

**For discussion
on 28 April 2015**

Legislative Council Panel on Development

**711CL – Kai Tak development – infrastructure works for developments at
the southern part of the former runway and
Progress Report on Kai Tak Development**

PURPOSE

This paper seeks Members' support to upgrade **711CL** to Category A, at an estimated cost of about \$5,757 million in money-of-the-day (MOD) prices, for the construction of infrastructure works essential for continued developments at the southern part of the former runway at Kai Tak Development (KTD), and updates Members on the general progress of KTD.

PROJECT SCOPE AND NATURE

2. The scope of **711CL** comprises –
 - (a) construction of the following items of works located at the former runway –
 - (i) realignment of Shing Fung Road to form a dual 2-lane distributor road about 1.4 kilometres (km) long and associated single 2-lane branch roads (including a vehicular underpass) with a total length of 0.6 km;
 - (ii) an elevated landscaped deck about 1.4 km long with minimum 11 metres (m) in width, cum roadside noise barriers of about 1.1 km long in total, covering the realigned Shing Fung Road; and
 - (iii) pedestrian streets with a total length of 0.4 km;
 - (b) upgrading of the existing single 2-lane carriageway about 0.3 km long on Kai Tak Bridge to a dual 2-lane carriageway;
 - (c) construction of the following items of works located at the former south apron area –
 - (i) reconstruction and widening of Shing Cheong Road and part of Cheung Yip Street from the existing single 2-lane carriageway to dual 2-lane carriageway with a total length of about 0.7 km;

and

- (ii) construction of a supporting underground structure (SUS) about 0.4 km long along Shing Cheong Road and across Cheung Yip Street as enabling works to facilitate future construction of Trunk Road T2;
- (d) improvement to three existing road junctions in Kowloon Bay along Wang Chiu Road at its junctions with Kai Cheung Road, Lam Hing Street and Sheung Yee Road;
- (e) construction of associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary works; and
- (f) implementation of environmental mitigation measures and an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraph 2(a) to (e) above.

The plans and the artist's impressions showing the proposed works are at **Enclosure 1**.

3. Subject to the funding approval of the Finance Committee (FC), we plan to commence the proposed works in Q3 2015 for substantial completion by 2019.

JUSTIFICATION

4. At present, the Kai Tak Cruise Terminal is connected with Kowloon Bay via single 2-lane roads (with some advance public utilities) consisting of Cheung Yip Street and Shing Cheong Road at the former south apron area, Kai Tak Bridge, and Shing Fung Road at the former runway. We need to expand the provision of infrastructure and public utilities to serve the future developments at the southern part of the former runway including six commercial sites for land disposal progressively starting from end 2015 as announced in the 2014/15 Budget Speech, six residential sites and the Tourism Node¹, through widening the above-mentioned existing single 2-lane roads to become dual 2-lane roads and improving the capacity of three existing road junctions in Kowloon Bay.

¹ Tourism Node is a site with an area of about 5.9 ha located at the tip of former runway and designated "Other Specified Uses" annotated "Tourism Related Uses to Include Commercial, Hotel and Entertainment" in the approved Kai Tak Outline Zoning Plan No. S/K22/4.

5. In accordance with the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4, the existing single 2-lane Shing Fung Road along the waterfront serving the Kai Tak Cruise Terminal and the Runway Park Phase 1 will need to be shifted to the centre of the former runway and widened to become a dual 2-lane road to facilitate the future developments at the southern part of the former runway. The realignment of Shing Fung Road is in response to public aspirations to enhance public open spaces at the waterfront of the former runway. Upon completion of the proposed works, the existing Shing Fung Road will be closed for development into a promenade under a separate public open space project.

6. The centre strip of the former runway is zoned “Open Space (2)” in the OZP in the form of an elevated landscaped deck. The elevated landscaped deck will serve as a public open space and a leisure walkway connecting the Metro Park to its north and the Kai Tak Cruise Terminal, the Tourism Node and the Runway Park to its south. In addition, the elevated landscaped deck integrated with roadside noise barriers will also serve as a noise mitigation measure for the adjoining residential developments.

7. As mentioned in paragraph 4 above, we need to upgrade, among others, Shing Cheong Road and the section of Cheung Yip Street in the former south apron area. In accordance with the OZP, a section of Trunk Road T2² will route through the former south apron area in the form of a cut-and-cover tunnel running underneath Shing Cheong Road and part of Cheung Yip Street, with the hospital developments on both sides of the tunnel, viz. the Hong Kong Children’s Hospital (HKCH) currently under construction and the New Acute Hospital being planned. According to the latest programme of the Trunk Road T2 project, construction of the above cut-and-cover tunnel section is planned to start soon after widening of Shing Cheong Road and part of Cheung Yip Street under **711CL** and also after commissioning of the HKCH targeted for 2018. The provision of a SUS will avoid the need to demolish the newly widened roads during the future construction of Trunk Road T2 at this location without causing major abortive works or serious disruptions to the operation, environment and accessibility of the Kai Tak Cruise Terminal, the HKCH, as well as the future development sites at the southern part of the former runway.

FINANCIAL IMPLICATIONS

8. We estimate the cost of the proposed works to be about \$5,757 million in MOD prices.

² Trunk Road T2 is the middle section of the strategic Route 6 connecting Central Kowloon Route and Tseung Kwan O – Lam Tin Tunnel, and was authorized under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 21 November 2014.

