

Task Force on Kai Tak Harbourfront Development

For discussion
on 7 June 2017

TFKT/12/2017

Kai Tak Development – Infrastructure Works at the former Runway and South Apron

PURPOSE

This paper seeks Members' views on the infrastructure works proposed at the former runway and south apron in Kai Tak Development (KTD).

BACKGROUND

2. KTD is one of the ten major infrastructure projects. Various infrastructure works projects at the former Kai Tak Airport are being completed in phases.

3. Stage 1 advance infrastructure works at the former runway and former south apron was already completed in 2012, while both Stage 2 and Stage 3 infrastructure works commenced in November 2015, with a target completion date by 2019.

PROJECT SCOPE

4. To tie in with the developments at the southern part of the former runway and south apron, the scope of the proposed infrastructure works comprises:

- (a) Construction of the following items of works located at the former runway:
 - (i) construction of a dual 2-lane carriageway, Road D3 (Metro Park Section), of about 1,100 metres (m) long and associated footpaths including elevated road section, depressed road sections and underpass section;
 - (ii) construction of a single 2-lane carriageway, Road L12d, of about 60 m long and associated footpaths;
 - (iii) construction of landscaped decks above Road

- D3 (Metro Park Section);
 - (iv) construction of bus stop facilities with a size of about 80 m in length and about 25 m in width next to the Tourism Node;
 - (v) commencement of ancillary works, including landscaping, lift, drainage and sewerage systems, water pipes, drainage outfalls and associated seawall improvement works;
- (b) Construction of the following items of works located at the former south apron:
- (i) construction of single 2-lane carriageways of about 1,100m in total length, including Roads L10, L18 and S20, as well as extension and modification to part of Kai Hing Road;
 - (ii) construction of Footbridge FB02 of about 185m long;
 - (iii) enhancement of footpath at Lam Chak Street and Kai Hing Road;
 - (iv) construction of associated footpaths, drainage and sewerage systems, water pipes, landscaping and ancillary works; and
- (c) Implementation of environmental mitigation measures and an environmental monitoring and audit programme for the works mentioned in paragraphs 4(a) to (b) above.
5. For the layout plans of the proposed works, please refer to **Annexes A to C**.

JUSTIFICATIONS

6. The proposed Road D3 (Metro Park Section) will serve as a major connection among developments at the former north apron and southern part of the former runway in the KTD, providing essential infrastructure works to cater for “Residential (R)” and “Government, Institution or Community (G/IC)” developments. The proposed Road L12d will serve as a connection among residential sites at the former runway.

7. To maximize the area of open space as well as to provide a more walking-friendly experience for the public, the infrastructure works relating to the proposed Road D3 (Metro Park Section) will include provision of a landscaped deck on top of Road D3 (Metro Park Section). The proposed landscaped deck is zoned as “Open Space (2)” under the Kai Tak Outline Zoning Plan No. S/K22/5 (OZP). While part of the structure will be built, with provision of barrier-free access, over the underpass section of the road, with a view to allowing direct access for the public to the Metro Park and waterfront promenade, the other part of the structure will be built from the southern end of the above landscaped deck atop the underpass section, leading to and connecting with the landscaped deck of Road D3A under construction.

8. The proposed Roads L10 and L18 are single 2-lane carriageways, which will provide essential infrastructure to support the New Acute Hospital under planning, and to connect to other developments at the former south apron and waterfront promenade, as well as providing connection to a slip road of the proposed Central Kowloon Route. Upon completion, Road L10 will become an extension to the existing Shing Cheong Road.

9. The proposed Road S20 is a single 2-lane carriageway to provide essential infrastructure to support the planned “G/IC” and “Commercial” developments. The proposed Footbridge FB02 is planned as a “landscaped elevated walkway” under the OZP, which will connect with an existing footbridge across Kai Fuk Road to enhance connectivity between the KTD and the Kowloon Bay hinterland. It will provide a barrier-free access to the New Acute Hospital under planning, and other developments at the former south apron and waterfront promenade. The arm of Footbridge FB02 connecting to site 3B4 will be implemented to match the development programme of the site. The proposed extension and modification to part of Kai Hing Road will provide essential infrastructure to support the developments under planning at the southern end of Kai Hing Road. The proposed enhancement of footpaths of Lam Chak Street and Kai Hing Road will involve replacing the existing concrete footpath with paving blocks for better walking environment.

