

**The Administration's response to the follow-up action  
arising from the meeting of  
the Legislative Council Panel on Development  
on 25 May 2010**

**Kai Tak Development**

Purpose

The Administration was requested to provide past documents and records on whether the Administration had intended to use part of the Kai Tak Development as a buffer to facilitate redevelopment projects in adjacent old districts, and, if so, how that intention had changed over time.

Administration's Response

2. Kai Tak upon relocation of the airport had been identified as one of the major areas for development. Previous studies and relevant Outline Zoning Plans (OZP) showed proposed reclamation around the Approach Channel and Kowloon Bay areas. The studies focused on optimization of the development potential of the ex-airport site with new reclamation, aiming to fulfill various objectives, including housing development.

3. When the first statutory Kai Tak (North) and (South) OZPs, with a proposed reclamation area of about 299 hectares (ha) (accommodating a population of about 320,000), were gazetted in 1998, the Explanatory Statements of the OZPs mentioned that some of the reserved housing sites in the area would help achieve the urban restructuring of the congested old areas of To Kwa Wan, Ma Tau Kok and Hung Hom (paragraph 7.2.5 of the Explanatory Statements for Kai Tak (North) and (South) OZPs at **Annex Ia** and **Ib**).

4. In November 2000, a paper on South East Kowloon Development – Proposed Start of Detailed Design was submitted to the then Planning, Lands and Work (PLW) Panel of LegCo by the then TDD (**Annex IIa**). It was mentioned in Annex I of the paper that there were public views that the new development should facilitate urban renewal of adjacent old districts and the Administration intended to allocate a piece of land to the future Urban Renewal Authority (URA) for rehousing purpose. At the Panel meeting on 4 December 2000, the Administration was requested to provide a supplementary note on utilization of land in the South East Kowloon Development (SEKD) for rehousing residents affected by urban renewal projects in East Kowloon (paragraph 20 of the minutes of meeting at **Annex IIb**).

5. The supplementary note was submitted to the then PLW Panel for information in September 2001 (**Annex III**). The note mentioned that one of the objectives of SEKD was to facilitate urban renewal in the surrounding areas. The Planning Department would, in conjunction with the URA, identify suitable rehousing sites in SEKD.

6. The Kai Tak (North) and (South) OZPs were subsequently amended to reduce the reclamation area to about 133 ha (accommodating a population of about 260,000) and were approved in June 2002. One of the planning themes as stated in the Explanatory Statements of the OZPs was to facilitate urban renewal activities by providing sites for pump priming and re-housing for urban renewal and public housing redevelopment initiatives. Residential developments were proposed to facilitate urban renewal activities (paragraph 7.1.7 of the Explanatory Statements for Kai Tak (North) and (South) OZPs at **Annex IVa** and **IVb**).

7. Since 2003, the URA has put in place new arrangements with both the Housing Authority and the Housing Society to meet the rehousing need arising from its redevelopment projects (see paragraph 8 of the annex of the PLW Panel paper at **Annex V** and the press release at **Annex VI**).

8. In view of the judgment of the Court of Final Appeal (CFA) in relation to the proposed reclamation in Wan Chai handed down in January 2004 that the presumption against reclamation in Victoria Harbour can only be rebutted by meeting overriding public need, a comprehensive planning review of Kai Tak (Kai Tak Planning Review (KTPR)) was commissioned in 2004 for compliance with the Protection of the Harbour Ordinance.

9. After over two years of public engagement, the KTPR came up with a zero reclamation option and advocated a new development concept for Kai Tak, emphasizing urban design, landscaping and greenery, interaction with the Harbour and adjoining old districts, with the provision of a wide variety of commercial, residential, social and recreational facilities. However, without any reclamation, the estimated total population to be accommodated in the Kai Tak development is significantly reduced to 86,000.

10. On 27 June 2006, the Administration briefed the then PLW Panel on the draft Preliminary Outline Development Plan for Kai Tak. While Members welcomed the zero reclamation option, they noted the Administration's explanation that the development of Kai Tak was a long term project and there was no plan to link the Kai Tak development with the urban renewal strategy and urban renewal plan (paragraphs 57 and 58 of the minutes of meeting at **Annex VII**).

11. Accordingly, the Kai Tak OZP and its Explanatory Statement subsequently published did not mention the role of Kai Tak in providing housing sites to assist the restructuring of old urban areas. During the representation consideration process, some LegCo Members and local residents opined that public housing development should be provided at Kai Tak to assist households affected by the urban renewal process in the old districts. The Administration responded that a variety of housing sites aiming to achieve a mix of residential neighbourhoods was proposed at Kai Tak. The allocation of these sites for public or private purpose, or to assist urban renewal projects would be matters to be examined at the implementation stage (extract of the Kai Tak Planning Review Report on Stage 3 Public Participation: Preliminary Outline Development Plan at **Annex VIII**).

12. With no reclamation and taking account of the public aspiration for lower development intensity and building height, the housing production of land area planned for residential use on the OZP has been drastically reduced. In the current OZP, about 35 ha of Government land is planned for residential use housing a projected population of about 86,000. Out of the 35 ha, 9.2 ha are allocated for public housing and 25.8 ha are reserved for other residential purposes. By way of comparison, the previous Kai Tak OZPs approved in 2002 with a proposed reclamation of about 133 ha provided 66 ha of land for residential purpose, housing a projected population of about 260,000, out of which 34 ha was on reclaimed land housing about a population of about 139,700.

**Development Bureau**  
**July 2010**

development restrictions and requirements are stipulated in the Remarks of the Notes. A planning brief stipulating details of the development scale, mix and other requirements will be prepared to guide future development.

7.2 Residential (Group A) ("R(A)") - Total Area 44.15 ha

7.2.1 This zoning is intended for high-density private and public housing developments. Commercial uses such as banks, restaurants and retail shops are permitted as of right in the lowest three floors of the buildings, excluding any floors used only for ancillary car parking, loading/unloading bay and/or plant room purposes. Commercial uses above the lowest three floors will require planning permission from the Board.

7.2.2 A majority of the sites under this zoning are reserved for public housing, including public rental housing, Home Ownership Scheme and Private Sector Participation Scheme. The development parameters and other requirements for these sites will be specified in the planning briefs to be prepared by the Housing Department/Planning Department in consultation with other relevant Government departments.

7.2.3 Two sites for private housing development are reserved at the southern part of the Area to the immediate north of Sung Wong Toi Road.

7.2.4 Developments within this zone would be subject to specific control as stipulated in the Notes for this zone. This is to ensure that the sites would be developed orderly and at an acceptable level in terms of traffic, environment and infrastructure capacities. A maximum plot ratio of 6.5 for a domestic building and a maximum plot ratio of 7.5 for a partly domestic and partly non-domestic building have been stipulated in the Notes.

7.2.5 Through the linked site approach, some of the reserved housing sites in the Area will help achieve the urban restructuring of the congested old areas of To Kwa Wan, Ma Tau Kok and Hung Hom.

7.3 Government, Institution or Community ("G/IC") - Total Area 27.50 ha

7.3.1 Land zoned for this purpose is intended to provide a wide range of Government, institution or community (GIC) facilities to serve local residents and, where appropriate, those in the adjoining districts. The GIC facilities are provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), and in consultation with individual departments where standards are not applicable. The overall GIC provisions should be adequate to serve the planned population for the Area.

7.3.2 A majority of the sites are reserved for educational purposes. Sufficient primary schools and secondary schools have been reserved to meet the needs of the planned population. In addition, an international school is proposed at the south-western edge of the Area to meet the territorial need.

7.2 Residential (Group A) ("R(A)") - Total Area 67.57 ha

- 7.2.1 This zoning is intended for high-density private and public housing development. Commercial uses such as banks, restaurants and retail shops are permitted as of right in the lowest three floors of the buildings, excluding any floors used only for ancillary car-parking, loading/unloading bay and/or plant room purposes. Commercial uses above the lowest three floors will require planning permission from the Board.
- 7.2.2 A majority of the sites under this zoning are reserved for public housing, including public rental housing, Home Ownership Scheme and Private Sector Participation Scheme. The development parameters and other requirements for these sites will be specified in the planning briefs to be prepared by the Housing Department/Planning Department in consultation with other relevant Government departments.
- 7.2.3 Residential sites intended for private housing development are reserved at the southern part of the Area between the proposed Metropolitan Park and the waterfront.
- 7.2.4 Developments within this zone would be subject to specific control as stipulated in the Notes for this zone. This is to ensure that the sites would be developed orderly and at an acceptable level in terms of traffic, environment and infrastructure capacities. A maximum plot ratio of 6.5 for a domestic building and a maximum plot ratio of 7.5 for a partly domestic and partly non-domestic building have been stipulated in the Notes.
- 7.2.5 Through the linked site approach, some of the reserved housing sites in the Area will help achieve the urban restructuring of the congested old areas of To Kwa Wan, Ma Tau Kok and Hung Hom.

7.3 Residential (Group B) ("R(B)") - Total Area 19.12 ha

- 7.3.1 This zoning is intended for medium-density residential developments. Commercial uses are prohibited unless otherwise permitted by the Board under the planning permission system.
- 7.3.2 There are four sites under this zoning, one is located to the northeast of the proposed Metropolitan Park and the other three are located near the waterfront of the Area. Since these residential sites are located at prominent locations with high amenity value, the design, disposition and building heights of developments on these sites would be subject to control to ensure their integration with the surrounding environment in terms of urban design. Specifically, the site to the northeast of the Metropolitan Park is designated "Residential (Group B)1". This zoning is to facilitate the incorporation of a public transport terminus, a post office and other necessary Government, institution or community (GIC) facilities in the development. Developments within this zone are subject to a maximum plot ratio of 5.0.

**LEGISLATIVE COUNCIL  
PLANNING, LANDS & WORKS PANEL**

**SOUTH EAST KOWLOON DEVELOPMENT  
PROPOSED START OF DETAILED DESIGN**

**PURPOSE**

1. The purpose of this Paper is:-
  - a) to brief Members on the outcome of the public consultation exercise for the Preliminary Layout Plan (PLP) of South East Kowloon Development (SEKD) produced under Stage 1 of the Comprehensive Feasibility Study (CFS) for the Revised Scheme of SEKD; and
  - b) to seek Members' support for application of funding to start the detailed design of some of the SEKD works as outlined in paragraph 8.

**BACKGROUND**

2. The CFS was commissioned in November 1999. It is divided into two stages. Stage 1 is to produce a PLP in the light of mainstream opinions previously collected, followed by a series of public consultations. Stage 2 deals with more detailed studies and preliminary design.
3. Stage 1 was completed in May 2000 and the public consultation exercise on the PLP drew to a close at end July 2000. Members were in particular invited to give their views on the PLP at the Panel meeting on 8 June 2000.

**OUTCOME OF PUBLIC CONSULTATION EXERCISE**

4. A total of 15 key consultative meetings have been held to solicit views, including holding a public forum and making presentations to this Panel, the Kowloon City District Council, the Wong Tai Sin District Council, the Kwun Tong District Council and the Town Planning Board (TPB). Views have also been received from some 67 persons/groups in writing or through electronic mail. We have also received 1 889 completed questionnaires from the Laguna City residents.

5. **Annex 1** summarizes the major views on the PLP collected from the public consultation exercise. In summary, the three District Councils, the TPB, the residents associations and members of the public have expressed strong support to the current SEKD scheme as a whole and made many good suggestions on how the scheme could be fine-tuned. There are, however, many objections to locating a refuse transfer station and a public filling barging point at the waterfront adjoining the Laguna City, though the buffer distance provided is able to meet the current planning guidelines.

6. We have held further discussions with the locals residents. After reviewing a number of alternative options, we have decided to relocate these facilities near the existing Kwun Tong typhoon shelter area. The local residents are pleased with the relocation and we believe the revised location has struck a balance between convenience of marine access, planning considerations and public acceptability.

## **CURRENT SITUATION**

7. The PLP has been fine-tuned to take on board the views collected in the public consultation exercise. An updated SEKD scheme is at **Annex 2**. More details of the scheme are being developed in the Stage 2 of the on-going CFS.