PUBLIC CONSULTATION

9. For the part of proposed works located at the former runway and the Kai Tak Bridge, we consulted the Housing and Infrastructure Committee (HIC) and the Leisure and District Facilities Management Committee of Kowloon City District Council (KCDC) on 9 January and 6 November 2014 respectively, the Traffic and Transport Committee (T&TC) of Wong Tai Sin District Council (WTSDC) on 28 January 2014, the T&TC of Kwun Tong District Council (KTDC) on 6 February 2014, and the Task Force on Kai Tak Harbourfront Development (TFKT) of Harbourfront Commission on 14 January and 20 February 2014. For the part of proposed works located at the former south apron area, we consulted the HIC of KCDC on 7 November 2013, the T&TC of WTSDC on 26 November 2013, and the T&TC of KTDC on 28 November 2013. They were in general supportive of the proposals. Regarding the proposed improvement works to the three existing road junctions in Kowloon Bay, consultation papers were circulated to the T&TC and the District Facilities Management Committee of KTDC on 15 July 2014 and 23 February 2015 respectively, with no objection received.

10. We gazetted the proposed road schemes and sewerage works at the former runway and south apron area under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) on 16 May 2014. One objection was received, but was subsequently withdrawn without conditions. The proposed road schemes and sewerage works were subsequently authorised on 29 August 2014.

11. We separately gazetted the proposed improvement works to the three existing road junctions at Kowloon Bay under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 22 August 2014, and received no objection. The proposed improvement works were subsequently authorised on 28 November 2014.

ENVIRONMENTAL IMPLICATIONS

12. The proposed realigned Shing Fung Road is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) requiring an environmental permit (EP) for construction and operation. The Director of Environmental Protection (DEP) approved the EIA report and issued an EP for the construction and operation of, inter alia, the realignment of Shing Fung Road in May 2013 and August 2014 respectively. With implementation of the recommended mitigation measures, the approved EIA report concludes that the realignment would not cause any adverse environmental impact. We will implement the mitigation measures recommended in the approved EIA report and comply with the conditions of the EP. The key noise mitigation measures comprising the elevated landscaped deck integrated with the noise barriers are to be constructed above the realigned Shing Fung Road, i.e.

paragraph 2(a)(ii). We have included the cost of providing these noise screening structures in the overall project estimate.

13. The proposed reconstruction and widening of Shing Cheong Road and Cheung Yip Street at the former south apron area to become dual 2-lane distributor roads are classified as a designated project under Schedule 2 of the EIA Ordinance (Cap. 499), requiring an EP for construction and operation. DEP approved the EIA report for the KTD in March 2009 and issued an EP in April 2009 covering the construction and operation of the proposed road works. The approved EIA report concludes that the proposed road works will not cause any adverse environmental impact.

14. The proposed Trunk Road T2 is a designated project under Schedule 2 of the EIA Ordinance (Cap. 499) requiring an EP for construction and operation. DEP approved the EIA report and issued an EP in September 2013 for Trunk Road T2 covering the proposed SUS. The approved EIA report concludes that the proposed works including the SUS will not cause any adverse environmental impact.

15. The proposed improvement works to the three existing road junctions in Kowloon Bay, which mainly involve local widening of traffic lanes to upgrade their capacities, are minor in nature and would not cause any adverse environmental impact.

16. For short-term impacts caused by the proposed works during construction, we will implement the mitigation measures and the EM&A programme. These measures mainly include the use of quieter equipment and movable noise barriers or enclosures to minimize construction noise impact, regular watering of the works sites and provision of wheel-washing facilities to minimize dust generation, and the use of temporary drains to discharge the surface run-off of sites. We have included the cost of these measures in the overall project estimate.

17. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works to reduce the generation of construction waste where possible. In addition, we will require the contractors to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at public fill reception facilities³. We will encourage the contractors to maximise the use of recycled/

³ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

18. At the construction stage, we will require the contractors to submit for approval their plans setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plans. We will require the contractors to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through trip-ticket systems.

19. We estimate that the proposed works will generate about 1 million tonnes of construction waste in total. Of these, we will reuse about 120 000 tonnes (12%) of inert construction waste on site and deliver 870 000 tonnes (87%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 10 000 tonnes (1%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$25 million for the proposed works (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills) as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation.

HERITAGE IMPLICATIONS

20. The proposed works will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

TRAFFIC IMPLICATIONS

21. We have completed traffic impact assessments (TIAs) for the proposed works. The TIAs conclude that the proposed works will not cause any significant traffic impact. To minimise disturbance to the traffic flow during the construction of the proposed works, we will maintain the existing number of traffic lanes along the affected roads as far as practicable.

22. During construction, we will establish Traffic Management Liaison Groups and closely liaise with the Transport Department, the Hong Kong Police Force and other stakeholders, to discuss, scrutinize and review the proposed temporary traffic arrangements, with a view to minimising the traffic impacts arising from the proposed works.

LAND ACQUISITION

23. The proposed works do not require any resumption of private land.

PROGRESS REPORT ON KTD

24. KTD is a highly complex development project covering an area of over 320 hectares. It plays an important role to help sustain Hong Kong's economic growth and stimulate regeneration of adjacent old districts in Kwun Tong, Kowloon City and Wong Tai Sin. KTD is being implemented in phases with reference to their relative priorities and readiness to proceed. The first package of KTD projects was already completed while the remaining packages are under construction or at design stage. The latest progress of KTD is given in **Enclosure 2**.

BACKGROUND INFORMATION

25. We included **711CL** in Category B on 3 December 2004.

26. In December 2006, the FC approved upgrading of part of **711CL** as **724CL** "Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway", at an estimated cost of \$38.0 million in MOD prices, for engaging consultants to undertake the investigation and detailed design for advance infrastructure works to serve the planned developments at the southern part of the former runway. The investigation and detailed design have been substantially completed.

