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13 November 2018

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn: Ms Doris LO)

Dear Ms Lo,

Public Works Subcommittee
Follow-up Actions to Meeting on 24 October 2018

At the Public Works Subcommittee meeting on 24 October 2018, Members requested supplementary information in relation to the agenda item on “702CL Kai Tak development – remaining infrastructure works for developments at the former runway and south apron”. The Government’s response is at **Annex**.

Yours sincerely,



(Victor F Y CHAN)
for Secretary for Development

**Public Works Subcommittee
Follow-up to meeting on 24 October 2018 and
PWSC Paper No. PWSC(2018-19)29**

At the meeting on 24 October 2018, the Public Works Subcommittee discussed the PWSC Paper No. PWSC(2018-19)29. Members requested the Government to provide supplementary information on various issues. Our reply is set out below.

- A. At the requests of Hon CHAN Chi-chuen, Hon CHU Hoi-dick, Hon WU Chi-wai, Hon KWONG Chun-yu and Hon FAN Kwok-wai, the Government shall provide the following supplementary information on a total of about 3.9 hectares of proposed public open space (including the landscaped deck above the proposed Road D3 (Metro Park Section)) at the former runway:**
- (a) the artist impression of the proposed public open space;**
 - (b) how the proposed landscaped decks will be connected to (i) the future Metro Park and (ii) the elevated landscaped deck under construction in PWP Item 711CL; and**
 - (c) the facilities to be provided at the proposed landscaped decks and the remaining public open space, as well as the breakdown of the estimated cost.**

Our consolidated reply to the questions (a), (b) and (c) is as follows:

The overall planning intention of the Kai Tak Development (KTD) and the consultation work

The planning vision of the KTD is to develop the KTD area into “a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour”.

The overall planning intention under the Kai Tak Outline Zoning

Plan (OZP)¹ is to develop the KTD area into a new harbourfront and a new focus consolidating heritage, greenery, sports and tourism. In this regard, the development of the KTD area attaches utmost importance to its connections to surrounding neighbourhood, activating the harbourfront, as well as creation of a pedestrian friendly environment and of a diversified community.

To enable early public enjoyment of the public open space adjoining Road D3 (Metro Park Section) (MPS), we included in PWP Item 702CL the proposed landscaped area adjoining that road and the landscaped deck above that road, with a view to providing quality public open space and creating a more vibrant harbourfront at the former runway area of Kai Tak.

The Civil Engineering and Development Department consulted the Task Force on Kai Tak Harbourfront Development under the Harbourfront Commission and the Leisure and District Facilities Management Committee under the Kowloon City District Council on the conceptual design of the proposed public open space in March and May 2018 respectively, and received their support. The artist impression of the conceptual design of the proposed public open space is at **Annex 1**. The design had manifested the planning intention of the OZP, connecting the proposed landscaped area and waterfront promenade to various open spaces in the vicinity, including the future Metro Park and the open space at the south of the former runway area via the elevated landscaped deck. This will enhance pedestrian flow and facilitate public participation in future events to be held at the waterfront.

Furthermore, the area above the district distributor Road D3, situated between the commercial and residential sites, was zoned as “Open Space” under the OZP, which is to be provided in the form of elevated landscaped decks. In addition to serving as noise barriers to mitigate the traffic noise impact on the nearby residential

¹ Observing a people-oriented principle, the Government, as part of the effort to bring the Harbour to the people, commissioned in 2004 the Kai Tak Planning Review with “zero reclamation” as the starting point to carry out an extensive three-stage Public Consultation Programme, arriving at a preliminary outline development plan. Upon rounds of public consultation, the statutory Kai Tak OZP was approved by the Chief Executive in Council in 2007. The Plan was later renumbered as S/K22/2 for gazettal.

developments, the elevated landscaped decks will provide the requisite planned public open space, and add features to the former runway area by facilitating public access to the Metro Park at the north and to the Cruise Terminal, Tourism Node and Runway Park at the south.

