

**立法會**  
**Legislative Council**

LC Paper No. CB(1)396/09-10(06)

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**Panel on Development**

**Meeting on 24 November 2009**

**Background brief on Kai Tak Development**

**Purpose**

This paper provides background information on the Kai Tak Development (KTD) and a summary of the major views and concerns expressed by Members during the relevant discussions at the committees of the Legislative Council (LegCo) since November 2007.

2. For background information and discussions in LegCo in respect of the preceding planning stages for the KTD, please refer to the background brief on the same subject (LC Paper No. LC Paper No. CB(1)570/08-09(04)) issued in January 2009.

**Background**

3. Following the ruling given by the Court of Final Appeal in January 2004 on the legal principle regarding reclamations in the harbour, the Administration carried out extensive public engagement between 2004 and 2006 under the Kai Tak Planning Review Study. After three rounds of public participation, the Administration had arrived at the development scheme for Kai Tak which was incorporated into the statutory Kai Tak Outline Zoning Plan (OZP) (Kai Tak OZP No. S/K22/2) approved by the Chief Executive in Council on 6 November 2007<sup>1</sup>.

4. According to the Administration, the vision for Kai Tak is to develop it into "a Distinguished, Vibrant, Attractive and People-oriented area by the Victoria Harbour". The total planning area of KTD spans over 320 hectares, covering the 280-hectare ex-airport site and its adjoining areas. According to

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<sup>1</sup> Details of the representations and comments received from the public and the Town Planning Board's relevant deliberations are given in the Legislative Council Brief on "Approved Kai Tak Outline Zoning Plan No. S/K22/2" issued by the Planning Department in November 2007.

the Explanatory Statement of the approved OZP, the total population to be accommodated in the development area is estimated to be about 86 000. The land use distribution in the area is as follows --

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

5. The Administration has advised that the total estimated capital cost for the various projects is over \$100 billion. Given the scale and complexity of KTD, the projects have been grouped into three packages, namely Packages A, B and C, for completion by 2013, 2016 and 2021 respectively. The major components under the three packages are shown in **Appendix I**.

## **Major views and concerns of Members**

### Creation of new post

6. On 8 December 2008, the Administration consulted the Panel on Development on its proposal of creating one supernumerary Chief Engineer post in the Kowloon Development Office of the Civil Engineering and Development Office to oversee the administration, planning and implementation of the proposed infrastructure works for the Kai Tak Development. Some members expressed support for the Administration's proposal because it would help expedite the implementation of infrastructural projects to create employment opportunities. However, some other members expressed concern about the Administration's intention to create eight permanent directorate posts and 16 supernumerary directorate posts in various policy bureaux and departments in the 2008-2009 legislative session. They were of the view that the Administration should consider its staffing requirement in a holistic way and questioned whether the necessary staffing could be provided through internal redeployment. The Administration's proposal was subsequently endorsed by the Establishment Subcommittee on 14 January 2009 and approved by the Finance Committee on 13 February 2009.

## Planning and implementation issues

7. At the meeting of the Panel on 20 January 2009, the Administration provided members with an overview of the implementation plan for the Kai Tak Development and the scope of the first batch of seven infrastructure projects related to the Kai Tak Development. Members conducted a site visit to KTAC on 26 February 2009 during which the Administration introduced and demonstrated the bio-remediation treatment for tackling the environmental problems at KTAC. Subsequently, at the meeting of the Panel on 31 March 2009, the Administration briefed members on the proposal to part-upgrade four items to Category A, at a total estimated cost of about \$1,185 million in money-of-the-day (MOD) prices, for the detailed design and construction of infrastructure in the Kai Tak Development, and detailed design of environmental improvement works to KTAC. The funding proposals for the four items were subsequently endorsed by the Public Works Subcommittee on 6 May 2009 and approved by the Finance Committee on 22 May 2009.

