

**For discussion  
on 22 January 2013**

## **Legislative Council Panel on Development**

### **Progress Report on Kai Tak Development and PWP Item No. 469CL – Kai Tak development – infrastructure at north apron area of Kai Tak Airport**

#### **PURPOSE**

This paper updates Members on the progress of Kai Tak Development (KTD), and seeks Members' support for our proposal to upgrade part of **469CL** to Category A, at a total estimated cost of about \$2,255 million in money-of-the-day (MOD) prices, for the construction of stage 3A and stage 4 infrastructure works at the north apron area of the former Kai Tak Airport.

#### **OVERVIEW**

2. The KTD is a highly complex development project covering an area of over 320 hectares. It has been included in the development area of the Energizing Kowloon East initiative<sup>1</sup> and plays an important role to help sustain Hong Kong's economic growth and stimulate regeneration of adjacent old districts including Kwun Tong, Kowloon City and Wong Tai Sin. The KTD has entered into the implementation stage, with early phases of infrastructure works under construction in full swing or at detailed design stage.

3. We briefed the Panel on Development (the Panel) on the KTD implementation plan in January 2009 and updated the Panel on its progress in November 2009, May 2010 and April 2011. Since 2009, we obtained funding approval of the Legislative Council for proceeding with a series of KTD-related public works projects with aggregate approved project estimate of about \$21.7 billion as detailed in **Annex 1**.

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<sup>1</sup> Kowloon East is an area comprising the Kai Tak Development area, Kwun Tong and Kowloon Bay. In the 2011-12 Policy Address, the Chief Executive announced that we will adopt a visionary, co-ordinated and integrated approach to expedite the transformation of Kowloon East into an attractive, alternative central business district to support Hong Kong's economic development. A multi-disciplinary Energizing Kowloon East Office has been set up in the Development Bureau to take forward the initiative.

## CURRENT SITUATION

### *Projects Planned for Completion in 2013*

4. Construction of key KTD projects targeted for completion in 2013 is progressing on schedule. These projects include the Kai Tak Cruise Terminal (KTCT) building and the first berth to be commissioned shortly in mid-2013, installation of a new radar on top of the KTCT building, public rental housing development in the north apron area, early phases of the District Cooling System (DCS), a fire station cum ambulance depot at the south apron area, Runway Park Phase 1, associated supporting infrastructure, and bio-remediation works at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS). A plan showing the location of the above projects is at **Annex 2**.

5. The bio-remediation works at the KTAC and KTTS as well as drainage and sewerage improvement works at the hinterland of the KTD by the Drainage Services Department (DSD) are scheduled for completion in the fourth quarter (Q4) of 2013. Continuous water quality field data are being collected and analysed to monitor the effectiveness of the improvement works. We will review in end 2013 the need of the proposed runway opening for water circulation enhancement.

6. The public rental housing, comprising Kai Ching Estate and Tak Long Estate, will be completed by phases from Q2 to Q4 of 2013. New roads and associated infrastructure works as shown in **Annex 3** are being completed under the stage 1 infrastructure works at the north apron area to tie in with the population intake of the public rental housing.

7. Other than the public rental housing, four sites at the north apron area as shown in **Annex 3** have been made available for other housing developments with support of the stage 2 infrastructure works at the north apron area. Site A of Site 1G1, identified for the “flat for flat” scheme, was granted to the Urban Renewal Authority in July 2012. The adjacent site B of Site 1G1 has been granted to the Housing Authority for Home Ownership Scheme development for completion in 2017-18. Pursuant to the Chief Executive’s announcement in September 2012, two adjacent sites (Sites 1H1 and 1H2) selected as a pilot under the “Hong Kong Property for Hong Kong People” measure are scheduled for disposal in Q1 of 2013. We are pressing ahead the proposed stage 3A and stage 4 infrastructure works at the north apron area as detailed in paragraph 18 below so that other commercial and residential sites could be made available to the market.

### *Progress of Other Major Projects*

8. Current progress of other major projects in the KTD being or to be implemented by other Bureaux is summarized in the ensuing paragraphs. A location plan of these projects is at **Annex 4**.

9. In the north apron area, the construction of the Trade and Industry Tower (formerly known as Kai Tak Government Offices) commenced in January 2012 for completion by end 2014, whilst the construction works of Shatin to Central Link (SCL) in Kai Tak commenced in August 2012 for completion by August 2017. For the Multi-purpose Sports Complex, the Home Affairs Bureau (HAB) will continue to consult the sports sector, District Councils and the general public on the project, and subject to reaching a decision on the procurement and financing plan and the progress of works, the HAB expects the project to be completed by 2019/20. Further, the Education Bureau plans to commence the construction of two primary schools adjacent to the public rental housing in November 2013 for completion in Q3 of 2015.

10. In the south apron area, invitation of tenders for the design and construction of the Centre of Excellence in Paediatrics was closed in September 2012. The Food and Health Bureau plans to commence construction in the second half of 2013 for completion by 2017. Separately, the HAB plans to commence the works for Kwun Tong Promenade (Stage 2) in early 2013 for completion in end 2014.

