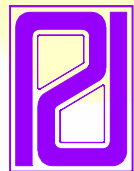


**Harbour Roundtable Luncheon Series II**

# **Kai Tak Planning Review**

**14 February 2006**



**規劃署**

**Planning Department**

**Kai Tak Planning Review  
Planning with the Community**

# Background



# Background

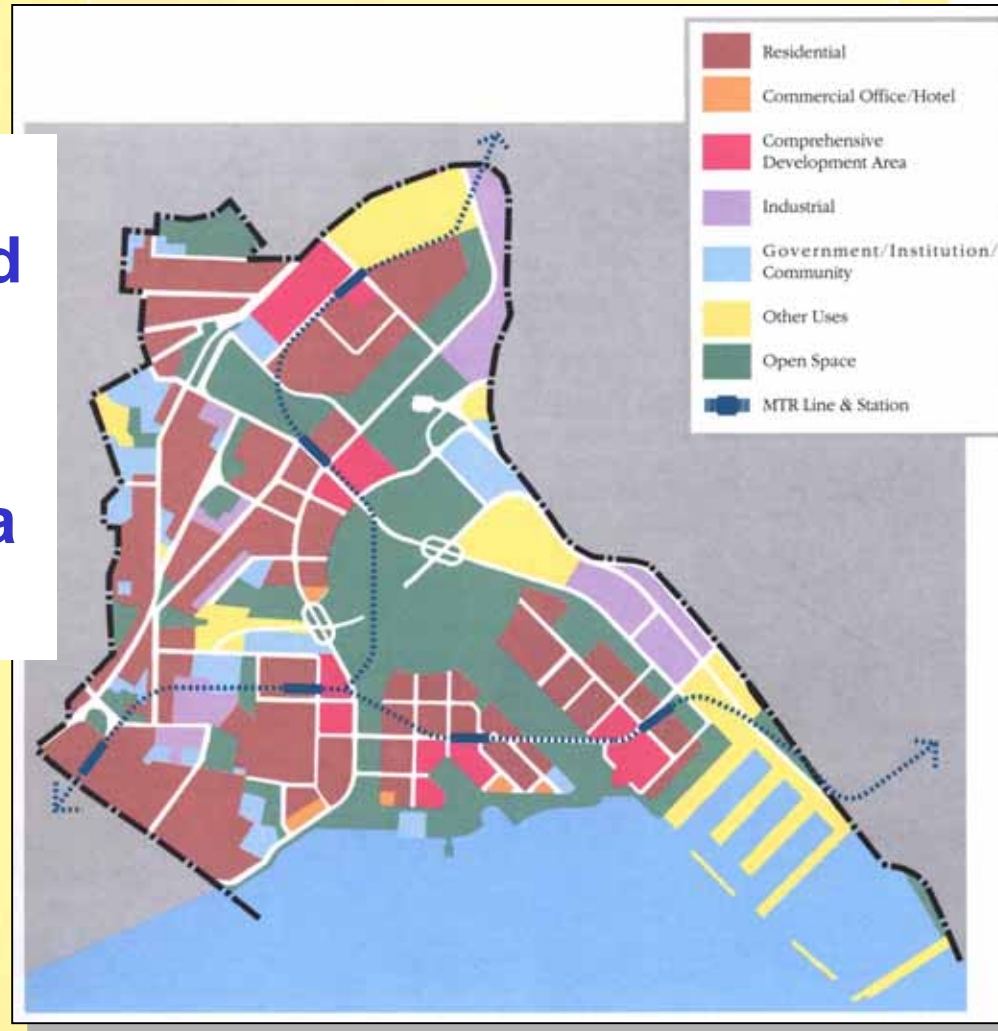


**Kai Tak Planning Review  
Planning with the Community**

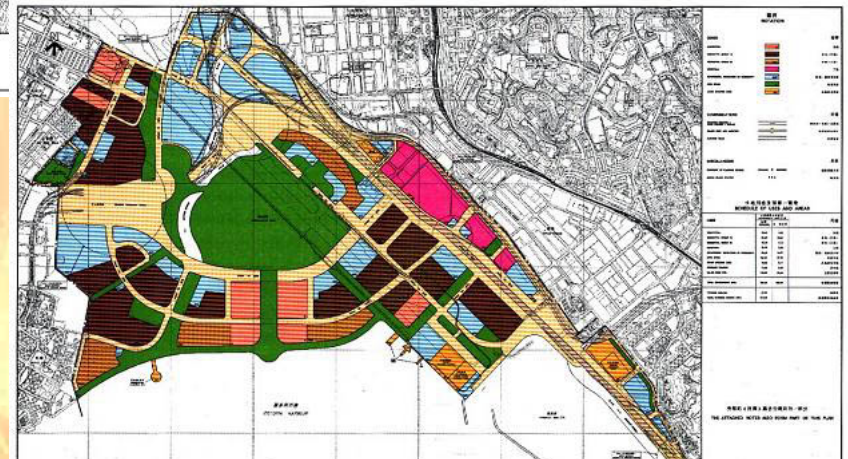
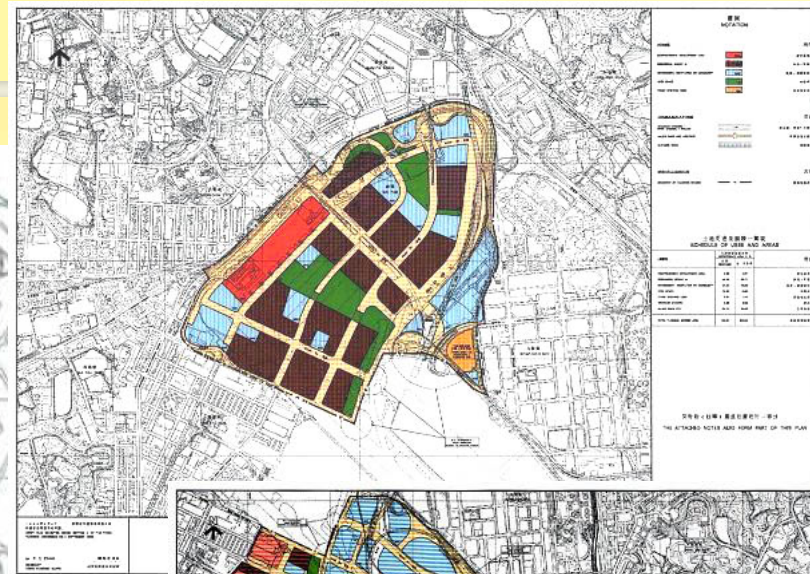
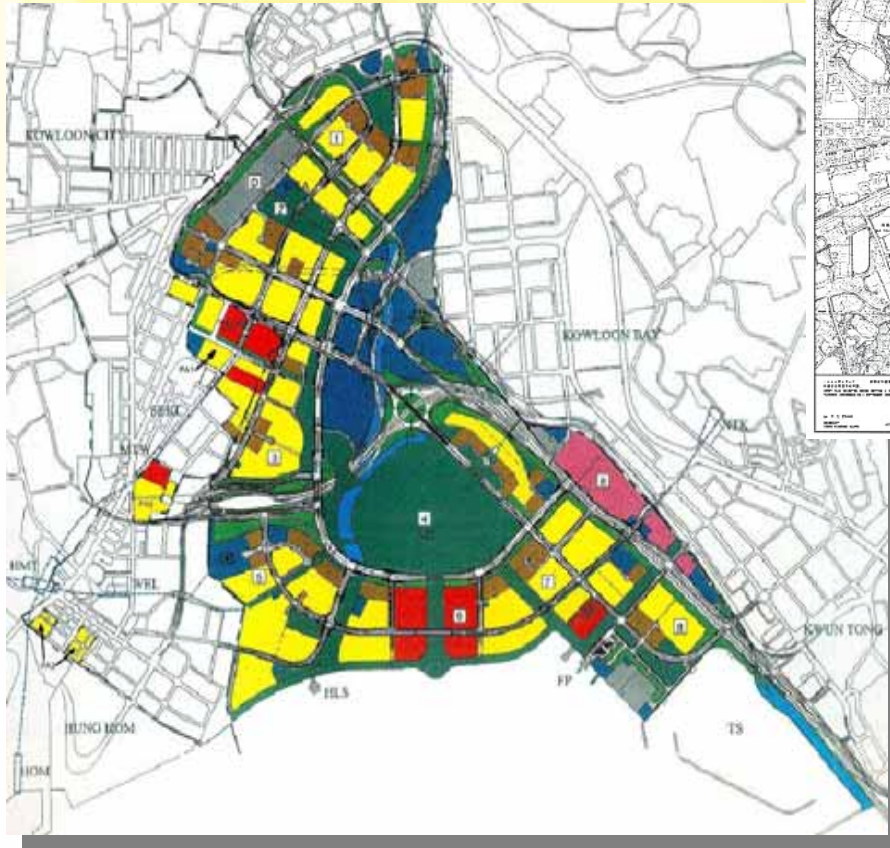
# Background

