

**Harbour-front Enhancement Committee (HEC)**

**Kai Tak Development  
Progress Update**

**Purpose**

This paper provides a summary on the up-to-date progress of Kai Tak Development (KTD).

**Background**

2. After three stages of public participation in collaboration with the HEC and other parties, the Kai Tak Outline Zoning Plan No. S/K22/2 (**Figure 1**) was approved by the Chief Executive in Council in November 2007. We have been undertaking studies of the approved development scheme and in parallel proceeded with design and construction of some works to facilitate early development of Kai Tak. In October 2008, we submitted the EIA Report to EPD for approval and public exhibition of the EIA Report commenced on 9 December 2008 for thirty days. In order to serve early developments including the Cruise Terminal, public housing and government offices, we have proceeded with the design of two advance packages of infrastructure works planned for commencement on site in the second half of 2009.

**Environmental Impact Assessment**

3. The EIA Report submitted to EPD for approval in October 2008 shows the approved OZP is overall environmentally acceptable. The EIA Report is now available for public inspection as from 9 December 2008 for a period of 30 days until 7 January 2009. With the recommended mitigation measures applied, KTD would have no unacceptable residual impacts.

4. One of the key concerns addressed is tackling the historical odour problem of the Kai Tak Approach Channel without reclamation and our

three-prong solution is outlined below –

(a) Bioremediation of contaminated sediments

The odour at the Kai Tak Approach Channel arises from the contaminated sediments at the channel bed, which contains a large amount of organic pollutants with odour emission under anaerobic condition. We propose to apply bioremediation treatment, whereby liquid calcium nitrate solution will be injected into the sediments to oxidize sulphides and stimulate the indigenous bacteria to digest the organic pollutants, thus suppressing further odour generation. The pilot field trials and laboratory testing carried out demonstrate bioremediation with minimal localized dredging would be effective in tackling the odour problem. The residual odour levels are predicted to have no long-term serious environmental implications.

(b) Creation of a 600-metre opening in the runway to improve circulation

To improve the water quality in the Kai Tak Approach Channel, we have tested the effectiveness of introducing opening(s) in the runway to enhance water circulation in the channel. The water quality modelling shows that a 600m opening at the western end of the runway will improve the water quality in the channel to an acceptable level. A piled deck is proposed over the opening in order to develop an open space at that area.

(c) Interception of polluted discharges in the hinterland of KTD

In order to minimise polluted discharges into the Kai Tak Approach Channel, ENB/DSD plans to implement improvement works to the sewerage system in the KTD hinterland in phases from early 2009. The works will include additional sewage interception facilities and pumping facilities to transfer polluted discharges intercepted in drains to the sewerage system.

5. Archaeological investigation at Kai Tak has identified two areas of archaeological interest, i.e. the remains of the historical Longjin Bridge and a location with ceramic sherds of Song dynasty unearthed. While further investigation for both areas is on-going, it is recommended to preserve the remains of the Longjin Bridge in-situ as part of KTD.

### **Advance Works under Construction**

6. To facilitate early development of the runway area including the Cruise Terminal, we commenced decommissioning and decontamination works at the

South Apron on site in April 2008 (**Figure 2**) and installation of a supplementary radar for vessel detection in North Point in September 2008 (**Figure 3**).

7. The ground at some areas of Kai Tak Airport is contaminated by petroleum products and heavy metals, resulting from the operation of the former airport. While the decommissioning and decontamination works at the North Apron has been completed, we also need to remove and treat underground contaminants at the South Apron area, prior to construction of infrastructure works to serve the new cruise terminal and other developments at the southern part of the former runway. Construction commenced in April 2008 on site at a cost of \$32 million for completion in 2010.

8. The new cruise terminal building will affect part of the surveillance coverage of the existing radar. To maintain the surveillance coverage of the existing Marine Vessel Traffic Services radar of Marine Department, we have proceeded to install a supplementary radar at the roof top of North Point Government Offices. The contract was awarded in August 2008 at a cost of \$50 million. Radar installation will take place in 2009 for completion in 2010.

### **Advance Works under Design**

9. A 200 m long section of the Kwun Tong Public Cargo Working Area has been vacated in mid 2008 for the development of a temporary waterfront promenade (**Figure 4**). On 24 September 2008, we briefed the Sub-committee on Harbour Plan Review regarding the conceptual design of this temporary facility and Members' comments will be addressed in the on-going design.

10. Also under design are two packages of advance infrastructure works to serve early developments at Kai Tak (**Figure 5**). One of the packages is for improvement and realignment of the existing Eastern Road and Concord Road to serve two public housing sites (total population about 34,000) and Kai Tak Government Offices. The other package comprises a 2-lane road and associated services to open up the runway area. We plan to present the design of these works in coming meetings of the Harbour-front Enhancement Committee.

## **Attachments**

**Figure 1** – Approved Kai Tak Outline Zoning Plan No. S/K22/2

**Figure 2** – Decommissioning and Decontamination works at the South Apron

**Figure 3** – Supplementary Radar for Vessel Detection in North Point

**Figure 4** – Temporary Promenade at Kwun Tong under design

**Figure 5** – Advance infrastructure works under design

**Civil Engineering and Development Department  
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