

# Task Force on Kai Tak Harbourfront Development

For discussion  
on 13 January 2017

TFKT/02/2017

## Central Kowloon Route

### Proposed Temporary Government Land Allocation for Works Area at Kai Tak

#### PURPOSE

This paper aims to provide responses to Members' comments raised at the 22<sup>nd</sup> meeting of the Task Force on Kai Tak Harbourfront Development (KTTF) on 4 October 2016.

#### BACKGROUND

2. We briefed the Members of KTTF on the proposed Temporary Government Land Allocation (TGLA) of the following three areas at the former Kai Tak runway (as shown in **Annex I**) to the Highways Department (HyD) for the Central Kowloon Route (CKR) project (relevant paper TFKT/13/2016 is at **Annex II**):-

- (i) a works area for setting up an Engineer's site office and a Contractor's site office;
- (ii) a stockpile area for surplus fill materials; and
- (iii) a barging facility to facilitate transport of excavated materials to the disposal sites or mud pits by sea (The area is currently being used by the Mass Transit Railway Corporation Limited (MTRCL) as a temporary barging facility for the Shatin to Central Link (SCL) project).

3. Members raised comments on the project in particular on the extent and duration of land allocation required and feasibility of allowing early provision of temporary pedestrian and cycle route at the harbourfront. The responses to Members' comments raised at the meeting on 4 October 2016 are set out in the ensuing paragraphs.

### RESPONSES TO MEMBERS' COMMENTS

4. Members of KTTF considered that the extent of temporary land uses in harbourfront areas under the CKR project should be justified and minimized as far as possible.

5. Temporary land allocation will be required for the CKR project to provide accommodations for site staff, storage areas for construction materials and equipment, supporting facilities including a temporary barging facility for disposal of excavated materials, etc. Provision of temporary land allocation at Kai Tak will be essential to minimize construction traffic impact on existing roads and to optimize the construction period and the usage of public fund for the works. The estimated cost saving for setting up temporary site offices is about \$25 million when compared with rented offices.

6. Taking into account Members' comments and sorting out the potential constraints, HyD propose to reduce the proposed temporary stockpile area by about 9,800m<sup>2</sup> (from 31,925m<sup>2</sup> to 22,057m<sup>2</sup>) with the aim to minimizing impacts on the harbourfront. The land requirement has been worked out in accordance with the principles of least works area and the best land use (as shown in **Annex I**).

7. In view of the large scale of the CKR project, a substantial amount of excavated materials will be generated from the construction works. With a view to handling these excavated rock, soil and sediment in the most effective and environmentally friendly manner, HyD propose to set up a temporary stockpile area and a temporary barging facility. With these supporting facilities, the excavated materials could be stored temporarily and sorted for re-use as far as possible within the project. Rock armour with volume of about 3,300m<sup>3</sup> could be re-used for reinstatement of the seawall. Excavated rock with volume of about 18,000m<sup>3</sup> and excavated soil/sediment with volume of about 33,000m<sup>3</sup> could be treated and re-used for backfilling and reclamation works. Only surplus excavated materials will be delivered to the temporary barging facility via the shortest route and transported by marine transport to the Tuen Mun Area 38 Fill Bank or marine mud pits. Such arrangements will not only allow the recycling of construction materials thus reducing

construction waste, but also minimizing the environmental and traffic impacts arising from the transportation of the excavated materials. In addition, the estimated cost saving on the re-use of excavated materials is about \$26 million.

8. As the proposed CKR alignment will run through the densely populated and highly developed areas, the choice of sites for setting up the aforesaid temporary supporting facilities is very limited. If these temporary supporting facilities are set up at other remote areas, the construction traffic will put additional pressure on the roads and worsen the pollution in the territory as a whole. It will also inevitably affect the progress and escalate the cost of the CKR project. Having taken the above factors into consideration, HyD consulted the Traffic and Transport Committee of the Kowloon City District Council on 21 July 2016 and members agreed in principle to the proposed temporary barging facility and transportation route for the excavated materials.

9. Members of KTTF suggested that the temporary land allocation for the works area and stockpile area should be set back from the harbourfront for early provision of a temporary pedestrian and cycle route connecting To Kwa Wan and Cruise Terminal for public enjoyment.

10. HyD propose to set back the works area and stockpile area from the harbourfront by 20m (as shown in **Annex I**) for the provision of a temporary pedestrian path along the waterfront. Furthermore, visual treatments such as use of graphic hoarding and screen planting along the section of seafront land strip within the proposed land allocation would be provided to blend in with the nearby environment.

11. Members were concerned that the proposed temporary land allocation would affect accessibility to the harbourfront in the interim and the future open space development at the harbourfront and suggested that compensatory measures along the waterfront should be provided. According to the Kai Tak Outline Zone Plan No. S/K22/4, the proposed TGLA areas fall within an area zone “Open Space” at which the proposed Metro Park is planned to be built. Subject to site availability, technical complexity, funding availability, etc. the construction of the Metro Park will commence about 3 years after the confirmation of the

project scope. Hence, the Leisure and Cultural Services Department (LCSD) has no objection to HyD's application of TGLA for works area and stockpile area till 2020. HyD will keep in view the latest development of the proposed Metro Park and, if required, return the land in phases to relevant government departments for the implementation of relevant projects.

