hotel, office and private residential housing at the runway
- Public housing and other G/IC uses in the north of the Approach Channel and in the north-east apron area
- Pedestrianized zone in the runway connected with transportation interchanges
- Realignment of Central Kowloon Route via To Kwa Wan area to Hung Hom
**World Exposition**

- Most of the runway and the waterfront of Kowloon Bay for “World Exposition”
- Expo sites to be converted to residential use afterwards

- **Permanent uses proposed:**
  1. Small and medium enterprise hub, residential uses in North Kai Tak
  2. Stadium, or theatre in North Kai Tak
  3. Light rail/monorail connecting Kowloon Bay, via Kai Tak to To Kwa Wan and Hung Hom
  4. Restaurant and entertainment centre at Runway tip
  5. Navy display area near Kwun Tong Typhoon Shelter
Outline Concepts by Community Workshop

- No reclamation as the major planning principle (except two suggestions to reclaim part of it)

- Tourism/Recreation Node at the runway (metropolitan park, stadium, cruise terminal, landmark tower/Ferris wheel) as a landmark of Kai Tak

- Cruise Terminal at the runway tip (one suggestion to shift it to To Kwa Wan Typhoon Shelter to make room for airfield at the runway)

- High density development at the northern apron area whereas low density development at the runway (to preserve views toward the ridgeline)

- Quality living by integrated network of open space and G/IC uses

- Continuous waterfront promenade linking Kai Tak and its surrounding districts
Outline Concepts by Community Workshop

- Proper transportation linkage within Kai Tak and with its surrounding districts (e.g. via monorail, bridge across Approach Channel, between runway tip to Kwun Tong etc.)

- Relocation of the existing marine and cargo handling facilities to make room for other land uses e.g. waterfront, tourism/recreation facilities

- Water recreation use at Approach Channel and Kwun Tong Typhoon Shelter

- Preserve Kai Tak’s heritage (e.g. aviation museum or airfield)
Overview of Proposals Received

Development Ideas/Proposals:

Recreation/Tourism Related:

- Aviation Development Centre (at the existing HKAC site)
- “Dragon Ball City” (“龍珠城”) with a “Dragon Ball” tower (“龍珠塔”)
- Entertainment centre (e.g. Las-Vegas type development with casinos and 6-star hotels, “Red Light” district, soho-type entertainment centre)
- Formula 1 or 3 racecourse
- Golf course
- Museums with various themes e.g. aviation, military, Chinese history & local heritage
- Preservation of Air Traffic Control Tower
- Sailing facilities
- Theme/Amusement parks
- Triathlon training venue
- Underground shopping streets, large-scale shopping centre, waterfront alfresco dining

Next Step:

• Ideas will be further investigated taking into account their feasibility and suitability with the development visions/themes in preparation of the Outline Concept Plan
Overview of Proposals Received

Development Ideas/Proposals:

G/IC Related:
- Cultural town hall
- Government village
- Home for the elderly/ hospitals
- School/ University village

Transport/ Infrastructure Related:
- Bridge connecting Kai Tak to Hong Kong Island
- Ferry services between Kai Tak and Central/ Wanchai
- Ferry service from Kai Tak to Macau
- Kwun Tong Bypass tunnel
- Road connection proposal (Rhythm Garden)

Others:
- Container port back-up, dangerous goods storage and cargo handling area
- International market place/ Exhibition centre
- Multi-media/ digital visual centre (e.g. IT research & development/ exhibition centre, youth centre for military training, religion, counseling etc.)

Next Step:
- Ideas will be further investigated taking into account their feasibility and suitability with the development visions/ themes in preparation of the Outline Concept Plan
Aviation Development Centre

- A total area of about 3.3 ha
- Central headquarters and training base for the Hong Air Cadet Corps with adjoining multipurpose parade/sports ground
- Administrative/management centre and clubhouse facilities for the Hong Kong Aviation Club
- Aviation museum, with outdoor display areas and workshops
- Indoor and outdoor aviation facilities (including aviation memorial garden and landscaped activity area)
- Aviation business area to promote new aviation related technology
**Golf Course and Driving Range**

- Provision of a 18-hole or 27-hole golf course and driving range at Kai Tak
- Land requirement: about 60 to 120 ha.

