

For discussion on
28 May 2014

**Legislative Council
Panel on Home Affairs and Panel on Development
Joint Subcommittee to Monitor the Implementation of the
West Kowloon Cultural District Project**

**Implementation of the West Kowloon Cultural District
Integrated Basement**

PURPOSE

This paper serves to inform Members of the proposed pragmatic approach to implement the integrated basement for the West Kowloon Cultural District (WKCD) and seek Members' support of the funding application for the construction of advance public infrastructure works in Zone 3A and the design for the integrated basement in Zone 3B. In addition, Members' support is also sought on the proposal to create one supernumerary Chief Engineer (D1) post in the Kowloon Development Office (KDO) of Civil Engineering and Development Department (CEDD) from July 2014 to 31 March 2019 to strengthen its capability in driving the implementation of the mega integrated basement and government infrastructure projects for the WKCD.

BACKGROUND

2. At the Joint Subcommittee meeting held on 3 July 2013, Members were informed that the West Kowloon Cultural District Authority (WKCDA) would, in view of its latest financial situation, adopt a pragmatic approach to implement the WKCD project in a timely and cost-effective manner with its facilities to be delivered in three batches according to the following principles:

- (a) Rigorous cost containment of individual facilities to a level as close to the recommendations of the Consultative Committee on Core Arts and Cultural Facilities of the WKCD¹ (CC Case) as possible;
- (b) Emphasis on content rather than form of these facilities; and

¹ The Consultative Committee was appointed by the Chief Executive in 2006 to re-examine and re-confirm if appropriate the need for core arts and cultural facilities for WKCD, following the Government's decision to explore an alternative route to develop WKCD in 2005.

- (c) Early delivery of the Park as well as some arts and cultural facilities for public enjoyment.

Annex A shows the batching arrangement for the implementation of the WKCDA facilities. The approach was announced by the Chief Secretary for Administration, who is also the Chairman of the WKCDA Board, on 28 June 2013.

3. Acknowledging that the integrated basement² for the WKCD was not covered in the CC Case, and was one of the major factors for cost escalation of the WKCD project, Members were also informed that the Government was prepared to fully fund (as opposed to the original plan of cost sharing between the Government and WKCDA of 50 : 50³) and implement the capital works of the **main integrated basement**⁴ as general enabling works to facilitate the development of the whole WKCD project to help ease WKCDA's cash flow and enable WKCDA facilities to proceed in accordance with the phasing programme, subject to funding approval by the Legislative Council (LegCo). The 2014 Policy Address also announced that to support the WKCD development, the Government would seek funding to construct the integrated basement in the WKCD.

CURRENT STATUS OF THE WKCD DEVELOPMENT

Xiqu Centre

4. Xiqu Centre, located at the eastern end of the WKCD site, is one of the Batch 1 arts and cultural facilities. As a result of the extensive value engineering exercises including a review to optimize the design of the building façade so as to bring down the construction cost, longer time was required for the consultants to prepare the tender documentation. This has led to a deferral of the tender out date of the main works contract by four months. Consequently the target completion is now revised to 2016/17. As shown in the zoning plan of the integrated basement at **Annex B**, the basement for the

² One of the features proposed in the Conceptual Plan by Foster + Partners that aims to help free up at-grade space for arts and cultural use and create a pedestrian-friendly district for public enjoyment by putting all the traffic, parking and loading/unloading facilities underground.

³ The Government would meet 50% of the construction cost of the whole integrated basement upfront, corresponding approximately to the ratio between arts and cultural/retail-dining-entertainment (RDE) facilities and Government/topside hotel-office-residential (HOR) developments in terms of floor areas, for the public infrastructure works in the basement as well as the foundations and substructure for the HOR developments. The remaining 50% of construction cost would be met by WKCDA's own resources for the foundations and substructure related to the arts and cultural/RDE facilities.

⁴ The main integrated basement is the central portion between Xiqu Centre and M+, i.e. Zones 2A, 2B, 2C and 3B as shown in **Annex B**.

Xiqu Centre in Zone 1A is a standalone facility being funded and constructed by WKCD as part of the Xiqu Centre project and will eventually be connected to the main integrated basement. The winning design team of Xiqu Centre design competition, a joint venture partnership between Bing Thom Architects and Ronald Lu & Partners (Hong Kong) Ltd, was appointed in December 2012 to design and administer the building project. The main contract works of the Xiqu Centre is scheduled to commence in October 2014.

M+ and Artist Square Development Area

5. The M+ part of the integrated basement at Zone 3A is being funded and implemented by WKCD as the M+ development works whereas the public infrastructure works therein will be funded by the Government. Foundation works of Zone 3A is scheduled to commence in August 2014.

6. For the western end of the integrated basement, WKCD considers that the area around the Artist Square, which includes M+, Lyric Theatre and some HOR sites on top of the integrated basement at Zones 3A and 3B (referred to as the Artist Square Development Area (ASDA)) presents a good opportunity for early development into a “mini-WKCD”. ASDA will form a precinct supported by a balanced mix of various land uses including the core arts and cultural facilities (CACF), office and residential developments, other arts and cultural facilities (OACF) and RDE facilities. A detailed account of ASDA is given in **Annex C**.

7. To allow for the developments in ASDA adjoining the M+ including the Lyric Theatre and some HOR sites to be completed by around 2020, it is necessary to extend the basement and foundation works at Zone 3A to cover Zone 3B as foundations and associated enabling works for the integrated basement to be funded by the Government.

8. At Zone 3A, the Government will only fund the public infrastructure works and protection works for Airport Express tunnels and the associated foundations and substructure as the basement cost has been allowed for in the budget for the M+ project. The design and site investigation (D+SI) works for the advance works adjoining M+, comprising foundations, protection works for Airport Express tunnels and essential enabling works for supporting the topside developments in Zone 3B were funded as a block vote item. The D+SI works for the underground road in Zones 3A and 3B, which were covered by a Category A item (7753CL) approved by the Finance Committee in January 2013, were entrusted to WKCD. The D+SI works for the advance public infrastructure works and protection works for Airport Express tunnels were entrusted to WKCD by means of a supplementary agreement (SA) to the original entrustment agreement in 2014. We intend to seek funding for (i) the construction of advance public infrastructure works in Zone 3A and (ii) the design for the integrated basement in Zone 3B for

elements such as basement slab, perimeter walls and excavation and lateral support system in mid-2014 and plan to entrust the said design and construction works to WKCDA.

PROJECT ESTIMATE OF THE MAIN INTEGRATED BASEMENT

9. Based on WKCDA's layout and assuming completion of the whole integrated basement in one go by 2020, the current rough cost estimate of the main integrated basement inclusive of D+SI as derived in mid-2013 is around \$23 billion in money-of-the-day (MOD) prices. Of this \$23 billion, about \$19 billion in MOD prices contributes to the cost of the foundations and substructure of the integrated basement for the topside developments. The remaining balance of about \$4 billion is for the cost of the public infrastructure works and protection works for the Airport Express tunnels and the associated foundations and substructure there. When seeking Finance Committee's approval for the one-off upfront endowment in 2008, the Government undertook to provide separate funding for the other communal and government facilities and related engineering works, such as roads, drainage, fire station, public pier, etc. which are designed to support the whole WKCD (including residential, commercial and hotel developments). The said public infrastructure and tunnel protection works as well as the associated foundations and substructure form part of the public infrastructure works for supporting the whole WKCD. A breakdown of the rough cost estimate of the integrated basement by zone is at **Annex D**. However, the above estimates have not taken into account the impact of the delay in the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project mentioned in paragraphs 13 and 14 below. More reliable estimates will only be available near the time of tendering after finalization of the implementation programmes and completion of the detailed designs. Unless otherwise stated, all cost figures presented in this paper have taken into account the minor relaxation of maximum gross floor area (GFA) in the WKCD for which the Town Planning Board's approval is currently being sought.

PRAGMATIC APPROACH TO IMPLEMENT THE INTEGRATED BASEMENT

10. In view of the practicality and necessity of completing the entire main integrated basement in one go as well as the uncertainty over the programming of some of the topside WKCD venues (i.e. Batch 3 facilities), the Government has conducted a review to examine various options of phased implementation. The objectives of the review are to:

- (a) try to align as much as possible with the latest phased implementation plan of the WKCD venues, particularly accounting for the accelerated development of ASDA, with due consideration of

site availability;

- (b) reduce the funding required for the integrated basement works in the foreseeable future; and
- (c) facilitate early disposal of the HOR sites.

11. Subject to confirmation of the technical feasibility of the proposal⁵, it is recommended that:

- (a) the main integrated basement should be implemented in phases having regard to the latest development schedule of ASDA which comprises M+, Lyric Theatre and some HOR sites (about 50 700m² GFA, representing about 14% of total HOR within WKCD⁶) on top of the integrated basement at Zones 3A and 3B. Funding will be sought from LegCo in phases accordingly. The phased approach is outlined as follows:

Zone 2A

Basement to be developed by CEDD after completion of the XRL project tentatively in 2017, with the topside developments, including the Centre for Contemporary Performance (CCP), Medium Theatre II, some OACF and HOR sites (about 106 400m² GFA, representing about 29% of the total HOR within the WKCD), to be delivered in stages starting from 2022 at the earliest.

Zone 2B

Basement (including the respective section(s) of the main Avenue at the southern part and the road at basement level) to be developed by prospective developer(s) who will develop the HOR sites (about 115 500 m² GFA, representing about 31% of the total HOR within WKCD) on the topside. Unlike Zones 2A and 2C, there are no CACF in Zone 2B. Upon completion of the basement, the prospective developer(s) will be:

- (i) reimbursed by the Government the cost of the road section and associated foundations and substructure as public infrastructure works under the Public Works Project (PWP) item created for this purpose;
- (ii) reimbursed by WKCD the cost relating to WKCD facilities

⁵ Technical issues to be studied include impact on traffic, environment, site access, use of parking areas, provision of utilities, construction cost and programme, etc., as well as building regulatory requirements.

⁶ The GFA figures are based on the minor relaxation proposal with 15% increase in total GFA for the whole site.

(RDE and OACF); and

- (iii) reimbursed by the Government the cost of the foundations and substructure as general enabling works for such WKCD facilities.

Zone 2C

Given that there is currently no funding and concrete programme for the Batch 3 facilities (including Music Centre, Musical Theatre and Great Theatre), the implementation of this portion of the integrated basement as well as the topside developments including the CACF and HOR sites (about 26 300 m² GFA, representing about 7% of the total HOR within the WKCD), will be reviewed at a suitable juncture later. In the interim, this zone may be used by WKCD as an open space connecting with the waterfront promenade for various temporary purposes.

- (b) To meet the development programme of the WKCD project, we propose to seek LegCo's approval of the estimated cost of \$0.3 billion in MOD prices in mid-2014 for:
 - (i) the construction of advance public infrastructure works in Zone 3A; and
 - (ii) the design of the integrated basement in Zone 3B⁷.

