

Task Force on Kai Tak Harbourfront Development

For information
on 18 November 2015

TFKT/10/2015

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 construction by end 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 together with the underground enabling works for Trunk Road T2, 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.

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 June 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. Additional archaeological field investigation to ascertain whether any buried heritage resources might exist within the footprint of Stage 5 infrastructure works and related development sites is being conducted in phases. Subject to the findings of the investigation, we are exploring 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 gazetted under the Roads (Works, Use and Compensation) Ordinance in November 2013. Amendments to the road scheme were gazetted 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 commenced in September 2015 for completion in end 2018 to provide chilled water supply to a number of public

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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, the proposed Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station.

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 reviewed the proposed 600 m opening under the Phase 2 improvement works and studied 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 achieve similar environmental performance as the originally proposed 600 m opening. We consulted Kwun Tong, Kowloon City and Wong Tai

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Sin district councils and Task Force on Kai Tak Harbourfront Development (TFKT) in Q3 2015 on the IP Scheme and received general support. Detailed design of the proposed IP Scheme is underway.

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 April 2015 and two primary schools adjacent to the PRH development are targeted for completion in end 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 a secondary school, the proposed Inland 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 study for the purpose of applying an environmental permit for the project is scheduled to complete in end 2015 for submission to the Environmental Protection Department

13. The Home Affairs Bureau (HAB) has engaged a consultant to assist in obtaining permissions related to the development of the

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MPSC under the Town Planning Ordinance (Cap.131). The consultant has largely completed studies on the need to increase the height limit of the main stadium, the need for a hotel within the MPSC site and the connectivity between the northern and southern parts of the site. HAB plans to submit a planning application to the Town Planning Board later this year.

14. HAB also appointed an operations consultant in July 2015 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.

15. In response to Members’ comments and suggestions raised at the 14th meeting of TFKT, HAB will consult the TFKT with more detailed specifications prior to the formal tendering of the MPSC project.

Major Open Space Projects

16. The KTCT Park and the Runway Park Phase 1 were open to public in October 2013 and June 2014 respectively. In addition, the Kwun Tong Promenade was open to public by phase in January 2010 and May 2015.

17. 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.

18. At the former north apron area, detail design for the Avenue

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Park Phase 1 was completed in 2013 and was discussed at the 11th meeting of TFKT. The Hoi Sham Park Extension project at the Ma Tau Kok waterfront was discussed at the 12th meeting of TFKT and is in the detail design stage.

19. At the former south apron area, the design of the waterfront promenade outside HKCH was discussed at the 18th meeting of TFKT. Views received will be taken into account when finalising the design.

Preservation Corridor for Lung Tsun Stone Bridge Remnants

20. 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. Its technical feasibility is being examined.

Kai Tak River

21. 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)

22. 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

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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 (EKEO). The Planning and Urban Design Review for Developments at Kai Tak Runway Tip is scheduled for commissioning by November 2015, while the Planning and Engineering Study on Kwun Tong Action Area will be commenced in early 2016.

23. It is considered that early development of the Tourism Node (TN), being a major component of the KTF project, would create better synergy with the existing KTCT as well as the planned hotel and residential developments along the former runway. The EKEO is inviting a non-committal expression of interest for the development of TN until 8 December 2015.

24. As a quick-win measure of KTF to bring vibrancy to the waterfront, the EKEO is collaborating with relevant bureaux/departments to open the disused pier adjacent to the ex-fire station at the former runway tip 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 is responsible for co-ordinating the overall design and site works while the Transport Department will take up the management of the pier. The upgrading works commenced in end October 2015 for completion by March 2016.

Environmentally Friendly Linkage System (EFLS)

25. The proposed detailed feasibility study (DFS) of EFLS commenced on 20 October 2015. The DFS will take about 24 months to complete. It will provide an in-depth evaluation on the most suitable green public transport mode(s) as the proposed EFLS and formulate a well-planned integrated multi-modal linkage

system to enhance the connectivity of Kowloon East.

