Kai Tak Planning Review

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

25.3.2006
1. Background

**Baseline Review**
- Development Requirements & Constraints

**Stage 1 Public Participation: Community’s Vision for Kai Tak**
- consolidate public views including development themes

- discuss approach in preparation of Outline Concept Plans (OCPs) and key issues involved

**Stage 2 Public Participation: Outline Concept Plans**

- Preparation of Draft OCPs

**HEC Sub-Com on SEKD Review**

- Mid to End 2004
- Kai Tak Forum 19.3.2005
- Collaborators Meeting 4.6.2005

1. Background

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1. Background

• 20 briefing sessions were arranged to major statutory/advisory bodies and stakeholder groups
• Over 500 participants took part
• Over 170 written submissions
Comments & Responses
2. Stage 2 Public Participation: Comments & Responses

Vision and Planning Principles for Kai Tak

Public Views:

- No in-principle objection to the proposals
- Other suggestions:
  - Sustain & enhance HK as a world-class international city
  - Provide for public spaces
  - Promote local and diversified economy
  - Give priority to harbour-dependent uses
  - Temporary use along harbourfront to enable public accessibility
2. Stage 2 Public Participation: Comments & Responses

Vision and Planning Principles for Kai Tak

Responses:

• Incorporate the suggested planning principles to enhance HK as a world-class city, providing for public spaces and promoting local and diversified economy

• Investigate interim uses for areas within later phase of the development programme
2. Stage 2 Public Participation: Comments & Responses

Land Use Planning

Public Views:

• General preference for lower development intensity (Outline Concept Plan 3 – Sports by the Harbour)

• Low density in the Runway Area to match East Kowloon development

• Concern over under-development in Kai Tak:
  ➢ Impose development pressure in N.T.
  ➢ Railway operators: Suitable level of development is required to sustain the provision of SCL railway stations
2. Stage 2 Public Participation: Comments & Responses

Land Use Planning

Responses:

• Lower development intensity: Runway Area

• Higher development intensity: Vicinity of the railway station

• Maximum domestic PR of 5 and non-domestic PR of 9.5

• Level of development would be worked out on the basis of land use distribution, urban design consideration & technical/sustainability assessments

• Urban design initiatives would be introduced, where appropriate
2. Stage 2 Public Participation: Comments & Responses

Office Development

Public Views:

• Diverse views on the creation of a new office node

• Argument for:
  - Kai Tak is a suitable location to tie in with HK’s economic growth

• Argument against:
  - Potential supply of office space in San Po Kong, Kowloon Bay & Kwun Tong Business Area

• Suggestion to reprovision Central Government Offices and Legislative Council to Kai Tak
2. Stage 2 Public Participation: Comments & Responses

Office Development

Responses:

• HK2030 Study:
  ➢ Additional land is required to meet projected demand for high-quality office space in long term
  ➢ Kai Tak has the potential to provide a well-designed premier office centre

• Office Development in Kai Tak: 500,000 m² GFA as critical mass

• Just part of the land use components, alongside with housing, sports, recreation & tourism uses

• Tamar site
  - as prime civic core of Hong Kong
  - went through statutory public consultation and planning/feasibility studies
  - preparatory work for Tamar project initiated
  - early implementation to address office space shortfall & relief to construction sector
2. Stage 2 Public Participation: Comments & Responses

Ex-Kaolin Mine Site

Public Views:

- Object to high density housing development in the ex-Kaolin Mine site (Residents of Laguna City)

Responses:

- Need to examine the whole site comprehensively, including suitable land uses for the remaining part in view of TKO – Lam Tin Tunnel project, refuse transfer station, and need to protect existing green backdrop
2. Stage 2 Public Participation: Comments & Responses

Undetermined Use

Public Views:

• To set aside sites as “Undesignated Uses” for more innovative development in future

Responses:

• PODP should provide definitive land use proposals as a basis for planning & provision of transport & utility infrastructure
• Highlight in the PODP that the planning framework is subject to continuous review
• PODP flexible enough for more innovative planning ideas in the future.
2. Stage 2 Public Participation: Comments & Responses

Kai Tak Approach Channel (KTAC)

Public Views:

- Great concern on the environmental problems of KTAC
- Some advocate to reclaim KTAC to tackle the environmental problem
- Many support non-reclamation to preserve the heritage of the harbour and of the runway, & to preserve for water-based recreation use in the long term
- Urge for early confirmation on the approach
- Many call for preparation of an OCP with reclamation of the KTAC as a contingency plan
2. Stage 2 Public Participation: Comments & Responses

Kai Tak Approach Channel

Responses:

• Preliminary indications of the effectiveness of the mitigation measures in late 2006:
  - Bio-remediation pilot test
  - Water quality modeling
  - Odour assessment

• No justification to meet “over-riding public need” test to pursue reclamation

• Investigation on alternative approach is on-going
  → no basis for PlanD to prepare any concept plan with KTAC reclamation
2. Stage 2 Public Participation: Comments & Responses

Kai Tak Approach Channel

Responses:

