

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS

Recreation, Culture and Amenities – Open spaces

436RO – Avenue Park at Kai Tak

452RO – Waterfront promenade adjacent to the Hong Kong Children's Hospital

466RO – Improvement of Hoi Bun Road Park and adjacent area

Members are invited to recommend to the Finance Committee the upgrading of **436RO**, **452RO** and **466RO** to Category A at estimated costs of \$321.9 million, \$82.2 million and \$186.7 million in money-of-the-day prices respectively.

PROBLEM

We need to carry out the following projects under the Five-Year Plan for Sports and Recreation Facilities¹ to increase and enhance the provision of district facilities, with a view to meeting the demand for recreational space and promoting sports development –

- (a) **436RO** to develop the Avenue Park which provides open space with leisure and recreational facilities for residents nearby and serves as one of the major connections for the surrounding developments;

/(b)

¹ The Policy Address in January 2017 announced that \$20 billion will be spent in the coming five years to launch 26 projects to develop new or improve existing sports and recreation facilities. Technical feasibility study for another 15 sports and recreation facility projects will also be conducted to prepare for their implementation in the future.

- (b) **452RO** to develop the waterfront promenade adjacent to the Hong Kong Children's Hospital (HKCH) under construction which forms part of a planned continuous waterfront promenade extending from Cha Kwo Ling waterfront to Ma Tau Kok waterfront; and
- (c) **466RO** to improve Hoi Bun Road Park and its adjacent area with enhanced sports facilities to facilitate the transformation of Kowloon East into an alternative central business district.

PROPOSAL

2. The Director of Architectural Services proposes to upgrade the following projects to Category A. Items (a) and (b) have the support of the Secretary for Home Affairs and item (c) has the support of the Secretary for Development.

- (a) **436RO** at an estimated cost of \$321.9 million in money-of-the-day (MOD) prices for the development of the Avenue Park at Kai Tak;
- (b) **452RO** at an estimated cost of \$82.2 million in MOD prices for the development of waterfront promenade adjacent to the HKCH; and
- (c) **466RO** at an estimated cost of \$186.7 million in MOD prices for the improvement of the Hoi Bun Road Park and adjacent area.

PROJECT SCOPE AND NATURE

3. Details of the three projects above are provided at Enclosures 1 to 3.

Home Affairs Bureau
Development Bureau
January 2018

Avenue Park at Kai Tak

PROJECT SCOPE AND NATURE

The project site occupies an area of around 3.2 hectares at the north apron of the former Kai Tak Airport. The scope of works under **436RO** comprises —

- (a) thematic gardens;
- (b) a children's play area and a fitness area;
- (c) a basketball court;
- (d) covered walkways to connect the proposed Station Square where the future Kai Tak Station is located; and
- (e) ancillary facilities such as a park management office, toilets and baby care rooms.

2. A location and site plan, three artist's impressions and a barrier-free access plan for the project are at Annexes 1 to 5 to Enclosure 1. Subject to funding approval of the Finance Committee (FC), we plan to commence construction in the first quarter of 2018 for completion in the fourth quarter of 2020. To meet the works programme, tenders were invited for the captioned works in October 2017. Tender will only be awarded after obtaining FC's funding approval.

JUSTIFICATION

3. Kowloon City District is a densely populated area, with a population of 411 700 in 2017 and is projected to increase to 454 200 in 2024. The proposed Avenue Park (the Park) is surrounded by residential and commercial developments, including the Kai Ching Estate (5 200 flats) and Tak Long Estate (8 200 flats) with a total population of about 31 400. To meet the needs of the increasing population in the vicinity, the Park aims to provide leisure and recreation facilities with a soft landscaping environment for public enjoyment. The Park will provide thematic tree avenue, landscaped gardens, featured plaza and leisure facilities such as fitness area, children's play area and a basketball court.

4. The proposed Park will also serve as a vital and convenient pedestrian link between the surrounding developments and as a connection for these developments to the future Kai Tak Station which is targeted for commissioning in mid-2019. It will provide a green corridor to enhance the walking environment of pedestrians.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the project to be \$321.9 million in money-of-the-day (MOD) prices, broken down as follows –

		\$ million (in MOD Prices)
(a)	Site works	20.4
(b)	Building	36.9
(c)	Building services	49.0
(d)	Drainage	25.1
(e)	External works	132.5
(f)	Additional energy conservation, green and recycled features	4.2
(g)	Furniture and equipment ¹	0.9
(h)	Consultants' fees for	8.3
	(i) contract administration	6.9
	(ii) management of resident site staff (RSS)	1.4
(i)	Remuneration of RSS	15.3
(j)	Contingencies	29.3
Total		321.9

/6.

¹ The estimated cost is based on an indicative list of furniture and equipment required.

6. We propose to engage consultants to undertake contract administration and site supervision for the project. A detailed breakdown of the estimate for consultants' fees and RSS costs by man-months is at Annex 6 to Enclosure 1. We consider the estimated project cost comparable to that of similar projects built by the Government.

7. Subject to funding approval, we plan to phase the expenditure as follows –

Year	\$ million (MOD)
2018 – 2019	15.8
2019 – 2020	52.1
2020 – 2021	172.0
2021 – 2022	38.1
2022 – 2023	31.0
2023 – 2024	12.9
	321.9

8. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period 2018 to 2024. Subject to funding approval, we will deliver the construction works through a lump-sum contract because we can clearly define the scope of works in advance. The contract will provide for price adjustment.

9. We estimate the annual recurrent expenditure arising from this project to be \$13.0 million.

/PUBLIC

PUBLIC CONSULTATION

10. We consulted the Leisure and District Facilities Management Committee of Kowloon City District Council on the scope and conceptual layout of the proposed project on 8 May 2008, 28 July 2011 and 23 March 2017. Members supported the project and urged for its early implementation.

11. We also consulted the Harbourfront Commission's Task Force on Kai Tak Harbourfront Development on the proposed design of the project in April 2017 and the Task Force had no comment on the project.

12. We consulted the Legislative Council Panel on Home Affairs on 26 June 2017. Members supported the project and had no objection to the submission of the funding proposal to the Public Works Subcommittee (PWSC). Supplementary information requested by the Members was submitted to the Panel on 15 January 2018.

ENVIRONMENTAL IMPLICATIONS

13. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We have completed the Preliminary Environmental Review (PER) for the project in November 2017. The PER has concluded and the Director of Environmental Protection agreed that the project will not cause long-term environmental impacts.

14. We will incorporate into the works contract the mitigation measures recommended in the PER to control the environmental impacts arising from the construction works to within established standards and guidelines. These measures include the use of quality powered mechanical equipment, movable noise barriers for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel washing facilities. Noise monitoring will also be carried out at noise sensitive receivers including Kai Ching Estate, Tak Long Estate, De Novo and Po Leung Kuk Stanley Ho Sau Nan Primary School. We have included in the project estimate the cost for the implementation of the environmental mitigation measures and monitoring.

15. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) 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 facilities². We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

16. At the construction stage, we will require the contractor to submit for approval a waste management 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 and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

17. Subject to the laboratory analytical results, we will require the contractor to treat the marine mud excavated from the site during construction for *in situ* backfilling wherever appropriate to minimise marine disposal.

18. We estimate that the project will generate in total 93 183 tonnes of construction waste. Of these, we will reuse 68 060 tonnes (73.0%) of inert construction waste on site and deliver 23 079 tonnes (24.8%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 2 044 tonnes (2.2%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$2.1 million for this project (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)).

/HERITAGE

² 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

19. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

20. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

21. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular —

- (a) solar powered light fittings; and
- (b) photovoltaic system.

22. For greening features, we will provide green roof at the toilet blocks and ancillary facilities block.

23. For recycled features, we will adopt rainwater harvesting system for landscape irrigation.

24. The total estimated additional cost for adoption of the above energy conservation measures is \$4.2 million (including \$90,000 for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 3.5% energy savings in the annual energy consumption with a payback period of about eight years.

/BACKGROUND

BACKGROUND INFORMATION

25. We upgraded **436RO** to Category B in January 2010. We engaged an architectural consultant to undertake the layout design, detailed design and related services in February 2011. We engaged a quantity surveying consultant to prepare tender documents in May 2017. The total cost of these consultancy services and works is about \$6.3 million. We charged this amount to block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fee for items in Category D of the Public Works Programme”. The layout design, detailed design and site investigation have been completed.

26. Of the six trees within the project boundary, the proposed works will involve the felling of these trees. All trees to be removed are not important trees³. We will incorporate planting proposals as part of the project, including the planting of about 299 trees, 144 284 shrubs, 35 450 groundcovers, and 3 334 square metres of grassed area.

27. We estimate that the proposed works will create 90 jobs (80 for labourers and ten for professional or technical staff) providing a total employment of 2 500 man-months.

