

**For information**

**Legislative Council Panel on Development**

**140CD – Reconstruction and rehabilitation of Kai Tak Nullah  
from Po Kong Village Road to Tung Kwong Road**

**PURPOSE**

This paper informs Members of the proposal to upgrade part of **140CD** to Category A to carry out the stage one works for reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road .

**PROJECT SCOPE**

2. The scope of **140CD** comprises -
  - (a) reconstruction, improvement and decking of a section of about 400 metres (m) long Kai Tak Nullah from Po Kong Village Road to Tai Shing Street / Tung Tai Lane in Wong Tai Sin;
  - (b) reconstruction, improvement and rehabilitation of a section of about 200 m long Kai Tak Nullah from Tai Shing Street / Tung Tai Lane to Tung Kwong Road; and
  - (c) construction of additional box culvert crossing underneath Prince Edward Road East (PERE).
3. The part of **140CD** which we propose to upgrade to Category A comprises the construction of –
  - (a) about 200 m long local road widening works at Choi Hung Road adjacent to the section of Kai Tak Nullah near Wong Tai Sin Police Station, which is the advance works to facilitate implementation of the works mentioned in paragraph 2(a) above;
  - (b) about 100 m long additional twin-cell box culvert, with internal cell dimensions of 6 m in width by 4 m in height, adjoining the Kai Tak Nullah across PERE (i.e. the works in paragraph 2(c) above); and
  - (c) ancillary works including drains and sewers diversion.

The proposed part-upgrading is the stage one works for the reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road. The remaining works will be implemented under stage two. We will consult the Panel on Development and submit funding application separately at a later date when we are ready to take forward the implementation of the stage two works.

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4. We plan to commence construction works in late 2010 for completion  
----- in 2012. A location plan of Kai Tak Nullah is at **Enclosure 1**. Layout plans  
showing the proposed works in paragraphs 3(a) and 3(b) above are at **Enclosures  
2 and 3** respectively.

## JUSTIFICATION

5. We plan to implement the works of **140CD** in two stages. The proposed part-upgrading is the first stage of the project. The remaining works will be implemented in the second stage.

6. Whilst we plan to improve the section of Kai Tak Nullah between Po Kong Village Road and Tung Kwong Road in the second stage, we need to implement temporary traffic management measures at Choi Hung Road in order to provide adequate works area for the proposed nullah improvement works. As the traffic at Choi Hung Road near its junction with Po Kong Village Road is very heavy and the temporary traffic management measures would impact on the existing traffic conditions, it is necessary to carry out local road widening works **in advance** to increase the capacity of the road, so that traffic impact can be minimised during the nullah improvement works in the second stage. Besides, the proposed road widening works will also bring about improvements to the existing traffic condition.

7. The drainage capacity of Kai Tak Nullah in Wong Tai Sin is not adequate to meet the current flood protection standard. In particular, the existing decked nullah across PERE is a bottle-neck posing flooding hazard to Wong Tai Sin area. Therefore, we need to construct an additional box culvert alongside the existing decked nullah to increase the overall drainage capacity of the nullah thereby alleviating the flooding risk.

## PUBLIC CONSULTATION

8. We consulted the Traffic and Transport Committees of Kowloon City District Council and Wong Tai Sin District Council on 7 January 2010 and 26 January 2010 respectively on the proposed advance works. Members supported

the proposed works.

## **ENVIRONMENTAL IMPLICATIONS**

9. This is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We have completed the Preliminary Environmental Review (PER) in April 2010 for the proposed works which concluded that the project will not cause any long-term adverse environmental impacts.

10. For short-term environmental impacts during construction, we will control noise, dust and site run-off within established standards and guidelines through implementation of environmental mitigation measures recommended in the PER, such as the use of temporary noise barriers and silenced construction equipment to reduce noise generation, water-spraying to reduce emission of dust, and working in dry environment with barriers to control water pollution during excavation, etc. We will also carry out regular site inspections to ensure that these recommended mitigation measures and good site practices will be properly implemented on site. We have included a sum of \$1.9 million (in September 2009 prices) in the project estimate for implementing the environmental mitigation measures.

11. We have considered optimising the alignment of the proposed culvert 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 material) 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 facilities<sup>1</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

12. 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

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<sup>1</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.

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

13. We estimate that the project will generate in total about 26 100 tonnes of construction waste. Of these, we will reuse about 1 300 tonnes (5%) of inert construction waste on site and deliver 23 500 tonnes (90%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of 1 300 tonnes (5%) 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 \$0.8 million for this project (based on a unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne<sup>2</sup> at landfills).

## **HERITAGE IMPLICATIONS**

14. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monuments Office.

## **TRAFFIC IMPACTS**

15. To minimise disturbance to the traffic flow during construction of the proposed additional box culvert across PERE, we will maintain the existing number of traffic lanes along this major road.

