

**HEC Sub-committee on**  
**South East Kowloon Development Review**  
**15<sup>th</sup> Meeting**

Date : 7 June 2007 (Thursday)  
Time : 2:30 p.m.  
Venue : 4/F, 3 Edinburgh Place, Central, Hong Kong

**Agenda**

1. Confirmation of Minutes of 14<sup>th</sup> Meeting
2. Matters Arising
3. Broad Implementation Framework for Kai Tak Development  
- SEKD SC Paper No. 2/2007
4. Temporary Uses of the Kai Tak Site  
- SEKD SC Paper No. 3/2007
5. Any Other Business

Secretariat,  
HEC Sub-committee on  
South East Kowloon Development Review  
May 2007

**SEKD SC Paper No. 2/07**  
**For Sub-committee Meeting on 7.6.2007**

**Harbour-front Enhancement Committee**  
**Sub-committee on South East Kowloon Development Review**  
**Broad Implementation Framework of Kai Tak Development**

**Purpose**

The purpose of this Paper is to brief Members on the broad implementation framework of Kai Tak Development under consideration and study by Government.

**Background**

2. Following the completion of the Kai Tak Planning Review by Planning Department after three rounds of public participation exercises, a Preliminary Outline Development Plan (PODP) was prepared in late 2006. On 24 October 2006, the Sub-committee considered SEKD Paper No. 5/06 which reported the outcome of the public participation exercises and the revisions to the PODP. On this basis, the draft Kai Tak Outline Zoning Plan (OZP) was gazetted in November 2006 under the Town Planning Ordinance.

**Key development components in the PODP**

3. The key development components in the PODP are shown in sketch A attached to this paper. The broad implementation framework is provided in paragraphs 4-14 below.

**Cruise Terminal**

4. A new Cruise Terminal is proposed to be built at the former runway tip. Two alongside berths of the cruise terminal, occupying about 800 metres long of waterfront, will allow concurrent mooring of two mega cruise vessels.

5. It is intended that the new Cruise Terminal will be implemented through an open land tender to be invited in the last quarter of 2007, after the approval of the draft Kai Tak OZP. Subject to completing the necessary statutory procedures, invitation for tenders will close in the first quarter of 2008 and the Land Lease will be executed in the second quarter of 2008. The site will then be handed over to the successful bidder for commencement of development after execution of the Land Lease. The Government will also make available an access road connecting the cruise terminal with Kowloon Bay as well as adequate water supply and sewerage infrastructure for the commissioning of the first berth of the Cruise Terminal in 2012.

#### Kai Tak Approach Channel (KTAC)

6. The Kai Tak Planning Review has considered a number of measures to improve the environmental conditions of KTAC, including bioremediation treatment of contaminated sediment to reduce odour generation, opening of a gap of about 600 metres in the former runway (with decking above) to improve water circulation and water quality, and controlling polluted discharge at source from the hinterland. The effectiveness of the environmental mitigation measures will be further studied as part of the Kai Tak Engineering Review and which is subject to approval under the Environmental Impact Assessment Ordinance (EIAO).

#### Metro Park and Waterfront Promenade

7. Facing Ma Tau Kok and To Kwa Wan, 24 hectares of land at the upper portion of the former runway is planned for a Metro Park. Part of the Metro Park would be constructed on the structure over the 600-metre opening in the former runway after the environmental conditions in KTAC have been improved.

8. Apart from the Metro Park, some 21.5 hectares of promenades will be built alongside the waterfront. Promenades at the former runway and south apron can be developed in line with the adjacent roadwork projects. Some sections of promenade however are planned at the existing Kwun Tong and Cha Kwo Ling public cargo working areas (PCWAs) and closures of these PCWAs are required before promenades development can take place. However, the closure of the PCWAs needs to be examined carefully and engaging stakeholders in particular the affected parties is necessary. The promenade proposed at this location will be pursued as a long term objective.

## Public housing

9. The public housing in Kai Tak is planned to accommodate about 35,000 persons as one of the major development components of the Kai Tak City Centre. The public housing projects are scheduled for first population intake in 2012/2013. Associated government, institution or community facilities, road access and infrastructure will be provided to match with the population intake.

## Kai Tak Government Offices

10. A new Government Offices building is proposed to be built at a site to the south of the ex-San Po Kong Government Offices across Prince Edward Road East. The Government Offices building is tentatively targeted for completion in around 2013/2014.

