

**For discussion
on 25 May 2010**

**Legislative Council Panel on Development
Progress Report on Kai Tak Development**

PURPOSE

This paper updates Members on the progress of Kai Tak Development (KTD) and invites Members' views on our further work, particularly a 2-stage public engagement exercise recently commenced in mid May 2010 for the preservation of Lung Tsun Stone Bridge.

OVERVIEW

2. KTD is a highly complex development project spanning a total planning area of over 320 hectares covering the ex-Kai Tak airport together with the adjoining hinterland districts of Kowloon City, Wong Tai Sin and Kwun Tong. The vision is to develop Kai Tak into "a Distinguished, Vibrant, Attractive and People-oriented area by the Victoria Harbour" with a mix of community, housing, business, tourism and infrastructural uses.

3. In January 2009, we briefed the Legislative Council (LegCo) Panel on Development (the Panel) on the KTD implementation plan which grouped various interrelated projects into three packages targeted for completion in 2013, 2016 and 2021. These packages seek to ensure that the developments in Kai Tak will be taken forward in a coordinated and progressive manner, while taking into consideration their relative priorities and readiness to proceed.

4. In mid-2009, the Administration obtained funding approval from LegCo for proceeding with the design and/or construction of seven KTD-related public works projects with aggregate approved project estimates of about \$3.7 billion. Subsequently in November 2009 and April 2010, funding approval was also given respectively for the site formation works and the building works of the cruise terminal development with total approved project estimates of about \$8.2 billion.

5. In November 2009, we updated the Panel on the progress of the

KTD and obtained support for setting up a dedicated Kai Tak Office (KTO) in the Kowloon Development Office of the Civil Engineering and Development Department (CEDD) with a view to enhancing the delivery of KTD. Following funding approval in February 2010 for creation of the supernumerary post of Head(KTO), the office started operation in March 2010.

PROGRESS

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

(A) *Projects for Completion in 2013*

7. A plan showing the location of KTD projects currently under tender and construction stages for completion in 2013 is at **Annex 1**. Whilst the building contract for the cruise terminal development has just been awarded earlier this month, the site formation works have been in smooth progress since commencement in late November 2009 with major activities currently focusing on piling works and dredging at seawall toe. To tie in with the target commissioning of the first berth in mid-2013, construction of advance infrastructure works to provide access and utilities to the cruise terminal from Kowloon Bay is also in full swing.

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

9. KTD will be served by the District Cooling System (DCS) which is a large-scale centralised air-conditioning system planned to serve the public and private non-domestic developments. The project is now in the tender assessment stage. CEDD maintains regular liaison with the Electrical and Mechanical Services Department on the interface issues to ensure timely completion of the first phase of DCS in 2013 to serve the cruise terminal and public housing developments.

(B) *Infrastructure Works under Planning/Design*

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

Lung Tsun Stone Bridge (the Bridge)

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

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

Kai Tak River

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

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

Enhanced Greening and quality urban design

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

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

Accessibility to Waterfront

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

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

Integration with Adjacent Districts

19. We are developing the design of planned pedestrian facilities

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

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

Mitigation of Odour

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

22. On water quality in and adjacent Kai Tak, we commenced further monitoring works in December 2009 to establish a baseline for evaluating the effectiveness of the proposed improvement works. The data obtained to-date indicate that the dissolved oxygen level is comparable with previous monitoring results. To address the concern about the water quality at To Kwa Wan and Ma Tau Kok waterfront, we have formed an inter-departmental working group to work closely with the Kowloon City District Council. Apart from stepping up regular maintenance of the drainage systems and enforcement actions against illegal discharges, we have constructed additional sewage interception facilities and arranged de-silting near the drainage outfalls.

Major Transport Infrastructure

23. As for major transport infrastructure, the preliminary design of

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

Communication with Public

24. To further enhance our communication on KTD with the public, we will be issuing regular newsletters to report on the progress of this project. The first edition of the newsletter will be published in mid-2010.

