

# **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

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For discussion  
on 22 September 2016

TFK/08/2016

## **Central Kowloon Route**

### **Proposed Temporary Government Land Allocation for Temporary Barging Facility at Kwai Yue Lane, Kwai Chung**

#### **PURPOSE**

To brief the Members on the proposed Temporary Government Land Allocation (TGLA) of an area at Kwai Yue Lane, Kwai Chung (as shown at **Annex I**) to the Highways Department (HyD) for the provision of a temporary barging facility for the Central Kowloon Route (CKR) project.

#### **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 at the western portal in West Kowloon involve the construction of a landscape deck, a depressed road, a cut-and-cover tunnel and associated slip roads and bridges.

5. To enable the smooth implementation of the above works, we need to secure land in the concerned area for setting up a temporary barging

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facility to handle excavated materials generated from the construction of the depressed road, tunnel and associated works in West Kowloon. In an informal briefing session held on 31 August 2016, Members had no objection to the need of having a barging facility to facilitate the construction works of the CKR project to be carried out in the West Kowloon area. However, they expressed concern on the long transport route of the excavated materials from Yau Ma Tei to Kwai Chung and requested HyD to explore whether shared use of other existing barging facilities in the vicinity of Yau Ma Tei would be an alternative solution. Detailed justifications for the proposed barging facility at Kwai Chung are given in the ensuing paragraphs.

### **PROPOSED SITE FOR TEMPORARY BARGING FACILITY**

6. A barging facility is required to transport some of the excavated materials generated from the construction of the CKR to the disposal sites and mud pits by sea. Taking into account Members' comments, HyD has reviewed the existing barging facilities in the vicinity of Yau Ma Tei and explored the possibility for shared use. These existing barging facilities are located at Nam Cheong and West Kowloon Cultural District. However, the sites at Nam Cheong and West Kowloon Cultural District have been scheduled for their planned permanent use for housing development and a lyric theatre respectively in 2016/2017. As such, the only feasible one in the vicinity for setting up a temporary barging facility would be at Kwai Yue Lane, Kwai Chung as shown at Annex I.

7. 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 is proposed to be erected at the proposed barging facility. The tipping hall will be equipped with dust suppression measures such as dust enclosure and sprinkler 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 and the delivery rate will be limited to a maximum of 10 trucks per hour during non-rush hours from 10:00 a.m. to 4:00 p.m. With the implementation of the mitigation measures recommended in the Environmental Impact Assessment report and the monitoring by the Environmental Team and the Independent Environmental Checker during the operation of the barging facility, there

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should not be any adverse residual environmental impact to the harbourfront.

8. According to the draft Kwai Chung Outline Zoning Plan No. S/KC/28, the concerned site falls within an area zoned “Government, Institution or Community” and temporary use for less than 5 years is always permitted. According to the draft Kwai Chung Outline Development Plan No. D/KC/D, the concerned site is designated as “Public Filling Barging Point”. The proposed site was previously used as a barging facility for the Express Rail Link project and part of the site is currently being used as works area and site offices for a marine works project of CEDD.

9. The proposed site is surrounded by Short Term Tenancy for barging purposes, and with no public access to the harbourfront. As a means to enhancing the environment, the frontage of the proposed barging facility would be surrounded by hoardings with greening. The land intake of about 7 900m<sup>2</sup> with occupation duration of about 4 years for the proposed barging facility is necessary for the construction of the project.

### **APPLICATION FOR THE TGLA**

10. On 27 October 2015, LandsD circulated HyD’s TGLA application for the proposed barging facility in Kwai Chung to bureaux / departments for consultation.

11. HyD consulted the Traffic and Transport Committee of the Kwai Tsing District Council on 16 June and 1 September 2016 on the temporary barging facility proposal. Members of the Committee had no objection to the proposal.

12. The proposed TGLA period for the temporary barging facility is about 4 years, tentatively from 2017 to 2021.

### **WAY FORWARD**

13. Members are invited to note and give views on the proposed temporary barging facility at Kwai Chung for the construction of the CKR.

