

**For Discussion  
on 27 January 2004**

**Legislative Council  
Panel on Planning, Lands and Works**

**PWP Item No. 469CL –  
South East Kowloon development –  
infrastructure at north apron area of Kai Tak Airport**

**Purpose**

This paper briefs Members on the proposed site preparation and drainage works at the north apron area of the former Kai Tak Airport.

**Project Scope and Nature**

2. The scope of **469CL** comprises site preparation and infrastructure works on existing land at the north apron area of the former Kai Tak Airport (“NAKTA”) for future developments including the Shatin-to-Central Link (“SCL”). More specifically, the project includes the following works at NAKTA –

- (a) construction of about 6 kilometre of box culverts;
- (b) construction of new roads including flyovers and pedestrian streets, and upgrading of existing roads and associated drainage, sewerage and water mains;
- (c) construction of five sewage pumping stations and rising mains to convey sewage to the existing To Kwa Wan sewage treatment plant;
- (d) construction of drainage maintenance depots along with provision of plant and equipment for servicing the drainage culverts;
- (e) open space development and landscaping works;

- (f) demolition of remaining ex-airport facilities, including the passenger terminal building and the Kai Tak car-parking building; and
- (g) provision of necessary environmental mitigation measures and implementation of environmental monitoring and audit (“EM&A”) programme.

\_\_\_\_\_ The site plan showing the project scope of **469CL** is at Annex A.

3. The part of the project we now propose to upgrade to Category A comprises –

- (a) construction of about 600 metre of a twin-cell box culvert and decommissioning of an existing culvert (part of paragraph 2(a) above);
- (b) demolition of the passenger terminal building, the Kai Tak car-parking building and associated structures, along with related land decontamination (part of paragraph 2(f) above); and
- (c) implementation of an EM&A programme for the works mentioned in items (a) and (b) above.

\_\_\_\_\_ The site plan of the proposed works is at Annex B.

### **Justification**

4. The SCL is a key transport project that provides a railway link from Shatin to the urban areas of Kowloon and the Hong Kong Island. A rail depot that is required under the SCL is planned at NAKTA. Operation of the SCL is contingent upon the timely provision of the rail depot and associated supporting facilities. As the rail depot will be located at the site of the passenger terminal building, demolition of the said passenger terminal building and the car-parking building is essential for the construction of the rail depot and associated facilities.

5. We need to complete the building demolition work by mid 2006 in order to hand the site over to the Kowloon-Canton Railway Corporation for construction of the rail depot. Both SCL and the rail depot are

tentatively scheduled for commissioning in 2010/2011. To meet this programme, we need to start the building demolition work in April 2004 for completion in mid 2006. The whole contract is scheduled for completion in September 2006.

6. Site investigation works carried out under **440CL** “South East Kowloon development – comprehensive feasibility study” in 1997 have revealed patches of contaminations in the soil underlying NAKTA. We started the decontamination works in most of the NAKTA area under **494CL** “South East Kowloon development at Kai Tak Airport – decontamination and site preparation” in October 1998 and completed the works in April 2002. We will carry out the remaining land decontamination underneath the passenger terminal building and the car-parking building after the buildings are vacated and demolished.

7. To cope with future developments, we will decommission an existing culvert and construct a new twin-cell box culvert along the north side of the proposed rail depot to receive stormwater flow from the hinterland. The new culvert will form part of a new drainage network. To make way for the new culvert, we will demolish a portion of the existing subway ramp near the passenger terminal building. We will upgrade and extend the subway in future to serve as a pedestrian link between Kowloon City and NAKTA.

8. We will implement an EM&A programme during the construction stage of the proposed works.

### **Environmental Implications**

9. Decommissioning of an airport is classified as a designated project under Schedule 2, Part II of the Environmental Impact Assessment Ordinance and an environmental permit is required. The Environmental Impact Assessment (“EIA”) Report for decommissioning NAKTA was approved by Director of Environmental Protection on 4 September 1998 and the respective environmental permit was issued on 21 September 1998. With the exception of the passenger terminal building and car-parking building areas, which are not accessible for land decontamination works as they have been leased out, all decontamination works at the remainder areas of NAKTA were completed in 2002. We achieved satisfactory results on the decontamination works and reported to the EIA Subcommittee of the Advisory Council on the Environment on 2 July 2003 in accordance with the requirements of the environmental permit.

10. We will carry out further site investigations and decontamination works in the passenger terminal building and the car-parking building areas after the buildings are vacated. We will follow the relevant conditions stipulated in the environmental permit and carry out the decontamination works to required statutory standards.

