

# Harbourfront Commission

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For discussion  
on 21 July 2010

HC/03/2010

## Kai Tak Development – Progress Update

### PURPOSE

This paper provides Members with an overview of the current progress of the Kai Tak Development (KTD).

### BACKGROUND

2. The KTD had been the subject of decade-long planning when the reclamation scale and population size for Kai Tak were deliberated in detail. Following the ruling given by the Court of Final Appeal in January 2004 on the legal principle regarding reclamations in the harbour, the Administration carried out extensive public engagement (PE) between 2004 and 2006 in collaboration with the Harbour-front Enhancement Committee (HEC). After three rounds of public participation, we had arrived at the development scheme for Kai Tak which was incorporated into the statutory Kai Tak Outline Zoning Plan (Kai Tak OZP No. S/K22/2) approved by the Chief Executive in Council on 6 November 2007.

3. The vision for Kai Tak is to develop it into “a Distinguished, Vibrant, Attractive and People-oriented area by the Victoria Harbour”. The total planning area of KTD spans over 320 hectares, covering the 280-hectare ex-airport site and its adjoining areas. It involves comprehensive development of the ex-airport site into an area for commercial, residential, recreational, tourism and community uses together with supporting infrastructure.

4. On 23 February 2009, we briefed the HEC on the overall implementation plan for the KTD and the design of infrastructure works planned to start in Q3-2009. Subsequently on 27 May 2009, we provided Members with an overview of the progress of the KTD. In May/June 2009, funds were approved for the design and construction of a number of projects for KTD infrastructure works.

5. In March 2010, we set up a dedicated Kai Tak Office in the

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Kowloon Development Office of the Civil Engineering and Development Department (CEDD) with a view to enhancing the delivery of KTD.

## **PROGRESS**

6. Key components of the first KTD package targeted for completion in 2013 are now under active construction, comprising the cruise terminal building cum first berth at the ex-runway, the public housing development at the north apron, and the associated supporting infrastructure. In parallel, we are proceeding with the detailed planning and design of the subsequent KTD packages targeted for completion in 2016 and beyond.

### **(A) Projects for Completion in 2013**

7. A plan showing the location of KTD projects currently under tender and construction stages for completion in 2013 is at **Annex 1**. Whilst the building works for the cruise terminal development commenced in May 2010, the site formation works have been in smooth progress since November 2009. To tie in with the target commissioning of the first berth in mid-2013, construction of advance infrastructure works to provide access and utilities to the cruise terminal from Kowloon Bay is also in full swing.

8. At the north apron area, the public housing development for some 34 000 inhabitants commenced construction in June 2009 aiming at first population intake in early 2013. Construction of the supporting infrastructure, including new roads and footbridges as well as enhancement of subways linking adjoining areas, is progressing simultaneously.

9. KTD will be served by the District Cooling System (DCS). CEDD maintains regular liaison with the Electrical and Mechanical Services Department on the interface issues to ensure timely completion of the first phase of DCS in 2013 to serve the cruise terminal and public housing developments.

### **(B) Infrastructure Works under Planning/Design**

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10. In parallel, we are undertaking the detailed planning and design of infrastructure works under the other two KTD packages targeted for completion in 2016 and beyond, and are pursuing a number of issues requiring further public engagement/consultation as highlighted below.

## Lung Tsun Stone Bridge (the Bridge)

11. Remnants of the Bridge have been discovered in the north apron of Kai Tak. Given its high historical significance, the remnants will be preserved in-situ as a special cultural heritage asset. This conservation approach was endorsed by the Antiquities Advisory Board in December 2009. A 2-stage PE exercise is being launched on conservation of the Bridge and its integration with KTD. More information on the PE programme is at **Annex 2**.

12. The Bridge site deserves special treatment to signify its historical context and linkage to the Kowloon Walled City. The site will become a feature of KTD with roots in the history of Hong Kong other than being just a former airport. Through building consensus on the preservation options, a proper balance between conservation and development in Kai Tak is being explored.

## Kai Tak River

13. The KTD planning sees transformation of the existing Kai Tak nullah at the north apron into a river channel as a key landscaped feature. The river channel will form a major green corridor in shaping the public space in the city centre. The river will traverse the commercial developments and make possible a pleasant riverside walk with shop frontage and eating places. A conceptual scheme of the river, often quoted as Kai Tak River, is at **Annex 3**.