27. In February 2008, the FC approved further upgrading of another part of **711CL** as **734CL** "Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at North Point Government Offices (NPGO)", at an estimated cost of \$120.1 million in MOD prices, for carrying out decommissioning and decontamination works to remove and treat underground contaminants at the former south apron area and installing a supplementary radar at the rooftop of NPGO. All the works have been substantially completed.

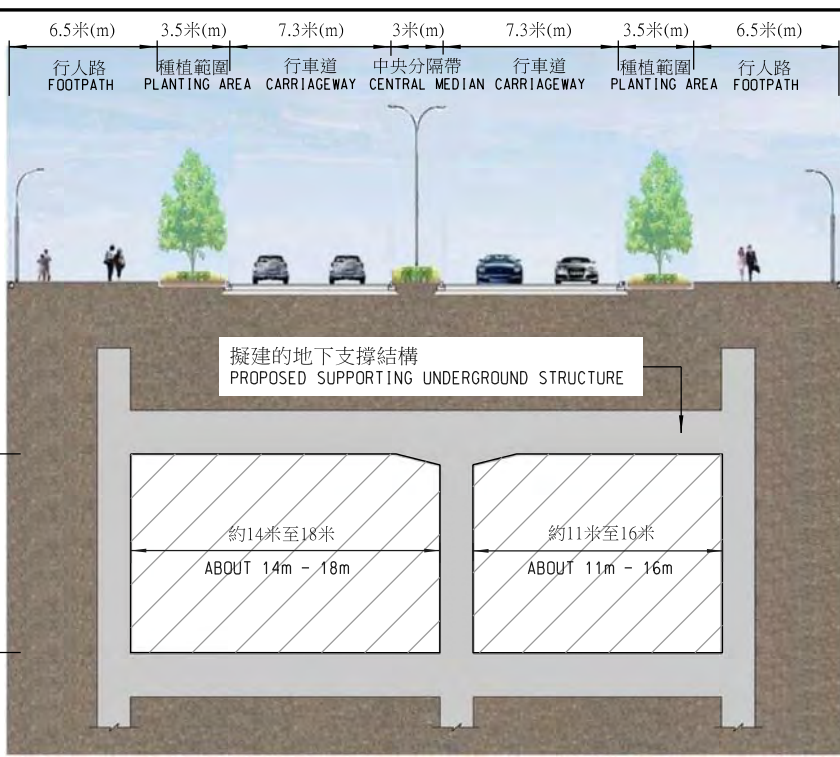
28. In May 2009, the FC approved further upgrading of part of **711CL** as **741CL** "Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway", at an estimated cost of \$539.6 million in MOD prices, for construction of the stage 1 advance infrastructure works to serve the early developments at the southern part of the former runway. The works have been substantially completed.

29. In June 2011, the FC approved further upgrading of part of **711CL** as **749CL** “Kai Tak development - reprovisioning of radar on top of the cruise terminal building”, at an estimated cost of \$88.4 million in MOD prices, to provide a new radar with radome on top of the Kai Tak Cruise Terminal building to replace the previous one in Kowloon Bay. The works have been substantially completed.

