

Task Force on Kai Tak Harbourfront Development

For information
on 4 October 2016

TFKT/08/2016

Kai Tak Development Progress Report as of September 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 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. At the former north apron area, Stage 1 infrastructure

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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works **(N1)**² were completed in 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 Area

5. At the former south apron, 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 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.

Former Runway Area

6. 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. 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)**,

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

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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 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. 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 (LandsD) for land sale through public tender. The total gross floor area (GFA) for PRH and other residential sites made available to date in KTD is about 871 000 square metres, providing about 18 900 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. Four new commercial sites in KTD providing about 248 000 m² commercial GFA were handed over to LandsD.

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. At the former north apron area, 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

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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 infrastructure works **(N11)** commenced construction in late September 2016 for completion in 2020. Construction of Shatin-to-Central Link (SCL) **(N12)** in KTD is ongoing.

12. Invitation of tenders for the Design-and-Build (D&B) contract for Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station **(N13)** was issued in August 2013. With funding approved by Finance Committee in May 2016, the project commenced in July 2016 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 existing headquarters of the Electrical and Mechanical Services Department, the TI Tower, the two primary schools has been achieved. Phase III will also supply chilled water to a number of public developments in KTD, including the Hong Kong Children's Hospital, the To Kwa Wan Station and Kai Tak Station of the SCL, and the Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station.

Former South Apron Area

14. At the former south apron area, the Hong Kong Children's Hospital **(S4)** is under construction for completion in June 2017.

15. Stage 3 infrastructure works **(S5)** 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. The works commenced in November 2015 for completion by 2019.

Former Runway Area

16. To facilitate early disposal of commercial and residential development sites at the former runway, infrastructure works essential to the development sites commenced in November 2015

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for staged substantial completion by 2019. Stage 2 infrastructure works **(R6)** at the former runway under a D&B contract cover mainly 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 of 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 update Members on the latest progress and design of the infrastructure works submitted by the D&B contractor. The D&B contractor is further developing the detailed design based on comments received.

Housing Supply in KTD

17. New land at the Grid Neighbourhood located on the western side of Kai Tak River providing about 59 000 square metres residential GFA is being handed over to LandsD in the latter half of 2016 for land sale.

Major Projects under Active Planning/Design

18. 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

19. Funding had been approved for a 30-classroom secondary school **(N14)** at the former north apron area, which is planned to commence construction in late 2016 for completion in 2019. Tender documents for the D&B main contract is being prepared for the Inland Revenue Tower project **(N15)**.

20. With funding approved by Finance Committee on 13 May 2016, tenders have been invited for Stage 3B infrastructure works **(N16)** for commencing construction in late 2016 to further enhance the connectivity of KTD with San Po Kong and Kowloon City. Stage 5B infrastructure works and other remaining infrastructure works at the former north apron **(N17)** are currently under design, which will be implemented in phases to suit the development pace of KTD.

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21. For Kai Tak Station Square **(N18)**, a value management workshop was held on 26 January 2016. Members from the Task Force and Kowloon City District Council, relevant government departments and key stakeholders participated in the workshop. Feedback gathered from the workshop would be used for reference in developing the design of this project. Similar value management workshop on the Preservation Corridor for Lung Tsun Stone Bridge Remnants **(N19)** was held on 9 March 2016. Members from the Task Force and Kowloon City District Council, Wong Tai Sin District Council, relevant government departments and key stakeholders participated in the workshop and feedback gathered would be used for reference in developing the design of this project. Design of these two open space projects is in progress.

22. For the Kai Tak Sports Park **(N20)** (formerly known as Multi-purpose Sports Complex) (KTSP) project, the Home Affairs Bureau appointed a technical services consultant and quantity surveying consultant under the pre-construction works to assist in the preparation of technical specifications, conceptual drawings and cost estimate of the main works. The pre-construction works and various studies including the operations consultancy and planning study of the KTSP are in progress. Public engagement exercise, including launching of designated project website, roving exhibitions in various locations and consultations with the District Councils concerned, was launched in May 2016. The Environmental Impact Assessment (EIA) was submitted to EPD under the EIAO in June 2016. Public inspection of the EIA was conducted in September 2016.

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 and the Civil Engineering and Development Department respectively. The road scheme of CKR was authorised under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in January 2016. Early implementation of

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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.

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 commissioned an additional consultancy study to investigate the feasibility of further improving the water quality at KTAC / KTTS for water sports activities. The findings of the study will be presented separately during the meeting.

Kai Tak Fantasy (KTF)

27. KTF **(O3)** 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

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Runway Tip and the Planning and Engineering Study on Kwun Tong Action Area. The former study commenced in December 2015 for completion in 2017, while the latter commenced in March 2016 for completion in 2018.

