

**For discussion
on 27 November 2012**

Legislative Council Panel on Development

163TB (part)

**Kwun Tong Town Centre Redevelopment –
Provision of Grade-separated Pedestrian Linkages
(Yuet Wah Street Pedestrian Linkage)**

PURPOSE

This paper seeks Members' support for the proposal to upgrade part of **163TB** "Kwun Tong Town Centre redevelopment – provision of grade-separated pedestrian linkages (Yuet Wah Street Pedestrian Linkage)" to Category A, at an estimated cost of \$95 million in money-of-the-day (MOD) prices, for the construction of the Yuet Wah Street Pedestrian Linkage.

PROJECT SCOPE AND NATURE

2. The part of **163TB** which we propose to upgrade to Category A (the proposed works) comprises –
 - (a) construction of a 60-metre long and 4-metre wide elevated covered footbridge connecting Yuet Wah Street to the proposed Lift Tower 1 (comprising two lifts) at Hip Wo Street Rest Garden, together with a proposed staircase connecting the footbridge to the existing staircase;
 - (b) construction of a 50-metre long and 4-metre wide at-grade covered pedestrian walkway, supported by a retaining wall, connecting the proposed Lift Tower 1 to Entrance D2 of the Kwun Tong Mass Transit Railway (MTR) Station and the proposed Lift Tower 2 (comprising one lift) at Kwun Tong Road; and
 - (c) ancillary works including footpath construction, geotechnical and slope works, drainage and utilities works, landscaping works, and related electrical and mechanical works.

— A site plan showing the proposed works is at **Enclosure 1**.

3. Subject to the funding approval of the Finance Committee (FC), we plan to commence the proposed works in late March/early April 2013 for completion in 2015.

JUSTIFICATION

4. The Urban Renewal Authority (URA) commenced the Kwun Tong Town Centre (KTTC) Redevelopment Project in March 2007 which would holistically regenerate the whole town centre of Kwun Tong and improve the living conditions of the residents thereat. The KTTC Redevelopment Project comprises the Yuet Wah Street Site located at the junction of Yuet Wah Street and Hip Wo Street, and the Main Site bounded by Mut Wah Street to the north, Hip Wo Street to the east, Kwun Tong Road to the south and Hong Ning Road to the west. During the past public consultation exercises conducted by URA for this redevelopment project, there were repeated requests for additional pedestrian linkages to be provided in the Town Centre.

5. The KTTC Redevelopment Project offers the best opportunity to meet these public aspirations for a better quality of life. In order to enhance the connectivity of the KTTC redevelopment with its neighbourhood and to improve traffic circulation in the area, we have planned to construct three grade-separated pedestrian linkages¹ in phases, to tie in with the redevelopment project. The part of **163TB** which we propose to upgrade to Category A is the Yuet Wah Street Pedestrian Linkage. Apart from meeting community aspirations, the proposed Yuet Wah Street Pedestrian Linkage will enhance connectivity, bring vitality and help speed up regeneration of this wider area to achieve synergy with the KTTC redevelopment. We plan to seek upgrading of the remaining two pedestrian linkages at a later stage to suit the development programme of the KTTC Main Site.

6. At present, the Yuet Wah Street is directly connected to Kwun Tong Road/Kwun Tong MTR Station Entrance D2 by a staircase with over 180 steps. Pedestrians commuting between Yuet Wah Street and Kwun Tong Road/Kwun Tong MTR Station will either have to climb these steps or make a detour via Hip Wo Street. The absence of any pedestrian-friendly facilities in the neighbourhood has not only created difficulties for the aging population residing/commuting in this part of

¹ The three proposed grade-separated pedestrian linkages under **163TB** are (i) the Yuet Wah Street Pedestrian Linkage (the proposed works), (ii) a footbridge system across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street, and (iii) a subway across Hong Ning Road at the junction with Ngau Tau Kok Road.

Kwun Tong but has also raised concern over the hardship facing disabled commuters in the neighbourhood. The project, which will put in place a footbridge system with lifts, will provide barrier-free access between Yuet Wah Street and Kwun Tong Road/Kwun Tong MTR Station to the benefit of the local community as a whole and, in particular, the aged and the disabled.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the proposed works to be \$95 million in MOD prices². Due to insufficient in-house resources, we propose to engage consultants to carry out supervision of the construction works.

PUBLIC CONSULTATION

8. On 3 May 2011, we consulted the Kwun Tong District Council on the proposed Yuet Wah Street Pedestrian Linkage. Members supported the implementation of the proposed works.

9. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 16 September 2011 and received no objections. The authorization notice was gazetted on 9 December 2011.

ENVIRONMENTAL IMPLICATIONS

10. This is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). It has very little potential for giving rise to adverse environmental impacts. We will implement the standard pollution control measures during construction, as promulgated by the Director of Environmental Protection.

