

Task Force on Kai Tak Harbourfront Development

TFKT/10/2019

For circulation
on 11 September 2019

Central Kowloon Route Proposed Arrangement of Works Areas at Kai Tak Development Area

PURPOSE

This paper seeks Members' views on the proposed arrangement of works areas for the Central Kowloon Route (CKR) project (the Project).

BACKGROUND

2. In October 2016 and January 2017, we briefed the Task Force on the Project with respect to the proposed Temporary Government Land Allocation (TGLA) for works areas at Kai Tak with the intention of use till 2025. With our commitment to follow up the concerns on the number of barging facilities at Kai Tak, the extent and duration of land allocation required, as well as the feasibility of providing temporary pedestrian and cycle route at the harbourfront for early public enjoyment, Members expressed support in January 2017 to the TGLA for the works areas (**orange in Annex A**) from 2017 to end December 2020 and the barging facility (**yellow in Annex A**) from 2017 to end March 2021.

PROJECT UPDATE

3. The construction works of the Project commenced in December 2017 with the target commissioning in end 2025. Whilst the land allocation for the barging facility will expire on 1 April 2021, majority of construction & demolition (C&D) materials generation could only be completed at end 2023.

APPROVED TEMPORARY BARGING FACILITIES AT KAI TAK

4. There are currently three temporary barging facilities at the former Kai Tak runway (**Annex A**) –

- (a) The Shatin Central Link (SCL) barging facility (in hatched black) up to 31 December 2020.

- (b) The CKR barging facility (in yellow) as discussed in paragraph 2 up to 31 March 2021.
- (c) The Kai Tak Sport Park barging / stockpiling facility (in hatched green) up to 31 December 2022.

5. There will be another temporary barging facility at the western side of the Kwun Tong Typhoon Shelter for the Trunk Road T2 project from 2020 to 2024.

PROPOSED WORKS AREAS FOR THE PROJECT

6. As compared with land-based transportation, sea-based transportation of C&D materials generated from the Project to local or other reception sites would render exceptional advantage to the society in view of the traffic and environmental impacts. This arrangement would require adequate works areas, barging and associated sorting facilities in Kai Tak area due to the scale of generation and the spatial requirements.

7. However, the land allocation of the current CKR barging point will expire in April 2021 and is not renewable due to the permanent development thereat. Besides, the operation of the SCL one in paragraph 4 will cease after 31 December 2020 and the spare capacity for C&D material disposal in the KTSP barging facility could not meet the demand of the Project. Thus, replacement of barging point is required. According to the current programme, the C&D materials generation from the Project will be up to end 2023.

8. In this connection, the existing SCL barging point, forming part of the site reserved for the Metro Park project, will not be required for permanent development up to 2024 as per the latest information of the Metro Park development. With this site being surrounded by other temporary works area and construction site under various contracts up to 2023, it is considered a very suitable site for the replacement barging point of the Project. We therefore proposed to take over this site under the Project with reduced footprint (**orange and in hatched black in Annex A**) for setting up a replacement barging point starting from 1 January 2021 to end December 2023. As a related issue, the two land parcels (**orange in Annex A**) currently being occupied as site offices and stockpiling to facilitate daily site supervision and

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execution of the Project are also required to support the said barging operation i.e. the land allocation would need to extend from 1 January 2021 up to end December 2023 as well.

9. A year-by-year sequence diagram showing the locations of works areas from 2019 to 2023 is attached as **Annex B**.

PROPOSED PEDESTRIAN CONNECTIVITY ENHANCEMENT

10. An integrated planning with adjacent projects has been carried out to improve the pedestrian connectivity for public enjoyment of the harbourfront. Apart from the original proposal of HyD in January 2017 in providing a temporary promenade of 860m along the southern harbourfront, a temporary north-south linkage of 420m is also proposed connecting between the southern temporary one and the northern permanent one under Road D3 project to redress the impact of our current proposal so that a “loop” would be formed in phases for better enjoyment by the pedestrian starting from end 2023. The layout of the pedestrian route is set out at **Annex C** for reference.

11. Upon final completion of the route in 2024, the pedestrian cum cyclist “loop” at the former Kai Tak runway will enhance the connectivity of the Victoria Harbor before implementation of the Metro Park. The design will basically follow the “Design Control and Guidelines for Kai Tak Promenade” with amenity facilities provided.

