

**For discussion
on 20 January 2009**

**Legislative Council Panel on Development
The Implementation Plan for the Kai Tak Development**

PURPOSE

This paper provides Members with an overview of the current implementation plan for the Kai Tak Development (KTD) and the scope of the first batch of seven KTD-related infrastructure projects, which the Administration plans to seek funding approval from the LegCo in the second quarter of 2009.

BACKGROUND

2. The KTD had been the subject of a 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 between 2004 and 2006 under the Kai Tak Planning Review Study. 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 was 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. Taking account of the site constraints and opportunities and the compatibility with the adjoining districts, the development of Kai Tak has been divided into six main sub-areas, namely, Kai Tak City Centre (North Apron East), Sports Hub (North Apron West), Metro Park (Runway North), Runway Precinct (Middle Runway), Tourism and Leisure Hub (Runway South) and South Apron Corner (South Apron). These Sub-areas are shown on the plan at **Annex 1**.

CURRENT POSITION

4. We conducted detailed engineering and environmental impact assessment (EIA) studies in parallel with the planning process in formulating the implementation plan for KTD. With the objective of implementing the projects in a synchronized manner, we have now prepared a plan to take forward the projects in KTD which has taken account of other development in the vicinity of Kai Tak. The implementation plan will be discussed in detail in paragraphs 6 to 20 below. As a prerequisite to start construction of the Designated Projects in KTD, we completed the Schedule 3 EIA study for KTD and had submitted the study report to the Environmental Protection Department on 24 October 2008 for processing under the EIA Ordinance (Cap 499). In accordance with the requirement of the Ordinance, the EIA report had been exhibited for public inspection on 9 December 2008 for views to reach the Environmental Protection Department by 7 January 2009. We will shortly consult the Advisory Council on the Environment on the study findings and any views received on the study report. Our target is to obtain statutory approval to the EIA report in the first quarter of 2009.

5. In addition to the above studies, we have carried out site preparation and decontamination works in parallel to ensure that the ex-airport site will be ready for the planned developments and infrastructure to proceed. The total value of the preparation works completed is about \$410 million. The remaining preparation works mainly at the south apron, funded under PWP item 734CL with a project estimate of \$120 million approved by the Finance Committee in February 2008, will be completed in early 2010.

IMPLEMENTATION PLAN

6. The KTD involves many interrelated projects which have close relations with one another. These projects culminate to make KTD a highly complex mega project to be implemented in the vicinity of Hong Kong's busy metro area. The total estimated capital cost for the various projects is over \$100 billion. Given the scale and complexity of KTD, we have grouped the projects into three packages for completion by three target years, 2013, 2016 and 2021. These packages, namely, Packages A, B and C seek to ensure that the developments will proceed in a co-ordinated and progressive manner, while taking into consideration their relative priorities and readiness to proceed.

Package A – Target completion 2013

7. Package A comprises the following major projects and their locations in KTD are shown in **Annex 2**.

- (a) Developments at North Apron
 - Public Housing Development (13 000 flats)
 - Primary Schools (2 nos.) and Secondary School (1 no.)
 - Kai Tak Government Offices (gross floor area 50 000 m²)
- (b) Developments at Runway
 - Cruise Terminal (first berth)
 - Runway Park (9 hectares)
- (c) Kwun Tong Public Cargo Working Area
 - Waterfront Promenade
- (d) Supporting Infrastructure
 - District Cooling System (first phase)
 - Roadworks, pedestrian links, water supply, drainage and sewerage systems

8. The total estimated cost of the projects in Package A is \$15 billion.

9. The key issues in Package A are the timely completion of the public housing development and the first berth of the cruise terminal, and the provision of supporting infrastructure to serve these developments. To tie in with the public housing development at the north apron, we will enhance vehicular and pedestrian connections to the surrounding built-up areas to provide convenient access for the residents. For the first berth of the cruise terminal and the adjacent runway park for which funding will be separately sought in due course, we will also construct new roads and improve existing road junctions so that these early developments at the runway tip are readily accessible. The proposed District Cooling System is a large scale centralized air-conditioning system to serve the public and private non-domestic developments at the KTD. The private sector will be engaged for the design, construction and operation of the system. We will carefully manage and co-ordinate the construction interfaces of the works for this system with other infrastructure works in KTD.

