

For information

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**PWP Item No. 713CL –  
Tai Po development – Formation and servicing of Areas 12 (part) and  
39, phase 2A**

**PURPOSE**

This paper informs Members of the proposal to upgrade **713CL “Tai Po development – Formation and servicing of Areas 12 (part) and 39, phase 2A”** to provide a proper vehicular access and engineering infrastructure to serve the Cheung Shue Tan Village and Tai Po Mei Village in Tai Po Area 12.

**PROJECT SCOPE AND NATURE**

2. The project **713CL** was included in Category B in September 2004. The scope of works comprises –

- (a) construction of an approximately 440 metres(m) long and 6.75m to 7.3m wide two way single carriageway;
- (b) construction of approximately 350m long and 4.5m to 6m wide village roads and 680m long 4.5m wide emergency vehicular access roads in Cheung Shue Tan and Tai Po Mei;
- (c) construction of footpaths and carparks;
- (d) construction of associated works including waterworks, slope stabilization works, retaining walls and landscaping works;
- (e) construction of drainage works including reconstruction of an affected section of the

existing Tai Po Mei Hang and a stormwater pump house;

- (f) construction of sewerage works and a sewage pumping station;
- (g) construction of two refuse collection points and relocation of an existing latrine; and
- (h) implementation of environmental mitigation measures and an Environmental Monitoring and Audit (EM&A) programme for the works mentioned in items (a) to (g) above.

3. We plan to commence the construction works in November 2007 for completion in August 2010.

4. The site plan and section diagram of the proposed works are at Enclosures 1 and 2 respectively.

## JUSTIFICATION

5. The existing Cheung Shui Tan Village and Tai Po Mei Village in Tai Po Area 12 are now connected to Tai Po Road by narrow village roads with very steep gradients, which pose road safety problems to the public and affect the operation of emergency vehicles in response to emergency calls. The area also does not have the engineering infrastructure for proper drainage, sewerage and refuse collection.

6. There is a pressing need to improve the village roads and provide emergency access to meet the general transport needs of the residents and the operation requirements of emergency vehicles. Upon completion of the project, the area will be connected to Tai Po Road through Yau King Lane and its extension (which will be constructed under **727CL**<sup>1</sup>) by a standard

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<sup>1</sup> PWP Item **727CL** "Engineering infrastructure works for Pak Shek Kok development – stage 2B – extension of Yau King Lane" was upgraded to Category A in January 2007 for the proposed extension of the existing Yau King Lane at Cheung Shue Tan. The construction works are scheduled to commence at end May 2007 for completion in November 2009.

road. The project will also improve the environment and development potential of the villages and adjacent areas.

## **PUBLIC CONSULTATION**

7. We consulted the Village Representatives (VRs) of Cheung Shue Tan Village and Tai Po Mei Village, and a concerned member of Tai Po District Council (TPDC) on 8 April 2002 and 20 June 2005. The VRs and the TPDC member supported the proposed works and urged for its early implementation.

8. A Legislative Council (LegCo) case conference on the implementation programme of **460CL**, the parent item of **713CL** was held on 1 March 2004 in response to the request of the VRs and the concerned TPDC member. The LegCo members present in the conference supported the project and urged for its early implementation.

9. We consulted the Environment, Housing and Works Committee of TPDC on **713CL** on 16 September 2005. Members of the Committee supported the implementation of the project. We circulated a consultation paper to the Development and Housing Committee of Sha Tin District Council on 8 November 2005 on **713CL**. We did not receive any adverse comments.

10. We gazetted the proposed road works of **713CL** under the Roads (Works, Use and Compensation) Ordinance (RO) on 27 January 2006. We received 12 objections, among which ten were resolved by amendments to the road scheme. The amendments were gazetted on 29 September 2006. One new objection was lodged and subsequently resolved with modifications to the amended road scheme.