11. For short-term impacts caused by the proposed works during construction, mitigation measures to reduce the nuisances to a range within established standards and guidelines will be implemented under the works contract. These measures include frequent watering of the site to reduce emission of fugitive dust, the use of movable noise barriers/enclosures and silenced plant to reduce noise generation, and the

² This figure represents the latest estimates of capital cost. We plan to invite tender before seeking funding approval from the FC and will finalise the cost estimates before making submission to the Public Works Subcommittee.

use of temporary drains to discharge site runoff.

12. 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 minimise the disposal of inert construction waste at public fill reception facilities³. We will encourage the contractor to maximise the use of recycled/ recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

13. 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 the 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 at public fill reception facilities and landfills respectively through a trip-ticket system.

14. We estimate that the project will generate in total about 545 tonnes of construction waste. Of these, we will reuse about 280 tonnes (51%) of inert construction waste on site and deliver 201 tonnes (37%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 64 tonnes (12%) 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 \$13,427 for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities, and \$125 per tonne⁴ for disposal at landfills).

³ 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.

⁴ 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 per m³), nor the cost to provide new landfills (which is likely to be more expensive), when the existing ones are filled.

HERITAGE IMPLICATIONS

15. The project will not affect any heritage sites, 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

16. The proposed works requires resumption of about 42 square metres (m²) of private land. The creation of rights of temporary occupation of about 154 m² and easements and other permanent rights of about 12 m² of private land respectively will also be required for the road scheme. The land resumption and clearance cost, estimated at \$12,000, will be charged to Head 701 – Land Acquisition.

BACKGROUND INFORMATION

17. When submitting the draft KTTC Development Scheme Plan for the Town Planning Board's consideration in April 2007, URA conducted a preliminary connectivity study with a view to enhancing the pedestrian network and linkages to the neighbouring areas. Further to the preliminary connectivity study, URA also conducted a preliminary engineering feasibility study which recommended that the Government should build three grade-separated pedestrian facilities during the KTTC redevelopment, including the proposed Yuet Wah Street Pedestrian Linkage, to enhance the connectivity of the KTTC to the adjoining neighbourhood.

18. In December 2008, we upgraded **163TB** to Category B.

19. Following the design competition in September 2009, we engaged consultants in June 2010 to undertake the detailed design for the proposed works at an estimated cost of about \$1.3 million under the block allocation **Subhead 7100CX** "New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme".

20. The proposed works will involve the removal of 11 trees including two trees to be felled and nine trees to be transplanted off-site. All the trees to be removed and transplanted are not important trees⁵. We will incorporate planting proposals as part of the project, including a total of three trees, 500 shrubs and 430 m² of grassed area.

21. We estimate that the proposed works will create about 68 jobs (55 for labourers and another 13 for professional/technical staff) providing a total employment of 1 540 man-months⁶.

WAY FORWARD

22. Subject to Members' support, we plan to invite tenders for the proposed works in December 2012. We plan to seek the endorsement of the Public Works Subcommittee for upgrading part of **163TB** to Category A, with a view to seeking funding approval from the FC in early 2013. We will only award the contract after having secured FC's funding approval. We aim to commence the proposed works in late March/early April 2013.

Development Bureau
November 2012

⁵ "Important trees" refers 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 an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of the 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 a trunk diameter equal to or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with a height/canopy spread equal to or exceeding 25m.