11. To provide chilled water supply to the Trade and Industry Tower, the Centre of Excellence in Paediatrics, two primary schools and the developments in the north apron area to be served by the stages 3A and 4 infrastructure works as mentioned above, the Environment Bureau has made a separate submission to the Panel on the funding application of Phase III (Package A) of the DCS.

### *Public Engagement*

#### Lung Tsun Stone Bridge (the Bridge) Remnants

12. The two stages of public engagement (PE) exercise on preservation of the Bridge remnants were completed in early 2011. We had successfully gauged public views on the best way to preserve the remnants in the Stage 1 PE and built consensus on the land requirements for preservation of the

remnants in the Stage 2 PE. The public supported in-situ preservation and exhibition of the Bridge remnants within a 30-metre wide and 200-metre long preservation corridor and the provision of a pedestrian subway across the Prince Edward Road East to connect with nearby heritage resources such as the Kowloon Walled City Park.

13. Full excavation and backfilling for the remnants were completed in July 2012 and November 2012 respectively. Based on the records of the remnants, the Antiquities and Monuments Office is conducting a research study on interpretation of the remnants. Upon completion of the study in March 2013, we will conduct a PE exercise on design ideas for the preservation corridor of the Bridge remnants in Q2 of 2013.

14. The proposed amendments to the Kai Tak Outline Zoning Plan (OZP) to incorporate a preservation corridor for the Bridge remnants as well as relocation of the two waterfront driveways to the centre of the former runway and other enhancements to urban design of KTD were approved by the Chief Executive in Council. The approved Kai Tak OZP No. S/K22/4 was gazetted in September 2012.

#### Kai Tak River

15. The two stages of PE were completed in 2011. The Stage 1 PE on “Building our Kai Tak River” gathered general public support on the vision to transform Kai Tak Nullah into an attractive green river corridor through the urban areas with spaces for recreational activities and un-decking of the nullah as far as possible while fulfilling its prime objective as a major flood relief drainage channel. The Stage 2 PE had built consensus on the landscape design approaches for the Kai Tak River and the facilities alongside. All constructive ideas and views collected will be taken forward for the planning of a landscape design ideas competition for the Kai Tak River to be conducted in 2014/15 tentatively.

16. As a first step, the DSD has commenced in late 2011 the construction of the upstream section (from Po Kong Village Road to Tung Kwong Road) of Kai Tak River north of the KTD with drainage enhancement and revitalisation for completion in mid-2017. The Finance Committee (FC) has approved the funding for reconstruction and upgrading of Kai Tak Nullah project within the KTD on 11 January 2013. Works will commence in early 2013 for completion by phases starting from 2016.

## Environmentally Friendly Linkage System (EFLS)

17. The Stage 1 PE exercise was completed in October 2012. Views on the preliminary findings of the EFLS Study were collected from members of the Panel, the Kowloon City, Wong Tai Sin and Kwun Tong District Councils, professional institutes, transport operators, various focus/interest groups and two PE workshops. Further assessments are being undertaken to address major concerns received in Stage 1 PE. We plan to launch Stage 2 PE and brief the Panel in Q2 of 2013 aiming to build consensus on the way forward for EFLS.

### *Infrastructure Works at the North Apron Area*

18. In accordance with the KTD implementation programme, we plan to take forward the construction of the stage 3A and stage 4 infrastructure works at the north apron area to facilitate early land disposal for various developments by phases. To fund these works, we propose to upgrade part of **469CL** “Kai Tak development - infrastructure at north apron area of Kai Tak Airport” to Category A at a total estimated cost of \$2,255 million in MOD prices<sup>2</sup>. Details of the proposed works are at **Annex 5**.

## **ADVICE SOUGHT**

19. Members are invited to note the latest progress of the KTD. Members are also invited to support our funding proposal as mentioned in paragraph 18 above, so that funding applications can be made to the Public Works Subcommittee and FC in Q2 of 2013.

**Development Bureau**  
**January 2013**

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<sup>2</sup> This figure represents the latest estimate of capital cost pending finalization of detailed design. We will update the cost estimate before submission to the Public Works Subcommittee.

**Kai Tak Development**  
**List of Public Works Programme (PWP) Items**  
**Upgraded to Category A since 2009**

PWP Item No.	Project Title	Date of Upgrading to Category A	Approved Project Estimate (\$million)
738CL	Kai Tak development – detailed design and site investigation for Kai Tak Approach Channel and Kwun Tong Typhoon Shelter improvement works	May 2009	50.0
739CL	Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport	May 2009	566.5
740CL	Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway	May 2009	32.0
741CL	Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway	May 2009	539.6
45CG	District Cooling System at the Kai Tak Development	June 2009 February 2011	1,671.0 1,861.8 <sup>1</sup>
357DS	Sewage interception scheme in Kowloon City	June 2009	700.3
736CL	Site formation for Kai Tak cruise terminal development	November 2009	2,303.9
7GA	Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development	April 2010	5,852.1
162CD	Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road — stage 1	July 2010	159.4
363DS	Provision of interception facilities at Jordan Valley box culvert	December 2010	588.0

<sup>1</sup> Approved project estimate for Item 45CG was increased to \$1,861.8 million in February 2011.

