

路政署 主要工程管理處

Major Works Project Management Office
Highways Department



中九龍 幹線
Central Kowloon Route

Task Force on Kai Tak
Harbourfront Development

Proposed Temporary Government
Land Allocation for Works Area
at Kai Tak

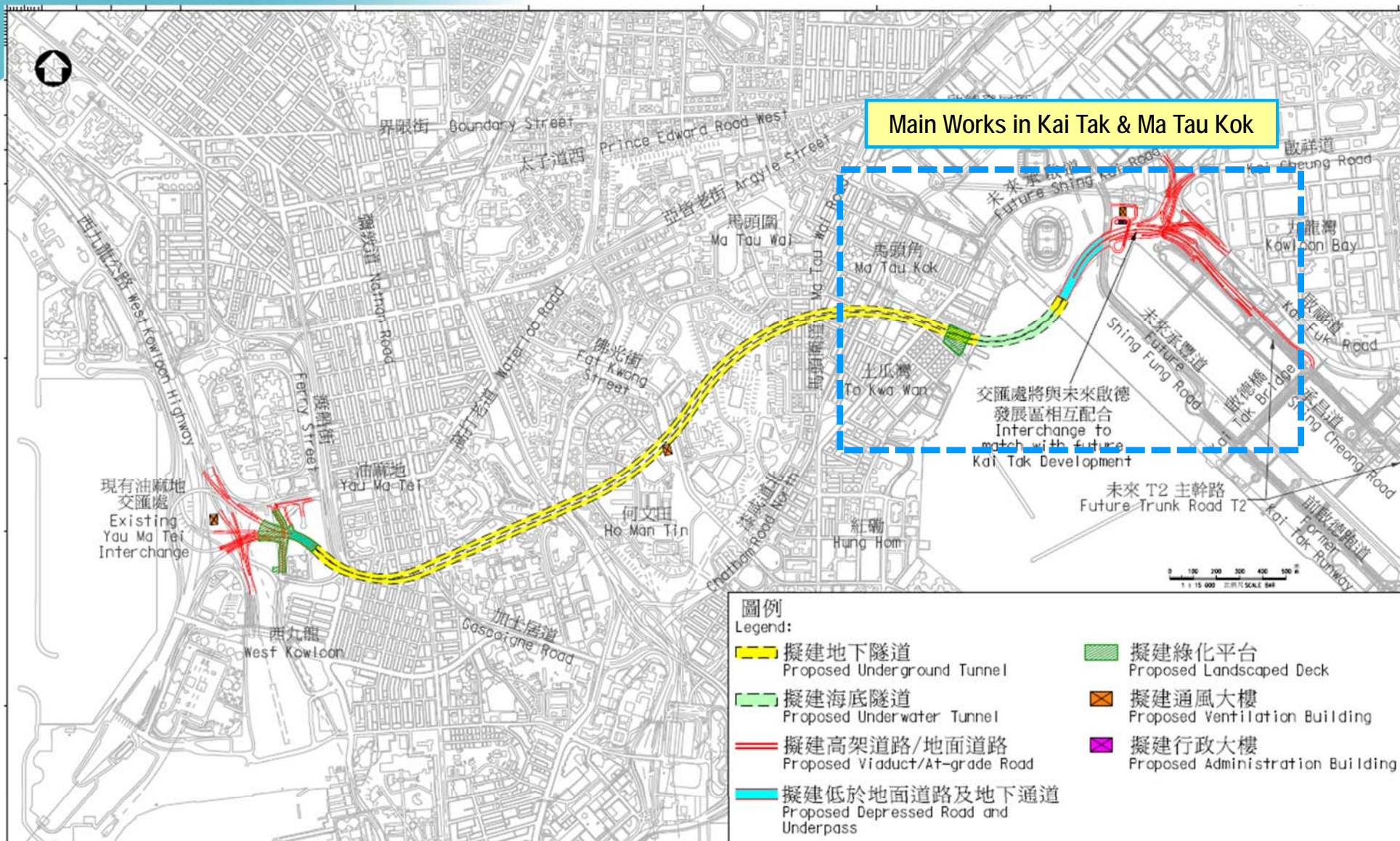
13 January 2017

Central Kowloon Route (CKR)