## Multi-purpose Stadium Complex

11. At the northern side of the Metro Park, a Multi-purpose Stadium Complex (MPSC) is proposed to be built. The MPSC includes a 45,000-seat main stadium with a fully enclosed retractable roof for major sports and entertainment events, a 5,000-seat secondary stadium also serving local community, and an indoor sport arena with a main hall of 4,000 seats. The waterfront location of the MPSC will create a new icon in the harbour area. Development of the MPSC will tie in with the planning and development of the Sha Tin to Central Link (SCL).

## Sha Tin to Central Link

12. The SCL is planned to interchange with other railway lines for access to Hong Kong Island and the New Territories. In addition to the need to tie in with the development plan for Kai Tak as stated in paragraph 13, the SCL implementation programme is also dependent upon the alignment of the Central Wan Chai Bypass which is the key development proposal of Wan Chai Development Phase II Review. Furthermore, the progress of the merger of MTRC and KCRC should also be taken into account.

## Central Kowloon Route and Trunk Road T2

13. Being parts of Route 6, the Central Kowloon Route and Trunk Road T2 serve to provide a convenient route linking Kai Tak with West Kowloon and Tseung Kwan O. This will also improve the traffic of Kowloon Bay to West

Kowloon. Some sections of the road will be designed as tunnels under the seabed and reclamation is not required. The whole Route 6 is currently planned for commissioning by 2016.

### Bridge Links

14. There are two proposed elevated walkways spanning the KTAC and a proposed bridge link to Kwun Tong. The technical feasibility of these proposals is currently under study and investigation. The bridge link to Kwun Tong has to be constructed at a high level to allow passage of vessels, which could be of height up to 40 meters, to the Kwun Tong PCWA and Kwun Tong Typhoon Shelter. The need for reclamation for the bridge piers and facilities for protection against collisions of vessels will be examined and, if required, justified under the Protection of the Harbour Ordinance. As regards the rail-based environmental friendly transport system indicated on the draft OZP, at this stage it is still a conception subject to detailed study and viability assessments.

### **Engineering Review**

15. In January 2007, Civil Engineering and Development Department commenced the Kai Tak Engineering Review to examine in detail the technical feasibility and environmental acceptability of the PODP and to carry out EIAs under the EIAO. The consultants have also been asked to note the views expressed by, among others, the Sub-committee concerning the provision of harbour-front enhancement measures, including the provision of waterfront promenade, in the implementation programme of respective major development/infrastructure projects such that the public can gain access to the waterfront area by means of improved connections, such as elevated landscape walkways, underground shopping streets and enhanced at grade crossings, between KTD and adjacent built up areas and open space networks in KTD.

16. Basing on the further studies to be undertaken in the Engineering Review after examining various constraints, the consultants will prepare the detailed implementation programme for the Kai Tak Development. In the light of the findings, the Government will determine the phasing and priority of the component projects commensurate with the resources available.