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 has been upgraded and re-opened in March 2016 with scheduled kaito ferry services on Saturdays and public holidays to the Kwun Tong Public Pier commenced in April 2016. Meanwhile, the pier is conducive to the development of suitable water-based activities at KTTS for making good use of water body.

Environmentally Friendly Linkage System (EFLS)

29. The detailed feasibility study (DFS) for the EFLS **(04)** 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 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, 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.

Public Creatives in KTD

31. Aiming to achieve an overall visual identity and branding

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for the new development area, we have finalised a set of design guidelines for street furniture in the second quarter of 2016 to facilitate the integration of Public Creatives design elements into public facilities and street furniture items applicable to KTD. We plan to report the progress to members in the next Task Force meeting.

32. 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 2016.

Review of Development Intensity

33. 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 m² 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. Based on the recommendations of a follow-up study exploring the technical feasibility of further increasing the housing supply in KTD, we will kick off another round of public consultation in Q4 2016.

Temporary Land Use in KTD

34. Different infrastructure works projects within KTD are constructed in full swing. To facilitate their timely implementation, works areas within KTD are required. To give an abstraction in the current land status, a plan showing the current major projects with anticipated completion dates is attached at **Annex 4**. Attention should be drawn to that there are various planning projects in the pipeline, which may also make use of the works areas under current projects.

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CONCLUSION

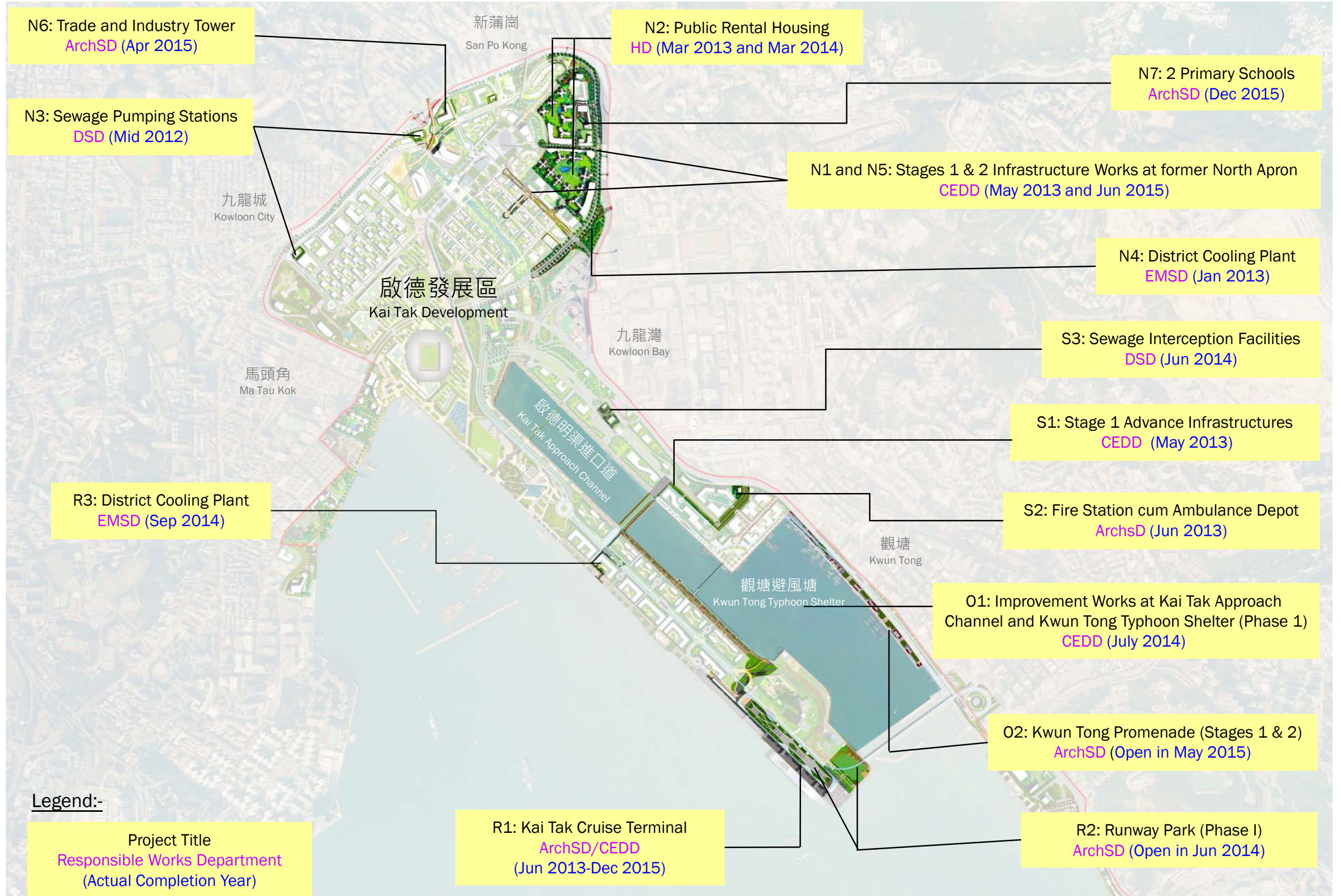
35. Members are invited to note the latest progress of KTD. Advice and comments are welcome.

