

Task Force on Kai Tak Harbourfront Development

For information
on 18 August 2015

TFKT/05/2015

Kai Tak Development Progress Report as of July 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 2009¹ for implementation of KTD projects in a co-ordinated and progressive manner whilst taking into consideration their relative priorities and readiness to proceed.

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.

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CURRENT SITUATION

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

Supporting Infrastructure Works

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. Scheduled to commence later this year, Stages 2 and 3 infrastructure works for developments at the southern part of former runway will widen Cheung Yip Street and Shing Cheong Road, re-align and widen Shing Fung Road and provide new roads with associated infrastructure, including the elevated landscaped deck and noise barriers at former runway. Comments expressed by the Members at the 14th TFKT meeting were taken into account when preparing the tender documents.

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. The Stage 2 infrastructure works serving the residential sites in the Grid Neighbourhood east of Kai Tak River (KTR) was substantially completed in July 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. Stage 5 infrastructure works covering new roads to the

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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 Stage 5 infrastructure works and related development sites. Subject to the findings of such investigation, we are examining the feasibility of implementing the Stage 5 infrastructure works by phases from 2016 onwards.

Major Transport Infrastructures

7. The construction of Shatin to Central Link (SCL) in KTD is ongoing with its programme being affected by the archaeological discoveries at the site. The latest target completion date would be in 2019. Both Central Kowloon Route (CKR) and Trunk Road T2 are key projects of Route 6 essential for KTD. CKR was gazette under the Roads (Works, Use and Compensation) Ordinance in November 2013. Amendments to the road scheme were gazette under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in March 2015 and objections received in the gazette period are being resolved. Trunk Road T2 project was gazetted under the Roads (Works, Use and Compensation) Ordinance in September 2014 and authorized in November 2014.

District Cooling System (DCS)

8. The early phases of District Cooling System (DCS) were also completed. 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 Trade and Industry (TI) Tower, the two primary schools and the Hong Kong Children's Hospital (HKCH). The DCS Phase IIIB is scheduled to commence in September 2015

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for completion in end 2018 to provide 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 Shatin to Central Link (SCL), the proposed Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station and other future developments in the vicinity.

Kai Tak Cruise Terminal (KTCT)

9. The KTCT building and its first berth 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. 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.

Kai Tak Approach Channel and Kwun Tong Typhoon Shelter

10. 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 field surveys show that the odour problem at KTAC and KTTS is generally under control. With the latest survey data, we have conducted a comprehensive review to re-visit the proposed 600 m opening under the Phase 2 improvement works and study alternative options in lieu of the opening. The review concluded that an Interception and Pumping (IP) Scheme could effectively reduce the polluted flow from entering KTAC/KTTS and improve the water circulation and thus

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achieve similar environmental performance as the originally proposed 600 m opening. Subject to the outcome of public consultation, we will commence the detailed design of the proposed IP Scheme.

Major Government, Institution and Community (GIC) Projects

11. The Kai Tak Fire Station cum ambulance depot at the junction of Cheung Yip Street and Hoi Bun Road was commissioned in June 2013. At the former north apron area, the TI Tower was completed in June 2015 and two primary schools adjacent to the PRH development are targeted for completion in 2015. 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. 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 2016 for completion in 2019. Other major GIC projects under active planning and design include the proposed Revenue Tower and a joint-users government offices building at the former north apron area and the New Acute Hospital at the former south apron area.

Multi-purpose Sports Complex (MPSC)

12. The Environmental Impact Assessment (EIA) study for the purpose of applying an environmental permit for the project will be completed later this year. The Home Affairs Bureau (HAB) will start the pre-construction works later this year. In response to Members' comments and suggestions raised at the 14th 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"

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contract.

Major Open Space Projects

13. The KTCT Park and the Runway Park Phase 1 were open to public in October 2013 and June 2014 respectively. The construction of Kwun Tong Promenade Stage 2 was completed in December 2014 and opened to public on 27 May 2015. There are a number of open space projects under planning and design namely the Avenue Park, the Station Square, the Sung Wong Toi Park, the Metro Park, the Hoi Sham Park extension and the waterfront promenade outside HKCH.

14. At the former north apron area, detail design for the Avenue Park Phase 1 was completed in 2013 and the project was discussed at the 11th meeting of TFKT. The technical feasibility study for Station Square was completed in June 2015 and design works has started. A desktop study on archeological potential of the southern part of the Sung Wong Toi Park will be carried out. While the initial plan for Metro Park is to provide both active sports and other recreation facilities, the project scope is subject to the review on the water quality improvement works concerning the proposed 600m opening at the former runway.

15. At the Ma Tau Kok waterfront, the Hoi Shum Park Extension project was discussed at the 12th meeting of TFKT. It is in the detail design stage.

16. At the former south apron area, the TFKT will be consulted on the design of the waterfront promenade outside HKCH at its meeting to be held on 18 August 2015.

