

Task Force on Kai Tak Harbourfront Development

For information
on 24 February 2017

TFKT/04/2017

Kai Tak Development Progress Report as of February 2017

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 plan¹ 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**.

Former North Apron Area

4. Stage 1 infrastructure works **(N1)**² were completed in

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

² Project item no designated in the bracket is to facilitate cross reference to the Annexes attached to the

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December 2013 to support the public rental housing (PRH) development **(N2)** including Kai Ching Estate and Tak Long Estate. Other projects including two sewage pumping stations **(N3)** and Phase I of District Cooling System (DCS) **(N4)** (covering the northern plant room, southern plant room and sea water pump room), were also completed. Stage 2 infrastructure works **(N5)** serving the residential sites in the Grid Neighbourhood on the eastern side of Kai Tak River, together with Trade and Industry Tower (TI Tower) **(N6)**, were substantially completed in mid-2015. Two primary schools **(N7)** adjacent to the PRH development were substantially completed in December 2015.

Former South Apron and Runway Areas

5. Stage 1 advance infrastructure works **(S1)** 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 with its two berths **(R1)** was commissioned in June 2013 and September 2014 respectively. 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 landscaped deck on top of KTCT building and Runway Park Phase 1 **(R2)** were opened to public in October 2013 and June 2014 respectively.

6. The Kai Tak Fire Station cum ambulance depot **(S2)** at the junction of Cheung Yip Street and Hoi Bun Road, as well as the Sewage Interception Facilities **(S3)** were commissioned in June 2013 and June 2014 respectively. Phase II of District Cooling System (DCS) **(R3)** covering the southern plant room and sea water pump room, were completed in September 2014.

Other Projects in KTD

7. Phase 1 improvement works at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS) **(O1)**, 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. The Kwun Tong Promenade **(O2)** was opened to

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public in two stages in January 2010 and May 2015 respectively.

Housing Supply in KTD

8. Housing supply is one of the key policy priorities of the Government. Up to now, we have delivered in batches a total of 14 residential sites and one mixed use site, which are located at or near the Grid Neighbourhood located on both sides of Kai Tak River at the former north apron area, to the Urban Renewal Authority and the Housing Authority for development, and the Lands Department (LandsD) for land sale through public tender. The total residential gross floor area (GFA) inclusive of those for PRH made available to date in KTD is about 1 259 000 square metres, providing about 25 500 flats.

9. Apart from increasing housing land supply, the continued supply of land for economic uses is essential to sustain Hong Kong's economic growth. On top of the mixed use site as mentioned in paragraph 8 above, five new commercial sites in KTD were also handed over to LandsD, providing a total of about 458 000 m² commercial GFA.

Major Projects under Construction

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

Former North Apron Area

11. Stage 3A infrastructure works **(N8)** (serving the development sites near San Po Kong and enhancing the connectivity of KTD with San Po Kong) and Stage 4 infrastructure works **(N9)** (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 **(N10)** will be completed in phases by 2018. Stages 5A **(N11)** and 3B **(N16)** infrastructure works to serve more development sites at the former north apron

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area near Kowloon City and San Po Kong commenced construction in September and December 2016 respectively for completion both in 2020. Construction of Shatin-to-Central Link (SCL) **(N12)** in KTD is ongoing.

12. Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station **(N13)** is under construction for completion in 2019. With funding approved, the main contract for a 30-classroom secondary school **(N14)** is scheduled to commenced in March 2017 for completion in 2019

13. Under DCS Phase III (Packages A & B) for phased completion by end 2017 and end 2018 respectively, timely provision of chilled water supply to the TI Tower and the two primary schools has been achieved. Phase III will also supply chilled water to a number of public developments in KTD, including the headquarters of the Electrical and Mechanical Services Department, the SCL To Kwa Wan Station and Kai Tak Station, and the Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station. Phase III (Package C) commenced construction in September 2016 for completion by 2020.

Former South Apron Area

14. Hong Kong Children's Hospital **(S4)** is under construction for completion in June 2017, which will be served by the DCS Phase III project.

15. Stage 3 infrastructure works at the former south apron area **(S5)** 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. The works commenced in November 2015 for completion by 2019.

Former Runway Area

16. Stage 2 infrastructure works at the former runway area **(R6)**, to facilitate early disposal of commercial and residential development sites therein, commenced in November 2015 under a design-and-build (D&B) contract for staged substantial completion by 2019. The works cover mainly re-aligning and

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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 this Task Force in early 2014 on the reference design for the Stage 2 infrastructure works, we conducted two workshops on 17 May and 31 August 2016 to seek Members' views and comments on the landscape design of open spaces whilst giving an update on the design of the semi-noise enclosure submitted by the D&B contractor. The landscape design of the related open spaces has been further developed and will be submitted for consultation with this Task Force.

