

## NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

### Supplementary Information on Kai Tak Development

#### INTRODUCTION

In considering the papers referenced PWSC(2009-10)20, PWSC(2009-10)21 and PWSC(2009-10)22 on 6 May 2009 on part upgrading of four PWP items<sup>1</sup>, Members requested the Administration to provide –

- (i) further information on impact of the proposed works on the water quality at the To Kwa Wan typhoon shelter (TKWTS) and the Kwun Tong typhoon shelter (KTTS), and the operation of KTTS;
- (ii) a written response to confirm that the concerns raised by the Civic Party in its letter to the Administration (such as enhancing interface between Kai Tak Development (KTD) and adjacent districts to facilitate revitalization of old areas, refinement of waterfront promenades and road network) would be further considered in the detailed design stage of **465CL** and **702CL**, and in the construction stage of **711CL** and **469CL** as far as practicable;

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<sup>1</sup> The four PWP items are –

**465CL** – Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works

**469CL** – Kai Tak development – infrastructure at north apron area of Kai Tak Airport

**702CL** – Kai Tak development – remaining infrastructure works for developments at the former runway

**711CL** – Kai Tak development – advance infrastructure works for developments at the southern part of the former runway

- (iii) additional layout plans for the proposed infrastructure works at the north apron area of the former Kai Tak Airport, including better indication on the location of footbridges and subways; and
- (iv) a written response to the suggestion of providing temporary public facilities at the KTD, with a view to more effectively making use of the land not being occupied during the early stage of the development.

## THE ADMINISTRATION'S REPOSENSE

### Impact of the proposed works on the water quality at TKWTS and KTTS, and the operation of KTTS

*(a) existing water quality at TKWTS, relevant targets of improvement in water quality at KTTS and TKWTS to be achieved upon treatment of contaminated sediments at Kai Tak Approach Channel (KTAC) and, after forming the 600-metre opening, the time frame for attaining such targets*

2. The existing water quality at TKWTS is generally comparable to that in the Victoria Harbour whilst the condition may fluctuate near drainage outfalls at a few isolated locations. Due to polluted discharge and sediments deposited at the seabed near these outfalls, odour problem sometimes occurs in the waterfront of TKWTS. To address the problem, we have set up an inter-departmental working group to work closely with the Kowloon City District Council. Apart from stepping up regular maintenance of the drainage systems and enforcement actions against illegal discharges, we aim to implement desilting at the seabed near drainage outfalls by end 2009 which will help alleviate the odour problem in this area. As regards expedient connections, we will construct a new dry weather flow interceptors<sup>2</sup> (DWFI) at the box culverts at Hok Yuen Street also by end 2009, in addition to the existing DWFI to intercept the discharge of polluted flow into TKWTS. A plan showing the location and schematic layout of DWFI is at Enclosure 1.

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<sup>2</sup> Dry weather flow interceptor (DWFI) is a device which intercepts and diverts the polluted dry weather flow in a stormwater drain / channel to the sewerage system. In wet weather, the flow being higher would largely bypass the DWFI and discharge via the stormwater system.

3. As regards KTTS and KTAC, we have proposed a three-pronged approach to tackle the odour problem by (i) implementing the relevant sewage interception works at the hinterland, (ii) removing the odourous substance, i.e. Acid Volatile Sulphide (AVS), in the marine sediments by 95% through in-situ bioremediation treatment, and (iii) creating a 600-metre opening at the former runway to enhance the water circulation and hence the sustainability of the improved water quality at KTTS and KTAC in the long term. We target to complete the works in (i) and (ii) above by 2013.

4. As regards the 600-metre opening in (iii) above, in light of some Members' concerns, we undertake to first complete the detailed study and preliminary design to re-affirm its effectiveness and will consult parties concerned before commencing the detailed design. In parallel, we will monitor the environmental performance of the sewage interception and bioremediation works through regular water quality and sediment sampling. We will make reference to the monitoring results and consult parties concerned again before proceeding with the creation of the 600-metre opening. With this revised strategy, the completion of the Metro Park to be built on the piled deck above the 600-metre opening may need to be re-scheduled. Nonetheless, we will make every effort to minimize the programming impact.

