

**For discussion
on 23 March 2021**

Legislative Council Panel on Development

**PWP Item No. 702CL – Kai Tak development – infrastructure works for
developments at the former runway and south apron
landscaped elevated walkway to the new acute hospital**

PURPOSE

This paper briefs Members on the funding application to upgrade part of **702CL** to Category A, for the construction of a landscaped elevated walkway (walkway) connecting to the new acute hospital (NAH) being developed at the Kai Tak Development Area.

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–

- (a) a walkway and a staircase of about 65 metres(m) in total length with 2 lifts;
- (b) associated footpaths, drainage, landscaping, electrical and mechanical works, and ancillary works; and
- (c) implementation of environment mitigation measures for the works mentioned in paragraphs 2(a) and 2(b) above.

A site plan and elevation with 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 completion in around three and a half years in tandem with the construction programme of NAH. To achieve this programme, we plan to invite tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded upon obtaining FC's funding approval.

4. We will retain the remainder of **702CL** in Category B, which mainly covers the infrastructure works at the former south apron to cope with the future developments in the area.

JUSTIFICATION

5. Under the approved Kai Tak Outline Zoning Plan No. S/K22/6, the former south apron area of Kai Tak Development (KTD) is planned for the provision of a well-mixed residential, commercial and government, institution or community development. One of the major developments is the NAH. The proposed works as mentioned in paragraph 2 above will provide a barrier-free access across the existing slip road from Kwun Tong Bypass to Kai Fuk Road, connecting the amenity area under Kwun Tong Bypass with the NAH, so as to provide a more convenient access between Kowloon Bay area and the NAH. Besides, the proposed walkway will enhance connectivity and walkability between the former Kai Tak south apron and the Kowloon Bay hinterland.

FINANCIAL IMPLICATIONS

6. We estimate the cost of the proposed works to be \$168.7 million in MOD prices.

PUBLIC CONSULTATION

7. We consulted the Kwun Tong District Council, Kowloon City District Council, Wong Tai Sin District Council and Yau Tsim Mong District Council for the proposed works in November 2020. Members of the four District Councils had no objection to the proposed works.

8. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 5 and 11 February 2021. Subject to no objection received, the proposed works are expected to be authorised in April 2021.

ENVIRONMENTAL IMPLICATIONS

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

10. 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 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 site

runoff.

11. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works to reduce 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 facilities¹. We will encourage the contractor to maximise the use of recycled/recyclable inert construction waste and non-timber formwork to further reduce generation of construction waste.

12. 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 the 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 landfills² respectively through a trip-ticket system.

13. We estimate that the proposed works will generate in total about 1 080 tonnes of construction waste. Of this, we will reuse about 40 tonnes (4%) of inert construction waste on site and deliver about 1 030 tonnes (95%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of 10 tonnes (1%) 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 \$75,000 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

14. 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.

¹ 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.

TRAFFIC IMPLICATIONS

15. The proposed works will not cause any significant traffic impact to surrounding areas during the construction stage. 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 review the proposed temporary traffic arrangements with a view to minimising the traffic impacts arising from the proposed works.

LAND ACQUISITION

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

BACKGROUND INFORMATION

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

18. 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.

