

Task Force on Kai Tak Harbourfront Development

For discussion
on 18 August 2015

TFKT/08/2015

Tseung Kwan O – Lam Tin Tunnel Project

PURPOSE

This paper briefs Members on the proposed Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) project.

BACKGROUND

2. The TKO-LTT is a dual-two lane highway of approximately 4.2 kilometers (km) long, connecting Tseung Kwan O and East Kowloon. The TKO-LTT, together with the Trunk Road T2 in Kai Tak Development and Central Kowloon Route, will form Route 6 in the strategic road network providing an express link between Kowloon West and Tseung Kwan O. The Route 6 will also mitigate the road traffic condition of central and eastern Kowloon. The layout plan of TKO-LTT is shown in **Annex A**. The TKO-LTT project was gazetted on 10 May 2013 and authorized by Chief Executive in Council in April 2014.

PROJECT SCOPE

3. The key elements of the scope of proposed TKO-LTT under Public Works Programme (PWP) Item No. 7823TH comprises:

- (a) Construction of a dual two-lane highway, approximately 4.2 km long (of which about 2.6 km is in the form of tunnel) connecting Po Shun Road of Tseung Kwan O in the east with Eastern Harbour Crossing and Cha Kwo Ling Road of Kwun Tong in

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the west;

- (b) Construction of slip roads, depressed roads, viaducts, Tseung Kwan O Interchange, ventilation building for the tunnel, tunnel portal facilities and reclamation of about 3 hectares of land to construct the depressed roads at Tseung Kwan O;
- (c) Construction of slip roads, branch tunnels, viaducts, Lam Tin Interchange, tunnel portal facilities, ventilation building and administration building at Kwun Tong; and
- (d) Implementation of the associated building, civil, structural, marine, electrical and mechanical, traffic control and surveillance system, landscaping, as well as environmental mitigation measures.

4. The detailed design of TKO-LTT project is near completion.

JUSTIFICATIONS

5. Upon the gradual completion of new residential housing developments, the population of Tseung Kwan O District will be increased. This will aggravate the traffic load of Tseung Kwan O District. We therefore need to construct the TKO-LTT to meet the traffic demand arising from the anticipated population increase.

6. The TKO-LTT will also improve the traffic conditions within Kwun Tong District and relieve the extra traffic load to be brought about by the future development of the district. Upon completion of the project, part of the existing traffic between Tseung Kwan O and Eastern Harbour Crossing can use the TKO-LTT without routing through Tseung Kwan O Road and Lei Yue Mun Road etc. of the Kwun Tong District.

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PUBLIC CONSULTATION

7. We commenced the “Investigation and Preliminary Design Study” in early 2009, and have subsequently carried out a public engagement (PE) exercise comprising three stages, discussing topics that were of public concern and exploring different design options. Taking into account public views collected in the PE exercise, environmental factors and engineering considerations, we have developed the optimum alignment of the TKO-LTT.

8. We consulted both the Sai Kung District Council and Kwun Tong District Council in January 2013 and May 2015. Both supported the proposed project and urged for its early implementation.

ADMINISTRATION BUILDING, TUNNEL PORTAL AND VENTILATION BUILDING

9. The western portal of proposed TKO-LTT will be located in the proposed Lam Tin Interchange (LTI). The proposed LTI will be located at a piece of land next to the toll plaza of Eastern Harbour Crossing and behind the hill of Cha Kwo Ling Village. The proposed administration building, western tunnel portal and western ventilation building for TKO-LTT will be located in this interchange. Since the aforesaid buildings and viaducts will be located behind the existing green knoll at Cha Kwo Ling, the prominent green backdrop viewed from the Harbour will be largely preserved. The photomontages of Lam Tin Interchange are shown in **Annex B**.

TEMPORARY WORKS AREAS

10. Temporary works areas at various locations of the site (as shown in **Annex C**) will be required for the TKO-LTT project to provide accommodations for site staff, storage areas for construction materials and equipment, supporting facilities for disposal of excavated materials, etc. Provision of temporary works areas near Yau Tong Road and at ex-Cha Kwo Ling Public Cargo Working Area will be essential to minimize construction traffic impact on existing local roads and to optimize the construction period for the works. The requirement on temporary works areas have been optimized with the aim to reduce impact on the harbourfront and environment. Visual impacts during construction stage will be mitigated through beautification of site hoardings. The construction period of TKO-LTT is anticipated from February 2016 to December 2020.