- 地下隧道
Underground Tunnel
- 海底隧道
Underwater Tunnel
- 高架道路/地面道路
Elevated/At Grade Road

CKR – Main Works in Kai Tak & Ma Tau Kok

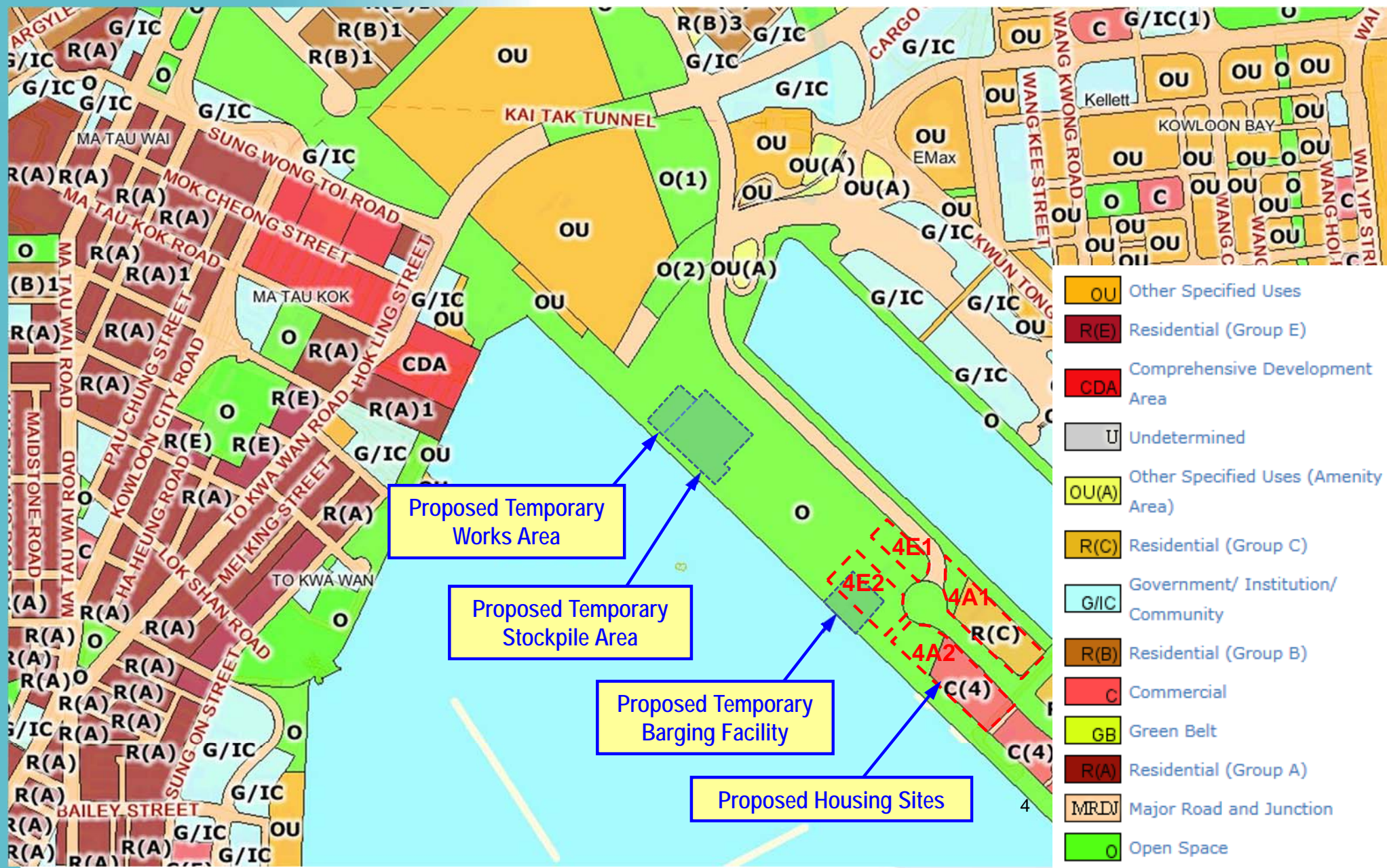


圖例
Legend:

| | |
|--|--|
| 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 | 圖則編號 plan no. | 比例 scale |
| 工務計劃項目第6461TH號 | HMW6461TH-SK0805 | 1:15000 |
| 中九龍幹線 - 主要工程 - 總平面圖 | © 版權所有 COPYRIGHT RESERVED | |
| PWP Item No. 6461TH | HIGHWAYS DEPARTMENT HONG KONG | |
| Central Kowloon Route - Main Works - General Layout Plan | 路政署 | |