Preservation Corridor for Lung Tsun Stone Bridge Remnants

17. Technical feasibility study was completed in July 2015 and

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design works have started. The ideas tapped from the open design competition will be incorporated in the final design subject to results of ground investigation and heritage impact assessment to be conducted.

Kai Tak River

18. Following the award ceremony held on 8 January 2015, the Leisure and Cultural Services Department and the Architectural Services Department will follow up with the incorporation of the winning design concept into the design of the open space alongside the Kai Tai River within KTD.

Kai Tak Fantasy (KTF)

19. KTF covers an area of about 90 hectares spanning the former runway tip in KTD, the Kwun Tong Action Area and the enclosed water body between them. It is positioned as a recreational landmark for its excellent potential for developing into a world-class tourism, entertainment and leisure attraction. The results of KTF International Ideas Competition on Urban Planning and Design were announced in November 2014. The “Kai Tak 2.0: Healthy Lift-Off” is the winning scheme. With reference to the winning scheme, together with other good ideas of the shortlisted entries, the KTF project will be further developed under two detailed studies to be commissioned by Energizing Kowloon East Office. The Planning and Urban Design Review for Developments at Kai Tak Runway Tip is scheduled for commissioning by end 2015, and the Planning and Engineering Study on Kwun Tong Action Area around end 2015/early 2016.

20. As a quick-win measure of KTF to bring vibrancy to the waterfront, the Development Bureau is collaborating with relevant

bureaux/departments to open the disused pier adjacent to the ex-fire station at the Kai Tak Runway in 2016. This would help improve the transport services in the area and also contribute to the policy of water-friendly culture announced in the 2015 Policy Address. KTO of CEDD will co-ordinate the overall design and site works while the Transport Department will take up the management of the pier.

Environmentally Friendly Linkage System (EFLS)

21. 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 later this year.

Cycle Track in KTD

22. 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 mainly 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, its ancillary facilities including rental and parking provision, operation and management framework and implementation strategy for KTD in 2015.

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CONCLUSION

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

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Civil Engineering and Development Department
July 2015**