ENVIRONMENTAL IMPACTS

11. The Environmental Impact Assessment (EIA) for TKO-LTT has concluded that the project will not have significant adverse residual impacts on the environment after implementation of the recommended mitigation measures during construction and operational stages in terms of visual impact, air quality, noise and water quality.

12. Based on the estimation, the construction of TKO-LTT will generate approximately 4 million cubic metres of excavated materials. To minimise the environmental impact to neighbouring residents due to transportation of excavated materials by land transport, the excavated materials will be transferred to the fill bank or alternative deposal site through the temporary barging point to be provided in the ex-Cha Kwo Ling Public Cargo Working Area.

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13. As for the landscape and visual impact, the major parts of TKO-LTT will be underground upon completion of the project, except for the low rise administration building, ventilation buildings and the tunnel portals which will be designed with greening and minimum height. With the landscape proposals to be implemented at LTI, the residual landscape and visual impacts due to TKO-LTT are considered acceptable.

14. The EIA Report of TKO-LTT was exhibited for public to comment from 3 April 2013 to 2 May 2013. The Report was approved by Director of Environmental Protection with conditions on 11 July 2013. The Environmental Permit was granted by Director of Environmental Protection on 15 August 2013.

WAY FORWARD

15. The detailed design of TKO-LTT project is substantially completed. We schedule to invite tender for the construction of main tunnels and associated work in August 2015 before funding approval. We shall keep liaison with Members during construction stage. Members are invited to note the latest progress of the project.

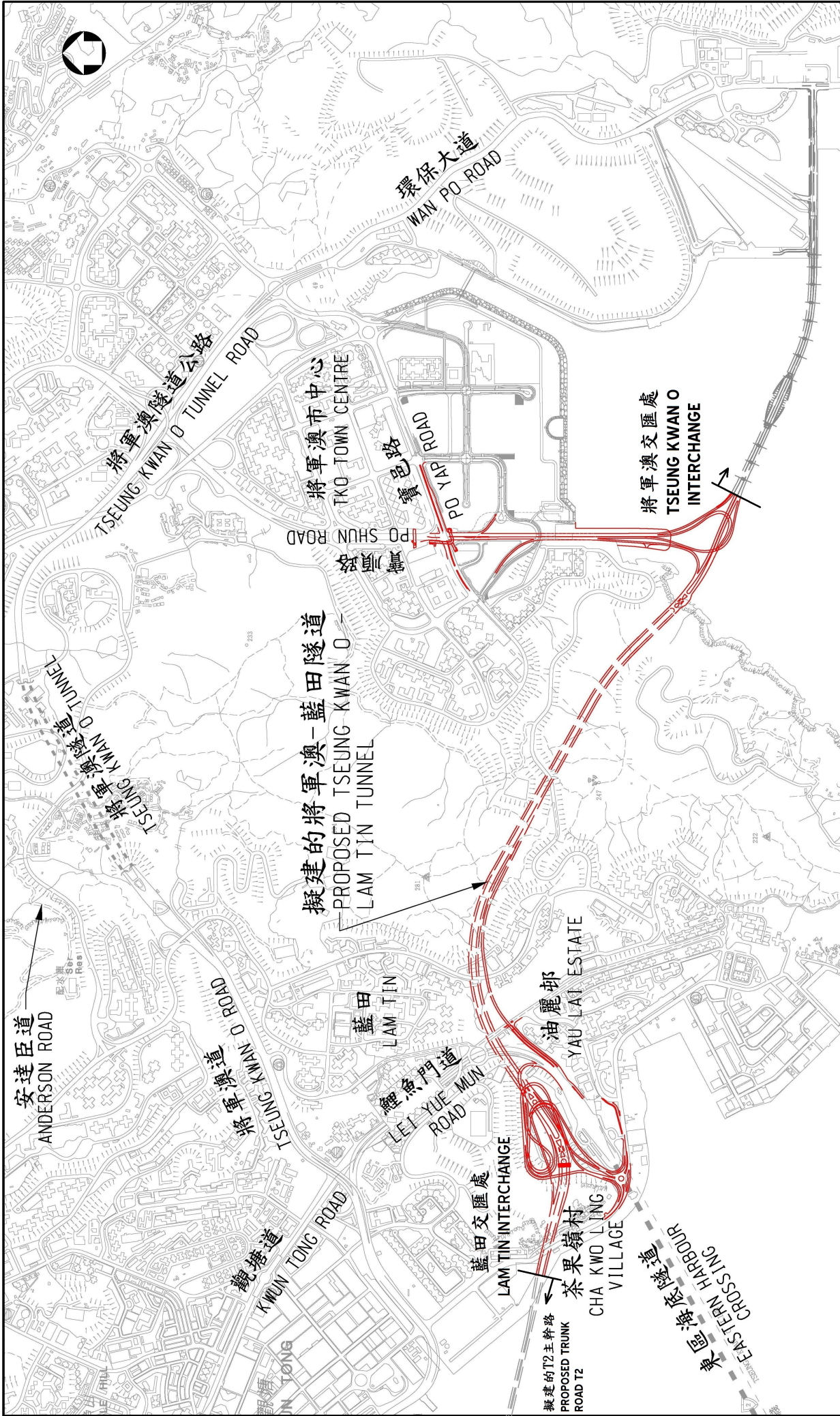
**New Territories East Development Office
Civil Engineering and Development Department
August 2015**

