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**Meeting of the Panel on Planning, Lands and Works
on 27 June 2006**

**Background Brief on
Kai Tak Planning Review**

Purpose

This paper provides background information on the Kai Tak Planning Review and a summary of the deliberations of the Panel on Planning, Lands and Works (the Panel) on the review.

2. Please refer to **Appendix I** for more background information on the planning for the South East Kowloon Development (covering the Kai Tak Airport site and the land to be reclaimed in the adjacent harbour areas under the previous planning schemes) for the period between 1989 and January 2004.

Comprehensive Planning and Engineering Review

3. In the light of the judgment of the Court of Final Appeal (CFA) handed down on 9 January 2004 in respect of the draft Wan Chai North Outline Zoning Plan (OZP), the Government undertook to re-plan the Kai Tak Development and review the relevant works to ensure that the development would be in full compliance with the requirements of the Protection of the Harbour Ordinance (Cap. 531) and CFA's judgement. For this purpose, the Administration has commissioned consultants to undertake a Comprehensive Planning and Engineering Review of the Kai Tak Development. The Comprehensive Review is broadly divided into three stages as follows –

Stage 1: Kai Tak Planning Review – A public participation programme would be launched to gauge the community's aspiration for the future development of Kai Tak. "No reclamation" will be the starting point, upon which conceptual development options (i.e. Outline Concept Plan ("OCP")) would be formulated for further public consultation before the preparation of a detailed Preliminary Outline Development Plan ("PODP").

The community and stakeholder groups would be involved in finalizing the PODP. The PODP would be subject to preliminary technical assessments to ascertain feasibility in the broad sense. The finalized PODP would serve as the basis for the Stage 2 Engineering Review.

Stage 2: Engineering Review – Detailed engineering feasibility studies and environmental impact assessment study would be undertaken to confirm the technical and environmental feasibility of the PODP, and to produce a Recommended Outline Development Plan which would form the basis for revising the approved statutory plans.

Stage 3: Statutory Planning Process – Representations to the OZPs will be processed in accordance with the statutory procedures specified under the Town Planning Ordinance (Cap. 131). Implementation of the Kai Tak Development will be based on the OZPs as agreed by the Town Planning Board and approved by the Executive Council incorporating the amendments.

Kai Tak Planning Review

4. On 17 September 2004, the Administration launched the Stage 1 Public Participation exercise to invite the community to give its vision for the future development of Kai Tak. The results of the Stage 1 Public Participation were reported to the Panel on 28 June 2005.

5. In November 2005, the Administration launched the Stage 2 Public Participation Programme and promulgated three Outline Concept Plans (OCPs) to facilitate the community to formulate their views on the development concept for Kai Tak. In view of CFA's judgment handed down in January 2004, a "no reclamation" scenario had been adopted as the starting point in preparing these development concepts. The respective themes of the three OCPs are as follows-

- (a) The **City in the Park** concept (OCP1) aims to create two distinct residential neighbourhoods, with a high-density residential/stadium district in the North Apron Area and medium density residential developments on the runway island. This residential focused scenario is expected to house an overall population of about 128 000 and an estimated employment of about 32 000 jobs.
- (b) The **Kai Tak Glamour** concept (OCP2) aims to regenerate the economic role of the ex-airport site by providing a high density office node adjoining the multi-purpose stadium in the North Apron Area, to medium density residential development on the runway island and a cruise terminal and tourism node at the runway end.

This office and tourism focused scenario will provide a less population level of about 97 000. The employment level in this concept is about 75 000, which is the highest among the three concepts.

- (c) The **Sports by the Harbour** concept (OCP3) aims to promote a sports and recreation hub in this part of the Metro Area, with low to medium density residential neighbourhoods created around the recreation facilities to reinforce a green and lively urban district. A lower population level of about 69 000 and employment level of about 56 000 are envisaged under this OCP.

6. The key development parameters of the OCPs are summarized in **Appendix II**. Pursuant to relevant Government's policies, the following major development components were included in all the three OCPs –

- (a) *Cruise terminal*: one berth as soon as possible in medium term; one to two additional berths in long term;
- (b) *Cross-boundary heliport*: co-located with the cruise terminal for long-term development;
- (c) *Multi-purpose stadium*: requiring a site area of not more than 24 ha, comprising the main stadium with 45 000 seats (about 5 ha), retractable roof and removable pitch; secondary stadium with 5 000 seats (about 2 ha); multi-sports arena with 4 000 seats (about 2.5 ha), swimming facilities and ball courts; ancillary support facilities such as retail and catering facilities; adequate circulation areas;
- (d) *Metro park*: at least 10 ha;
- (e) *Public housing sites*: at sites 1A and 1B, with piling works for housing development completed;
- (f) *Shatin to Central Link*: include scenarios with one or two station(s) in Kai Tak and To Kwa Wan with a railway depot;
- (g) *Central Kowloon Route and Trunk Road T2*: in submerged tunnel to avoid reclamation; and
- (h) *Refuse transfer station*: near Cha Kwo Ling waterfront.

