

# **Task Force on Kai Tak Harbourfront Development**

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For information  
on 30 April 2015

TFKT/01/2015

## **Kai Tak Development Progress Report as of March 2015**

### **PURPOSE**

This paper provides an overview of the latest progress of Kai Tak Development (KTD).

### **BACKGROUND**

2. KTD, covering an area of over 320 hectares, is a mega-sized and highly complex development project in the urban area offering a unique opportunity for transforming the ex-airport site for the future growth of Hong Kong, and at the same time providing an impetus for stimulating regeneration of the adjoining older districts. The blue print for KTD was formulated with extensive public engagement from 2004 to 2006; our vision is to develop KTD into “a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour”. KTD also forms part of the Energizing Kowloon East initiative of transforming the industrial areas at Kowloon Bay and Kwun Tong together with KTD into another Central Business District.

3. A master plan was drawn up in early 2009<sup>1</sup> for implementation of KTD projects in a co-ordinated and progressive manner whilst taking into consideration their relative priorities and readiness to proceed.

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<sup>1</sup> Please refer to Legislative Council paper No. CB(1)570/08-09(03) for discussion at the Panel on Development on 20 January 2009.

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## CURRENT SITUATION

4. The updated programme chart and the major KTD projects location plan are at **Annex A** and **Annex B** respectively. The following are highlights of the latest progress of KTD -

### Projects Completed

5. At the former south apron and runway areas, advance infrastructure works including single 2-lane Shing Cheong Road and Shing Fung Road leading to the Kai Tak Cruise Terminal (KTCT) were completed in May 2013. The KTCT building and its first berth, as well as the Kai Tak Fire Station cum ambulance depot at the junction of Cheung Yip Street and Hoi Bun Road, were commissioned in June 2013. Inaugural berthing for medium-sized cruise vessels took place at the second berth of KTCT in September 2014 upon completion of the site formation works cum interim dredging. The landscaped deck on top of KTCT building and the Runway Park Phase 1 were open to public in October 2013 and June 2014 respectively.

6. At the former north apron area, Stage 1 infrastructure works were completed in May 2013 to support the public rental housing (PRH) comprising Kai Ching Estate and Tak Long Estate. Other projects including two sewage pumping stations and the early phases of District Cooling System (DCS) were also completed.

7. The Phase 1 improvement works to address the odour problem at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS) were substantially completed in July 2014. With progressive completion of drainage and sewerage improvement works in the hinterland of KTD, recent site surveys show that the odour problem at KTAC and KTTS is generally under control.

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## Progress of Major Projects under Construction

8. At the former north apron area, the Trade and Industry (TI) Tower, two primary schools adjacent to the PRH development, and the Stage 2 infrastructure works serving the residential sites in the Grid Neighbourhood east of Kai Tak River (KTR), are all targeted for completion in 2015. We started in July 2013 the Stage 3A infrastructure works serving development sites near San Po Kong and enhancing connectivity with San Po Kong for completion by mid-2017. The Stage 4 infrastructure works serving six housing sites of the Grid Neighbourhood west of KTR commenced in September 2013. Upon its completion by end 2016, connectivity between To Kwa Wan and Kowloon Bay will be enhanced. The upgrading and reconstruction works for the section of KTR within KTD started in January 2013 for phased completion between 2016 and 2018. The construction of Shatin to Central Link (SCL) in KTD is ongoing with its programme being affected by the recent archaeological discoveries at the site.

9. At the former south apron area, the construction of the Hong Kong Children's Hospital (HKCH) commenced in August 2013 for completion in June 2017. The construction of Kwun Tong Promenade Stage 2 was completed in December 2014 and scheduled for open to public in the second quarter of 2015.

10. The construction of DCS Phase IIIA started in July 2013 for phased completion by May 2017 to facilitate timely provision of chilled water to the TI Tower, the two primary schools and the HKCH.

11. Upon decommissioning of the existing submarine gas mains by the Hong Kong and China Gas Co. Ltd., the remaining dredging works at the second berth of KTCT commenced in March 2015 for completion in early 2016 to make it capable of accommodating mega-sized vessels.