WAY FORWARD

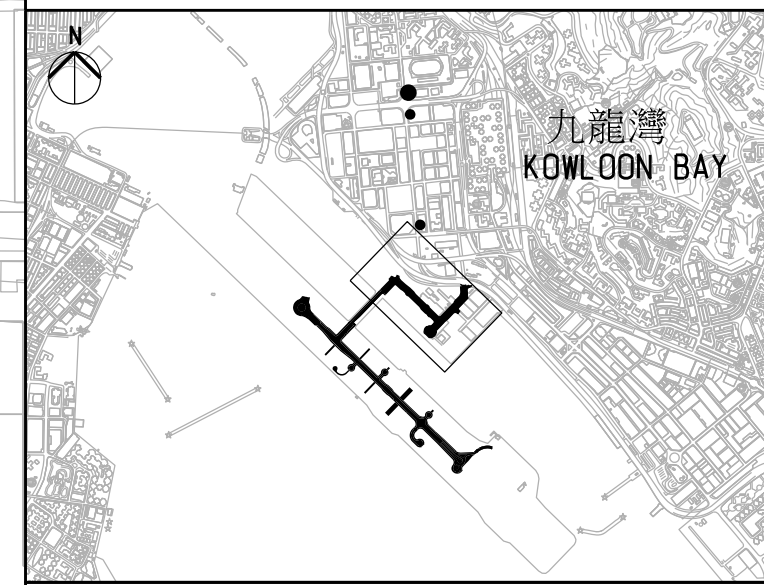
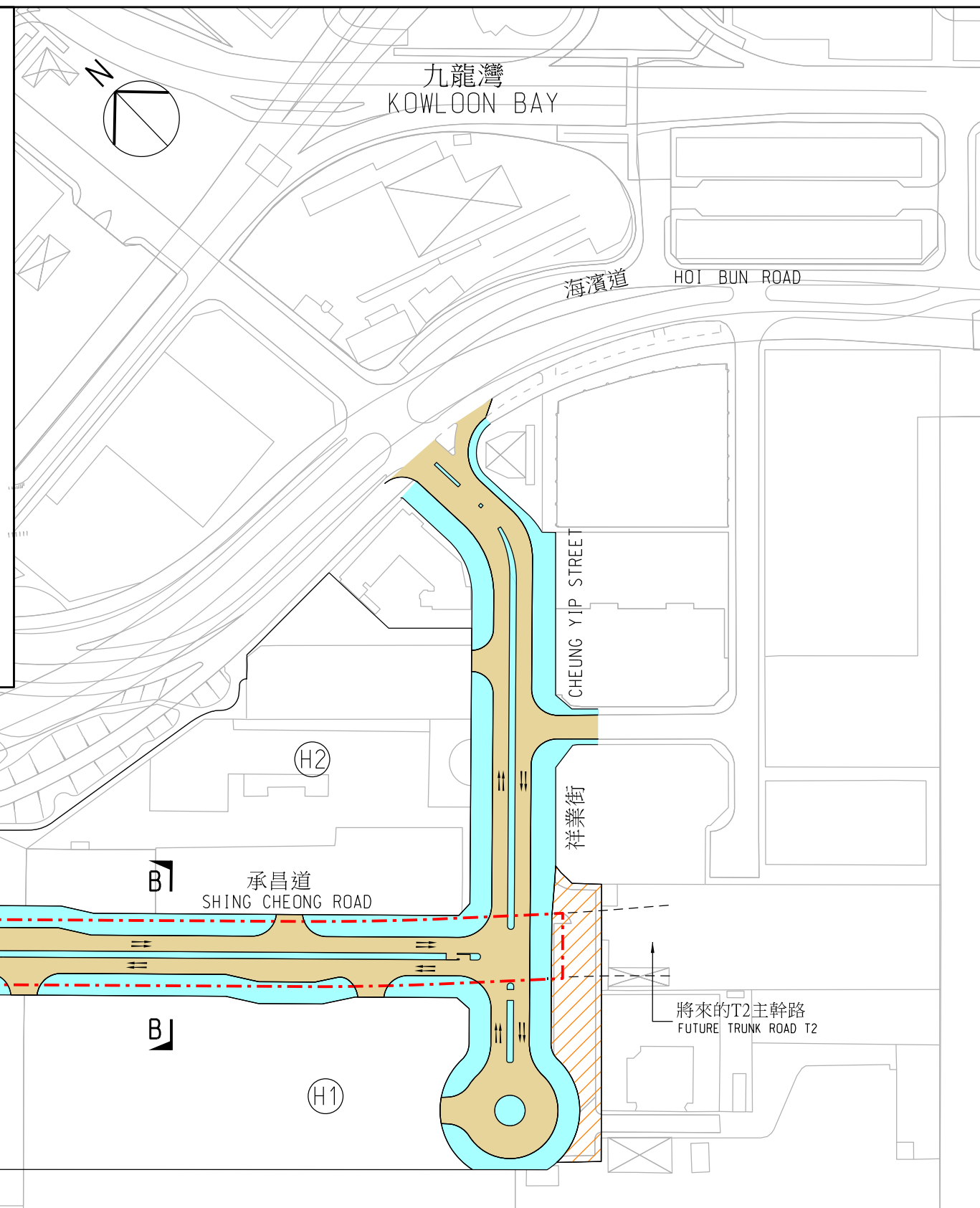
30. Subject to Members’ support, we will proceed to seek the Public Works Sub-committee’s endorsement for upgrading of **711CL** to Category A.

Development Bureau
April 2015










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

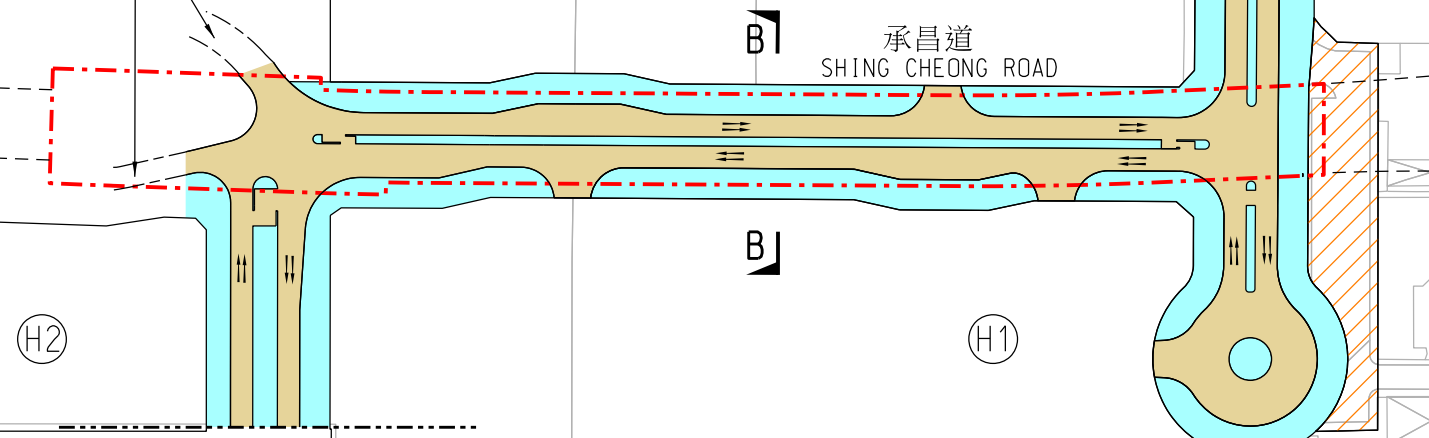
(註：地下支撐結構內的道路工程將會在另一工程項目進行)
(NOTE: PROPOSED ROADWORKS INSIDE THE SUPPORTING UNDERGROUND STRUCTURE TO BE CARRIED OUT UNDER SEPARATE PROJECT)



