

**For discussion  
on 16 March 2016**

**PWSC(2015-16)61**

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT**

#### **Civil Engineering – Land development**

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

Members are invited to recommend to the Finance Committee –

- (a) the upgrading of part of **469CL**, entitled “Kai Tak development – stages 3B and 5A infrastructure works at former north apron area”, to Category A at an estimated cost of \$2,152.8 million in money-of-the-day prices; and
- (b) the retention of the remainder of **469CL** in Category B.

### **PROBLEM**

We need to provide essential infrastructure to serve the commercial and residential developments, comprehensive development areas, government, institution or community (G/IC) facilities, and other specified uses at the former north apron area of Kai Tak Development (KTD).

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## PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade part of **469CL** to Category A at an estimated cost of \$2,152.8 million in money-of-the-day (MOD) prices for the construction of stages 3B and 5A infrastructure works to serve the developments at the former north apron area of KTD.

## PROJECT SCOPE AND NATURE

3. The part of **469CL** which we propose to upgrade to Category A (the proposed works) covers two packages of works, namely stages 3B and 5A infrastructure, at KTD.

4. Stage 3B infrastructure works comprise the following major items at the former north apron area to the east of Kai Tak River and near San Po Kong area –

- (a) construction of a section of dual two-lane Road L2 of about 320 metres (m) long connecting Shing Kai Road with Concorde Road, and a pair of single-lane slip roads of about 650 m long linking the eastbound Prince Edward Road East (PERE) with San Po Kong;
- (b) construction of an elevated landscaped walkway LW4 of about 290 m long across PERE connecting San Po Kong and KTD;
- (c) demolition of existing flyover K9 in San Po Kong across PERE;
- (d) construction of a pedestrian subway SW4 of about 180 m long across PERE, Kwun Tong Bypass and Shing Kai Road connecting Choi Hung Estate and KTD;
- (e) road modification works in San Po Kong area;
- (f) construction of associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary works; and
- (g) implementation of environmental mitigation measures and related environmental monitoring and audit (EM&A) programme for the works mentioned in paragraph 4(a) to (f) above.

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The plans, cross-sections and artist's impression showing the proposed stage 3B infrastructure works are at **Sheet 1 of Enclosure 1**.

5. Stage 5A infrastructure works comprise the following major items at the former north apron area to the west of Kai Tak River and near Kowloon City area –

- (a) construction of a single two-lane Road L7 of about 140 m long and a section of dual two-lane Road D1 of about 470 m long connecting with Concorde Road;
- (b) construction of a single-lane slip road S15 of about 160 m long linking the proposed Road D1 with existing flyover K72 for connection with PERE eastbound;
- (c) construction of a pedestrian subway SW6 of about 120 m long across PERE connecting the future preservation corridor for the Lung Tsun Stone Bridge (LTSB) remnants in KTD and Shek Ku Lung Road Playground (SKLRP);
- (d) construction of associated footpaths, street lighting, traffic aids, drainage including about 830 m long box culverts, sewerage, water mains, landscaping and ancillary works; and
- (e) implementation of environmental mitigation measures and related EM&A programme for the works mentioned in paragraph 5(a) to (d) above.

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The plans, cross-sections and artist impression showing the proposed stage 5A infrastructure works are at **Sheet 2 of Enclosure 1**.

6. Subject to funding approval of the Finance Committee (FC) by mid-2016, we plan to commence the proposed works in September 2016 for substantial completion by phases by end 2020. To meet the programme, we plan to invite tender in mid-2016, but the tender will only be awarded upon obtaining FC's funding approval.

7. We will retain the remainder of **469CL** in Category B, which mainly covers construction of the infrastructure to serve the remaining developments at the former north apron area of KTD<sup>1</sup>. Funding for the remainder of **469CL** will be made by phases to dovetail with the implementation programme of KTD.

## JUSTIFICATION

8. According to the approved Kai Tak Outline Zoning Plan, the former north apron area will become the city centre of KTD, at which a well-mixed residential, commercial, office and G/IC developments will be provided. The proposed works form part of the essential infrastructure to serve continued developments at the former north apron area particularly those near the Kowloon City and San Po Kong areas.

9. The proposed works will enhance both vehicular and pedestrian connectivity of KTD with adjoining areas including Kowloon City, San Po Kong and Choi Hung Estate, through an integrated network of carriageways, flyover, subways, and elevated landscaped walkway. For example, the proposed Subway SW6 across PERE will link the preservation corridor for LTSB remnants in KTD with SKLRP to promote better integration of public space in the area. The proposed subway will be partly located within SKLRP but will not affect the existing facilities of SKLRP.

10. Upon provision of a new vehicular underpass across PERE connecting KTD and San Po Kong to be completed by mid-2017 under the ongoing stage 3A infrastructure works at the former north apron area and a pair of slip roads linking the eastbound PERE under paragraph 4(a) of the proposed works, the existing flyover K9 is no longer required and will be demolished to release the land being occupied for development.

## FINANCIAL IMPLICATIONS

11. We estimate the cost of the proposed works to be \$2,152.8 million in MOD prices (please see paragraph 13 below), broken down as follows –

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<sup>1</sup> The remaining developments at the former north apron area in KTD mainly include residential and commercial developments, and public facilities.

		<b>\$ million</b>	
(a)	Road works	355.8	
(b)	Elevated landscaped walkway	229.8	
(c)	Pedestrian subways	392.5	
(d)	Drainage, sewerage, water mains and ancillary works	349.0	
(e)	Associated works including landscaping works	70.0	
(f)	Environmental mitigation measures and EM&A programme	22.3	
(g)	Consultants' fees for	13.3	
	(i) contract administration	5.2	
	(ii) management of resident site staff (RSS)	4.1	
	(iii) independent environmental checker services <sup>2</sup>	4.0	
(h)	Remuneration of RSS	139.6	
(i)	Contingencies	157.2	
	Sub-total	1,729.5	(in September 2015 prices)
(j)	Provision for price adjustment	423.3	
	Total	2,152.8	(in MOD prices)

12. We have engaged consultants to carry out the detailed design of the proposed works. Due to insufficient in-house resources, we propose to engage consultants to undertake contract administration and site supervision of the proposed works. A breakdown of the estimate for consultants' fees and RSS costs by man-months is at **Enclosure 2**.

/13.....

<sup>2</sup> As part of the EM&A programme for the proposed works, we will commission consultants to provide independent environmental checker services to review and audit the environmental monitoring works and results for the proposed works.

13. Subject to funding approval, we will phase the expenditure as follows –

Year	\$ million (Sept 2015)	Price adjustment factor	\$ million (MOD)
2016 – 2017	78.9	1.05775	83.5
2017 – 2018	315.7	1.12122	354.0
2018 – 2019	409.2	1.18849	486.3
2019 – 2020	430.8	1.25980	542.7
2020 – 2021	237.5	1.33539	317.2
2021 – 2022	152.5	1.40549	214.3
2022 – 2023	104.9	1.47577	154.8
	1,729.5		2,152.8

14. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2016 to 2023. We will deliver the proposed works under two re-measurement contracts because the quantities of works involved will vary depending on actual ground conditions. The contracts will provide for price adjustment.

15. We estimate the annual recurrent expenditure arising from the proposed works to be about \$11 million. The cost arising therefrom will be taken into consideration when determining the affected fees and charges as appropriate in future.

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**PUBLIC CONSULTATION**

16. For the proposed works, we consulted the Kowloon City District Council, the Wong Tai Sin District Council and the Kwun Tong District Council, with details as listed below –

Proposed infrastructure works		Council or Committee Consulted	Date of Consultation	Outcome
<b>(a) Kowloon City District Council</b>				
Stage 3B	All except Subway SW4	Housing and Infrastructure Committee	16 February 2012	Generally supportive
	Subway SW4		23 July 2015	
Stage 5A			7 November 2013	
<b>(b) Wong Tai Sin District Council</b>				
Stage 3B	All except Subway SW4	Full Council	13 March 2012	Generally supportive
	Subway SW4	Traffic and Transport Committee (T&TC)	28 July 2015	
Stage 5A		Full Council	5 November 2013	
<b>(c) Kwun Tong District Council</b>				
Stage 3B	All except Subway SW4	Full Council	6 March 2012	Generally supportive
	Subway SW4	Working Group on Universal Accessibility Projects under T&TC	23 July 2015	
Stage 5A		Full Council	12 November 2013 (by circulation)	No objections received

17. We gazetted the proposed stage 3B road works (except Subway SW4) 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 works concerned were authorised on 10 August 2012. The proposed Subway SW4 was separately gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 4 December 2015, and was authorised on 26 February 2016 with no objection received.