28. At the PWSC meeting on 31 October 2001, some Members suggested and the Government agreed to include information on the scope, approved project estimates and progress of all items under the Kai Tak Development (KTD) (formerly known as the “South East Kowloon Development”) Public Works Programme in the future PWSC submissions relating to the KTD. The information is at Annex 7 to Enclosure 1.

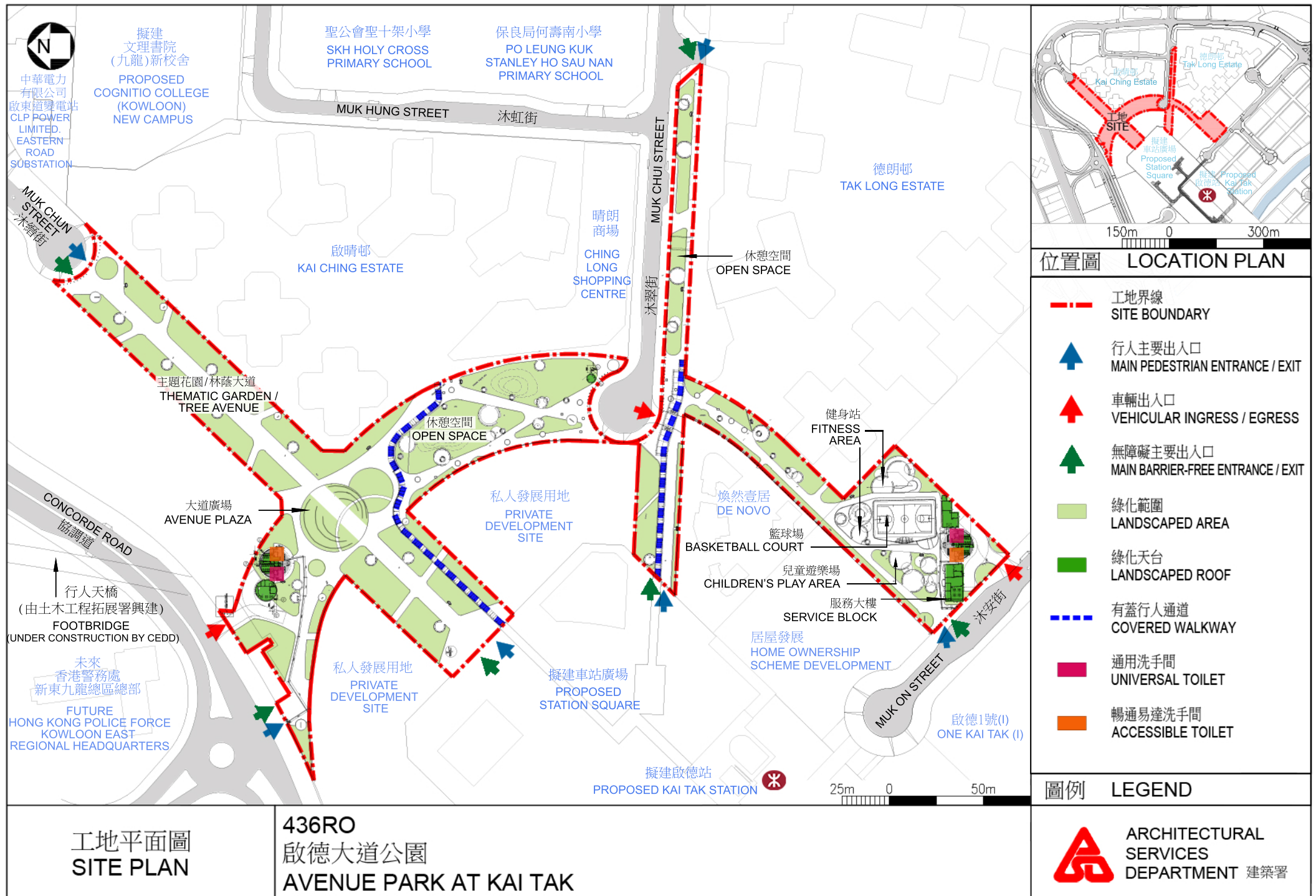
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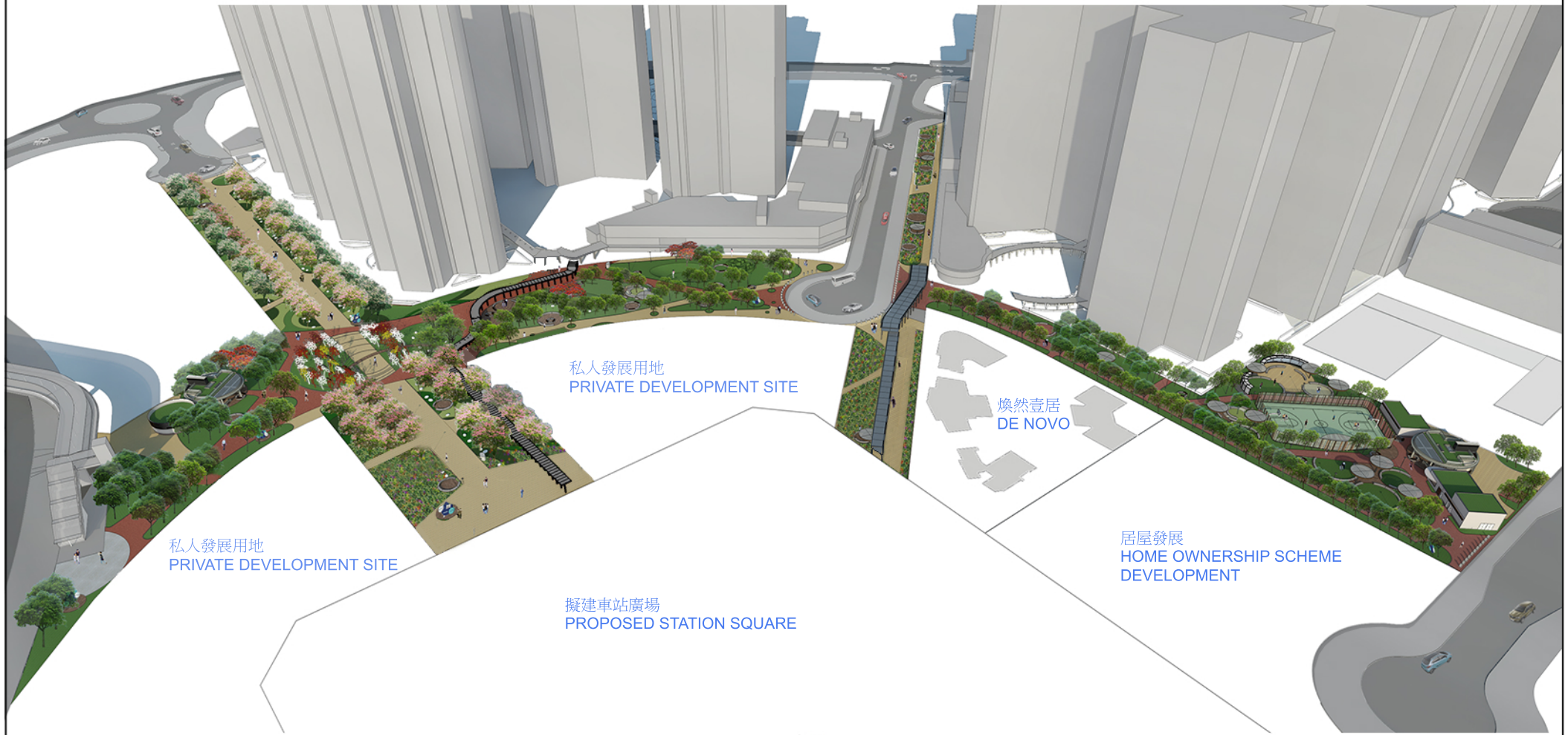
³ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metres above ground level), or with height/canopy spread equal or exceeding 25 metres.

29. As mentioned in paragraph 2 above, tenders were invited for the proposed works in October 2017. Based on the returned tender prices for the main contract, we have updated the project estimate. We consider that the latest estimate, which is 21.9% less than our earlier estimate as stated in Panel paper (LC Paper No. CB(2)1680/16-17(02)), has reflected the prevailing market situation and the latest estimate should be adequate to deliver the proposed works.

