

**立法會**  
**Legislative Council**

LC Paper No. CB(1)570/08-09(04)

Ref. : CB1/PL/DEV

**Panel on Development**

**Meeting on 20 January 2009**

**Background brief on Kai Tak Development**

**Purpose**

This paper provides background information on the Kai Tak Development and a summary of the deliberations of the Panel on Development (formerly known as "Panel on Planning, Lands and Works") on the planning issues in relation to the development area.

2. The background to 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) prior to 2004 is given in **Appendix I**.

**Kai Tak Planning Review**

3. Under the former Kai Tak (North) and (South) OZPs approved by the Chief Executive in Council on 25 June 2002, the Kai Tak Development involved a total reclamation area of about 133 hectares in the harbour. In the light of the judgment of the Court of Final Appeal handed down on 9 January 2004 in respect of the draft Wan Chai North OZP, the Government undertook to re-plan the Kai Tak Development to ensure that the development would be in full compliance with the requirements of the Protection of the Harbour Ordinance (Cap. 531). For this purpose, the Administration had commissioned the Kai Tak Planning Review, which was tasked to formulate a Preliminary Outline Development Plan (PODP) for Kai Tak, with "no reclamation" as the starting point.

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 the judgment of the Court of Final Appeal handed down in January 2004, a "no reclamation" scenario had been adopted as the starting point in preparing these development concepts. Key features of the three OCPs, including their respective themes and the major development components are given in **Appendix II**. The Administration briefed the Panel on the Stage 2 exercise on 20 December 2005. The Panel held a meeting on 25 January 2006 to receive public views on the OCPs and related planning issues.

6. In June 2006, the study proceeded to Stage 3 or the final stage of the Planning Review, i.e. the preparation of the PODP. On the basis of the "no reclamation" scenario, the Draft PODP proposed a balance of residential, commercial office/hotel, sports and tourism developments in Kai Tak. The key proposals of the Draft PODP are set out in **Appendix III**. The Administration briefed the Panel on the Draft PODP on 27 June 2006.

7. Taking into account the public comments received on the Draft PODP and the findings of the Preliminary Technical Assessments, the Administration revised the PDOP. The key amendments to the PODP are given in **Appendix IV**. The Administration briefed the Panel on the Revised PODP on 24 October 2006. The Panel held a meeting on 14 November 2006 to receive public views on the Revised PODP.

8. A new draft Kai Tak OZP, which was prepared on the basis of the proposals in the Revised PODP, was exhibited by the Town Planning Board (TPB) for public inspection under section 5 of the Town Planning Ordinance (Cap. 131) on 24 November 2006. Having considered the representations and comments on representations received from the public during the exhibition periods, TPB published two batches of amendments to the draft OZP under section 6C(2) of the Ordinance on 25 May 2007 and 24 August 2007. The draft OZP as amended by these subsequent amendments was approved by the Chief Executive in Council on 6 November 2007. Details of the representations and comments received from the public and TPB's relevant deliberations are given in the Legislative Council Brief on "Approved Kai Tak Outline Zoning Plan No. S/K22/2" issued by the Planning Department in November 2007.

9. Under the approved OZP, the Kai Tak Development is about 323 hectares in size, and covers the North Apron Area, South Apron Area and Runway Area of the ex-airport site and the waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling. Adjacent to these waterfront areas are the existing water bodies of Kai Tak Approach Channel, To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter. The overall planning intention is to develop Kai Tak as the "Heritage, Green, Sports and Tourism Hub of Hong Kong".

10. According to the Explanatory Statement of the approved OZP, the total population to be accommodated in the development area is estimated to be about 86 000. First intake of population for the new development is expected to commence in 2012. The land use distribution in the area is as follows --

<u>Land use zonings</u>	<u>Area (hectares)</u>
Commercial	17.04
Comprehensive Development Area	5.61
Residential (Group A)	10.40
Residential (Group B)	19.85
Residential (Group C)	6.07
Government, Institution or Community	36.05
Open Space	97.69
Other specified uses	58.50

### **Deliberations of the Panel**

11. The concerns and views expressed by Panel members on the Revised PODP and the Administration's responses during the Panel discussions on 24 October 2006 and 14 November 2006 are summarized in the ensuing paragraphs.

12. For a summary of Panel members' concerns and views expressed during the Panel discussions at the preceding stages of the Kai Tak Planning Review, please refer to **Appendix V**.

### General comments

13. Members in general appreciated that the Administration had adopted a planning approach with emphasis on public participation. Some members expressed the view that the Government's interaction with the community in planning Kai Tak had achieved results and the Revised PODP was a satisfactory development plan.

14. A member however expressed the view that the revised PODP failed to meet public aspirations as the best locations were designated for the Cruise Terminal, Heliport and hotels, rather than for facilities to be used by the general public. The member also criticized that the Administration had failed to honour its pledge made in the 1990s of reserving land in Kai Tak to facilitate urban renewal for old and densely populated districts like Kwun Tong, Wong Tai Sin and Hung Hom.

### Development intensity and environmental issues

15. Individual members expressed the following concerns and views on development intensity and air ventilation --

- (a) whether the Administration would adopt any environmental protection concepts at the detailed design stage of Kai Tak, such as rooftop greening, renewal energy, waste classification facilities at the household level and designs to promote good air ventilation;
- (b) the layout of the public rental housing should be so designed to avoid a congested layout;
- (c) special attention should be given to ensuring good air ventilation to avoid creating the "wall effect"; and
- (d) the planning should encourage good architectural designs that would be creative and aesthetically appealing.

16. The Administration emphasized that there would not be any "wall effect" because the plot ratios would be generally low and there would be site coverage restrictions specified in the OZP to ensure good air ventilation. Kai Tak was designed to be a podium-free environment. While important planning parameters would be prescribed in the OZP, there would be sufficient room for creativity in the architectural designs for the future buildings in the area. An air ventilation assessment had been conducted and the commercial developments at the ex-Shatin to Central Link depot site would not block southeast wind from blowing into Kowloon City because the plot ratio for those developments would only be about 4.5. Commercial developments with a higher plot ratio of 9.5 would only be located at the future town centre. Important environmental protection concepts such as the monorail system, centralized cooling system, centralized underground conduits and rooftop greening had already been incorporated into the planning for Kai Tak.

