

**For information**

**Legislative Council  
Panel on Development**

**PWP Item No. 721CL  
Kau Hui Development - Engineering Works in Area 16, Yuen Long,  
Phase 2 – Extension of Road L3**

**PURPOSE**

This paper briefs Members on the proposal to upgrade **721CL** to Category A, at an estimated cost of about \$33.4 million in money-of-the-day (MOD) prices for the extension of the existing Road L3 (Long Wo Road) and associated works in Kau Hui, Yuen Long Area 16.

**PROJECT SCOPE**

2. The scope of **721CL** which we propose to upgrade to Category A comprises: -
- (a) the extension of Road L3 (Long Wo Road), a single two-lane two way carriageway, by about 220m connecting to an existing village access track;
  - (b) the construction of associated footpaths, drainage, sewage and landscape works; and
  - (c) the implementation of environmental mitigation measures for the works mentioned in items (a) and (b) above.

———— The site plan and section diagram of the proposed works are at **Enclosure 1**.

3. We plan to commence the construction works in November 2008 for completion in January 2011.

## JUSTIFICATION

4. We need to complete the planned road networks in Kau Hui to serve existing and future developments there. The existing village access track which serves as the only vehicular access to Wong Uk Tsuen will have to be closed to vehicular traffic due to a planned residential development to the south. Upon completion, Road L3 will provide direct vehicular access to Wong Uk Tsuen.

5. In addition, the area in which the proposed Road L3 extension is situated is a low-lying flood plain susceptible to flooding during severe rainstorms. Provision of drainage facilities associated with the proposed road project will reduce the flood hazard of the area.

## FINANCIAL IMPLICATIONS

6. We estimate the cost of the project to be \$33.4 million in MOD prices, made up as follows -

	<b>\$ million</b>
(a) Road works	14.7
(b) Drainage and sewerage works	8.5
(c) Landscaping works	1.3
(d) Environmental mitigation measures and monitoring	0.5
(e) Consultants' fees	2.9
(i) construction stage	
(ii) resident site staff costs	
(f) Contingencies	2.8
	<hr/>
Sub-total	30.7 (in September 2007 prices)
(g) Provision for price adjustment	2.7
	<hr/>
Total	33.4 (in MOD prices)
	<hr/>

## PUBLIC CONSULTATION

7. We consulted the Shap Pat Heung Rural Committee on 7 April 2006 and the Town Planning and Development Committee of Yuen Long District

Council on 24 May 2006 respectively. Both Committees supported the proposed works.

8. On 27 October 2006, the proposed road works and sewerage works of 721CL were gazetted under the Roads (Works, Use and Compensation) Ordinance (RO) and under the RO as applied by the Water Pollution Control (Sewerage) Regulation respectively. No objection from the public was received during the gazettal period. The proposed road and sewerage works were authorised under the RO on 13 February 2007.

9. On the draft Yuen Long Outline Zoning Plan No. S/YL/17 gazetted on 23 November 2007, the proposed extension to Road L3 was shown on the plan to reflect the authorisation of the works for public information. During the gazettal period, Town Planning Board received a representation objecting to the proposed road extension from the villagers of Tai Wai Tsuen on the grounds of adverse impacts on local traffic, pedestrian safety and the environment. As the authorised Road Scheme should be deemed to be approved under the Town Planning Ordinance, the representation was ruled invalid under the Town Planning Ordinance.

10. With regard to the villagers' concerns, the proposed road alignment has already been planned as far away from the villages as possible to minimize any environmental nuisance. We completed the Environmental Impact Assessment (EIA) for Yuen Long Kau Hui development in November 1992. We completed a further review of the EIA for the proposed extension of Road L3 in January 2008. It is concluded that the proposed works would not have any long term adverse environmental impact. Also, two pedestrian crossings and railings would be provided along the road to enhance pedestrian safety.

## **ENVIRONMENTAL IMPLICATIONS**

11. We will incorporate into the works contract mitigation measures recommended in the EIA report to control pollution arising from the construction works to within established standards and guidelines. These measures include the use of quiet plant (silenced equipment), frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust and other procedures as recommended in Environmental Protection Department's Recommended Pollution Control Clauses. We have included \$0.5 million in the project estimate for implementing the environmental mitigation measures.

12. We have considered the level and layout of the proposed works and construction sequence in the planning and design stages to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable

construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities<sup>1</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

13. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip ticket system.

14. We estimate that the project will generate in total about 8,600 tonnes of construction waste. Of these, we will reuse about 7,000 tonnes (81%) of inert construction waste on site and deliver 1,200 tonnes (14%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of 400 tonnes (5%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$82,400 for this project (based on a unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne<sup>2</sup> at landfills).

## **HERITAGE IMPLICATIONS**

15. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

16. The proposed works do not require any land acquisition.

---

<sup>1</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

<sup>2</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.