11. For the two remaining objections, one objector requested reduction of land resumption and provision of a road entrance to its lots. We tried to address its concern by reducing the land to be resumed as far as practicable, but the request of providing a road entrance could not be acceded to because the proposed road entrance was not abutting its lots and there was no justification to construct the road entrance under the project. The other objector requested shifting of the alignment of the proposed emergency vehicular access (EVA) at Tai Po Mei away from his house to minimize the nuisance to him. We tried to address his concern by modifying the

proposed level of the EVA, but the request of shifting the alignment could not be acceded to, as it would result in substantial cutting into an existing slope with dense vegetation and significant increase in construction cost. Besides, the EVA is restricted to emergency vehicles only and should not cause a lot of nuisance to the objector. Despite our efforts, the two objections remained unresolved. On 27 March 2007, the Chief Executive in Council (CE in C) considered and overruled these two objections and authorised the amended road scheme with modifications. The objectors were notified of the scheme modifications and authorization on 25 April 2007.

12. On 27 January 2006, we gazetted the proposed sewerage scheme of **713CL** under RO as applied by the Water Pollution Control (Sewerage) Regulation. We received one objection, which was later withdrawn unconditionally. As the amendments in the road scheme affect also the proposed sewerage scheme, amendments to the sewerage scheme were gazetted on 29 September 2006. No objection was received. The amended sewerage scheme was authorized by the Director of Environmental Protection on 20 April 2007.

## **ENVIRONMENTAL IMPLICATIONS**

13. The proposed works under **713CL** is not a designated project under the Environmental Impact Assessment (EIA) Ordinance and an environmental permit is not required for the construction and operation of the proposed works.

14. In June 1996, we completed an EIA report on “Tai Po Development - Formation and Servicing of Areas 12 (part) and 39” which includes the proposed works of **713CL**. On 12 August 1996, the Advisory Council on the Environment (ACE) endorsed the findings and recommendations of the EIA report. In February 1999, we completed a supplementary environmental study (SES) for the construction of the proposed works of **713CL**. On 7 April 1999, the ACE endorsed the findings and recommendations of the SES report. In February 2007, we completed a review of the SES based on the latest scope of **713CL**. The review confirms that the findings and recommendations of SES are still valid.

15. We will incorporate into the works contract mitigation measures recommended in the EIA report to control pollution arising from

construction works to within established standards and guidelines. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, erection of site hoarding to protect nearby village houses from construction noise and dust, and other procedures as recommended in Environmental Protection Department's Recommended Pollution Control Clauses. Furthermore, we will implement the EM&A programme recommended in the SES report. We have included \$1.4 million in the project estimate for implementing the environmental mitigation measures (\$1.0 million for mitigation measures at construction stage and \$0.4 million for the EM&A programme).

16. We have considered the alignment and the design level of the carriageway and river channel in the planning and design stages to reduce the generation of construction and demolition (C&D) materials where possible. In addition, we will require the contractor to reuse inert C&D materials (e.g. excavated materials) on site as far as possible, in order to minimise the disposal of C&D materials to public fill reception facilities<sup>2</sup>. We will encourage the contractor to maximise the use of recycled or recyclable C&D materials, as well as the use of non-timber formwork to further minimise the generation of construction waste.

17. We will also require the contractor to submit a waste management plan (WMP) for approval. The WMP will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. We will ensure that the day-to-day operations on site comply with the approved WMP. We will control the disposal of C&D waste to landfills through a trip ticket system. We will require the contractor to separate public fill from C&D waste for disposal at appropriate facilities. We will record the disposal, reuse and recycling of C&D materials for monitoring purposes.

18. We estimate that the project will generate about 82 000 tonnes of C&D materials. Of these, about 76 000 tonnes (93%) will be reused on site. The remaining 6 000 tonnes (7%) are C&D waste and they will be disposed of at landfills. The total cost for accommodating C&D waste at landfill sites is estimated to be \$750,000 for this project (based on a unit cost of

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<sup>2</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of public fill in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

\$125/tonne<sup>3</sup> for disposal at landfills). We estimate that the project will require about 151 000 tonnes of fill materials for the site formation works. Apart from the C&D material reused on site, we will use about 75 000 tonnes of public fill stockpiled in Pak Shek Kok area.