**F1 Racecourse**

- Provision of Formula 1 racecourse
- Land requirement for the Shanghai International Circuit: about 100 ha.
  and the longest straight track: about 1.2 km

**Initial Observation:**

- Substantial land use of Kai Tak will be sterilized by the above facilities
- Enjoyment of the facility limited to small proportion of the public
**Sailing Facilities at Kai Tak**

- Approach Channel for competitive rowing, canoeing, dragon boat racing and training (about 2,000 m)

- Storage for rowing facilities (with ramps and pontoons at the waterfront)

- Sailing training facilities (including boat storage facilities ramps and pontoons) facing Kwun Tong Typhoon Shelter

- Establish a water recreation area in Kowloon Bay (south-western side of Kai Tak)
**Triathlon Training Venue**

- Design of road and pedestrian facilities to enable a 5-km loop road for cycling races/training, running races and other events.

- Multi-sports centre for triathlon, running, cycle and other sports including access to the water.

- Comprehensive pedestrian and cycle ways throughout Kai Tak and properly linked with the hinterland.

- Proposed Stadium could become the main focus for distant running events as a start and/or finish point.

- Further improvements of water quality at the Eastern Harbour to ensure standards permit water recreation use.
Government Village

- Relocation of Central Government headquarters and offices to Kai Tak

D of Adm’s Advice:
- When the Government announced the deferral of the Tamar project in Nov 2003, we explained that the longer term plan to develop the Tamar site as the new Central Government Complex together with a new LegCo building and other compatible community facilities remains unchanged.
Kwun Tong Bypass Tunnel

- Replacing Kwun Tong Bypass by less intrusive structure

New Future for Kwun Tong Bypass
ETWB’s Advice:

- Engineering feasibility of the proposed immersed tube tunnel is yet to be ascertained
- Reclamation for tunnel portals and private land resumption are likely required
- Adverse traffic disruption during construction
- Possible environmental impacts during and after construction
- Cost Implications (incl. demolition, construction, land resumption, recurrent costs etc.)
- The bypass has a design life of more than 100 years but only been used for 15 years
Cargo and Port Facilities at Kai Tak

- Provision of Kwai Chung container port back-up storage at Kai Tak
- Utilizing part of the Kai Tak runway for dangerous goods depot
- Relocation of the existing Yau Ma Tei, Cha Kwo Ling and Kwun Tong cargo working facilities and Hung Hom freightyard to the runway of Kai Tak

EDLB’s Advice:

- Port back-up land should be provided close to the port wherever possible to enhance productivity of container terminal. New back-up land at Kai Tak is not necessary.
- Proposed dangerous goods depot may create compatibility and safety issues.
- From port operation point of view, there is no plan to relocate the cargo working area elsewhere.
Overview of Comments on Development Components proposed in Approved OZPs

Multi-Purpose Stadium

- Supported by majority of the respondents

HAB’s Advice:

Need:
- In line with the long term strategy of sports development in HK
- To build a world-class venue for hosting international sports events
- Consultancy study in 2001 confirmed the technical feasibility of a multi-purpose stadium in SEKD

Proposed Multi-purpose stadium:
- Main Stadium (Retractable roof for 50,000 - 70,000 spectators)
- Secondary Stadium (for > 5,000 spectators)
- Aquatic Centre (for > 4,000 spectators)

Programme:
- Depends on the Development Programme of Kai Tak

Next Step:
- Assume a multi-purpose stadium in OCP for Stage 2 Public Participation
Overview of Comments on Development Components proposed in Approved OZPs

**Cruise Terminal**

- General public support of developing a new cruise terminal and facilities at Kai Tak
**Cruise Terminal**

*C for Tourism’s Advice:*

- Government is committed to developing a new cruise terminal in HK to capitalise on the growth of the cruise industry worldwide and in the region

**Need:**

- To sustain HK as a regional cruise hub, it is likely require:
  - 1 berth in the medium term (2009 to 2015)
  - 1-2 berths in the long term (beyond 2015)

- Existing berthing facilities are increasingly inadequate to accommodate newest mega ships, alternative berthing arrangement required

- If Hong Kong wishes to position itself as a cruise hub, need to develop additional cruise terminal facilities to meet the forecast demand.

- Economic benefits and employment opportunities arising from the development of Hong Kong as a regional cruise hub

- If a new cruise terminal cannot be confirmed early, we will lose out to our regional competitors

**Next Step:**

- To devise an optimal approach for 2-berth and 3-berth scenario for the OCP for Stage 2 Public Participation
Overview of Comments on Development Components proposed in Approved OZPs

Heliport

- Some respondents expressed concern on the environmental impact of the heliport

EDLB’s Advice:

Need:

- In anticipation of close cooperation and integration between Hong Kong and Pearl River Delta, additional cross-boundary heliport facilities would be required to meet the growth in cross-boundary helicopter traffic demand beyond 2005.

