

INFORMATION NOTE

Kai Tak Development and views and concerns raised by Legislative Council Members and Kowloon City District Council relating to the Kai Tak approach channel

1. Introduction

1.1 At the meeting of the Public Works Subcommittee (PWSC) of the Legislative Council held on 6 May 2009, members requested the Research and Library Services Division of the Secretariat to provide information on the sequence of events in taking forward the Kai Tak development (KTD), including the publication of relevant master layout plans, as well as the concerns and views relating to the Kai Tak approach channel (KTAC) raised by the Legislative Council Members and the Housing and Infrastructure Committee meeting of the Kowloon City District Council held on 23 April 2009.

2. Sequence of events of the Kai Tak Development

Date	Event
1989	The Administration announced the plan of building a new airport at Chek Lap Kok.
September 1991	The Executive Council endorsed the Metroplan Selected Strategy, under which a broad land use framework for re-development of the South East Kowloon Development (SEKD) was proposed.
1993	The SEKD Statement was completed in September 1993 and endorsed by the Land Development Policy Committee ⁽¹⁾ in November 1993.
1995	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.

Note: (1) The Land Development Policy Committee was a non-statutory body chaired by the Chief Secretary. The Committee was responsible for overseeing the physical development of the territory and giving broad approval to all major proposals affecting the development and planned use of land. It was dissolved in August 1994.

2. Sequence of events of the Kai Tak Development (cont'd)

Date	Event
February 1998	<p>On 17 February 1998, PWSC recommended the upgrading of part of 469CL, entitled "South East Kowloon development at Kai Tak Airport – decontamination and site preparation", to Category A.</p> <p>On 27 February 1998, FC approved the funding as recommended by PWSC.</p>
May 1998	The feasibility study on SEKD was completed.
4 September 1998	The proposals of the study were implemented in two draft Outline Zoning Plans (OZPs), namely, the draft Kai Tak (North) OZP and the draft Kai Tak (South) OZP, and were gazetted.
23 September 1998	<p>PWSC discussed the Administration's proposal on upgrading part of 469CL, entitled "South East Kowloon development at Kai Tak Airport – site investigations and consultants' fees", to Category A.</p> <p>The proposal was subsequently withdrawn by the Administration in view of PWSC members' concerns that subsequent amendments to the OZPs might render some works abortive.</p>
27 January 1999	The Legislative Council passed a motion calling on the Administration to revise the proposal for SEKD, taking into account environmental, housing and transport needs in the 21 st century.
June 1999	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 comment.
20 July 1999	The Administration presented the outline concept plan for the revised scheme on SEKD to the Panel on Planning, Lands and Works (PLW Panel) (currently known as the Panel on Development).

2. Sequence of events of the Kai Tak Development (cont'd)

Date	Event
November 1999	Based on the outline concept plan, the Administration commissioned a new Comprehensive Feasibility Study for the Revised Scheme of SEKD. 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 produced the preliminary design.
May 2000 to June 2000	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.
4 December 2000	The Administration reported the outcome of the public consultation exercise on the PLP to the PLW Panel.
June 2001, 31 October 2001 and 23 November 2001	After the completion of Stage 2 of the Comprehensive Feasibility Study in June 2001, the Administration sought funding for relevant site investigation and detailed design works (under 465CL and 469CL). PWSC endorsed and FC approved the funding on 31 October 2001 and 23 November 2001 respectively.
24 August 2001	The Administration gazetted the revised draft OZPs for SEKD, Kai Tak (North) OZP and Kai Tak (South) OZP.
25 June 2002	The draft OZPs, with some amendments to provide more flexibility for future developments, were approved by the Chief Executive in Council.

2. Sequence of events of the Kai Tak Development (cont'd)

Date	Event
26 June 2002 and 15 July 2002	<p>On 26 June 2002, PWSC recommended the upgrading of part of 482CL, entitled "South East Kowloon development – consultants' fees and site investigation for Kowloon Bay reclamation and engineering works", to Category A.</p> <p>PWSC also recommended the upgrading of part of 465CL, entitled "South East Kowloon development – consultants' fees and site investigation for water front facilities and Kwun Tong typhoon shelter reclamation", to Category A.</p> <p>On 15 July 2002, FC approved the upgrading of part of 482CL as recommended by PWSC. As for the proposal to upgrade part of 465CL, FC passed a motion to adjourn the discussion.</p>
February 2004	<p>On 18 February 2004, PWSC recommended the upgrading of part of 469CL, entitled "South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport", to Category A.</p> <p>On 27 February 2004, FC approved the upgrading of part of 469CL as recommended by PWSC.</p>
1 May 2004	<p>The Harbour-front Enhancement Committee was established to advise the Administration on planning, land use and development along the waterfront in the Victoria Harbour.</p>
17 September 2004	<p>The Administration launched the Stage 1 Public Participation exercise to invite the community to set out its vision for the future development of Kai Tak.</p>
28 June 2005	<p>The results of the Stage 1 Public Participation were reported to the PLW Panel.</p>

2. Sequence of events of the Kai Tak Development (cont'd)

Date	Event
November 2005	The Administration launched the Stage 2 Public Participation Programme and promulgated three outline concept plans to facilitate the community to formulate their views on the development concept for Kai Tak.
20 December 2005	The Administration briefed the PLW Panel on the Stage 2 exercise.
25 January 2006	The PLW Panel held a meeting to receive public views on the outline concept plans and related planning issues.
June 2006	The Administration's study proceeded to Stage 3 Public Participation and the preparation of the Preliminary Outline Development Plan (PODP).
27 June 2006	The Administration briefed the PLW Panel on the draft PODP.
24 October 2006	The Administration briefed the PLW Panel on the outcome of the Stage 3 Public Participation and the revised PODP.
14 November 2006	The PLW Panel held a meeting to receive public views on the revised PODP.
24 November 2006	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.
25 May 2007 and 24 August 2007	TPB published two batches of amendments to the draft OZP on 25 May 2007 and 24 August 2007 respectively.
6 November 2007	The draft OZP, as subsequently amended, was approved by the Chief Executive in Council.

