

**For discussion  
on 28 May 2019**

**Legislative Council Panel on Development**

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

**PURPOSE**

This paper briefs Members on the proposal to upgrade part of **702CL** to Category A, at an estimated cost of \$135.2 million in money-of-the-day (MOD) prices, for the construction of infrastructure works essential for the continued development at the former south apron area of Kai Tak Development (KTD).

**PROJECT SCOPE AND NATURE**

2. The part of **702CL** that we propose to upgrade to Category A (the proposed works) covers the construction of the following works located at the former south apron –

- (a) a single two-lane Road L10 (Northern Section) of about 370 metres (m) long connecting to Road L10 (Southern Section)<sup>1</sup>;
- (b) extension and improvement of Kai Hing Road with associated improvement of Lam Chak Street;
- (c) associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary works; and
- (d) implementation of environmental mitigation measures and related monitoring and audit work for the works mentioned in paragraphs 2(a) to 2(c) above.

Plans and drawing of artist's impression showing the proposed works are at  
\_\_\_\_\_ **Enclosure 1.**

3. Subject to funding approval of the FC, we plan to commence the

---

<sup>1</sup> Road L10 (Southern Section) was included in PWP Item No. 822CL "Kai Tak development – infrastructure for developments at the former runway and south apron" and the funding of which was approved by the Finance Committee (FC) on 30 November 2018.

proposed works in the second half of 2019 for substantial completion by 2025<sup>2</sup>.

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

## **JUSTIFICATION**

5. Under the approved Kai Tak Outline Zoning Plan No. S/K22/6, the former south apron area of KTD is planned for the provision of a well-mixed residential, commercial and government, institution or community development. The proposed works as mentioned in paragraph 2 above form part of the essential infrastructures to serve the continued development in this part of KTD.

6. The proposed Road L10 (Northern Section) will connect to Road L10 (Southern Section). Road L10 (Northern Section) and the extension of Kai Hing Road will provide both vehicular and pedestrian access to the planned commercial and residential developments. Through the connection of Road L10 to the Central Kowloon Route, it will enable KTD to access this strategic route via Road L10. The proposed works will also provide essential infrastructures including drainage, sewerage and water supply to support the planned developments at the former south apron area.

## **FINANCIAL IMPLICATIONS**

7. We estimate the cost of the proposed works to be \$135.2 million in MOD prices.

## **PUBLIC CONSULTATION**

8. We consulted the Housing and Infrastructure Committee of Kowloon City District Council on 4 May 2017, the Traffic and Transport Committee (T&TC) of Wong Tai Sin District Council on 6 June 2017, the T&TC of Kwun Tong District Council on 6 June 2017, and the Task Force on Kai Tak Harbourfront Development (KTTF) of Harbourfront Commission on 7 June 2017

---

<sup>2</sup> To avoid complicated interfacing issues with the proposed works under another PWP Item No. 785TH "Trunk Road T2 and Cha Kwo Ling Tunnel Section" arising from the congested works sites in the area, we will include the proposed works under this project and those under 785TH under one contract. The works under this project will only be instructed to be executed after having secured the FC's funding approval.

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

9. We gazetted the proposed road scheme at Kai Hing Road under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 18 August 2017 and 25 August 2017, and received no objection. The road scheme was authorised on 24 November 2017. We also gazetted the proposed road scheme and sewerage scheme at Road L10 (Northern Section) under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Roads (Works, Use and Compensation) Ordinance (Cap. 370) as applied by section 26 of the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) respectively on 15 March 2019 and 22 March 2019. We received no objection to the schemes.

## **ENVIRONMENTAL IMPLICATIONS**

10. The proposed works are not designated projects under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). They are covered under the Schedule 3 EIA report for KTD approved under the EIA Ordinance on 4 March 2009. The approved EIA report concluded that the proposed works would not cause adverse environmental impact with implementation of the recommended mitigation measures. We will implement the environmental mitigation measures recommended in the approved EIA report to control the environmental impacts arising from the proposed infrastructure works to within established standards and guidelines.

11. For short-term environmental impacts caused by the proposed works during construction, we will incorporate requirements into the relevant works contract to require the contractor to implement environmental mitigation measures. These mitigation measures mainly include use of quieter equipment and moveable noise barriers or enclosures to minimise the construction noise impact, regular watering of works sites and provision of wheel-washing facilities to minimise dust generation, and use of temporary drains to discharge surface runoff of sites. We have included the cost of these measures in the overall project estimate.

12. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>3</sup>.

---

<sup>3</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of

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 generation of construction waste.

13. At the construction stage, we will require the contractor to submit for approval their plans setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure the day-to-day operations on site comply with the approved plans. We will require the 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.

14. We estimate that the proposed works will generate in total about 57 400 tonnes of construction waste. Of this, we will reuse about 11 300 tonnes (20%) of inert construction waste on site and deliver about 44 300 tonnes (77%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of 1 800 tonnes (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 about \$3.5 million for the proposed works (based on a unit charge rate of \$71 per tonne for disposal at public fill reception facilities and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

## **HERITAGE IMPLICATIONS**

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

## **TRAFFIC IMPLICATIONS**

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

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

## LAND ACQUISITION

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

## BACKGROUND INFORMATION

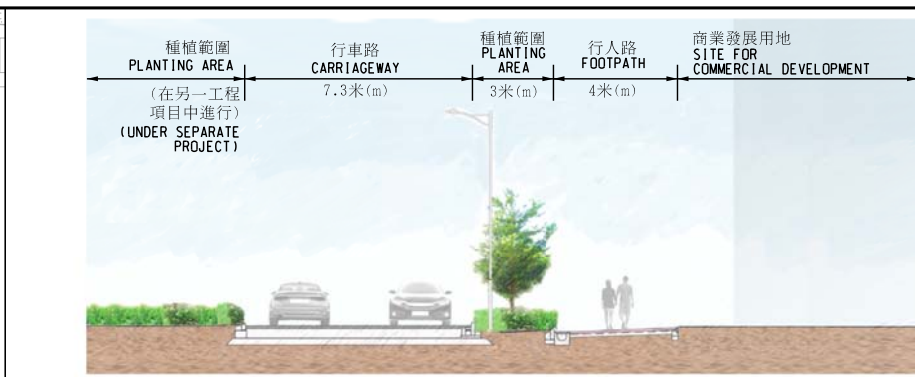
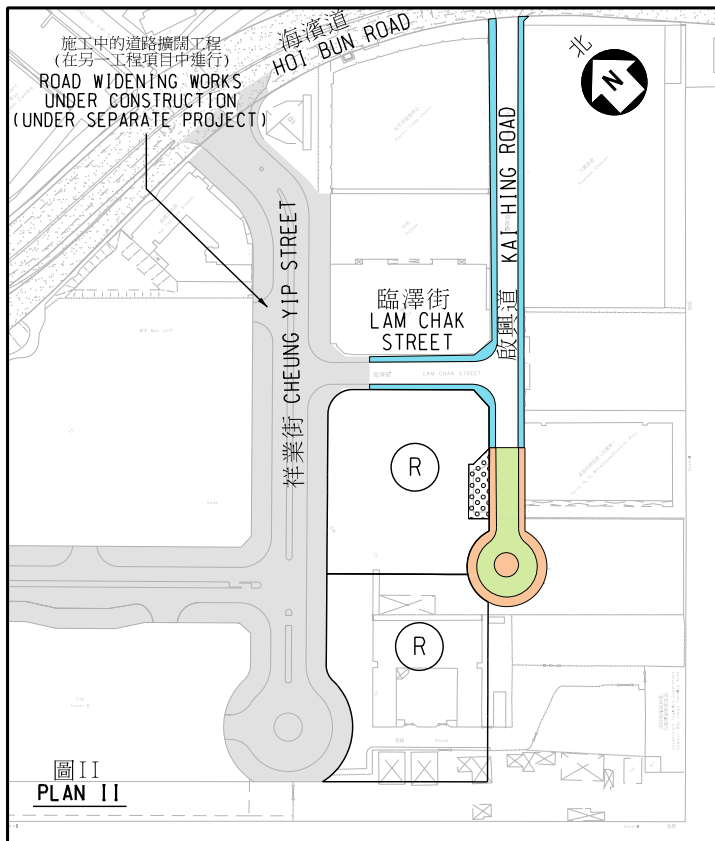
19. We upgraded **702CL** to Category B in September 2008.