*(b) improvement works for the drainage and sewerage system in the hinterland of KTD to intercept polluted discharge at source to improve water quality at TKWTS and KTTS, and the relevant time frame for completing such works*

5. Relevant sewage interception works in the hinterland of KTD comprising (i) Sewage Interception Scheme in Kowloon City, (ii) Upgrading of Central and East Kowloon sewerage and (iii) Control of Water Pollution at Jordan Valley Box Culvert are scheduled to be completed in phases by 2013. The objective is to tackle the pollution problem at source through interception of polluted flow into TKWTS, KTTS and KTAC. The estimated cost of the works is about \$2,000 million.

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*(c) assessment of possible adverse impacts of the proposed projects on the operation of KTTS, and measures to minimize such impact*

6. The entire water space at KTTS is about 50 hectares. Currently about 70% of the area is designated for sheltering of vessels (i.e. approximately 35 hectares). By making use of the non-designated area, there will be room to devise temporary arrangements to accommodate working space in KTTS and adjacent waters for the proposed construction works. We will work out the detailed arrangements in the upcoming design consultancy with a view to minimizing the impact on the operation of KTTS.

7. The marine trade was engaged in the planning review stage of KTD. We will continue to engage the trade during the detailed design stage.

**Enhancement of Design**

*(a) enhancing interface between KTD and adjacent districts to facilitate revitalization of old areas*

8. Integration between the old neighbourhoods and the new development area is one of the key planning objectives of KTD. In this regard, a comprehensive pedestrian system comprising underground shopping streets, landscaped elevated walkways, footbridges, subways and enhanced at-grade crossings has been planned to facilitate the pedestrian connection and to strengthen the integration between KTD and the surrounding districts. Altogether, 21 major pedestrian connection points are proposed under KTD with spacing in the range of 200 to 600 metres. Further, we will conduct more detailed study of the proposed Environmentally Friendly Transport System which will greatly enhance connection with the old neighbourhoods and facilitate its revitalization.

9. To further enhance the integration between KTD and the old neighbourhoods, we will look into ways in the upcoming design consultancy to develop the design details of the pedestrian connections with the existing urban fabric. Existing connections with the surrounding districts will also be improved. Besides, we will explore the opportunity to conduct design competition for some proposed pedestrian connections. As regards the works planned for commencing construction in July 2009, we will identify as far as practicable areas in which the construction details can be further enhanced.

*(b) refinement of waterfront promenades*

10. Our planning intention is to integrate the waterfront promenades with the surrounding open space network for convenient accessibility within the KTD and to the surrounding districts. This will be achieved at large along the waterfront promenades at Ma Tau Kok, Kwun Tong and Cha Kwo Ling as well as on the harbour-front side of the Metro Park.

11. As regards the waterfront on the KTAC side of the former runway, we will consider to provide more direct accesses to the waterfront edge. As regards waterfront promenades at other locations, we will make appropriate provision in the upcoming design to enhance the pedestrian accessibility.

12. The landscaped deck above the road section concerned is in effect an elevated promenade close to the waterfront, which also serves the purpose of screening off traffic noise. We will ensure that sufficient and convenient pedestrian links to the ground level promenade are provided and strengthen the architectural input in the design.

*(c) refinement of road network*

13. We have made every effort to reduce the coverage of internal roads on KTD. Most of the major roads in Kai Tak are planned as tunnels and depressed roads. Furthermore, the local road network has been planned to

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discourage through traffic entering the local neighbourhood. The proposed Environmentally Friendly Transport System will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

14. While most of the major roads including Central Kowloon Route and Trunk Road T2 are planned as tunnel or depressed road, their connecting roads and some local distributors still have to be above ground so that they can be connected with the existing road system to serve the surrounding districts and enhance movement between new and existing communities.

15. Enhancement of pedestrian access to parks and waterfront promenades will be considered in the upcoming design consultancy.

**Additional layout plans for the proposed infrastructure works at the north apron area of the former Kai Tak Airport, including better indication on the location of footbridges and subways; and**

16. The proposed infrastructure works at the north apron area comprise roads and footpaths, roadside amenity areas, elevated landscaped decks, footbridges, subways and at-grade pedestrian crossing. Layout plans showing the respective major infrastructure works and the pedestrian facilities are at Enclosure 2.

