

**For discussion  
on 31 March 2009**

## **Legislative Council Panel on Development**

### **Implementation of Kai Tak Development – Infrastructure and Environmental Improvement to Kai Tak Approach Channel**

#### **PURPOSE**

This paper briefs Members on the proposal to part-upgrade four PWP items (**465CL**, **469CL**, **702CL** and **711CL**) to Category A, at a total estimated cost of about \$1,185 million in money-of-the-day (MOD) prices, for the detailed design and construction of infrastructure in the Kai Tak Development (KTD), and detailed design of environmental improvement works to the Kai Tak approach channel (KTAC).

#### **BACKGROUND**

2. The KTD involves many closely interrelated works items. These works items culminate to make KTD a highly complex mega project. Given the scale and complexity of KTD, we have grouped the KTD works items into three packages for completion by three target years, viz., 2013, 2016 and 2021 so that the development is proceeded in a co-ordinated and orderly manner. The major works items included in each package and their locations in KTD are shown in the implementation plan at **Enclosure 1**.

3. On 20 January 2009, we briefed the Legislative Council Panel on Development the above implementation plan for KTD. Members also visited the KTAC on 26 February 2009 when we briefed Members the proposed environmental mitigation measures for KTAC and Kwun Tong Typhoon Shelter (KTTS). We also circulated an information paper referenced CB(1)1121/08-09(01) on 24 March 2009 in response to Members' enquiries on the proposed measures to tackle the environmental problems at KTAC and the planned GIC facilities to be developed in KTD.

4. At the Panel meeting on 20 January 2009, we informed members of our plan to seek funding approval of **seven** KTD-related PWP items in the second quarter of 2009. This paper covers the funding applications for **four** of them. The remaining **three** PWP items<sup>1</sup> have been submitted separately for Members' consideration in the Panel on Environmental Affairs and the Panel on Transport.

## **PROPOSED PWSC SUBMISSION**

5. A draft PWSC submission is at **Enclosure 2** which provides the detailed scope for each of the four PWP items to be part-upgraded. A plan showing the layout of these projects is at **Enclosure 3**. In essence, the scope and cost for these four items are -

- (a) **469CL** – Kai Tak development – infrastructure at north apron area of Kai Tak Airport (\$564.9 million)

The scope mainly comprises the **construction** of new infrastructure including roadworks, footbridges, drainage and sewerage systems, and landscape works on the north apron and improvement to existing subways across Prince Edward Road East.

- (b) **711CL** – Kai Tak development – advance infrastructure works for developments at the southern part of the former runway (\$538.1 million)

The scope mainly comprises the **construction** of new infrastructure including roadworks, drainage and sewerage systems, landscape works and fireboat berth cum public landing steps on the runway and south apron, and improvement to the existing vehicular bridge across KTAC.

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<sup>1</sup> **5045CG** - District Cooling System in KTD; **4357DS** - Sewerage System in Kowloon City; and **7785TH** - Trunk Road T2 project.

- (c) **465CL** – Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (\$50 million)

The scope mainly comprises **site investigation and detailed design** of the environmental improvement works to the KTAC and KTTS including in-situ bioremediation treatment on contaminated sediments, the creation of a 600 metre wide opening at the former runway and a piled deck above the opening to provide land to accommodate the proposed Metro Park on top.

- (d) **702CL** – Kai Tak development – remaining infrastructure works for developments at the former runway (\$32 million)

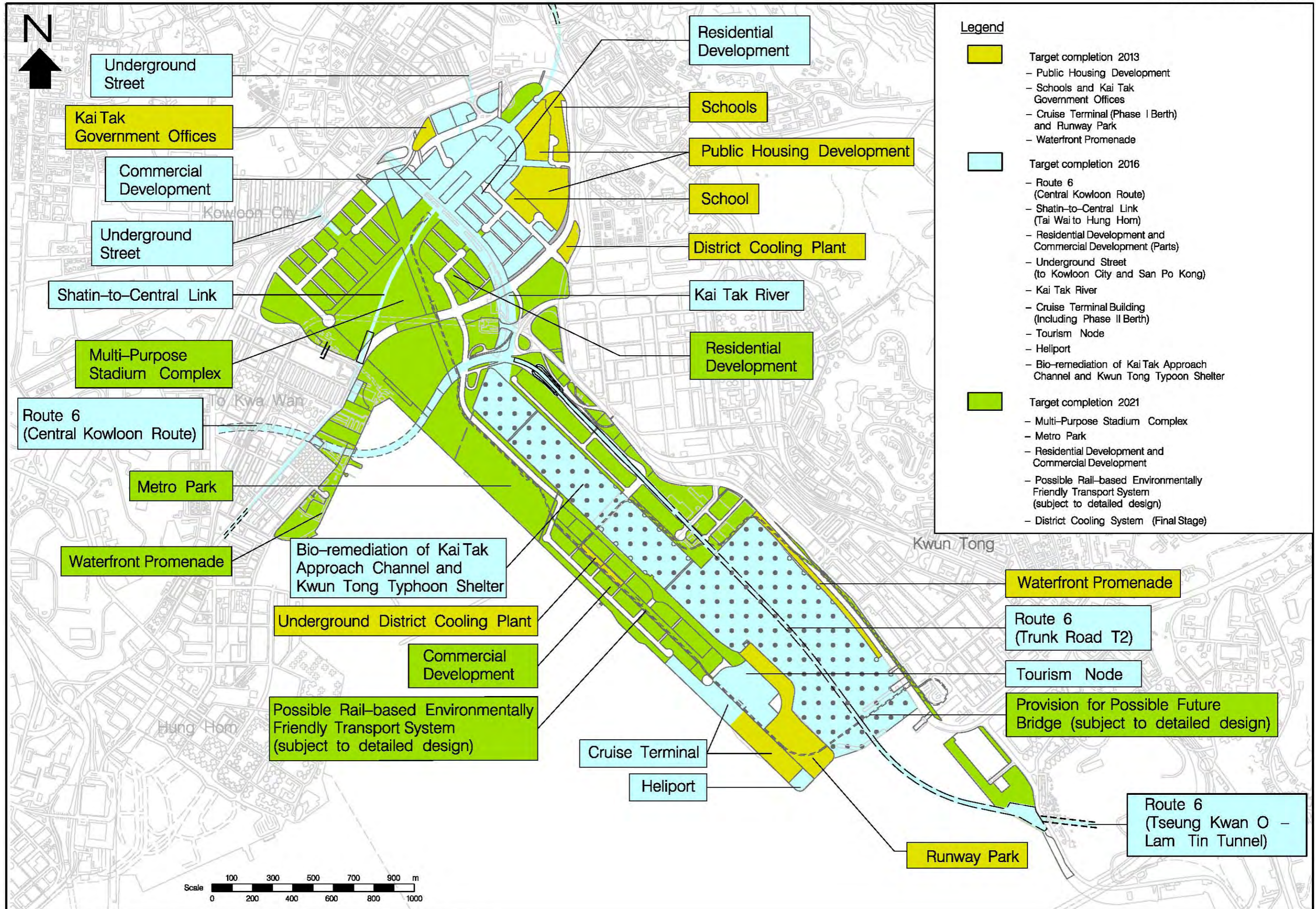
The scope mainly comprises **site investigation and detailed design** of new infrastructure including roadworks, footbridges, drainage and sewerage systems, and landscape works on the south apron and remaining part of the runway.