**Civil Engineering and Development Department  
June 2007**

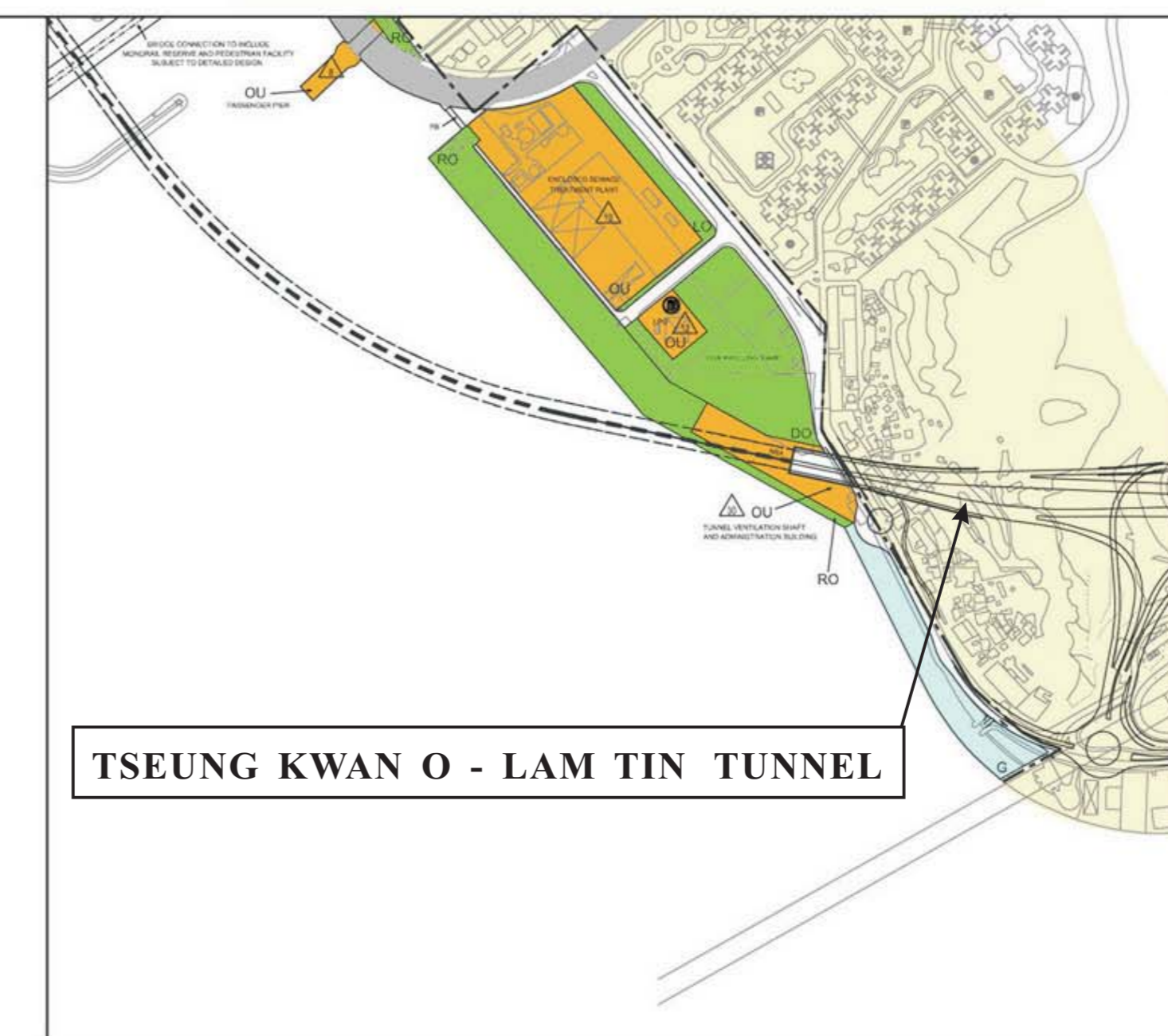
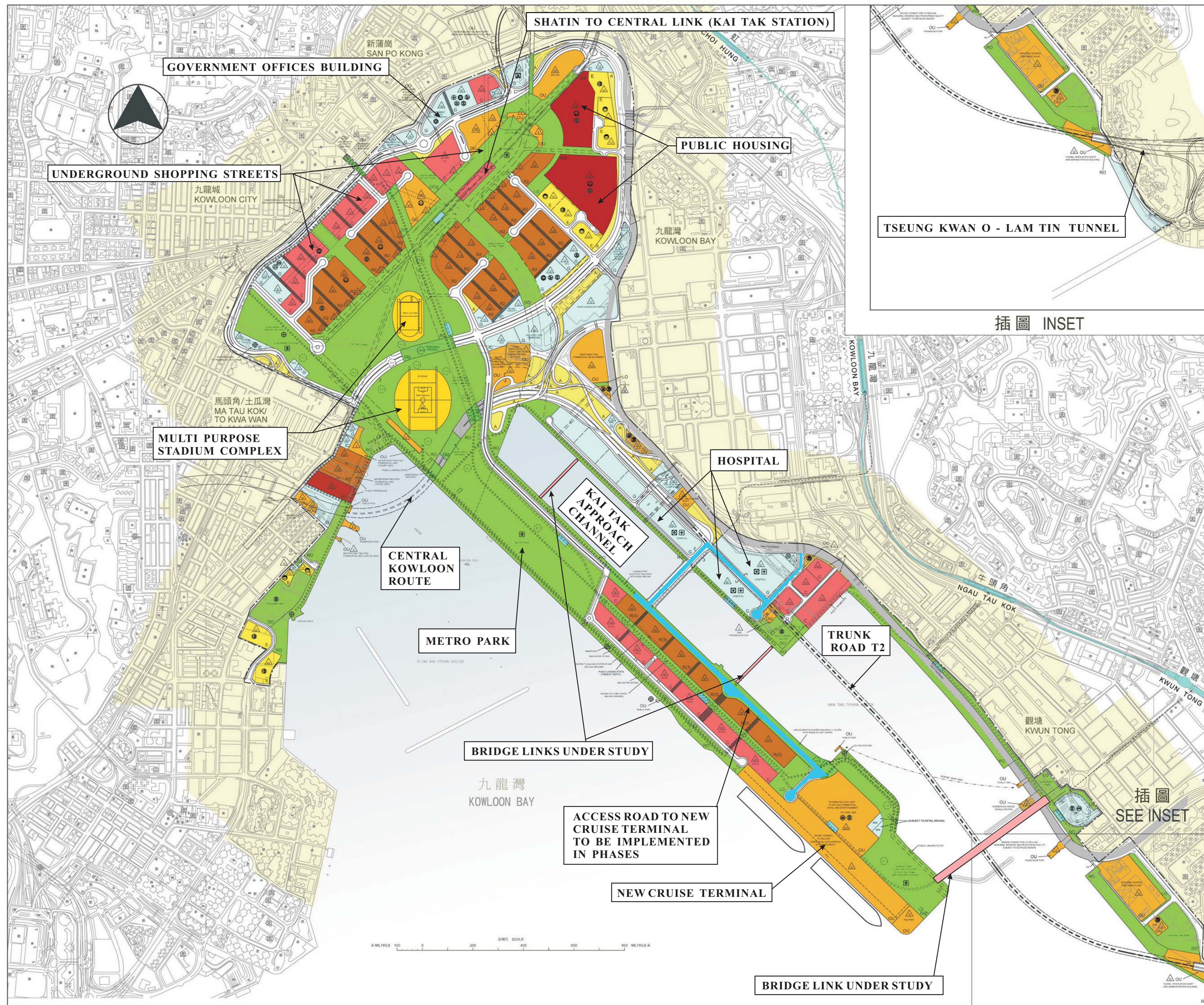