10. On completion of Package A, the KTD will house some 33 600 population. The Kai Tak Government Offices will provide Government services to both the existing population in the hinterland areas such as San Po Kong and Kowloon City, and the new population in KTD at an early stage. Two new footbridges and improvement works to three existing subways linking San Po Kong and Choi Hung would enhance connectivity with the surrounding areas. In the runway area, we anticipate the first berth of the cruise terminal will be commissioned and will enhance Hong Kong's position as a regional cruise hub. The runway park together with the waterfront promenade at the Kwun Tong Public Cargo Working Area (PCWA) will provide the much needed open space for the enjoyment of both the local residents and the community at large. As for the Kwun Tong PCWA, we have consolidated the vacant berths and identified a 200-metre long waterfront promenade for early completion by end 2009. This promenade will be extended as the existing PCWA is phased out gradually by 2011.

Package B – Target completion 2016

11. Package B comprises the following major projects and their locations in KTD are shown in **Annex 3**.

- (a) Strategic Transport Links
 - Route 6 (Central Kowloon Route, Trunk Road T2, Tseung Kwan O – Lam Tin Tunnel)
 - Shatin-to-Central Link (Tai Wai to Hung Hom section)
- (b) Developments at North Apron
 - Sites for residential/commercial developments (part)
 - Underground Streets to Kowloon City and San Po Kong (20 metres and 6 metres wide respectively)
 - Kai Tak River (1 kilometre long)
- (c) Developments at Runway
 - Cruise Terminal building (including second berth)
 - Tourism Node (gross floor area 190 000 m²)
 - Heliport
 - Bio-remediation of the Kai Tak Approach Channel and the Kwun Tong Typhoon Shelter
- (d) Supporting Infrastructure
 - District Cooling System (second phase)

- Roadworks, pedestrian links, water supply, drainage and sewerage systems

12. The total estimated cost of the projects in Package B is \$66 billion.

13. An important part of Package B is the timely completion of two strategic transport links, namely, the Shatin-to-Central Link and Route 6 which are crucial to support the continued development of KTD. Package B also includes the provision of additional pedestrian connections to the adjoining districts to facilitate the steady increase in residential and working population at the north apron, as well as the first intake of some of the private housing and commercial developments.

14. In this package, work will be carried out to transform the section of Kai Tak Nullah at the north apron into the proposed Kai Tak River. Package B also includes works in accordance with the EIA report for KTD for a three-prong approach to tackle the long-standing odour problem in the Kai Tak Approach Channel -

- (a) bio-remediation treatment of the contaminated sediments at the channel bed to eliminate odour generation;
- (b) creation of a 600-metre wide opening in the ex-runway to improve water circulation in the channel; and
- (c) interception of polluted discharges in the hinterland of KTD.

It is expected that the quality of the water bodies would be greatly enhanced after implementation of the above proposed measures in this package.

15. Completion of Package B is an important milestone for the KTD as it will help to shape the rest of the development. We anticipate that the transformation of Kai Tak Nullah into the Kai Tak River will become a key landscaped feature in KTD. Together with the beautification of the nullah upstream in Wong Tai Sin (to be carried out by the Drainage Services Department), an open green waterway will visually connect the hinterland and the new development area. The two underground streets (intended to accommodate shops) will greatly enhance the connectivity of KTD with the surrounding areas. The strategic transport links, the underground streets and the environmental improvement works in the area will all contribute to the making of the north apron into a major residential / commercial hub. The completion of the cruise terminal at the runway will help secure continued growth of our cruise industry, whereas the heliport will be conducive to the development of the aviation industry. The improved water quality in Kai Tak

Approach Channel will add impetus and bring vibrancy to the area.

Package C – Target completion 2021

16. Package C comprises the following major projects and their locations in KTD are shown in **Annex 4**.

- (a) Developments at North Apron
 - Multi-Purpose Stadium Complex (45 000 seats in the main stadium)
 - Sites for residential/commercial developments (remaining)
- (b) Developments at Runway
 - Metro Park (24 hectares)
 - Sites for residential/commercial developments
- (c) Developments at South Apron
 - Sites for commercial developments
- (d) Transport Links
 - Monorail and Bridge Link (subject to study)
- (e) Supporting Infrastructure
 - District Cooling System (final phase)
 - Roadworks, water supply, drainage and sewerage systems

17. The total estimated cost of the projects in Package C is \$22 billion.

18. On completion of Package C, the Stadium Complex will form a new icon in this part of the Victoria Harbour. Its development is to be integrated with the Metro Park. These two facilities, occupying a total area of about 47 hectares at the waterfront, will signify the substantial completion of KTD.