Home Affairs Bureau
January 2018





從西面俯瞰大道公園的景觀
AERIAL VIEW FROM WESTERN DIRECTION ON AVENUE PARK

構思圖 (I)
ARTIST'S IMPRESSION (I)

436RO
啟德大道公園
AVENUE PARK AT KAI TAK



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署



於林蔭大道的景觀透視圖
PERSPECTIVE VIEW ON TREE AVENUE

構思圖 (II)
ARTIST'S IMPRESSION(II)

436RO
啟德大道公園
AVENUE PARK AT KAI TAK



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署



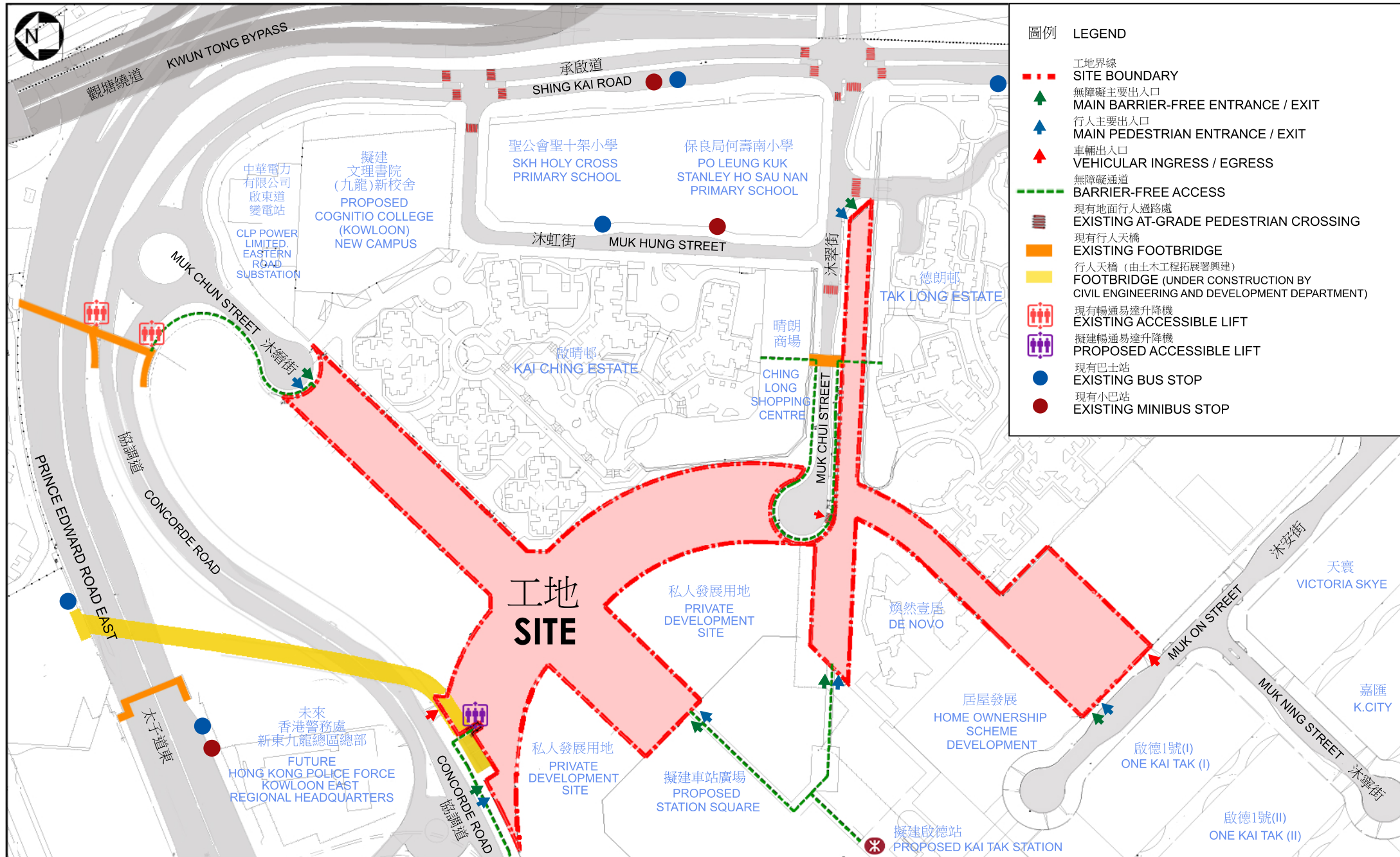
於大道廣場的景觀透視圖
PERSPECTIVE VIEW ON AVENUE PLAZA

構思圖 (III)
ARTIST'S IMPRESSION (III)

436RO
啟德大道公園
AVENUE PARK AT KAI TAK



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署



無障礙通道平面圖
PLAN OF BARRIER-
FREE ACCESS

436RO
啟德大道公園
AVENUE PARK AT KAI TAK

436RO – Avenue Park at Kai Tak

**Breakdown of the estimates for consultants' fees and resident site staff costs
(in September 2017 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a)	Consultants' fees				
	for contract	–	–	–	3.3
	administration (Note 2)	–	–	–	2.6
				Sub-total	5.9#
(b)	Resident site staff				
	(RSS) costs (Note 3)				
	Professional	–	–	–	–
	Technical	323	14	1.6	14.2
				Sub-total	14.2
	Comprising -				
	(i) Consultants' fees		1.2#		
	for management				
	of RSS				
	(ii) Remuneration of		13.0#		
	RSS				
				Total	20.1

* MPS = Master Pay Scale

Notes

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (as at now, MPS salary point 14 = \$27,485 per month).
2. The consultants' fees for contract administration are calculated in accordance with the existing consultancy agreement for the design and construction of **436RO**. The assignment will only be executed subject to Finance Committee's funding approval to upgrade **436RO** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.

Remarks

The cost figures in this Annex are shown in constant prices to correlate with the MPS salary point of the same year. The figures marked with # are shown in MOD prices in paragraph 5 of Enclosure 1.

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

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

PWP item no.:	440CL
Project title:	South East Kowloon development – comprehensive feasibility study
Date of upgrading to Category A:	April 1995
Approved project estimate:	\$220 million
Project scope:	The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.
Brief account of progress:	(a) The feasibility study was completed in December 2003. (b) The project account has been finalised at the sum of \$185.2 million. * * *
PWP item no.:	494CL (part upgraded from 469CL)
Project title:	South East Kowloon development at Kai Tak Airport – decontamination and site preparation
Date of upgrading to Category A:	February 1998
Approved project estimate:	\$316.9 million
Project scope:	Ground decontamination, demolition of existing buildings and structures and site preparation at the north apron of Kai Tak Airport.

Brief account of progress:

- (a) The civil engineering works and the post-decontamination monitoring works were completed in April 2002 and December 2003 respectively.
- (b) The project account has been finalised at the sum of \$281.8 million.

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PWP item no.:

694CL (part upgraded from **469CL**)

Project title:

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

Date of upgrading to Category A:

November 2001

Approved project estimate:

\$115.9 million

Project scope:

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

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) Detailed design for demolition of the passenger terminal building and associated structures has been completed.
- (c) Detailed design of the stages 1, 2, 3A, 3B, 4 and 5A infrastructure works and the reconstruction and upgrading of Kai Tak Nullah at the north apron has been completed.
- (d) Detailed design of the remaining infrastructure works at the north apron is in progress.

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PWP item no.:	693CL (part upgraded from 465CL)
Project title:	South East Kowloon development – consultants’ fees and site investigation for Kai Tak Approach Channel (KTAC) reclamation
Date of upgrading to Category A:	November 2001
Approved project estimate:	\$63.8 million
Project scope:	Site investigation works and detailed design for treatment of contaminated sediments and reclamation of KTAC, drainage and demolition of the existing airport taxiway bridge in KTAC.
Brief account of progress:	(a) Consultancy started in January 2002. (b) In the light of the Court of Final Appeal (CFA)’s ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006. (c) The project account has been finalised at the sum of \$50.2 million.

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PWP item no.:	699CL (part upgraded from 482CL)
Project title:	South East Kowloon development – consultants’ fees and site investigation for Kowloon Bay reclamation and engineering works
Date of upgrading to Category A:	July 2002
Approved project estimate:	\$105.7 million
Project scope:	Site investigation works and detailed design for treatment of contaminated sediments and reclamation of Kowloon Bay, marine structures and facilities, roads, drainage and sewerage works.

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

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

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

Date of upgrading to Category A: February 2004

Approved project estimate: \$131.6 million

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

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

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PWP item no.: **719CL**

Project title: Kai Tak development – engineering review

Date of upgrading to Category A: December 2006

Approved project estimate:	\$87.5 million
Project scope:	A study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development, preliminary preparatory work for the early development of the cruise terminal in Kai Tak.
Brief account of progress:	Consultancy commenced in January 2007 and completed in April 2010. The project account has been finalized at the sum of \$76.4 million.
	* * *
PWP item no.:	724CL (part upgraded from 711CL)
Project title:	Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	December 2006
Approved project estimate:	\$38 million
Project scope:	Investigation and detailed design for roads, drainage, sewerage, watermains, relocation and reprovisioning of existing radar facilities for the proposed developments at the southern part of the former runway.
Brief account of progress:	(a) Consultancy commenced in January 2007. (b) Design of the decommissioning and decontamination works at the south apron and relocation and reprovision of Marine Vessel Traffic Services radar was completed. (c) Design of the stage 1 advance infrastructure works was completed. (d) Design of the remaining infrastructure works was completed.

