

**For discussion
on 24 April 2012**

Legislative Council Panel on Development

Kai Tak Development Reconstruction and Upgrading of Kai Tak Nullah

PURPOSE

This paper seeks Members' support on our proposal to upgrade part of **469CL** "Kai Tak development – infrastructure at north apron of Kai Tak Airport" to Category A, at an estimated cost of about \$2,400 million in money-of-the-day (MOD) prices, for reconstruction and upgrading of Kai Tak Nullah and associated works at the north apron area of the former Kai Tak Airport.

PROJECT SCOPE

2. The part of **469CL** which we propose to upgrade to Category A (the proposed works) comprises –
 - (a) reconstruction and upgrading of Kai Tak Nullah of about 1 300 metres (m) long at the north apron area of the former Kai Tak Airport from Prince Edward Road East to Kai Tak Approach Channel into a combination of a drainage channel and multi-cell box culverts with a total width varying from about 40 metres (m) at the upstream to about 70 m at the downstream;
 - (b) construction of two enclosed desilting compounds¹ with vehicular access; and
 - (c) ancillary works, including landscaping works and environmental mitigation measures and related monitoring and audit works.

¹ The plan areas of the sites for these two enclosed desilting compounds are about 2 700 square metres (m²) and 17 400 m².

The site plan and the artist's impression of the upgraded Kai Tak Nullah are at **Enclosures 1 and 2** respectively.

3. Subject to funding approval by the Finance Committee (FC) in late 2012, we plan to commence the proposed works in early 2013 for completion in phases from 2016 onwards until early 2018.

JUSTIFICATION

4. The existing Kai Tak Nullah serves as a main drainage channel to collect stormwater runoff from the East Kowloon area. It originates from the Po Kong Village Road at Wong Tai Sin, flows along the Choi Hung Road adjacent to the Tung Tau Estate and Tung Wui Estate, runs underneath the Prince Edward Road East, traverses the Kai Tak Development (KTD) area and finally discharges into the Kai Tak Approach Channel. It was built in tandem with the former Kai Tak Airport some decades ago and is inadequate to meet the current flood protection standard. We need to carry out the proposed works as mentioned in paragraph 2 above to improve its drainage capacity to withstand flooding with a return period² of one in 200 years and mitigate the flooding risk to the surrounding areas.

5. To meet the public aspirations for revitalizing the Kai Tak Nullah to enhance its visual quality and image, we plan to reconstruct and upgrade the entire length of the nullah from Wong Tai Sin to turn it into a townscape feature and a special green river, namely Kai Tak River. Our vision is to make the Kai Tak River an attractive green river corridor through urban areas, which will provide space for leisure and public activities serving the community while meeting the needs for flood protection. Against this background, we have engaged the public on the planning for the Kai Tak River and conducted a two-stage public engagement exercise on 'Building our Kai Tak River' in December 2010 and June 2011. Given that the prime objective of the Kai Tak River is for flood relief, the public was supportive to the vision of developing a green river corridor and open space for public enjoyment. The Kai Tak River also serves to act as a landscape axis linking the adjoining districts and the KTD area to enhance their connectivity.

² "Return period" is the average number of years during which a certain severity of flooding will occur once, statistically. A longer return period means a rarer chance of occurrence of a more severe flooding.

6. The implementation of the reconstruction and upgrading works of Kai Tak Nullah will be carried out in stages. While the Drainage Services Department (DSD) is responsible for the reconstruction and rehabilitation of the Kai Tak River from Po Kong Village Road to KTD area³, the Civil Engineering and Development Department will implement the reconstruction works together with upgrading and associated works for the existing nullah within the KTD area as mentioned in paragraph 2 above. To minimize the environmental nuisance associated with the desilting works, we will construct two desilting compounds as mentioned in paragraph 2(b) to facilitate the future operation and maintenance of the upgraded Kai Tak Nullah and box culverts. The compounds will be fully enclosed so that all desilting works could be conducted inside the enclosed area.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the proposed works to be \$2,400 million in MOD prices⁴.

PUBLIC CONSULTATION

8. We gazetted the proposed works under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 2 July 2010 and received no objection. The proposed works were authorized on 15 October 2010.