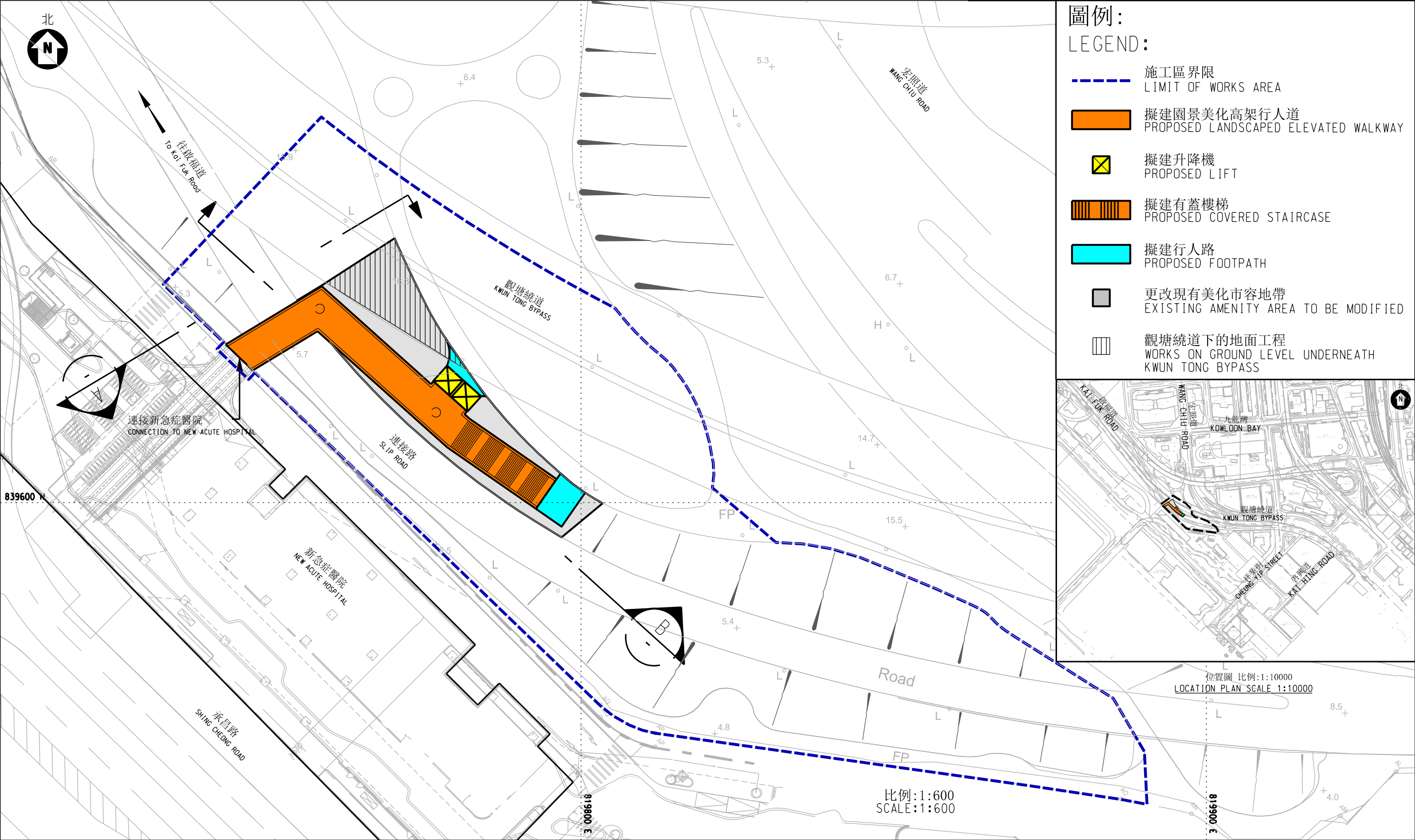
19. On 30 November 2018, the FC approved the upgrading of part of **702CL** to Category A as **822CL** “Kai Tak development – infrastructure for developments at the former runway and south apron”, at an approved project estimate of \$2,874.7 million in MOD prices, for the construction of infrastructure 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.

20. On 19 June 2020, the FC approved the upgrading of part of **702CL** to Category A as **833CL** “Kai Tak development – remaining infrastructure works for developments at the former runway and south apron, phase 1”, at an approved project estimate of \$135.2 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 June 2020 for substantial completion by 2025.