COMPLIANCE WITH HARBOUR PLANNING PRINCIPLES AND GUIDELINES

12. The proposed temporary works areas and promenades are in line with the Harbour Planning Principles and Guidelines as follows -

(a) Principle 1: Preserving Victoria Harbour – Barging point will be erected on existing sloping seawall within the anchorage basin. No seawall will be damaged thus preserving the harbour.

(b) Principle 2: Stakeholder Engagement – The works areas and the promenade proposal has been agreed with adjacent project proponents including CEDD, LCSD and

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ArchSD in 2018/2019. Public consultation plan will be drawn up upon endorsement by the Kai Tak Task Force.

- (c) **Principle 3: Sustainable Development** – The barging facility permits disposal of C&D materials to receptor sites via marine access, which is indeed a sustainable measure from transport and environmental perspectives as the carbon footprint will be greatly reduced.
- (d) **Principle 4: Integrated Planning** – The proposal takes into account the implementation programme of temporary and permanent adjacent developments. Besides, the temporary promenade will also be designed to blend in with the planned promenades and facilities at Kai Tak with reference made to the “Design Control and Guidelines for Kai Tak Promenade”.
- (e) **Principle 5: Proactive Harbour Enhancement** – The proposed temporary promenade will mainly run along the former Kai Tak runway, promoting an overall pleasant walking environment hence enhancing the visitors’ enjoyment at the harbourfront.
- (f) **Principle 6: Vibrant Harbour** – As more visitors will be attracted to the proposed temporary promenade, this will certainly render a vibrant atmosphere to the Harbour.
- (g) **Principle 7: Accessible Harbour** – The temporary promenade connecting with other sections will form an integrated pedestrian route from the public road network making the harbor more accessible.

WAY FORWARD

13. Members’ support to the use of replacement barging facility and temporary works areas to end December 2023 as described in paragraph 8 as well as the proposed pedestrian connectivity enhancement as described in paragraphs 10 to 11 are sought.

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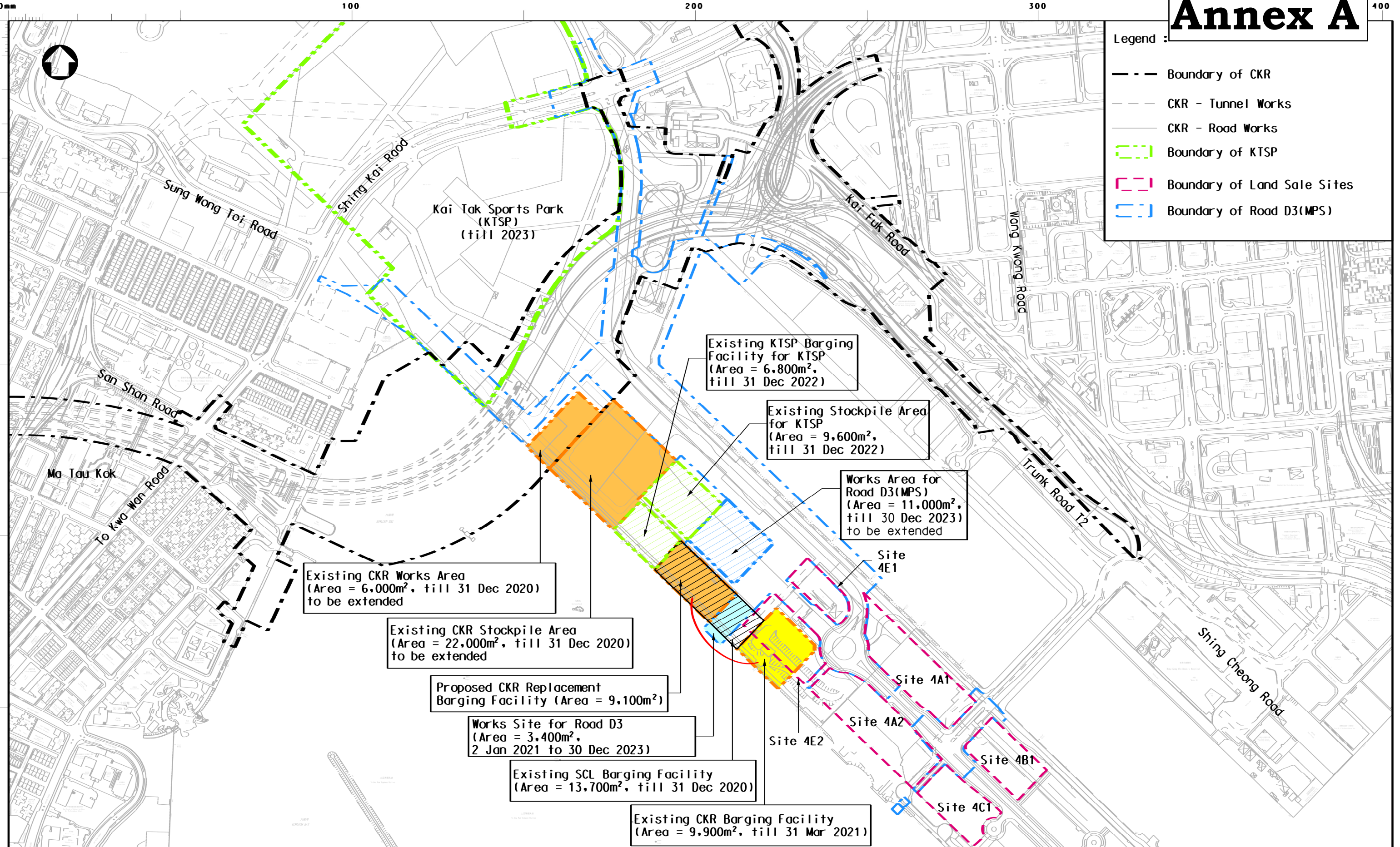
ATTACHMENTS