9. We consulted the Housing and Infrastructure Committee of Kowloon City District Council (DC) and Kwun Tong DC on 16 February and 6 March 2012 respectively on the proposed works. Members of these District Councils were generally supportive to the proposed works. The Wong Tai Sin DC was also consulted through submission of an information paper on 13 March 2012. Members did not raise any objection to the proposed works.

³ Construction of **162CD** “Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road – stage 1” and **140CD** “Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road – remaining works” commenced in August 2010 and October 2011 for completion in 2013 and 2017 respectively. Detailed design for another project, **159CD** “Reconstruction and rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East”, is underway.

⁴ This figure represents the latest estimate of capital cost pending finalization of detailed design. We will update the cost estimate before submission to the Public Works Subcommittee.

ENVIRONMENTAL IMPLICATIONS

10. The proposed works are not designated projects under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). Nonetheless, they form part of KTD which is a designated project requiring an EIA report under Schedule 3 of the EIA Ordinance. The KTD EIA report approved by the Director of Environmental Protection on 4 March 2009 concluded that KTD would not cause long-term adverse environmental impacts with implementation of recommended mitigation measures.

11. For short-term impacts caused by the proposed works during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through implementation of mitigation measures under the works contract. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers/enclosures and silenced plant to reduce noise generation, temporary drains to dispose of site runoff. We will also implement an environmental monitoring and audit programme during the construction period.

12. At the planning and detailed design stages, we have considered the alignment, design level and construction method of the proposed works, and have considered ways to optimize the size and extent of the proposed drainage river and box culverts 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 minimize the disposal of inert construction waste at public fill reception facilities⁵. We will encourage the contractor to maximize the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

13. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include

⁵ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

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 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 landfills respectively through a trip-ticket system.

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.

TRAFFIC IMPLICATIONS

15. Apart from the reconstruction and upgrading works for the section of existing box culverts underneath Kai Fuk Road near the entrance and exit of Kai Tak Tunnel at Kowloon Bay, majority of the proposed works will be constructed within KTD area, which will not have impacts on the existing roads. To minimize disturbance to the traffic flow during construction of the proposed additional box culvert across Kai Fuk Road, we will maintain the existing number of traffic lanes along this major road.

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

LAND ACQUISITION

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

BACKGROUND INFORMATION

18. We included **469CL** in Category B in October 1996. In February 1998, the FC approved upgrading part of **469CL** as **494CL** “South East Kowloon development at Kai Tak Airport – decontamination and site preparation” at an estimated cost of \$316.9 million in MOD prices for ground decontamination, demolition of existing buildings and structures in northern part of the north apron, breaking up of existing apron slab and formation of land for housing development. We started works in October 1998 and completed them in April 2002.

19. In November 2001, the FC approved upgrading another part of **469CL** as **694CL** “South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation” at an estimated cost of \$115.9 million in MOD prices for site investigation and engagement of consultants to carry out detailed design of infrastructure at the north apron. The detailed design of the infrastructure works at the north apron is in progress.

20. In February 2004, the FC approved upgrading another part of **469CL** as **708CL** “South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport” at an estimated cost of \$131.6 million in MOD prices for demolition of the passenger terminal building and associated structures at the north apron and construction of associated drainage works. We started works in April 2004 and completed them in September 2006.

21. In May 2009, the FC approved upgrading another part of **469CL** as **739CL** “Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport” at an estimated cost of \$566.5 million in MOD prices for construction of stage 1 infrastructure such as roadworks, footbridges, drainage, sewerage, water mains and landscaping works at the north apron. The works are in progress for completion in December 2013.

22. In June 2011, the FC approved upgrading another part of **469CL** as **746CL** “Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport” at an estimated cost of \$355.8 million in MOD prices for construction of stage 2 infrastructure such as roadworks, drainage, sewerage, water mains and landscaping works at the north apron. The works are in progress for completion

in October 2015.

23. Of the 137 trees within the boundary of the proposed works, 75 trees will be preserved. Of the remaining 62 trees to be removed, two trees will be transplanted and 60 trees will be felled. All trees to be removed are not important trees⁶. We will incorporate planting proposal as part of the proposed works, including planting of 136 trees.