16. As regards the existing flyover connecting Choi Hung Road to PERE, we propose to close one of the two traffic lanes temporarily. We have carried out a traffic impact assessment and conducted trial runs for the proposal on 21, 22 and 23 March 2010. The results indicated that the proposed closure of one traffic lane would not cause significant traffic impact.

## **LAND ACQUISITION**

17. The proposed works do not require any land acquisition and major land clearance.

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<sup>2</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.

## BACKGROUND INFORMATION

18. In October 2005, we upgraded **140CD** “Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road” to Category B. In July 2006, we engaged consultants to carry out preliminary design, surveys, site investigations, testing, impact assessments and detailed design for the works under **140CD** at an estimated cost of \$13.8 million in MOD prices. We charged the cost to block allocation **Subhead 4100DX** “Drainage works, studies and investigations for items in Category D of the Public Works Programme”.

19. Of the 47 trees within the boundary of the proposed works, 39 trees will be preserved. The proposed works will involve the removal of eight trees including four trees to be transplanted and four trees to be felled. All trees to be removed are not important trees<sup>3</sup>. We will incorporate planting proposal as part of the project, including planting of sixteen trees.

20. We estimate that the proposed works will create about 106 jobs (86 for labourers and 20 for professional/technical staff) providing a total employment of 2 100 man-months.

## WAY FORWARD

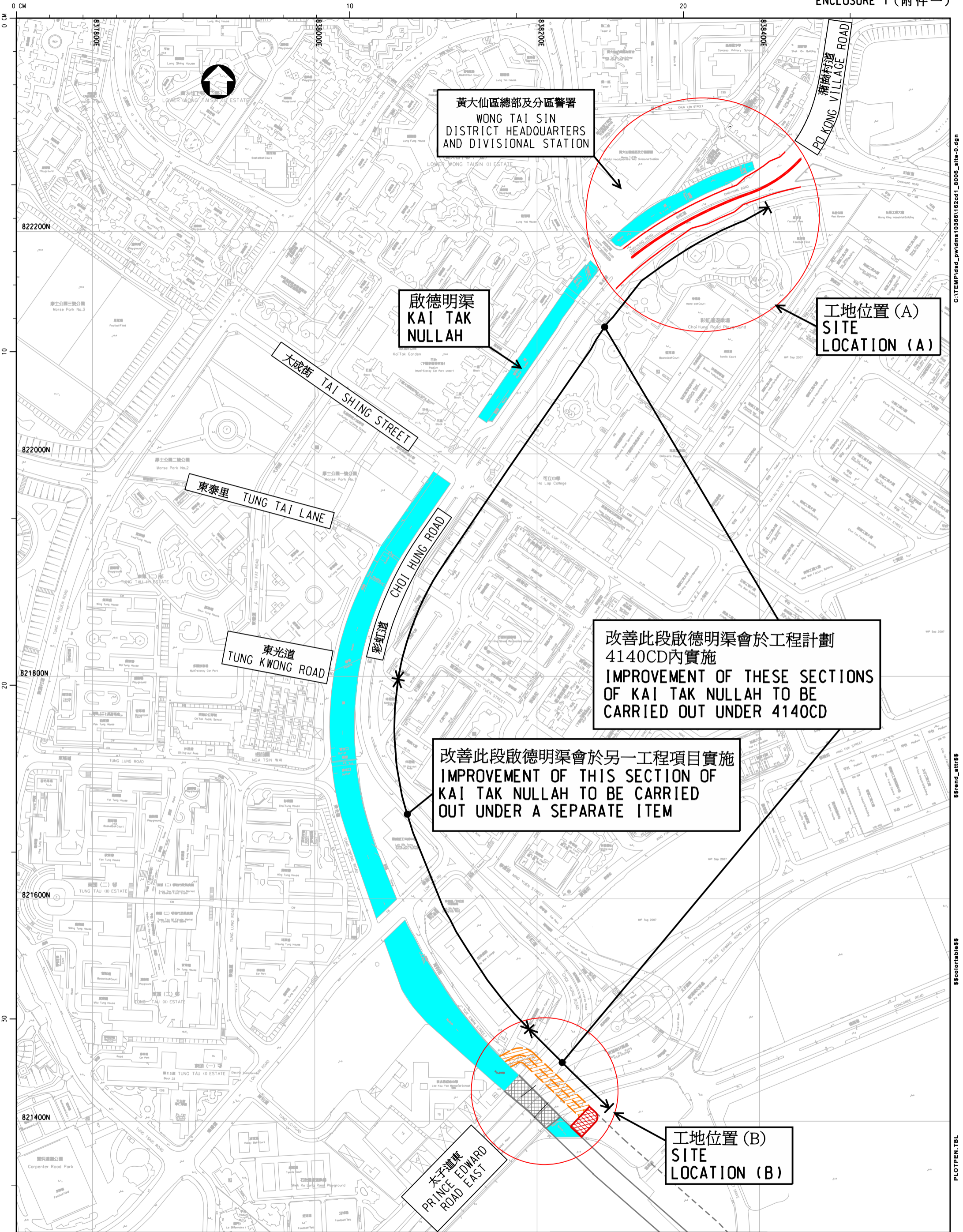
21. We plan to seek the support of the Public Works Subcommittee for part-upgrading **140CD** to Category A in June 2010.

