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**Meeting of the Panel on Planning, Lands and Works  
on 24 October 2006**

**Background Brief on  
Kai Tak Planning Review**

**Purpose**

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

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

**Comprehensive Planning and Engineering Review**

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

Stage 1: Kai Tak Planning Review – A public participation programme was launched to gauge the community's aspiration for the future development of Kai Tak. Following that, conceptual development options (i.e. Outline Concept Plans) were formulated for further public consultation and thereafter a detailed Preliminary Outline Development Plan ("PODP") was prepared.

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

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

### **Kai Tak Planning Review**

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

5. In November 2005, the Administration launched the Stage 2 Public Participation Programme and promulgated three OCPs to facilitate the community to formulate their views on the development concept for Kai Tak. In view of the judgment of the Court of Final Appeal handed down in January 2004, a "no reclamation" scenario had been adopted as the starting point in preparing these development concepts. Key features of the three OCPs, including their respective themes, major development components and issues, are given in **Appendix II**. The Administration briefed members on the Stage 2 exercise at the Panel meeting on 20 December 2005.

6. In June 2006, the study proceeded to the final stage of the Planning Review, i.e. the preparation of the PODP. On the basis of the "no reclamation" scenario, the draft PODP proposed a balance of residential, commercial office/hotel, sports and tourism developments in Kai Tak. The future Kai Tak Development was proposed to accommodate an overall population of about 86 500 and to provide about 85 400 job opportunities. In terms of scale of development, it was estimated to produce about 29 000 new flats, 0.7 million square metres of office gross floor area and 6 800 new hotel rooms. The key proposals of the draft PODP are set out in **Appendix III**. The key development parameters of the draft PODP vis-à-vis the Administration's previous proposals are in **Appendix IV**. A table showing the land use distribution of the draft PODP is given in **Appendix V**.

7. According to the Administration, the Stage 3 Public Participation programme aimed to facilitate early feedback from the community on the draft

PODP before it was finalized. The proposals presented in the draft PODP were subject to the findings of the on-going Preliminary Technical Assessments. The finalized PODP would provide the basis for revising the approved Kai Tak OZPs in force and for embarking on the engineering feasibility and environmental studies. The Kai Tak Development is a Designated Project under the Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and would need to be subject to a statutory EIA study to determine the environmental acceptability of the proposals. Under the EIA Ordinance, the public and the Advisory Council on the Environment will be given the opportunity to comment on the findings of the EIA study. The amended OZPs will be published for further public consultation under the statutory planning process.

### **Deliberations of the Panel**

8. At the meetings of the Panel on 22 February 2005, 28 June 2005, 20 December 2005 and 27 June 2006, the Administration briefed the Panel on the details of the different stages of the Public Participation exercises. The Panel held a special meeting on 25 January 2006 to receive views from interested parties. A list of organizations which attended the special meeting and other interested parties that had given written views to the Panel on the subject is in **Appendix VI**.

#### Planning principles

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

#### Development intensity

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

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

#### Integration with surrounding districts

12. Some members held a strong view that the development of Kai Tak should help revitalize the neighbouring old districts. In this regard, there was a suggestion that the scale of the underground streets linking Kai Tak and Kowloon City should be expanded to cover as large an area as possible to facilitate smooth pedestrian flow, which in turn would promote spending and bring economic benefits to the districts concerned. Members also emphasized the importance of easy pedestrian access to Kai Tak from neighbouring districts including San Po Kong, Kowloon Bay, Ngau Tau Kok and Kwun Tong.

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

#### Transport infrastructure

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

15. According to the Administration, inter-district transport would mainly be serviced by the mass transit railway system while environmentally-friendly

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

#### Kai Tak Approach Channel

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

17. The Administration explained that a width of 600 metres for the opening was proposed as an initial estimate based on computer simulations, which showed that a minimum opening width of 600 metres would be required under the worst case scenario. The existing sediments in the KTAC would have to be treated before creating the opening. The sediments, insufficient tidal flush and up-stream pollution were contributing factors for the present environmental problems at KTAC. The pollution sources from Kowloon City and Jordan Valley would have to be controlled in order to solve the environmental problems at KTAC.