To dovetail with the development pace of KTD, we commenced the first stage construction of the about 1400m-long elevated landscaped deck under PWP Item 711CL, which is anticipated to be completed in 2019. The remaining proposed elevated landscaped deck of about 200m long above the proposed Road D3 (MPS) will connect to the elevated landscaped deck under construction and provide access to the runway tip. This will not only greatly enhance pedestrian connectivity in the former runway area, but also address the public aspiration of creating a barrier-free and pedestrian-friendly environment early to facilitate their access to the future Metro Park and the waterfront promenade. The details are at **Annex 2**.

Design and facilities of the landscaped decks and public open space

Centrally located at the whole KTD, the proposed public open space connects the Kai Tak City Centre at the north and the Runway Precinct at the south of the KTD, joining up the future Metro Park and reaching the former runway tip through the landscaped decks. In light of such a geographical locality, we had adopted a relatively simplistic and flexible spatial arrangement design for the open space in this bustling part of the KTD, instead of providing excessive hardware facilities, in a bid to dovetail with the future design of the adjoining Metro Park. The following facilities will be provided at the proposed landscaped decks and remaining public open space:

- (i) a Kai Tak Greenway for shared use by pedestrians and cyclists;
- (ii) a look-out tower with elevator for public appreciation of sea view, connecting to the elevated part of Road D3 (MPS) and at-grade public open space;
- (iii) an amphitheatre;
- (iv) a water play area, including facilities such as fountains;

- (v) a multi-purpose activity area (underneath the proposed elevated carriageway);
- (vi) a floating theatre;
- (vii) a multi-purpose plaza;
- (viii) lawn/gathering point; and
- (ix) other ancillary facilities, such as toilets, changing rooms and park management office.

The breakdown of the estimated cost is at **Annex 3**.

B. At the request of Dr Hon KWOK Ka-ki, the Government shall provide the following supplementary information on:

- (a) the reason why the estimated project cost for the proposed landscaped elevated walkway connecting the former south apron and the Kowloon Bay hinterland is as high as \$193 million, and whether such an estimate has been vetted and adjusted by the Project Cost Management Office; if so, what was the original estimate before vetting; and**

The proposed landscaped elevated walkway, about 140m long, will adopt an open-sided bridge deck and an architectural structure prevalent in Hong Kong, and a simple external design, to ensure proper use of public funds and its cost-effectiveness. The elevated walkway will connect the existing footbridge KF64 at Kai Fuk Road, Kowloon Bay to the planned developments and the waterfront at the former south apron, including the New Acute Hospital under construction. Spanning the existing Kowloon Bay Sewage Interception Station and the future Trunk Road T2, the elevated walkway will serve as a direct and barrier-free access between Kowloon Bay and the New Acute Hospital and adjacent developments, thereby enhancing the pedestrian accessibility of nearby areas.

Since the establishment of the Project Cost Management Office (PCMO) in 2016, all major capital works projects have been subject to the PCMO's review before submission to the LegCo for funding approval to ensure proper use of public funds. The PCMO will

discuss with the bureaux/departments concerned the measures to refine project designs under the principle of “fitness-for-purpose and no frills”, while without compromising the project functions, quality and work safety, in a bid to enhance the cost-effectiveness of both the project design and construction.

The proposed elevated walkway has been submitted to the PCMO for review before submission to the LegCo. The PCMO considered that the cost of the proposed elevated walkway (of about 140m long and a clear width of 6m) would be comparable to those of other footbridge projects of similar nature². The breakdown of the estimated cost of the landscaped elevated walkway is at **Annex 4**.

The artist impression of the conceptual design of the elevated walkway is also appended at **Annex 5** for reference.

(b) the details of the remaining projects in the KTD for which funding approval has yet been sought from the LegCo, and the associated estimated project costs.

Details of the projects in the KTD that are anticipated to be submitted to the Public Works Subcommittee for consideration in the 2018-19 LegCo session are summarised as follows³:

Item No.	Project Title	Remarks
Transport and Housing Bureau		
7785TH	Trunk Road T2 and Cha Kwo Ling Tunnel – Construction	Full upgrade of project

² For instance, (1) the footbridge across Chatham Road North connecting to the campus of the Hong Kong Polytechnic University, of about 80m long and a clear width of 6m, costed approximately \$130 million; and (2) the covered four-span footbridge system at the junction of Sham Mong Road, Sham Shui Po and Tonkin Street West, of about 235m long in total and a clear width ranging from about 4m to 4.7m, costed approximately \$250 million.