## **WAY FORWARD**

6. Members are invited to consider and support our funding proposal for taking forward the implementation of KTD.

**Development Bureau**  
**March 2009**

# Implementation Plan of Kai Tak Development



**469CL – Kai Tak development – infrastructure at north apron area of Kai Tak Airport**

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

**465CL – Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works**

**702CL – Kai Tak development – remaining infrastructure works for developments at the former runway**

## **PURPOSE**

We intend to part-upgrade the above four PWP items to Category A, at a total estimated cost of about \$1,185 million in money-of-the-day (MOD) prices, for the detailed design and construction of infrastructure in the Kai Tak Development (KTD), and detailed design of environmental improvement works to the Kai Tak approach channel.

## **PROPOSAL**

**469CL “Kai Tak development – infrastructure at north apron area of Kai Tak Airport”**

2. The part of **469CL** we propose to upgrade comprises -
  - (a) construction of new roads, realignment of Concorde Road, extension and widening of Kai Wah Street, temporary and permanent closure of existing roads within north apron of Kai Tak airport and associated drainage, sewerage and water mains;

- (b) construction of two footbridges and improvement works to three existing subways across Prince Edward Road East;
- (c) construction of about 600 metres of box culverts;
- (d) landscape works; and
- (e) provision of necessary environmental mitigation measures and implementation of environmental monitoring and audit programme.

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A plan showing the proposed works is at **Annex 1**.

3. We plan to commence construction of the infrastructure works in July 2009 for completion by December 2013.

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

4. The part of **711CL** we propose to upgrade comprises -

- (a) construction of approximately 1.8 kilometres long single 2-lane carriageway, the associated footpaths and landscaping works;
- (b) improvements to related existing bridge, roads and junctions;
- (c) construction of a fireboat berth cum public landing steps and associated access road;
- (d) construction of associated storm drains, sewers and water mains of length about 3, 7.5 & 8.6 kilometres respectively ;
- (e) construction of a sewage pumping station; and
- (f) environmental mitigation measures.

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A plan showing the proposed works is at **Annex 2**.

5. We plan to commence construction of the infrastructure works in July 2009 for completion by December 2013.

**465CL “Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works”**

6. The part of **465CL** we propose to upgrade comprises site investigation and detailed design for the proposed works of -

- (a) treatment<sup>1</sup> of the contaminated sediments at Kai Tak approach channel and Kwun Tong typhoon shelter;
- (b) forming of a 600 metre opening at former Kai Tak runway and construction of a piled deck for support of Metro Park on top of the opening;
- (c) improvement works for the embankments of the associated waterways;
- (d) demolition of existing dolphin connecting to the former Kai Tak runway; and
- (e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

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A plan showing the proposed works is at **Annex 3**.

7. We plan to commence the detailed design, site investigations and tender preparation and assessment of the environmental improvement works in July 2009 for completion in early 2011.

**702CL “Kai Tak development – remaining infrastructure works for developments at the former runway”**

8. The part of **702CL** we propose to upgrade comprises site investigation and detailed design for the proposed works of -

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<sup>1</sup> The treatment includes bioremediation and dredging. Bioremediation involves injection of oxidants into the treatment area to provide the intrinsic bacteria with oxygen, thereby enhancing the transformation of odorous sulphides into odourless sulphates.

- (a) construction of approximately 1 kilometre of a dual 2-lane district distributor;
- (b) construction of two footbridges across Kai Tak approach channel;
- (c) construction of a piled deck mainly for support of the district distributor on top of the 600 metre opening;
- (d) construction of local roads, footbridge and subway extension, junction improvement, drainage, sewerage, watermains and landscaping works at the former runway and south apron area and other associated works; and
- (e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

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The proposed works is also included in the plan at **Annex 4**.

9. We plan to commence the detailed design, site investigations and tender preparation and assessment of the infrastructure works in July 2009 for completion in end 2012.

## **JUSTIFICATION**

### **469CL and 711CL**

10. **469CL** and **711CL** are related to the construction of infrastructure including roadworks, footbridges, drainage and sewerage works, and a fireboat berth cum public landing steps. We will also improve three existing subways across Prince Edward Road East and the former taxiway bridge. The above works are to serve the planned developments in the north apron (notably public housing comprising 13 000 flats, Kai Tak Government Offices with a gross floor area of 50,000 m<sup>2</sup>, two primary schools and one secondary school) and southern part of the runway areas (notably the first berth of the cruise terminal and a runway park with an area of nine hectares) targeted for completion by 2013 under the first development package of KTD.



11. We have substantially completed the detailed design of the related infrastructure works under **469CL** and **711CL** to serve the projects included in the first development package. We propose to proceed with the construction works in July 2009.

12. Due to insufficient in-house resources, we propose to engage consultants to supervise construction of the infrastructure works under **469CL** and **711CL**.

#### **465CL and 702CL**

13. For environmental reason and to facilitate enjoyment of the waterfront by the public, there is a need to treat the contaminated sediments at the seabed of KTAC and KTTS to remove the odour problem in the vicinity. Under **465CL**, we will treat the sediments using bio-remediation method and improve water circulation and hence water quality in the area through creation of a 600-metre wide opening at the former runway. The proposed environmental improvement works were approved by the Environmental Protection Department on 4 March 2009 under the EIA Ordinance. In conjunction with the formation of the 600-metre wide opening at the former runway, we will deck the opening to provide land to accommodate the Metro Park above. We have included the works in the second development package of KTD for completion by 2016.

14. We also need to provide infrastructure under **702CL** in accordance with the planned programme to cater for projects included in the third development package of KTD targeted for completion by 2021. Major projects include Metro Park, commercial and residential developments.

15. To meet the above programmes, we propose to proceed with the detailed design, site investigations and tender preparation and assessment of the proposed works.

16. Due to insufficient in-house resources, we propose to engage consultants to carry out the detailed design, site investigation supervision, and tender preparation and assessment of the proposed works.