7. Three major development issues were highlighted by the Administration and they are recapitulated below –

- (a) *Kai Tak Approach Channel (KTAC)*: The KTAC is a semi-enclosed water body created from the Harbour upon construction of the former airport runway. Owing to poor tidal flush and polluted discharge over the years, it has serious water quality and odour problems. A combination of mitigation measures are proposed to address the water quality and odour problem at KTAC, including enhancement of tidal flush by removing a section of the runway and treatment of sediment to reduce generation of odourous gas. The effectiveness of the measures is subject to the statutory process of the Environmental Impact Assessment Ordinance (Cap. 499). If the mitigation measures cannot resolve the problem, the option of reclaiming KTAC will not be ruled out as the last resort.

- (b) *Multi-purpose stadium*: A consultancy study commissioned by the Home Affairs Bureau and completed in September 2005 confirmed the need for a new multi-purpose stadium in Hong Kong to support the long term sports development and to remedy the constraints and limitations of the existing Hong Kong Stadium. The study recommended that Kai Tak was the most suitable location for developing the new stadium. To ensure effective and viable operation as well as the long term sustainability of the stadium, and to attract regular community patronage during non-event days, the study recommended that a secondary stadium, a multi-sports arena and certain ancillary facilities be also developed to create a self-contained stadium complex. A site in the north apron area is reserved for developing the proposed multi-purpose stadium in all three OCPs. The entire stadium complex is intended to be designed as an iconic visual anchor integrated with the open space network in Kai Tak and high connectivity to the nearby districts.

- (c) *Cruise terminal*: According to the latest Consultancy Study on Cruise Terminal Facilities Development for Hong Kong, Hong Kong will need to develop an additional cruise berth as soon as possible and one to two additional berths in the longer term to cater for the growth of the cruise industry. The Government has long considered the location at the end of the runway of the former Kai Tak Airport to be the ideal location for development of new cruise terminal facilities. Apart from its central location within Victoria Harbour and technical feasibility, it is the only site within the Victoria Harbour that offers expansion capability to meet Hong Kong's long term needs. An Expression of Interest exercise has been undertaken by the Tourism Commission to gauge market feedback on whether there are suitable and feasible locations other than Kai Tak for the development of a new cruise terminal before 2011. If the Government cannot identify a suggestion that can meet all the relevant requirements through the invitation for

Expressions of Interest, the Government will not consider any other sites and will focus on developing a new cruise terminal at Kai Tak. If indeed there are such suggestions, reservation of sites at Kai Tak for development of cruise terminal facilities will still be required to cater for the long-term development of the cruise industry.

Views and concerns expressed by members and deputations

8. At the meetings of the Panel on Planning, Lands and Works (PLW Panel) on 22 February 2005, 28 June 2005 and 20 December 2005, the Administration briefed the Panel on the details of the Stage 1 and Stage 2 Public Participation exercises. The Panel held a special meeting on 25 January 2006 to receive views from interested parties. A list of organizations which had attended the special meeting and other interested parties that had given written views to the Panel on the subject is in **Appendix III**.

9. The following views were given by members at the above meetings –

- (a) The Administration should adopt a systematic, holistic and sustainable approach in the planning of Kai Tak. The future Kai Tak development should be integrated with the neighbouring old districts, and efforts should be made to retain old and develop new economic activities in the area of interface. The new developments at Kai Tak should not affect the air circulation at the inner areas such as To Kwa Wan. The historical heritage sites in Kowloon City could become tourist attractions.
- (b) To advocate the people-oriented planning approach, sufficient community facilities should be made available in Kai Tak and Kowloon City and the population to be accommodated in Kai Tak should be maintained at an optimal level. Consideration should be given to developing a walking town where there would be roadside shops, as distinct from sterile developments with mainly shopping arcades.
- (c) On the KTAC, the Administration should ascertain the effectiveness of the proposed mitigation measures and work out the associated costs as soon as possible to enable an early decision on whether the KTAC should be reclaimed or otherwise. A water sports centre could be developed thereat if the pollution problems could be effectively resolved. The runway of the Kai Tak Airport should be preserved as part of Hong Kong's collective memory. Space might be provided at the runway for an aviation museum and fashion outlets to be served by shuttle ferry.

