

立法會
Legislative Council

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Panel on Development

Meeting on 26 June 2017

Updated background brief on Kai Tak Development

Purpose

This paper provides background information on the Kai Tak Development ("KTD") and a brief account of the views and concerns expressed by Members on the subject since the 2012-2013 legislative session.

Background

2. KTD is a development project spanning a total planning area of over 320 hectares covering the 280-hectare ex-Kai Tak Airport site together with the adjoining waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling.

3. After its announcement of the plan to build a new airport at Chep Lap Kok in 1989, the Administration started to plan KTD. With funds approved by the Finance Committee ("FC") in April 1995, the Administration undertook a comprehensive feasibility study for the South East Kowloon Development. The feasibility study completed in 1998 arrived at a development scheme which aroused public concerns over its proposed extent of harbour reclamation.

4. Following the ruling given by the Court of Final Appeal in January 2004 on the legal principle regarding reclamations in the harbour,¹

¹ The Court of Final Appeal ruled that any reclamation project within the harbour must meet the "overriding public need" test.

the Administration commissioned the Kai Tak Planning Review study with zero reclamation as the starting point to carry out a public participation programme. After three rounds of public engagement, the development scheme of KTD with a mix of community, housing, business, tourism and infrastructural uses was incorporated into the Kai Tak Outline Zoning Plan ("OZP"), which was approved in 2007.

5. According to the Administration, the Kai Tak OZP has been formulated to meet public aspirations for a distinguished, vibrant, attractive and people-oriented area through adopting the planning theme of a heritage, green, sports and tourism hub. With funds approved by FC, the Administration set up a dedicated Kai Tak Office under the Civil Engineering and Development Department ("CEDD") in March 2010 to lead and oversee the coordination and implementation of the KTD projects.² A list of the major KTD projects is in **Appendix I**.

Major views and concerns expressed by Members

6. The Administration first presented the implementation plan for KTD to the Panel on Development in January 2009. Since then, there have been lots of discussion on KTD-related issues and funding proposals at the meetings of the Council and its committees, including FC, the Public Works Subcommittee ("PWSC"), the Establishment Subcommittee and the Panels on Development, Economic Development, Environmental Affairs and Home Affairs. Since 2009, the Administration has obtained funding approval of FC for proceeding with a series of KTD-related public works projects with an aggregate approved project estimate of about \$52.5 billion as detailed in **Appendix II**. The major views and concerns expressed by Members during the recent discussions on KTD-related issues at the meetings of the Council and relevant committees are summarized in the ensuing paragraphs.

Land supply for residential and office developments

7. Members were concerned whether the Administration had optimized the land use of KTD for housing developments. There were views that the proportion of land in KTD that had been reserved for public housing development was small. Some Members considered that apart from public rental housing ("PRH"), the Administration should expedite the

² FC's funding approval involved the creation of a supernumerary directorate post for the period from 1 March 2010 to 31 March 2014. In December 2013, FC approved the Administration's proposal to retain the post until 31 March 2019.

delivery of the housing sites in KTD for private residential developments and provide sites of various sizes to enable developers of different scales to participate in the developments so as to avoid dominance by large developers. Meanwhile, some Members expressed concern about the residential project in KTD developed under the "Hong Kong Property for Hong Kong People" policy as the property prices of the project were not affordable to the general public.

8. The Administration advised that the current development plan was the outcome of rounds of discussion between the Administration and community stakeholders over many years. Eight residential sites in KTD³ had been handed over in batches before April 2014 for development by the Urban Renewal Authority and the Hong Kong Housing Authority, and for land sale by the Lands Department through public tender. According to the Administration,⁴ the PRH and other residential sites in KTD provided about 18 900 flats in February 2016. In 2017-2018, the Administration would put up for sale 32 sites, of which 10 residential sites and two commercial/hotel sites were in KTD.⁵

9. According to the 2013 Policy Address, the Administration was committed to increasing housing and office supply in the short-to-medium term by various means, including reviewing the development intensity of KTD. A two-stage review had recently been completed, which recommended an increase of about 16 000 additional residential flats, yielding a total of about 50 000 flats in KTD for accommodating a total population of about 134 000. Public consultation on the recommended proposal was conducted in early 2017 with a view to commencing the statutory planning procedures for the proposed amendments to the Kai Tak OZP in 2017.⁶

Infrastructure and community facilities

10. Members urged the Administration to ensure the timely implementation of road infrastructure, parks and other community facilities in KTD to serve the needs of residents. They stressed the importance of

³ The eight residential sites included two sites for the implementation of the "Hong Kong Property for Hong Kong People" measure.

⁴ Source: [LC Paper No. CB\(1\)559/15-16\(03\)](#)

⁵ Source: [Land Sale Programme for 2017-2018](#)

⁶ Source: [LC Paper No. CB\(1\)461/16-17\(01\)](#)

providing good connectivity and integration between KTD and nearby districts. At the Council meeting of 20 March 2013, a debate was held on a motion on "Implementing the Kai Tak Planning to dovetail with Kowloon East development". The wording of the motion passed is in **Appendix III**.

11. Taking note of Members' concerns and suggestions, the Administration assured Members that there would be sufficient community facilities in KTD. For instance, the construction of the Hong Kong Children's Hospital (to be completed by June 2017) and the Kowloon East Regional Headquarters and Operational Base-cum-Ngau Tau Kok Divisional Police Station (to be completed by 2019) was underway. Moreover, KTD would form part of the Energizing Kowloon East initiative (an initiative announced in the 2011-2012 Policy Address) of transforming the industrial areas at Kowloon Bay and Kwun Tong together with KTD into a central business district. The proposed Environmentally Friendly Linkage System ("EFLS") would provide connectivity within KTD and between KTD and nearby districts. Meanwhile, infrastructure works supporting the housing and other developments in KTD had been completed in phases, whereas further stages of infrastructure works were under planning/design.

