

**For discussion  
on 23 February 2016**

**Legislative Council Panel on Development**

**469CL – Kai Tak development  
– infrastructure at north apron area of Kai Tak Airport and  
Progress Report on Kai Tak Development**

**PURPOSE**

This paper seeks Members' support to upgrade part of **469CL** to Category A, at an estimated cost of about \$2,200 million in money-of-the-day (MOD) prices, for the construction of Stages 3B and 5A infrastructure works (the proposed works) essential for continued developments at the former north apron area of Kai Tak Development (KTD), and updates Members on the general progress of KTD.

**PROJECT SCOPE AND NATURE**

2. Stage 3B infrastructure works comprise the construction of the following major items at the former north apron area to the east of Kai Tak River and near San Po Kong area –

- (a) a section of dual 2-lane Road L2 of about 320 metres (m) connecting Shing Kai Road with Concorde Road, and a pair of single-lane slip roads of about 650 m linking Prince Edward Road East (PERE) with San Po Kong;
- (b) a landscaped elevated walkway LW4 of about 290 m long across PERE connecting San Po Kong and former north apron area;
- (c) demolition of existing flyover K9 across PERE;
- (d) a pedestrian subway SW4 of about 180 m long across PERE, Kwun Tong Bypass and Shing Kai Road connecting Choi Hung Estate and former north apron area;
- (e) road modification works in San Po Kong area;
- (f) associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary works; and
- (g) implementation of environmental mitigation measures and related monitoring and audit works for the works mentioned in paragraph 2(a) to (f) above.

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The plans and the cross-sections showing the proposed Stage 3B infrastructure works are at Sheet 1 of **Enclosure 1**.

3. Stage 5A infrastructure works comprise the construction of the following major items at the former north apron area to the west of Kai Tak River and near Kowloon City area –

- (a) a single 2-lane Road L7 and a section of dual 2-lane Road D1 connecting with Concorde Road, totalling about 610 m long;
- (b) a single-lane slip road S15 of about 160 m long linking the eastbound of PERE with the proposed Road D1 via existing flyover K72;
- (c) a pedestrian subway SW6 of about 120 m long across PERE connecting the future preservation corridor for the Lung Tsun Stone Bridge (LTSB) remnants and Shek Ku Lung Road Playground (SKLRP);
- (d) associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary work; and
- (e) implementation of environmental mitigation measures and related monitoring and audit works for the works mentioned in paragraph 3(a) to (d) above.

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The plans and cross-sections showing the proposed Stage 5A infrastructure works are at Sheet 2 of **Enclosure 1**.

4. Subject to funding approval of the Finance Committee (FC), we plan to commence the proposed works in the third quarter of 2016 for substantial completion in phases by 2020.

5. We will retain the remainder of **469CL** in Category B, which mainly covers construction of the infrastructure to serve the remaining developments at the former north apron area of KTD<sup>1</sup>. Funding application for the remainder of **469CL** will be made in phases to dovetail with the implementation programme of KTD.

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<sup>1</sup> The remaining developments at the former north apron area in KTD mainly include residential and commercial developments, and GIC facilities.

## JUSTIFICATION

6. According to the approved Kai Tak Outline Zoning Plan (OZP), the former north apron area will become the city centre of KTD, at which a well-mixed residential, commercial, office, and government, institution or community (G/IC) developments will be provided. The proposed works as mentioned in paragraphs 2 and 3 above form part of the essential infrastructure to serve continued developments at the former north apron area particularly those near the Kowloon City and San Po Kong areas.

7. As KTD is bounded by major roads such as PERE and Kwun Tong bypass, the proposed works will enhance both vehicular and pedestrian connectivity of KTD with the adjoining areas including Kowloon City, San Po Kong and Choi Hung Estate, through an integrated network of flyover, subway, at-grade connection and landscaped walkway. For example, the proposed subway SW6 across PERE will link the preservation corridor for LTSB remnants with SKLRP to promote better integration of public space in the area. The proposed subway will be partly located but will not affect the existing facilities inside SKLRP.

8. Following the provision of the proposed pair of slip roads linking the eastbound of PERE under the proposed works and the availability of a new vehicular underpass across PERE to be completed by mid-2017 under Stage 3A infrastructure works at the former north apron, the existing flyover K9 is no longer required and will need to be demolished to release the land being occupied for development.

## FINANCIAL IMPLICATIONS

9. We estimate the cost of the proposed works to be about \$2,200 million in MOD prices<sup>2</sup>. Upon completion of the detailed design being finalized, a detailed breakdown of the project cost estimate will be provided in the funding application.

## PUBLIC CONSULTATION

### *(A) Stage 3B Infrastructure Works*

10. For the proposed Stage 3B infrastructure works except the proposed subway SW4, we consulted the Housing and Infrastructure Committee (HIC) of

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<sup>2</sup> This figure represents the latest estimate of capital cost pending finalization of detailed design. We will update the cost estimate before submission to the Public Works Subcommittee.

the Kowloon City District Council (KCDC), the Kwun Tong District Council (KTDC) and the Wong Tai Sin District Council (WTSDC) on 16 February 2012, 6 March 2012 and 13 March 2012 respectively. Members of the three DCs generally supported the proposed works. For the proposed subway SW4, we consulted the HIC of the KCDC and the Working Group on Universal Accessibility Projects in Kwun Tong District under the Traffic and Transport Committee (T&TC) of the KTDC on 23 July 2015, and the T&TC of the Wong Tai Sin District Council (WTSDC) on 28 July 2015. Members of the DCs generally supported the proposed subway.

11. We gazetted the proposed Stage 3B road works (except the proposed subway SW4) and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) respectively on 18 May 2012, and received no objections. The works concerned were subsequently authorised on 10 August 2012. The proposed subway SW4 was separately gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 4 December 2015, and no objections were received.

*(B) Stage 5A Infrastructure Works*

12. For the proposed Stage 5A infrastructure works, we consulted the WTSDC on 5 November 2013 and the HIC of the KCDC on 7 November 2013. Members of the two DCs generally supported the proposed works. The KTDC was also consulted through submission of an information paper on 12 November 2013, with no objections received.

13. We gazetted the proposed Stage 5A road works and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) respectively on 17 April 2014, and received no objections. The proposed Stage 5A works were subsequently authorised on 29 August 2014.

**ENVIRONMENTAL IMPLICATIONS**

14. The proposed district distributor Road D1 is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499), whilst the other proposed works are non-designated projects. The KTD EIA report approved by the Director of Environmental Protection (DEP) on 4 March 2009 concluded that the proposed works would not cause any adverse environmental impact with implementation of the recommended mitigation measures. We have obtained the environmental permit for the construction and operation of Road D1 issued by DEP on 23 April 2009.

15. For short-term impacts caused by the proposed works during construction, we will implement the mitigation measures and the environmental monitoring and audit 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.

16. 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 facilities<sup>3</sup>. We will encourage the contractors to maximise the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

17. 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.

## **HERITAGE IMPLICATIONS**

18. The proposed works will not affect any declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and historic sites identified by the Antiquities and Monuments Office within the work site.

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<sup>3</sup> 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.

