

For information

**LEGISLATIVE COUNCIL PANEL ON
PLANNING, LANDS & WORKS**

**Detailed Design for Further Works in
South East Kowloon Development (SEKD)**

PURPOSE

This paper informs Members of our proposal to commission detailed design and site investigation works for reclamation in Kowloon Bay area and Kwun Tong typhoon shelter.

BACKGROUND

2. With funding approval by the Finance Committee in January 2002, we started detailed design and site investigation works for reclamation at Kai Tak Approach Channel and planned infrastructures at the north apron of the former Kai Tak Airport. We are making good progress with the design works. A brief account of progress of works packages previously upgraded to Category A is at **Annex 1**.

DETAILED DESIGN FOR FURTHER WORKS IN SEKD

3. To tie in with the development programme, we plan to commence detailed design and site investigation of the works packages below in end 2002 for completion in end 2004/early 2005. The locations of the following two works packages are shown in **Annex 2**.

465CL/B: South East Kowloon Development – Waterfront Facilities and Kai Tak Nullah/Kwun Tong Typhoon Shelter Reclamation

We propose to carry out reclamation in the inner part of Kwun Tong typhoon shelter and Cha Kwo Ling to provide 37 hectares of land to accommodate Trunk Road T2¹ and other planned developments including a hospital, schools, open spaces, a waterfront promenade. In

¹ Trunk Road T2, which is part of the strategic highway Route 11, will link Central Kowloon Route from the west and Western Coast Road from the east. After completion, Route 11 will connect West Kowloon Reclamation Area to Tseung Kwan O.

order to improve the water quality of Kwun Tong typhoon shelter, treatment of contaminated sediment will be carried out. The project also includes improvement works on the existing drainage system and reprovisioning of marine facilities affected by reclamation works.

482CL/B : Kowloon Bay Reclamation – Early Development Package

The works package of 482CL comprises reclamation and essential infrastructure works in Kowloon Bay area. The reclamation will provide 61 hectares of land for the future Central Kowloon Route (CKR), schools, a waterfront promenade, and a metropolitan park. The proposed contaminated sediment treatment works will not only permanently remove the bad odour caused by water pollution but also eliminate potential risk of methane generation to the planned development on the Kowloon Bay Reclamation area. The project also includes construction of new sewerage and drainage facilities for the proposed developments, along with improvement works on the existing sewerage and drainage systems. The proposed reclamation will be implemented with public fill materials, which will help mitigate the receptor site shortage problem.

4. While Trunk Road T2 will help meet the traffic demand of TKO area, the proposed CKR will relieve the traffic congestion problem in the existing east-west road network² in Central Kowloon. Since the Administration is considering advancing the completion date of Route 11, we need to start detailed design and site investigation for reclamation in Kowloon Bay area and Kwun Tong typhoon shelter as soon as possible, so as to ensure timely delivery of land for construction of the above trunk roads.

PUBLIC CONSULTATION

5. We have consulted the Kowloon City, Wong Tai Sin and Kwun Tong District Councils in mid-2001 on the development scheme for SEKD. The District Councils generally supported the SEKD scheme and urged the Government to expedite implementation of related works.

6. The proposed amendments on the draft Kai Tak (North) and Kai Tak (South) Outline Zoning Plans (OZPs) were gazetted on 26 April 2002. The Chief Executive in Council will consider the objections in June 2002.

² Critical road junctions in the east-west road network in Central Kowloon include Boundary Street, Argyle Street, Waterloo Road, Chatham Road and Gascogine Road Flyover.

WAY FORWARD

7. We plan to seek the Public Works Sub-committee's support to upgrade the detailed design and site investigation works for PWP items 465CL and 482CL mentioned in paragraph 3 above (at an estimated cost of \$94.1 million and \$106 million respectively in MOD prices) to Category A at its meeting on 26 June 2002.

8. We would be pleased to brief Members on the details of the project if necessary.

ATTACHMENTS

Annex 1 List of PWP items in Category A under SEKD projects

Annex 2 Locations of 465CL and 482CL Work Packages

Planning and Lands Bureau
June 2002

List of PWP items in Category A under SEKD projects

PWP Item No.	440CL
Project title:	South East Kowloon development – comprehensive feasibility study
Date of upgrading to Category A:	April 1995
Approved project estimate:	\$220 million
Project scope:	The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.
Brief account of progress:	<p>(a) The comprehensive feasibility study has been completed. The land use proposals recommended in the study have been translated onto the amended Kai Tak (North) and Kai Tak (South) Outline Zoning Plans which were gazetted in August 2001.</p> <p>(b) With a view to advancing the completion date, we are reviewing the implementation programme for the cruise terminal and tourism node. Findings are expected to be available in August 2002.</p>

PWP Item No.	494CL
Project title:	South East Kowloon development at Kai Tak Airport – decontamination and site preparation
Date of upgrading to Category A:	February 1998
Approved project estimate:	\$316.9 million
Project scope:	<ul style="list-style-type: none">(a) ground decontamination at the north apron of Kai Tak Airport (NAKTA);(b) demolition of existing buildings and structures in the northern part of NAKTA; and(c) breaking up of the existing apron slab and land formation at NAKTA for housing development.
Brief account of progress:	The civil engineering contract covering the above works was substantially completed in April 2002. Part of the site has already been handed over to the Housing Department for public housing development.

PWP Item No.	693CL
Project title:	South East Kowloon development – consultants’ fees and site investigation for Kai Tak Approach Channel reclamation
Date of upgrading to Category A:	November 2001
Approved project estimate:	\$63.8 million
Project scope:	Site investigation works and detailed design for – (a) treatment of the contaminated sediments (including pilot tests and post-treatment monitoring) in Kai Tak Approach Channel (KTAC); (b) reclamation works in KTAC; (c) new drainage systems (including widening and extension of Kai Tak Nullah and Jordan Valley box culvert, advance work for future road tunnels underneath the box culverts) and improvements to existing drainage systems necessitated by the proposed reclamation in KTAC; (d) demolition of the existing airport taxiway bridge across KTAC; and (e) provision of necessary environmental mitigation measures and implementation of an EM&A programme.
Brief account of progress:	(a) Detailed design started in January 2002. (b) Statutory procedures under the EIA Ordinance have been initiated. We have obtained a Schedule 2 EIA Study Brief from EPD. The study has just started. (c) We have circulated a consultation paper on the proposed reclamation works and roadworks to the Kwun Tong District Council. Members have no objection to the proposal.

- (d) Arrangements are being made to collect contaminated sediment samples for laboratory testing. The tests will be conducted by both local and overseas laboratories.

PWP Item No.	694CL
Project title:	South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation
Date of upgrading to Category A:	November 2001
Approved project estimate:	\$115.9 million
Project scope:	Site investigation works and detailed design for – <ul style="list-style-type: none">(a) about 6 kilometres box culverts;(b) new roads including flyovers and pedestrian streets, and upgrading of existing roads and associated drainage, sewerage and watermains;(c) five sewage pumping stations and rising mains to convey sewage to the existing To Kwa Wan sewage treatment plant;(d) drainage maintenance depots along with provision of plant and equipment for servicing the mega sized drainage culverts in NAKTA;(e) open space development and landscaping works;(f) demolition of remaining ex-airport facilities, including Kai Tak Car-parking Building and Passenger Terminal Building; and(g) provision of necessary environmental mitigation measures and implementation of an EM&A programme.
Brief account of progress:	<ul style="list-style-type: none">(a) Detailed design started in January 2002.(b) Statutory procedures under the EIA Ordinance have been initiated. We have applied a Schedule 2 EIA study brief from EPD.