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

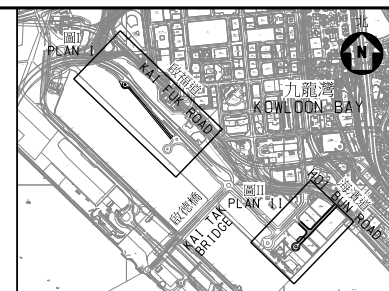
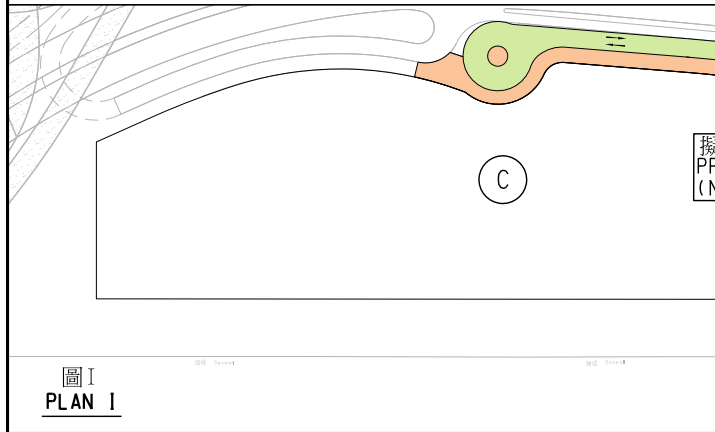
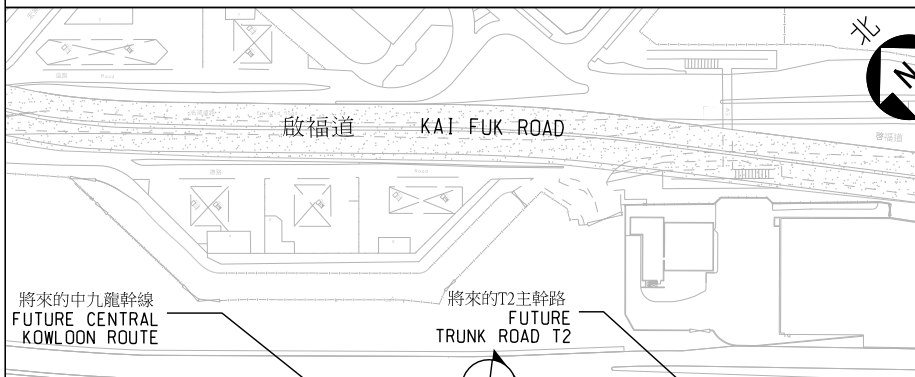
21. On 30 November 2018, the FC approved the upgrading of part of **702CL** to Category A as **822CL** “Kai Tak development – infrastructure for developments at the former runway and south apron”, at an approved project estimate of \$2,874.7 million in MOD prices, for the construction of infrastructure works to serve the developments at the former runway and south apron. The works have commenced in phases starting from March 2019 for substantial completion by 2023.

## WAY FORWARD

22. We plan to seek the endorsement of the Public Works Subcommittee for upgrading this part of **702CL** to Category A in the second quarter of 2019 before seeking funding approval from the FC.



擬建L10路(北段)橫切圖 (構想圖)  
PROPOSED ROAD L10 (NORTHERN SECTION) SECTION (ARTIST'S IMPRESSION)



位置圖  
LOCATION PLAN

- 圖例:  
LEGEND:
- 擬建的/重建的行人道  
PROPOSED/RE-CONSTRUCTION OF CARRIAGEWAY
  - 擬建的/重建的行人路或種植範圍  
PROPOSED/RE-CONSTRUCTION OF FOOTPATH OR PLANTING AREA
  - 擬議改善的行人路  
FOOTPATH PROPOSED TO BE IMPROVED
  - 現有道路將永久封閉  
EXISTING ROAD TO BE PERMANENTLY CLOSED
  - 行車線 (每一箭嘴表示一條行車線)  
TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)
  - C 商業發展用地  
SITE FOR COMMERCIAL DEVELOPMENT
  - R 住宅發展用地  
SITE FOR RESIDENTIAL DEVELOPMENT

圖則名稱 drawing title  
工務計劃第702CL號 - 啟德發展計劃 - 前跑道及南面停機坪發展項目的餘下基礎設施工程第一期  
PWP ITEM NO. 702CL - KAI TAK DEVELOPMENT - REMAINING INFRASTRUCTURE WORKS FOR DEVELOPMENTS AT THE FORMER RUNWAY AND SOUTH APRON, PHASE 1