Environmentally Friendly Linkage System

12. In December 2009, CEDD commissioned a preliminary feasibility study on the proposed EFLS. Taking into account the views received from a public consultation exercise, the study suggested adopting an elevated monorail system as EFLS linking the MTR Kowloon Bay Station through KTD, and across a new Kwun Tong Transportation Link above the Kwun Tong Typhoon Shelter to the MTR Kwun Tong Station.

13. Following the funding approval of FC in July 2015, a detailed feasibility study has been commenced to evaluate the most suitable green public transport mode(s) as the proposed EFLS. During the deliberation of the funding proposal for carrying out the said detailed feasibility study, some Members stressed the importance for the Administration to avoid adopting a pre-conceived position that the monorail option was the only choice for EFLS. They sought the assurance of the Administration that under the detailed feasibility study, it would evaluate various transport modes, including modern tramway, monorail, electric buses, travellers, in respect of their suitability for adoption as EFLS.

14. The Administration advised that it would, on an equal-weighting basis and without any pre-conceived position, select the most suitable and cost-effective green public transport mode(s) as EFLS. A separate background brief on the proposed EFLS has been provided to members.⁷

District Cooling System

15. As advised by the Administration, KTD offers a good opportunity for implementing the District Cooling System ("DCS")⁸ to meet the demand for air conditioning services in the area. All public developments in KTD are mandated to subscribe to the district cooling services. Heeding the advice of members of the Panel on Environmental Affairs made at a meeting in July 2010, the Administration has decided to require all private non-domestic projects in KTD to subscribe to the district cooling services to maximize the environmental benefits of the DCS project. The District Cooling Services Ordinance (Cap. 624) was enacted in March 2015 to provide for the imposition of charges for district cooling services provided by the Government and other related matters.

16. The Administration has obtained FC's funding approval totalling \$3,905.7 million to date for implementing Phases I, II, IIIA, IIIB and IIIC of DCS in KTD. On Members' enquiry about the timetable of commencing the remaining works of DCS under Phase III, the Administration advised that the remaining works to be carried out had to dovetail with the development progress of KTD.⁹

Kai Tak Avenue Park

17. In view of the strong demand for recreational facilities from residents of Kai Ching Estate and Tak Long Estate in KTD, some Members expressed dissatisfaction over the lack of progress in the development of the Kai Tak Avenue Park ("KTAP"), located in the vicinity of the two PRH estates. According to the Administration,¹⁰ the design of KTAP had been

⁷ Please refer to LC Paper No. CB(1)1165/16-17(06).

⁸ A DCS is a large-scale centralized energy-efficient air conditioning system that produces and distributes chilled water to buildings for air conditioning purpose.

⁹ For the views and concerns expressed by Members on DCS, members may wish to refer to the background brief on this subject ([LC Paper No. CB\(1\)559/15-16\(06\)](#)).

¹⁰ Source: Administration's paper provided to the Leisure and District Facilities Management Committee of the Kowloon City District Council on "[Design of Avenue Park at Kai Tak](#)" in March 2017 (Chinese version only)

completed and the relevant committee of the Kowloon City District Council had been consulted in March 2017. The Administration would follow the established mechanism of the Public Works Programme to implement the KTAP project.

Pedestrian connectivity

18. As part of the infrastructure development at the southern part of the former runway, the Administration sought funding for a project to construct an elevated landscaped deck of about 1.4 km long with roadside noise barriers ("the deck"), covering the re-aligned Shing Fung Road. The funding proposal was approved by FC in July 2015. When considering the proposal, some Members queried the necessity of the provision of the deck, while others expressed concern about the connectivity of the deck with the adjacent developments and the surrounding areas at the ground levels. Some Members expressed concern on the overall pedestrian connectivity between KTD and its neighbouring districts.

19. The Administration advised that the deck would serve as a leisure walkway connected to the Kai Tak Cruise Terminal ("KTCT"), the Runway Park, the Metro Park, etc. Ten staircases and two lifts would also be provided to connect the deck with the at-grade footpaths and bus stops. To facilitate the pedestrians travelling between KTD and its neighbouring districts, the Administration would improve the existing pedestrian subways along Prince Edward Road East (the road between former north apron and other districts) and develop another 13 sets of pedestrian subways/footbridges in KTD.

Kai Tak Cruise Terminal

20. KTCT, comprising a cruise terminal building, two berths and other ancillary facilities, has been commissioned for use in phases since June 2013. In addition to following up the development and operation of KTCT at the Panel on Economic Development,¹¹ Members raised a number of questions at Council meetings on, among others, the financial position and operation of KTCT, under-utilization of the Terminal, installation of onshore power supply facilities at the Terminal to reduce the

¹¹ For the views and concerns expressed by Members on the development and operation of KTCT, members may wish to refer to the background brief on this subject ([LC Paper No. CB\(4\)63/14-15\(04\)](#)).

air pollution generated by berthing cruise vessels, and inadequate external road transport facilities for KTCT.¹²

21. In response to these questions, the Administration advised that apart from the proposal to introduce EFLS, the Administration would implement road projects and associated infrastructures to cope with the transport demand in KTD, such as widening of a carriageway connecting KTCT and Kowloon Bay. Moreover, the business of KTCT was on steady increase: its number of ship calls in 2016 was 95 (involving 105 days), and the figure in 2017 would be expected to increase to 198 (involving 158 days).