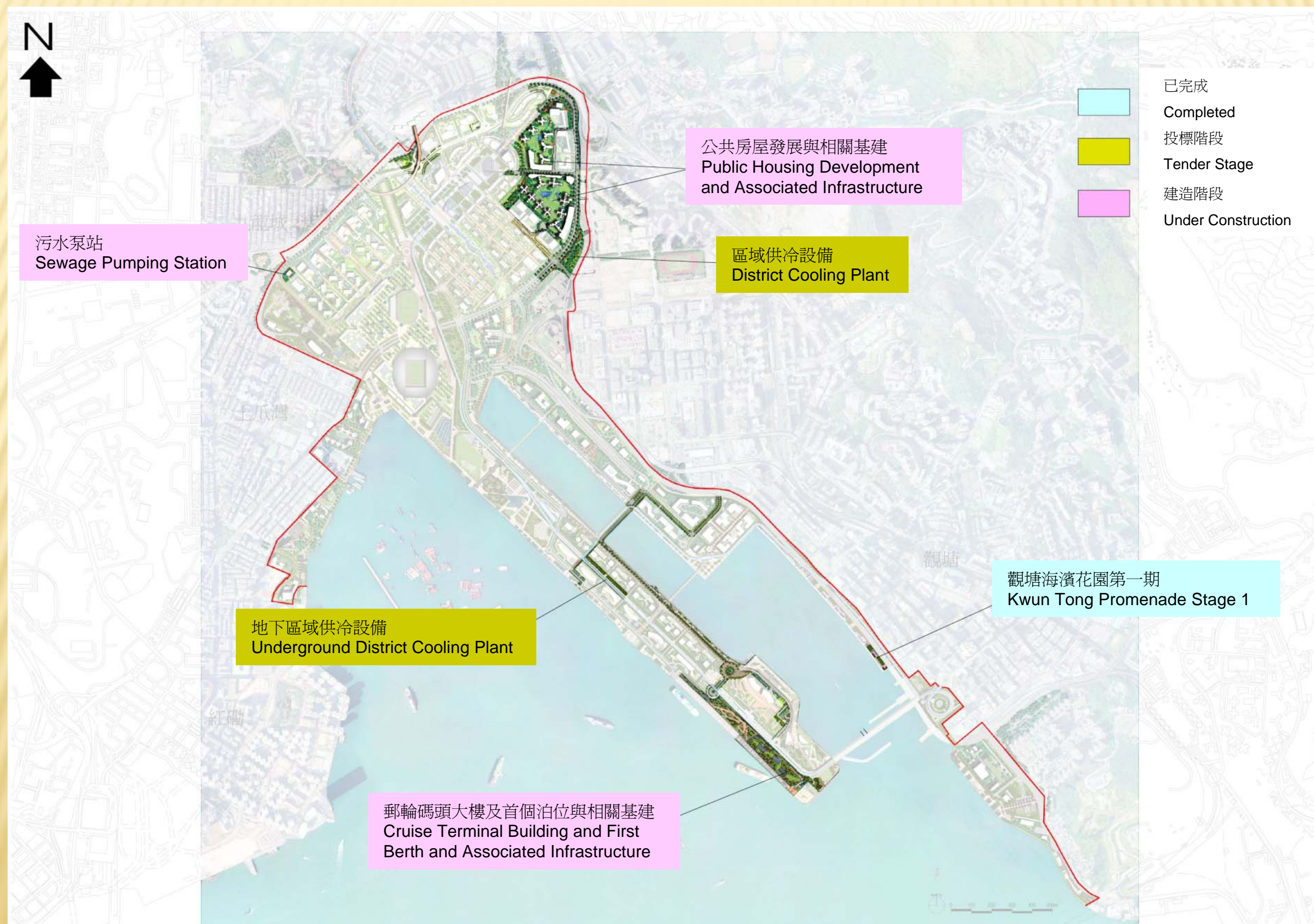
ADVICE SOUGHT

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

Development Bureau
May 2010

在投標及建造階段預計於2013年完成的啓德發展項目

KTD PROJECTS CURRENTLY UNDER TENDER AND CONSTRUCTION STAGES FOR COMPLETION IN 2013



Public Engagement Programme on Preservation of Lung Tsun Stone Bridge remains

The Lung Tsun Stone Bridge was built between 1873 and 1875. It was originally a landing pier at the coastline of the old Kowloon City originally for the local business. The Bridge was located in a strategic position and once allowed Chinese officials to gain access to the Kowloon Walled City to uphold Chinese jurisdiction therein under the Convention for the extension of Hong Kong.

2. In April 2008, remnants of the Bridge were unearthed during an archaeological investigation. Given its high historical value, “in-situ preservation” of the bridge remains was recommended under the approved Environmental Impact Assessment of KTD. The heritage assessment of the Antiquities and Monuments Office has classified the extant sections of the Bridge as high significance.

