

**Motion on**  
**“Capitalizing on the opportunity presented by**  
**the building of a cruise terminal to develop Kowloon East**  
**into a business and tourism district”**  
**at the Legislative Council meeting of 14 December 2011**

**Progress Report**

**Purpose**

The above motion moved by Hon Paul TSE, as amended by Hon CHAN Kam-lam, Hon Alan LEONG Kah-kit, Hon WONG Kwok-kin and Hon Fred LI Wah-ming (see **Annex 1**) was passed at the Legislative Council meeting on 14 December 2011. This paper aims to report to Members on the issues of concern regarding the motion.

**Energising Kowloon East**

2. In his 2011-12 Policy Address, the Chief Executive announced that we will adopt a visionary, coordinated and integrated approach to expedite the transformation of Kowloon East, which comprises Kai Tak Development (KTD), Kwun Tong and Kowloon Bay, into an attractive, alternative Central Business District (CBD) to support Hong Kong’s economic development.

3. To facilitate the transformation of the former industrial areas of Kwun Tong and Kowloon Bay, it is important that the infrastructure should be well-arranged and relate well to the broad development strategies, namely Connectivity, Branding, Design and Diversity for Kowloon East.

**Enhancing Connectivity within the district**

4. To achieve the strategy for connectivity, we will consider enhancing inter- and intra-regional connectivity through the provision of an Environmentally Friendly Linkage System (EFLS) linking the 3 new and old districts of Kowloon East, which comprises KTD, Kwun Tong and Kowloon Bay, with the existing Mass Transit Railway Kwun Tong Line and the future Shatin to Central Link. The proposed linkage

system will serve as a unique landmark in Hong Kong to enhance the attraction for tourists.

5. We are arranging for a public consultation exercise on the findings of the EFLS in two stages. The Stage 1 public consultation commenced in February 2012. Apart from consulting district councils, we will consult the Task Force on Kai Tak Harbourfront Development, Legislative Council Panel on Development, concern parties, focus groups and other stakeholders including vessel operators' associations. We will also conduct public engagement workshops in mid 2012 to gauge more extensive public views. All the views collected at the Stage 1 public consultation will be analysed and reported during the Stage 2 public consultation scheduled for the end of 2012. We will also consult the public on the preliminary findings of the feasibility study of the EFLS prepared by the consultants including its alignment, the Kwun Tong Transportation Link, the financial and economic benefits, and the implementation programme of the EFLS.

6. Apart from the proposed EFLS, to facilitate the transformation of Kowloon East into a central business district, we will assess the traffic impact of Kowloon East development throughout different stages and formulate relevant mitigation measures.

7. In the long run, in addition to the existing main routes (including Kai Tak Tunnel and Kwun Tong Bypass) around East Kowloon, we will link up KTD with other districts via a planned road network. For example, a new route linking KTD with West Kowloon will be provided. Furthermore, the planned Shatin to Central Link will have 2 stations located in KTD and provide convenient and reliable rail service. The EFLS of 9km long and 12 stations will cover all major development projects within KTD and will run through the Action Areas for priority development in Kowloon East, whereby connecting the old districts of Kowloon Bay and Kwun Tong. It will act as a catalyst for revitalising the old districts of Kowloon Bay and Kwun Tong.

8. Besides, we will improve the pedestrian access and barrier-free facilities such as provision of footbridge networks and widening of pavements connecting between MTR stations, the premier office node, the harbourfront and activity hubs. The improvement will facilitate the residents and tourists to visit different areas within the district.

## **Harbourfront Enhancement and Improvement Works on Kai Tak Channel**

9. In respect of branding the place with quality urban design, we will transform Kowloon East into a new-generation and vibrant business district. Apart from provision of Grade A offices, business and retail centres, hotels, and serviced apartments, the district will also become a tourism, recreational and entertainment hub with highly efficient transport links, beautified streetscape, enhanced architectural and landscape design. While KTD will provide tourism, sports and leisure facilities, we are prepared to utilise the treasured water body in Kowloon East and explore the feasibility for the provision of marinas and water sports facilities and piers at the Kai Tai Channel to enhance vibrancy of the district.