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

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

#### Metro Park

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

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

#### Multi-purpose Stadium Complex

22. On the proposed Multi-purpose Stadium Complex, some members supported the project and urged the Administration to provide sufficient ancillary facilities near the stadium and adequate transport facilities. A member however expressed concern that the 45 000-seat main stadium would become a "white elephant" because large scale sports events would not be frequently held. As regards the proposed location of the Stadium Complex, some members considered it appropriate while some other members opined that the facility would be discordant with the surrounding areas from the town planning and land use perspectives. There was a suggestion that the Stadium Complex should be moved to another site near the Kai Tak Station so as to leave the waterfront for uses that could benefit from the waterfront location.

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

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

### Cruise Terminal

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

### Heliport

26. As for the planned at-grade cross-boundary heliport at the corner of the runway end, a member relayed the concerns from residents, especially those living in Laguna City, about noise pollution caused by large cross-boundary helicopters with high frequency. The member urged the Administration to ensure that measures would be taken to prevent residents from being affected by noise pollution.

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

### Kwun Tong Public Cargo Working Area

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

29. A member opined that as the Kwun Tong PCWA had been serving environmental protection and logistics industries, the decommissioning of the

PCWA should not be pursued. Instead, enhancement works to the PCWA could be carried out and the PCWA and leisure areas could co-exist.

### Urban renewal

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

### **Recent development**

31. In his Policy Address delivered on 11 October 2006, the Chief Executive stated that the Stage 3 Public Consultation exercise ended in August 2006. The public generally supported the development of a cruise terminal at the tip of the former runway.

32. The Administration will report on the outcome of the Stage 3 Public Participation and the revision to the PODP for Kai Tak Development at the forthcoming Panel meeting on 24 October 2006.

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



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

#### **Introduction**

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

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

#### **Draft Outline Zoning Plans in 1998**

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

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

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

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

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

#### **Revised scheme on South East Kowloon Development in 1999**

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

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

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

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

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

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

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

## **Revised Outline Zoning Plans in 2001**

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

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

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

## **Litigation on harbour reclamation**

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

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

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

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

### **Key features of the three Outline Concept Plans promulgated in the Stage 2 Comprehensive Planning and Engineering Review of the Kai Tak Development**

#### Main theme of the three OCPs

- (a) The **City in the Park** concept (OCP1) aims to create two distinct residential neighbourhoods, with a high-density residential/stadium district in the North Apron Area and medium density residential developments on the runway island. This residential focused scenario is expected to house an overall population of about 128 000 and an estimated employment of about 32 000 jobs.
- (b) The **Kai Tak Glamour** concept (OCP2) aims to regenerate the economic role of the ex-airport site by providing a high density office node adjoining the multi-purpose stadium in the North Apron Area, to medium density residential development on the runway island and a cruise terminal and tourism node at the runway end. This office and tourism focused scenario will provide a less population level of about 97 000. The employment level in this concept is about 75 000, which is the highest among the three concepts.
- (c) The **Sports by the Harbour** concept (OCP3) aims to promote a sports and recreation hub in this part of the Metro Area, with low to medium density residential neighbourhoods created around the recreation facilities to reinforce a green and lively urban district. A lower population level of about 69 000 and employment level of about 56 000 are envisaged under this OCP.

#### Major development components of the three OCPs

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

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

#### Major development issues

##### (a) Kai Tak Approach Channel (KTAC)

The KTAC is a semi-enclosed water body created from the Harbour upon construction of the former airport runway. Owing to poor tidal flush and polluted discharge over the years, it has serious water quality and odour problems. The KTAC was previously proposed to be reclaimed as part of the South East Kowloon Development (now retitled Kai Tak Development), which would in turn tackle the incumbent environmental problems. Arising from the judgment of the Court of Final Appeal regarding harbour reclamation in January 2004, any reclamation in the Harbour must satisfy the "Overriding Public Need" test. The Kai Tak Planning Review has therefore adopted "no reclamation" as a starting point.