PWP Item No.	Project Title	Date of Upgrading to Category A	Approved Project Estimate (\$million)
377DS	Upgrading of Central and East Kowloon sewerage - phase 2	June 2011	503.0
745CL	Kai Tak development - Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)	June 2011	717.7
746CL	Kai Tak development - stage 2 infrastructure at north apron area of Kai Tak Airport	June 2011	355.8
749CL	Kai Tak development - reprovisioning of radar on top of the cruise terminal building	June 2011	88.4
140CD	Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road - remaining works	July 2011	1,602.0
172BF	Construction of fire station-cum-ambulance facility at Cheung Yip Street, Kowloon Bay	July 2011	210.0
109KA	Construction of Trade and Industry Tower in Kai Tak Development Area	January 2012	2,645.1
443RO	Runway Park at Kai Tak, Kowloon City District – Phase 1	July 2012	169.7
439RO	Kwun Tong promenade (stage 2)	July 2012	250.7
167CD	Kai Tak development – reconstruction and upgrading of Kai Tak Nullah	January 2013	2,488.2
		<b>Total</b>	<b>21,684.2</b>

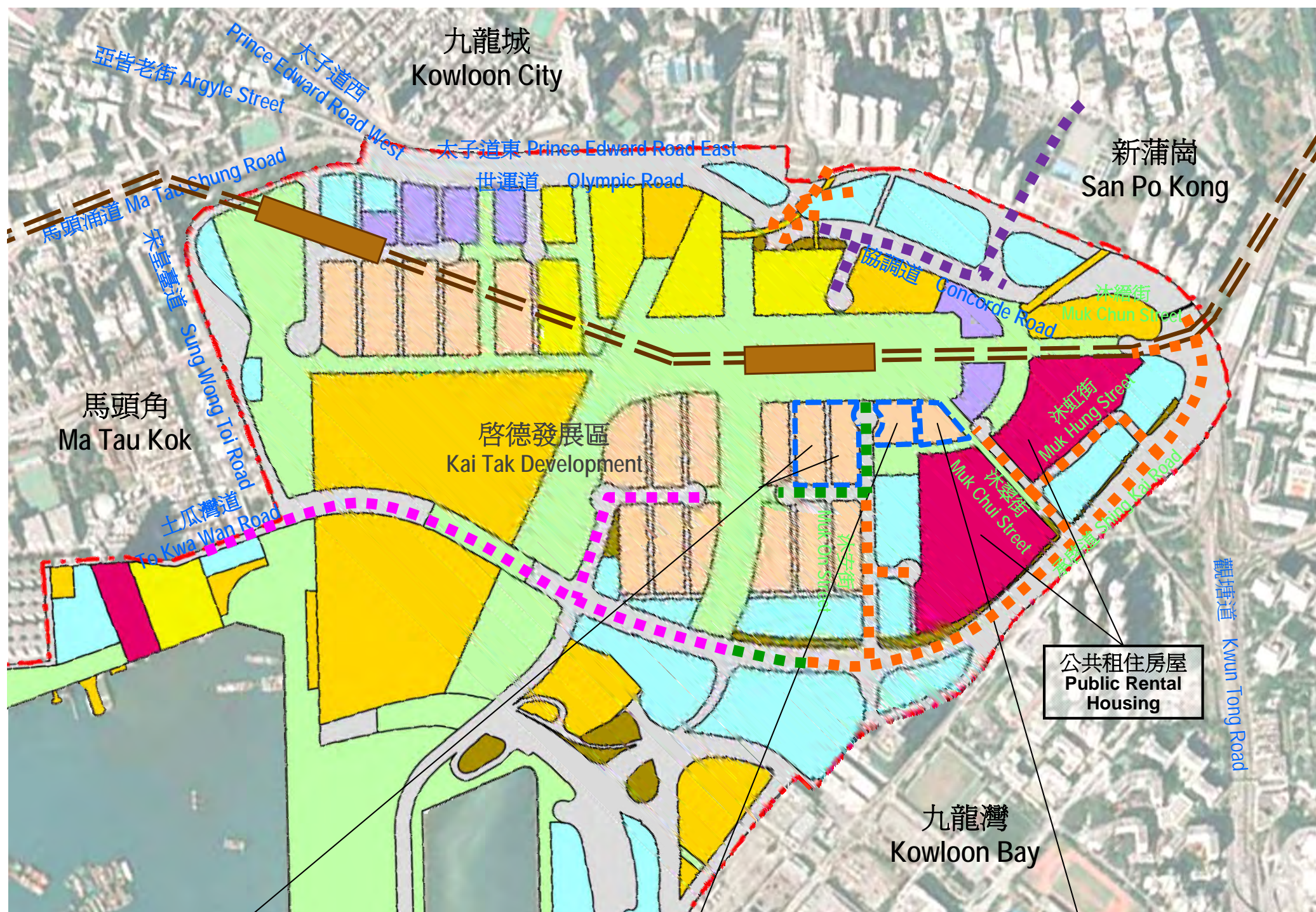
# 目標於2013年完成的啓德發展項目

## KTD Projects Targeted for Completion in 2013





「樓換樓」、居者有其屋計劃和「港人港地」- 用地位置圖  
Locations of Sites for “Flat for Flat” Scheme, Home Ownership Scheme and “Hong Kong Property for Hong Kong People”