## SEKD Development Statement Study completed in Sep 1993

- Total Area : 580 ha
- Reclamation Area : 300 ha
- Population : 285 000



# Background

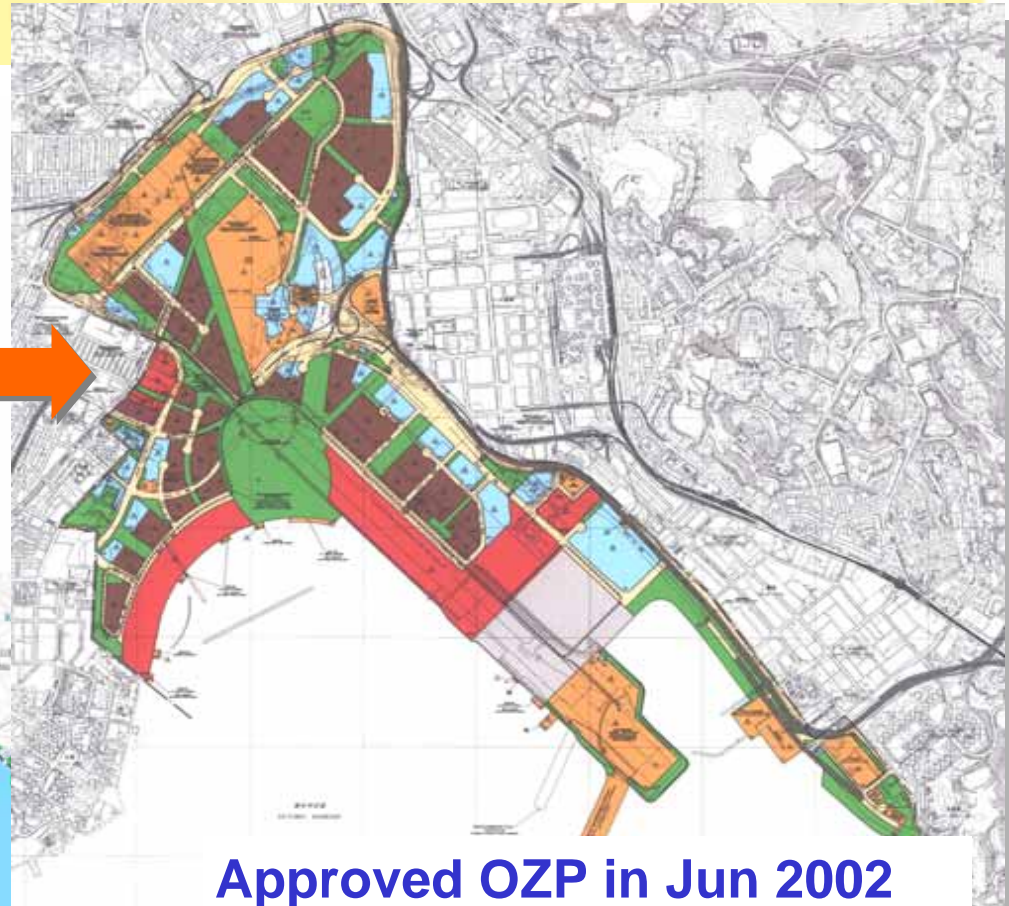


OMDP prepared under  
Feasibility Study for SEKD  
( Aug 1998 )

Draft OZPs gazetted in Sep 1998

- Total Area : 630 ha
- Reclamation Area : 299 ha
- Population : 320 000

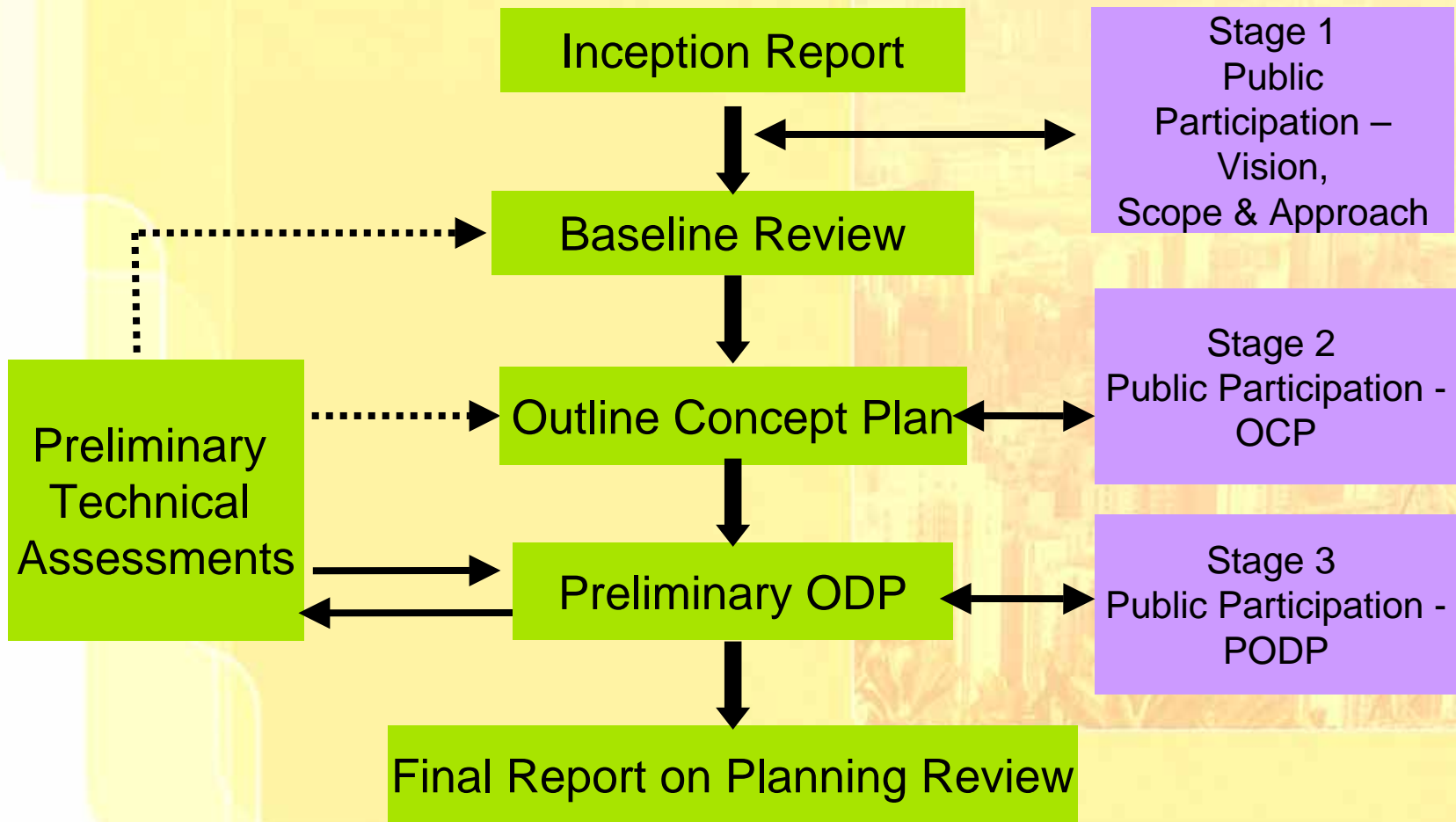
# Background



OMDP prepared under Comprehensive Feasibility for the Revised Scheme of SEKD (Jun 2001)