Details of the funding application to LegCo for \$0.3 billion covering the construction of the advance public infrastructure works in Zone 3A and the design for the integrated basement in Zone 3B are given in **Annex E**.

JUSTIFICATIONS

12. The proposed phased implementation of the main integrated basement recommended in paragraph 11 above is considered a pragmatic approach and a proactive initiative to reduce project cost.

13. At present, the whole Zone 2A area is occupied for construction of the West Kowloon Terminus (WKT) of XRL. According to the latest progress of the XRL project as advised by MTR Corporation Limited (MTRCL), all major structural works of the WKT are programmed to complete by December 2016 for passenger service by end-2017. It is anticipated that the work site/works area at Zone 2A could be released by MTRCL in stages starting from early

⁷ This excludes the D+SI for the public infrastructure works and foundations and associated enabling works for supporting the topside developments in Zone 3B as they are funded by a block vote item.

2016 but the whole Zone 2A area will only be available to CEDD/WKCDA after the opening of Austin Road West Underpass tentatively in 2017.

14. However, the challenges ahead of the large and complex XRL project, effectiveness of the proposed measures to mitigate delays and possible contractual claims of the XRL project may impact on the timing of the release of the site areas at Zone 2A to WKCDA. Their actual effect cannot be foreseen at the present moment. Moreover, it is worth pointing out that individual topside development cannot be operated on its own without the completion of the integrated basement at Zone 2A which to a certain extent hinges on the timing of the release of the whole Zone 2A area. In view of the uncertainties on the availability of the site areas at Zone 2A, it is considered prudent to defer the implementation of this portion of the integrated basement to after the completion of the XRL project. Topside developments, including CCP, Medium Theatre II, some OACF and HOR, will be delivered in stages later. The land disposal of the HOR sites at Zone 2A is tentatively scheduled after the completion of this portion of the integrated basement by CEDD.

15. As for Zone 2B, requiring the prospective developer(s) of the HOR sites to build the basement in that zone will provide them with the maximum flexibility in designing the topside developments.

16. In the absence of an implementation programme for the topside developments at Zone 2C, particularly the Music Centre, Musical Theatre and Great Theatre, it is considered almost impossible to design and construct the integrated basement in Zone 2C in a reasonable manner without procuring the design of these CACF on top concurrently (taking the Lyric Theatre in Zone 3B as an example, its design has to go hand in hand with that of the integrated basement as some key facilities of the theatre will need to be located underground for technical reasons). If the integrated basement has to proceed in the absence of the design of the topside developments, the integrated basement can only be designed based on notional schemes of the topside developments. This would in turn impose constraints on the future topside developments particularly the above-mentioned CACF there which are highly specialized buildings whose operational needs and technical requirements can generally not be catered for by generic designs. It could also result in overdesign of the integrated basement, additional construction cost as well as prolonged idling of the completed basement. In view of the above, it is reasonable to defer the construction of the integrated basement in Zone 2C although it may be more costly to construct that portion in the future if construction prices were to further escalate. In the interim, consideration may be given to forming the area as an open space connecting with the waterfront promenade and temporary RDE provisions can be further explored during the interim period to improve the vibrancy and destination development of the WKCD (see **Annex F**).

17. Based on the proposed phased implementation arrangement, the amount of funding to be sought from LegCo in the foreseeable future for implementing the integrated basement will be about \$7 billion in MOD prices. Our tentative schedule for funding applications is given in the table below:

	Item	Amount of Funding to be Sought (in MOD prices)		Tentative Timing
		Integrated Basement	Public Infrastructure Works (PIW)	
1.	Proceed with the advance PIW in the integrated basement at Zone 3A, and design for the integrated basement at Zone 3B	About \$0.1 billion	About \$0.2 billion	Mid-2014
2.	D+SI for the integrated basement at Zones 2A and 2B as well as any engineering works related to the phased implementation arrangement, and proceed with the advance works in the integrated basement at Zone 3B	About \$1 billion	About \$1 billion	End-2014
3.	Proceed with remaining works in the integrated basement at Zones 3A and 3B	About \$3 billion	About \$1 billion	2015
4.	Reimbursement to the prospective developer(s) of the HOR development(s) the costs of the PIW and foundations and substructure for WKCD facilities in the integrated basement at Zone 2B	About \$3 billion	About \$1 billion	2016/17
	Total:	About \$7 billion	About \$3 billion	

Note: Figures above may not add up to their totals due to rounding.

However, it should be noted that as the proposal is only conceptual and not sufficiently detailed, the estimated sums needed in the foreseeable future could only be verified during the detailed design stage of the integrated basement project. This estimate may also need to be slightly modified to take account of any engineering works related to the phased implementation arrangement. Regarding the integrated basement at Zone 2A, it will be constructed after the completion of the XRL project tentatively in 2017. As the implementation programme of integrated basement at Zone 2A is still uncertain, the cost estimates of the integrated basement and public infrastructure therein are not available at the present moment. As for Zone

2C, there are no programmes for CACF there. Hence, the implementation programme and anticipated timing for funding application for the integrated basement at Zone 2C have not been decided yet and also its cost estimate is not available.

18. Under the proposed phased implementation arrangement, it is expected that disposal of the land sale sites in Zone 2B can be advanced by at least three years as compared with the case where the integrated basement is constructed in one go. Together with other HOR sites in Zone 3B and later in Zone 2A, the majority of HOR GFA within WKCD would be available for sale in a more timely manner. This would contribute towards the Government's objective to speed up land supply to help overcome Hong Kong's capacity constraints, especially given the WKCD site's location.

ARRANGEMENT FOR DISPOSAL OF LAND SALE SITES IN ZONE 2B

19. The land sale sites in Zone 2B, with a total GFA of about 115 500m² after taking into account the minor relaxation of maximum GFA in WKCD, are for office and residential uses only. In view of the substantial amount of land premium involved in a single development parcel and in consideration of the complicated interfaces in implementing the integrated basement with three or more development parcels, it is tentatively proposed to dispose of the land sale sites in Zone 2B in two parcels upon the release of the works area for the WKT construction in Zone 2B by MTRCL and completion of the D+SI for the integrated basement in Zone 2B for control purpose by CEDD. The proposed number of parcels will be further examined during the design stage of the integrated basement project with particular regard to the building regulatory requirements.

NEXT STEPS

20. In order to meet the development programme of M+ and ASDA, the PWP item detailed in **Annex E** has to be approved before the summer recess. It should be noted that these works are not affected by the decision on the phased implementation of the integrated basement nor the Town Planning Board approval of the minor relaxation to increase the total GFA. CEDD will conduct a technical study to examine the feasibility and cost implications of the proposed phased implementation arrangement during the design stage as part of the D+SI works for the integrated basement. Major issues to be studied would include interfacing issues, the exact boundaries between zones, construction arrangements, optimum number of private developers in Zone 2B and whether the respective developments in ASDA can be technically self-contained and operate on their own as well as those in Zone 2B before the integrated basement in Zone 2A is in place.

21. Subject to Members' comments on the proposed phased approach, to deliver the other parts of the integrated basement, we will seek another PWP item towards the end of 2014 for (i) the construction of the advance works in Zone 3B; (ii) the D+SI for the integrated basement in Zone 2A; (iii) the D+SI for the integrated basement in Zone 2B for control purpose; and (iv) the D+SI for the related engineering works necessary for the phased implementation arrangement.

PROPOSED CREATION OF DIRECTORATE POST IN CEDD

22. In view of the complexity and tight implementation programme of the integrated basement project as well as the significant interfacing issues with the WKCD facilities, the HOR developments and the government infrastructure works, CEDD needs additional manpower at directorate level to lead a dedicated team for taking forward the implementation of the integrated basement project in addition to the government infrastructure works for the WKCD. Having regard to the level and scope of responsibilities and the professional input required, we propose to create one supernumerary Chief Engineer post from July 2014 to 31 March 2019 in the KDO of CEDD to strengthen its capability in driving the implementation of the mega integrated basement and government infrastructure projects for WKCD. Details of the proposal are set out in **Annex G**.

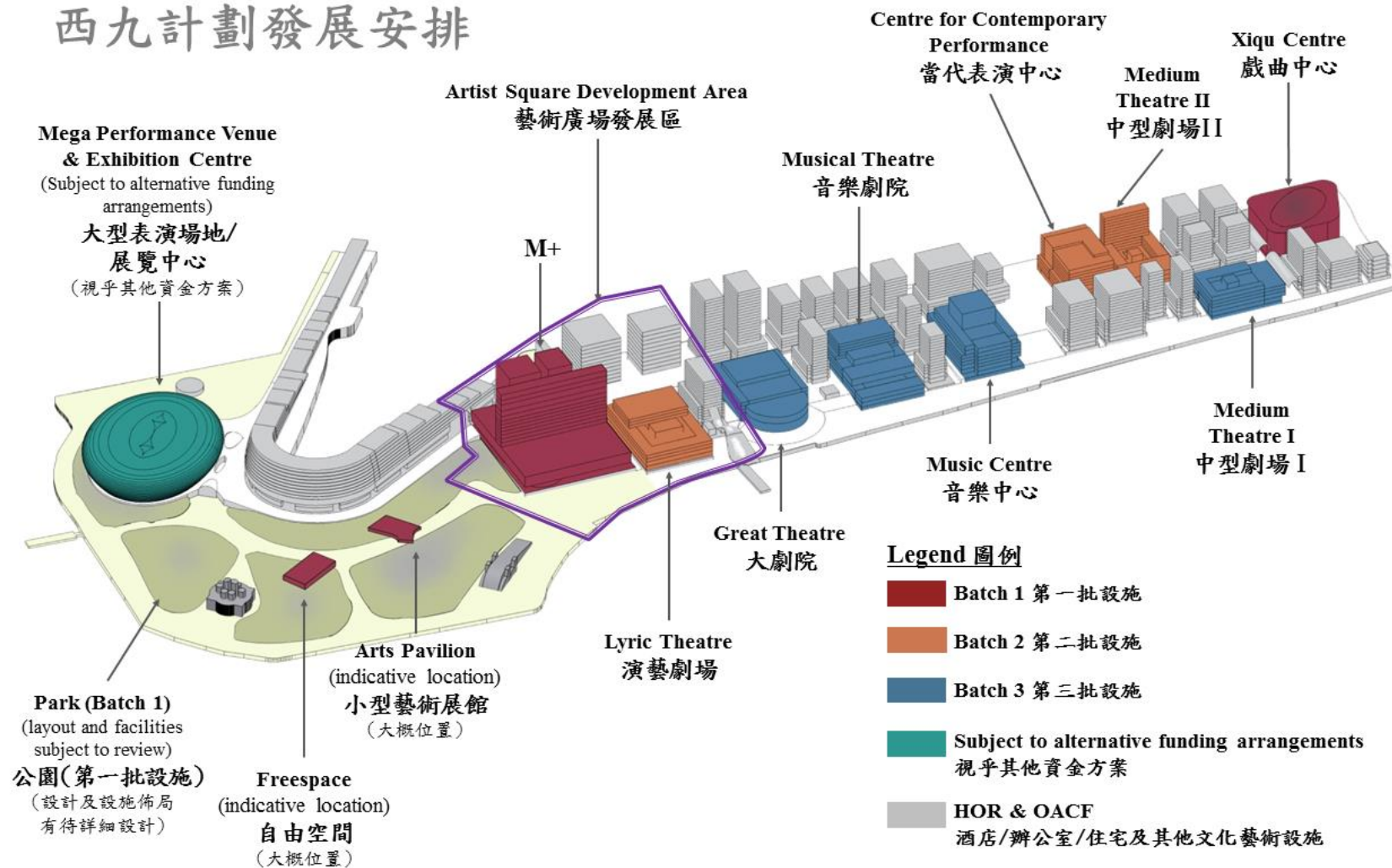
DISCUSSION

23. Members are invited to note and provide comments on the proposed pragmatic approach to implement the integrated basement for the WKCD, including the staffing proposal, and provide support to the PWP item covering the construction of advance public infrastructure works in Zone 3A and the design for the integrated basement in Zone 3B at an estimated cost of about \$0.3 billion in MOD prices.