## **PROPOSED START OF DETAILED DESIGN OF SOME SEKD WORKS**

8. During the public consultation, there were requests for early development of North Apron of Kai Tak Airport (NAKTA) in order not to waste valuable land resources. There were also requests for immediate actions to improve the polluted Kai Tak Approach Channel. Therefore, we propose to appoint consultants to undertake detailed design and site investigations of these works packages as soon as possible. We plan to make submissions to the PWSC on 10 January 2001 to part upgrade the corresponding parts of PWP items 469CL and 465CL for the necessary consultants' fees and site investigation costs. The locations of the above two works packages are as shown at **Annex 3**, and a brief account is given below: -

469CL/B: South East Kowloon Development at Kai Tak Airport –  
Early Development Package

The infrastructure works under 469CL will serve the proposed NAKTA development. These works comprise pedestrianised areas, roads, bridges, subways/underpasses, drainage, sewerage, watermains and landscaping. NAKTA can accommodate about 115 000 people (about 65 000 in public housing) with a planned occupation starting in 2004. NAKTA will also provide land for about 20 schools (including two school villages) and other community facilities to support both the new development and the adjoining developed areas. Starting the infrastructure works early is essential for meeting the public expectation of developing NAKTA for occupation.

465CL/B: South East Kowloon Development – Waterfront Facilities and  
Kai Tak Nullah / Kwun Tong Typhoon Shelter Reclamation

We propose to reclaim the Kai Tak Approach Channel, which forms part of the works under 465CL. The works also comprise associated extension & improvement of drainage system and treatment of contaminated channel sediments. The reclamation will remove permanently the notorious odour problem at the Approach Channel and provide land for eventual development according to the SEKD plan. This reclamation will also bring about the added benefit of receiving the excavated materials to be disposed of from the site formation projects at Choi Wan Road/Jordan Valley and Anderson Road, as well as the construction and demolition materials generated at the former Kai Tak Airport, thus reducing overall costs and environmental impacts.

9. The physical construction of these works packages will start after the completion of the detailed design in end 2002/early 2003.

**ADVICE SOUGHT**

10. Members are invited :-
- a) to note the summary of major views collected from the public consultation



exercise on the PLP as set out at **Annex 1**; and

- b) to support the application of funding to start the detailed design of infrastructure on NAKTA and reclamation of the Kai Tak Approach Channel.

## **ATTACHMENTS**

- Annex 1 Summary of Major Views on PLP in Public Consultation Exercise
- Annex 2 Updated SEKD Scheme
- Annex 3 Location of 465CL (part) and 469CL Works Packages

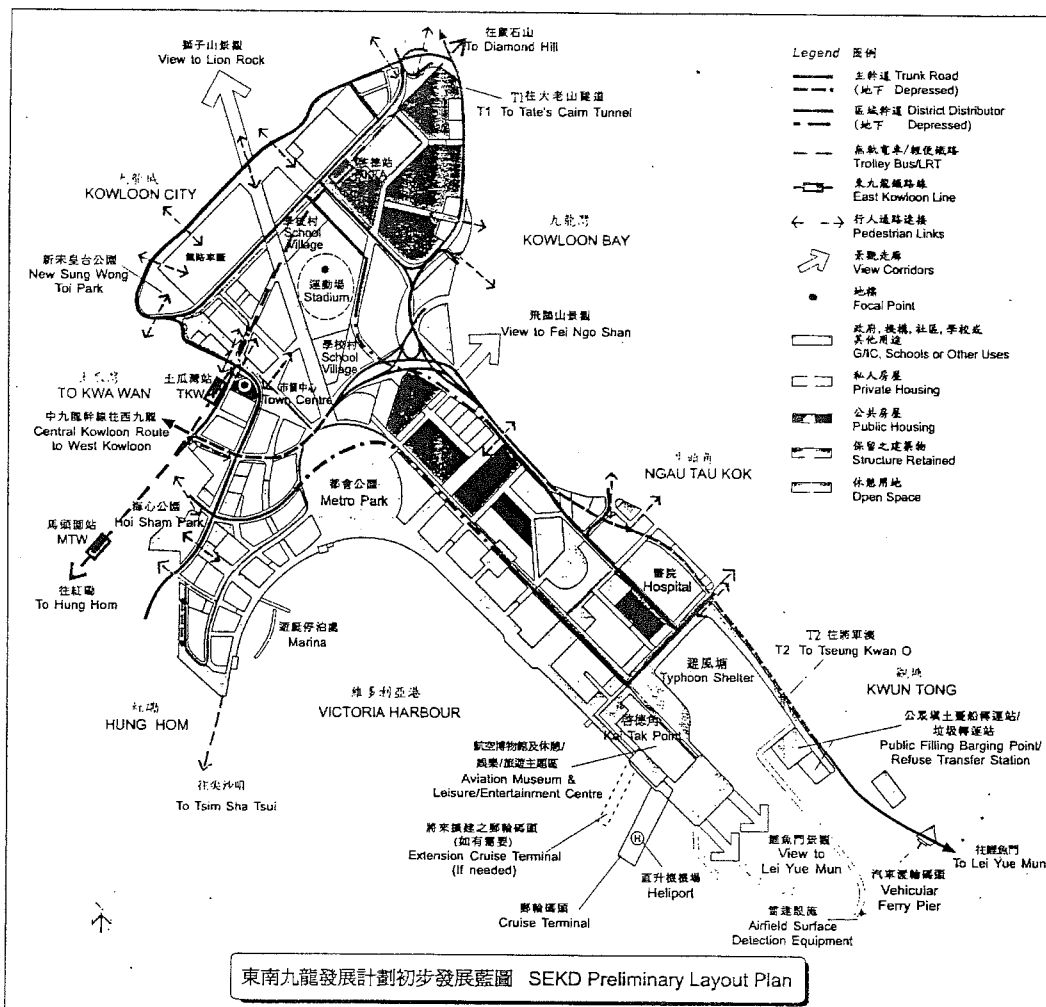
**TERRITORY DEVELOPMENT DEPARTMENT**  
**NOVEMBER 2000**

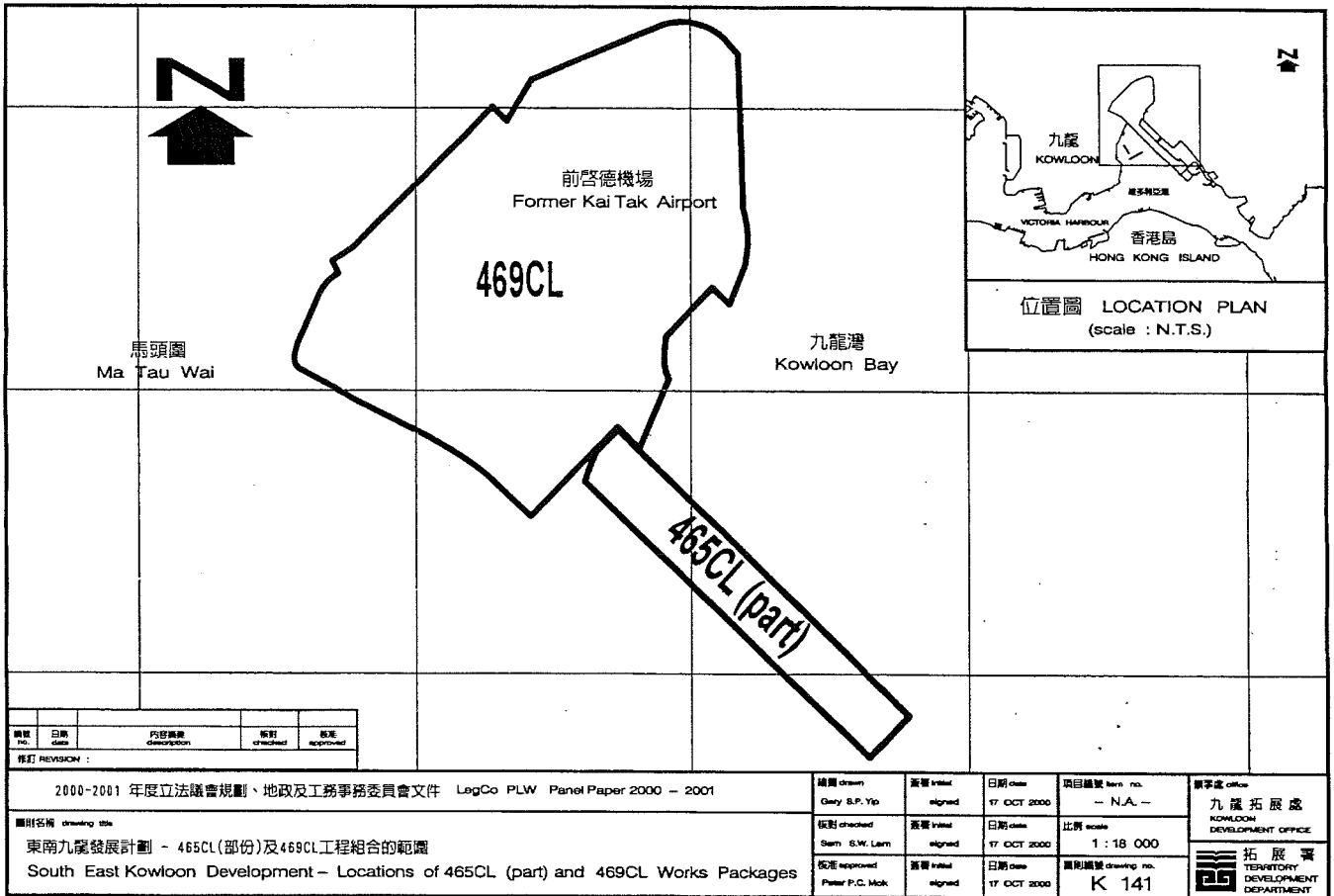
**Annex 1****Summary of Major Views on PLP in Public Consultation Exercise**

Public Views	Responses
<u>Housing</u>	
Disposition of public housing and private housing land should be refined with a view to allowing suitable buffer.	Housing site disposition will be revised.
Development Density	
Development density of areas surrounding the Metropolitan Park should be reviewed in order to be in harmony with the design of the park.	The density of developments adjoining the park is planned to be lower.
Landmark	
Locations of the landmark structures (such as town centre building and observation tower) should be reviewed.	Town centre tower is shifted towards Ma Tau Kok and observation tower combined with hotel development.
Urban Design	
An additional view corridor from Lei Yue Mun to Lion Rock should be considered.	This view corridor may be constrained by existing developments in Kowloon Bay, San Po Kong and Wong Tai Sin. However, a view corridor from the proposed Metro Park through the promenade in the Runway area to Lei Yue Mun will be provided.
<u>Government/Institution/Community (G/IC)</u>	
Location of the hospital is too close to the residential development.	Land uses adjacent the hospital will be improved and suitable buffer from the residential development will be provided.
The residential land uses adjacent to the stadium would likely be affected by adverse environmental problems.	Residential developments will be set back further from the stadium.

Public Views	Responses
Locations of the G/IC facilities should help serve the needs of the residents in the adjoining districts simultaneously.	The locations of G/IC facilities have been refined according to this principle.
<b>Refuse Transfer Station and Public Filling Barging Point</b>	
The proposed location of the refuse transfer station and public filling barging point would bring about adverse environmental impacts on the Laguna City.	Both facilities will be relocated from Laguna City to a site near existing Kwun Tong Ferry Pier.
<b>Helipad</b>	
The proposed helipad at the tip of the runway would generate noise to the tourism node and Laguna City.	Helipad atop cruise terminal under consideration.
<b>Other Uses</b>	
To consider the suitability of incorporating other suggested themes and ideas within the development area (e.g. White Dolphin Water Park, Martial Arts Exhibition Mall, Bruce Lee Memorial Hall in Metropolitan Park; Exhibition Centre on information technology and industry, former Airport Control Tower or its prototype at Kai Tak Point).	All suggestions summarised for consideration in the design of the Metropark and tourism node in future.
<b>Pedestrian &amp; Vehicular Links</b>	
Better integration with the hinterland by providing adequate pedestrian links.	More pedestrian links are planned.
Tunnels and depressed roads should be adopted as far as practicable.	More roads, including Road T2, are now planned underground or depressed.
Adequate and convenient access to the tourism node should be provided.	Key access route and necessary traffic improvement measures are proposed.
<b>Railway</b>	
Better pedestrian links to the railway stations to improve the accessibility.	Pedestrian access to railway stations will be improved.

Public Views	Responses
<b>Feeder System</b>	
Routing of the environmentally friendly feeder system should be reviewed to facilitate passengers and enable more direct and convenient connections with the railway stations.	Stations of feeder systems are now proposed next to residential developments and railway stations.
Extending the feeder system to the hinterland areas.	Possible extension of feeder system will be further investigated.
<b>Shoreline</b>	
To consider improving the design of the new shoreline.	We will pay attention to the design and landscaping of the waterfront promenade.
<b><u>Water Quality in Typhoon Shelter</u></b>	
The polluted water would affect the proposed tourism note.	The Kai Tak Approach Channel will be cleaned up and reclaimed, and main drains into the typhoon shelter will be diverted, thus improving the water quality.
<b><u>Building Height Control</u></b>	
The stepped height concept would not be achieved if building heights are not controlled properly.	The stepped building height concept will be incorporated into the statutory plans for SEKD. Options for control of building height in the urban area are being formulated in the context of Urban Design Guidelines which will soon be available for public consultation.
<b><u>Urban Renewal</u></b>	
The new development should facilitate urban renewal of adjacent old districts.	We intend to allocate a piece of land to the future URA for rehousing purpose.