18. We gazetted the proposed stage 5A road works and sewerage works under Cap. 370 and Cap. 358 respectively on 17 April 2014, and received no objection. The proposed stage 5A works were authorised on 29 August 2014.

19. We consulted the Legislative Council Panel on Development on 23 February 2016. Members generally supported the proposed works. We provided supplementary information on 7 March 2016 as requested by the Panel.

## ENVIRONMENTAL IMPLICATIONS

20. The proposed district distributor Road D1 is a designated project 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 adverse environmental impact with implementation of the recommended mitigation measures. We have obtained the environmental permit for the construction and operation of Road D1 issued by DEP on 23 April 2009.

21. For short-term impacts caused by the proposed works during construction, we will implement environmental mitigation measures and EM&A programme. These measures mainly include the use of quieter equipment and movable noise barriers or enclosures to minimise construction noise impact, regular watering of the works sites and provision of wheel-washing facilities to minimise dust generation, and the use of temporary drains to discharge the surface run-off of sites. We have included in paragraph 11(f) above a sum of \$22.3 million (in September 2015 prices) in the project estimate for the implementation of environmental mitigation measures and EM&A programme.

22. 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 contractors 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 facilities<sup>3</sup>. We will encourage the contractors to maximise the use of recycled or recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

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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.



23. At the construction stage, we will require the contractors to submit for approval their plans 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 plans. 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 and non-inert construction waste at public fill reception facilities and landfills respectively through trip-ticket systems.

24. We estimate that the proposed works will generate about 333 100 tonnes of construction waste in total. Of these, we will reuse 62 300 tonnes (18.7%) of inert construction waste on site and deliver 250 900 tonnes (75.3%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 19 900 tonnes (6.0%) 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 \$9.3 million for the proposed works (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation).

## **HERITAGE IMPLICATIONS**

25. The proposed works will not affect any declared monuments, proposed monuments, graded historic sites and buildings, sites of archaeological interest and historic sites identified by the Antiquities and Monuments Office within the work site.

## **TRAFFIC IMPLICATIONS**

26. We have completed traffic impact assessments (TIAs) for the proposed works. The TIAs conclude that the proposed works will not cause any significant traffic impact. To minimise disturbance to the traffic during the construction of the proposed works, we will maintain the existing number of traffic lanes along the affected roads as far as practicable.

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

## LAND ACQUISITION

28. The proposed Subway SW4 under Stage 3B infrastructure works requires resumption of about 209 square metres (m<sup>2</sup>) of private land as well as creation of rights of temporary occupation of about 298 m<sup>2</sup> of private land. The land resumption cost, estimated at \$1 million, will be charged to Head 701 - Land Acquisition. A breakdown of the land resumption cost is at **Enclosure 3**.

## BACKGROUND INFORMATION

29. We upgraded **469CL** to Category B in October 1996. Information on previous part-upgrading of **469CL** is at **Enclosure 4**.

30. At the Public Works Sub-Committee (PWSC) meeting on 31 October 2001, some Members suggested and the Government agreed to include information on the scope, approved project estimates and progress of all the KTD (formerly known as South East Kowloon development) Public Works Programme items in future PWSC submissions relating to KTD. The information is at **Enclosure 5**.

31. Of the 354 trees within the boundary of the proposed works, 223 trees will be preserved. The proposed works will involve the removal of 130 common trees including 112 trees to be felled and 18 trees to be transplanted. One important tree<sup>4</sup> identified within the project boundary will be slightly relocated to a new location within the project site. Details of the important tree affected are provided at **Enclosure 6**. We will incorporate planting proposals as part of the proposed works, including an estimated quantity of 277 trees.

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<sup>4</sup> "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 –

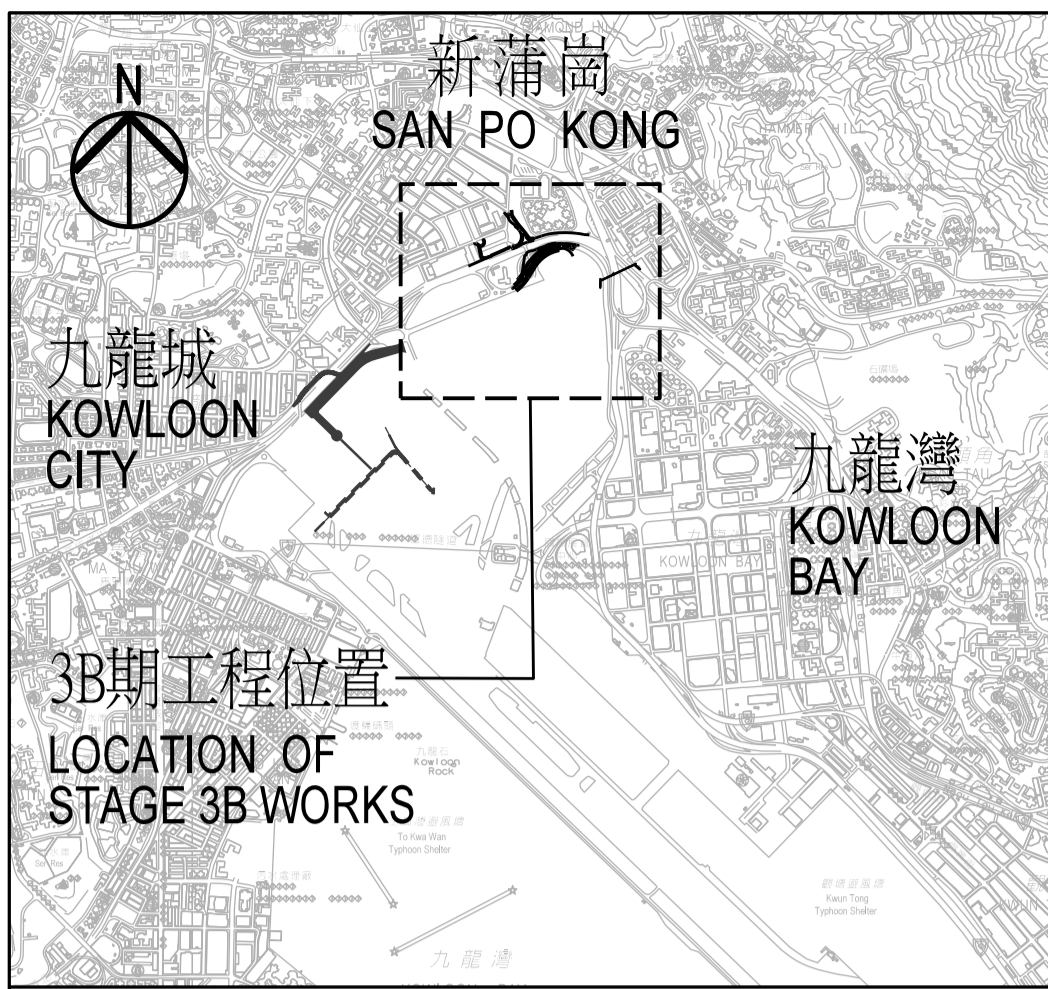
- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form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

32. We estimate that the proposed works will create about 580 jobs (460 for labourers and another 120 for professional or technical staff), providing a total employment of 24 200 man-months.

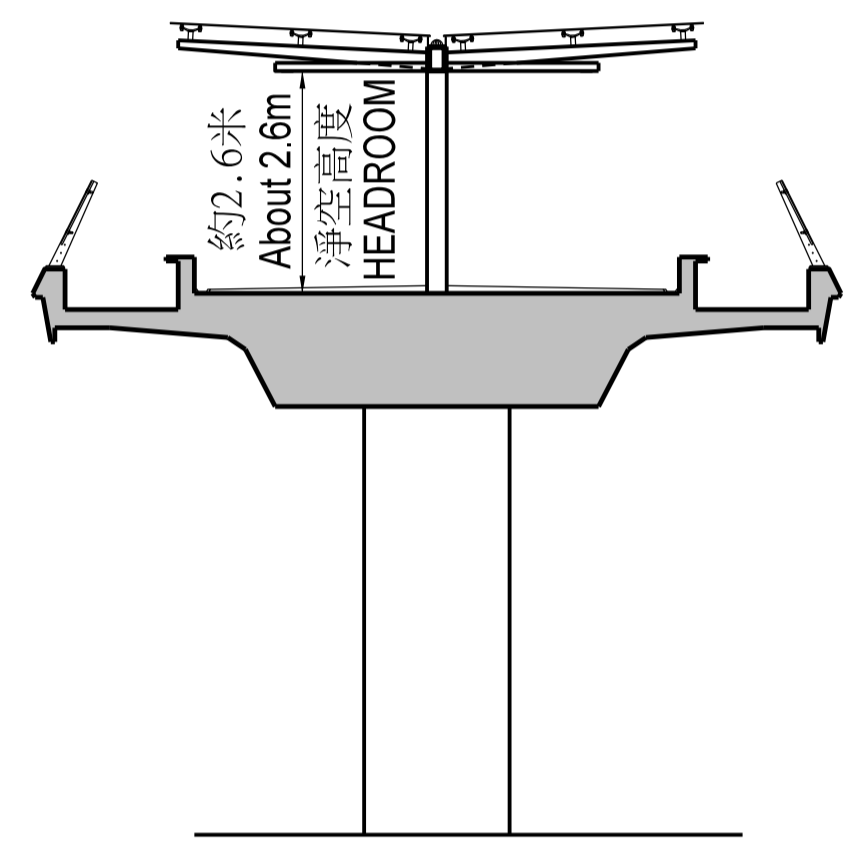
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**Development Bureau**  
**March 2016**