19. Included in Package C is the rail-based Environmentally Friendly Transport System (EFTS) and a bridge link to Kwun Tong waterfront. These are shown as possible provision in the Kai Tak Outline Zoning Plan. The KTD Engineering Review has identified likely implications arising from the Protection of the Harbour Ordinance (Cap 531) as to whether the bridge link

would fall within the definition of “reclamation” under the Ordinance. The practicality of providing the bridge link needs to be further investigated to avoid possible legal challenge in future. Parallel action is therefore undertaken to investigate alternative routes of the EFTS, in the form of a monorail, for connection to the Kwun Tong waterfront without the need of the bridge link. The findings of the investigation and public consultations will help to decide the scale and form of the monorail and the bridge link for inclusion into Package C.

20. The target completion of the various projects under the above three packages are shown in the tentative implementation programme at **Annex 5**. We will keep the programme under regular review and make suitable refinements as and when necessary to suit prevailing circumstances.

NEW ISSUE

21. As part of the Schedule 3 EIA study for KTD, we have been carrying out archaeological investigations in the ex-airport site to ascertain if there exist remains of heritage significance. In the course of the investigations, we have unearthed the remains of the Longjin Bridge at the north apron. Detailed investigation is under way on site to expose its full extent. We have scheduled to complete the investigation works in the first quarter of 2009 and then to prepare a conservation management plan, as recommended in the Schedule 3 EIA report, for the remains of the Longjin Bridge.

22. Pending preparation of the conservation management plan and public views to be collected, we are considering amendments to the land-use plan in the vicinity to enable in-situ preservation of the bridge remains. We will include the implementation of the conservation management plan in an appropriate development package when details of the plan are available.

FUNDING APPROVAL

23. To take forward the implementation of KTD, the Administration plans to seek funding approval from the LegCo in the second quarter of 2009 to enable us to proceed with detailed design or construction of the following seven KTD-related infrastructure projects -

PWP item	Planned Submissions on Infrastructure Projects
	Package A
7711CL/B	Part-upgrade to Category A for the construction of about 1.5 km long single two-lane carriageway and associated landscaping works, a fireboat berth cum public landing steps, watermains, drainage, sewerage and improvement to existing roads and junction to serve developments at the runway tip including the Cruise Terminal and Runway Park.
7469CL/B	Part-upgrade to Category A for the construction of about 2 km long dual two-lane carriageways, two footbridges, associated drainage, sewerage, watermains and landscaping works at the north apron. Some existing carriageways and three existing subways would also be enhanced. These infrastructure works are to serve the Public Housing Development, Schools and Kai Tak Government Offices.
	Package B
7785TH/B	Part-upgrade to Category A for undertaking detailed design of Trunk Road T2 which is a dual two-lane highway of about 3.6 km long connecting the Central Kowloon Route to the west and the Tseung Kwan O – Lam Tin Tunnel to the east. About 2 km of Trunk Road T2 will be in the form of immersed tube tunnel underneath the seabed.
7702CL/B	Part-upgrade to Category A for undertaking detailed design of infrastructure to serve developments at the south apron and runway. The infrastructure comprises about 3 km of carriageways, two elevated walkways across the Kai Tak Approach Channel, a footbridge, a subway and associated drainage, sewerage, watermains and landscaping works.
7465CL/B	Part-upgrade to Category A for undertaking detailed design of bio-remediation treatment of contaminated sediments to improve the water quality in Kai Tak

PWP item	Planned Submissions on Infrastructure Projects
	Approach Channel and Kwun Tong Typhoon Shelter. The detailed design will also include the creation of a 600-m wide decked opening in the ex-runway to improve water circulation in the Approach Channel.
	District Cooling System
5045CG/B	Upgrade to Category A for the design, construction and operation of the district cooling system to serve developments in all packages. The system comprises chiller plants, pumphouse, pipeworks and connection facilities at user buildings at KTD.
	Sewerage System in Kowloon City
4357DS/B	Upgrade to Category A for the construction of a sewerage system, comprising 2 new sewage pumping stations, 1.7 km of sewage mains and associated landscaping works in Kowloon City to intercept sewage in the hinterland areas of KTD.

