

For information

Legislative Council Panel on Transport

Improvement and Extension of Kam Pok Road

PURPOSE

This paper informs Members of our proposal to upgrade **6829TH** – Improvement and Extension of Kam Pok Road (the Project) to Category A for the provision of a direct route connecting Tai Sang Wai to Castle Peak Road (Tam Mi), and to relieve the traffic at the junction of Fairview Park Boulevard and Kam Pok Road at Yuen Long.

PROJECT SCOPE

2. The scope of **6829TH** (the Project) comprises –
 - (a) construction of a new section of single two-lane carriageway of approximately 490 metres (m) in length and 10.3m in width with associated footpaths of 2m in width connecting the existing Kam Pok Road to Castle Peak Road (Tam Mi);
 - (b) improvement of a section of Kam Pok Road of approximately 145m in length (east of Pok Wai South Road) to a single two-lane carriageway of 10.3m in width with associated footpaths of 2m in width;
 - (c) improvement of a road section of approximately 155m in length between Yau Pok Road and Man Yuen Road to a single two-lane carriageway of 7.3m in width with associated footpaths of 2m in width;
 - (d) construction of sections of cycle tracks of 360m in length and 3.5m in width along a section of Kam Pok Road; and

- (e) ancillary works including drainage, water supplies, slope and landscaping works; construction of vertical noise barriers; and provision of lighting.

———— A layout plan showing the proposed works is at **Enclosure 1**. An artist's impression showing the roads concerned after completion of the Project is at
———— **Enclosure 2**.

3. We have substantially completed the detailed design for the Project. We plan to commence the construction works in May 2011 for substantial completion and opening to traffic in December 2012 and full completion in March 2013¹.

JUSTIFICATIONS

4. The existing roads connecting the open storage yards and port back-up sites in Tai Sang Wai and areas to the south of Fairview Park Boulevard (through which traffic can gain access to the external road network via the Fairview Park Boulevard Roundabout of San Tin Highway) are mostly sub-standard single-lane unpaved village roads without road lighting, drainage system and road markings, which are grossly inadequate for carrying traffic with a high composition of heavy goods vehicles. At present, the bulk of the traffic from Tai Sang Wai (mainly heavy good vehicles generated by the open storage and port back-up operations in the area) prefers to use Kam Pok Road (a private single two-lane road) and Fairview Park Boulevard (a private dual two-lane road), being the shortest route, as opposed to Kam Pok Road and Castle Peak Road (Tam Mi), to gain access to the external road network via the Fairview Park Boulevard Roundabout of San Tin Highway. This gives rise to the following problems –

- (a) There have been conflicts between the residents of Fairview Park, villagers of San Tin and operators of the nearby warehouses / container yards over the use of Fairview Park Boulevard. The owners of Fairview Park claimed that only Fairview Park residents and those who had been given permission by them have the right of way through the Fairview Park Boulevard.
- (b) The relatively large volume of container and heavy vehicle traffic generated by the open storage and port back-up operations using

¹ Landscaping works and installation of an irrigation system and noise barriers will be conducted between December 2012 and March 2013.

the Fairview Park Boulevard, which is in fact designed for and mainly used by residential traffic, has given rise to safety concerns.

5. Moreover, according to the relevant approved Outline Zoning Plan, the existing open storage and port back-up sites in Tai Sang Wai will be phased out and converted into residential and/or recreational developments. The existing sub-standard roads will not be able to cope with the future developments in Tai Sang Wai and the existing road junction at Fairview Park Boulevard and Kam Pok Road². Additional traffic from the future developments at Tai Sang Wai would strain the already tight capacity of the junction. It may also be inappropriate to require the future traffic from the Tai Sang Wai development to access the external road network via Fairview Park Boulevard given the concern regarding the right of way set out in paragraph 4(a) above. Therefore, there is a need to provide one more route for external access other than Fairview Park Boulevard.

6. With the completion of the Project, there will be a direct and convenient alternative link between the existing open storage and port back-up sites in Tai Sang Wai and Castle Peak Road (Tam Mi). Also, the Project will reduce the amount of traffic going through the Fairview Park Boulevard / Kam Pok Road junction³ and will help meet the anticipated traffic demand arising from the developments of the Tai Sang Wai area. As the heavy vehicles from Tai Sang Wai are expected to use the new road for accessing the external road network due to shorter travelling time, the volume of heavy goods vehicle traffic on Fairview Park Boulevard is expected to reduce. This will help segregate residential and freight traffic, and in turn improve road safety and resolve the problem arising from the right of way of Fairview Park Boulevard.