- Approved OZP in Jun 2002
- Total Area : 457 ha
  - Reclamation Area : 133 ha
  - Population : 260 000

# Kai Tak Planning Review



# 以民為本

為港規劃

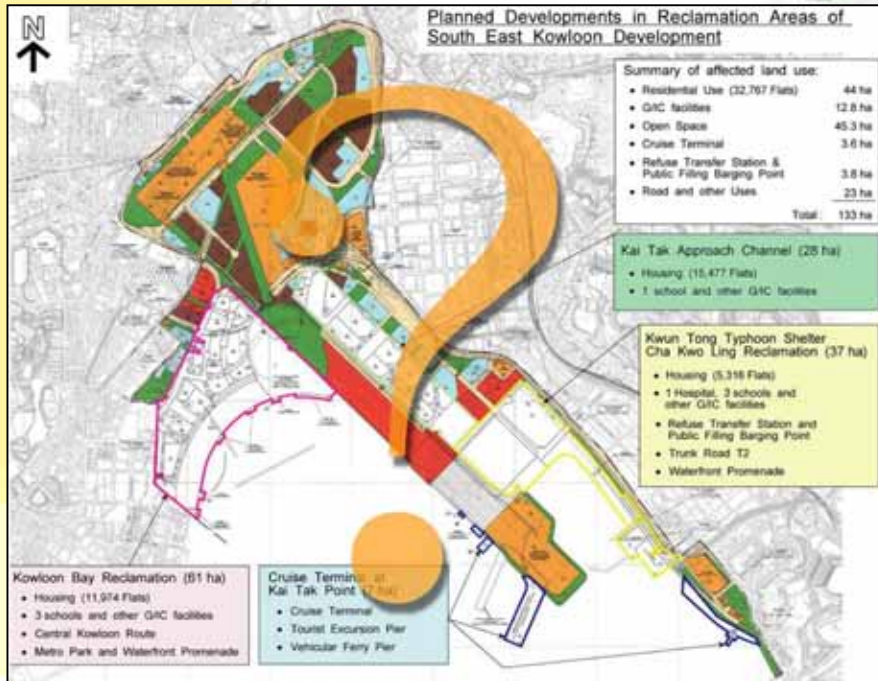
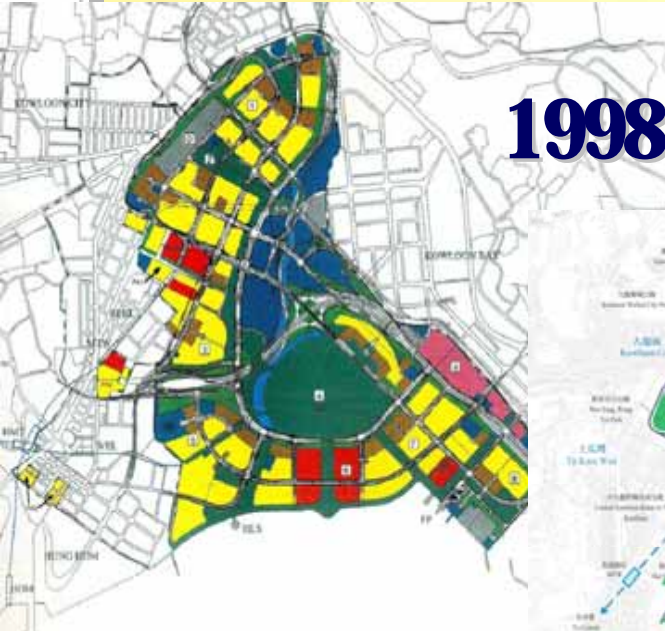
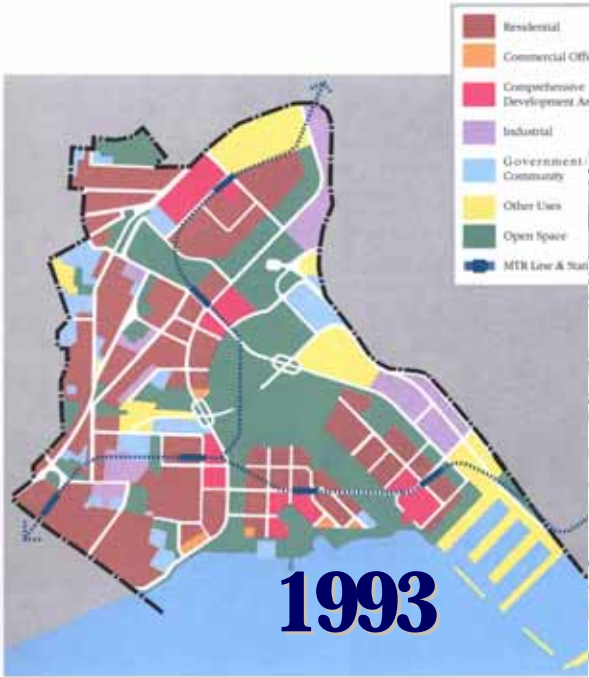