## FINANCIAL IMPLICATIONS

### 469CL and 711CL

17. We estimate the capital cost of the works proposed to be part-upgraded under **469CL** and **711CL** to be \$564.9 million and \$538.1 million respectively in MOD prices, made up as follows -

	<b>\$ million</b>	
	<b>469CL</b>	<b>711CL</b>
(a) Road works and associated drainage, sewerage, water mains and landscaping works	253.1	292.1
(b) Footbridges and existing subway improvement works	136.8	-
(c) Drainage box culverts	34.4	-
(d) Sewage pumping station	-	86.6
(e) Fireboat berth cum public landing steps	-	28.6
(f) Environmental monitoring and audit programme	8.5	8.5

(g) Consultants' fees			
(i) contract administration	3.7	2.5	
(ii) resident site staff costs	38.6	37.4	
(h) Contingencies	47.5	45.6	
	Sub-total	522.6	501.3 (in September 2008 prices)
(i) Provision for price adjustment	42.3	36.8	
	Total	564.9	538.1 (in MOD prices)

#### **465CL and 702CL**

18. We estimate the cost of the site investigation works and consultancies proposed to be part-upgraded under **465CL** and **702CL** to be \$50 million and \$32 million respectively in MOD prices, made up as follows -

	<b>\$ million</b>	
	<b>465CL</b>	<b>702CL</b>
(a) Site investigation works	7.8	3.9
(b) Environmental mitigation trial and monitoring	4.1	-
(c) Consultants' fee for		

(i) supervision of site investigation	1.0	0.4	
(ii) supervision of environmental mitigation trial and monitoring	0.5	-	
(iii) detailed design	25.4	19.1	
(iv) preparation of tender documents and assessment of tenders	4.7	3.8	
(d) Contingencies	3.9	2.7	
	Sub-total	47.4	29.9 (in September 2008 prices)
(e) Provision for price adjustment	2.6	2.1	
	Total	50.0	32.0 (in MOD prices)

## **PUBLIC CONSULTATION**

19. The planning of KTD has adopted an extensive public participatory approach<sup>2</sup>. After rounds of consultations during the public participation programme and representation hearing under the Town Planning Ordinance, a

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<sup>2</sup> The stage 1 public participation to engage the public in determining vision and key issues 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 preliminary outline development plan was completed in August 2006.

broad community consensus has been obtained on KTD. Besides, there are also requests for early implementation of KTD.

20. We have completed an EIA study for KTD under Schedule 3 of the EIA Ordinance. The study report was made available for public inspection between December 2008 and January 2009, and was approved by the Director of Environmental Protection on 4 March 2009.

21. We provided an overview of the key findings and recommendations of the above EIA study to the Harbour-front Enhancement Committee (HEC) on 15 December 2008. We also briefed HEC on 23 February 2009 the KTD implementation plan and the progress of the infrastructure works under design. HEC commented that provision of open space should be expedited as far as possible and requested that a communication link be established to discuss how the planning vision for Kai Tak would be implemented. In response to HEC's request, we will continue to maintain close and regular dialogue with HEC.

22. In respect of the four PWP items proposed to be part-upgraded, we carried out separate public consultations and the results are described in paragraphs 23 to 29 below.

23. For **469CL**, we consulted the Housing and Infrastructure Committee of Kowloon City District Council, Wong Tai Sin District Council and Housing Committee of Kwun Tong District Council on 6, 11 and 27 March 2008 respectively. They all supported the proposed works.

24. We gazetted the proposed works under both the Roads (Works, Use and Compensation) Ordinance and the Water Pollution Control (Sewerage) Regulation on 29 August 2008. We received one objection to the proposed roadworks at the north apron and are processing it in accordance with statutory procedures with a view to making a submission to the Executive Council in end March 2009.

25. For **711CL**, we consulted the Traffic and Transport Committee of the Kwun Tong District Council and Housing and Infrastructure Committee of the Kowloon City District Council on 7 and 28 June 2007 respectively for the proposed infrastructure works. They all supported the proposed works.

26. We gazetted the relevant parts of the proposed works under the Foreshore and Sea-bed (Reclamation) Ordinance on 10 August 2007, and under both the Roads (Works, Use and Compensation) Ordinance and the Water Pollution Control (Sewerage) Regulation on 7 September 2007. No objection was received. The proposed works were subsequently authorized in December 2007.

27. For **465CL and 702CL**, we consulted the Wong Tai Sin District Council and the Kwun Tong District Council on 6 January 2009 and the Kowloon City District Council on 22 January 2009. All three District Councils were generally supportive to the proposed works.

28. Some members of the Kowloon City District Council expressed concerns on the effectiveness of the proposed bioremediation and the 600-metre opening at the runway. In this respect, we arranged a site visit with the District Council members on 17 March 2009 to explain the proposed improvement works in detail.

29. Regarding the proposed vehicular cum pedestrian bridge linking the former runway tip and Kwun Tong, the Kwun Tong District Council passed motions urging for the provision of the bridge link and monorail. We are investigating the practicality of the bridge link to avoid possible legal challenge under the Protection of the Harbour Ordinance (Cap 531). Parallel action is also being undertaken to investigate alternative routes of a proposed monorail for connection to the Kwun Tong waterfront without the need of the bridge link.

## **ENVIRONMENTAL IMPLICATIONS**

30. The parts of **469CL**, **711CL**, **465CL** and **702CL** we propose to upgrade to Category A for construction and detailed design are not Designated Projects requiring environmental permits under Schedule 2 of the EIA Ordinance. Nevertheless, they form part of KTD which is a Designated Project requiring an EIA report under Schedule 3 of the EIA Ordinance. We completed an EIA report which was endorsed by the Advisory Council on the Environment at its meeting on 16 February 2009. The Environmental Protection Department approved the report on 4 March 2009.

### **469CL and 711CL**

31. The proposed infrastructure works will not have long term environmental impacts. We will implement suitable mitigation measures to control short term environmental impacts.

32. For short-term impacts caused by the proposed works during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures under the works contract. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers and silenced plant to reduce noise generation, temporary drains to dispose of site run-off as well as other procedures recommended by the Environmental Protection Department. We will also implement environmental monitoring and audit programme throughout the construction period of the project.

33. We have included \$8.5 million (in September 2008 prices) in each of the project estimate of **469CL** and **711CL** for implementing the environmental mitigation measures.

34. We have considered the alignment, design level and construction method of the proposed infrastructure works in the planning and design stages to

reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste to public fill reception facilities<sup>3</sup>. We will encourage the contractor 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.

35. We will also require the contractor 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 contractor 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 waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

36. We estimate that the proposed construction works under **469CL** will generate in total about 66 471 tonnes of construction waste. Of these, we will reuse about 48 512 tonnes (73.0%) of inert construction waste on site and 16 419 tonnes (24.7%) of inert construction waste on other construction sites. In addition, we will dispose of 1 540 tonnes (2.3%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$192,500 (based on an unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne<sup>4</sup> at landfills).

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<sup>3</sup> 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.

<sup>4</sup> 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/m<sup>3</sup>), nor the cost to provide new landfills, (which is likely to be more expensive) when the existing ones are filled.



37. We estimate that the proposed construction works under **711CL** will generate in total about 336 131 tonnes of construction waste. Of these, we will reuse about 218 982 tonnes (65.2%) of inert construction waste on site and deliver 115 043 tonnes (34.2%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of 2 106 tonnes (0.6%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$3,369,411 (based on an unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne at landfills).

38. Of the 181 trees within the project boundary of the proposed construction works under **469CL**, 53 trees will be preserved. The proposed works will involve the removal of 128 trees including 44 trees to be felled and 84 trees to be replanted within the project sites. All the trees to be removed are not important trees<sup>5</sup>. We will incorporate planting proposals as part of the proposed works, including estimated quantities of 620 trees, 50 000 shrubs and 1 000 square metres of grassed area.