### Transport infrastructure

17. Individual members expressed the following concerns and views on the transport infrastructure to serve Kai Tak --

- (a) whether there would be sufficient transport facilities in Kai Tak to meet the transport need of the residential population, working population and tourists. The Shatin to Central Link alone might be inadequate in meeting the inter-district transport need of Kai Tak;

- (b) whether transport infrastructure would be completed in time to serve the Cruise Terminal when it started to operate;
- (c) whether there would be many at-grade roads in Kai Tak;
- (d) Road T2 and roads on the former runway should be built underground as far as possible; and
- (e) whether the Administration would consider planning a mass transit railway system to serve Kai Tak.

18. The Administration assured members that there would be sufficient transport facilities to support the Cruise Terminal operation and a public transport interchange had already been planned in the area. Temporary roads would be built if necessary. The majority of the roads in Kai Tak would circumscribe instead of running through Kai Tak. The roads in Kai Tak would be designed in such a way that only vehicles destined for a certain area would enter that area. Road T2 would mainly be built in the form of a tunnel. As for the roads on the former runway, constructing all of them as underground roads would be very expensive; additional facilities such as ventilation systems and fire services systems would be required and maintenance costs would be very high. One option being explored was to build semi-sunken roads which would enable pedestrians to access the Kai Tak waterfront easily. There would be separation of pedestrians and vehicles along the former runway and at the transport interchange. Roads in Kai Tak would be built in a way to minimize noise and air pollution.

19. The Administration also advised that there would be an environmental friendly transport system in Kai Tak and the Shatin to Central Link would be connected with the Mass Transit Railway network. The monorail system for Kai Tak, if implemented, would be above ground level so that it could also serve a tourism purpose in addition to meeting transport needs.

#### Connectivity with neighbouring districts

20. Members considered that the development of Kai Tak should create opportunities and benefits for the neighbouring districts. There should be good integration of Kai Tak with the neighbouring districts and there should be enhancement works for those districts. In this regard, members expressed concern on the adequacy of pedestrian access facilities to connect Kai Tak with other neighbouring districts. The Administration advised that there would be easy access to Kai Tak from the various neighbouring districts. 21 pedestrian crossings had already been planned to connect Kai Tak with the neighbouring districts.

21. Members noted that as part of the possible monorail system, the revised PODP had included a bridge link to connect Kwun Tong waterfront for pedestrian and vehicular connections. A member suggested that the monorail system be extended to Kwun Tong town centre by using the site of the existing fire station as one of its terminals if relocation of the fire station was feasible. Another member expressed reservation over the construction of a monorail system for Kai Tak alone, for fear that the fares would be high and the system would repeat the failure of the Light Transit Railway.

22. The Administration advised that while it was the planning intention to extend the monorail system to Kwun Tong town centre, the proposal might affect private land and had to be carefully studied. Besides, the bridge link to Kwun Tong might require harbour reclamation. The bridge link proposal would be examined in the engineering feasibility study on the proposed developments at Kai Tak.

#### Kai Tak Approach Channel

23. On members' concern about the environmental problems at the Kai Tak Approach Channel (KTAC), the Administration advised that the current planning was to create a 600-metre opening at the northern end of the runway to improve water circulation and to reduce sedimentation, thus improving the water quality at KTAC. The existing sediments which caused the odour would have to be treated. The planned developments in Kai Tak would proceed only if it could be confirmed that the environmental problems relating to the odour and water quality of KTAC could be effectively mitigated to meet the stringent requirements under the Environmental Impact Assessment Ordinance (Cap. 499).

24. As to whether KTAC could be used water sports activities in future, the Administration advised that water sports activities were not proposed at KTAC at the present stage because the water quality study indicated that even after implementation of mitigation measures, the water quality was not up to the required standard.

#### Multi-purpose Stadium Complex and Metro Park

25. Some members expressed reservation on the location of the Stadium Complex. There was a concern that the Stadium Complex might affect the integrity of the Metro Park and there might be difficulties in attaining a good design for the portion of the Metro Park located at the 600-metre deck above the opening of the former runway. A member considered it a planning blunder to provide a mega sports stadium in Kai Tak and queried the appropriateness of locating the Metro Park next to the To Kwa Wan Typhoon Shelter.

26. The Administration explained that placing the Stadium Complex at the waterfront would enable it to serve as an icon in the Victoria Harbour, and the

arrangement could realize the stadium-in-the-park concept in providing a lot of greening areas around the Stadium Complex. The location would provide a catalyst to rejuvenate the old areas and was supported by the Kowloon City community and the sports sector. The location of the Metro Park was constrained by the presence of the Kai Tak Tunnel which would continue to operate. The 600-metre deck above the opening of the former runway would be more suitable for constructing the Metro Park than for other building developments. As vessels would use the To Kwa Wan Typhoon Shelter mainly during typhoons, the view from the Metro Park would not be affected for most of the time.

### Cross-boundary Heliport

27. Some members expressed reservation on the proposed location of the Heliport at the tip of the former runway, and queried the justification for not constructing a roof-top Heliport for the sake of accommodating single-engine helicopters.

28. The Administration advised that it had been searching for the most appropriate site to meet the forecast growth of cross-boundary heliport services over the past years before arriving at the current proposal. With the shared use of customs, immigration and health quarantine facilities with the Cruise Terminal, synergy effect would be created whereby on ward travel to/from the Cruise Terminal was readily available, and hotel, shopping and entertainment facilities were within walking distance for the helicopter service travellers. Overseas experience had demonstrated that single-engine helicopters were very important to heliport development because, when compared with dual-engine helicopters, they were less expensive, more fuel-saving, generating less noise and had a more flexible mode of operation. Constructing the Heliport at-grade and by the coastline would accommodate both single- and dual-engine helicopters, and the services offered would be more flexible and cost-effective.