插圖 INSET

NOTATION

<ul style="list-style-type: none"> <li>政府合署 GOVERNMENT OFFICES</li> <li>警察總部 POLICE HEADQUARTERS</li> <li>分局警署 DIVISIONAL POLICE STATION</li> <li>分署巡邏站 SUB-DIVISIONAL FIRE STATION</li> <li>救護站 AMBULANCE DEPOT</li> <li>郵政局 POST OFFICE</li> <li>社區會堂 COMMUNITY HALL</li> <li>社會福利設施 SOCIAL WELFARE FACILITY</li> <li>小學 PRIMARY SCHOOL</li> <li>幼稚園 KINDERGARTEN</li> <li>醫院 HOSPITAL</li> <li>分科診所/專科診所 POLYCLINIC/SPECIALIST CLINIC</li> </ul>	<ul style="list-style-type: none"> <li>普通科診所 GENERAL CLINIC</li> <li>區域公園 REGIONAL PARK</li> <li>市政公園 TOWN PARK</li> <li>體育館 STADIUM</li> <li>室內體育中心 INDOOR RECREATION CENTRE</li> <li>咖啡館 CAFE</li> <li>巴士總站 BUS TERMINUS</li> <li>綠色專線小巴總站/公共小型巴士總站 GREEN MAJOR BUS TERMINUS / PUBLIC LIGHT BUS TERMINUS</li> <li>站前站 STATION</li> <li>加蓋石油氣站 GAS FILLING STATION</li> <li>儲油站/考古價值地點 SITE OF HISTORICAL / ARCHAEOLOGICAL INTEREST</li> </ul>
<ul style="list-style-type: none"> <li>原劃界線 PLANNING BOUNDARY</li> <li>用途地帶界線 ZONING BOUNDARY</li> <li>高架道路 ELEVATED ROAD</li> <li>橋樑 BRIDGE</li> <li>行人徑 PEDESTRIAN STREET</li> <li>單車徑 CYCLE TRACK</li> <li>廢道 DEPRESSED ROAD</li> <li>隧道 TUNNEL</li> <li>行人徑 PEDESTRIAN STREET</li> <li>單車徑 CYCLE TRACK</li> <li>廢道 DEPRESSED ROAD</li> <li>隧道 TUNNEL</li> <li>行人徑 PEDESTRIAN STREET</li> <li>單車徑 CYCLE TRACK</li> <li>廢道 DEPRESSED ROAD</li> <li>隧道 TUNNEL</li> <li>行人徑 PEDESTRIAN STREET</li> <li>單車徑 CYCLE TRACK</li> <li>廢道 DEPRESSED ROAD</li> <li>隧道 TUNNEL</li> </ul>	<ul style="list-style-type: none"> <li>鐵路及車站專用範圍 (R) RESERVE FOR RAILWAY AND STATION (RAILWAY/STATION)</li> <li>可能供鐵路及車站可能使用專區 POSSIBLE RESERVE FOR RAILWAY AND STATION (RAILWAY/STATION)</li> <li>渠務及排水系統 DRAINAGE RESERVE</li> <li>公用設施專用範圍 PUBLIC UTILITY RESERVE</li> <li>最高建築物高度 (H) MAXIMUM BUILDING HEIGHT (MAXIMUM)</li> <li>建議的樓宇高度 (H) PROPOSED LEVEL (PROPOSED)</li> <li>行人過路處 PEDESTRIAN CROSSING</li> </ul>