Kai Tak Outline Zoning Plan



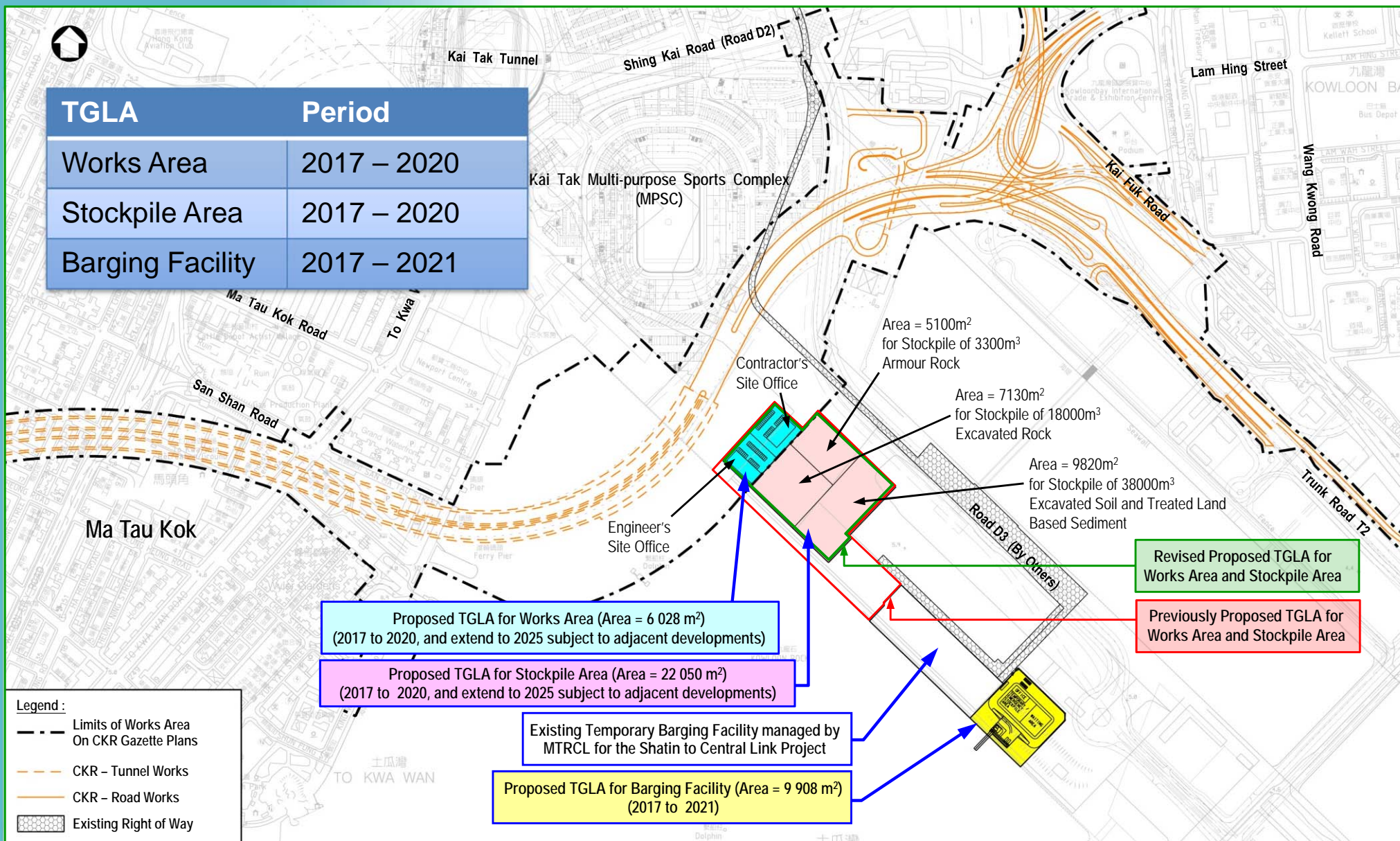
- OU Other Specified Uses
- R(E) Residential (Group E)
- Comprehensive Development Area
- U Undetermined
- OU(A) Other Specified Uses (Amenity Area)
- R(C) Residential (Group C)
- G/IC Government/ Institution/ Community
- R(B) Residential (Group B)
- C Commercial
- GB Green Belt
- R(A) Residential (Group A)
- MRDJ Major Road and Junction
- O Open Space

