

**For information
on 18 December 2007**

Legislative Council Panel on Development

711CL – Kai Tak development – advance infrastructure works for developments at the southern part of the former runway

PURPOSE

This paper briefs Members on the proposal to part-upgrade **711CL** entitled “Kai Tak development – advance infrastructure works for developments at the southern part of the former runway” to Category A at an estimated cost of about \$120.1 million in money-of-the-day (MOD) prices for carrying out decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of a radar on the rooftop of North Point Government Offices (NPGO) to supplement an existing one at the south apron.

PROJECT SCOPE

2. The part of **711CL** we propose to upgrade to Category A comprises –
 - (a) decommissioning and decontamination of about 12,600 m² of land at the south apron of the former Kai Tak Airport;
 - (b) procurement and installation of a supplementary radar and associated signal processing and relaying equipment on the rooftop of NPGO, including integration into the existing Marine Vessel Traffic Services (MVTS) system of Marine Department;
 - (c) construction of a radar support and an equipment room on the rooftop of NPGO, provision of building services and other associated works; and

- (d) implementation of necessary environmental mitigation measures, monitoring and auditing work.
- 3. We plan to commence the construction works in April 2008 for completion in March 2010.
- 4. Site plans of the proposed works are at **Enclosure 1**.

JUSTIFICATION

5. Site investigations and laboratory testing have revealed patches of contaminants in the soil underlying the south apron of the former Kai Tak Airport. The contaminants include total petroleum hydrocarbons, ethylbenzene, xylenes and heavy metals such as lead, arsenic and copper. The major contaminated area is found in front of the building previously occupied by the Government Flying Services (GFS). Apart from this area, there were also a few isolated contaminated spots scattering around the south apron. At present, the contaminants are covered and prevented from release by the existing concrete apron slabs. We need to carry out the decontamination works¹ to remove and treat these contaminants, prior to construction of advance infrastructure works to serve the new cruise terminal² and other planned developments on the former runway.

6. Separately, an existing radar located near the ex-GFS building is an important part of the MVTTS system used by Marine Department to maintain, guide and direct safe operation of vessels in the waters of eastern Victoria Harbour. Hong Kong Police Force also uses the radar for the purpose of maintaining law and order in the same waters. The new cruise terminal building will block part of the surveillance coverage of the existing radar. To maintain the required surveillance coverage, we need to install a supplementary radar on the rooftop of NPGO. The design and operation of the proposed supplementary radar will comply with the "Guideline for Limiting Exposure to Time-Varying Electric, Magnetic, and Electromagnetic Fields (Up to 300GHz)" recommended by the Office of Telecommunications Authority.

¹ The decontamination works include a combination of excavation of contaminated soils for biopiling treatment and cement solidification/stabilization at the northern part of the south apron. The same method was adopted previously in the treatment of contaminated soils at the north apron of the former Kai Tak Airport. All the soils, after decontamination, will be stockpiled for subsequent use in Kai Tak development.

² Land tender for the cruise terminal was invited on 9 November 2007.

7. We have engaged consultants to carry out detailed design of the proposed works. The detailed design is near completion. Due to insufficient in-house resources, we propose to engage consultants to supervise construction of the proposed works. We also propose to engage Electrical and Mechanical Services Trading Fund to provide specialist services in supervising the installation, testing and commissioning of the supplementary radar and system integration work.

FINANCIAL IMPLICATIONS

8. We estimate the cost of the proposed works to be \$120.1 million in MOD prices, made up as follows –

| | \$ million |
|---|-------------------|
| (a) Ground decontamination and decommissioning works at south apron | 48.5 |
| (b) Procurement, installation and integration of radar and associated equipment | 42.2 |
| (c) Radar support, equipment room, building services and other associated works | 5.2 |
| (d) Environmental mitigation measures, monitoring and auditing work | 1.2 |
| (e) Electrical and Mechanical Services Trading Fund project management charges | 5.4 |
| (f) Consultants' fees | 6.7 |
| (i) contract administration | 1.2 |
| (ii) resident site staff costs | 5.5 |

| | | | |
|-----|---------------|-------------|-----------------|
| (g) | Contingencies | <u>10.9</u> | |
| | Sub-total | 120.1 | (in MOD prices) |

PUBLIC CONSULTATION

9. The planning of Kai Tak development has adopted an extensive public participatory approach³. During the consultation process, the relevant district councils and the general public are supportive of early implementation of the Kai Tak development.