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

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

Date of upgrading to Category A: February 2008

Approved project estimate: \$120.1 million

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

Brief account of progress:

- (a) Works contract commenced in May 2008 and was completed in January 2010.
- (b) The project account has been finalised at the sum of \$82.5 million.

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

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

Date of upgrading to Category A: May 2009

Approved project estimate: \$50 million

Project scope: Site investigation works, environmental mitigation trial and monitoring, and detailed design for treatment of the contaminated sediments, forming of a 600 m opening at the former runway with a piled deck on the top and associated works.

Brief account of progress:

- (a) Consultancy commenced in August 2009.
- (b) Detailed design of Phase 1 works has been completed.
- (c) With the latest monitoring data collected, a comprehensive review was conducted in 2015 and concluded that an Interception and Pumping (IP) Scheme could replace the originally proposed 600 m opening. Kwun Tong, Kowloon City and Wong Tai Sin District Councils and Task Force on Kai Tak Harbourfront Development (TFKT) were consulted in the third quarter of 2015 with general support obtained. Design of Phase 2 works (IP Scheme) is underway.

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PWP item no.:

740CL (part upgraded from **702CL**)

Project title:

Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway

Date of upgrading to Category A:

May 2009

Approved project estimate:

\$32 million

Project scope:

Site investigation works and detailed design for a road including a piled deck on the former runway; roads, footbridges, drainage, sewerage and water mains in south apron; and associated works.

Brief account of progress:

Consultancy commenced in July 2009 and detailed design of the infrastructure works is in progress.

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PWP item no.:

739CL (part upgraded from **469CL**)

Project title:

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

Date of upgrading to Category A:	May 2009
Approved project estimate:	\$566.5 million
Project scope:	Construction of about 2.6 km of new roads and other roadworks within the north apron area; two footbridges, two drainage box culverts, improvement to three existing subways across Prince Edward Road East, drainage, sewerage, water mains and associated works.
Brief account of progress:	Works commenced in July 2009 and were completed in December 2013.
	* * *
PWP item no.:	741CL (part upgraded from 711CL)
Project title:	Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$539.6 million
Project scope:	Construction of about 1.8 km carriageway, a fireboat berth cum landing steps, drainage, a sewage pumping station, sewerage, water mains and associated works for developments at the southern part of the former runway.
Brief account of progress:	Works contract commenced in September 2009 and was completed in December 2013.
	* * *
PWP item no.:	841TH (part upgraded from 785TH)
Project title:	Trunk Road T2 – investigation and design

Date of upgrading to Category A:	June 2009
Approved project estimate:	\$133.6 million
Project scope:	Impact assessments on environment, traffic, marine, heritage and other related aspects; detailed design of the works and associated site investigations and supervision for Trunk Road T2.
Brief account of progress:	(a) Consultancy commenced in July 2009. (b) The environmental impact assessment report was approved in September 2013. (c) Detailed design is in progress. * * *
PWP item no.:	45CG
Project title:	District Cooling System at the Kai Tak Development
Date of upgrading to Category A:	June 2009
Approved project estimate:	\$3,905.7 million (approved by the Finance Committee on 29 April 2016) for Phase I, Phase II and Phase III (Package A, B & C) of the project
Project scope:	Construction of district cooling system including chiller plants, underground seawater pump house and operational facilities, seawater intake and discharge pipelines, chilled water distribution pipe networks; and connection facilities at the Kai Tak development.
Brief account of progress:	(a) Contract for Phase I commenced in February 2011 and was completed in January 2013. (b) Contract for Phase II commenced in March 2011 and was completed in September 2014. (c) Contract for Phase III (Package A) commenced in July 2013 and was completed in December 2017.

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

(e) Construction for Phase III (Package C) commenced in September 2016 for completion by March 2020.

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PWP item no.: **736CL**

Project title: Site formation for Kai Tak cruise terminal development

Date of upgrading to Category A: November 2009

Approved project estimate: \$2,303.9 million

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

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

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PWP item no.: **7GA**

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

Date of upgrading to Category A: April 2010

Approved project estimate: \$5,852.1 million

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

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

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

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

Date of upgrading to Category A: June 2011

Approved project estimate: \$717.7 million

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

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

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

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

Date of upgrading to Category A: June 2011

Approved project estimate: \$355.8 million

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

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

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

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

Date of upgrading to Category A: June 2011

Approved project estimate: \$88.4 million

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

Brief account of progress: (a) The works contract commenced in August 2011 and was completed in June 2013.

(b) The project account has been finalised at the sum of \$87.7 million.

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PWP item no.: **172BF**

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

Date of upgrading to Category A: July 2011

Approved project estimate: \$210 million

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

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

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PWP item no.: **109KA**

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

Date of upgrading to Category A: January 2012

Approved project estimate: \$2,645.1 million

Project scope: Construction of government offices and ancillary property management facilities providing a net operational floor area (NOFA) of around 32 400 m², and a community hall of about 600 m² in NOFA.

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

* * *

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

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

Date of upgrading to Category A: July 2012

Approved project estimate: \$169.7 million

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

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

* * *

PWP item no.: **439RO**

Project title: Kwun Tong promenade (stage 2)

Date of upgrading to Category A: July 2012

Approved project estimate: \$250.7 million

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

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

* * *

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

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

Date of upgrading to Category A: January 2013

Approved project estimate: \$2,488.2 million

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

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

* * *

PWP item no.:	76MM
Project title:	Establishment of the Centre of Excellence in Paediatrics (Hong Kong Children's Hospital)
Date of upgrading to Category A:	June 2013
Approved project estimate:	\$12,985.5 million
Project scope:	Establishment of the Centre of Excellence in Paediatrics with 468 beds in the south apron of the Kai Tak development.
Brief account of progress:	Works contract commenced in August 2013 and was completed in September 2017. * * *
PWP item no.:	761CL (part upgraded from 469CL)
Project title:	Kai Tak development – stages 3A and 4 infrastructure at north apron area of Kai Tak Airport
Date of upgrading to Category A:	June 2013
Approved project estimate:	\$2,255.3 million
Project scope:	Stage 3A – Construction of roads, a vehicular underpass, a pedestrian subway, extension of an existing subway, reconstruction of existing roads, associated drainage, sewerage, water mains, roadworks and other ancillary works. Stage 4 – Construction of roads, reconstruction and widening of existing footpaths, two sewage pumping stations, twin rising mains, associated drainage and sewerage works and other ancillary works.
Brief account of progress:	Works contracts commenced in stages starting from July 2013. Stage 3A Contract was substantially completed in June 2017 whereas Stage 4 works are

anticipated to be substantially completed in the first quarter of 2018.

* * *

PWP item no.: **349EP**

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

Date of upgrading to Category A: July 2013

Approved project estimate: \$312.4 million

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

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

* * *

PWP item no.: **350EP**

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

Date of upgrading to Category A: July 2013

Approved project estimate: \$317.5 million

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

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

* * *

PWP item no.:	287RS (part upgraded from 272RS)
Project title:	Kai Tak Multi-purpose Sports Complex – pre-construction works
Date of upgrading to Category A:	July 2015
Approved project estimate:	\$62.7 million
Project scope:	Preparation of technical specifications, cost estimate, tender documents (including information in ground investigation, utility mapping, topographic and tree surveys) and tender assessment for the main works
Brief account of progress:	The pre-construction works commenced in phases since December 2015. The ground investigation, utility mapping, topographic and tree surveys, and the preparation of tender documents were completed. Tenders for the main works were invited on 29 December 2017.
	* * *
PWP item no.:	711CL
Project title:	Kai Tak development – infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	July 2015
Approved project estimate:	\$5,757.1 million
Project scope:	Construction of roads, an elevated landscaped deck with lifts and staircases, roadside noise barriers, a supporting underground structure as enabling works to facilitate future construction of Trunk Road T2, improvement to three existing road junctions in Kowloon Bay, associated drainage, sewerage, water mains, roadworks, landscaping and other ancillary works.

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

* * *

PWP item no.: **65TR**

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

Date of upgrading to Category A July 2015

Approved project estimate: \$92.3 million

Project scope:

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

Brief account of progress: The detailed feasibility study commenced in October 2015 for completion by end 2018.

* * *

PWP item no.:	797CL (part upgraded from 469CL)
Project title:	Kai Tak development – Stage 3B and 5A infrastructure works at former north apron area
Date of upgrading to Category A:	May 2016
Approved project estimate:	\$2,152.8 million
Project scope:	Stage 3B – Construction of roads, an elevated landscaped walkway, a pedestrian subway, demolition of an existing flyover, road modification works, associated drainage, sewerage, watermains, landscaping and other ancillary works. Stage 5A – Construction of roads, a pedestrian subway, associated drainage including box culverts, sewerage, watermains, landscaping and other ancillary works.
Brief account of progress:	Works contracts commenced in stages starting from September 2016 for substantial completion by phases by end 2020.