3. A plan showing the location of the Bridge site is at **Attachment**.

4. We propose the following principles as the guidelines for preservation of the Bridge site: –

- (a) the Bridge remains must be protected and preserved in-situ as a special cultural heritage asset;
- (b) convenient access and proper setting for the Bridge site should be provided to echo with the historical context for the Bridge itself as a transport node and its vicinity as an activity place; and
- (c) linkage with existing cultural/heritage resources in the Kowloon City district, in particular the Kowloon Walled City Park, should be established to promote the public’s awareness of Hong Kong’s local history.

5. To this end, a two-stage public engagement (PE) programme is being launched on conservation of the Bridge and its integration with the KTD.

(a) *Stage 1: Understanding Concerns and Envisioning*

Stage 1 PE is to enhance public understanding on the issue and to identify and agree to the overall approach of the preservation and associated planning implications. Activities comprise presentations to the relevant District Councils and institutions, as well as two community envisioning workshops cum site visit in late June 2010. Public views are collected through correspondence, telephone and website. The comments received will be summarised and posted on website for public information.

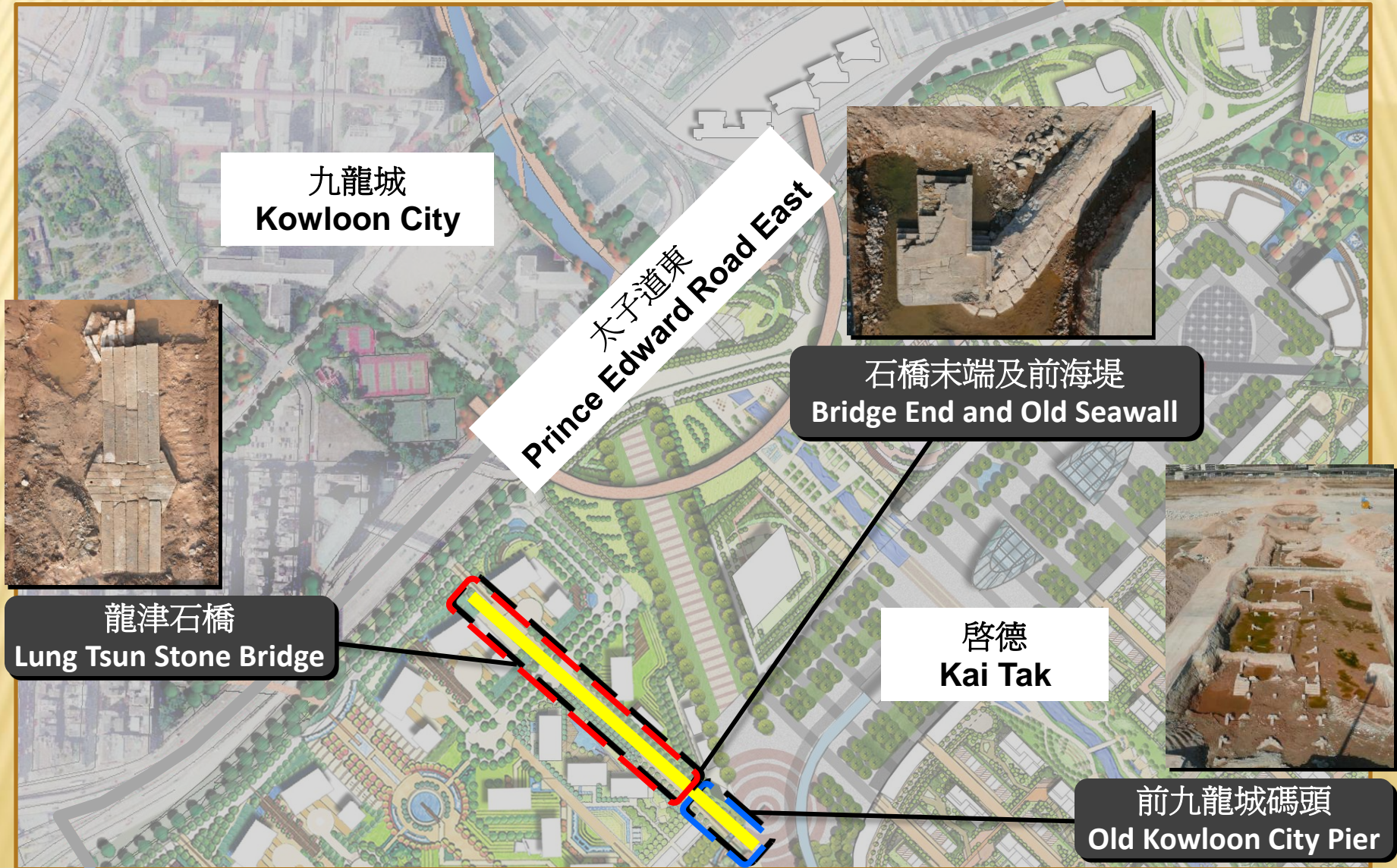
(b) *Stage 2: Building Consensus and Moving Forward*