³ The implementation schedule of individual project will be subject to amendment as appropriate having regard to its respective progress in various stages of design, statutory gazettal, handling objection and consultation, etc.

Item No.	Project Title	Remarks
Development Bureau		
3470RO	Lung Tsun Stone Bridge Preservation Corridor at Kai Tak	Full upgrade of project
7469CL	Kai Tak Development – Stage 5B and remaining infrastructure works at the former north apron	Full upgrade of road infrastructure project
7702CL (part)	Kai Tak Development – remaining infrastructure works for developments at the former runway and south apron, phase 1	Part upgrade of road infrastructure project
Environment Bureau		
5050CG	Provision of an additional District Cooling System at the Kai Tak Development	Full upgrade of project
Home Affairs Bureau		
3441RO	Hoi Sham Park Extension, To Kwa Wan	Full upgrade of project

We are proactively planning and designing the remaining infrastructure works in various stages (including roads, footbridges, subways, parks and the Animal Management and Animal Welfare Building Complex, etc.) under the KTD. Upon completion of the

planning and design work and statutory procedures of the projects, we will seek funding approval in stages in light of the development pace, in a bid to dovetail with the implementation schedule of the KTD.

Development Bureau
November 2018

Artist Impression of Conceptual Design of Promenade and Open Space Adjoining Road D3 (Metro Park Section)

毗連D3路(都會公園段) 海濱長廊及休憩用地概念設計構想圖



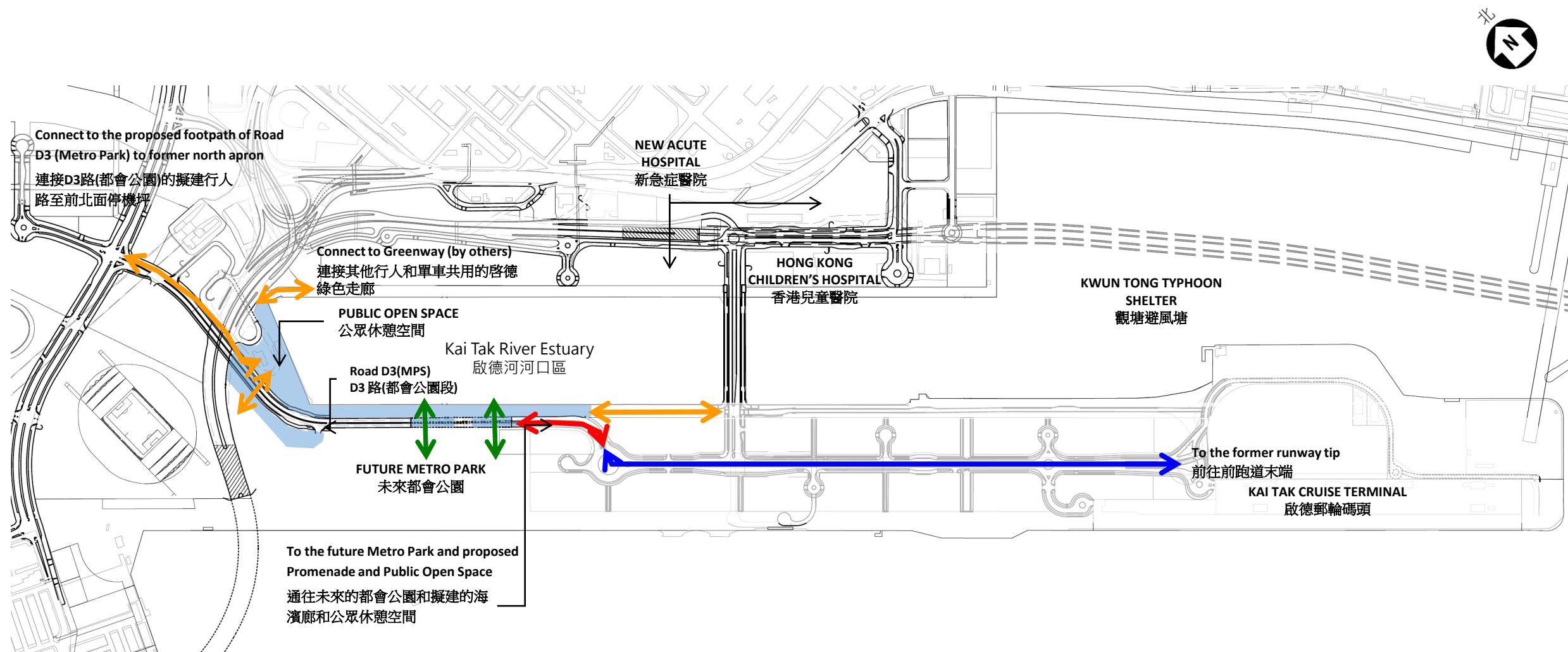
Artist impression of conceptual design for reference only
概念設計構想圖只供參考