- (d) On the proposed multi-purpose stadium, some members expressed reservation on the Administration's claim that the stadium would bring vibrancy to the area, and asked the Administration to critically review if the stadium could be located elsewhere. There was also the concern that building such a sizable stadium in Kai Tak would exert great pressure on the transport infrastructure in the neighbouring areas, and any unrest arising from a certain event staged in such a stadium might affect not only Kai Tak, but the whole of Kowloon and Hong Kong.
- (e) On the proposal to construct a heliport and a cruise terminal, some members were concerned that the noise pollution and visual impact would make the provision of such facilities undesirable. They requested the Administration to explore other possible locations for the facilities such as North Point and Hung Hom.
- (f) On transport infrastructure, there was a concern that the highway networks in the current OCPs could not facilitate connectivity between Kai Tak and the neighbouring areas. There was a suggestion that to minimize the environmental impacts of road traffic, the highways in Kai Tak should be submerged as far as possible. In addition, Trunk Road T2 should be constructed without reclamation.
- (g) The public and relevant stakeholders should be fully consulted and their aspirations be adequately addressed. For instance, the Kowloon City District Council has proposed that a town hall or a civic centre should be provided in Kai Tak.

10. The Administration plans to report the outcome of the Stage 2 Public Participation for the Kai Tak Planning Review and seek members' advice on the consolidated development scheme for Kai Tak at the forthcoming Panel meeting on 27 June 2006.

11. A list of the relevant papers with their hyperlinks at the LegCo Website is in **Appendix IV**.

Background information on the South East Kowloon Development from 1989 to January 2004

Introduction

In 1989 the Administration announced the plan to build a new airport at Chek Lap Kok. Thereafter, it started to plan for the development of the Kai Tak Airport and its adjacent areas, which includes Kwun Tong Typhoon Shelter, Kowloon Bay, Kowloon City, Ma Tau Kok, To Kwa Wan and Hung Hom. In September 1991 the Executive Council endorsed the Metroplan Selected Strategy which proposed a broad land use framework for redevelopment of the South East Kowloon Development (SEKD).

2. In June 1992, the Administration commissioned a study to translate the Metroplan concepts for South East Kowloon into more specific planning objectives and action plans. The South East Kowloon Development Statement was completed in September 1993 and endorsed by the Land Development Policy Committee in November 1993. The Public Works Subcommittee (PWSC) endorsed and the Finance Committee (FC) approved the funding for undertaking a comprehensive feasibility study on SEKD on 29 March 1995 and 28 April 1995 respectively.

Draft Outline Zoning Plans in 1998

3. The whole feasibility study was completed in May 1998 and made the following proposals –

- (a) the whole SEKD area would cover about 579 hectares (ha) of land, with about 280 ha coming from the Kai Tak Airport site and the remaining 299 ha to be reclaimed from Kowloon Bay and Kai Tak Nullah/Kwun Tong Typhoon Shelter;
- (b) a total of 123 ha of land in SEKD would be reserved for housing development to accommodate a population of 320 000;
- (c) a total of 113 ha of land would be reserved for open space, including a metropolitan park of about 50 ha;
- (d) some 13 ha of land would be reserved for commercial uses, including hotels and offices and 14 ha for industrial uses. The industrial area would be sandwiched between two trunk roads; and

- (e) a typhoon shelter would be reprovisioned in the south eastern end of the SEKD.

4. The proposals of the study were transferred into two draft Outline Zoning Plans (OZPs), namely, the draft Kai Tak (North) OZP and the draft Kai Tak (South) OZP, which were gazetted on 4 September 1998.

5. The Administration then consulted the Panel on Planning, Lands and Works (PLW Panel), professional institutes, the green groups and the general public on the draft OZPs. Public forums were also held to gauge the public views. During the two-month exhibition period of the draft OZPs, the Town Planning Board (TPB) received a total of 380 and 427 objections against the draft Kai Tak (North) OZP and the draft Kai Tak (South) OZP respectively. Most of the objections were related to the extent of the proposed reclamation. The Legislative Council (LegCo) passed a motion on 27 January 1999 calling on the Administration to revise the proposal for SEKD, taking into account environmental, housing and transport needs in the 21st century.

Revised scheme on South East Kowloon Development in 1999

6. Taking into account the mainstream opinions and the alternative proposals raised, the Administration prepared a revised scheme on SEKD and an outline concept plan for public comments in June 1999. The main features of the outline concept plan were as follows –

- (a) the new development areas would cover about 437 ha of land, with the extent of reclamation substantially reduced from 299 ha to 161 ha;
- (b) about 150 ha of land would be reserved for development of housing and local government/institution/community facilities to serve an estimated population of about 240 000 based on the maximum domestic plot ratio of 6.5;
- (c) the two planned trunk roads would be maintained with a possible railway line connecting Kowloon Canton Railway Hung Hom Station and Mass Transit Railway Diamond Hill Station; and
- (d) a metropolitan park of 24 ha in size.

7. The Administration then presented the outline concept plan for the revised scheme on SEKD to the PLW Panel on 20 July 1999. The Panel invited professional organizations to give views on the revised scheme. The revised scheme received support from various organizations, although there was still concern about the extent of reclamation.

8. Based on the outline concept plan, the Administration then commissioned a new Comprehensive Feasibility Study for the Revised Scheme of the SEKD in November 1999. The Comprehensive Feasibility Study was divided into two stages. Stage 1 reviewed the outline concept plan in light of public views and latest developments, and produced a Preliminary Layout Plan (PLP). Stage 2 entailed more detailed studies and preliminary design.

