

**For information
on 25 February 2014**

Legislative Council Panel on Development

Progress Report on Kai Tak Development

PURPOSE

This paper updates Members on the 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 an alternative Central Business District (CBD). A master development plan was drawn up in early 2009 for the implementation of KTD projects packaged for three target completion periods, namely by end 2013, 2014 to 2016 and 2017 to 2021. KTD is witnessing the completion of the first package of projects.

3. We briefed the Panel on Development (the Panel) on the KTD implementation plan on 20 January 2009 and updated Members on its progress on 24 November 2009, 25 May 2010, 20 April 2011 and 22 January 2013. Since 2009, we have obtained funding approval of the Legislative Council (LegCo) for proceeding with a series of KTD related public works projects with an aggregate approved project estimate of about \$40 billion as detailed at **Annex 1**.

CURRENT SITUATION

Projects Targeted for Completion by End 2013

4. Key KTD projects substantially completed by end 2013 are shown at **Annex 2**. At the south apron and former runway areas, 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 the roof of the KTCT building was open to the public in October 2013. The Runway Park Phase 1 is targeted for completion in early 2014.

5. At the north apron area, Stage 1 infrastructure works and new roads were substantially completed in May 2013 to support the public rental housing (PRH) comprising Kai Ching Estate and Tak Long Estate, which have started population intake by phases since July 2013. Other projects including two sewage pumping stations and the early phases of District Cooling System (DCS) were also completed.

6. Addressing housing issues 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 north apron area as shown in **Annex 3**. Site A of Site 1G1 was granted to the Urban Renewal Authority in July 2012 for the “Flat-for-Flat” scheme. Sites 1H1 and 1H2, selected as a pilot under the “Hong Kong Property for Hong Kong People” initiative, were awarded through a public tender exercise in June 2013. The Town Planning Board approved in November 2013 two planning applications under section 16 of the Town Planning Ordinance for minor relaxation of plot ratio and building height restrictions for four residential sites, namely Site B of Site 1G1 and 1I1 to 1I3. Site B of Site 1G1 has been designated for Home Ownership Scheme development to be developed by the Housing Authority. Sites 1I1 to 1I3 are now under land tender. Another site 1H3 is targeted for land sale in the first quarter of 2014. The total Gross Floor Area for the PRH and other residential sites made available to date in KTD is about 867 000 square metres, providing about 18 800 of flats.

7. Under the Phase 1 improvement works to address the odour issue at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS), the dredging and embankment improvement works and the first round injections of calcium nitrate in the seabed were substantially completed. The remaining bioremediation works are on-going for staged completion in 2014. With progressive completion of drainage and sewerage improvement works in the hinterland of KTD, recent site surveys showed that the odour problem at KTAC and KTTS was generally under control. Continuous water quality field data are being collected to analyse the effectiveness of the bioremediation works and to review the scope of the next phase of improvement works at KTAC and KTTS.

Progress of 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 north apron area, the Trade and Industry (TI) Tower commenced construction in January 2012 for completion by April 2015. The construction works of Shatin to Central Link in KTD commenced in August 2012 for completion by 2018. Two primary schools adjacent to the PRH development commenced construction in November 2013 for completion by September 2015. For the supporting infrastructure, we aim to complete the Stage 2 infrastructure works in 2015 serving the residential sites in the Grid Neighbourhood east of Kai Tak River. We started in July 2013 the Stage 3A infrastructure works serving development sites near San Po Kong and enhancing connectivity between KTD and 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 much enhanced. For the upgrading and reconstruction works for the section of Kai Tak Nullah within KTD, construction started in January 2013 for completion by phases between 2016 and 2018.

10. At the south apron area, construction of the Centre of Excellence in Paediatrics (CEP) commenced in August 2013 for completion in June 2017. For early enjoyment of the public, the construction of Kwun Tong Promenade Stage 2 started in February 2013 for completion by end 2014.

11. Works on the second berth of KTCT was substantially completed in January 2014 followed by the remaining dredging works planned for commencement in late 2014 upon diversion of the submarine gas mains. The pipe-laying works of DCS Phase II at the former runway for KTCT were completed while 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, CEP and the two primary schools adjacent to the PRH development at the north apron area.

Progress of Major Projects under Active Planning/Design

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

13. At the north apron area, 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 of the Hong Kong Police Force was issued in August 2013. Subject to funding approval of LegCo, it is planned to commence construction in mid-2014 for completion in October 2017.

