

**For discussion  
on 24 August 2021**

**Legislative Council Panel on Development**

**PWP Item No. 206TB –  
Enhancing Connectivity near MTR Kwun Tong Station  
with Elevated Landscaped Pedestrian Deck**

**PURPOSE**

This paper briefs Members on the funding application to upgrade **206TB** to Category A at an estimated cost of \$213.9 million in money-of-the-day (MOD) prices, for the construction of a covered elevated landscaped pedestrian deck near the MTR Kwun Tong Station (KWT) so as to enhance the pedestrian connectivity of the major facilities nearby and to ease the pedestrian flow.

**PROJECT SCOPE AND NATURE**

2. We propose to upgrade **206TB** (the proposed works) to Category A, of which the scope comprises construction of the following –

- (a) a covered elevated landscaped pedestrian deck of about 120 metres (m) in total length;
- (b) associated walkways, drainage, slopes, landscaping and other ancillary works; and
- (c) implementation of environmental mitigation measures for the proposed works.

— A layout plan and an artist's impression of the proposed works are at **Enclosure 1**.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee (FC) for target completion in around 4 years.

**JUSTIFICATION**

4. At present, there are two major planned development/redevelopment projects at the northern side of KWT, namely the Kwun Tong Composite Development (KTCD) and the Kwun Tong Town Centre Redevelopment. In order

to enhance the connectivity within the district and the pedestrian accessibility, the proposed works as mentioned in paragraph 2 will provide a covered elevated landscaped pedestrian deck connecting the existing elevated walkways near Exit C and Exit D of KWT, and the proposed walkway to be constructed under KTCD. This would facilitate the pedestrians to travel between the above developments and to Hip Wo Street and Yuet Wah Street areas more conveniently, without passing through the concourse of KWT, thus easing the pedestrian flow between KWT and the nearby major facilities as well as improving the walking environment.

## **FINANCIAL IMPLICATIONS**

5. We estimate the cost of the proposed works to be \$213.9 million in MOD prices.

## **PUBLIC CONSULTATION**

6. We consulted the Kwun Tong District Council (KTDC) on the proposed works on 2 March 2021. Members of KTDC had no objection to the proposed works.

7. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 19 and 26 March 2021 and no objection was received. The authorization notice for the proposed works was gazetted on 25 June 2021.

## **ENVIRONMENTAL IMPLICATIONS**

8. This proposed works are not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). It will not cause long-term adverse environmental impact. 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 to minimise dust generation, and use of temporary drains to discharge surface runoff of sites etc., to control short-term environmental impacts. We have included in the project estimate the cost to implement environmental mitigation measures.

9. 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>1</sup>. 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.

10. 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 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.

11. We estimate that the proposed works will generate in total about 7 500 tonnes of construction waste. Of this, we will reuse about 1 200 tonnes (16%) of inert construction waste on site and deliver about 6 050 tonnes (81%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of 250 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 \$480,000 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**

12. 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**

13. The columns associated with the proposed elevated landscaped pedestrian deck will not occupy the existing roads and walkways. The proposed works will not cause any significant traffic impact to surrounding areas during the construction period. We will establish Traffic Management Liaison Groups and closely liaise with the Transport Department, the Hong Kong Police Force and other stakeholders to review the proposed temporary traffic arrangements with a view to

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<sup>1</sup> 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.

minimising the traffic impacts during construction.