Major Projects under Active Planning/Design

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

Former North Apron Area

18. Tenders for the D&B contract for the Inland Revenue Tower project (**N15**) were invited in January 2017.

19. Stage 5B infrastructure works near the SCL To Kwa Wan Station and other remaining infrastructure works (**N17**) are currently under design, which will be implemented in phases to suit the development pace of KTD.

20. For Kai Tak Station Square (**N18**) currently under design, a value management workshop was held on 26 January 2016, attended by interested Members from this Task Force and Kowloon City District Council (KCDC), relevant government departments and key stakeholders. Feedback gathered from the workshop was used for reference in developing the design of this project. LCSD and ArchSD have consulted the Leisure and District Facilities Management Committee (LDFMC) under KCDC on the sketch design of Kai Tak Station Square on 10 November 2016, and plan to consult this Task Force on the same on 24 February 2017.

21. A value management workshop on the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) (**N19**) was held on 9 March

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2016. Members from this Task Force and KCDC, Wong Tai Sin District Council (WTSDC), relevant government departments and key stakeholders participated in the workshop, and feedback gathered was used for reference in developing the design of this project. LCSD and ArchSD have consulted LDFMC under KCDC on the sketch design of LTSBPC on 19 January 2017 and plan to consult WTSDC and this Task Force on the same later this year. Design of LTSBPC is in progress.

22. For the Kai Tak Sports Park **(N20)** (formerly known as Multi-purpose Sports Complex) (KTSP) project, the pre-construction works on site including ground investigation, utilities mapping and topographic and tree survey have been completed. Various studies including the operations consultancy, technical services consultancy and quantity surveying consultancy are in progress. A public engagement exercise, including launching of designated project website, roving exhibitions in various locations and consultations with the District Councils concerned, was carried out between May and July 2016. The Environmental Impact Assessment (EIA) Report was approved by EPD under the EIAO in January 2017. The Section 16 Application on minor relaxation of building height restriction for the Main Stadium, construction of a hotel and etc. was submitted to the Town Planning Board (TPB) in mid January 2017. The TPB meeting for the application was scheduled for mid March 2017.

Former South Apron Area

23. The New Acute Hospital **(S6)** at the former south apron area is under active planning.

24. Both Central Kowloon Route (CKR) **(S7)** and Trunk Road T2 **(S8)**, being key projects of Route 6 essential for KTD, are under design by the Highways Department (HyD) and the Civil Engineering and Development Department (CEDD) respectively. The road scheme of CKR was authorised under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in January 2016. HyD will strive to seek funding approval in this legislative session, with a view to commencing the construction works of CKR in the latter half of 2017 for completion in 2025. With no objection received, Trunk Road T2 project was authorised under the Roads

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(Works, Use and Compensation) Ordinance.

25. Further stages of infrastructure works **(S9)** are currently under design, which will be implemented in phases to suit the development pace of KTD. Remaining works under Phase III of the DCS project to tie in with the overall development are also under active planning and design.

Other Projects in KTD

Improvement Works at KTAC and KTTS

26. The odour problem at KTAC and KTTS is generally under control. Having obtained public support, we are proceeding with the design of proposed alternative Interception and Pumping Scheme as Phase 2 improvement works at KTAC and KTTS **(O5)** (in lieu of the 600 m opening) in conjunction with the infrastructure works at the future Metro Park. In response to the public aspirations for water sports in Kai Tak, CEDD has completed an additional consultancy study to investigate the feasibility of further improving the water quality at KTAC / KTTS for water sports activities, the findings of which were presented to this Task Force on 4 October 2016.

Kai Tak Fantasy (KTF)

27. KTF **(O3)** covers the former runway tip in KTD, the Kwun Tong Action Area (KTAA) and the enclosed water body between them. KTF will become a recreational landmark and a tourism and entertainment destination for public enjoyment. 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 KTAA, for completion in 2017 and early 2018 respectively. EKEO will consult the public this year on the design of the runway tip and the preliminary proposals for KTAA.

28. 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 was upgraded and re-opened in March 2016.

Scheduled ferry service between North Point and Kwun Tong via the Runway Park Pier is in operation.

Environmentally Friendly Linkage System (EFLS)

29. The detailed feasibility study (DFS) for the EFLS **(04)** is in progress for staged completion in about end 2017. The first stage of DFS is to formulate a well-planned integrated multi-modal linkage system by evaluating various green public transport modes to enhance the connectivity of Kowloon East at different stages of its development, which is nearing completion. 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 timely conducted to solicit views from different stakeholders during the course of the DFS.