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

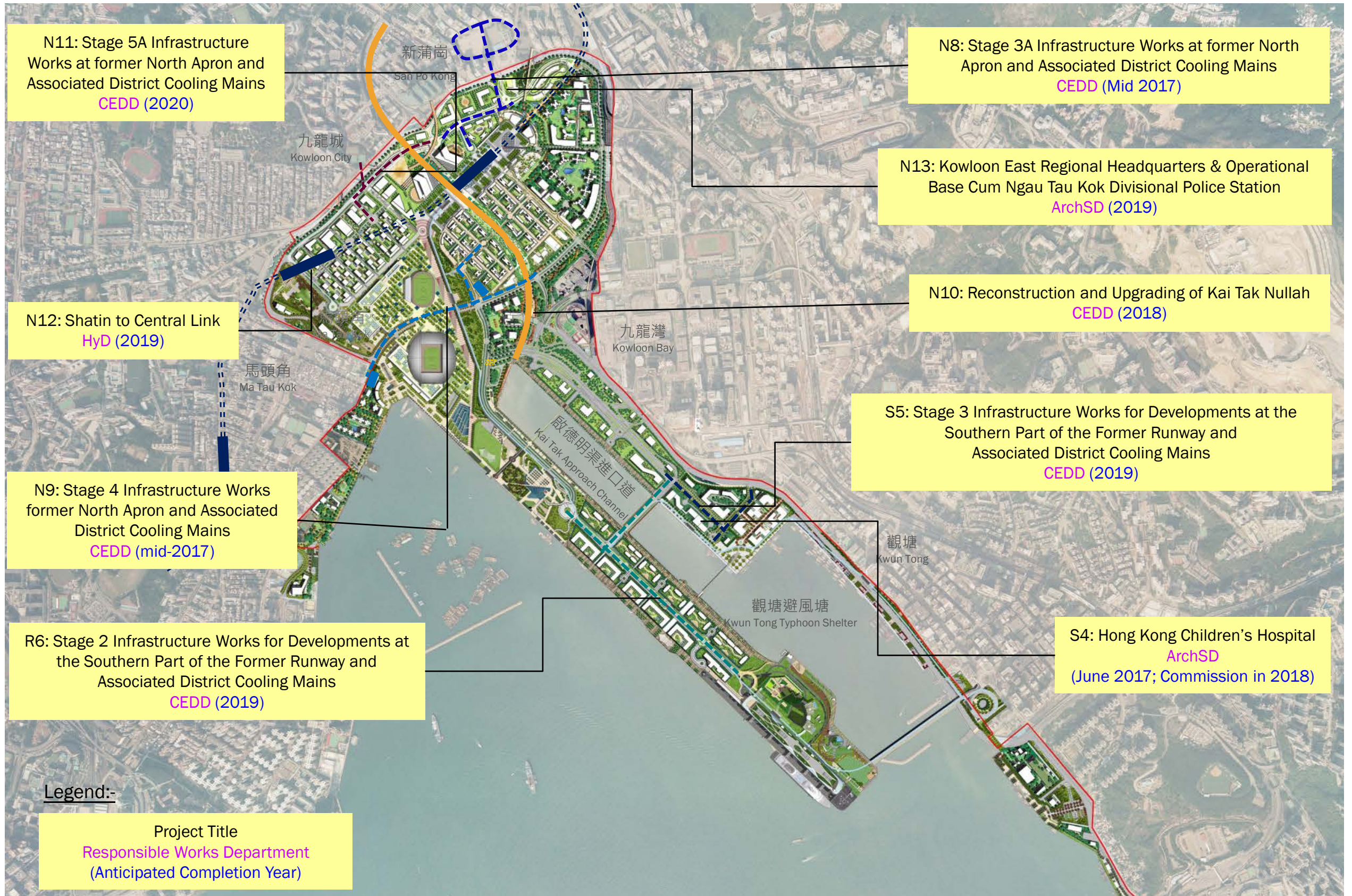
ANNEXES

- Annex 1 - KTD - Major projects already completed
- Annex 2 - KTD - Major projects under construction
- Annex 3 - KTD - Major projects under active planning and design
- Annex 4 - KTD - Schematic Layout of Works Limit of Major Infrastructure Works and Public Development Projects in KTD