**圖例 Legend**

**啓德土地規劃 Kai Tak Land Use Zoning**

- 商業 Commercial
- 綜合發展區 Comprehensive Development Area
- 住宅(甲類) Residential (Group A)
- 住宅(乙類) Residential (Group B)
- 住宅(丙類) Residential (Group C)
- 政府、機構或社區 Government, Institution or Community
- 休憩用地 Open Space
- 其他指定用途 Other Specified Uses
- 其他指定用途(美化市容地帶) Other Specified Uses (Amenity Area)

**新建道路 New Roads**

- 第1期工程(將於2013年年中啓用) Stage 1 Works (To be Opened in Mid-2013)
- 第2期工程(將於2015年完成) Stage 2 Works (To be Completed in 2015)
- 第3A期工程(將於2017年完成) Stage 3A Works (To be Completed in 2017)
- 第4期工程(將於2016年完成) Stage 4 Works (To be Completed in 2016)
- 建造中的港鐵沙田至中環線 MTR Shatin to Central Link under Construction

1H1和1H2用地作「港人港地」之用  
Sites 1H1 and 1H2 for “Hong Kong Property for Hong Kong People”

1G1用地的地盤B作居者有其屋計劃之用  
Site B of Site 1G1 for Home Ownership Scheme

1G1用地的地盤A作「樓換樓」計劃之用  
Site A of Site 1G1 for “Flat for Flat” Scheme



啓德發展計劃 - 主要項目  
Kai Tak Development - Major Projects

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

**PROJECT SCOPE AND NATURE**

The part of **469CL** which we propose to upgrade to Category A (the proposed works) covers two packages of works, namely stages 3A and 4 infrastructure, at the Kai Tak Development (KTD).

2. Stage 3A infrastructure works comprise the construction of the following major items east of Kai Tak Nullah at the north apron area of the former Kai Tak Airport and also in the adjoining San Po Kong area –

- (a) new roads about 890 metres (m) in total length covering Road L1, Road L11 and a slip road linking Prince Edward Road East to Road D1;
- (b) a vehicular underpass about 225 m long across Prince Edward Road East forming part of Road L1;
- (c) a new pedestrian subway about 205 m long, and extension of an existing subway about 60 m in total length, across Prince Edward Road East;
- (d) modification, widening and closure of existing roads in San Po Kong area;
- (e) modification and widening of part of existing Concorde Road to form part of Road D1;
- (f) associated footpath, street lighting, traffic aids, drainage, sewerage, water mains, landscaping, electrical and mechanical works; and
- (g) ancillary works, including environmental mitigation measures and related monitoring and audit works.

3. Stage 4 infrastructure works comprise the construction of the following major items west of Kai Tak Nullah at the north apron area of the former Kai Tak Airport and also in the adjoining Ma Tau Kok area –

- (a) new roads about 1 630 m in total length covering part of Road D2, Road L6 and Road L19;

- (b) reconstruction and widening of sections of existing footpaths at Sung Wong Toi Road and To Kwa Wan Road;
- (c) associated footpath, street lighting, traffic aids, water mains and landscaping works;;
- (d) two sewage pumping stations;
- (e) twin rising mains about 2 000 m long and gravity sewer about 2 300 m long;
- (f) stormwater drains, including about 3 600 m long road drains and about 430m long box culverts; and
- (g) ancillary works, including environmental mitigation measures and related monitoring and audit works.

———— The plans showing the proposed works are at **Enclosure 1**.

4. Subject to funding approval by the Finance Committee (FC) in June 2013, we plan to commence the proposed works in July 2013 for completion in phases by June 2017.

5. We will retain the remainder of **469CL** in Category B, which mainly covers construction of the infrastructure to serve the remaining developments at the north apron area of the former Kai Tak Airport<sup>1</sup>. Funding of the remainder of **469CL** will be sought in phases to dovetail with the implementation programme of the project.

## **JUSTIFICATION**

6. The vast flat land at the north apron area is largely planned as the new Kai Tak City Centre with a mixed use of commercial, office, government, and residential developments. We need to carry out the proposed works as mentioned in paragraphs 2 and 3 above to serve the government, institution or community facilities, comprehensive development area, and residential, commercial and other specified uses developments at the north apron area. In particular, the Chief Executive pledged in the 2011-12 Policy Address that the Government would step up efforts to ensure that the private residential sites at the KTD will be made available

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<sup>1</sup> The developments at the north apron area cover public facilities as well as residential and commercial developments.

progressively starting from 2013. The stage 1 and stage 2 infrastructure works at the north apron area are currently under construction.