### Tourism node

29. Some members expressed concern about the height and bulk of the proposed integrated tourism-related development of about 200 mPD high housing an observation gallery. A member expressed the view that there was no need to construct an observation gallery in Kai Tak, be it a thin or massive one, because it would further ruin the overall design outlook of Kai Tak.

30. The Administration advised that there would be height restriction for the integrated tourism-related development and the detailed plan of the development would have to be approved by TPB.

## Cruise Terminal

31. A member queried whether it would be possible to relocate the Cruise Terminal to the central part of the former runway and designate the present site for the Cruise Terminal as open space. The Administration explained that the depth of the water at the proposed location was about 8 to 10 metres, and the site was the most suitable location for the Cruise Terminal because the least extent of dredging would be required. Also, the location of the Cruise Terminal was constrained by the presence of a gas main. As for the provision of open space, there would be landscaped decks on top of the Cruise Terminal for public use.

32. A member raised concern on whether the proposed 50-year land grant for the Cruise Terminal, which would extend beyond 30 June 2047, was in conformity with the Basic Law and whether there were any existing land grants extending beyond 30 June 2047. The Administration provided a written reply (LC Paper No. CB(1)503/06-07(01)) on the matter in December 2006.

## **Recent developments**

33. Kai Tak Development is one of the Ten Major Infrastructure Projects announced by the Chief Executive in the 2007-2008 Policy Address.

34. According to an Administration's paper for the Panel meeting on 22 October 2008, the Administration is finalizing the design of the infrastructure to serve the public housing development and the Kai Tak Government Offices. The construction works on site is planned to start in mid-2009 for completion in early 2013. Given the size and scale of the Kai Tak Development, the Development Bureau is overseeing its implementation and has drawn up several works packages to ensure smooth and efficient delivery. Following the Finance Committee's approval of one works item in early 2008, the Administration intended to seek funding for another five works items at a total cost of some \$2.4 billion in the 2008-2009 legislative session.

35. As for the Cruise Terminal, following the Administration's decision in September 2008 that the Government will fund the cruise terminal, the Administration has started the preparatory work for the cruise terminal berths and the associated site formation works. The detailed design and construction works are scheduled to commence in early 2009 and early 2010 respectively. This will enable commissioning of the first berth for cruise vessels by mid-2013. As for the cruise terminal building, the Administration will proceed with its design and construction in parallel and aims to complete the full-fledged building in early 2015.



36. A list of the relevant papers with their hyperlinks at the Legislative Council Website is in **Appendix VI**.

Council Business Division 1  
Legislative Council Secretariat  
15 January 2009

### **Background information on the South East Kowloon Development prior to 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.

### Key features of the three Outline Concept Plans promulgated in the Stage 2 Kai Tak Planning Review

#### Main theme of the three Outline Concept Plans (OCPs)

- (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.

#### Major development components of the three OCPs

- Cruise Terminal
  - one berth as soon as possible in medium term
  - one to two additional berths in long term
- Cross-boundary Heliport
  - co-locate with the cruise terminal for long-term development
- Multi-purpose Stadium
  - main stadium: 45 000 seats, with retractable roof and removable pitch
  - secondary stadium: 5 000 seats
  - multi-sports arena: 4 000 seats with swimming facilities and ball courts

- ancillary support facilities such as retail and catering facilities
- adequate circulation areas
  
- Metro Park
  - at least 10 ha
  
- Public Housing Sites
  - at site 1A and 1B, with piling works for housing development completed
  
- Shatin to Central Link
  - include scenarios with one or two station(s) in Kai Tak and To Kwa Wan with a railway depot
  
- Central Kowloon Route & Trunk Road T2
  - in submerged tunnel to avoid reclamation
  
- Refuse Transfer Station
  - near Cha Kwo Ling waterfront



### **Key proposals of the Draft Preliminary Outline Development Plan for Kai Tak Development for Stage 3 Public Participation**

(a) Kai Tak City Centre (located in the northeastern part of the North Apron Area)

This will be the main development area of Kai Tak. The Shatin to Central Link (SCL) Kai Tak Station and the surrounding Station Square would form a centre to this new district. The area mainly consists of an office belt (about 0.7 million m<sup>2</sup> of office GFA with plot ratio ranges from 4.0 to 9.5) located in the north, inter-mixing with hotel developments. A Government centre is proposed to the east of the Station Square, comprising a Government offices building (plot ratio 5.0) and a Government joint user building for such uses as indoor recreation centre, community facilities, etc. To the south of the Station Square, a podium-free residential neighbourhood (with plot ratio 3.5 to 5.0 and is comprising rows of town houses and two medium-rise blocks in such street block) based on an articulated street grid pattern has been proposed with the support of a variety of GIC facilities. The public housing development sites with piling completed are located in the eastern part of the area. The existing developments in San Po Kong and Kowloon Bay would be connected with the Station Square through a network of landscaped/retail footbridges/subways or enhanced at grade crossing.

(b) Sports Hub (located in the western part of North Apron Area)

The multi-purpose stadium with a retractable roof is planned at the waterfront areas. This would become a new icon in the Victoria Harbour and would give a very strong impression of Kai Tak when entering the site from To Kwa Wan. The stadium complex, commanding a clear vista towards Lion Rock, would be connected to the Metro Park in the south and through a convenient and easily accessible landscaped walkway and open space to connect to the Kai Tak Station. A Dining Cove comprising small shops and café is proposed along the waterfront to highlight this corner of Kowloon Bay. The SCL depot (with office development above) is located in northern edge of the apron area. By introducing a retail pedestrian subway in a form of a shopping street connecting to Kowloon City and retail frontage to the depot building, it could provide a welcoming gateway to Kai Tak. Some residential components are incorporated to add vibrancy to the district.

