

# Task Force on Kai Tak Harbourfront Development

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For information  
on 1 June 2016

TFKT/04/2016

## Kai Tak Development Progress Report as of April 2016

### PURPOSE

This report updates Members on the general 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. It 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 Core Business District (CBD). A master development plan<sup>1</sup> was drawn up in early 2009 for the phased implementation of KTD projects. KTD has already witnessed the completion of various projects starting from 2013.

### CURRENT SITUATION

#### *Major Projects Already Completed*

3. Major KTD projects already completed are shown at **Annex 1**. At the former south apron and runway areas, Stage 1 advance infrastructure works including Shing Cheong Road and Shing Fung Road leading to the Kai Tak Cruise Terminal (KTCT) were completed for public use 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

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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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Road, were commissioned in June 2013. The landscaped deck on top of KTCT building and Runway Park Phase 1 were opened to public in October 2013 and June 2014 respectively. Inaugural berthing for medium-sized cruise vessels took place at the second berth of KTCT in September 2014. Upon completion of remaining dredging works in December 2015, the second berth of KTCT is able to accommodate berthing of mega cruise vessels from 2016 onwards. The Kwun Tong Promenade was opened to public in two stages in January 2010 and May 2015 respectively.

4. At the former north apron area, Stage 1 infrastructure works were completed in December 2013 to support the public rental housing (PRH) development including Kai Ching Estate and Tak Long Estate. Other projects including two sewage pumping stations and Phases I & II of District Cooling System (DCS) covering the northern plant room, southern plant room and sea water pump room, were also completed. Stage 2 infrastructure works serving the residential sites in the Grid Neighbourhood on the eastern side of Kai Tak River, together with Trade and Industry Tower (TI Tower), were substantially completed in mid-2015. Two primary schools adjacent to the PRH development were substantially completed in December 2015.

5. Phase 1 improvement works at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS), including embankment improvements, dredging and bioremediation works, to address the odour issue were completed in July 2014. At the same time, drainage and sewerage improvement works in the hinterland of KTD are completed progressively.

6. Housing supply is one of the key policy priorities of the Government. With concerted efforts, we have advanced the delivery of eight residential sites at the Grid Neighbourhood located on the eastern side of Kai Tak River at the former north apron area, which were handed over in batches before April 2014 to the Urban Renewal Authority and the Housing Authority for development, and the Lands Department for land sale through public tender. The total gross floor area for PRH and other residential sites made available to date in KTD is about 871 000 square metres, providing about 18 900 flats.

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7. Apart from increasing housing land supply, the continued supply of land for economic uses is essential to sustain Hong Kong's economic growth. Three new commercial sites in KTD providing about 150,000 m<sup>2</sup> commercial GFA were handed over to LandsD.

## ***Major Projects under Construction***

8. Major projects in KTD currently under construction are summarized in the ensuing paragraphs. A location plan of these projects is at **Annex 2**.

9. At the former north apron area, Stage 3A infrastructure works (serving the development sites near San Po Kong and enhancing the connectivity of KTD with San Po Kong) and Stage 4 infrastructure works (serving six housing sites of the Grid Neighbourhood west of Kai Tak River and enhancing the connectivity between To Kwa Wan and Kowloon Bay) are in progress for phased completion by mid-2017. The upgrading and reconstruction works for the section of Kai Tak Nullah within KTD will be completed in phases by 2018. Construction of Shatin-to-Central Link (SCL) in KTD is ongoing.

10. At the former south apron area, the Hong Kong Children's Hospital (HKCH) is under construction for completion in June 2017.

11. Under DCS Phase III (Package A) for phased completion by end 2017, timely provision of chilled water supply to the TI Tower, the two primary schools and HKCH has been / will be achieved. Chilled water supply to a number of public developments in KTD, including the existing headquarters of the Electrical and Mechanical Services Department, To Kwa Wan Station and Kai Tak Station of the SCL, and the proposed Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station, will be provided under DCS Phase III (Package B) for completion by end 2018.