**A written response to the suggestion of providing temporary public facilities at the KTD, with a view to more effectively making use of the land not being occupied during the early stage of the development.**

17. We have consolidated the Kwun Tong Public Cargo Working Area in late 2008 to make available a 200-metre waterfront site for constructing a temporary waterfront promenade, which is scheduled for completion by the end of 2009. In the coming few years, the implementation of KTD will be in full swing. As many works projects are to be carried out in different parts of KTD, most of the land within KTD is needed for works-related purpose.

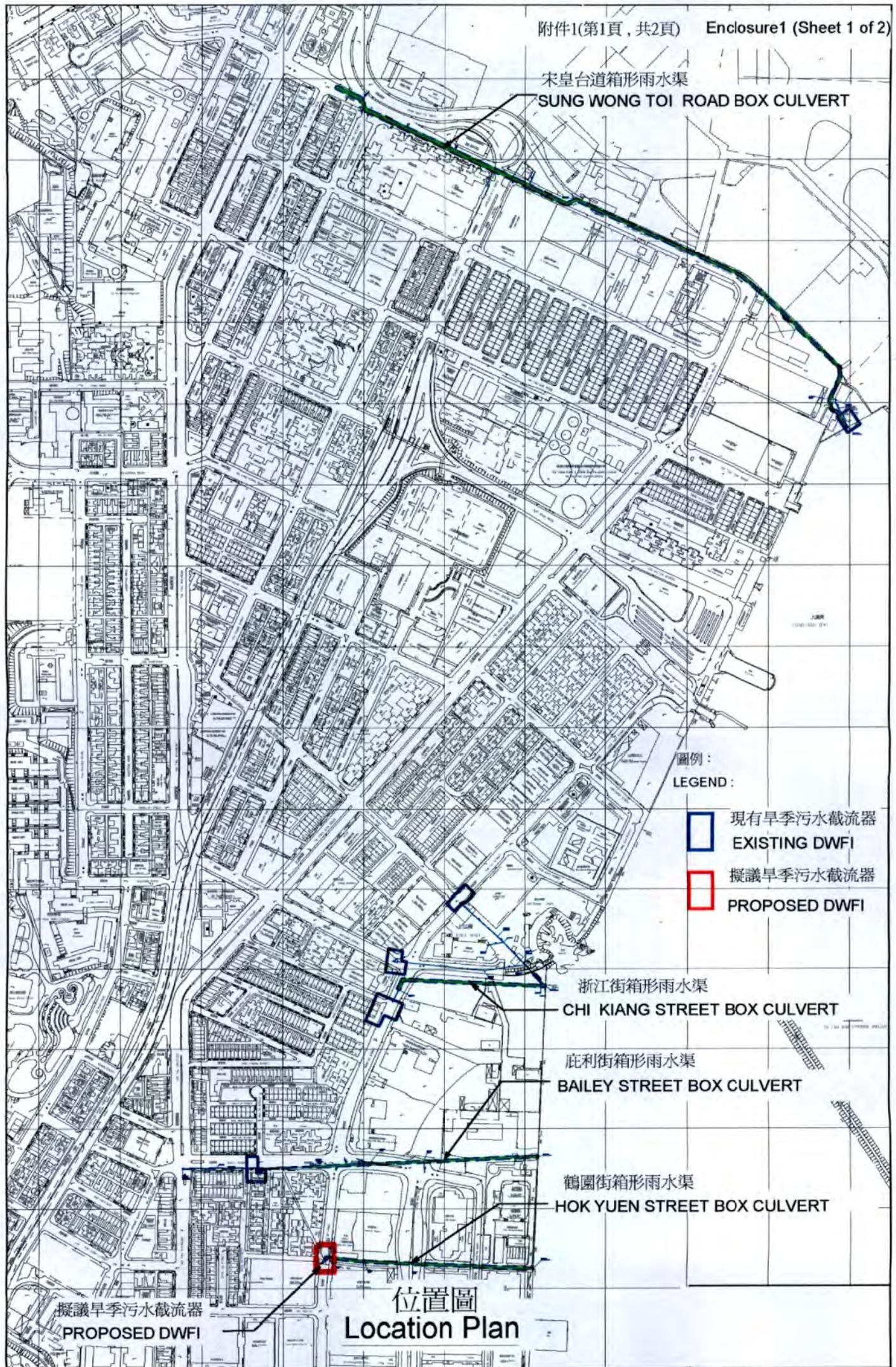
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Nevertheless, we will explore the opportunity of identifying temporary sites near the existing urban fabric for public enjoyment taking into account accessibility and period of availability.