7. The proposed vehicular underpass and pedestrian subways across Prince Edward Road East and the Road D2 will also enhance the connectivity of the KTD with San Po Kong and Ma Tau Kok respectively.

## **FINANCIAL IMPLICATIONS**

8. We estimate the capital cost of the proposed works to be \$2,255 million in MOD prices<sup>2</sup>.

## **PUBLIC CONSULTATION**

9. We consulted the Housing and Infrastructure Committee of the Kowloon City District Council (DC) on 16 February 2012 and Kwun Tong DC on 6 March 2012 regarding the proposed stages 3A and 4 works. The two DCs were generally supportive to the proposed works. We consulted the Wong Tai Sin (WTS) DC on 13 March 2012 regarding the proposed stage 3A works. The WTS DC was generally supportive to the proposed works. The WTS DC was also informed of the proposed stage 4 works through submission of an information paper on 7 March 2012 and no comments were received.

10. We gazetted the proposed stage 3A roadworks and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) respectively on 18 May 2012 and received no objection. The proposed stage 3A works were authorized on 10 August 2012.

11. We gazetted the proposed stage 4 roadworks and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) respectively on 6 July 2012 and the proposed box culvert under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 10 August 2012 and received no objection. The proposed stage 4 works were authorized on 30 November 2012.

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<sup>2</sup> This figure represents the latest estimate of capital cost pending finalization of detailed design. We will update the cost estimate before submission to the Public Works Subcommittee.

## ENVIRONMENTAL IMPLICATIONS

12. The proposed district distributor Roads D1 and D2 and the two sewage pumping stations are designated projects under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499), whilst the other proposed works are non-designated projects. The KTD EIA report approved by the Director of Environmental Protection (DEP) on 4 March 2009 concluded that the proposed works would not cause any adverse environmental impact with implementation of the recommended mitigation measures. We have obtained the environmental permits (EPs) from DEP for the construction and operation of the proposed district distributor Roads D1 and D2 and the two sewage pumping stations.

13. 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 implementation of the recommended mitigation measures under the works contract. The key 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/enclosures and silenced plant to reduce noise generation and the use of temporary drains to discharge site runoff. We will also implement an environmental monitoring and audit (EM&A) programme during the construction period. As required under the EPs, an Environmental Team and an Independent Environmental Checker will be established for the implementation of the EM&A programme.

14. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works 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 at public fill reception facilities<sup>3</sup>. We will encourage the contractor to maximize the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

15. At the construction stage, we will 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

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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.

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

## **HERITAGE IMPLICATIONS**

16. The proposed works 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 Monument Office.

## **TRAFFIC IMPLICATIONS**

17. We have completed traffic impact assessments (TIAs) for the proposed works. The TIAs have concluded that the proposed works would not cause any significant traffic impact. To minimize disturbance to the traffic flow during the construction of the proposed vehicular underpass and subways across Prince Edward Road East and the road improvement works in San Po Kong area, we will maintain the existing number of traffic lanes along these roads.

18. During construction, we will establish Traffic Management Liaison Groups and closely liaise with the Transport Department, Hong Kong Police Force, MTR Corporation Limited and other stakeholders, to discuss, scrutinize and review the proposed temporary traffic arrangements with a view to minimizing the traffic impacts arising from the proposed works.

## **LAND ACQUISITION**

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

## **BACKGROUND**

20. We included **469CL** in Category B in October 1996.

21. We estimate that the proposed works will create about 775 jobs (620 for labours and another 155 for professional/technical staff), providing a total employment of 29 450 man-months<sup>4</sup>.

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<sup>4</sup> These figures represent the latest estimate of job opportunities pending finalization of detailed design. We will update these figures before submission to the Public Works Subcommittee.

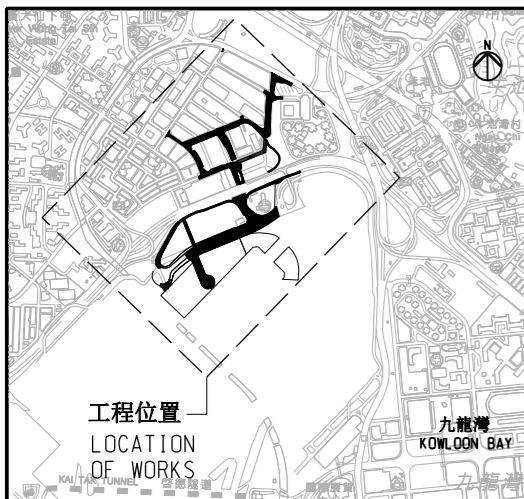
**WAY FORWARD**

22. We are in the process of finalizing the design of the proposed works. Subject to Members' support, we plan to invite tenders in Q1 of 2013 to enable early commencement of the proposed works in July 2013. We also plan to seek endorsement from the Public Works Subcommittee and funding approval from the FC tentatively in Q2 of 2013 for upgrading part of **469CL** to Category A.