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Attachments

- Annex A: Layout plan of Tseung Kwan O – Lam Tin Tunnel
- Annex B: Photomontage of Lam Tin Interchange
- Annex C: Proposed temporary works areas for Tseung Kwan O – Lam Tin Tunnel



圖則名稱 drawing title

將軍澳－藍田隧道路線圖

Layout Plan of Tseung Kwan O - Lam Tin Tunnel

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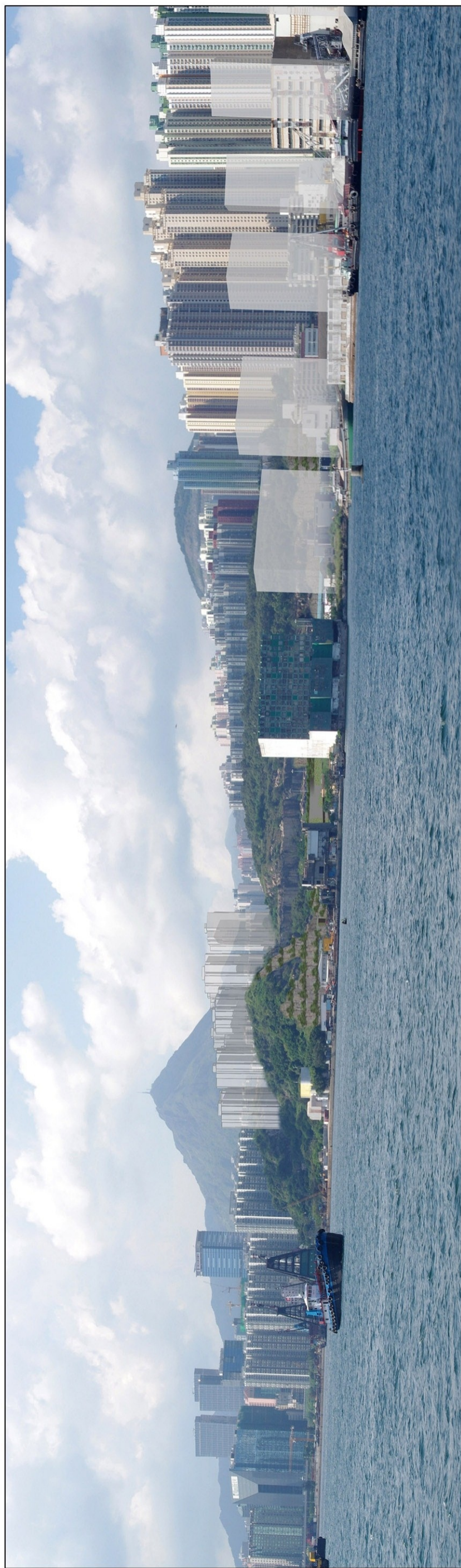
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DEPARTMENT





DAY 1 WITH MITIGATION MEASURES



YEAR 10 WITH MITIGATION MEASURES



DAY 1 WITH MITIGATION MEASURES



YEAR 10 WITH MITIGATION MEASURES

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Proposed Temporary Works Areas for Tseung Kwan O - Lam Tin Tunnel