9. Stage 1 of the Comprehensive Feasibility Study was completed in May 2000. The Administration briefed the PLW Panel on the PLP on 8 June 2000. The PLP provided the planning concept for the future development of South East Kowloon. According to the PLP, the new development area of SEKD would measure 403 ha and the scale of reclamation would be further reduced to 123 ha. Whilst supporting the PLP in general, members were concerned how the PLP would comply with the principles of sustainability. Questions were raised in the following aspects –

- (a) the environmental impact of the Public Filling Barging Point, the Refuse Transfer Station and a helipad to be provided near the Laguna City;
- (b) the pollution problems in the Kwun Tong Typhoon Shelter and the Kai Tak Approach Channel;
- (c) the traffic and transport infrastructure to be developed in the area;
- (d) integration of the future SEKD with the neighbouring old districts;
and
- (e) suitability of providing a stadium with 50 000 seats.

10. During the public consultation on the PLP, there were requests for early development of North Apron of Kai Tak Airport (NAKTA) to accommodate housing demand. There were also requests for immediate action to improve the polluted Kai Tak Approach Channel. The Administration reported the outcome of the public consultation exercise to PLW Panel on 4 December 2000. Members supported the commencement of detailed design of infrastructure on North Apron of Kai Tak Airport and reclamation of the Kai Tak Approach Channel. After the completion of Stage 2 of the Comprehensive Feasibility Study in June 2001, the Administration sought funding for the relevant site investigation and detailed design works. The PWSC endorsed and the FC approved the funding on 31 October and 23 November 2001 respectively.

Revised Outline Zoning Plans in 2001

11. On 24 August 2001, the Administration gazetted the revised draft OZPs for the SEKD, Kai Tak (North) OZP and Kai Tak (South) OZP. These draft OZPs incorporated the recommendations in the Comprehensive Feasibility Study on SEKD. The major differences between the draft OZPs gazetted on 4 September 1998 and those on 24 August 2001 were as follows -

- (a) the extent of the proposed reclamation area was reduced from 299 ha to 133 ha;
- (b) the designation of housing sites was subject to different plot ratio restrictions stepping from higher development intensity near the railway stations of the proposed Shatin to Central Link to lower development intensity near the waterfront;
- (c) the population to be accommodated in the site was reduced from 320 000 to about 260 000;
- (d) the Kai Tak Point area would be reserved for tourism-related and recreational facilities including a cruise terminal and a multi-purpose stadium; and
- (e) the provision of some 130 ha open space including a metropolitan park and harbour front promenade.

12. The draft OZPs, with some amendments to provide more flexibility for future developments, were approved by the Chief Executive in Council on 25 June 2002.

Litigation on harbour reclamation

13. In February 2003, the Society for Protection of the Harbour Limited (SPH) applied for a judicial review of the decision of the Town Planning Board (TPB) in respect of the draft Wan Chai North OZP, mainly concerning the extent of reclamation. The case was first heard by the Court of First Instance which ruled that the decision of the TPB was quashed and the TPB was ordered to reconsider the OZP and the related objections. The case eventually went to the Court of Final Appeal (CFA). CFA upheld the ruling made by the Court of First Instance.

14. In its judgment handed down on 9 January 2004, CFA clarified the legal principles behind the Protection of the Harbour Ordinance (Cap. 531) (PHO). CFA clarified that the presumption against reclamation in section 3 of the Ordinance can only be rebutted if a single test, that is, "the overriding

public need test”, could be satisfied. Public needs are community needs and include the economic, environmental and social needs of the community. A need should only be regarded as overriding if it is a compelling and present need and there is no reasonable alternative to reclamation.

15. In the light of the judgment of CFA on 9 January 2004, the Government undertook to re-plan the Kai Tak Development and review the relevant works to ensure that the development would be in full compliance with the CFA’s requirements.

Kai Tak Planning Review

**Key development parameters of the Outline Concept Plans
set out in the Stage 2 Public Participation of the Kai Tak Planning Review**

	Planning in 2001*	Outline Concept Plan 1 – City in the Part	Outline Concept Plan 2 – Kai Tak Glamour	Outline Concept Plan 3 – Sports by the Harbour
Population:	260 000	128 000	97 000	69 000
No. of flats:	87 000	46 000	33 000	24 000
Domestic plot ratio:	3 – 7.5	4 – 5	3 – 5	2 – 4
Employment:	75 000	32 000	75 000	56 000
Office gross floor area (m ²):	107 000	187 000	781 000	395 000
Hotel rooms:	550	1 800	9 000	8 400
Non-domestic plot ratio:	1 – 4.6	--	9.5	9.5

* Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development completed in 2001

Source: Paper provided by the Administration on “Kai Tak Planning Review : Stage 2 Public Participation – Outline Concept Plans” (LC Paper No. CB(1)525/05-06(05))

Appendix III

Organizations that have given views to the Panel on Kai Tak Planning Review

Organizations	Subject matters raised	Paper
The Hong Kong Institute of Architects	<ul style="list-style-type: none"> ◆ Urban design ◆ Stadium ◆ Cruise Terminal ◆ KTAC 	LC Paper No. CB(1)801/05-06(04) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-4e.pdf
The Hong Kong Institution of Engineers	<ul style="list-style-type: none"> ◆ Cruise terminal ◆ Heliport ◆ Stadium ◆ Metro Park ◆ KTAC ◆ Transport infrastructure 	LC Paper No. CB(1)769/05-06(04) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-4e.pdf
The Hong Kong Institute of Planners	<ul style="list-style-type: none"> ◆ Transport infrastructure ◆ Development density and land use ◆ Urban design ◆ Interface with neighbouring areas ◆ KTAC ◆ Metro Park ◆ Stadium ◆ Cruise Terminal 	LC Paper No. CB(1)769/05-06(08) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-8e.pdf
The Hong Kong Institute of Surveyors	<ul style="list-style-type: none"> ◆ Stadium ◆ Interface with neighbouring areas ◆ Plot ratio ◆ Residential development ◆ Waterfront promenade ◆ Public housing ◆ Cruise terminal ◆ Transport facilities 	LC Paper No. CB(1)1018/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-1018-1e-scan.pdf
The Hong Kong Construction Association Ltd.	<ul style="list-style-type: none"> ◆ Waterfront promenade ◆ Metro Park ◆ KTAC ◆ Stadium ◆ Cruise terminal 	LC Paper No. CB(1)769/05-06(06) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-6e.pdf

Organizations	Subject matters raised	Paper
	<ul style="list-style-type: none"> ◆ Sustainability ◆ Environmental impacts 	
HK Civic Design Association	<ul style="list-style-type: none"> ◆ Stadium 	<p>LC Paper No. CB(1)759/05-06(02) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-759-2e.pdf</p> <p>LC Paper No. CB(1)801/05-06(06) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-6e.pdf</p>
The Real Estate Developers Association of Hong Kong	<ul style="list-style-type: none"> ◆ Development density and land use ◆ Transport infrastructure ◆ Cruise terminal ◆ Sports facilities ◆ Reclamation 	<p>LC Paper No. CB(1)698/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-698-1e.pdf</p>
Designing Hong Kong Harbour District/The Experience Group, Limited	<ul style="list-style-type: none"> ◆ Cruise terminal ◆ Land use ◆ Urban design ◆ Waterfront promenade ◆ KTAC 	<p>LC Paper No. CB(1)567/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-567-1e.pdf</p> <p>LC Paper No. CB(1)801/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-1e.pdf</p> <p>LC Paper No. CB(1)882/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-882-1e.pdf</p>
Community Alliance on Kai Tak Development	<ul style="list-style-type: none"> ◆ Protection of heritage ◆ Communal facilities ◆ Protection of the shoreline and the 	<p>LC Paper No. CB(1)698/05-06(02) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/</p>

Organizations	Subject matters raised	Paper
	<ul style="list-style-type: none"> ridgeline ◆ Promoting aviation culture ◆ Transport infrastructure ◆ Revitalizing old districts ◆ Diversifying economic activities 	plw0125cb1-698-2c.pdf
City Planning Concern Group	<ul style="list-style-type: none"> ◆ Tourism industry ◆ KTAC ◆ Cruise Terminal ◆ Heliport 	<p>LC Paper No. CB(1)591/05-06(01) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw1220cb1-591-1c.pdf</p> <p>LC Paper No. CB(1)750/05-06(08) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-8c.pdf</p> <p>LC Paper No. CB(1)769/05-06(02) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-769-2c.pdf</p>
The Save Kai Tak Campaign	<ul style="list-style-type: none"> ◆ Cruise terminal ◆ Kai Tak Runway ◆ Pollution ◆ Light aircraft runway 	<p>LC Paper No. CB(1)801/05-06(03) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-3ec.pdf</p>
Kowloon City District Council	<ul style="list-style-type: none"> ◆ Cruise terminal ◆ Transport infrastructure ◆ Interface with neighbouring areas ◆ KTAC ◆ Stadium ◆ Public housing ◆ Protection of the ridgeline 	<p>LC Paper No. CB(1)769/05-06(01) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-769-1c.pdf</p>
Tuen Mun District Council	<ul style="list-style-type: none"> ◆ Tourism industry ◆ KTAC 	(No written submission)

Organizations	Subject matters raised	Paper
	<ul style="list-style-type: none"> ◆ Cruise Terminal ◆ Heliport 	Minutes http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf
Kwun Tong District Council	<ul style="list-style-type: none"> ◆ Transport infrastructure ◆ Interface with neighbouring districts ◆ KTAC ◆ Kwun Tong Typhoon Shelter and Public Cargo Working Area in Kwun Tong ◆ Waterfront promenade 	(No written submission) Minutes http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf
Mr TIN Sai-ming, Tsuen Wan District Council Member	<ul style="list-style-type: none"> ◆ Sports facilities 	LC Paper No. CB(1)750/05-06(04) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-4c.pdf
Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.	<ul style="list-style-type: none"> ◆ To Kwa Wan and Kwun Tong Typhoon Shelters 	LC Paper No. CB(1)801/05-06(02) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-2c.pdf
關注維港避風塘聯席會議	<ul style="list-style-type: none"> ◆ To Kwa Wan and Kwun Tong Typhoon Shelters and Public Cargo Working Areas in Kwun Tong and Cha Kwo Ling 	LC Paper No. CB(1)750/05-06(02) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-2c.pdf
Hong Kong Cargo-Vessel Traders' Association Ltd.	<ul style="list-style-type: none"> ◆ To Kwa Wan and Kwun Tong Typhoon Shelters and Public Cargo Working Areas in Kwun Tong and Cha Kwo Ling 	LC Paper No. CB(1)750/06-06(03) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-3c.pdf
Hong Kong Logistics Management Staff Association	<ul style="list-style-type: none"> ◆ Cruise terminal 	LC Paper No. CB(1)750/05-06(05) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-5c.pdf

Organizations	Subject matters raised	Paper
Hong Kong Aviation Club (HKAC)	<ul style="list-style-type: none"> ◆ HKAC's current site at Sung Wong Toi Road, Kai Tak 	LC Paper No. CB(1)759/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-759-1e.pdf
Hong Kong Air Cadet Corps (HKACC)	<ul style="list-style-type: none"> ◆ Headquarters complex of HKACC ◆ Aviation Development Centre 	LC Paper No. CB(1)502/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-502-1e.pdf LC Paper No. CB(1)750/05-06(07) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-750-7e.pdf LC Paper No. CB(1)801/05-06(05) http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-5c.pdf
Hong Kong, China Rowing Association	<ul style="list-style-type: none"> ◆ KTAC ◆ Sports facilities ◆ Stadium 	LC Paper No. CB(1)769/05-06(03) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-3e.pdf
Hong Kong Football Association Limited	<ul style="list-style-type: none"> ◆ Stadium 	LC Paper No. CB(1)750/05-06(06) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-750-6e.pdf
Hong Kong Schools Sports Federation	<ul style="list-style-type: none"> ◆ Stadium 	LC Paper No. CB(1)769/05-06(05) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-5e.pdf

Organizations	Subject matters raised	Paper
Hong Kong Muay Thai Association	◆ Stadium	LC Paper No. CB(1)769/05-06(07) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-7e.pdf
Sports Federation & Olympic Committee of Hong Kong, China	◆ Stadium	LC Paper No. CB(1)801/05-06(07) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-7e.pdf
Hong Kong Rugby Football Union	◆ Stadium	LC Paper No. CB(1)801/05-06(08) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-8e-scan.pdf
Hong Kong Squash	◆ Stadium	LC Paper No. CB(1)778/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-778-1e.pdf
Hong Kong Tourism Board	◆ Cruise terminal	(No written submission) Minutes http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf
Travel Industry Council of Hong Kong	◆ Cruise terminal ◆ Transport infrastructure	(No written submission) Minutes http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf
S.K.Y. Travel	◆ Cruise terminal	(No written submission) Minutes http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf

Organizations	Subject matters raised	Paper
Hong Kong Hotels Association	◆ Cruise terminal	LC Paper No. CB(1)750/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-750-1e.pdf

Kai Tak Planning Review

List of relevant papers

Council/Committee	Date of meeting	Paper
Panel on Planning, Lands and Works (PLW Panel)	21 May 1996	<p>Appendix to LegCo Paper No. CB(1)1401/95-96 (no softcopy is available)</p> <p>Minutes (LC Paper No. CB(1)1947/95-96) http://www.legco.gov.hk/yr95-96/english/panels/plw/minutes/pl210596.htm</p>
PLW Panel	15 January 1998	<p>Administration's paper on "South East Kowloon Development at Kai Tak Airport – Decontamination and Site Preparation" (PLC Paper No. CB(1)763(01)) http://www.legco.gov.hk/yr97-98/english/panels/plw/papers/pl1501-4.htm</p> <p>Minutes (PLC Paper No. CB(1)1007) http://www.legco.gov.hk/yr97-98/english/panels/plw/minutes/pl150198.htm</p>
Public Works Subcommittee (PWSC)	17 February 1998	<p>Administration's paper on "Head 707 – New Towns and Urban Area Development – Kowloon Development Civil Engineering – Land development – 469CL – South East Kowloon Development at Kai Tak Airport – Early Development Package" (PWSC(97-98)125) http://www.legco.gov.hk/yr97-98/english/fc/pwsc/papers/p1702125.htm</p> <p>Minutes (PLC Paper No. PWSC79) http://www.legco.gov.hk/yr97-98/english/fc/pwsc/minutes/pwmn1702.htm</p>
Finance Committee (FC)	27 February 1998	<p>Administration's paper on "Recommendations of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects" (FCR(97-98)93) http://www.legco.gov.hk/yr97-98/english/fc/fc/papers/f97-93e.doc</p>

Council/Committee	Date of meeting	Paper
		Minutes (PLC Paper No. FC152) (http://www.legco.gov.hk/yr97-98/english/fc/fc/minutes/fcmn2702.htm)
Council meeting	29 July 1998	Hansard (http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980729fe.htm)
PLW Panel	10 September 1998	Administration's paper on "South East Kowloon Development at Kai Tak Airport – Site Investigations and Consultants Fees" (LC Paper No. CB(1)167/98-99(01)) (http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl1009_4.htm) Minutes (LC Paper No. CB(1)303/98-99) (http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl100998.htm)
PLW Panel	17 September 1998	Administration's paper on "Kowloon Planning Area No. 19 – Draft Kai Tak (North) Outline Zoning Plan No. S/K19/1" (LC Paper No. CB(1)203/98-99(01)) http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e01.pdf Administration's paper on "Kowloon Planning Area No. 21 – Draft Kai Tak (South) Outline Zoning Plan No. S/K21/1" (LC Paper No. CB(1)203/98-99(02)) (http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e02.pdf) Minutes (LC Paper No. CB(1)372/98-99) (http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl170998.htm)
PWSC	23 September 1998	Administration's paper on "Head 707 – New Towns and Urban Area Development – Kowloon Development Civil Engineering – Land development – 469CL – South East Kowloon Development at Kai Tak Airport – Early Development Package" (PWSC(98-99)18) (http://www.legco.gov.hk/yr98-99/english/fc/)

Council/Committee	Date of meeting	Paper
		<p>pwsc/papers/pw230918.pdf)</p> <p>Minutes (LC Paper No. PWSC26/98-99) http://www.legco.gov.hk/yr98-99/english/fc/pwsc/minutes/pw230998.htm)</p>
Council meeting	30 September 1998	<p>Hansard http://www.legco.gov.hk/yr98-99/english/cou/nmtg/hansard/980930fe.htm)</p>
PLW Panel	29 October 1998	<p>Administration's paper on "469CL : South East Kowloon Development at Kai Tak Airport – Early Development Package" ((P)50/14/10) http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl29101b.htm)</p> <p>Minutes (LC Paper No. CB(1)819/98-99) http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl291098.htm)</p>
Council meeting	27 January 1999	<p>Hansard http://www.legco.gov.hk/yr98-99/english/cou/nmtg/hansard/990127fe.htm)</p>
PLW Panel	9 March 1999	<p>Minutes (LC Paper No. 1364/98-99) http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl090399.htm)</p>
PLW Panel	20 July 1999	<p>Administration's paper on "South East Kowloon Development – Outline Concept Plan for the Revised Scheme" (LC Paper No. CB(1)1663/98-99(03)) http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl20074a.htm)</p> <p>Minutes (LC Paper No. CB(1)1979/98-99) http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl200799.htm)</p>

Council/Committee	Date of meeting	Paper
PLW Panel	8 June 2000	<p>Administration's paper on "Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development" (LC Paper No. CB(1)1748/99-00(01)) http://www.legco.gov.hk/yr99-00/english/panels/plw/papers/a1748e01.pdf</p> <p>Minutes (LC Paper No. CB(1)1979/99-00) http://www.legco.gov.hk/yr99-00/english/panels/plw/minutes/pl080600.pdf</p>
PLW Panel	4 December 2000	<p>Administration's paper on "South East Kowloon Development – Proposed Start of Detailed Design" (LC Paper No. CB(1)233/00-01(03)) http://www.legco.gov.hk/yr00-01/english/panels/plw/papers/a233e03.pdf</p> <p>Minutes (LC Paper No. CB(1)637/00-01) http://www.legco.gov.hk/yr00-01/english/panels/plw/minutes/pl041200.pdf</p>
Council meeting	30 May 2001	<p>Hansard http://www.legco.gov.hk/yr00-01/english/counmtg/hansard/010530fe.pdf</p>
PLW Panel	2 November 2001	<p>Administration's paper on "South East Kowloon Development – Development at the North Apron Area of Kai Tak Airport and Reclamation at the Kai Tak Approach Channel" (LC Paper No. CB(1)104/01-02) http://www.legco.gov.hk/yr01-02/english/panels/plw/papers/cb1-104e.pdf</p>
PWSC	31 October 2001	<p>Administration's paper on "Head 707 – New Towns and Urban Area Development – Kowloon Development – Civil Engineering - Land Development – 465CL - South East Kowloon Development – Waterfront Facilities and Kai Tak Nullah/Kwun Tong Typhoon Shelter Reclamation" (PWSC(2001-02)63) http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-63e.pdf</p>

Council/Committee	Date of meeting	Paper
		<p>Administration's paper on "Head 707 – New Towns and Urban Area Development – Kowloon Development – Civil Engineering – Land Development – 469CL – South East Kowloon Development at Kai Tak Airport – Early Development Package" (PWSC(2001-02)64) http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-64e.pdf</p> <p>Minutes (LC Paper No. PWSC30/01-02) http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw011031.pdf</p>
FC	23 November 2001	<p>Administration's paper on "Recommendations of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects" (FC(2001-02)39) http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f01-39e.pdf</p> <p>Minutes (LC Paper No. FC29/01-02) http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc011123.pdf</p>
Council meeting	17 April 2002	<p>Hansard http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0417ti-translate-e.pdf</p>
PWSC	26 June 2002	<p>Administration's paper on "Head 707 - New Towns and Urban Area Development – Kowloon Development – Civil Engineering – Land Development – 482CL – Kowloon Bay Reclamation – Early Development Package" (PWSC(2002-03)54) http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-54e.pdf</p> <p>Administration's paper on "Head 707 – New Towns and Urban Area Development – Kowloon Development – Civil Engineering – Land Development – 465CL – South East Kowloon Development – Waterfront Facilities and Kai Tak Nullah/Kwun Tong Typhoon Shelter Reclamation"</p>

Council/Committee	Date of meeting	Paper
		<p>(PWSC(2001-02)55) http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-55e.pdf</p> <p>Minutes (LC Paper No. PWSC155/01-02) http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw020626.pdf</p>
FC	15 July 2002	<p>Administration's paper on "Recommendations of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects" (FC(2002-03)30) http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f02-30e.pdf</p> <p>Minutes (LC Paper No. FC24/02-03) http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc020715.pdf</p>
PLW Panel	27 January 2004	<p>Administration's paper on "PWP Item No. 469CL – South East Kowloon Development – Infrastructure at North Apron Area of Kai Tak Airport" (LC Paper CB(1)813/03-04(07)) http://www.legco.gov.hk/yr03-04/english/panels/plw/papers/plw0127cb1-813-7e.pdf</p> <p>Minutes (LC Paper No. CB(1)1313/03-04) http://www.legco.gov.hk/yr03-04/english/panels/plw/minutes/pl040127.pdf</p>
PWSC	18 February 2004	<p>Administration's paper on "Head 707 – New Towns and Urban Area Development – Kowloon Development – Civil Engineering – Land Development – 469CL – South East Kowloon Development – Infrastructure at North Apron Area of Kai Tak Airport" (PWSC(2003-04)66) http://www.legco.gov.hk/yr03-04/english/fc/pwsc/papers/p03-66e.pdf</p> <p>Minutes (LC Paper No. PWSC52/03-04) http://www.legco.gov.hk/yr03-04/english/fc/pwsc/minutes/pw040218.pdf</p>

Council/Committee	Date of meeting	Paper
FC	27 February 2004	<p>Administration's paper on "Recommendations of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects" (FC(2003-04)60) http://www.legco.gov.hk/yr03-04/english/fc/fc/papers/f03-60e.pdf</p> <p>Minutes (LC Paper No. FC72/03-04) http://www.legco.gov.hk/yr03-04/english/fc/fc/minutes/fc040227.pdf</p>
PLW Panel	22 February 2005	<p>Administration's paper on "Progress of the Review of Wan Chai Development Phase II and Kai Tak" (LC Paper No. CB(1)921/04-05(01)) http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-1e.pdf</p> <p>Background brief on "South East Kowloon Development" (LC Paper No. CB(1)921/04-05(03)) http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-3e.pdf</p> <p>Minutes (LC Paper No. CB(1)1117/04-05) http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050222.pdf</p>
PLW Panel	28 June 2005	<p>Administration's paper on "Kai Tak Planning Review" (LC Paper No. CB(1)1875/04-05(05)) http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0628cb1-1875-5e.pdf</p> <p>Background brief on "South East Kowloon Development" (LC Paper No. CB(1)921/04-05(03)) http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-3e.pdf</p> <p>Minutes (LC Paper No. CB(1)2291/04-05) http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf</p>

Council/Committee	Date of meeting	Paper
PLW Panel	20 December 2005	<p>Administration's paper on "Kai Tak Planning Review Stage 2 Public Participation – Outline Concept Plans" (LC Paper No. CB(1)525/05-06(05)) (http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-5e.pdf)</p> <p>Background brief on "Kai Tai Planning Review" (LC Paper No. CB(1)525/05-06(06)) (http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-6e.pdf)</p> <p>Minutes (LC Paper No. CB(1)952/05-06) (http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl051220.pdf)</p>
PLW Panel	25 January 2006	<p>Submissions (http://www.legco.gov.hk/yr05-06/english/panels/plw/agenda/plag0125.htm)</p> <p>Minutes (LC Paper No. CB(1)1520/05-06) (http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf)</p>