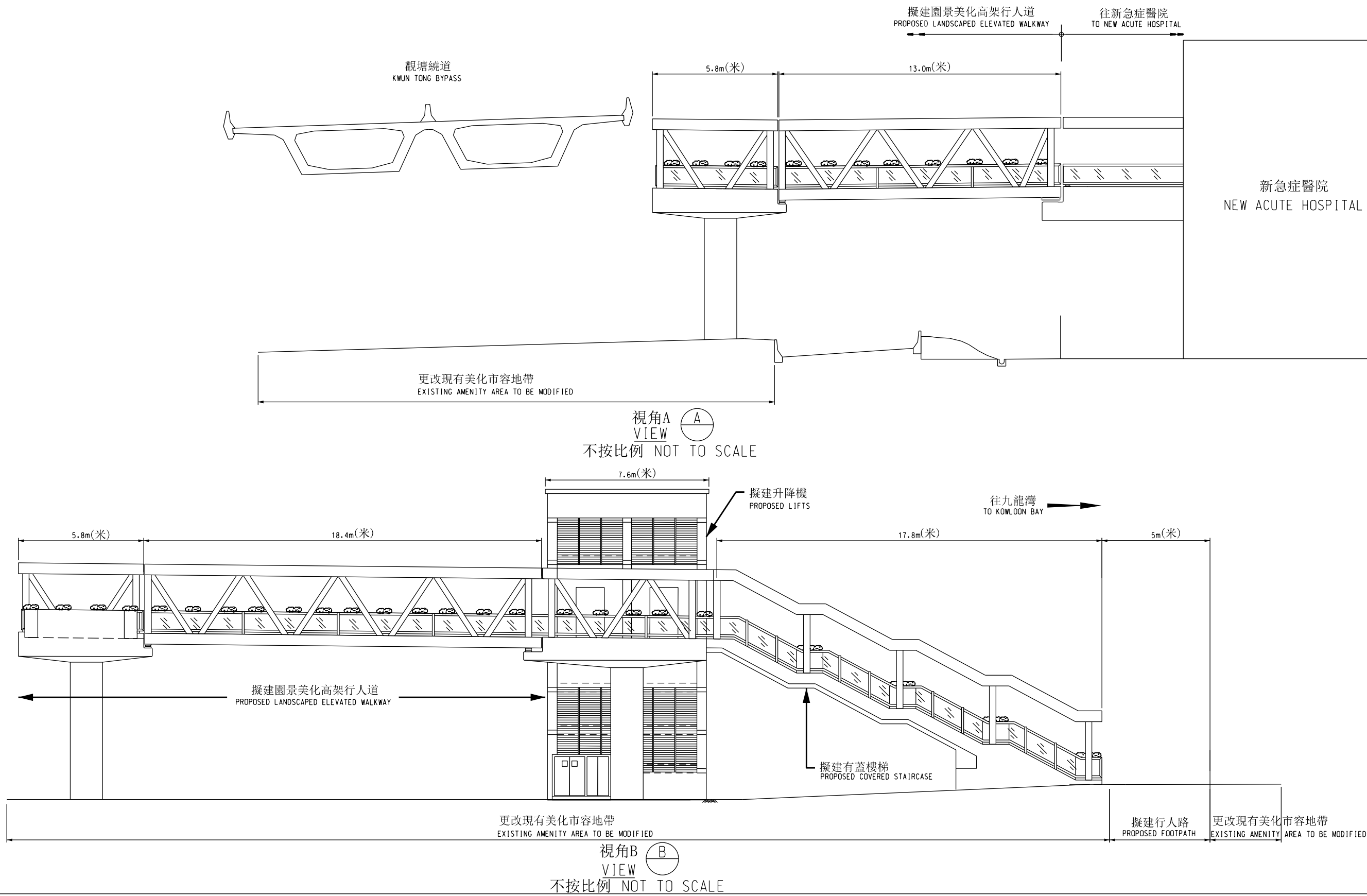
WAY FORWARD

21. We plan to consult the Public Works Subcommittee before seeking funding approval from the FC.