12. Separately, having considered the comments made by Members and sorted out the potential constraints, HyD would strive to complete and reinstate a section of cut-and-over tunnel, depressed road and underpass at the former Kai Tak Runway (see **Annex III**) by the end of 2020 to make available land to facilitate the provision of a continuous pedestrian path along the harbourfront. HyD would closely liaise with the Kai Tak Office of Civil Engineering and Development Department, LCSD and other relevant stakeholders to facilitate relevant works.

### **APPLICATION FOR THE TGLA**

13. The proposed TGLA period for the works area and the stockpile area is about 3 years, tentatively from 2017 to 2020. The proposed TGLA period for the proposed barging facility would be about 4 years, tentatively from 2017 to 2021. Subject to the actual programme of the Metro Park, HyD would apply for extension of the TGLA for works area for setting up an Engineer's site office and a Contractor's site office and a stockpile area for surplus fill materials.

### **WAY FORWARD**

14. Members are invited to note the above responses and give views on the TGLA for the works areas, stockpile area and barging facility at Kai Tak for the construction of the CKR.

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/02/2017

## **Annexes**

- Annex I - Plan on Proposed Temporary Government Land Allocation (TGLA) for Works Area, Stockpile Area and Barging Facility
- Annex II - Paper No. TFKT/13/2016 (with enclosures)
- Annex III - Plan on Possible Temporary Pedestrian Path along the harbourfront

**Major Works Project Management Office  
Highways Department  
January 2017**



# Task Force on Kai Tak Harbourfront Development

---

For discussion  
on 4 October 2016

TFKT/13/2016

## Central Kowloon Route

### Proposed Temporary Government Land Allocation for Works Area at Kai Tak

#### PURPOSE

To brief the Members on the proposed Temporary Government Land Allocation (TGLA) for works area at the former Kai Tak runway (as shown in **Annex I**) to the Highways Department (HyD) for the following uses:

- (i) for setting up an Engineer's site office and a Contractor's site office with land intake of about 7 100m<sup>2</sup> for a period of about 3 years, tentatively from 2017 to 2020 (further extension to 2025 subject to adjacent developments);
- (ii) a temporary stockpile area for surplus fill materials with land intake of about 31 900 m<sup>2</sup> for a period of about 3 years, tentatively from 2017 to 2020 (further extension to 2025 subject to adjacent developments); and
- (iii) a temporary barging facility, with an area of about 9 900m<sup>2</sup>, to facilitate transport of excavated materials to the disposal sites or mud pits by sea for a period of about 4 years, tentatively from 2017 to 2021.

[Note: The area is currently being used by the Mass Transit Railway Corporation Limited (MTRCL) as a temporary barging facility for the Shatin to Central Link (SCL) project.]

# Task Force on Kai Tak Harbourfront Development

---

TFKT/13/2016

## BACKGROUND

2. The CKR is a 4.7 km long dual three-lane trunk road with 3.9 km in form of tunnel linking the Yau Ma Tei (YMT) Interchange in West Kowloon with the road network in the Kai Tak Development and Kowloon Bay in East Kowloon. The CKR, together with the Tseung Kwan O – Lam Tin Tunnel and the Trunk Road T2 in Kai Tak Development, will form the Route 6 of the strategic road network providing a trunk road between West Kowloon and Tseung Kwan O. The Route 6 will provide the much needed relief to the road traffic congestion in central and east Kowloon. The layout plan of the CKR is at **Annex II**.

3. The plans and the scheme of the CKR were gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap 370) on 1 November 2013 with the amendments gazetted on 27 March 2015. The works and the use of the CKR were authorized by the Chief Executive in Council on 5 January 2016 with the authorization gazetted on 15 January 2016.

4. The works of the CKR project in the Kai Tak Development and Ma Tau Kok areas involve:

- (i) the construction of an underwater tunnel and the associated temporary reclamation in Kowloon Bay;
- (ii) a cut-and-cover tunnel and an access shaft in Ma Tau Kok;
- (iii) a depressed road and an underpass in Kai Tak;
- (iv) the reconstruction of the Kowloon City Ferry Pier Public Transport Interchange; and
- (v) the demolition and subsequent re-provisioning of the Ma Tau Kok Public Pier.

5. To enable the smooth implementation of the above works, we need to secure land in the concerned areas for temporarily accommodating site offices, stockpiling of surplus fill



# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/13/2016

materials and setting up a temporary barging facility to handle excavated materials generated from the construction works. In an informal briefing session held on 31 August 2016, Members had no objection in principle to the need of having a works area to facilitate the construction works of the CKR project in Kai Tak area. However, Members expressed concerns that the occupation of these sites which fall within the open space on Kai Tak Outline Zoning Plan No. S/K22/4 would have implication on the implementation of the proposed Metro Park and might hinder the possibility of having temporary enhancement works of the waterfront promenade for public enjoyment. HyD was also requested to explore the feasibility on shared use of existing barging facilities at Kai Tak. Detailed justifications for the proposed works area are given in the ensuing paragraphs.

