

Major projects involved in the Kai Tak Developments

This presentation, prepared by Raymond Wong of City University, tries to briefly summary the major projects being carries out or under active planning since the introduction of the Kai Tak Development Plan since end of 2000s.

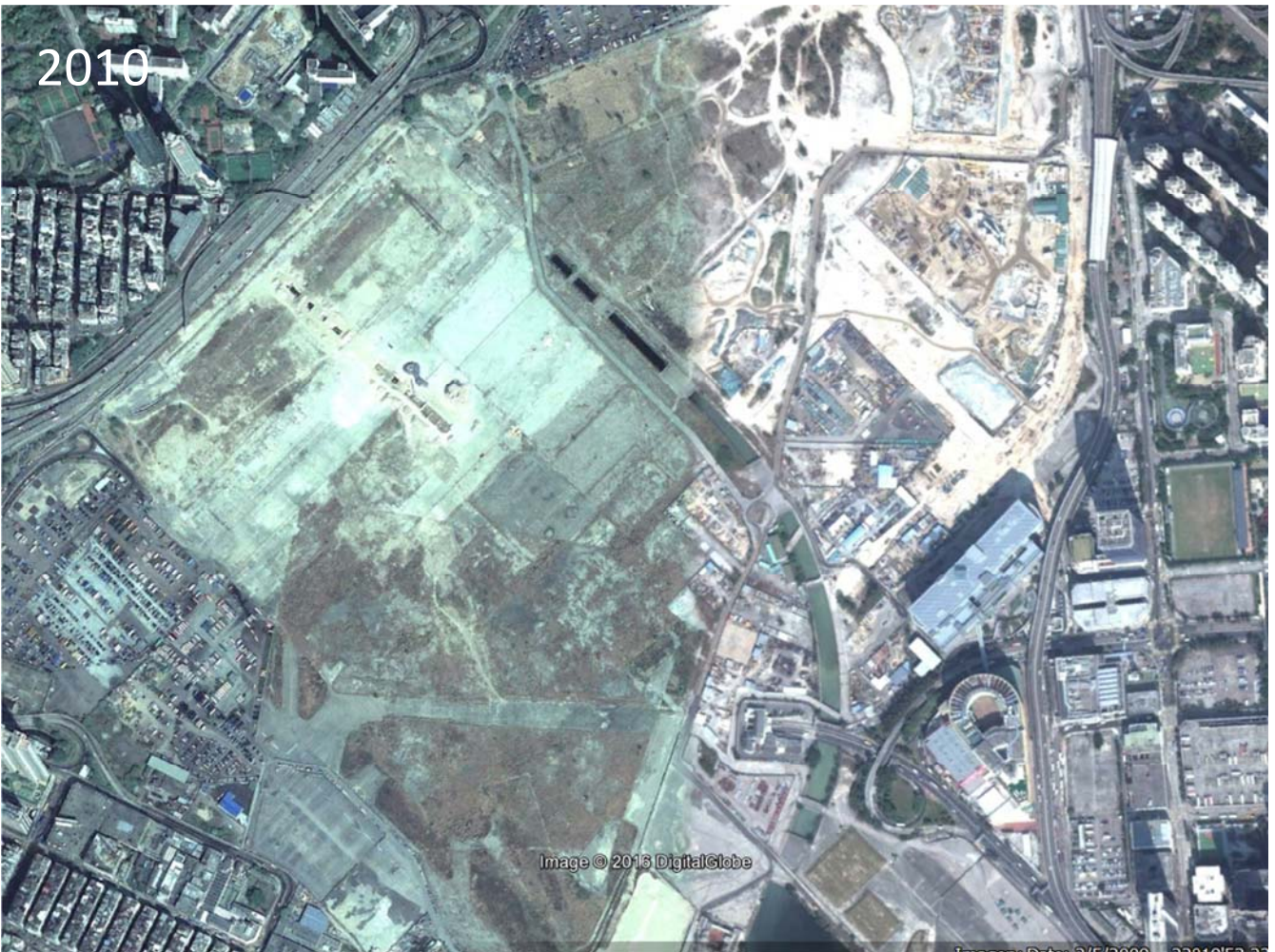
July 2016

Satellite images show the land condition
of previous Kai Tak Airfield since 2010

2007



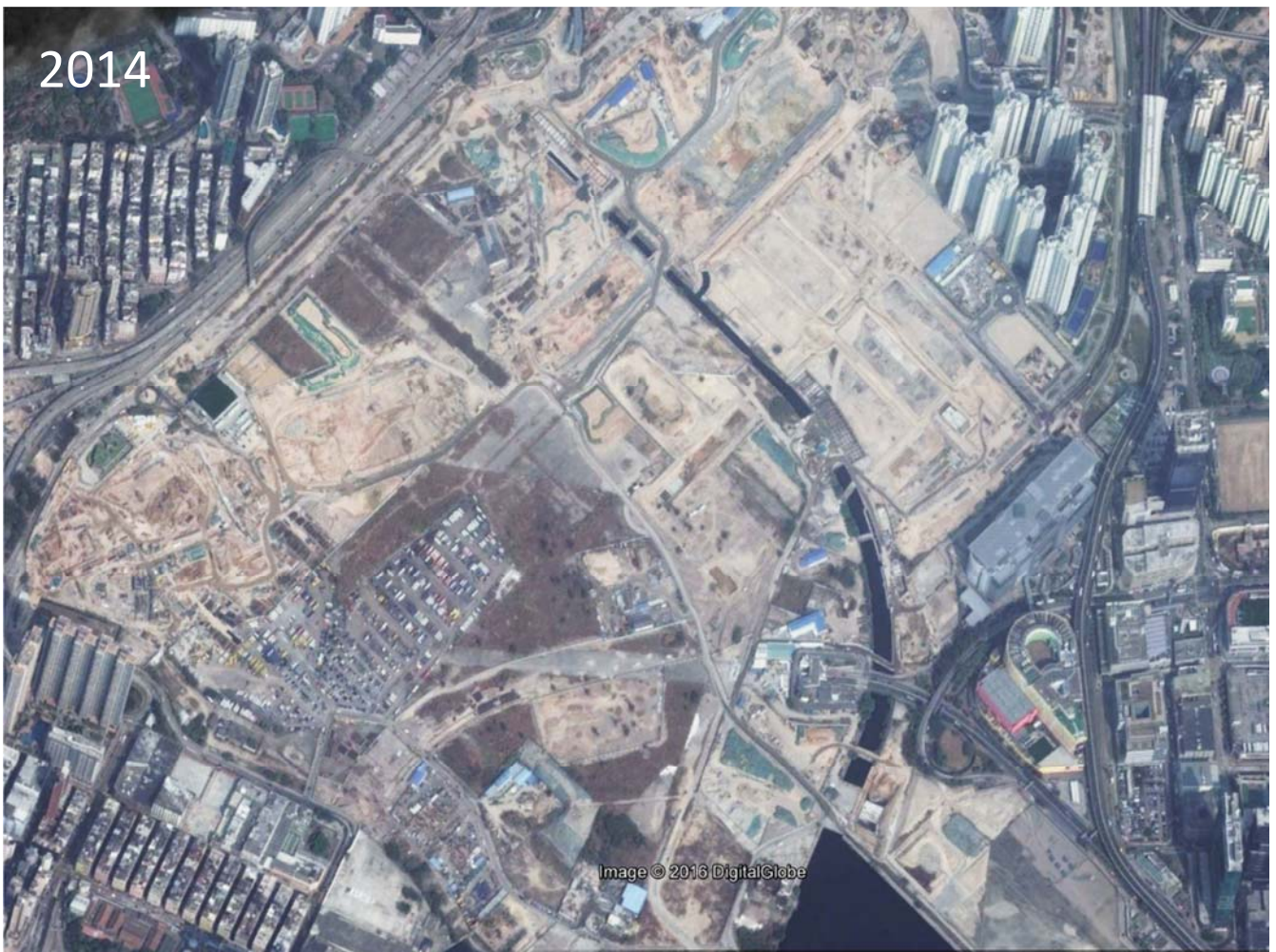
2010



2012



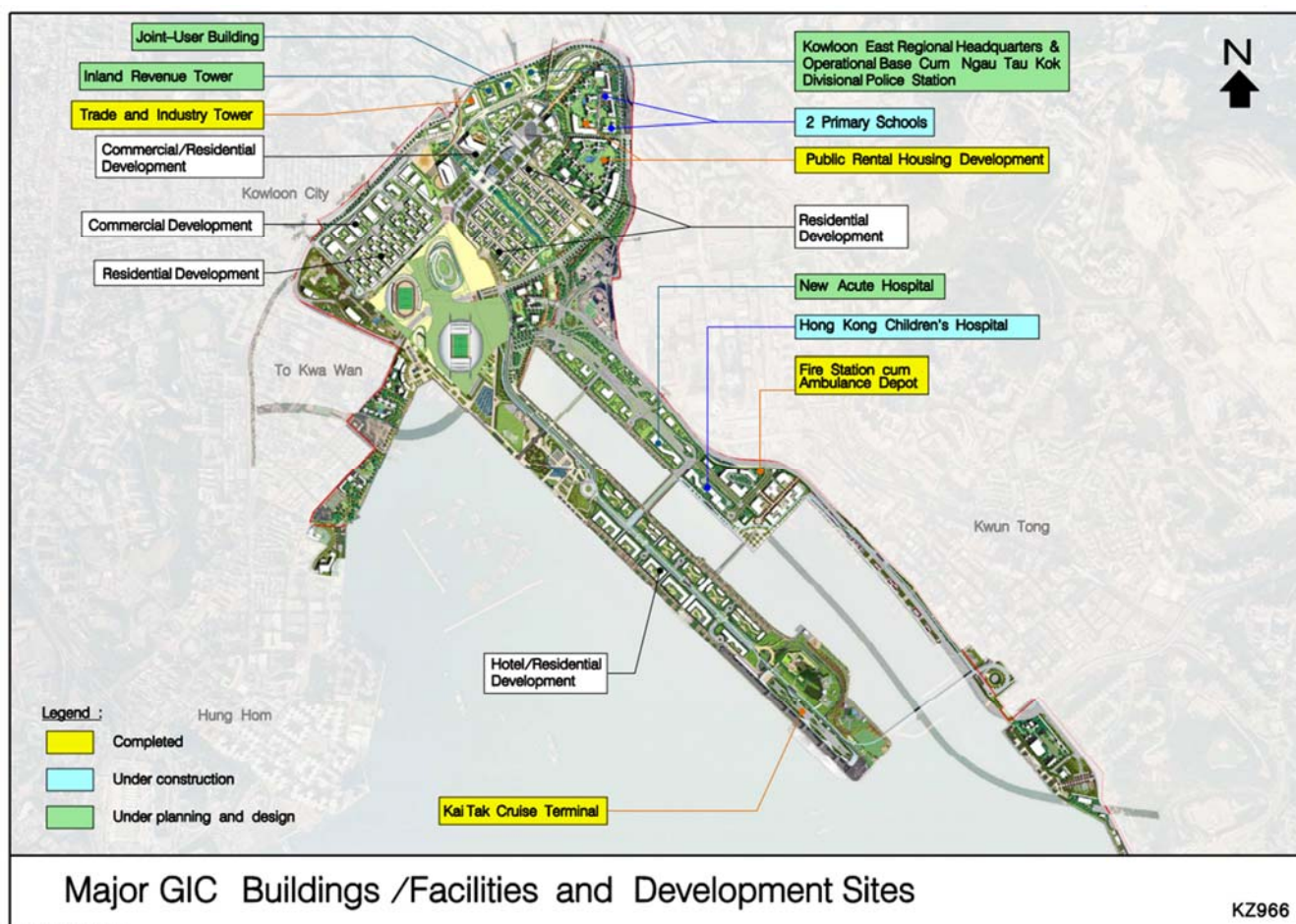
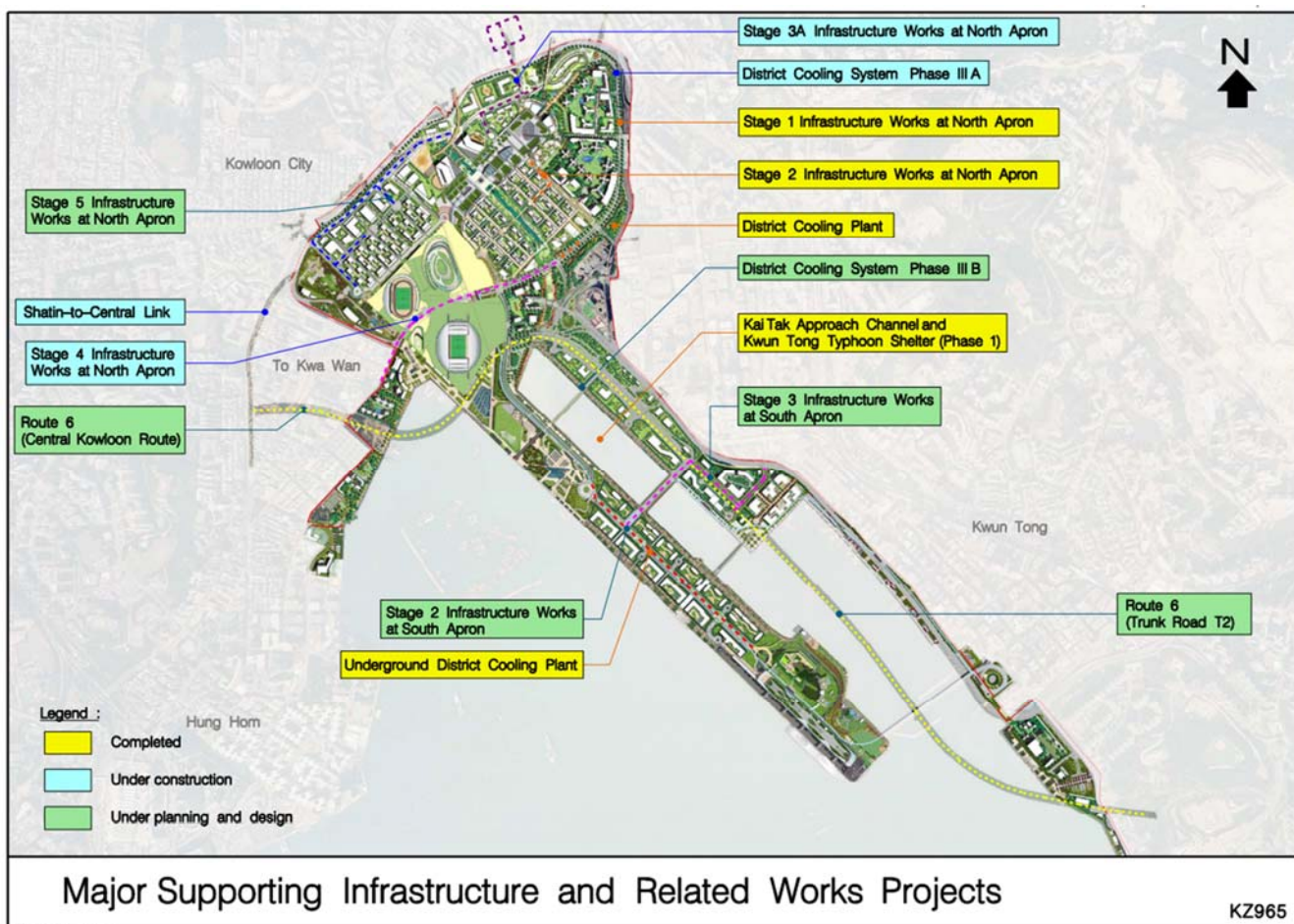
2014