### *General planning issues*

8. On the general planning for KTD, individual Members expressed the following views and concerns --

- (a) What measures the Administration would take to ensure that KTD would be implemented according to the planning objectives and parameters of the approved development scheme;
- (b) The latest planning scheme had deviated from the original vision of bringing improvement to the old districts (e.g. Hung Hom, To Kwa Wan and Wong Tai Sin) as there was a lack of provision in public housing estates. It would be a waste of land and public resources to include the provision of a Multi-purpose Stadium Complex in KTD, as such facility should be located in less busy areas to facilitate crowd management and dispersal;
- (c) The Administration should improve the design to enhance connectivity between KTD and adjacent districts to facilitate revitalization of old areas, and the carriageway network should be located away from the waterfront promenades to enhance the space for public enjoyment;
- (d) More government departments should be accommodated in KTD with a view to establishing a one-stop government service centre in KTD; and

- (e) There should be sufficient medical and community facilities to meet the needs of KTD, and the road infrastructure and community facilities should be completed in time to serve the residents of the public rental housing implemented in Package A.

9. On planning control, the Administration advised that the approved OZP provided statutory regulation on the land uses and planning parameters for the developments in KTD. The Administration was exploring new modes of planning control for the West Kowloon Cultural District and would consider whether such new modes were applicable to KTD.

10. On connectivity between KTD and neighbouring districts, the Administration advised that a comprehensive pedestrian system comprising underground shopping streets, landscaped elevated walkways, footbridges, subways and enhanced at-grade crossings had been planned. Altogether, 21 major pedestrian connection points were proposed under KTD with spacing in the range of 200 to 600 metres. The Administration would explore the opportunity to conduct design competition for some proposed pedestrian connections. Further, the proposed Environmentally Friendly Transport System would reduce the vehicular traffic in Kai Tak and greatly enhance connection with the old neighbourhoods.

11. As regards waterfront promenades, the Administration advised that there would be a landscaped deck along the runway to provide a relaxing walking environment and to shield the adjacent residential developments from traffic noise. Except for certain isolated sections, the waterfront promenades in KTD would not have adjoining major roads. The Administration would make appropriate provision in the upcoming design to enhance their pedestrian accessibility and strengthen the architectural input in the design. Responding to a member's suggestion of holding a design competition for the waterfront development of KTD, the Administration advised that it was contemplating an open design competition on the landscaped pedestrian deck along the waterfront of KTD.

12. As regards government offices in KTD, the Administration advised that a review was underway to examine whether to relocate government departments at prime sites, such as those currently accommodated at the three government office towers in Wan Chai. If it was subsequently considered that more government departments should be relocated to KTD, the required sites would be available.

13. The Administration assured members that there would be sufficient facilities for the public rental housing residents who would move into KTD during the first stage of its implementation. A site had been reserved for a

district hospital and the implementation timetable would depend on the relevant policy bureau and the progress of other necessary infrastructure projects<sup>2</sup>.

*Environmental problem of the Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS)*

14. On the proposed measures to tackle the environmental problem of KTAC and KTTS, individual Members expressed the following views and concerns --

- (a) whether the Administration's "three-pronged" approach, i.e. interception of polluted discharges in the hinterland of KTD, application of bioremediation treatment on sediments to oxidize the smelly sulphides and the creation of a 600-meter opening at the former runway, could really solve the long-standing environmental problem of KTAC and KTTS;
- (b) untimely opening of the runway in the absence of adequate support data could lead to disastrous result such as spill-over of polluted water from KTAC to To Kwa Wan waterfront; the Administration should not proceed with the creation of a 600-metre opening at the old Kai Tak runway until the effectiveness of the first two steps of the improvement works had been ascertained; and
- (c) adoption of the bioremediation method for treatment of KTAC warranted support as the method had proved to be effective in the treatment of Shing Mun River.

15. According to the Administration, after completion of the works to intercept polluted discharges and the bioremediation treatment of the sediments in KTAC and KTTS, the Administration will monitor closely the effectiveness of these works in improving the water quality in the area. The findings on improvements in the water quality will be conveyed to the relevant District Councils and LegCo Panels for reference and discussion, before the Administration decides to proceed to create the 600-meter opening in the Kai Tak runway. The Administration is confident that with the completion of the interception and bioremediation works, the water quality and sediments in KTAC and KTTS will be greatly improved in 2013. As it is necessary to address the concerns of local residents, the Administration will ascertain the effectiveness of the measures before proceeding to open up the former Kai Tak runway<sup>3</sup>.

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<sup>2</sup> Subsequent to the meeting of the Panel on Development on 20 January 2009, the Administration has provided supplementary information on the planned facilities to be developed on the Government, Institution or Community (GIC) sites in the KTD vide LC Paper No. CB(1)1121/08-09(01).