10. We consulted the Housing and Infrastructure Committee of Kowloon City District Council for the proposed road works on 4 May 2017, with general support given by the Members.

Outcomes of the consultation with the Traffic and Transport Committees of Wong Tai Sin District Council and Kwun Tong District Council on 6 June 2017 will be reported to Members at the Meeting.

TEMPORARY WORKS AREAS

11. Temporary works areas at separate locations (as shown in **Annex D**) will be required for the projects to provide accommodations for site staff, storage areas for construction materials and equipment, and temporary stockpiling areas for treatment of excavated materials before backfilling, etc. Provision of temporary works areas at the former runway and south apron will be necessary to minimize construction traffic impact on existing local roads and to shorten the construction period for the works. The requirements on temporary works areas have been optimised (such as limiting the height of stockpiling materials to about 4 m) with the aim to reduce impact on the harbourfront and environment. Visual impacts during construction stage will be mitigated through beautification of site hoardings.

ENVIRONMENTAL IMPLICATIONS

12. The proposed Road D3 (Metro Park Section) is a designated project under the Environmental Impact Assessment (EIA) Ordinance (the Ordinance) requiring an Environmental Permit (EP) for construction and operation. The Director of Environmental Protection approved the EIA report in respect of the KTD and issued an EP for the construction and operation of the proposed Road D3 (Metro Park Section) in March 2009 and April 2009 respectively. We will implement the mitigation measures recommended in the approved EIA report and comply with the conditions of the EP.

13. While the proposed Roads L12d, L10, L18, S20 and other proposed works are not designated projects under the Ordinance, we will implement mitigation measures as and when appropriate to control short-term environmental impact arising from the works.

WAY FORWARD

14. The proposed infrastructure works at former runway and south apron are under detailed design and we plan to gazette the works in Q3 2017.

15. Members are invited to note the latest progress of the project.

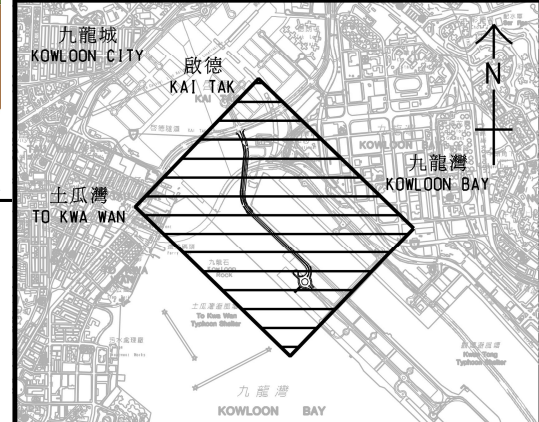
Annex A Layout Plan of Road D3 (Metro Park Section) infrastructure works

