

**For discussion
on 26 June 2018**

Legislative Council Panel on Development

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

PURPOSE

This paper briefs Members on the proposal to upgrade part of **702CL** to Category A, at an estimated cost of about \$2,874.7 million in money-of-the-day (MOD) prices, for the construction of infrastructure works essential for the continued developments at the former runway and south apron of Kai Tak Development (KTD).

PROJECT SCOPE AND NATURE

2. The part of **702CL** that we propose to upgrade to Category A (the proposed works) covers –

- (a) construction of the following items of works located at the former runway -
 - (i) a section of dual two-lane Road D3 (Metro Park Section) (MPS) of about 1,130 metres (m) long connecting Road D2 at the former north apron and Road D3A at the former runway, including about 200 m underpass with associated 320 m depressed road, 360 m elevated road and 250 m at grade road;
 - (ii) a single two-lane Road L12d of about 47 m long connecting Road D3A at the former runway;
 - (iii) a salt water pumping station and associated water intake;
 - (iv) a sewage pumping station; and
 - (v) landscaped decks of about 380 m long in total with a minimum width of about 11 m above Road D3 (MPS) and landscaped area adjoining Road D3 (MPS) providing a total of about 3.9 hectares of public open space;
- (b) construction of the following items of works located at the former south apron –

- (i) single two-lane roads of about 650 m long in total covering part of Road L10, Road L18 and Road S20; and
- (ii) a landscaped elevated walkway of about 140 m long, connected with the existing footbridge KF64, with associated lifts and a staircase;
- (c) associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping, outfalls, modification of seawall, electrical and mechanical works and ancillary works at the former runway and south apron; and
- (d) implementation of environmental mitigation measures and related monitoring and audit works for the works mentioned in paragraphs 2(a) to 2(c) above.

— Plans and drawings of artist's impression showing the proposed works are at **Enclosure 1**.

3. Subject to the funding approval of the Finance Committee (FC), we plan to commence the proposed works in early 2019 for substantial completion by 2023.

4. We will retain the remainder of **702CL** in Category B, which mainly covers construction of the remaining infrastructure to serve developments at the former south apron. We will apply funding for the remainder of **702CL** to dovetail with the implementation programme of KTD.

JUSTIFICATION

5. According to the approved Kai Tak Outline Zoning Plan No. S/K22/6, the former runway and south apron are planned for provision of a well-mixed residential, commercial, office and government, institution or community (GIC) developments. The proposed works as mentioned in paragraph 2 above form part of the essential infrastructure to serve the continued developments at the former runway and south apron of the KTD.

Former runway

6. At present, the only land access to the former runway and south apron is via Cheung Yip Street at its junction with Hoi Bun Road through a route of single two-lane roads comprising Shing Cheong Road at the former south apron, Kai Tak Bridge and Shing Fung Road at the former runway. The existing traffic route is being realigned and widened to a dual two-lane distributor road under PWP Item **711CL** for completion in 2019. The proposed Road D3 (MPS) will enhance the road network in KTD and will provide a direct traffic route within

KTD linking the former runway and south apron, where Kai Tak Cruise Terminal, Hong Kong Children's Hospital and the proposed New Acute Hospital are located, with the former north apron. The proposed Road D3 (MPS) will not only facilitate the transformation of the former runway tip into a vibrant tourism and leisure hub, but also support the progressive completion and population intake of the developments at the former runway.

7. The proposed Road L12d, salt water pumping station and sewage pumping station are required to serve the developments at the former runway and the future Metro Park.

8. In order to allow early enjoyment of the public open space adjoining Road D3 (MPS) and to provide quality open space to serve the progressive population intake of the residential developments at KTD, we propose to include the construction of a landscaped area to serve as public open space. In addition, the underpass section of Road D3 (MPS) will allow construction of an at-grade landscaped deck thus providing direct and barrier-free pedestrian access between the waterfront and the future Metro Park and enhancing their connectivity as well.