## **PROPOSED WORKS AREA FOR SITE OFFICES AND TEMPORARY STOCKPILE AREA**

6. To facilitate daily site supervision and execution of the works, we need to set up an Engineer's site office, a Contractor's site office and a temporary stockpile area in the vicinity of the works site. The vacant site at the former Kai Tak Runway as shown in Annex I, with an area of about 39 000m<sup>2</sup>, meets HyD's operational requirements and therefore is proposed to be the works area to accommodate these uses.

7. To minimize the visual impact to the Victoria Harbour, greening measures such as roof greening and wall greening of site offices will be adopted as far as practicable to beautify the works area. The temporary stockpiling of excavated materials will be limited to a maximum height of 4 metres and securely covered with green impervious sheets.

8. There is no existing pedestrian connectivity between the hinterland areas and the harbourfront in the vicinity of the proposed site. According to the Kai Tak Outline Zoning Plan No. S/K22/4, the proposed site falls within an area zoned "Open Space"

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/13/2016

at which the proposed Metro Park is planned to be built. HyD would keep in view the development of the proposed Metro Park, and if required, return the land in phases to relevant government departments for implementation of the proposed Park.

9. We are fully aware of the Harbour Planning Principles. We will closely coordinate with relevant Government departments responsible for the implementation of the future harbourfront enhancement proposals under Kai Tak Development regarding interface and land issues. Taking into account Members' comments, HyD would seize opportunities to set back the temporary land occupation, so as to allow for the flexibility of a passageway/promenade for public enjoyment along the waterfront should there be such a plan with no permanent construction works to be carried out along the waterfront.

## **PROPOSED WORKS AREA FOR TEMPORARY BARGING FACILITY**

10. To minimize the traffic and environmental impact due to transportation of excavated materials through the already congested road network to the disposal sites, it is proposed to transport the excavated materials to the disposal sites by sea. As there is no other public barging facility in the vicinity of the construction site, a proposed temporary barging facility at the former Kai Tak runway (as shown at Annex I) is required for transporting the excavated materials generated from the construction of the CKR to disposal sites or mud pits by sea. The area of the proposed site for the temporary barging facility is approximately 9 900m<sup>2</sup>.

11. The proposed barging facility would not require any dredging or seawall modification and have no impact to the harbour as far as the Protection of the Harbour Ordinance is concerned. A cantilever type tipping hall would be erected at the proposed barging facility. The tipping hall will be equipped with dust suppression measures such as dust enclosure and sprinkler

## Task Force on Kai Tak Harbourfront Development

---

TFKT/13/2016

system to mitigate the environmental impact. Wheel-washing facility will also be provided at the site entrance for dust suppression. The trucks will be equipped with mechanical covers to minimize the environmental nuisance during transportation. With the implementation of the mitigation measures recommended in the Environmental Impact Assessment report and the monitoring by the Environmental Team and Independent Environmental Checker during the operation of the barging facility, there will not be any adverse residual environmental impact to the harbourfront.

12. The proposed site is located within the proposed park mentioned in paragraph 8. The proposed site is currently being used as a temporary barging facility for the SCL project managed by the MTRCL. HyD would coordinate with MTRCL to vacate the site in time for HyD to set up a temporary barging facility for the CKR project. Taking into account Members' comments on the possibility of shared use of the existing barging facilities, HyD had liaised with MTRCL and MTRCL advised that the existing barging facilities between the proposed storage area and the proposed temporary barging facility would be used until December 2020 and shared use of these facilities with CKR was not feasible.

13. To enable the smooth implementation of the works of the CKR at the western portal in West Kowloon, a temporary barging facility is required to handle the excavated materials generated from the construction works in the Yau Ma Tei (YMT) area. The Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing was consulted on 22 September 2016 on the proposal of setting up a temporary barging facility at Kwai Yue Lane, Kwai Chung (as shown at **Annex III**). Members considered it undesirable to transport the excavated materials over a long route from YMT to Kwai Chung. They requested HyD to explore whether there were other possible sites in the vicinity of YMT for the proposed barging facility, in particular, in view of the limited delivery rate of 10 trucks per hour during non-rush hours from 10:00 a.m. to 4:00 p.m., whether shared use of the proposed barging facility at Kai Tak as shown at Annex I was feasible so as to reduce the number of barging facilities. Taking into Members'

# Task Force on Kai Tak Harbourfront Development

---

TFKT/13/2016

advice, HyD has conducted an analysis on alternative sites including Kai Tak. The results of the assessment indicate that shared use of the proposed barging facility at Kai Tak is feasible. As such, we would recommend to dispose the excavated materials generated from the CKR construction works in the YMT area to the proposed barging facility at Kai Tak and would not pursue the barging facility at Kwai Chung. Details of the assessment are included in the Supplementary Note at **Annex IV**.

## **APPLICATION FOR THE TGLA**

14. On 21 April 2016, LandsD circulated HyD's TGLA application for the proposed works area to bureaux/departments for consultation and no objection has been received.