<sup>3</sup> In response to Members' requests during various discussions, the Administration has provided supplementary information on the proposed measures to tackle the environmental problems at KTAC and KTTS vide LC Papers No. CB(1)1121/08-09(01), CB(1)1375/08-09(01) and FC129/08-09.

### District cooling system

16. On 15 December 2008, the Administration consulted the Panel on Environmental Affairs on its funding proposal for the provision of a district cooling system (DCS) at KTD at an estimated cost of \$1,671 million in MOD prices. The proposal was endorsed by PWSC on 7 May 2009 and approved by FC on 5 June 2009.

17. During the discussions, Members were mainly concerned about the subscription rate of the district cooling system (DCS) by private non-domestic developments at the KTD, which in turn would have bearing on the tariff level and hence the viability of the system.

18. According to the Administration, the DCS would be operated in the "Design, Build and Operate" mode. Connection to the DCS for private non-domestic developments in KTD would be on a voluntary basis. The provision of DCS service will be subject to payment of a tariff, which will be set at a level to ensure that the Administration can recover the capital and operating costs over the project life. To encourage the subscription to the DCS service, its tariff rate will be set at a level that is competitive with the charge of other forms of air-conditioning, including that of self-installed water-cooled air-conditioning systems using cooling towers, which is currently one of the most cost-effective air-conditioning systems available in the market. The Administration will introduce a new legislation into LegCo for the Administration to charge tariff for the provision of the DCS service. The Administration is also conducting a consultancy study to take stock of overseas experience and work out the suitable charging structure, tariff levels and adjustment mechanism. The actual tariff levels will have to take into account the actual outturn price of the tender for the DCS project.

### Public consultation

19. During the discussion at the PWSC meeting on 6 May 2009, some members expressed concern on whether the Administration had accurately presented in its submission the outcome of the consultation with the Kowloon City District Council on the proposed improvement works for KTAC. At members' request, the Research and Library Services Division prepared an information note (IN17/08-09) on the views and concerns about KTDC raised by LegCo Members and Kowloon City District Council.

20. A Member raised concern about the possible adverse impact of the proposed projects on the operation of KTTS and asked whether the relevant trade had been adequately consulted on the matter. The Administration advised that currently about 70% of the area designated for sheltering of vessels. By making use of the non-designated area, there would be room to devise temporary arrangements to accommodate working space in KTTS and adjacent waters for

the proposed works. The marine trade was engaged in the planning review stage of KTD, and the Administration would continue to engage the trade during the detailed design stage.

21. On a Member's concern as to how the Administration would continue to conduct public engagement when implementing KTD, the Administration advised that the implementation of KTD would be an evolving and interactive process. It would conduct public engagement as appropriate for individual projects such as the runway park and the monorail system.

#### Other issues

22. Some Members suggested that the Administration should make use of those sites not being occupied for development to provide temporary public facilities at KTD. The Administration advised that a temporary 200-metre waterfront promenade at the Kwun Tong Public Cargo Working Area would be completed by end 2009. In the coming few years, most of the land within KTD would be needed for works-related purposes. Nevertheless, it would explore the opportunity of making use temporary sites near the existing urban fabric for public enjoyment taking into account accessibility and period of availability.