12. To facilitate early disposal of commercial and residential development sites at the former runway, infrastructure works have

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commenced since November 2015 for staged completion by 2019. Stage 2 infrastructure works at the former runway under a design-and-build (D&B) contract cover re-aligning and widening of Shing Fung Road, as well as building new roads with associated infrastructures including an elevated landscaped deck and noise barriers. Further to consulting Members in early 2014 on the reference design of the landscaped deck and noise barriers, we are arranging a workshop tentatively in mid-May 2016 to update Members on the latest progress and design received from the D&B contractor. Stage 3 infrastructure works at the former south apron area include widening of Cheung Yip Street and Shing Cheong Road together with construction of the supporting underground structure as enabling works for the future Trunk Road T2.

## ***Major Projects under Active Planning/Design***

13. Major projects under active planning and design are summarized in the ensuing paragraphs. A location plan of these projects is at **Annex 3**.

14. Invitation of tenders for the main D&B 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 2016 for completion in 2019. Also, funding approval will be sought for a 30-classroom secondary school at the former north apron area, which is planned to commence construction in late 2016 for completion in 2019.

15. For the Multi-purpose Sports Complex (MPSC) project, the Home Affairs Bureau appointed an operations consultant to assist in the planning of the project which includes reviewing the proposed “Design, Build and Operate” procurement approach, developing operational and business plans, the financial projection forecast and performance requirements, etc. The operations consultant will also assist in engaging the stakeholders to ensure that their views are fully taken into account in the planning process. The pre-construction works and various studies of the MPSC are in progress.

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16. Phase I of the New Acute Hospital at the former south apron area is under active planning.

17. Both Central Kowloon Route (CKR) and Trunk Road T2, being key projects of Route 6 essential for KTD, are under design by the Highways Department and the Civil Engineering and Development Department respectively. Amendments to the road scheme of CKR were authorised under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in January 2016. Early implementation of the CKR project is under active preparation. With no objection received, Trunk Road T2 project was authorised under the Roads (Works, Use and Compensation) Ordinance in November 2014.

18. Further stages of infrastructure works are currently under design, which will be implemented in phases to suit the development pace of KTD. At the former north apron area, subject to funding approval, Stages 3B and 5A infrastructure works will commence in the third quarter of 2016 to further enhance the connectivity of KTD with San Po Kong and Kowloon City.

19. Remaining works under Phase III of the DCS project to tie in with the overall development are also under active planning and design.

20. The odour problem at KTAC and KTTS is generally under control. Having obtained general public support, we are proceeding with the design of proposed alternative Interception and Pumping Scheme as Phase 2 improvement works at KTAC and KTTS (in lieu of the 600 m opening) in conjunction with the infrastructure works at the future Metro Park. Recent water quality monitoring data in 2015 indicate that the current water quality of KTTS has generally met the water quality requirement for secondary contact water recreational use (such as rowing and dragon boat events). A study to identify further measures to improve the water quality in terms of E coli contents of KTAC and KTTS is underway.

21. For Kai Tak Station Square, a value management workshop was held on 26 January 2016. Members from the Task

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Force and Kowloon City District Council, relevant government departments and key stakeholders participated in the workshop and feedback gathered would be used for reference in finalizing the project scope and developing the design of this project. Similar value management workshop on the Preservation Corridor for Lung Tsun Stone Bridge Remnants was held on 9 March 2016.

## Kai Tak Fantasy (KTF)

22. KTF covers an area of about 90 hectares spanning the former runway tip in KTD, the Kwun Tong Ferry Pier Action Area and the enclosed water body between them. As announced in the 2013 Policy Address, KTF will be a recreational landmark to become a tourism and entertainment destination for public enjoyment as well as to facilitate the transformation of Kowloon East (KE) into a Core Business District (CBD) to sustain Hong Kong's long-term economic growth. Following conclusion of an international design ideas competition in late 2014, the Energizing Kowloon East Office (EKEO) of the Development Bureau is taking forward the KTF initiative under two detailed studies, namely the Planning and Urban Design Review for Developments at Kai Tak Runway Tip and the Planning and Engineering Study on Kwun Tong Action Area. The former study commenced in December 2015 for completion in the second quarter of 2017, while the latter commenced in March 2016.