14. For the Kai Tak Multi-purpose Sports Complex (MPSC) project, the Home Affairs Bureau has updated the LegCo Panel on Home Affairs on 17 February 2014 on the progress of the project and also on its plan to seek funding approval for starting pre-construction works in mid-2014 and then construction in mid-2016 for completion by 2020.

15. Stage 5 infrastructure works covering new roads north of the MPSC, Lung Tsun Stone Bridge subway across Prince Edward Road East, and renovation/modification of three existing subways for enhancing connectivity with Kowloon City are under design. We plan to gazette the proposed works under the Roads (Works, Use and Compensation) Ordinance in 2014.

16. A section of Central Kowloon Route (CKR) and the whole Trunk Road T2, which are key projects of Route 6 are within KTD. CKR was gazetted under the Roads (Works, Use and Compensation) Ordinance in November 2013. Trunk Road T2 project, with the Environmental Permit issued in September 2013, will be gazetted under the Roads (Works, Use and Compensation) Ordinance in 2014.

17. As part of PWP Item 711CL, Stage 2 infrastructure works for developments at the southern part of the former runway are proposed to be built in accordance with the current Kai Tak Outline Zoning Plan No. S/K22/4. The major scope of works is to construct about 1 700 metres of dual 2-lane carriageway of Road D3, about 590 metres of 2-lane access road and underpass, about 1 400 metres of landscaped deck structure and about 1 100 metres of 5.5 metres high noise barriers. We have consulted Kwun Tong, Wong Tai Sin and Kowloon City District Councils and received no objection whilst members of the Task Force on Kai Tak Harbourfront Development would like to have more information on design aspect addressing convenient pedestrian connectivity. We plan to gazette the proposed works under the relevant Ordinance in 2014 and consult the Panel in 2015 for part-upgrading this PWP Item to Category A for the construction.

Public Engagement and Consultation

Preservation Corridor for Lung Tsun Stone Bridge Remnants

18. We launched a design ideas competition for the preservation corridor for the Lung Tsun Stone Bridge remnants in September 2013. Some 130 entries were received in total for the professional and open groups. Adjudication by local and overseas jurors was completed in December 2013. A ceremony was conducted on 17 January 2014 to present the awards to the winners, followed by public exhibitions of the entries.

Kai Tak Fantasy (KTF)

19. KTF covers an area of about 80 hectares spanning the former runway tip in KTD, the Kwun Tong Waterfront Action Area and the enclosed water body between them. Announced by the Chief Executive in his 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 registration period has expired on 10 January 2014. It is planned to announce the results of the ideas competition in late 2014.

Environmentally Friendly Linkage System (EFLS)

20. To support the initiative to transform Kowloon East into a 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 Stage 1 public consultation in October 2012 on the preliminary findings of the EFLS Study, including consultation with the Panel on Development in April 2012. We have just completed the Stage 2 public consultation in early February 2014 and are collating further views, which are in general supportive of the proposed detailed feasibility study on the EFLS as the next stage of work. We plan to consult Members and seek funding support for the detailed feasibility study in May 2014.

Other Activities in the Pipeline

21. A cycle track network of about 6 kilometres was planned in KTD for leisure and recreation purposes. In response to public aspirations for a wider coverage of the cycle track network in KTD, we are consulting relevant District Councils and concerned parties on the proposed network extension as well as implementation and management approach.

22. We have completed a study on Public Creatives for KTD aiming at achieving an overall visual identity and branding for KTD. A set of design guidelines will be formulated to facilitate integration of the Public Creatives design elements into the public facilities, street furniture and display. We will launch a promotion exercise in 2014 to promulgate the design ideas and applications.

23. The Chief Executive announced in his 2013 Policy Address that the Government would review and explore the possibility of suitably increasing office and housing supply in KTD without compromising the land supply in the coming five years. In this connection, we are conducting a technical study to identify and address possible implications of increasing the development intensity in KTD whilst keeping the vision of KTD including the planned open space of about 100 hectares unchanged. We have completed the preliminary technical assessments. Upon completion of the whole study in mid-2014, we will take forward the study recommendations via the statutory town planning procedures and consult relevant stakeholders including the relevant District Councils as necessary. Preliminary study results indicate that we can provide an additional floor area of about 430 000 square metres for commercial use and about 6 800 new residential units.

24. Based on the public views collected from the two-stage public engagement exercise completed in 2011 on the development of Kai Tak River, we are preparing to launch a design ideas competition on the landscape design of the river in 2014.