22. In October 2016, the Audit Commission conducted a review on KTCT. The review results were released in the Director of Audit's Report No. 68 in April 2017. Among others, the Audit Commission found that there was room for improving the transport connectivity of KTCT, and recommended the Administration to take further measures to drive more ship calls to KTCT and closely monitor the performance of the terminal operator.¹³

Kai Tak Fantasy

23. Kai Tak Fantasy ("KTF") covers an area of about 90 hectares spanning the former runway tip, the Kwun Tong Ferry Pier Action Area and the enclosed water body between them. The Administration plans to develop KTF into a tourism, entertainment and leisure hub, which will create synergy with KTCT and other developments nearby.

24. On Members' enquiry about the progress of the KTF project, the Administration advised that KTF would be commissioned in phases starting from 2022. The Energizing Kowloon East Office of the Development Bureau was taking forward the KTF project under two feasibility studies, namely the Planning and Urban Design Review for Developments at Kai Tak Runway Tip and the Planning and Engineering Study on Kwun Tong Action Area.

¹² Hyperlinks to the Members' questions and the Administration's replies are provided in **Appendix IV**.

¹³ For the details, members may wish to refer to [Chapter 5](#) of the Director of Audit's Report No. 68.

Kai Tak Sports Park

25. As one of the major development components in KTD, the Kai Tak Sports Park ("KTSP") project will include the development of a 50 000-seat main stadium, a 5 000-seat public sports ground and a 10 000-seat indoor sports arena. A funding proposal for conducting pre-construction works for KTSP was approved by FC in July 2015.

26. According to the Administration,¹⁴ the pre-construction works for KTSP was substantially completed in February 2017. On 31 May 2017, the funding proposal for the construction works for KTSP was endorsed by PWSC. The construction cost of KTSP was estimated to be about \$31.9 billion in money-of-the-day prices. Subject to the funding approval of FC, the construction works would be commenced in 2018 for completion by 2022-2023.

27. While some Members expressed support for the development of KTSP to meet public aspiration for the development of a large-scale venue in Hong Kong to host sports and other events, there were concerns about the high estimated construction cost of KTSP, and whether it would be financially viable to develop and operate KTSP under the "Design-Build-Operate" ("DBO") approach. Members were also concerned about the Administration's new initiative of providing a bid incentive (i.e. \$60 million or 50% of the actual cost incurred in the preparation of the tender, whichever was lower) to each unsuccessful tenderer (of a maximum of two) under the KTSP project.

28. The Administration advised that the DBO approach would allow a single consortium to design and construct KTSP according to its operation strategy, and ensure that professional staff who were experienced in the operation of sports and commercial facilities would participate in the design, construction and operation of the project at an early stage, which was crucial to the successful and sustainable operation of the Sports Park. The Administration would also closely monitor the construction works to ensure that the construction of KTSP would be completed within budget and on time.

29. As regards the bid incentive, the Administration explained that the new initiative was to incentivize tenderers to submit high-quality bids and attract sufficient competition during the tendering process. The initiative would be offered to each unsuccessful bidder who had submitted a

¹⁴ Source: [LC Paper No. CB\(2\)855/16-17\(04\)](#)

conforming bid on the condition that it agreed to grant the Government an irrevocable and non-exclusive license of the intellectual property rights in its tender submission documents, so as to enable the Government to use any of such rights to improve the elements in the winning tender.¹⁵

Kai Tak River

30. Kai Tak Nullah ("KTN") is one of the major drainage channels in East Kowloon.¹⁶ In light of the public views collected from the two-stage public engagement exercise completed in 2011 on "Building our Kai Tak River", the Administration proposed to reconstruct and rehabilitate KTN into a green river corridor, namely Kai Tak River, and to introduce aesthetic, greening, landscaping and ecological elements at the sides and bottom of the river. Since then, the Administration has carried out works to reconstruct and rehabilitate the upstream and downstream sections of KTN.

31. A funding proposal to reconstruct and rehabilitate the remaining midstream section of KTN from Tung Kwong Road to Prince Edward Road East was approved by FC in July 2013. When considering the proposal concerned, some Members enquired about the measures to be taken to block sewage from polluting KTN. The Administration advised that it had all along blocked sewage and polluted water from flowing into KTN during dry weather by intercepting and diverting them to the nearby sewerage for treatment and disposal. As part of the reconstruction and rehabilitation works, the intercepting facilities would be enhanced.

Heritage preservation

32. The remnants of Lung Tsun Stone Bridge¹⁷ were unearthed during the implementation of the KTD projects. In view of this important historical discovery, Members were of the view that the Stone Bridge,

¹⁵ For the views and concerns expressed by Members on the development of KTSP, members may wish to refer to the background brief on this subject ([LC Paper No. CB\(2\)855/16-17\(05\)](#)).

¹⁶ KTN originates from Po Kong Village Road at Wong Tai Sin, flows along Choi Hung Road and Tung Kwong Road, runs underneath Prince Edward Road East before traversing KTD and finally discharges into Victoria Harbour.

¹⁷ The 200-metre-long Lung Tsun Stone Bridge, built between 1873 and 1875, was once the landing pier for the Kowloon Walled City.

coupled with other relics¹⁸ and historical sites in the area, should be preserved as a heritage cluster in order to reflect the historical characters of the area.