## BACKGROUND

17. We upgraded **278CL** “Kau Hui development – engineering works in Area 16, Yuen Long”, the parent item of **721CL**, to Category B in February 1995. On 12 November 1999, the Finance Committee approved the part upgrading of **278CL** to Category A as **659CL** “Kau Hui development – engineering works in Area 16, Yuen Long, phase 1”. The works under **659CL** were completed in December 2004. In November 2005, we upgraded the part of **278CL** for the extension of Road L3 as a new item of **721CL** in Category B.

18. There are 66 trees within the project boundary. The proposed extension of Road L3 will involve the removal of 26 trees including 16 trees to be felled and 10 trees to be replanted within the project site. All trees to be removed are not important trees<sup>3</sup>. We will incorporate planting proposals as part of the project, including an estimate of 36 trees, 8,000 shrubs and 1,000 m<sup>2</sup> of grassed area.

19. We estimate that the proposed works will create about 38 jobs (30 for labourers and another 8 for professional/technical staff) providing a total employment of 740 man-months.

## WAY FORWARD

20. We plan to seek the Public Works Sub-Committee’s endorsement for upgrading of the proposed works to Category A (at an estimated cost of about \$33.4 million in money-of-the-day price) in June 2008.

## ATTACHMENT

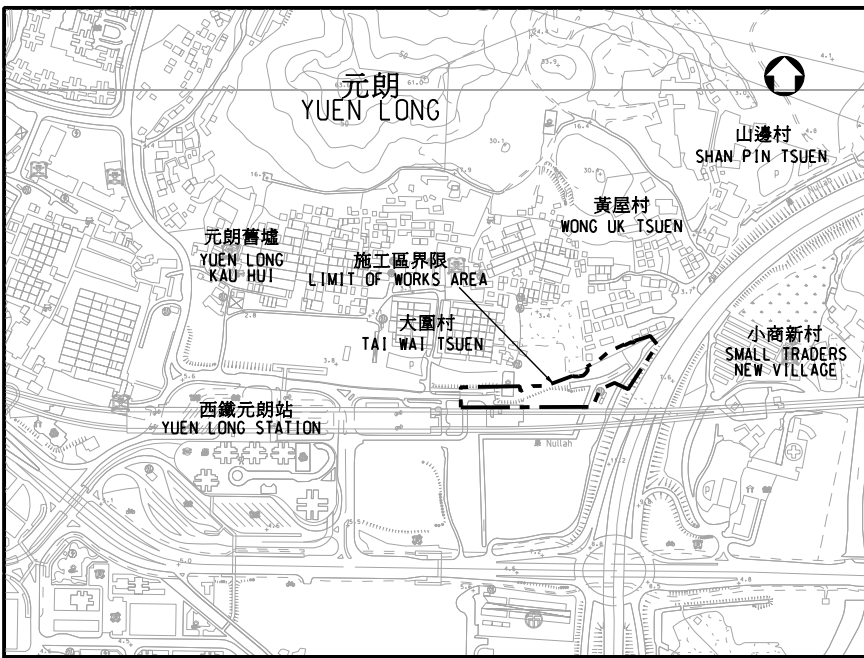
Enclosure 1 - Plan No. NTN 2241

---

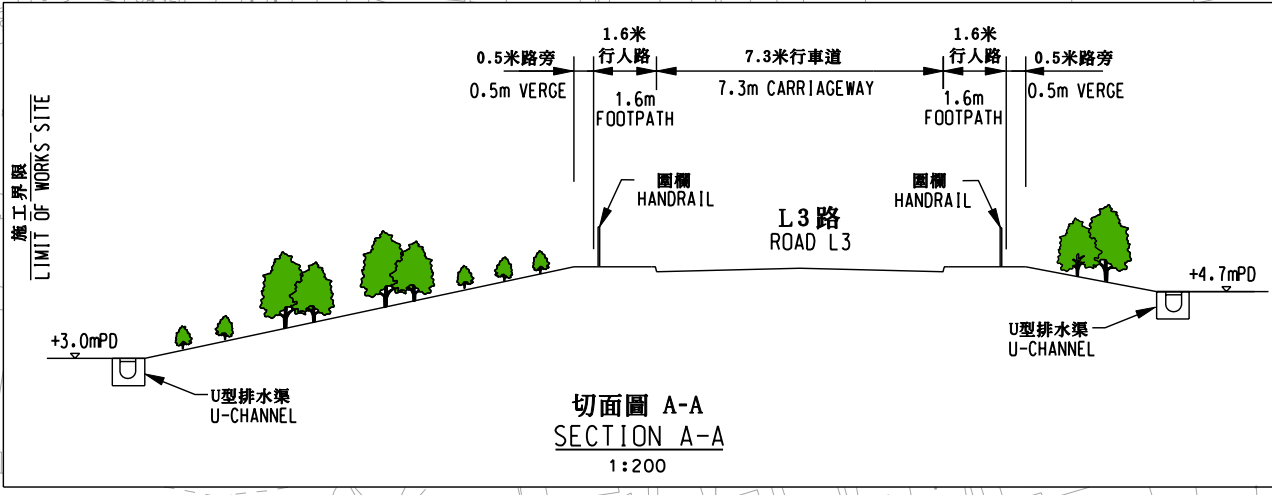
<sup>3</sup> An “important tree” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria :-

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25 m.