10. We will, at the same time, develop Action Area 2 into a pluralistic hub for artist workshops, galleries, small offices, entertainments and specialty retails and restaurants along the waterfront promenade to complement with the tourism development at the runway tip and foster the development of public art and creative industries. We propose to deck over the existing bus terminus to provide open space and outdoor performance area, and integrate with the Kwun Tong Ferry Pier Square and waterfront promenade.

11. We also strive to promote the enhancement of the harbourfront and to improve its accessibility. To promote diversity in the development of the harbourfront and enhance its appeal to the public, we will embark on the development of the 11 km long promenade from To Kwa Wan to Cha Kwo Ling in phases for enjoyment by the public and tourists. The Kwun Tong Promenade Stage 1 comprised a 200m long waterfront open space was opened in 2010. The Stage 2 project extends further the promenade by 750m along the former Kwun Tong Public Cargo Working Area. The preparatory works for the Kai Tak Runway Park Phase 1 have also been launched. Subject to the approval of these two projects by the Public Works Sub-committee and the Finance Committee in this legislative year, the Runway Park Phase I and the entire 900m long Kwun Tong Promenade will be completed in 2013 and 2014 respectively.

12. On the other hand, we are implementing various mitigation measures on water quality and odour problems to improve the water quality of the Kai Tak Channel. Since early 2009, the Drainage Services Department has taken forward projects in phases to improve the drainage

and sewerage systems in the hinterland districts of KTD, and construct additional sewage interception facilities to intercept and transfer polluted discharges to the sewerage system. These projects including Sewage Interception Scheme in Kowloon City, upgrading of Central and East Kowloon sewerage and provision of interception facilities at Jordan Valley box culvert, which are scheduled for completion in 2013/14, will tackle the pollution problem at source by interception of polluted flow into To Kwa Wan Typhoon Shelter, Kwun Tong Typhoon Shelter (KTTS) and Kai Tak Approach Channel (KTAC). Meanwhile, the Civil Engineering and Development Department is adopting the technology of applying bioremediation treatment to decontaminate the sediments at KTAC and KTTS, which will be largely completed in mid 2013.

13. Since end 2009, we have started monitoring the environmental performance of the sewage interception and bioremediation works through collection of water and sediment samples at KTAC, KTTS and its vicinity on a regular basis. The data obtained has been posted at the KTD website ([www.ktd.gov.hk](http://www.ktd.gov.hk)).

### **Promoting Greening**

14. We are also taking forward the construction of a 24 hectare Metro Park in the KTD. To bring the park closer to the existing communities, the park will be further extended into the north apron, and integrated with the sports hub and other open spaces including Sung Wong Toi Park, planned Station Square and connected to Kai Tak River. The park will also be connected to the promenade at the runway and the south apron area. Together with the extensive cycle track and jogging trail, it will provide comprehensive leisure and recreation facilities for the public. Besides, a landscaped platform, which will be opened to the public in 2013, will be provided at the top of the Cruise Terminal building.

### **Developing Cycle Track Network**

15. We have conducted extensive public engagement activities in the planning stage for KTD to consolidate views from the public. Peoples generally requested for enhancement to the recreational facilities along the waterfront for public use, including provision of cycle tracks. In response to the public's aspiration, the Kai Tak Planning Review proposed the provision of cycle tracks in the promenade for leisure and recreation purposes.

16. We are now preparing to further extend the cycle track network in KTD for better enjoyment by the public and tourists within the area, and to link up the scenic spots there to promote cycle tours around KTD. We have consulted and obtained unanimous supports from the Kowloon City District Council, Kwun Tong District Council and Wong Tai Sin District Council on the cycle track extension. We will conduct further study on the alignment of the cycle track within the area and consult the District Councils again on the findings at a later stage.