## TRAFFIC IMPLICATIONS

19. 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 surrounding areas. 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.

20. 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

21. The proposed subway SW4 under Stage 3B infrastructure works requires resumption of about 209 m<sup>2</sup> of private land as well as creation of rights of temporary occupation of about 298 m<sup>2</sup> of private land. The land resumption and clearance cost, if any, will be charged to Head 701 - Land Acquisition.

## PROGRESS REPORT ON KTD

22. KTD is a large-scale and highly complex urban 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 according 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

23. We included **469CL** in Category B in October 1996.

24. In February 1998, the FC approved upgrading of part of **469CL** as **494CL** "South East Kowloon development at Kai Tak Airport – decontamination and site preparation", at an estimated cost of \$316.9 million in MOD prices, for ground decontamination, demolition of existing buildings and structures and site preparation at the north apron of Kai Tak Airport. The works were completed in April 2002.

25. In November 2001, the FC approved upgrading of part of **469CL** as **694CL** “South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation”, at an estimated cost of \$115.9 million in MOD prices, for site investigation works and detailed design of infrastructure for the planned developments at the north apron area of Kai Tak Airport. Detailed design of the stages 1, 2, 3A and 4 infrastructure works and the reconstruction and upgrading of Kai Tak Nullah at the north apron has been completed. The detailed design of Stages 3B and 5A infrastructure works is being finalized, and the detailed design of other remaining infrastructure works at the north apron is in progress.

26. In February 2004, the FC approved upgrading of part of **469CL** as **708CL** “South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport”, at an estimated cost of \$131.6 million in MOD prices, for implementation of drainage works and demolition of the passenger terminal building and car-parking building at the north apron of Kai Tak Airport. The works were completed in September 2006.

27. In May 2009, the FC approved upgrading of part of **469CL** as **739CL** “Kai Tak development – stage 1 infrastructure at north apron area of Kai Tak Airport”, at an estimated cost of \$566.5 million in MOD prices, for construction of the stage 1 infrastructure works at north apron area to serve mainly the public housing developments. The works were substantially completed in December 2013.

28. In June 2011, the FC approved upgrading of part of **469CL** as **746CL** “Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport”, at an estimated cost of \$355.8 million in MOD prices, for construction of the stage 2 infrastructure works at north apron area to serve mainly the residential developments at the Grid Neighbourhood to the east of Kai Tak River. The works have been substantially completed in June 2015.

29. In January 2013, the FC approved upgrading of part of **469CL** as **167CD** “Kai Tak development – reconstruction and upgrading of Kai Tak Nullah”, at an estimated cost of \$2,488.2 million in MOD prices, for reconstruction and upgrading of Kai Tak Nullah from PERE to Kai Tak Approach Channel, construction of two enclosed desilting compounds and ancillary works. The works commenced in January 2013 for staged completion by April 2018.

30. In June 2013, the FC approved upgrading of part of **469CL** as **761CL** “Kai Tak development – stages 3A and 4 infrastructure at north apron area of Kai Tak Airport”, at an estimated cost of \$2,255.3 million in MOD prices, for construction of the stages 3A and 4 infrastructure works at north apron area to serve the development sites near San Po Kong and also the residential developments at the Grid Neighbourhood to the west of Kai Tak River. The works commenced in July 2013 and are currently under construction for completion in stages by June 2017.

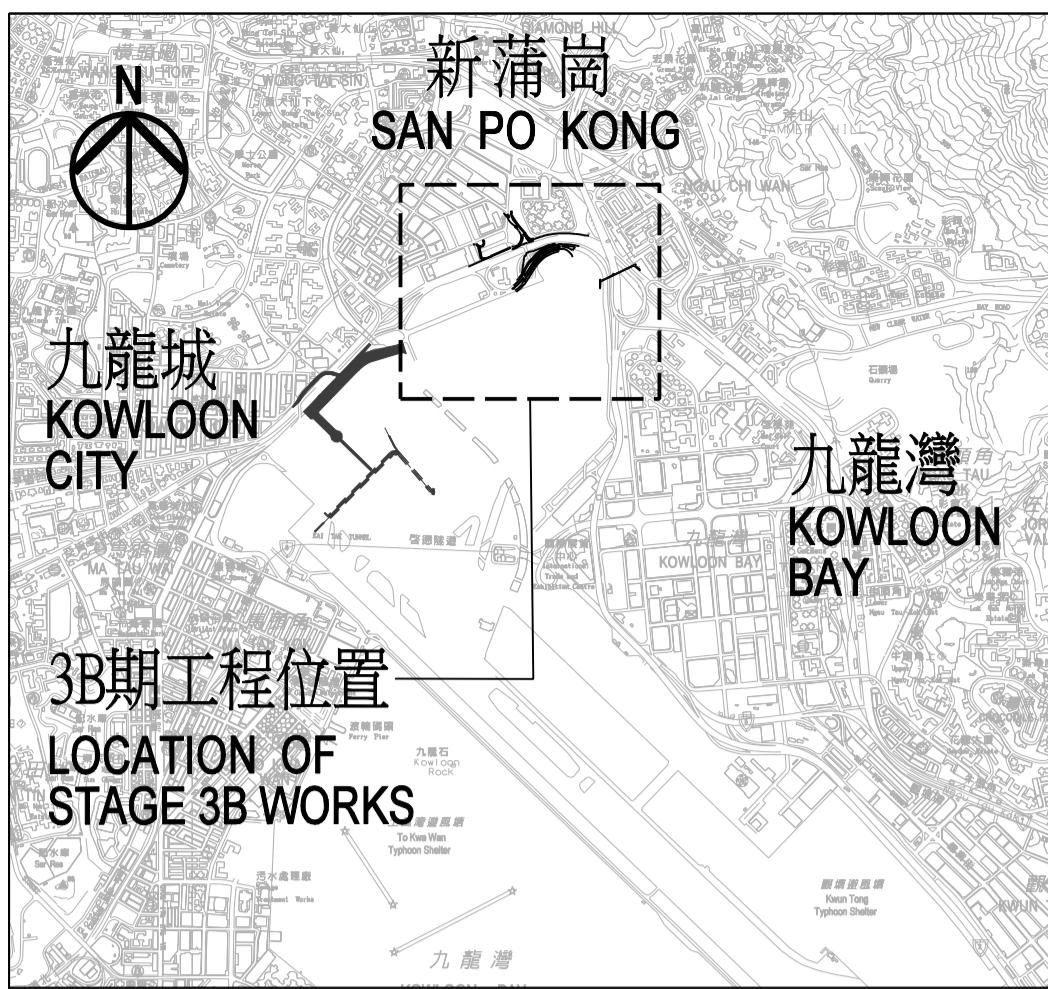
**WAY FORWARD**

31. We are in the process of finalising the design of the proposed works. Subject to Members' support, we will proceed to seek the Public Works Sub-committee's endorsement for upgrading part of **469CL** to Category A. At the same time, we plan to invite tenders in the second quarter of 2016, prior to obtaining funding approval from the FC, to enable early commencement of the proposed works in the third quarter of 2016. The tenders will only be awarded after obtaining the FC's funding approval.