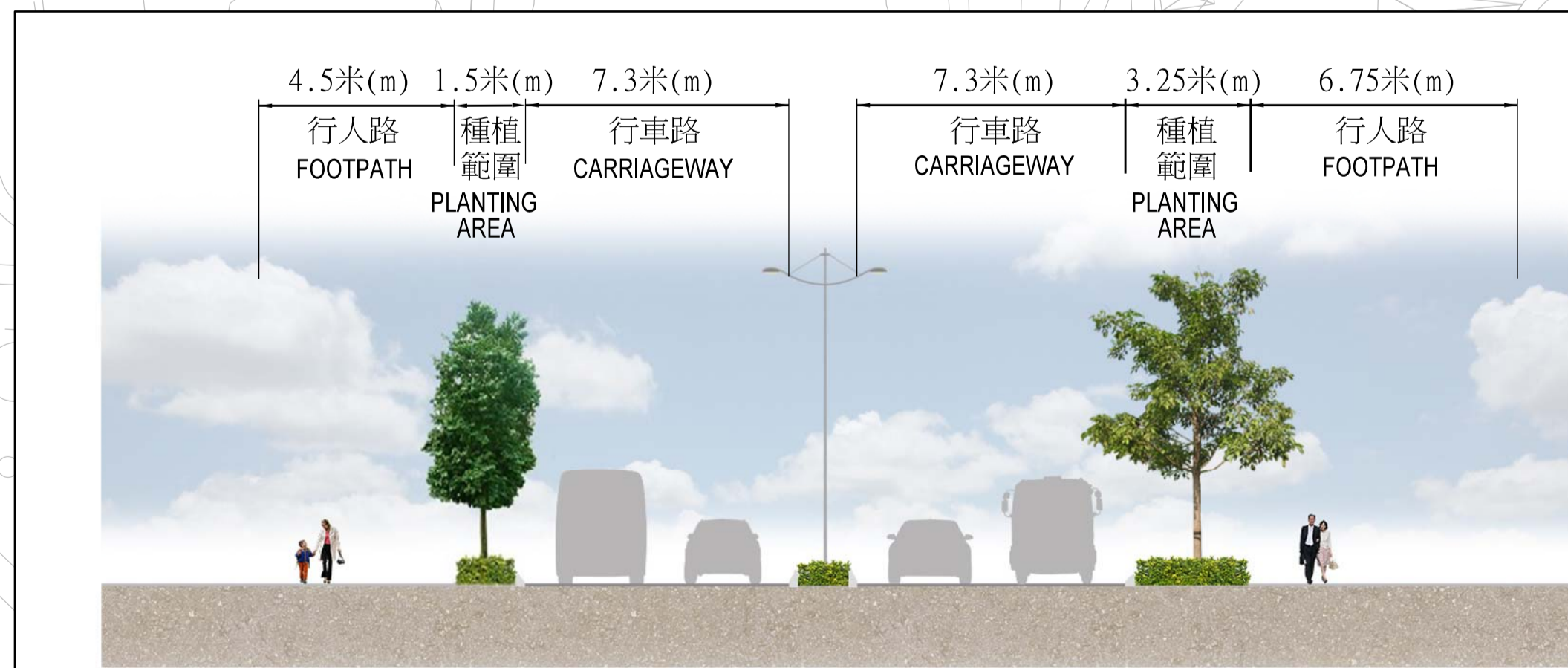
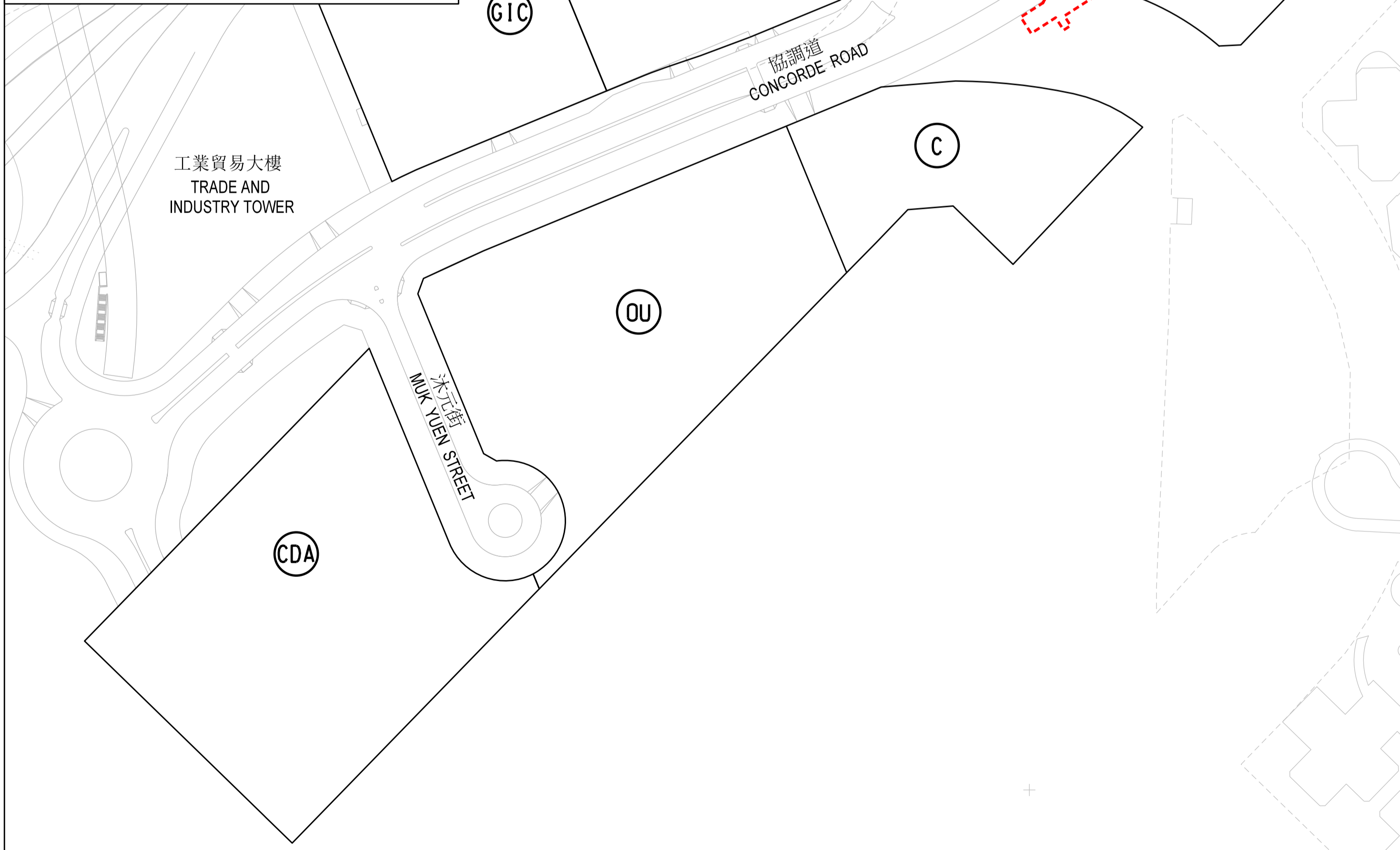