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## **Attachments**

- Annex I - Plan on Proposed Temporary Government Land Allocation (TGLA) for Temporary Barging Facility
- Annex II - General Layout Plan of the CKR

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

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



Location Plan Scale 1:60000



藍巴勒海峽  
RAMBLER CHANNEL

藍巴勒海峽避風塘  
Rambler Channel Typhoon Shelter

View 1

Access Road

Kwai Yue Lane

Kwai Yue Street

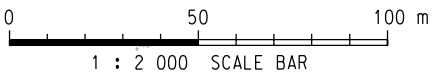
Tsing Kwai Highway

Kwai Tai Road


Kwai Tsing Road



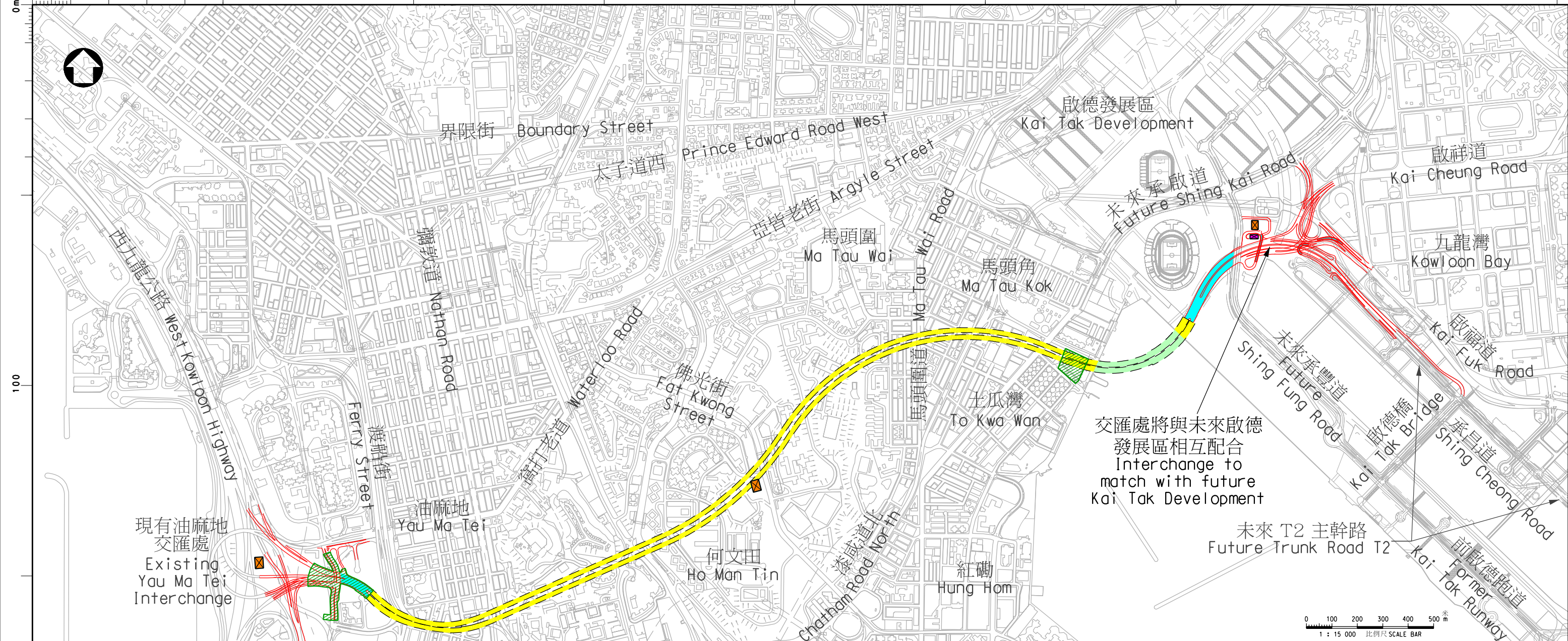
View 1



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

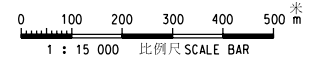
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



交匯處將與未來啟德發展區相互配合  
Interchange to match with future Kai Tak Development

未來 T2 主幹路  
Future Trunk Road T2



**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  
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路政署 香港

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