Recent View of Proposed Sites in Kai Tak



Photo as at 20 July 2016

Responses to Members' comments raised on 4 October 2016



The Need for Temporary Land Allocation at Kai Tak

Traffic impact

- Marine transport of the excavated materials to Tuen Mun Fill Bank / marine mud pits
- Minimize traffic impacts to local road network in Central Kowloon

Environmental impact

- Reduce construction wastes (*3 300m³ rock armour, 18 000m³ excavated rock and 33 000m³ excavated soil/sediment could be re-used*)
- Minimize environmental impacts

Programme

- Optimize the construction period of CKR

Cost

- Cost saving for setting up site offices when compared with rented offices: \$25M
- Cost saving on the re-use of excavated materials: \$26M

Members' comments raised at the Meeting of the Harbourfront Commission

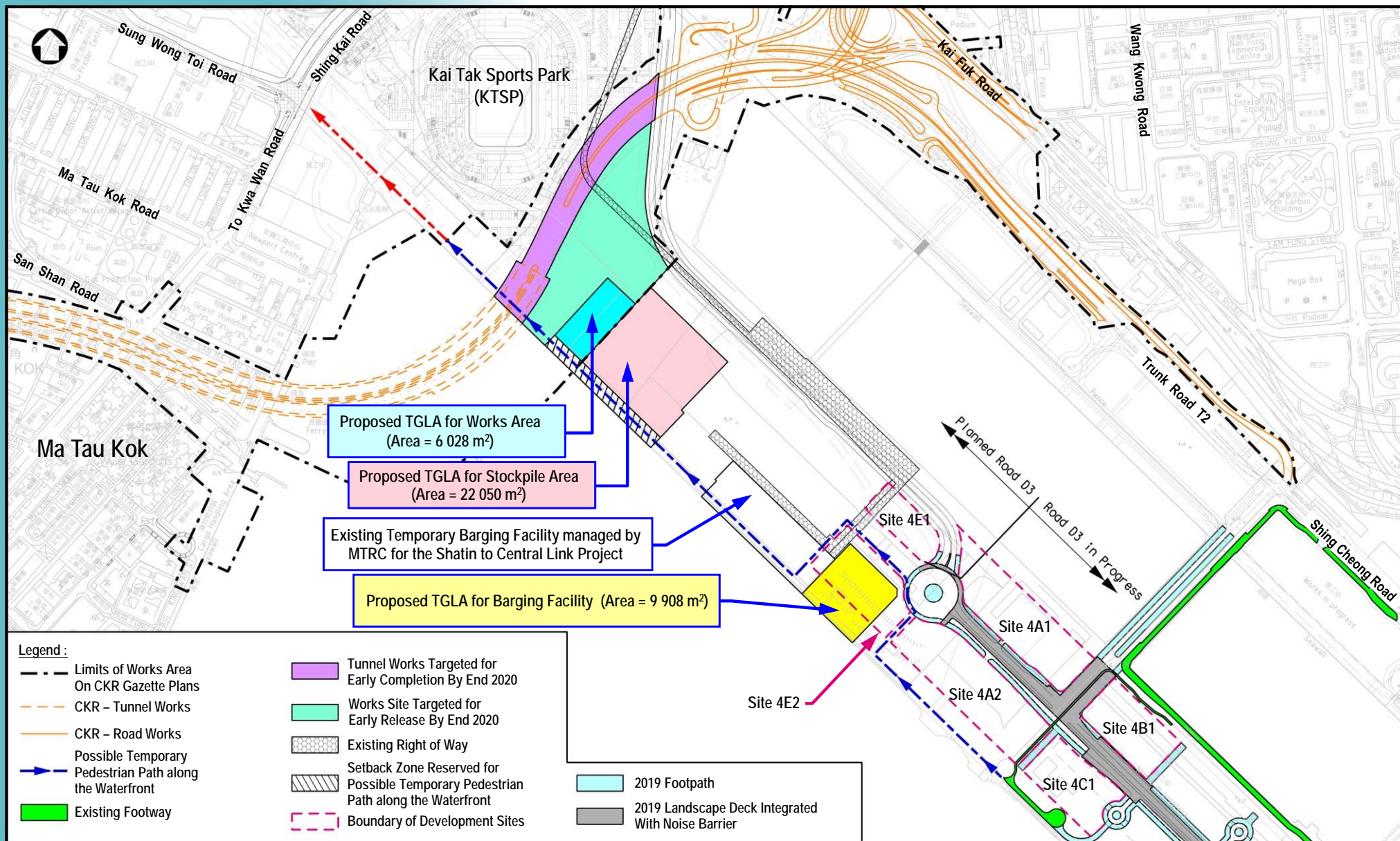
Task Force on Kai Tak Harbourfront Development on 4 October 2016