Annex B Proposed bus stop facilities next to the Tourism Node

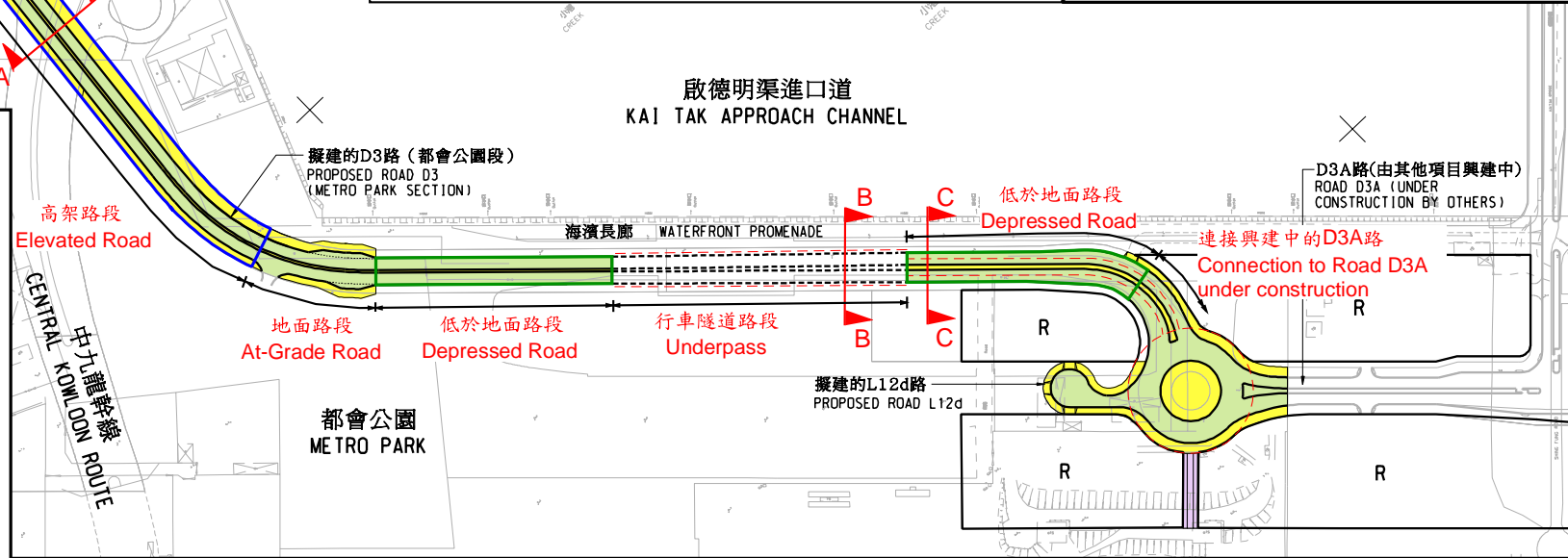
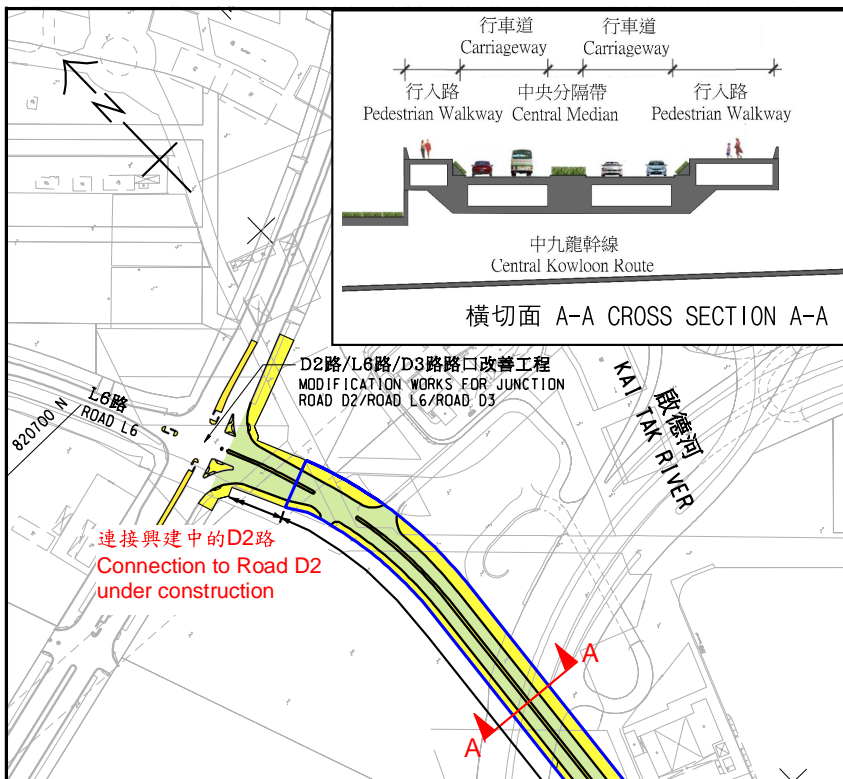
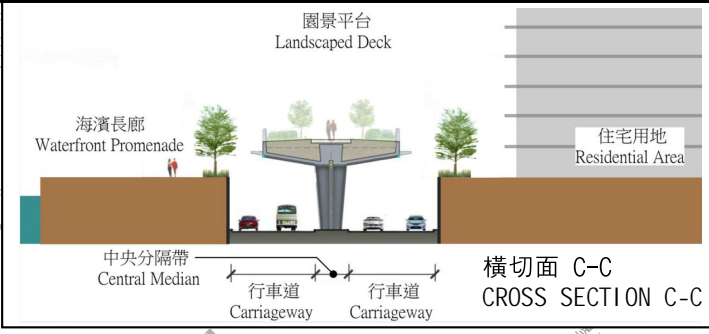
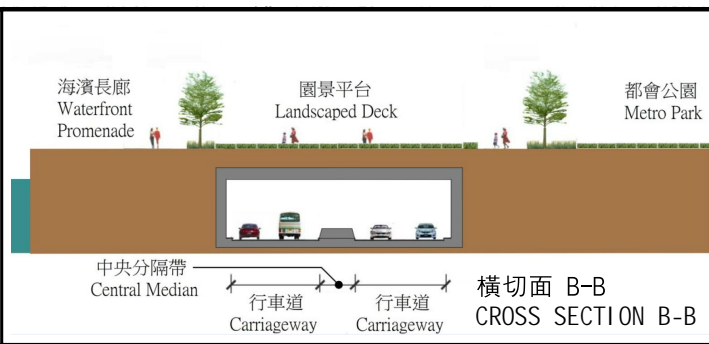
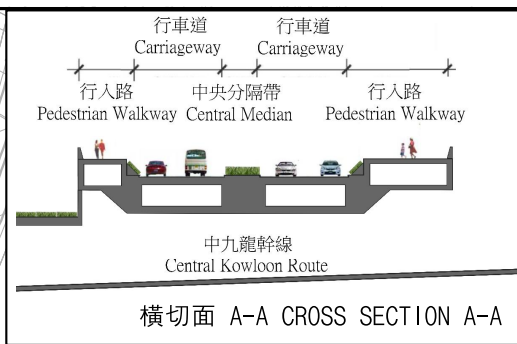
Annex C Layout Plan for Roads L10, L18 and S20, Footbridge FB02 and enhancement of Lam Chak Street and Kai Hing Road