A combination of mitigation measures are proposed to address the water quality and odour problem at KTAC, including enhancement of tidal flush by removing section of the runway and treatment of sediment to reduce generation of odourous gas. The effectiveness of the measures are subject to the statutory process of the EIA Ordinance. Field surveys on water quality and odour, and pilot tests of treatment of contaminated sediments have been advanced to facilitate evaluation of the effectiveness of the measures. The Administration will do its best to resolve the environmental problem at KTAC. If the mitigation measures cannot resolve the problem, the option of reclaiming KTAC as the last resort would not be ruled out.

(b) Multi-purpose Stadium

The Home Affairs Bureau has completed a Consultancy Study on the Case for a New Multi-Purpose Stadium in Hong Kong. The main aims of the study were to re-assess the needs for a new multi-purpose stadium as recommended in an earlier study conducted in 2001, examine various location options and recommend the appropriate size for the stadium and the ancillary facilities. Completed in September 2005, the Study confirmed the need for a new multi-purpose stadium in Hong Kong to support the long term sports development in Hong Kong, and to remedy the constraints and limitations of the existing Hong Kong Stadium. The Study recommended that Kai Tak be the most suitable location for development of a new stadium. To ensure effective and viable operation as well as the long term sustainability of the stadium, and to attract regular community patronage during non-event days, it was recommended that a secondary stadium, a multi-sports arena and certain ancillary facilities be also developed to create a self-contained stadium complex.

A site in the north apron area is reserved for developing the proposed multi-purpose stadium in all three OCPs. The entire stadium complex, which requires a site area of not more than 24 ha, comprises the main stadium (about 5 ha), a secondary stadium (about 2 ha) and a multi-sports arena (about 2.5 ha). The remaining area will mainly be used for ancillary developments, open space, parking, circulation and crowd dispersal purposes. The entire stadium complex is intended to be designed as an iconic visual anchor integrated with the open space network in Kai Tak and high connectivity to the nearby districts.

(c) Cruise Terminal

According to the latest Consultancy Study on Cruise Terminal Facilities Development for Hong Kong, Hong Kong will need to develop an additional cruise berth as soon as possible and one to two additional berths in the longer term to cater for the growth of the cruise industry. The Government has long considered the location at the end of the runway of the former Kai Tak Airport to be the ideal location for development of new cruise terminal facilities. Apart from its central location within Victoria Harbour and technical feasibility, it is the only site within the Victoria Harbour that offers expansion capability to meet our long term needs. While the Government is expediting the relevant review of the Kai Tak Development so that the completion of the cruise terminal could be advanced to 2011, an Expression of Interest exercise is currently undertaken by the Tourism Commission to gauge market feedback on whether there are suitable and feasible locations other than Kai Tak for the development of a new cruise terminal before 2011. If the Government



could not identify a suggestion that could meet all the requirements set by the Government through the invitation for Expressions of Interest, the Government would not consider any other sites and would focus on developing a new cruise terminal at Kai Tak. If indeed there are such suggestions, reservation of sites at the Kai Tak for development of cruise terminal facilities would still be required to cater for the long-term development of the cruise industry.

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

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

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

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

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

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

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

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

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

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

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

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

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

Immigration and Quarantine facilities. Subject to technical assessment, landscaped noise barriers may be required to minimize noise impact on the adjacent Runway Park.