- Annex A** Block Plan of Existing and Proposed Temporary Works Areas at Former Kai Tak Runway
- Annex B** Sequence Diagram by Year of Works Sites and Works Areas
- Annex C** Concept Master Plan of Pedestrian Connectivity Provisions at Kai Tak

Major Works Project Management Office
Highways Department
September 2019


Annex A

- Legend :
- Boundary of CKR
 - CKR - Tunnel Works
 - CKR - Road Works
 - Boundary of KTSP
 - Boundary of Land Sale Sites
 - Boundary of Road D3(MPS)



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Block Plan of Existing and Proposed Temporary Works Area at Former Kai Tak Runway

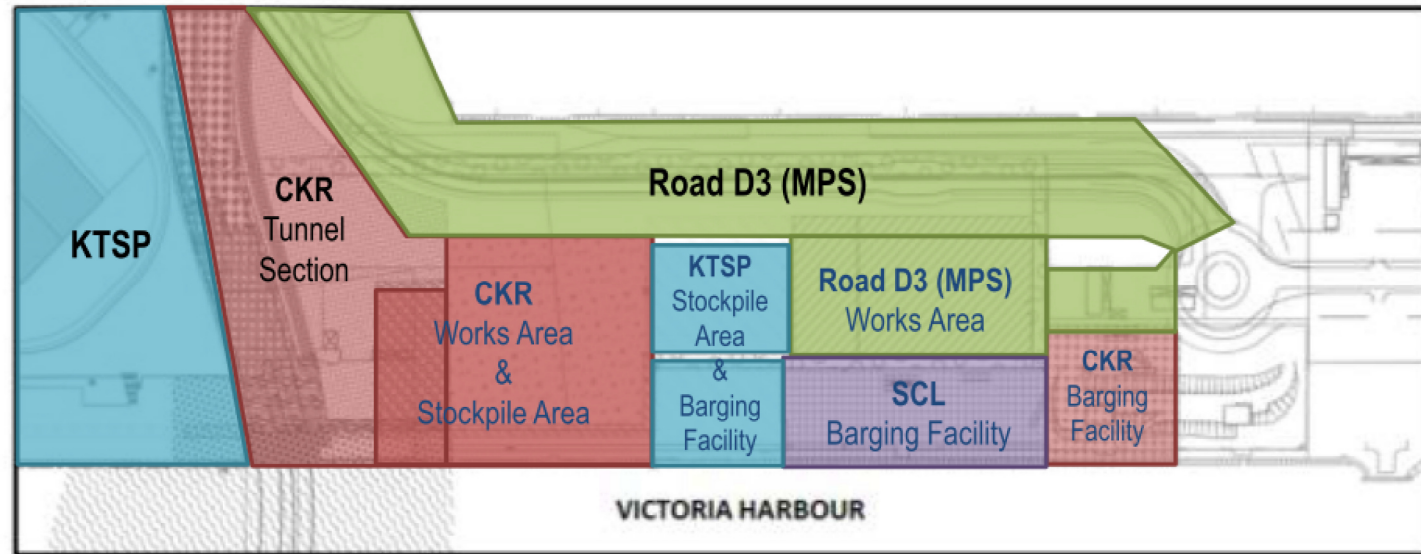
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HIGHWAYS DEPARTMENT HONG KONG