### **Promoting Heritage Conservation**

17. The Lung Tsun Stone Bridge remnants within the KTD are of archaeological value. It is not only a mere tourism spot but with historic importance. In view of the public's concern on its preservation, we conducted two stages of public engagement programme between 2010 and 2011. After extensive consultation and consolidation of the views collected, we proposed to construct a 30m wide and 200m long preservation corridor for in-situ preservation of the bridge remnants, where the public and tourists can have a better encounter with it. The adjoining development sites are proposed to be zoned as "Comprehensive Development Area" to ensure that the future design of development will blend with the preservation corridor.

18. Apart from the Lung Tsun Stone Bridge, several buildings and structures of historical interest are also found in KTD and its vicinity. They include Fire Station B and associated pier, wind pole at the middle of the runway, Kowloon Rock, airport pier, ex-runway, Fishtail Rock and Sung Wong Toi Inscription Rock. Selected links of the pedestrian network connecting these sites will be packaged and enhanced as the heritage trail of Kai Tak for local and overseas visitors. The heritage trail will be extended to the surrounding districts to connect with existing heritage assets, including the Cattle Depot artist village in Ma Tau Kok, the Kowloon Walled City Park and Nga Tsin Wai Tsuen in Wong Tai Sin. The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.

### **Relocating Government Offices**

19. To expedite the relocation of government offices away from the traditional core business district areas, a site at the north apron has been

zoned as "Government, Institution or Community" for the re-provisioning of Wan Chai Government Offices Complex. Furthermore, we have earmarked area in the north apron for the construction of the Trade and Industry Tower to accommodate the departments currently housed in the Trade and Industry Department Tower (TID) in Mong Kok. This will allow the release of the TID Tower, which is located in a prime location, for more gainful use.

### **Healthcare Facilities**

20. The Administration will take into account the future population growth, the healthcare demand and the overall medical services in its study, planning and development of healthcare facilities and services. The Chief Executive announced in his 2007-08 Policy Address that the Administration would study the establishment of multi-partite Centre of Excellence in Paediatrics (CEP) and Centre of Excellence in Neuroscience (CEN).

21. The CEP will be located at a vacant site (Site C) in the south apron of the KTD to provide specialized clinical services to children under 18 with complex and serious cases and to conduct relevant research and training. We will consult the Legislative Council Panel on Health Services in March of this year on the development plan for the CEP.

22. We will also carry out an expansion project for the United Christian Hospital to cater for the rising demand for ambulatory and in-patient services following the rapid population growth in Kwun Tong district. The Hospital Authority has completed the preliminary planning work for the expansion project. We will consult the Legislative Council Panel on Health Services and seek funding approval from the Legislative Council on the project in the first half of this year. We will then commence the preparatory work including its detailed design in the third quarter.

### **Setting up of Kowloon East Development Office**

23. To expedite the transformation of Kowloon East, we plan to set up a new Kowloon East Development Office (KEDO) under the Development Bureau to steer, supervise, oversee and monitor the development of Kowloon East with a view to optimise the land use of these former industrial hubs and transform it into another key CBD.

24. In the initial stage, there will be more significant demand for inputs to planning and land use review matters. It is therefore proposed that the Head of KEDO post be pitched at the Principal Government Town Planner rank. The incumbent should best be complemented by a Government Architect as the Deputy Head of KEDO to provide the much-needed support on architectural and urban design.

25. We plan to submit the proposal of creating the above KEDO posts for consideration by the Establishment Sub-Committee and the Finance Committee of the Legislative Council in February and April of this year respectively.

26. KEDO will formulate in its first year the long-term institutional set-up for Energising Kowloon East, and study the best composition of the team and the most appropriate mode of development to cope with the transformation of Kowloon East, in particular Kwun Tong and Kowloon Bay taking into account the characteristics of these two highly developed areas. KEDO will also proceed to take forward various studies for improvement in traffic, streetscape and greening of the district, and to coordinate with government bureaux and departments to expedite the transformation of Kowloon East. Besides, KEDO will conduct public engagement exercises, following the usual public participatory approach, to maintain dialogue and contact with the public and stakeholders.

## **Conclusion**

27. The transformation of Kowloon East into an alternative CBD is a forward-looking proposal, which should be taken forward with a visionary, coordinated and integrated approach. In particular, we need to make use of the opportunities in the district to expedite the implementation of the “Energising Kowloon East” initiative.