## Appendix IV

### Key development parameters of the draft Preliminary Outline Development Plan (PODP) vis-a-vis the Administration's previous proposals

	Planning in 2001*	Stage 2 Outline Concept Plans (OCP)			Stage 3 PODP
		OCP 1 -- City in the Part	OCP 2 -- Kai Tak Glamour	OCP 3 -- Sports by the Harbour	
Population:	260 000	128 000	97 000	69 000	86 500
No. of flats:	87 000	46 000	33 000	24 000	30 500**
Domestic plot ratio:	3 - 7.5	4 - 5	3 - 5	2 - 4	3.5 - 5.0
Employment:	75 000	32 000	75 000	56 000	85 400
Office gross floor area (m <sup>2</sup> ):	107 000	187 000	781 000	395 000	882 500**
Hotel rooms:	550	1 800	9 000	8 400	6 800
Non-domestic plot ratio:	1 - 4.6	--	9.5	9.5	4 - 9.5

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

\*\* Including sites for existing residential developments in Ma Tau Kok, Pacific Trade Centre and International Trade and Exhibition Centre

## Appendix V

### Land Use Distribution of the Kai Tak draft PODP

Land Uses	Draft PODP	
	Area (ha)	%
Commercial (Office/Hotel/Retail)	20.3	6.2
Mixed Use (Housing & Hotel/Retail)	1.4	0.4
High to Medium Density Housing	34.5	10.6
Low Density Housing	8.5	2.6
GIC/Schools/Other Specified Uses	44.5	13.6
Stadium Complex	23.2	7.1
Cruise Terminal and Tourism Node	13.3	4.0
Open Space (Landscaped Deck/Walkway)	102.5	31.3
Road Network	79.8	24.3
Total Area	328.0	100.0

## Appendix VI

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

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

Organizations	Subject matters raised	Paper
HK Civic Design Association	<ul style="list-style-type: none"> <li>◆ Stadium</li> </ul>	<p>LC Paper No. CB(1)759/05-06(02) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-759-2e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-759-2e.pdf</a></p> <p>LC Paper No. CB(1)801/05-06(06) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-6e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-6e.pdf</a></p>
The Real Estate Developers Association of Hong Kong	<ul style="list-style-type: none"> <li>◆ Development density and land use</li> <li>◆ Transport infrastructure</li> <li>◆ Cruise terminal</li> <li>◆ Sports facilities</li> <li>◆ Reclamation</li> </ul>	<p>LC Paper No. CB(1)698/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-698-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-698-1e.pdf</a></p>
Designing Hong Kong Harbour District/The Experience Group, Limited	<ul style="list-style-type: none"> <li>◆ Cruise terminal</li> <li>◆ Land use</li> <li>◆ Urban design</li> <li>◆ Waterfront promenade</li> <li>◆ KTAC</li> </ul>	<p>LC Paper No. CB(1)567/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-567-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-567-1e.pdf</a></p> <p>LC Paper No. CB(1)801/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-1e.pdf</a></p> <p>LC Paper No. CB(1)882/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-882-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-882-1e.pdf</a></p> <p>LC Paper No. CB(1)1903/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1903-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1903-1e.pdf</a></p>
Community Alliance on Kai Tak Development	<ul style="list-style-type: none"> <li>◆ Protection of heritage</li> <li>◆ Communal facilities</li> <li>◆ Protection of the shoreline</li> </ul>	<p>LC Paper No. CB(1)698/05-06(02) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-698-2e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-698-2e.pdf</a></p>



Organizations	Subject matters raised	Paper
	<ul style="list-style-type: none"> <li>and the ridgeline</li> <li>◆ Promoting aviation culture</li> <li>◆ Transport infrastructure</li> <li>◆ Revitalizing old districts</li> <li>◆ Diversifying economic activities</li> </ul>	<a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-698-2c.pdf">5-06/chinese/panels/plw/papers/plw0125cb1-698-2c.pdf</a>
<p>City Planning Concern Group</p>	<ul style="list-style-type: none"> <li>◆ Tourism industry</li> <li>◆ KTAC</li> <li>◆ Cruise Terminal</li> <li>◆ Heliport</li> </ul>	<p>LC Paper No. CB(1)591/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw1220cb1-591-1c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw1220cb1-591-1c.pdf</a></p> <p>LC Paper No. CB(1)750/05-06(08) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-8c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-8c.pdf</a></p> <p>LC Paper No. CB(1)769/05-06(02) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-769-2c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-769-2c.pdf</a></p> <p>LC Paper No. CB(1)2130/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0627cb1-2130-1c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0627cb1-2130-1c.pdf</a></p> <p>LC Paper No. CB(1)2130/05-06(02) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0627cb1-2130-2c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0627cb1-2130-2c.pdf</a></p>
<p>The Save Kai Tak Campaign</p>	<ul style="list-style-type: none"> <li>◆ Cruise terminal</li> <li>◆ Kai Tak Runway</li> <li>◆ Pollution</li> <li>◆ Light aircraft runway</li> </ul>	<p>LC Paper No. CB(1)801/05-06(03) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-3ec.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-3ec.pdf</a></p>