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Sequence Diagram by Year of Works Sites and Works Areas

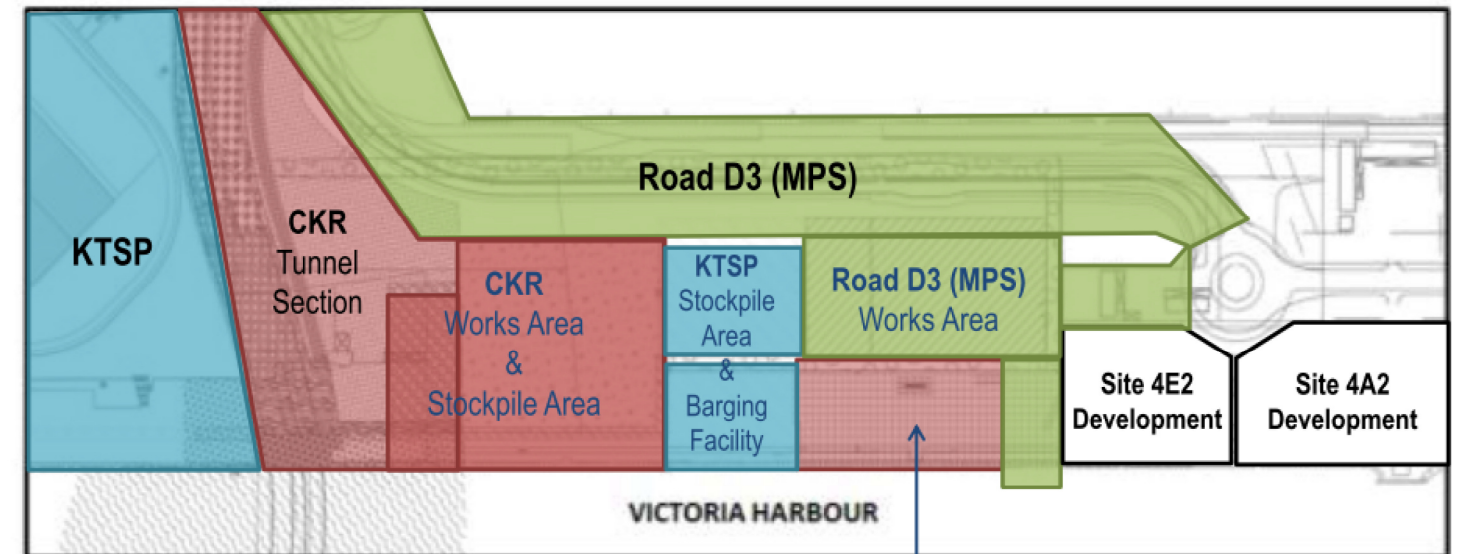
2019-2020

Expiry of CKR & SCL Barging Facilities



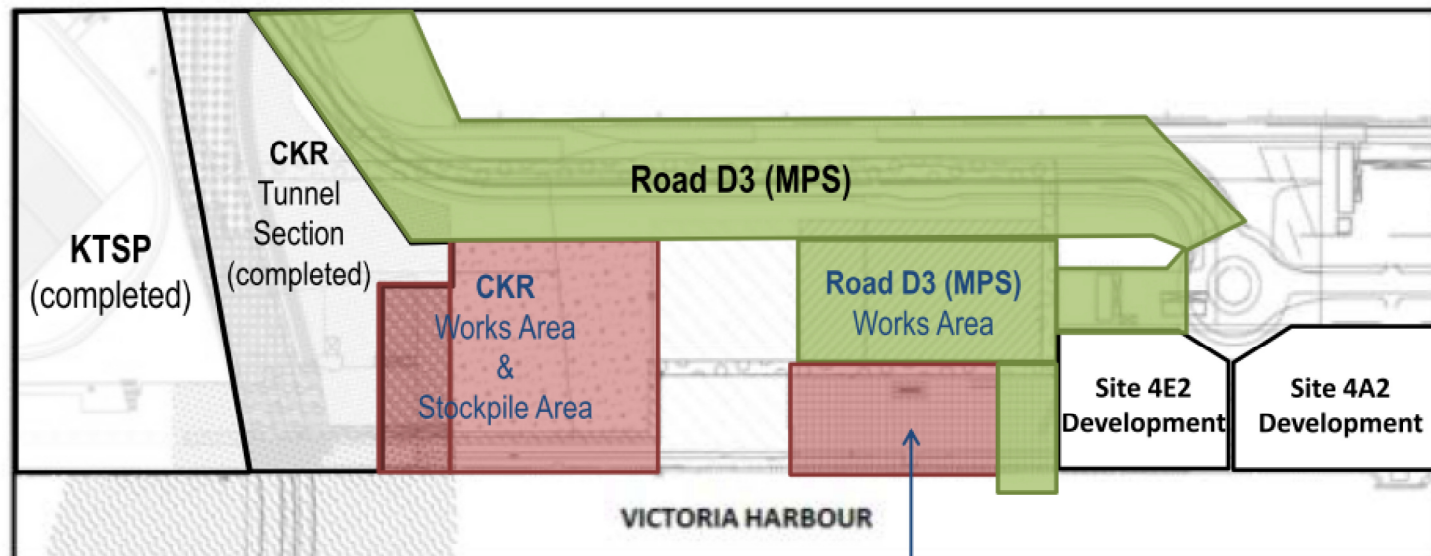
2021-2022