## LAND ACQUISITION

19 We will resume about 24 290 and 150 square metres (m<sup>2</sup>) of agricultural land and building land respectively involving 217 lots, temporarily occupy about 10 930 m<sup>2</sup> of land within the lot of the Chinese University of Hong Kong and clear about 42 410 m<sup>2</sup> of Government land for the proposed works. The land resumption does not affect any households. We will clear 23 temporary structures from Government land and 35 temporary structures from resumed private land for the proposed works. These temporary structures include fences, gates, porch, storage, green house and shed, and do not involve any business undertaking. The land acquisition and clearance costs are estimated to be about \$143 million and will be charged to **Head 701 – Land Acquisition**.

## BACKGROUND

20. In December 2006, we circulated an information paper (LC Paper No. CB(1)492/06-07(01)) to the Planning, Lands and Works Panel of the LegCo introducing the engineering infrastructure works for Pak Shek Kok development, stage 2B – improvement and extension of Yau King Lane under **714CL** (later re-numbered to **727CL** after upgrading to Category A in January 2007). The construction contract of **727CL** was awarded on 8 May 2007.

21. In April 2007, we circulated an information paper (LC Paper No. CB(1)1442/06-07(01)) to the Planning, Lands and Works Panel of the LegCo for Tai Po development – Formation and servicing of Areas 12 (part) and 39, phase 2 remaining works under **460CL** introducing the part upgrading of the works involving the site formation and associated

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<sup>3</sup> This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

engineering infrastructure works at the southern portion of Tai Po Area 39. The part-upgrading of 460CL to Category A was recommended by the Public Works Sub-Committee on 9 May 2007.

## **WAY FORWARD**

22. We plan to seek the Public Works Sub-Committee's endorsement for upgrading the works of **713CL** to Category A (at an estimated cost of about \$160.4 million in money-of-the-day prices) in June 2007.