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## Progress of Major Projects under Active Planning/Design

12. Invitation of tenders for the main design-and-build contract for Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station was issued in August 2013. Subject to funding approval from LegCo, it is planned to commence construction in 2015 for completion in 2018. For the Multi-purpose Sports Complex (MPSC) project, the Environmental Impact Assessment (EIA) study for the purpose of applying an environmental permit for the project will be completed later this year. Subject to the funding approval, the Home Affairs Bureau (HAB) plans to start the pre-construction works in latter half of 2015. In response to Members' comments and suggestions raised at the 14<sup>th</sup> meeting of Task Force on Kai Tak Harbourfront Development (TFKT), HAB will consult the Task Force with more detailed specifications prior to the formal tendering of the MPSC "Design, Build and Operate" contract.

13. Both Central Kowloon Route (CKR) and Trunk Road T2 are key projects of Route 6 essential for KTD. CKR was gazetted under the Roads (Works, Use and Compensation) Ordinance in November 2013. Amendments to the road scheme were gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in March 2015. Trunk Road T2 project was gazetted under the Roads (Works, Use and Compensation) Ordinance in September 2014 and authorized in November 2014.

14. At the former north apron area, further stages of infrastructure works covering new roads to the north of MPSC, Lung Tsun Stone Bridge subway across Prince Edward Road East, and renovation / modification of three existing subways enhancing connectivity with Kowloon City are under design. We have commenced the first phase of additional archaeological field investigation in February 2015 to ascertain whether any buried heritage resources might exist within the footprint of infrastructure

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works and related development sites. Subject to the findings of such investigation, we are examining the feasibility of implementing the remaining infrastructure works at the former north apron by phases from 2016 onwards.

15. At the former south apron and runway areas, Stages 2 and 3 infrastructure works will widen Cheung Yip Street and Shing Cheong Road and provide new roads with associated infrastructure, including the landscaped deck and noise barriers, necessary for the existing and planned developments at the former south apron and the southern part of former runway. Both projects were gazetted under the Roads (Works, Use and Compensation) Ordinance in May 2014 and authorized in August 2014. The prequalification exercise for the contract of Stage 2 infrastructure works was closed in October 2014. Comments expressed by the Members at the 14<sup>th</sup> TFKT meeting will be taken into account when preparing the tender documents. Subject to the funding approval from the Legislative Council (LegCo), construction works are planned to commence in 2015 for substantial completion in 2019.

16. In parallel, we are collecting water quality field data to verify the effectiveness of the completed improvement works at KTAC and KTTS as well as in the hinterland of KTD, and to review the scope of the next phase of improvement works concerning the proposed 600 m opening at the former runway for further public consultation.

## Preservation Corridor for Lung Tsun Stone Bridge Remnants

17. Following the award ceremony held on 17 January 2014, the roving exhibitions of design entries were completed in March 2014. The Leisure and Cultural Services Department and the Architectural Services Department will follow up with the incorporation of the winning design concept into their design of the Preservation Corridor.

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## Kai Tak River

18. A design ideas competition for the landscape of Kai Tak River was launched in August 2014, and some 90 entries were received in total for the professional and open groups. Adjudication was completed in December 2014. A ceremony was held on 8 January 2015 to present the awards to the winners, followed by public exhibitions of the entries.

## Kai Tak Fantasy (KTF)

19. KTF covers an area of about 80 hectares spanning the former runway tip in KTD, the Kwun Tong Ferry Pier Action Area and the enclosed water body between them. The Energizing Kowloon East Office (EKEO) launched an international ideas competition on the urban planning and design for KTF in November 2013, aiming to look for creative thoughts and design excellence with a view to encouraging public participation in the design of facilities. The two-stage adjudication was completed in October 2014 with the result announced on 14 November 2014. With reference to the winning scheme, together with other good ideas of the shortlisted entries, the KTF project will be further developed in more detailed studies to be commissioned by EKEO.

## Environmentally Friendly Linkage System (EFLS)

20. The views collected from the two-stage public consultation on taking forward the proposed EFLS are generally in support of the proposed detailed feasibility study (DFS) of EFLS as the next stage of work. To address the key concerns expressed by some TFKT Members and LegCo Members, the scope of the DFS has been expanded to study other green transport modes including modern tramway. The proposed DFS will be commenced as soon as funding approval from LegCo is available.