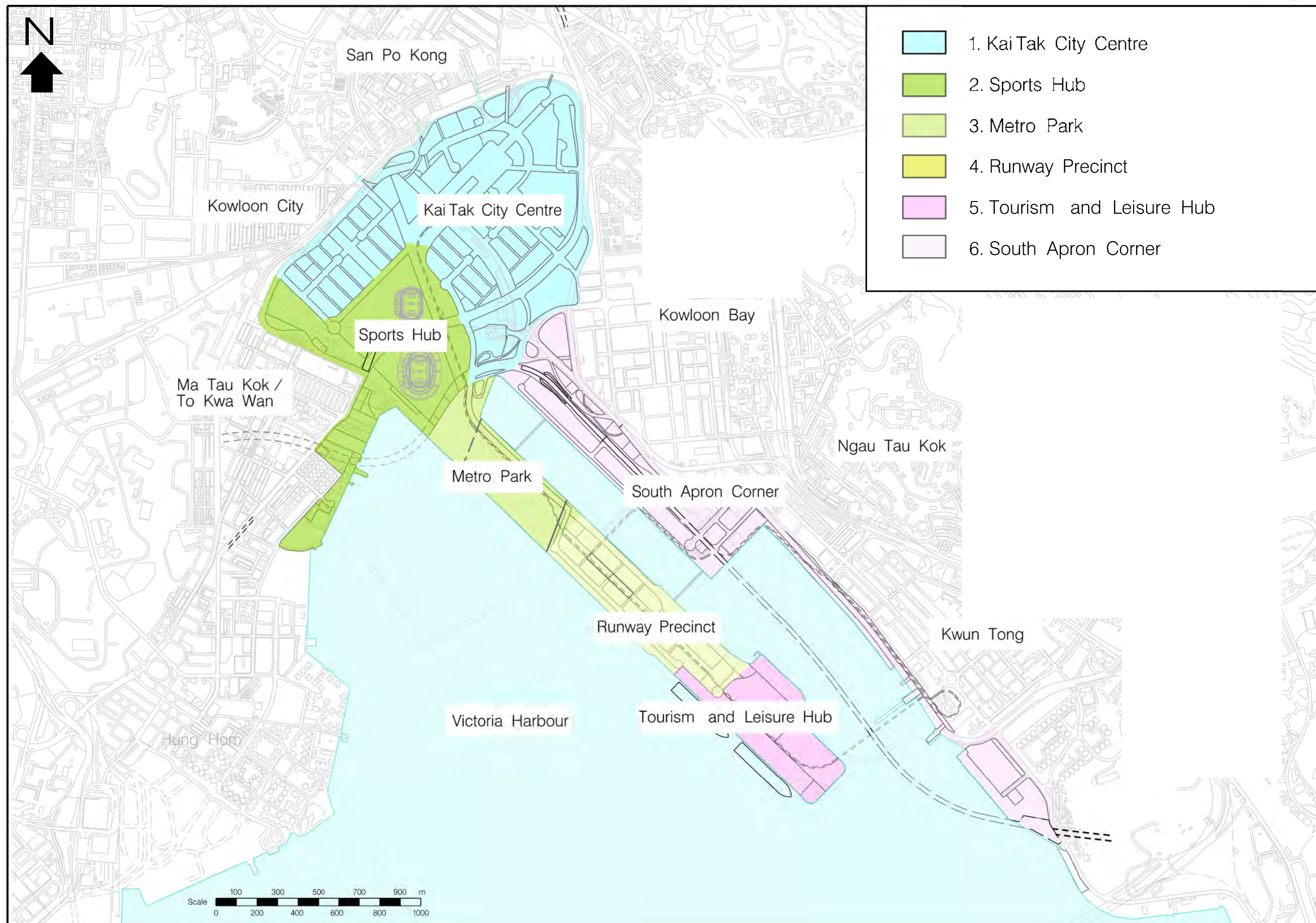
24. The total estimated project cost for these seven items is about \$3.3 billion. The works will create a total of about 1 500 jobs (about 390 for professional/technical staff and about 1 110 for labourers). The Administration will submit for Members' information the details of these infrastructure projects in due course.