**Development Bureau**  
**May 2010**

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<sup>3</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 –

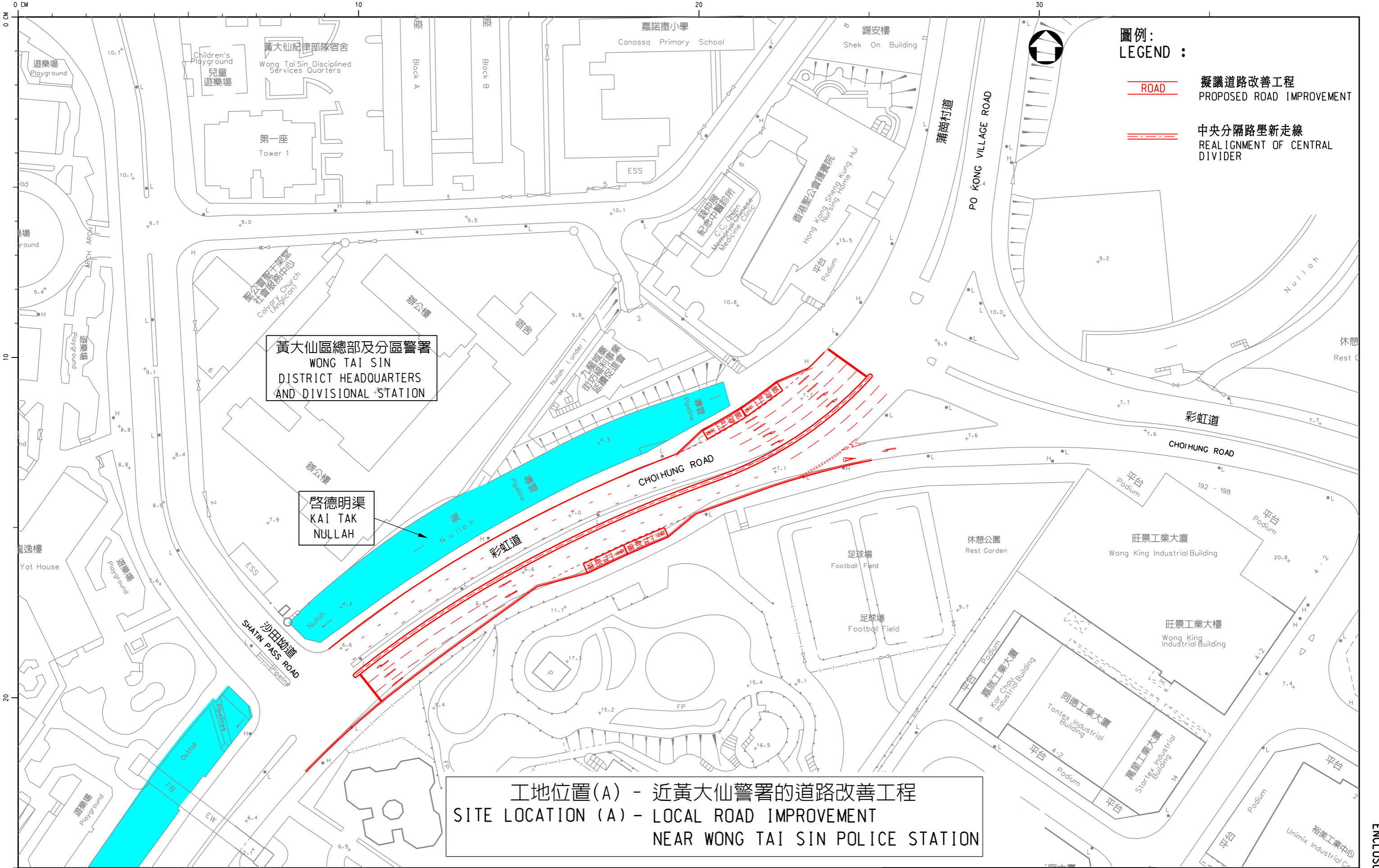
- (a) trees over 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shun trees, trees as landmark of monastery or heritage monument, and trees in memory of important persons or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, 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 m (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25m.