(c) Metro Park (located in the northern section of Runway Area and surrounding the Kai Tak Approach Channel)

This would be the waterfront park of Victoria Harbour in providing venues for passive and active recreation pursuits. Some waterfront commercial and tourism-related uses would be introduced so as to provide a variety of activities to help develop the area into a "central park" of East Kowloon. The park can also incorporate exhibition venue to demonstrate the environmental effort in cleaning up the KTAC. The park with a planned area of about 24 ha is 1.4 times of Victoria Park.

(d) Runway Precinct (located in the middle part of Runway Area)

This is primarily a low-density residential development (plot ratio 3.0) with shop frontage at ground level to enable more leisure life style. The pedestrianised shopping street would help add vibrancy to this part of the runway area. On the eastern part of the Precinct, a landscaped deck will be introduced to separate the vehicles and pedestrian traffic. A continuous waterfront promenade is proposed on both sides of the Precinct to bring people to the harbour.

(e) Mix-Use Corner (located at the lower part of South Apron Area)

A variety of commercial and residential uses is proposed in this area to help rejuvenate this waterfront area of Kowloon Bay. A variety of GIC uses, including a hospital (about 5.0 ha) is proposed in this area. Apart from the open space corridor and waterfront promenade to connect with the adjacent district, a waterfront bazaar is also proposed as a venue for community activities. In addition to the existing crossing points, an elevated landscape walkway is also proposed to connect with the footbridge system initiated by the private developers in Kowloon Bay Business Area.

(f) Tourism and Leisure Hub (located at Kai Tak Point)

The proposed 2-berth cruise terminal (of about 7.57 ha with plot ratio 0.66) and tourism node (of about 5.74 ha with plot ratio 2.8) will be two major anchor projects to attract local and overseas visitors to this part of the Victoria Harbour. The Runway Park at the tip of the runway will provide the opportunity to include facilities of aviation theme, e.g. re-provision of the ex-air traffic control tower to enable reminiscent of the ex-airport operation. A heliport is proposed abutting the cruise terminal at the runway tip to meet the forecast growth of cross-boundary helicopter services in the longer term beyond 2015. The heliport will create synergy with the cruise terminal and share the use of the Customs, Immigration and Quarantine facilities. Subject to technical assessment, landscaped noise barriers may be required to minimize noise impact on the adjacent Runway Park.

### Key amendments to the Preliminary Outline Development Plan

#### Kai Tak City Centre

- (a) In response to the public comments, the revised PODP has relocated the Kai Tak Government Offices (KTGO) site to abutting PERE and to be connected with surrounding developments by a footbridge system. This will enable the government services to be more accessible to both the existing and future population. Subject to detailed design, these footbridges could include retail elements to enhance the pedestrian environment. The KTGO is expected to accommodate about 50 000 m<sup>2</sup> GFA and supporting infrastructure is expected to be available to enable early development of this project.
- (b) Opportunity is also taken to introduce mix-use developments in the sites fronting the Kai Tak Station to create a more vibrant town centre. These sites are expected to accommodate a mix of residential and commercial/office developments, with an overall plot ratio of 7.0. The residential and commercial/office elements in these developments would be segregated and serviced by separate access, such that these uses could be suitably mixed within the same development.
- (c) In the Grid Neighbourhood, a podium free layout will be pursued to enhance the overall community environment as well as to improve air ventilation in the neighbourhood.

#### Ex-SCL Depot site

- (d) With the assumption that the depot facility can be relocated to a site outside Kai Tak as mentioned in paragraph 29 above, the area has been replanned to form a second development cluster in the North Apron area. The sites facing PERE is planned as a continuation of the office belt proposed in the city centre area (with plot ratio 4.5). Building height of these office developments have been designed in such a way that it would conform to the overall urban design framework as well as avoiding imposing air ventilation problem to the Kowloon City area. The office belt would also serve as buffer to the traffic noise from PERE. The rest of the area is planned for residential developments (plot ratio 5.0) taking advantage of the parkland surrounding the stadium complex. Small street grid, as have been proposed for the Neighbourhood Grid in City Centre, is also proposed for the area to strengthen the residential neighbourhood environment. This is a proposal responding to the public comments for better integration

between existing and future communities, as the scale of the grids are similar to the existing developments in Kowloon City.

- (e) Opportunity is also taken to enhance the configuration of the Sung Wong Toi Park site so that it could form a prominent gateway from the Kowloon City and Ma Tau Kok areas into Kai Tak.

#### Sports Hub

- (f) To further improve the connectivity between the main stadium and the secondary stadium, the Consultants have proposed to slightly raise the development platforms of the sport hub site so that the distributor road lying in between the main stadium and the secondary stadium, as well the Central Kowloon Route, could become sunken roads. Landscape walkways would be provided to connect these sites so as to facilitate the movement of the visitors in the area.

#### Metro Park

- (g) In response to the public comments regarding the accessibility of the Metro Park to the surrounding districts, the PODP has been revised to enhance the open space network in the North Apron area, including enlarging the Station Square, Sung Wong Toi Park, the open space surrounding the Sports Hub as well as the North Apron District Park, so that they could form part of the Metro Park. Some low-rise retail facilities are proposed around these open spaces to improve the vibrancy of the proposed parklands.

#### South Apron Area

- (h) In view of the noise and air quality problems from the vehicular traffic on Kwun Tong Bypass, the private properties located in the waterfront area of Kowloon Bay are proposed for commercial uses to form an extension of the existing industrial/business developments in the hinterland area.
- (i) The proposed hospital site has been enlarged from about 5 hectares to about 7 hectares to accommodate projected demand of hospital facilities.
- (j) The rest of the South Apron area is designated for GIC uses to form a GIC hub of the area.