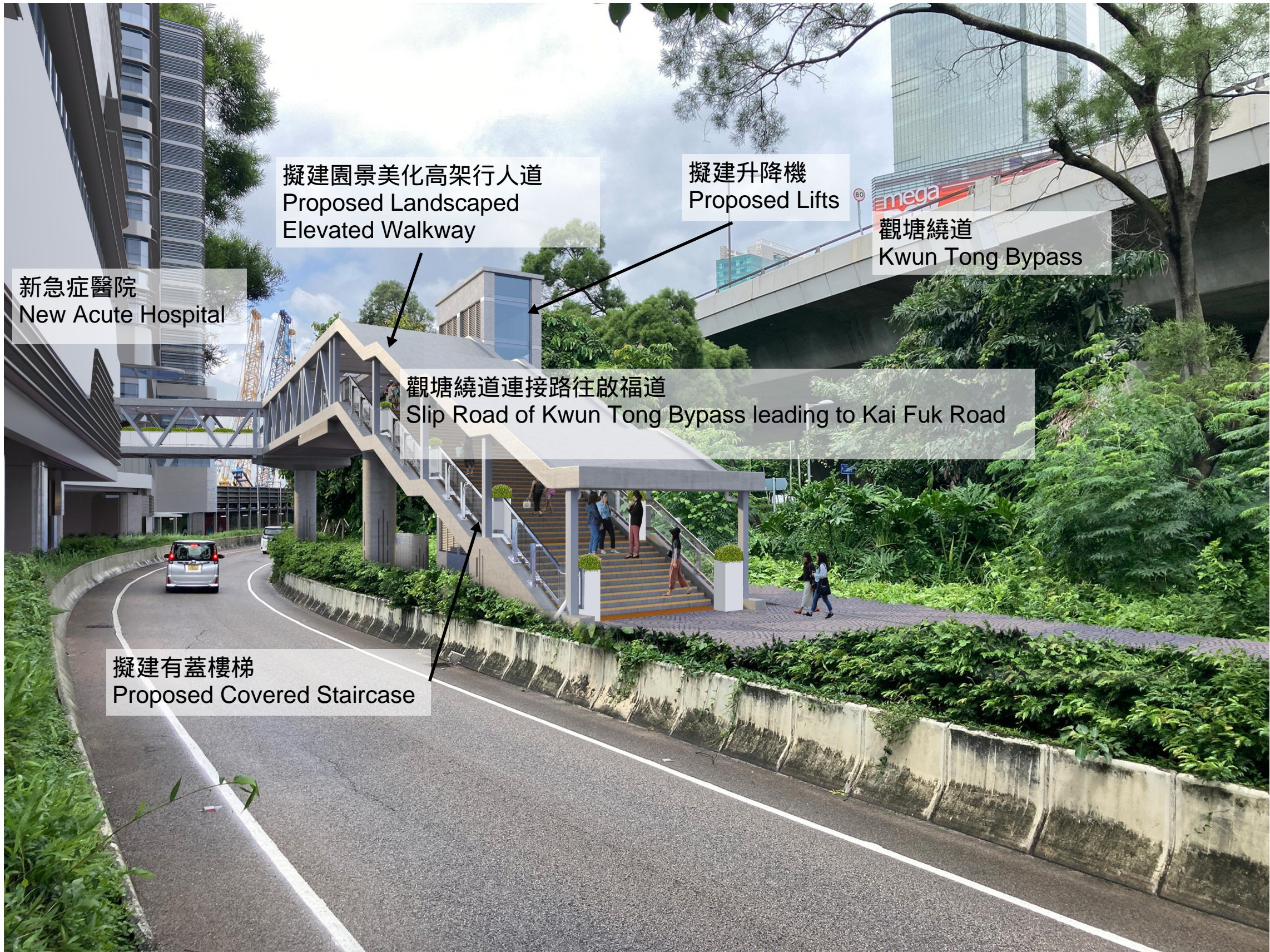
**Development Bureau
Civil Engineering and Development Department
March 2021**