* * *

PWP item no.:	237LP
Project title:	Kowloon East Regional Headquarters and Operational Base-cum-Ngau Tau Kok Divisional Police Station
Date of upgrading to Category A:	May 2016
Approved project estimate:	\$3,186 million
Project scope:	Demolition of existing vacated Kai Tak Operational Base (KTOB), construction of an integrated complex and demolition of building and facilities upon commissioning of the integrated complex.

Brief account of progress: Construction commenced in July 2016 for completion in 2019.

* * *

PWP item no.: **271ES**

Project title: Kowloon East Regional Headquarters and Operational Base-cum-Ngau Tau Kok Divisional Police Station

Date of upgrading to Category A: June 2016

Approved project estimate: \$446.7 million

Project scope: Construction of a 30-classrooms secondary school and ancillary facilities

Brief account of progress: Construction commenced in December 2016 for completion in 2019.

* * *

PWP item no.: **272RS**

Project title: Kai Tak Sports Park

Date of upgrading to Category A: June 2017

Approved project estimate: \$31,898 million

Project scope: Construction of a Main Stadium for around 50 000 spectators, a Public Sports Ground for about 5 000 spectators and an Indoor Sports Centre with a Main Arena for about 10 000 spectators, a large open space with landscape features and extensive greenery, and retail and dining facilities.

Brief account of progress: Tenders were invited on 29 December 2017.

* * *

PWP item no.:	92MM
Project title:	New Acute Hospital at Kai Tak Development Area - preparatory works
Date of upgrading to Category A:	July 2017
Approved project estimate:	\$769.3 million
Project scope:	(a) consultancy services for outline the sketch design and detailed design, as well as preparation of tender documentation and tender assessment for the proposed NAH and the adjoining section of the waterfront promenade; and (b) site investigations and minor studies (such as preliminary environmental review, tree and topographical surveys, utilities survey and survey for impact assessment studies, etc.).
Brief account of progress:	(a) Project has been entrusted to the Hospital Authority (HA). Consultants were engaged by HA in September 2017. (b) Outline and detailed design is in progress.

Waterfront promenade adjacent to the Hong Kong Children's Hospital

PROJECT SCOPE AND NATURE

The project site occupies an area of about 6 700 square metres (m²) at the waterfront adjacent to the Hong Kong Children's Hospital (HKCH). The scope of the project comprises —

- (a) a continuous pedestrian waterfront promenade;
- (b) landscaped areas with benches, sheltered seating and flowering trees;
- (c) a children's play area; and
- (d) ancillary facilities including toilets, a babycare room, etc.

———— A location and site plan, artist's impressions and a barrier-free access plan of the project are at Annexes 1 to 4 to Enclosure 2.

2. Subject to funding approval of the Finance Committee, we plan to commence construction of the proposed project in the third quarter of 2018 for completion in the second quarter of 2020.

JUSTIFICATION

3. The Kai Tak Development (KTD) is proposed to be developed as the "Heritage, Green, Sports, and Tourism Hub of Hong Kong". With "People-oriented" being one of its main planning themes, the waterfront areas are reserved mainly for public enjoyment as parks and promenades. Under the theme, a continuous waterfront promenade from Cha Kwo Ling to Ma Tau Kok is planned and the proposed project will form an integral part of it. While the promenade will be developed in different phases, there is an imminent need to develop the section adjacent to the HKCH (i.e. this project) for early enjoyment of the general public as well as for those visiting the HKCH upon its commissioning in 2018. The proposed project will provide a visual linkage between the promenade and the piazza between the two hospital blocks of the HKCH.

/FINANCIAL

FINANCIAL IMPLICATIONS

4. We estimate the capital cost of the project to be \$82.2 million in money-of-the-day (MOD) prices (please see paragraph 6 below), broken down as follows –

		\$ million (in MOD prices)
(a)	Site works	10.1
(b)	Building	7.5
(c)	Building services	10.2
(d)	Drainage	6.0
(e)	External works	39.9
(f)	Additional energy conservation, green and recycled features	1.0
(g)	Furniture and equipment ¹	0.1
(h)	Contingencies	7.4
	Sub-total	<u>82.2</u>

5. We consider the estimated project cost comparable to that of similar projects built by the Government.

6. Subject to funding approval, we plan to phase the expenditure as follows –

/Year

¹ The estimated cost is based on an indicative list of furniture and equipment required.

Year	\$ million (MOD)
2018 – 2019	7.4
2019 – 2020	33.3
2020 – 2021	23.4
2021 – 2022	7.4
2022 – 2023	6.5
2023 – 2024	4.2
	82.2

7. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period 2018 to 2024. We will deliver the construction works through a lump-sum contract because we can clearly define the scope of the works in advance. The contract will provide for price adjustment.

8. We estimate the annual recurrent expenditure arising from this project to be \$3.2 million.

PUBLIC CONSULTATION

9. We consulted the Leisure and District Facilities Management Committee (LDFMC) of Kowloon City District Council on the scope and conceptual layout of the proposed project on 7 February 2013 and 16 July 2015 respectively. Members supported the project.

10. We also consulted the Harbourfront Commission's Task Force on Kai Tak Harbourfront Development on the proposed design of the project on 18 August 2015 and the Task Force had no in-principle objection. We have taken into account the views of the LDFMC and the Task Force when finalising the detailed design.

11. We consulted the Legislative Council Panel on Home Affairs on 26 April 2017. Members of the Panel supported the project and had no objection to the submission of the funding proposal to the Public Works Subcommittee (PWSC). Supplementary information requested by the Members was submitted to the Panel on 8 June 2017.

ENVIRONMENTAL IMPLICATIONS

12. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). The project will not cause long-term environmental impacts. We have included in the project estimates the cost to implement suitable mitigation measures to control short-term environmental impacts.

13. During construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contract. These include the use of silencers, mufflers, acoustic linings or shields and the building of barrier walls for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel washing facilities.

14. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) 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 facilities². We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

/15.

² 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.

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

16. We estimate that the project will generate in total 9 175 tonnes of construction waste. Of these, we will reuse 905 tonnes (9.9%) of inert construction waste on site and deliver 7 410 tonnes (80.8%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 860 tonnes (9.3%) 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 \$0.7 million for this project (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)).

HERITAGE IMPLICATIONS

17. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

18. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

19. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular —

- (a) LED general light fittings; and
- (b) solar powered light fittings.

20. For greening features, we will provide vertical greening at appropriate areas for environmental and amenity benefits.

21. The total estimated additional cost for adoption of the above features is \$1.0 million (including \$17,000 for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 4.2% energy savings in the annual energy consumption with a payback period of about ten years.

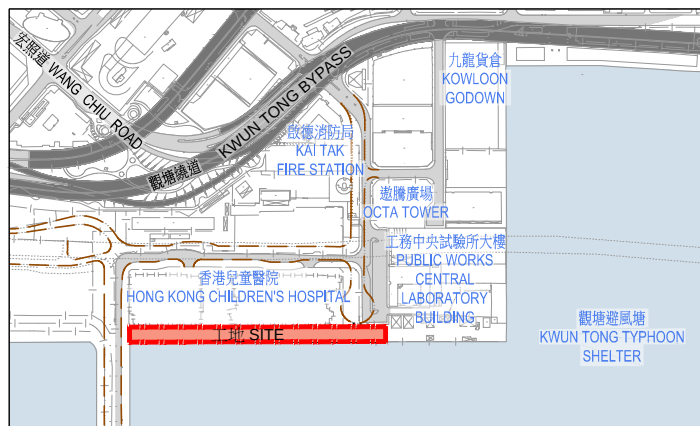
BACKGROUND INFORMATION

22. We upgraded **452RO** to Category B in September 2013. We engaged consultants to undertake various services, including model making and computer rendering services in September 2015, at a total cost of about \$0.1 million. The services and works provided by the consultants are funded under block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”. All the above consultancy services and works have been completed.

23. There is only one tree within the project boundary which will be preserved. We will incorporate planting proposals as part of the project, including the planting of about 82 trees, 6 000 shrubs, 3 000 groundcovers, and 1 800 m² of grassed area.

24. We estimate that the proposed works will create 40 jobs (35 for labourers and five for professional or technical staff) providing a total employment of 720 man-months.

25. At the PWSC meeting on 31 October 2001, some Members suggested and the Government agreed to include information on the scope, approved project estimates and progress of all items under the KTD (formerly known as the “South East Kowloon Development”) Public Works Programme in the future PWSC submissions relating to the KTD. The information is at Annex 7 to Enclosure 1.