ANNEXES

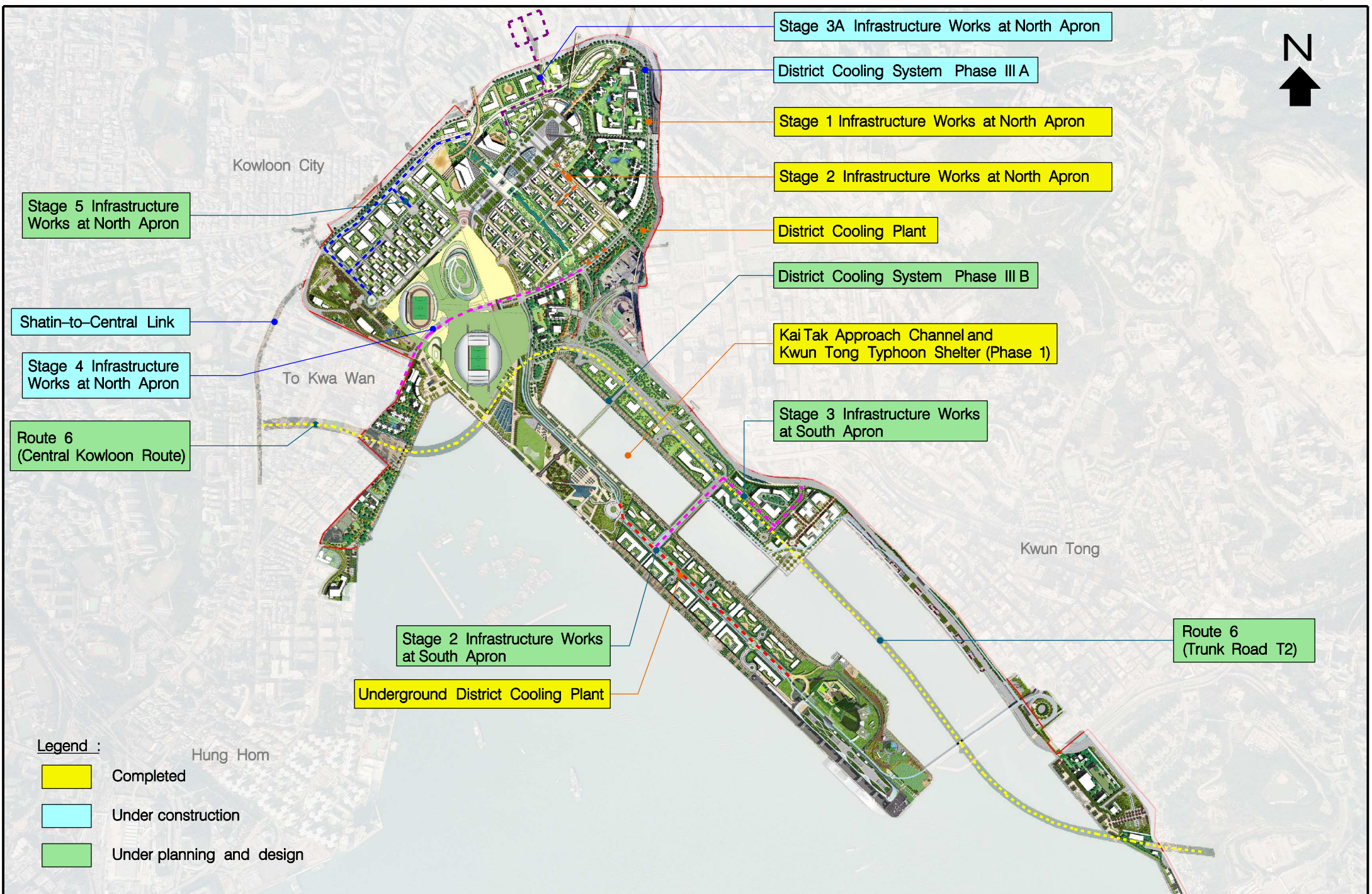
Annex A - Updated Programme Chart

Annex B - Location Plans of Major KTD Projects

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

Item No	Major Items	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Supporting Infrastructure Works																	
1	Advance infrastructure works at former south apron and runway area	[Gantt bar: 2009-2013]															
2	Stage 2 Infrastructure Works at the southern part of former runway area	[Gantt bar: 2011-2019]															
3	Stage 3 infrastructure works at the southern part of the former runway area	[Gantt bar: 2011-2020]															
4	Stage 1 infrastrurcture works at former north apron area	[Gantt bar: 2009-2013]															
5	Stage 2 infrastructure works at former north apron area	[Gantt bar: 2009-2015]															
6	Stage 3A infrastructure at former north apron area	[Gantt bar: 2009-2017]															
7	Stage 4 infrastructure at former north apron area	[Gantt bar: 2009-2016]															
8	Reconstruction and Upgrading of Kai Tak Nullah	[Gantt bar: 2009-2018]															
9	Stage 5A infrastructure at former north apron area	[Gantt bar: 2013-2019]															
10	Stage 5B infrastructure at former north apron area	[Gantt bar: 2013-2021]															
Major Transport Infrastructures																	
11	Shatin-to-Central Link (parts within Kai Tak development)	[Gantt bar: 2010-2018]															
12	Central Kowloon Route	[Gantt bar: 2010-2022]															
13	Trunk Road T2	[Gantt bar: 2010-2022]															
District Cooling System (DCS)																	
14	District Cooling System Phase I	[Gantt bar: 2009-2013]															
15	District Cooling System Phase II	[Gantt bar: 2009-2014]															
16	District Cooling System Phase III (Package A)	[Gantt bar: 2011-2017]															
17	District Cooling System Phase III (Package B)	[Gantt bar: 2013-2019]															
Kai Tak Cruise Terminal (KTCT)																	
18	Site Formation for Cruise Terminal - First Berth	[Gantt bar: 2009-2013]															
19	Kai Tak Cruise Terminal Building	[Gantt bar: 2010-2014]															
20	Site Formation for Cruise Terminal - Second Berth & Remaining Works	[Gantt bar: 2009-2015] (remaining dredging at second berth)															
Kai Tak Approach Channel and Kwun Tong Typhoon Shelter																	
21	Phase 1 improvement works to address odour issue at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter	[Gantt bar: 2009-2014]															
22	Phase 2 improvement works	(subject to consultation)															
Major Government, Institution and Community (GIC) Projects																	
23	Kai Tak Fire Station cum ambulance depot	[Gantt bar: 2009-2013]															
24	Trade and Industry (TI) Tower	[Gantt bar: 2010-2014]															
25	2 primary schools in Sites 1A3 and 1A4	[Gantt bar: 2011-2014]															
26	Hong Kong Children's Hospital	[Gantt bar: 2011-2017]															
27	Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station	[Gantt bar: 2013-2019]															
Mulit-purpose Sports Complex (MPSC)																	
28	Multi-purpose Sports Complex	[Gantt bar: 2011-2021] (Pre-construction works will start in 2015)															
Major Open Space Projects																	
29	Runway Park Phase 1	[Gantt bar: 2010-2014]															
30	Kwun Tong Promenade Stage 2	[Gantt bar: 2011-2014]															

Legends Design Tender (Construction) Tender (Design & Build) Construction Design & Build



Major Supporting Infrastructure and Related Works Projects



- Legend :
- Completed
 - Under construction
 - Under planning and design

Major GIC Buildings /Facilities and Development Sites



- Legend :**
- Completed
 - Under construction
 - Under planning and design

Major Open Space and Recreational Projects