24. We estimate that the proposed works will create about 430 jobs (347 for labourers and another 83 for professional/technical staff), providing a total employment of 24 470 man-months⁷.

WAY FORWARD








25. We are in the process of finalizing the design of the proposed works, which will be completed in August 2012. Subject to the support of this Panel, we will invite tender in September 2012. We also plan to seek the endorsement of the Public Works Subcommittee tentatively in November 2012 for upgrading part of **469CL** to Category A, with a view to seeking funding approval from the FC in December 2012.

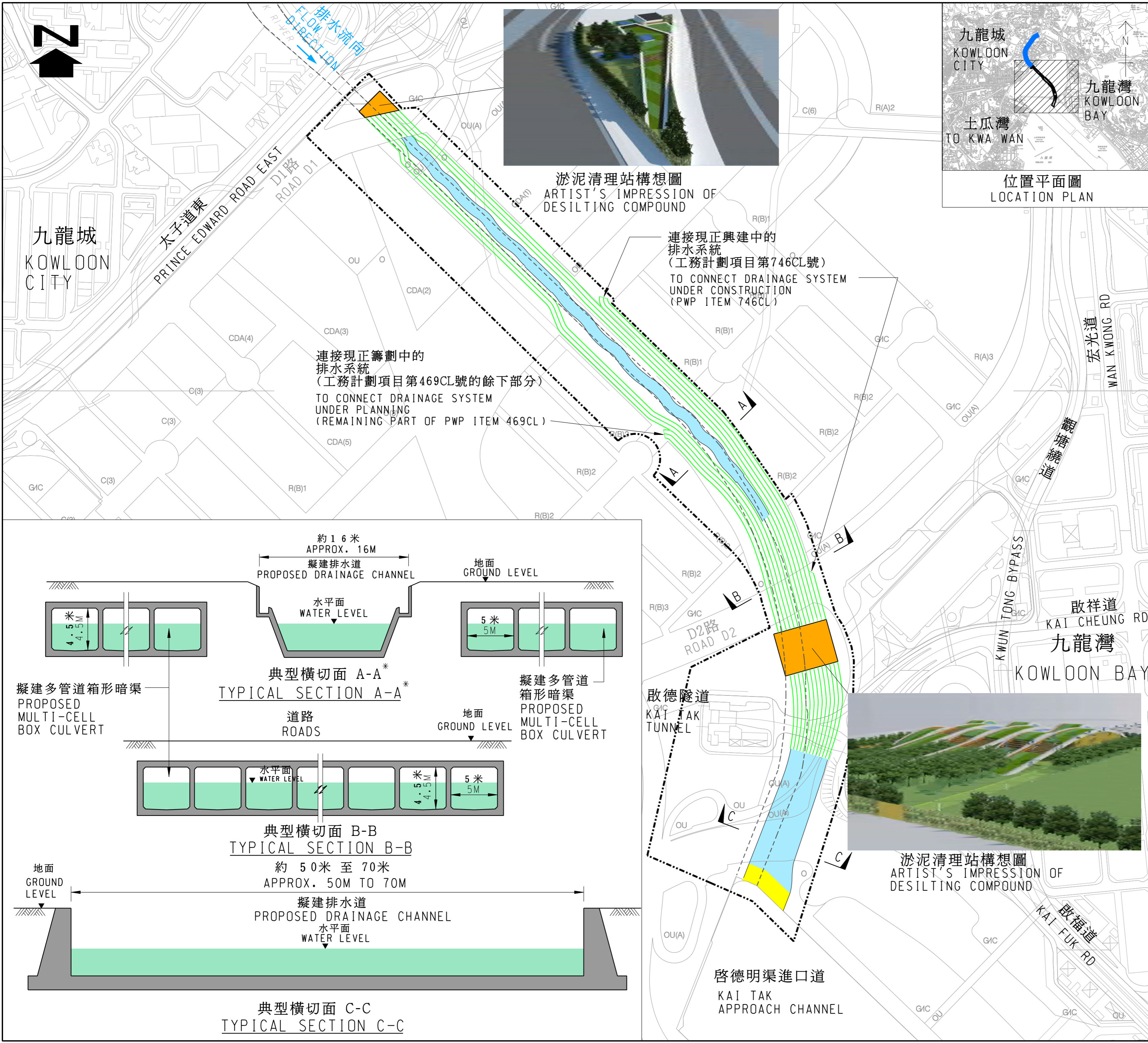
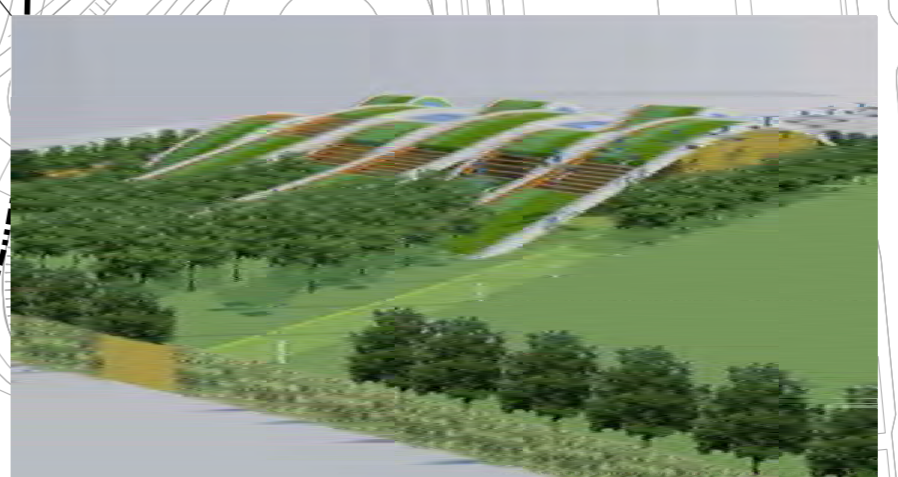
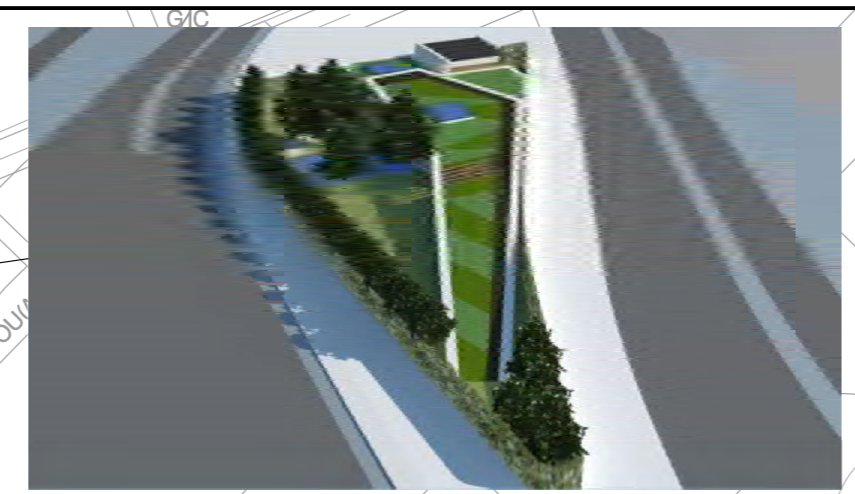
Development Bureau
April 2012