**立法會**  
**Legislative Council**

LC Paper No. CB(1) 637/00-01  
(These minutes have been seen  
by the Administration)

Ref: CB1/PL/PLW/1

**LegCo Panel on Planning, Lands and Works**

**Minutes of meeting**  
**held on Monday, 4 December 2000, at 8:30 am**  
**in Conference Room A of the Legislative Council Building**

**Members present** : Dr Hon TANG Siu-tong, JP (Chairman)  
Hon LAU Ping-cheung (Deputy Chairman)  
Hon James TO Kun-sun  
Hon Timothy FOK Tsun-ting, SBS, JP  
Hon TAM Yiu-chung, GBS, JP  
Hon Abraham SHEK Lai-him, JP  
Hon Albert CHAN Wai-yip  
Hon IP Kwok-him, JP

**Non-Panel members** : Hon Fred LI Wah-ming, JP  
**attending** Hon Margaret NG  
Hon CHAN Yuen-han  
Hon CHAN Kam-lam  
Hon SIN Chung-kai

**Members absent** : Ir Dr Hon Raymond HO Chung-tai, JP  
Hon WONG Yung-kan  
Hon LAU Wong-fat, GBS, JP

**Public officers** : **Agenda Item IV**  
**attending**  
Mr Geoffrey WOODHEAD  
Principal Assistant Secretary for Planning and Lands  
(Buildings)  
  
Mr A G COOPER  
Land Registrar

Mrs Alice LEE  
Registry Manager  
Land Registry

Ms May LEE  
Deputy Principal Solicitor

Mrs Jenny WONG  
Change Manager

**Agenda Item V**

Mr Patrick LAU, JP  
Deputy Secretary for Planning and Lands  
(Lands and Planning)

Mr Daniel CHENG  
Principal Assistant Secretary for Planning and Lands  
(Planning)

Mr C H YUE  
Project Manager/Kowloon  
Territory Development Department

Mr James CHAN  
Chief Engineer/Kowloon East  
Territory Development Department

**Agenda Item VI**

Mrs Helen C P Lai YU, JP  
Head, Task Force on Building Safety  
and Preventive Maintenance

Mr Kevin CHOI  
Member, Task Force on Building Safety  
and Preventive Maintenance

Mr C M LEUNG  
Director of Buildings

Mr Geoffrey WOODHEAD  
Principal Assistant Secretary for Planning and Lands  
(Buildings)

Mrs Betty FUNG



Action

the entire process, resulting in reduction in staff requirement. The centralization of the registration process would also result in reduction in size of the New Territories offices, giving rise to savings in accommodation and staff costs.

10. On the Chairman's enquiry on the certification of copy documents and the means to prevent fraud, Deputy Principal Solicitor, Land Registry (DPS) advised that the Land Registry in practice accepted copies of documents issued and certified by Government departments and copies of documents certified by solicitors where the original copies were not recoverable. Upon the passage of the Bill, the Land Registry would issue a Circular Memorandum from time to time notifying legal practitioners and interested bodies of the types of documents where certified copies were acceptable for registration and the necessary certification manner.

11. On the Chairman's further enquiry as to whether the property would be reverted to the purchaser or the owner in the event of a fraud involving certification of documents, DPS said that this would have to be decided by the Court depending on the circumstances of the case.

**V South East Kowloon Development (SEKD)**  
(LC Paper No. CB(1)233/00-01(03))

12. The Deputy Secretary for Planning and Lands (Lands and Planning) (DSPL) said that the purpose of the discussion was to brief members on the outcome of the public consultation exercise for the Preliminary Layout Plan of SEKD produced under Stage 1 of the Comprehensive Feasibility Study for the Revised Scheme of SEKD and to seek members' support for funding to start the detailed design of some of the SEKD works.

13. With the aid of a computer power point, the Project Manager/Kowloon, Territory Development Department (PM/K) briefed members on the updated SEKD scheme, which had taken on board the views collected during the public consultation exercise.

Provision of school villages

14. Mr SIN Chung-kai welcomed the proposed provision of school villages in SEKD, which would accommodate about seven to eight schools within the area. He enquired whether, in terms of planning on a broader scale, consideration would be given to reprovisioning some of the existing schools in the older districts in East Kowloon to the school villages in SEKD. He said that this would not only resolve the planning problem of the older districts, but would also provide a unique chance for these schools to be relocated. PM/K said that a close liaison had been maintained with the Education Department on the design for the school villages. The Education Department had yet to provide the list of schools which were to be reprovisioned to SEKD but reprovisioning of schools would certainly be considered as part of an overall plan. The Chief Engineer/Kowloon East, Territory Development Department

Action

(CE/KE) added that the two school villages within SEKD would be able to accommodate about seven to eight schools to meet the territorial shortfall of educational facilities. Adequate number of schools would be evenly distributed within SEKD in accordance with current standard to serve a population of 240,000.

Transport arrangements

15. Mr Albert CHAN urged the Administration not to consider using a light rail system in SEKD as such system had been a proven failure in Tuen Mun. His concern was shared by Miss CHAN Yuen-han. In response, PM/K said that the Administration was well aware of the experience at Tuen Mun. He informed members that the light rail system was but one of the options to be considered for the feeder system. As the feeder system was expected to be implemented after year 2008, a much wider choice of options would be available by then.

16. Mr Albert CHAN was disappointed that the Administration would still consider a light rail system as one of the options for the feeder system. He was of the view that the idea of a light rail system should be precluded. Mr Abraham SHEK however opined that the light rail system in Tuen Mun was not a failure, except that the system did not provide for linkage to Tsuen Wan or the Mass Transit Railway stations. He said that there were other more improved light rail systems that could be considered.

17. Mr Fred LI said that instead of relying solely on land transport, consideration should be given to the use of cross-harbour ferry services. In response, CE/KE said the Administration was considering the provision of a pier which could provide ferry services between SEKD, Wanchai and Central.

18. Mr CHAN Kam-lam pointed out the need for co-ordination of the construction of East Kowloon Line with the rest of the developments at SEKD for the convenience of the public. CE/KE said that the major construction works of East Kowloon Line would be done underground and would not cause much inconvenience to the public. Nevertheless, the Administration would ensure that the developments at SEKD would be co-ordinated with the rail development.

Provision of sites for rehousing residents affected by urban renewal projects

19. Mr Albert CHAN opined that the Administration should be more generous in the provision of land in SEKD to meet the rehousing needs arising from urban renewal projects in the older districts of Kowloon. The Principal Assistant Secretary for Planning and Lands (Planning) (PAS/PL(P)) said that the Administration had reserved a site for rehousing the affected residents of urban renewal projects. Upon its establishment, the Urban Renewal Authority (URA) would work out with the Housing Authority and the Housing Society on the provision of housing units for the affected residents.

Action

20. Mr CHAN pointed out that the proposed site earmarked for rehousing purposes would hardly be adequate to meet the needs of residents displaced by urban renewal projects. He hoped that full use should be made of the space available in SEKD for rehousing affected residents of urban renewal projects, as similar sites would unlikely be available in the urban area in the foreseeable future. This would be a planning error if rehousing sites were not adequately provided for in SEKD. In this connection, he requested the Administration to provide a paper to explain in detail the utilization of land in SEKD for rehousing residents affected by urban renewal projects in East Kowloon. Sharing the same concern, Mr Abraham SHEK pointed out that SEKD should not only provide sites for rehousing residents of urban renewal projects, it should also provide housing units for residents affected by squatter clearance.

Admin.

21. DSPL explained that as the URA had yet to be set up, the Administration could only undertake that it would set aside a site in SEKD for rehousing purposes for the urban renewal projects in East Kowloon. It could not be more specific about the matter. He nevertheless agreed to liaise with colleagues responsible for the setting up of URA to see if more information on the subject could be provided in writing.

Provision of a stadium

Admin.

22. Mr CHAN Wai-yip had reservations on the proposed provision of a stadium in SEKD. He was of the view that the available space should be better utilized for residential purposes. From the town planning perspective, stadium facilities should be located in sites which were not suitable for residential purposes, such as those under the flight path. In this connection, he requested the Administration to explain in writing the reasons for not placing the stadium at a site in North Lantau close to the rail development. PAS/PL(P) said in response that the provision of a stadium within SEKD had had wide support from the public. The choice of site for the stadium was also supported by the Home Affairs Bureau (HAB). Therefore, planning for a stadium had all along been included in SEKD, the detailed design of which fell within the purview of HAB.

23. Responding to Mr LAU Ping-cheung's enquiry about the traffic and environmental impact of the stadium, CE/KE said that the Administration was well aware of such impact and therefore proposed to locate the stadium at a site which would be far away from residential areas. To address the problem of noise, consideration would be given to providing a retractable roof for the stadium, which was expected to accommodate an audience of 40,000 to 50,000. Close liaison would be maintained with HAB on the noise insulation requirements of the stadium. The operating hours of the stadium would be strictly administered to minimize the noise impact on the neighbouring schools. To further resolve the noise problem, consideration would be given to providing noise abatement installations in the neighbouring schools. CE/KE assured members that the proposed project would be submitted to the Advisory Council on the Environment for consideration prior to its implementation.

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24. Mr Timothy FOK said that Hong Kong had waited over 20 years for a world class stadium, and the idea of a stadium was well supported by the sports associations.

Relocation of the refuse transfer station (RTS), the public filling barging point and the helipad

25. Mr Fred LI expressed appreciation for the Administration's positive response to the request of residents of Laguna City for relocating the RTS, the public filling barging point and the helipad. Mr LAU Ping-cheung was concerned if the proposed relocation had met with objection from Kwun Tong residents. PM/K said that the original proposed location of the RTS and the public filling barging point was strongly objected by residents of Laguna City. After reviewing a number of alternative options, the Administration revised the proposal to relocate these facilities near the existing Kwun Tong ferry pier and had consulted the Kwun Tong District Council. The local residents did not object to the proposed relocation as set out in the revised scheme.

26. Mr CHAN Kam-lam said that residents of Laguna City were concerned about the use of the site which was originally earmarked for the RTS and the public filling barging point. They had indicated their wish that the area be developed for recreational purposes.

International design competition

27. Mr Abraham SHEK said that he did not consider the revised SEKD a good scheme in terms of planning and aesthetics. To make the best use of the site, he suggested that an international design competition be held so that a more forward looking design that would address the needs of the community could be adopted. The idea of holding an international design competition for the stadium was supported by Mr Timothy FOK.

28. PAS/PL(P) said that SEKD had been revised several times to take account of the views of LegCo Members and the public. The revised SEKD scheme had adopted an environmental design as well as key features which would lead Hong Kong to the 21<sup>st</sup> Century. A stepped building height concept would be incorporated into the statutory plans for SEKD for a better view as well as improved air circulation. The provision of a Metropolitan Park had the support from the community. Through a system of road links, residents of the older districts of Kowloon would have easy access to the waterfront promenade, which in the long term would stretch from Eastern to Western Kowloon. Apart from housing developments and community facilities, SEKD would provide tourist facilities such as a cruise terminal. The revised SEKD had accommodated a wide variety of facilities to suit the needs of the community.

29. Mr SHEK opined that as SEKD would be the best piece of land available in the urban area, care should be taken to ensure that it should be carefully planned to meet the requirements of a 21<sup>st</sup> Century city. The planning of SEKD should be quite

Action

different from the planning for Shatin or Tuen Mun and a holistic and comprehensive approach should be adopted. In his view, the present planning for SEKD had not lived up to the expectations of the community. DSPL supplemented that in planning for SEKD, the Administration had taken a holistic view on the needs of the community. The plans were therefore not made simply on the basis of how the land vacated by Kai Tak Airport should be utilized. The stadium would not only be used for sports activities, but also for other cultural and leisure activities. The facilities at the school villages would cater for the educational needs of both SEKD as well as other areas. The Metropolitan Park and the cruise terminal were also meant to serve the entire territory. In short, the planning of SEKD had adopted an overall concept which took account of the multiple needs of the community.