23. As a quick-win measure of KTF to bring vibrancy to the waterfront, the disused pier adjacent to the ex-fire station at the Kai Tak Runway has been upgraded and re-opened in March 2016 with regular scheduled kaito ferry services to the Kwun Tong Ferry Pier commenced in April 2016. Meanwhile, the pier further sustains the development of suitable water-based activities at KTTS for making good use of waterbody.

## Environmentally Friendly Linkage System (EFLS)

24. To support the initiative of transforming KE into another CBD, the proposed EFLS will improve intra and inter connectivity of the area. Together with other environmentally friendly modes of transport, it will perform as a backbone of an integrated

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multi-modal linkage system (MMLS) to serve the CBD. Following funding approval of the Finance Committee in July 2015, the detailed feasibility study (DFS) for the EFLS commenced in October 2015 for staged completion in about two years. The DFS is conducted in two stages, with the first stage to formulate a well-planned integrated multi-modal linkage system by evaluating various green public transport modes to enhance the connectivity of KE at different stages of its development. The most suitable and cost-effective green public transport mode(s) will be selected before developing the EFLS scheme at the second stage. Public consultations will be conducted to solicit views from different stakeholders during the course of the DFS.

## Cycle Track Network in KTD

25. 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 kilometres (km) to about 13 km to be incorporated in public open spaces. With general public support received, a feasibility study commenced in November 2015 for completion in early 2017 to review the proposed cycle track network, its ancillary facilities including rental and parking provision, operation and management framework and implementation strategy.

## Other Activities in the Pipeline

26. Aiming to achieve an overall visual identity and branding for the new development area, we are finalising a set of design guidelines by the second quarter of 2016 to facilitate the integration of Public Creatives design elements into public facilities and street furniture items applicable to KTD.

27. There are a number of pedestrian streets in different areas of KTD, which are yet to be named. In order to promote opportunities for public participation in the development of KTD, we launched a competition for the naming of ten pedestrian streets within the Grid Neighbourhood at the former north apron area. The result cum prize presentation ceremony was held on 8 March

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2016.

28. The 2015 Policy Address highlighted the need of suitably increasing office and housing supply in KTD (i.e. with additional office floor areas and residential units of no fewer than 430 000 m<sup>2</sup> and 6 800 flats respectively). Upon completion of a study confirming the technical feasibility and environmental viability, we consulted the relevant District Councils and the TFKT on the study findings, and submitted planning applications in batches for minor relaxation of building height and plot ratio restrictions, which were approved by the Town Planning Board. We are exploring the technical feasibility of further increasing the housing supply in KTD.