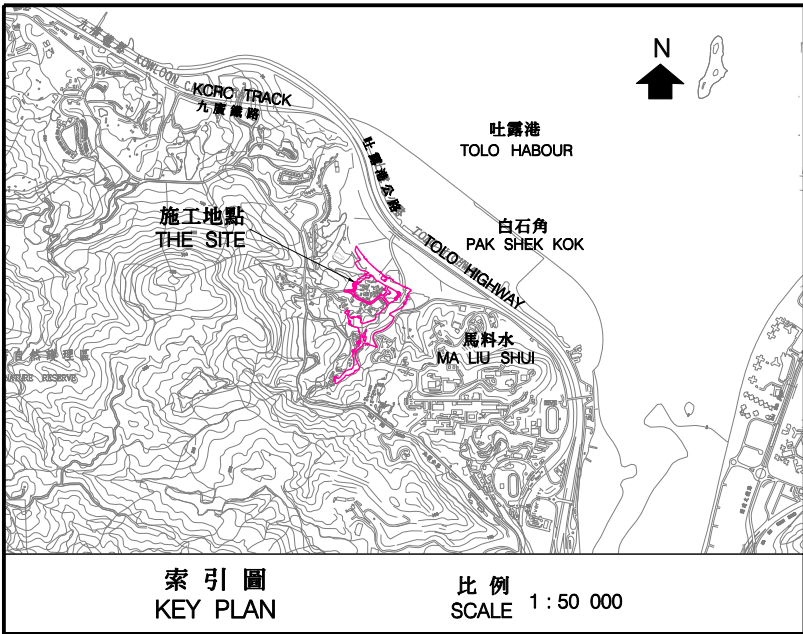
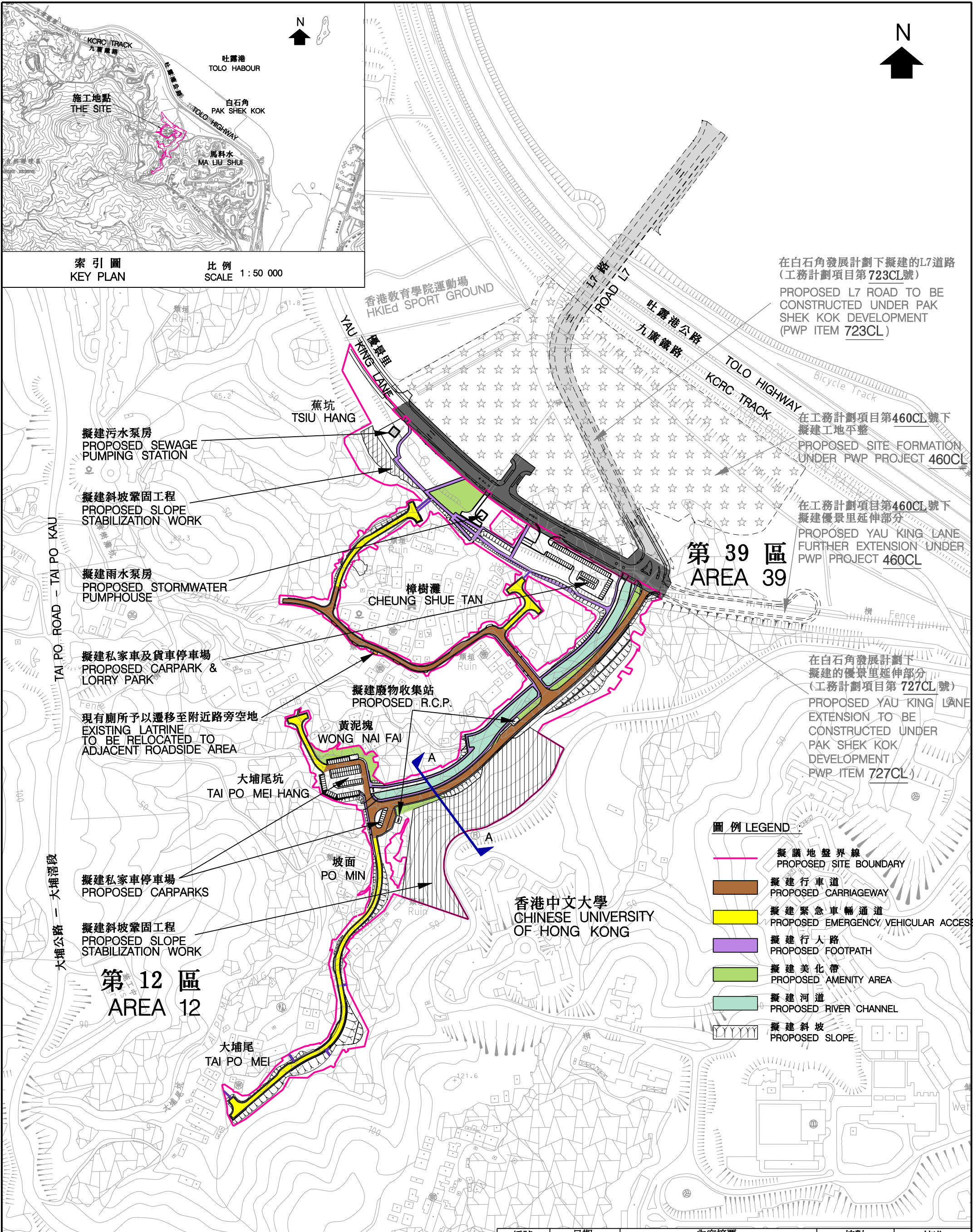
## **ATTACHMENT**