30. As regards Mr SHEK's proposal of holding an international design competition for SEKD, DSPL said that the Administration had received a lot of comments and suggestions from various quarters on the planning of SEKD during the public consultation exercise. They included overseas experts in stadium and urban planning. Local professional bodies had also been consulted and they had made valuable contribution to the planning of SEKD.

31. While not objecting in principle to inviting overseas participation in the international design competition, Mr LAU Ping-cheung said that town planning was not a science and care should be taken to ensure that the design for SEKD would meet the local needs. He pointed out that as there were a lot of local experts available in the town planning field who were familiar with local needs, there might not be a need to rely on overseas consultants in the planning for SEKD.

Typhoon Shelter

32. Mr Fred LI was concerned about the adverse environmental impact associated with the heavily polluted waters at the Typhoon Shelter. Sharing the same concern, Miss CHAN Yuen-han pointed out that the emission from the barges moored at the Shelter was one of the sources of pollution. CE/KE explained that the major source of the pollution was the illegal industrial and domestic effluent from Kwun Tong District discharging into the Kai Tak Approach Channel. This in turn caused contamination of the marine mud at the seabed, thus giving rise to odour and water pollution. The Administration was seeking funds to treat the contaminated sediments before reclaiming the Kai Tak Approach Channel. In future, there would not be illegal inflows of industrial effluent nor stormwater into the Shelter. At present, the treated effluent from Shatin Sewage Treatment Works flushed the water in the typhoon shelter to a certain extent. In future, the tidal flush would serve to cleanse the water to an acceptable level. Under the existing environmental legislation, the Administration would need to address the environmental problems including water quality before proceeding with the project.

33. As regards the concern over the water pollution problems arising from emissions from the barges moored near the Shelter, CE/KE said that the problem would be resolved upon the re-provisioning of the cargo working area from Kwun Tong

Action

to Tseung Kwan O because the number of barges mooring at the Shelter would be decreased.

34. Mr CHAN Kam-lam was concerned about the design of the breakwater at the Typhoon Shelter and whether the design would hinder the water flow. CE/KE explained there would be ways and means to achieve acceptable water quality, e.g. providing conduits beneath the breakwater to enhance tidal flush if necessary in future. The Chairman said that the Administration might need to rethink about the design of the breakwater to resolve the problem of water flow. He hoped that an Environmental Impact Assessment would be conducted on SEKD to address different aspects lest the entire project would be held up as a result of environmental concerns.

Need for height restriction

35. Responding to Miss CHAN Yuen-han's concern about the need to impose a height restriction at SEKD even if the stepped building height concept was to be implemented, PAS/PL(P) said that options for control of building height in the urban area were being formulated in the context of Urban Design Guidelines which would soon be available for public consultation. He stressed that the public had divergent views on this issue.

Waterfront promenade

36. While expressing appreciation for the Administration's efforts in revising SEKD to take account of public views, Miss CHAN Yuen-han enquired if consideration would be given to extending the waterfront promenade from Kwun Tong to Lei Yue Mun. PAS/PL(P) responded that this was the Administration's intention in the long term.

**VI Building safety and timely maintenance- supplementary information**  
(LC Paper No. CB(1)233/00-01(04))

37. Mr LAU Ping-cheung enquired whether the designated officer for the Coordinated Maintenance of Building Scheme (CMBS) would have the necessary authority to enforce action and coordinate the maintenance works. The Director of Buildings (D of B) explained that CMBS would operate as an extension of the "one-stop" service. As the Building Co-ordinator, the designated officer would conduct, in association with other departments concerned, a survey of the building and determine the scope and nature of improvement works. He would provide technical advice to owners and assist them in the application for low-interest loans where necessary.

38. As regards Mr LAU's further enquiry on the time-frame for reviewing the implementation of CMBS, D of B said that the pilot scheme on CMBS would be carried out for a trial period of one year. The Buildings Department (BD) would conduct an interim review in six to nine months after its implementation. It would assess the extent of owners' compliance with the advice given by the Building

**For information****LEGISLATIVE COUNCIL PANEL  
ON PLANNING, LANDS AND WORKS****Supplementary Information on South East Kowloon Development****Background**

At the Panel meeting held on 4 December 2000, Members requested the Administration to provide more information about the proposed South East Kowloon Development (SEKD), in particular, the use of SEKD to rehouse residents affected by urban renewal projects in surrounding districts or areas. This paper provides the supplementary information in this respect.

**Facilitate rehousing of tenants affected by urban renewal projects**

2. One of the objectives of the SEKD is to facilitate urban renewal in surrounding areas. Amongst the nine urban renewal target areas of the Urban Renewal Authority, one of them is in the Kowloon City District, i.e. the Ma Tau Kok Target Area. The Planning Department will, in conjunction with the Urban Renewal Authority (URA), identify suitable rehousing sites in SEKD. The URA will also work closely with the Housing Authority and Housing Society to make use of their casual vacancies in existing and new public housing estates to cater for the rehousing needs of tenants affected by urban renewal projects.

### **Facilitate redevelopment of public housing estates**

3. Apart from urban renewal projects of the URA, the SEKD will also facilitate the redevelopment of public housing estates in nearby areas. For example, a site in the northern part of SEKD is currently planned to be used as a reception site for the redevelopment of Lower Ngau Tau Kok (II) Estate. The reception flats in SEK are expected to be completed by the fourth quarter of 2005. The Housing Department will continue to explore with concerned departments to further utilize the public housing sites in SEKD to facilitate redevelopment of other public housing estates in nearby areas.

### **Way Forward**

4. We have consulted the Kowloon City, Wong Tai Sin and Kwun Tong Districts Councils earlier this year on the proposed development plan of SEK. The District Councils generally supported our proposal and urged the Government to expedite related works. We plan to seek funding support from the Public Works Sub-committee later this year to start the detailed design and site investigation work for the reclamation at Kai Tak Approach Channel and planned developments at the north apron of the former Kai Tak Airport.

**Planning and Lands Bureau**

**September 2001**



- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

## 5. THE PLANNING SCHEME AREA

The SEKD, includes three main districts, namely North Apron of Kai Tak Airport (NAKTA), Hoi Sham and Runway areas, is located in the south-eastern part of Kowloon Peninsula. The Planning Scheme Area (the Area) mainly covers the NAKTA area and includes the former Kai Tak Airport Terminal and north apron area, as well as portions of land west of Kwun Tong Bypass. The Area is bounded by Kwun Tong Bypass to the east, Prince Edward Road East to the north, Sung Wong Toi Road to the west and the proposed Central Kowloon Route to the south. The boundary of the Area is shown in a heavy broken line on the Plan. It covers an area of approximately 176 ha.

## 6. POPULATION

It is estimated that the total population to be accommodated in the Area will be about 119,000. Intake of population is expected to commence in 2005.

## 7. PLANNING THEMES AND URBAN DESIGN FRAMEWORK (Figures 1 – 4)

### 7.1 Planning Themes

The whole of SEKD, which comprises the Area and the Kai Tak (South) area, is covered by a comprehensive planning and urban design framework. The planning and urban design concepts adopted in this Plan are illustrated in the attached Figures 1 to 4. The main planning themes are discussed below:

#### 7.1.1 A development oriented for the people

People are able to walk freely along pedestrians corridors, including the landscaped elevated walkways, without having to cross major roads. People can enjoy views of the Victoria Harbour (the Harbour) and the ridgeline of the Kowloon Hills (especially Lion Rock and Fei Ngo Shan), which are maintained by the provision of view corridors and stepped building heights. Links to the hinterland are maximized where possible through footbridges and subways.

#### 7.1.2 Scenic and accessible waterfront

Some 5.4 km of new promenade will be created along the waterfront of SEKD. The promenade is readily accessible by pedestrians and is kept away from vehicular traffic. People on the promenade can experience a close encounter with the vibrant Harbour, whilst people on the other side of the Harbour can take pleasure on the spectacular scene of the promenade.

#### 7.1.3 Tourism and leisure-orientated planning

SEKD will be a place for tourism and leisure-oriented development. The NAKTA will include a 50,000-person international stadium capable of hosting a wide variety of sporting, leisure and entertainment events. The stadium will be complemented by a linear open space leading from the regional open space at the harbour front to the Kowloon City hinterland area.

#### 7.1.4 Rail emphasized transport infrastructure

The railway network, comprising the future Shatin to Central Link (SCL) and the existing Mass Transit Railway Kwun Tong Line, will form the backbone of the public transport system serving SEKD area. The railway network will be supplemented by an environmentally friendly public transport system, which connects the various districts with the proposed SCL Kai Tak and To Kwa Wan Stations.

#### 7.1.5 Environmentally friendly community

To advance the concept of environmental friendliness in SEKD as well as to minimize the overall environmental impact, environmentally friendly facilities, such as automated refuse collection system, district cooling system and possible application of solar energy have been integrated in the overall development scheme.

#### 7.1.6 Cultural heritage

The Sung Wong Toi Inscription Rock will return to its original site near the Olympic Avenue. The site will be landscaped as an artificial hill to resemble the Sacred Hill previously removed for the construction of the former Kai Tak Airport.

#### 7.1.7 Urban renewal

Proximity to the older urban areas of East and Central Kowloon means that SEKD is well placed to provide sites to facilitate pump priming and re-housing for urban renewal and public housing redevelopment initiatives. Residential developments have been proposed to facilitate urban renewal activities.

### 7.2 Urban Design Framework (Figure 2)

The Area can be seen as two neighbourhoods within one district with an international stadium located at the centre. The following urban design concepts are adopted in the Plan and illustrated in Figure 2:

#### 7.2.1 Building Height Concept (Figure 3)

- (a) The basic principle of the urban design framework for SEKD is to establish a transition from a lower urban form at the edges of the Harbour and the major open spaces building up in scale to the hinterland. Stepped building height is proposed to maintain the views of the peaks and ridgelines of the Kowloon Hills when viewed from key vantage

## 5. THE PLANNING SCHEME AREA

The SEKD, includes three main districts, namely North Apron of Kai Tak Airport, Hoi Sham and Runway areas, is located in the south-eastern part of Kowloon Peninsula. The Planning Scheme Area (the Area), covering approximately 281ha, mainly covers the Hoi Sham and Runway areas and includes the former Kai Tak Airport south apron and runway, and the proposed reclamation at Kai Tak Approach Channel, Kwun Tong Typhoon Shelter and Kowloon Bay. The boundary of the Area is shown in a heavy broken line on the Plan.

## 6. POPULATION

It is estimated that the total population to be accommodated in the Area will be about 139,700. Intake of population for the new development area is expected to commence in 2012.

## 7. PLANNING THEMES AND URBAN DESIGN FRAMEWORK (Figures 1 – 4)

### 7.1 Planning Themes

The whole of SEKD, which comprises the Area and the Kai Tak (North) area, is covered by a comprehensive planning and urban design framework. The planning and urban design concepts are illustrated in the attached Figures 1 to 4. The main planning themes are discussed below:

#### 7.1.1 A development oriented for the people

People are able to walk freely along pedestrians corridors, including the landscaped elevated walkways, without having to cross major roads. People can enjoy views of the Victoria Harbour (the Harbour) and the ridgeline of the Kowloon Hills (especially Lion Rock and Fei Ngo Shan), which are maintained by the provision of view corridors and stepped building heights. Links to the hinterland are maximized where possible through footbridges and subways.

#### 7.1.2 Scenic and accessible waterfront

Some 5.4 km of new promenade will be created along the waterfront of SEKD. The promenade is readily accessible by pedestrians and is kept away from vehicular traffic. People on the promenade can experience a close encounter with the vibrant Harbour, whilst people on the other side of the Harbour can take pleasure on the spectacular scene of the promenade.

#### 7.1.3 Tourism and leisure-orientated planning

SEKD will be a place for tourism and leisure-oriented developments. A new tourism node is proposed at the south-eastern end of the former Kai Tak runway. This tourism node will complement other significant features including waterfront promenade, a Metropolitan Park of about 24.5 ha, and the town centre near To Kwa Wan Railway Station.

#### 7.1.4 Rail emphasized transport infrastructure

The railway network, comprising the future Shatin to Central Link (SCL) and the existing Mass Transit Railway Kwun Tong Line, will form the backbone of the public transport system serving SEKD area. The railway network will be supplemented by an environmentally friendly public transport system, which connects the various districts with the proposed SCL Kai Tak and To Kwa Wan Stations.

#### 7.1.5 Environmentally friendly community

To advance the concept of environmental friendliness in SEKD as well as to minimize the overall environmental impact, environmentally friendly facilities, such as automated refuse collection system, district cooling system, and possible application of solar energy have been integrated in the overall development scheme.