33. The Administration assured members that it would consider preserving the archaeological features discovered at the works site of To Kwa Wan Station of the Shatin to Central Link as part of a heritage cluster when formulating the display and interpretation plans for these features. The Antiquities Advisory Board would be consulted on the conservation options. As regards the Lung Tsun Stone Bridge, the Administration planned to preserve the bridge remnants in-situ and develop a 30-metre-wide preservation corridor for public appreciation of the remnants.¹⁹

Latest development

34. At the meeting of the Panel on Development to be held on 26 June 2017, the Administration will update the Panel on the progress of KTD and consult members on the most suitable green transport mode(s) as recommended in the detailed feasibility study for the proposed EFLS.

Relevant papers

35. A list of relevant papers with their hyperlinks is in **Appendix IV**.

Council Business Division 1
Legislative Council Secretariat
19 June 2017

¹⁸ During the construction of the Shatin to Central Link, remnants and relics, including stone wells dated to the Song-Yuan period with high heritage value, were unearthed at the works site of To Kwa Wan Station. In November 2014, the Panel on Development was briefed on the archaeological features discovered at the station and the proposed preliminary conservation and interpretation plans.

¹⁹ Source: Administration's paper provided to the District Facilities Management Committee of the Wong Tai Sin District Council on "[Planning and Design of the Lung Tsun Stone Bridge Preservation Corridor Project](#)" in March 2017 (Chinese version only)

Major projects of Kai Tak Development

According to the Administration,²⁰ the major Kai Tak Development projects completed before end-2016, under construction and under planning/design are as follows:

Projects completed before end-2016

- Public Rental Housing Development
- Kai Tak Cruise Terminal
- Kai Tak Runway Park (Phase 1)
- Kwun Tong Promenade
- District Cooling System (Phases I and II)
- Kai Tai Approach Channel and Kwun Tong Typhoon Shelter Improvement Works (Phase 1)
- Infrastructure Works at Former North Apron (Stages 1 and 2)
- Advance Infrastructure Works for Developments at the Southern Part of the Former Runway (Stage 1)

Projects under construction

- Home Ownership Scheme Development
- Kowloon East Regional Headquarters and Operational Base-cum-Ngau Tau Kok Divisional Police Station
- Shatin to Central Link
- Hong Kong Children's Hospital
- District Cooling System (Phases III Packages A, B and C)
- Reconstruction and Upgrading of Kai Tak Nullah
- Infrastructure Works at Former North Apron (Stages 3A, 3B, 4 and 5)
- Infrastructure Works for Developments at the Southern Part of the Former Runway (Stages 2 and 3)

Projects under planning/design

- Kai Tak Sports Park
- Kai Tak Fantasy
- Metro Park
- Preservation Corridor of Lung Tsun Stone Bridge Remnants

²⁰ Sources: [LC Paper No. CB\(1\)559/15-16\(03\)](#) and [website of the Kai Tak Office](#)

- Environmental Friendly Linkage System
- Route 6 in the Kai Tak Development (Central Kowloon Route and Trunk Road T2)
- New Acute Hospital
- District Cooling System (Phase III Remaining Works)
- Kai Tai Approach Channel and Kwun Tong Typhoon Shelter Improvement Works (Phase 2)
- Remaining Infrastructure Works at Former North Apron
- Remaining Infrastructure Works for Developments at the Former Runway and South Apron

**Kai Tak Development —
List of Public Works Programme (PWP) Items
Upgraded to Category A since 2009**

PWP Item No.	Project Title	Date of upgrading to Category A	Approved Project Estimate (\$ million)
738CL	Kai Tak Development — detailed design and site investigation for Kai Tak Approach Channel and Kwun Tong Typhoon Shelter improvement works	May 2009	50.0
739CL	Kai Tak Development — stage 1 infrastructure works at north apron area of Kai Tak Airport	May 2009	566.5
740CL	Kai Tak Development — detailed design and site investigation for remaining infrastructure works for developments at the former runway	May 2009	32.0
741CL	Kai Tak Development — stage 1 advance infrastructure works for developments at the southern part of the former runway	May 2009	539.6
357DS	Sewage interception scheme in Kowloon City	Jun 2009	700.3
736CL	Site formation for Kai Tak cruise terminal development	Nov 2009	2,303.9
7GA	Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development	Apr 2010	5,852.1
162CD	Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road — stage 1	Jul 2010	159.4
363DS	Provision of interception facilities at Jordan Valley box culvert	Dec 2010	588.0

PWP Item No.	Project Title	Date of upgrading to Category A	Approved Project Estimate (\$ million)
377DS	Upgrading of Central and East Kowloon sewerage — phase 2	Jun 2011	503.0
745CL	Kai Tak Development — Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)	Jun 2011	717.7
746CL	Kai Tak Development — stage 2 infrastructure at north apron area of Kai Tak Airport	Jun 2011	355.8
749CL	Kai Tak Development — reprovisioning of radar on top of the cruise terminal building	Jun 2011	88.4
140CD	Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road — remaining works	Jul 2011	1,602.0
172BF	Construction of fire station-cum-ambulance facility at Cheung Yip Street, Kowloon Bay	Jul 2011	210.0
109KA	Construction of Trade and Industry Tower in Kai Tak Development Area	Jan 2012	2,645.1
443RO	Runway Park at Kai Tak, Kowloon City District — Phase 1	Jul 2012	169.7
439RO	Kwun Tong promenade (stage 2)	Jul 2012	250.7
167CD	Kai Tak Development — reconstruction and upgrading of Kai Tak Nullah	Jan 2013	2,488.2
761CL	Kai Tak Development — Stage 3A and 4 infrastructure works at north apron area of Kai Tak Airport	Jun 2013	2,255.3
45CG	District Cooling System at the Kai Tak Development	Jun 2009 Feb 2011 Jun 2013 Jul 2015 Apr 2016	1,671.0 1,861.8 [#] 3,145.9 [*] 3,752.0 [^] 3,905.7 [@]