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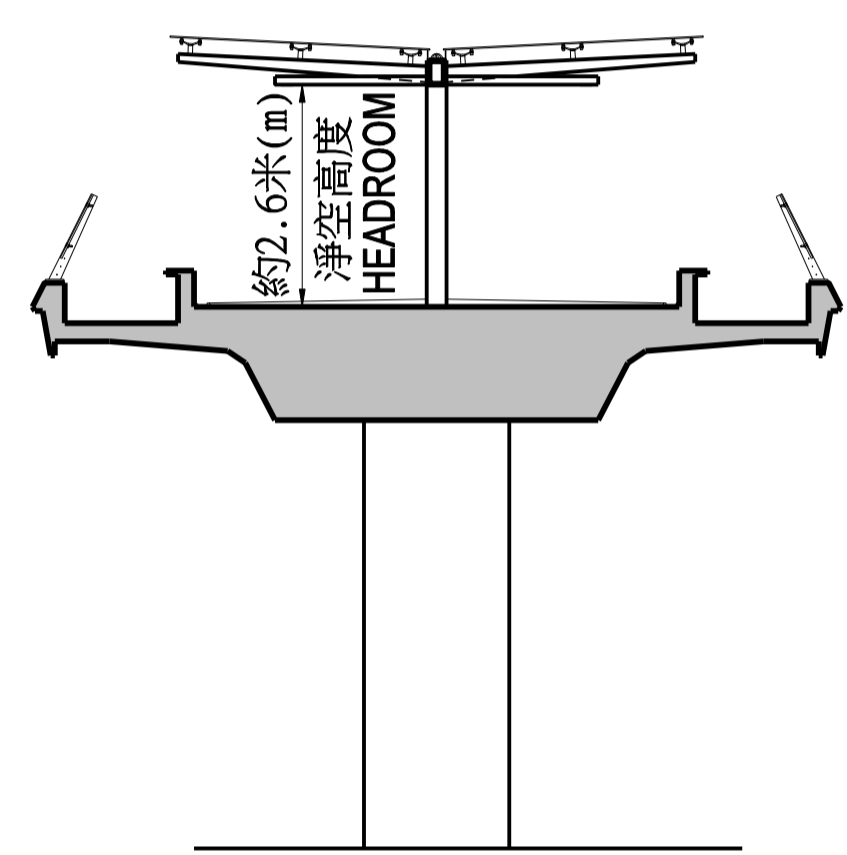
**Development Bureau**  
**February 2016**



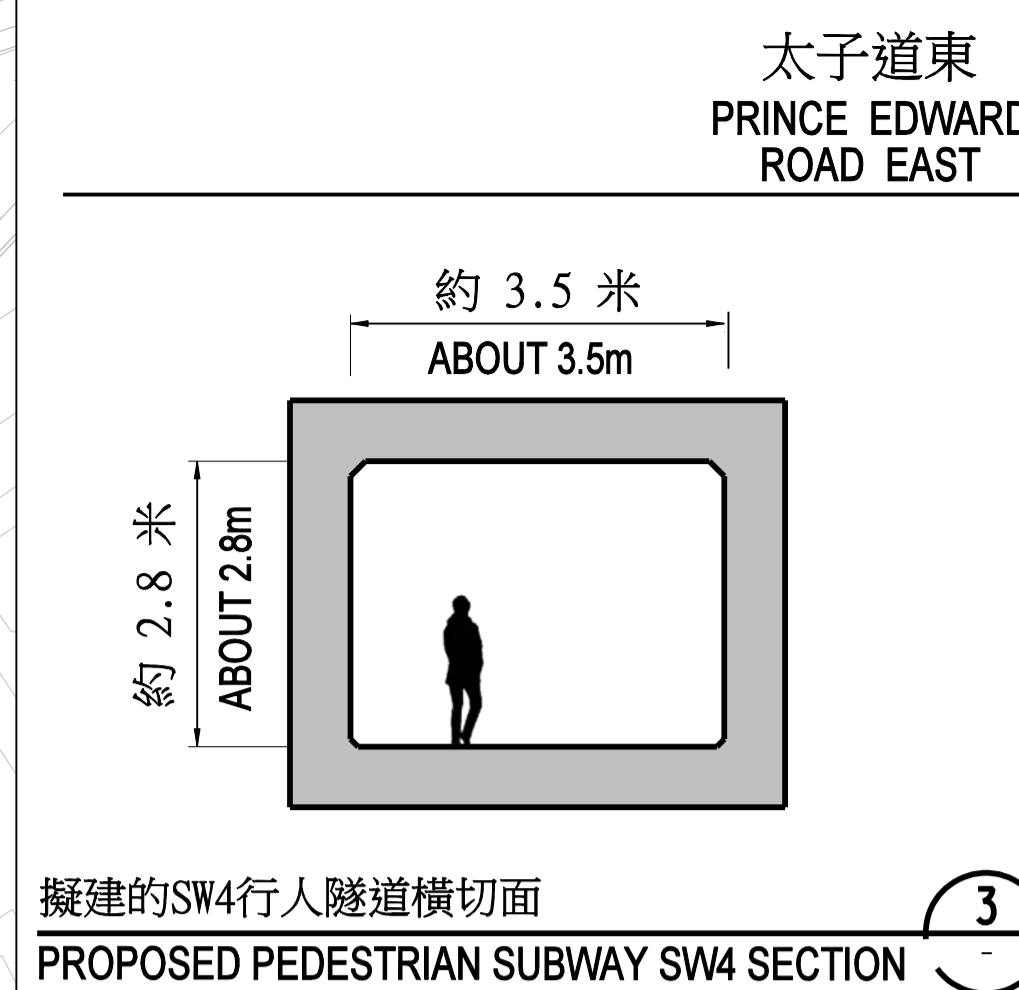
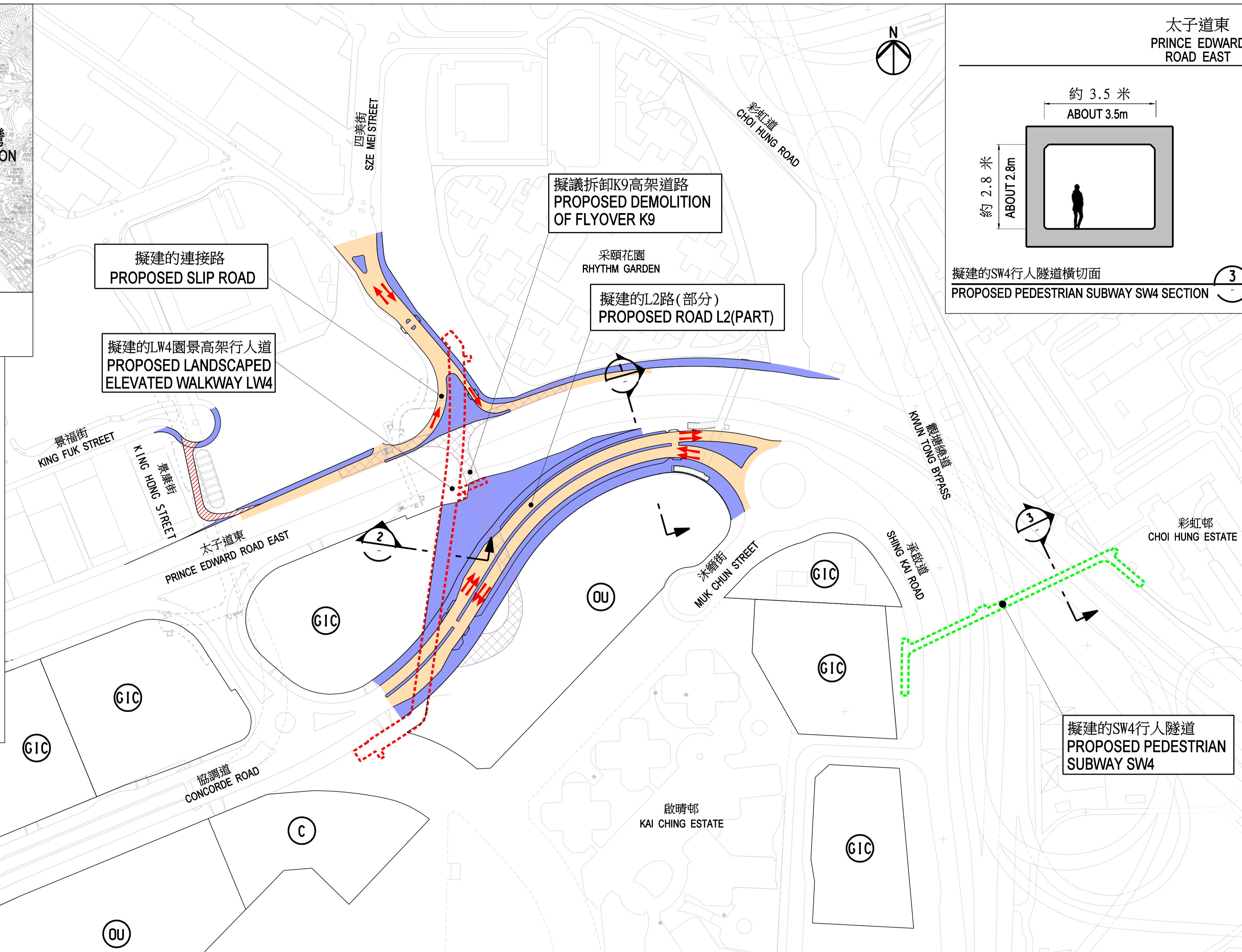