圖例 LEGEND:

	工地範圍 SITE BOUNDARY		綠化範圍 LANDSCAPED AREA		通用洗手間 UNIVERSAL TOILET
	行人出入口 PEDESTRIAN ENTRANCE/ EXIT		行人道 PAVEMENT		暢通易達洗手間 ACCESSIBLE TOILET
	無障礙出入口 BARRIER-FREE ENTRANCE/ EXIT		兒童遊樂場 CHILDREN'S PLAY AREA		座椅 SEATING BENCH
	車輛出入口 VEHICULAR INGRESS / EGRESS		海濱行人道 PROMENADE WALKWAY		垂直綠化 VERTICAL GREENING
	道路(興建中) ROAD (UNDER CONSTRUCTION)		洗手間及其他附屬設施 TOILETS AND OTHER ANCILLARY FACILITIES		排水渠保留區 DRAINAGE RESERVE
			階梯式座椅 STEPPED SEATING		現有樹木 EXISTING TREE
			有蓋座椅 SHELTERED SEATING		

位置圖
LOCATION PLAN

100M 0 200M



承昌道

SHING CHEONG ROAD

CHEUNG YIP STREET

遨騰廣場
OCTA
TOWER

香港兒童醫院 A 座
HONG KONG CHILDREN'S HOSPITAL
TOWER A

香港兒童醫院 B 座
HONG KONG CHILDREN'S HOSPITAL
TOWER B

緊急車輛通道
EMERGENCY
VEHICULAR
ACCESS

觀塘避風塘 KWUN TONG TYPHOON SHELTER

13M 0 26M

工地平面圖
SITE PLAN

452RO

香港兒童醫院旁的海濱長廊

WATERFRONT PROMENADE ADJACENT TO THE HONG KONG CHILDREN'S HOSPITAL



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署



從東南面望向海濱的構思圖
PERSPECTIVE VIEW
FROM SOUTH EASTERN
DIRECTION
(ARTIST'S IMPRESSION)

452RO
香港兒童醫院旁的海濱長廊
WATERFRONT PROMENADE ADJACENT TO THE HONG KONG CHILDREN'S HOSPITAL



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署

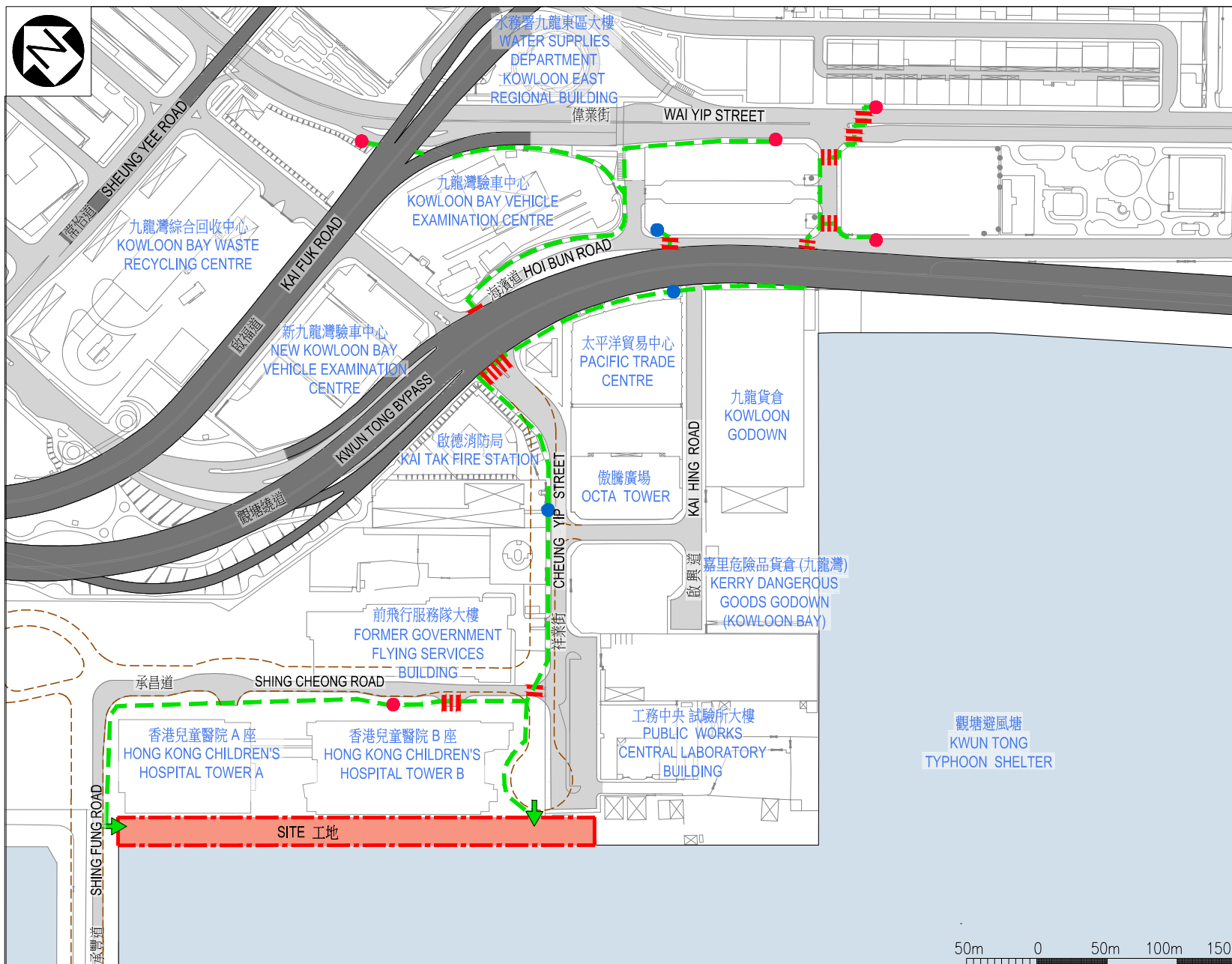


從西南面望向海濱的構思圖
PERSPECTIVE VIEW
FROM SOUTH WEST
DIRECTION
(ARTIST'S IMPRESSION)

452RO
香港兒童醫院旁的海濱長廊
WATERFRONT PROMENADE ADJACENT TO THE HONG KONG CHILDREN'S HOSPITAL



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署



無障礙通道平面圖
PLAN OF BARRIER-FREE
ACCESS

452RO
香港兒童醫院旁的海濱長廊
WATERFRONT PROMENADE ADJACENT TO THE HONG KONG CHILDREN'S HOSPITAL

Improvement of Hoi Bun Road Park and adjacent area

PROJECT SCOPE AND NATURE

The proposed scope of works of **466RO** comprises –

- (a) improvement to the Hoi Bun Road Park (the Park) (Site A at Annex 1 to Enclosure 3), with an area of about 9 300 square metres (m²), which includes –
 - (i) renovation of an existing 5-a-side soccer pitch;
 - (ii) landscaped areas with multi-purpose lawns and tree planting;
 - (iii) elderly fitness corner, sitting-out areas, pavilions and shelters with benches;
 - (iv) thematic features with sound and lighting effects;
 - (v) environmental features; and
 - (vi) ancillary facilities including toilets cum changing rooms, a baby care room, a management office, a first-aid room and Wi-Fi access points, etc.;
- (b) transformation of Fly the Flyover Site 04 (FF04) (Site B at Annex 1 to Enclosure 3), with an area of about 3 000 m² under Kwun Tong Bypass, which includes –
 - (i) provision of roadside parking spaces for coaches, private cars and motorcycles;
 - (ii) footpaths and amenity areas to link up the Park with Kwun Tong Promenade;
 - (iii) modification of the interface between FF04 and Kwun Tong Promenade to enhance connectivity between the two sites; and
 - (iv) a landscaped buffer between FF04 and Hoi Bun Road (Site E at Annex 1 to Enclosure 3);

/(c)

- (c) installation of lighting features on Kwun Tong Promenade (Site C at Annex 1 to Enclosure 3), within an area of about 1 400 m²; and
- (d) streetscape enhancement works along Hoi Bun Road between Kei Yip Street and Shun Yip Street (Site E at Annex 1 to Enclosure 3), and a portion of Wai Yip Street adjacent to the Park between Lai Yip Street and Shun Yip Street (Site D at Annex 1 to Enclosure 3).

2. Subject to funding approval of the Finance Committee, we plan to commence construction of the proposed project in the third quarter of 2018 for completion in the second quarter of 2021.

3. A location plan, a site plan, two artist's impression drawings and a plan of barrier-free access (Sites A to C) for the project are at Annexes 1 to 5 to Enclosures 3.