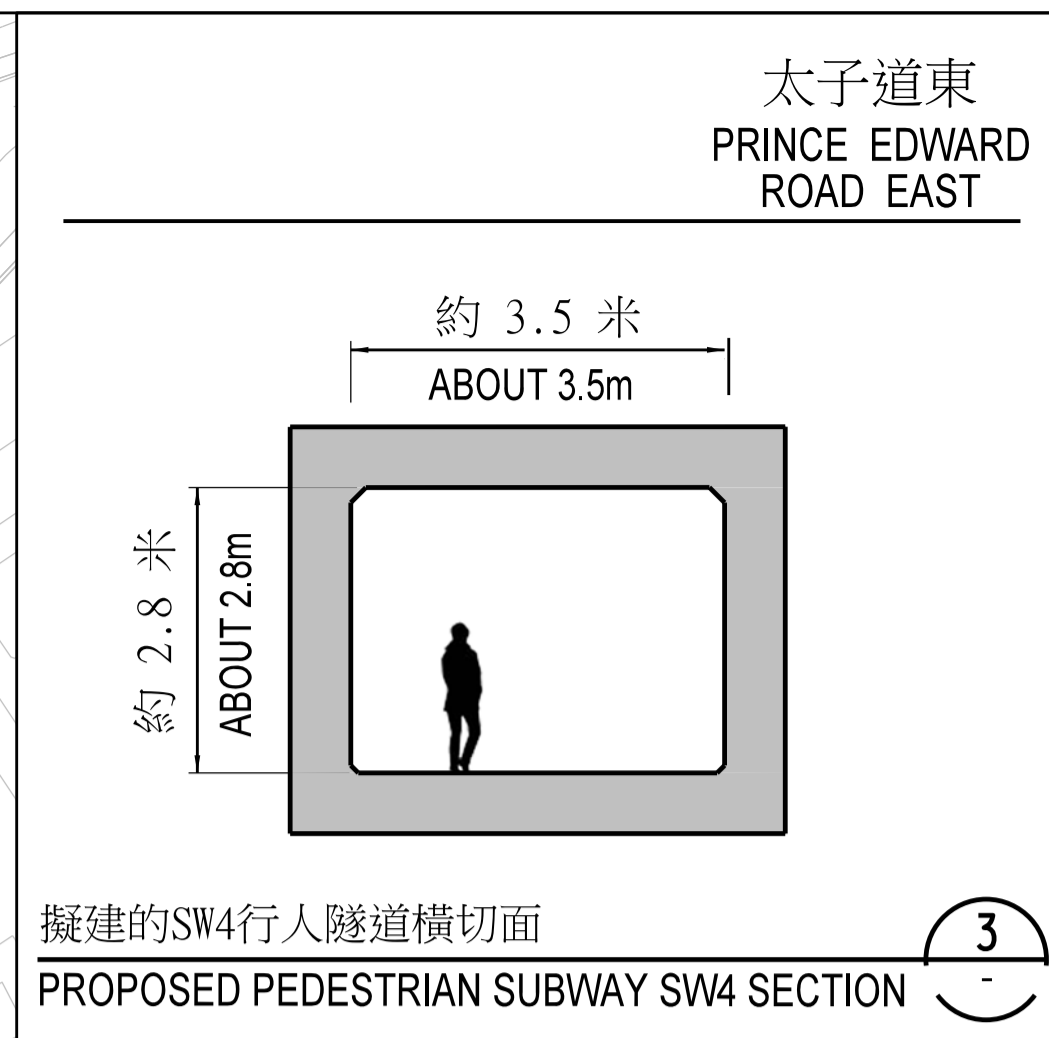
位置圖  
LOCATION PLAN



擬建的LW4高架園景行人道橫切面  
PROPOSED ELEVATED LANDSCAPED WALKWAY LW4 SECTION



橫切面 (構想圖)  
SECTION (ARTIST'S IMPRESSION)



擬建的SW4行人隧道橫切面  
PROPOSED PEDESTRIAN SUBWAY SW4 SECTION

附件1(2頁中的第1頁)  
ENCLOSURE 1 (SHEET 1 OF 2)

- 圖例  
LEGEND:
- 擬建的行車道/重建或擴闊現有行車道  
PROPOSED CARRIAGEWAY / RE-CONSTRUCTION AND WIDENING OF EXISTING CARRIAGEWAY
  - 擬建/重建的行人路,中央分隔帶,安全島或種植範圍  
PROPOSED / RE-CONSTRUCTION OF FOOTPATH, CENTRAL MEDIAN, TRAFFIC ISLAND OR PLANTING AREA
  - 擬建的高架園景行人道  
PROPOSED ELEVATED LANDSCAPED WALKWAY
  - 擬建的行人隧道  
PROPOSED PEDESTRIAN SUBWAY
  - 擬永久封閉行車道並改建為行人路  
PROPOSED PERMANENT CLOSURE OF CARRIAGEWAY FOR CONVERSION INTO FOOTPATH
  - 擬議拆卸K9高架道路  
PROPOSED DEMOLITION OF FLYOVER K9
  - 行車道的行車方向  
(每一箭嘴表示一條行車線)  
TRAFFIC FLOW DIRECTION ON CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)
  - 建議的商業發展用地  
PROPOSED SITE FOR COMMERCIAL DEVELOPMENT
  - 建議的綜合發展用地  
PROPOSED SITE FOR COMPREHENSIVE DEVELOPMENT AREA
  - 建議的政府、機構或社區用地  
PROPOSED SITE FOR GOVERNMENT/ INSTITUTION/ COMMUNITY
  - 建議的其他指定用途用地  
PROPOSED SITE FOR OTHER SPECIFIED USES

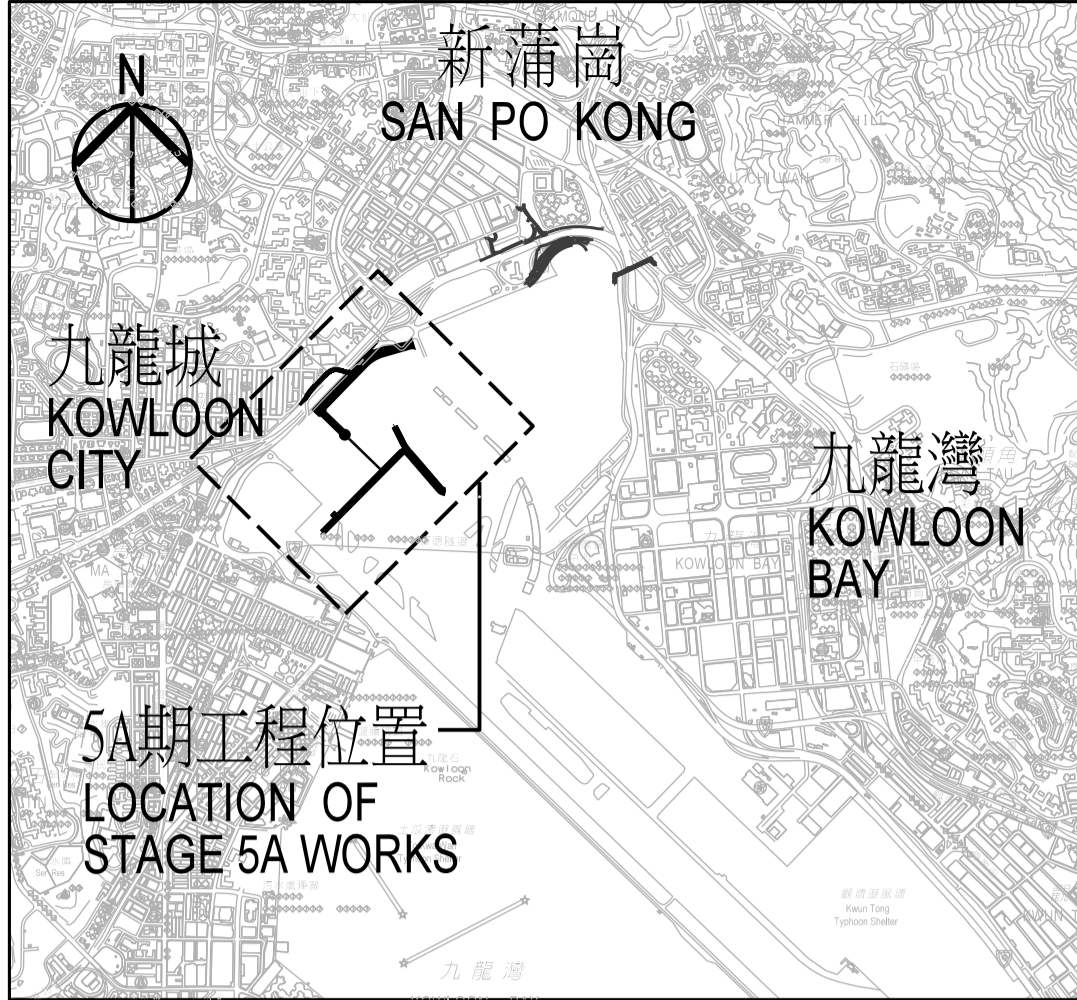
工程名稱 project title  
工務計劃項目第469CL號  
啟德發展計劃—  
啟德機場北面停機坪的基礎設施