Organizations	Subject matters raised	Paper
Kowloon City District Council	<ul style="list-style-type: none"> <li>◆ Cruise terminal</li> <li>◆ Transport infrastructure</li> <li>◆ Interface with neighbouring areas</li> <li>◆ KTAC</li> <li>◆ Stadium</li> <li>◆ Public housing</li> <li>◆ Protection of the ridgeline</li> </ul>	LC Paper No. CB(1)769/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-769-1c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-769-1c.pdf</a>
Tuen Mun District Council	<ul style="list-style-type: none"> <li>◆ Tourism industry</li> <li>◆ KTAC</li> <li>◆ Cruise Terminal</li> <li>◆ Heliport</li> </ul>	(No written submission)  Minutes <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf</a>
Kwun Tong District Council	<ul style="list-style-type: none"> <li>◆ Transport infrastructure</li> <li>◆ Interface with neighbouring districts</li> <li>◆ KTAC</li> <li>◆ Kwun Tong Typhoon Shelter and Public Cargo Working Area in Kwun Tong</li> <li>◆ Waterfront promenade</li> </ul>	(No written submission)  Minutes <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf</a>
Mr TIN Sai-ming, Tsuen Wan District Council Member	<ul style="list-style-type: none"> <li>◆ Sports facilities</li> </ul>	LC Paper No. CB(1)750/05-06(04) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-4c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-4c.pdf</a>
Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.	<ul style="list-style-type: none"> <li>◆ To Kwa Wan and Kwun Tong Typhoon Shelters</li> </ul>	LC Paper No. CB(1)801/05-06(02) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-2c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-2c.pdf</a>
關注維港避風塘聯席會議	<ul style="list-style-type: none"> <li>◆ To Kwa Wan and Kwun Tong Typhoon Shelters and Public Cargo Working Areas in Kwun Tong and Cha Kwo Ling</li> </ul>	LC Paper No. CB(1)750/05-06(02) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-2c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-2c.pdf</a>

Organizations	Subject matters raised	Paper
Hong Kong Cargo-Vessel Traders' Association Ltd.	◆ To Kwa Wan and Kwun Tong Typhoon Shelters and Public Cargo Working Areas in Kwun Tong and Cha Kwo Ling	LC Paper No. CB(1)750/06-06(03) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-3c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-3c.pdf</a>
Hong Kong Logistics Management Staff Association	◆ Cruise terminal	LC Paper No. CB(1)750/05-06(05) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-5c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-750-5c.pdf</a>
Hong Kong Aviation Club (HKAC)	◆ HKAC's current site at Sung Wong Toi Road, Kai Tak	LC Paper No. CB(1)759/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-759-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-759-1e.pdf</a>
Hong Kong Air Cadet Corps (HKACC)	◆ Headquarters complex of HKACC ◆ Aviation Development Centre	LC Paper No. CB(1)502/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-502-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-502-1e.pdf</a>  LC Paper No. CB(1)750/05-06(07) <a href="http://www.legco.gov.hk/yr05-06english/panels/plw/papers/plw0125cb1-750-7e.pdf">http://www.legco.gov.hk/yr05-06english/panels/plw/papers/plw0125cb1-750-7e.pdf</a>  LC Paper No. CB(1)801/05-06(05) <a href="http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-5c.pdf">http://www.legco.gov.hk/yr05-06/chinese/panels/plw/papers/plw0125cb1-801-5c.pdf</a>
Hong Kong, China Rowing Association	◆ KTAC ◆ Sports facilities ◆ Stadium	LC Paper No. CB(1)769/05-06(03) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-3e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-3e.pdf</a>
Hong Kong Football Association Limited	◆ Stadium	LC Paper No. CB(1)750/05-06(06) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-750-6e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-750-6e.pdf</a>