#### Runway Precinct

- (k) To allow the flexibility for possible future provision of a third cruise berth in Kai Tak and to respond to the public comments that the tourism elements in the Runway Area should be strengthened, the revised PODP has designated the development sites on the waterfront side (adjacent to

possible berthing space) for commercial uses (with plot ratio 4.0) to cater for hotel development, entertainment and conference facilities. Low-density residential developments (plot ratio 3.0) are planned on the development sites facing the Kai Tak Approach Channel. Stepped height concept will be maintained in the Runway Precinct, with building height ranges from 45 mPD to 65 mPD. These sites are expected to be placed in the later part of the land disposal programme so as not to constrain possible provision of a third berth in the area.

#### Cruise Terminal and Tourism Node

- (l) To respond to public comments, a higher non-domestic gross floor area (increased from 160 000 m<sup>2</sup> to 190 000 m<sup>2</sup>) will be allocated to the Tourism Node development so as to accommodate additional hotel developments and the maximum building height of the site would be relaxed to 200 mPD to accommodate a landmark building with a public observation gallery.

#### Rail-based Environmentally Friendly Transport System

- (m) The revised PODP has also indicated a possible alignment for a rail-based EFTS to serve Kai Tak Development, to connect Kwun Tong waterfront, the cruise terminal cum tourism node, runway precinct, Metro Park, Sport Hub and Station Square. The revised PODP also indicates possible connections to the MTR stations in the East Kowloon area. As part of the EFTS proposal, the revised PODP has also indicated a bridge link between Kwun Tong waterfront with Kai Tak Point, with possible pedestrian (and possibly vehicular) crossing. This proposal is likely to involve reclamation in the harbour area and the implications under the Protection of the Harbour Ordinance should be fully addressed. The EFTS proposal is included in the revised PODP for route reservation purpose and its exact alignment and implementation are subject to further study.

### **Summary of Panel members' views and concerns expressed during Panel discussions at the preceding stages of the Kai Tak Planning Review**

#### Planning principles

Members have all along urged the Administration to adopt a holistic, sustainable and people-oriented approach in planning Kai Tak. There is a general consensus that the future Kai Tak development should be well connected with the neighbouring old districts, and efforts should be made to retain old and develop new economic activities in the areas of interface. The new developments at Kai Tak should not adversely affect the environment such as air circulation of the inner areas such as To Kwa Wan. 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.

#### Development intensity

2. Noting that under the draft PODP, there would be about 0.7 million square metres (gross floor area) of office developments in Kai Tak, members expressed concern that the intensity of the developments at Kai Tak City Centre might be too high, and the high-rise buildings therein might segregate Kai Tak from the nearby old districts. Moreover, the presence of such a large amount of commercial office developments might be discordant with the idea of developing Kai Tak to bring vibrancy and to benefit residents of nearby districts.

3. According to the Administration, the heights of the commercial buildings would range from 100 mPD to a maximum of 175 mPD (about 40-odd storeys). The maximum height of the buildings at the railway depot would be 110 mPD (about 20-odd storeys). For Government offices, the heights would be lower at about 45 mPD to 80 mPD. The heights of the public rental housing buildings would be about 120 mPD (about 40-odd storeys). In the Kai Tak grid residential neighbourhood, the buildings would be three storeys in the front and 30 storeys at the back. Residential buildings in the Runway Precinct would range from 10 to 20 storeys. As a comparison, the buildings in Kwun Tong were subject to height restrictions mainly ranging from 100 mPD to 160 mPD, though some existing/committed buildings were as tall as about 180 mPD.

#### Integration with surrounding districts

4. Some members held a strong view that the development of Kai Tak should help revitalize the neighbouring old districts. In this regard, there was a suggestion that the scale of the underground streets linking Kai Tak and Kowloon

City should be expanded to cover as large an area as possible to facilitate smooth pedestrian flow, which in turn would promote spending and bring economic benefits to the districts concerned. Members also emphasized the importance of easy pedestrian access to Kai Tak from neighbouring districts including San Po Kong, Kowloon Bay, Ngau Tau Kok and Kwun Tong.

5. The Administration concurred with members that revitalization of the neighbouring districts was important and the Administration was mindful of the need to provide good linkage, and would make every effort to improve the connectivity between Kai Tak and adjoining areas. As regards connection between Kai Tak and Kwun Tong, the idea of an openable bridge had been explored but was found not feasible because of technical and operational constraints involving vessels using the Kwun Tong Typhoon Shelter and Kwun Tong Public Cargo Working Area (PCWA). The Administration would continue to explore alternatives to provide connection between the two districts.

#### Transport infrastructure

6. Some members expressed concern on whether there would be adequate transport facilities to cope with the traffic needs of the area. Some members suggested that consideration should be given to using unmanned rail or monorail for intra-district transport. There was also the suggestion that consideration be given to demolishing the Kai Tak Tunnel so that there would be higher flexibility in the planning for Kai Tak, and the surface road which would pass right through the middle of the site for the Multi-purpose Stadium Complex should be redesigned.

7. According to the Administration, inter-district transport would mainly be serviced by the mass transit railway system while environmentally-friendly transport mode would be considered for intra-district transport. Moreover, public landing steps/piers had been planned along the runway and water transport to connect various areas within and near Kai Tak could be considered in the future. Taking into consideration the planned population, it might not be cost-effective to provide a monorail system for intra-district transport. The Administration would explore other cost-effective alternatives.

#### Kai Tak Approach Channel

8. Members noted the Administration's plan to create a 600-metre opening at the northern end of the runway to improve water circulation and to reduce sedimentation, thus improving the water quality at Kai Tak Approach Channel (KTAC). Some members doubted whether the 600-metre opening would be effective in improving the water circulation and water quality of KTAC.

9. The Administration explained that a width of 600 metres for the opening was proposed as an initial estimate based on computer simulations, which

showed that a minimum opening width of 600 metres would be required under the worst case scenario. The existing sediments in the KTAC would have to be treated before creating the opening. The sediments, insufficient tidal flush and up-stream pollution were contributing factors for the present environmental problems at KTAC. The pollution sources from Kowloon City and Jordan Valley would have to be controlled in order to solve the environmental problems at KTAC.