**Development Bureau  
Civil Engineering and Development Department  
May 2008**

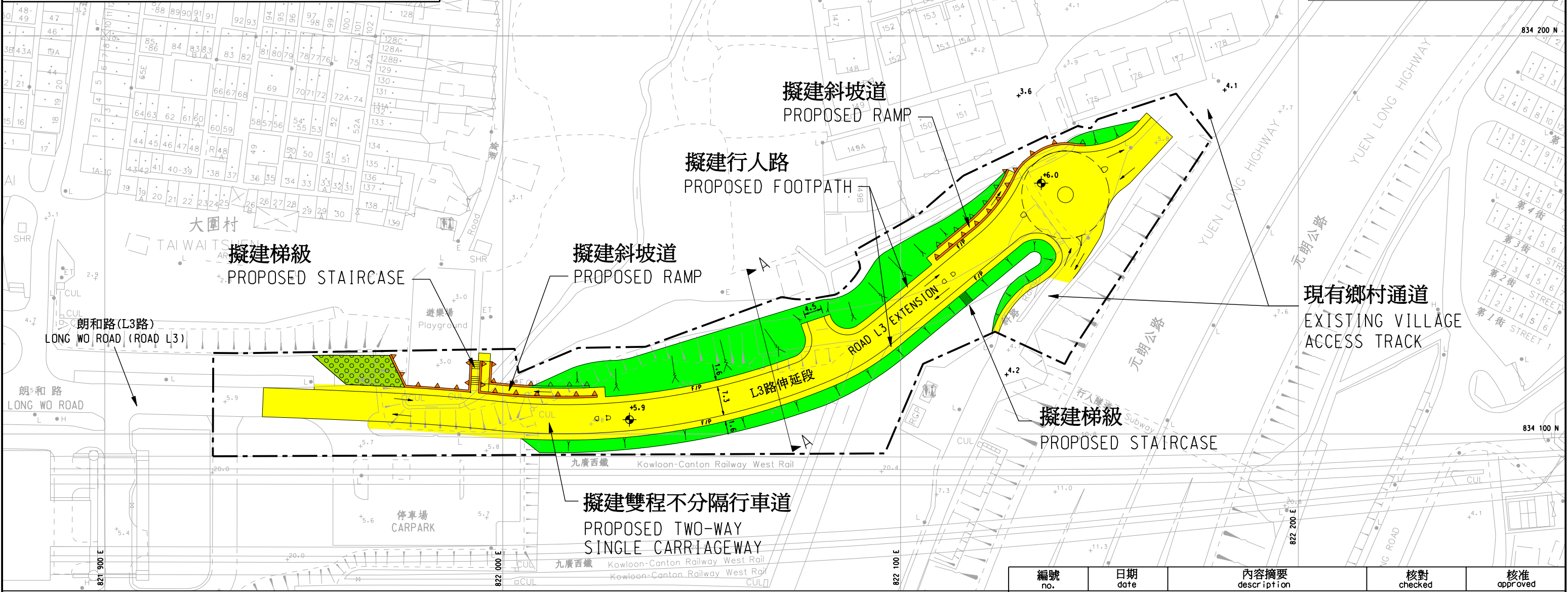


位置圖 LOCATION PLAN 1:10 000



切面圖 A-A SECTION A-A 1:200

- 圖例 LEGENDS:**  
將提升為甲類的工程  
WORKS TO BE UPGRADE TO CATEGORY A
- 工程範圍 PROJECT LIMIT
  - 擬建行車路 (每一箭咀代表一行車線) PROPOSED CARRIAGEWAY (EACH ARROW REPRESENTS ONE LANE OF CARRIAGEWAY)
  - 擬建行人路 PROPOSED FOOTPATH
  - 擬建環境美化地帶 PROPOSED LANDSCAPED AREA
  - 擬建綠化斜坡 PROPOSED LANDSCAPED SLOPE
  - 擬建擋土牆 PROPOSED RETAINING WALL



二〇〇八至二〇〇九年度發展事務委員會文件 PANEL ON DEVELOPMENT SUBMISSION 2008/2009

圖則名稱 drawing title		繪圖 drawn		簽署 initial		日期 date		項目編號 item no.		辦事處 office	
舊墟發展計劃 - 元朗第16區工程第2期 - L3路伸延段 KAU HUI DEVELOPMENT - ENGINEERING WORKS IN AREA 16, YUEN LONG, PHASE 2 - EXTENSION OF ROAD L3		K H LO		SIGNED		08.05.2008		721CL		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			
		C K CHOI		SIGNED		08.05.2008		1:1000			
		核准 approved		簽署 initial		日期 date		圖則編號 drawing no.		土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	
		S K LAM		SIGNED		08.05.2008		NTN 2241			

編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				