位置圖  
LOCATION PLAN

約2米(m) 約6米(m) 約2米(m)  
花槽 PLANTER 行人道 WALKWAY 花槽 PLANTER

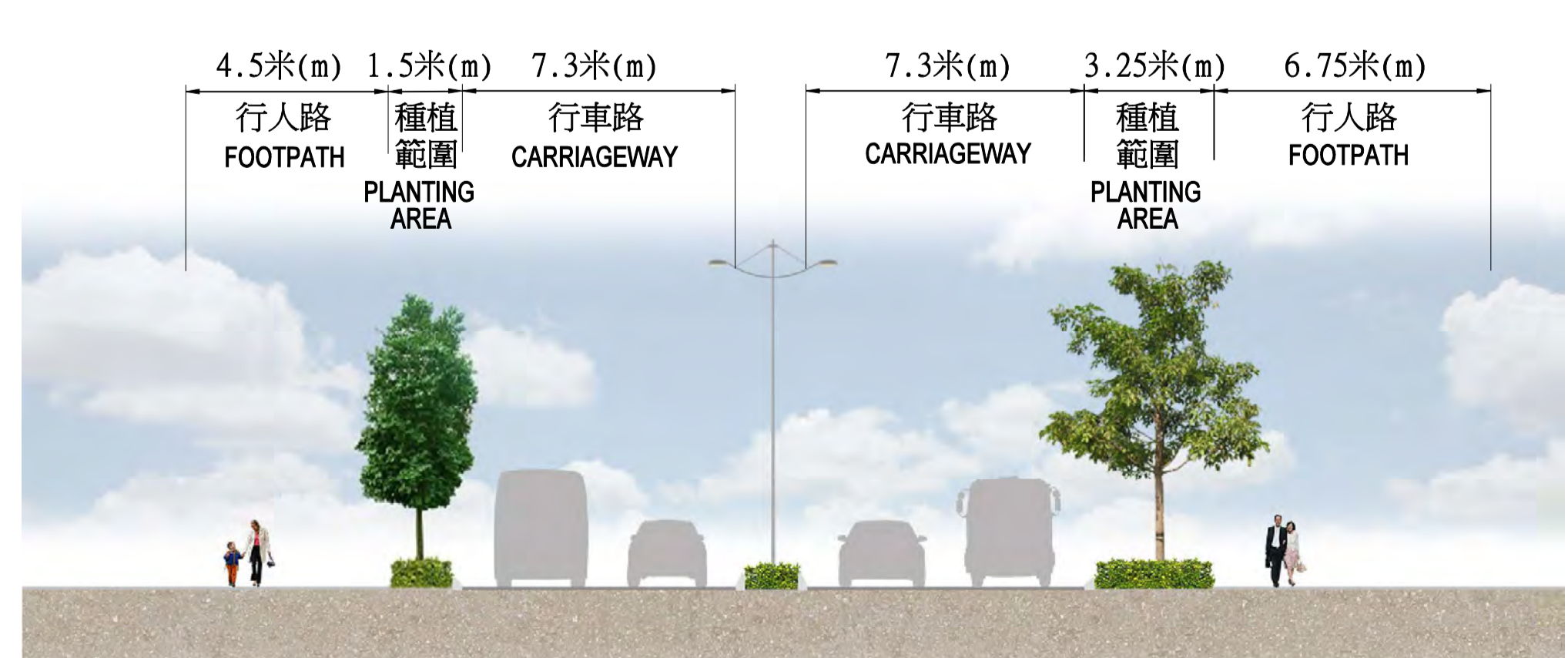


擬建的LW4園景高架行人道橫切面  
PROPOSED LANDSCAPED ELEVATED WALKWAY LW4 SECTION



擬建的SW4行人隧道橫切面  
PROPOSED PEDESTRIAN SUBWAY SW4 SECTION

- 圖例  
LEGEND:
- 擬建的行車道/重建或擴闊  
現有行車道  
PROPOSED CARRIAGEWAY / RE-CONSTRUCTION AND WIDENING OF EXISTING CARRIAGEWAY
  - 擬建/重建的行人路·中央分隔帶, 安全島或種植範圍  
PROPOSED / RE-CONSTRUCTION OF FOOTPATH, CENTRAL MEDIAN, TRAFFIC ISLAND OR PLANTING AREA
  - 擬建的園景高架行人道  
PROPOSED LANDSCAPED ELEVATED WALKWAY
  - 擬建的行人隧道  
PROPOSED PEDESTRIAN SUBWAY
  - 擬永久封閉行車道並改建為行人路  
PROPOSED PERMANENT CLOSURE OF CARRIAGEWAY AND CONVERT INTO FOOTPATH
  - 擬議拆卸K9高架道路  
PROPOSED DEMOLITION OF FLYOVER K9
  - 行車道的行車方向  
(每一箭嘴表示一條行車線)  
TRAFFIC LANE FOR CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)
  - 建議的商業發展用地  
PROPOSED SITE FOR COMMERCIAL DEVELOPMENT
  - 建議的綜合發展用地  
PROPOSED SITE FOR COMPREHENSIVE DEVELOPMENT AREA
  - 建議的政府、機構或社區用地  
PROPOSED SITE FOR GOVERNMENT/ INSTITUTION/ COMMUNITY
  - 建議的其他指定用途用地  
PROPOSED SITE FOR OTHER SPECIFIED USES