1. Extent and duration of the temporary land use should be minimized and justified
2. Temporary 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
3. Compensation measures along the waterfront due to the temporary land uses of CKR should be considered

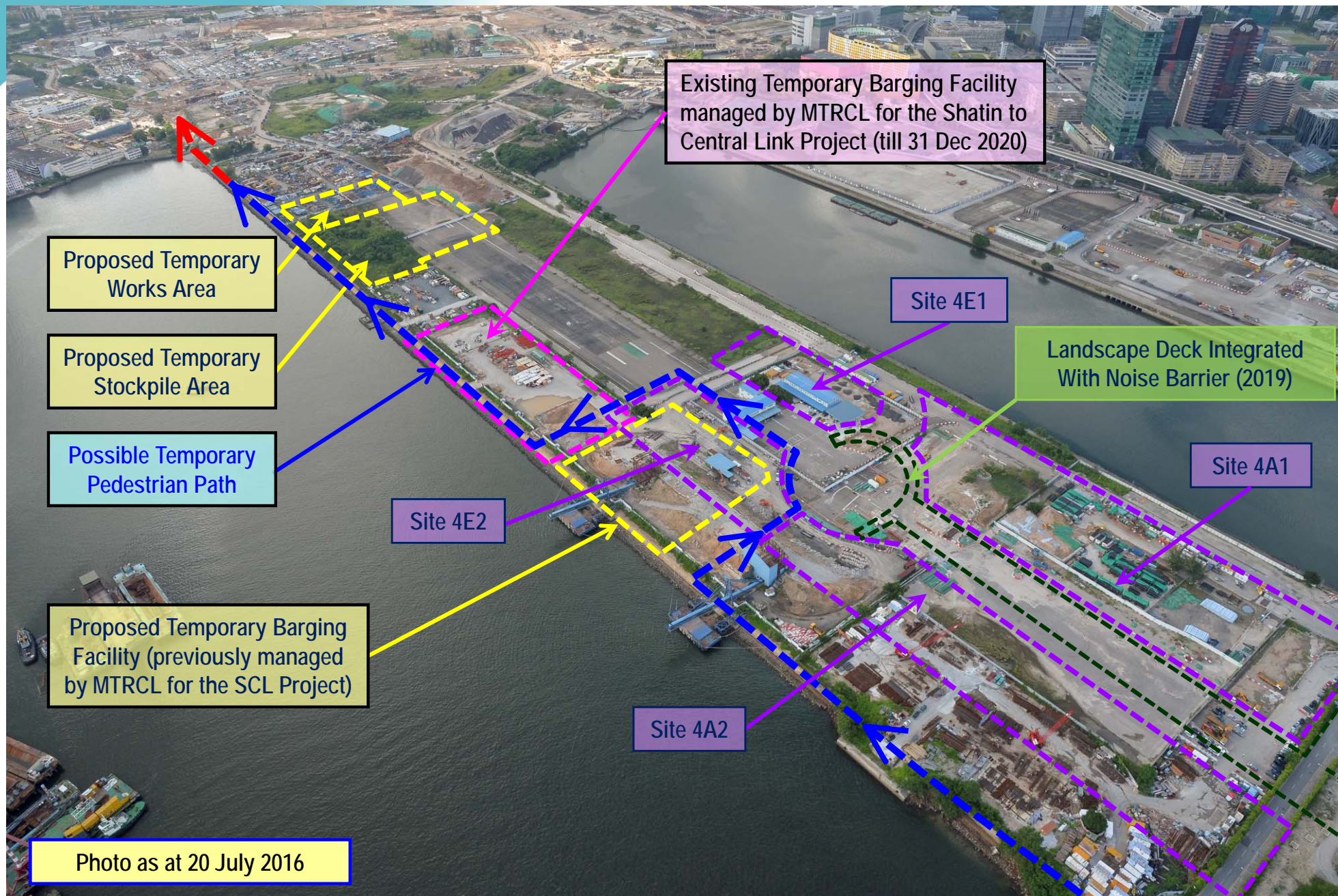
Responses to Members' comments raised on 4 October 2016