Former south apron

9. The proposed Road L10 will extend Shing Cheong Road and connect to the northern part of the former south apron, and through its connection with the Central Kowloon Route, enable KTD to access this strategic route. The proposed works at the former south apron will also provide essential infrastructure to the planned developments including the proposed New Acute Hospital, the commercial and GIC developments.

10. We also need to construct a landscaped elevated walkway to serve as a pedestrian linkage between the former south apron and the Kowloon Bay hinterland. This proposed walkway will connect to the existing footbridge KF64 at Kowloon Bay and allow connections from the future New Acute Hospital and the adjacent commercial uses / developments in KTD, providing a barrier-free access from the hinterland to these developments along the waterfront.

FINANCIAL IMPLICATIONS

11. We estimate the cost of the proposed works to be about \$2,874.7 million in MOD prices.

PUBLIC CONSULTATION

12. We consulted the Kowloon City District Council, the Wong Tai Sin District Council, the Kwun Tong District Council and the Harbourfront

Commission, with details as listed below –

(a) Proposed works at the former runway

| Proposed infrastructure works | Council or Committee Consulted | Date of Consultation |
|--|---|--------------------------------------|
| (i) Kowloon City District Council | | |
| Road works | Housing and Infrastructure Committee (HIC) | 4 May 2017 |
| Pumping stations and associated facilities | | 4 December 2017 (by circulation) |
| Public open space | Leisure and District Facilities Management Committee | 17 May 2018 |
| (ii) Wong Tai Sin District Council | | |
| Road works | Traffic and Transport Committee (T&TC) | 6 June 2017 |
| Pumping stations and associated facilities | | 30 November 2017 (by circulation) |
| (iii) Kwun Tong District Council | | |
| Road works | T&TC | 6 June 2017 |
| Pumping stations and associated facilities | | 28 November 2017 (by circulation) |
| (iv) Harbourfront Commission | | |
| Road works | Task Force on Kai Tak Harbourfront Development (KTTF) | 7 June 2017 |
| Pumping stations and associated facilities | | 1 December 2017 (by circulation) |
| Public open space | | 29 March 2018 |

(b) Proposed works at the former south apron

| Proposed infrastructure works | Council or Committee Consulted | Date of Consultation |
|---|---------------------------------------|-----------------------------|
| (i) Kowloon City District Council | | |
| Road works and sewerage works | HIC | 4 May 2017 |
| (ii) Wong Tai Sin District Council | | |
| Road works and sewerage works | T&TC | 6 June 2017 |
| (iii) Kwun Tong District Council | | |
| Road works and sewerage works | T&TC | 6 June 2017 |
| (iv) Harbourfront Commission | | |
| Road works and sewerage works | KTTF | 7 June 2017 |

Members of the three District Councils and the KTTF of the Harbourfront Commission had no objection to the proposed works.

13. We gazetted the proposed road scheme for the Road D3 (MPS) under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 21 and 28 July 2017 and received one objection. The objector objected to the alignment of the proposed Road D3 (MPS) being too close to the waterfront of the former runway. The objector said that this would limit the waterfront space available for the development of water sports supporting facilities and proposed to realign Road D3 (MPS) to the middle of the former runway to allow such accommodation. We examined the objector's proposal and considered that the gazetted alignment of Road D3 (MPS) would not limit the development potential of water sports and associated supporting facilities. Moreover, the objector's suggested realignment of Road D3 (MPS) to the middle of the former runway will bisect the future Metro Park and affect its development potential. The Chief Executive-in-Council authorised the proposed road scheme without modification. The authorization was gazetted on 25 May 2018.

14. We gazetted the proposed modification of seawall and sewerage scheme for those parts of the proposed works at the former runway respectively under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) and under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) as applied by

section 26 of the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) on 15 December 2017, and received no objection. The proposed modification of seawall and sewerage scheme were authorised on 16 March 2018 and 25 May 2018 respectively.

15. We also gazetted the road scheme and sewerage scheme for the proposed works at the former south apron respectively under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) as applied by section 26 of the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) on 18 August 2017, and received no objection. The road scheme and sewerage scheme were authorised on 24 November 2017.

ENVIRONMENTAL IMPLICATIONS

16. The proposed Road D3 (MPS) is a designated project under the Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499), whilst the other proposed works (which include the proposed infrastructure works at the former runway and the former south apron) are not. The proposed Road D3 (MPS) is covered under the Schedule 3 EIA report for the KTD and the Schedule 2 EIA report for the KTD – Roads D3A & D4A, which were approved under the EIA Ordinance on 4 March 2009 and 3 May 2013 respectively. The proposed infrastructure works at the former south apron are also covered in the approved Schedule 3 EIA report for the KTD. The approved EIA reports concluded that the proposed Road D3 (MPS) and the proposed infrastructure works at the former south apron would not cause long-term adverse environmental impact with implementation of the recommended mitigation measures. The Civil Engineering and Development Department (CEDD) has obtained Environmental Permits (EPs) on 23 April 2009 and 3 May 2013 for the construction and operation of the proposed Road D3 (MPS). We will implement the environmental mitigation measures recommended in the approved EIA reports and comply with the conditions of the EPs.

17. The proposed infrastructure works at the former runway including Road L12d, a salt water pumping station and a sewage pumping station are not designated projects under the EIA Ordinance. CEDD has completed an Environmental Review (ER) which concluded that the proposed infrastructure works at the former runway will not cause long-term adverse environmental impact with implementation of the recommended mitigation measures. We will implement the environmental mitigation measures recommended in the ER to control the environmental impacts arising from the proposed infrastructure works to within the established standards and guidelines.

18. For short-term environmental impacts caused by the proposed works during construction, we will incorporate requirements into the relevant

works contracts to require the contractors to implement environmental mitigation measures. These mitigation measures mainly include use of quieter equipment and moveable noise barriers or enclosures to minimise the construction noise impact, regular watering of works sites and provision of wheel-washing facilities to minimise dust generation, and use of temporary drains to discharge surface run-off of sites. We have included the cost of these measures in the overall project estimate.

19. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works to reduce 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 facilities¹. We will encourage the contractors to maximise the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce generation of construction waste.

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

21. We estimate that the proposed works will generate in total about 0.68 million tonnes of construction waste. Of this, we will reuse about 0.29 million tonnes (43%) of the inert construction waste on site and deliver about 0.36 million tonnes (53%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 0.03 million tonnes (4%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfill sites is estimated to be about \$31.6 million for the proposed works (based on a unit charge rate of \$71 per tonne for disposal at public fill reception facilities and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

¹ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

HERITAGE IMPLICATIONS

22. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

TRAFFIC IMPLICATIONS

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

24. 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

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

BACKGROUND INFORMATION

26. We included **702CL** to Category B in September 2008.

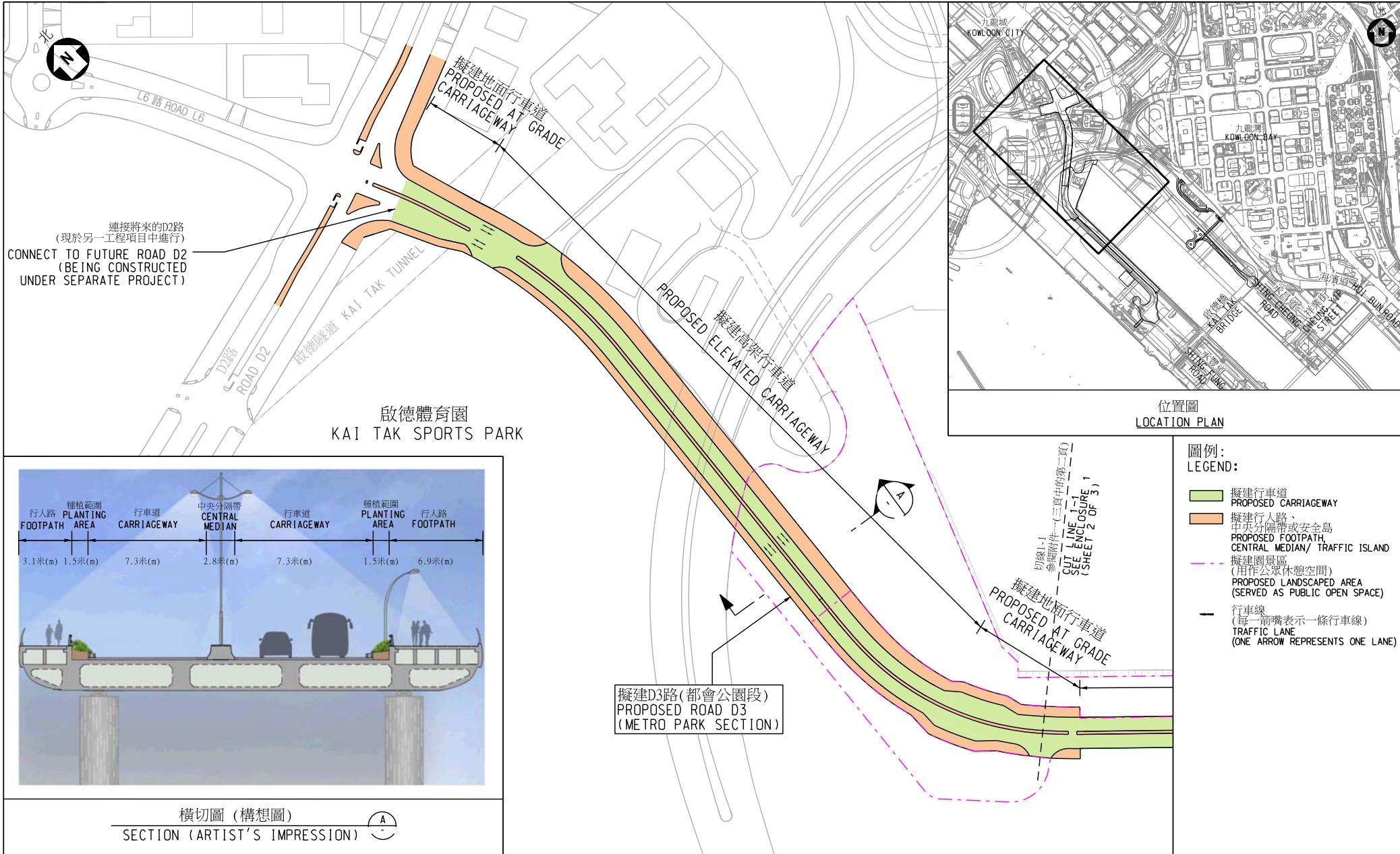
27. On 22 May 2009, the FC approved upgrading of part of **702CL** to Category A as **740CL** “Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway” at an approved project estimate of \$32.0 million in MOD prices for engaging consultants to undertake the site investigation and design for the remaining infrastructure works at the former runway and south apron. The design of the proposed works is being finalised.

WAY FORWARD

28. We plan to seek the endorsement of Public Works Sub-committee for upgrading part of **702CL** to Category A before seeking funding approval from

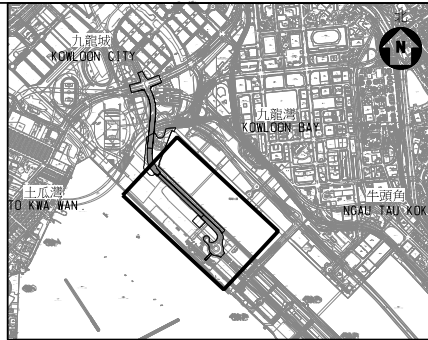
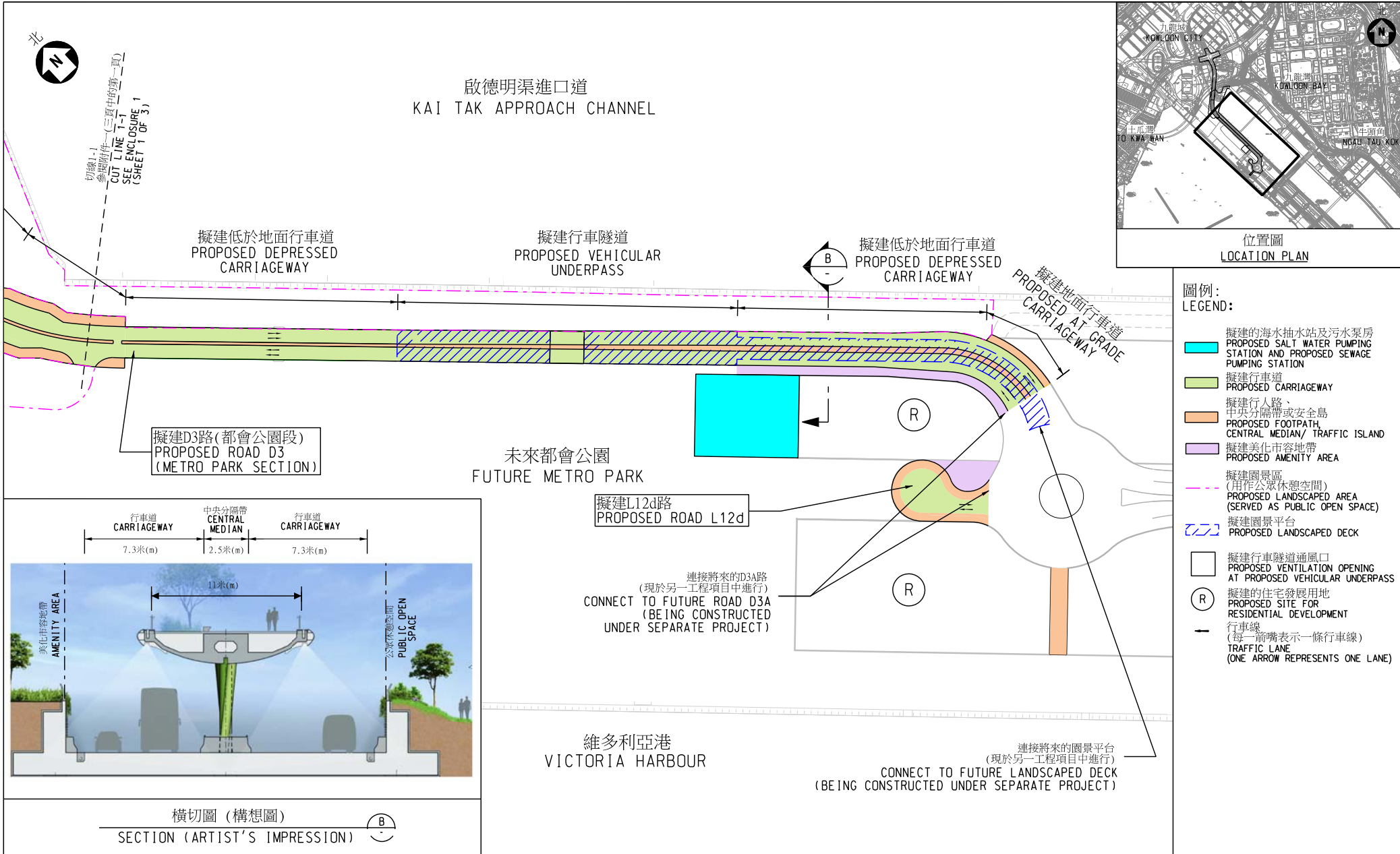
the FC. We plan to invite tenders in parallel to enable early commencement of the proposed works in early 2019. We will only award the contracts after having secured the FC's funding approval.

**Development Bureau
June 2018**



圖則名稱 drawing title

工務計劃第702CL號 - 啟德發展計劃 - 前跑道的基礎設施
PWP ITEM NO. 702CL - KAI TAK DEVELOPMENT - INFRASTRUCTURE AT THE FORMER RUNWAY



附件一 (三頁中的第二頁) ENCLOSURE 1 (SHEET 2 OF 3)

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工務計劃第702CL號 - 啟德發展計劃 - 前跑道的基礎設施
PWP ITEM NO. 702CL - KAI TAK DEVELOPMENT - INFRASTRUCTURE AT THE FORMER RUNWAY