2015

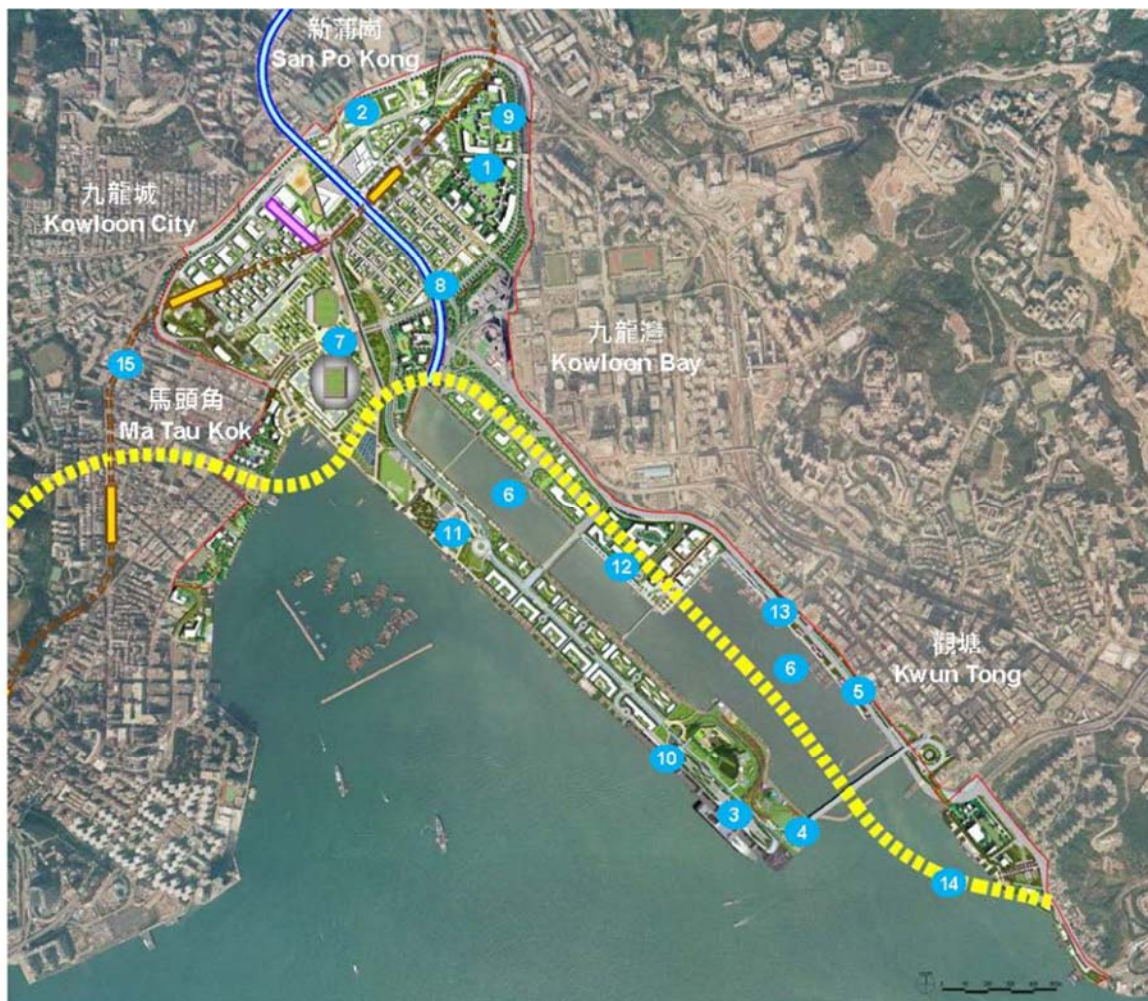


Major development projects submitted
to Legco for approval in 2010



KZ967

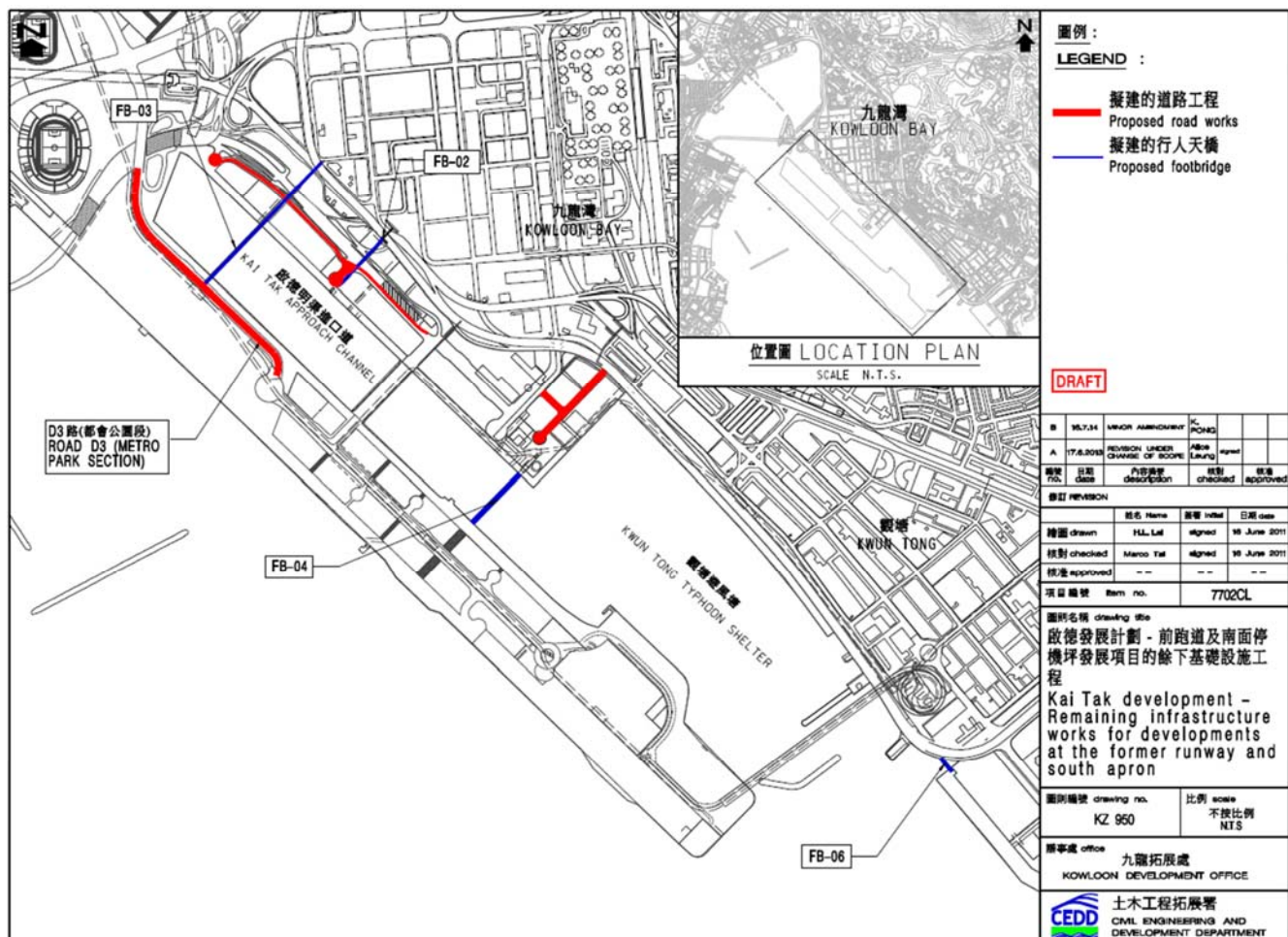
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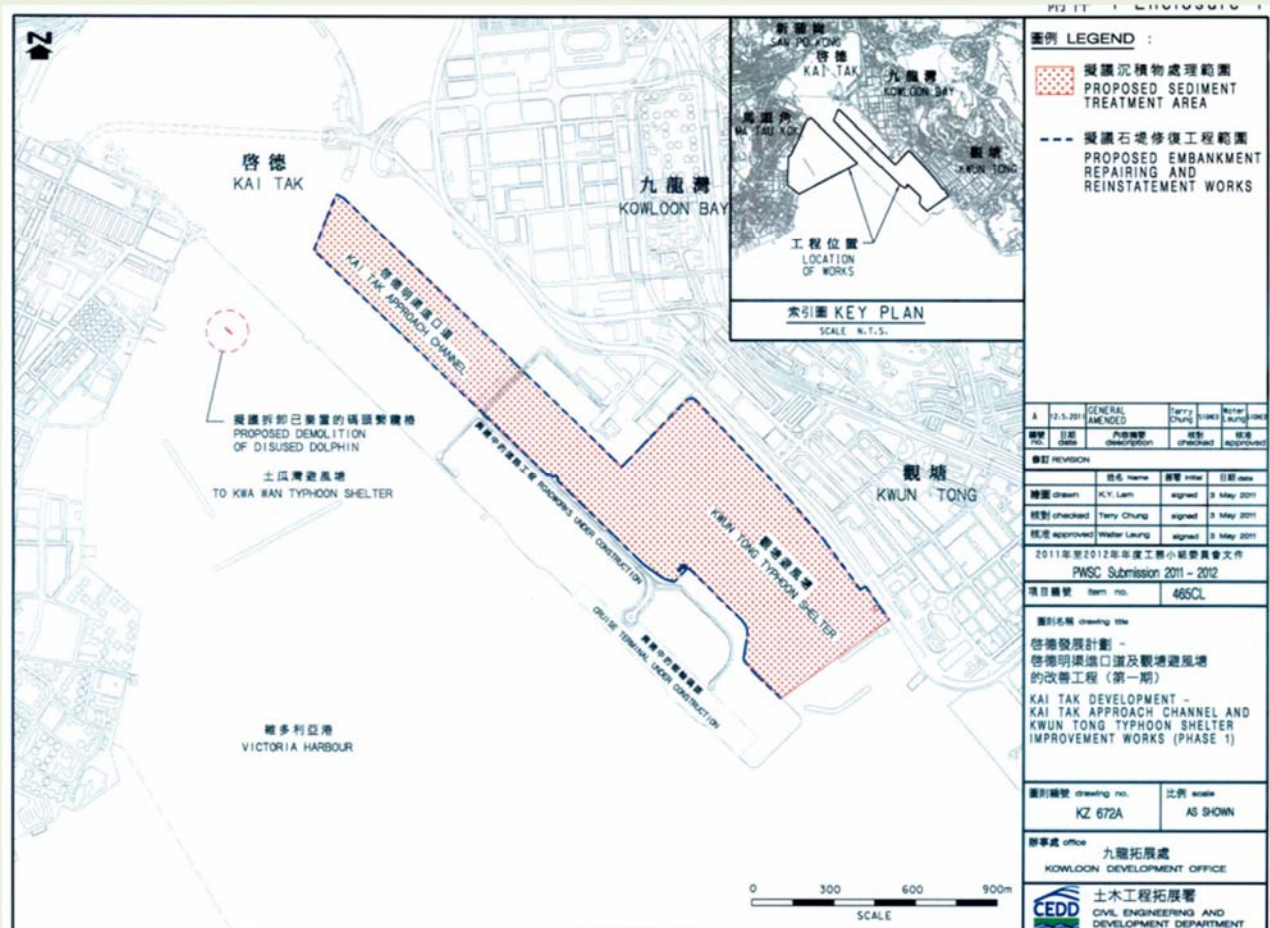


The Kai Tak Development (KTD) comprises government, institution and community facilities, residential and commercial areas and an extensive open space network.