JUSTIFICATION

4. To complement the Energizing Kowloon East initiatives to facilitate the transformation of Kowloon East into an additional Core Business District (CBD2) and to improve walkability, the Park together with FF04 and the streetscape in the adjacent area are proposed to be improved.

5. The Park was built in 1990 mainly to serve the working population in the area. The existing facilities of the Park would need to be improved to cater for the changing needs of the working population and the general public. In this project, the green coverage in the Park will be increased by providing more greenery, and the bio-diversity in the planting species will also be increased. Moreover, the leisure facilities in the Park will be enhanced, including the renovation of the existing soccer pitch to bring it up to the Futsal Laws of Game standards¹, and provision of new facilities such as an elderly fitness corner, a central lawn and enhanced sitting-out areas. The soccer pitch will be turned into a multi-purpose venue for soccer and other activities.

/6.

¹ As published by the Fédération Internationale de Football Association (FIFA).

6. The FF04 site opposite the Park is proposed to include landscaping and parking spaces for coaches, private cars and motorcycles. The provision of this parking facility will better serve the people going to the waterfront, particularly those who require easier access, and enhance public enjoyment of the Park and Kwun Tong Promenade. Together with the proposed greening and streetscape enhancement works on Hoi Bun Road and a section of Wai Yip Street, further enhancement to the walking environment in the area can be achieved.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the project to be \$186.7 million in money-of-the-day (MOD) prices (please see paragraph 9 below), broken down as follows –

		\$ million (in MOD prices)
(a)	Site works	6.9
(b)	Demolition	9.6
(c)	Building	16.3
(d)	Building services	22.4
(e)	Drainage	7.4
(f)	External works	62.9
(g)	Additional energy conservation, green and recycled features	3.0
(h)	Furniture and equipment ²	0.2
(i)	Streetscape enhancement works and transformation of FF04 under Kwun Tong Bypass	41.1
(j)	Contingencies	16.9
	Total	186.7

/8.

² The estimated cost is based on an indicative list of furniture and equipment required.

8. We consider the estimated project cost comparable to those of similar projects undertaken by the Government.

9. Subject to funding approval, we plan to phase the expenditure as follows –

Year	\$ million (MOD)
2018 – 19	13.7
2019 – 20	29.9
2020 – 21	64.4
2021 – 22	36.9
2022 – 23	28.4
2023 – 24	10.8
2024 – 25	2.6
	186.7

10. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period 2018 to 2025. Subject to funding approval, we will deliver the construction works through a lump sum contract because we can clearly define the scope of works in advance. The contract will provide for price adjustments.

11. We estimate the annual recurrent expenditure arising from this project to be \$5.7 million.

PUBLIC CONSULTATION

12. We consulted and updated the District Facilities Management Committee of Kwun Tong District Council (KTDC) on the project scope, conceptual layout, detailed design and implementation schedule of the project on 20 November 2014, 14 July 2016 and 16 March 2017. KTDC was supportive of the project. We also consulted the Task Force on Kai Tak Harbourfront Development (TFKT) on 4 October 2016. Members of TFKT were positive about the project and had no objection in principle.

13. We consulted the Legislative Council Panel on Development on 23 May 2017. Members supported submitting the funding proposal to the Public Works Subcommittee for consideration. Supplementary information requested by the Members was submitted to the Panel on 4 July 2017.

ENVIRONMENTAL IMPLICATIONS

14. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). The project will not cause long-term environmental impacts. We have included in the project estimate the cost to implement suitable mitigation measures to control short-term environmental impacts.

15. During construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contract. These include the use of silencers, mufflers, acoustic linings or shields and the building of temporary barrier for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities.

16. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities³. We will encourage the contractor to maximise the use of recycled/recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

/17.

³ 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.

17. At the construction stage, we will also 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.

18. We estimate that the project will generate in total 16 670 tonnes of construction waste. Of these, we will reuse about 3 320 tonnes (19.9%) of inert construction waste on site and deliver 12 480 tonnes (74.9%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 870 tonnes (5.2%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$1.1 million for this project (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)).

HERITAGE IMPLICATIONS

19. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

20. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

21. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular solar hot water system and photovoltaic system.

22. For greening features, we will provide soft landscape and vertical greening at appropriate location of the Park for environmental and amenity benefits.

23. The total estimated additional cost for adoption of the above features is \$3.0 million (including \$52,000 for energy efficient features), which has been included in the cost estimate of the project. The energy efficient features will achieve 5% energy savings in the annual energy consumption with a payback period of about 11.6 years.

BACKGROUND INFORMATION

24. We upgraded **466RO** to Category B in September 2015. We engaged consultants to carry out preliminary works including site investigation, topographic survey and tree survey and underground utility mapping. The total cost of these works and services of \$0.3 million was funded under block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”. All these works and services have been completed.

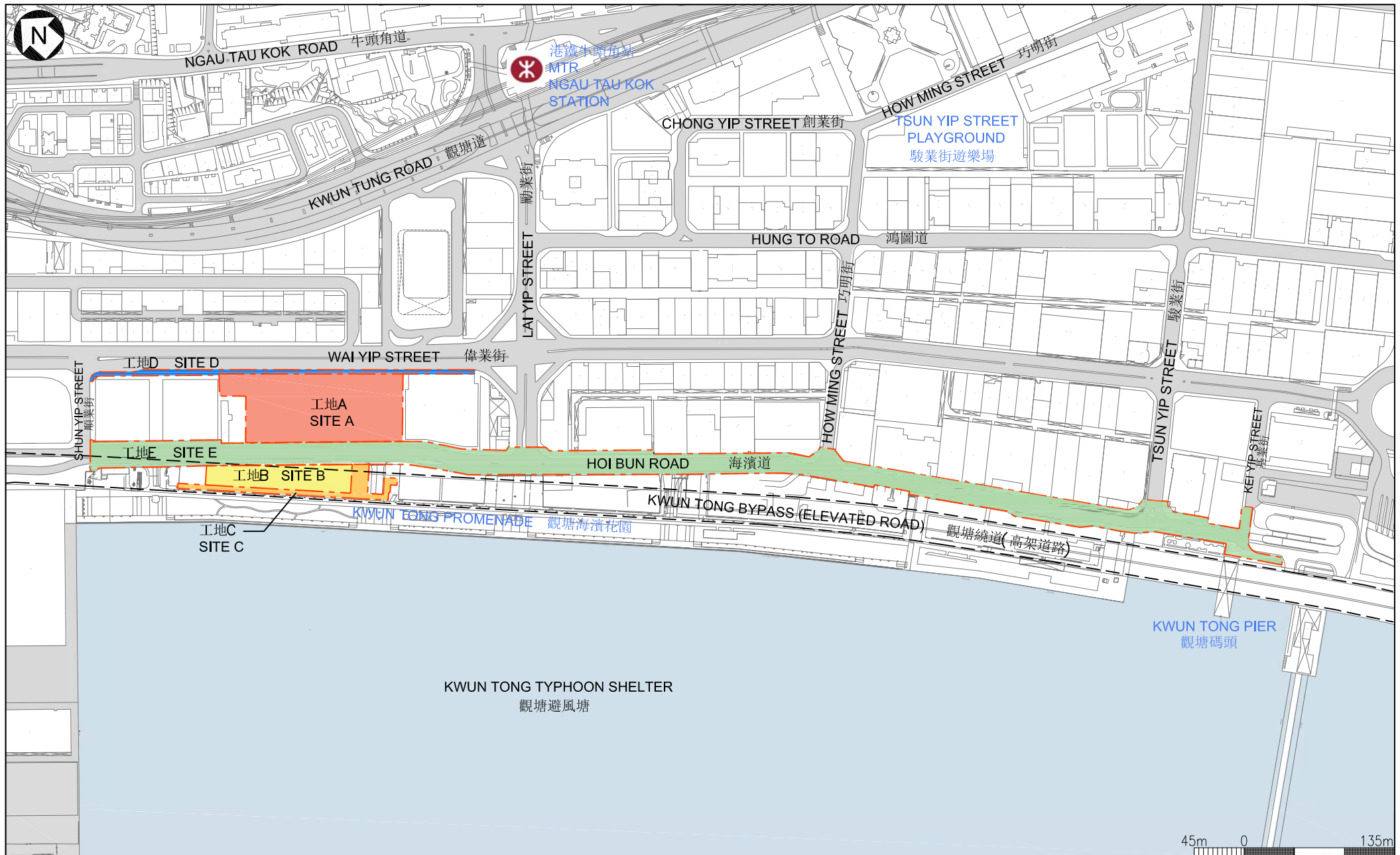
25. There are 179 existing trees within the project boundary. The proposed project will involve the removal of 112 trees, including 64 trees to be felled and 48 trees to be transplanted within the project site. All trees to be removed are not important trees⁴. We will incorporate planting proposals as part of the project, including the planting of 112 trees, 20 000 shrubs and 40 000 groundcovers, and 2 700 m² of grassed area.