#### 7.1.6 Cultural heritage

One of the key heritage features respected in the Area is Fish Tail Rock in the existing Hoi Sham Park. Not only will the Rock be preserved but an unobstructed view corridor will also be provided between the Rock and the Harbour. In addition, the seawall along and the tip of the former runway have also been retained.

#### 7.1.7 Urban renewal

Proximity to the older urban areas of East and Central Kowloon means that SEKD is well placed to provide sites to facilitate pump priming and re-housing for urban renewal and public housing redevelopment initiatives. Residential developments have been proposed to facilitate urban renewal activities.

### 7.2 Urban Design Framework (Figure 2)

The Area can be seen as two neighborhoods within one district with a Metropolitan Park in the middle. The area in the east, the Runway area, is ordered by the axis of the former runway with its rectilinear grids. View corridor, public open space, pedestrianized street and tourism node are found within this neighbourhood. The Hoi Sham area in the west is predominantly a harbour front residential neighbourhood. The following urban design concepts are adopted in the Plan and illustrated in Figure 2:

#### 7.2.1 Building Height Concept (Figure 3)

- (a) The basic principle of the urban design framework for SEKD is to establish a transition from a lower urban form at the edges of the Harbour and the surrounding area of the major open spaces building up in scale to the hinterland. Stepped building height is proposed to maintain the views of the peaks and ridgelines of the Kowloon Hills when viewed from key vantage points on Hong Kong Island, and maximize views of the Harbour and surrounding hills from within the Area and daylight penetration. Subject to the maintenance of a 20% building free zone to the ridgelines,

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**Work of the Urban Renewal Authority**

**INTRODUCTION**

The purpose of this paper is to report on the work of the Urban Renewal Authority (URA) in 2002/03 and the work plans of the URA for the future.

**BACKGROUND**

2. The URA was established in May 2001. Under the Urban Renewal Authority Ordinance, the purposes of the URA include the redevelopment of dilapidated buildings, promoting the rehabilitation of old buildings and the preservation of buildings of historical, cultural or architectural interest.

**URA'S WORK IN 2002/03**

3. The URA's annual business plan (BP) for 2002/03 comprises eight new projects. By mid-March 2003, the URA has announced eight projects as scheduled. All are among the 25 uncompleted projects of the former Land Development Corporation (LDC). They are as follows –

- (a) a development scheme\* at Johnston Road, Wan Chai;
- (b) a development proposal# at Fuk Wing Street/Fuk Wa Street, Sham Shui Po;

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\* A development scheme is a project which requires amendment to the land use zoning of the project area on the relevant outline zoning plan.

# A development proposal is a project which requires no amendment to the land use zoning of the project area on the relevant outline zoning plan.

- (c) a development scheme at Cherry Street, Tai Kok Tsui;
- (d) a development proposal at Po On Road/Shun Ning Road, Sham Shui Po;
- (e) a development proposal at Reclamation Street, Mong Kok;
- (f) a development scheme at First Street/Second Street, Western District;
- (g) a development proposal at Queen's Road East, Wan Chai; and
- (h) a development scheme at Wing Lee Street/Staunton Street, Sheung Wan.

In 2002/03, the URA also continued to implement ten on-going projects inherited from the LDC.

4. In December 2002, the URA and the Hong Kong Housing Society (HKHS) signed a Memorandum of Understanding to take forward a strategic partnership in urban renewal. The URA will pursue some of the projects in the urban renewal programme in association with the HKHS. Whilst the URA will exercise its various statutory functions, the HKHS will be responsible for various aspects of the projects from planning, acquisition to construction, and the HKHS will meet all the costs and expenses involved.

5. In addition to undertaking some of the urban renewal projects, the HKHS is one of the URA's rehousing agents and provides rehousing units for accommodating tenants affected by urban renewal projects. The HKHS will also, on a non-exclusive basis, provide the URA with

professional services in various areas, for example, project management, estate management, building maintenance and building surveying.

6. A fuller report provided by the URA on its work carried out in 2002/03 is in paragraphs 4-16 of the Annex.

### **FUTURE WORK PLANS**

7. In March 2003, the Financial Secretary approved the URA's corporate plan (CP) for April 2003 to March 2008 and BP for 2003/04.

8. The approved CP comprises 59 new projects, including all of the remaining uncompleted projects of the LDC. These 59 projects include redevelopment, preservation, rehabilitation<sup>⊕</sup> and revitalisation<sup>∇</sup> projects. Among them, seven projects will be taken forward under the strategic partnership between the URA and the HKHS. Taking into account the ten on-going projects taken over from the LDC and eight redevelopment projects started in 2002/03, the URA has a rolling programme of 77 projects during the next five years. The approved BP consists of 19 projects that will commence in 2003/04. They include ten redevelopment projects, and nine rehabilitation and revitalisation projects.

9. The new redevelopment projects included under the CP will affect some 6 000 property interests and 8 000 tenant households. The net housing supply (after the deduction of the number of demolished flats)

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<sup>⊕</sup> Rehabilitation projects promote and facilitate the proper repair and preventive maintenance of buildings with the aim of extending their useful life.

<sup>∇</sup> Revitalisation projects are street level projects which seek to improve the environment and management of an area through measures like pedestrianisation, landscaping and provision of street furniture so as to strengthen and revive the socio-economic and environmental fabric of the area.

is estimated at around 14 000 – 15 000 flats. These projects are expected to produce over 1 000 000 m<sup>2</sup> of domestic gross floor area (GFA) and over 200 000 m<sup>2</sup> of non-domestic GFA. Together with one preservation project, they cover a total area of around 14 hectares, and will provide corresponding public open space and Government/ Institution/ Community facilities, such as residential care homes for the elderly, public toilets and refuse collection points. The implementation of these projects will bring about improvements to the environment in the built-up urban areas which will serve the overall benefit of the community. The resultant regeneration of older districts will also help instil economic vigour in the once depressed and deserted areas.

10. The CP also includes rehabilitation and revitalisation as an integral part of urban renewal. The URA is formulating the details of its rehabilitation strategy. As a start, it plans to implement four pilot rehabilitation projects in 2003/04. More rehabilitation projects will be launched in light of experience. The aim is to provide appropriate support and incentives to property owners in order to encourage them to undertake proper repair and preventive maintenance of buildings. The URA also plans to carry out a number of street level revitalisation projects in the five years from 2003/04 to strengthen and revive the socio-economic and environmental fabric of older urban areas.

11. The URA has set out in paragraphs 17-21 of the Annex its planned programme under the BP for 2003/04.

#### FINANCIAL ASPECTS

12. The URA will have to borrow from the market about \$19 billion over the development period, in addition to the Government's



financial support<sup>◇</sup>, to finance its projects. Also, a sum of \$400 million is earmarked for rehabilitation, revitalisation and heritage preservation work. On the basis of the various assumptions adopted in the financial projections in its CP, including a 50:50 joint venture approach whereby the developers would contribute half of the land value of the assembled site at the start of the development stage and share the development costs and profits with the URA equally, and that the HKHS would bear all the costs and expenses for the projects undertaken under the strategic co-operation, the URA estimates that by the end of the development period (in 2016/17), it will achieve a surplus of \$0.4 billion with a cash balance of \$10.4 billion and no liabilities at the end of the development period. This is in line with the Government's policy intention that the urban renewal programme should be self-financing in the long run.

13. The financial forecasts in the CP will undoubtedly be affected by key factors such as movements in the property market, interest rate changes, construction cost fluctuations and the actual implementation mode of individual projects. The Government will keep under close review the performance of the URA in delivering the urban renewal programme and its financial position through the annual examination of URA's CP and BP.

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◇ The Government has put in place a package of financial support measures for the URA to facilitate the implementation of the urban renewal programme. The Executive Council approved in principle in May 2002 land grants at nominal premium in respect of urban renewal and rehousing sites. The Finance Committee of the Legislative Council also approved in June 2002 a commitment of \$10 billion for equity injection into the URA by phases in the five financial years from 2002/03 to 2006/07. The first injection of \$2 billion was made in July 2002.

CONCLUSION

14. The URA has made steady progress in its work in the past year. The Government will continue to support and facilitate the URA's work as it takes forward the urban renewal programme.

Housing, Planning and Lands Bureau  
April 2003

**Work of the Urban Renewal Authority in 2002/03  
and Business Plan for 2003/04**

**I. INTRODUCTION**

The following is a report on the work of the Urban Renewal Authority (URA) since January 2002 and its business plan for 2003/04.

**II. BACKGROUND**

2. The problem of urban decay is an enormous and growing one. Government has estimated that there are over 2,000 buildings of over 30 years old that are suffering from general dilapidation. Given the magnitude of the problem, the URA recognises that redevelopment, i.e. demolish-and-build, alone will not be sufficient as a long-term solution. Thus, it has adopted a “4Rs” strategy comprising redevelopment, rehabilitation, preservation and revitalisation, so that a holistic approach can be implemented for the long term.

3. However, within the parameters prescribed in Government’s Urban Renewal Strategy, the URA began its first year of operation in early 2002 with special priority being given to the 25 uncompleted projects announced by its predecessor, the Land Development Corporation (LDC) in early 1998. It has, therefore, focused on these projects by means of redevelopment in the past year whilst making active preparation also for work to commence on rehabilitation, preservation and revitalisation in the coming years.

**III. WORK OF THE URA IN 2002/03**

**Redevelopment Projects**

4. During the past year, the URA has commenced

implementation of eight redevelopment projects in five districts, including two in Wan Chai, two in Sham Shui Po, two in Central & Western District, one in Tai Kok Tsui and one in Mong Kok. (All are among the 25 LDC projects.) Seven of them are now in various stages of acquisition or land resumption and the remaining one undergoing the planning approval process. Overall, it is estimated that about 910 property interests are involved and about 1,800 households comprising some 5,700 people are affected.

5. The tentative timing for completion of development of these projects varies between 2008 and 2010. Based on current plans, they are expected to provide an estimated total of 2,268 domestic units and 16,365m<sup>2</sup> of retail space upon completion. For the benefit of residents and local communities, these projects are also expected to provide 2,363m<sup>2</sup> of public open space and 4,550m<sup>2</sup> GIC (Government/Institution/Community) facilities.

6. For acquisition of property interests, the URA adopts a similar policy as Government's compensation policy on land resumption but adds a certain amount of incentive for property owners. In principle, the URA offers domestic owner-occupiers a home purchase allowance (HPA) equivalent to the open market valuation of a notional seven-year-old replacement flat in the same general locality. Acquisition offers made by the URA to owners at five of the eight projects have now expired at various times. As at 27 March 2003, the average acceptance rate was above 85%. (Of the remainder, about 5% is not actionable due to problems such as unclear legal titles and untraceable owners.) The acceptance rate is considered satisfactory, as the URA's policies and procedures were relatively new and being practised for the first time. In

the light of experience, the URA will look for improvements to ensure that its policies are more financially prudent and procedures more efficient and cost-effective.

7. Insofar as Government resumption action is concerned, resumption gazette notices were issued for 19 property interests of the Johnston Road, Wanchai project on 17 January 2003, 65 interests of the Cherry Street, Tai Kok Tsui project and 20 interests for the Fuk Wing Street, Sham Shui Po project, both on 7 March 2003. Meantime, resumption of unacquired properties at two other projects at Po On Road, Sham Shui Po and Reclamation Street, Mong Kok is being processed by Government.

8. For projects in which acquisition work has largely been completed, the URA has begun to process the affected tenants for either re-housing or compensation in cash. For re-housing, arrangements have been put in place with both the Housing Authority and the Housing Society to make available a maximum of 2,000 units a year.

9. Based on a set of assumptions in formulating the first Corporate and Annual Business Plans in 2001, the total development cost of the eight projects is estimated at \$5.46 billion, of which about \$2.4 billion or 43% is for acquisition and re-housing, which together form the land assembly cost. The remaining 57% comprises interest cost and development cost. A breakdown is shown at the Appendix.

### **Community Relations**

10. The URA appreciates that some owners and tenants, especially the elderly, might face difficulties in vacating their premises and setting

up new homes elsewhere. In line with its people-oriented approach, its front-line staff are trained and equipped to provide personal care and assistance to every family genuinely in need of help. Practical assistance would include providing a special 30% down payment instead of the normal 10%, helping to arrange a bridging bank loan, gathering market information on home-buying and mortgage, organising visits to vacant Home Ownership Scheme flats, helping out with house moving and providing temporary storage for large household items. In addition, the URA has appointed, through open tender, four district-based social service teams (SST) to provide affected residents, who needed special help, with counselling and advice services on various issues. As at the end of March 2003, the SSTs have provided assistance to about 1,100 households.