11. In end October 2003, TDD postponed the hand-over date of Kai Tak Government Building by three months to early April 2004 because of the postponement of the SCL railway link programme. Following such postponement, a number of the Kai Tak tenants sought extension of stay beyond 31 December 2003. According to the tenancy agreements, tenants of the passenger terminal building and the car-parking building should vacate the buildings by 31 December 2003. Three tenants refused to leave and one of them applied for an injunction to restrain the Government from taking possession of the premises and disconnecting power and other utilities. Their requests were refused because with the moving out of the government occupants latest by 31 December 2003, it would not be cost effective to continue to manage and maintain the terminal building. The necessary expenses, including electricity, air-conditioning, management charges, etc. substantially exceed the total rent receivable. Besides, over 50% of the existing tenants have defaulted in rental payment. The application was heard but dismissed by the Magistrate Court on 31 December 2003 and costs in favour of the Government were granted. The tenants concerned have now vacated the buildings.

12. We will implement during construction stage mitigation measures laid down in the EIA Report, and control noise, dust and site surface water run-off nuisances, in compliance with statutory standards and guidelines through environmental pollution control clauses specified in the contract. We will also implement an EM&A programme.

## **Background**

13. On 27 February 1998, the Finance Committee (FC) approved to upgrade part of **469CL** to Category A as **494CL** and to keep the remainder in Category B. Works upgraded to Category A at an estimated cost of \$316.9 million in MOD price included ground decontamination, demolition of existing buildings and structures in northern part of NAKTA, breaking up of the existing apron slab and formation of land at

NAKTA for housing development. We started works in October 1998 and completed them in April 2002.

14. We consulted the Panel on Planning, Lands and Works on 4 December 2000 regarding funding application to start the detailed design of some of the SEKD works, some of which were at NAKTA.

15. Following the above Panel consultation, FC approved on 23 November 2001 the upgrading of another part of **469CL** to Category A 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 and engagement of consultants to carry out detailed design of infrastructure for the planned developments in NAKTA, EIA study and preparation of tender documents for those provisions. The consultancy started in January 2002 and we have completed the detailed design of the proposed works mentioned in paragraph 3 above in September 2003. We have also completed the tender documents for these works. We have obtained the environmental permit for five proposed sewage pumping stations at NAKTA. The detailed design of roads and drainage works has not been finalized, considering that we have undertaken to review the planned developments in SEKD as a whole.

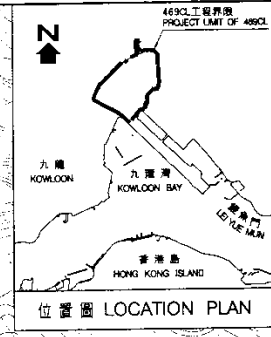
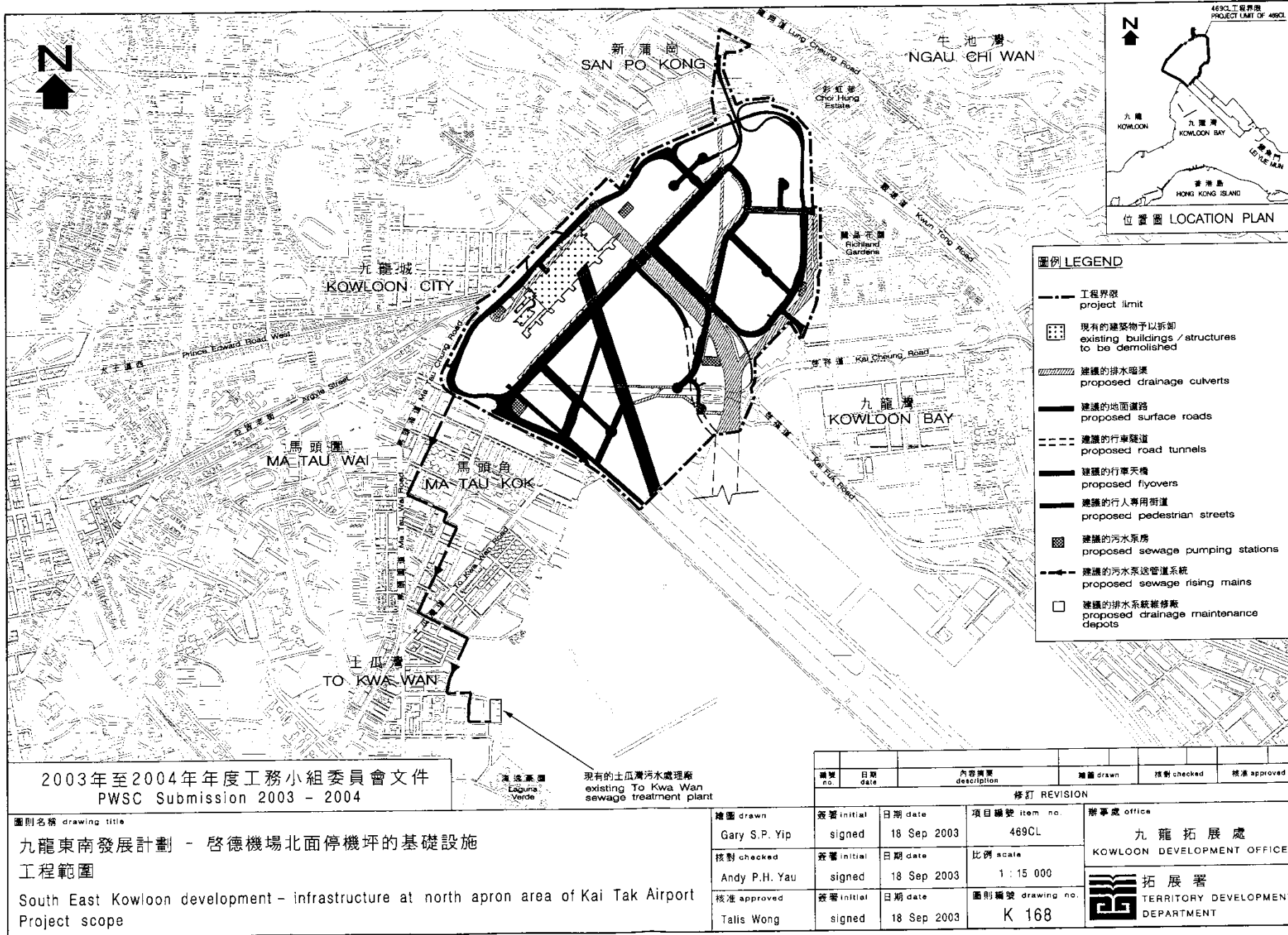
### **Way Forward**