PWP Item No.	Project Title	Date of upgrading to Category A	Approved Project Estimate (\$ million)
76MM	Establishment of the Centre of Excellence in Paediatrics	Jun 2013	12,985.5
169CD	Reconstruction and rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East — main works	Jul 2013	1,244.3
349EP	A 30-classroom primary school at Site 1A-3, Kai Tak Development, Kowloon	Jul 2013	312.4
350EP	A 30-classroom primary school at Site 1A-4, Kai Tak Development, Kowloon	Jul 2013	317.5
272RS	Kai Tak Multi-purpose Sports Complex — pre-construction works	Jul 2015	62.7
711CL	Kai Tak Development — infrastructure works for developments at the southern part of the former runway	Jul 2015	5,757.1
65TR	Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East	Jul 2015	92.3
469CL	Kai Tak Development — stages 3B and 5A infrastructure works at north apron area of Kai Tak Airport	May 2016	2152.8
237LP	Kowloon East Regional Headquarters and Operational Base-cum-Ngau Tau Kok Divisional	May 2016	3,186.0
271ES	A 30-classroom secondary school at Site 1A-2, Kai Tak Development, Kowloon	Jun 2016	446.7
Total			52,540.7

Approved project estimate for Item 45CG was increased to \$1,861.8 million in February 2011.

* Approved project estimate for Item 45CG was increased to \$3,145.9 million in June 2013.

^ Approved project estimate for Item 45CG was increased to \$3,752.0 million in July 2015.

@ Approved project estimate for Item 45CG was increased to \$3,905.7 million in April 2016.

Sources: LC Papers Nos. [CB\(1\)559/15-16\(03\)](#), [PWSC\(2015-16\)61](#), [PWSC\(2015-16\)62](#), [PWSC\(2016-17\)3](#) and [PWSC\(2016-17\)27](#)

(Translation)

**Motion on
"Implementing the Kai Tak Planning
to dovetail with Kowloon East development"
Moved by Hon WONG Kwok-kin
at the Council meeting of 20 March 2013**

**Motion as amended by Hon Frederick FUNG, Hon CHAN Kam-lam,
Hon Frankie YICK, Hon WU Chi-wai and Dr Hon LEUNG Ka-lau**

That, given that the Kai Tak New Development Area is currently the largest urban waterfront development project in Hong Kong with a total planning area of more than 320 hectares; Kai Tak in the future will become a new core district in Kowloon and drive the development of the whole Kowloon Peninsula, and the various works projects in the area will be completed one after another starting from this year, this Council urges the Government to expeditiously implement the various planning for the new development area and the ancillary work in nearby communities, including:

- (1) to expeditiously give the public a full account of any plan to revise and adjust the planning for Kai Tak (including proposals relating to increasing the plot ratios and resident population, and whether to build a helipad on the runway, etc.);
- (2) to closely keep in view the problem of big rent hikes in the adjacent areas driven by the Kai Tak development, so as to ensure that small business traders and even workers in the creative and cultural sector in the district can continue their operation to provide residents with inexpensive and quality daily consumer goods amidst the transformation;
- (3) to expeditiously discuss with the relevant District Councils plans for support arrangements after the commissioning of the first berth of the Kai Tak Cruise Terminal in June this year (including traffic and transport arrangements, and on-shore power supply facilities, etc.), so as to avoid impacting and pressuring the nearby communities and the environment after the commissioning of the terminal;

- (4) to ensure that the recreational and sports facilities in the Multi-purpose Sports Complex at Kai Tak are open for public use at all times in the future, so as to resolve the long-standing shortage of public sports facilities in Kowloon;
- (5) to review the overall road transport network of Kowloon, assess whether the traffic capacity of the existing roads in the various communities is adequate to meet the future development and population needs of Kai Tak and the various areas in Kowloon, and expeditiously conduct improvement works in this regard;
- (6) to expeditiously implement the construction of a monorail system to connect Kai Tak, the various areas in Kowloon East and Kowloon City District, and at the same time, study the extension of the system to the mid-levels areas of Kowloon East, so as to better meet the transport needs of residents in these communities;
- (7) to expeditiously construct a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the future population growth and development of Kowloon East and Kowloon City District;
- (8) to perfect the pedestrian linking systems and barrier-free facilities in the old areas of Kowloon East, Kowloon City District and Kai Tak new area, deepen the connection between Kai Tak and adjacent areas, and develop semi-sunken open underground street networks to merge pedestrian flows and add special features to the areas;
- (9) to study and implement the construction of cycle tracks along the coastline of Kowloon East to the waterfront of Kowloon West via the Kai Tak New Development Area and Kowloon City District and linking the adjacent communities, so as to develop an urban cycle track network;
- (10) to integrate the cultural monuments and existing waterways in Kai Tak and the nearby communities, such as linking Nga Tsin Wai Village, Longjin Bridge and Kai Tak River to form an area with historical and ecological values, and develop a special heritage trail embracing environmental protection, historical monuments, local culture and tourism;