11. At the local planning and management level, the URA has established four District Advisory Committees (DAC) in target areas where the redevelopment projects are situated. The DAC members consist of local residents, professionals, social workers, District Council members, academics, etc. They have proved to be valuable in providing advice and assistance from a local, third party perspective to the URA for the planning and implementation of projects. More DACs will be set up as and when projects in other districts are launched in the future.

#### **Cooperation with the Housing Society (HS)**

12. On 12 December 2002 the URA and the Housing Society (HS) signed a Memorandum of Understanding (MOU) that provided for a strategic partnership between the two bodies in implementing urban renewal projects. In essence, the HS undertook to implement seven URA redevelopment projects, in accordance with current URA policies and

procedures, within the next four years. Details of a formal agreement are now being finalised with a view to the HS commencing the first project around the middle of this year. It is envisaged that each project will be covered individually by a formal agreement laying down the specific parameters for that particular project.

### **Corporate Plan and Annual Business Plan**

13. Sections 21 and 22 of the URA Ordinance require the URA to prepare a five-year Corporate Plan and an annual Business Plan for approval by the Financial Secretary. They were approved by the Financial Secretary on 28 March 2002. And, in accordance with the target set in the Business Plan, the URA has commenced a total of eight redevelopment projects as reported above.

### **Cost Control**

14. During the past year, the URA has remained highly vigilant to the need of maintaining a very prudent financial position, given the fact that it did not have a strong financial position to begin with. A number of cost reduction and productivity enhancement measures were implemented, including:

- re-location of the URA headquarter offices to achieve a saving of about HK\$20 million per year;
- introduction of a variable pay system that links wages to personal performance of staff;
- re-alignment of salary levels for about 25% of its staff to be in line with prevailing market levels;
- Close monitoring and stringent control of expenditure and deployment of resources.

### Corporate Governance

15. In March 2002 the URA set up an Internal Audit department that was tasked to conduct a thorough review on all business systems and procedures. The aim is two-fold - to help streamline the procedures for higher efficiency and to ensure that they are fully consistent with the URA's statutory functions and obligations. Up to now, the review has produced positive results on various procedures such as public tendering and internal systemic controls. The review will continue in 2003/04.

16. During 2002/03, with the advice of the Independent Commission Against Corruption, the URA has also formulated, a comprehensive set of guidelines on the avoidance of conflict of interests. The guidelines have been promulgated to all members of the URA Board as well as the staff.

#### IV. PLAN FOR 2003/04

17. The URA's second five-year Corporate Plan and annual Business Plan have been approved by the Financial Secretary on 15 March 2003. Rolling forward from the first, the second Corporate Plan consists of 77 projects, including seven redevelopment projects to be undertaken in association with the HS, 10 on-going redevelopment projects left behind by the LDC, the aforementioned eight redevelopment projects commenced in 2002/03 and a number of new projects.

18. During the past year, the URA has concentrated its work on the 25 LDC projects. However, the URA has also been making active preparation to cross the thresholds of the other three "Rs" (rehabilitation, revitalisation and preservation) in its second-year Business Plan.



19. On the redevelopment front, the URA will commence a total of 10 projects in 2003/04, including three in association with the HS.

20. On rehabilitation, and for the purpose of research into a long-term policy and strategy in this area, the URA will launch four pilot projects in 2003/04. These projects will aim to test the feasibility of the URA offering some practical assistance to flat owners in carrying out rehabilitation work on their rundown but still serviceable buildings. Owners are expected to join the projects on a voluntary basis. At the same time, in conjunction with various stakeholders, the URA will also look into other alternatives of promoting owners' participation in building rehabilitation, which is crucial to resolving the problem of urban decay in the long run.

21. For revitalisation and preservation, the URA will initiate five projects that aim to involve the business sector, the local community and Government departments in a concerted effort to beautify old and rundown localities, whilst preserving the local characteristics and community networks. One of the projects will apply to Sheung Wan area, one of Hong Kong's earliest business districts with a rich heritage of history, culture and local flavour. The URA will use the Western Market, a well-preserved Edwardian architecture completed in 1906, as an anchor for this project.

## V. CONCLUSION

22. 2002/03 has seen a reasonably fruitful but hard-earned beginning for the URA's urban renewal programme. Amidst high public expectations, the URA is conscious of the need to continue to deliver concrete results and, at the same time, adhere firmly to the basics of

realism. The URA must aim to strike the right balance between the high costs of acquisition and compensation, relative to the current economic environment and property market condition, and the momentum and sustainability of its urban renewal programme in the long run. It will, therefore, constantly monitor the situation and, where necessary, address the need for keeping its compensation policies and priorities in alignment reasonably with economic reality and its financial resources.

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Urban Renewal Authority  
April 2003

Appendix to Annex**Total Site Area and Development Costs of  
URA Redevelopment Projects Launched**

<b>Project</b>	<b>Location</b>	<b>Site Area (m<sup>2</sup>)</b>	<b>Development Costs (HK\$ million)</b>
Cherry Street	Tai Kok Tsui	4,327	\$1,300
First Street/ Second Street	Sai Ying Pun	3,511	\$1,140
Johnston Road	Wan Chai	2,062	\$ 880
Po On Road/ Shun Ning Road	Sham Shui Po	1,380	\$ 400
Fuk Wing Street/ Fuk Wa Street	Sham Shui Po	1,362	\$ 380
Reclamation Street	Mong Kok	533	\$ 180
Queen's Road East	Wan Chai	380	\$ 160
Staunton Street/Wing Lee Street	Sheung Wan	4,460	\$ 1,020
<b>Total</b>			<b>\$ 5,460</b>

新聞稿  
PRESS RELEASE



23 January 2003

### Revision of URA re-housing costs

The Urban Renewal Authority (URA) has reached a preliminary understanding with the Hong Kong Housing Authority (HA) on a new financial arrangement to reduce the cost of public rental re-housing for tenants affected by urban redevelopment projects.

Under the new arrangement, the URA will pay the HA an average of about \$113,400 per flat in public rental estates in urban or extended urban areas for re-housing a family. This represents a reduction of about 65% of the current level of payment by the URA.

The arrangement is the result of a review between the two organisations on the basis of calculating the notional cost incurred by the HA in providing rental flats to families affected by redevelopment projects.

The URA Board today (Thursday) endorsed the new arrangement in principle, subject to further negotiation on implementation details.

At present, the HA provides a total of 1,000 rental units to the URA each year for re-housing purpose. This will not be affected by the revised financial arrangement.

“The URA is thankful to the Housing Authority for rendering support and assistance in re-housing which is vital to the implementation of acquisition and redevelopment of dilapidated urban areas,” the spokesman said.

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立法會  
*Legislative Council*

LC Paper No. CB(1)2115/05-06  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/PLW/1

**Panel on Planning, Lands and Works**

**Minutes of meeting**  
**held on Tuesday, 27 June 2006 at 2:30 pm**  
**in Conference Room A of the Legislative Council Building**

**Members present** : Hon LAU Wong-fat, GBM, GBS, JP (Chairman)  
Hon Patrick LAU Sau-shing, SBS, JP (Deputy Chairman)  
Hon James TIEN Pei-chun, GBS, JP  
Hon Albert HO Chun-yan  
Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP  
Hon James TO Kun-sun  
Hon WONG Yung-kan, JP  
Hon CHOY So-yuk, JP  
Hon Timothy FOK Tsun-ting, GBS, JP  
Hon Albert CHAN Wai-yip  
Hon LI Kwok-ying, MH  
Hon Daniel LAM Wai-keung, BBS, JP  
Hon Alan LEONG Kah-kit, SC  
Dr Hon KWOK Ka-ki  
Hon CHEUNG Hok-ming, SBS, JP

**Members attending** : Hon Fred LI Wah-ming, JP  
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP  
Hon CHAN Yuen-han, JP  
Hon CHAN Kam-lam, SBS, JP

**Members absent** : Hon Abraham SHEK Lai-him, JP  
Hon LEE Wing-tat

**Public officers attending : Agenda item V**

Mrs Rita LAU, JP  
Permanent Secretary for Housing, Planning and Lands  
(Planning and Lands)

Miss Ophelia WONG  
Deputy Director of Planning/District

Mr Anthony KWAN  
Assistant Director of Planning/Metro

Mr KWAN Pak-lam, JP  
Project Manager/Kowloon  
Civil Engineering and Development Department

Mr Darryl CHAN  
Principal Assistant Secretary for Economic Development  
and Labour (Economic Development)A2

Mr Henry CHAN  
Principal Assistant Secretary for the Environment,  
Transport and Works (Transport)7

Miss Patricia SO  
Assistant Commissioner for Tourism (2)  
Economic Development and Labour Bureau

Miss Janet WONG  
Principal Assistant Secretary for Home Affairs  
(Recreation and Sport)

Mr Daniel SIN  
Assistant Secretary for Home Affairs  
(Recreation and Sport)

**Clerk in attendance :** Ms Anita SIT  
Chief Council Secretary (1)4

**Staff in attendance :** Mr WONG Siu-yee  
Senior Council Secretary (1)7

Ms Christina SHIU  
Legislative Assistant (1)7

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- I Confirmation of minutes**  
(LC Paper No. CB(1)1615/05-06 -- Minutes of meeting on  
25 April 2006)

The minutes of the meeting held on 25 April 2006 were confirmed.

- II Endorsement of the report of the Panel for submission to the  
Legislative Council**  
(LC Paper No. CB(1)1834/05-06(01) -- Draft report of the Panel for  
submission to the Legislative  
Council)

2. Members endorsed the report of the Panel for submission to the  
Legislative Council on 12 July 2006 and authorized the Chairman to approve  
amendments to the report after the meeting so as to incorporate the discussions at  
this meeting and the meeting on 26 June 2006.

- III Information papers issued since last meeting**
- (LC Paper No. IN29/05-06 -- Information note entitled  
“Incentives for Innovation in  
the United Kingdom” prepared  
by Research and Library  
Services Division
- LC Paper No. CB(1)1756/05-06(01) -- Information paper entitled  
“Ground investigation  
conducted for the Tamar  
development project”
- LC Paper Nos. -- Issues raised by North District  
CB(1)1831/05-06(01) and (02) Council members at the  
meeting with Legislative  
Council Members on 11 May  
2006 on “Development of  
tourism in North District” and  
the Administration’s response  
made before the meeting
- LC Paper Nos. -- Issues raised by Central &  
CB(1)1835/05-06(01), (02) and (03) Western District Council  
members at the meeting with  
Legislative Council Members  
on 2 March 2006 on “Planning  
along the Harbour-front in  
Central and Western District”  
and the Administration’s  
response
- LC Paper Nos. -- Issues raised by Wong Tai Sin

- CB(1)1836/05-06(01), (02) and (03) District Council members at the meeting with Legislative Council Members on 10 November 2005 on “Removal of unauthorized building works and illegal rooftop structures” and the Administration’s response
- LC Paper Nos. CB(1)1837/05-06(01), (02) and (03) -- A referral dated 12 June 2006 from the Complaints Division relating to the subject of “Request for Revision of the Definition and Development Parameters of the “CDA/CRA” Zones in Outline Zoning Plans”)

3. Members noted the information papers issued since last meeting.

**IV Items for discussion at the next meeting**

(LC Paper No. CB(1)1834/05-06(02) -- List of outstanding items for discussion

LC Paper No. CB(1)1834/05-06(03) -- List of follow-up actions)

4. Members agreed that the following items would be discussed at the next meeting scheduled for 25 July 2006 –

- (a) Greening master plans for Kowloon West and Hong Kong Island – development of greening master plans for Mong Kok/Yau Ma Tei and Sheung Wan/Wan Chai/Causeway Bay; and
- (b) Enhancement of continuity of the pedestrian links along the northern shore of the Hong Kong Island and public accessibility to the harbourfront of the Hong Kong Island.

Noting that the Administration would release the revised Concept Plan for Lantau in the second half of 2006, Mr Albert CHAN suggested that the item on Concept Plan for Lantau be discussed at the next meeting if possible. The Chairman said that the Clerk should check with the Administration to confirm whether the item would be ready for discussion.