39. Of the 461 trees within the project boundary of the proposed construction works under **711CL**, 320 trees will be preserved. The proposed works will involve the removal of 141 trees including 125 trees to be felled and 16 trees to be replanted within the project sites. All the trees to be removed are not important trees. We will incorporate planting proposals as part of the proposed works, including estimated quantities of 499 trees, 57 607 shrubs and 3 900 square metres of grassed area.

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<sup>5</sup> “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree size, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25 metres.

## **465CL and 702CL**

40. The detailed design of the proposed works under **465CL** and **702CL** will not have any environmental implications. The site investigation works will only generate very little construction waste.

41. We will require the consultant to fully consider measures to minimize the generation of construction waste and to reuse/recycle construction waste as much as possible in the future implementation of the construction projects.

## **TRAFFIC IMPLICATIONS**

42. For the parts of **469CL** and **711CL** proposed to be upgraded to Category A for construction, we have completed a traffic impact assessment (TIA) for the proposed works. The TIA has concluded that the proposed works would not cause any significant traffic impact. During construction, we will maintain smooth traffic flow through implementing temporary traffic management measures and will display notice boards on site to explain the reasons of temporary traffic arrangements and indicate the expected completion dates of the concerned sections of works. In addition, we will set up telephone hotlines for public enquires or complaints. For parts of **465CL** and **702CL** proposed to be upgraded to Category A for detailed design, they will not have significant impact on traffic.

## **HERITAGE IMPLICATIONS**

43. The parts of **469CL**, **711CL**, **465CL** and **702CL** proposed to be upgraded to Category A for construction and detailed design will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic

sites / buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

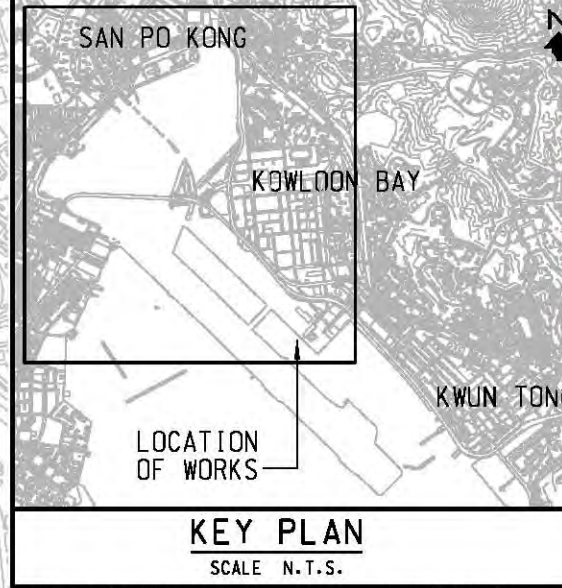
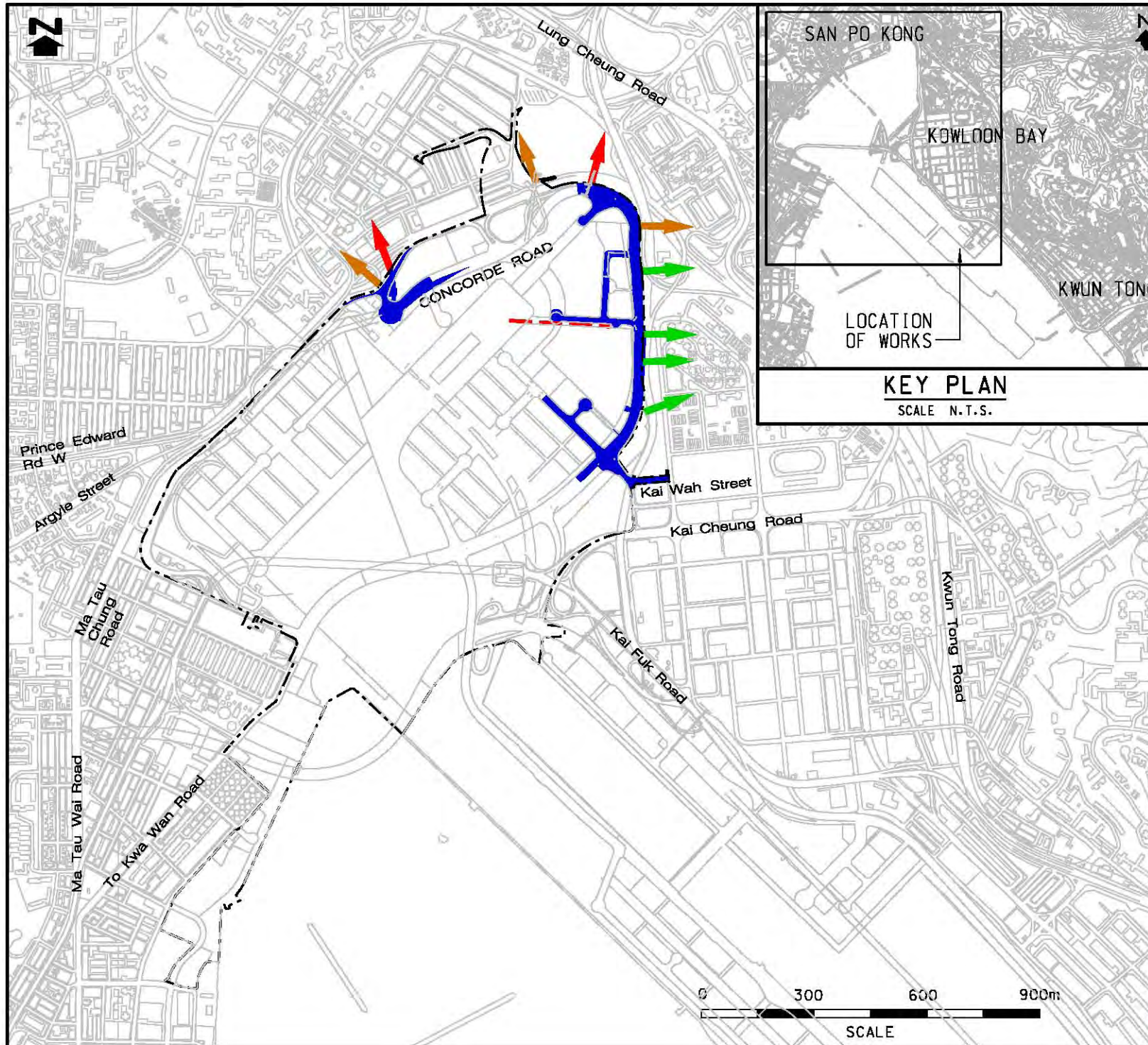
## **LAND ACQUISITION**

44. The parts of **469CL**, **711CL**, **465CL** and **702CL** we propose to upgrade to Category A for construction and detailed design do not require land acquisition.

## **JOB CREATION**

45. We estimate that the proposed works under **469CL** and **711CL** will create about 364 jobs (295 for labourers and another 69 for professional/technical staff) and 288 jobs (234 for labourers and another 54 for professional/technical staff) respectively providing a total employment of 25 927 (13 754 for **469CL** and 12 173 for **711CL**) man-months.