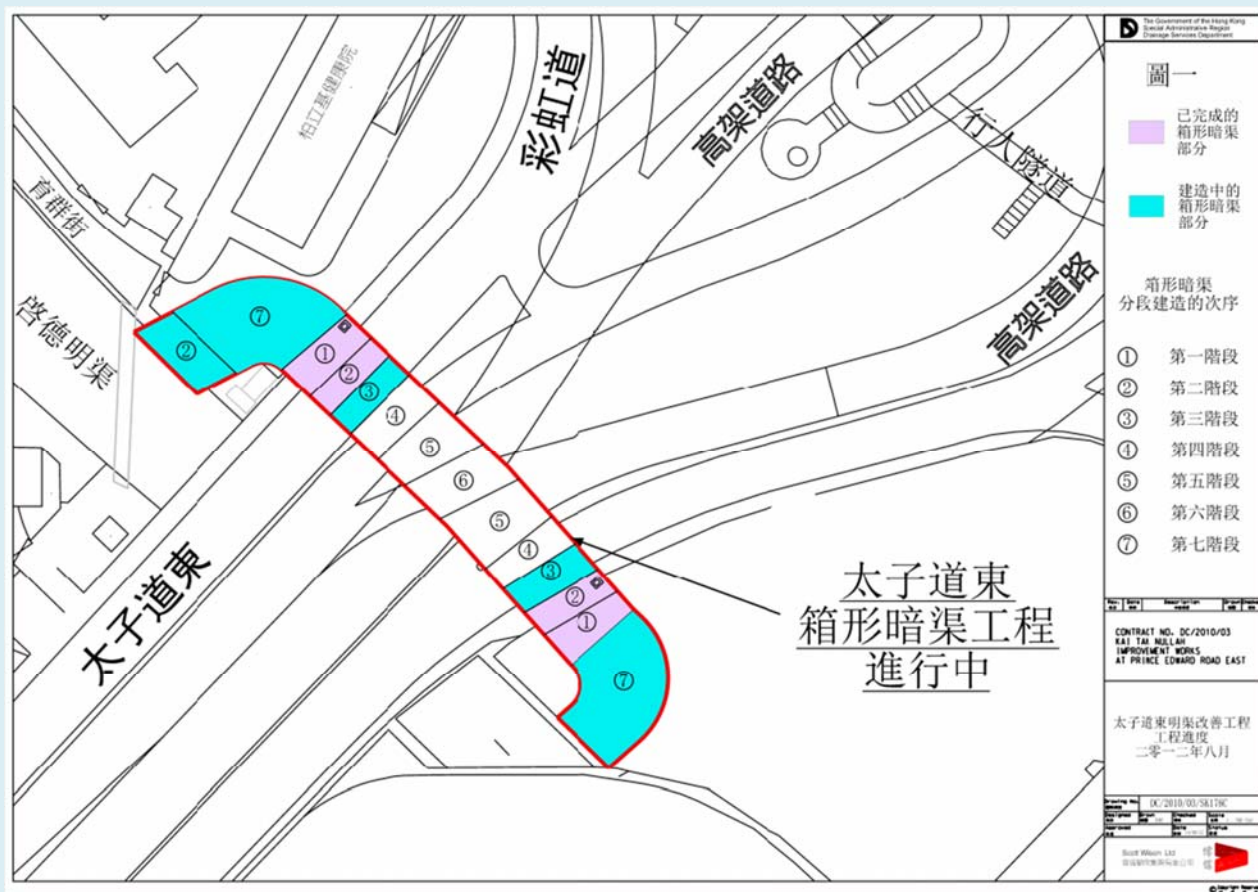
Target completion	Some Major Facilities and Developments in KTD
2013	<ul style="list-style-type: none"> ① - Public Rental Housing Development ② - Trade and Industry Tower ③ - Kai Tak Cruise Terminal Building cum first berth ④ - Runway Park Phase 1 ⑤ - Kwun Tong Promenade Stage 1 - District Cooling System (early phases) ⑥ - Bio-remediation of the Kai Tak Approach Channel and the Kwun Tong Typhoon Shelter - Roadworks, pedestrian links, water supplies, drainage and sewerage systems
Post 2013	<ul style="list-style-type: none"> ⑦ - Multi-purpose Sports Complex ⑧ - Kai Tak River ⑨ - Two Primary Schools ⑩ - Kai Tak Cruise Terminal second berth ⑪ - Metro Park (24 hectares) ⑫ - Centre of Excellence in Paediatrics ⑬ - Kwun Tong Promenade Stage 2 ⑭ - Route 6 in KTD (Central Kowloon Route and Trunk Road T2) ⑮ - Shatin to Central Link - District Cooling System (remaining) - Roadworks, pedestrian links, water supplies, drainage and sewerage systems

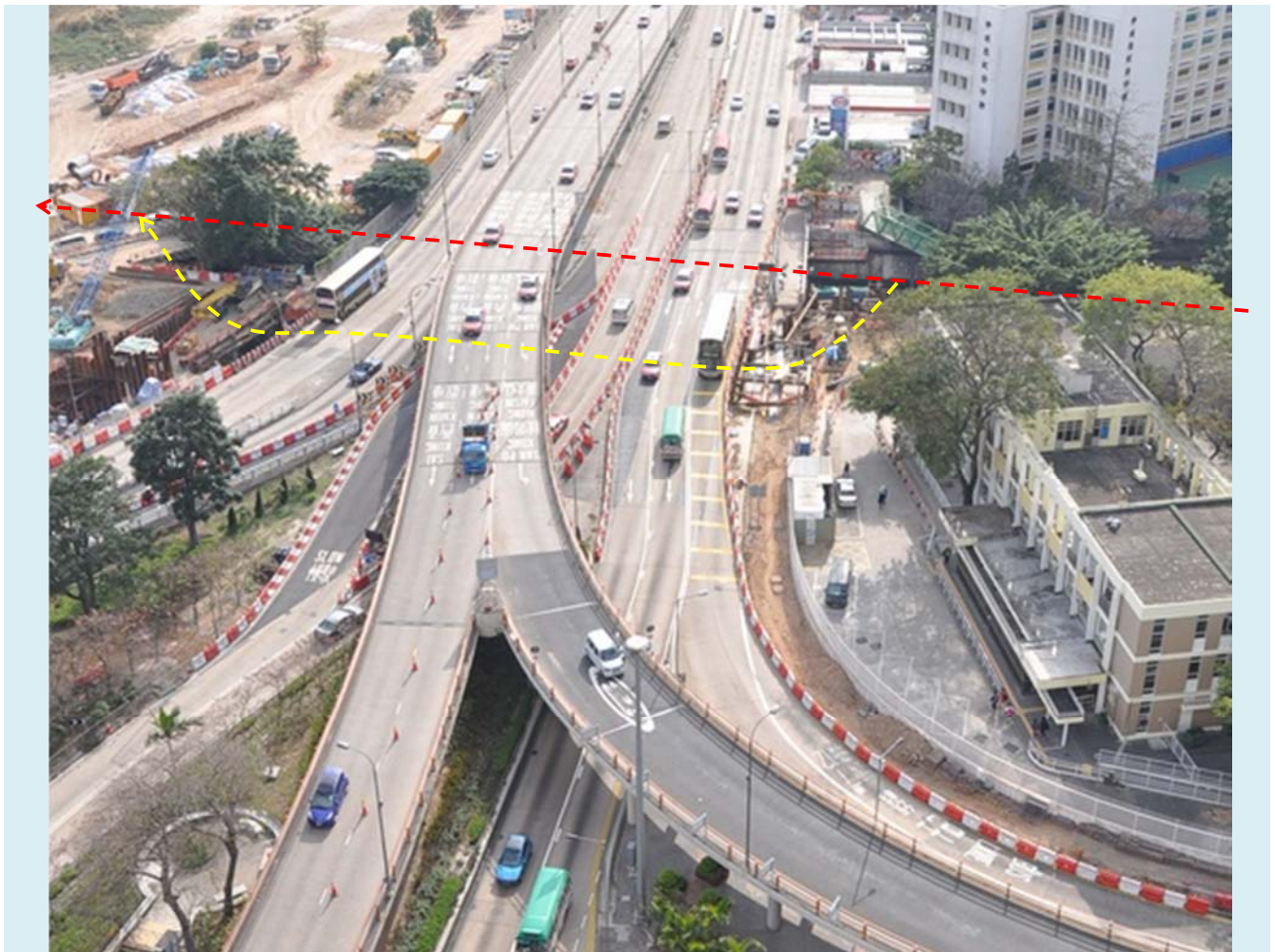
- Kai Tak Development - Engineering Review
- Kai Tak Development - Stage 1 Advance Infrastructure Works for Developments at the Southern Part of the Former Runway
- Site Formation for Kai Tak Cruise Terminal Development
- Kai Tak Development - Stage 1 Infrastructure Works at North Apron Area of Kai Tak Airport
- Sewage Interception Scheme in Kowloon City
- Kai Tak Development - Remaining Infrastructure Works for Developments at the Former Runway
- Kai Tak Development - Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement Works
- Trunk Road T2
- Kai Tak Development - Infrastructure at North Apron Area of Kai Tak Airport
- Kai Tak Development - Advance Infrastructure Works for Developments at the Southern Part of the Former Runway
- Kai Tak Development – Reprovisioning of radar on top of the Cruise Terminal Building
- Kai Tak development – Stage 2 Infrastructure at North Apron Area of Kai Tak Airport
- Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)
- Central Kowloon Route
- Shatin to Central Link





顧問/工程合約編號	DC/2010/03
顧問/工程合約名稱	太子道東啓德明渠改善工程
批出日期	17/08/2010
顧問/承建商	華益(林氏)建築有限公司
合約開展日期	30/08/2010
完工日期	28/08/2012
顧問/工程合約金額	港幣 100,179,117.80元



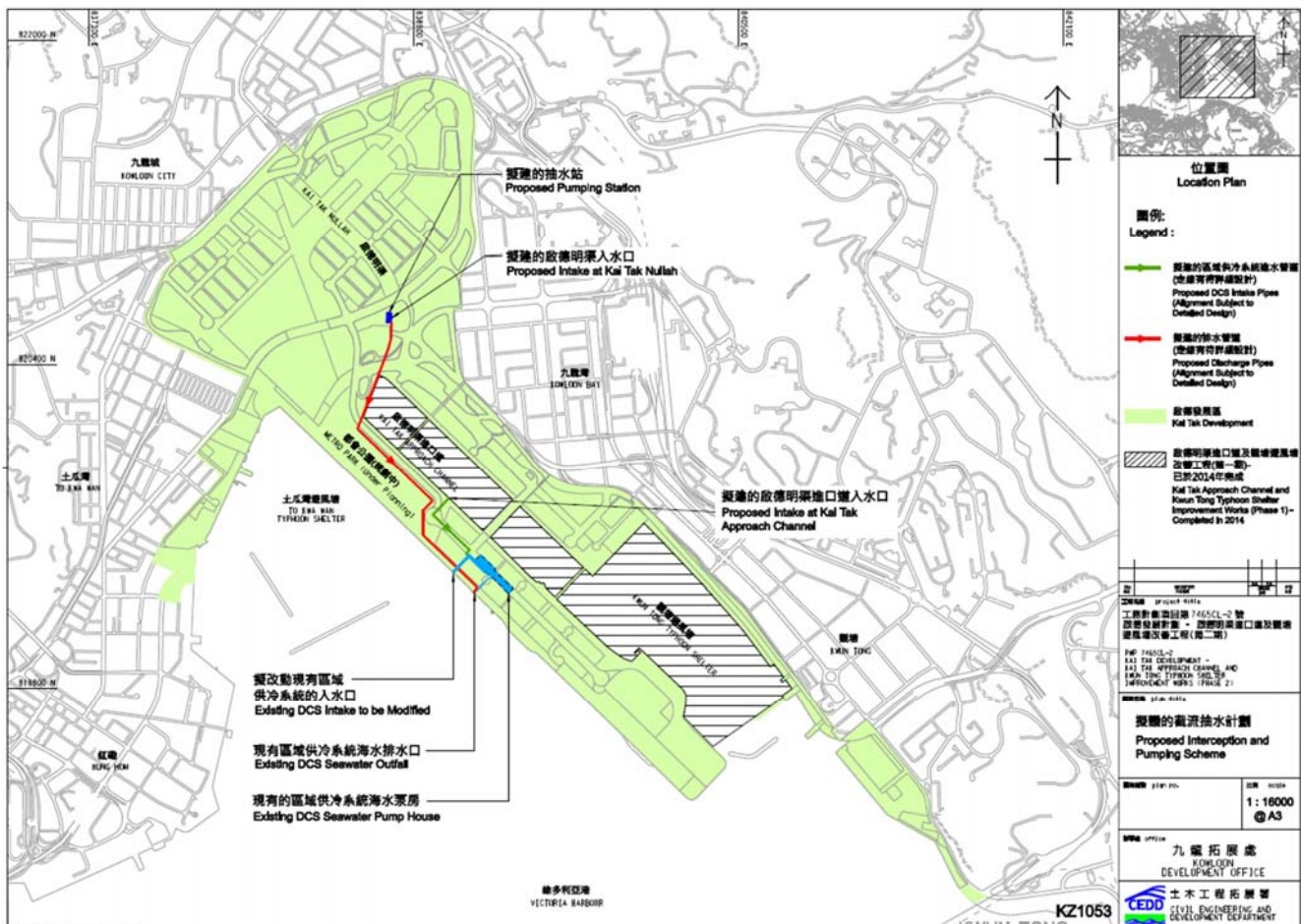


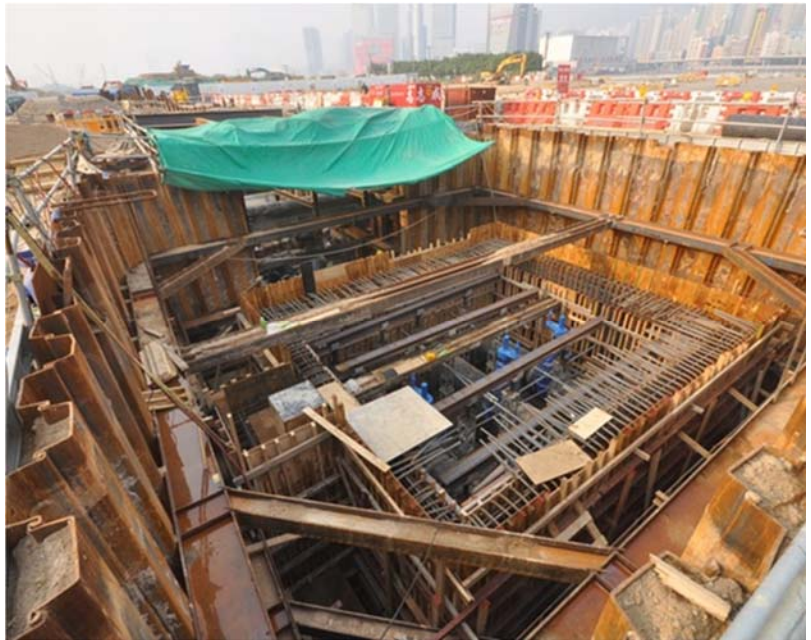
Major project 3

Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 2)

An Interception and Pumping Scheme will be implemented under the Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS) improvement works (Phase 2), which includes:

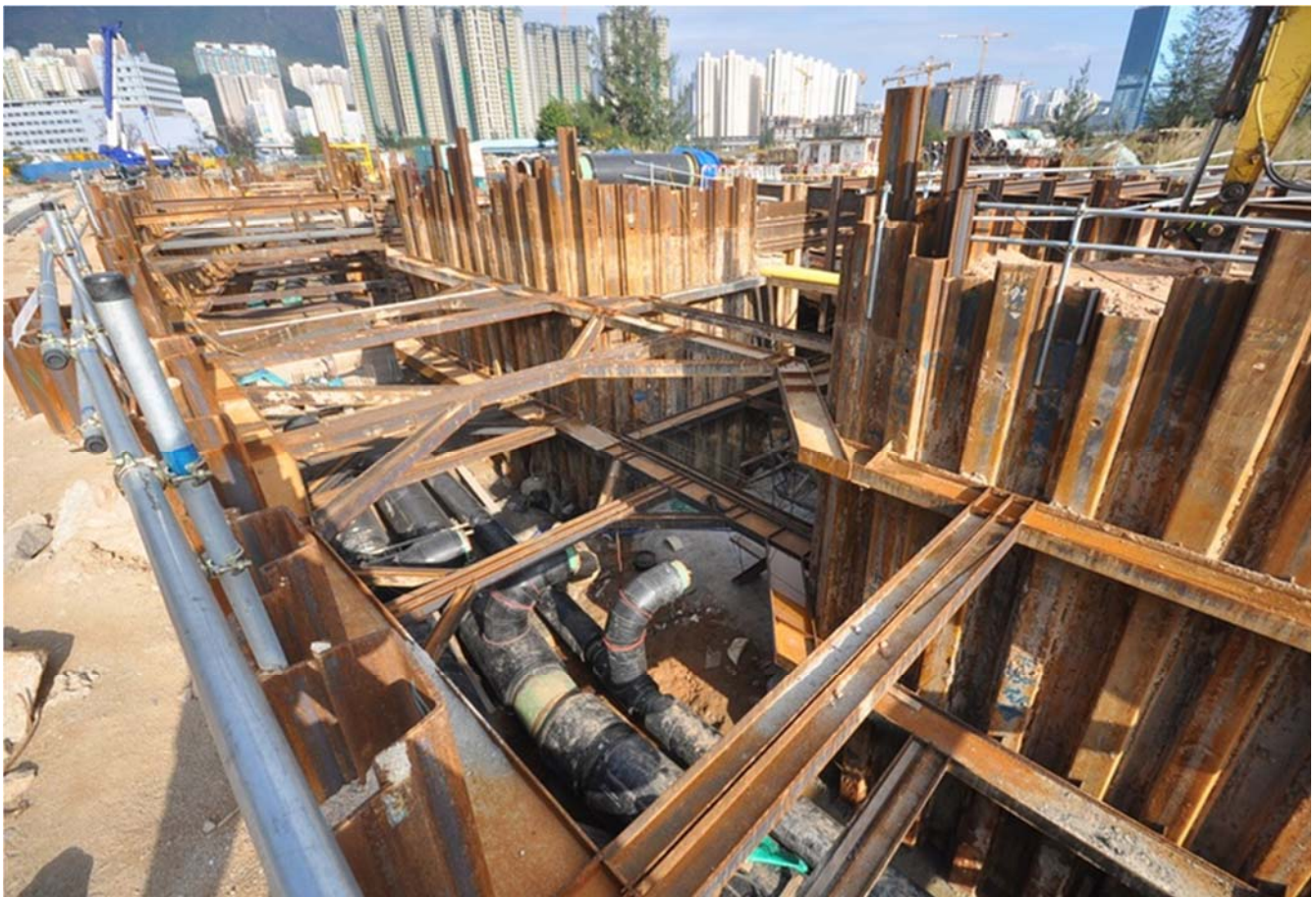
- Construction of a **new pumping station** near the outlet of Kai Tak Nullah;
- Modification of intake of **seawater pump house of District Cooling System** located at the former runway; and
- Laying of associated **drain pipes and construction of outfalls** at the former runway.







Laying of the cooling
water pipework



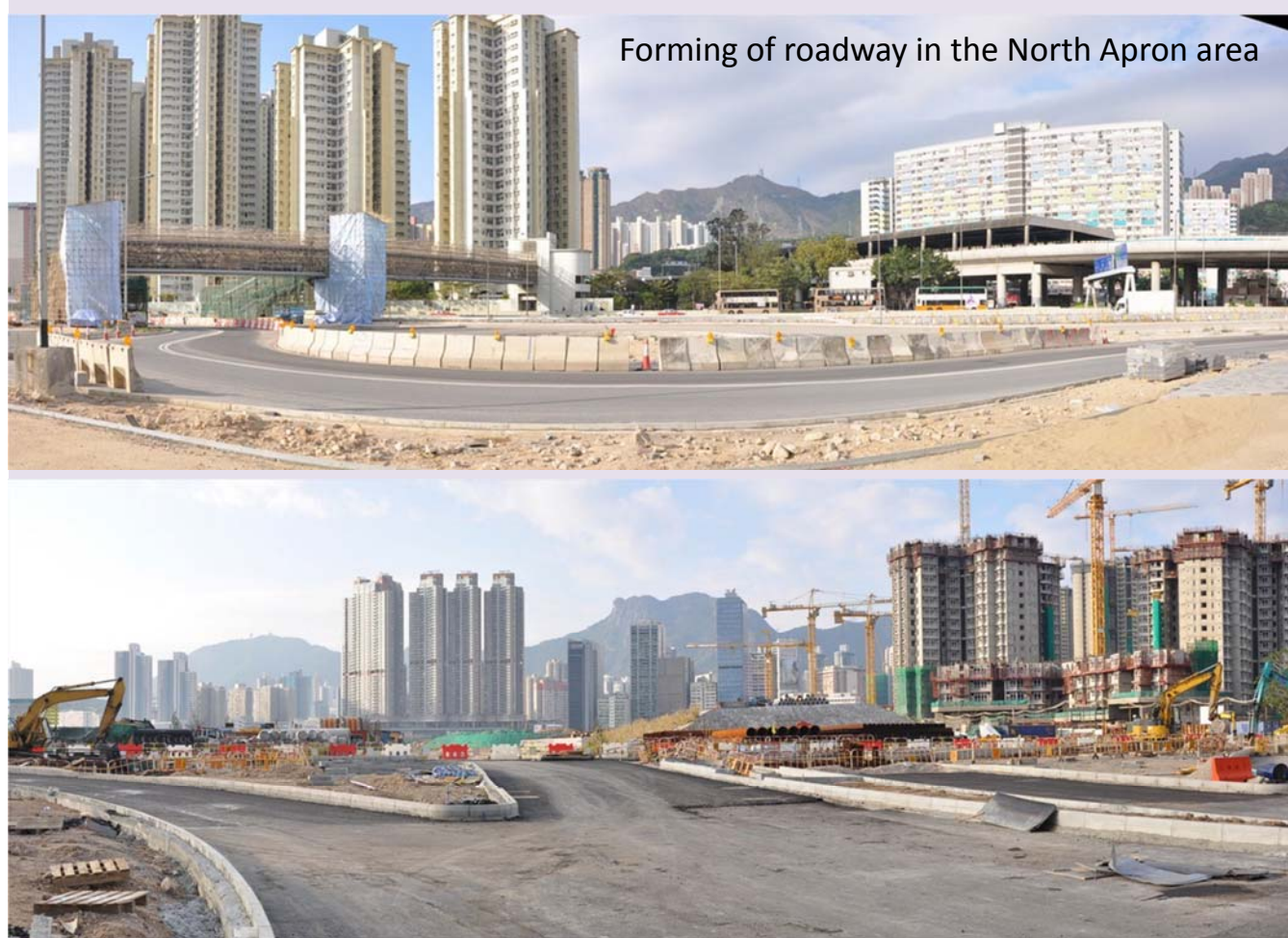
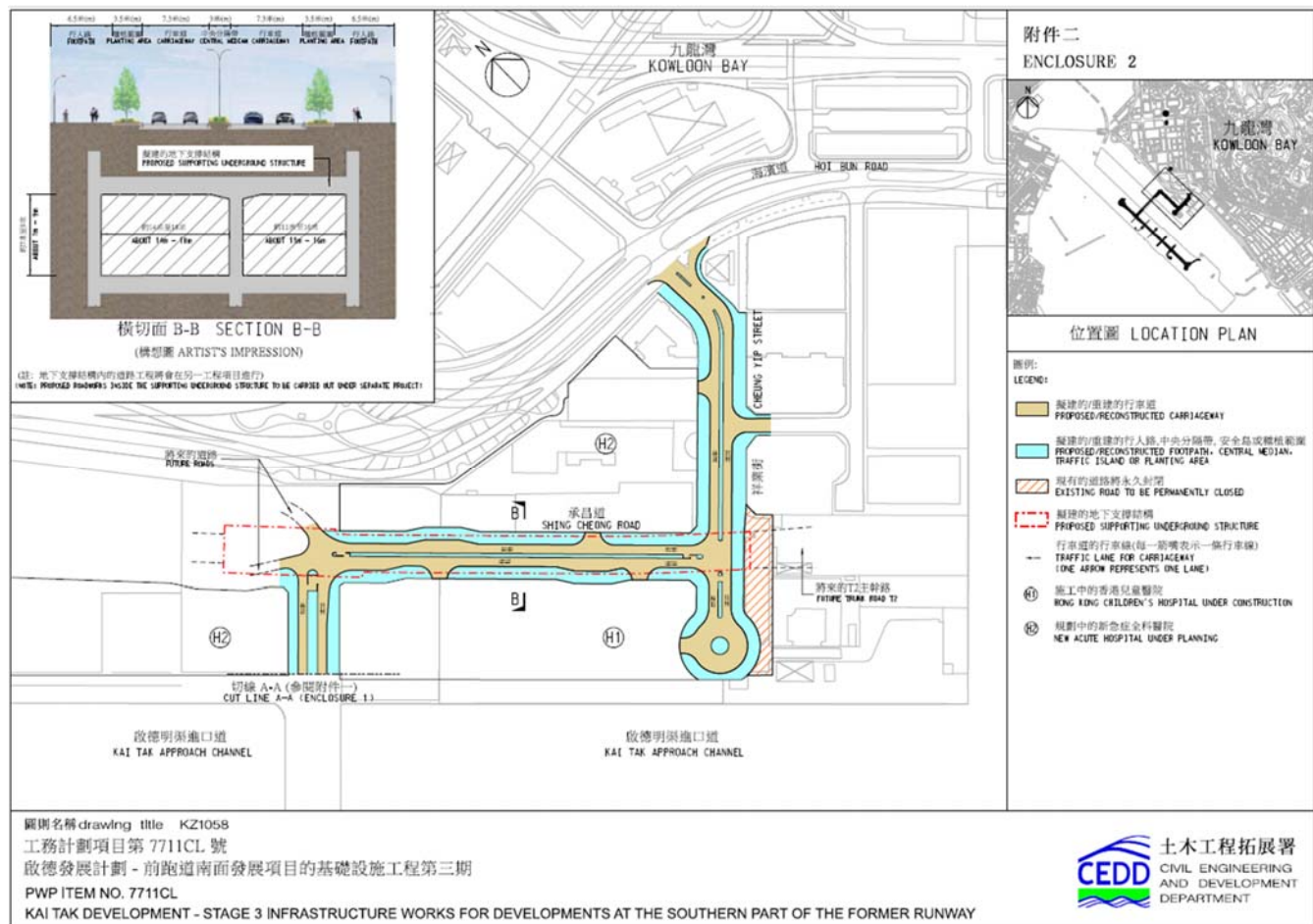


Kai Tak development – infrastructure works for developments at the southern part of the former runway

Major projects 3

The scope of Stage 2 comprises:

- realignment and widening of the existing single 2-lane Shing Fung Road to form a dual 2-lane distributor road of about 1.4 km long; associated single 2-lane roads (including a vehicular underpass) with a total length of about 0.6 km branching off from the realigned Shing Fung;
- an elevated landscaped deck with lifts and staircases of about 1.4 km long with minimum 11m in width above the realigned Shing Fung Road serving as part of a semi-enclosure noise barrier and also as a public open space;
- roadside noise barriers with a total length of about 1.1 km long alongside the realigned Shing Fung Road and integrated with the elevated landscaped deck;
- upgrading of the existing single 2-lane carriageway of about 0.3 km long on Kai Tak Bridge to a dual 2-lane carriageway;
- improvement to 3 existing road junctions along Wang Chiu Road at its junctions with Kai Cheung Road, Lam Hing Street and Sheung Yee Road;
- construction of associated footpaths, pedestrian streets, street lighting, drainage, sewerage, water mains, landscaping and ancillary works; and
- implementation of environmental mitigation measures and an environmental monitoring and audit program for the works mentioned above.



Kai Tak development – Stage 3A & Stage 4 infrastructure works at north apron area of Kai Tak Airport

Stage 3A - infrastructure comprises the following major items:

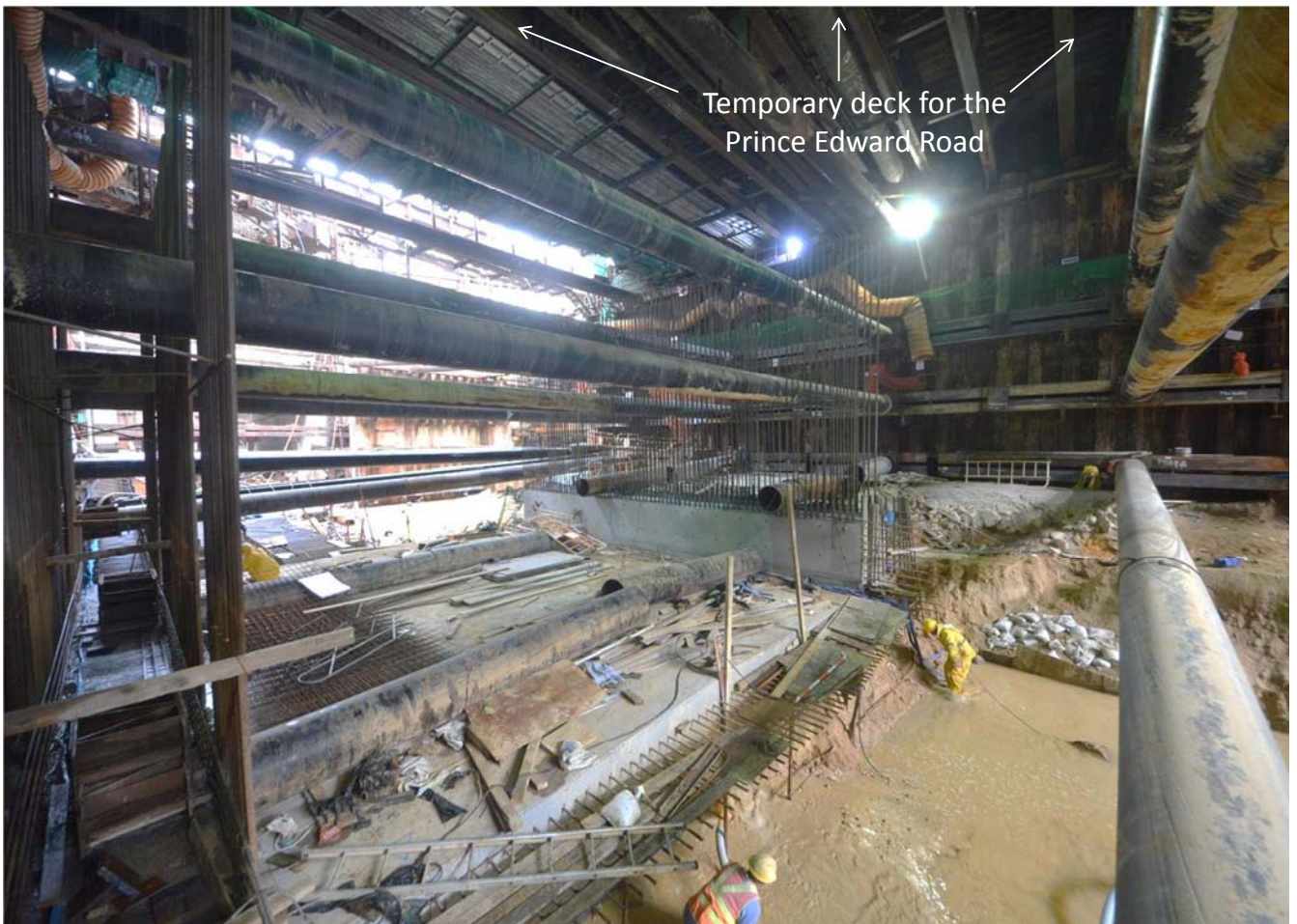
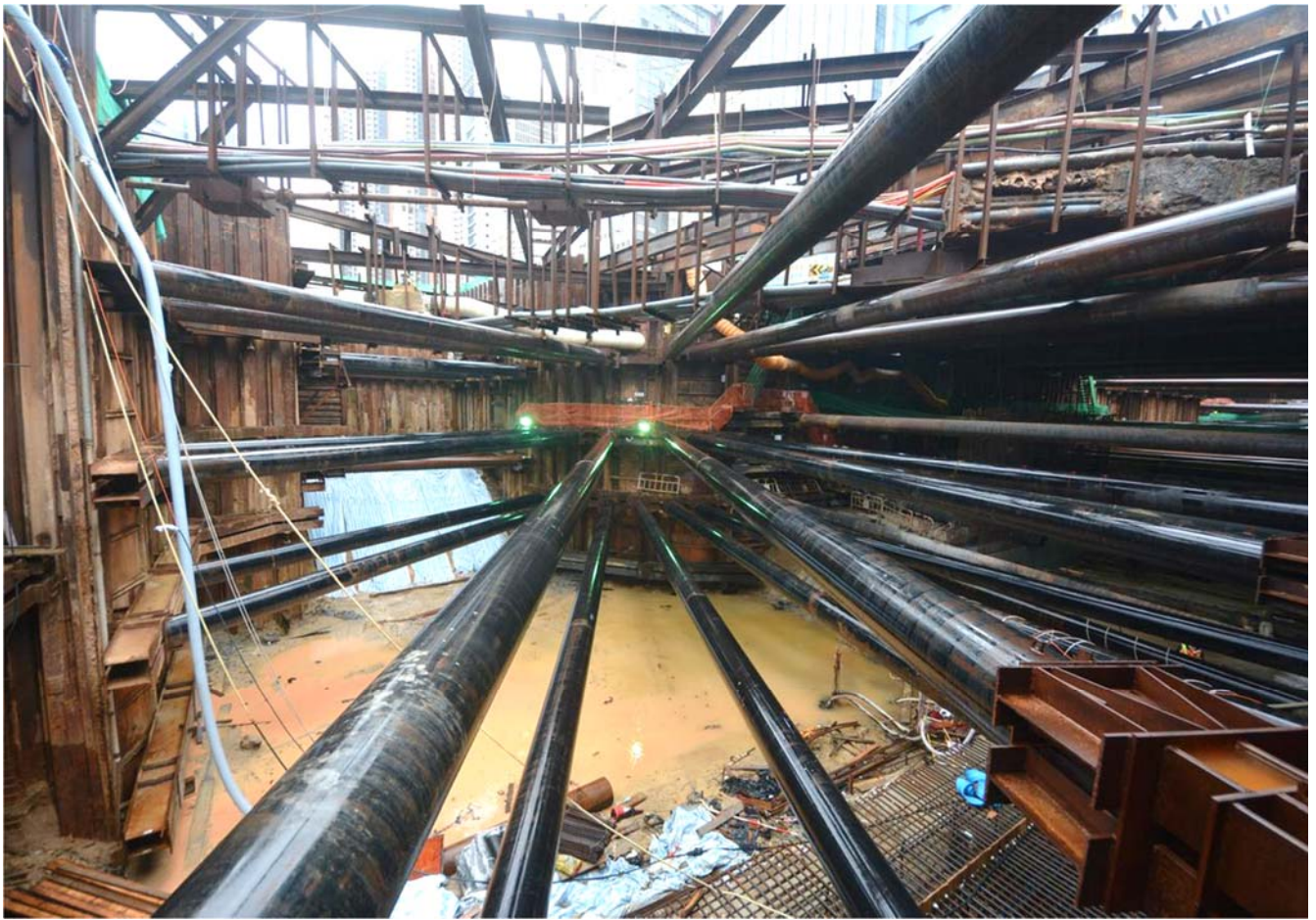
- new roads about 890m in total length covering L1, Road L11 and a slip road linking Prince Edward Road East to Road D1;
- a vehicular underpass about 225m long across Prince Edward Road East forming part of Road L1;
- a new pedestrian subway of about 205m long, and extension of an existing subway about 60m in total length, across PERE;
- modification and widening of existing roads in former Kai Tak Airport north apron area and San Po Kong area;
- associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping works and electrical and mechanical works; and
- provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit program associated with the above works.

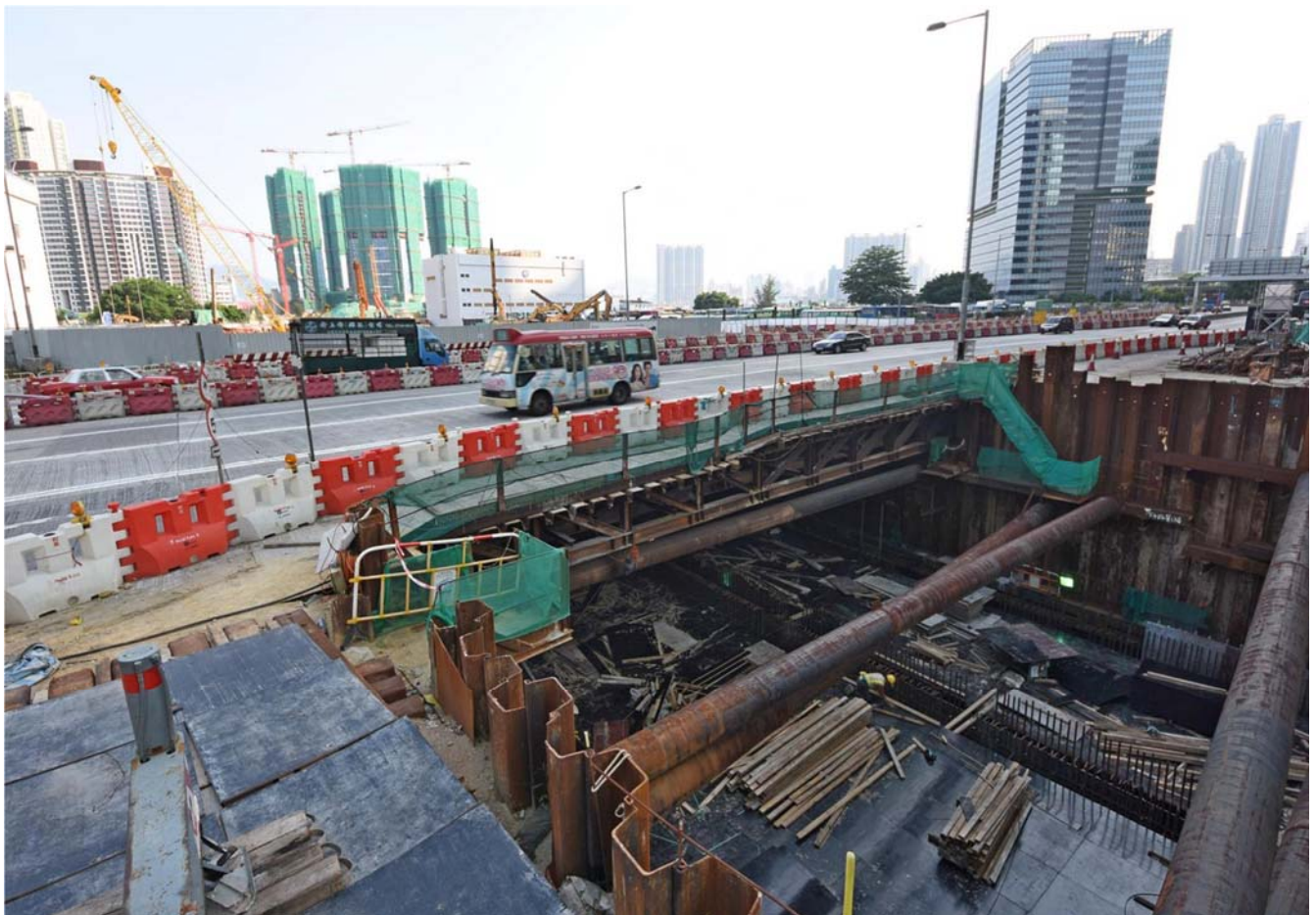
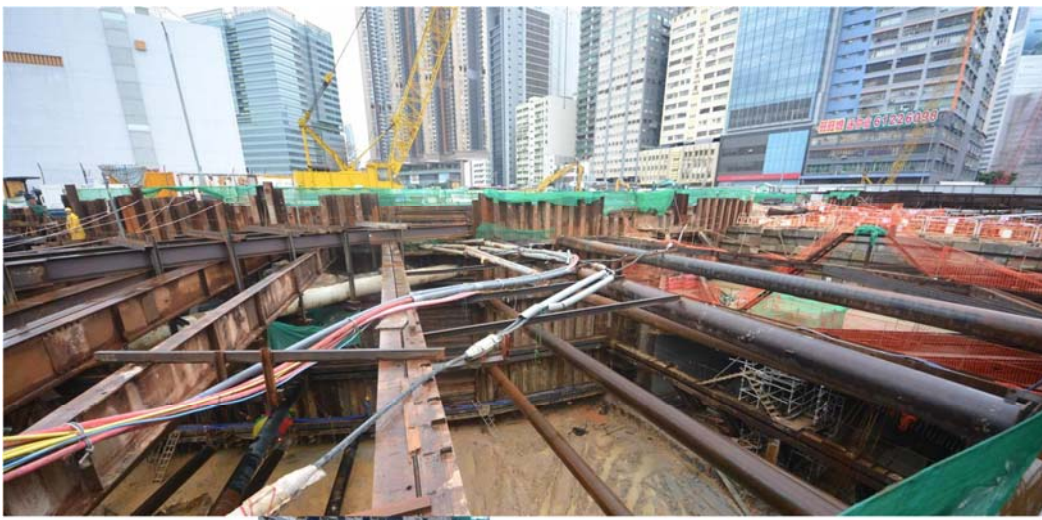
Stage 4 - infrastructure comprises the construction of the following major items:

- construction of about 1 630m long of new roads covering part of Road D2, Road L6 and Road L19;
- reconstruction and widening of sections of existing footpaths at Sung Wong Toi Road and To Kwa Wan Road;
- construction of two sewage pumping stations, about 2 000m long of twin rising mains and 2 300m long of gravity sewer;
- construction of storm water drains including about 3 600m long of road drains and 430m long of box culverts;
- associated footpaths, street lighting, traffic aids, water mains and landscaping works; and
- provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit program for the works associated with the above works.

Approved Project Estimate: \$2.255 billion



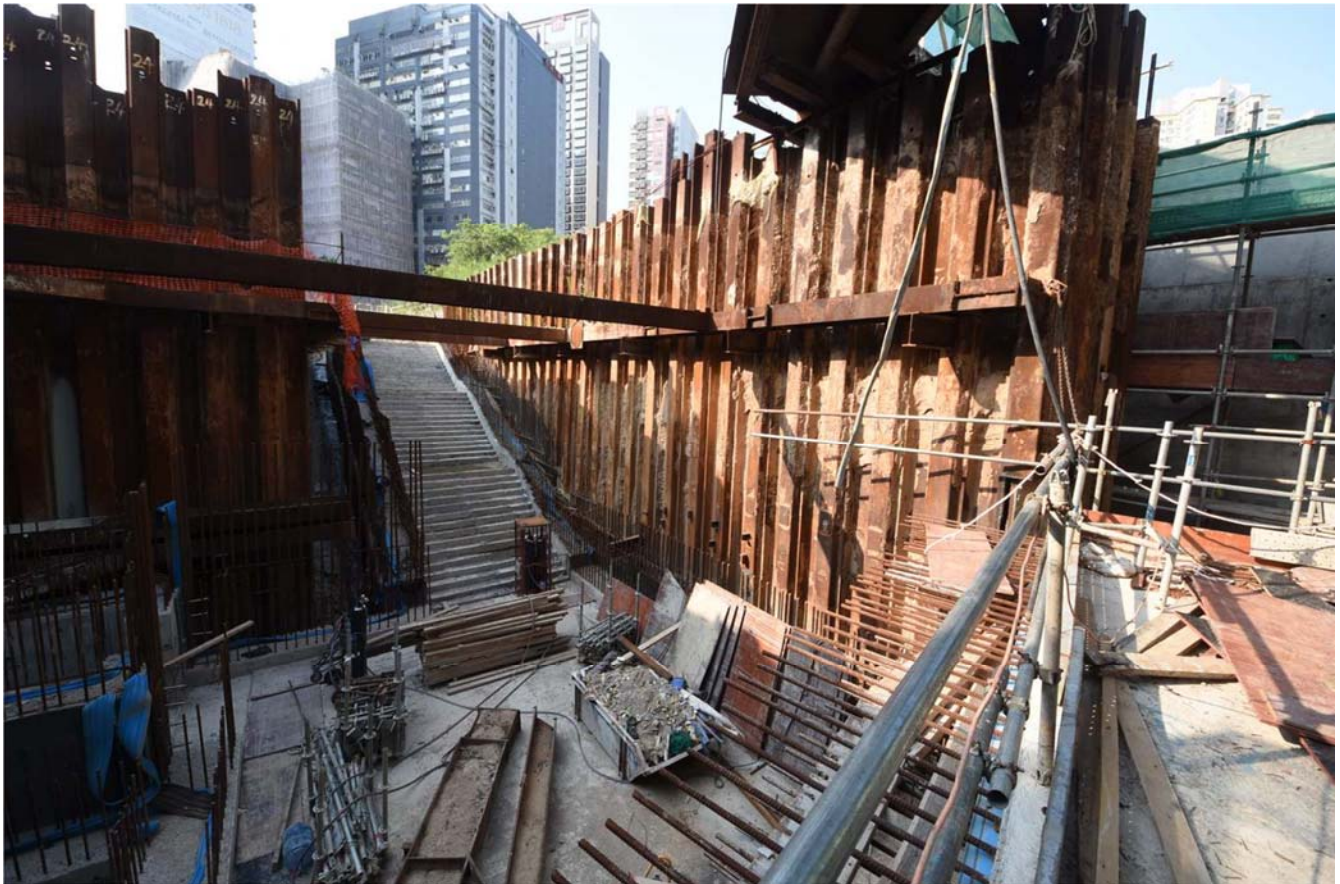




Vehicular underpass and pedestrian subway as seen from the San Po Kong side



Entrance of the pedestrian subway under construction (July 2016)



Project Title

Reconstruction and Rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road - Remaining Works

Project Scope

The project includes reconstruction, improvement and rehabilitation of section of about 600m long Kai Tak Nullah from [More](#)

Major Improvements and Benefits

Improve the drainage capacity and rehabilitate the section of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road

Consultants

AECOM Consulting Services Limited

Contractors

DC/2011/04 - Leader - Sunnic Joint Venture

Contract No.