26. The DFS will examine the financial viability, environmental acceptability and technical feasibility for the EFLS, as well as the impact of the proposed Kwun Tong Transportation Link on the use of the water body at the Kwun Tong Typhoon Shelter and the Kai Tak Approach Channel. It will also formulate the associated mitigation measures. The CEDD will conduct timely consultations to solicit views from different stakeholders during the course of the DFS.

Cycle Track in KTD

27. 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. During the public consultation exercise conducted in 2014, the cycle track network extension proposal received general support. A feasibility study on the proposed cycle track network, its ancillary facilities including rental and parking provision, operation and management framework and implementation strategy will commence in November 2015.

Pedestrian Street Naming Competition

28. A Pedestrian Street Naming competition is being organized to promote the sense of ownership to the general public and serve as a public event under the Public Creatives concept. Ten pedestrian streets within the Grid Neighbourhood at the former north apron area are selected for the competition. The naming proposals and naming system of the winning entries may be implemented by the Government at its full discretions. The competition is scheduled to be launched in early 2016.

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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
November 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 October 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																
2	Stage 2 Infrastructure Works at the southern part of former runway area																
3	Stage 3 infrastructure works at the southern part of the former runway area																
4	Stage 1 infrastructure works at former north apron area																
5	Stage 2 infrastructure works at former north apron area																
6	Stage 3A infrastructure at former north apron area																
7	Stage 4 infrastructure at former north apron area																
8	Reconstruction and Upgrading of Kai Tak Nullah																
9	Stage 5A infrastructure at former north apron area																
10	Stage 5B infrastructure at former north apron area																
Major Transport Infrastructures																	
11	Shatin-to-Central Link (parts within Kai Tak development)																
12	Central Kowloon Route																
13	Trunk Road T2																
District Cooling System (DCS)																	
14	District Cooling System Phase I																
15	District Cooling System Phase II																
16	District Cooling System Phase III (Package A)																
17	District Cooling System Phase III (Package B)																
Kai Tak Cruise Terminal (KTCT)																	
18	Site Formation for Cruise Terminal - First Berth																
19	Kai Tak Cruise Terminal Building																
20	Site Formation for Cruise Terminal - Second Berth & Remaining Works																
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																
22	Phase 2 improvement works																
Major Government, Institution and Community (GIC) Projects																	
23	Kai Tak Fire Station cum ambulance depot																
24	Trade and Industry (TI) Tower																
25	2 primary schools in Sites 1A3 and 1A4																
26	Hong Kong Children's Hospital																
27	Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station																
Mult-purpose Sports Complex (MPSC)																	
28	Multi-purpose Sports Complex																
Major Open Space Projects																	
29	Runway Park Phase 1																
30	Kwun Tong Promenade Stage 2																





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

Major Supporting Infrastructure and Related Works Projects



Joint-User Building

Inland Revenue Tower

Trade and Industry Tower

Commercial/Residential Development

Commercial Development

Residential Development

Kowloon City

To Kwa Wan

Hung Hom

Legend :

Completed

Under construction /tender

Under planning and design

Hotel/Residential Development

Tourism Node

Kai Tak Cruise Terminal

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

Secondary School

2 Primary Schools

Public Rental Housing Development

Residential Development

New Acute Hospital (Phase 1)

Hong Kong Children's Hospital

New Acute Hospital (Phase 2)

Kai Tak Fire Station cum Ambulance Depot

Kwun Tong

Major GIC Buildings /Facilities and Development Sites



Lung Tsun Stone Bridge

Kowloon City

Avenue Park

Station Square

Sung Wong Toi Park

Kai Tak River

Multi-purpose Sports Complex

To Kwa Wan

Waterfront Promenade

Metro Park

Kwun Tong Promenade Stages 1 & 2

Kwun Tong

Hoi Sham Park Extension

KTCT Park

Legend : Hung Hom

Completed

Under construction /tender

Under planning and design

Runway Park (Phase 1)

Major Open Space and Recreational Projects