46. We estimate that the proposed consultancies and site investigation works under **465CL** and **702CL** will create about 53 jobs (6 for labourers and another 47 for professional/technical staff) and 34 jobs (3 for labourers and another 31 for professional/technical staff) respectively providing a total employment of 1 576 (960 for **465CL** and 616 for **702CL**) man-months.



**LEGEND :**

WORKS PROPOSED TO BE UPGRADED

- ROAD WORKS
- ➔ FOOTBRIDGE TO HINTERLAND
- ➔ SUBWAY TO HINTERLAND
- ➔ FOOTPATH TO HINTERLAND
- - - BOX CULVERT

繪號 No.	日期 date	內容摘要 description	核對 checked	核准 approved
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修訂 REVISION				
	姓名 Name	簽署 Initial	日期 date	
繪圖 drawn	K.Y. Lam	signed	3 Mar 2009	
核對 checked	Tommy Wong	signed	3 Mar 2009	
核准 approved	Peter Chul	signed	3 Mar 2009	

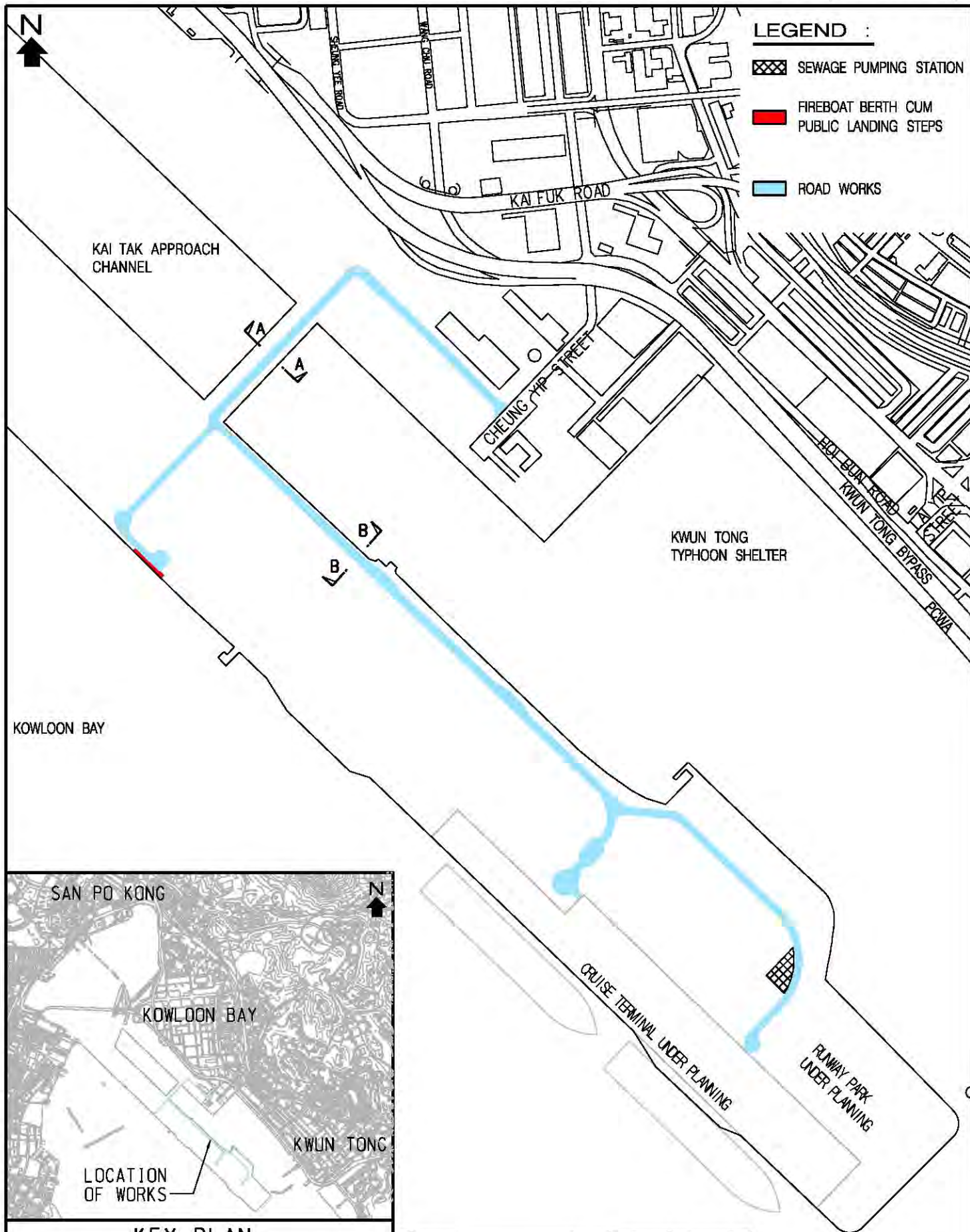
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圖則名稱 drawing title  
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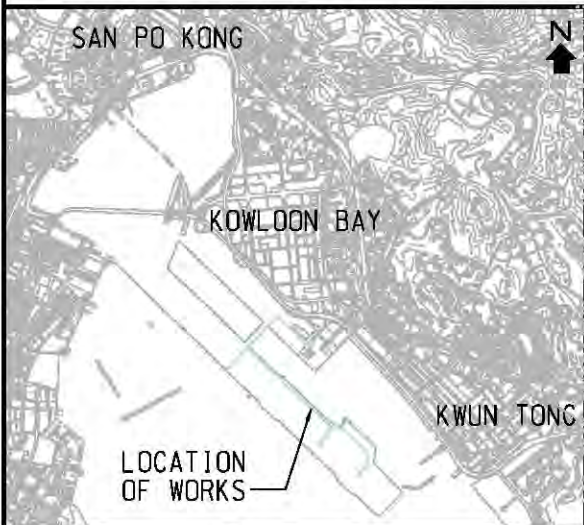
圖則編號 drawing no. KZ 589	比例 scale AS SHOWN
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辦事處 office  
九龍拓展處  
KOWLOON DEVELOPMENT OFFICE