Organizations	Subject matters raised	Paper
Hong Kong Schools Sports Federation	◆ Stadium	LC Paper No. CB(1)769/05-06(05) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-5e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-5e.pdf</a>
Hong Kong Muay Thai Association	◆ Stadium	LC Paper No. CB(1)769/05-06(07) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-7e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-769-7e.pdf</a>
Sports Federation & Olympic Committee of Hong Kong, China	◆ Stadium	LC Paper No. CB(1)801/05-06(07) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-7e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-7e.pdf</a>
Hong Kong Rugby Football Union	◆ Stadium	LC Paper No. CB(1)801/05-06(08) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-8e-scan.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-801-8e-scan.pdf</a>
Hong Kong Squash	◆ Stadium	LC Paper No. CB(1)778/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-778-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-778-1e.pdf</a>
Hong Kong Tourism Board	◆ Cruise terminal	(No written submission)  Minutes <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf</a>
Travel Industry Council of Hong Kong	◆ Cruise terminal ◆ Transport infrastructure	(No written submission)  Minutes <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf</a>

<b>Organizations</b>	<b>Subject matters raised</b>	<b>Paper</b>
S.K.Y. Travel	◆ Cruise terminal	(No written submission)  Minutes <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf</a>
Hong Kong Hotels Association	◆ Cruise terminal	LC Paper No. CB(1)750/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-750-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0125cb1-750-1e.pdf</a>

## Kai Tak Planning Review

## List of relevant papers

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

Council/Committee	Date of meeting	Paper
Finance Committee (FC)	27 February 1998	<p>Administration's paper on "Recommendations of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects" (FCR(97-98)93)  <a href="http://www.legco.gov.hk/yr97-98/english/fc/fc/papers/f97-93e.doc">http://www.legco.gov.hk/yr97-98/english/fc/fc/papers/f97-93e.doc</a></p> <p>Minutes (PLC Paper No. FC152)  <a href="http://www.legco.gov.hk/yr97-98/english/fc/fc/minutes/fcmn2702.htm">http://www.legco.gov.hk/yr97-98/english/fc/fc/minutes/fcmn2702.htm</a></p>
Council meeting	29 July 1998	<p>Hansard  <a href="http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980729fe.htm">http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980729fe.htm</a></p>
PLW Panel	10 September 1998	<p>Administration's paper on "South East Kowloon Development at Kai Tak Airport -- Site Investigations and Consultants Fees" (LC Paper No. CB(1)167/98-99(01))  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl1009_4.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl1009_4.htm</a></p> <p>Minutes (LC Paper No. CB(1)303/98-99)  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl100998.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl100998.htm</a></p>
PLW Panel	17 September 1998	<p>Administration's paper on "Kowloon Planning Area No. 19 -- Draft Kai Tak (North) Outline Zoning Plan No. S/K19/1" (LC Paper No. CB(1)203/98-99(01))  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e01.pdf">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e01.pdf</a></p> <p>Administration's paper on "Kowloon Planning Area No. 21 -- Draft Kai Tak (South) Outline Zoning Plan No. S/K21/1" (LC Paper No. CB(1)203/98-99(02))  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e02.pdf">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e02.pdf</a></p>