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Development Bureau  
May 2009

宋皇台道箱形雨水渠  
SUNG WONG TOI ROAD BOX CULVERT



圖例：  
LEGEND:

-  現有旱季污水截流器  
EXISTING DWFI
-  擬議旱季污水截流器  
PROPOSED DWFI

浙江街箱形雨水渠  
CHI KIANG STREET BOX CULVERT

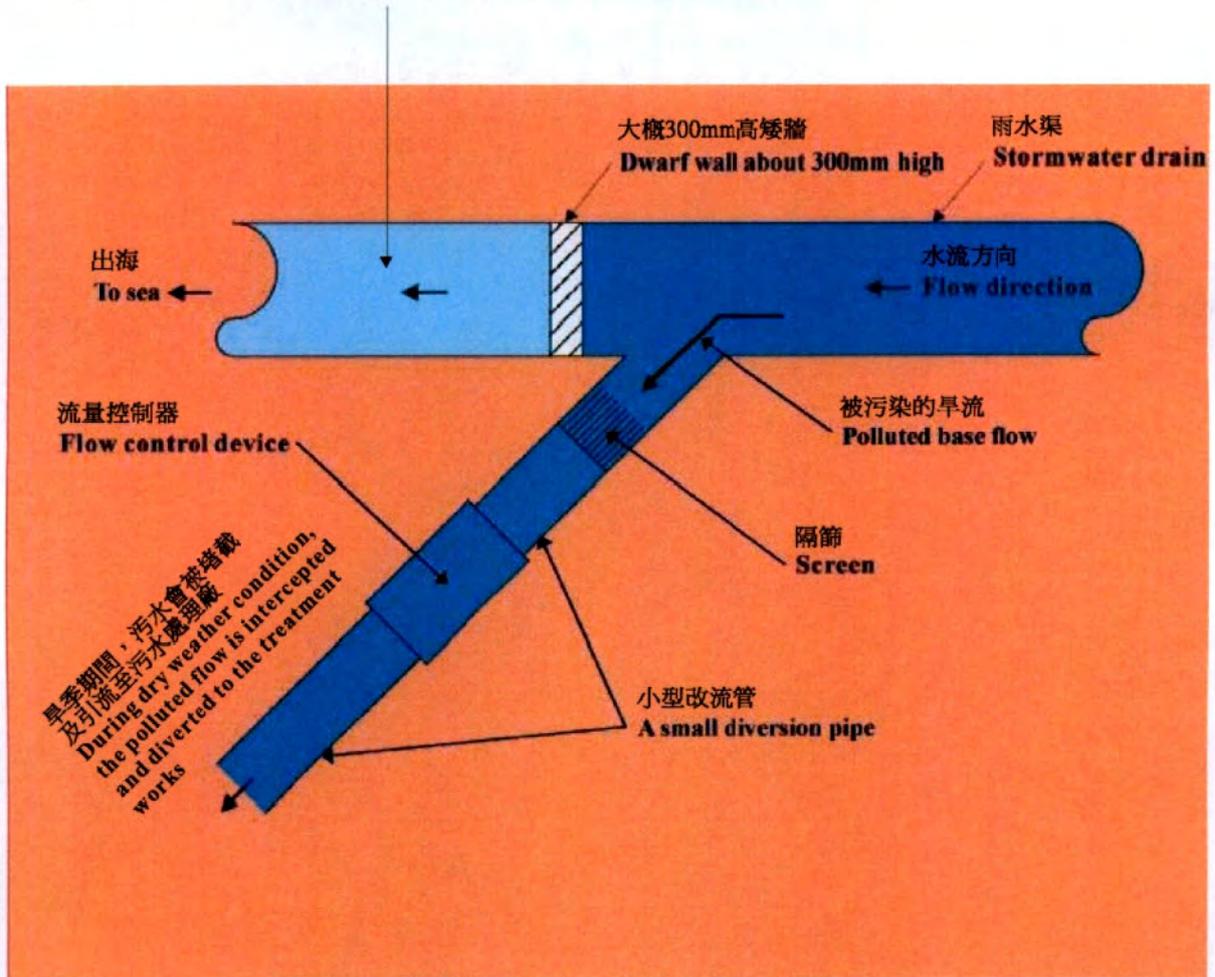