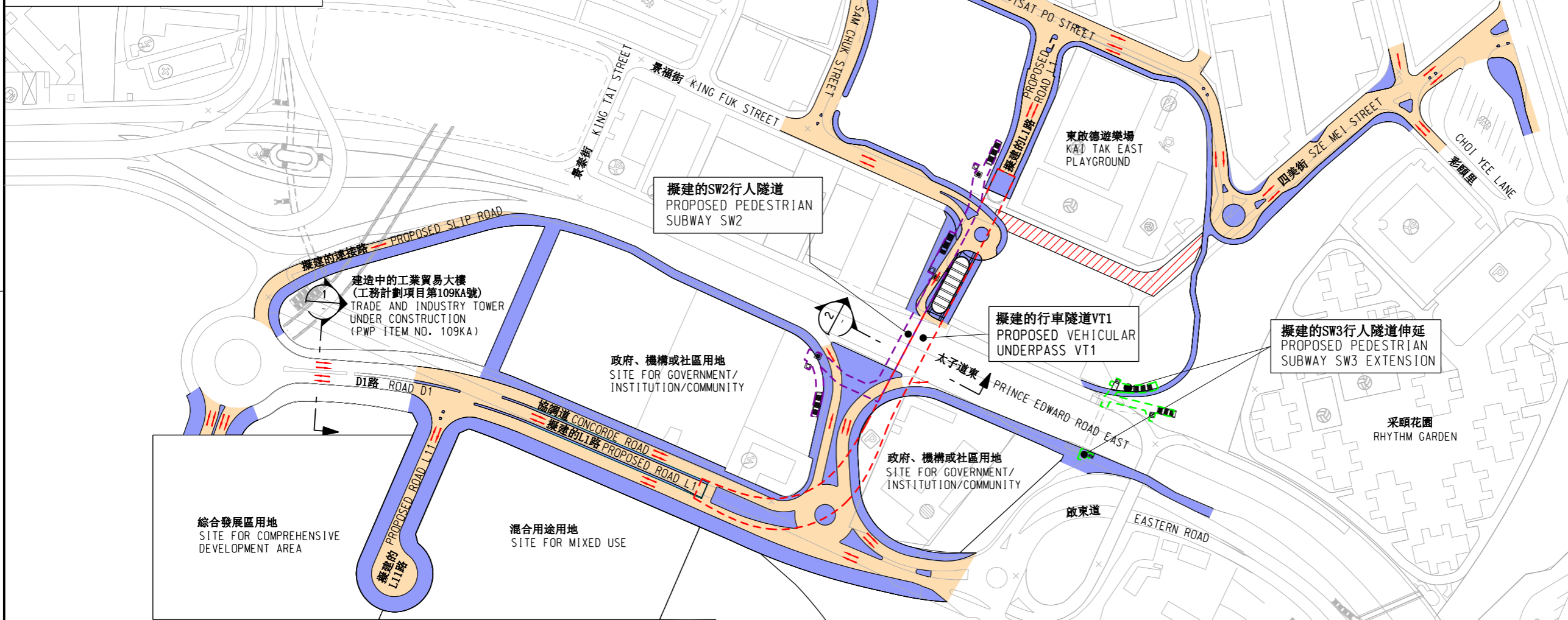
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- 圖例**  
**LEGEND:**
- 擬建的行車道/現有行車道將予重建或擴闊  
PROPOSED CARRIAGEWAY / EXISTING CARRIAGEWAY TO BE RE-CONSTRUCTED OR WIDENED
  - 擬建/重建的行人路, 中央分隔帶, 安全島或美化市容地帶  
PROPOSED / RE-CONSTRUCTED FOOTPATH, CENTRAL MEDIAN, TRAFFIC ISLAND OR AMENITY AREA
  - 擬建的行車隧道  
PROPOSED VEHICULAR UNDERPASS
  - 擬建的行人隧道伸延  
PROPOSED PEDESTRIAN SUBWAY EXTENSION
  - 擬建的行人隧道  
PROPOSED PEDESTRIAN SUBWAY
  - 永久封閉四美街(部分)及景福街(部分)  
PERMANENT CLOSURE OF SZE MEI STREET (PART) & KING FUK STREET (PART)
  - 行車道的行車線 (每一箭嘴表示一條行車線)  
TRAFFIC LANE FOR CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)