16. We plan to seek endorsement of the Public Works Subcommittee for upgrading the proposed works mentioned in paragraph 3 above to Category A (at a cost of about \$119.1 million in MOD prices) on 18 February 2004.

### **Attachment**

Annex A – Drawing No. K 168  
Annex B – Drawing No. K 169

**Housing, Planning and Lands Bureau**  
**Territory Development Department**  
**January 2004**



**圖例 LEGEND**

- 工程界限 project limit
- ▣ 現有的建築物予以拆卸 existing buildings / structures to be demolished
- ▨ 建議的排水暗渠 proposed drainage culverts
- 建議的地面道路 proposed surface roads
- - - 建議的行人專用街道 proposed pedestrian streets
- 建議的單車天橋 proposed flyovers
- - - 建議的行人專用街道 proposed pedestrian streets
- ▣ 建議的污水泵房 proposed sewage pumping stations
- 建議的污水泵送管道系統 proposed sewage rising mains
- 建議的排水系統維修廠 proposed drainage maintenance depots

2003年至2004年年度工務小組委員會文件  
PWSC Submission 2003 - 2004

現有的土瓜灣污水處理廠  
existing To Kwa Wan sewage treatment plant

編號 no.	日期 date	內容摘要 description	繪圖 drawn	核對 checked	核准 approved
修訂 REVISION					
繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	辦事處 office	
Gary S.P. Yip	signed	18 Sep 2003	469CL	九龍拓展處 KOWLOON DEVELOPMENT OFFICE	
核對 checked	簽署 initial	日期 date	比例 scale	拓展署 TERRITORY DEVELOPMENT DEPARTMENT	
Andy P.H. Yau	signed	18 Sep 2003	1 : 15 000		
核准 approved	簽署 initial	日期 date	圖則編號 drawing no.		
Talis Wong	signed	18 Sep 2003	K 168		

圖則名稱 drawing title  
九龍東南發展計劃 - 啟德機場北面停機坪的基礎設施工程範圍  
South East Kowloon development - infrastructure at north apron area of Kai Tak Airport Project scope

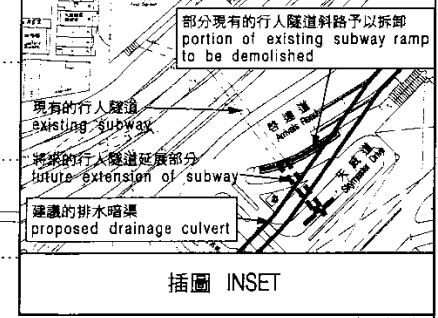
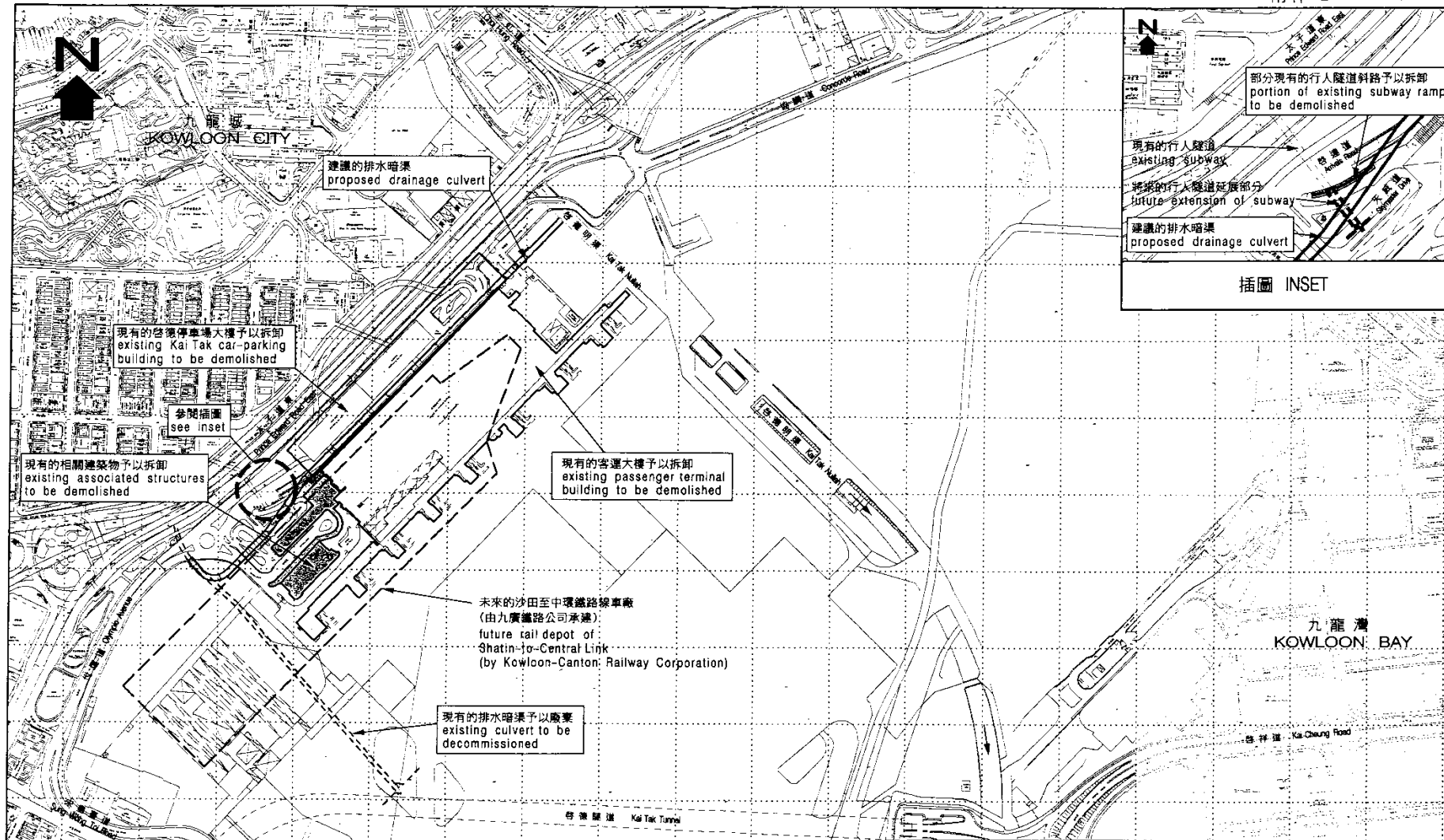


插圖 INSET

2003年至2004年年度工務小組委員會文件  
PWSC Submission 2003 - 2004

圖則名稱 drawing title  
九龍東南發展計劃 - 啓德機場北面停機坪的基礎設施  
建議提升為甲級的工程  
South East Kowloon development - infrastructure at north apron area of Kai Tak Airport  
Works proposed to be upgraded to Category A

編號 no.	日期 date	內容摘要 description	繪圖 drawn	核對 checked	核准 approved
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