10. On a member's suggestion of demolishing part of the runway and reclaiming KTAC with an equal area to form a complete stretch of land, the Administration responded that this was a new idea which the Administration had not ever considered. The Administration emphasized that the stringent "overriding public need" test must be satisfied in order to rebut the presumption against reclamation under the Protection of the Harbour Ordinance (Cap. 531). At this stage, the Administration could not rule out that an alternative to reclamation might exist and thus had no plan to pursue any reclamation.

11. Some members held a strong view that the runway should be retained in view of its historical significance and the fact that retaining the runway would provide a longer waterfront for public enjoyment.

#### Metro Park

12. Some expressed reservation on the location of the Metro Park under the draft PODP as the location was rather distant from the neighbouring districts. A member expressed disappointment that the Metro Park would be located at the deck above the opening of the runway because there might be odour problems. There was also the concern that the deck above the opening would not provide a sufficient amount of soil for the healthy growth of trees.

13. The Administration assured members that the Metro Park would be well connected with the Kai Tak Station with direct pedestrian connections and there would be sufficient greening with a lot of trees in the Metro Park. Footbridges and decks would be available over the major roads for easy access to the Metro Park. Bridges across KTAC would also be provided for connecting the Metro Park with other districts.

#### Multi-purpose Stadium Complex

14. On the proposed Multi-purpose Stadium Complex, some members supported the project and urged the Administration to provide sufficient ancillary facilities near the stadium and adequate transport facilities. A member however expressed concern that the 45 000-seat main stadium would become a "white elephant" because large scale sports events would not be frequently held. As regards the proposed location of the Stadium Complex, some members considered it appropriate while some other members opined that the facility



would be discordant with the surrounding areas from the town planning and land use perspectives. There was a suggestion that the Stadium Complex should be moved to another site near the Kai Tak Station so as to leave the waterfront for uses that could benefit from the waterfront location.

15. According to the Administration, the Stadium Complex could make up for the deficiencies of the Hong Kong Stadium as the latter did not have a retractable roof and a secondary stadium. The Stadium Complex would introduce into Kai Tak a new element of sports in the city. Apart from sports events, the main stadium could be used for other activities such as exhibitions because it had a retractable roof. Besides, the secondary stadium and the ancillary facilities of the Stadium Complex could be used by residents in neighbouring districts and the community at large. As such, it was envisaged that the Stadium Complex would be a vibrant sports hub and its overall utilization rate would be high.

16. The Administration also explained that the proposed location of the Multi-purpose Stadium Complex would allow it to become a conspicuous landmark in the Victoria Harbour and serve as a gateway to Kai Tak. Nearby districts such as To Kwa Wan would enjoy the economic benefits to be generated by the patrons of the Stadium Complex. If the Stadium Complex was moved to a location near the Kai Tak Station, there would not be enough space for crowd dispersal. There were also constraints on planning imposed by the Shatin to Central Link and the Kai Tak Tunnel.

#### Cruise Terminal

17. On the concern about the adequacy of the berthing facility at the planned Cruise Terminal at Kai Tak, the Administration explained that there was a need for the provision of one additional berth in the medium term and another one to two additional berths in the long term. The Administration had considered the feasibility of providing three berths at Kai Tak. However, as no reclamation would be proposed under the "zero reclamation" approach, only two berths were now proposed at Kai Tak. Nevertheless, the apron of the new Cruise Terminal would be about 800 metres long, which would be able to accommodate two mega cruise ships or three ordinary cruise ships. The apron length of the new Cruise Terminal should be able to cope with the industry trend of building mega cruise ships.

#### Heliport

18. As for the planned at-grade cross-boundary heliport at the corner of the runway end, a member relayed the concerns from residents, especially those living in Laguna City, about noise pollution caused by large cross-boundary helicopters with high frequency. The member urged the Administration to

ensure that measures would be taken to prevent residents from being affected by noise pollution.

19. The Administration explained that as helicopters would fly over water for landing and take-off, there should not be significant noise implication on the surrounding areas in Kai Tak. When designing the future flight path for the proposed heliport, the Government would endeavour to avoid helicopters overflying densely populated areas. In addition, development of the heliport was a long term plan and there was not yet any definite timetable for its construction. It was expected that future models of helicopters would generate less noise than current models. In any event, the noise impact of the heliport would be given careful consideration during the design stage.

#### Kwun Tong Public Cargo Working Area

20. Regarding the Kwun Tong PCWA, the Administration advised that it had no plan to decommission the PCWA at present. Its decommissioning or otherwise would depend on the future development and need of the logistics industry. The Economic Development and Labour Bureau would monitor the situation closely. If a suitable site could be identified for reprovisioning the PCWA without causing the operators too much inconvenience, the existing site of the PCWA would be used for waterfront enhancement facilities, such as a waterfront promenade.

21. A member opined that as the Kwun Tong PCWA had been serving environmental protection and logistics industries, the decommissioning of the PCWA should not be pursued. Instead, enhancement works to the PCWA could be carried out and the PCWA and leisure areas could co-exist.

#### Urban renewal

22. On a member's view that the Administration should capitalize on the opportunity of developing Kai Tak to facilitate urban renewal of districts such as Wong Tai Sin and Kwun Tong, the Administration's response was that the Government had an overall urban renewal strategy and urban renewal had been carried out in an orderly way. The development of Kai Tak was a long term project. There was no plan to link the Kai Tak development with urban renewal strategy and urban renewal plan.