25. In the Grid Neighbourhood, there are several pedestrian streets which are yet to be named. In order to create a sense of belongings to KTD, we are planning to launch a competition for their naming in late 2014.

ADVICE SOUGHT

26. Members are invited to note the latest progress of KTD.

**Development Bureau
February 2014**

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

PWP Item No.	Project Title	Date of Upgrading to Category A	Approved Project Estimate (\$million)
746CL	Kai Tak development - stage 2 infrastructure at north apron area of Kai Tak Airport	Jun 2011	355.8
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 - Stage 3A and 4 infrastructure works 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	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

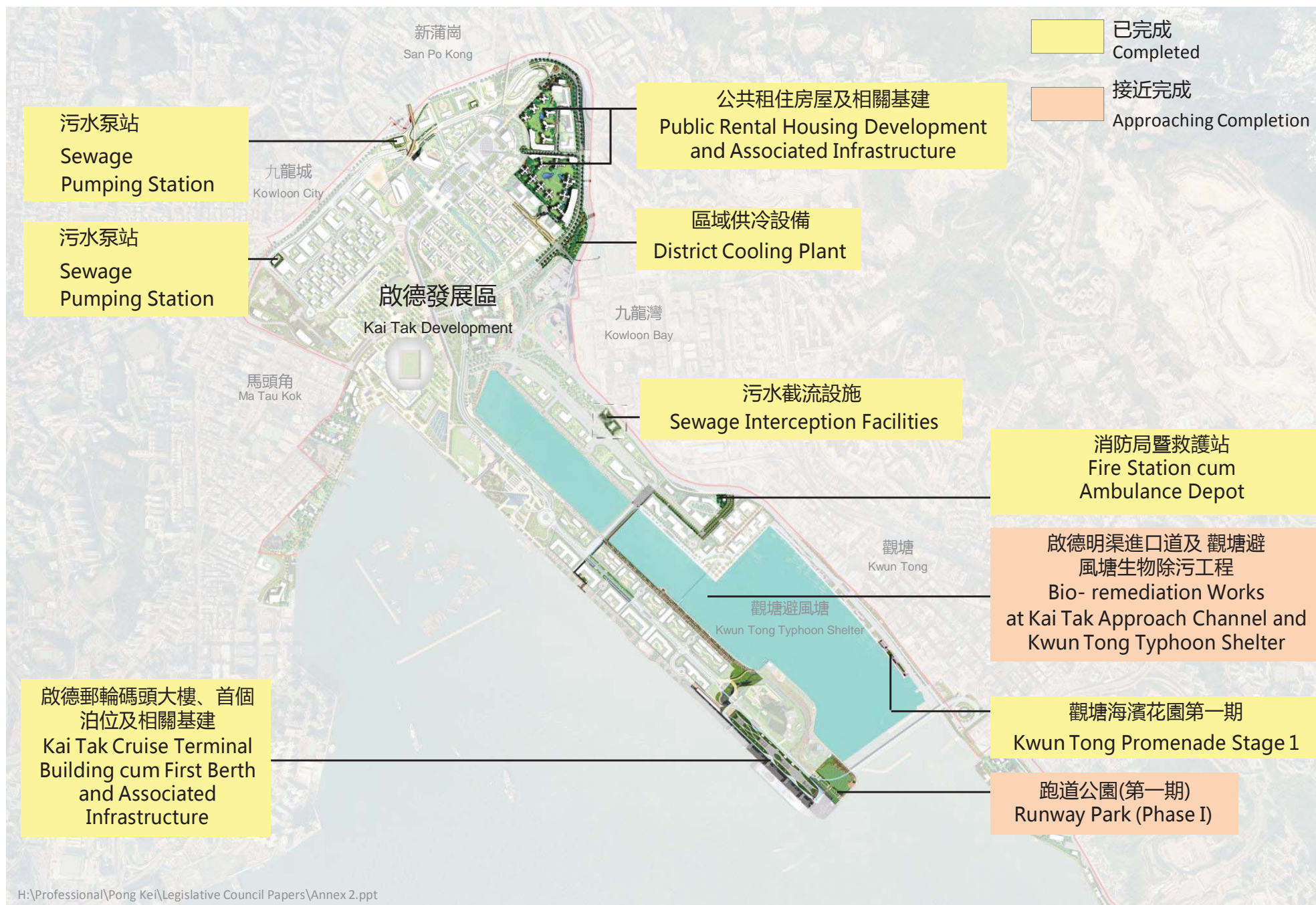
¹ Approved project estimate for Item 45CG was increased to \$1,861.8 million in February 2011.