PWP ITEM NO. 469CL  
KAI TAK DEVELOPMENT -  
INFRASTRUCTURE AT NORTH APRON  
AREA OF KAI TAK AIRPORT

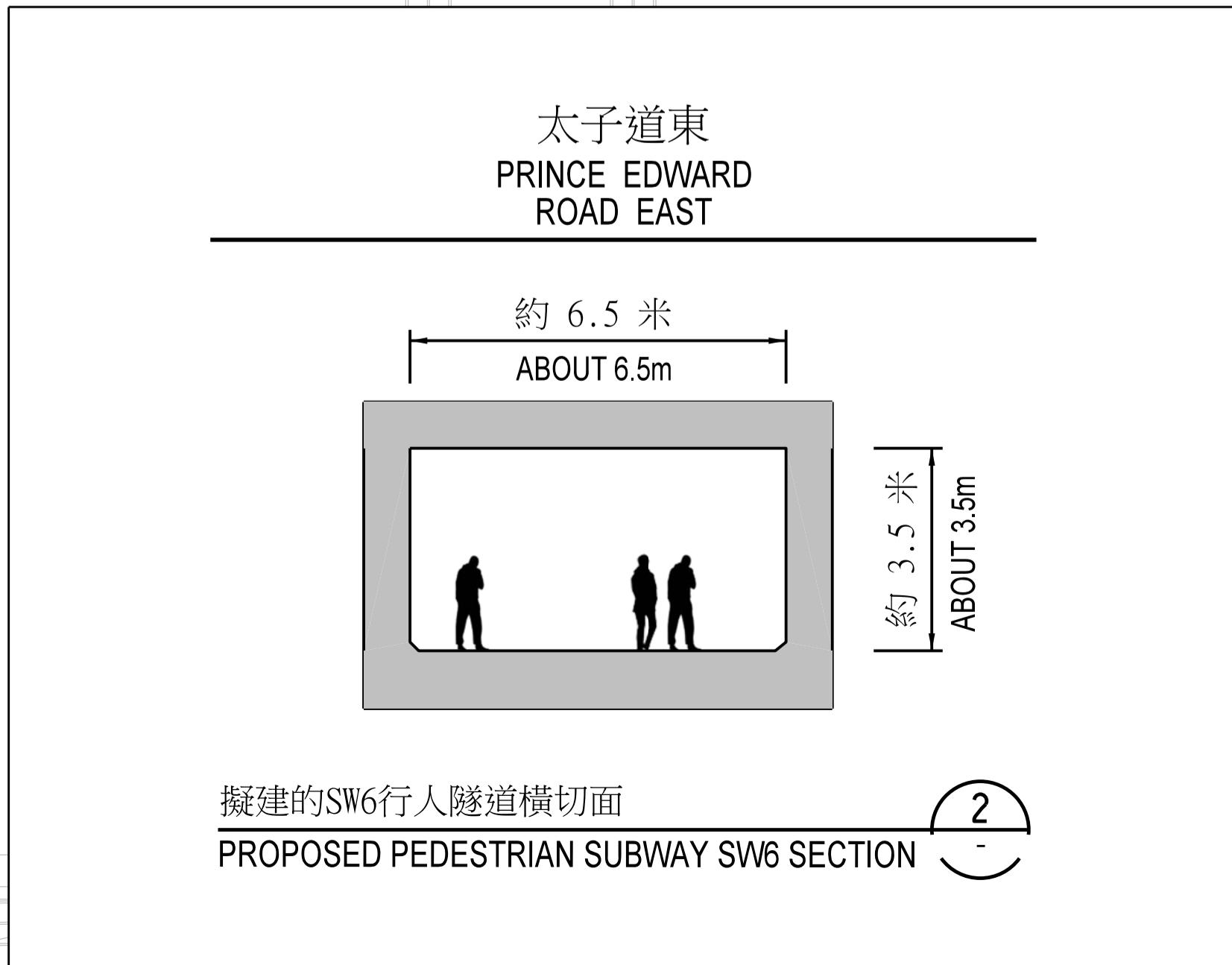
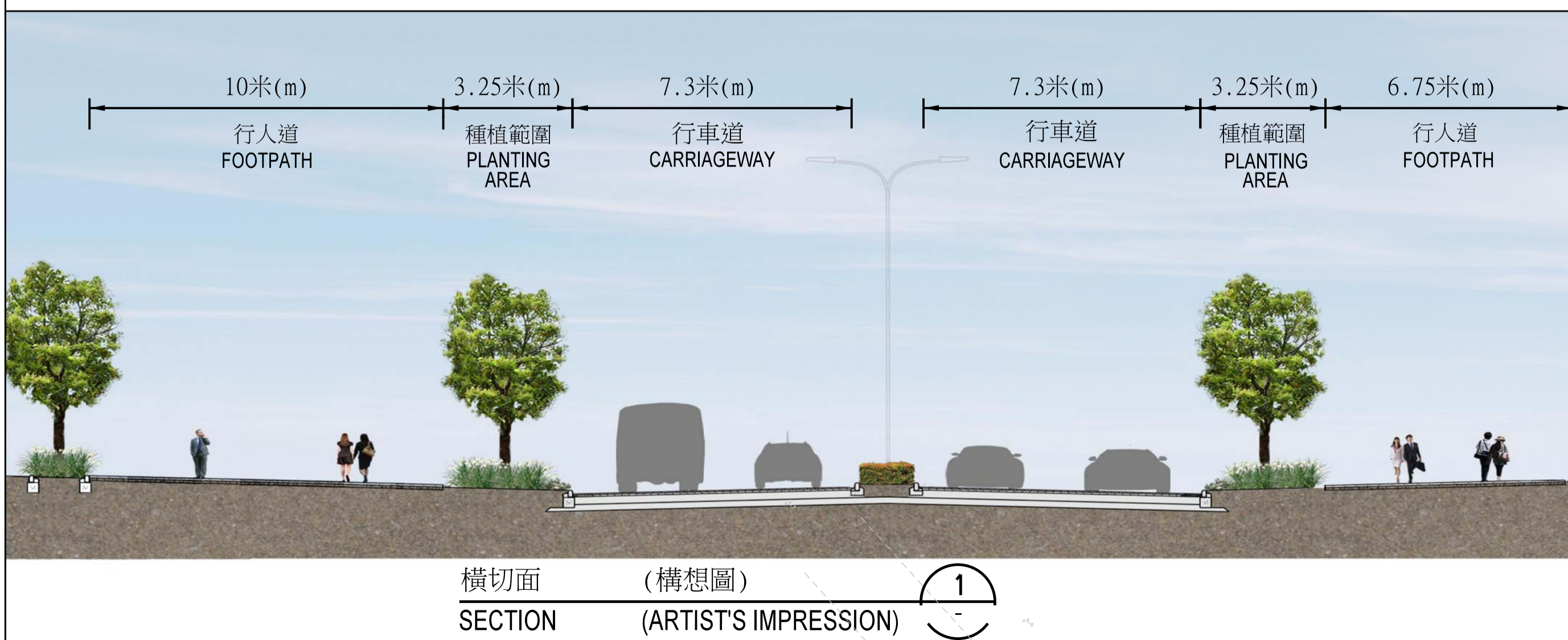
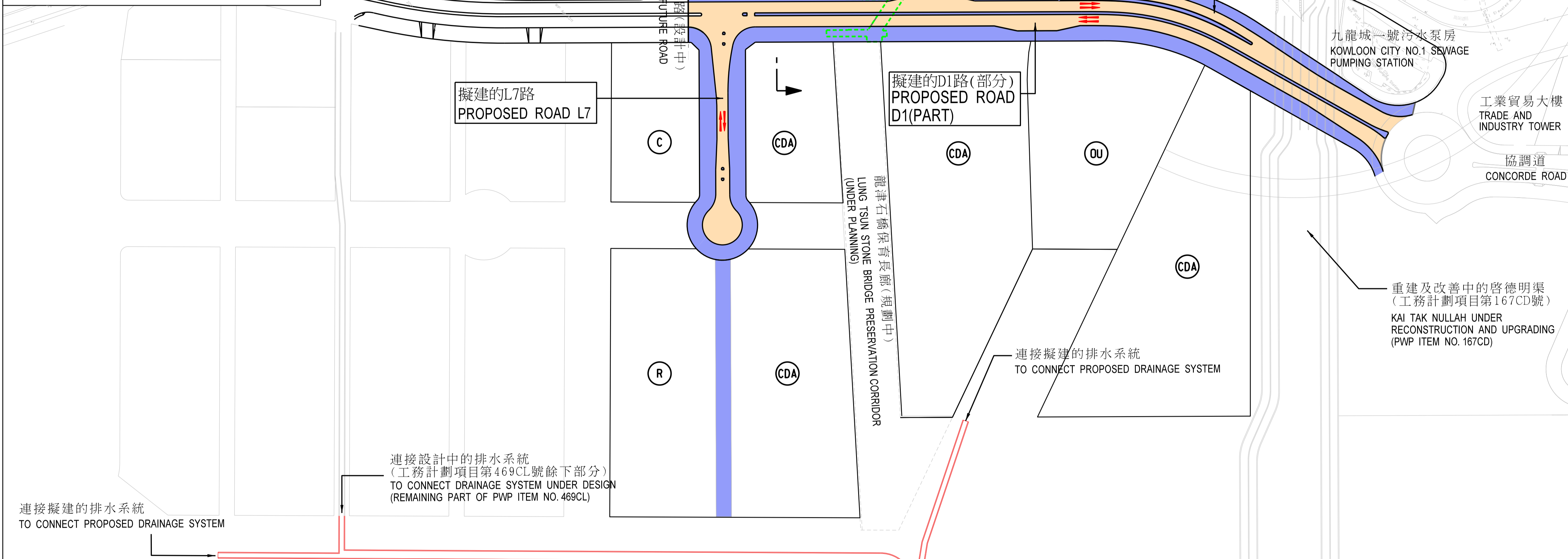
圖則名稱 plan title  
前北面停機坪  
第3B期基礎設施 - 平面圖  
STAGE 3B INFRASTRUCTURE AT  
FORMER NORTH APRON AREA -  
LAYOUT PLAN