25. In addition to the above items and depending on the readiness of the projects, the Administration would also seek Members' support on various other projects in KTD, such as the Kai Tak Government Offices, schools, cruise terminal, runway park.

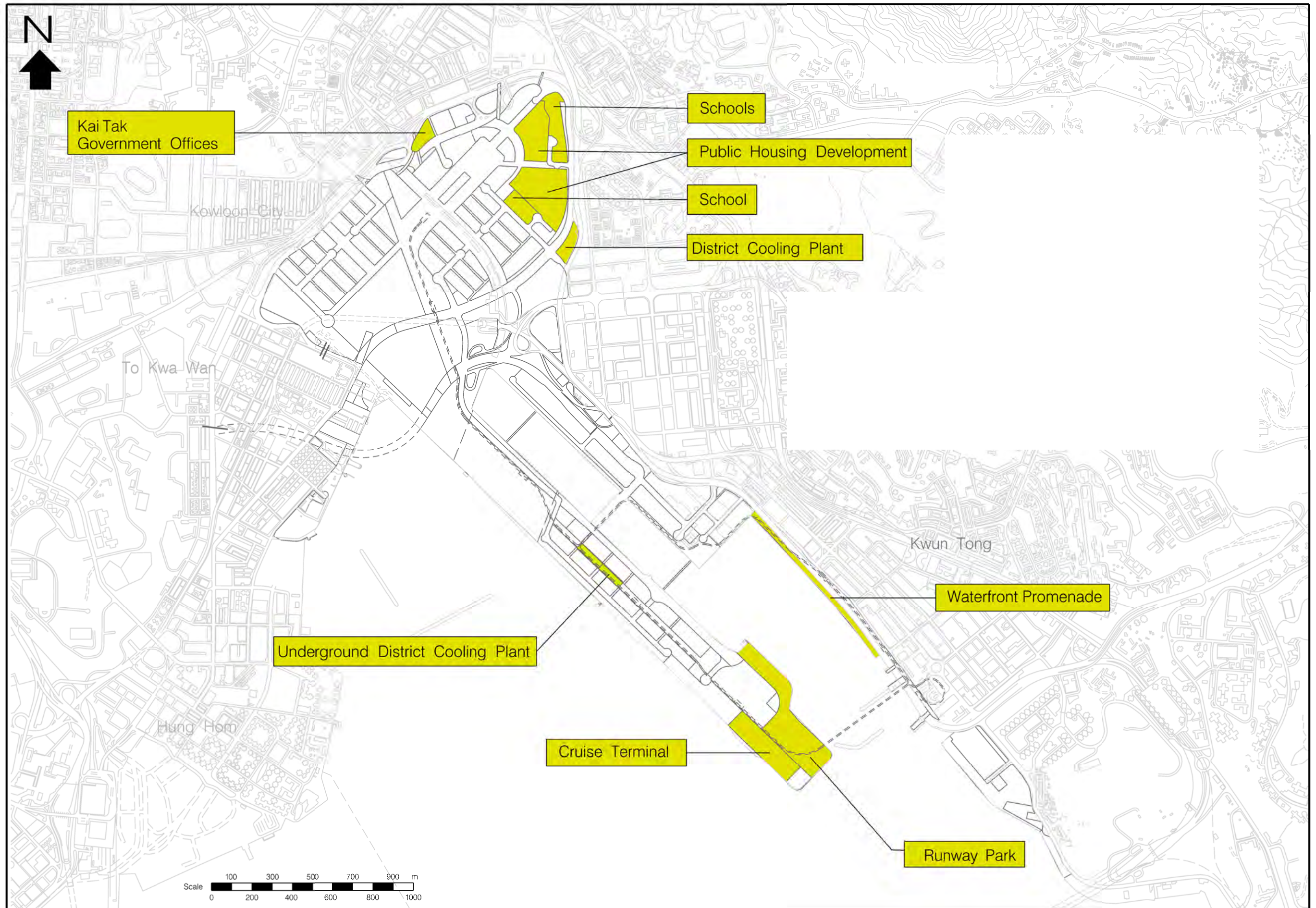
ADVICE SOUGHT

26. Members are invited to note and give views on the implementation plan of KTD.

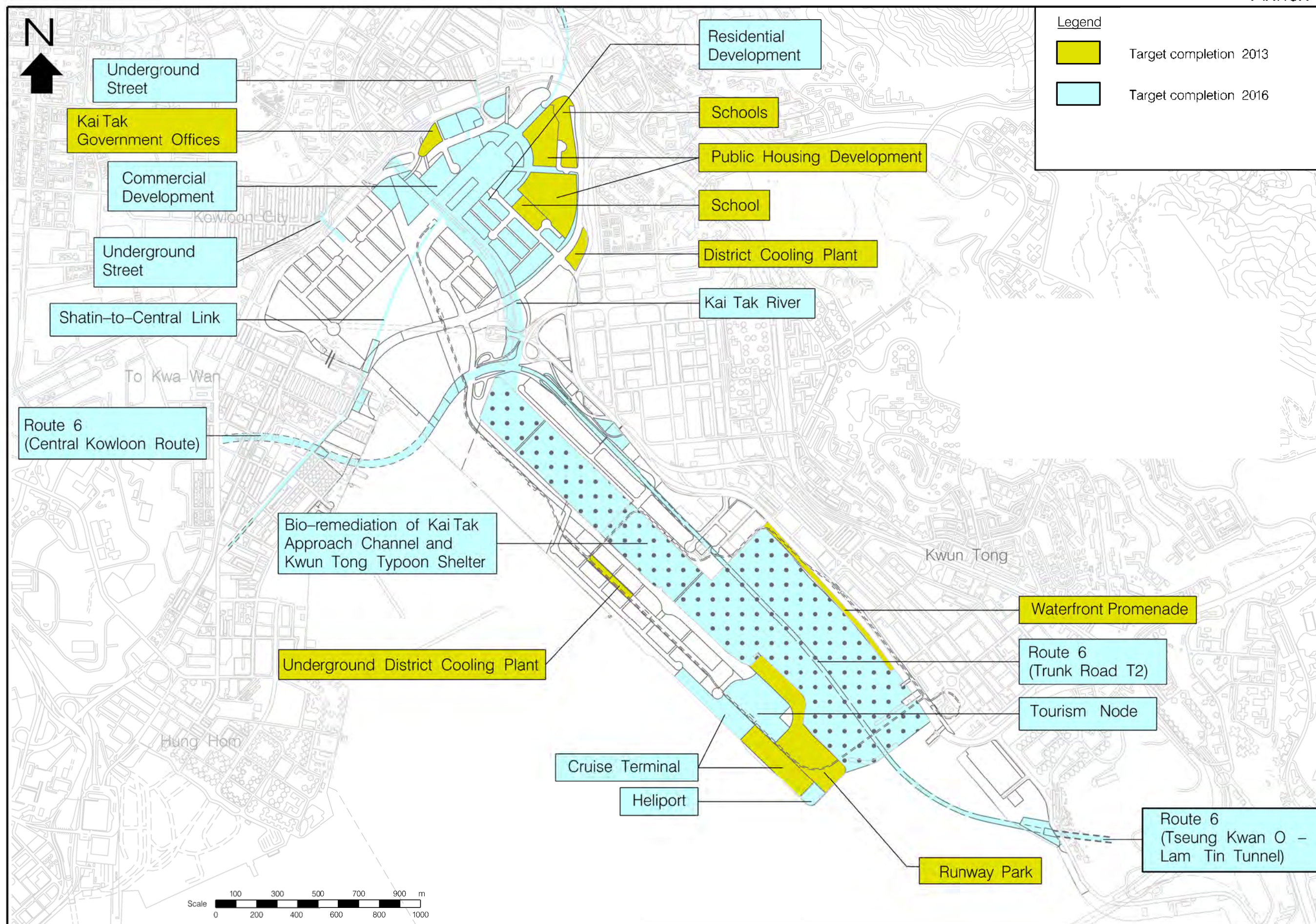
Development Bureau