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		<p>Minutes (LC Paper No. CB(1)372/98-99)  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl170998.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl170998.htm</a></p>
PWSC	23 September 1998	<p>Administration's paper on "Head 707 -- New Towns and Urban Area Development -- Kowloon Development Civil Engineering -- Land development -- 469CL -- South East Kowloon Development at Kai Tak Airport -- Early Development Package" (PWSC(98-99)18)  <a href="http://www.legco.gov.hk/yr98-99/english/fc/pwsc/papers/pw230918.pdf">http://www.legco.gov.hk/yr98-99/english/fc/pwsc/papers/pw230918.pdf</a></p> <p>Minutes (LC Paper No. PWSC26/98-99)  <a href="http://www.legco.gov.hk/yr98-99/english/fc/pwsc/minutes/pw230998.htm">http://www.legco.gov.hk/yr98-99/english/fc/pwsc/minutes/pw230998.htm</a></p>
Council meeting	30 September 1998	<p>Hansard  <a href="http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980930fe.htm">http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980930fe.htm</a></p>
PLW Panel	29 October 1998	<p>Administration's paper on "469CL : South East Kowloon Development at Kai Tak Airport -- Early Development Package" ((P)50/14/10)  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl29101b.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl29101b.htm</a></p> <p>Minutes (LC Paper No. CB(1)819/98-99)  <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl291098.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl291098.htm</a></p>
Council meeting	27 January 1999	<p>Hansard  <a href="http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/990127fe.htm">http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/990127fe.htm</a></p>



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PLW Panel	9 March 1999	Minutes (LC Paper No. 1364/98-99) ( <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl090399.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl090399.htm</a> )
PLW Panel	20 July 1999	Administration's paper on "South East Kowloon Development -- Outline Concept Plan for the Revised Scheme" (LC Paper No. CB(1)1663/98-99(03)) ( <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl20074a.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl20074a.htm</a> )  Minutes (LC Paper No. CB(1)1979/98-99) ( <a href="http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl200799.htm">http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl200799.htm</a> )
PLW Panel	8 June 2000	Administration's paper on "Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development" (LC Paper No. CB(1)1748/99-00(01)) ( <a href="http://www.legco.gov.hk/yr99-00/english/panels/plw/papers/a1748e01.pdf">http://www.legco.gov.hk/yr99-00/english/panels/plw/papers/a1748e01.pdf</a> )  Minutes (LC Paper No. CB(1)1979/99-00) ( <a href="http://www.legco.gov.hk/yr99-00/english/panels/plw/minutes/pl080600.pdf">http://www.legco.gov.hk/yr99-00/english/panels/plw/minutes/pl080600.pdf</a> )
PLW Panel	4 December 2000	Administration's paper on "South East Kowloon Development -- Proposed Start of Detailed Design" (LC Paper No. CB(1)233/00-01(03)) ( <a href="http://www.legco.gov.hk/yr00-01/english/panels/plw/papers/a233e03.pdf">http://www.legco.gov.hk/yr00-01/english/panels/plw/papers/a233e03.pdf</a> )  Minutes (LC Paper No. CB(1)637/00-01) ( <a href="http://www.legco.gov.hk/yr00-01/english/panels/plw/minutes/pl041200.pdf">http://www.legco.gov.hk/yr00-01/english/panels/plw/minutes/pl041200.pdf</a> )

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Council meeting	30 May 2001	Hansard ( <a href="http://www.legco.gov.hk/yr00-01/english/counmtg/hansard/010530fe.pdf">http://www.legco.gov.hk/yr00-01/english/counmtg/hansard/010530fe.pdf</a> )
PLW Panel	2 November 2001	Administration's paper on "South East Kowloon Development -- Development at the North Apron Area of Kai Tak Airport and Reclamation at the Kai Tak Approach Channel" (LC Paper No. CB(1)104/01-02) ( <a href="http://www.legco.gov.hk/yr01-02/english/panels/plw/papers/cb1-104e.pdf">http://www.legco.gov.hk/yr01-02/english/panels/plw/papers/cb1-104e.pdf</a> )
PWSC	31 October 2001	<p>Administration's paper on "Head 707 -- New Towns and Urban Area Development -- Kowloon Development -- Civil Engineering - Land Development -- 465CL - South East Kowloon Development -- Waterfront Facilities and Kai Tak Nullah/Kwun Tong Typhoon Shelter Reclamation" (PWSC(2001-02)63) (<a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-63e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-63e.pdf</a>)</p> <p>Administration's paper on "Head 707 -- New Towns and Urban Area Development -- Kowloon Development -- Civil Engineering -- Land Development -- 469CL -- South East Kowloon Development at Kai Tak Airport -- Early Development Package" (PWSC(2001-02)64) (<a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-64e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-64e.pdf</a>)</p> <p>Minutes (LC Paper No. PWSC30/01-02) (<a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw011031.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw011031.pdf</a>)</p>
FC	23 November 2001	Administration's paper on "Recommendations of the Public Works Subcommittee on Public Works