位置圖  
LOCATION PLAN



圖例  
LEGEND:

擬建的行車道  
PROPOSED CARRIAGEWAY

擬建的行人路, 步行街, 中央分隔帶, 安全島或種植範圍  
PROPOSED FOOTPATH, PEDESTRIAN STREET, CENTRAL MEDIAN, TRAFFIC ISLAND OR PLANTING AREA

擬建的行人隧道  
PROPOSED PEDESTRIAN SUBWAY

擬建箱形暗渠  
PROPOSED BOX CULVERT

擬建於行車道下的行人路  
PROPOSED FOOTPATH UNDERNEATH CARRIAGEWAY

行車道的行車方向  
(每一箭嘴表示一條行車線)  
TRAFFIC FLOW DIRECTION ON CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)

建議的住宅發展用地  
PROPOSED SITE FOR RESIDENTIAL DEVELOPMENT (R)

建議的商業發展用地  
PROPOSED SITE FOR COMMERCIAL DEVELOPMENT (C)

建議的綜合發展區用地  
PROPOSED SITE FOR COMPREHENSIVE DEVELOPMENT AREA (CDA)

建議的其他指定用途用地  
PROPOSED SITE FOR OTHER SPECIFIED USES (OU)

工程名稱 project title  
工務計劃項目第469CL號  
啓德發展計劃 -  
啓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  
前北面停機坪  
第5A期基礎設施 - 平面圖  
STAGE 5A INFRASTRUCTURE AT  
FORMER NORTH APRON AREA -  
LAYOUT PLAN



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

**Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2015 prices)**

		Estimated man-months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$million)
(a)	Consultants' fees for contract administration (Note 2)				
	Professional	-	-	-	3.6
	Technical	-	-	-	1.6
				Sub-total	5.2
(b)	Resident site staff (RSS) costs (Note 3)				
	Professional	597	38	1.6	70.9
	Technical	1 785	14	1.6	72.8
				Sub-total	143.7
Comprising –					
	(i) Consultants' fees for management of RSS				4.1
	(ii) Remuneration of RSS				139.6
(c)	Independent environmental checker service (Note 4)				
	Professional	8	38	2.0	1.2
	Technical	55	14	2.0	2.8
				Sub-total	4.0
				<b>Total</b>	<b>152.9</b>

\* MPS = Master Pay Scale

**Notes**

1. A multiplier of 2.0 is applied to the average MPS point to arrive at the full staff costs including the consultant's overheads and profit as the staff will be employed in the consultants' offices. A multiplier of 1.6 is applied to the average MPS point to arrive at the cost of RSS supplied by the consultants (as at now, MPS point 38 = \$74,210 per month and MPS point 14 = \$25,505 per month).
2. The consultants' fees for contract administration are estimated in accordance with two existing consultancy agreements relating to the project. The construction phase of the assignments will only be executed subject to Finance Committee's approval to upgrade part of 469CL to Category A.

3. The actual man-months and actual costs will only be known after completion of the construction works.
4. The actual man-months and actual costs will only be known after the consultants for independent environmental checker services have been selected through the usual competitive lump-sum bid system.

**469CL (Part) – Kai Tak development (KTD) – infrastructure at north apron area of Kai Tak Airport – subway connecting Choi Hung Estate and KTD**

**Breakdown of land resumption cost for the proposed subway SW4**

	\$
<b>(I) Estimated Land Resumption Cost</b>	<b>830,000</b>
• Compensation for resumption of private land with a total area of about 209 m <sup>2</sup>	
• Compensation for creation of rights of temporary occupation of private land with a total area of 298 m <sup>2</sup>	
<b>(II) Contingency payment</b>	<b>170,000</b>
	<hr/>
<b>Total</b>	<b>1,000,000</b>
	<hr/>



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

**Information on Previous Part-Upgrading of 469CL**

In February 1998, the FC approved upgrading part of **469CL** as **494CL** “South East Kowloon development at Kai Tak Airport – decontamination and site preparation”, at an estimated cost of \$316.9 million in MOD prices, for ground decontamination, demolition of existing buildings and structures and site preparation at the north apron of Kai Tak Airport. The works were completed in April 2002.

2. In November 2001, the FC approved upgrading another part of **469CL** as **694CL** “South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation”, at an estimated cost of \$115.9 million in MOD prices, for site investigation works and detailed design of infrastructure for the planned developments at the north apron area of Kai Tak Airport. Detailed design of the stages 1, 2, 3A, 3B, 4 and 5A infrastructure works and the reconstruction and upgrading of Kai Tak Nullah at the north apron has been completed. The detailed design of other remaining infrastructure works at the north apron is in progress.

3. In February 2004, the FC approved upgrading another part of **469CL** as **708CL** “South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport”, at an estimated cost of \$131.6 million in MOD prices, for implementation of drainage works and demolition of the passenger terminal building and car-parking building at the north apron of Kai Tak Airport. The works were completed in September 2006.

4. In May 2009, the FC approved upgrading another part of **469CL** as **739CL** “Kai Tak development – stage 1 infrastructure at north apron area of Kai Tak Airport”, at an estimated cost of \$566.5 million in MOD prices, for construction of the stage 1 infrastructure works at north apron area to serve mainly the public housing developments. The works were completed in December 2013.

5. In June 2011, the FC approved upgrading another part of **469CL** as **746CL** “Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport”, at an estimated cost of \$355.8 million in MOD prices, for construction of the stage 2 infrastructure works at north apron area to serve mainly the residential developments at the Grid Neighbourhood to the east of Kai Tak River. The works have been substantially completed in June 2015.

6. In January 2013, the FC approved upgrading another part of **469CL** as **167CD** “Kai Tak development – reconstruction and upgrading of Kai Tak Nullah”, at an estimated cost of \$2,488.2 million in MOD prices, for reconstruction and upgrading of Kai Tak Nullah from PERE to Kai Tak Approach Channel, construction of two enclosed desilting compounds and ancillary works. The works commenced in January 2013 for staged completion by April 2018.

7. In June 2013, the FC approved upgrading another part of **469CL** as **761CL** “Kai Tak development – stages 3A and 4 infrastructure at north apron area of Kai Tak Airport”, at an estimated cost of \$2,255.3 million in MOD prices, for construction of the stages 3A and 4 infrastructure works at north apron area to serve the development sites near San Po Kong and also the residential developments at the Grid Neighbourhood to the west of Kai Tak River. The works commenced in July 2013 for completion in stages by June 2017.

**Kai Tak Development**  
**List of Public Works Programme (PWP) Items in Category A**

(Note: For details on the project scope of the PWP items listed below, please refer to the corresponding PWSC papers.)

PWP item no.: **440CL**

Project title: South East Kowloon development – comprehensive feasibility study

Date of upgrading to Category A: April 1995

Approved project estimate: \$220 million

Project scope: The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.

Brief account of progress: (a) The feasibility study was completed in December 2003.

(b) The project account has been finalised at the sum of \$185.2 million.

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PWP item no.: **494CL** (part upgrade from **469CL**)

Project title: South East Kowloon development at Kai Tak Airport – decontamination and site preparation

Date of upgrading to Category A: February 1998

Approved project estimate: \$316.9 million

Project scope: Ground decontamination, demolition of existing buildings and structures and site preparation at the north apron of Kai Tak Airport.