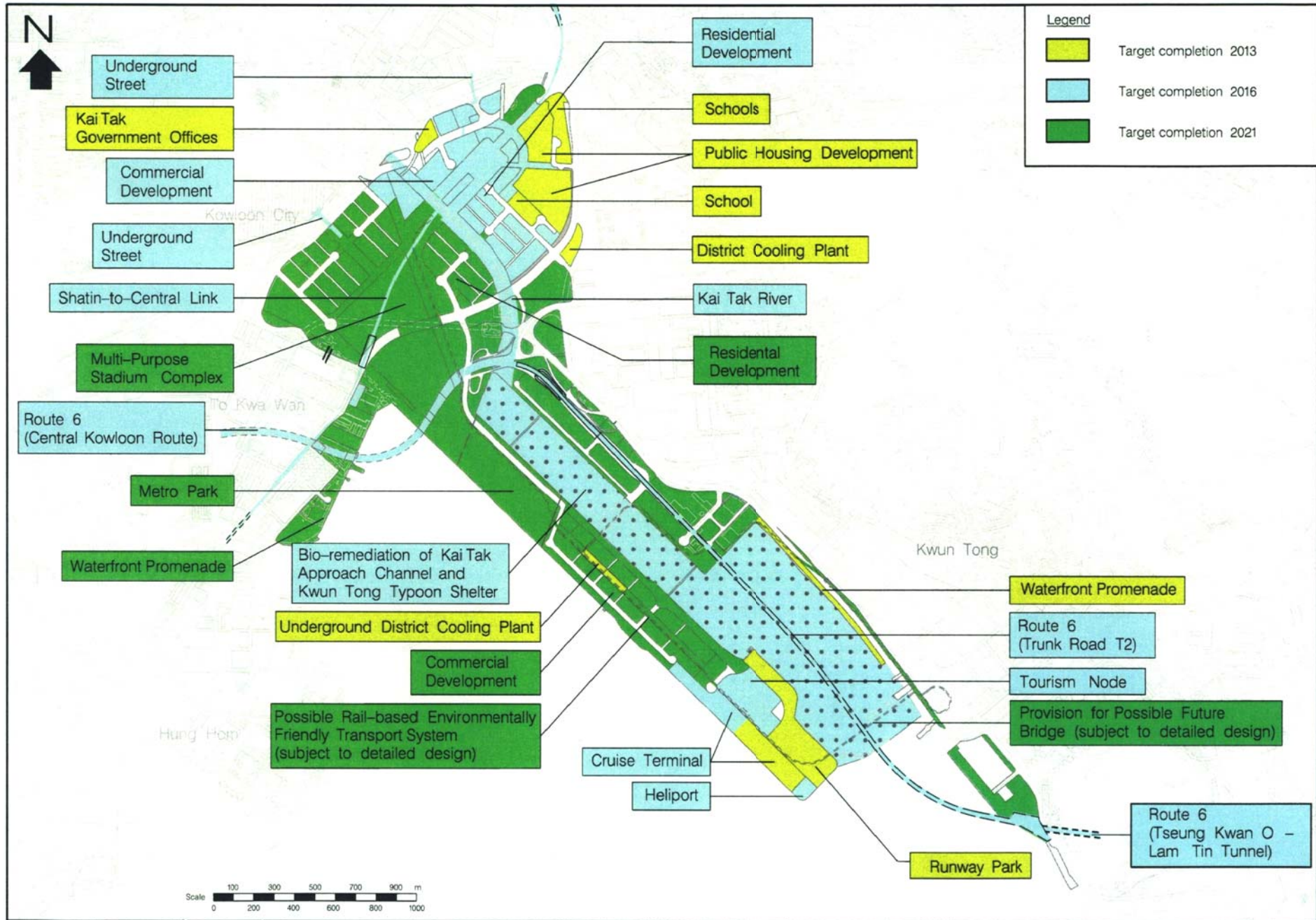
23. Responding to some Members' concern about the future arrangements for the existing taxi bridge over KTAC which was 225 metres long connecting the former runway with Kowloon Bay area, the Administration advised that with closely spaced supporting pillars, the bridge would cause obstruction to water flow and water sports activities in KTAC. The Administration's plan was to replace the bridge with a new one which would provide more headroom above sea level with less or no pillars.

#### **Latest developments**

24. At the coming meeting of the Panel on Development on 24 November 2009, the Administration will report on measures to enhance the delivery of Kai Tak Development and seek funding support for the creation of a supernumerary D2 post for a period of four years to strengthen the coordination of Kai Tak Development.

#### **Relevant papers**

25. A list of relevant papers is in **Appendix II**.



**Kai Tak Development — Major Components of Packages A, B and C**



## Kai Tak Development

## List of relevant papers

| Committee  | Date of meeting                         | Reference  |
|--|---|--|
| Panel on Development                                     | 8 December 2008                         | <p>Administration's paper on "Proposed creation of two supernumerary posts of Chief Engineer in the Civil Engineering and Development Department" (LC Paper No. CB(1)319/08-09(02))<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev1208cb1-319-2-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev1208cb1-319-2-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)611/08-09)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/minutes/dev20081208.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/minutes/dev20081208.pdf</a></p>  |
| Establishment Subcommittee<br><br>Finance Committee (FC) | 14 January 2009<br><br>13 February 2009 | <p>Administration's paper on "Proposed creation of two supernumerary posts of Chief Engineer (D1) in Civil Engineering and Development Department for a period of five years with effect from 1 April 2009 to oversee the administration, planning and implementation of the proposed infrastructure works for Kai Tak Development and Liantang/Heung Yuen Wai Boundary Control Point projects respectively" (EC(2008-09)17)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/esc/papers/e08-17e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/esc/papers/e08-17e.pdf</a></p> <p>Minutes of meetings (LC Papers No. ESC26/08-09 and FC148/08-09)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/esc/minutes/esc20090114.pdf">http://www.legco.gov.hk/yr08-09/english/fc/esc/minutes/esc20090114.pdf</a><br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090213.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090213.pdf</a></p> |