Proposed Extension of CKR Works Areas and Relocation of Barging Facility



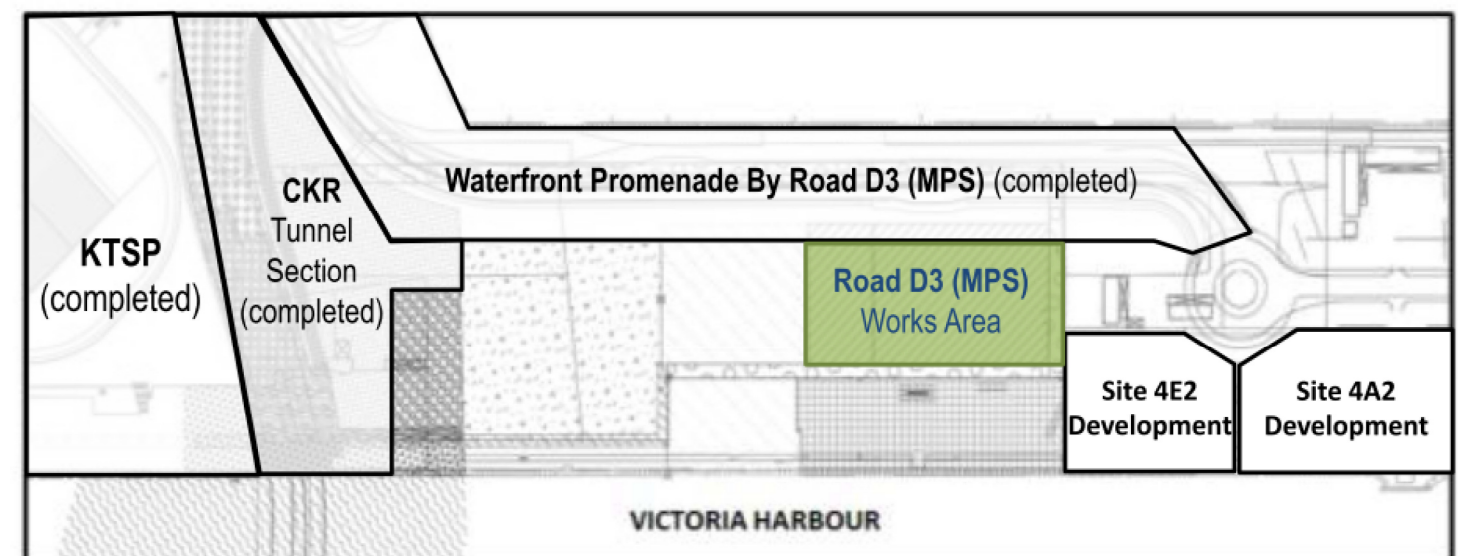
CKR
Proposed Replacement
Barging Facility

2023



CKR
Proposed Replacement
Barging Facility

2024



Kai Tak Temporary Promenade – Concept Master Plan and Circulation

Annex C