## **CONCLUSION**

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

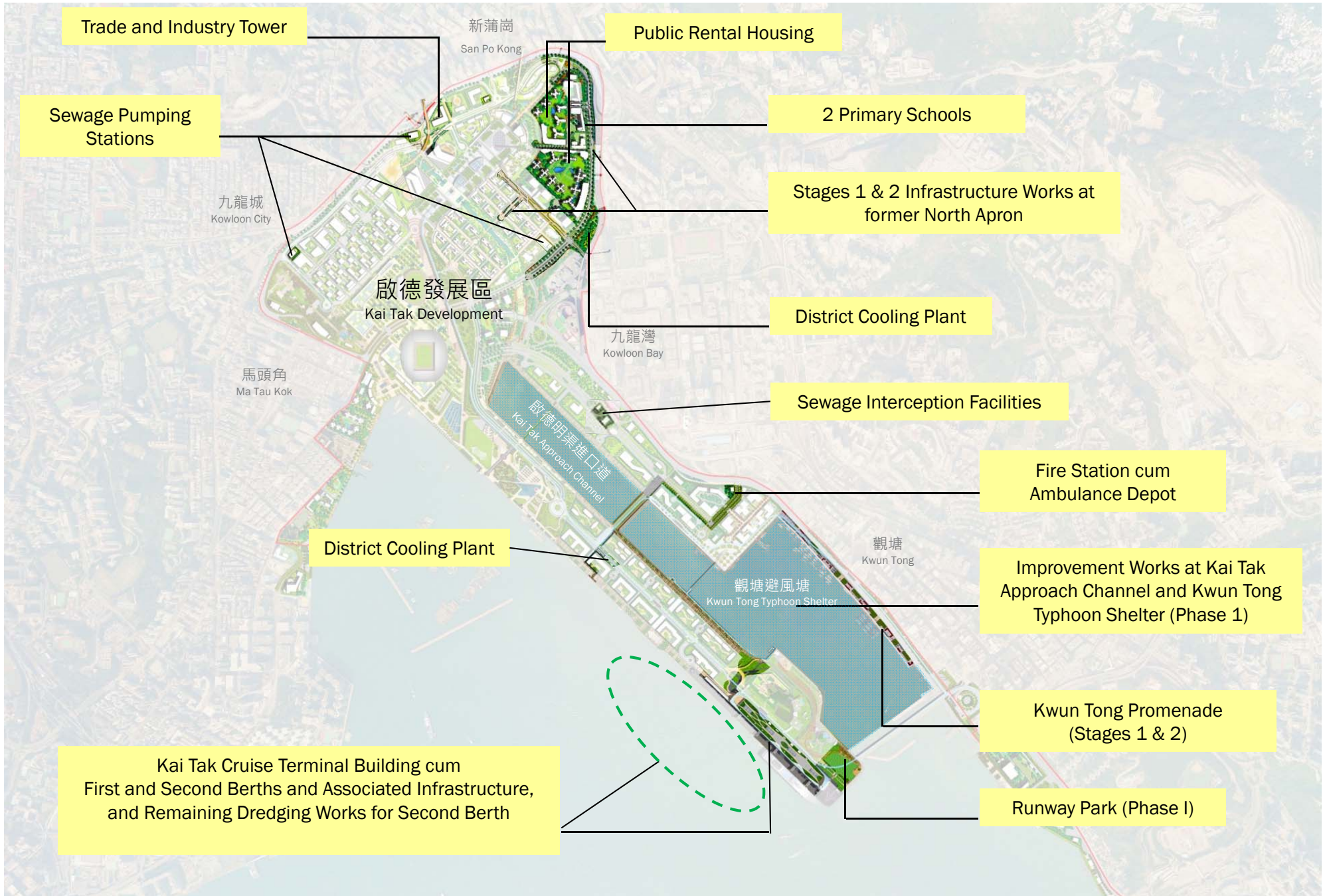
**Kai Tak Office, Kowloon Development Office  
Civil Engineering and Development Department  
May 2016**

## **ANNEXES**

- Annex 1 - KTD - Major projects already completed
- Annex 2 - KTD - Major projects under construction
- Annex 3 - KTD - Major projects under active planning and design