LEGEND

C	商業 COMMERCIAL
SR	公共屋宇 SPECIAL RESIDENTIAL
R1	住宅發展密度第1區 RESIDENTIAL - ZONE 1
R2	住宅發展密度第2區 RESIDENTIAL - ZONE 2
R3	住宅發展密度第3區 RESIDENTIAL - ZONE 3
G	政府 GOVERNMENT
IC	機構或社區 INSTITUTION OR COMMUNITY
E	教育 EDUCATION
RO	區域休憩用地 REGIONAL OPEN SPACE
DO	地區休憩用地 DISTRICT OPEN SPACE
LO	鄰舍休憩用地 LOCAL OPEN SPACE
A	美化市容 AMENITY
OU	其他指定用途 OTHER SPECIFIED USES
	道路、交界處等 ROADS, JUNCTIONS, ETC.

Sketch No. A

啟德  
KAI TAK  
初步發展大綱圖  
PRELIMINARY OUTLINE  
DEVELOPMENT PLAN

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 PLANNING DEPARTMENT

**SEKD SC Paper No. 3/07**  
**For Sub-committee Meeting on 7.6.2007**

**Temporary Uses of the Kai Tak Site**

**Purpose**

The purpose of the Paper is to update members on the temporary land uses of the Kai Tak Site.

**Background**

2. Members were briefed on 26 April 2005 (via SEKD SC Paper No. 3/05) on the temporary land uses in Kai Tak.

3. The Kai Tak Area is currently under the management of the District Lands Office/Kowloon East (“DLO/KE”) and Government Property Agency (“GPA”) pending permanent land uses and developments while the Civil Engineering and Development Department (“CEDD”) is responsible for undertaking the residual de-commissioning works of the former Kai Tak Airport. Wherever possible, and taking into account the overall planning and implementation programme of Kai Tak, suitable sites within the area will be put to appropriate temporary uses to maximize the utilization of land and minimize site idling.

**Existing Temporary Land Uses**

4. Among the total area of about 220 ha, 133.3 ha of which (i.e. 60.6% of the whole Kai Tak Area) are currently let out on temporary basis or otherwise allocated temporarily to various government departments for various purposes. Details of which are explained in the following paragraphs.

Existing Short Term Lettings

5. There are currently 20 sites (total area of about 30.5 ha or 13.9 %) in the Kai Tak Area being let out by way of short term tenancies to various private bodies through either public tender system or direct grant as appropriate for different purposes such as fee-paying public carpark, flying training school, open storage, bus parking etc.

### Existing Temporary Government Land Allocations

6. There are currently 26 sites (total area of about 102.7 ha or 46.7%) in the Kai Tak Area granted to various government departments under the temporary land allocation system for various purpose including works site for demolition, barging points, stockpiling for excavated materials, site investigation, works area, contractor's depot, open storage etc.

### Temporary Stockpiling of Excavated Materials by CEDD

7. Most of the excavated materials from the site formation works<sup>1</sup> have been put to beneficial use and delivered to other projects as filling material. As a result, the temporary stockpiling areas of excavated materials have been progressively removed.

8. At present, about 600,000 cu.m. of excavated materials still remain at the northwestern end of the runway area and two barging points are retained for shipping the excavated materials to receptor sites till 2008.

9. With the clearance of the existing stockpile of excavated materials in 2008, the two existing barging points at the runway will be demolished. Instead, to facilitate the transit of excavated materials<sup>2</sup> generated from the Development at Anderson Road project, CEDD will set up a pair of new temporary barging points slightly to the west of the existing location. The latter, staying outside the proposed Cruise Terminal site, will be in operation from 2008 to early 2012.

10. Subject to the implementation of the necessary infrastructure or other associated works, there may be opportunity for more temporary uses of the Kai Tak sites and greening initiatives such as amenity areas and tree nursery as appropriate.

**District Lands Office/Kowloon East, Lands Department  
Kowloon Development Office, Civil Engineering and Development  
Department  
May 2007**

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<sup>1</sup> Mainly from the Choi Wan Road and Jordan Valley development project involving 9 million cu.m. of excavated materials.

<sup>2</sup> A total volume of about 5.3 million cu. m.