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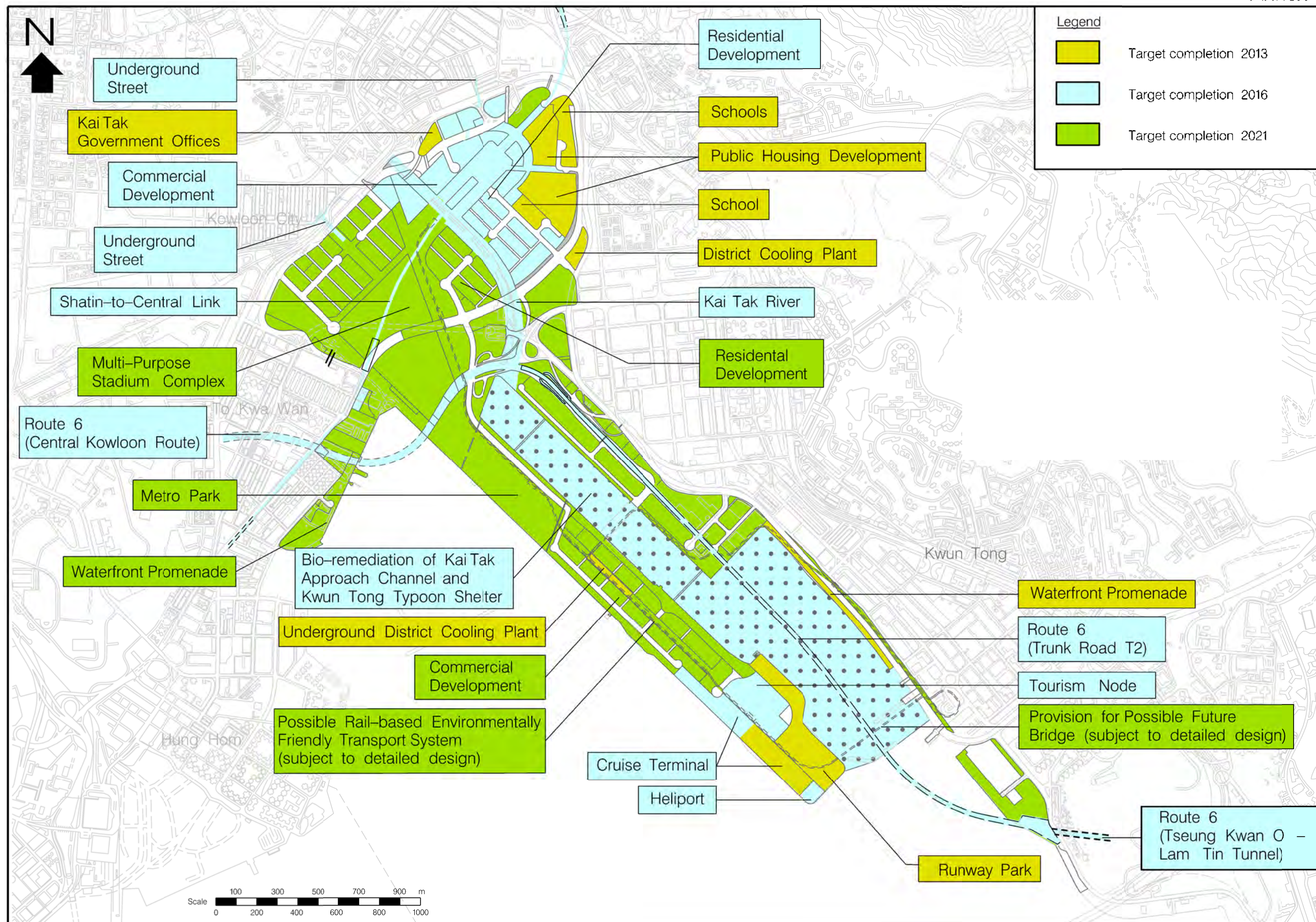
Sub-areas of Kai Tak Development



Kai Tak Development – Major Components of Package A (Target completion : 2013)