15. For the proposed temporary barging facility, we had consulted the key stakeholders and interested parties, including the Civil Engineering and Development Department, Kai Tak Office and Home Affairs Bureau, and obtained their agreements to the proposal. We had also consulted the Traffic and Transport Committee of the Kowloon City District Council on 21 July 2016 and the members of the Committee had agreed in principle to the temporary barging facility proposal.

16. The proposed TGLA period for the proposed works area for site offices and temporary stockpile area is about 3 years, tentatively from 2017 to 2020. We would apply for extension of the TGLA period to 2025 subject to adjacent developments. The proposed TGLA period for the proposed temporary barging facility would be about 4 years, tentatively from 2017 to 2021.

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/13/2016

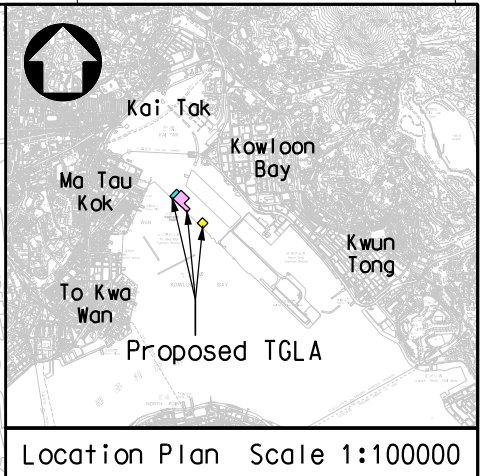
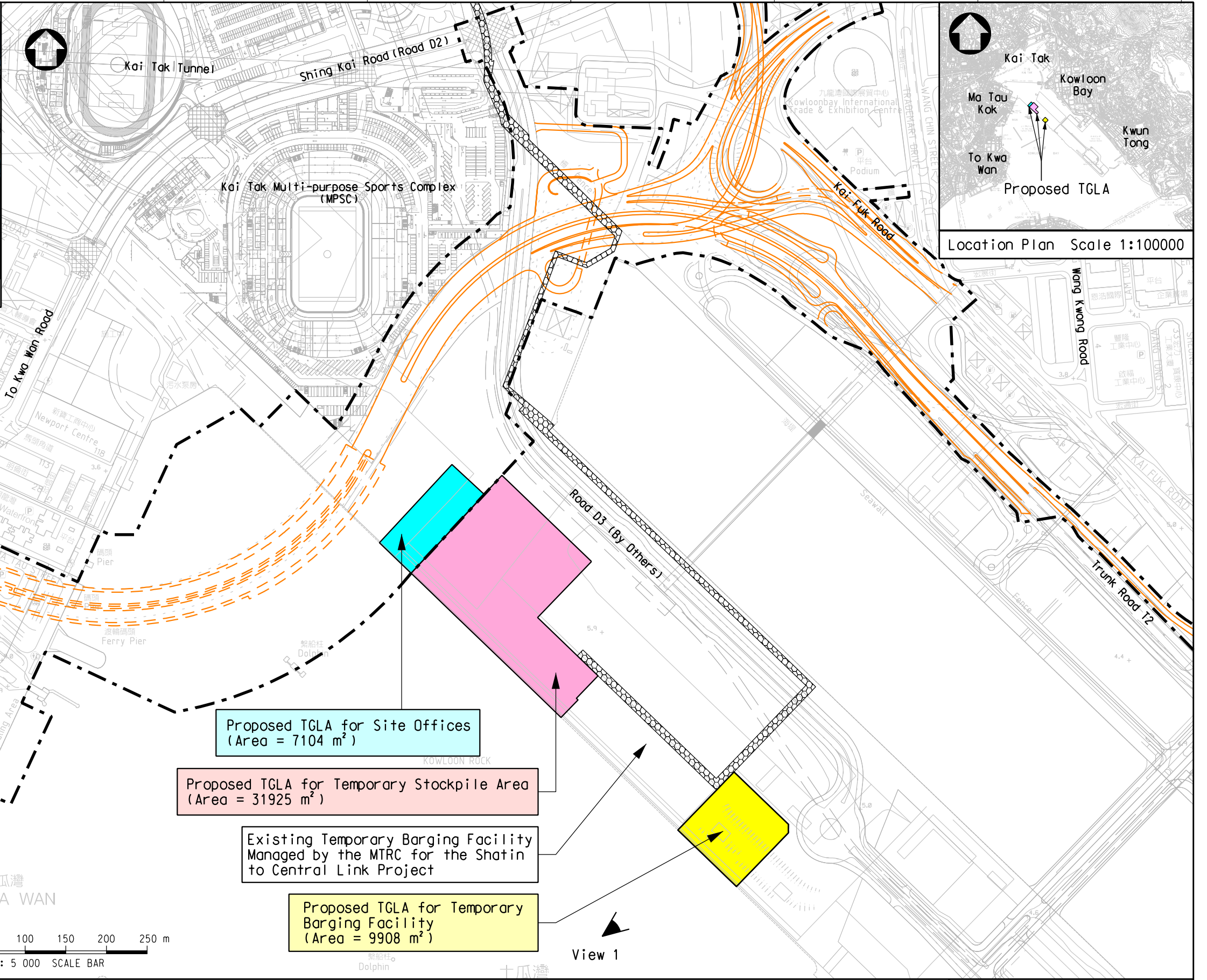
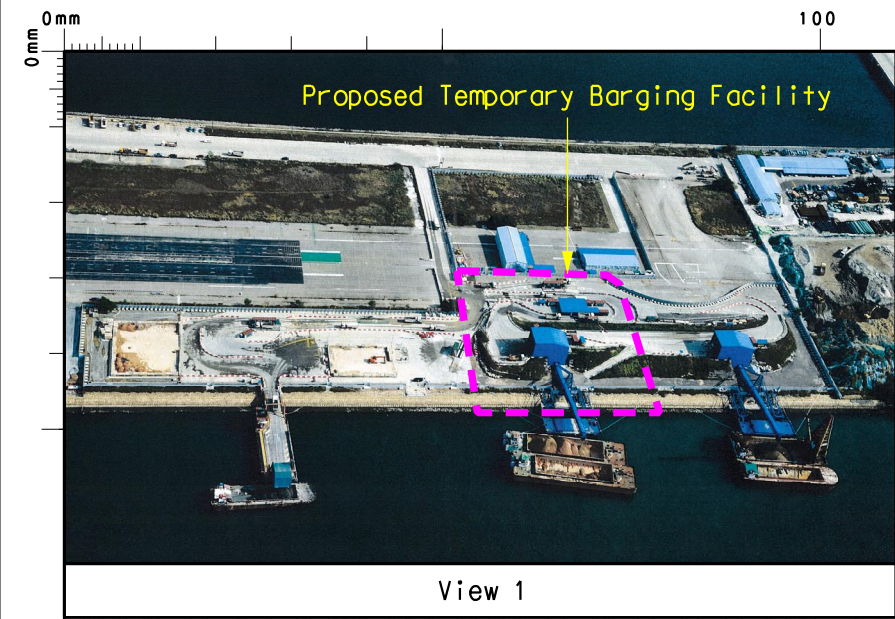
## **WAY FORWARD**