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

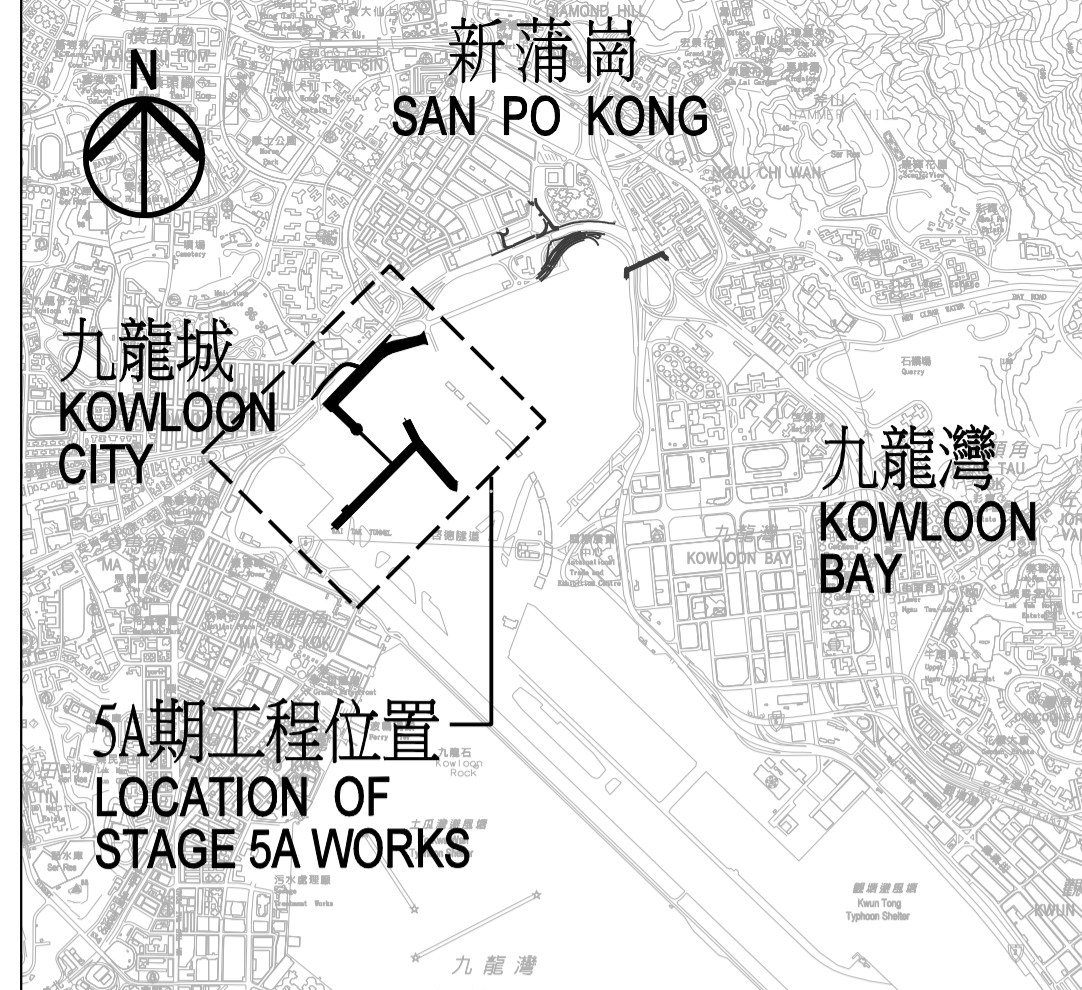
工程名稱 project title  
工務計劃項目第469CL號  
啓德發展計劃 -  
啓德機場北面停機坪的基礎設施

PWP ITEM NO. 469CL  
KAI TAK DEVELOPMENT -  
INFRASTRUCTURE AT NORTH APRON  
AREA OF KAI TAK AIRPORT

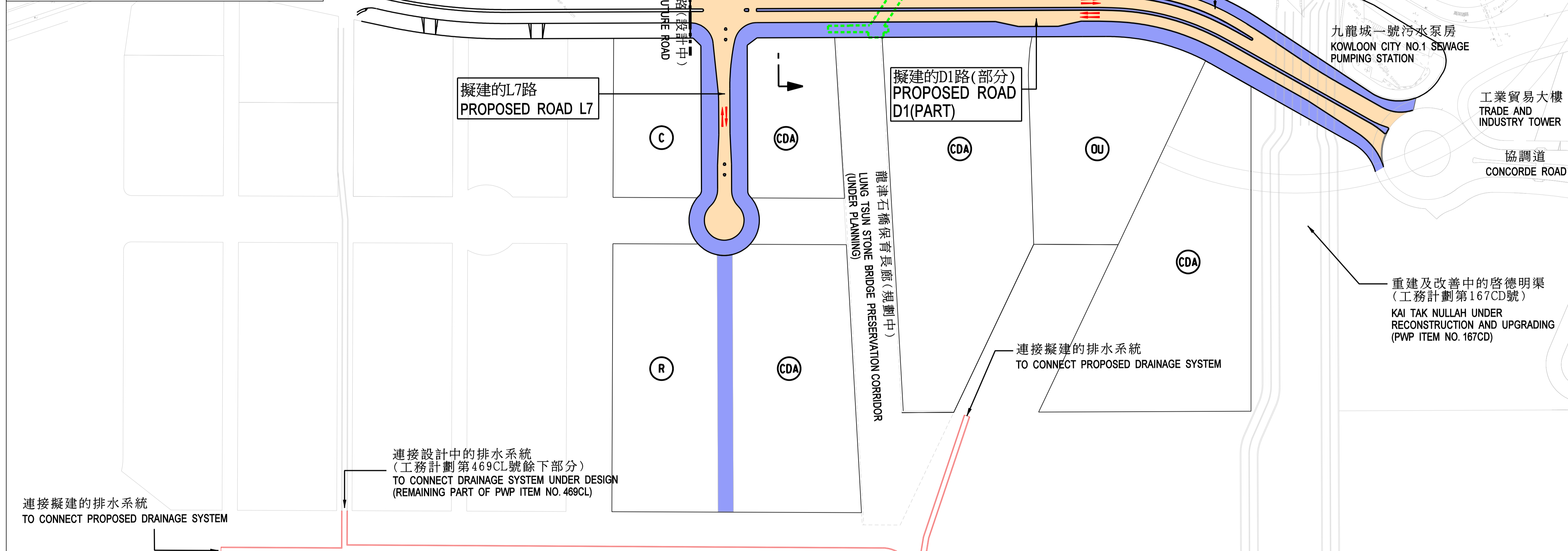
圖則名稱 plan title  
前北面停機坪  
第3B期基礎設施 - 平面圖  
STAGE 3B INFRASTRUCTURE AT  
FORMER NORTH APRON AREA -  
LAYOUT PLAN