位置平面圖  
KEY PLAN



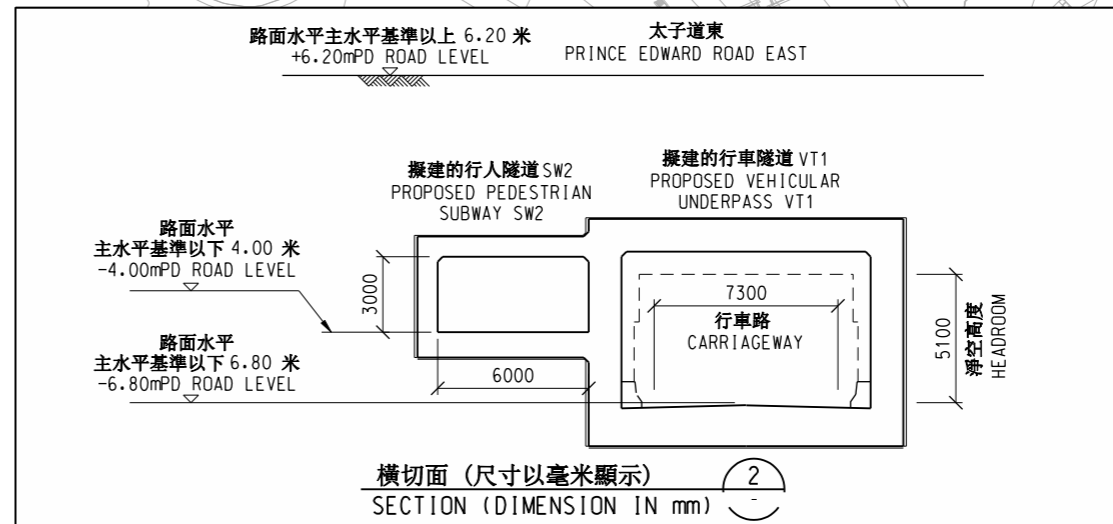
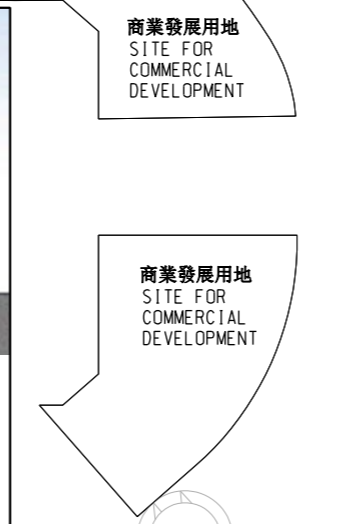
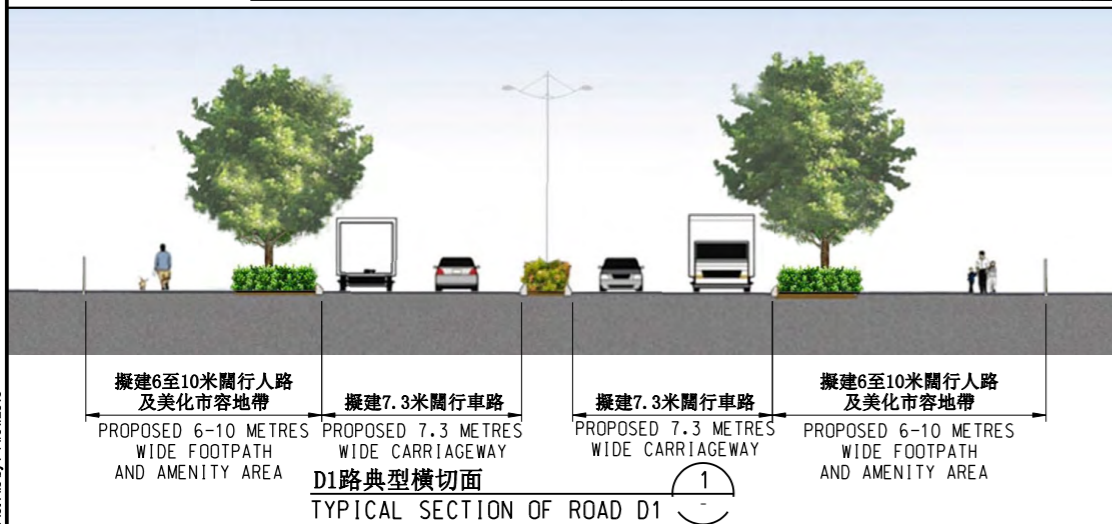
工程名稱 project title  
工務計劃項目第469CL號  
啟德發展計劃—啟德機場北面停機坪的基礎設施  
PWP ITEM NO. 469CL  
KAI TAK DEVELOPMENT—INFRASTRUCTURE  
AT NORTH APRON AREA OF KAI TAK AIRPORT

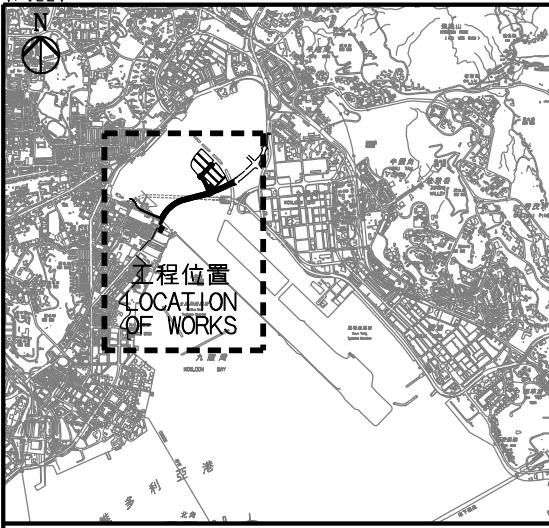
圖則名稱 plan title  
啟德機場北面停機坪  
第3A期基礎設施—  
平面圖  
STAGE 3A INFRASTRUCTURE  
AT NORTH APRON AREA OF  
KAI TAK AIRPORT -  
LAYOUT PLAN

圖則編號 plan no. SK 1535  
比例 scale 不按比例 N.T.S.