為民規劃



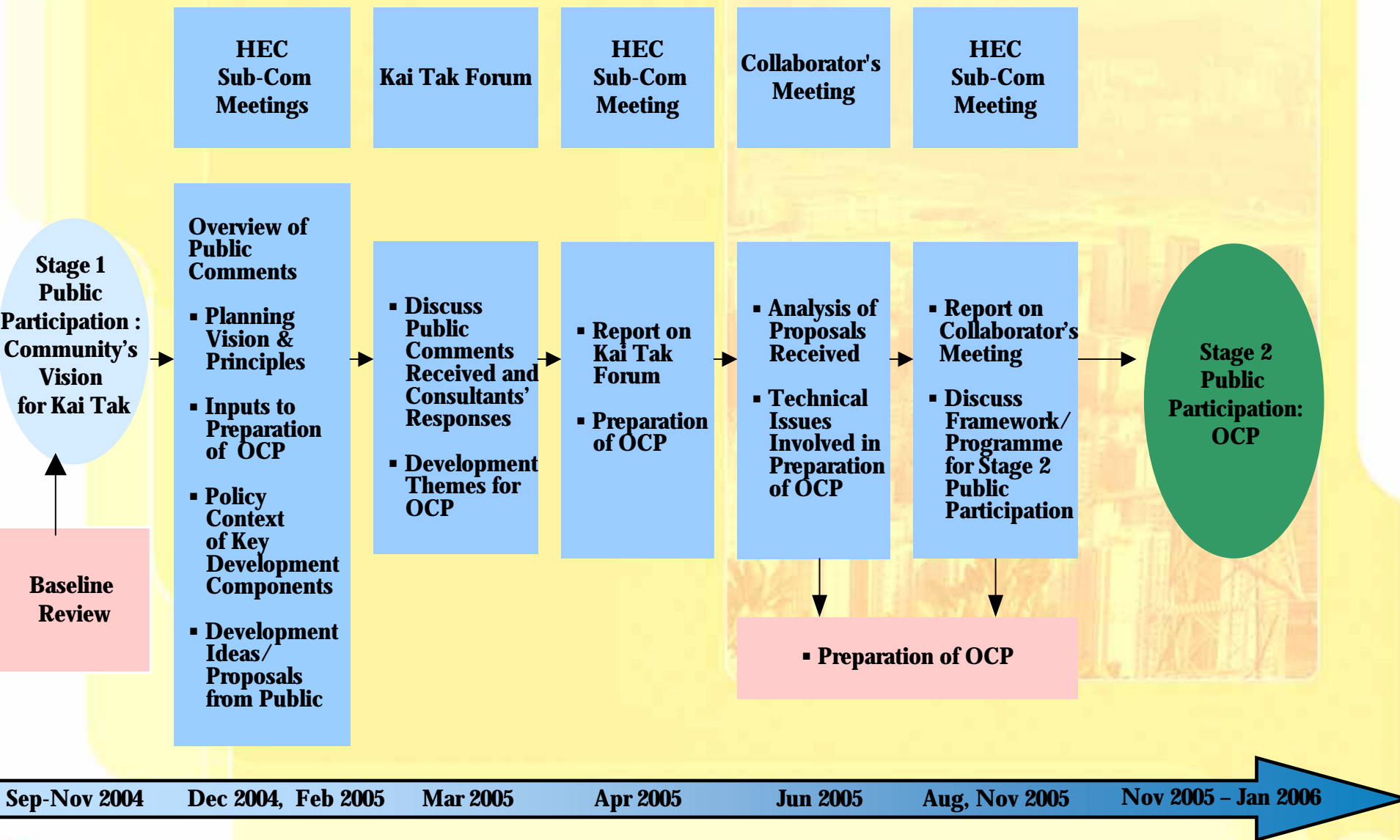
與民規劃





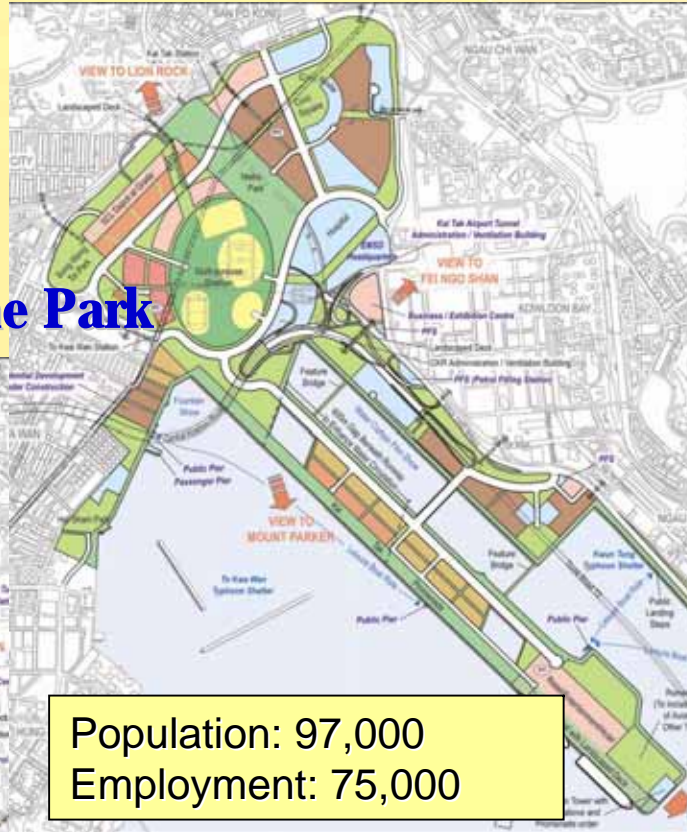
**Kai Tak Planning Review  
Planning with the Community**