• PODP would be prepared on the “no-reclamation” basis. Any cogent and convincing materials which can meet the “over-riding public need test” would be submitted to the TPB for consideration for OZP amendment

• Reclaimed land, if any, would only be considered for open space use, because of drainage culvert

• PODP will assume the environmental problems could be mitigated

• will not plan for water-based recreation activities at this stage due to the water quality problem
2. Stage 2 Public Participation: Comments & Responses

Multi-purpose Stadium Complex

Public Views:

- Over-whelming support of stadium complex project in Kai Tak from sports community
- Alternative locations: N.T.
- Doubt on site area required
- Proposal for alternative locations in Kai Tak
- Some query on the sports policy, utilization, financial & procurement aspects
2. Stage 2 Public Participation: Comments & Responses

Multi-purpose Stadium Complex

Responses:

• The stadium project is a firm planning component

• HAB is undertaking further consultancy studies to examine the requirements of sports facilities to fine-tune the size of the stadium site, and the financial and procurement aspects of the project

• Locating the stadium in the northern apron area would infringe upon committed public housing site

• Locating the stadium at Kai Tak Point is not preferable due to the lack of mass transit railway service
2. Stage 2 Public Participation: Comments & Responses

Cruise Terminal

Public Views:

- Many support early development of a cruise terminal to boost tourism development
- Possible locations within the Harbour Area were discussed
- Some query the impacts of the facility to Kai Tak Point

Responses:

- The cruise terminal project is a firm planning component
- Tourism Commission:
  - Has confirmed the demand for new berthing facilities in HK
  - Kai Tak Point is the ideal location because of its capability of expansion
2. Stage 2 Public Participation: Comments & Responses

Aviation-related Facilities

Public Views:

- Many support retaining aviation culture remnant in Kai Tak
- To retain the aviation facilities at Sung Wong Toi Road (HK Aviation Club & HK Air Cadet Corps)
- The proposed elevated deck at the tip of the runway for the heliport constraints public accessibility
- Other suggestions include:
  - Light aircraft civil runway
  - Aviation development centre
  - To relocate heliport site to head of the KTAC (HKACC)
2. Stage 2 Public Participation: Comments & Responses

Aviation-related Facilities

Responses:

- HAB & EDLB supports to retain the aviation facilities at Sung Wong Toi Road -> designate the site for G/IC in PODP
- Runway Park at Kai Tak Point for provision of aviation related facilities
- Not to pursue light aircraft runway proposals in view of:
  - Constraint to development potential
  - Impacts on the cruise terminal facilities
- EDLB: Head of the KTAC not sufficient room for helicopter take-off & landing
- Elevated deck of the heliport – subject to further investigation in PODP
2. Stage 2 Public Participation: Comments & Responses

**Marine-related Facilities**

Public Views:

- Polarized views between marine facilities operators and the general public (esp. local communities)
- Operators
  - Retention of existing typhoon shelters
  - Object to sharing part of typhoon shelters with pleasure boats
  - Retention of the Kwun Tong and Cha Kwo Ling PCWAs
  - Request for reprovisioning arrangement, if necessary
- General Public:
  - Urge for early decommissioning of the PCWAs (local community)
  - Concern over the existing typhoon shelters may affect the water circulation and lower the visual quality of Kai Tak
  - Request for provision of marine-related facilities
2. Stage 2 Public Participation: Comments & Responses

Marine-related Facilities

Responses:

• MD: Forecasted demand of typhoon shelter > existing supply:
  → Typhoon shelters will be retained in PODP, unless they impose major constraints to improve water quality in KTAC

• Operational conflict to share typhoon shelters with pleasure crafts
  - PODP: not indicate a marina
  - Marina to be investigated upon decommissioning of the KT PCWA & suitable management measures in the KT & TKW Typhoon Shelters
2. Stage 2 Public Participation: Comments & Responses

Marine-related Facilities

Responses:

• Master Plan 2020: room to phase out some PCWAs by 2020; EDLB: no plan to close any PCWA at this stage
  → T2 landfall & RTS → affect CKL PCWA
  → KT and CKL PCWA: Waterfront promenade as a long term planning proposal in PODP

• Leisure boat ride indicated in PODP
  - If ferry pier services at Kowloon City & Kwun Tong were to be decommissioned → explore existing pier structure & ferry concourses for suitable waterfront uses
2. Stage 2 Public Participation: Comments & Responses

Urban Design

Public Views:

- Support on urban design and landscape considerations (e.g. ridgeline protection, stepped heights)
- Other suggestions
  - More distinct urban design concept
  - Smaller land plots
  - Avoid podium building designs
- Runway
  - Concerns on the land use & urban design of the Runway
  - Re-instate the central shopping street concept in the runway area
  - Concerns on the environmental impact of the roads in the runway
2. Stage 2 Public Participation: Comments & Responses

Urban Design

Responses:

• “Runway Leisure Precinct”
  ➢ A car-free environment for the residential quarters
  ➢ A lively pedestrian boulevard in the centre, to be supported by small shops
  ➢ Waterfront promenades & landscape decks at both sides of the runway