Brief account of progress:

(a) The civil engineering works and the post-decontamination monitoring works were completed in April 2002 and December 2003 respectively.

(b) The project account has been finalised at the sum of \$281.8 million.

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PWP item no.: **694CL** (part upgrade from **469CL**)

Project title: South East Kowloon development at Kai Tak Airport – consultants' fees and site investigation

Date of upgrading to Category A: November 2001

Approved project estimate: \$115.9 million

Project scope: Site investigation works and detailed design for 6 kilometres (km) drainage box culverts, five sewage pumping stations, flyovers, roads, sewerage, drainage and demolition of the passenger terminal building for the planned developments in the north apron area of Kai Tak Airport.

Brief account of progress:

(a) Consultancy started in January 2002.

(b) Detailed design for demolition of the passenger terminal building and associated structures has been completed.

(c) Detailed design of the stages 1, 2, 3A, 3B, 4 and 5A infrastructure works and the reconstruction and upgrading of Kai Tak Nullah at the north apron has been completed.

(d) Detailed design of the remaining infrastructure works at the north apron is in progress.

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PWP item no.: **693CL** (part upgrade from **465CL**)

Project title: South East Kowloon development – consultants’ fees and site investigation for Kai Tak Approach Channel (KTAC) reclamation

Date of upgrading to Category A: November 2001

Approved project estimate: \$63.8 million

Project scope: Site investigation works and detailed design for treatment of contaminated sediments and reclamation of KTAC, drainage and demolition of the existing airport taxiway bridge in KTAC.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) In the light of the Court of Final Appeal (CFA)’s ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$50.2 million.

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PWP item no.: **699CL** (part upgrade from **482CL**)

Project title: South East Kowloon development – consultants’ fees and site investigation for Kowloon Bay reclamation and engineering works

Date of upgrading to Category A: July 2002

Approved project estimate: \$105.7 million

Project scope: Site investigation works and detailed design for treatment of contaminated sediments and reclamation of Kowloon Bay, marine structures and facilities, roads, drainage and sewerage works.

Brief account of progress:

- (a) Consultancy started in December 2002.
- (b) In the light of CFA's ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$6.1 million.

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PWP item no.: **708CL** (part upgrade from **469CL**)

Project title: South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport

Date of upgrading to Category A: February 2004

Approved project estimate: \$131.6 million

Project scope: Construction of a twin-cell box culvert of about 600 m long, decommissioning of an existing culvert, demolition of the passenger terminal building and car-parking building at north apron area of Kai Tak Airport.

Brief account of progress:

- (a) Works contract commenced in April 2004 and was completed in September 2006.
- (b) The project account has been finalised at the sum of \$131.3 million.

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PWP item no.: **719CL**  
 Project title: Kai Tak development – engineering review  
 Date of upgrading to Category A: December 2006  
 Approved project estimate: \$87.5 million  
 Project scope: A study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development, preliminary preparatory work for the early development of the cruise terminal in Kai Tak.  
 Brief account of progress: Consultancy commenced in January 2007 and completed in April 2010. The project account has been finalized at the sum of \$76.4 million.

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PWP item no.: **724CL (part upgraded from 711CL)**  
 Project title: Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway  
 Date of upgrading to Category A: December 2006  
 Approved project estimate: \$38 million  
 Project scope: Investigation and detailed design for roads, drainage, sewerage, watermains, relocation and reprovisioning of existing radar facilities for the proposed developments at the southern part of the former runway.  
 Brief account of progress: (a) Consultancy commenced in January 2007.  
 (b) Design of the decommissioning and decontamination works at the south apron and relocation and reprovision of Marine Vessel Traffic Services radar was completed.

(c) Design of the stage 1 advance infrastructure works was completed.

(d) Design of the remaining infrastructure works was completed.

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PWP item no.: **734CL** (part upgraded from **711CL**)

Project title: Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at North Point Government Office (NPGO)

Date of upgrading to Category A: February 2008

Approved project estimate: \$120.1 million

Project scope: Decommissioning and decontamination of about 12 600 square metres of land at the south apron of the former Kai Tak Airport, installation of a supplementary radar at NPGO and associated works.

Brief account of progress: (a) Works contract commenced in May 2008 and was completed in January 2010.

(b) The project account has been finalised at the sum of \$82.5 million.

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PWP item no.: **738CL** (part upgraded from **465CL**)

Project title: Kai Tak development – detailed design and site investigation for Kai Tak Approach Channel and Kwun Tong typhoon shelter improvement works.

Date of upgrading to Category A: May 2009



Approved project estimate:	\$50 million
Project scope:	Site investigation works, environmental mitigation trial and monitoring, and detailed design for treatment of the contaminated sediments, forming of a 600 m opening at the former runway with a piled deck on the top and associated works.
Brief account of progress:	<p>(a) Consultancy commenced in August 2009.</p> <p>(b) Detailed design of Phase 1 works has been completed.</p> <p>(c) Design of Phase 2 works is underway.</p>
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PWP item no.:	<b>740CL</b> (part upgraded from <b>702CL</b> )
Project title:	Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$32 million
Project scope:	Site investigation works and detailed design for a road including a piled deck on the former runway; roads, footbridges, drainage, sewerage and water mains in south apron; and associated works.
Brief account of progress:	Consultancy commenced in July 2009 and detailed design of the infrastructure works is in progress.
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PWP item no.: **739CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport

Date of upgrading to Category A: May 2009

Approved project estimate: \$566.5 million

Project scope: Construction of about 2.6 km of new roads and other roadworks within the north apron area; two footbridges, two drainage box culverts, improvement to three existing subways across Prince Edward Road East, drainage, sewerage, water mains and associated works.

Brief account of progress: Works commenced in July 2009 and were completed in December 2013.

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PWP item no.: **741CL** (part upgraded from **711CL**)

Project title: Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A: May 2009

Approved project estimate: \$539.6 million

Project scope: Construction of about 1.8 km carriageway, a fireboat berth cum landing steps, drainage, a sewage pumping station, sewerage, water mains and associated works for developments at the southern part of the former runway.

Brief account of progress: Works contract commenced in September 2009 and was completed in December 2013.

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PWP item no.: **841TH** (part upgraded from **785TH**)

Project title: Trunk Road T2 – investigation and design

Date of upgrading to Category A: June 2009

Approved project estimate: \$133.6 million

Project scope: Impact assessments on environment, traffic, marine, heritage and other related aspects; detailed design of the works and associated site investigations and supervision for Trunk Road T2.

Brief account of progress:

- (a) Consultancy commenced in July 2009.
- (b) The environmental impact assessment report was approved in September 2013.
- (c) Detailed design is in progress.

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PWP item no.: **45CG**

Project title: District Cooling System at the Kai Tak Development

Date of upgrading to Category A: June 2009

Approved project estimate: \$3,752.0 million (approved by the Finance Committee on 14 July 2015) for Phase I, Phase II and Phase III (Package A & B) of the project

Project scope: Construction of district cooling system including chiller plants, underground seawater pump house and operational facilities, seawater intake and discharge pipelines, chilled water distribution pipe networks; and connection facilities at the Kai Tak development.

Brief account of progress:

- (a) Contract for Phase I commenced in February 2011 and was completed in January 2013.
- (b) Contract for Phase II commenced in March 2011 and was completed in September 2014.

(c) Contract for Phase III (Package A) commenced in July 2013 for completion by December 2017.

(d) Contract for Phase III (Package B) commenced in September 2015 for completion by December 2018.

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PWP item no.: **736CL**

Project title: Site formation for Kai Tak cruise terminal development

Date of upgrading to Category A: November 2009

Approved project estimate: \$2,303.9 million

Project scope: Construction of about 1.1 km long seawall, piled structures, marine facilities and structures, and dredging works for Kai Tak Cruise Terminal .

Brief account of progress: The site formation for Kai Tak cruise terminal development has been completed, with the first berth and the second berth commenced operations in June 2013 and September 2014 respectively. Remaining dredging was also completed in December 2015.

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PWP item no.: **7GA**

Project title: Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development

Date of upgrading to Category A: April 2010

Approved project estimate: \$5,852.1 million

Project scope: Development of new cruise terminal facilities at the southern end of the former runway at the Kai Tak development; and provisions of building services to the apron area.

Brief account of progress: Works contract commenced in May 2010 and was completed in May 2013.

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PWP item no.: **745CL** (part upgraded from **465CL**)

Project title: Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)

Date of upgrading to Category A: June 2011

Approved project estimate: \$717.7 million

Project scope: Bioremediation treatment of the contaminated sediments over an area of about 90 hectares of seabed at KTAC and Kwun Tong typhoon shelter, dredging of seabed at KTAC, and demolition of a disused dolphin and associated improvement works in the vicinity of To Kwa Wan typhoon shelter.