# Kai Tak Planning Review : Stage 1 to Stage 2

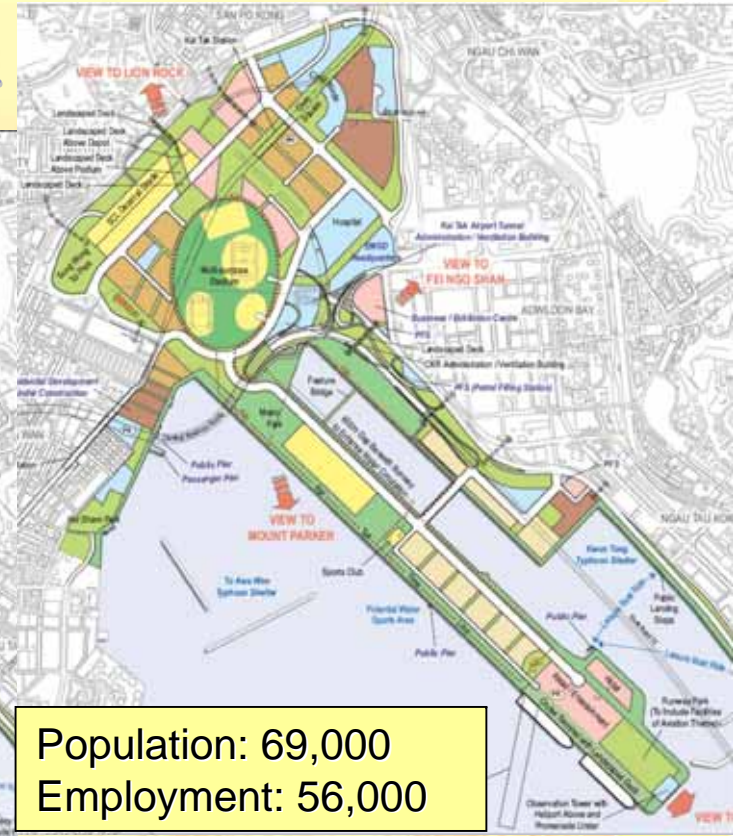


# Concept 3: Sports by the Harbour

## Concept 2: Kai Tak Glamour

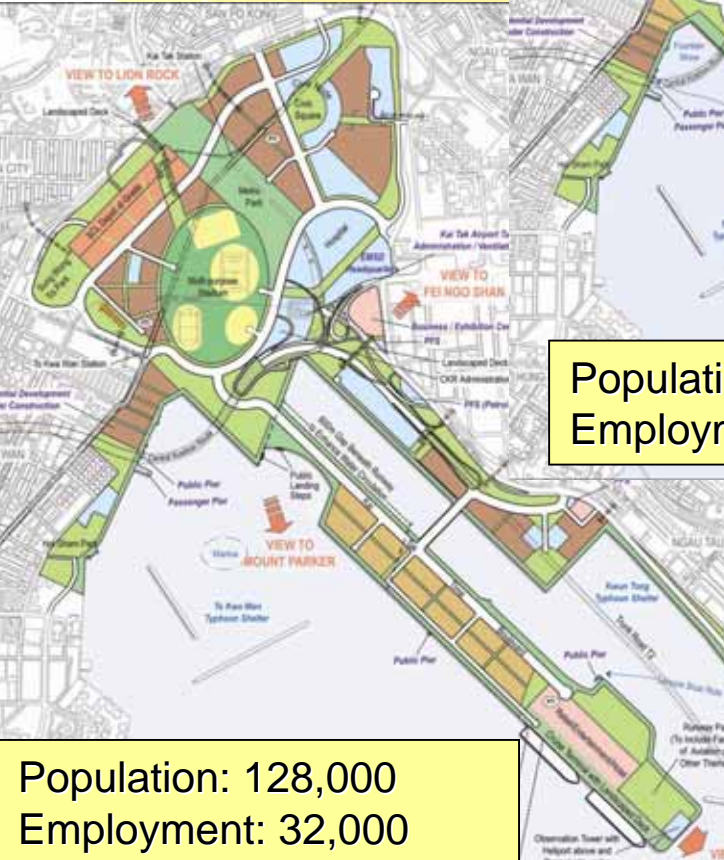


Population: 97,000  
Employment: 75,000



Population: 69,000  
Employment: 56,000

## Concept 1: City in the Park

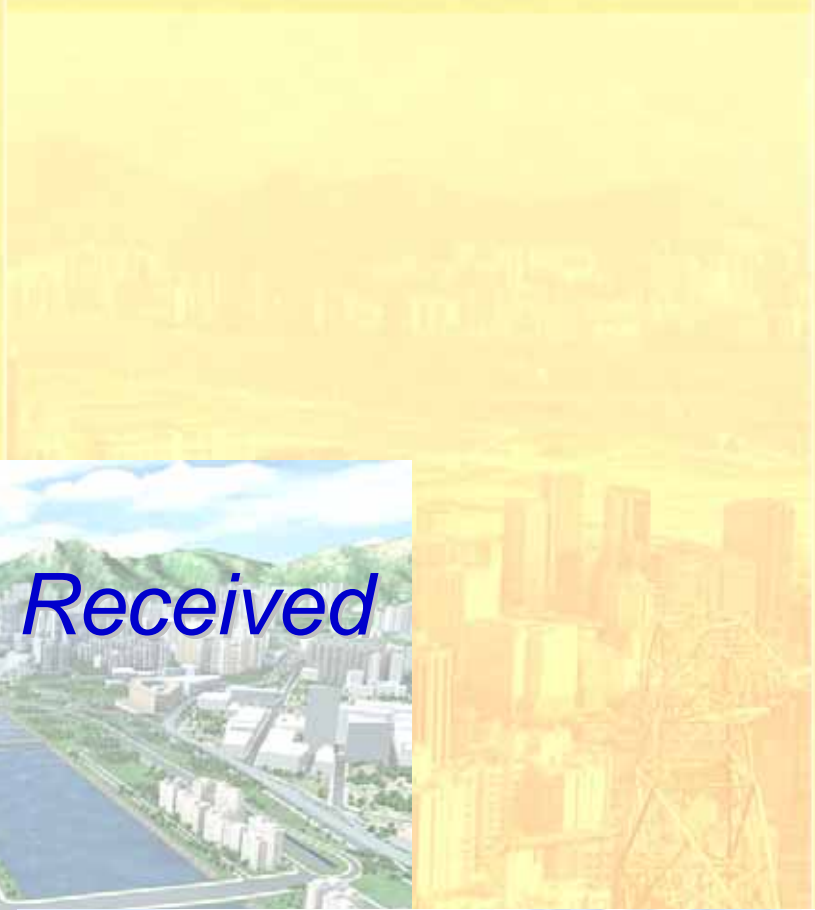


Population: 128,000  
Employment: 32,000

# Stage 2 Public Participation (Nov 2005 – Jan 2006)

- 7 Public Forums
- 20 briefing sessions were arranged to major statutory/advisory bodies and stakeholder groups
- Over 500 participants took part
- Over 150 written submissions





# Vision and Planning Principles for Kai Tak

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- **Sustain & enhance Hong Kong as a world-class international city**
- **Harbour Planning Principles as framework for analysis of proposals**
- **Promote local and diversified economy**
- **Give priority to harbour-dependent uses**
- **Waterfront edges and open spaces for public use**
- **Make full use of rail access to avoid unnecessary road traffic**
- **Connection to surrounding districts**
- **Retention and improvement of water bodies**
- **Short-term dedication of space along Harbour's edge for public use**

# Reclamation

- Many people support adopting “no reclamation” as basis
- **KTAC:**
  - *Not to reclaim*
    - should first exhaust non-reclamation environmental mitigation measures
    - the runway as an important heritage asset
  - *Reclaim:*
    - to tackle environmental problems
    - doubt whether KTAC needs to comply with PHO
    - request for reclamation concept for KTAC
- No objection to small-scale reclamation for essential facilities or for waterfront enhancement

# Kai Tak Approach Channel

- Strong consensus to tackle environmental problem of KTAC
- Some (e.g. Kowloon City District Council, property owners of Yau Tong Bay) support reclaiming KTAC to resolve environmental problem
- Many advocate retaining KTAC water body
- Suggested mitigation methods:
  - elimination of pollution at source
  - diversion of polluted discharges
  - Controlling tidal flow through sluice gates
- Concern over odour
- Call for early confirmation of the effectiveness of the environmental measures