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## Cycle Track in KTD

21. In response to public aspirations for wider coverage of the cycle track network in KTD for leisure and recreation purposes, we reviewed the cycle track network and proposed extension of the network from about 6 to about 13 kilometres to be incorporated in public open spaces. Having received general support through consultations with the relevant District Councils and concerned stakeholders completed in 2014, we are planning to commence a feasibility study on the proposed cycle track network for KTD in 2015.

## **CONCLUSION**

22. Members are invited to note the latest progress of KTD. Advice and comments are welcome.

**Kai Tak Office, Kowloon Development Office  
Civil Engineering and Development Department  
April 2015**

## **ANNEXES**

Annex A - Updated Programme Chart

Annex B - Location Plan of Major KTD Projects

Kai Tak Development Master Programme of Major Items (as of March 2015)

Item No	Major Items	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
<b>Projects Completed</b>																	
1	Advance infrastructure works at former south apron and runway area	[Gantt bar: 2009-2012]															
2	District Cooling System Phase I	[Gantt bar: 2009-2012]															
3	Public Rental Housing Development in Site 1A (i.e. Kai Ching Estate 啟晴邨)	[Gantt bar: 2009-2012]															
4	Public Rental Housing Development in Site 1B (i.e. Tak Long Estate 德朗邨)	[Gantt bar: 2009-2013]															
5	Site Formation for Cruise Terminal - First Berth	[Gantt bar: 2009-2012]															
6	Kai Tak Cruise Terminal Building	[Gantt bar: 2009-2013]															
7	Kai Tak Fire Station cum ambulance depot	[Gantt bar: 2009-2012]															
8	Stage 1 infrastructure works at former north apron area	[Gantt bar: 2009-2013]															
9	Runway Park Phase 1	[Gantt bar: 2010-2013]															
10	District Cooling System Phase II	[Gantt bar: 2009-2013]															
11	Phase 1 improvement works to address dor issue at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter	[Gantt bar: 2009-2013]															
12	Kwun Tong Promenade Stage 2	[Gantt bar: 2010-2013]															
<b>Progress of Major Projects under Construction</b>																	
13	Stage 2 infrastructure works at former north apron area	[Gantt bar: 2009-2015]															
14	Trade and Industry Tower	[Gantt bar: 2010-2015]															
15	2 primary schools in Sites 1A3 and 1A4	[Gantt bar: 2010-2015]															
16	Site Formation for Cruise Terminal - Second Berth & Remaining Works	[Gantt bar: 2009-2015] (remaining dredging at second berth)															
17	Stage 4 infrastructure at former north apron area	[Gantt bar: 2009-2016]															
18	District Cooling System Phase III (Package A)	[Gantt bar: 2010-2016]															
19	Establishment of Hong Kong Children's Hospital	[Gantt bar: 2011-2017]															
20	Stage 3A infrastructure at former north apron area	[Gantt bar: 2009-2016]															
21	Reconstruction and Upgrading of Kai Tak Nullah	[Gantt bar: 2009-2016]															
22	Shatin-to-Central Link (parts within Kai Tak development)	[Gantt bar: 2010-2019]															
<b>Progress of Major Projects under Active Design</b>																	
23	Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station	[Gantt bar: 2012-2017]															
24	Stage 5A infrastructure at former north apron area	[Gantt bar: 2012-2018]															
25	Stage 5B infrastructure at former north apron area	[Gantt bar: 2012-2019]															
26	Stage 2 Infrastructure Works at the Southern Part of former runway area	[Gantt bar: 2011-2018]															
27	Stage 3 infrastructure works at the southern part of the former runway area	[Gantt bar: 2011-2018]															
28	Multi-purpose Sports Complex	[Gantt bar: 2010-2020]															
29	Trunk Road T2	[Gantt bar: 2010-2022]															
30	Central Kowloon Route	[Gantt bar: 2011-2022]															

