

Task Force on Kai Tak Harbourfront Development

For information
on 19 December 2014

TFKT/09/2014

Kai Tak Development Progress Report as of November 2014

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.

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. Site formation works for berthing of medium-size cruise vessels at the second berth were substantially completed in January 2014. Upon completion of further interim dredging works, the inaugural berthing at the second berth took place in September 2014. 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.

Progress of Major Projects under Construction

8. At the former north apron area, the Trade and Industry (TI) Tower commenced construction in January 2012 for completion by April 2015. Two primary schools adjacent to the PRH development commenced construction in November 2013 for completion by September 2015. For the supporting infrastructure, we aim to complete the Stage 2 infrastructure works in April 2015 serving the residential sites of the Grid Neighbourhood east of Kai Tak River (KTR). 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. A design ideas competition for the beautification of KTR was launched on 26 August 2014. Competition result announcement and prize presentation ceremony have been scheduled for 8 January 2015. 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 started in February 2013 for completion by December 2014.

10. The construction of DCS Phase IIIA started in July 2013 for phased completion by December 2016 to facilitate timely provision of chilled water to the TI Tower, the two primary schools and the HKCH.

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Progress of Major Projects under Active Planning/Design

11. The construction of Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station is planned to commence in February 2015 for completion in June 2018. For the Multi-purpose Sports Complex (MPSC) project, a consultancy was awarded in March 2014 to resume the Environmental Impact Assessment (EIA) study for the purpose of applying an environmental permit for the project. The EIA study will take about 20 months to complete. In response to Members' comments and suggestions raised at the 14th meeting of Task Force on Kai Tak Harbourfront Development (TFKT), the Home Affairs Bureau will consult the Task Force with more detailed specifications prior to the formal tendering of the MPSC "Design, Build and Operate" contract.

12. 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. Trunk Road T2 project, with the Environmental Permit issued in September 2013, was gazetted under the Roads (Works, Use and Compensation) Ordinance in September 2014 and authorized in November 2014.

13. In the former north apron area, Stage 5 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. Authorisation of the project was gazetted under the Roads (Works, Use and Compensation) Ordinance in August 2014. Its implementation programme is being reviewed in light of the recent archaeological discoveries at the SCL site.

14. At the former south apron and runway areas, Stages 2 and 3

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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 14th TFKT meeting will be taken into account when preparing the tender documents, and invitation for tenders for both infrastructure works projects are scheduled for early 2015. Subject to the funding approval of the Legislative Council (LegCo), construction works are planned to commence in mid 2015 for completion in 2019.

15. Subject to the diversion of the submarine gas mains and the related gas pigging stations by the Hong Kong and China Gas Co. Ltd., further dredging at the second berth of KTCT to make it capable of accommodating mega-sized vessels is planned to commence in mid 2015 for completion in 2016.

Preservation Corridor for Lung Tsun Stone Bridge Remnants

16. 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.

Kai Tak Fantasy (KTF)

17. 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)

18. 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. We plan to commence the proposed DFS in early 2015 subject to the funding approval of LegCo.

Cycle Track in KTD

19. A cycle track network of about 6 kilometre (km) was planned in KTD for leisure and recreation purposes. Regarding the proposed extension of cycle track network as well as its implementation approach, we consulted the three District Councils adjoining KTD, this Task Force and various cycling associations in the first quarter of 2014 and received their general support. The expanded cycle track network will connect the major attraction points in KTD and covering the former north and south apron areas as well as the former runway, with a total length of about 13 km. We will keep coordinating with relevant bureaux and departments to this end, and respond to TFKT Members' enquiries and concerns at the next stage.

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CONCLUSION

20. 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
December 2014**

ANNEXES

Annex A - Updated Programme Chart

Annex B - Location Plan of Major KTD Projects





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