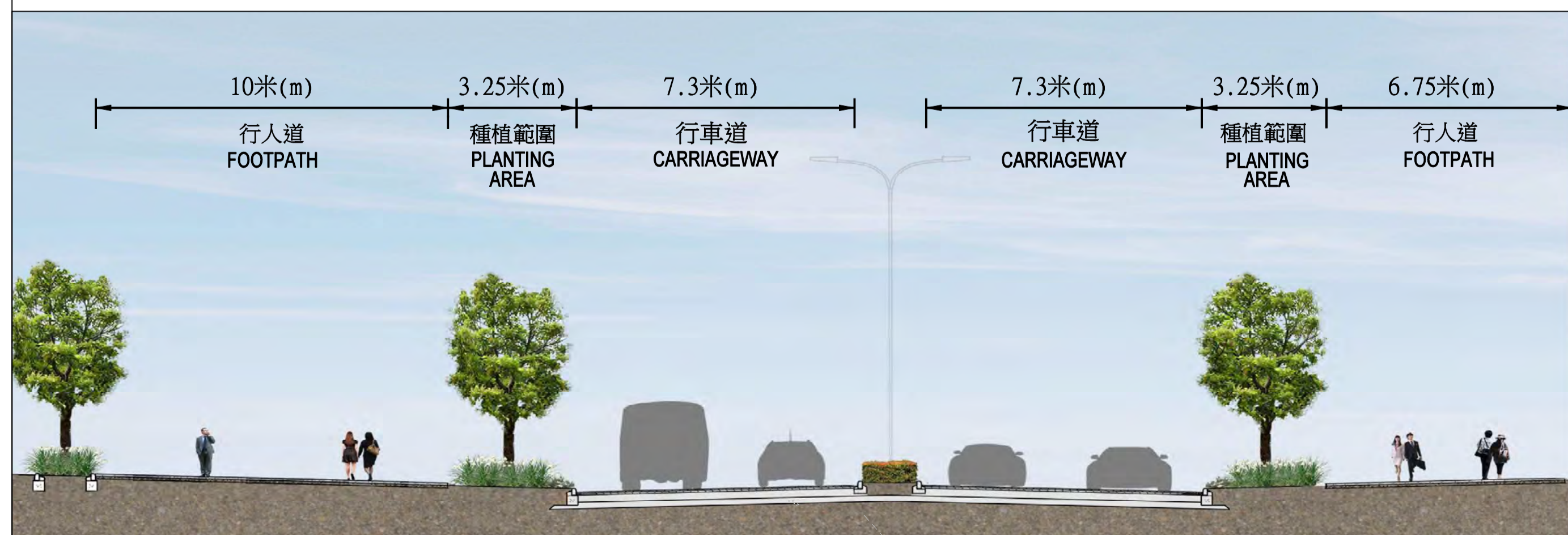




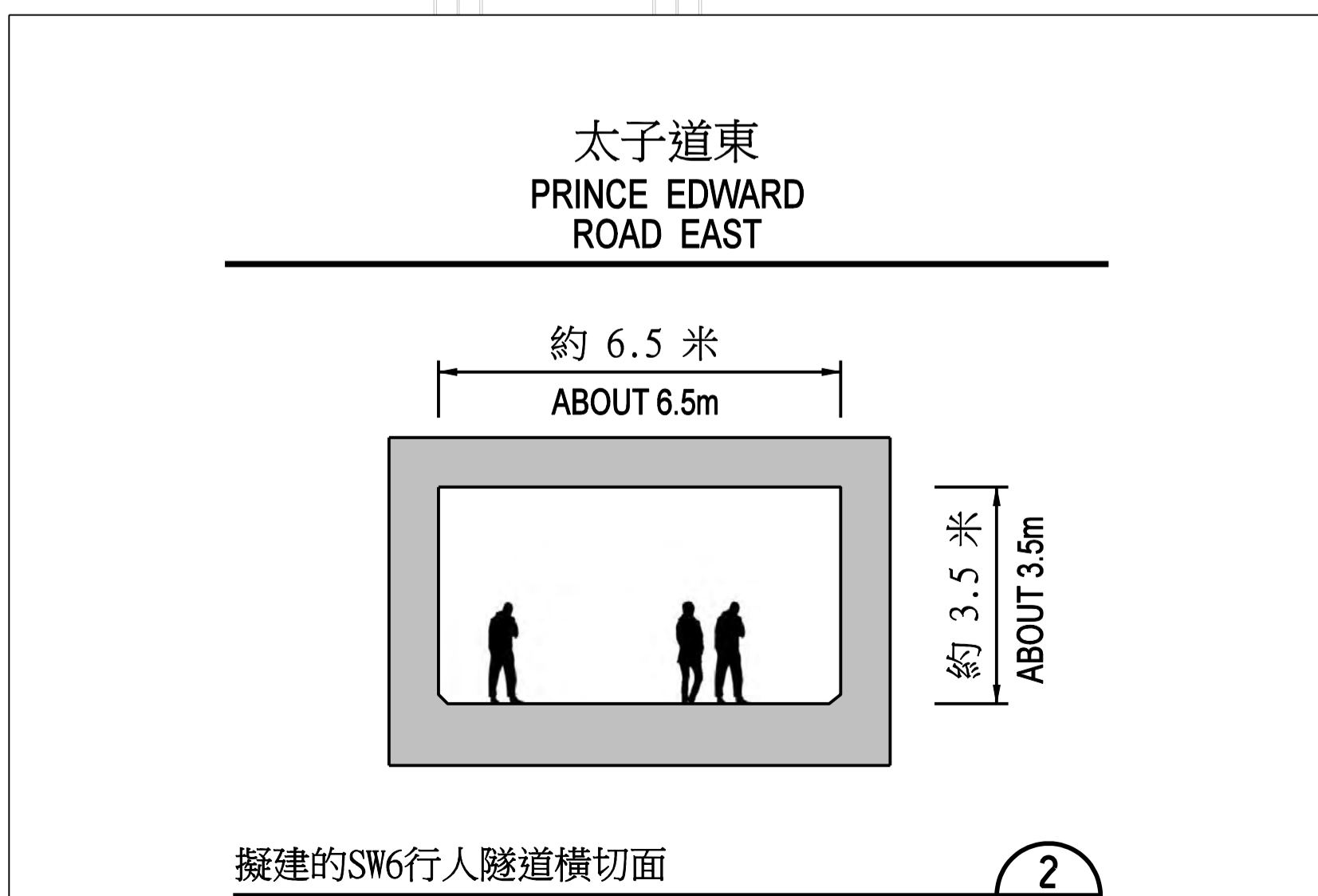
位置圖  
LOCATION PLAN



- 圖例  
LEGEND:
- 擬建的行車道  
PROPOSED CARRIAGEWAY
  - 擬建的行人路, 步行街, 中央分隔帶, 安全島或種植範圍  
PROPOSED FOOTPATH, PEDESTRIAN STREET, CENTRAL MEDIAN, TRAFFIC ISLAND OR PLANTING AREA
  - 擬建的行人路隧道  
PROPOSED PEDESTRIAN SUBWAY
  - 擬建箱形暗渠  
PROPOSED BOX CULVERT
  - 擬建於行車道下的行人路  
PROPOSED FOOTPATH UNDERNEATH CARRIAGEWAY
  - 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)
  - 建議的住宅發展用地  
PROPOSED SITE FOR RESIDENTIAL DEVELOPMENT
  - 建議的商業發展用地  
PROPOSED SITE FOR COMMERCIAL DEVELOPMENT
  - 建議的綜合發展區用地  
PROPOSED SITE FOR COMPREHENSIVE DEVELOPMENT AREA
  - 建議的其他指定用途用地  
PROPOSED SITE FOR OTHER SPECIFIED USES