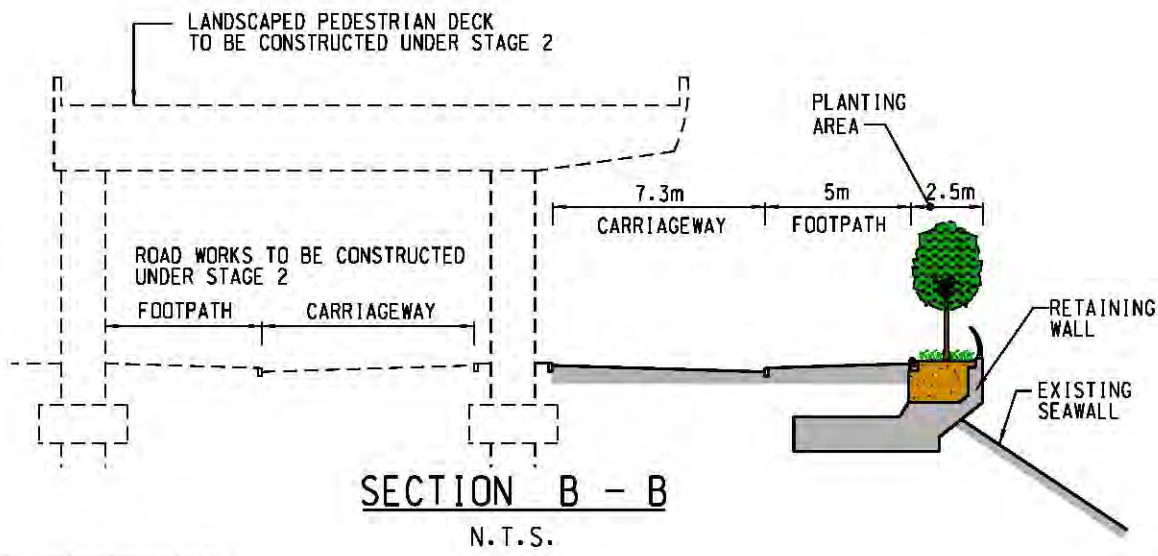
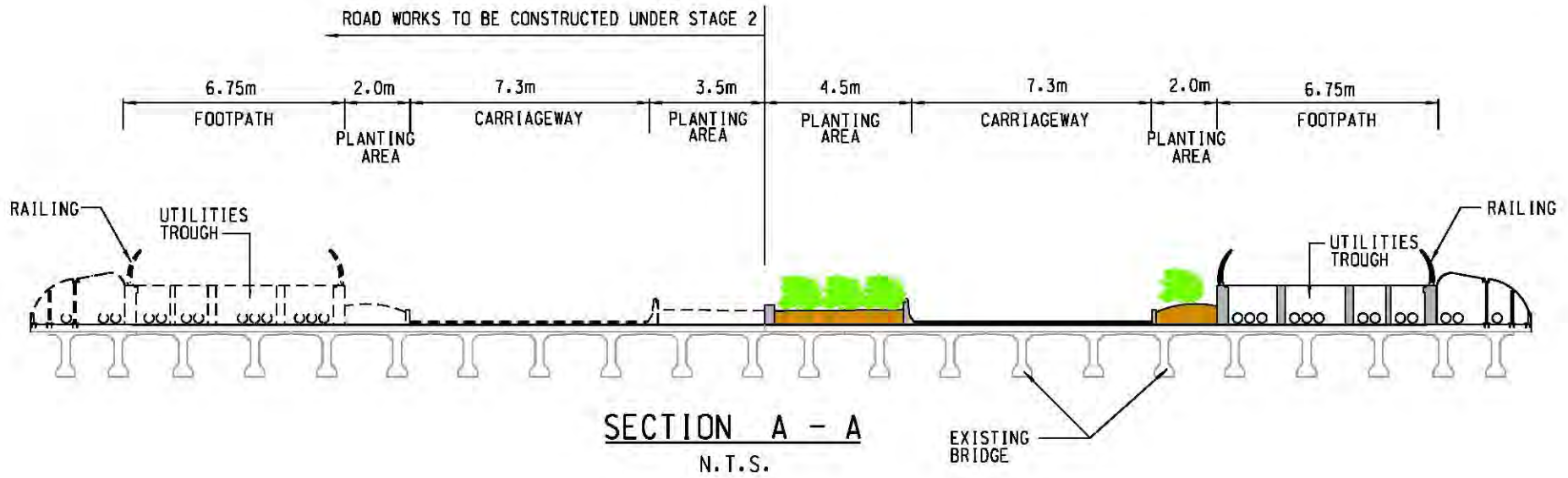
- LEGEND :**
-  SEWAGE PUMPING STATION
  -  FIREBOAT BERTH CUM PUBLIC LANDING STEPS
  -  ROAD WORKS



**KEY PLAN**  
SCALE 1:11 000

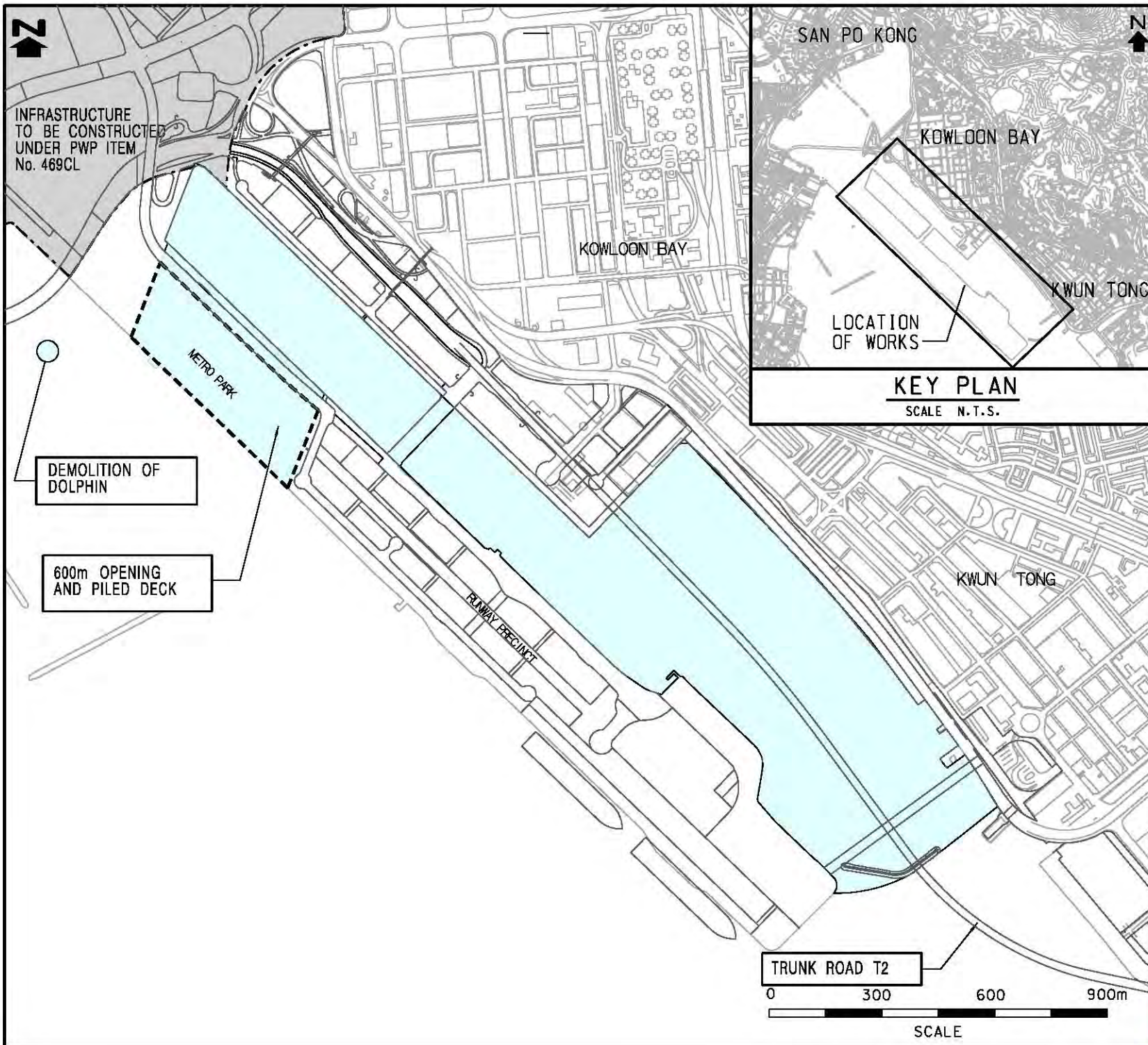
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修訂 REVISION					