辦事處 office 九龍拓展處  
KOWLOON DEVELOPMENT OFFICE

土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT





工程位置  
LOCATION  
OF WORKS

位置平面圖  
KEY PLAN



連接即將興建的排水系統  
(工務計劃項目第167CD號)  
TO CONNECT DRAINAGE SYSTEM  
SOON UNDER CONSTRUCTION  
(PWP ITEM NO.167CD)

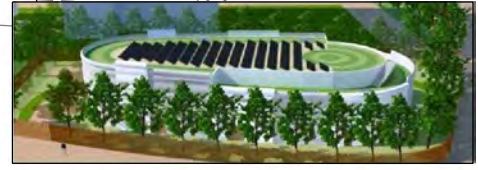
擬建的L6路  
PROPOSED ROAD L6

建造中的道路工程  
(工務計劃項目第746CL號)  
ROAD WORKS UNDER  
CONSTRUCTION  
(PWP ITEM NO.746CL)

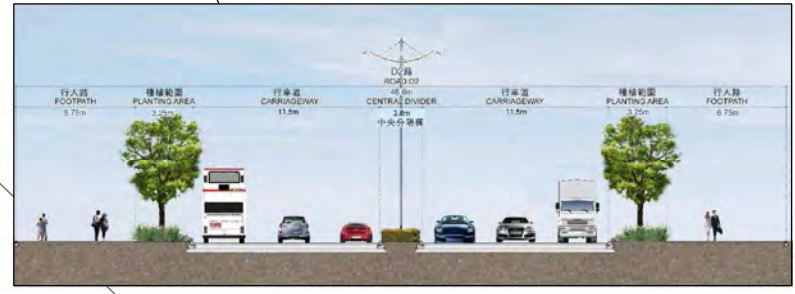
連接將來的排水系統  
(工務計劃項目第469CL號)  
TO CONNECT DRAINAGE  
SYSTEM IN FUTURE  
(PWP ITEM NO. 469CL)

擬建的D2路  
PROPOSED ROAD D2

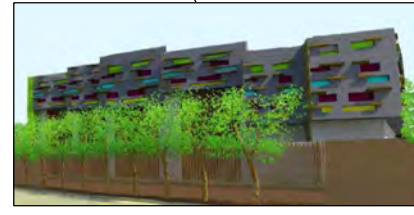
連接擬建的D2路排水系統  
TO CONNECT DRAINAGE SYSTEM  
IN PROPOSED ROAD D2



擬建的污水泵站構想圖  
ARTIST'S IMPRESSION OF PROPOSED SEWAGE PUMPING STATION



擬建的 D2 路構想圖  
ARTIST'S IMPRESSION OF PROPOSED ROAD D2



擬建的污水泵站構想圖  
ARTIST'S IMPRESSION OF PROPOSED SEWAGE PUMPING STATION

土瓜灣避風塘  
TO KWA WAN TYPHOON SHELTER

擬建的L19路  
PROPOSED ROAD L19

土瓜灣基本污水處理廠  
TO KWA WAN PRELIMINARY  
TREATMENT WORKS

- 圖例  
LEGEND:
- 擬建的行車道 / 現有的行車道將予  
重建或擴闊  
PROPOSED CARRIAGEWAY / EXISTING  
CARRIAGEWAY TO BE RECONSTRUCTED  
OR WIDENED
  - 擬建的 / 重建的行人路·中央分隔帶·  
安全島或種植範圍  
PROPOSED / RECONSTRUCTED FOOTPATH,  
CENTRAL MEDIAN, TRAFFIC ISLAND OR  
PLANTING AREA
  - 擬建的污水泵站  
PROPOSED SEWAGE PUMPING STATION
  - 在現有行車道和擬建的L19路上鋪設  
無壓力污水管道 / 加壓污水管道  
PROPOSED GRAVITY SEWER / RISING  
MAIN TO BE LAID IN EXISTING  
ROAD AND PROPOSED ROAD L19
  - 擬建的箱形暗渠  
PROPOSED BOX CULVERT
  - 住宅發展用地  
SITE FOR RESIDENTIAL  
DEVELOPMENT

圖則名稱 plan title  
啟德機場北面停機坪  
第4期基礎設施 -  
平面圖  
STAGE 4 INFRASTRUCTURE  
AT NORTH APRON AREA OF  
KAI TAK AIRPORT -  
LAYOUT PLAN

圖則編號 drawing no. **SK0001** 比例 scale  
按比例  
NOT TO SCALE