DC/2011/04

Project Commencement Date

31 October 2011

Project Completion Date

End 2017

Approved Project estimate

About \$1,600 million

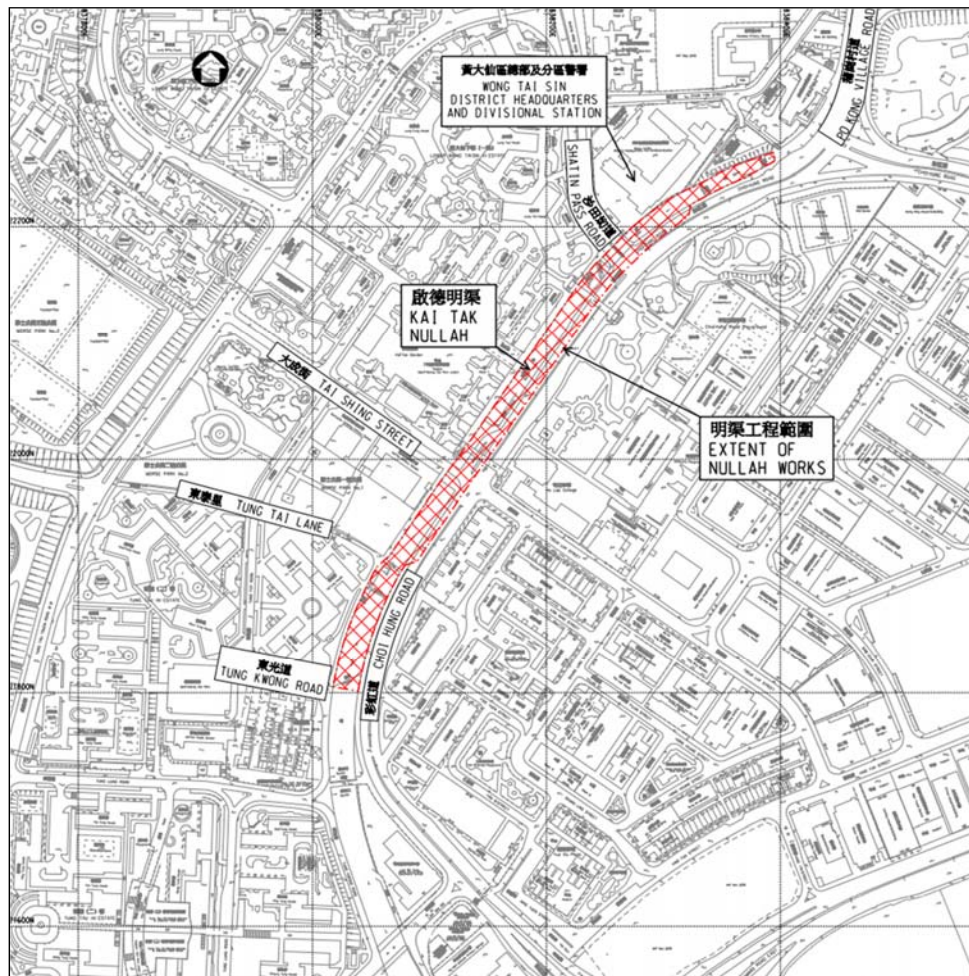
Controlling Division

Project Management Division

Type

Flood Prevention

Major projects 5



Reconstruction and Rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East - main works

Project Scope

The project includes reconstruction and rehabilitation of a section of about 500m long Kai Tak Nullah from Tung Kwong Road to Prince[More](#)

Major Improvements and Benefits

Improve the drainage capacity and rehabilitate the section of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East

Consultants

Atkins China Limited

Contractors

DC/2013/03 - China Road and Bridge Corporation

Contract No.

DC/2013/03

Project Commencement Date 30 December 2013

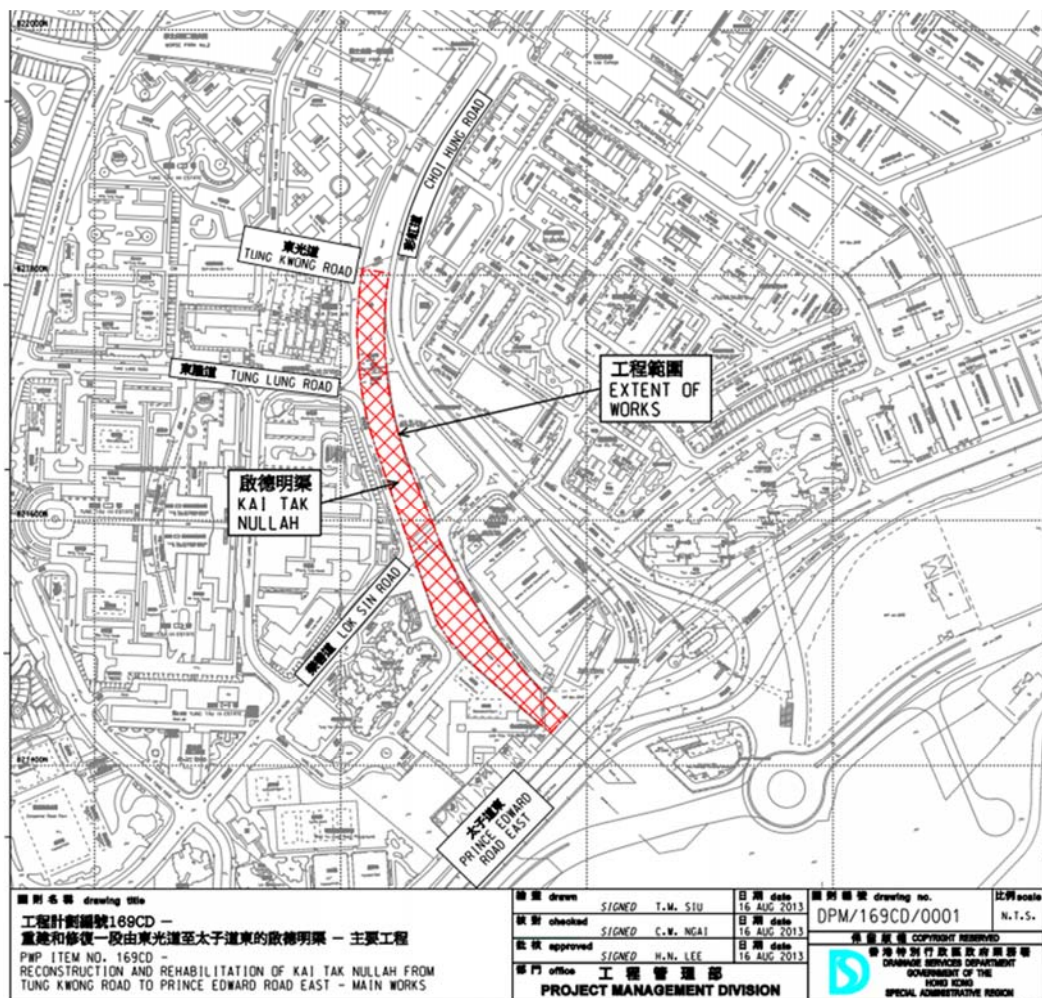
Project Completion Date End 2017

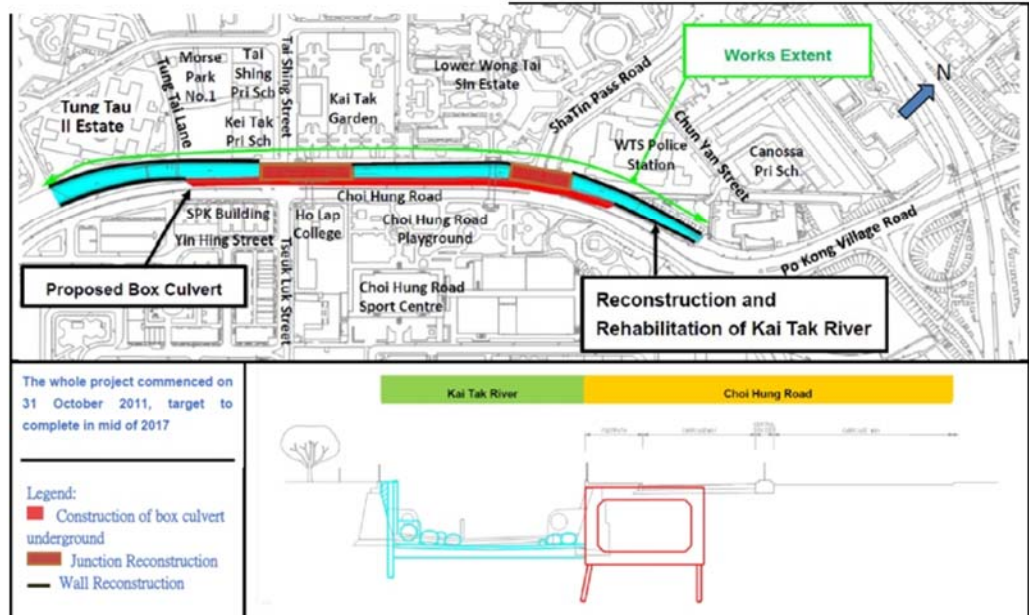
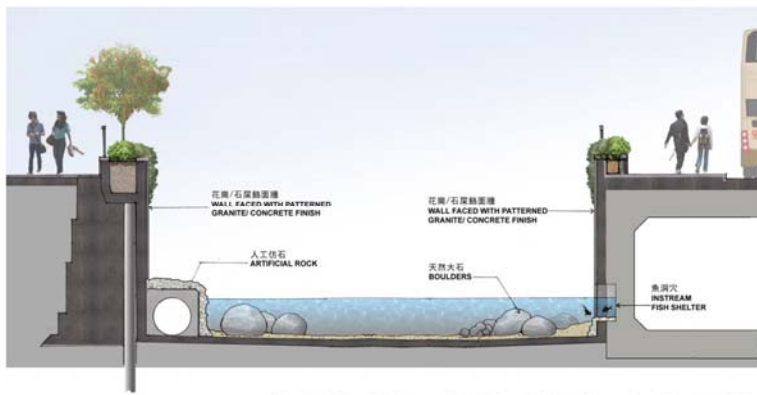
Approved Project estimate About \$1,200 million

Controlling Division Project Management Division

Type	Flood Prevention
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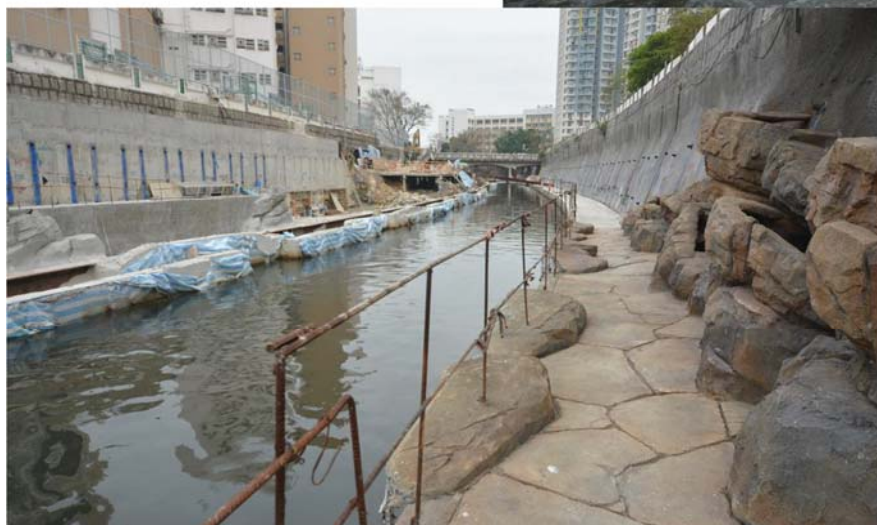
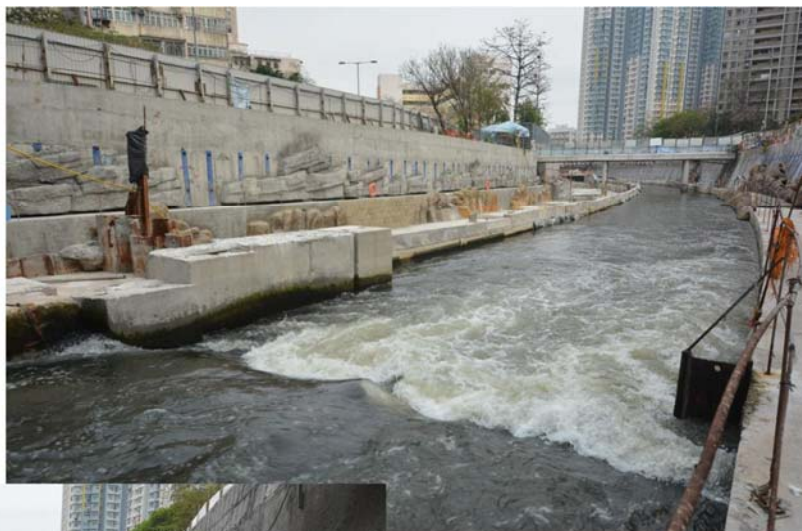
Major projects 6











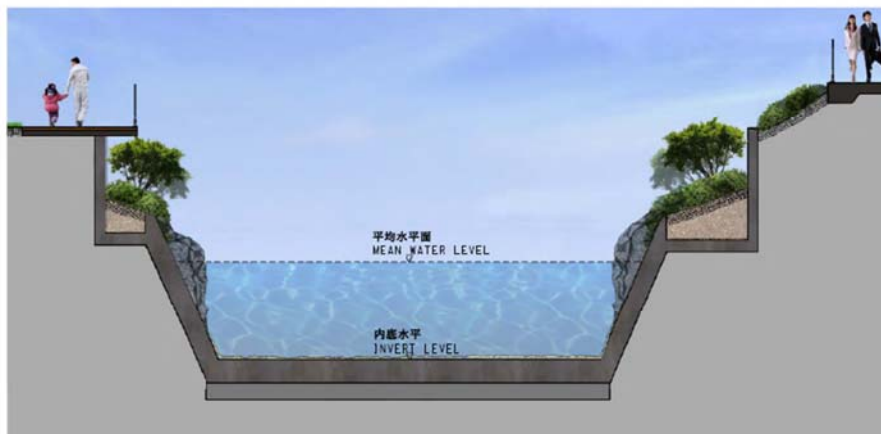
Approx. alignment of
Prince Edward Road



Nullah section crossing the
northern portion (above) &
southern portion (left) of
Prince Edward Road