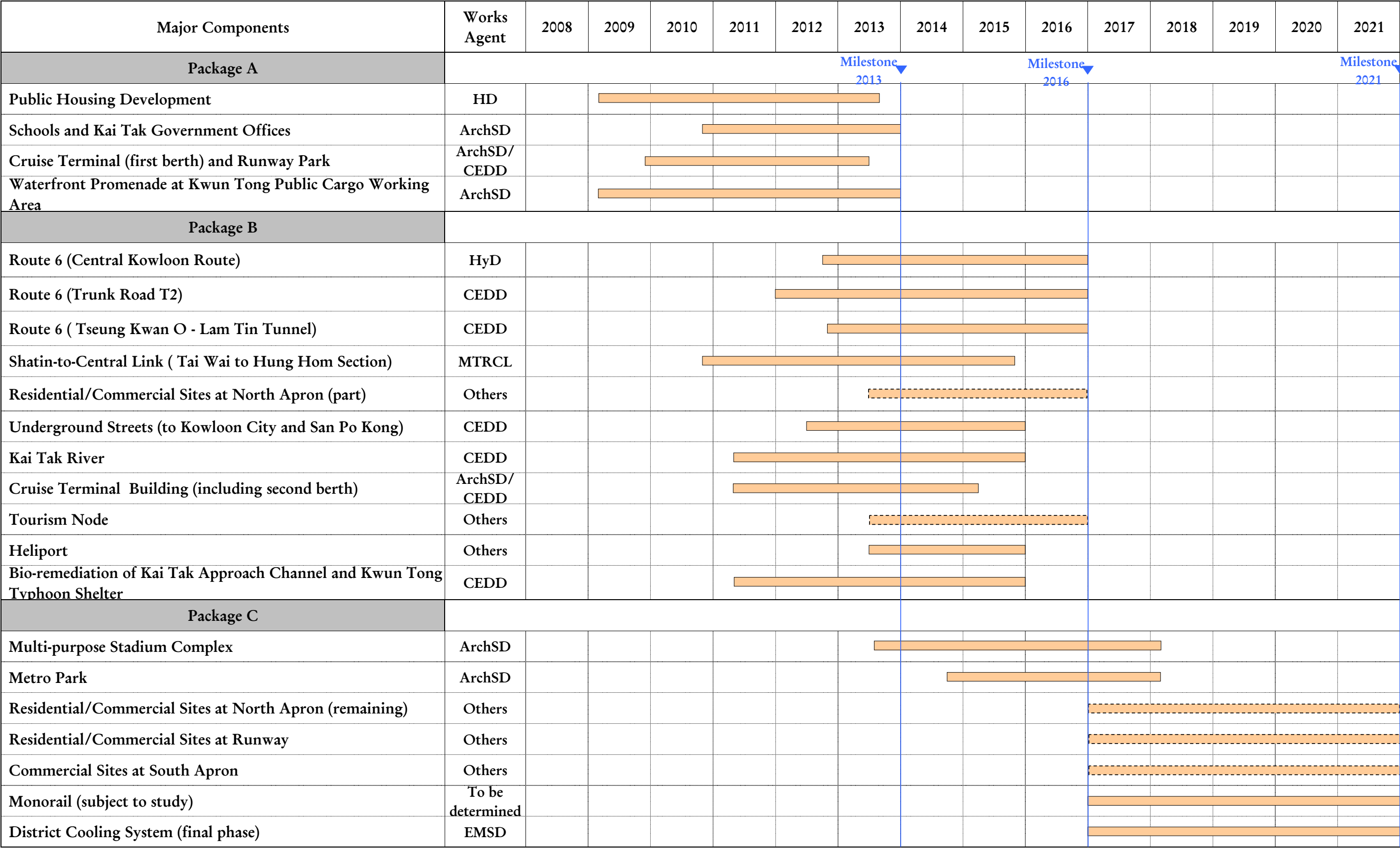


Kai Tak Development – Major Components of Package B (Target completion : 2016)



Kai Tak Development – Major Components of Package C (Target completion : 2021)

Kai Tak Development
Tentative Implementation Programme of Major Projects



ArchSD : Architectural Services Department
CEDD : Civil Engineering and Development Department
EMS : Electrical and Mechanical Services Department
HD : Housing Department
HyD : Highways Department
MTRCL : Mass Transit Railways Corporation Limited

Legend :
Construction Activity
Actual Programme depends on developers' plan