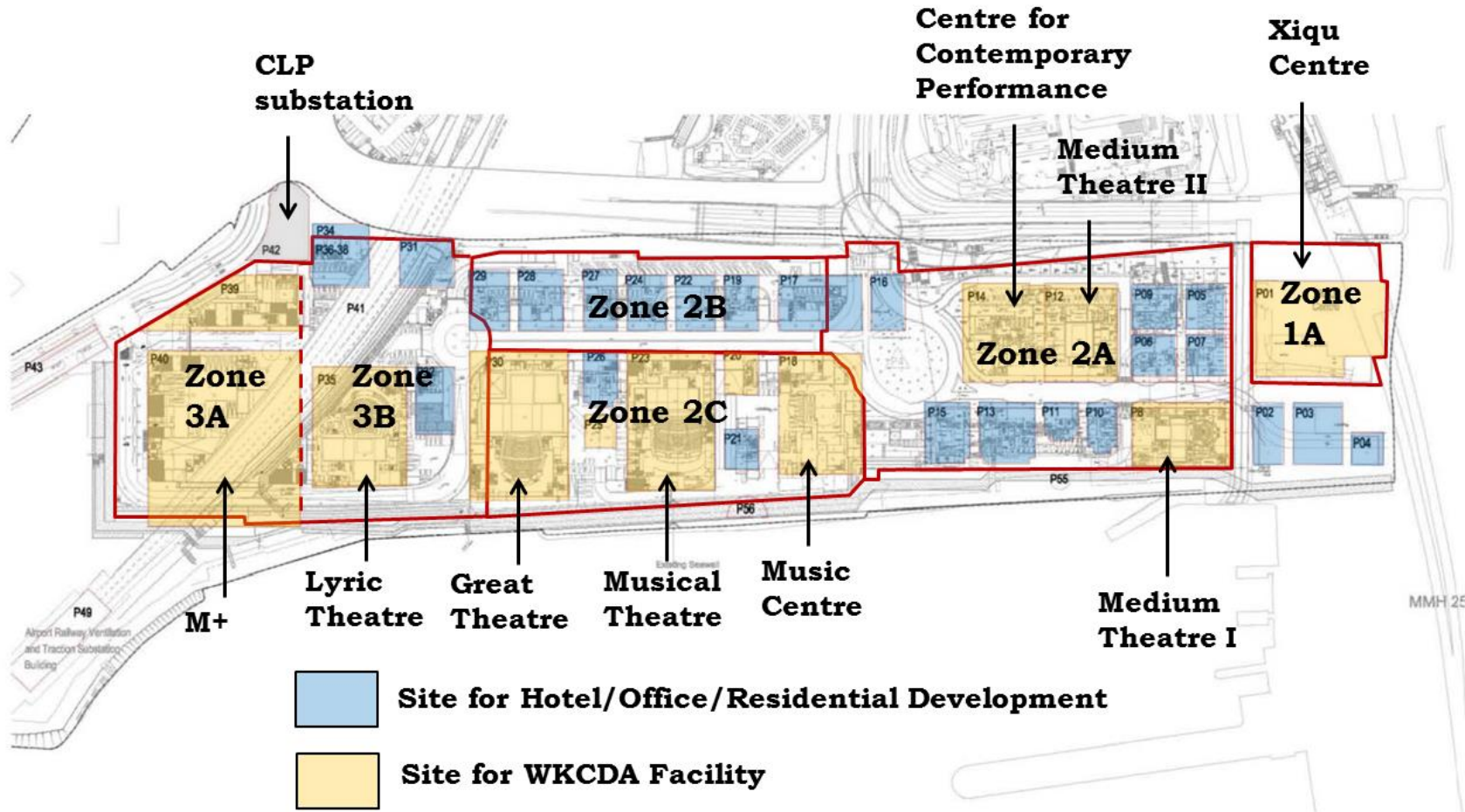
Home Affairs Bureau
West Kowloon Cultural District Authority
May 2014

WKCD Development Arrangement

西九計劃發展安排



Phasing Plan of Integrated Basement



Notes:

1. The demarcation between the different zones is subject to study during the design stage of the integrated basement project.
2. The sites for HOR developments also consist of RDE, OACF and parking facilities of WKCD.

Overview of Artist Square Development Area at the West Kowloon Cultural District

BACKGROUND

The West Kowloon Cultural District (WKCD) development will follow the urban design principles in the approved Development Plan (DP) to create a rich mixed-use district with landmarks and focal points to activate the public realm. The district should be pedestrian friendly with good connectivity to the neighbouring areas. In order to incorporate these urban design principles at the early stage of the phased development of the WKCD, the West Kowloon Cultural District Authority (WKCDA) proposed that early opportunity space sizable enough to accommodate key urban design features and land use framework under the DP should be identified for implementation. Moreover, as retail, dining and entertainment (RDE) is the major income-generating land use for the WKCDA to meet the operating expenses of arts and cultural venues, early and adequate provision of RDE facilities is of great importance in the planning of implementation programme for the WKCD.

PROPOSED ARTIST SQUARE DEVELOPMENT AREA

2. In the planning and design process of M+ and the associated basement, WKCDA identified an opportunity space by including the land parcels around the Artist Square, which has been regarded as one of the activity nodes under the DP Urban Design Framework, for early implementation. This area, referred as the Artist Square Development Area (ASDA), will comprise M+, Lyric Theatre, other arts and cultural facilities, RDE facilities as well as office/residential developments. Planning and development efforts will be focused and synchronised in order to create a mini-WKCD by around 2020. The boundary and schematic layout of ASDA is shown on the enclosed **Plan**.

3. ASDA will form a precinct supported by a balanced mix of various land uses to facilitate ‘destination building’ in the early phased development of the WKCD and enhance vibrancy in the vicinity of M+. Moreover, the provision of RDE facilities in ASDA will generate income for WKCDA to meet part of the operating expenses of the Batch 1 facilities.

Development Intensity

4. As a mini-WKCD project, WKCDA has reviewed the land use mix and gross floor area (GFA) allocation within ASDA. Under the Section 16

application for minor relaxation of the development intensity of the WKCD site, the proposed GFA of ASDA is about 200 000m². This represents about 24% of the total GFA for the entire WKCD, with the proposed 15% increase in total GFA.

Public Spaces

5. The public spaces in ASDA, including the Park interface area, Artist Square itself, the waterfront promenade and the proposed pier, will be developed to create a sense of place for the general public and to bring vibrancy to ASDA.

6. WKCDA will continue to engage the local communities and key stakeholders in the implementation of ASDA through the Yau Tsim Mong District Council and the Harbourfront Commission.

藝術廣場發展區範圍

Boundary of Artist Square Development Area



Annex D

Rough Cost Estimates of Integrated Basement by Zone

Integrated Basement Zone	Rough Cost Estimate (in MOD prices)
1A	Cost of basement funded by WKCDA as part of Xiqu Centre project
2A	About \$5 billion
2B	About \$5 billion
2C	About \$5 billion
3A	Cost of basement funded by WKCDA as part of M+ project
3B	About \$4 billion
Total funded by Government:	About \$19 billion

Note: The above rough cost estimates were derived in mid-2013 on the assumptions that construction of the integrated basement would start in 2014 for completion in one go by 2020. The above estimates have not taken into account the impact of the delay in the XRL project.

773CL (part) – Integrated Basement for West Kowloon Cultural District – first stage of design and advance works

PURPOSE

We propose to part-upgrade **773CL** to Category A, at an estimated cost of about \$300 million in money-of-the-day (MOD) prices, covering the first stage of design and advance works of the integrated basement to suit the phased development of the West Kowloon Cultural District (WKCD).

PROJECT SCOPE AND NATURE

2. The part of **773CL** which we propose to upgrade to Category A (the proposed works) comprises:

- (a) the construction of the advance works for Zone 3A of the integrated basement in the WKCD, comprising the following major items:
 - (i) foundations for an underground road;
 - (ii) foundations for the protection works for the existing Airport Express tunnels⁸;
 - (iii) necessary environmental mitigation measures, monitoring and auditing works; and
- (b) the design of essential basement structure and associated works for Zone 3B of the integrated basement in tge WKCD⁹, including preparation of tender documents and assessment of tenders for the construction works.

Plans showing the proposed works are at **Enclosure**.

⁸ The existing Airport Express tunnels contain shared tracks with Tung Chung Line.

⁹ The design and site investigation of the underground road within the integrated basement form part of PWP Item 7753CL which was approved by the Finance Committee in January 2013. The design and site investigation of the advance works of the integrated basement in Zone 3B, including foundations, protection works for the Airport Express tunnels and essential enabling works for supporting the topside development was funded under Subhead 7100CX “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”.

3. We will retain the remainder of **773CL** in category B, with scope covering the design, site investigation and construction of the remaining works of the integrated basement to be implemented in phases to suit the WKCD development.

4. Subject to approval of the Finance Committee, we plan to commence the advance works for Zone 3A and the design for Zone 3B of the integrated basement in Q3 2014 for substantial completion in Q4 2015.

JUSTIFICATION

5. The WKCD development is one of the ten major infrastructure projects included in the Chief Executive's 2007-08 Policy Address for promoting long-term development of arts and culture, and supporting Hong Kong as a creative economy and Asia's world city.