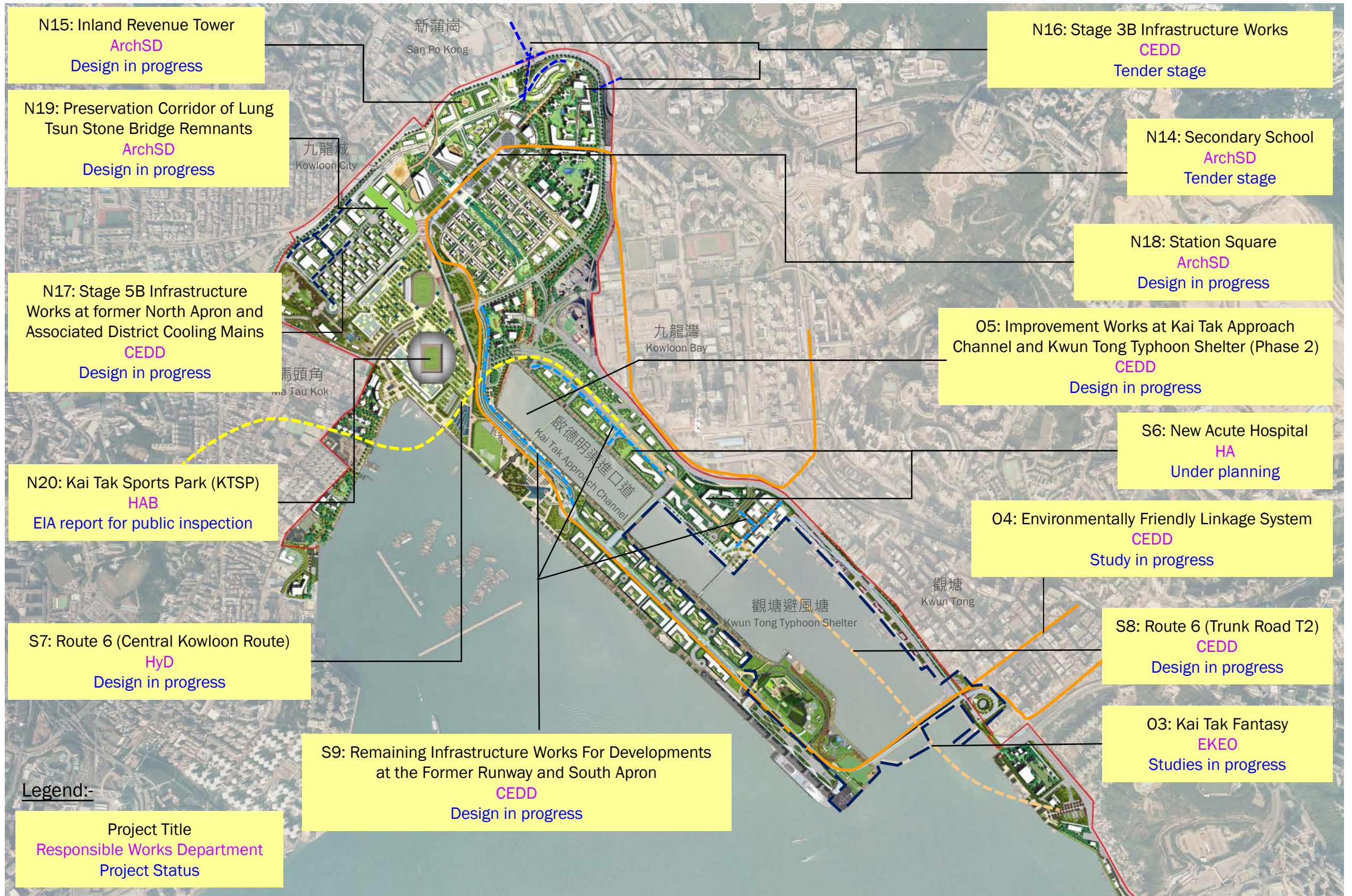
Kai Tak Development – Major Projects Already Completed



Kai Tak Development – Major Projects under Construction



Kai Tak Development – Major Projects under Active Planning / Design



Kai Tak Development – Schematic Layout of Works Limit of Major Infrastructure Works and Public Development Projects in KTD