10. The planned developments at the southern part of the former runway have undergone the public participatory process and received wide public support. There are requests in particular for early development of the new cruise terminal. We will continue to keep the relevant district councils informed of the progress of the Kai Tak development project.

11. On 19 April 2007, we submitted a planning permission application under section 16 of the Town Planning Ordinance for installing the supplementary radar and equipment room on the rooftop of NPGO. Having considered public views, Town Planning Board approved the application on 8 June 2007. An information paper on the supplementary radar was circulated to the Works and Development Committee of the Eastern District Council on 23 July 2007. No objection has been received.

ENVIRONMENTAL IMPLICATIONS

12. The decommissioning of the former Kai Tak Airport is a designated project under the Environmental Impact Assessment (EIA) Ordinance. We submitted in August 2007 an EIA study report for decommissioning of the south apron and the runway to Environmental Protection Department for approval. The study has identified contaminants at the south apron only, and has concluded that the environmental impacts arising from the decommissioning and decontamination works could be mitigated within established standards and guidelines upon implementation of the recommended mitigation measures. The Advisory Council on the

³ The stage 1 public participation to engage the public on the community vision on Kai Tak was completed in November 2004. The stage 2 public participation to gauge the public views on the outline concept plans was completed in January 2006. The stage 3 public participation on the draft preliminary outline development plan was completed in August 2006.

Environment considered the EIA report on 10 December 2007. We will ensure that the mitigation measures will be properly implemented during construction of the project.

13. The installation of the proposed supplementary radar is not a designated project under the EIA Ordinance. The works will not cause any long term environmental impact.

14. During construction of the project, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures under the contract. These measures include off-site prefabrication and the use of quiet construction plant to reduce noise generation.

15. We have included the costs of implementing necessary environmental mitigation measures, monitoring and auditing work in the project estimate.

16. In the project planning and design stages, we have considered on-site sorting to facilitate recovery of reusable and recyclable materials in the decontamination works, and using structural steel and off-site prefabrication of the supplementary radar support, to reduce the generation of construction waste where possible. In addition, we will require the contractors to reuse inert construction waste (e.g. concrete debris arising from demolition of apron slabs) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities⁴. We will encourage the contractors to maximize the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimize the generation of construction waste.

17. We will also require the contractors to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractors to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction

⁴ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

18. We estimate that the project will generate in total about 27,000 tonnes of construction waste. Of these, we will reuse about 22,800 tonnes (84%) of inert construction waste on site and dispose of 4,200 tonnes (16%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at landfill sites is estimated to be \$525,000 (based on a unit cost of \$125/tonne⁵ at landfills) for this project.

HERITAGE IMPLICATIONS

19. No heritage site (i.e. all declared monuments, graded buildings and sites of archaeological interests) will be affected by the proposed works.

LAND ACQUISITION

20. The proposed works do not require any land acquisition.

BACKGROUND

21. Arising from the Court of Final Appeal's judgement with regard to harbour reclamation, the Administration decided in January 2004 to conduct a comprehensive review on the Kai Tak development (formerly known as "South East Kowloon development"), comprising a planning review and an engineering review, based on a no-reclamation scenario as a starting point.

22. A draft Kai Tai Outline Zoning Plan (OZP) recommended under the Kai Tak planning review was submitted to Town Planning Board at its meeting on 10 November 2006 to replace the approved Kai Tak (North) and (South) OZPs. The plan was gazetted on 24 November 2006 and minor amendments were gazetted on 25 May 2007 and 24 August 2007. The OZP was subsequently approved on 6 November 2007.

⁵ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m³), nor the cost to provide new landfills, (which is likely to be more expensive) when the existing ones are filled.