6. On 4 July 2008, the Finance Committee approved a one-off upfront endowment of \$21.6 billion in 2008 Net Present Value to the West Kowloon Cultural District Authority (WKCDA) to implement the WKCD project, covering core arts and cultural facilities (CACF), other arts and cultural facilities (OACF), retail, dining and entertainment (RDE) facilities, public open space and some transport facilities (hereafter as WKCDA Facilities). Other communal and government facilities and related engineering works (such as roads, drainage, fire station, public pier, etc.), which are designed to support the whole WKCD including residential, commercial and developments, would be undertaken by the Government.

7. In January 2013, the Finance Committee approved the upgrading of PWP Item No. **753CL** to Category A for the design and site investigation of infrastructure works for the WKCD, phase 1. The approved scope of **753CL** includes entrusting to WKCDA the design and site investigation of those government infrastructure works (covering the underground road and associated works within the integrated basement) integrated with WKCDA Facilities.

Integrated Basement

8. The WKCDA selected the Conceptual Plan prepared by Foster + Partners (F+P) in March 2011 as the preferred option for developing into a Development Plan (DP) for the WKCD. According to F+P's concept, the WKCD will feature a great waterfront park (the Park) and an integrated basement. Integrated with arts and cultural facilities, the WKCD will include a rich mix of RDE facilities and hotel, office and residential (HOR) developments to enrich visitors' experience and to bring vibrancy to the

district. The DP for the WKCD, which is based on F+P's concept, was approved by the Chief Executive-in-Council in January 2013.

9. The integrated basement proposed by F+P is an integral part of the DP, and an essential design feature to meet the statutory minimum requirement for 23 hectares of public open space as specified in the South West Kowloon Outline Zoning Plan (OZP). It will enable traffic to be put underground to free up the site for cultural use and public enjoyment and for enhancing the walking environment at-grade. However, there will be complicated technical and interfacing issues in the design and construction as well as management, operation and maintenance of different types of facilities, viz. government infrastructure works (including public roads, water supply system, sewage system etc.), WKCDA Facilities, and facilities for the topside HOR developments. Acknowledging that this integrated basement was not covered in the scope of the one-off upfront endowment granted to WKCDA and is one of the major factors for the project cost escalation of the WKCD, the Administration announced in June 2013 that the Government would be prepared to fully fund the capital works of the main integrated basement as general enabling works to facilitate the development of the whole WKCD project. This would allow the WKCDA to focus on delivering the arts and cultural facilities.

Implementation Programme of the WKCD

10. In light of the latest approach, it is envisaged that WKCDA will be able to deliver the following facilities in the first batch, namely Xiqu Centre, M+, the Park (including the Arts Pavilion) and Freespace (a black box and an outdoor stage). The second batch of the facilities would be those located above the respective west and east ends of the integrated basement, which have the opportunity to be constructed ahead of the remaining part of the integrated basement. These could be Lyric Theatre, Medium Theatre II, Centre for Contemporary Performance and some resident company facilities that are strongly demanded by the performing arts groups. The third batch will be the remaining facilities on top of the integrated basement.

11. The early phase of the Park is scheduled to commence construction in 2014 with target completion in 2015. The Xiqu Centre, with foundation works commenced on site in September 2013, is targeted for completion in 2016/17. The design of the M+ has commenced, with construction targeted to be completed by 2017. The design of the Lyric Theatre has also commenced in May 2014, with construction targeted to be completed by around 2020.

Advance Works for Zone 3A of the Integrated Basement

12. WKCDA has accorded top priority to the implementation of M+ and Lyric Theatre, which are highly integrated with the integrated basement in Zones 3A and 3B. The design of the advance works of the integrated basement in Zone 3A has been completed. To dovetail with the urgent implementation timeframe of M+ planned by WKCDA to commence construction in Q3 2014, we plan to entrust to WKCDA the construction of the advance works for Zone 3A of the integrated basement for construction in parallel with M+.

Design for Zone 3B of the Integrated Basement

13. WKCDA will commence in Q3 2014 the design of the basement levels and topside structure of Lyric Theatre, which are connected with the integrated basement in Zone 3B. To align with the design timeframe of Lyric Theatre, we plan to entrust to WKCDA the design of the essential basement structure and associated works for Zone 3B of the integrated basement (as mentioned in paragraph 2(b) above) for commencement at the same time.

Proposed Entrustment to WKCDA

14. In view of the exceptionally high degree of integration amongst the various facilities in the integrated basement, it would be impractical for WKCDA to design and construct M+ and Lyric Theatre, and for Government to separately undertake the design and construction of the proposed works located within the same site. A segregated construction approach will not only increase the design and construction costs and the timeframe for all the projects involved due to significant interfacing issues, but will also incur unacceptable delay to the implementation programmes for both M+ and Lyric Theatre. It would also likely lead to complicated design and construction responsibilities for any impact on the existing Airport Express tunnels and the different projects. To minimise the above potential problems, we consider it necessary and cost-effective to entrust to WKCDA the design and construction of the proposed works to be undertaken in conjunction with the implementation of M+ and Lyric Theatre.

15. As the proposed works will be carried out in conjunction with their consultancy agreements/works contracts for M+ and Lyric Theatre, we consider that the additional direct resources by WKCDA to manage the proposed works would be minimal. WKCDA has agreed not to seek reimbursement for their direct management cost in relation to the proposed works, but will be reimbursed for the actual costs incurred in

relation to management and supervision of the proposed works provided by their consultants/contractors (i.e. third party costs).

FINANCIAL IMPLICATIONS

16. We estimate the cost of the proposed works to be about \$300 million in MOD prices.

PUBLIC CONSULTATION

17. On 24 April 2014, we consulted the Yau Tsim Mong District Council on the proposed works. Members generally supported the proposal.

ENVIRONMENTAL IMPLICATIONS

18. The engineering feasibility study of the whole WKCD development is a Schedule 3 designated project under the Environmental Impact Assessment Ordinance (EIAO). The proposed underpass road serving WKCD is a designated project under Schedule 2 of EIAO and an environmental permit is required for its construction and operation. In November 2013, the EIA report for the WKCD development was approved with conditions under EIAO and an environmental permit was obtained for the construction and operation of the underground road. The EIA report concluded that the environmental impact of the project can be controlled to within the criteria under EIAO and the Technical Memorandum on EIA process. We shall implement the mitigation measures as recommended in the approved EIA report. The mitigation measures recommended for the construction phase mainly include adoption of quieter equipment and movable noise barriers or noise insulating fabric to minimize construction noise impact, and regular watering of the site and provision of wheel-washing facilities for dust control.

19. The proposed design for Zone 3B of the integrated basement in the WKCD is not a designated project under EIAO.

20. We have considered at the planning and design stages the design level and construction method of the proposed advance 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 broken concrete) 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 facilities¹⁰. 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.

21. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

HERITAGE IMPLICATIONS

22. 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

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

BACKGROUND INFORMATION

24. We upgraded **773CL** to Category B on 28 June 2013.

25. In January 2013, the Finance Committee (FC) approved the upgrading of **753CL** to Category A at an estimated cost of \$478.0 million in MOD prices for the design and site investigation of government infrastructure works for supporting phase 1 of the WKCD development. In March 2014, we created a Category D item **7E12CL** to fund the design and site investigation of the advance works for Zone 3B of the integrated basement at an estimated cost of \$27.3 million under **Subhead 7100CX** “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”. We have entrusted the

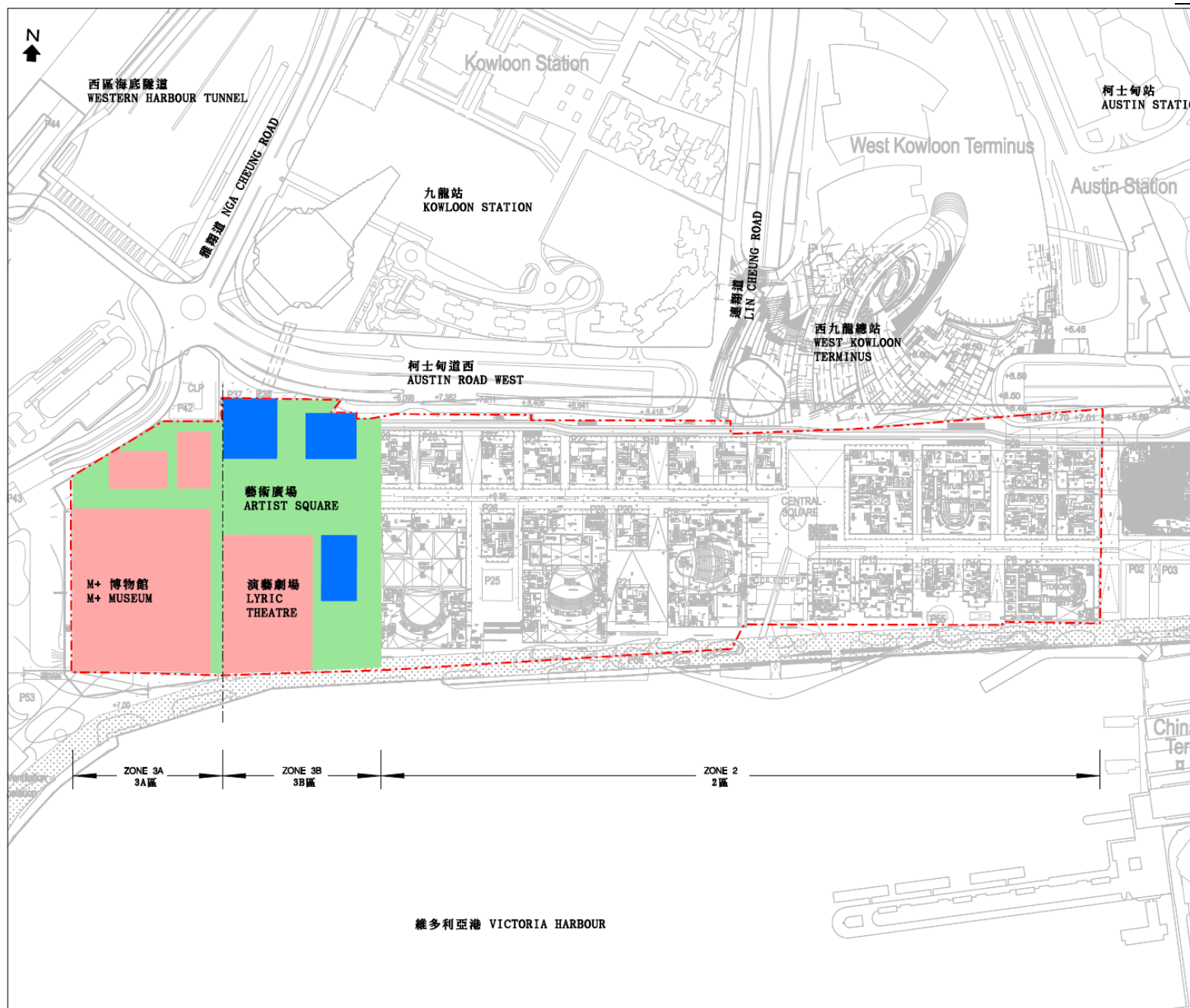
¹⁰ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

design and site investigation of government infrastructure works for Zones 3A and 3B and advance works for Zone 3B of the integrated basement to WKCDA.