Responses to Member's comments raised on 4 October 2016



Possible Temporary Pedestrian Path along the waterfront



Existing Temporary Barging Facility managed by MTRCL for the Shatin to Central Link Project (till 31 Dec 2020)

Proposed Temporary Works Area

Proposed Temporary Stockpile Area

Possible Temporary Pedestrian Path

Proposed Temporary Barging Facility (previously managed by MTRCL for the SCL Project)

Photo as at 20 July 2016

Site 4E1

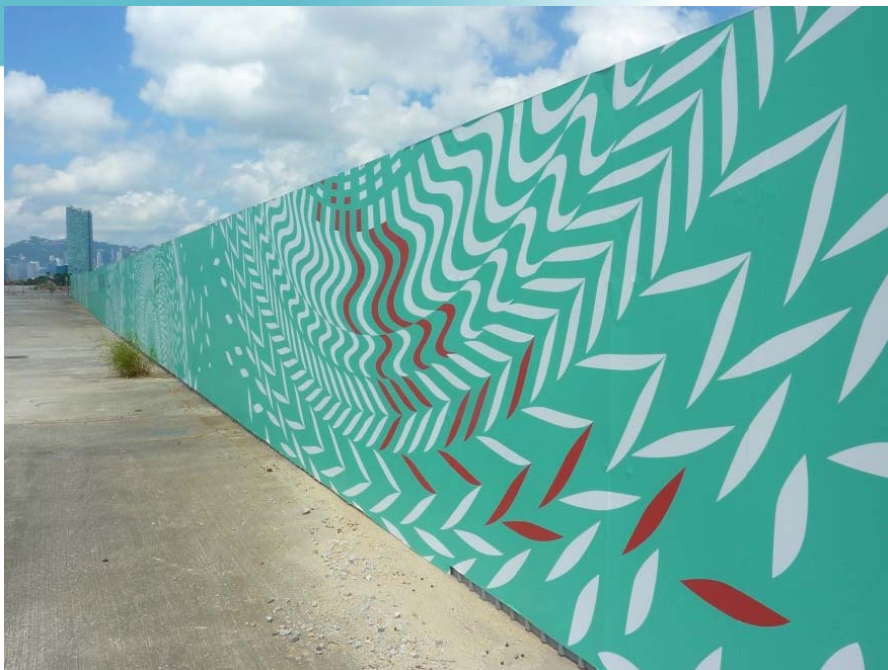
Landscape Deck Integrated With Noise Barrier (2019)

Site 4A1

Site 4E2

Site 4A2

Visual treatments along the seafront land strip



Graphic hoarding



Screen planting

Proposed Mitigation Measures – Temporary Stockpile Area



Wheel-washing facility at site entrance



Cover temporary stockpile of excavated materials with impervious sheets

Proposed Mitigation Measures – Temporary Barging Facility



Dust enclosure with sprinkler system



Cover temporary stockpile of excavated materials with impervious sheets

Way Forward

Members' views are invited on the proposed TGLA at Kai Tak for -

- Works area
- Stockpile area
- Barging facility

THANK YOU