位置圖 LOCATION PLAN

- 圖例:
LEGEND:
-  擬建的/重建的行人道
PROPOSED/RECONSTRUCTED CARRIAGEWAY
 -  擬建的/重建的行人路,中央分隔帶,安全島或種植範圍
PROPOSED/RECONSTRUCTED FOOTPATH, CENTRAL MEDIAN, TRAFFIC ISLAND OR PLANTING AREA
 -  現有的道路將永久封閉
EXISTING ROAD TO BE PERMANENTLY CLOSED
 -  擬建的地下支撐結構
PROPOSED SUPPORTING UNDERGROUND STRUCTURE
 -  行車道的行車線(每一箭嘴表示一條行車線)
TRAFFIC LANE FOR CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)
 -  施工中的香港兒童醫院
HONG KONG CHILDREN'S HOSPITAL UNDER CONSTRUCTION
 -  建議的醫院用地
PROPOSED HOSPITAL SITES

將來的道路
FUTURE ROADS



切線 A-A (參閱2頁中的第1頁)
CUT LINE A-A (SEE SHEET 1 OF 2)

啟德明渠進口道
KAI TAK APPROACH CHANNEL

啟德明渠進口道
KAI TAK APPROACH CHANNEL

Progress Report on Kai Tak Development

PURPOSE

This report updates Members on the general progress of Kai Tak Development (KTD).

OVERVIEW

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. It 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 (CBD). A master development plan was drawn up in early 2009 for the phased implementation of KTD projects. KTD has already witnessed the completion of the first package of projects starting from 2013.

3. We briefed the Legislative Council (LegCo) Panel on Development (the Panel) on the KTD implementation plan in January 2009 and updated Members on its progress at regular intervals in November 2009, May 2010, April 2011, January 2013 and February 2014. Since 2009, we obtained funding approvals from LegCo for a series of public works projects for KTD with an aggregate approved project estimate of about \$40 billion as detailed at **Annex 1**.

CURRENT SITUATION

Major Projects Already Completed

4. Major KTD projects already completed are shown at **Annex 2**. At the former south apron and runway areas, Stage 1 advance infrastructure works including Shing Cheong Road and Shing Fung Road leading to the Kai Tak Cruise Terminal (KTCT) were completed for public use 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. The landscaped deck on top of KTCT building and Runway Park Phase 1 were open to public in October 2013 and June 2014 respectively. 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. With Stage 1 open to the public in January 2010, Stage 2 of Kwun Tong Promenade was substantially completed in December 2014 for opening to public in Q2 2015.

5. 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 include two sewage pumping stations and Phases I & II of District Cooling System (DCS) covering the northern plant room, southern plant room and sea water pump room, were also completed.

6. The Phase 1 improvement works at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS), including embankment improvements, dredging and bioremediation works, to address the odour issue were completed in July 2014. At the same time, drainage and sewerage improvement works in the hinterland of KTD are completed progressively. Recent site surveys indicate that the odour problem at KTAC and KTTS is generally under control.

7. Housing supply is one of the key policy priorities of the Government. With concerted efforts, we have advanced the delivery of eight residential sites in the Grid Neighbourhood located on the eastern side of Kai Tak River at the former north apron area as shown in **Annex 3**, which were handed over in batches before April 2014 for development by the Urban Renewal Authority and the Housing Authority, and for land sale by Lands Department through public tender. The total Gross Floor Area for PRH and other residential sites made available to date in KTD is about 871 000 square metres, providing about 18 900 of flats.

Major Projects under Construction

8. Major projects in KTD currently under construction are summarized in the ensuing paragraphs. A location plan of these projects is at **Annex 4**.

9. At the former north apron area, the Trade and Industry (TI) Tower, two primary schools adjacent to the PRH development, and the Stage 2

infrastructure works serving the residential sites in the Grid Neighbourhood east of Kai Tak River, are all targeted for completion in 2015. Concurrently, we started in July 2013 Stage 3A infrastructure works serving the development sites near San Po Kong and enhancing the connectivity of KTD with San Po Kong for completion by mid-2017. Stage 4 infrastructure works serving six housing sites of the Grid Neighbourhood west of Kai Tak River 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 Kai Tak River within KTD started in January 2013 for completion by phases between 2016 and 2018. Construction of Shatin-to-Central Link (SCL) in KTD is ongoing albeit its progress has been affected by the recent archaeological discoveries on site.

10. 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.

11. In conjunction with related infrastructure works, the construction of DCS Phase III (Package A) started in July 2013 for phased completion by May 2017 to facilitate timely provision of chilled water supply to the TI Tower, two primary schools and HKCH.

12. 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.

Major Projects under Active Planning/Design

13. Major projects under active planning and design are summarized in the ensuing paragraphs. A location plan of these projects is at **Annex 5**.

14. 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 2015 for completion in 2018.

15. For the Multi-purpose Sports Complex project, the Home Affairs Bureau plans to seek funding approval from LegCo for starting the pre-construction works in the latter half of 2015.

16. Both Central Kowloon Route and Trunk Road T2, being key projects of Route 6 essential for KTD, are under design. CKR was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in November 2013. Amendments to the road scheme were gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in March 2015. Trunk Road T2 project was gazetted under the Roads (Works, Use and Compensation) Ordinance in September 2014 and authorized in November 2014.

17. To facilitate early disposal of commercial and residential development sites at the former runway, we plan to seek funding approval from LegCo for commencing the construction of necessary infrastructure works in 2015 for substantial completion in 2019.