| Committee                      | Date of meeting  | Reference  |
|--------------------------------|------------------|--|
| Panel on Environmental Affairs | 15 December 2008 | <p>Administration's paper on District Cooling System at the Kai Tak Development (CB(1)363/08-09(03))<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/ea/papers/ea1215cb1-363-3-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/ea/papers/ea1215cb1-363-3-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)604/08-09)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/ea/minutes/ea20081215.pdf">http://www.legco.gov.hk/yr08-09/english/panels/ea/minutes/ea20081215.pdf</a></p>   |
| Panel on Development           | 20 January 2009  | <p>Administration's paper on "The implementation plan for the Kai Tak Development" (LC Paper No. CB(1)570/08-09(03))<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0120cb1-570-3-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0120cb1-570-3-e.pdf</a></p> <p>Background brief on "Kai Tak Development" prepared by the Legislative Council Secretariat (LC Paper No. CB(1)570/08-09(04))<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0120cb1-570-4-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0120cb1-570-4-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. LC Paper No. CB(1)1948/08-09)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/minutes/dev20090120.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/minutes/dev20090120.pdf</a></p> <p>Follow-up paper (LC Paper No. LC Paper No. CB(1)1121/08-09(01))<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0120cb1-1121-1-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0120cb1-1121-1-e.pdf</a></p> |
| Panel on Development           | 31 March 2009    | <p>Administration's paper on "Implementation of Kai Tak Development - infrastructure and environmental improvement to Kai Tak Approach Channel" (LC Paper No. CB(1)1125/08-09(04))<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1125-4-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1125-4-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1964/08-09)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/minutes/dev20090331.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/minutes/dev20090331.pdf</a></p>  |

| Committee                               | Date of meeting   | Reference   |
|---|-------------------|---|
|   |                   | <p>Follow-up paper (LC Paper No. CB(1)1375/08-09(01))<br/> <a href="http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1375-1-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/dev/papers/dev0331cb1-1375-1-e.pdf</a></p>  |
| <p>Public Works Subcommittee (PWSC)</p> | <p>6 May 2009</p> | <p>Administration's papers on --</p> <p>"711CL Kai Tak development-advance infrastructure works for developments at the southern part of the former runway" (PWSC(2009-10)20)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-20e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-20e.pdf</a></p> <p>"469CL Kai Tak development-infrastructure at north apron area of Kai Tak Airport" (PWSC(2009-10)21)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-21e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-21e.pdf</a></p> <p>"465CL Kai Tak development-Kai Tak approach channel and Kwun Tong typhoon shelter improvement works and 702CL Kai Tak development-remaining infrastructure works for developments at the former runway" (PWSC(2009-10)22)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-22e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-22e.pdf</a></p> <p>Minutes of meeting (LC Paper No. PWSC97/08-09)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090506.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090506.pdf</a></p> |
| <p>PWSC</p>                             | <p>7 May 2009</p> | <p>Administration's paper on "45CG District cooling system at the Kai Tak Development" (PWSC(2009-10)24)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-24e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-24e.pdf</a></p> <p>Minutes of meeting (LC Paper No. PWSC112/08-09)<br/> <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090507.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090507.pdf</a></p>   |

| Committee | Date of meeting            | Reference   |
|-----------|----------------------------|---|
| FC        | 22 May 2009<br>5 June 2009 | <p>Administration's papers on "Recommendations of the Public Works Subcommittee on Public Works Programme and Capital Subvention Projects" (FCR(2009-10)14 and FCR(2009-10)19)</p> <p><a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/papers/f09-14e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/papers/f09-14e.pdf</a><br/><a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/papers/f09-19e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/papers/f09-19e.pdf</a></p> <p>Minutes of meetings (LC Papers No. FC156/08-09 and FC7/09-10)</p> <p><a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090522.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090522.pdf</a><br/><a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090605.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090605.pdf</a></p> |