Annex D Temporary Works Area for Projects

Civil Engineering and Development Department
June 2017



位置圖
LOCATION PLAN



- 圖例:
LEGEND:
- 擬建的/改建的行人路,中央分隔帶,安全島或種植範圍
PROPOSED/MODIFIED PEDESTRIAN WALKWAY, CENTRAL MEDIAN, TRAFFIC ISLAND OR PLANTING AREA
 - 擬建的/改建的行車道
PROPOSED/MODIFIED CARRIAGEWAY
 - 擬建的高架路段
PROPOSED ELEVATED ROAD
 - 擬建的低於地面路段
PROPOSED DEPRESSED ROAD
 - 擬建的行人專用區
PROPOSED PEDESTRIAN STREET
 - 擬建的/改建的園景平臺結構的界限(有待詳細設計)
PROPOSED/MODIFIED LIMIT OF LANDSCAPED DECK STRUCTURE (SUBJECT TO DETAILED DESIGN)
 - 擬建的行車隧道
PROPOSED UNDERPASS
 - 住宅用地
RESIDENTIAL AREA

啟德發展計劃—前跑道及南面停機坪的基礎設施工程
D3路（都會公園段）基建工程的平面圖

Kai Tak Development – Infrastructure Works at the Former Runway and South Apron
Layout Plan of Road D3 (Metro Park Section) Infrastructure Works



啟德明渠進口道
KAI TAK APPROACH CHANNEL

排水口
Outfall

HWM

x²⁻²

x⁴⁻¹

休憩用地
OPEN SPACE

擬建的新增
巴士站
PROPOSED NEW
BUS STOPS

往供維修用的道路
TO MAINTENANCE ACCESS

旅遊中樞
TOURISM NODE

商業用地
COMMERCIAL

擬建的行車隧道
以連接旅遊中樞
PROPOSED ROAD TUNNEL FOR
CONNECTION WITH THE TOURISM NODE
(SUBJECT TO DETAILED DESIGN)