Stage 2 PE aims at building consensus and agreement on the preservation options. The views collected at Stage 1 will be consolidated, reviewed and analysed for the formulation of a preferred option. Forums or further workshops would be arranged to present the findings and way forward.

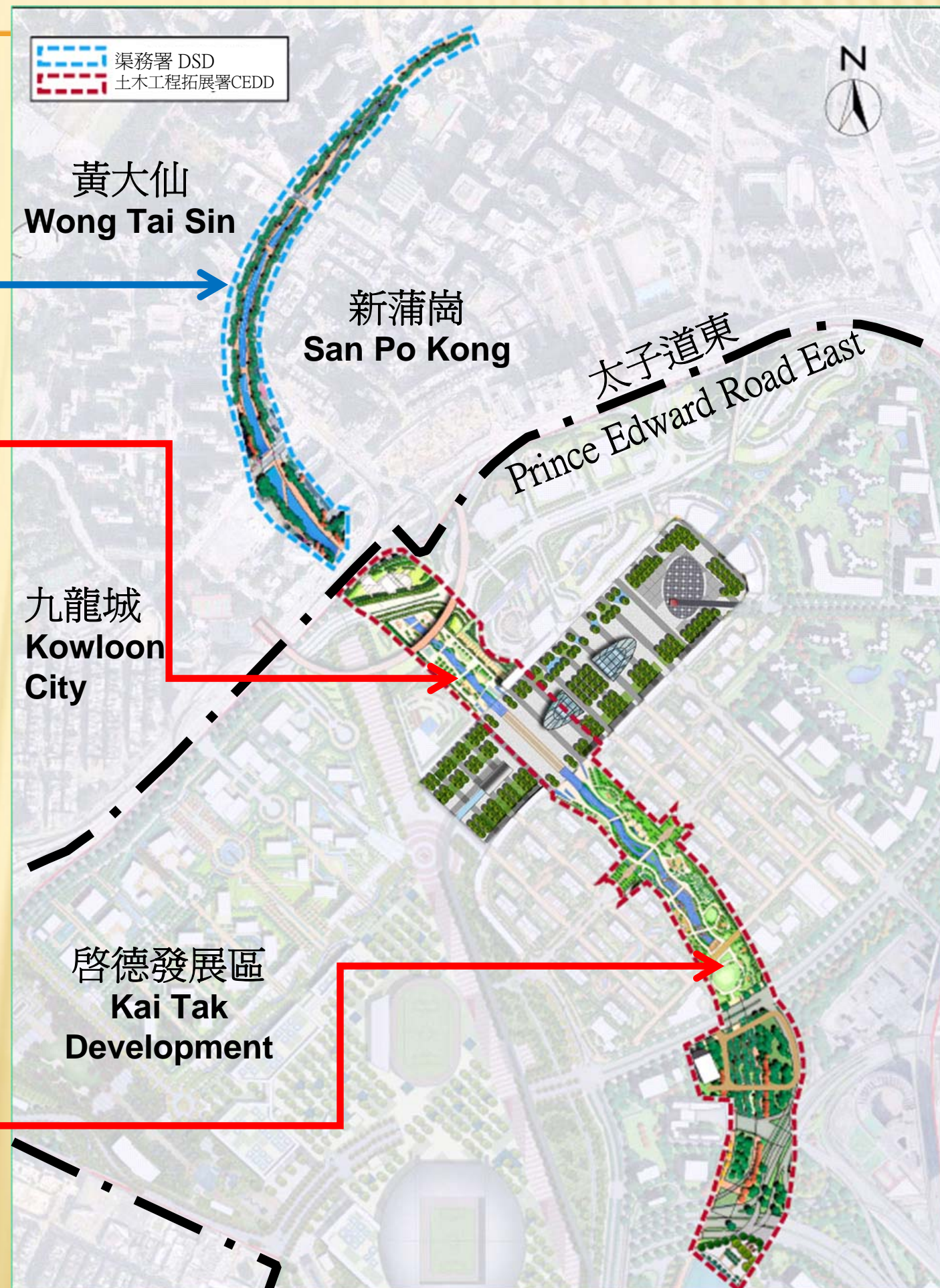
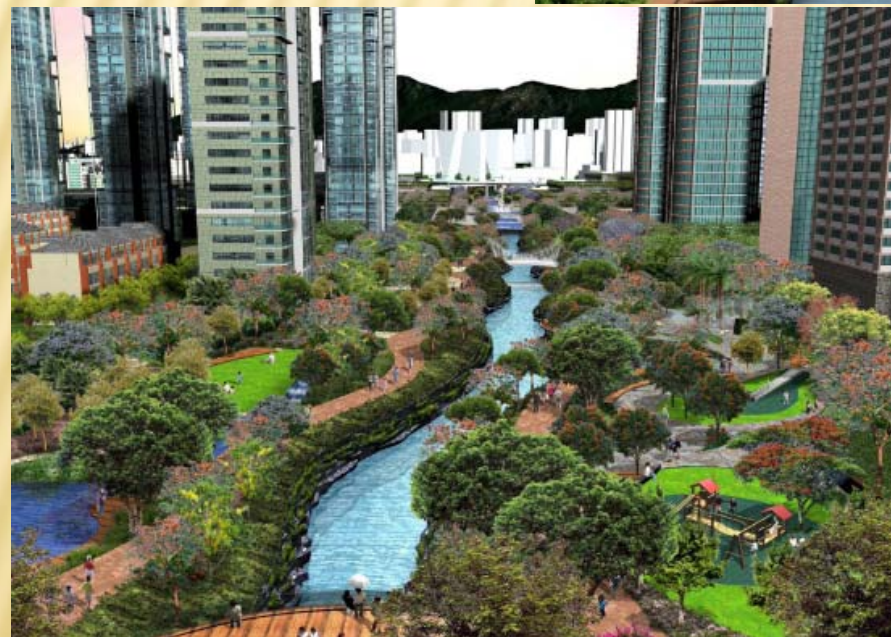
6. In formulating the preferred preservation option, we should strike a proper balance between conservation and development in Kai Tak. As the Kai Tak Outline Zoning Plan was approved by the Chief Executive in Council in 2007 before the discovery of the Bridge remains in 2008, the land use zonings in the vicinity of the Bridge remains will need to be refined to accommodate the preservation requirements.