- (11) to increase the space for greening and public art in Kai Tak, the various areas in Kowloon East and Kowloon City District, and introduce bazaars with local characteristics (e.g. temple fairs) to attract tourists and create employment opportunities;
- (12) to make use of the site of the former Tai Hom Village and San Po Kong Industrial Area, etc. to develop cultural and creative industries, so as to develop Kai Tak and the relevant areas into a tourist spot related to Hong Kong movies; and
- (13) to develop featured waterfront areas in Kai Tak, Kowloon East and Kowloon West (including making good use of the vacant land under the flyovers near the Kwun Tong waterfront), so as to develop them into creative spaces, markets and community facilities with local cultural characteristics and styles;
- (14) to construct a bridge connecting Kwun Tong Ferry Pier and the ex-runway tip, with a headroom allowing the passage of all marine working vessels; and
- (15) to construct a new Kowloon harbourfront promenade from Lei Yue Mun to Sham Shui Po, and study the feasibility of constructing a berthing area for yachts at the Kwun Tong Typhoon Shelter and increasing leisure water sports facilities on the condition that the continued provision of enough berthing spaces for various types of marine working vessels will be guaranteed, so as to perfect the planning for Kai Tak;
- (16) to expedite the progress of building the Trade and Industry Tower in Kai Tak, and enable government building clusters to move into Kai Tak expeditiously, so as to drive the economic development of the adjacent areas and create employment;
- (17) to develop waterborne transport, to enable Lei Yue Mun to dovetail with the Kai Tak Cruise Terminal development, and promote the development of local featured tourism projects;
- (18) to expedite the development of the commercial facilities near the cruise terminal and inside the Kai Tak Development Area, and encourage the development of local creative industries and shopping facilities, so as to support local culture and create employment;

- (19) through improving the population planning criteria, to appropriately relax the plot ratios in Kai Tak and increase land supply, so as to construct more subsidized housing;
- (20) to retain the two government factory buildings in Kowloon Bay for promoting the development of creative industries and meeting the needs of persons in the creative industry; and
- (21) to expeditiously implement the expansion of Our Lady of Maryknoll Hospital; and
- (22) to reserve sites in Kai Tak for planning the construction of private hospitals, Integrated Community Centres for Mental Wellness, elderly health centres, residential care homes for the elderly and residential care homes for persons with disabilities.

Kai Tak Development

List of relevant papers

Council/Committee	Date of meeting	Paper
Council meeting	24 October 2012	Hansard — oral question (No. 1) on "Ancillary Transport Facilities for New Cruise Terminal" (p. 532-544)
Public Works Subcommittee	28 November 2012	Administration's paper on "469CL — Kai Tak Development — Infrastructure at North Apron Area of Kai Tak Airport" [LC Paper No. PWSC(2012-13)38] Minutes of meeting [LC Paper No. PWSC23/12-13]
Council meeting	5 December 2012	Hansard — Oral question (No. 4) on "Hospital Services for Kowloon East" (p. 3010-3022)
Panel on Development	7 January 2013	Administration's paper on "Progress Report of Energizing Kowloon East Office and its Continuing Operation" [LC Paper No. CB(1)287/12-13(03)] Minutes of meeting [LC Paper No. CB(1)581/12-13]
Panel on Development	22 January 2013	Administration's paper on "Progress Report on Kai Tak Development and PWP Item No. 469CL — Kai Tak Development — Infrastructure at North Apron Area of Kai Tak Airport" [LC Paper No. CB(1)428/12-13(04)]

Council/Committee	Date of meeting	Paper
		<p>Administration's paper on "PWP Item No. 45CG — District Cooling System at the Kai Tak Development" [LC Paper No. CB(1)428/12-13(06)]</p> <p>Minutes of meeting [LC Paper No. CB(1)735/12-13]</p>
Council meeting	20 March 2013	<p>Hansard — Member's motion (No. 5) on "Implementing the Kai Tak Planning to Dovetail with Kowloon East Development" (p. 7782-7873)</p>
Panel on Economic Development	22 April 2013	<p>Administration's paper on "Development of a New Cruise Terminal at Kai Tak" [LC Paper No. CB(1) 859/12-13(03)]</p> <p>Minutes of meeting [LC Paper No. CB(1)1523/12-13]</p>
Public Works Subcommittee	28 May 2013	<p>Administration's paper on "76MM — Establishment of the Centre of Excellence in Paediatrics" [LC Paper No. PWSC(2013-14)6]</p> <p>Administration's paper on "469CL — Kai Tak development — Infrastructure at North Apron Area of Kai Tak Airport" [LC Paper No. PWSC(2013-14)11]</p> <p>Administration's paper on "45CG — District Cooling System at the Kai Tak Development" [LC Paper No. PWSC(2013-14)12]</p> <p>Minutes of meeting [LC Paper No. PWSC73/12-13]</p>

Council/Committee	Date of meeting	Paper
Panel on Development	28 May 2013	<p>Administration's paper on "PWP Item No. 159CD — Reconstruction and Rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East" [LC Paper No. CB(1)857/12-13(01)]</p> <p>Minutes of meeting [LC Paper No. CB(1)56/13-14]</p>
Public Works Subcommittee	11 June 2013	<p>Administration's paper on "159CD — Reconstruction and rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East" [LC Paper No. PWSC(2013-14)19]</p> <p>Minutes of meeting [LC Paper No. PWSC89/12-13]</p>
Council meeting	26 June 2013	<p>Hansard — oral question (No. 6) on "Ancillary facilities for Kai Tak Cruise Terminal" (p. 13863-13874) and written question (No. 8) on "Business promotion of Kai Tak Cruise Terminal" (p. 13878-13881)</p>
Panel on Economic Development	22 July 2013	<p>Administration's paper on "Operation and Regulation Arrangements of the Kai Tak Cruise Terminal" [LC Paper No. CB(1)1522/12-13(05)]</p> <p>Minutes of meeting [LC Paper No. CB(1)476/13-14]</p>
Council meeting	30 October 2013	<p>Hansard — written question (No. 16) on "Measures to Enhance the Utilization of and the Economic Benefits Brought by Kai Tak Cruise Terminal" (p. 1482-1485)</p>

