Major projects involved in the Kai Tak Developments (Part 1)

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

July 2017

Satellite images show the land condition of previous Kai Tak Airfield since 2007
The old Lung Tsun Stone Bridge
Kai Tak Nullah

Area allocated for public housing development (Kai Ching & Tak Long Estate)
2012

Commencement of the To Kwa Wan Station of SCL

2014
2015
Shatin-Central Link and Kai Tak Nullah in full progress

2017
Progress of private residential developments in full scale
Major development projects submitted to Legco for approval in 2010
### Kai Tak Development Master Programme of Major Items (as of July 2019)

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<td>Advance infrastructure works at former south apron and runway area</td>
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<td>Stage 2 Infrastructure Works at the southern part of former runway area</td>
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<td>Stage 1 Infrastructure works at former north apron area</td>
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<td>Stage 3A Infrastructure at former north apron area</td>
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<td>Reconstruction and Upgrading of Kai Tak Runway</td>
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<td>Stage 5B Infrastructure at former north apron area</td>
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<td>Kai Tak Cruise Terminal (K17)</td>
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<td>Site Formation for Cruise Terminal - Second Berth &amp; Related Works</td>
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<td>Kai Tak Approach Channel and Kwun Tong Yacht Club (K17)</td>
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<td>Phase 1 Improvement works to enhance visual impact at Kai Tak Approach Channel and Kwun Tong Yacht Club</td>
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<td><strong>Major Government, Institutional and Community (GIC) Projects</strong></td>
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<td>Kai Tak Fire Station com ambulance depot</td>
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<td>Trade and Industry (TI) Tower</td>
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<td>2 primary schools in Sha Tin: 1A and 1B</td>
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<td>Wing Lung Hospital</td>
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<td>Kowloon East Regional Headquarters and Operational Base (Kowloon East)</td>
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<td>30</td>
<td>Multisport Complex (MPC)</td>
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<td>31</td>
<td>Runway Park Phase 1</td>
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<td>MTR Kwun Tong Promenade Stage 2</td>
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**Map Image**: The map shows the distribution of the major items as indicated in the table above. The numbers correspond to the items listed in the table, with a yellow dashed line highlighting the Kai Tak area.
<table>
<thead>
<tr>
<th>Proposed Land Uses 建議土地用途</th>
<th>Area (in ha) 面積（公頃）</th>
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<tbody>
<tr>
<td></td>
<td>Concept 1 概念一</td>
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<tr>
<td>Office 办公大厦</td>
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<td>Mixed Use (Office, Hotel &amp; Retail) 混合用途 (辦公大樓、酒店及零售)</td>
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<tr>
<td>Mixed Use (Housing &amp; Commercial) 混合用途 (住宅及商業)</td>
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<tr>
<td>High Density Housing 高密度住宅</td>
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<td>Medium Density Housing 中密度住宅</td>
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<td>Low Density Housing 低密度住宅</td>
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<td>G/IC Other Specified Use 政府/機構及社區，其他指定用途</td>
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<tr>
<td>Metro Park, Runway Park &amp; Waterfront Promenade 都會公園、跑道公園及海濱長廊</td>
<td>42</td>
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<tr>
<td>District &amp; Local Open Space 地區及鄰舍休憩用地</td>
<td>56</td>
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<tr>
<td>Multi-purpose Stadium (including open space) 多用途體育館 (附休憩用地)</td>
<td>24</td>
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<td>Sports / Recreation 休遊/康樂</td>
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<td>Cruise Terminal 邮輪碼頭</td>
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<tr>
<td>Road Network, Amenity Area &amp; Green Belt 道路網絡、美化市容地帶及綠化地帶</td>
<td>79</td>
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<td><strong>Total 合共</strong></td>
<td><strong>328</strong></td>
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Visions, Planning Principles and Design Considerations for Kai Tak
對啓德發展的理想，規劃原則及城市設計的考慮

1. A vibrant working and living environment should be an important design consideration for Kai Tak.
   以建設一個充滿朝氣的工作和生活環境為主要設計考慮。

2. Better social, physical and transport integration of Kai Tak with its neighbouring districts.
   與鄰近地區在社會、地形結構和運輸上有更好的融合。