## **LAND ACQUISITION**

14. The proposed works do not require any acquisition of private land.

## **BACKGROUND INFORMATION**

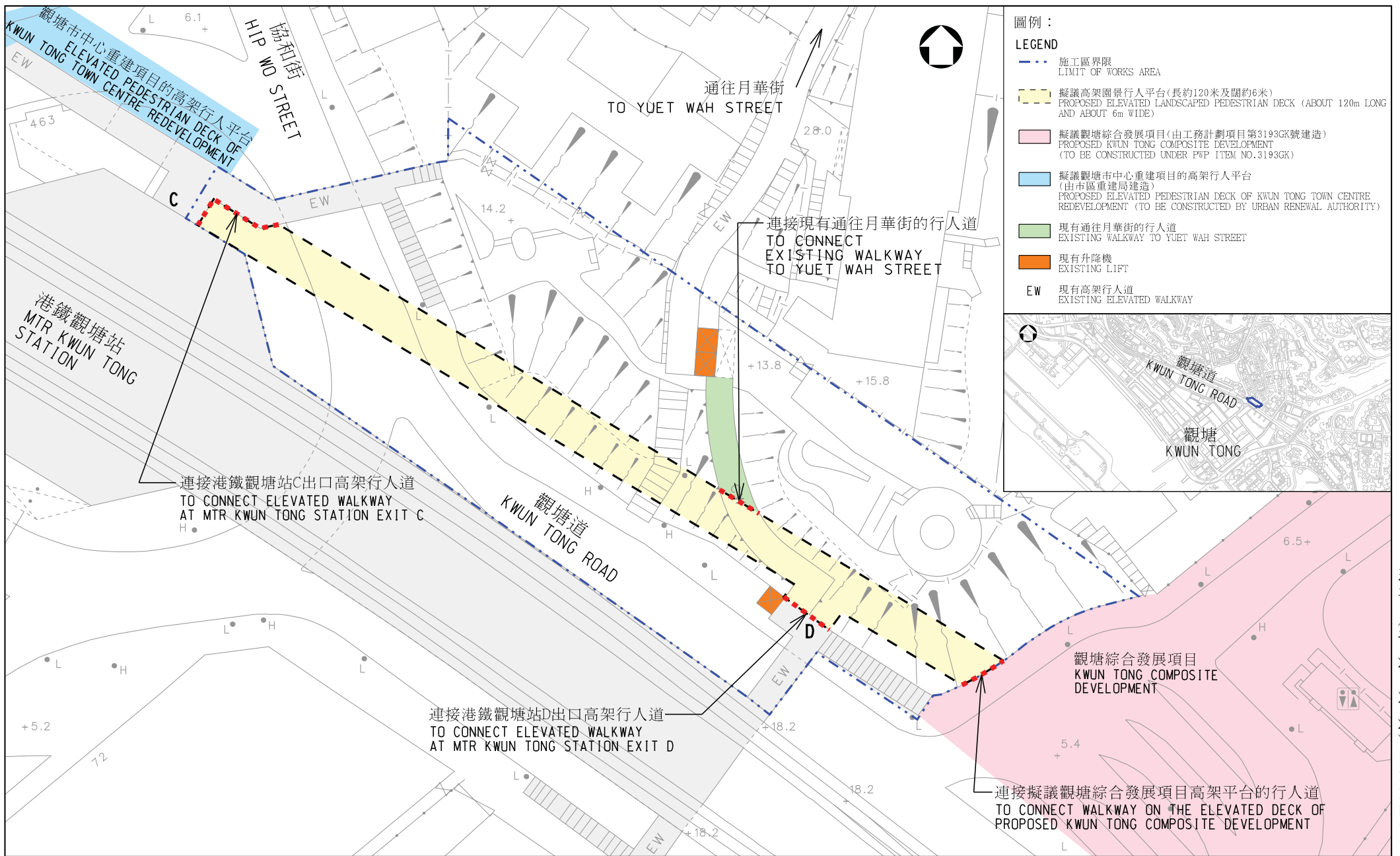
15. We upgraded **206TB** to Category B in September 2020.

16. In March 2021, we engaged an engineering consultant to undertake the investigation, design and ground investigation works at an estimated cost of about \$4.14 million under block allocation **Subhead 7100CX** “New Towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”.