23. We engaged consultants in January 2007 to undertake the investigation and detailed design for advance infrastructure works to serve the planned developments at the southern part of the former runway, at an estimated cost of \$38.0 million in MOD prices under **724CL** which was part-upgraded from **711CL** in December 2006.

24. The scope of works under **711CL** comprises –

- (a) construction of approximately 2 kilometres (km) of a dual 2-lane district distributor including associated pedestrian deck;
- (b) provision of a sewage pumping station and rising mains;
- (c) improvements to related existing bridge, roads and junctions;
- (d) construction of associated local roads, transport facilities, drainage, sewerage, watermains and landscaping works;
- (e) relocation and reprovisioning of existing facilities including the MVTs radar and fireboat berthing facilities; and
- (f) an environmental monitoring and audit work for works mentioned in sub-paragraphs (a) to (e) above,

all for serving the planned developments at the southern part of the former runway in Kai Tak.

25. In September 2006, we completed the decommissioning and decontamination works under **708CL** at the north apron of the former Kai Tak Airport. Recently, we have completed an EIA report for decommissioning and decontamination of the south apron and the runway of the former airport.

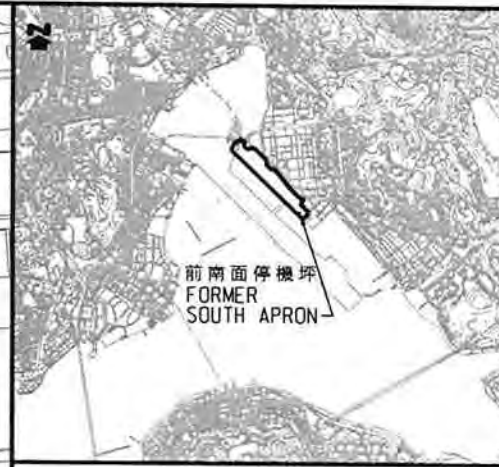
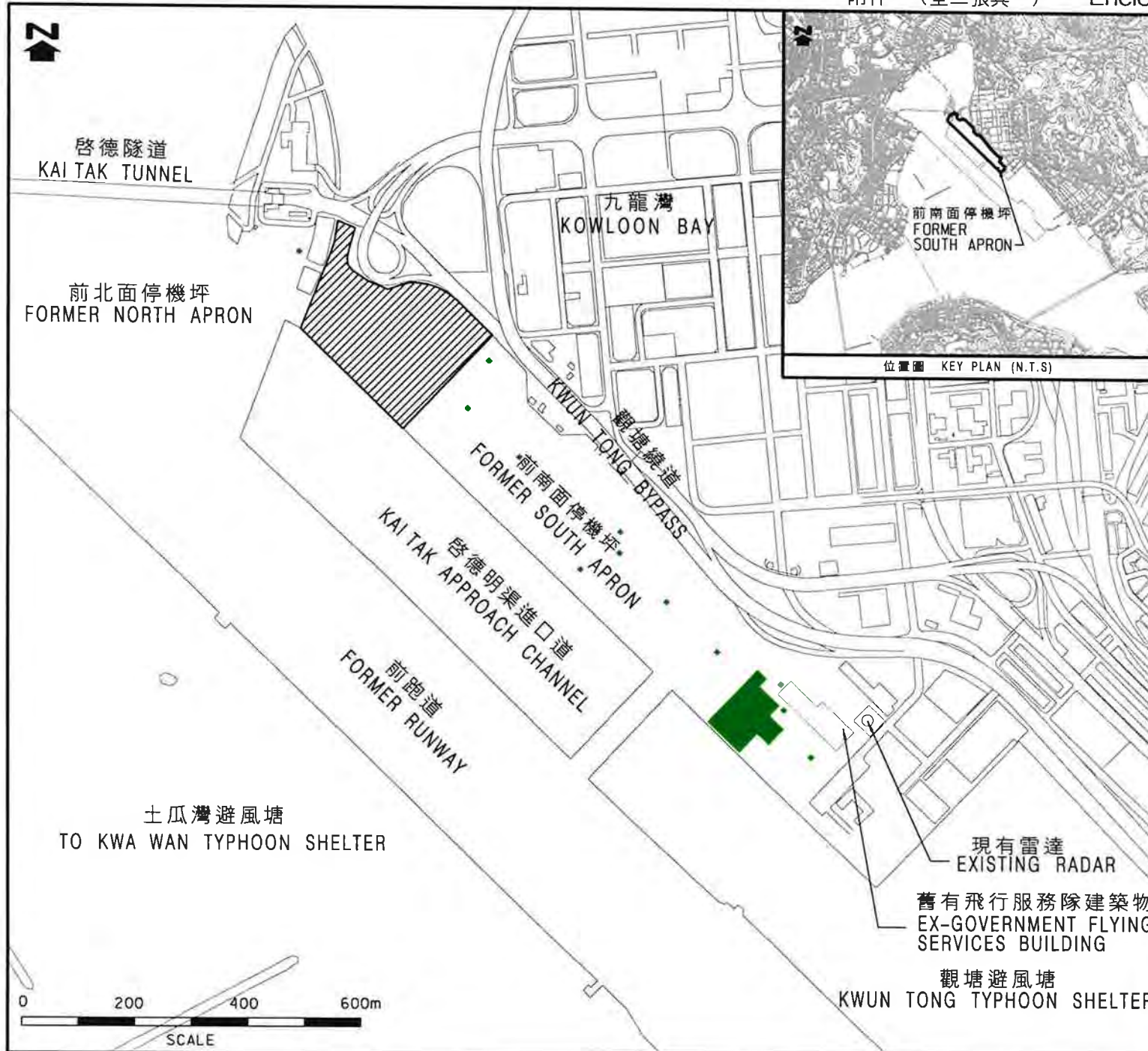
26. The proposed works will not involve any tree removal.