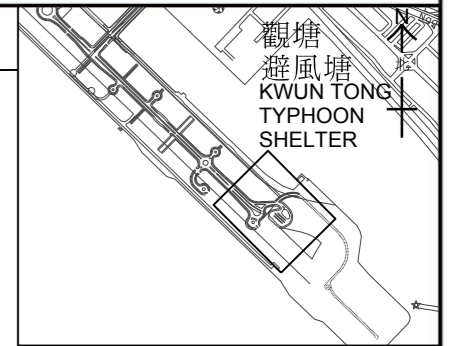
D3A 路
ROAD D3A

非建築用地
NON-BUILDING AREA

商業用地
COMMERCIAL

休憩用地
OPEN SPACE

啟德郵輪碼頭
KAI TAK CRUISE TERMINAL



位置圖
比例 1:30000
LOCATION PLAN
SCALE 1:30000

- 圖例 LEGEND
- 行人路 / 巴士等候區
FOOTPATH / BUS WAITING AREA
 - 巴士線
BUS LANE

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附件二 ANNEX B

Drawing title

旅遊中樞旁擬建的巴士站
PROPOSED BUS TERMINAL NEXT TO THE
TOURISM NODE

Original
Size

A3

Scale 1 : 1000

Date 27 MAY 17

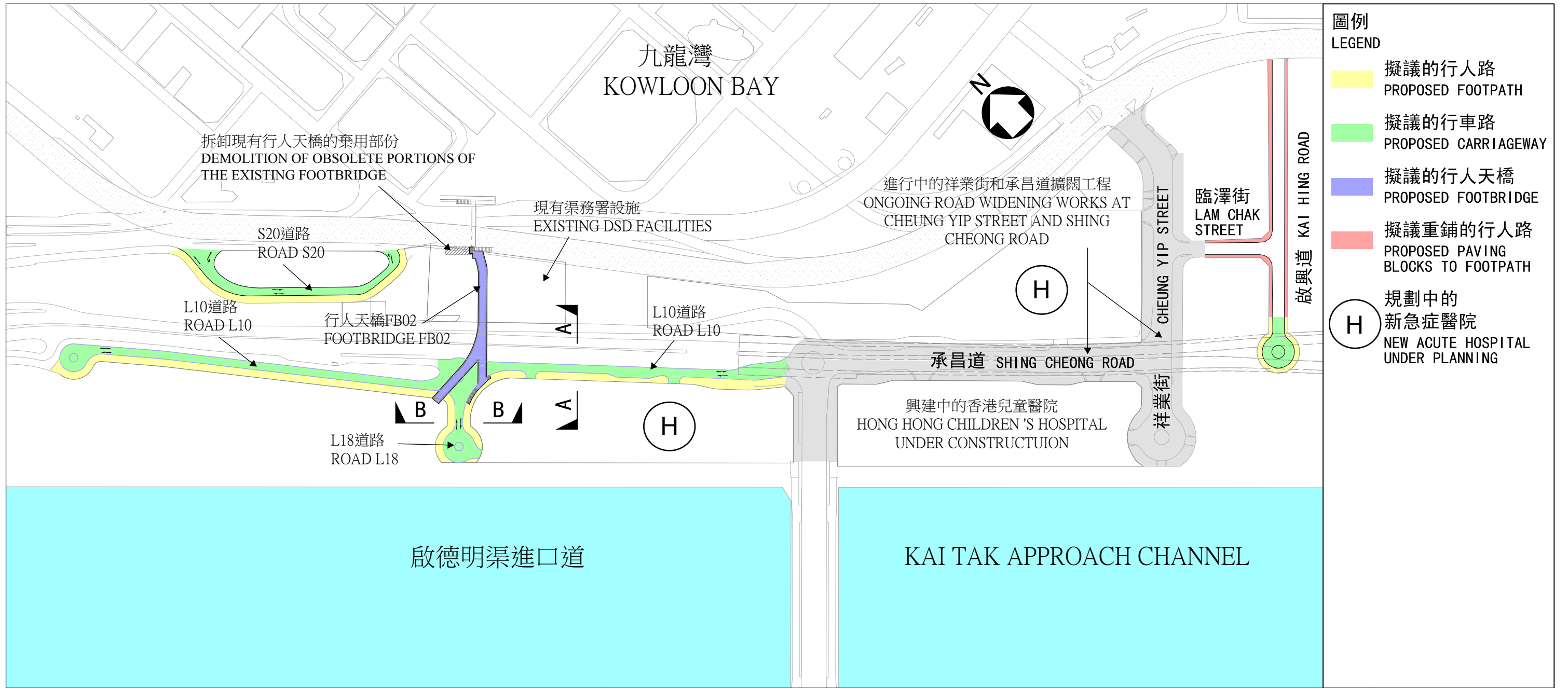
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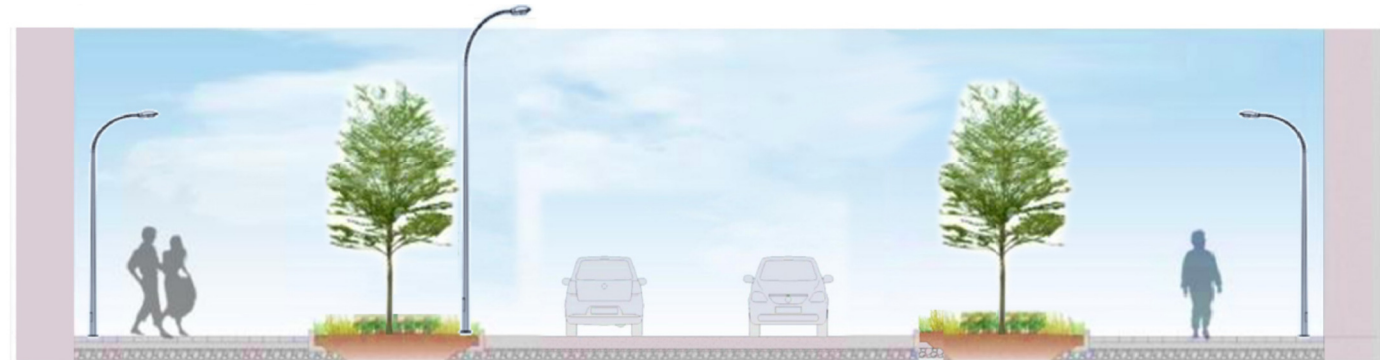
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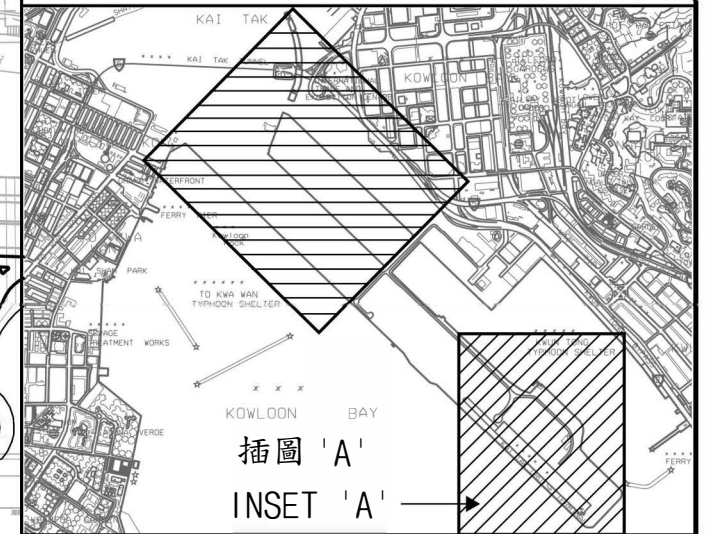
橫切面 A - A (構想圖)
SECTION A - A (ARTIST'S IMPRESSION)