17. Members are invited to note and give views on the TGLA for works area for site offices, temporary stockpile area and temporary barging facility at Kai Tak for the construction of the CKR.

**Major Works Project Management Office  
Highways Department  
October 2016**

## **Attachments**

- Annex I - Plan on Proposed Temporary Government Land Allocation (TGLA) for Site Offices, Temporary Stockpile Area and Temporary Barging Facility
- Annex II - General Layout Plan of the CKR
- Annex III - Plan on Proposed Temporary Government Land Allocation (TGLA) for Temporary Barging Facility at Kwai Chung
- Annex IV - Supplementary Note on Proposed Shared Use of Temporary Barging Facility at Kai Tak for Disposal of Excavated Materials Generated from Yau Ma Tei Works Site of the CKR










drawing title

Central Kowloon Route (CKR)  
Proposed Temporary Government Land Allocation (TGLA)  
for Site Offices, Temporary Stockpile Area and Temporary Barging Facility

drawing no. HMW6461TH-SK0878	scale 1:5000 or As Shown
© COPYRIGHT RESERVED	



**圖例 Legend:**

 擬建地下隧道 Proposed Underground Tunnel	 擬建綠化平台 Proposed Landscaped Deck
 擬建海底隧道 Proposed Underwater Tunnel	 擬建通風大樓 Proposed Ventilation Building
 擬建高架道路/地面道路 Proposed Viaduct/At-grade Road	 擬建行政大樓 Proposed Administration Building
 擬建低於地面道路及地下通道 Proposed Depressed Road and Underpass	

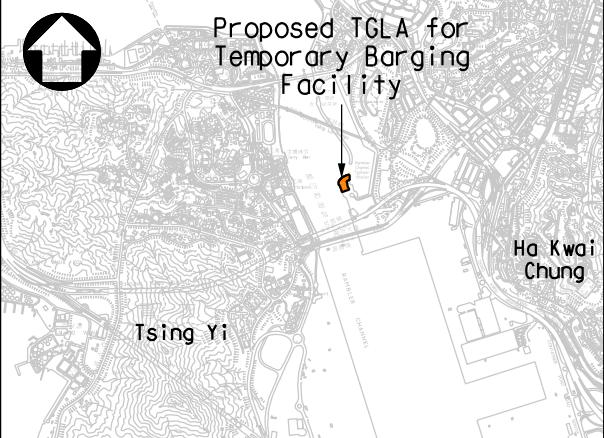
圖則名稱 plan title  
 工務計劃項目第6461TH號  
 中九龍幹線 - 主要工程 - 總平面圖  
 PWP Item No. 6461TH  
 Central Kowloon Route - Main Works - General Layout Plan

圖則編號 plan no.  
 HMW6461TH-SK0805  
 比例 scale  
 1:15000  
 © 版權所有 COPYRIGHT RESERVED  
 HIGHWAYS DEPARTMENT HONG KONG  
 路政署 香港

Proposed TGLA for Temporary Barging Facility (Area = 7900 m<sup>2</sup>)

藍巴勒海峽  
RAMBLER CHANNEL

藍巴勒海峽避風塘  
Rambler Channel Typhoon Shelter



Location Plan Scale 1:60000

View 1

Access Road

Kwai Yue Lane

Kwai Yue Street

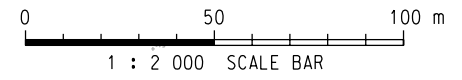
Tsing Kwai Highway

Kwai Tai Road


Kwai Tsing Road



View 1



drawing title  
Central Kowloon Route (CKR)  
Proposed Temporary Government Land Allocation (TGLA) for Temporary Barging Facility at Kwai Yue Lane, Kwai Chung

drawing no. HMW6461TH-SK0873	scale 1:2000 or As Shown
© COPYRIGHT RESERVED	
 <b>HIGHWAYS DEPARTMENT HONG KONG</b>	



# **Supplementary Note on Proposed Shared Use of Temporary Barging Facility at Kai Tak for Disposal of Excavated Materials Generated from Yau Ma Tei Works Site of the CKR**

---

For discussion  
October 2016

## **Central Kowloon Route**

### **Proposed Shared Use of Temporary Barging Facility at Kai Tak for Disposal of Excavated Materials Generated from Yau Ma Tei Works Site**

#### **PURPOSE**

To explore alternative sites for setting up a barging facility and assess the implications of shared use of the proposed barging facility at Kai Tak for disposal of the excavated materials generated from the CKR construction works in the Yau Ma Tei (YMT) area instead of setting up an additional temporary barging facility at Kwai Chung.

#### **REVIEW OF ALTERNATIVE SITES FOR TEMPORARY BARGING FACILITY**

2. In view of Members' concerns, HyD has reviewed other sites with existing barging facilities and explored the possibility of shared use or setting up a barging facility at these locations. Details are given in the ensuing paragraphs.

##### Location 1 – Nam Cheong

3. The site is located at Nam Cheong as shown at **Appendix A** with an existing barging facility being used by the MTRCL for the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. However, the site has been scheduled for housing development in 2016/2017. The waterfront area will be used by the Housing Department as construction access to their construction site after 1 April 2017 and therefore not feasible for use as a temporary barging facility for the CKR during the period of 2017 to 2021.

##### Location 2 - West Kowloon Cultural District

4. The location of the site is shown at Appendix A. The barging facility had been demolished in August 2016 for basement construction of the West Kowloon Cultural District Lyric Theatre, which is in progress. It is

## **Supplementary Note on Proposed Shared Use of Temporary Barging Facility at Kai Tak for Disposal of Excavated Materials Generated from Yau Ma Tei Works Site of the CKR**

---

therefore not possible for setting up a temporary barging facility for use by the CKR starting from 2017.

### Location 3 – Kai Tak

5. The feasibility and implications of shared use of the proposed barging facility at Kai Tak at the former Kai Tak runway (as shown at Annex I) has been investigated and the results of the assessment are summarized below –

- (i) **Distance and Travelling Time from YMT works site**  
With shared use of the proposed barging facility at Kai Tak, there would be a reduction in travel distance from about 9.5km to 6.5km, and yet the travelling time would be increased by about 10 minutes. The longer travelling time to Kai Tak than that to Kwai Chung is due to the reason that the route to Kai Tak will travel along some heavily trafficked roads in central and east Kowloon with more signalized junctions (e.g. Gascoigne Road, East Kowloon Corridor, Waterloo Road, Argyle Street) while the route to Kwai Chung will travel along roads with less traffic and road junctions (e.g. Lin Cheung Road, Container Port Road South).
- (ii) **Traffic Impact and nuisance to the public**  
With a limited delivery rate of 10 trucks per hour during non-rush hours from 10:00 a.m. to 4:00 p.m., the traffic impact and nuisance to the public along the transport route would be minimal.
- (iii) **Environmental Impact**  
By shared use of the proposed barging facility at Kai Tak instead of setting up another barging facility at Kwai Chung, the number of barging facilities and hence impact to the harbourfront could be minimized in accordance with the Harbour Planning Principles. In view of the quantity of excavated materials from YMT works site only amounts to less than 2% of the total quantity to be disposed at the barging facility at Kai Tak, the additional environmental impact is considered minimal.