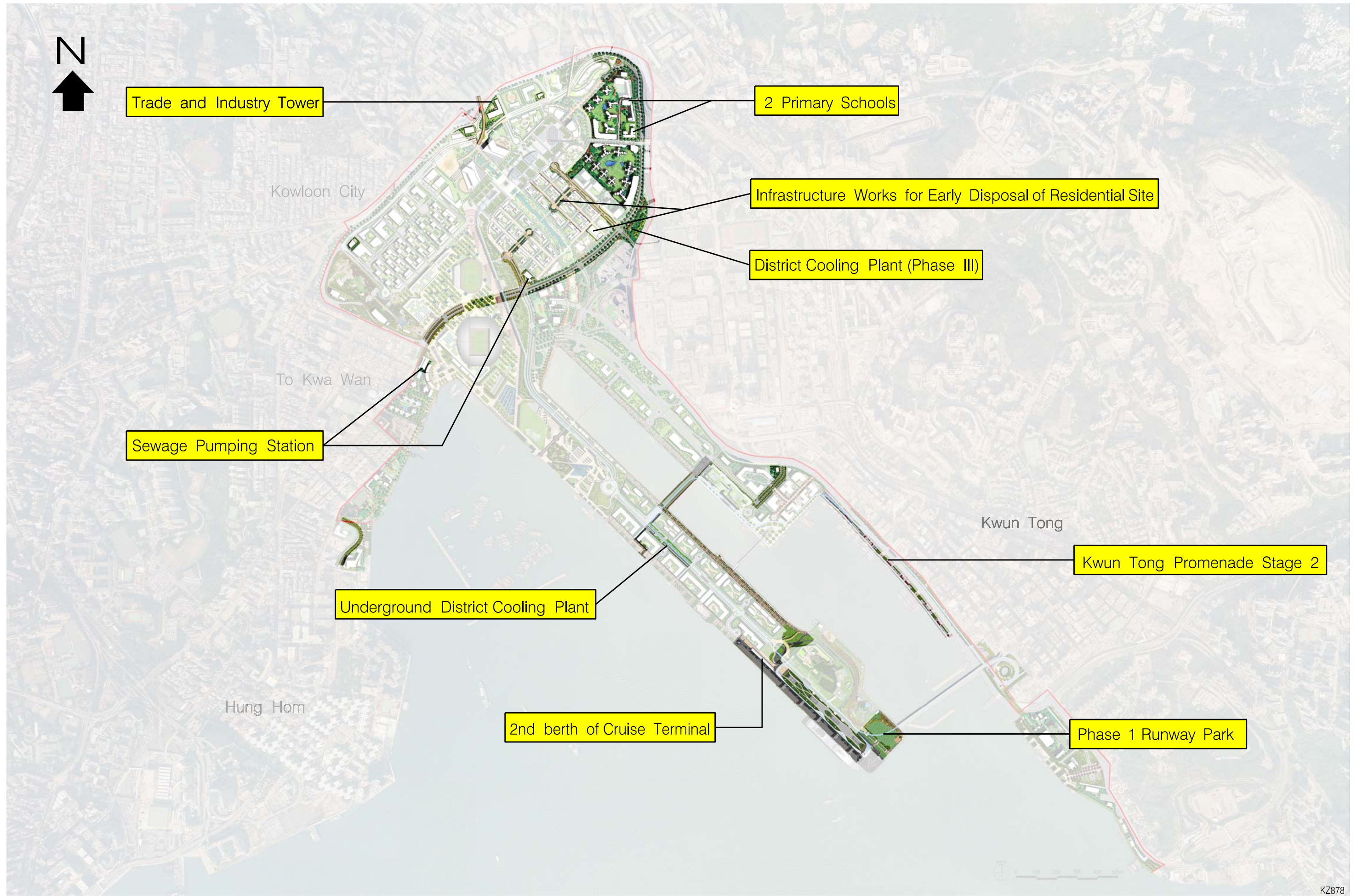






Facilities and supporting infrastructure planned for completion by 2013





Facilities and supporting infrastructure planned for completion in 2014 – 2016





Facilities and supporting infrastructure planned for completion in 2017 and beyond