圖則名稱 drawing title  
工程計劃編號和名稱：  
4140CD - 重建和修復一段由蒲崗村道至東光道的啟德明渠  
PROJECT NO. AND TITLE:  
4140CD - RECONSTRUCTION AND REHABILITATION OF KAI TAK NULLAH FROM  
PO KONG VILLAGE ROAD TO TUNG KWONG ROAD

繪畫 drawn	C.L. CHEUNG	日期 date	
核對 checked	C.Y. SZE	日期 date	
批核 approved	W.W. LAU	日期 date	
部門 office	排水工程處 DRAINAGE PROJECTS DIVISION		

圖則編號 drawing no.	DDK/162CD1/8006	比例 scale	NTS
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繪畫 drawn  
T.M. LEE  
日期 date  
23 APR 2010


核對 checked  
C.Y. SZE  
日期 date  
23 APR 2010

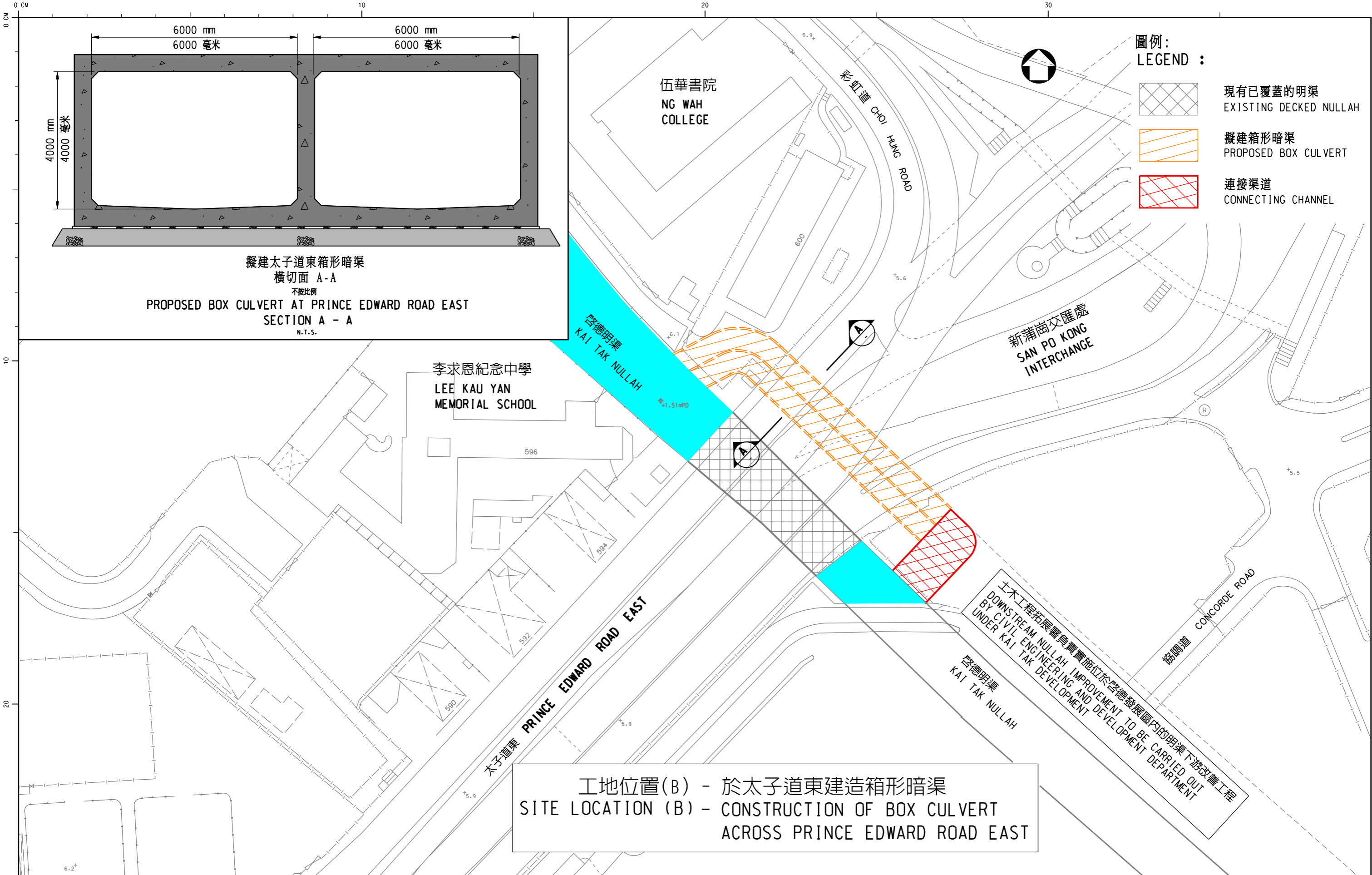
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部門 office  
排水工程部  
DRAINAGE PROJECTS DIVISION

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