- Many (esp. sports community) urge for opening up KTAC for water sports
- Other suggestions:
  - underwater aquarium; water park



# Connectivity and Interface with Surrounding Districts



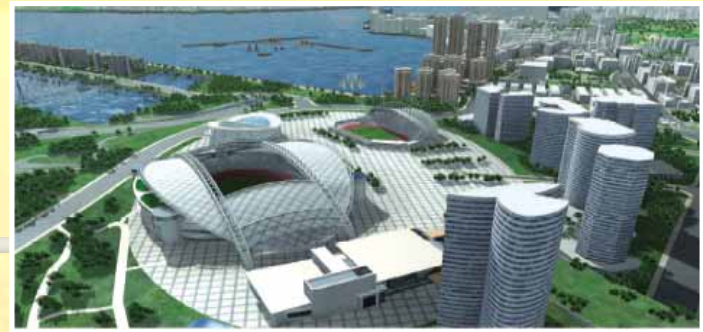
- Improve transport and pedestrian connections with surrounding (especially Kwun Tong and connection to SCL Kai Tak Station)
- Relocate/depress/demolish SCL depot and existing surrounding roads, e.g. PERE, KT Bypass
- Better coherence in urban form with surrounding areas
- Kai Tak as catalyst for regeneration of surrounding districts

# Land Use and Development Intensity

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- **Prefer more open space, recreation and community uses and lower development intensity as in Outline Concept Plan 3**
- **Concern over high development intensity:**
  - **adverse environmental and traffic impacts**
  - **deprive the public from enjoying Kai Tak**
- **Concern over low development density:**
  - **impose development pressure in NT**
  - **affect financial viability of Kai Tak and SCL development**
- **Major development components as fixed proposal      few choices for the public**

# Office Node/ Commercial Development



- Support office node
- No office node
  - question its need
  - doubt on synergy between the office node and the stadium
  - large scale commercial development may render Kai Tak out of place with its local neighbourhoods and its cultural heritage
- Consolidate government offices in the territory into Kai Tak
- Some commercial development (e.g. shopping street) to enhance vibrancy
- Commercial uses important in generating employment opportunities

# Multi-purpose Stadium Complex



- Some support the stadium complex (esp. sports and local communities) to promote sports development
- Some doubt the need of the stadium (white elephant) and its relationship with the sports development policy
- Alternative locations: Tseung Kwan O or NT
- Place the stadium complex at runway tip / northern part of North Apron
- Concern with potential impacts (e.g. noise, traffic and crowd)
- Doubt on site area required
- Provision of commercial, sports training, recreational facilities, metro park around the stadium to enhance synergy