⁶ An “important tree” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

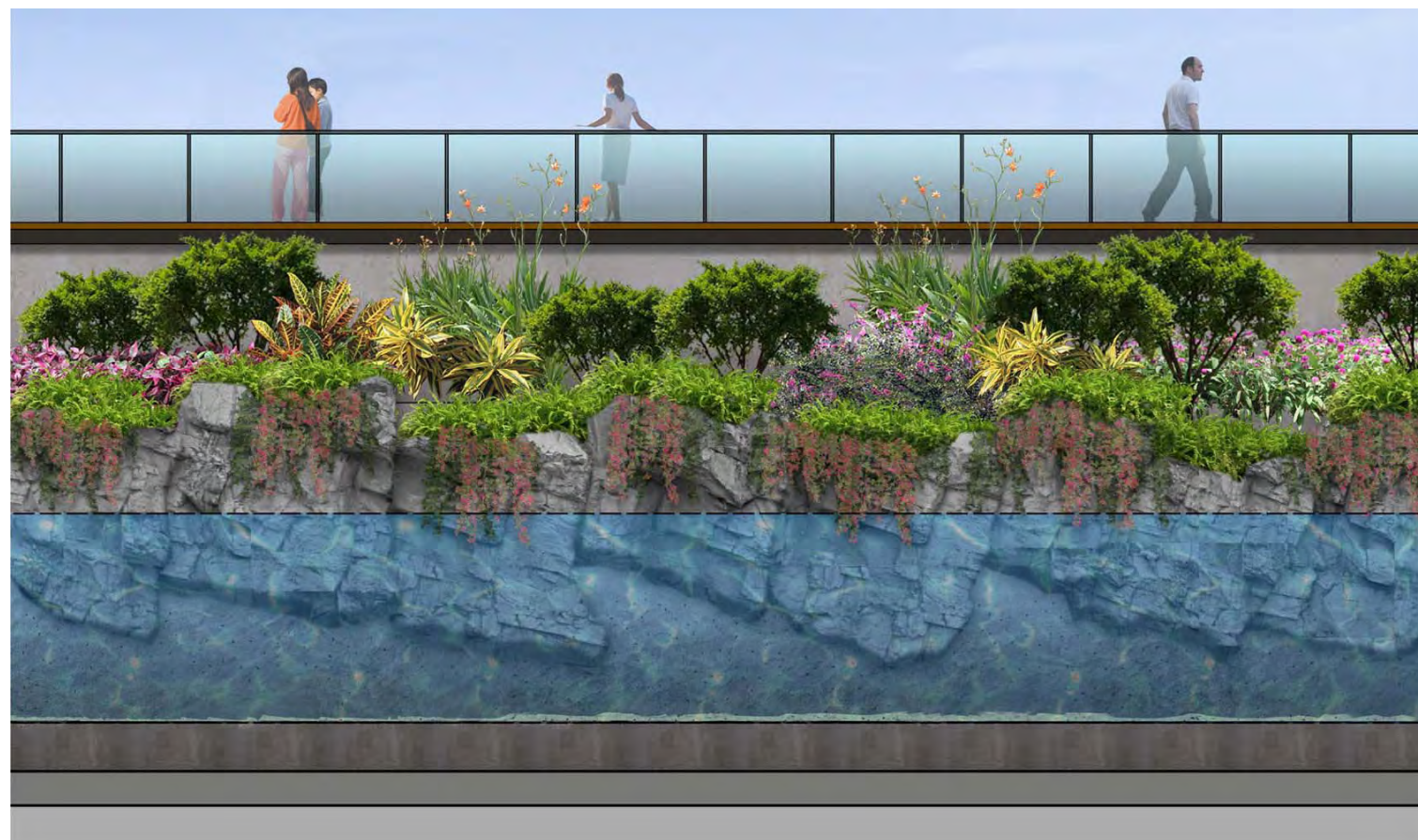
- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking 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 m (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.

⁷ These figures represent the latest estimates of job opportunities pending finalization of detailed design. We will update these figures before submission to the Public Works Subcommittee.

- 圖例**
LEGEND:
-  由渠務署興建
TO BE CONSTRUCTED BY THE DRAINAGE SERVICES DEPARTMENT
 - * 請參閱附件二的構想圖
PLEASE REFER TO ARTIST'S IMPRESSION IN ENCLOSURE 2
 -  工程界限
PROJECT BOUNDARY
 -  現有啓德明渠
EXISTING KAI TAK NULLAH
 -  擬建淤泥清理站
PROPOSED DESILTING COMPOUND
 -  擬建多管道箱形暗渠
PROPOSED MULTI-CELL BOX CULVERT
 -  擬建排水道
PROPOSED DRAINAGE CHANNEL
 -  擬建海濱長廊平台
PROPOSED DECK FOR WATERFRONT PROMENADE