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		<p>Programme and Capital Subvention Projects" (FC(2001-02)39)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f01-39e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f01-39e.pdf</a></p> <p>Minutes (LC Paper No. FC29/01-02)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc011123.pdf">http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc011123.pdf</a></p>
Council meeting	17 April 2002	<p>Hansard  <a href="http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0417ti-translate-e.pdf">http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0417ti-translate-e.pdf</a></p>
PWSC	26 June 2002	<p>Administration's paper on "Head 707 -- New Towns and Urban Area Development -- Kowloon Development -- Civil Engineering -- Land Development -- 482CL -- Kowloon Bay Reclamation -- Early Development Package" (PWSC(2002-03)54)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-54e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-54e.pdf</a></p> <p>Administration's paper on "Head 707 -- New Towns and Urban Area Development -- Kowloon Development -- Civil Engineering -- Land Development -- 465CL -- South East Kowloon Development -- Waterfront Facilities and Kai Tak Nullah/Kwun Tong Typhoon Shelter Reclamation" (PWSC(2001-02)55)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-55e.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-55e.pdf</a></p> <p>Minutes (LC Paper No. PWSC155/01-02)  <a href="http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw020626.pdf">http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw020626.pdf</a></p>

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

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

Council/Committee	Date of meeting	Paper
		<p><a href="#">3e.pdf</a>)</p> <p>Minutes (LC Paper No. CB(1)2291/04-05)  <a href="http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf">http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf</a>)</p>
PLW Panel	20 December 2005	<p>Administration's paper on "Kai Tak Planning Review Stage 2 Public Participation – Outline Concept Plans" (LC Paper No. CB(1)525/05-06(05))  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-5e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-5e.pdf</a>)</p> <p>Background brief on "Kai Tai Planning Review" (LC Paper No. CB(1)525/05-06(06))  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-6e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw1220cb1-525-6e.pdf</a>)</p> <p>Minutes (LC Paper No. CB(1)952/05-06)  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl051220.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl051220.pdf</a>)</p>
PLW Panel	25 January 2006	<p>Submissions  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/agenda/plag0125.htm">http://www.legco.gov.hk/yr05-06/english/panels/plw/agenda/plag0125.htm</a>)</p> <p>Minutes (LC Paper No. CB(1)1520/05-06)  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060125.pdf</a>)</p>
PLW Panel	27 June 2006	<p>Administration's paper on "Kai Tak Planning Review Stage 3 Public Participation -- Preliminary Outline Development Plan" (LC Paper No. CB(1)1834/05-06(04))  <a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-4e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-4e.pdf</a>)</p>

Council/Committee	Date of meeting	Paper
		<p>Background brief on "Kai Tak Planning Review" (LC Paper No. CB(1)1834/05-06(05)) (<a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-5e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1834-5e.pdf</a>)</p> <p>Submission dated 28 June 2006 from Designing Hong Kong Harbour District (English version only) (<a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1903-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-1903-1e.pdf</a>)</p> <p>Administration's response to the submission from Designing Hong Kong Harbour District (English version only) (<a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-2118-1e-scan.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/papers/plw0627cb1-2118-1e-scan.pdf</a>)</p> <p>Minutes (LC Paper No. CB(1)2115/05-06) (<a href="http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060627.pdf">http://www.legco.gov.hk/yr05-06/english/panels/plw/minutes/pl060627.pdf</a>)</p>