Cycle Track Network in KTD

30. In response to public aspirations for wider coverage of the cycle track network in KTD for leisure and recreation purposes, CEDD 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 is ongoing for substantial completion in the first half of 2017 to examine in more detail the proposed cycle track network, its ancillary facilities including rental and parking provision, operation and management framework and implementation strategy.

Review of Development Intensity and Amendment to Outline Zoning Plan (OZP)

31. Considering the acute demand for housing land, policy initiative of creating Core Business District 2 in Kowloon East, discovery of heritage relics in Area 2 of KTD and improved water quality of KTAC and KTTS, Planning Department (PlanD) and CEDD had consulted key stakeholders in Q4 2016, including Harbourfront Commission and this Task Force, TPB and relevant District Councils, on the proposal of amending Kai Tak OZP. Taking into account views and comments received, the enhanced proposal was submitted to TPB for consideration in the meeting of January 2017 and agreed by TPB to be suitable for exhibition for

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public inspection. The statutory process for OZP amendment would commence in February 2017.

CONCLUSION

32. 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
February 2017**

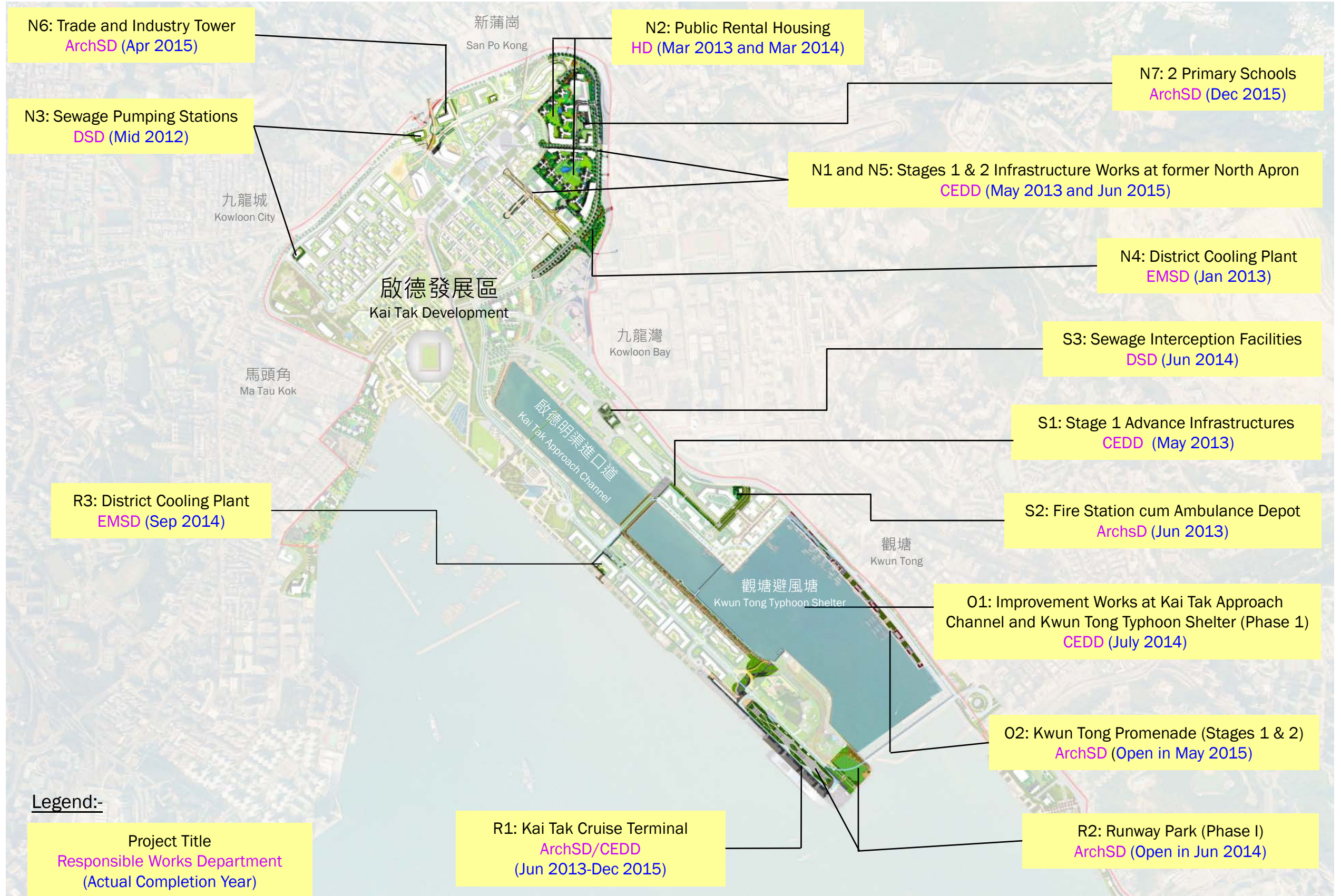
ANNEXES

Annex 1 - KTD - Major projects already completed

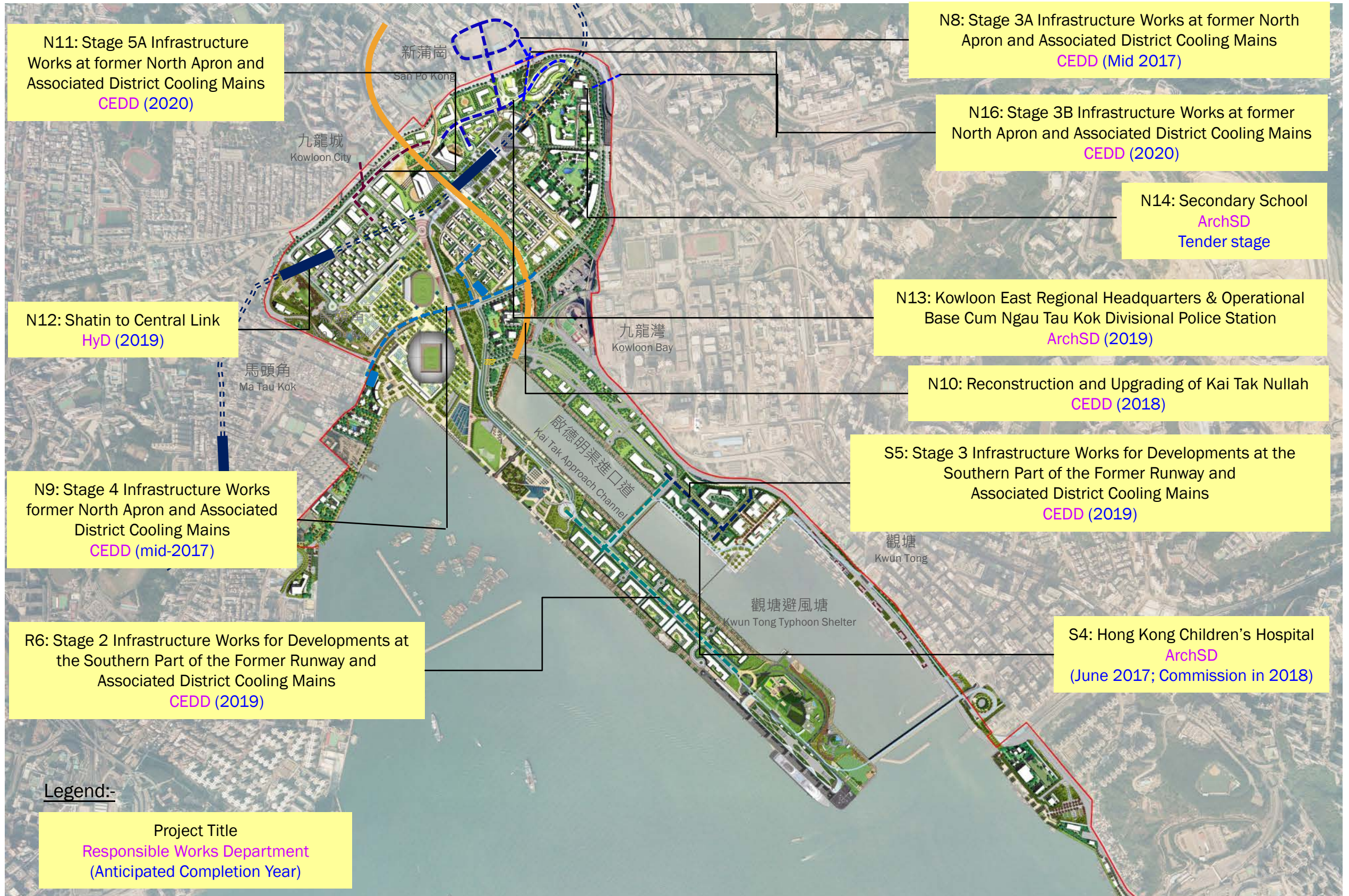
Annex 2 - KTD - Major projects under construction

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