## 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 of meeting (LC Paper No. CB(1)1947/95-96)  <a href="http://www.legco.gov.hk/yr95-96/english/panels/plw/minutes/pl210596.htm">http://www.legco.gov.hk/yr95-96/english/panels/plw/minutes/pl210596.htm</a></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))  <a href="http://www.legco.gov.hk/yr97-98/english/panels/plw/papers/pl1501-4.htm">http://www.legco.gov.hk/yr97-98/english/panels/plw/papers/pl1501-4.htm</a></p> <p>Minutes of meeting (PLC Paper No. CB(1)1007)  <a href="http://www.legco.gov.hk/yr97-98/english/panels/plw/minutes/pl150198.htm">http://www.legco.gov.hk/yr97-98/english/panels/plw/minutes/pl150198.htm</a></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)  <a href="http://www.legco.gov.hk/yr97-98/english/fc/pwsc/papers/p1702125.htm">http://www.legco.gov.hk/yr97-98/english/fc/pwsc/papers/p1702125.htm</a></p> <p>Minutes of meeting (PLC Paper No. PWSC79)  <a href="http://www.legco.gov.hk/yr97-98/english/fc/pwsc/minutes/pwmn1702.htm">http://www.legco.gov.hk/yr97-98/english/fc/pwsc/minutes/pwmn1702.htm</a></p>

Council/Committee	Date of meeting	Paper
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)  <a href="http://www.legco.gov.hk/yr97-98/english/fc/fc/papers/f97-93e.doc">http://www.legco.gov.hk/yr97-98/english/fc/fc/papers/f97-93e.doc</a></p> <p>Minutes of meeting (PLC Paper No. FC152)  <a href="http://www.legco.gov.hk/yr97-98/english/fc/fc/minutes/fcmn2702.htm">http://www.legco.gov.hk/yr97-98/english/fc/fc/minutes/fcmn2702.htm</a></p>
Council meeting	29 July 1998	<p>Hansard  <a href="http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980729fe.htm">http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980729fe.htm</a></p>
PLW Panel	10 September 1998	<p>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))  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl1009_4.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl1009_4.htm</a></p> <p>Minutes of meeting (LC Paper No. CB(1)303/98-99)  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl100998.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl100998.htm</a></p>
PLW Panel	17 September 1998	<p>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))  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e01.pdf">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e01.pdf</a></p> <p>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))  <a href="http://www.legco.gov.hk/yr98-99/english">http://www.legco.gov.hk/yr98-99/english</a></p>

Council/Committee	Date of meeting	Paper
		<p><a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e02.pdf">h/panels/plw/papers/p203e02.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)372/98-99)</p> <p><a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl170998.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl170998.htm</a></p>
PWSC	23 September 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(98-99)18)</p> <p><a href="http://www.legco.gov.hk/yr98-99/english/fc/pwsc/papers/pw230918.pdf">http://www.legco.gov.hk/yr98-99/english/fc/pwsc/papers/pw230918.pdf</a></p> <p>Minutes of meeting (LC Paper No. PWSC26/98-99)</p> <p><a href="http://www.legco.gov.hk/yr98-99/english/fc/pwsc/minutes/pw230998.htm">http://www.legco.gov.hk/yr98-99/english/fc/pwsc/minutes/pw230998.htm</a></p>
Council meeting	30 September 1998	<p>Hansard</p> <p><a href="http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980930fe.htm">http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980930fe.htm</a></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)</p> <p><a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl29101b.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl29101b.htm</a></p> <p>Minutes of meeting (LC Paper No. CB(1)819/98-99)</p> <p><a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl291098.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl291098.htm</a></p>
Council meeting	27 January 1999	<p>Hansard</p> <p><a href="http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/990127fe.htm">http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/990127fe.htm</a></p>

Council/Committee	Date of meeting	Paper
PLW Panel	9 March 1999	<p>Minutes of meeting (LC Paper No. 1364/98-99)  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl090399.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl090399.htm</a></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))  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl20074a.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl20074a.htm</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1979/98-99)  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl200799.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl200799.htm</a></p>
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))  <a href="http://www.legco.gov.hk/yr99-00/english/panels/plw/papers/a1748e01.pdf">http://www.legco.gov.hk/yr99-00/english/panels/plw/papers/a1748e01.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1979/99-00)  <a href="http://www.legco.gov.hk/yr99-00/english/panels/plw/minutes/pl080600.pdf">http://www.legco.gov.hk/yr99-00/english/panels/plw/minutes/pl080600.pdf</a></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))  <a href="http://www.legco.gov.hk/yr00-01/english/panels/plw/papers/a233e03.pdf">http://www.legco.gov.hk/yr00-01/english/panels/plw/papers/a233e03.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)637/00-01)  <a href="http://www.legco.gov.hk/yr00-01/english/panels/plw/minutes/pl041200.pdf">http://www.legco.gov.hk/yr00-01/english/panels/plw/minutes/pl041200.pdf</a></p>

Council/Committee	Date of meeting	Paper
Council meeting	30 May 2001	Hansard <a href="http://www.legco.gov.hk/yr00-01/english/counmtg/hansard/010530fe.pdf">http://www.legco.gov.hk/yr00-01/english/counmtg/hansard/010530fe.pdf</a>
PLW Panel	2 November 2001	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) <a href="http://www.legco.gov.hk/yr01-02/english/panels/plw/papers/cb1-104e.pdf">http://www.legco.gov.hk/yr01-02/english/panels/plw/papers/cb1-104e.pdf</a>
PWSC	31 October 2001	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) <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-63e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-63e.pdf</a>  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) <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-64e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-64e.pdf</a>  Minutes of meeting (LC Paper No. PWSC30/01-02) <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw011031.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw011031.pdf</a>
FC	23 November 2001	Administration's paper on "Recommendations of the Public Works Subcommittee on Public Works

Council/Committee	Date of meeting	Paper
		<p>Programme and Capital Subvention Projects" (FC(2001-02)39)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f01-39e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f01-39e.pdf</a></p> <p>Minutes of meeting (LC Paper No. FC29/01-02)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc011123.pdf">http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc011123.pdf</a></p>
Council meeting	17 April 2002	<p>Hansard  <a href="http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0417ti-translate-e.pdf">http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0417ti-translate-e.pdf</a></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)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-54e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-54e.pdf</a></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" (PWSC(2001-02)55)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-55e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-55e.pdf</a></p> <p>Minutes of meeting (LC Paper No. PWSC155/01-02)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw020626.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw020626.pdf</a></p>