WAY FORWARD

26. Subject to the views of Members, we plan to seek funding approval from Public Works Sub-committee and FC in mid-2014 for the proposed works.

Enclosure to Annex E



LEGEND: 圖例:

- BOUNDARY WALL OF INTEGRATED BASEMENT
綜合地庫外牆界線
- ARTS AND CULTURAL FACILITIES
文化藝術設施
- HOTEL, OFFICE AND RESIDENTIAL DEVELOPMENT
酒店、辦公室及住宅發展
- OPEN SPACE
休憩用地

NOTE: 註釋:

GENERAL ARRANGEMENT OF INTEGRATED BASEMENT SUBJECT TO DETAILED DESIGN
綜合地庫的佈局有待詳細設計確定

編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
		姓名 Name	簽署 Initial	日期 date
繪圖 drawn		K.Y. Lam	Signed	15 May 2014
核對 checked		Felix Poon	Signed	15 May 2014
核准 approved		David Leung	Signed	15 May 2014

項目名稱 project title
Integrated Basement for West Kowloon Cultural District
- First Stage of Design and Advance Works
西九文化區綜合地庫
- 首階段的设计及前期工程

圖則名稱 drawing title

General Arrangement Plan of Ground Level
地庫的地面佈局圖

圖則編號 drawing no.