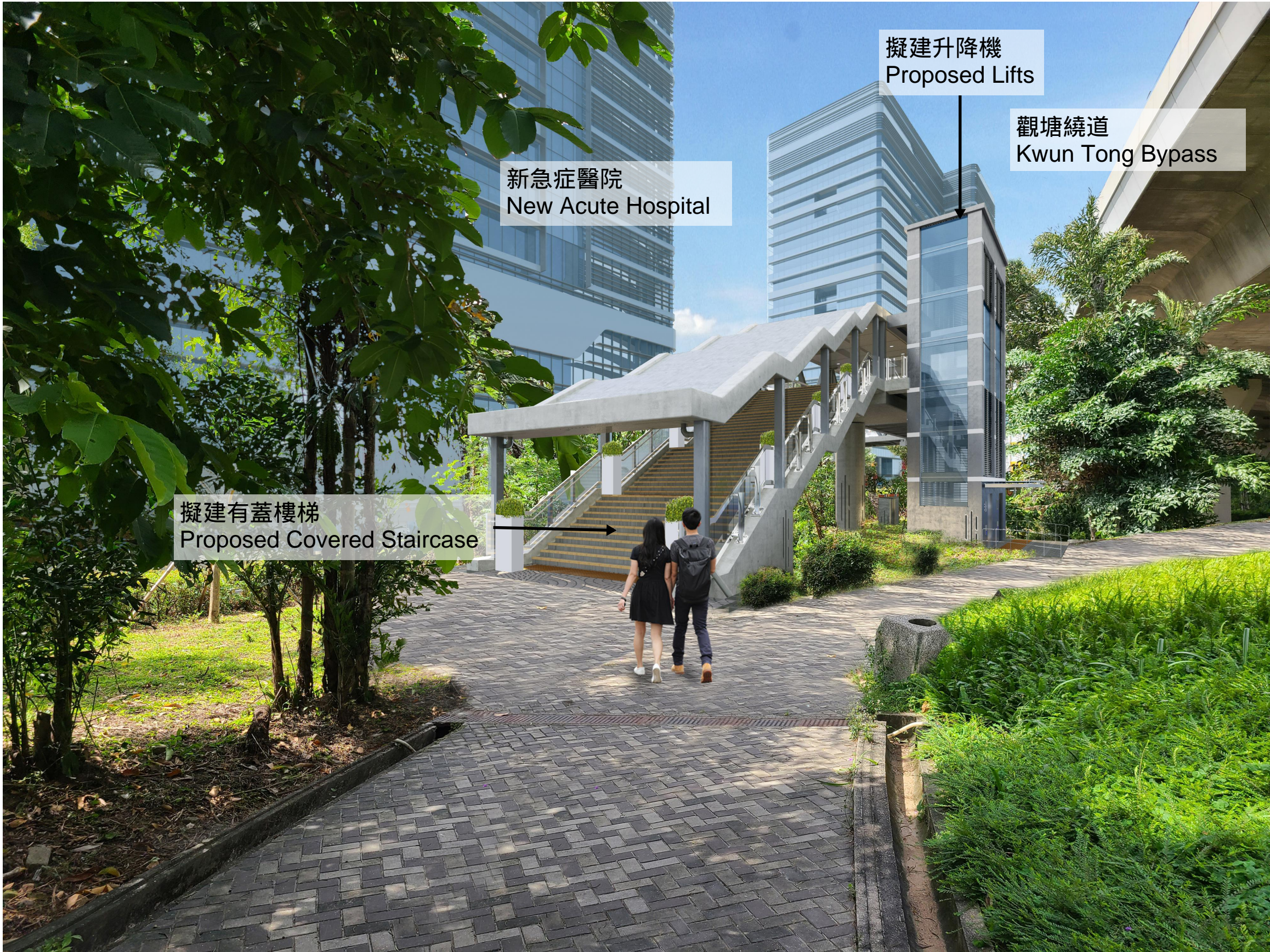
工務計劃項目第702CL號 — 啟德發展計劃 — 前跑道及南面停機坪發展項目的基礎設施工程 —
連接新急症醫院的園景美化高架行人道 — 平面圖
PWP ITEM NO. 702CL KAI TAK DEVELOPMENT —
INFRASTRUCTURE WORKS FOR DEVELOPMENTS AT THE FORMER RUNWAY AND SOUTH APRON,
LANDSCAPED ELEVATED WALKWAY TO THE NEW ACUTE HOSPITAL — SITE PLAN



工務計劃項目第702CL號 — 啟德發展計劃 — 前跑道及南面停機坪發展項目的基礎設施工程 —
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LANDSCAPED ELEVATED WALKWAY TO THE NEW ACUTE HOSPITAL - ARTIST IMPRESSION 2