3. Development of Kai Tak should help regenerate its neighboring areas.
   啟德發展應帶動周邊地區進行重建。

4. To enhance the water quality of the Kai Tak Approach Channel.
   提高啓德明渠進口道的水質。

5. No reclamation as the major planning principle, so as to preserve the coastline.
   應以不填海為主要規劃原則，以保護海岸線。

6. Reclamation to solve the water pollution problem of the Kai Tak Approach Channel should be considered.
   可考慮以填海解決啓德明渠進口道的水質問題。
### Vision, Planning Principles and Design Considerations for Kai Tak

1. To preserve the historical and cultural interests of Kai Tak to reflect the Chinese Culture.
   - 保留啟德的歷史及文化遺產，以彰顯中國文化。
2. To preserve the aviation culture of Kai Tak.
   - 保留啓德航空文化。
3. To preserve the views to the ridgeline. Restriction of building height should be imposed.
   - 應設建築物高度限制以保留山脊線的景觀。
4. A truly people-oriented Kai Tak Development and not a property-led Kai Tak Development.
   - 一個真正以人為本的啓德發展而不是以地產為主導的啓德發展。
5. Enhance the accessibility of Kai Tak to allow maximum public enjoyment.
   - 提高啓德的可達性以方便市民享用。
6. A place enjoyed by all and not only for a small proportion of people.
   - 啟德應讓所有市民共享而不應局限於少數市民。
7. Environmental problems associated with KTAC should be urgently dealt with whether Kai Tak development will proceed or not.
   - 即使啟德發展還未落實，啟德明渠的環境問題應要儘快解決。

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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.

<table>
<thead>
<tr>
<th>Target completion</th>
<th>Some Major Facilities and Developments in KTD</th>
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</table>
| 2013              | 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  
  6. District Cooling System (early phases)  
  7. Diox-remediation of the Kai Tak Approach Channel and the Kwun Tong Typhoon Shelter  
  8. Roadworks, pedestrian links, water supplies, drainage and sewerage systems |
| Post 2013         | 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 5 in KTD (Central Kowloon Route and Trunk Road 12)  
  15. Shatin to Central Link  
  16. District Cooling System (remaining)  
  17. 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
Highlight of Major Projects
Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (465CL), work included:

(a) bioremediation treatment of the contaminated sediments over an area of about 90 hectares (ha) of seabed at KTAC and KTTS;
(b) dredging of about 13 ha of seabed at KTAC;
(c) repairing and reinstatement works to the embankments of the associated waterways;
(d) demolition of a disused dolphin connecting to the former airport runway and associated improvement works in the vicinity of To Kwa Wan typhoon shelter; and
(e) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (d) above.
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<tr>
<th>顧問/工程合約編號</th>
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<td>顧問/工程合約名稱</td>
<td>太子道東啓德明渠改善工程</td>
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<tr>
<td>批出日期</td>
<td>17/08/2010</td>
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<td>顧問/承建商</td>
<td>華益(林氏)建築有限公司</td>
</tr>
<tr>
<td>合約開展日期</td>
<td>30/08/2010</td>
</tr>
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<td>完工日期</td>
<td>28/08/2012</td>
</tr>
<tr>
<td>顧問/工程合約金額</td>
<td>港幣 100,179,117.80元</td>
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太子道東箱形暗渠工程
進行中
Nullah section crossing the northern portion (above) & southern portion (left) of Prince Edward Road
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.
Excavation for the pump station in early 2012
Laying of the cooling water pipework
Construction site for the Sewage Pumping Station 1 as in 2012

Sewage Pumping Station No. 1

Sewage Pumping Station No. 2

Sewage Pumping Station No. 3
Kowloon City No. 1 and No. 2 Sewage Pumping Stations together with the associated sewers are important elements of the “Sewage Interception Scheme in Kowloon City”. This is an outcome of the “Review of Central and East Kowloon Sewerage Master Plans” completed by Environmental Protection Department (EPD) in August 2003.

The sewage pumping stations will serve the populations in the hinterland built-up areas in Kowloon City and they will convey the collected sewage to the To Kwa Wan Preliminary Treatment Works.