KZ781

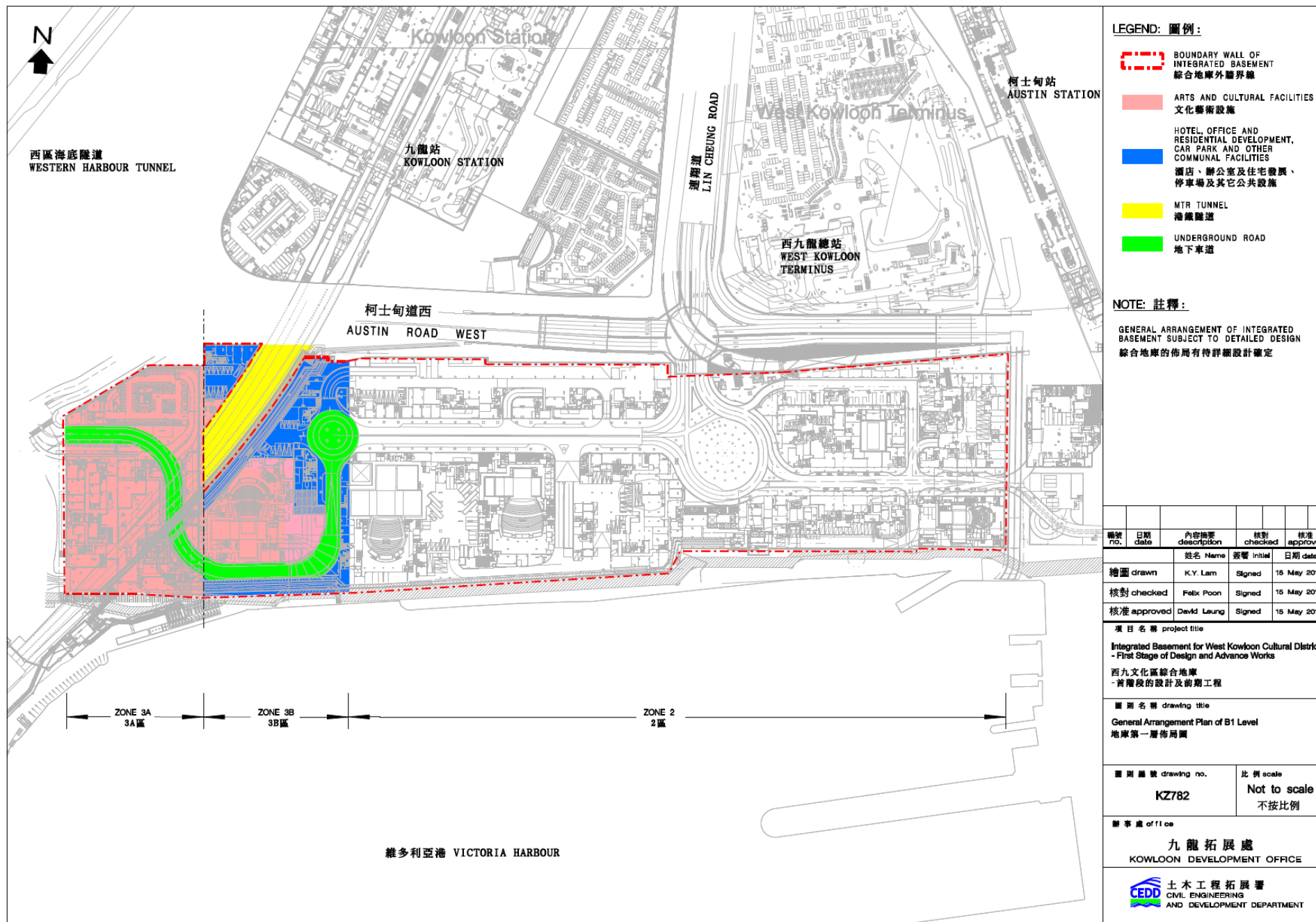
比例 scale

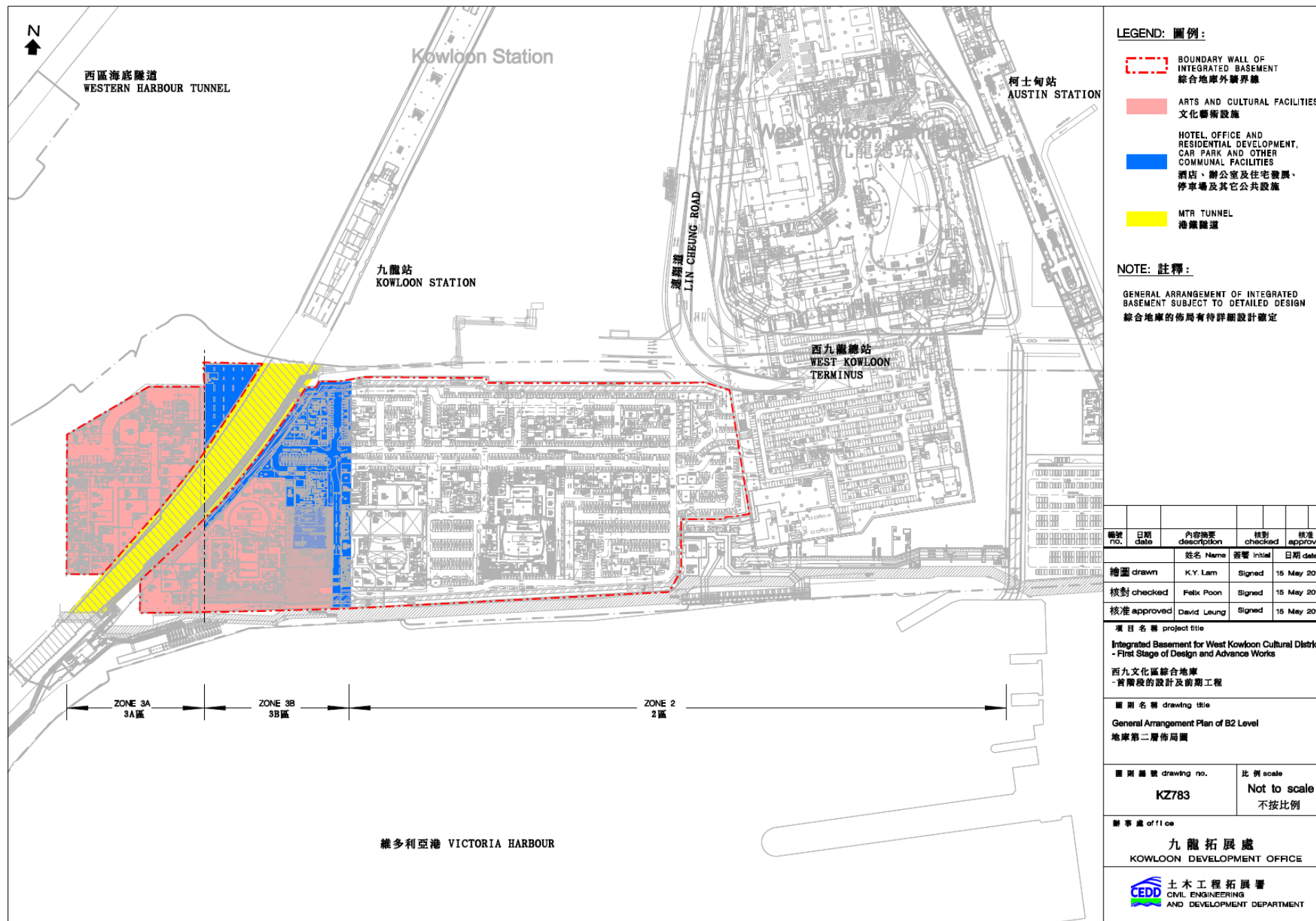
Not to scale
不按比例

辦事處 office

九龍拓展處
KOWLOON DEVELOPMENT OFFICE

CEDD 土木工程拓展署
CIVIL ENGINEERING
AND DEVELOPMENT DEPARTMENT

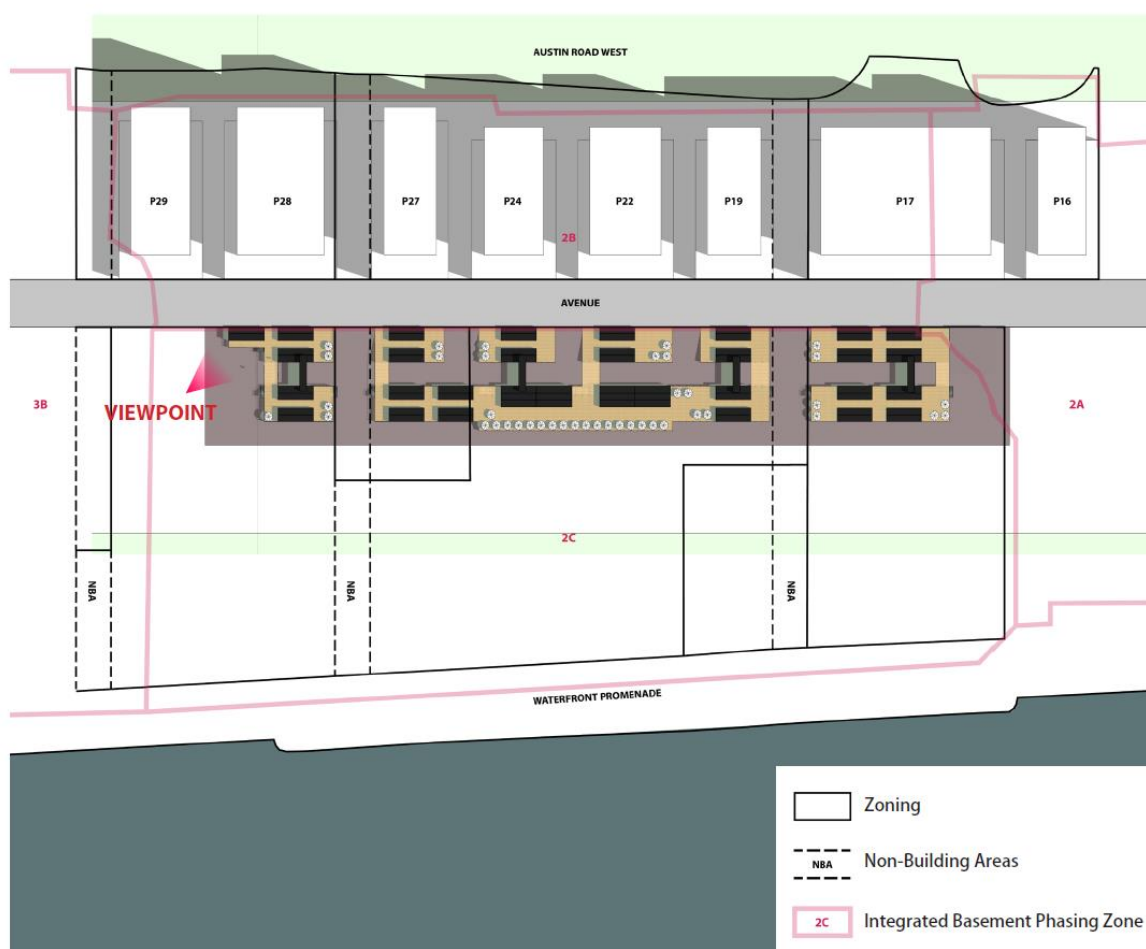




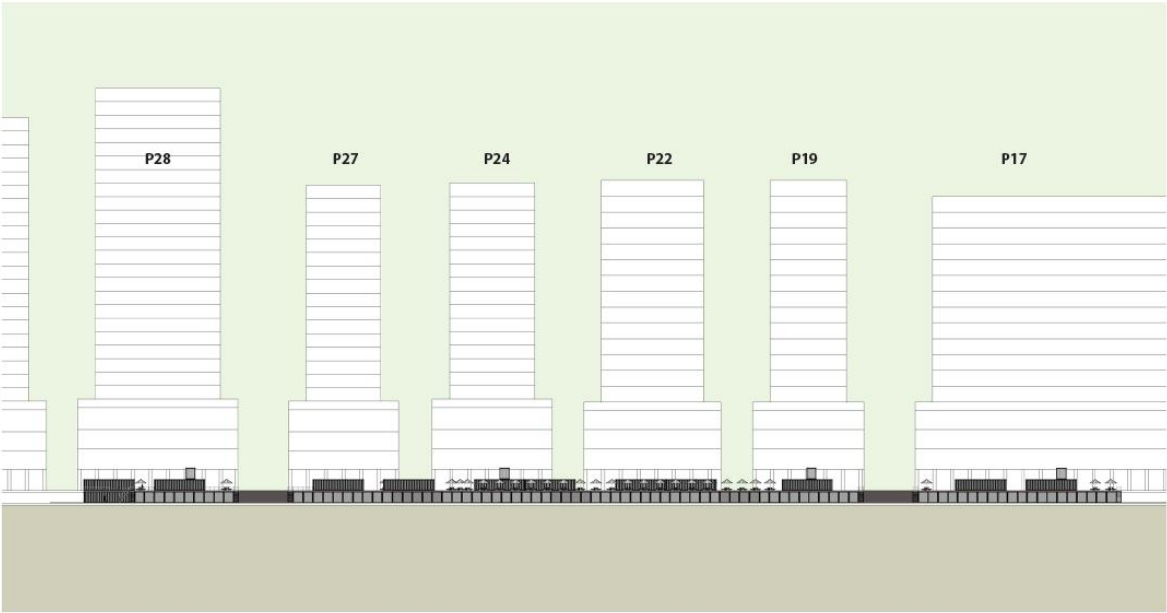
Preliminary Concept of Temporary RDE in Zone 2C



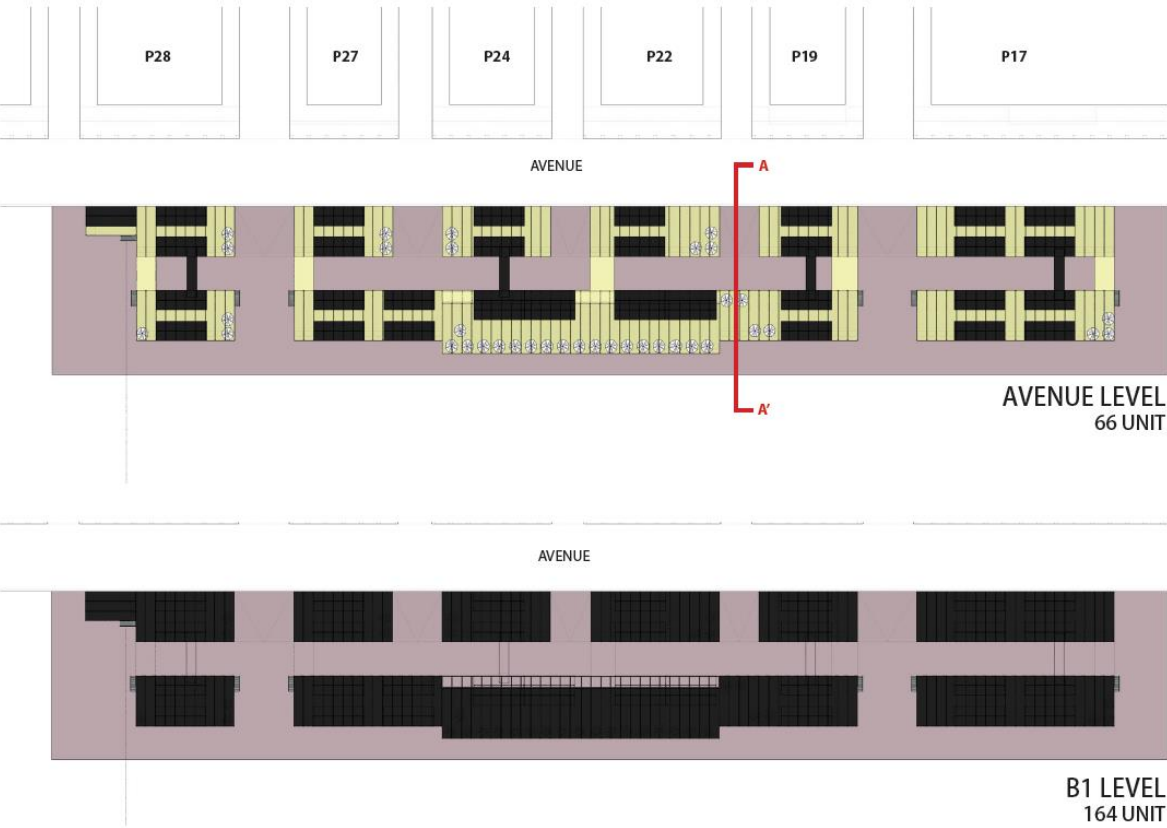
LAYOUT PLAN



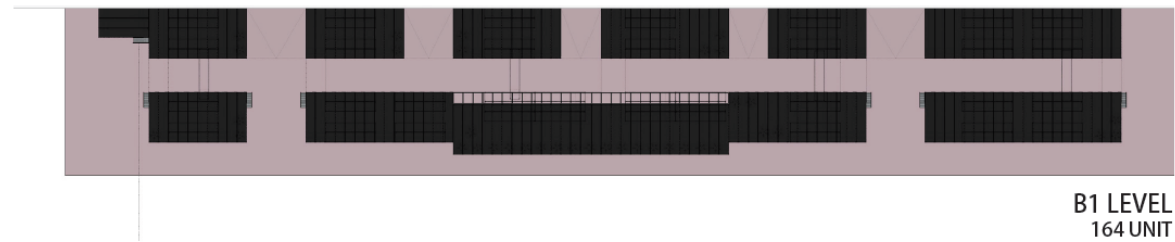
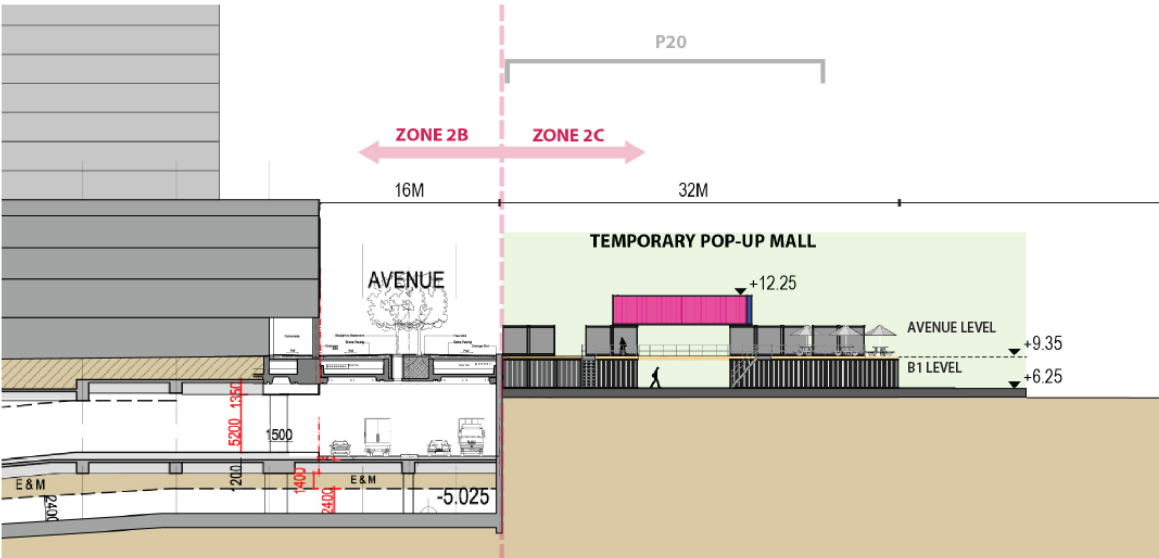
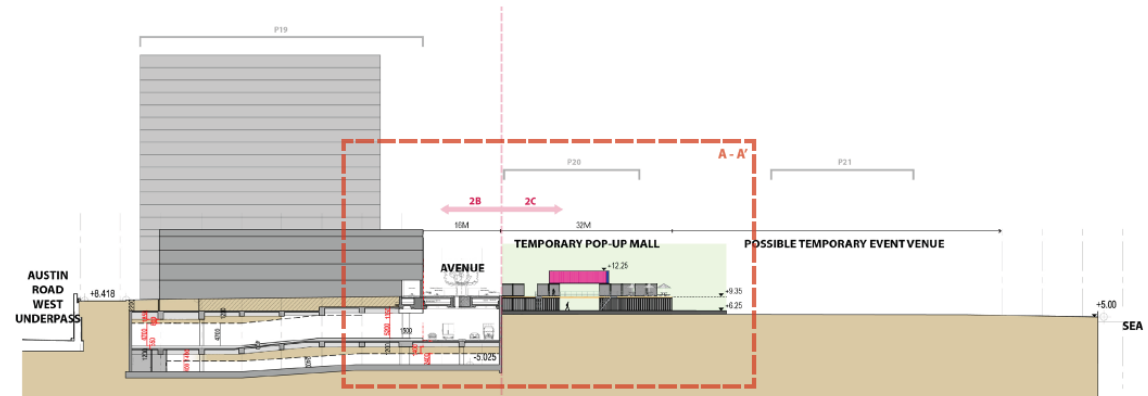
SECTION (VIEW FROM VICTORIA HARBOUR)