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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)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f02-30e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f02-30e.pdf</a></p> <p>Minutes of meeting (LC Paper No. FC24/02-03)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc020715.pdf">http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc020715.pdf</a></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))  <a href="http://www.legco.gov.hk/yr03-04/english/panels/plw/papers/plw0127cb1-813-7e.pdf">http://www.legco.gov.hk/yr03-04/english/panels/plw/papers/plw0127cb1-813-7e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1313/03-04)  <a href="http://www.legco.gov.hk/yr03-04/english/panels/plw/minutes/pl040127.pdf">http://www.legco.gov.hk/yr03-04/english/panels/plw/minutes/pl040127.pdf</a></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)  <a href="http://www.legco.gov.hk/yr03-04/english/fc/pwsc/papers/p03-66e.pdf">http://www.legco.gov.hk/yr03-04/english/fc/pwsc/papers/p03-66e.pdf</a></p> <p>Minutes of meeting (LC Paper No. PWSC52/03-04)  <a href="http://www.legco.gov.hk/yr03-04/english/fc/pwsc/minutes/pw040218.pdf">http://www.legco.gov.hk/yr03-04/english/fc/pwsc/minutes/pw040218.pdf</a></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)  <a href="http://www.legco.gov.hk/yr03-04/english/fc/fc/papers/f03-60e.pdf">http://www.legco.gov.hk/yr03-04/english/fc/fc/papers/f03-60e.pdf</a></p> <p>Minutes of meeting (LC Paper No. FC72/03-04)  <a href="http://www.legco.gov.hk/yr03-04/english/fc/fc/minutes/fc040227.pdf">http://www.legco.gov.hk/yr03-04/english/fc/fc/minutes/fc040227.pdf</a></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))  <a href="http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-1e.pdf">http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-1e.pdf</a></p> <p>Background brief on "South East Kowloon Development" (LC Paper No. CB(1)921/04-05(03))  <a href="http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-3e.pdf">http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-3e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1117/04-05)  <a href="http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050222.pdf">http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050222.pdf</a></p>
PLW Panel	28 June 2005	<p>Administration's paper on "Kai Tak Planning Review" (LC Paper No. CB(1)1875/04-05(05))  <a href="http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0628cb1-1875-5e.pdf">http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0628cb1-1875-5e.pdf</a></p> <p>Background brief on "South East Kowloon Development" (LC Paper No. CB(1)921/04-05(03))  <a href="http://www.legco.gov.hk/yr04-05/english">http://www.legco.gov.hk/yr04-05/english</a></p>

Council/Committee	Date of meeting	Paper
		<p><a href="http://www.legco.gov.hk/panels/plw/papers/plw0222cb1-921-3e.pdf">h/panels/plw/papers/plw0222cb1-921-3e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)2291/04-05)  <a href="http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf">http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf</a></p>
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))  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-5e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-5e.pdf</a></p> <p>Background brief on "Kai Tai Planning Review" (LC Paper No. CB(1)525/05-06(06))  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-6e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-6e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)952/05-06)  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl051220.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl051220.pdf</a></p>
PLW Panel	25 January 2006	<p>Submissions  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/agenda/plag0125.htm">http://www.legco.gov.hk/yr05-06/english/panels/plw/agenda/plag0125.htm</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1520/05-06)  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf</a></p>
PLW Panel	27 June 2006	<p>Administration's paper on "Kai Tak Planning Review Stage 3 Public Participation -- Preliminary Outline Development Plan" (LC Paper No. CB(1)1834/05-06(04))  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-</a></p>

Council/Committee	Date of meeting	Paper
		<p><a href="#">4e.pdf</a></p> <p>Background brief on "Kai Tak Planning Review" (LC Paper No. CB(1)1834/05-06(05))  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-5e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-5e.pdf</a></p> <p>Submission dated 28 June 2006 from Designing Hong Kong Harbour District (English version only)  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1903-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1903-1e.pdf</a></p> <p>Administration's response to the submission from Designing Hong Kong Harbour District (English version only)  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-2118-1e-scan.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-2118-1e-scan.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)2115/05-06)  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060627.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060627.pdf</a></p>
<p>Panel on Planning, Lands and Works (PLW Panel)</p>	<p>24 October 2006 14 November 2006</p>	<p>Administration's paper on "Kai Tak Planning Review Revised Preliminary Outline Development Plan" (LC Paper No. CB(1)89/06-07(01))  <a href="http://www.legco.gov.hk/yr06-07/english/panels/plw/papers/plw1024cb1-89-1-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/plw/papers/plw1024cb1-89-1-e.pdf</a></p> <p>Background brief on "Kai Tak Planning Review" prepared by the Legislative Council Secretariat (CB(1)89/06-07(04))  <a href="http://www.legco.gov.hk/yr06-07/english/panels/plw/papers/plw1024cb1-89-4-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/plw/papers/plw1024cb1-89-4-e.pdf</a></p>

<b>Council/Committee</b>	<b>Date of meeting</b>	<b>Paper</b>
		Minutes of meetings (LC Paper Nos. CB(1)361 and 666/06-07) <a href="http://www.legco.gov.hk/yr06-07/english/panels/plw/minutes/pl061024.pdf">http://www.legco.gov.hk/yr06-07/english/panels/plw/minutes/pl061024.pdf</a> <a href="http://www.legco.gov.hk/yr06-07/english/panels/plw/minutes/pl061114.pdf">http://www.legco.gov.hk/yr06-07/english/panels/plw/minutes/pl061114.pdf</a>
Issued by the Planning Department in November 2007	--	Legislative Council Brief on "Approved Kai Tak Outline Zoning Plan No. S/K22/2" <a href="http://www.legco.gov.hk/yr07-08/english/panels/plw/papers/dev-sk222-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/plw/papers/dev-sk222-e.pdf</a>