2. Sequence of events of the Kai Tak Development (cont'd)

Date	Event
30 January 2008 and 22 February 2008	<p>On 30 January 2008, PWSC recommended the upgrading of part of 711CL, as 734CL, entitled "Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at North Point Government Offices", to Category A.</p> <p>On 22 February 2008, FC approved the upgrading of part of 711CL as recommended by PWSC.</p>
24 October 2008	The Development Bureau completed an environmental impact assessment (EIA) study for KTD under Schedule 3 of the EIA Ordinance (Cap. 499) and submitted the study report to the Environmental Protection Department for processing.
9 December 2008 and 7 January 2009	On 9 December 2008, the EIA report was exhibited for public inspection for views to reach the Environmental Protection Department by 7 January 2009.
20 January 2009 and 26 February 2009	The Development Bureau briefed the Panel on Development on the implementation plan for KTD on 20 January 2009. Members also visited KTAC on 26 February 2009.
16 February 2009	The Advisory Council on the Environment endorsed the EIA report on KTD.
4 March 2009	The Director of Environmental Protection approved the EIA report on KTD.

2. Sequence of events of the Kai Tak Development (cont'd)

Date	Event
6 May 2009	<p>PWSC endorsed the funding for KTD with regard to:</p> <ul style="list-style-type: none"> (a) advance infrastructure works for developments at the southern part of the former runway under 711CL; (b) infrastructure at north apron area of Kai Tak Airport under 469CL; (c) KTAC and Kwun Tong typhoon shelter improvement works under 465CL; and (d) remaining infrastructure works for developments at the former runway under 702CL.
July 2009 to April 2011	<p>The Development Bureau plans to commence site investigation and detailed design of KTAC and Kwun Tong typhoon shelter improvement works in July 2009 for completion in January 2011, with a view to commencing the construction works in April 2011.</p>
July 2009 to January 2012	<p>The Development Bureau plans to commence site investigation and detailed design of the remaining infrastructure works for developments at the former runway in July 2009 for completion in phases by October 2012, with a view to commencing the construction works in phases from January 2012 onwards.</p>
July 2009 to December 2013	<p>The Development Bureau plans to commence the following construction works in July 2009 for completion by December 2013:</p> <ul style="list-style-type: none"> (a) the advance infrastructure works for developments at the southern part of the former runway; and (b) the infrastructure at north apron area of Kai Tak Airport.
2013, 2016 and 2021	<p>A number of government, institution and community facilities relating to KTD are planned to be completed by 2013, 2016 and 2021 respectively.</p>

3. Concerns and views raised by Members relating to the Kai Tak approach channel

3.1 The concerns and views raised by the members of the Panel on Development (formerly known as the PLW Panel) relating to KTAC and the Administration's responses during the Panel discussions on 22 February 2005, 28 June 2005, 20 December 2005, 27 June 2006, 24 October 2006, 14 November 2006 and 31 March 2009 are summarized in the ensuing paragraphs.

3.2 Members noted the Administration's plan to create a 600-metre opening at the northern end of the runway to enhance water circulation and to reduce sedimentation, thus improving the water quality of KTAC. Some members doubted whether the 600-metre opening would be effective in improving both water circulation and the water quality of KTAC, and raised the question of whether such opening would adversely affect the water quality in the To Kwa Wan typhoon shelter. Members also inquired about the effectiveness of bioremediation treatment of the contaminated sediments to improve the environment of KTAC and requested the Administration to resolve the problem of emission of obnoxious odour in the Kwun Tong typhoon shelter, the To Kwa Wan typhoon shelter and other typhoon shelters.

3.3 The Administration explained that as an initial estimate based on computer simulations, a minimum opening width of 600 metres for the opening would be required under the worst case scenario. The existing sediments in 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.

3.4 The Administration advised that 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 EIA Ordinance.

3.5 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 it was a new idea which the Administration had not considered. The Administration emphasized that the stringent "overriding public need" test had to 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.

3.6 Some Panel 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.

3.7 As to whether KTAC could be used for water sports activities in the 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 the implementation of mitigation measures, the water quality was not up to the required standard.

4. Views and concerns raised by the Housing and Infrastructure Committee of the Kowloon City District Council relating to the Kai Tak approach channel on 23 April 2009

4.1 Members of the Housing and Infrastructure Committee of the Kowloon City District Council were concerned about whether the Administration had any specific plans or timeline to improve the water quality of KTAC and the To Kwa Wan typhoon shelter. Members suggested that the Administration should start the project on the in-situ bioremediation treatment on sediments as early as possible, with one member suggesting to expand the project to cover the Kowloon City Ferry Pier as well. Members also urged the Administration to report the progress to the Kowloon City District Council on a regular basis.

4.2 The Administration responded that a working group had been established to work on the improvement of the water quality of the To Kwa Wan typhoon shelter and it would report the progress to the Kowloon City District Council regularly. Moreover, the Administration would work on the in-situ bioremediation treatment on sediments first before creating a 600-metre wide opening.

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