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



擬建的SW6行人隧道橫切面  
PROPOSED PEDESTRIAN SUBWAY SW6 SECTION

工程名稱 project title  
工務計劃項目第469CL號  
啓德發展計劃 -  
啓德機場北面停機坪的基礎設施  
PWP ITEM NO. 469CL  
KAI TAK DEVELOPMENT -  
INFRASTRUCTURE AT NORTH APRON  
AREA OF KAI TAK AIRPORT

圖則名稱 plan title  
前北面停機坪  
第5A期基礎設施 - 平面圖  
STAGE 5A INFRASTRUCTURE AT  
FORMER NORTH APRON AREA -  
LAYOUT PLAN



## 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 Core 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, February 2014 and April 2015. 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 \$47 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 opened 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 remaining dredging works in December 2015, the second berth of KTCT is able to accommodate berthing of mega cruise vessels from 2016 onwards. The Kwun Tong Promenade was opened to public in two stages in January 2010 and May 2015 respectively.

5. At the former north apron area, Stage 1 infrastructure works were completed in December 2013 to support the public rental housing (PRH) development including Kai Ching Estate and Tak Long Estate. Other projects including 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. Stage 2 infrastructure works serving the residential sites in the Grid Neighbourhood on the eastern side of Kai Tak River, together with Trade and Industry Tower (TI Tower), were substantially completed in mid-2015. Two primary schools adjacent to the PRH development were substantially completed in December 2015.

6. 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.

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 at 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 to the Urban Renewal Authority and the Housing Authority for development, and the Lands Department for land sale 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 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, Stage 3A infrastructure works (serving the development sites near San Po Kong and enhancing the connectivity of KTD with San Po Kong) and Stage 4 infrastructure works (serving six housing sites of the Grid Neighbourhood west of Kai Tak River and enhancing the connectivity between To Kwa Wan and Kowloon Bay) are in progress for phased completion by mid-2017. The upgrading and reconstruction works for the section of Kai Tak Nullah within KTD will be completed in phases by 2018. Construction of Shatin-to-Central Link (SCL) in KTD is ongoing.

10. At the former south apron area, the Hong Kong Children's Hospital (HKCH) is under construction for completion in June 2017.

11. Under DCS Phase III (Package A) for phased completion by end 2017, timely provision of chilled water supply to the TI Tower, the two primary schools and HKCH has been / will be achieved. Chilled water supply to a number of public 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, and the proposed Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station, will be provided under DCS Phase III (Package B) for completion by end 2018.

12. To facilitate early disposal of commercial and residential development sites at the former runway, infrastructure works have commenced since November 2015 for staged completion by 2019. The Stage 2 infrastructure works at the former runway cover re-aligning and widening of Shing Fung Road, as well as building new roads with associated infrastructures including an elevated landscaped deck and noise barriers, whereas Stage 3 infrastructure works at the former south apron area include widening of Cheung Yip Street and Shing Cheong Road together with construction of the supporting underground structure as enabling works for the future Trunk Road T2.

### ***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 2016 for completion in 2019. Also, funding approval will be sought for a 30-classroom secondary school at the former north apron area, which is planned to commence construction in late 2016 for completion in 2019.

15. For the Multi-purpose Sports Complex (MPSC) project, the Home Affairs Bureau 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. The pre-construction works of the MPSC commenced in December 2015 for completion in end 2017.

16. Phase I of the New Acute Hospital at the former south apron area is under active planning.

17. Both Central Kowloon Route (CKR) and Trunk Road T2, being key projects of Route 6 essential for KTD, are under design. Amendments to the road scheme of CKR were gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in March 2015 and authorized in January 2016. Trunk Road T2 project was gazetted under the Roads (Works, Use and Compensation) Ordinance in September 2014 and authorized in November 2014.

18. Further stages of infrastructure works at KTD are currently under design. At the former north apron area, subject to funding approval, Stage 3B infrastructure works will commence in the third quarter of 2016 to further enhance the connectivity of KTD with San Po Kong. Near Kowloon City, as the Phase 1 of additional archaeological field investigation (AFI) covering the footprint of Stage 5A infrastructure works have revealed no major findings, we will also proceed to implement Stage 5A infrastructure works in the third quarter of 2016 subject to funding approval. Pending the outcome of further AFI works, we will implement the remaining infrastructure works at former north apron by phases.

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

20. Recent site surveys indicate that the odour problem at KTAC and

KTTS is generally under control. With the latest field data collected, we have reviewed the proposed 600 m opening under the Phase 2 improvement works at KTAC and KTTS 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 and KTTS and improve the water circulation, whilst achieving similar environmental performance as the originally proposed 600 m opening. We consulted Kwun Tong, Kowloon City and Wong Tai Sin District Councils and Task Force on Kai Tak Harbourfront Development (TFKT) in the third quarter of 2015 and obtained general support for the proposed alternative IP scheme, the detailed design of which is underway.

### Kai Tak Fantasy (KTF)

21. KTF covers an area of about 90 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 (KE) into a Core Business District (CBD) to sustain Hong Kong's long-term economic growth. Following conclusion of an international design ideas competition in late 2014, the Energizing Kowloon East Office (EKEO) of the Development Bureau is taking forward the KTF initiative under two detailed studies, namely the Planning and Urban Design Review for Developments at Kai Tak Runway Tip and the Planning and Engineering Study on Kwun Tong Action Area. The former study commenced in December 2015 for completion in the second quarter of 2017 while the latter is scheduled to commence in early 2016.

22. As a quick-win measure of KTF to bring vibrancy to the waterfront, the disused pier adjacent to the ex-fire station at the Kai Tak Runway is planned for re-opening in early 2016. This would help improve the facilities for transport services in the area and also contribute to the policy of water-friendly culture announced in the 2015 Policy Address.

### Environmentally Friendly Linkage System (EFLS)

23. To support the initiative of transforming KE 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 (MMLS) to serve the CBD. Following funding approval of the Finance Committee in July 2015, the detailed feasibility study (DFS) for the EFLS commenced in

October 2015 for staged completion in about two years, to provide in-depth evaluation on the most suitable green public transport mode(s) for the proposed EFLS and formulate a well-planned integrated MMLS to enhance the connectivity of KE. The DFS will also examine the financial viability, environmental acceptability and technical feasibility of the EFLS, as well as the impact of the proposed Kwun Tong Transportation Link on the use of the water body at the KTTS and the KTAC. It will also formulate the associated mitigation measures. Public consultations will be conducted to solicit views from different stakeholders during the course of the DFS.