26. We estimate that the proposed works will create 60 jobs (55 for labourers and five for professional or technical staff) providing a total employment of 1 750 man-months.

Development Bureau
January 2018

⁴ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any trees that meet one or more of the following criteria —

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtail like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metres above ground level), or with height/canopy spread equal or exceeding 25 metres.



位置圖
LOCATION PLAN

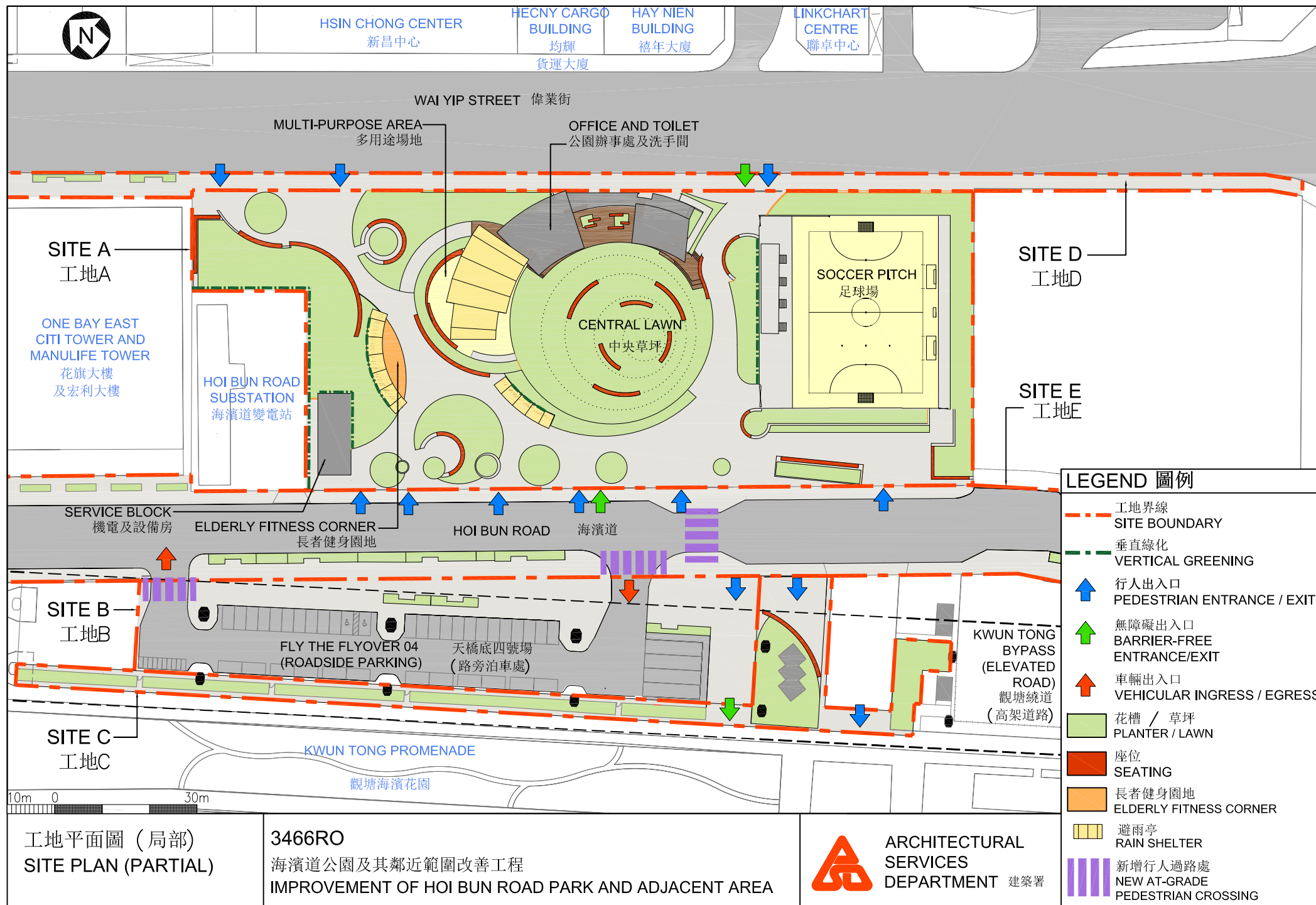
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海濱道公園及其鄰近範圍改善工程
IMPROVEMENT OF HOI BUN ROAD PARK AND ADJACENT AREA



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LEGEND 圖例

--- 工地界線
SITE BOUNDARY



工地平面圖 (局部)
SITE PLAN (PARTIAL)

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從東面望向海濱道公園及其鄰近範圍之構思圖
ARTIST'S IMPRESSION OF HOI BUN ROAD PARK AND
ADJACENT AREA FROM EAST DIRECTION

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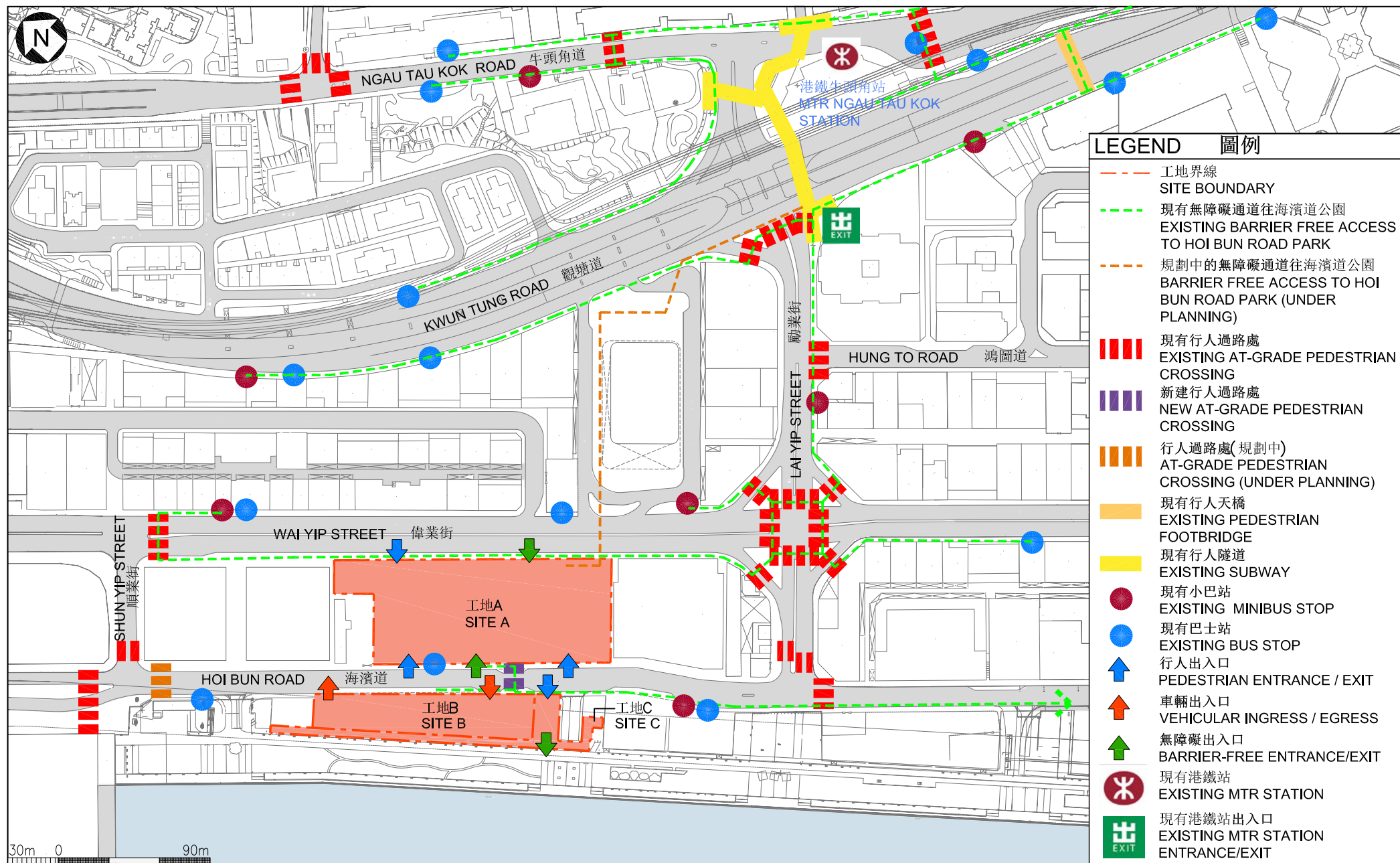


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無障礙通道平面圖 (工地A至C)
PLAN OF BARRIER FREE ACCESS
(SITES A TO C)

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