18. Further stages of infrastructure works at KTD are currently under design. We have commenced the first phase of additional archaeological field investigation in February 2015 to ascertain whether any buried heritage resources might exist within the footprint of infrastructure works and related development sites near the SCL To Kwa Wan Station. Subject to the findings of such investigation, we are examining the feasibility of implementing the remaining infrastructure works at former north apron by phases from 2016 onwards.

19. In parallel, we are collecting water quality field data to verify the effectiveness of the completed improvement works at KTAC and KTTS as well as in the hinterland of KTD, and to review the scope of the next phase of improvement works concerning the proposed 600 m opening at the former runway for further public consultation.

20. Remaining works under Phase III of the DCS project to tie in with the overall development are also under active planning and design.

Kai Tak River

21. A design ideas competition for the landscape of Kai Tak River was launched in August 2014, and some 90 entries were received in total for the professional and open groups. Adjudication was completed in December 2014. A ceremony was held on 8 January 2015 to present the awards to the winners, followed by public exhibitions of the entries.

Kai Tak Fantasy (KTF)

22. 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. As announced in the 2013 Policy Address, KTF will be a recreational landmark to become a tourism and entertainment destination for public enjoyment as well as to facilitate the transformation of Kowloon East into a CBD to sustain Hong Kong's long-term economic growth. The Energizing Kowloon East Office of the Development Bureau 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 and to encourage public participation in the design of facilities. The two-stage adjudication was completed in October 2014 with the results announced in November 2014. With reference to the winning scheme, together with other good ideas of the shortlisted entries, the way forward on KTF will be further developed in more detailed studies.

Environmentally Friendly Linkage System (EFLS)

23. To support the initiative to transform Kowloon East into another CBD, the proposed EFLS will improve intra and inter connectivity of the area. Together with other environmentally friendly modes of transport, it will perform as a backbone of an integrated multi-modal linkage system to serve the CBD. To take forward the proposed EFLS, we completed the two-stage public consultation in February 2014. The views collected from the two-stage public consultation are generally supportive of the proposed detailed feasibility study on EFLS as the next stage of work. With support obtained from the Panel on Development in October 2014, we are proceeding to seek funding support and approval from PWSC and FC respectively to commence the detailed feasibility study as soon as possible.

Other Activities in the Pipeline

24. There are a number of pedestrian streets in different areas of KTD, which are yet to be named. In order to create opportunities for public participation in the development of KTD, we are planning to launch a competition for the naming of pedestrian streets in 2015/16.

25. We have completed a study on Public Creatives for KTD, aiming at achieving an overall visual identity and branding for the new development area. Further to a promotion exercise launched in March 2014 to promulgate the design ideas and applications, we are in the process of formulating a set of design guidelines by late 2015 to facilitate the integration of Public Creatives design elements into public facilities and street furniture items to be provided within KTD.

26. 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 in public open spaces. Having received general support through consultations with the relevant District Councils and concerned stakeholders completed in 2014, we are planning to commence a feasibility study on the proposed extended cycle track network for KTD in 2015.

27. The 2015 Policy Address highlighted the need of suitably increasing office and housing supply in KTD (i.e. targeted at additional office floor areas and residential units of no fewer than 430 000 m² and 6 800 flats respectively). Upon completion of a study confirming the technical feasibility and environmental viability, we have consulted the relevant District Councils and the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission on the study findings, and have submitted planning applications in batches for minor relaxation of building height and plot ratio restrictions for Town Planning Board's consideration.

Development Bureau
April 2015

Kai Tak Development
List of Public Works Programme (PWP) Items
Upgraded to Category A since 2009

PWP Item No.	Project Title	Date of Upgrading to Category A	Approved Project Estimate (\$million)
738CL	Kai Tak development – detailed design and site investigation for Kai Tak Approach Channel and Kwun Tong Typhoon Shelter improvement works	May 2009	50.0
739CL	Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport	May 2009	566.5
740CL	Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway	May 2009	32.0
741CL	Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway	May 2009	539.6
357DS	Sewage interception scheme in Kowloon City	Jun 2009	700.3
736CL	Site formation for Kai Tak cruise terminal development	Nov 2009	2,303.9
7GA	Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development	Apr 2010	5,852.1
162CD	Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road — stage 1	Jul 2010	159.4
363DS	Provision of interception facilities at Jordan Valley box culvert	Dec 2010	588.0
377DS	Upgrading of Central and East Kowloon sewerage - phase 2	Jun 2011	503.0
745CL	Kai Tak development - Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)	Jun 2011	717.7
746CL	Kai Tak development - stage 2 infrastructure at north apron area of Kai Tak Airport	Jun 2011	355.8