立視圖
ELEVATION



典型橫切面 A-A
TYPICAL SECTION A-A

附件二 ENCLOSURE 2

圖則名稱 drawing title

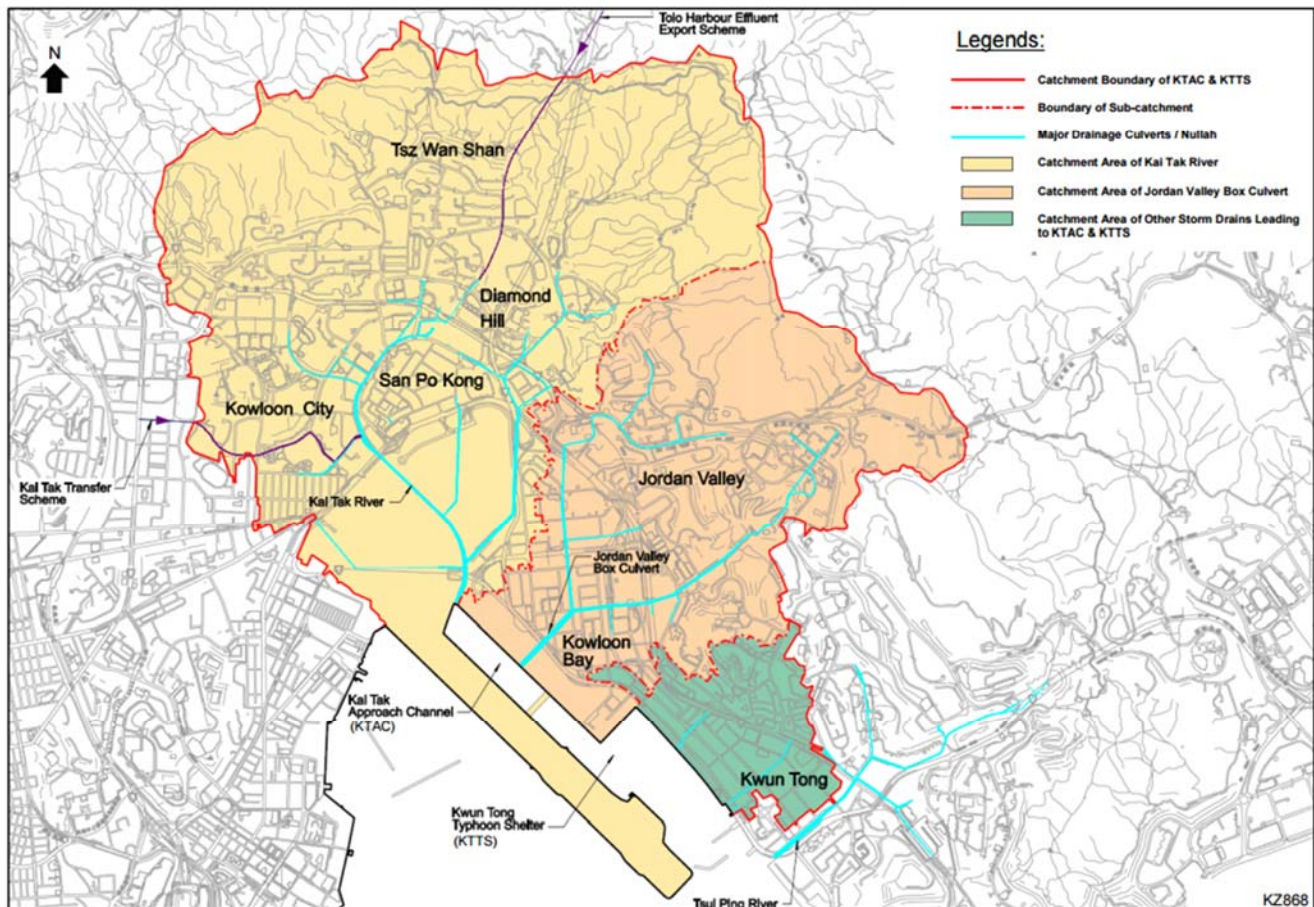
啟德明渠重建及改善工程
-擬建排水道構想圖

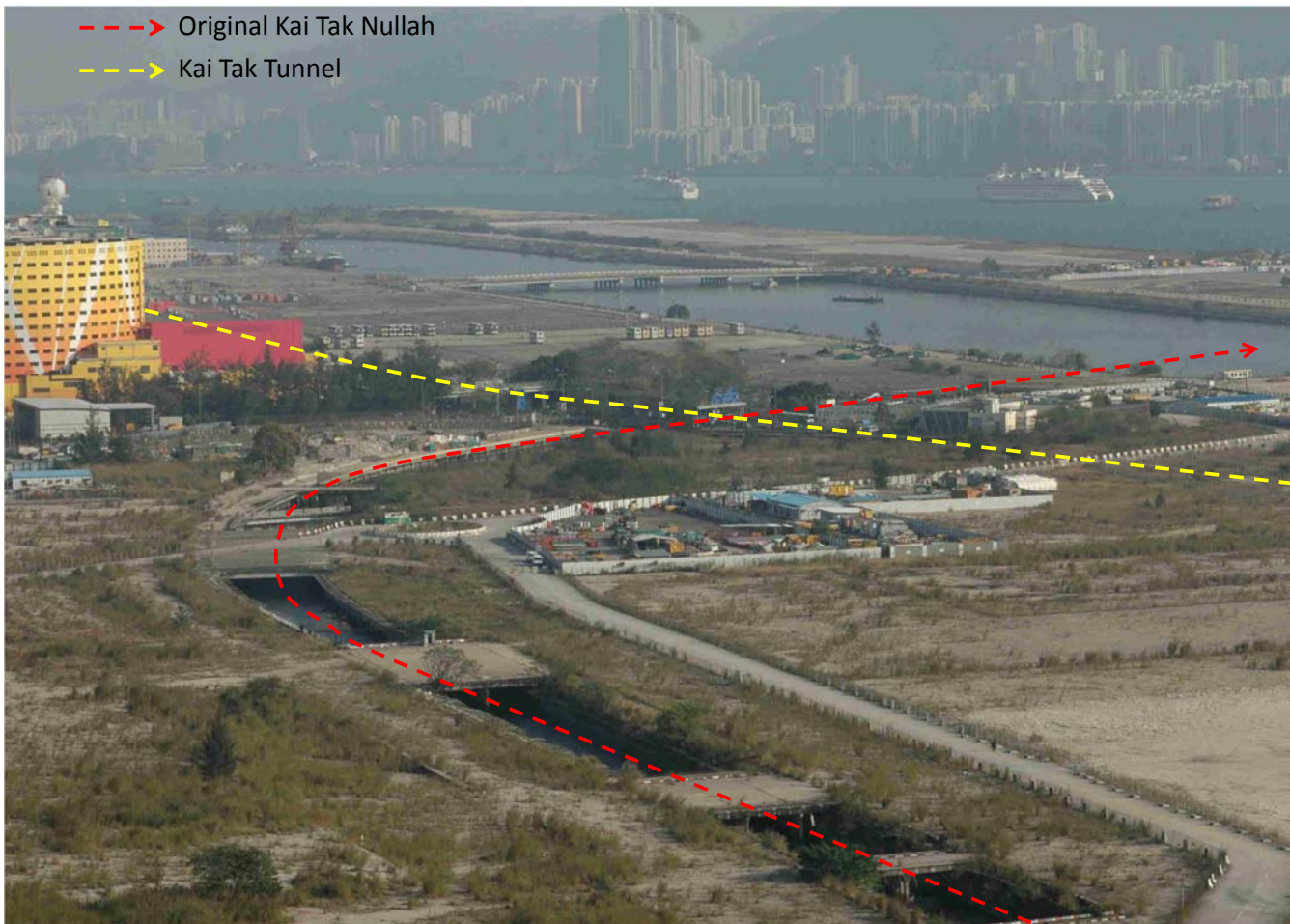
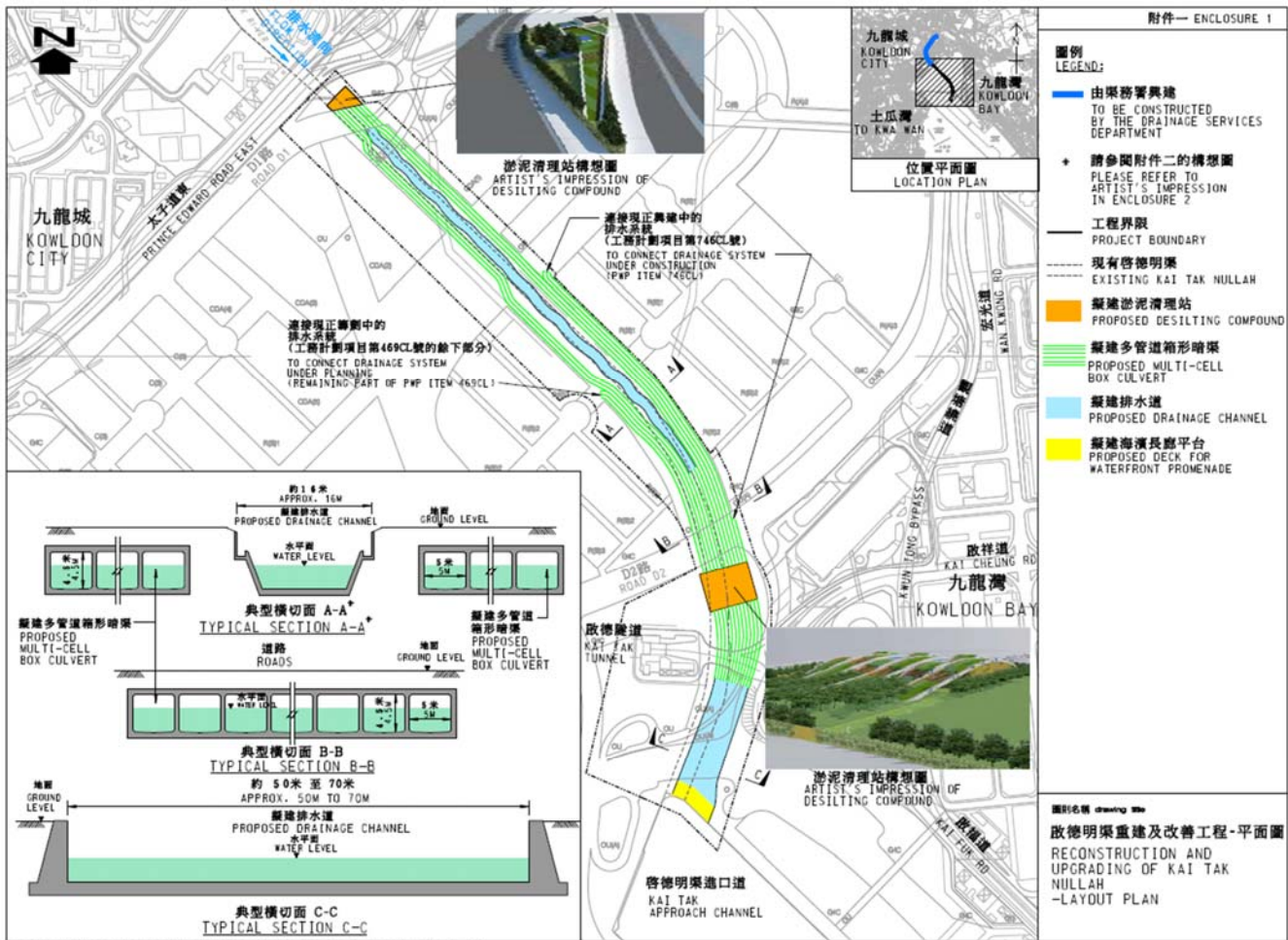
RECONSTRUCTION AND
UPGRADING OF KAI TAK NULLAH
-ARTIST'S IMPRESSION OF
PROPOSED DRAINAGE CHANNEL

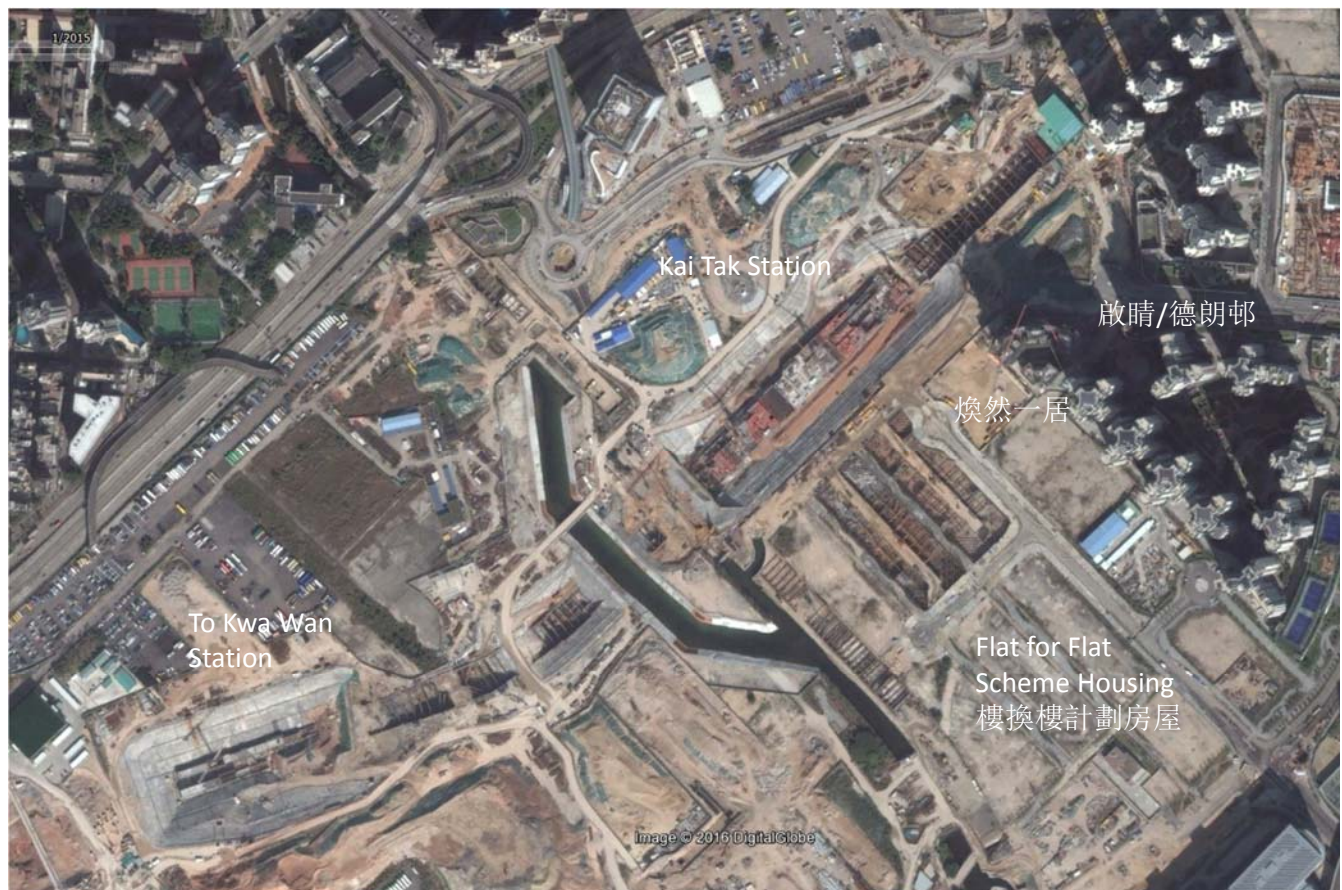
Reconstruction and upgrading Kai Tak
Nullah from Prince Edward Road to
Kai Tak Approach Channel/Kowloon Bay