圖則名稱 Drawing title  <b>PROPOSED WORKS TO BE UPGRADED UNDER 711CL</b>	繪圖 Drawn K.Y.Lam	簽署 Initials signed	日期 Date 03.03.2009	項目編號 Item no. 711CL	辦事處 Office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	核對 Checked Tommy Wong	簽署 Initials signed	日期 Date 03.03.2009	比例尺 Scale 8 000 (FOR A4)	
	核准 Approved Peter Chul	簽署 Initials signed	日期 Date 03.03.2009	圖則編號 Drawing no. KZ 593	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



編號 no.	日期 date	內容與更改 description	繪圖 drawn	核對 checked	核准 approved
修訂 REVISION					

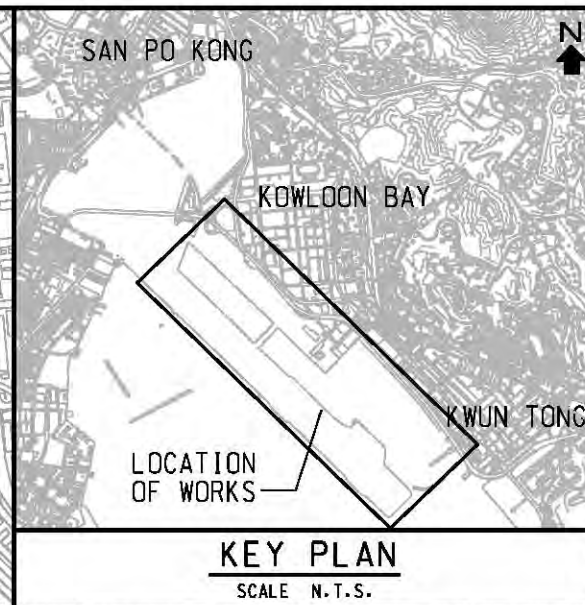
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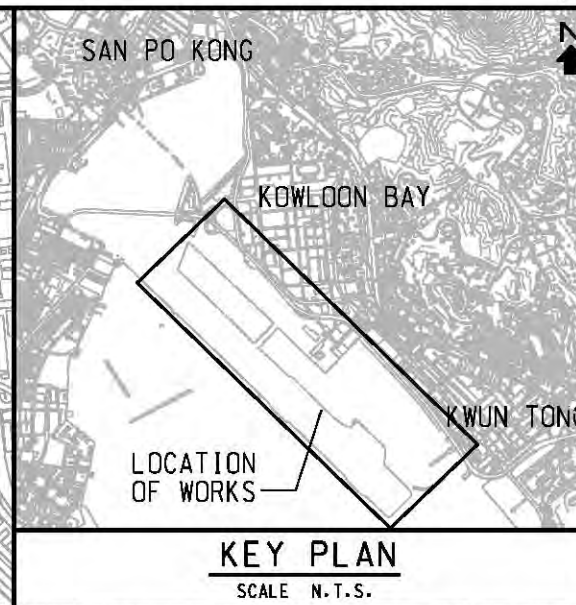
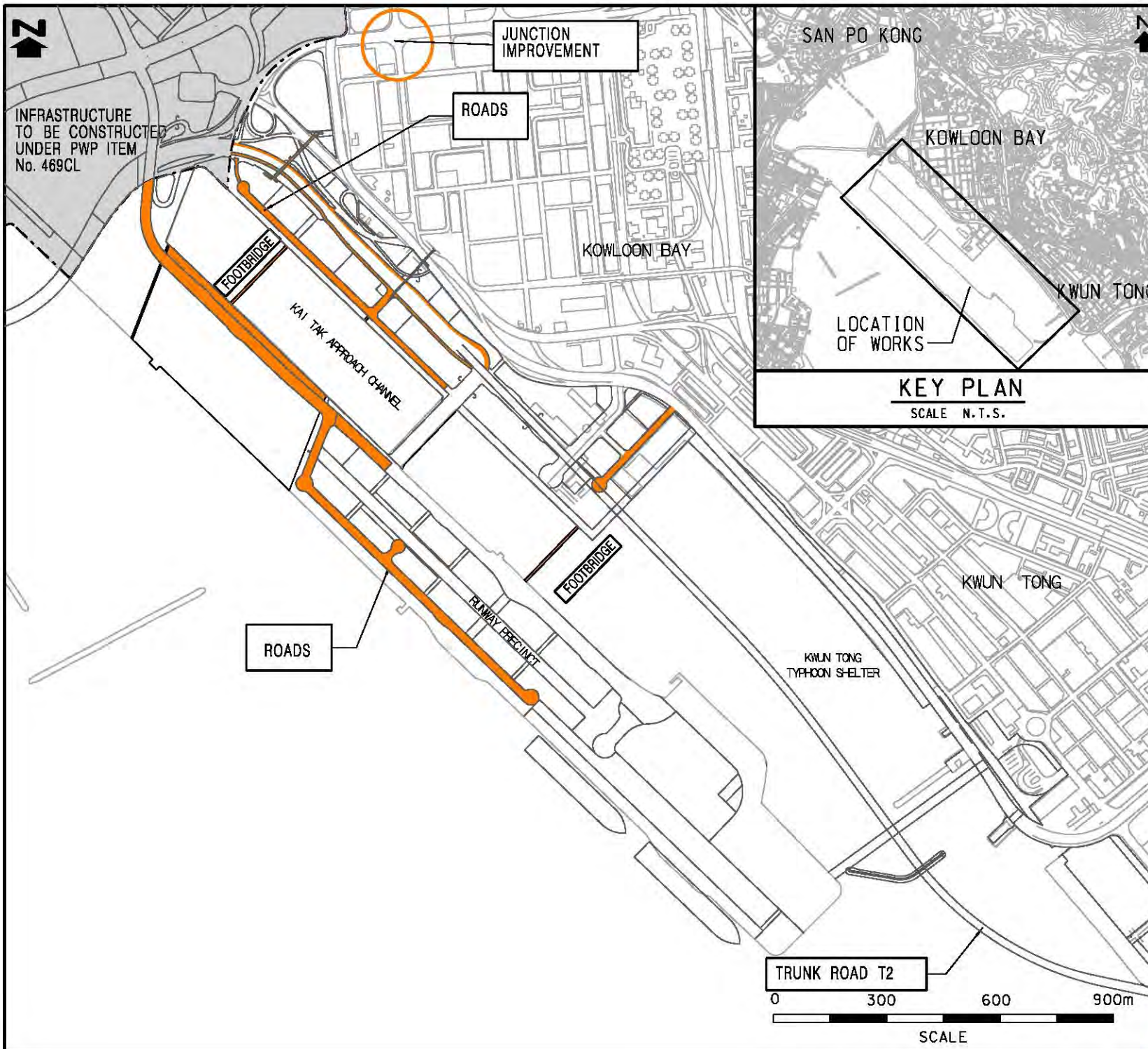
**LEGEND :**