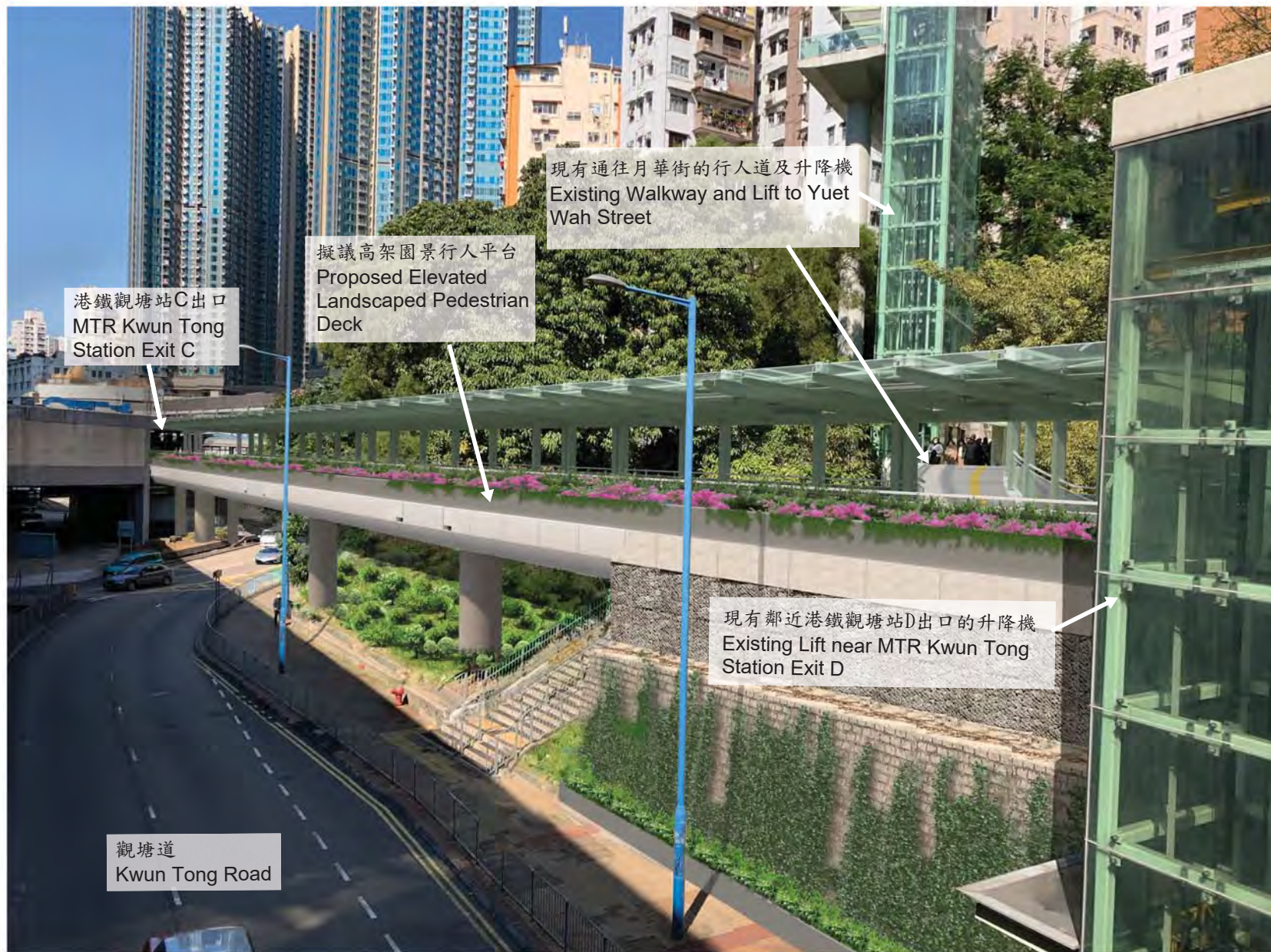
## **WAY FORWARD**

17. We plan to seek funding approval from FC after consulting the Public Works Subcommittee.

**Development Bureau**  
**Civil Engineering and Development Department**  
**August 2021**



工務計劃項目第206TB號 - 加強港鐵觀塘站附近的區內連繫之高架園景行人平台工程 - 平面圖  
 PWP ITEM NO. 206TB - ENHANCING CONNECTIVITY NEAR MTR KWUN TONG STATION  
 WITH ELEVATED LANDSCAPED PEDESTRIAN DECK - LAYOUT PLAN



圖則名稱 drawing title

工務計劃項目第206TB號 - 加強港鐵觀塘站附近的區內連繫之高架園景行人平台工程 - 構想圖  
PWP ITEM NO. 206TB - ENHANCING CONNECTIVITY NEAR MTR KWUN TONG STATION  
WITH ELEVATED LANDSCAPED PEDESTRIAN DECK - ARTIST IMPRESSION