• Advanced Urban Design & Landscape Master Plan to guide preparation of PODP
2. Stage 2 Public Participation: Comments & Responses

Transportation and Pedestrian Facilities

Public Views:

- Concern over the connectivity between Kai Tak & its surrounding area
- Concern over the connectivity between Kwun Tong & Kai Tak Point
- To re-align Prince Edward Road East (PERE) as a depressed road
- Concerns over the elaborate road interchange connecting CKR, Kowloon Bay & Kai Tak & extensive land take
- To construct the SCL depot as an underground structure
2. Stage 2 Public Participation: Comments & Responses

Transportation and Pedestrian Facilities

Responses:

• Will strengthen the pedestrian connections in PODP
• Concerned departments would ascertain the requirements of the CKR road connections to minimize impacts
• Re-alignment of PERE - due to its technical complexity (road interchange), further investigation required
• Construction of the SCL depot underground → due to safety and operational problems, further investigation required
2. Stage 2 Public Participation: Comments & Responses

Transportation and Pedestrian Facilities

Responses:

- Tunnel road from KT waterfront to Runway tip: not to pursue in PODP due to insufficient justification in terms of traffic & costs.

- Openable pedestrian bridges at the existing breakwaters of Kwun Tong Typhoon Shelter involving extensive technical, marine and management issues. Suitable pedestrian connection to be investigated.
2. Stage 2 Public Participation: Comments & Responses

Environmentally Friendly Initiatives

Public Views:

• Support to have environmentally friendly infrastructure

• Object to the provision of a refuse transfer station at the CKL waterfront (residents of Laguna City)

• Object to the proposed extension of the existing Kwun Tong Sewage Screening Plant
2. Stage 2 Public Participation: Comments & Responses

Environmentally Friendly Initiatives

Responses:

• ETWB: Support EFTM
  ➢ rail-based EFT system not financially viable
  ➢ to identity most appropriate EFTM in Kai Tak to tie in with the development plan and programme

• EMSD recommends district cooling system in Kai Tak

• Other environmentally friendly initiatives e.g. Common Utility Enclosure, Automated Refuse Collection System, etc. do not require site reservation in the PODP stage
2. Stage 2 Public Participation: Comments & Responses

Environmentally Friendly Initiatives

Responses:

• CKL waterfront is the only available site for Refuse Transfer Station in the Study Area/ vicinity area & its operational requirement is confirmed by EPD → requires further feasibility study

• EPD: need for KT Sewage Screening Plant extension & site reservation

  → The PODP will propose a 40 m wide promenade, enclosure of the plant facilities, de-odorization system, lush tree planting & landscape decking
2. Stage 2 Public Participation: Comments & Responses

Other Proposals

Public Views:

• “Dragon Pearl City/Tower” (City Planning Concern Group)
• Designating hospital for a private hospital (HK Policy Research Institute)
• Sports competition along the runway
• Venues for concert or arts performance
• Opera house for Chinese opera
• Maritime exhibition centre (Community Alliance on Kai Tak Development)
• Aviation communication exhibition centre (East Kowloon District Residents’ Committee)
• Sandy beach in Kowloon Bay
• Car racing ground
• World exposition
• Underground City
2. Stage 2 Public Participation:
Comments & Responses

Other Proposals

Responses:

• Many proposals (e.g. public plaza) can be accommodated in open space, G/IC or commercial sites; some to be highlighted in ES of PODP for further examination

• Large-scale underground city is restricted by site constraints e.g. 600m gap across runway → not to pursue

• Dragon Pearl Tower imposes constraint to heliport provision → design elements that could be explored in implementation stage
2. Stage 2 Public Participation: Comments & Responses

Other Proposals

Responses:

• Not to pursue large-scale cultural facilities in view of West Kowloon Cultural District plan

• CITB: additional exhibition space in pipeline → not to pursue convention & exhibition centre proposal

• Car racing ground etc. require extensive land area → not to pursue
2. Stage 2 Public Participation: Comments & Responses

Public Participation

Public Views:

• Some suggest extending the public participation period
• Others are concerned with further delay to the development of Kai Tak
• Other suggestions:
  ➢ Provide more information & strategic plan for public discussion
  ➢ More publicity of the public participation exercise

Responses:

• Further public discussion in Stage 3 Public Participation
• Works interactively with on going territorial/sub-regional planning studies
• No population target or pre-set development quota
• Further information on proposed mitigation measures to tackle environmental problems at KTAC by 2006
2. Stage 2 Public Participation: Comments & Responses

**Implementation Issues**

**Public Views:**
- Concern over financial viability of the OCPs
- Urge for early implementation of Kai Tak Development
- Suggest releasing the land for interim uses

**Responses:**
- Implementation issues to be examined in Engineering Feasibility Study or by project proponents
- HAB: to engage financial consultant to examine the financing / operating models for the stadium complex
- Concerned bureaux/departments are investigating the release of Kai Tak site for temporary uses.
3. Study Programme

- Draft PODP in June 2006
- 2-month Stage 3 Public Participation thereafter
- Proposal of amending the current approved Kai Tak OZP
THANK YOU