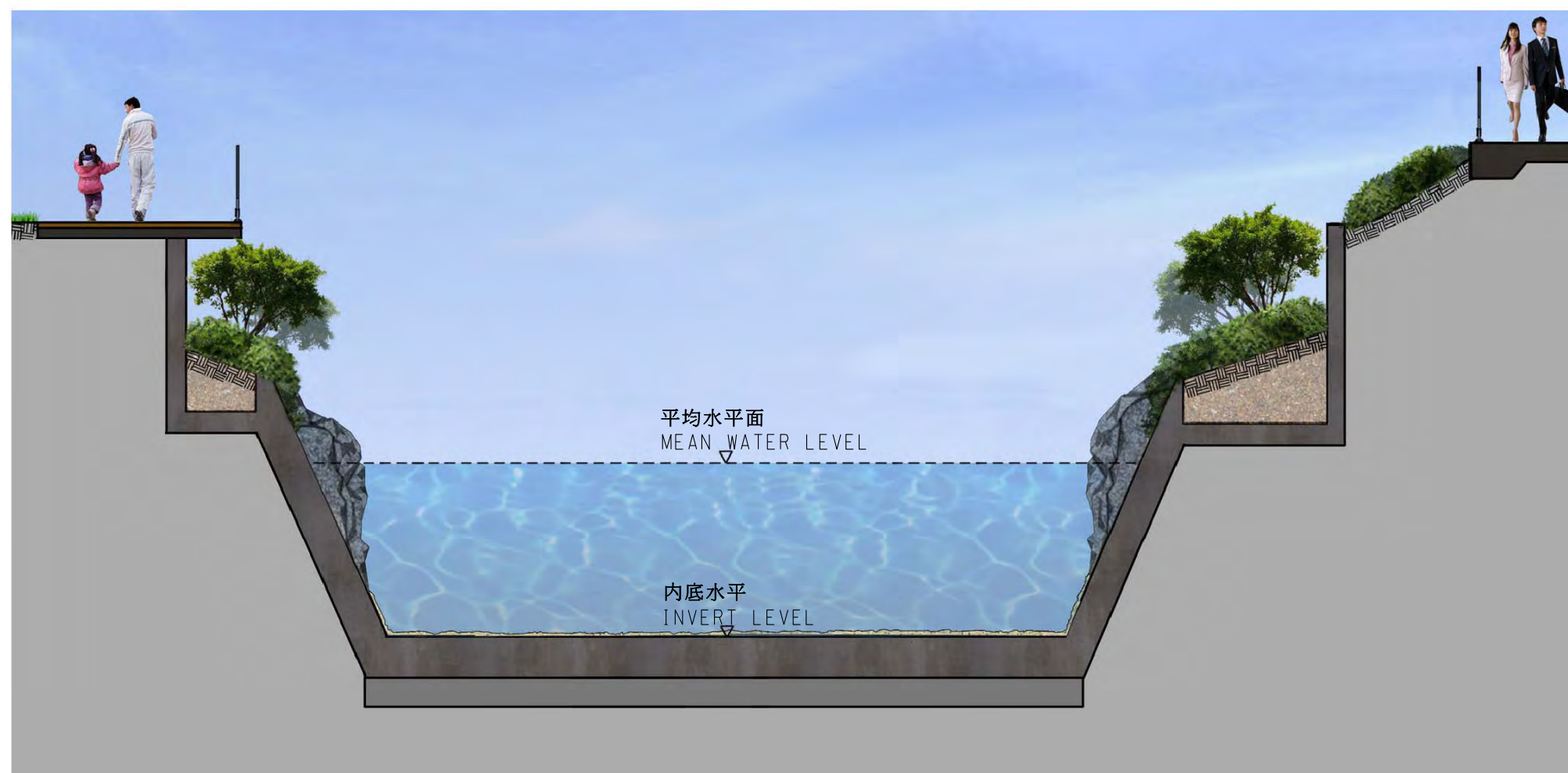
圖則名稱 drawing title
啟德明渠重建及改善工程-平面圖
RECONSTRUCTION AND UPGRADING OF KAI TAK NULLAH
-LAYOUT PLAN



平均水平面
MEAN WATER LEVEL

内底水平
INVERT LEVEL

立視圖
ELEVATION



平均水平面
MEAN WATER LEVEL

内底水平
INVERT LEVEL

典型橫切面 A-A
TYPICAL SECTION A-A

圖則名稱 drawing title

啟德明渠重建及改善工程
- 擬建排水道構想圖

RECONSTRUCTION AND
UPGRADING OF KAI TAK NULLAH
- ARTIST'S IMPRESSION OF
PROPOSED DRAINAGE CHANNEL