<table>
<thead>
<tr>
<th>Pumping Station</th>
<th>Average Dry Weather Flow (ADWF) m³/day</th>
<th>m³/s</th>
<th>Peak Capacity m³/day</th>
<th>Site Area m²</th>
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<tr>
<td>SPS No.1</td>
<td>60,480</td>
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<td>64,800</td>
<td>0.75</td>
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Kowloon City Sewage Pumping Station No. 2
(near junction of Prince Edward Road East and Choi Hung Road)

Other supportive works carried out since 2010 as the advance stage of the Kai Tak Development – regenerate the seawall
The Kai Tak Development is a huge development project spanning a total area of over 320 hectares covering the ex-airport and nearby areas with large demand for air-conditioning. **District Cooling System** (DCS) is considered to be an energy efficient air-conditioning system in the new development of a larger scale.

The DCS at Kai Tak is a large scale centralized air-conditioning system. It utilizes sea water to produce chilled water at the central plants and distributes the chilled water to consumer buildings through underground water piping network.

The DCS comprises two central chiller plants, underground chilled water distribution piping network, seawater supply and discharge pipes and consumer substations located in the buildings to interface with the building’s own chilled water circulation systems.

The cooling capacity of the DCS is about 284 megawatt of refrigeration for serving the non-domestic air-conditioned floor area of about 1.73 million m², equivalent to a cooling supply for 40 nos. of 30-storey high commercial buildings. Upon completion of the project, about 40 km of underground chilled water pipes would have been laid and there would be around 60 buildings in KTD connected to the system.
Foundation work for the district cooling system as seen in early 2012
Kai Tak development – infrastructure works for developments at the southern part of the former runway

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.

The scope of Stage 3 comprises:

• reconstruction and widening of Shing Cheong Road and part of Cheung Yip Street from the existing single 2-lane roads to form dual 2-lane roads with a total length of about 0.7 km;
• construction of a supporting underground structure of about 0.4 km long along Shing Cheong Road and across Cheung Yip Street as enabling works to facilitate future construction of Trunk Road T2;
• construction of associated footpaths, pedestrian streets, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary works; and
• construction of two sewage pumping stations, about 2 000m long of twin rising mains and 2 300m long of gravity sewer;
• implementation of environmental mitigation measures and an environmental monitoring and audit program for the works mentioned above.
Forming of roadway in the North Apron area
Kai Tak development – stages 3B infrastructure works at former north apron area

The scope of Stage 3B infrastructure works comprises the following items:
• construction of a section of dual two-lane Road L2 of about 320 m long connecting Shing Kai Road with Concorde Road, and a pair of single-lane slip roads of about 650 m long linking the eastbound Prince Edward Road East (PERE) with San Po Kong;
• construction of an elevated landscaped walkway about 290 m long across PERE connecting San Po Kong and Kai Tak Development (KTD);
• demolition of existing flyover K9 in San Po Kong across PERE;
• construction of a pedestrian subway about 180 m long across PERE, Kwun Tong Bypass and Shing Kai Road connecting Choi Hung and KTD;
• road modification works in San Po Kong area;
• construction of associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary works; and
• implementation of environmental mitigation measures and related environmental monitoring and audit (EM&A) programme.

Kai Tak development – stages 5A infrastructure works at former north apron area

The scope of Stage 5A infrastructure works comprises the following items:
• construction of a single two-lane Road of about 140 m long and a section of dual two-lane Road about 470 m long connecting with Concorde Road;
• construction of a single-lane slip road about 160 m long linking the proposed Road with existing flyover for connection with PERE eastbound;
• construction of a pedestrian subway about 120 m long across PERE connecting the future preservation corridor for the Lung Tsun Stone Bridge remnants in KTD and Shek Ku Lung Road Playground;
• construction of associated footpaths, street lighting, traffic aids, drainage including about 830 m long box culverts, sewerage, water mains, landscaping and ancillary works; and
• implementation of environmental mitigation measures and related EM&A programme.

Contract period: end 2016 to end 2020. Total estimate about $2.152 billion
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
See work photos in the following slides

Approach carriage on the south of Prince Edward Road
Approach carriage on the north of Prince Edward Road
Temporary deck for the Prince Edward Road
Vehicular underpass and pedestrian subway as seen from the San Po Kong side.
Entrance of the pedestrian subway under construction (July 2016)
End of Part 1 Presentation