

## SOUTH EAST KOWLOON DEVELOPMENT AT KAI TAK AIRPORT – DECONTAMINATION AND SITE PREPARATION

In parallel with the ground decontamination works at the apron area, most of the vacant buildings within the former airport site have been demolished. Although the advance work does not cover the former Passenger Terminal Building which is still in use until the re-development takes place at a later stage, the scale of demolition works for the 33 number of buildings is extraordinary in the Territory.

The traditional method of demolition with hydraulic breakers working ‘top-down’ from the roof was adopted for reinforced concrete structures. However, demolition of steel structures, such as the aircraft hangars, required tailor-made plans.

The construction and demolition (C&D) materials generated from building demolition and site preparation works are largely broken concrete and bricks. The total quantity of C&D materials is close to one million cu.m. After processing, these materials are perfect for use in future infrastructure development at Kai Tak. As such, a dedicated site near the end of the old runway has been used for crushing and stockpiling the C&D materials.

Other materials such as metals and steel reinforcement were thoroughly sorted on-site for recycling. Asbestos-containing material, timber and plastic constituted a small amount of waste and were disposed of at the landfill after appropriate treatment.

While safety is always a prime concern in building demolition, the works have been closely supervised and a comprehensive safety plan was also in place to ensure its proper execution. The air quality and construction noise were regularly monitored to make sure that the tolerable limits in these aspects would not be exceeded.

## 在啓德機場原址進行的 九龍東南發展計劃 – 清理油污和地盤平整

在進行清理油污的同時，舊啓德機場內大部份空置的建築物都已消失了。由於舊機場客運大樓仍在使用中，以及未有即時發展計畫，所以這幢大樓的拆卸並未有包括在這項前期工程內。但是地盤平整範圍所涉及的三十三幢建築物拆卸規模已是本港罕有。

拆卸鋼筋混凝土建築物採用的傳統方法是利用液壓軋碎機由天台逐層向下推進，但對於鋼結構類建築物如飛機庫，拆卸方案有必要特別詳細設計。

在拆卸樓宇和地盤平整過程中產生的拆建物料主要為混凝土碎塊和磚塊，其數量約一百萬立方米。由於拆建物料經適當處理後，可適用於將來在舊機場內的基建項目，所以在跑道尾已特別留地作壓碎和貯存之用。

其他物料例如金屬和鋼筋已徹底分類，然後回收作循環使用。石棉類物料、木材和塑膠廢料，由於數量較少，處理妥當後已被送往堆填區。

拆卸過程中，工業安全一直備受重視。因此除嚴密監控拆卸工程外，在施工期間亦實施了一套全面的安全計劃，以確定工序正確地實行。而工地內亦定時進行監測，以確保拆卸工程期間，空氣質素及施工時的噪音不會超出限制。