FLOOR PLAN



SECTION



ARTISTIC ILLUSTRATION



B1 LEVEL
164 UNIT

**Proposed Creation of a Supernumerary Chief Engineer Post
in the Civil Engineering and Development Department**

PROPOSAL

We would like to seek Members' support on the proposal to create one supernumerary Chief Engineer (CE) (D1) post in the Kowloon Development Office (KDO) of the Civil Engineering and Development Department (CEDD) from July 2014 to 31 March 2019 to strengthen its capability in driving the implementation of the mega integrated basement and government infrastructure projects for the West Kowloon Cultural District (WKCD).

JUSTIFICATIONS

2. At the Joint Sub-committee meeting held on 3 July 2013, Members were briefed that CEDD would take up the implementation of the integrated basement project in the WKCD and that additional staffing resources would have to be sought as necessary. With the WKCD development now entering into the critical design and construction stages, we see a need for much more focused attention and intensive input of CEDD for the project. We propose to create a supernumerary CE post in KDO of CEDD to lead a dedicated team for taking forward the implementation of the integrated basement project in addition to the government infrastructure works for the WKCD.

3. This dedicated team, led by a directorate, will comprise two senior professional, eight professional and one technical posts with multi-disciplinary expertise spanning across civil engineering, structural engineering, geotechnical engineering, architectural, building services engineering, building surveying and quantity surveying. The dedicated team will undertake the planning, design and construction of both the integrated basement and government infrastructure projects for the WKCD through consultancies, works contracts and/or entrustment agreements, on top of the need to complete statutory procedures and public consultation and to exercise rigorous value engineering and cost control under a fast-track programme.

4. The dedicated team is to assume the exceptionally heavy project management role for implementation of the mega integrated basement and public infrastructure projects. The integrated basement is a highly complex and challenging project, as there are complicated interfacing issues to be resolved in the design and construction as well as management, operation and maintenance of different types of facilities, viz. government infrastructure works, West Kowloon Cultural District Authority (WKCD) facilities, and

facilities for the topside hotel, office and residential developments. To ensure smooth project implementation, the dedicated team will exercise stringent cost control, procure and manage consultancies and works contracts, arranging and managing entrustment agreements, overseeing the design, tendering and construction processes, including close liaison with relevant stakeholders to resolve a huge amount of interface issues, all to be completed within tight timeframe. These tasks require the leadership and full-time attention of a dedicated D1 directorate officer.

5. It is planned to part-upgrade the integrated basement project to Category A in phases starting from mid-2014 to carry out the associated design, site investigation and construction, of which the first works package is planned to start construction in the third quarter of 2014. It is also our plan to conduct public consultation and carry out statutory gazettal for the public infrastructure works for construction in phases starting from 2015. These design, site investigation and construction works will have to be carried out under urgent and tight timeframe to facilitate the WKCD to complete the earliest batches of core arts and cultural facilities including the Xiqu Centre by 2016/17, the M+ by end 2017 and the Lyric Theatre by around 2020.

6. The integrated basement and government infrastructure works projects are currently undertaken on a part-time basis by CE/Kowloon 2, who is also responsible for the implementation covering planning, design and construction of many infrastructure projects including the mega Trunk Road T2, pedestrian linkages for Kwun Tong Town Centre redevelopment, ex-Cha Kwo Ling Kaolin Mine Site development, three footbridges at Sham Mong Road, as well as district administration matters for Sham Shui Po and Yau Tsim Mong districts. With the workload generated from the above projects escalating sharply in the coming years, CE/Kowloon 2 will not have spare capacity to continue undertaking the massive integrated basement and government infrastructure works projects, both of which are entering the critical design and construction stages.

7. Given the above staffing constraint, the complexity and tight implementation programme of the integrated basement project as well as the significant interfacing issues with the WKCD facilities, the hotel/office/residential developments and the government infrastructure works, a designated directorate post will need to be created to lead the dedicated team. The officer will be responsible for the formulation of implementation framework and also steering the management of resources, consultancies, works contracts and entrustment agreements, as well as close liaison with the WKCD, MTR Corporation Limited and a host of bureaux/departments to resolve complicated interfacing problems and ensure timely project delivery. Having regard to the level and scope of responsibilities and the professional input required, the proposed directorate post to be created should be pitched at CE (D1) level.

8. Considering that the integrated basement and government infrastructure projects will have peak design and construction activities up to 2020 and possibly beyond, the CE post is proposed for creation initially for a period of not more than five years up to 31 March 2019. The continued need for this CE post will be reviewed towards the end of 2018-19 taking into account the progress of the integrated basement and government infrastructure projects for the WKCD and the workload of CEDD at that time. The proposed job description of the CE post and the organisation chart are at **Enclosures 1 and 2**.

ALTERNATIVES CONSIDERED

9. At present, the existing CEs in CEDD are already more than fully committed to their current responsibilities, rendering it operationally impossible for them to effectively take up the new duties and responsibilities concerned. There is a genuine and pressing need for creating the proposed supernumerary CE post in CEDD to drive and closely supervise the implementation of the mega integrated basement and government infrastructure works for the WKCD. The key portfolios of other existing CE posts in CEDD are detailed at **Enclosure 3**.

FINANCIAL IMPLICATIONS

10. The proposed creation of one supernumerary CE post will bring about an additional notional annual salary cost at mid-point of \$1,465,200. The additional full annual average staff cost, including salaries and staff on-cost, is \$2,175,576. In addition to the CE post, the team will also consist of 11 non-directorate staff. The additional notional annual salary cost at mid-point for these non-directorate posts is \$7,624,500 and the full annual average staff cost, including salaries and staff on-cost, is about \$13,177,000. We will include the necessary provision in the draft Estimates of the relevant years to meet the cost of the proposal.

WAY FORWARD

11. Subject to the support of Members, we plan to seek approval from Establishment Subcommittee and Finance Committee in mid-2014 respectively for the proposed creation of the supernumerary CE post.

**Proposed Job Description of
Chief Engineer/Kowloon 5**

Rank: Chief Engineer (D1)

Responsible to: Deputy Project Manager (Kowloon)

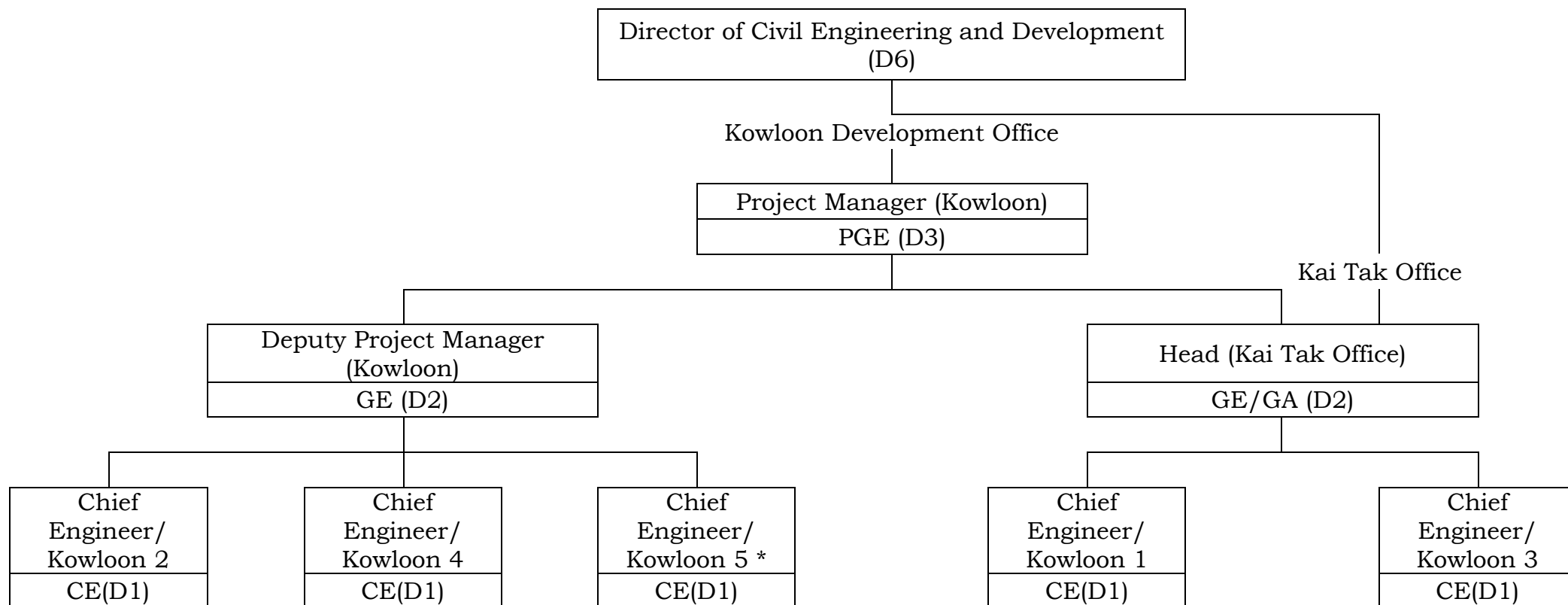
Overall Role and Objectives:

Chief Engineer/Kowloon 5 heads a Division of the Kowloon Development Office and is responsible for the overall administration, planning, design and construction supervision of works packages of the integrated basement and government infrastructure works for the West Kowloon Cultural District.

Main Duties and Responsibilities:

- (1) To oversee the overall administration, planning, design and construction supervision of works packages;
- (2) To undertake budgetary control of projects;
- (3) To drive for timely achievement of milestone targets, coordinate and oversee timely resolution of interfacing matters with other projects and developments;
- (4) To plan and conduct public consultation with a view to soliciting public support to project implementation;
- (5) To supervise and ensure the projects are implemented to the quality requirements and within budget;
- (6) To select and manage consultants and contractors; and
- (7) To oversee the work of Senior Engineer/Senior Architect under his/her purview.