Council/Committee	Date of meeting	Paper
Council meeting	6 November 2013	Hansard — written question (No. 20) on "Planning for Kai Tak Development Area" (p. 1888-1891)
Panel on Home Affairs	10 January 2014 17 February 2014	Administration's papers on "Planning of the Kai Tak Multi-purpose Sports Complex [LC Papers Nos. CB(2)606/13-14(03) and CB(2)841/13-14(03)] Minutes of meeting on 10 January 2014 [LC Paper No. CB(2)1054/13-14] Minutes of meeting on 17 February 2014 [LC Paper No. CB(2)1717/13-14]
Panel on Development	25 February 2014	Administration's paper on "Progress Report on Kai Tak Development" [LC Paper No. CB(1)937/13-14(01)]
Council meeting	9 April 2014	Hansard — written question (No. 18) on "Coach Parking Spaces and Tourism Facilities of Kai Tak Cruise Terminal" (p. 9605-9608)
Council meeting	30 April 2014	Hansard — written question (No. 1) on "Transport facilities of Kai Tak Cruise Terminal" (p. 10159-10162)
Council meeting	7 May 2014	Hansard — written question (No. 7) on "Management of Kai Tai Cruise Terminal" (p. 10346-10352)
Council meeting	14 May 2014	Hansard — written question (No. 2) on "Proposed Environmentally Friendly Linkage System in Kowloon East" (p. 10913-10915) and written question (No. 7) on "Development of Kowloon East into a Tourism and Core Commercial District" (p. 10936-10941)

Council/Committee	Date of meeting	Paper
Panel on Development	27 May 2014 16 July 2014 28 October 2014	<p>Administration's paper on "65TR — Detailed feasibility study for Environmentally Friendly Linkage System for Kowloon East" [LC Paper No. CB(1)1456/13-14(04)]</p> <p>Administration's follow-up papers [LC Papers Nos. CB(1)1774/13-14(01) and CB(1)89/14-15(03)]</p> <p>Minutes of meeting on 27 May 2014 [LC Paper No. CB(1)2016/13-14]</p> <p>Minutes of meeting on 16 July 2014 [LC Paper No. CB(1)132/14-15]</p> <p>Minutes of meeting on 28 October 2014 [LC Paper No. CB(1)347/14-15]</p>
Council meeting	28 May 2014	Hansard — written question (No. 13) on "Kai Tak Cruise Terminal" (p. 12438-12443)
Council meeting	11 June 2014	Hansard — oral question (No. 5) on "Hong Kong Property for Hong Kong People Policy" (p. 14720-14730)
Council meeting	25 June 2014	Hansard — oral question (No. 6) on "Completion Date of the Planned Public Hospital at Kai Tak Development Area" (p. 15488-15497)
Panel on Environmental Affairs	17 July 2014	<p>Administration's paper on "Collection of Charges for District Cooling System at the Kai Tak Development" [LC Paper No. CB(1)1785/13-14(01)]</p> <p>Minutes of special meeting [LC Paper No. CB(1)179/14-15]</p>

Council/Committee	Date of meeting	Paper
Council meeting	15 October 2014	Hansard — written question (No. 18) on "Kai Tak Cruise Terminal" (p. 228-233)
Council meeting	22 October 2014	Hansard — written question (No. 17) on "PRH and HOS Flats Provided by Hong Kong Housing Authority" (p. 671-680)
Panel on Economic Development	27 October 2014	Administration's paper on "Updates on the Kai Tak Cruise Terminal" [LC Paper No. CB(4)63/14-15(03)] Minutes of meeting [LC Paper No. CB(4)167/14-15]
Council meeting	12 November 2014	Hansard — written question (No. 17) on "Installation of Onshore Power Supply Facilities at Kai Tak Cruise Terminal" (p. 2009-2010) and written question (No. 22) on "Ferry service Plying Kai Tak Cruise Terminal" (p. 2024-2026)
Council meeting	20 November 2014	Hansard — oral question (No. 6) on "Ancillary Transport Facilities for Kai Tak Cruise Terminal" (p. 2210-2220)
Panel on Development	25 November 2014	Administration's paper on "Archaeological Features Discovered at To Kwa Wan Station of the Shatin to Central Link and Their Proposed Preliminary Conservation and Interpretation Plans" [LC Paper No. CB(1)241/14-15(07)] Minutes of meeting [LC Paper No. CB(1)547/14-15]

Council/Committee	Date of meeting	Paper
Council meeting	26 November 2014	Hansard — oral question (No. 1) on "Financial Position and Operation of Kai Tak Cruise Terminal" (p. 2501-2513) and written question (No. 7) on "Holding Trade Fairs and International Mega Events at Kai Tak Cruise Terminal" (p. 2569-2572)
Council meeting	4 February 2015	Hansard — oral question (No. 6) on "Measures to Increase the Income Generated by Kai Tak Cruise Terminal" (p. 5653-5662)
Council meeting	25 February 2015	Hansard — written question (No. 5) on "Easing the Impacts of New Development Projects on the Traffic in East Kowloon" (p. 7050-7056)
Council meeting	25 March 2015	Report of the Bills Committee on District Cooling Services Bill [LC Paper No. CB(1)649/14-15]
Public Works Subcommittee Finance Committee	15 April 2015 22 April 2015 6 May 2015 3 July 2015	Administration's paper on "272RS — Kai Tak Multi-purpose Sports Complex" [LC Paper No. PWSC(2015-16)3] Administration's follow-up paper [LC Paper No. PWSC165/14-15(01)] Minutes of PWSC meeting on 15 April 2015 [LC Paper No. PWSC183/14-15] Minutes of PWSC meeting on 22 April 2015 [LC Paper No. PWSC184/14-15] Minutes of PWSC meeting on 6 May 2015 [LC Paper No. PWSC195/14-15] Minutes of FC meeting on 3 July 2015 [LC Paper No. FC74/15-16]