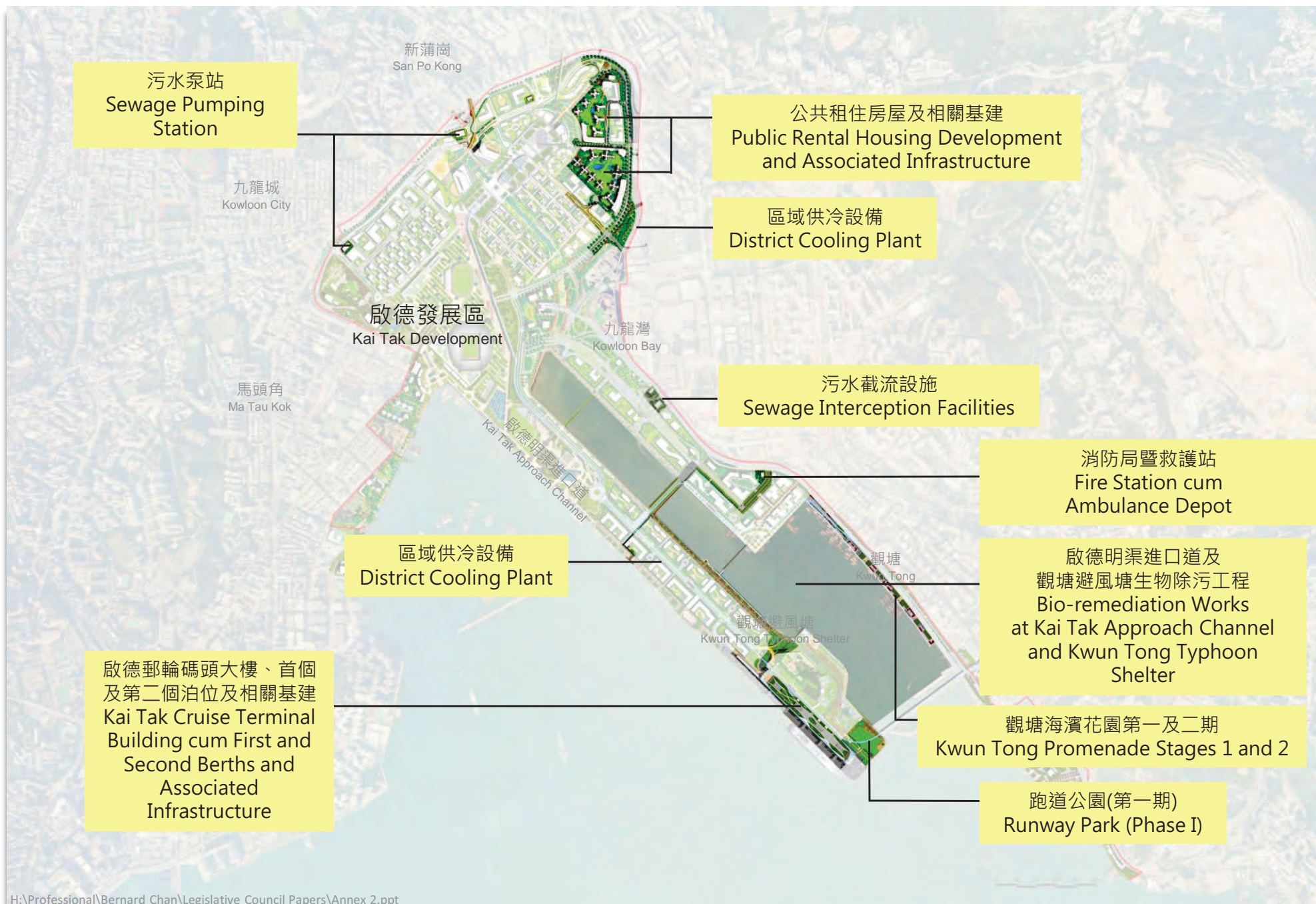
PWP Item No.	Project Title	Date of Upgrading to Category A	Approved Project Estimate (\$million)
749CL	Kai Tak development - reprovisioning of radar on top of the cruise terminal building	Jun 2011	88.4
140CD	Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road - remaining works	Jul 2011	1,602.0
172BF	Construction of fire station-cum-ambulance facility at Cheung Yip Street, Kowloon Bay	Jul 2011	210.0
109KA	Construction of Trade and Industry Tower in Kai Tak Development Area	Jan 2012	2,645.1
443RO	Runway Park at Kai Tak, Kowloon City District – Phase 1	Jul 2012	169.7
439RO	Kwun Tong promenade (stage 2)	Jul 2012	250.7
167CD	Kai Tak development – reconstruction and upgrading of Kai Tak Nullah	Jan 2013	2,488.2
761CL	Kai Tak Development - stages 3A and 4 infrastructure at north apron area of Kai Tak Airport	Jun 2013	2,255.3
45CG	District Cooling System at the Kai Tak Development	Jun 2009 Feb 2011 Jun 2013	1,671.0 1,861.8 ¹ 3,145.9 ²
76MM	Establishment of the Centre of Excellence in Paediatrics (renamed to Hong Kong Children's Hospital)	Jun 2013	12,985.5
169CD	Reconstruction and rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East – main works	Jul 2013	1,244.3
349EP	A 30-classroom primary school at Site 1A-3, Kai Tak Development, Kowloon	Jul 2013	312.4
350EP	A 30-classroom primary school at Site 1A-4, Kai Tak Development, Kowloon	Jul 2013	317.5
		Total	40,083.3

¹ Approved project estimate for Item 45CG was increased to \$1,861.8 million in February 2011.