龍津石橋遺跡位置圖

LOCATION OF THE LUNG TSUN STONE BRIDGE REMAINS



啓德河 Kai Tak River

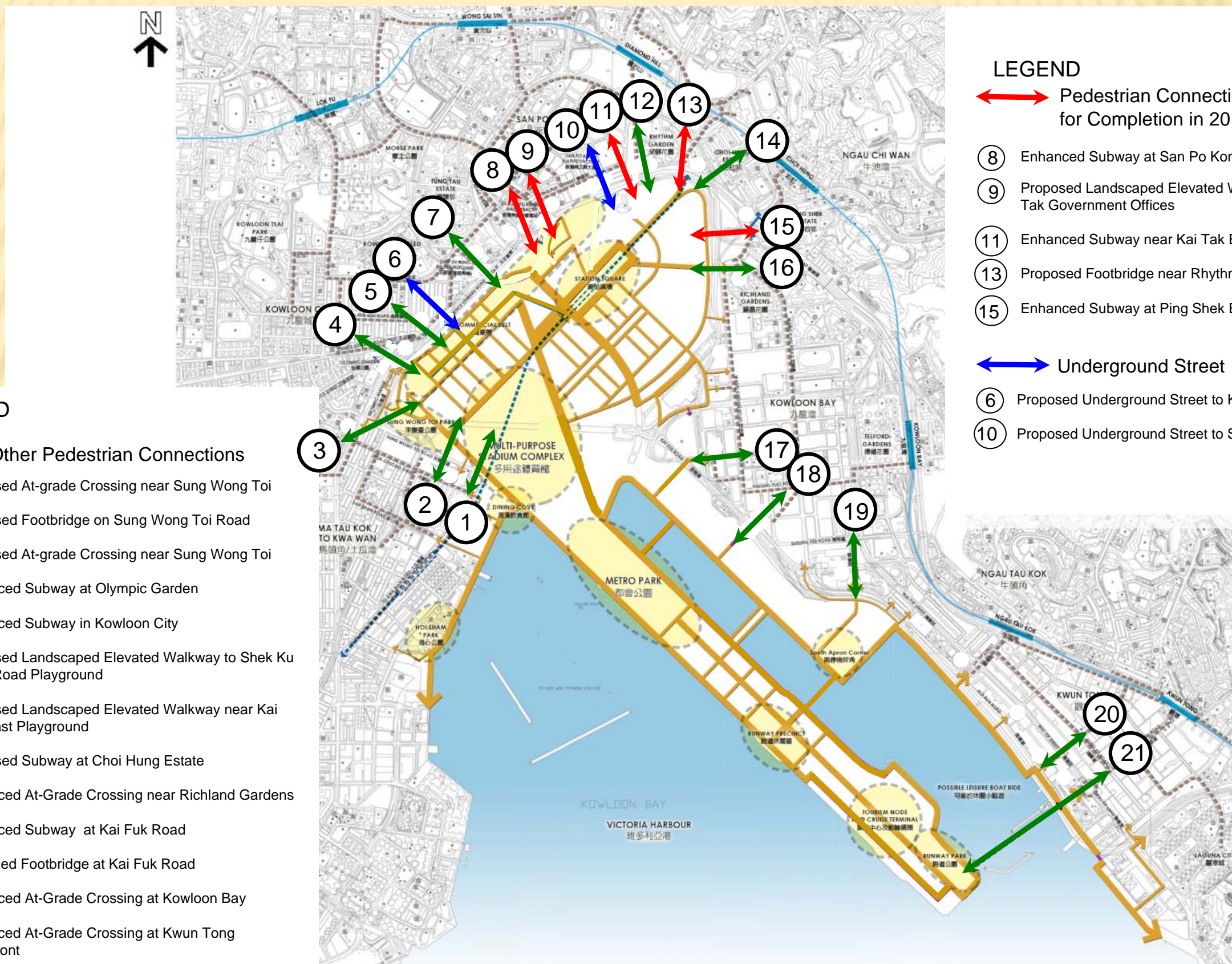


將道路移往跑道中央的構思

CONCEPTUAL IDEA OF SHIFTING THE ROADS TO MIDDLE OF RUNWAY



PEDESTRIAN FACILITIES IN KAI TAK DEVELOPMENT



- LEGEND**
- ←→ Other Pedestrian Connections
- ① Proposed At-grade Crossing near Sung Wong Toi
 - ② Proposed Footbridge on Sung Wong Toi Road
 - ③ Proposed At-grade Crossing near Sung Wong Toi
 - ④ Enhanced Subway at Olympic Garden
 - ⑤ Enhanced Subway in Kowloon City
 - ⑦ Proposed Landscaped Elevated Walkway to Shek Ku Lung Road Playground
 - ⑫ Proposed Landscaped Elevated Walkway near Kai Tak East Playground
 - ⑭ Proposed Subway at Choi Hung Estate
 - ⑯ Enhanced At-Grade Crossing near Richland Gardens
 - ⑰ Enhanced Subway at Kai Fuk Road
 - ⑱ Extended Footbridge at Kai Fuk Road
 - ⑲ Enhanced At-Grade Crossing at Kowloon Bay
 - ⑳ Enhanced At-Grade Crossing at Kwun Tong waterfront
 - ㉑ Proposed Bridge Link to Kwun Tong

- LEGEND**
- ←→ Pedestrian Connections for Completion in 2013
- ⑧ Enhanced Subway at San Po Kong
 - ⑨ Proposed Landscaped Elevated Walkway near Kai Tak Government Offices
 - ⑪ Enhanced Subway near Kai Tak East Playground
 - ⑬ Proposed Footbridge near Rhythm Garden
 - ⑮ Enhanced Subway at Ping Shek Estate
- ←→ Underground Street
- ⑥ Proposed Underground Street to Kowloon City
 - ⑩ Proposed Underground Street to San Po Kong