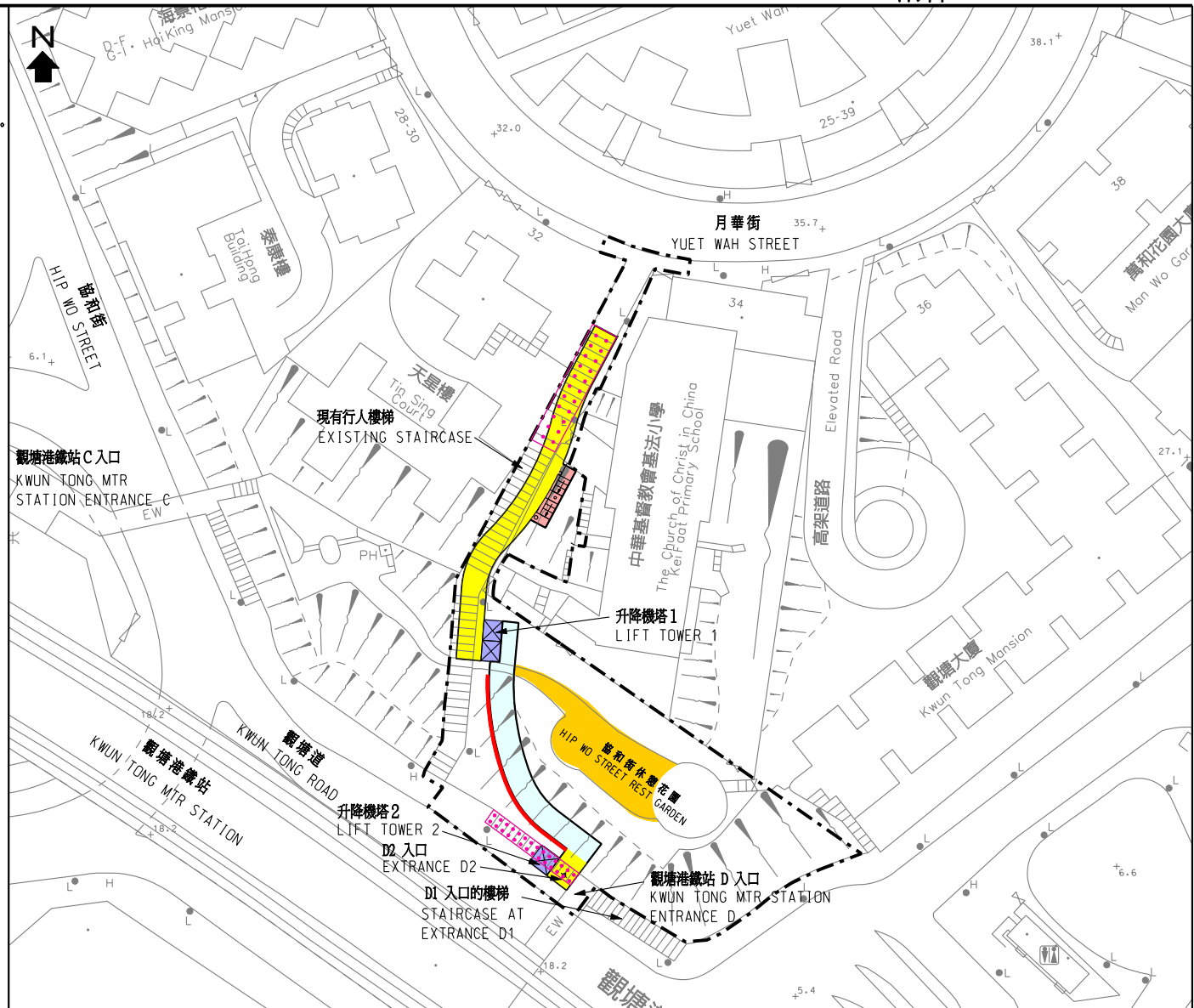
⁶ These figures represent the latest estimates of job opportunities. We will finalise these figures before submission to the Public Works Subcommittee.

註釋 NOTES:

- 所有水平均為約數，以米為單位，並在香港主水平基準上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要，施工區界限內現有行人路及樓梯的部分路段或會分階段暫時封閉。
SECTIONS OF EXISTING FOOTPATHS AND STAIRCASES WITHIN LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

圖例 LEGEND:

-  施工區界限
LIMIT OF WORKS AREA
-  擬建的有蓋行人天橋橋面
PROPOSED COVERED FOOTBRIDGE DECK
-  擬建的有蓋行人通道
PROPOSED AT-GRADE COVERED PEDESTRIAN WALKWAY
-  擬建的升降機
PROPOSED LIFTS
-  擬建的有蓋行人樓梯連接擬建的行人天橋及現有行人樓梯
PROPOSED COVERED PEDESTRIAN STAIRCASE CONNECTING PROPOSED FOOTBRIDGE TO EXISTING STAIRCASE
-  擬建的擋土牆
PROPOSED RETAINING WALL
-  現有樓梯將予永久封閉及拆卸
EXISTING STAIRCASES TO BE PERMANENTLY CLOSED AND DEMOLISHED
-  現有協和街休憩花園將予暫時封閉
EXISTING HIP WO STREET REST GARDEN TO BE TEMPORARILY CLOSED



2012 年至 2013 年年度發展事務委員會文件 Development Panel Submission 2012 – 2013

圖則名稱 Drawing title 觀塘市中心重建計劃- 興建分層行人連接系統 (月華街行人連接系統) 平面圖 KWUN TONG TOWN CENTRE REDEVELOPMENT- PROVISION OF GRADE-SEPARATED PEDSTRIAN LINKAGES (YUET WAH STREET PEDESTRIAN LINKAGE) LAYOUT PLAN	繪圖 Drawn	簽署 Initial	日期 Date	項目編號 Item no.	辦事處 Office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	K.Y. Lam	signed	13.11.2012	7163TB (PART)	
	核對 Checked	簽署 Initial	日期 Date	比例 Scale	圖則編號 Drawing no. KZ 726
Alan Wu	signed	13.11.2012	N.T.S.		
核准 Approved	簽署 Initial	日期 Date			
H K Chan	signed	13.11.2012			