# **Supplementary Note on Proposed Shared Use of Temporary Barging Facility at Kai Tak for Disposal of Excavated Materials Generated from Yau Ma Tei Works Site of the CKR**

---

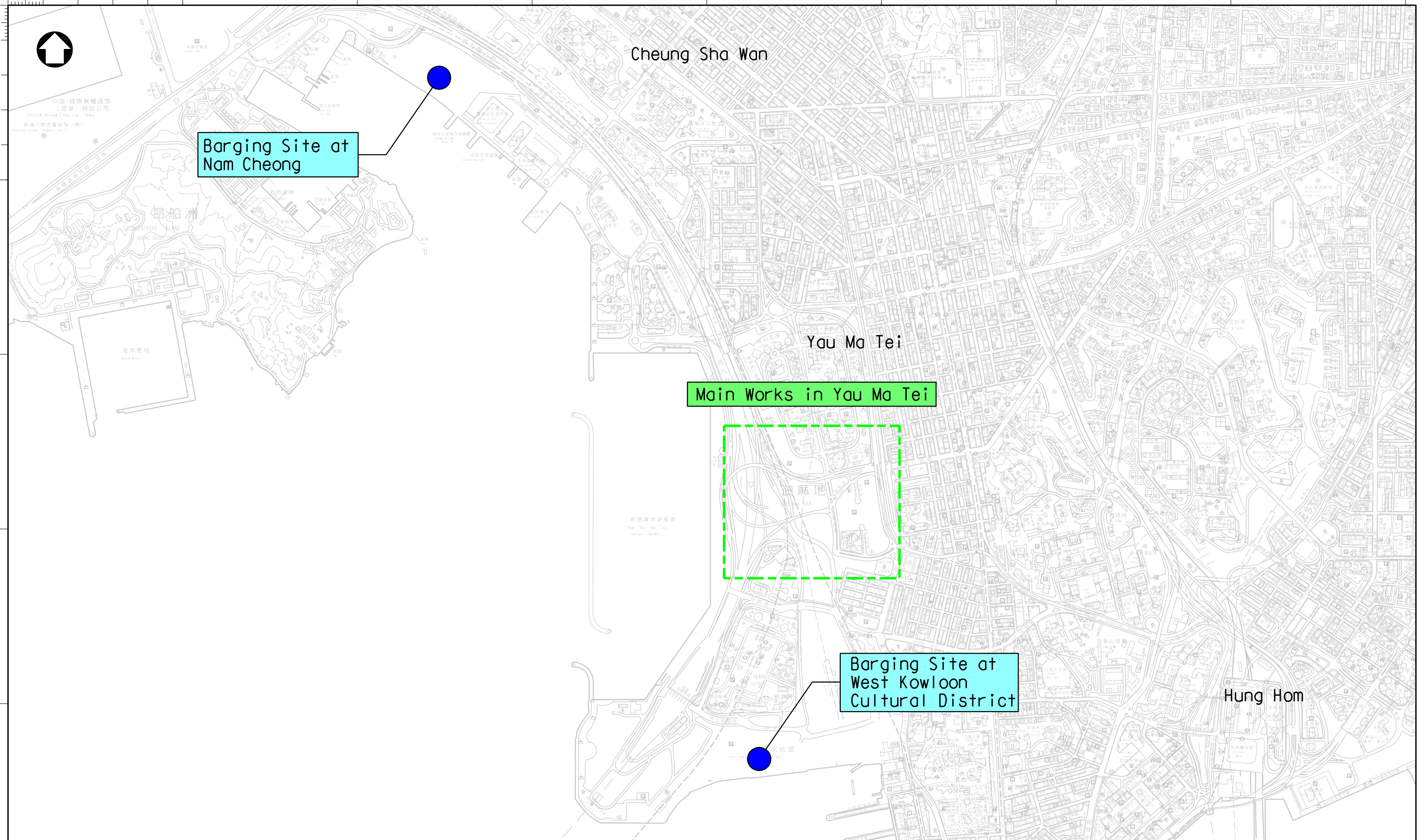
## **RECOMMENDATION**

6. Based on the above assessment results, shared use of the proposed barging facility at Kai Tak is recommended so as to reduce the number of barging facilities along the harbourfront.

**Major Works Project Management Office  
Highways Department  
October 2016**


## **Attachments**

Appendix A - Location of Alternative Barging Sites at Nam Cheong and West Kowloon Cultural District

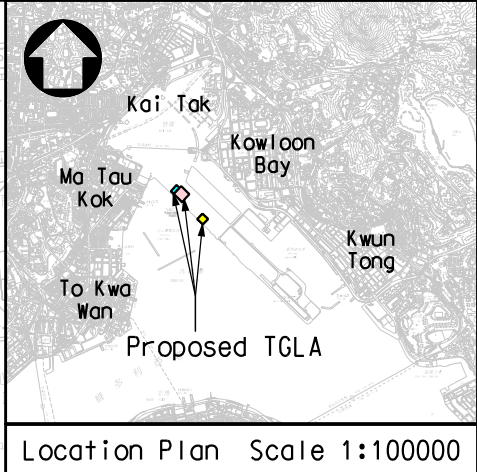
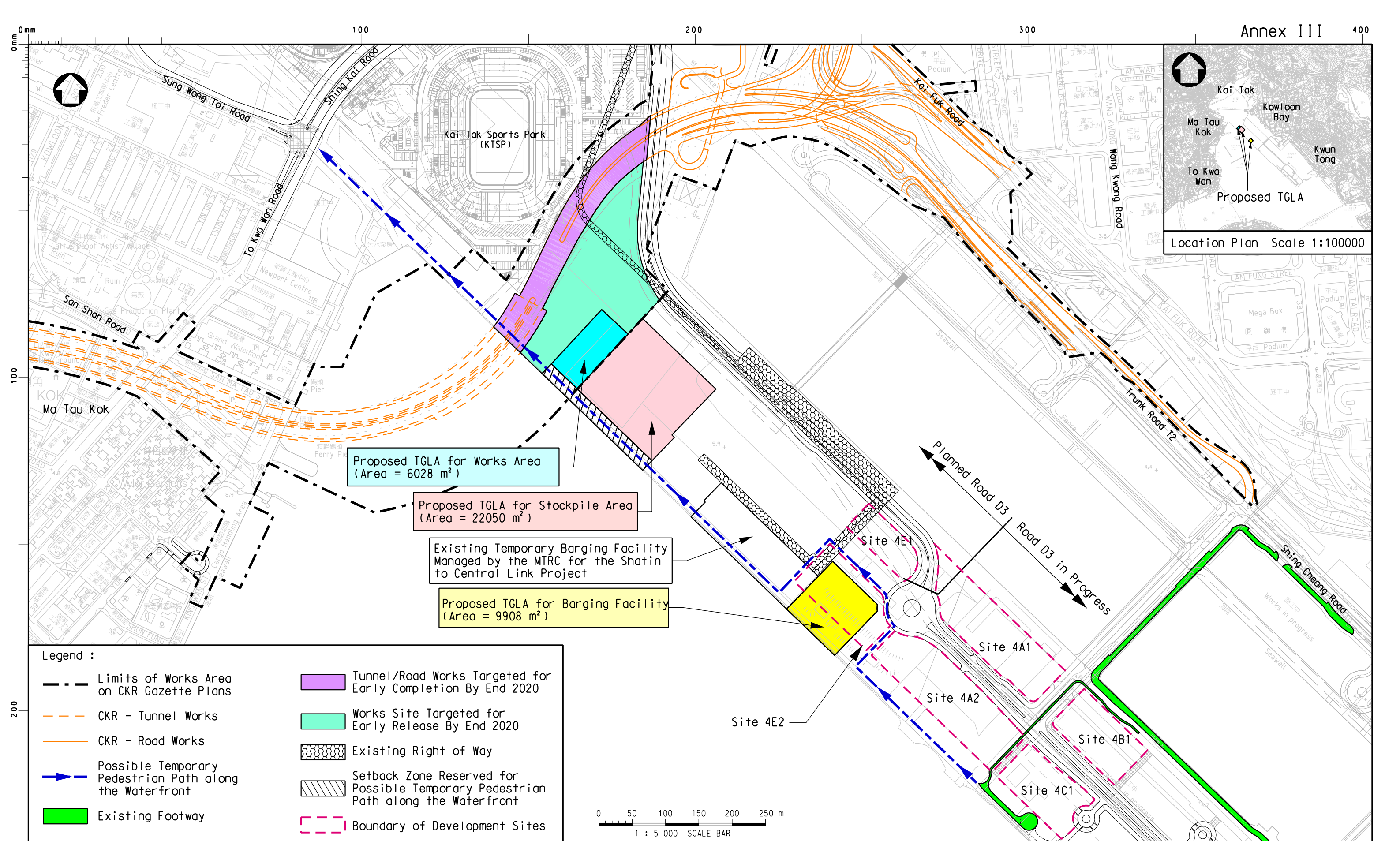


drawing title

Central Kowloon Route (CKR) -  
Location of Alternative Barging Sites at Nam Cheong and West Kowloon Cultural District

drawing no. HMW6461TH-SK0886	scale 1:15000
© COPYRIGHT RESERVED	
 <b>HIGHWAYS DEPARTMENT HONG KONG</b>	

c:\cdms\mw\dms00555\HMW6461TH-SK0886.dgn



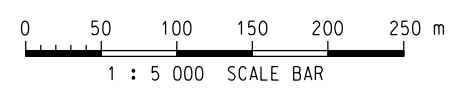
Proposed TGLA for Works Area  
(Area = 6028 m<sup>2</sup>)

Proposed TGLA for Stockpile Area  
(Area = 22050 m<sup>2</sup>)

Existing Temporary Barging Facility  
Managed by the MTRC for the Shatin  
to Central Link Project

Proposed TGLA for Barging Facility  
(Area = 9908 m<sup>2</sup>)

- Legend :
- Limits of Works Area on CKR Gazette Plans
  - CKR - Tunnel Works
  - CKR - Road Works
  - ➔ Possible Temporary Pedestrian Path along the Waterfront
  - Existing Footway
  - Tunnel/Road Works Targeted for Early Completion By End 2020
  - Works Site Targeted for Early Release By End 2020
  - Existing Right of Way
  - Setback Zone Reserved for Possible Temporary Pedestrian Path along the Waterfront
  - Boundary of Development Sites



drawing title

Central Kowloon Route (CKR) - Possible Temporary Pedestrian Path along the Waterfront

drawing no. HMW6461TH-SK0895	scale 1:5000 or As Shown
© COPYRIGHT RESERVED	
<b>HIGHWAYS DEPARTMENT HONG KONG</b>	