□ MAJOR SCOPE OF PWP ITEM No.465CL

▣ PILED DECK

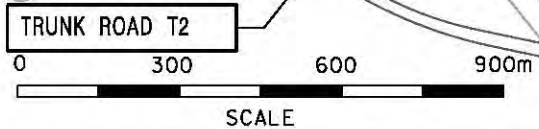


編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				
		姓名 Name	簽署 Initial	日期 date
繪圖 drawn		K.Y. Lam	signed	3 Mar 2009
核對 checked		Tommy Wong	signed	3 Mar 2009
核准 approved		Peter Chui	signed	3 Mar 2009
項目編號 Item no.	465CL			
圖則名稱 drawing title				
465CL - LAYOUT PLAN				
圖則編號 drawing no.	KZ 587		比例 scale	AS SHOWN
辦事處 office				
九龍拓展處				
KOWLOON DEVELOPMENT OFFICE				
 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT				



**LEGEND :**  
 MAJOR SCOPE OF PWP ITEM No. 702CL

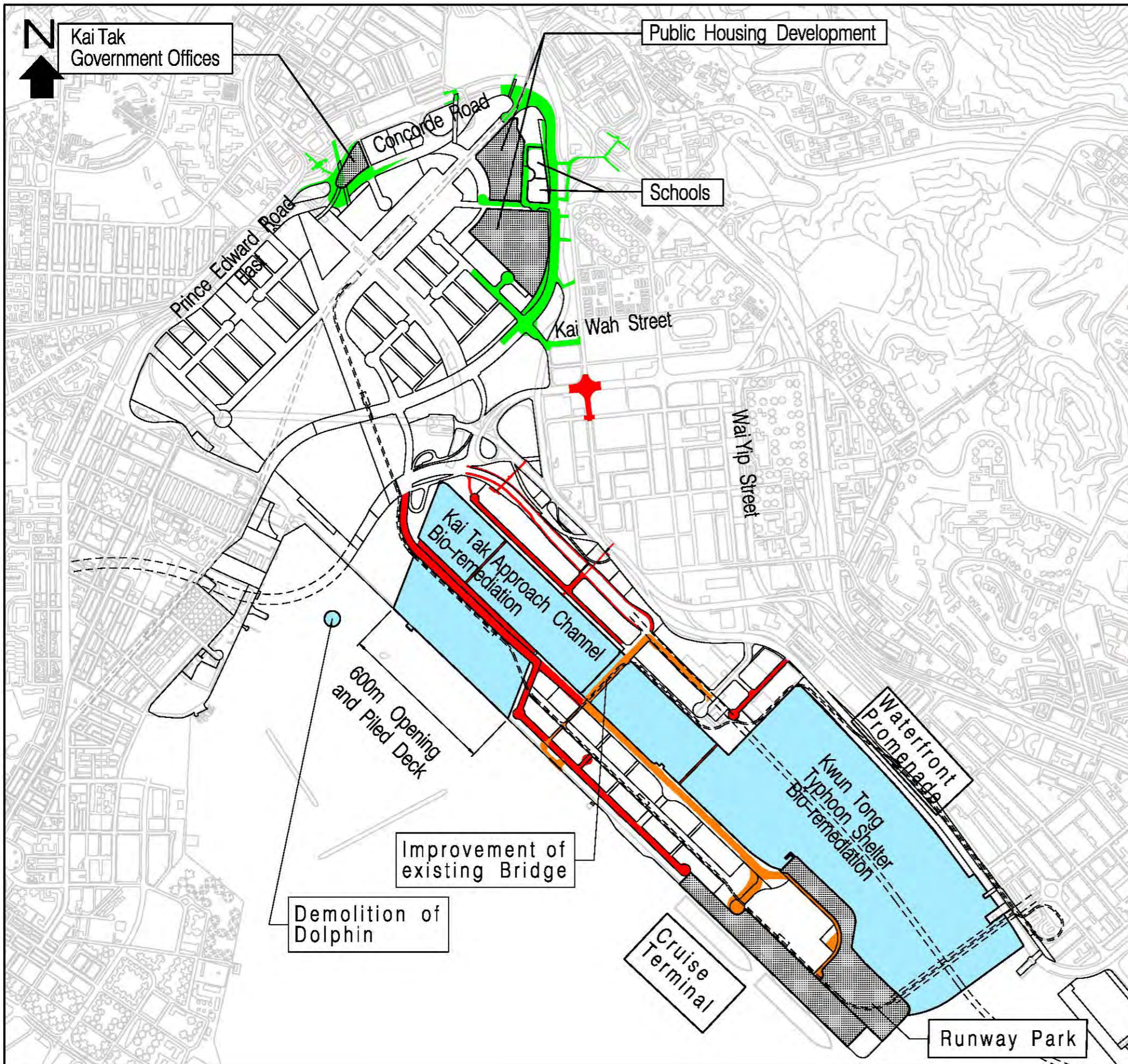
編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				
	姓名 Name	簽署 Initial	日期 date	
繪圖 drawn	K.Y. Lam	signed	3 Mar 2009	
核對 checked	Tommy Wong	signed	3 Mar 2009	
核准 approved	Peter Chui	signed	3 Mar 2009	
項目編號 Item no.	702CL			
圖則名稱 drawing title				
702CL - LAYOUT PLAN				
圖則編號 drawing no.	KZ 600		比例 scale	AS SHOWN
辦事處 office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE				
 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT				





Legend :

- Proposed Construction works**
- 469CL Major Items** Kai Tak Development – Infrastructure at north apron area of Kai Tak Airport
  - (a) construction of new roads, realignment of Concorde Road, extension and widening of Kai Wah Street
  - (b) construction of footbridges and improvement to existing subways
  - (c) construction of box culverts
- 711CL Major Items** Kai Tak development – Advance infrastructure works for developments at the southern part of the former runway
  - (a) construction of new roads
  - (b) improvements to existing bridge, roads and junctions
  - (c) construction of a fireboat berth cum public landing steps
  - (d) construction of a sewage pumping station
- Proposed Design Consultancies**
- 465CL Major Items** Kai Tak Development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works
  - (a) treatment of contaminated sediments
  - (b) forming of a 600 metre opening and a piled deck at the former runway
  - (c) demolition of existing dolphin
- 702CL Major Items** Kai Tak development – Remaining infrastructure works for developments at the former runway
  - (a) construction of new roads and footbridges, and junction improvements
  - (b) construction of a piled deck at the former runway



Kai Tak Development – Proposed construction works and design consultancies