(Activities shown are for indicative purpose) (所示活動僅供參考)

Drawing title			Scale	N.T.S.	Date
Artist Impression of Conceptual Design of Promenade and Open Space Adjoining Road D3 (Metro Park Section)			File name		
毗連D3路(都會公園段) 海濱長廊及休憩用地概念設計構想圖			Drawing No.		
Rev.	Description	Date	Rev.		

Connection Arrangement of Landscaped Decks under PWP Item 702CL

702CL號工程計劃的園景平台接駁安排



- Pedestrian Connection via Proposed Elevated Landscaped deck (under PWP Item 702CL)
擬議高架園景平台 (702CL號工程計劃)的行人連接
- Pedestrian Connection via Elevated Landscaped deck under Construction in a separate works contract (under PWP Item 711CL)
在另一工程項目興建中的高架園景平台的行人連接 (711CL號工程計劃)

- Pedestrian Connection between Future Metro Park and Promenade via At-grade Landscaped Deck
未來都會公園與海濱長廊之間經地面園景平台的行人連接
- Other Pedestrian Connections to Public Open Space and Promenade
往公眾休憩空間及海濱長廊的其他行人連接

Rev.	Description	Date	Drawing title	Original Size	Scale	N.T.S.	Date
			Connection Arrangement of Landscaped Decks under PWP Item 702CL 702CL號工程計劃的園景平台接駁安排				
				© Copyright reserved			

We estimate the cost of the proposed elevated landscaped deck and public open space to be \$121.6 million and \$392.8 million in money-of-the-day (MOD) prices respectively, broken down as follows -

1. Elevated Landscaped Deck¹ (Minimum width of about 11 m)

Item	\$ million (in MOD prices)
(a) foundation	80.9
(b) superstructures	40.7
Total	121.6

2. Public Open Space

Item	\$million (in MOD prices)
(a) Site Works	66.7
(b) Seawall Modification Works	46.3
(c) Lookout Tower (include Lift)	47.9
(d) Building Works	58.6
(e) Building Services and Drainage Works	95.7
(f) Landscaping Works	23.9
(g) External Works ²	53.7
Total	392.8

¹ Cost of Elevated Landscaped Deck included under item 12(a) of PWSC Paper.

² External works includes construction of Water Play Plaza, Amphitheatre, Floating Theatre and other ancillary works at the public open space.

Estimated Cost Breakdown of Proposed Landscaped Elevated Walkway –

Covered Landscaped Elevated Walkway

Item	\$ million (in MOD prices)
(a) Foundation	74.6
(b) Superstructures ¹	118.4
Total	193.0

Note 1: Superstructures include covered deck and staircase structures, lifts and lift towers.

Artist Impression of Conceptual Design of Landscaped Elevated Walkway connecting between the former South Apron and the Kowloon Bay Hinterland
連接前南面停機坪和九龍灣腹地的園景美化高架行人道概念設計構想圖



Artist impression of conceptual
design for reference only
概念設計構想圖只供參考

Rev.	Description	Date	Drawing title Artist Impression of Conceptual Design of Landscaped Elevated Walkway connecting between the former South Apron and the Kowloon Bay Hinterland 連接前南面停機坪和九龍灣腹地的園景美化高架行人道概念設計構想圖	<div> <div> <div> <div> <div>Scale</div> <div>N.T.S.</div> </div> <div>Date</div> </div> <div> <div>File name</div> <div>Drawing No.</div> </div> </div> <div> <div>© Copyright reserved</div> <div>Rev.</div> </div> </div>	