Enclosure 1 Plan No. NTN 2182

Enclosure 2 Plan No. NTN 2183

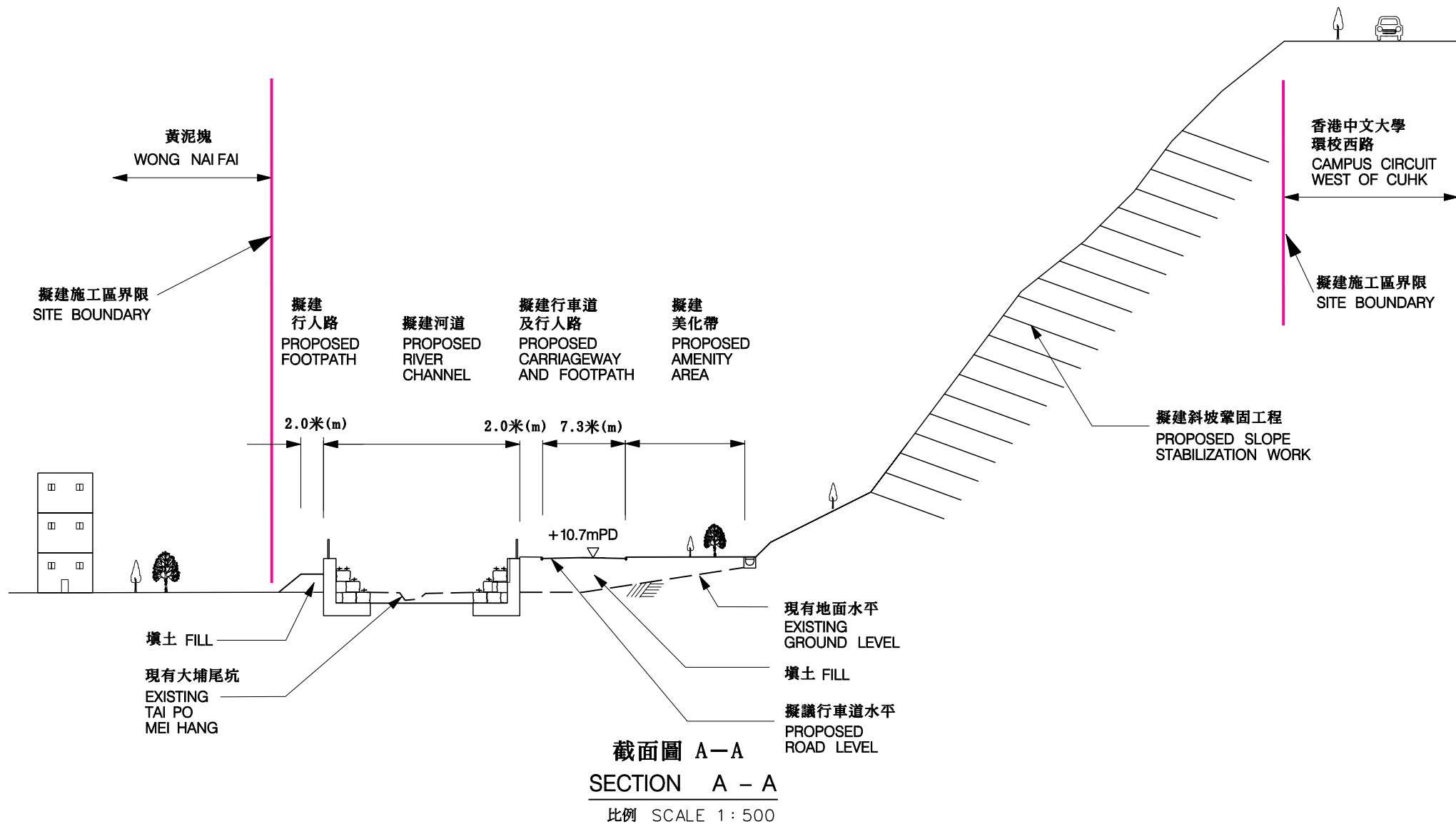
**Housing, Planning and Lands Bureau**  
**Civil Engineering and Development Department**  
**May 2007**





二00六至二00七年年規劃地政及工程事務委員會文件 PLW PANEL SUBMISSION 2006/2007					編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
圖則名稱 drawing title					修訂 REVISION				
大埔發展計劃 -- 第12區(部分)及第39區 的土地開拓及提供公共設施第2A期工程 TAI PO DEVELOPMENT – FORMATION AND SERVICING OF AREAS 12 (PART) AND 39, PHASE 2A (SHEET 1 OF 2)					繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	辦事處 office 新界西及北拓展處 NEW TERRITORIES NORTH AND WEST DEVELOPMENT OFFICE
					核對 checked	簽署 initial	日期 date	比例 scale	
					核准 approved	簽署 initial	日期 date	圖則編號 drawing no.	
					K H LO	SIGNED	15.05.2007	713CL	土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
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PLW PANEL SUBMISSION 2006/2007

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修訂 REVISION

圖則名稱 drawing title

繪圖 drawn  
K H LO

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項目編號 item no.  
713CL

辦事處 office

新界西及北拓展處  
NEW TERRITORIES NORTH AND  
WEST DEVELOPMENT OFFICE

核對 checked  
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日期 date  
15.05.2007

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圖則編號 drawing no.  
NTN 2183



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT