

**Motion on
“Implementing the Kai Tak Planning
to dovetail with Kowloon East development”
at the Legislative Council meeting of 20 March 2013**

Progress Report

Purpose

The above motion moved by Hon WONG Kwok-kin, as amended by Hon Frederick FUNG, Hon CHAN Kam-lam, Hon WU Chi-wai, Dr Hon LEUNG Ka-lau and Hon Frankie YICK (see **Annex 1**) was passed at the Legislative Council meeting on 20 March 2013. This paper aims to report to Members on the issues of concern regarding the motion.

Development at 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), Kowloon Bay and Kwun Tong business areas, into an attractive, alternative Central Business District (CBD) to support Hong Kong’s long term economic development.

3. According to the Kai Tak Outline Zoning Plan, KTD will be developed to meet public’s aspiration for a distinguished, vibrant, attractive and people-oriented area through adopting the planning theme of a culture, sports, tourism and greening hub. KTD is part of the “Energizing Kowloon East” (EKE) initiative and shoulders an important role in promoting the sustainable development of Hong Kong’s economic growth and facilitating revitalization of the adjacent old districts including Kwun Tong, Kowloon City and Wong Tai Sin.

Review and Implementation of KTD Planning

4. The development intensities for the land reserved for development in KTD is formulated according to different planning themes and urban design framework for their respective areas. In order to facilitate the Kowloon East (KE) transformation and to fulfill the public aspirations for increasing housing supply within urban areas, the Government is currently reviewing the development parameters in KTD provided that the planning vision and land supply in the coming 5 years will not be

affected. We will conduct studies to ascertain the technical feasibility and consult the public at appropriate time. The public housing estates in KTD will be completed in phases this year, and land has also been reserved for development of the Home Ownership Scheme.

5. KTD is now at the construction phase. The Civil and Engineering Development Department (CEDD) will continue to coordinate with various government departments in providing infrastructure and supporting facilities according to the phased development programme of KTD.

Urban Planning and Greening at Kowloon East

6. The urban design at KTD emphasizes on its unique character with inclusion of its cultural heritage as well as the greening and leisure area within the district and along the waterfront. In order to promote more greening works at KE, the Energizing Kowloon East Office (EKEO) will continue to identify opportunity for enhanced greening, as well as implement other medium to long-term greening projects. We are also promoting KE as a low-carbon district by close collaboration with the Hong Kong Green Building Council and other stakeholders. We will produce a green map with green labelling system in EKEO's website. Moreover, we will develop a green trail to encourage the general public to visit green buildings in KE.

Harbourfront Promenade

7. Victoria Harbour is the icon of Hong Kong as well as the most precious public asset. The Government strives to protect, preserve and beautify both sides of the harbourfront and improve its accessibility, and subject to the actual circumstances of the harbourfront sites and through effective allocation of resources, various harbourfront promenades are gradually constructed on both sides of the harbour for public enjoyment. Over the years, we have mapped out visionary planning strategy for harbourfront enhancement. Making reference to the former Harbour-front Enhancement Committee's recommendations for the 22 Action Areas along Victoria Harbour and having regard to the actual circumstances of the projects, we are gradually taking forward the short, medium and long-term harbourfront enhancement projects. We will continue to keep an open mind, taking into account views of the Legislative Council, District Councils and members of the public on harbourfront development, and endeavour to take forward harbourfront

enhancements measures on both sides of Victoria Harbour so as to create a more vibrant harbourfront for public enjoyment.

8. The KTD under active implementation will include development of the 11 km long promenade for enjoyment by the public.

Development of Marine Transport

9. As regards the development of marine transport, the relevant departments will continue to consider the feasibility of enhancing the marine accessibility, with a view to promoting the development of tourism industry in the vicinity. We plan to further enhance the facilities along the waterfront area of Lei Yue Mun to enhance its attractiveness. The scope of the relevant improvement works includes the construction of a public landing facility, a breakwater and a waterfront promenade; the provision of several lookout points and streetscape improvement works along the footpath linking up the lookout points; as well as the construction of a new viewing platform, etc.

10. Gazettal for the marine works of the Lei Yue Mun Waterfront Enhancement Project was made by the relevant works department in October 2009 under the Foreshore and Sea-bed (Reclamations) Ordinance. The relevant statutory procedures are still in progress.

11. During the gazettal of the project works, we received views concerning the public hygiene situation in Lei Yue Mun. The Environmental Protection Department commissioned a consultant in late 2010 to explore feasible measures for improving the sewerage handling facilities in the entire Lei Yue Mun area. The Drainage Services Department (DSD) also engaged a consultant to conduct a further technical study on the sewerage scheme in end September 2012. DSD's consultant has recently established the feasibility of the sewerage scheme. We will expedite actions to complete the statutory procedures under the Foreshore and Sea-bed (Reclamations) Ordinance and to implement the project as soon as possible.

Development of Areas with Special Characteristics

12. Diversity is one of the key strategies in energizing Kowloon East. To sustain the role of KE as incubator for art, cultural and creative industries, we will continue to seize every opportunity to engage the stakeholders in the transformation process. We will explore opportunities to provide suitable space for artists, art groups and creative

designers in this area, including the remaining plots of flyover sites for diversified activities and the possibility of incorporating space for art and culture uses in old and new premises of KE.

13. Quite a number of establishments relating to creative industries have set up offices in KE, leading to the formation of a creative cluster in the area. If these establishments require financial support for promoting the overall development of the creative cluster in KE, we will provide funding for appropriate programmes under the established mechanism of the CreateSmart Initiative or the Film Development Fund.

14. In addition, according to the preliminary development options of the Diamond Hill Comprehensive Development Area (CDA), specific areas have been designated for a two to three-storeys feature building and a cultural landscaped walk to meet the local demands for facilities accommodating cultural, filming and creative industries as well as exhibition venues. Furthermore, part of the gross floor area designated for commercial purposes within the CDA can also be used for creative industries. The Wong Tai Sin District Council was consulted on the development options in January this year. Planning Department is currently revising the development options, taking into account the views of the public and the District Council.

Bazaars with Local Characteristics

15. The Home Affairs Bureau (HAB) will continue to support District Councils in organizing events that promote local characteristics and scenic spots, including promoting bazaars with local characteristics by different means.

Cycle Track Network

16. According to the Kai Tak Outline Zoning Plan, a 6-kilometre long cycle track will be provided along both sides of the former airport runway and the waterfront promenade of the south apron area in the KTD for leisure and recreational purpose. In response to public aspirations, CEDD is now conducting a study to extend the cycle track within KTD for better enjoyment by the public and linking up of major scenic spots within the area. This facilitates public to tour around and enjoy the facilities within KTD by cycling. CEDD will consult the relevant District Councils later this year on the study findings.

Kai Tak Road Network

17. When the KTD plans were developed, the adequacy of the road network connecting to the KTD area and in its neighbouring area had been assessed. The identified infrastructures and road improvement works are being implemented by CEDD by stages to cope with the progress of the development in the Kai Tak area.

Pedestrian Connection System

18. To strengthen the linkages between KTD and the adjacent areas, we are planning to construct and enhance 25 sets of pedestrian connection systems, including footbridges, subways, at-grade crossings and underground shopping streets. CEDD will implement these infrastructure projects in accordance with the Kai Tak Outline Zoning Plan and the development schedule of KTD. To tie in with the imminent population intake of the public rental housing in KTD, CEDD completed the construction of two footbridges and enhancement of three existing pedestrian subways early this year.

19. The Conceptual Master Plan for EKE proposes enhancement to the connectivity from the Kowloon Bay, Ngau Tau Kok and Kwun Tong MTR stations towards the business areas and waterfront. To progressively improve the pedestrian environment and traffic condition in the area, we will undertake various improvement measures and preparatory works for engineering projects. We commissioned a feasibility study in February this year to examine improvement required for the pedestrian environment and traffic condition in the Kowloon Bay Business Area. We will forecast the future growth of pedestrian and vehicular traffic and recommend feasible short, medium and long-term improvement measures.

Environmentally Friendly Linkage System (EFLS)

20. The proposed EFLS serves all major development within KTD and runs across the Action Areas at KE business area. Kwun Tong Transportation Link (KTTL) carrying both the linkage system and pedestrian will link between Kwun Tong and the runway tip. The EFLS will connect the Kowloon Bay Station, Kwun Tong Station and Kai Tak Station of the future Shatin-Central Link. CEDD is now in the process of analyzing the views received during the Stage 1 public consultation (PC) on the proposed EFLS, whilst making preparation for the Stage 2 PC to be conducted in the later half of this year.

21. EFLS will operate as an elevated monorail system. It has limited climbing ability to overcome the steep gradient of the hillside. There is limitation in extending the system towards the mid-level area at KE due to the technical constraints. In addition, there is inadequate space to develop the monorail underneath the Kwun Tong Line viaduct. To extend the system towards the mid-level area would involve structures spanning across the existing Kwun Tong Line viaduct. This will not only cause adverse visual impact but also substantially reduce its attractiveness and convenience as the monorail stations will be at such a high level. Therefore, we do not propose extension of the system towards the mid-level area at KE.

22. CEDD maintains close liaison with the marine trades to collect their views in developing feasible alternative measures to accommodate affected high-mast vessels which may not be able to use the Kwun Tong Typhoon Shelter due to the proposed KTTL.

Promoting Heritage Conservation

23. The two-stage public engagement programme about preservation of Lung Tsun Stone Bridge (LTSB) was completed in early 2011. The public supported in-situ preservation of the bridge remnants. In view of this, CEDD plans to conduct an idea design competition later this year on the Preservation Corridor for the LTSB remnants, to help identify the most suitable option in providing linkage with the cultural monuments in adjacent areas as well as Kai Tak River.

Infrastructure Facilities at KTD

Cruise Terminal Building

24. The Kai Tak Cruise Terminal will include commercial development. The site adjacent to the Cruise Terminal will be developed as a tourism node to accommodate a variety of commercial, hotel and entertainment facilities.

25. Construction works of the Kai Tak Cruise Terminal are reaching the final stage. It remains our target to handover the terminal building and the first berth to the terminal operator, Worldwide Cruise Terminals Consortium (WCT), on 1 June 2013 as planned. While there may still be some minor outstanding works by the time of handover, the terminal building will be ready to receive the first cruise liner, Mariner of the Seas,

on 12 June 2013, and the terminal will be fully operational at a later stage. During the initial stage of operation, a green minibus route will run between the terminal and Kowloon Bay MTR Station (Telford Gardens). The Transport Department will announce the details of the service separately upon completion of the tender assessment exercise. Taxi service will also be available.

26. Besides facilities for cruise passengers, the terminal building also features a landscaped deck of about 23,000 m² as well as an ancillary commercial area of 5,600 m². They will be open to members of the public. The landscaped deck will be managed by the Leisure and Cultural Services Department. The planting works commenced in March this year. Depending on the progress of the planting works, we expect that the landscaped deck will be open in the third quarter this year. The ancillary commercial area (both on the second floor and the landscaped deck) will be managed by WCT. WCT is currently discussing the leasing arrangement with a number of potential tenants (including restaurants, retail shops, etc). Since it will take some time for the confirmed tenants to complete the fitting and finishing works and apply for relevant licences, we expect that the ancillary commercial area will open in phases starting from the fourth quarter this year.

27. The Transport Department consulted the relevant District Councils on the traffic and transport arrangements in July last year. The Tourism Commission and the Transport Department also consulted the sub-committees of Kowloon City and Kwun Tong District Councils on the latest progress of the Kai Tak Cruise Terminal project and the commissioning arrangements (including the traffic and transport arrangements).

28. We understand the concerns of the residents of KE regarding the air quality upon commissioning of the cruise terminal. In fact, according to the Environmental Impact Assessment report of Kai Tak Development Plan (including the Kai Tak Cruise Terminal), the air quality of the nearby residential area would not exceed the relevant Air Quality Objectives upon the commissioning of the Kai Tak Cruise Terminal. Nevertheless, as the Government attaches importance to improving air quality, the Chief Executive announced in the Policy Address in January a series of measures to improve air quality, including the installation of on-shore power supply (OPS) facilities at the Kai Tak Cruise Terminal for use by cruise vessels with such facilities. The Environment Bureau is working on the new legislation to enforce the requirement of fuel switch at berth, and will commission the Electrical

and Mechanical Services Department to undertake a technical feasibility study for installing the OPS system at the Kai Tak Cruise Terminal. We expect that the study will be completed in mid-2014. Moreover, the Environment Bureau has launched an incentive scheme to encourage ocean-going vessels (including cruise vessels) to switch to low sulphur fuel while berthing in Hong Kong waters. The Environmental Protection Department and the Tourism Commission briefed the sub-committee of the Kwun Tong District Council in January this year on the above policy initiatives. The relevant departments will continue to follow up on the implementation of the measures.

Multi-purpose Sports Complex (MPSC) at Kai Tak

29. Providing major sports venues and open space for the community, the MPSC facilities will be open to the public throughout the day, seven days a week.

30. On 18 January this year, HAB invited initial, non-binding expressions of interest (EOI) from the private sector and other stakeholders with regard to the development of the MPSC. Some private corporations also suggested that the MPSC should meet the community's demand for public sports facilities. The report on the EOI exercise has been uploaded onto the HAB website.

31. We will further consult the sports sector, District Councils and members of the public on the detailed layout and design of the facilities as we take the project forward.

Trade and Industry Tower in Kai Tak

32. The foundation works of the Trade and Industry Tower at KTD are on schedule, and the construction works are scheduled for completion by end December 2014. We will continue to closely monitor the progress with a view to ensuring that the project will be completed on time. The Government has also reserved sites in KTD for construction of government office buildings for reprovisioning some departments in the three government office buildings at the Wan Chai waterfront. Construction works will commence from 2015-16 onwards, with the first building scheduled for completion in 2019-20. All these would facilitate the economic development of the district and its adjacent areas.

Kai Tak Cross Boundary Heliport

33. We will review the demand for cross boundary helicopter services and the timing for the development of the heliport at an appropriate time. For effective utilization of land, the reserved site at Kai Tak will be temporary deployed for other uses.

Medical Facilities at KE

34. We have already reserved a site at KTD area for hospital development to fulfill the long term need for medical services at KE. The Hospital Authority (HA) will conduct review on the medical facilities in KE based on the planning of the new development area and consider expanding and reorganizing healthcare services in the region, taking particular consideration of the issue of aging population. In planning for provision of an acute general hospital at KTD, HA will take into account the projected demand for healthcare services having regard to population growth and demographic changes.

35. The preparatory works for the expansion of United Christian Hospital is progressing smoothly as scheduled. HA will closely monitor the planning and design works, expedite the progress if circumstances allow for completing the entire project as early as possible and arranging commissioning of services in phases.

36. HA has engaged consultants to carry out a technical feasibility study on the redevelopment of Our Lady of Maryknoll Hospital (OLMH). The feasibility of the redevelopment project can only be established subject to modification to relevant terms and conditions of the Land Lease governing OLMH. In this connection, HA has filed a request for lease modification to the Lands Department and has received the approval in-principle. In planning for provision of an acute general hospital at KTD, HA will take into account the long-term development of OLMH with a view to providing high quality patient-centred healthcare services. The scope and schedule of the OLMH redevelopment project will be finalised when the aforesaid planning has been completed.

37. To supplement the public healthcare sector, it is our policy to promote and facilitate private healthcare development, with a view to redressing the imbalance between the public and private sectors in hospital services, and increase the overall capacity of the healthcare system in Hong Kong in order to provide the local residents with more choices. Against this background, the Government put out two sites

reserved for this purpose for open tender in 2012. The two sites are at Wong Chuk Hang and Tai Po. The Government announced the result of the tenders on 13 March 2013. We will examine the experience gained from this exercise, review the market response and assess the needs of the community in formulating the way forward for the future development of private hospitals. As for elderly health centres (EHCs), the Department of Health have already established one EHC in each of the 18 districts in Hong Kong, including Wong Tai Sin, Kowloon City and Kwun Tong districts. We have no plans to expand the service of EHCs.

Conclusion

38. The making of KE as Hong Kong's premier alternative CBD is a complex and long-term urban transformation process. We will continue to adopt a visionary, coordinated and integrated approach to push ahead the EKE initiative in transforming KE into an attractive business district with artistic character to support Hong Kong's economic development.

Development Bureau
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