# Cruise Terminal

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- Many support early development of the cruise terminal to boost tourism development
- Alternative locations: Hung Hom, West Kowloon, North Point, Disneyland and Cyberport
- Other locations of the Study Area, e.g. inner Kowloon Bay
- Concern with potential impacts including
  - substantial transport infrastructure
  - environmental
  - public access to waterfront



# Aviation-related Facilities



- Many support retaining aviation culture remnant in Kai Tak
- Some aviation groups request for confirmation of permanent headquarters in Kai Tak
- Aviation-related suggestions include:
  - Light aircraft runway
  - Aviation development centre (with academy, museum and business centre)
- Comments/suggestions on proposed heliport:
  - To relocate to northern end of KTAC, lower it to ground level & expand for use by non-government groups
  - To locate on top of cruise terminal
  - To locate outside Kai Tak because of potential noise impact

# Urban Design and Landscape Framework



# Marine-related Facilities

- Polarized views between marine facilities operators and the general public (esp. local communities)
- Harbour-front operators:
  - Retention of existing typhoon shelters
  - Object to sharing part of typhoon shelters with pleasure boats
  - Retention of the PCWAs at Kwun Tong and Cha Kwo Ling
- Some others:
  - Conversion of the PCWAs into a continuous public promenade
  - Replace typhoon shelters for water sports
  - More water-based activities and their supporting facilities at waterfront (e.g. water sports facilities, marina, water taxi & ferry services)

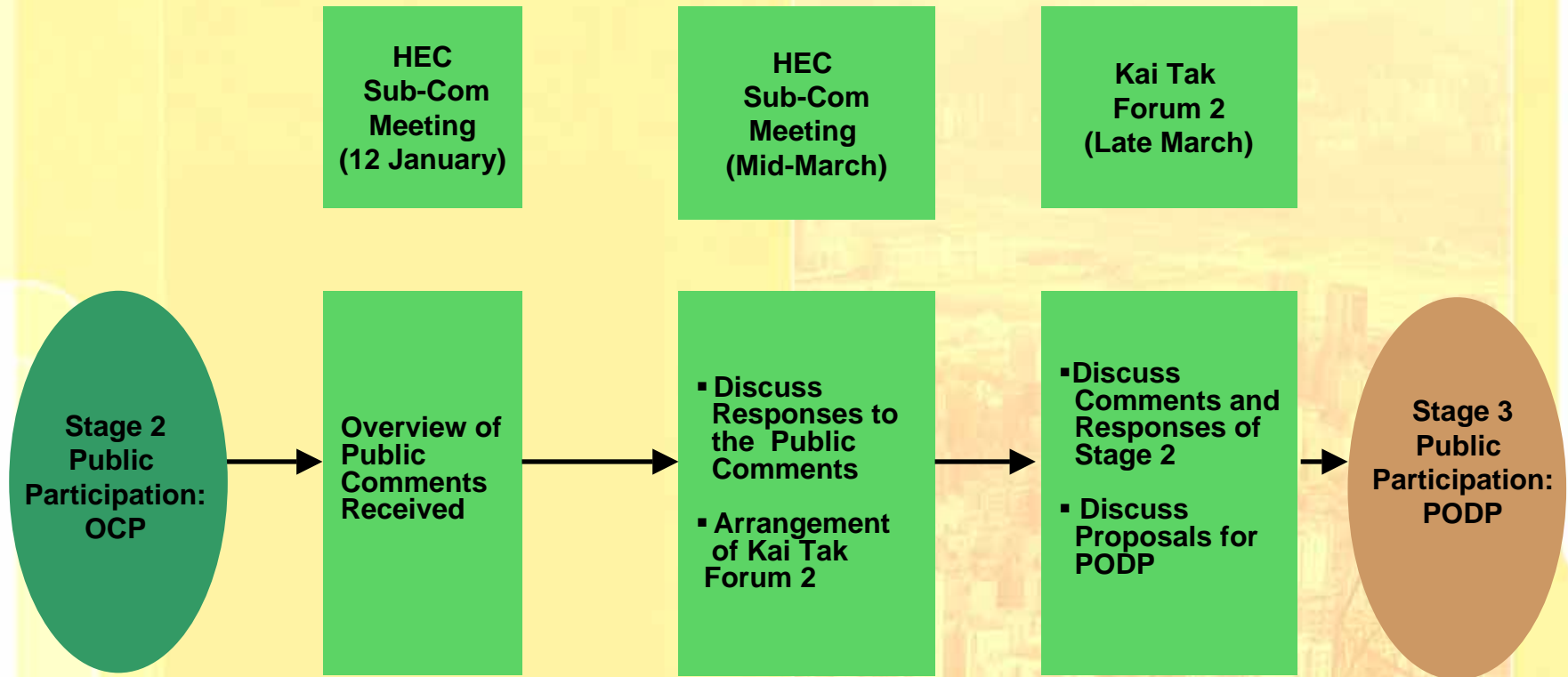


# HBF Written Submission

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- **Holistic and integrated planning**
- **Adopt Harbour Planning Principles for planning and developing Kai Tak**
- **Stadium and cruise terminal (Why Kai Tak?)**

# Kai Tak Planning Review: Stage 2 to Stage 3



Nov 2005 – Jan 2006

Mid 2006

KAI TAK

DREAM

OR

NIGHTMARE.



# Thank You