*(Post-meeting note: In response to the Clerk’s enquiry, the Administration advised that it might be ready to discuss the item with the Panel by the end of 2006 and would confirm the exact timing nearer the time. On the advice of the Chairman, discussion of the item was deferred to the next legislative session.)*



**V Kai Tak Planning Review**

(LC Paper No. CB(1)1834/05-06(04) -- Information paper provided by the Administration

LC Paper No. CB(1)1834/05-06(05) -- Background brief on "Kai Tak Planning Review" prepared by the Legislative Council Secretariat)

**Briefing by the Administration**

5. The Permanent Secretary for Housing, Planning and Lands (Planning and Lands) (PSPL) briefed members on the Kai Tak Planning Review. She said that a new approach involving a high degree of public participation had been adopted for the Kai Tak Planning Review, which started in July 2004. Public input had been solicited since the very beginning of the Kai Tak Planning Review and the views received during the stage I and stage II public participation programmes had been carefully considered and duly responded to by the Administration. The Administration had prepared a draft Preliminary Outline Development Plan (PODP) for further discussion with the community in the next two months. The draft PODP would then be reviewed and finalized, taking into account the public comments. The finalized PODP would provide the basis for making a submission by the end of 2006 to the Town Planning Board for amending the currently approved Kai Tak Outline Zoning Plans.

6. The Deputy Director of Planning/District (DD of Plan) gave a PowerPoint presentation to brief members on the detailed proposals in the draft PODP, highlighting the planning principles, planning concepts, development constraints and different land use proposals at Kai Tak.

*(Post-meeting note: The presentation materials (LC Paper No. CB(1)1881/05-06(01)) were subsequently issued to members on 28 June 2006.)*

7. The Chairman relayed the following concerns raised by some district councils in relation to the Kai Tak Planning Review-

- (a) Kowloon City District Council enquired about the Administration's stance on its request for demolishing the East Kowloon Way so as to reduce air pollution in Kowloon City;
- (b) Kwun Tong District Council enquired about the timeframe and detailed development plans for decommissioning the Kwun Tong Public Cargo Working Area (PCWA) so as to construct a waterfront promenade to renew the appearance of the commercial area in Kwun Tong; and

- (c) Kwun Tong District Council expressed concern on the connectivity between Kai Tak and Kwun Tong and asked whether there would be connection methods other than a tunnel, which the Administration had confirmed not feasible.

8. PSPL said that the Administration had already taken note of the above concerns during the consultation process. As the East Kowloon Way was a strategic transport link, it would be extremely difficult, if not impossible, to demolish it without seriously affecting the traffic in the area. Even with the planned Central Kowloon Route in place, the East Kowloon Way was still indispensable for meeting traffic needs. As for the Kwun Tong PCWA, the Administration did not have plan to decommission the facility at present in view of the operational need of the logistics industry. If decommissioning was carried out in the end, the site could be used for constructing a waterfront promenade. 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 PCWA. The Administration would continue to explore alternatives to provide connection between the two districts.

#### Development intensity

9. Noting that there would be an additional 700 000 square metres (gross floor area) of office developments in Kai Tak, Mr CHEUNG Hok-ming enquired about the heights of the buildings in the commercial area of Kai Tak and expressed concern that the new and old districts would seem to be separated by high-rise buildings. He was also worried that the buildings would be even taller than those in Kwun Tong.

10. In reply, DD of Plan said that 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, she pointed out that according to the relevant outline zoning plan, 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.

11. Mr James TO also considered that the buildings in Kai Tak should not be too high and should be subject to appropriate height restrictions.

12. Mrs Selina CHOW also expressed concern that the intensity of the

developments at Kai Tak City Centre might be too high. The high-rise buildings therein might segregate Kai Tak from the nearby old districts. She also commented that there was sharp contrast between the high development intensity at Kai Tak City Centre and the low development intensity near the Metro Park and the Multi-purpose Stadium Complex, and expressed reservation on the desirability of such uneven distribution of developments. While expressing support for the proposed Multi-purpose Stadium Complex, she was concerned about the level of economic benefits that could be generated in the areas planned for the Multi-purpose Stadium Complex and the Metro Park.

13. Dr KWOK Ka-ki supported the Administration in adopting a “zero reclamation” approach in the planning for Kai Tak. He pointed out that while there was a reduction in the intensity of residential developments, there was an increase in commercial office developments. The increase in supply of office premises at Kai Tak would relieve the pressure on the increasing demand for office premises. However, those commercial office developments might be discordant with the idea of developing Kai Tak to bring vibrancy and to benefit residents of nearby districts. He was worried that there would not be sufficient vibrancy because the commercial area would become sterile at night after office hours and the Multi-purpose Stadium Complex would not bring much vibrancy either in view of its infrequent usage.

#### Transport infrastructure

14. Noting that there would only be roads in the periphery of Kai Tak and one major road passing through the area, Mr CHAN Kam-lam expressed concern on whether the transport network would be able to cope with the traffic arising from the additional population and workforce in the area. He enquired about the measures to be taken to meet the traffic demand in addition to the Shatin to Central Link and the number and locations of the transport interchanges for connecting the nearby districts.

15. PSPL pointed out that more transport networks would have significant impact on the environment. Trunk Road T2 would be submerged at Kai Tak Approach Channel (KTAC) to reduce its impact on the environment of Kai Tak. 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. According to the information from the Environment, Transport and Works Bureau, appropriate specifications for providing the latest available vehicle mode would be included in the procurement contract for such environmentally-friendly transport mode. As regards transport interchanges, DD of Plan said that there were two existing transport interchanges, one located near Kowloon City Ferry Pier in To Kwa Wan and the other near Kwun Tong Ferry Pier. Another two transport interchanges were planned to be provided near the commercial area next to the Kai Tak Station and the tourism node next to the Cruise Terminal respectively.

16. In relation to intra-district transport, Mr Fred LI asked whether monorail running on viaduct would be a feasible option. In reply, PSPL said that apart from aerial monorail, at-grade environmentally-friendly transport mode would also be suitable to serve intra-district transport. DD of Plan added that the Administration considered that intra-district transport facilities would be important for providing good linkage within the area. However, taking into consideration the planned population, it might not be cost-effective to provide a monorail system. The Administration was inviting suggestions from the community on more cost-effective alternatives.

17. Mrs Selina CHOW was worried that intra-district transportation facilities might be inadequate. She did not support too much separation between vehicles and pedestrians because too much separation would reduce pedestrian flow and user-friendliness of the environment.

18. Similarly, Mr WONG Yung-kan considered that the facilities at Kai Tak should be easily accessible to all Hong Kong citizens. In this connection, he asked whether consideration would be given to providing water transport between Hong Kong Island and Kai Tak. He added that water transport would also be conducive to crowd dispersal.

19. PSPL said that members' concerns on the provision of adequate transport facilities and Mr WONG's suggestion of providing water transport to connect Kai Tak with Hong Kong Island would be duly considered in the future planning. DD of Plan added that several 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.

20. Mr James TO was quite satisfied with the overall planning for Kai Tak in relation to practicability, aesthetics, land use, landscape and planning concept. He commented that bridges would create a dynamic feel and those bridges in the area could be beautified to make them more appealing aesthetically. More bridges could be built for providing better connection if feasible. Trunk Road T2 could also be beautified to reduce its impact on landscape. In response, PSPL thanked Mr TO for his comments and added that as a major part of Trunk Road T2 would be built in the form of a tunnel, its impact on landscape would be minimal.

21. Miss CHAN Yuen-han commented that consideration could be given to demolishing the Kai Tak Tunnel so that there would be higher flexibility in the planning for Kai Tak. Noting that a road would circumscribe the area and pass right through the middle of the site for the Multi-purpose Stadium Complex, she enquired whether the road would be re-designed. She expressed concern on public access to the Metro Park from Kowloon City, Kowloon Bay and Nga Tau Kok in view of the many flyover and road systems. For intra-district traffic, she reiterated that consideration should be given to using unmanned rail or monorail to connect Kai Tak Station with other areas. She considered that using boats to connect Kai Tak and Kwun Tong would not be able to cope with the high pedestrian flow. She

had consulted some architects and was given to understand that construction of an arch bridge connecting Kai Tak and Kwun Tong could be possible with some reclamation for the bridge pier. PSPL noted Miss CHAN's comments and said that the design of the road network would be further studied together with the Transport Department.

22. Miss CHOY So-yuk shared Miss CHAN's views, especially on the need for improving the road network. She considered that roads should not be on the top of the priority list in planning and suggested that roads in Hong Kong should be planned in the form of boulevards with at-grade pedestrian crossings rather than highways so as to enhance vibrancy.

#### Integration with surrounding districts

23. Miss CHAN Yuen-han said that the Administration had been responding to the views of the community on issues such as maintaining the runway and treating environmental pollution at KTAC. She considered that Kai Tak should provide a variety of activities and facilities for nearby residents to make up for the under-provision of communal facilities for those residents since the early years. Kai Tak should be a place for those residents and the development of Kai Tak should help revitalize the neighbouring old districts. She suggested that instead of developing a small scale underground shopping street, a large scale sustainable underground city should be developed in Kowloon City and San Po Kong. She also emphasized the importance of easy access to Kai Tak from densely populated districts like Kowloon Bay, Ngau Tau Kok and Kwun Tong. An underground city would provide easy access between Kai Tak and the neighbouring districts and be able to cope with a high pedestrian flow. Easy pedestrian access would bring about higher economic benefits to nearby districts. She pointed out that how to revitalize economic activities of the surrounding districts of a newly developed district was an important issue in town planning.

24. Mrs Selina CHOW commented that the current planning would separate the old districts from Kai Tak and she was worried that there would be insufficient integration between Kai Tak and the surrounding districts.

25. Mr James TO shared the view that the scale of the underground streets 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.

26. PSPL noted members' views and said that Hong Kong residents and tourists alike, especially residents of the nearby districts, would be able to enjoy the facilities at Kai Tak. She shared the view that revitalization of the neighbouring districts was important and the Administration was mindful of the need to provide good linkage. Underground shopping streets would be one type of the proposed pedestrian connections. The Administration would continue to listen to the views of the community in this regard and would make every effort to

improve the connectivity between Kai Tak and adjoining areas.

#### Kai Tak Approach Channel

27. Noting that the Metro Park would be located next to KTAC, Mr CHAN Kam-lam enquired about the progress and time needed for completing the treatment works to remove the odour of KTAC. In reply, PSPL said that the data collected from the treatment tests carried out in the laboratory and on site during different seasons would be available for analysis by the end of 2006. The Administration planned 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 also have to be treated. The Administration was estimating the time needed in solving the environmental problems. She assured members that the planned developments at 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).

28. Mr Fred LI and Mr WONG Yung-kan expressed concern on whether the 600-metre opening would be effective in improving the water circulation and water quality of KTAC.

29. The Project Manager/Kowloon of the Civil Engineering and Development Department (Proj Mgr/CEDD) explained that a width of 600 metres for the opening was proposed as an initial estimate based on computer simulations. Water flow and water quality data collected during the dry and wet seasons were recorded and simulations were carried out using various widths for the opening to investigate the effects of tide on water flow and water quality. Recent results of the simulations showed that a minimum opening width of 600 metres would be required under the worst case scenario. With the opening in place, the discharged water would flow into KTAC and out to the To Kwa Wan side. The existing sediments in the KTAC would have to be treated before creating the said opening. The sediments, insufficient tidal flush and up-stream pollution were contributing factors for the present environmental problems at KTAC. While the effluent from Diamond Hill was not much of a problem, the effluent from Kowloon City and Jordan Valley was heavily polluted. These pollution sources would have to be controlled in order to solve the environmental problems at KTAC.

30. Mr James TIEN enquired about the feasibility and estimated cost of demolishing part of the runway and reclaiming KTAC with an equal area to form a complete stretch of land. He said that this might be a preferable idea from the perspective of long term and sustainable planning, as the environmental problems of KTAC could be completely solved and the land around KTAC could then be better utilized after reclamation. He considered that environmental protection concern groups might not necessarily object to the idea and asked whether the suggestion would be in compliance with the Protection of the Harbour Ordinance

(Cap. 531) (PHO). He further asked whether the Administration would consider amending PHO to allow reclamation to be carried out by compensating an equal area of water surface, if PHO did not have provisions in this regard at present. Amending the PHO could be explored if the community supported the idea.

31. PSPL said that Mr TIEN's suggestion was a new idea which the Administration had not ever considered, and as such, there was no cost estimate for implementing such a plan. In order to rebut the presumption against reclamation under the PHO, the Administration had to satisfy the stringent "overriding public need test". The need should be compelling, present and no reasonable alternatives should be available. The extent of reclamation should also be minimal. The Administration had to abide by the PHO and its stance on protecting the Victoria Harbour had been clearly stated. 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. Apart from that, there were calls for retaining the runway as it served to maintain Hong Kong people's collective memory of the ex-airport as Hong Kong's heritage. Moreover, even if KTAC was to be reclaimed, treatment works would still be necessary to handle the sediments, odour and water quality. As regards the idea of amending the PHO to cater for reclamation that was compensated for by providing an equal water surface elsewhere in the harbour, she expressed serious doubt on the prospect that the community would arrive at a consensus on the idea.