27. We estimate that the proposed works will create about 100 jobs (80 for labourers and another 20 for professional/technical staff) providing a total employment of 1,730 man-months.

WAY FORWARD

28. Members are invited to support our proposal for part-upgrading of **711CL** for consideration by the Public Works Subcommittee in January 2008 and for funding approval by the Finance Committee in February 2008.

Development Bureau
December 2007



位置圖 KEY PLAN (N.T.S)

圖例 LEGEND :

- 擬淨化土地的位置
AREAS PROPOSED TO BE DECONTAMINATED
- 擬進行處理受污染泥土的工地
PROPOSED WORKS AREA FOR TREATMENT OF CONTAMINATED SOIL

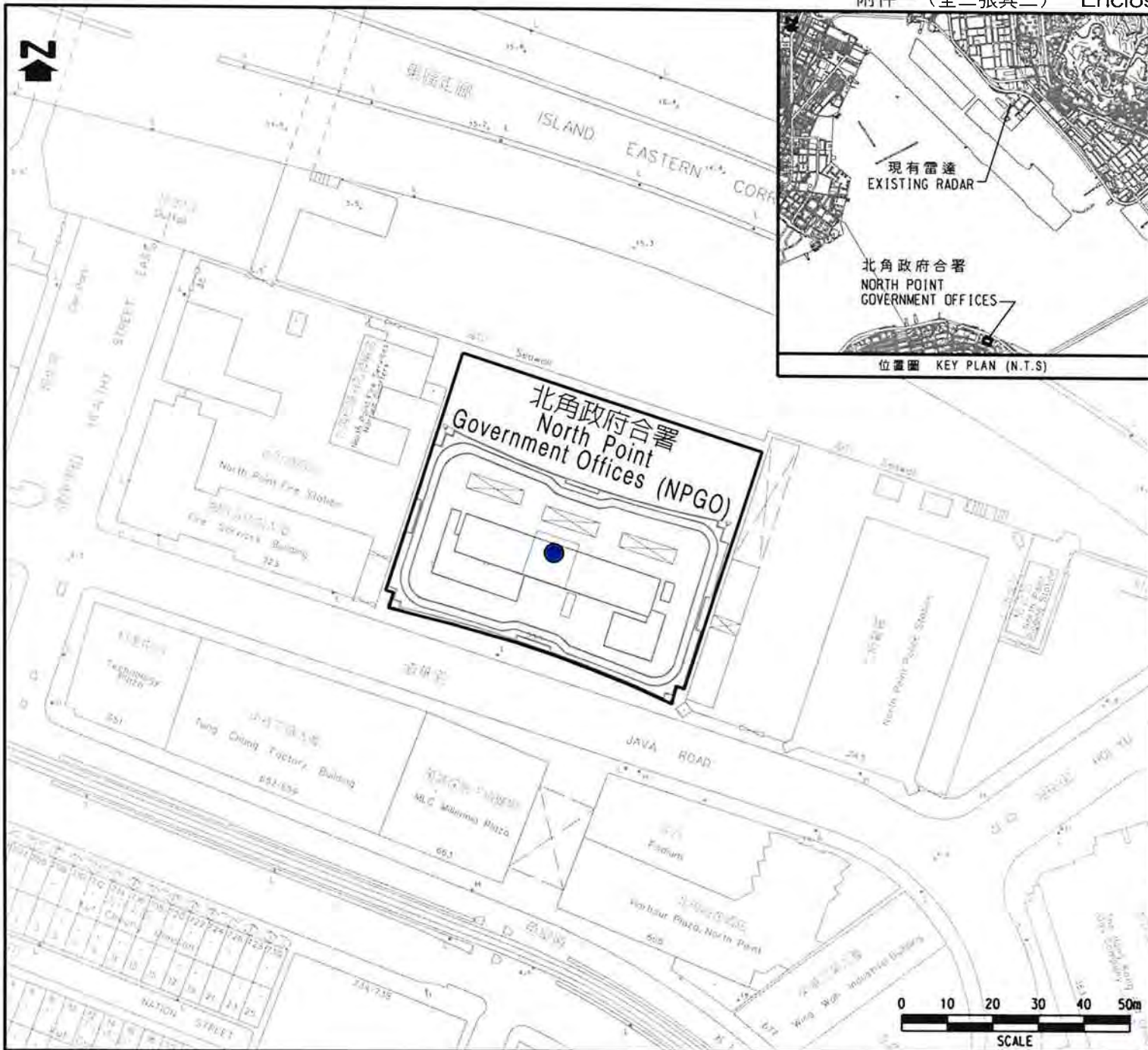
| 編號 no. | 日期 date | 內容摘要 description | 核對 checked | 核准 approved |
|---|---------|------------------|------------|-------------|
| 修訂 REVISION | | | | |
| | | 姓名 Name | 簽署 initial | 日期 date |
| 繪圖 drawn | | W.L. Leung | signed | 07 Dec 2007 |
| 核對 checked | | Tommy Wong | signed | 07 Dec 2007 |
| 核准 approved | | Peter Chui | signed | 07 Dec 2007 |
| 2007年至2008年年度工務小組委員會文件 PWSC Submission 2007 - 2008 | | | | |
| 項目編號 item no. | 711CL | | | |

圖則名稱 drawing title
 啓德發展計劃 - 前跑道南面發展項目的前期基礎設施工程
 KAI TAK DEVELOPMENT - ADVANCE INFRASTRUCTURE WORKS FOR DEVELOPMENTS AT THE SOUTHERN PART OF THE FORMER RUNWAY

| | |
|------------------|----------|
| 圖則編號 drawing no. | 比例 scale |
| KZ 510 | AS SHOWN |

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 KOWLOON DEVELOPMENT OFFICE

土木工程拓展署
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



圖例 LEGEND :

- 擬建的輔助雷達及其附件
PROPOSED SUPPLEMENTARY RADAR AND ACCESSORIES

| 編號 no. | 日期 date | 內容摘要 description | 核對 checked | 核准 approved |
|-------------|---------|------------------|------------|-------------|
| 修訂 REVISION | | | | |
| | | 姓名 Name | 簽署 Initial | 日期 date |
| 繪圖 drawn | | W.L. Leung | signed | 07 Dec 2007 |
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2007年至2008年年度工務小組委員會文件
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| 圖則編號 drawing no. | 比例 scale |
| KZ 511 | AS SHOWN |

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