# Kai Tak Development – Major Projects Already Completed



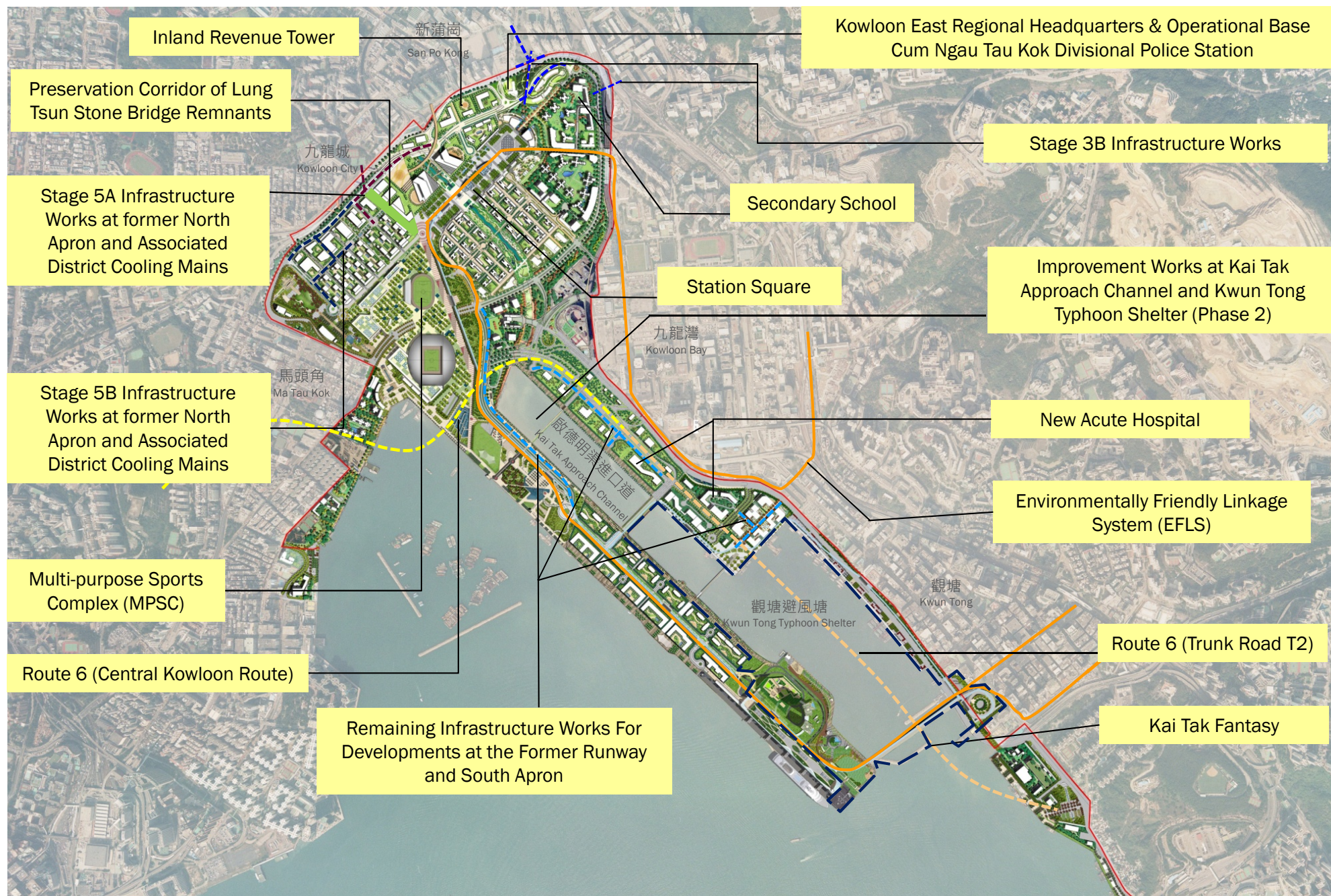


## Kai Tak Development – Major Projects under Construction





# Kai Tak Development – Major Projects under Active Planning / Design



Inland Revenue Tower

新蒲崗  
San Po Kong

Kowloon East Regional Headquarters & Operational Base  
Cum Ngau Tau Kok Divisional Police Station

Preservation Corridor of Lung  
Tsun Stone Bridge Remnants

九龍城  
Kowloon City

Stage 3B Infrastructure Works

Stage 5A Infrastructure  
Works at former North  
Apron and Associated  
District Cooling Mains

Secondary School

Improvement Works at Kai Tak  
Approach Channel and Kwun Tong  
Typhoon Shelter (Phase 2)

Station Square

九龍灣  
Kowloon Bay

Stage 5B Infrastructure  
Works at former North  
Apron and Associated  
District Cooling Mains

馬頭角  
Ma Tau Kok

New Acute Hospital

Environmentally Friendly Linkage  
System (EFLS)

Multi-purpose Sports  
Complex (MPSC)

啟德明渠  
Kai Tak Approach Channel

Route 6 (Trunk Road T2)

Route 6 (Central Kowloon Route)

觀塘避風塘  
Kwun Tong Typhoon Shelter

觀塘  
Kwun Tong

Remaining Infrastructure Works For  
Developments at the Former Runway  
and South Apron

Kai Tak Fantasy