庇利街箱形雨水渠  
BAILEY STREET BOX CULVERT

鶴園街箱形雨水渠  
HOK YUEN STREET BOX CULVERT

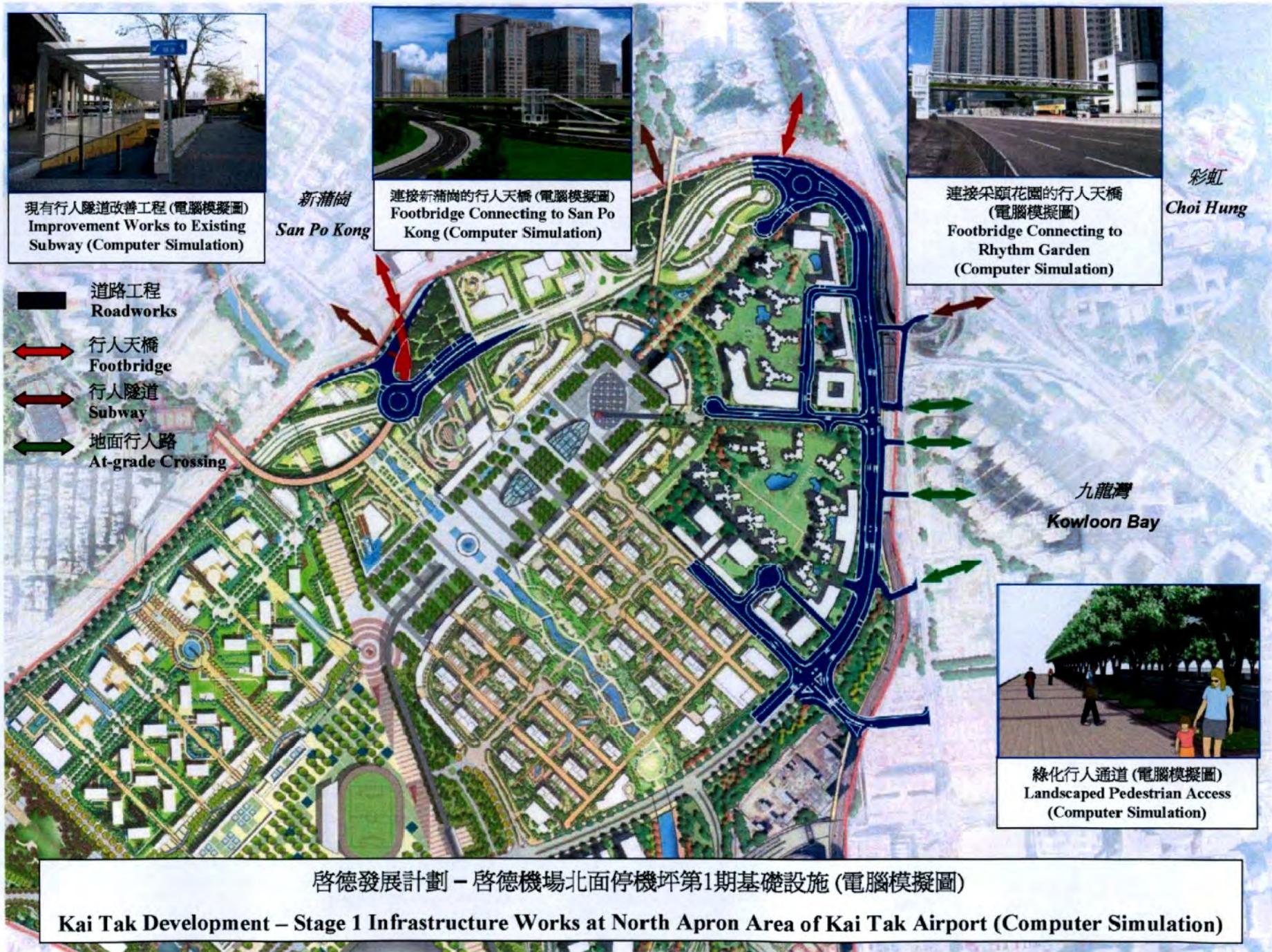
擬議旱季污水截流器  
PROPOSED DWFI

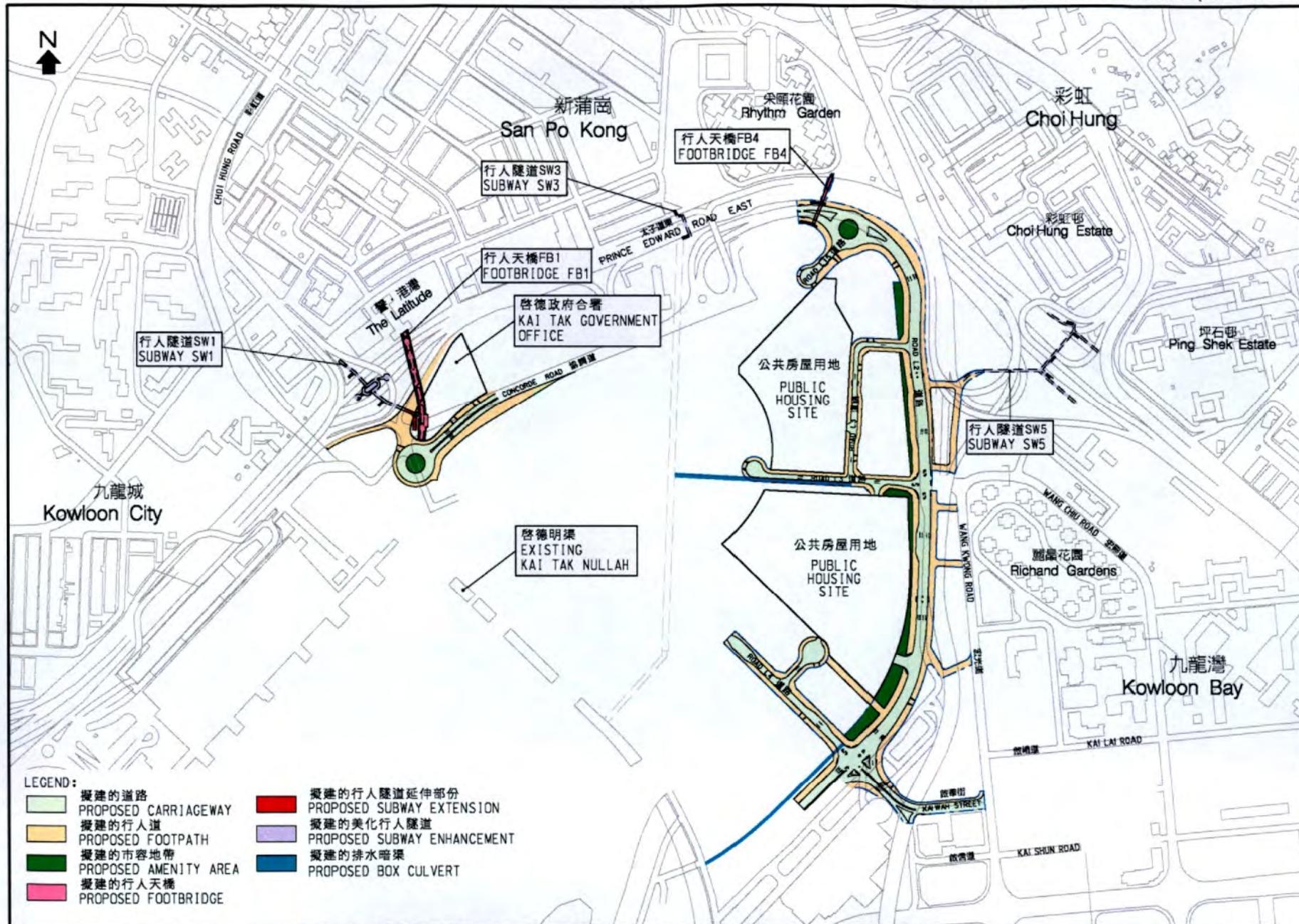
位置圖  
Location Plan

大雨期間，污水於排放出海前將被雨水大幅度稀釋  
During rainstorms, the stormwater would greatly dilute the polluted flow before discharged into the sea



旱季污水截流器設計示意圖  
Schematic Plan of Dry Weather Flow Interceptor





啓德發展計劃 - 啓德機場北面停機坪第1期基礎設施

KAI TAK DEVELOPMENT - STAGE 1 INFRASTRUCTURE WORKS AT NORTH APRON AREA OF KAI TAK AIRPORT