Brief account of progress: Works commenced in July 2011 and were completed in July 2014.

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PWP item no.: **746CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport

Date of upgrading to Category A: June 2011

Approved project estimate: \$355.8 million

Project scope: Construction of about 590 m roads, about 2 110 m footpaths, drainage box culverts, sewage pumping station and associated works.

Brief account of progress: Works contract commenced in July 2011 and was substantially completed in June 2015.

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PWP item no.: **749CL** (part upgraded from **711CL**)

Project title: Kai Tak development – reprovisioning of radar on top of the cruise terminal building

Date of upgrading to Category A: June 2011

Approved project estimate: \$88.4 million

Project scope: Reprovisioning of a radar and associated signal processing and relaying equipment and construction of a radome, a radome base support and associated works.

Brief account of progress: (a) The works contract commenced in August 2011 and was completed in June 2013.  
(b) The project account has been finalised at the sum of \$87.7 million.

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PWP item no.: **172BF**

Project title: Construction of fire station-cum-ambulance facility at Cheung Yip Street, Kowloon Bay

Date of upgrading to Category A: July 2011

Approved project estimate: \$210 million

Project scope: Construction of a new six-storey fire station with ambulance facility-cum-an urban search and rescue equipment store in Kowloon Bay.

Brief account of progress: Works contract commenced in July 2011 and was completed in June 2013.

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PWP item no.: **109KA**

Project title: Construction of Trade and Industry Tower in Kai Tak Development Area

Date of upgrading to Category A: January 2012

Approved project estimate: \$2,645.1 million

Project scope: Construction of government offices and ancillary property management facilities providing a net operational floor area (NOFA) of around 32 400 m<sup>2</sup>, and a community hall of about 600 m<sup>2</sup> in NOFA.

Brief account of progress: Works contract commenced in January 2012 and was completed in April 2015.

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PWP item no.: **443RO** (part upgraded from **425RO**)

Project title: Runway Park at Kai Tak, Kowloon City District – Phase 1

Date of upgrading to Category A: July 2012

Approved project estimate: \$169.7 million

Project scope: Construction of a 270 m long waterfront promenade at the runway tip facing Lei Yue Mun and along the waterfront facing Kwun Tong, a large lawn with seating and extensive soft landscape planting, and ancillary facilities.

Brief account of progress: Works contract commenced in August 2012 and was completed in April 2014.

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PWP item no.: **439RO**

Project title: Kwun Tong promenade (stage 2)

Date of upgrading to Category A: July 2012

Approved project estimate: \$250.7 million

Project scope: Construction of a 750 m long waterfront promenade at the former Kwun Tong Public Cargo Working Area with a boardwalk, and upgrading works for the Kwun Tong promenade (stage 1), including installation of more lighting, close-circuit television and a public address system.

Brief account of progress: Works contract commenced in February 2013 and was completed in December 2014.

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PWP item no.: **167CD** (part upgraded from **469CL**)

Project title: Kai Tak development – reconstruction and upgrading of Kai Tak Nullah

Date of upgrading to Category A: January 2013

Approved project estimate: \$2,488.2 million



Project scope: Reconstruction and upgrading of Kai Tak Nullah from Prince Edward Road East to KTAC, construction of two enclosed desilting compounds with vehicular access and ancillary works.

Brief account of progress: Works contract commenced in January 2013 for completion in April 2018.

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PWP item no.: **76MM**

Project title: Establishment of the Centre of Excellence in Paediatrics (Hong Kong Children's Hospital)

Date of upgrading to Category A: June 2013

Approved project estimate: \$12,985.5 million

Project scope: Establishment of the Centre of Excellence in Paediatrics with 468 beds in the south apron of the Kai Tak development.

Brief account of progress: Works contract commenced in August 2013 for completion in June 2017.

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PWP item no.: **761CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stages 3A and 4 infrastructure at north apron area of Kai Tak Airport

Date of upgrading to Category A: June 2013

Approved project estimate: \$2,255.3 million

Project scope: Stage 3A –  
Construction of roads, a vehicular underpass, a pedestrian subway, extension of an existing subway, reconstruction of existing roads, associated drainage, sewerage, water mains, roadworks and other ancillary works.

Stage 4 –  
Construction of roads, reconstruction and widening of existing footpaths, two sewage pumping stations, twin rising mains, associated drainage and sewerage works and other ancillary works.

Brief account of progress: Works contracts commenced in stages starting from July 2013 for phased completion by June 2017.

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PWP item no.: **349EP**

Project title: A 30-classroom primary school at site 1A-3, Kai Tak development, Kowloon

Date of upgrading to Category A: July 2013

Approved project estimate: \$312.4 million

Project scope: Construction of a 30-classroom primary school at site 1A-3, Kai Tak development

Brief account of progress: Works contract commenced in November 2013 and was substantially completed in December 2015.

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PWP item no.: **350EP**

Project title: A 30-classroom primary school at site 1A-4, Kai Tak development, Kowloon

Date of upgrading to Category A: July 2013

Approved project estimate: \$317.5 million

Project scope: Construction of a 30-classroom primary school at site 1A-4, Kai Tak development

Brief account of progress: Works contract commenced in November 2013 and was substantially completed in December 2015.

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PWP item no.: **287RS** (part upgraded from **272RS**)

Project title: Kai Tak Multi-purpose Sports Complex – pre-construction works

Date of upgrading to Category A: July 2015

Approved project estimate: \$62.7 million

Project scope: Preparation of technical specifications, cost estimate, tender documents (including information in ground investigation, utility mapping, topographic and tree surveys) and tender assessment for the main works

Brief account of progress: Quantity surveying consultancy commenced in December 2015 and invitation for technical services consultancy is in progress. The pre-construction works are targeted for completion in December 2017.

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PWP item no.: **711CL**

Project title: Kai Tak development – infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A: July 2015

Approved project estimate: \$5,757.1 million

Project scope: Construction of roads, an elevated landscaped deck with lifts and staircases, roadside noise barriers, a supporting underground structure as enabling works to facilitate future construction of Trunk Road T2, improvement to three existing road junctions in Kowloon Bay, associated drainage, sewerage, water mains, roadworks, landscaping and other ancillary works.

Brief account of progress: Works contracts commenced in November 2015 for phased completion by 2019.

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PWP item no.: **65TR**

Project title: Detailed Feasibility Study for Environmentally Friendly Linkage System (EFLS) for Kowloon East

Date of upgrading to Category A: July 2015

Approved project estimate: \$92.3 million

Project scope:

- (a) evaluation of the most suitable green transport mode(s) for EFLS and formulation of a well-planned integrated multi-modal linkage system to enhance the connectivity of Kowloon East;
- (b) examination of financial viability and environmental acceptability as well as technical feasibility for EFLS;
- (c) examination of the impact of the proposed Kwun Tong Transportation Link on the use of the water body at the Kwun Tong Typhoon Shelter and Kai Tak Approach Channel and formulation of mitigation measures;
- (d) review and examination on the network development for EFLS; and
- (e) assessment on innovative designs, and arrangements for enhancing attractiveness and cost-effectiveness for EFLS.

Brief account of progress:

The detailed feasibility study commenced in October 2015 for completion in phases by end 2017.

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## 469CL (Part) – Kai Tak development – infrastructure at north apron area of Kai Tak Airport

Details of “Important Tree”

Tree ref. no. (and/or photo no.)	Tree species (Botanical name)	Tree maintenance department	Tree size			Form <sup>(2)</sup> (Good/Fair/Poor)	Health condition (Good/Fair/Poor)	Amenity value (High/Med/Low)	Survival rate after transplanting (High/Med/Low)	Recommendation (Retain/Transplant/Fell)	Remarks (including justification for proposed tree removal /ecological and historical significance (if any) of affected trees, etc.)
			Overall height (m)	Trunk diameter <sup>(1)</sup> (mm)	Average crown spread (m)						
T285 <sup>(3)</sup>	<i>Ficus microcarpa</i>	Agriculture, Fisheries and Conservation Department	10.5	1200	18	Good	Fair	High	Medium	Transplant	Tree no. T285 will be in conflict with elevated landscaped walkway LW4 and the slip roads linking Prince Edward Road East with San Po Kong. Transplanting is proposed in order to preserve the tree.

- (1) Trunk diameter of a tree refers to its diameter at breast height (i.e. measured at 1.3 m above ground level).
- (2) Form of a tree will take account of the overall tree size, shape, and any special feature.
- (3) This tree is not a registered Old and Valuable Tree.