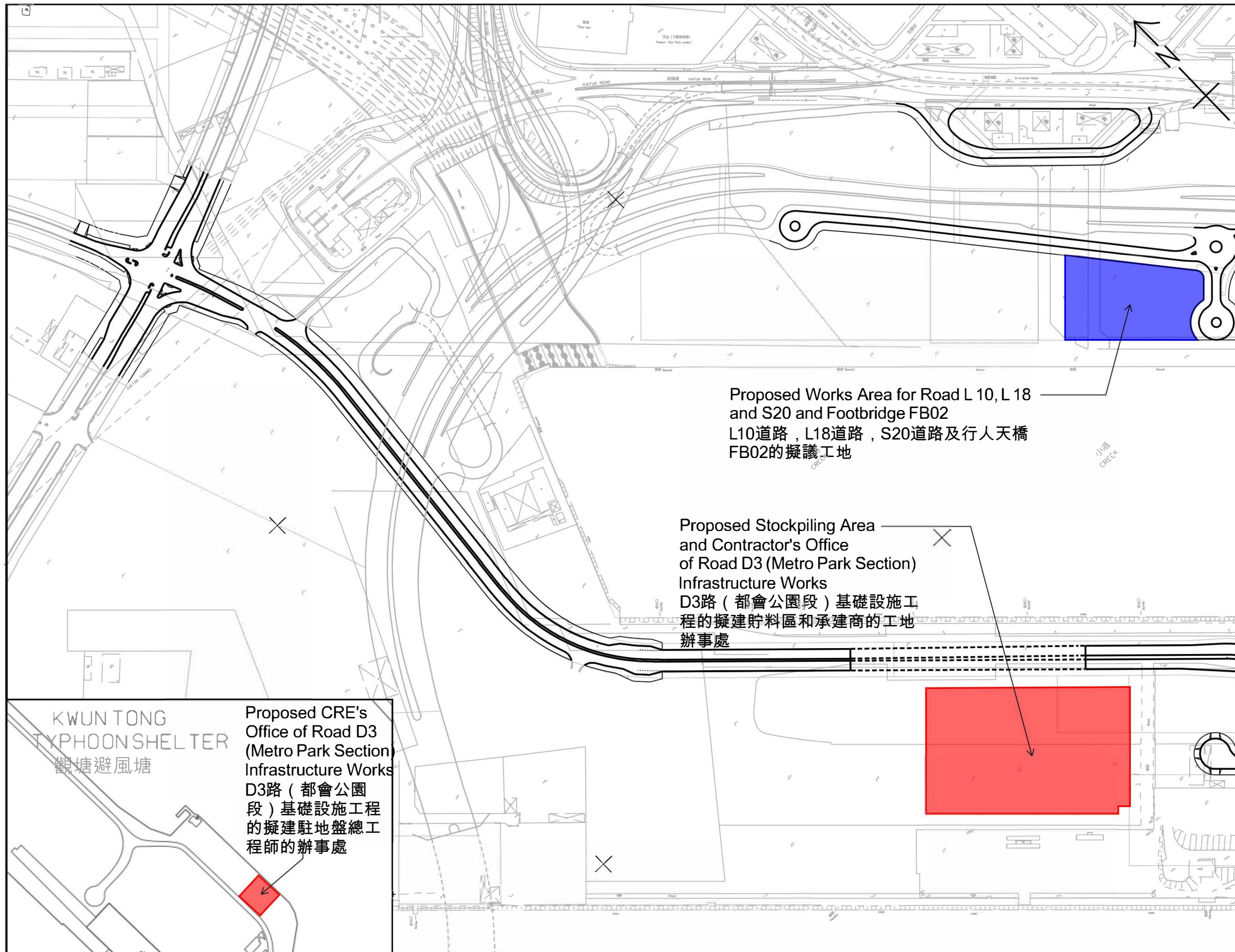
橫切面 B - B (構想圖)
SECTION B - B (ARTIST'S IMPRESSION)



FB02 構想圖
ARTIST'S IMPRESSION OF FB02



位置圖
LOCATION



Proposed Works Area for Road L 10, L 18 and S20 and Footbridge FB02
L10道路, L18道路, S20道路及行人天橋FB02的擬議工地

Proposed Stockpiling Area and Contractor's Office of Road D3 (Metro Park Section) Infrastructure Works
D3路 (都會公園段) 基礎設施工程的擬建貯料區和承建商的工地辦事處

Proposed CRE's Office of Road D3 (Metro Park Section) Infrastructure Works
D3路 (都會公園段) 基礎設施工程的擬建駐地盤總工程師的辦事處

KWUN TONG TYPHOON SHELTER
觀塘避風塘

啟德郵輪碼頭
KAI TAK CRUISE TERMINAL

小橋
CREEK

啟德發展計劃—前跑道及南面停機坪的基礎設施工程
項目臨時工程範圍

**Kai Tak Development – Infrastructure Works at the Former Runway and South Apron
Temporary Works Area for Projects**