32. Mr Patrick LAU said that it would be possible to implement Mr TIEN's suggestion in Vancouver. As the cost for creating the 600-metre opening would be substantial and the effectiveness of the measure had yet to be seen, he asked if it would be possible to convert KTAC into a lagoon after treating the sediments and decontaminating the effluent from the up-stream culverts.

33. Proj Mgr/CEDD explained that creating a lagoon was one of the initial options considered. However, there were many culverts discharging rain water into KTAC. If KTAC was sealed off, there was a danger it could not cope with the discharge from the potential flooding occurring once every 200 years. Furthermore, it would be better to make use of the tidal effect to clean KTAC rather than sealing it off. The option was thus not further pursued. Similarly, if KTAC was reclaimed, 18 cells of 2-metre by 2-metre box culverts would be needed for the discharge of rain water collected through the north apron area alone and additional ones for the other catchment areas.

34. Mr James TO said that he did not support the suggestion of removing part of the runway because of its historical significance. Retaining the runway would also provide a longer waterfront for public enjoyment. He commented that the idea of converting KTAC into a lagoon could be further considered in the future.

#### Metro Park

35. Mr CHEUNG Hok-ming expressed reservation on the location of the

Metro Park because the public would have to pass through the commercial area, Multi-purpose Stadium Complex and roads before they could reach the Metro Park. It might not be an ideal location for easy access by residents of the neighbouring districts. Sharing a similar view, Mr CHAN Kam-lam considered that although there would be footbridges and walkways for connection, the public would find it hard to reach the Metro Park because it was too distant.

36. Mr Fred LI also pointed out that it would be difficult to access the Metro Park from districts such as Kowloon Bay and Ngau Tau Kok. Similarly, while Kwun Tong was extremely under-provided with open space, it would be unreasonable if Kwun Tong residents could not easily access the Metro Park.

37. Dr KWOK Ka-ki also urged the Administration to ensure that the public would have easy access to the Metro Park.

38. In response, PSPL said that the Metro Park would be well connected with the Kai Tak Station with direct pedestrian connections. 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.

39. Mr Albert CHAN was disappointed that the Metro Park would be located at the deck above the opening of the runway because there might be odour problems. He considered that trees should be the main theme of the Metro Park. As the Metro Park would be surrounded by water, the number of water features in the Metro Park should be reduced.

40. Mr Patrick LAU also expressed concern that the deck above the opening might not be a good location for the Metro Park because the concrete base would not provide a sufficient amount of soil for the healthy growth of trees.

41. In response, PSPL pointed out that the concept plan for the Metro Park was only a preliminary idea and the final design might be very different. She assured members that there would be sufficient greening with a lot of trees in the Metro Park. DD of Plan added that constructing buildings over the deck would be very expensive, hence the deck would be a suitable location for the Metro Park.

#### Multi-purpose Stadium Complex

42. Dr KWOK Ka-ki expressed concern that the 45 000-seat main stadium would become a “white elephant” because large scale sports events would not be frequently held and large scale cultural activities could be better accommodated by the cultural facilities in the West Kowloon Cultural District Development. He further commented that the sumptuous stadium project was in contrast to the Administration’s lack of enthusiasm in nurturing local athletes and promoting sports for students and the community at large; and hardware was not sufficient for promoting a good sports culture.



43. The Principal Assistant Secretary for Home Affairs (Recreation and Sport) (PAS/HA(R&S)) explained that Hong Kong lacked sufficient sports facilities to support the promotion of sports activities in the community and the activities to be held at the Multi-purpose Stadium Complex would not be limited to major events. The Multi-purpose 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 Multi-purpose 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. There had been requests for holding exhibitions at the Hong Kong Stadium but it was found not feasible due to physical constraints. Besides, the secondary stadium and the ancillary facilities of the Multi-purpose Stadium Complex could be used by residents in neighbouring districts and the community at large. As such, it was envisaged that the Multi-purpose Stadium Complex would be a vibrant sports hub and its overall utilization rate would be high.

44. Mr CHEUNG Hok-ming considered that the proposed location of the Multi-purpose Stadium Complex was appropriate.

45. Mr Albert CHAN however considered that the proposed location of the Multi-purpose Stadium Complex, which was near the Metro Park and the residential area, was discordant with the surrounding areas from the town planning and land use perspectives. The presence of the Multi-purpose Stadium Complex would affect the leisure and residential atmosphere in the nearby areas.

46. Mr Patrick LAU suggested moving the Multi-purpose Stadium Complex to a site near the Kai Tak Station so as to leave the waterfront for uses that could benefit from the waterfront location. As activities would be held inside the Multi-purpose Stadium Complex, he did not see the need for it to have a sea view. He was also not satisfied with the location of the proposed Kai Tak Station of the Shatin to Central Line because it was located right in the middle of Kai Tak City Centre.

47. In response, DD of Plan explained that the Administration had a planning vision to maximize opportunities for public enjoyment of the view of the Victoria Harbour. 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. It could be seen from different locations. The Multi-purpose Stadium Complex would be located between two proposed railway stations, Kai Tak and Ma Tau Kok. Nearby districts such as To Kwa Wan would enjoy the economic benefits to be generated by the patrons of the Multi-purpose Stadium Complex when they passed through those districts. If the Multi-purpose 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.

48. Mr Timothy FOK declared interest as President of the Sports Federation and Olympic Committee of Hong Kong, China, and President of the Hong Kong Football Association. He expressed appreciation to the Administration for enlisting public participation in the planning for Kai Tak. He would be glad to see the materialization of the Multi-purpose Stadium Complex and did not consider that the main stadium would become a “white elephant” because activities that could be held would not be limited to sports and cultural events. The Multi-purpose Stadium Complex would also become a landmark for Hong Kong. The provision of more sports facilities would be conducive to improving the health and physique of the public. He wholly supported the project and would continue to relay to the Administration the views of the sector, and a major view was that there should be sufficient ancillary facilities near the Multi-purpose Stadium Complex and adequate transport facilities. PSPL thanked Mr FOK for his comments and support.

49. In reply to an enquiry from Mr Fred LI, PSPL said that the retractable roof would be able to prevent excessive noise from the main stadium when large scale events were held and most other facilities of the Multi-purpose Stadium Complex would be air-conditioned.

#### Cruise Terminal

50. Mrs Selina CHOW expressed concern that the provision of two berths at the Cruise Terminal would not be sufficient to meet the future demand of the cruise industry. Pointing out that the size of cruise ships had been ever increasing, she asked whether the length of the berths would be sufficient to accommodate mega cruise ships in the long term. She also commented that the site planned for the Runway Park might be put to better and more compatible use by using it for facilities related to the Cruise Terminal.

51. In reply, the Assistant Commissioner for Tourism (2) of the Economic Development and Labour Bureau 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

52. As for the heliport, Mr Fred LI pointed out that there were concerns from residents, especially those living in Laguna City, about noise pollution caused by large cross-boundary helicopters with high frequency. He urged the Administration to ensure that measures would be taken to prevent residents from being affected by noise pollution.

53. The Principal Assistant Secretary for Economic Development and Labour (Economic Development)A2 (PAS/EDL(ED)A2) said that the proposed heliport would be located at the corner of the runway tip. 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 also 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. He assured members that the noise impact of the heliport would be given careful consideration during the design stage.

### Kwun Tong Public Cargo Working Area

54. Mr WONG Yung-kan enquired whether suitable locations in Tuen Mun or other districts would be reserved for reprovisioning the the Kwun Tong PCWA in case it had to be decommissioned in the future. He also asked if the PCWA was decommissioned, how the Administration would use the site for providing leisure facilities.

55. PSPL said that the Administration had no plan to decommission the Kwun Tong 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. PAS/EDL(ED)A2 added that there would be discussion among relevant bureaux and departments on the possibility of reprovisioning the Kwun Tong PCWA in the long run and the views of the industry would be taken into account.

56. Miss CHAN Yuen-han disagreed to the view of Kwun Tong District

Council on decommissioning the Kwun Tong PCWA because it had been serving environmental protection and logistics industries. She commented that enhancement works to the PCWA could be carried out and the PCWA and leisure areas could co-exist.

#### Urban renewal

57. Mr Albert CHAN said that he welcomed the reduction in planned population to 86 500 for Kai Tak. However, he had been urging the Administration for eight years to capitalize on the opportunity of developing Kai Tak to facilitate urban renewal of districts such as Wong Tai Sin and Kwun Tong, through methods like land exchange and reprovisioning of public rental housing estates. He was disappointed that the Administration had not adopted any corresponding strategy in this regard and the failure of the Administration to do so was unfair to those residents in East Kowloon who were living in areas requiring urban renewal.

58. In response, PSPL clarified that the Administration 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.

#### Work plan

59. In reply to the Chairman's enquiry on the work plan of the Kai Tak Planning Review, PSPL said that the current consultation exercise would last for two months and the Administration would be able to report its work to the Panel in the next session.

60. Miss CHAN Yuen-han noted that the Administration would consult professional organizations and other parties to solicit their input on the draft PODP. She enquired whether the Panel would consider holding a meeting to invite deputations to present views. The Chairman advised that members would be consulted on the issue at the next regular Panel meeting.

#### **VI Any other business**

61. There being no other business, the meeting ended at 4:55 pm.

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cast doubt on whether the viability of the Kai Tak Development could be supported by the proposed level of development. The railway corporations (MTRC and KCRC) propose to have higher plot ratio for the commercial and residential developments within walking distance to the stations to enable the viability of the railway line. They have proposed to increase the development intensity of the area.

- 2.2 On the other hand, some commenters suggest further reducing the development intensity, for example, the Liberal Party (LP) proposes to reduce the level of development by half by reducing the population level from 86 500 persons to 43 250 persons and the office development from 700 000 m<sup>2</sup> to 441000 m<sup>2</sup>. The local communities also raise concern on possible high-rise blocks facing Kowloon City and San Po Kong areas as they may interrupt the broad view currently enjoyed and the air ventilation in the local neighbourhood. There are also comments from the Kwun Tong residents that the scale of development in the runway area should be lowered so that the views towards the harbour area could be safeguarded. The Kwun Tong District Council (KTDC) has proposed to lower the building height from 70 mPD to 35 mPD.
- 2.3 Some LegCo Members and local residents, particularly residents in To Kwa Wan and Kwun Tong, opine that public housing development should be provided in Kai Tak to assist the affected household arising from urban renewal process in these old districts. However, some commenters have indicated reservation on the provision of public housing in this prime site in the urban area.
- 2.4 The landowners of the private lots in the South Apron express their concern on the land use designation and the proposed development intensity on their sites. They consider that the planning history of their sites should be respected. Some suggest converting their sites to commercial or business zones so that commercial/hotel development could be developed to cope with the future tourism node and cruise terminal at the runway tip and some suggest increasing the plot ratio and building height of these sites.

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Responses

- 2.5 We consider it prudent to maintain the currently proposed level of development, as the proposed office developments are required to meet the long term office demand as identified in the Hong Kong 2030 Study and the proposed residential developments are planned on the basis of comprehensive layout approach and urban design considerations so as to create enhanced neighbourhood in this new development area.
- 2.6 Kai Tak is a prime waterfront site in the main urban area that provides the opportunity to shape a new development area for the future generation. As recommended by the Team Clean and the Further Urban Design Study for SEKD, the development intensity of Kai Tak is to be lowered to achieve quality living environment as well as to improve on the townscape. The development intensity for new development areas as recommended in the Hong Kong Planning Standards and Guidelines is thus applied in Kai Tak Development. In determining the land uses and development intensity of Kai Tak, we have to strike a balance among various considerations such as land utilization, urban design and environmental quality, public spaces/facilities provision, vibrancy of city life, technical feasibility and financial viability, to ensure the long-term sustainability of the Kai Tak Development. The Study, therefore, recommends domestic plot ratios of 3.0 - 5.0 for private housing sites, domestic plot ratios of 5.5 and 6.3 for public housing sites and non-domestic plot ratios of 4.0 - 9.5 for office and hotel developments.
- 2.7 The PODP has proposed a variety of housing sites aiming to achieve a mix of residential neighbourhoods. The allocation of these sites for public or private purpose, or to assist urban renewal projects would be matters to be examined in the implementation stage.
- 2.8 The Kai Tak Planning Review is tasked to re-establish the overall planning framework for Kai Tak taking into consideration the latest planning and development circumstances. The proposed higher plot ratio and building height in the private lots is not in line with the overall development framework and urban design considerations.