### Cycle Track Network in KTD

24. 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 kilometres (km) to about 13 km to be incorporated in public open spaces. With general public support received, a feasibility study commenced in November 2015 for completion in early 2017 to review the proposed cycle track network, its ancillary facilities including rental and parking provision, operation and management framework and implementation strategy.

### Other Activities in the Pipeline

25. Aiming to achieve an overall visual identity and branding for the new development area, we are in the process of formulating a set of design guidelines by the second quarter of 2016 to facilitate the integration of Public Creatives design elements into public facilities and street furniture items applicable to KTD.

26. There are a number of pedestrian streets in different areas of KTD, which are yet to be named. In order to promote opportunities for public participation in the development of KTD, we have launched in January 2016 a competition for the naming of ten pedestrian streets within the Grid Neighbourhood at the former north apron area. The result of the competition is scheduled to be announced in March 2016.

27. The 2015 Policy Address highlighted the need of suitably increasing office and housing supply in KTD (i.e. with additional office floor areas and residential units of no fewer than 430 000 m<sup>2</sup> and 6 800 flats respectively). Upon completion of a study confirming the technical feasibility and environmental viability, we consulted the relevant District Councils and the TFKT on the study findings, and submitted planning applications in batches for minor relaxation of building height and plot ratio



restrictions, which were approved by the Town Planning Board. We are exploring the technical feasibility of further increasing the housing supply in KTD.

**Development Bureau**  
**February 2016**

**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	Jun 2011	355.8

PWP Item No.	Project Title	Date of Upgrading to Category A	Approved Project Estimate (\$million)
	Tak Airport		
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 Jul 2015	1,671.0 1,861.8 <sup>1</sup> 3,145.9 <sup>2</sup> 3,752.0 <sup>3</sup>
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
287RS	Kai Tak Multi-Purpose Sports Complex – pre-construction work	Jul 2015	62.7
711CL	Kai Tak development – infrastructure	Jul 2015	5,757.1

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

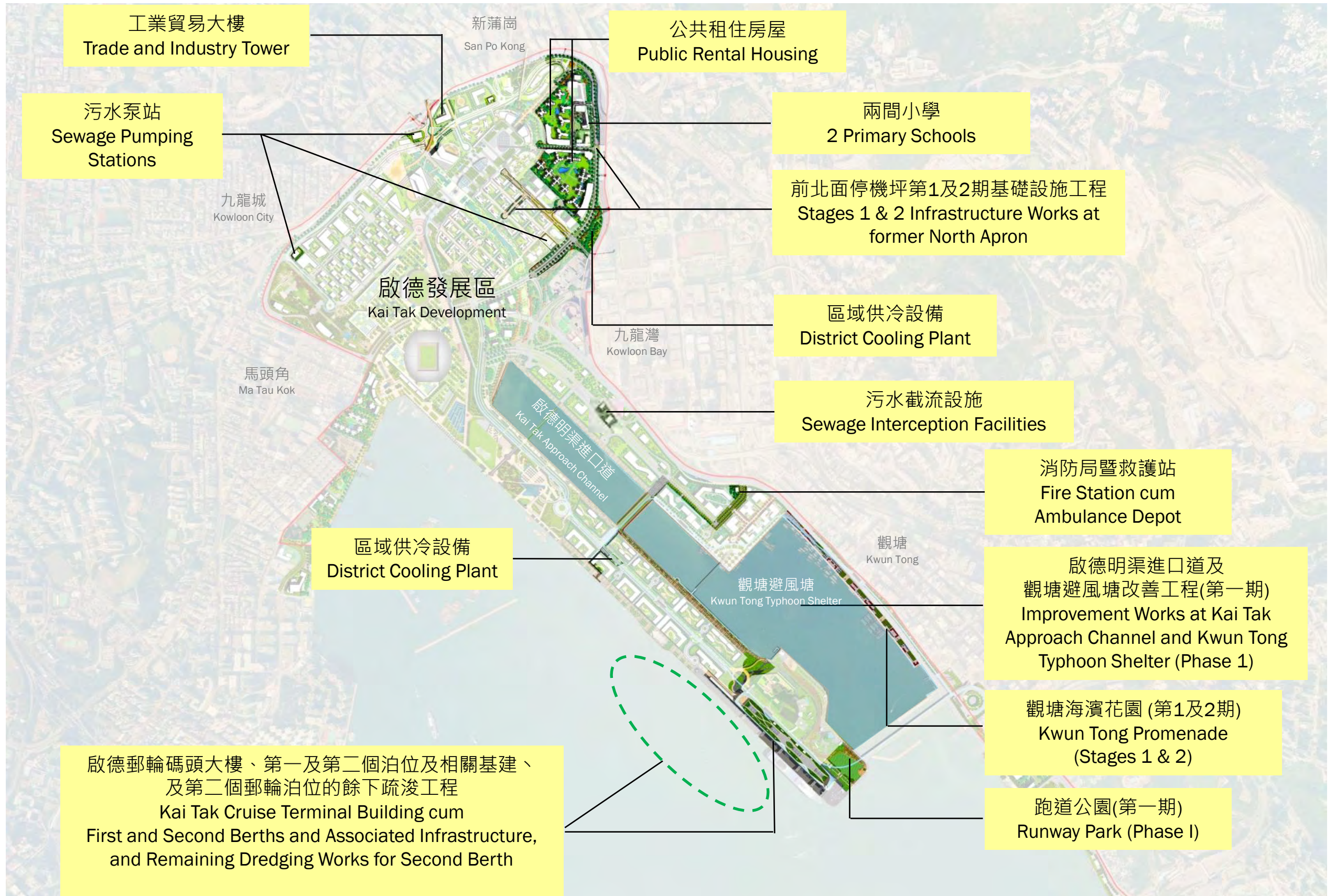
<sup>2</sup> Approved project estimate for Item 45CG was increased to \$3,145.9 million in June 2013

<sup>3</sup> Approved project estimate for Item 45CG was increased to \$3,752.0 million in July 2015

PWP Item No.	Project Title	Date of Upgrading to Category A	Approved Project Estimate (\$million)
	works for developments at the southern part of the former runway		
65TR	Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East	Jul 2015	92.3
		<b>Total</b>	<b>46,601.5</b>

# 啟德發展計劃 – 已完成的主要項目

## Kai Tak Development – Major Projects Already Completed





# 啟德發展計劃 – 已批出的住宅用地

## Kai Tak Development – Residential Sites Disposed



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



# 啟德發展計劃 – 建造中的主要項目

## Kai Tak Development – Major Projects under Construction





# 啟德發展計劃 – 積極規劃 / 設計中的主要項目

附件 2 - 附錄 5  
Annex 5 to Enclosure 2

## Kai Tak Development – Major Projects under Active Planning / Design