Why Kai Tak:

- Meets flight safety requirements
- Co-location of heliport and cruise terminal creates synergy in promoting development of a tourism node
- Allows shared use of CIQ

Next Step:

- Assume cross-boundary heliport in the OCP for Stage 2 Public Participation
Overview of Comments on Development Components proposed in Approved OZPs

**Marine Facilities**

- Polarized views between marine facilities operators and the general public
- Existing marine facilities be maintained, decommissioned, re provisioned elsewhere?
- Compatible issues between future tourist development and Public Cargo Working Areas
- Enhance typhoon shelters into tourist attraction

**EDLB/ MD’s Advice:**

- Master Plan 2020 for Hong Kong Port
- Closure of PCWAs should take into account economic situation, employment, impacts on community and political sensitivity
- No plan to close PCWA at this stage
Next Step:

Chlorine Trans-shipment Dock by GLD
- assume relocation in the OCP to enable future development
- need to address reprovission site/programme

MITK Gas Works
- Naphtha Jetty
  - maintain existing operation pending future relocation of the Gas Works

Typhoon Shelters, PCWAs, Mooring Buoys, Ferry Pier, Jetty and EQIA
- require further assessment
- to investigate different options for retention/decommissioning

Kwun Tong PCWA
- may be affected by promenade

Cha Kwo Ling PCWA
- subject to investigation on the alignment of Road T2
Overview of Comments on Development Components proposed in Approved OZPs

**Refuse Transfer Station**

- Concern on land use compatibility
- Strong reservation from local residents
**Refuse Transfer Station**

**EPD's Advice:**

**Need:**
- A Regional RTS with sea frontage:
  - replace the existing Kowloon Bay Transfer Station (KBTS),
    existing operation contract expires in April 2005 and it will
    reach its serviceable life in 2010
  - waste transfer service for Tseung Kwan O and Sai Kung areas
    upon closure of SENT landfill
  - marine transfer is more cost-effective & environmentally
    friendly mode of long distance transportation than road haul

**Programme:**
- Replacement RTS need to be in operation by 2012
- West Kowloon Station and Sha Tin Transfer Station to treat waste from the
  catchment of KBTS (but cross-catchment waste transfer is not desirable)
Refuse Transfer Station

Next Step:

- RTS considered not suitable in Kai Tak area
- Kaolin Mine Site as a potential site for RTS subject to feasibility study
Overview of Comments on Development Components proposed in Approved OZPs

Transportation Facilities -
Central Kowloon Route (CKR)/ Road T2 &
Environmentally Friendly Transport

- Environmentally friendly transport system & comprehensive pedestrian system
- General preference for rail-based system
- Not support construction of elevated strategic roads along waterfront
- Prefer more sunken roads and submerge the whole Road T2 alignment
- Replace Kwun Tong Bypass by a less intrusive structure
ETWB/TD's Advice:

Need

- CKR/T2 as part of the long-term strategic road network
- With CKR, traffic can bypass the existing east-west roads in central Kowloon, relieving serious congestions of these existing roads
- Road T2 to ensure continuity of Route 6 across Kowloon and together with Western Coastal Road as an east-west strategic route for TKO new town
- Most appropriate mode of environmentally friendly transport taking into account the scale of development, type of land uses, design population, and the level/timing of population in-take of Kai Tak

Programme

- CKR: as early as practicable
- Anticipated completion of CKR and Road T2: around 2012 - 2016
**Transportation Facilities**
*(CKR T2 & Environmentally Friendly Transport)*

**Next Step:**

<table>
<thead>
<tr>
<th><strong>Alignment of CKR and Road T2</strong></th>
<th><strong>Environmentally Friendly Transport</strong></th>
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<tbody>
<tr>
<td><img src="image.jpg" alt="Image" /> If proposed works involve reclamation, it will require the relevant bureaux/departments to address the “over-riding public need” test. If necessary, alternative alignment would be prepared for further public consultation.</td>
<td><img src="image.jpg" alt="Image" /> Suitable provision would be allowed in the preparation of OCP to enable flexibility in the future planning.</td>
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Central Kowloon Route

Trunk Road T2

Western Coast Road
Overview of Comments on Development Components proposed in Approved OZPs

**Housing**
- Divergent views
  - (mix of public & private housing vs. predominately high quality housing)
- Flexible planning framework to respond to future change in planning circumstances
- Prefer lower development intensity

**Metropolitan Park**
- Many welcomed metropolitan park with proper linkage and waterfront promenade

**Office**
- Some doubted the need to introduce a new office node in view of supply in the surrounding areas
- Some suggested to develop a premier commercial/office centre

Next Step:
- Medium housing density as starting point to achieve sustainable development in Kai Tak and surrounding areas
- Office use and Metropolitan Park to be examined in the preparation OCP
Thank you