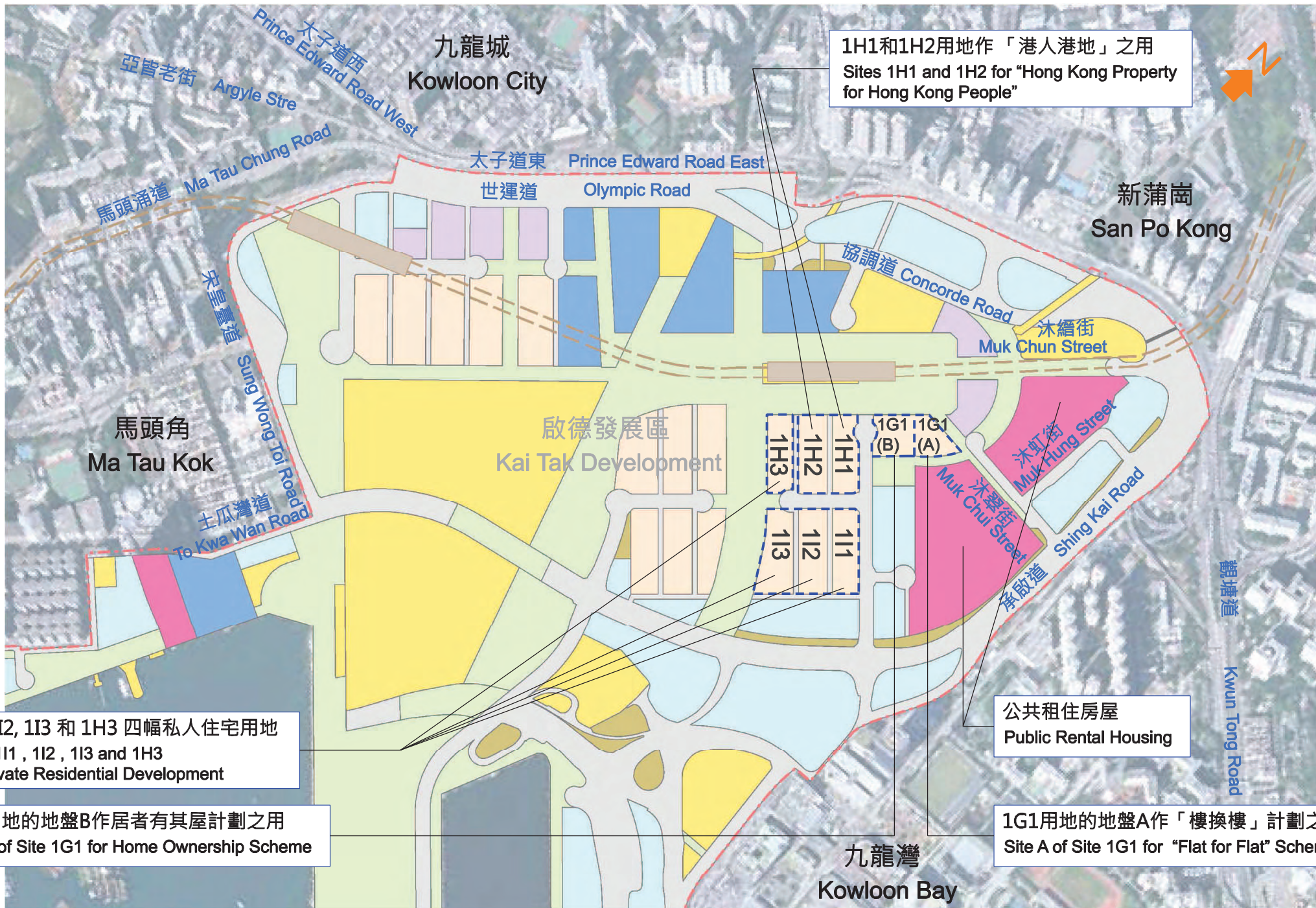
² Approved project estimate for Item 45CG was increased to \$3,145.9 million in June 2013

已完成的啟德發展項目

KTD Projects Already Completed



2013 / 2014 年批出的住宅用地 Residential Sites disposed in 2013 / 2014



1H1和1H2用地作「港人港地」之用
Sites 1H1 and 1H2 for "Hong Kong Property for Hong Kong People"

1I1, 1I2, 1I3 和 1H3 四幅私人住宅用地
Sites 1I1, 1I2, 1I3 and 1H3
for Private Residential Development

1G1用地的地盤B作居者有其屋計劃之用
Site B of Site 1G1 for Home Ownership Scheme

公共租住房屋
Public Rental Housing

1G1用地的地盤A作「樓換樓」計劃之用
Site A of Site 1G1 for "Flat for Flat" Scheme

工業貿易大樓
Trade and Industry
Tower

第3A期基礎設施工程及相關區域供冷管道
Stage 3A Infrastructure Works and
Associated District Cooling Mains

兩間小學
2 Primary Schools

沙田至中環線
Shatin to Central Link

第2期基礎設施工程
Stage 2 Infrastructure Works

啟德明渠改善工程
Reconstruction and Upgrading
of Kai Tak Nullah

香港兒童醫院
Hong Kong Children's
Hospital

第4期基礎設施工程及相關區域供冷管道
Stage 4 Infrastructure Works and
Associated District Cooling Mains

啟德發展計劃 - 建造中的主要項目
Kai Tak Development – Major Projects under Construction

KZ874

東九龍總區總部及行動基地
暨牛頭角分區警署

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

其他在前北停機坪的基礎設施工程及相關區域供冷管道
Further Stages of Infrastructure Works at Former North
Apron and Associated District Cooling Mains

龍津石橋遺跡保育長廊
Preservation Corridor of
Lung Tsun Stone Bridge Remnants

體育園區
Multi-purpose
Sports Complex

啟德明渠進口道及
觀塘避風塘改善工程(第二期)
Improvement Works at Kai Tak
Approach Channel and Kwun Tong
Typhoon Shelter (Phase II)

六號幹線 (中九龍幹線)
Route 6 (Central Kowloon Route)

前跑道發展項目的基礎設施工程及相關區域供冷管道
Infrastructure Works for Developments at Former
Runway and Associated District Cooling Mains

六號幹線 (T2 主幹路)及相關前南停機坪基礎設施工程
Route 6 (Trunk Road T2) and Associated
Infrastructure Works at Former South Apron

啟德發展計劃 - 積極規劃 / 設計中的主要項目

Kai Tak Development – Major Projects under Active Planning / Design