

For Information
26 April 2002

Legislative Council Panel on Transport

Chok Ko Wan Link Road – Penny’s Bay Section

PURPOSE

This paper informs Members of the proposal to upgrade part of project 739TH – Chok Ko Wan Link Road in North Lantau to Category A for the construction of the Chok Ko Wan Link Road (CKW Link Road) – Penny’s Bay section.

PROJECT SCOPE

2. The scope of **739TH** comprises –
 - (a) construction of the dual 3-lane CKW Link Road – Pa Tau Kwu Section of about 2.5 kilometres long from the roundabout at Road P2 to Kwai Shek and its associated reclamation works, geotechnical works, drainage works, and electrical and mechanical (E&M) installations;
 - (b) construction of the 800 m dual 3-lane CKW Link Road – Penny’s Bay Section of about 800 metres long from Yam O to the roundabout at Road P2 with hard shoulders and its associated geotechnical works, drainage works and E&M installations;
 - (c) landscape softworks and hardworks and associated establishment works; and
 - (d) environmental monitoring, audit and mitigation measures for the proposed works.

3. The part of the project we now propose to upgrade to Category A comprises –

- (a) construction of the dual 3-lane CKW Link Road – Penny’s Bay Section described in paragraph 2(b) above; and
- (b) associated works described in paragraph 2(c) and (d) above.

— A site plan showing the proposed works is at Enclosure 1.

JUSTIFICATION

4. The proposed CKW Link Road – Penny’s Bay Section will serve an important function of providing the only road access to the proposed developments in Penny's Bay¹, including the Hong Kong Disneyland. The section of the CKW Link Road between Yam O and the roundabout at Road P2 forms part of the road network in the Penny’s Bay area and should be in place before the opening of the Hong Kong Disneyland in 2005. To facilitate such opening in 2005, we need to commence the construction works of this section of CKW Link Road in August 2002.

FINANCIAL IMPLICATIONS

5. We estimate the cost of the project to be \$241.3 million in money-of-the-day (MOD) prices, made up as follows –

| | \$ million |
|---|-------------------|
| (a) Roadworks and associated geotechnical works, drainage works and E&M installations | 169.8 |
| (b) Landscaping works | 22.8 |
| (c) Environmental monitoring and mitigation measures | 2.1 |
| (d) Consultants’ fees for - | 27.7 |

¹ The proposed developments include the construction of a Theme Park (Hong Kong Disneyland), hotels, a public water recreation centre, and government, institution or community facilities.

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|-----|-----------------------------------|-------|----------------------------------|
| | (i) construction stage | 4.5 | |
| | (ii) site staff costs | 23.2 | |
| (e) | Contingencies | 22.9 | |
| | Sub-total | 245.3 | (in September 2001 Prices) |
| (f) | Provision for price adjustment | (4.0) | |
| | Total | 241.3 | (in MOD Prices) |

6. We estimate the annual recurrent expenditure to be \$4.7 million.

PUBLIC CONSULTATION

7. The CKW Link Road project was based on the Recommended Outline Development Plan for the Theme Park and Northshore Lantau Development which was generally supported by the Tsuen Wan District Council (TWDC) and Islands District Council (IsDC) during consultation in March 2000. We presented the proposed roadworks to IsDC on 22 May 2000 and circulated an information paper on the proposed roadworks to TWDC in June 2000. Members of the two District Councils made no comments on the proposal. We then presented the details of the proposed Penny's Bay Development and land resumption matters to the two District Councils on 25 and 26 September 2000 respectively. Members of the two District Councils expressed no adverse comments on the proposed land resumption for the CKW Link Road – Penny's Bay Section.

8. We gazetted the proposed CKW Link Road and associated road works in North Lantau under the Roads (Works, Use and Compensation) Ordinance on 21 July 2000 and received three objections. One was related to the resumption of land and another was related to the creation of easement and rights affected by the roadworks. The third objection was from the operator of the log ponds at Yam O Wan which is situated outside the limit of the works area of the gazetted scheme. The Chief Executive in Council authorised the proposed road schemes and the notice of authorisation was gazetted on 23 January 2001.

9. We updated the TWDC and IsDC on 26 March 2002 and 8 April 2002 respectively on the progress of the proposed CKW Link Road – Penny’s Bay Section. Members of the two District Councils had no objection to the proposed works.

ENVIRONMENTAL IMPLICATIONS

10. The road project is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance and an environmental permit is required for the construction and operation of the project. We completed an EIA study in March 2000 under the Northshore Lantau Development Feasibility Study which covered this road project. The EIA study concluded that the proposed works would meet the established environmental standards and legislation after implementation of the recommended mitigation measures during the construction stage. The EIA report was endorsed with conditions by the Advisory Council on the Environment on 17 April 2000 and approved by the Director of Environmental Protection on 28 April 2000 under the EIA Ordinance.

11. All mitigation measures as described in the above EIA report (including their Environmental Monitoring and Audit Manual) will be properly implemented. We have incorporated into the relevant contracts standard measures to control pollution arising during construction. These measures include frequent watering of the site, the provision of wheel-washing facilities to reduce emission of fugitive dust, and the use of silenced construction plant to reduce noise generation. All debris and rubbish on site will also be properly disposed of to avoid entering the water column and causing water quality impacts. Temporary on-site storage of excavated materials will be covered with tarpaulin or similar fabric during rainstorms. Stockpiling of excavated material will be minimized by carefully scheduling the construction programme. The cost of implementing the recommended environmental mitigation measures for the proposed works is estimated to be \$2.1 million and we have included this cost in the overall project estimate.

12. No permanent air or noise mitigation measures are required for the new roads to be constructed under the project in accordance with the findings and recommendations in the EIA report.

LAND ACQUISITION

13. We have acquired about 18.7 hectares of land of former Cheoy Lee Shipyard by voluntary surrender of the shipyard site. We have charged the land acquisition and clearance cost at about \$1,506 million under **Head 701 – Land Acquisition**. About 4.6 hectares of land of former Cheoy Lee Shipyard, with acquisition and clearance cost at about \$370 million, was related to the CKW Link Road – Penny’s Bay Section.

WAY FORWARD

14. We intend to seek the support of the Public Works Sub-committee in May 2002 for the construction of CKW Link Road – Penny’s Bay Section. We intend to commence the proposed works in August 2002 for completion by July 2005.

ADVICE SOUGHT

15. Members are invited to note the content of this paper.

Transport Bureau
April 2002