**Proposed Organisation Chart of the Kowloon Development Office
of Civil Engineering and Development Department**



Legend

CE – Chief Engineer

GA – Government Architect

GE – Government Engineer

PGE – Principal Government Engineer

* – Proposed supernumerary post from July 2014 to 31 March 2019

Note: For simplicity, the organisations of other offices are not shown.

**Key portfolios of the other Chief Engineer posts
in the Civil Engineering and Development Department**

All the other Chief Engineer posts in the Civil Engineering and Development Department (CEDD) are or will be fully engaged in their respective duties, including the two new CE posts which were supported by Establishment Subcommittee on 30 April 2014 for creation [Ref.: EC(2014-15)4] as asterisked below and are pending approval by Finance Committee. It is operationally not possible for them to take up the additional tasks without adversely affecting the discharge of their own duties.

Civil Engineering Office

2. **Chief Engineer/Special Duties (Works)** is responsible for the planning, design and construction of the Aberdeen Tourism Project, Anderson Road Development and Dredging Works at Kwai Chung Container Basin and its Approaching Channel; administration of the feasibility study of Container Terminal 10 at southwest Tsing Yi, Decontamination Works at Kennedy Town Comprehensive Development Area, “Universal Accessibility” Programme and site formation and infrastructure works for housing sites, and provision of technical support to Steering Committee on Implementation of Hong Kong Disneyland and Ocean Park Redevelopment Committee on further expansion of the theme parks; and co-ordination of maintenance issues in Penny’s Bay Development Area.

3. **Chief Engineer/Port Works** is responsible for overseeing the study on increasing land supply by reclamations outside Victoria Harbour and rock cavern development; the cumulative environmental impact assessment study for the three potential near-shore reclamation sites in the western waters of Hong Kong; the strategic studies for artificial islands in the central waters, and planning and engineering studies for the near-shore reclamations in Sunny Bay and the seafront of Sai Kung Sewage Treatment Works; the implementation of marine infrastructure projects including improvement of Sai Kung public pier, public landing steps at Lei Yue Mun Waterfront, cycle parking area at Yung Shue Wan, Yung Shue Wan Development Phase 2, public landing steps at Trio Beach, and sediment removal at five Fish Culture Zones and bathing beach at Lung Mei; and maintenance of public marine facilities including piers, ferry terminals, Kai Tak Cruise Terminal, seawalls, breakwaters, typhoon shelters and fairways.

4. **Chief Engineer/Land Works** is responsible for the planning, design and construction of site formation and infrastructure works for public housing developments in Tuen Mun Area 54 and the surrounding sites, Yuen Long and Fanling, the development and implementation of the Food and

Health Bureau's columbarium and crematorium facilities in Sandy Ridge and Wo Hop Shek as well as the footbridge widening and bus layby extension in the vicinity of MTR Fanling Station, as well as the planning, design and construction of New Territories (NT) Greening Master Plans covering nine NT Districts and the Islands District. He also oversees the administration and management of CEDD Landscape Term Contract.

5. **Chief Engineer/Fill Management** is responsible for the strategic planning and management of construction and demolition materials, marine disposal for contaminated and uncontaminated sediments; design and operation of public fill reception facilities including two barging points and two fill banks, mud pits for contaminated sediments and construction waste sorting facilities; and liaison with State Oceanic Administration for the cross-boundary disposal of inert construction and demolition materials and dredged sediments. He is also responsible for controlling the issuance of sand permits to meet the requirements of Ministry of Commerce and the Development Bureau and providing secretarial support to the Public Fill and Marine Fill Committees.

Hong Kong Island and Islands Development Office

6. **Chief Engineer/Hong Kong 1** heads the Hong Kong 1 Division and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the Central Reclamation Phase III, Wan Chai Development Phase II (WDII) Contract C3, construction of additional floors at Central Piers 4-6, reassembly of Queen's Pier, housing sites at Braemar Hill, boardwalk under the Island Eastern Corridor and the district administration matters for Central & Western and Eastern Districts. He will also take up the new initiatives of the topside development at the Hong Kong- Zhuhai-Macao Bridge Hong Kong cross boundary facilities island and matters related to the East Lantau Metropolis.

7. **Chief Engineer/Hong Kong 2** heads the Hong Kong 2 Division and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on WDII Contracts C1, C2 & C4 and the site formation at Ka Wai Man Road Phase 2. He is also responsible for overseeing interfacing issues among WDII, Central-Wan Chai Bypass and the Shatin to Central Link and the district administration matters for the Wan Chai and Southern Districts.

8. **Chief Engineer/Islands** heads the Islands Division and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on improvement works at Tai O, Tung Chung New Town Extension, site formation works at Tung Chung Areas 53/54, infrastructure works at Tung Chung Area 56, future land use at the ex-Lamma quarry site, Mui Wo facelift project, village sewerage at Cheung

Chau and the district administration matters for the Islands District. He is also responsible for the co-ordination role in respect of the Lantau Development Advisory Committee.

Kowloon Development Office

9. **Chief Engineer/Kowloon 1** is responsible for the overall administration, planning, design and construction supervision of works packages at Kai Tak Development (KTD), with major focus on the planning and design of infrastructure at ex-runway and adjoining apron areas, design ideas competitions, studies on public creatives and on reviewing of development parameters at KTD, in addition to co-ordination of major interfacing projects covering Central Kowloon Route, Multi-purpose Sports Complex, schools, government buildings and open space in KTD. He is also responsible for the district administration matters of the Wong Tai Sin and Kwun Tong Districts.

10. **Chief Engineer/Kowloon 2** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the design of Trunk Road T2 at KTD, the implementation of government infrastructure and facilities for the West Kowloon Cultural District development, pedestrian linkages for Kwun Tong Town Centre redevelopment and ex-Cha Kwo Ling Kaolin Mine Site development, in addition to the planning and design of three footbridges at Sham Mong Road. He is also responsible for the district administration matters of the Sham Shui Po and Yau Tsim Mong Districts.

11. **Chief Engineer/Kowloon 3** is responsible for the overall administration, planning, design and construction supervision of works packages at KTD, with major focus on the planning and design of infrastructure at north apron area, improvement works for Kai Tak Approach Channel, structural deck at the ex-runway, cycle track network, in addition to the reconstruction and upgrading of Kai Tak Nullah, studies on Environmentally Friendly Linkage System, interfaces with Shatin to Central Link, and co-ordination of land use and drainage works. He is also responsible for the district administration matters of the Kowloon City District.

12. **Chief Engineer/Kowloon 4** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the construction of infrastructure at the former north apron and runway areas at KTD as well as for two housing sites at Tai Wo Ping, bioremediation works at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, site formation and dredging works for cruise terminal development, and co-ordination of works for District Cooling System.

New Territories West Development Office

13. **Chief Engineer/New Territories West 1** is responsible for the overall administration, planning and supervision of the planning and engineering study for the potential development/housing sites at Yuen Long South as well as the overall administration, planning, design and construction supervision of the site formation and infrastructure projects at Yuen Long and the Lok Ma Chau Loop development. He is also responsible for the district administration matters of the Yuen Long District.

14. **Chief Engineer/New Territories West 2** is responsible for the overall administration, planning and supervision of the planning and engineering studies for the potential development/housing sites at Tuen Mun Areas 40 and 46 and the Adjoining Areas, and Lam Tei Quarry Site and the Adjoining Areas as well as the overall administration, planning, design and construction supervision of the Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange Project, and the Investigation Study for the Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road. He is also responsible for the district administration matters of the Tuen Mun, Tsuen Wan and Kwai Tsing Districts.

15. **Chief Engineer/New Territories West 3** is responsible for the overall administration, planning and supervision of the Planning and Engineering Study for the Hung Shui Kiu New Development Area, as well as the overall administration, planning, design and construction supervision of the Widening of Tin Ha Road and Tan Kwai Tsuen Road Project and the New Territories Cycle Track Network Project. He is also responsible for the district administration matters of the Hung Shui Kiu area.

16. **Chief Engineer/New Territories West 4**¹¹ is responsible for the overall administration, planning, design and construction supervision of the Advance Site Formation and Engineering Infrastructure Projects of Hung Shui Kiu New Development Area and the Site Formation and Infrastructure Projects of Initial Housing Sites at Kam Tin South, as well as the overall administration, planning and supervision of the Engineering Feasibility Study for the Remaining Housing Sites at Kam Tin South and studies for Housing sites in New Territories West identified through the land use reviews.

New Territories East Development Office

17. **Chief Engineer/New Territories East 1** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the infrastructure works for the Sai

¹¹ The proposed creation of this supernumerary post is subject to Finance Committee's approval.

Kung area and Tseung Kwan O (TKO) New Town, including the TKO-Lam Tin Tunnel, Cross Bay Link, infrastructure works in TKO Town Centre South, Sai Kung Town improvement works. He is also responsible for the district administration matters of the Sai Kung District.

18. **Chief Engineer/New Territories East 2** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the infrastructure works for the Sha Tin and Ma On Shan, and development of the Anderson Road Quarry. He is also responsible for the district administration matters of the Sha Tin District.

19. **Chief Engineer/New Territories East 3**¹¹ is responsible for the overall administration of the feasibility and engineering studies for developing New Territories North, as well as the planning of the provision of strategic infrastructure works. In addition, he is responsible for the administration, planning, design and construction supervision of the site formation and infrastructure projects for the development at Kwu Tung South and Kong Nga Po. He is also responsible for the district administration matters for the North district.

20. **Chief Engineer/New Territories East 4**¹² is responsible for the overall administration, planning, design and construction supervision of the Kwu Tung North and Fanling North New Development Areas including road and drainage infrastructures, site formation for housing, commercial and other facility development. He is also responsible for the district administration matters for the Tai Po district.

21. **Chief Engineer/Boundary Control Point**¹² is responsible for the overall administration, planning, design and construction supervision of the Liantang/Heung Yuen Wai Boundary Control Point and associated works projects, including the connecting roads, road tunnels, site formation for the boundary control point and other associated works.

CEDD Headquarters

22. **Chief Engineer/Headquarters** is responsible for the overall administration and management of the Planning Unit, Town Planning Unit, and Engineering and Associated Consultants Selection Board Unit. He oversees the Department's commitment to land formation, land supply and road development; assists in formulating departmental strategies and co-ordinating inputs over planning related issues; oversees the Department's project delivery and expenditure under the Public Works Programme and Capital Works Reserve Fund (CWRF); and vets applications for funding under

¹² The proposed redeployment of this post to New Territories East Development Office is subject to Finance Committee's approval.

CWRF Block Votes, undertaking of projects, employment of consultants, entrustment of works and increase in consultancy fees.