Council/Committee	Date of meeting	Paper
Panel on Development	28 April 2015	<p>Administration's paper on "711CL — Kai Tak development — Infrastructure Works for Developments at the Southern Part of the Former Runway and Progress Report on Kai Tak Development" [LC Paper No. CB(1)759/14-15(03)]</p> <p>Administration's follow-up paper [LC Paper No. CB(1)933/14-15(01)]</p> <p>Minutes of meeting [LC Paper No. CB(1)1107/14-15]</p>
Public Works Subcommittee Finance Committee	16 June 2015 10 July 2015	<p>Administration's paper on "711CL — Kai Tak Development — Infrastructure Works for Developments at the Southern Part of the Former Runway" [LC Paper No. PWSC(2015-16)26]</p> <p>Administration's follow-up paper [LC Paper No. PWSC238/14-15(01)]</p> <p>Minutes of PWSC meeting on 16 June 2015 [LC Paper No. PWSC240/14-15]</p> <p>Minutes of FC meeting on 10 July 2015 [LC Paper No. FC49/15-16]</p>
Public Works Subcommittee Finance Committee	30 June 2015 16 July 2015	<p>Administration's paper on "65TR — Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East" [LC Paper No. PWSC(2015-16)33]</p> <p>Administration's follow-up paper [LC Paper No. FC240/14-15(01)]</p> <p>Minutes of PWSC meeting on 30 June 2015 [LC Paper No. PWSC242/14-15]</p>

Council/Committee	Date of meeting	Paper
		<p>Minutes of FC meeting on 16 July 2015 at 4:45 pm [LC Paper No. FC79/15-16]</p> <p>Minutes of FC meeting on 16 July 2015 at 7:20 pm [LC Paper No. FC80/15-16]</p> <p>Minutes of FC meeting on 16 July 2015 at 9:25 pm [LC Paper No. FC81/15-16]</p>
Council meeting	6 January 2016	<p>Hansard — written question (No. 17) on "Measures to Reduce the Emissions of Ocean Going Vessels at Berth" (p. 3436-3438)</p>
Panel on Development	23 February 2016	<p>Administration's paper on "469CL — Kai Tak Development — Infrastructure at North Apron Area of Kai Tak Airport and Progress Report on Kai Tak Development" [LC Paper No. CB(1)559/15-16(03)]</p> <p>Administration's follow-up paper [LC Paper No. CB(1)651/15-16(01)]</p> <p>Administration's paper on "45CG — District Cooling System at the Kai Tak Development" [LC Paper No. CB(1)559/15-16(05)]</p> <p>Administration's follow-up paper [LC Paper No. CB(1)669/15-16(01)]</p> <p>Minutes of meeting [LC Paper No. CB(1)931/15-16]</p>
Council meeting	13 April 2016	<p>Hansard — written question (No. 21) on "Facilities of Kai Tak Cruise Terminal" (p. 7179-7183)</p>

Council/Committee	Date of meeting	Paper
Public Works Subcommittee	13 April 2016	<p>Administration's paper on "469CL — Kai Tak Development — Infrastructure at North Apron Area of Kai Tak Airport" [LC Paper No. PWSC(2015-16)61]</p> <p>Administration's follow-up paper [LC Paper No. PWSC194/15-16(01)]</p> <p>Administration's paper on "45CG — District Cooling System at the Kai Tak Development" [LC Paper No. PWSC(2015-16)62]</p> <p>Administration's follow-up paper [LC Paper No. PWSC190/15-16(01)]</p> <p>Minutes of meeting on 13 April 2016 [LC Paper No. PWSC195/15-16]</p>
Council meeting	20 April 2016	<p>Hansard — written question (No. 20) on "Kwun Tong Ferry Pier Waterfront Development Under "Energizing Kowloon East" Initiatives" (p. 7656-7660)</p>
Council meeting	27 April 2016	<p>Report of the Bills Committee on Kai Tak Cruise Terminal Bill [LC Paper No. CB(4)889/15-16]</p>
Council meeting	9 November 2016	<p>Hansard — oral question (No. 5) on "Impact of Mainland-funded Consortia Buying Commercial and Residential Sites and Properties in Hong Kong" (p. 251-265)</p>

Council/Committee	Date of meeting	Paper
Panel on Development	22 November 2016	<p>Administration's paper on "Extending the Operation of Energizing Kowloon East Office" [LC Paper No. CB(1)133/16-17(04)]</p> <p>Administration's follow-up paper [LC Paper No. CB(1)361/16-17(01)]</p> <p>Minutes of meeting [LC Paper No. CB(1)411/16-17]</p>
Panel on Home Affairs	27 February 2017	Administration's paper on "Kai Tak Sports Park" [LC Paper No. CB(2)855/16-17(04)]
Public Works Subcommittee	6 May 2017 10 May 2017 17 May 2017 20 May 2017 31 May 2017	Administration's paper on "272RS — Kai Tak Sports Park" [LC Paper No. PWSC(2017-18)2]