14. Whilst Drainage Services Department (DSD) is managing the nullah improvement works north of KTD, a coordinated approach will be necessary to rehabilitate/beautify the channel both upstream and downstream of Prince Edward Road East. CEDD will collaborate with DSD to launch a PE exercise in late 2010 on the design of the entire river channel.

## Enhanced Greening and quality urban design

15. To realise the planning vision of creating a “Green Web for Sustainable Development”, we will seek to maximise the greening opportunities and achieve landscape works of a high quality in KTD. The Kai Tak Office will draw up a coordinated framework covering various aspects of landscape design and urban design, such as greening ratio, building setback from lot boundaries, building separation, theme and character of individual areas within KTD, guidelines on landscape design, etc., for application to both public and private developments in KTD with a view to creating a high quality environment for business, living and leisure. There will be an abundance of open space in KTD, which will be developed in an integrated manner with the objective of enhancing public accessibility and introducing vibrancy and variety to KTD.

16. As KTD has a long development programme up to around 2021, to ameliorate any adverse visual impact of ongoing construction activities on other projects already completed and on the neighbouring areas of KTD, mitigation measures, including interim greening, decorative hoarding and screen planting, will be adopted at appropriate locations so as to maintain a pleasant environment throughout the development period.

## Accessibility to Waterfront

17. In the design development of infrastructure works started in mid-2009, we are reviewing the practicality of fine-tuning the layout of KTD to enhance accessibility to the waterfront. We are looking into possible improvement measures such as increasing the width of promenades, reducing the coverage of roads along the waterfront, and introducing greater vibrancy to these areas. We are actively exploring an option to shift the roads along the ex-runway away from the waterfront (**Annex 4**) thereby releasing the waterfront areas for promenades for public enjoyment. We will consult the public before firming up the proposals.

18. We are also looking for early opportunities to open up other waterfront areas for public enjoyment. In this connection, a 200-metre long section of the Kwun Tong Public Cargo Working Area was vacated and converted into the first stage of Kwun Tong Promenade in January 2010.

## Integration with Adjacent Districts

19. We are developing the design of planned pedestrian facilities (**Annex 5**) to further strengthen integration of KTD with existing urban fabrics. In addition to new subways and footbridges, existing pedestrian links will be enhanced to symbolise their function as entrance to a new development area. Themes reflecting the heritage of the locality will be considered for adoption in the design of these facilities as appropriate, such as aviation, street scene, etc. Additional pedestrian links are also under consideration to strengthen the connectivity.

20. In end 2009, we commenced a detailed feasibility study of the proposed Kai Tak Environmentally Friendly Transport System (EFTS). Apart from examining the engineering, environmental, financial and operational issues, the study will also explore the scope of further enhancing inter-connection with the adjacent districts and facilitate their revitalization by extending the EFTS outside Kai Tak. We have collected initial views from the District Councils on the EFTS study, the preliminary results of which will be available in late 2010 for further public consultation.

## Mitigation of Odour

21. Following the recommendations of the environmental impact assessment for KTD approved in March 2009, the design of in-situ bioremediation treatment to the sediments at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter to mitigate odour is in progress. The effectiveness of the treatment will be monitored upon completion of the works. We will carry out in-depth analysis and consult the public before taking a decision on the proposed opening at the ex-runway.

22. On water quality in and adjacent Kai Tak, we commenced further monitoring works in December 2009 to establish a baseline for evaluating the effectiveness of the proposed improvement works. The data obtained to-date indicated that the dissolved oxygen is comparable with previous monitoring results. To address the concern about the water quality at To Kwa Wan and Ma Tau Kok waterfront, we have formed an inter-departmental working group to work closely with the Kowloon City District Council. Apart from stepping up regular

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maintenance of the drainage systems and enforcement actions against illegal discharges, we have constructed additional sewage interception facilities and arranged de-silting near the drainage outfalls.

## Major Transport Infrastructure

23. As for major transport infrastructure, the preliminary design of all Route 6 sections is in progress. Route 6 planned through Kai Tak comprises three sections: the Central Kowloon Route (by Highways Department (HyD)), Trunk Road T2 and the Tseung Kwan O – Lam Tin Tunnel (both by CEDD). With respect to the Shatin to Central Link, which is planned to run through the north apron area with two stations, HyD is consulting the public on the railway scheme whilst design work is on-going.

## Communication with Public

24. To further enhance our communication on KTD with the public, we are issuing regular newsletters to report on the progress of this project. The first edition of the newsletter has been published in June 2010.

## **ADVICE SOUGHT**

25. Members are invited to note and provide comments on the latest progress of KTD.

**Civil Engineering and Development Department**

**July 2010**