Catchment Area of KTAC and KTTS

Annex 1



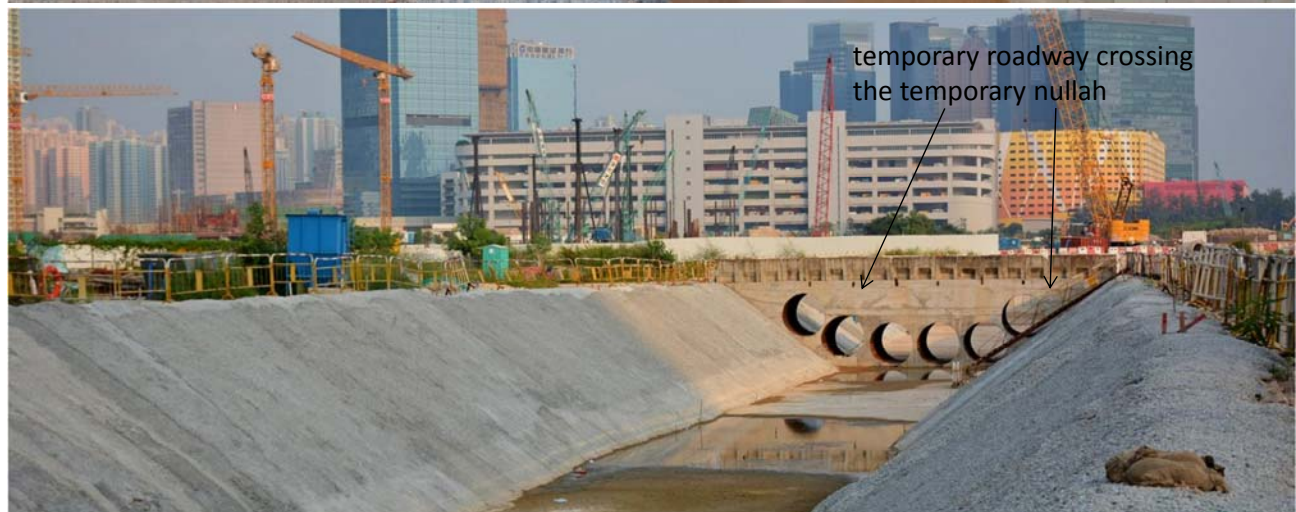


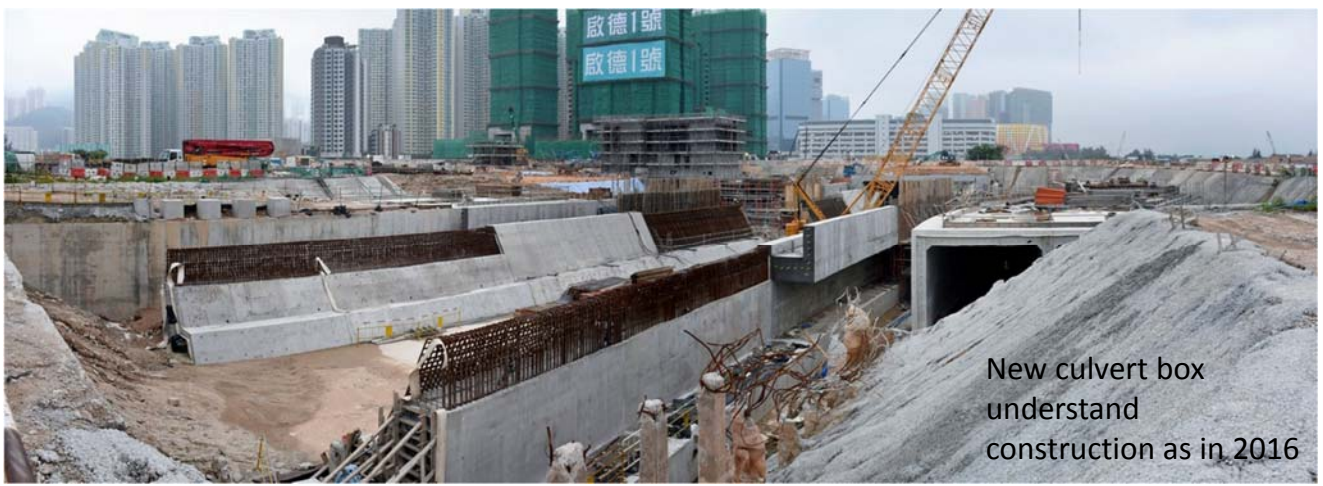


Kai Tak area as seen in early 2015



Original Kai Tak Nullah partially diverted as seen in 2014









New culvert boxes
under construction

Outfalling point of Kai Tak Nullah onto the Kai Tak Approach Channel

Section of nullah
crossing the
Kai Tak Tunnel



Desilting facility

Construction of the desilting facility as seen in July 2016



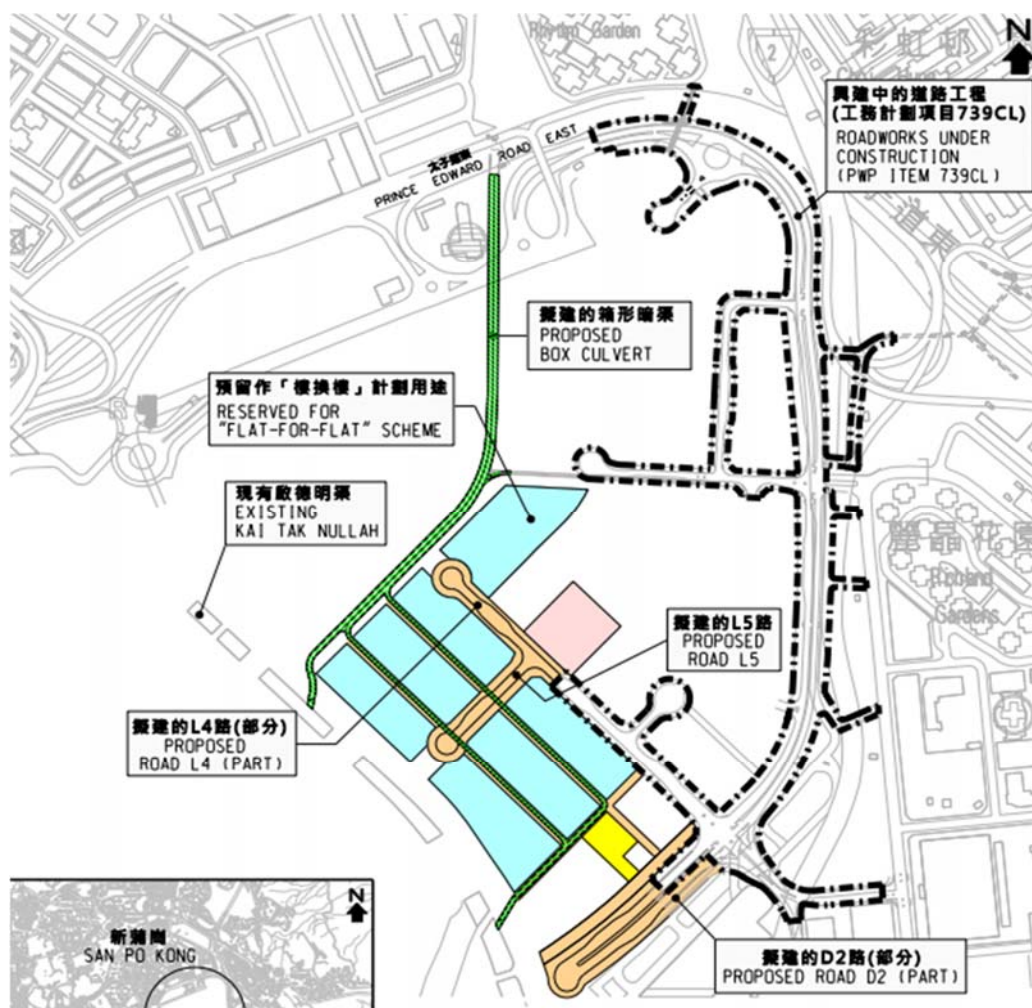
Construction of the desilting facility
as seen in July 2016



Nullah outfall towards the Kai Tak Approach Channel



Other residential
developments in the
North Apron of Kai Tak



North Apron of Kai Tak as in 2010

North Apron of Kai Tung as seen in 2011
Foundation work for the Kai Ching & Tak Long Estate



Construction of the Tak Long Estate as in 2012



啟德發展區住宅地皮分佈



Kai Ching Estate under construction as in 2012



啟晴/德朗邨



煥然一居



Other residential developments in the south apron of Kai Tak

Flat for Flat Housing



Reserved land for future GIC/Commercial/Residential developments

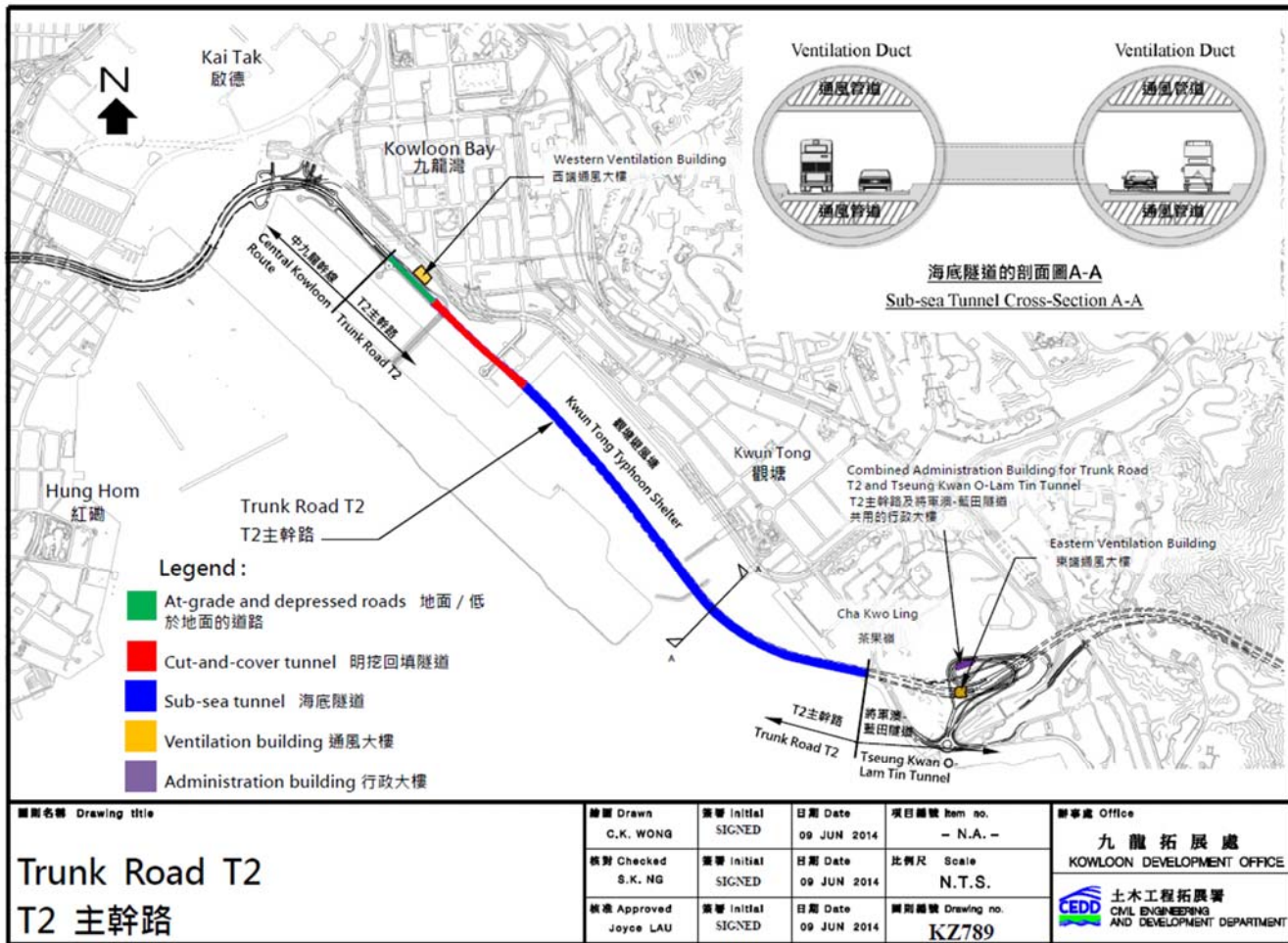
Other future projects
under planning related
to Kai Tak Development





Overview of Kai Tak Development







已評估的環保連接系統可能伸延路段
Assessed Possible Extensions of EFLS

The Kai Tak Development will be a long term project spanning more than 30 years that helps to shape the future of Hong Kong. Since 2013, it has been re-activated in a much solid pace.

This presentation, thus, is only an updating of the situation up to the present date. Raymond Wong will try to update his finding and share to public from time to time.

So, this is only the ending at this stage of presentation about Kai Tak. Seeing you next time.