**Development Bureau  
February 2012**

**Motion debate on**  
**“Capitalizing on the opportunity presented by**  
**the building of a cruise terminal to develop Kowloon East**  
**into a business and tourism district”**  
**moved by Hon Paul TSE**  
**at the Council meeting of 14 December 2011**

**Motion as amended by Hon CHAN Kam-lam, Hon Alan LEONG, Hon WONG Kwok-kin and Hon Fred LI**

That the plan of Energizing Kowloon East announced by the Chief Executive in the Policy Address this year will inject fresh economic impetus and create employment opportunities for the entire Kowloon; in this connection, this Council urges the Government to capitalize on the opportunity presented by the building of a cruise terminal and the development of Kai Tak new area, expeditiously finalize an environmentally friendly linkage system and its extension to To Kwa Wan, enhance the designs of the Metro Park and the Longjin Bridge conservation zone, construct a new Kowloon harbourfront promenade stretching from Lei Yue Mun to Sham Shui Po, enhance the uses of typhoon shelters, introduce leisure water sports facilities, and improve the transport network of Kowloon; and, to consolidate the existing tourism infrastructure and facilities and build new ones, while implementing the plan of Energizing Kowloon East, with a view to developing Kowloon East into an important core business and tourism district; this Council also urges the Government to:

- (a) when establishing a Kowloon East Development Office responsible for steering and monitoring this strategic development project, follow the same approach of holding discussions with the public adopted in the planning for the Kai Tak Development Area, so as to enable people, especially those from Kowloon East, to fully participate in the discussions and put forward views on the alignment, station locations and fares of an environmentally friendly elevated monorail system, as well as the layout of public open spaces, the construction of footbridges, and the designs of waterfront promenades, etc.;
- (b) expeditiously complete and announce the financial report and feasibility study on the monorail system, and study the sustainable development of monorail operation;
- (c) improve the linkage of the existing transport network of Kowloon East with those of the various districts in Hong Kong, and ensure that the new developments will not cause any traffic congestion and obstruct local



district residents commuting to and from work and travelling to and from the district; and

- (d) expedite the relocation of government office buildings in Wan Chai to the district, so as to stimulate economic activities in the district and create employment opportunities;
- (e) review the road transport network of the various areas of Kowloon East, project whether the traffic loads of the existing road networks in the various communities are adequate for dovetailing with the future development of the district, and expeditiously implement improvement works in accordance with the review outcomes and development needs;
- (f) study the linkage of the new and old areas in Kowloon East by an environmentally friendly mass transit system, and improve the public transport supporting facilities connecting Kowloon East to other districts, so as to cope with the needs of tourists and businesses in the future;
- (g) perfect the pedestrian linking systems and barrier-free facilities in the new and old areas of Kowloon East, so that tourists and residents can travel between new and old development areas smoothly and without obstruction;
- (h) expeditiously finalize the construction of a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the population growth and development of Kowloon East in the future;
- (i) study the construction of cycle tracks along the harbourfront of Kowloon East and various other districts for linkage with the cycle track to be constructed in the Kai Tak New Development Area, so as to develop a network of urban cycle tracks;
- (j) make use of the advantages of Kowloon East, such as cultural monuments and existing waterways, etc., for developing a special heritage trail blending environmentalism, historical monuments, local culture and tourism, so as to add special features to the district;
- (k) increase the space for greening and public art in Kowloon East, and introduce bazaars with local characteristics, such as temple fairs, so as to attract tourists and create employment opportunities; and
- (l) use the site of the former Tai Hom Village and San Po Kong Industrial Area, etc., for developing cultural and creative industries, so as to build

the district into a tourism spot related to the Hong Kong film industry;  
and

- (m) construct a network of designated cycle tracks in Kowloon East for internal and external connection, strengthen green transport as a feature of the district and upgrade bay water quality standards for enjoyment by the public and tourists, promote diversified local development and provide Hong Kong people with an appropriate urban residential area.