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

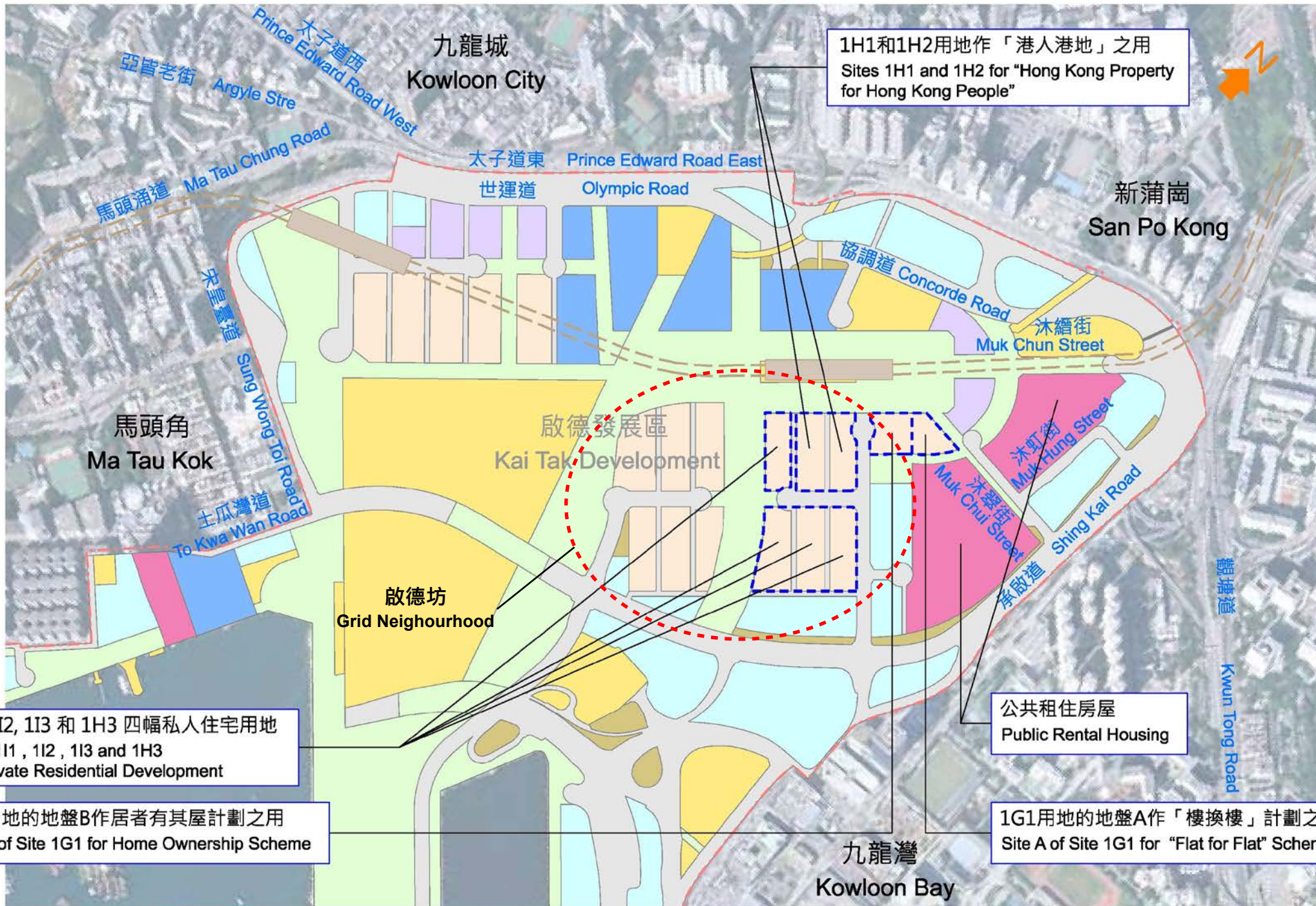
目標在 2013 年底前完成的啟德發展項目

KTD Projects Targeted for Completion by End 2013

附件二
Annex 2



已批出及可於2013 / 2014 批出的住宅用地
Residential Sites Already Disposed and Available for Disposal in 2013 / 2014





第5期基礎設施工程
Stage 5 Infrastructure Works

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

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

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

六號幹線 (T2 主幹路)
Route 6 (Trunk Road T2)

D3路及相關基礎設施工程
Road D3 and Associated
Infrastructure Works

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