FINANCIAL IMPLICATIONS

7. We estimate the cost of the Project to be \$148.6 million in money-of-the-day (MOD) prices, made up as follows –

² On completion of the future development in the area in the longer term, this junction will be operating beyond its capacity by 36% in the peak hours.

³ With the new road to handle traffic between Tai Sang Wai and Castle Peak Road (Tam Mi), the junction at Fairview Park Boulevard and Kam Pok Road is expected to be able to operate with a 15% reserve capacity at peak hours in the long term.

	\$ million	
(a) Road and drainage works	26.3	
(b) Underground box structure and piling works for road formation	48.1	
(c) Water works	3.8	
(d) Noise barriers	30.7	
(e) Slope and landscaping works	11.0	
(f) Lighting	3.0	
(g) Contingencies	<u>10.1</u>	
	Sub-total <u>133.0</u>	(in September 2010 prices)
(h) Provision for price adjustment	<u>15.6</u>	
	Total <u>148.6</u>	(in MOD prices)

8. We estimate that the proposed works will create about 152 jobs (132 for labourers and another 20 for professional/technical staff) providing a total employment of 3 009 man-months.

PUBLIC CONSULTATION

9. We consulted the San Tin Rural Committee and the Traffic and Transport Committee of the Yuen Long District Council on 20 July 2009 and 24 July 2009 respectively. Members of both Committees supported the implementation of the Project.

10. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 25 September 2009. We received eight objections of which seven remained unresolved and one was

withdrawn conditionally. Details of these unresolved objections⁴ and the Administration's response are at **Enclosure 3**.

11. Having considered the unresolved objections, the Chief Executive-in-Council authorised the proposed works under the Ordinance on 5 October 2010 and the notice of authorisation was gazetted on 12 November 2010.

ENVIRONMENTAL IMPLICATIONS

12. The Project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We are conducting an Environmental Review (ER) for the project. The preliminary findings of the ER indicate that the project will not cause long-term adverse environmental impacts with implementation of the proposed mitigation measures.

13. We will incorporate the environmental mitigation measures recommended in the ER Report into the works contract to control pollution arising from construction works within established standards and guidelines. These measures include the use of quiet construction plant and temporary noise barriers to mitigate noise generation from construction activities; frequent cleaning and watering of the site and provision of wheel-washing facilities to reduce dust nuisance; and adoption of good site practices set out in the Recommended Pollution Control Clauses issued by the Environmental Protection Department. For mitigating the traffic noise impact during operation of the project, we will provide noise barriers to protect the sensitive receivers located in the vicinity as proposed in the ER Report. Furthermore, we will implement the Environmental Monitoring and Audit (EM&A) programme recommended in the ER Report. We have included in the project estimate the cost for implementation of the environmental mitigation measures recommended in the ER Report and the EM&A programme.

14. During planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. suitable excavated materials and demolition materials) 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

⁴ Under the Ordinance, an objection which is not withdrawn or is withdrawn with conditions is treated as an unresolved objection and will be submitted to the Chief Executive-in-Council for consideration.

facilities⁵. 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.

15. 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.

16. We estimate that the Project will generate in total about 24 000 tonnes of construction waste. Of these, we will reuse about 2 000 tonnes (8.3%) of inert construction waste on site and deliver about 19 000 tonnes (79.2%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of about 3 000 tonnes (12.5%) 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 about \$0.9 million for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁶ at landfills).

HERITAGE IMPLICATIONS

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

LAND ACQUISITION

18. A total of 35 private lots will be affected by the Project and the total area to be resumed is about 15 939 square metres (m²). No building lot

⁵ 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 license issued by the Director of Civil Engineering and Development.

⁶ 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 per m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

will be resumed. There are 95 structures to be cleared within the private land, of which no domestic structure is involved. The Project also involves clearance of about 7 955 m² of Government land with 10 non-domestic structures. The estimated cost of land acquisition and clearance is about \$54 million. The cost of land acquisition will be charged to **Head 701 - Land Acquisition**.

TREE PROPOSAL

19. Of the 104 trees within the project boundary, 70 trees will be felled and 34 trees will be transplanted off-site. None of the affected trees are important trees⁷. We will incorporate planting proposals as part of the Project, including an estimation of about 101 trees and 278 000 shrubs which totals to approximately 7 980 m² of planting area.

THE WAY FORWARD

20. We intend to seek the funding support of the Public Works subcommittee and Finance Committee of the Legislative Council in January 2011 and February 2011 respectively to fully upgrade the Project to Category A. Subject to funding approval, we plan to start construction works in May 2011 for substantial completion and opening to traffic in December 2012 and full completion in March 2013.

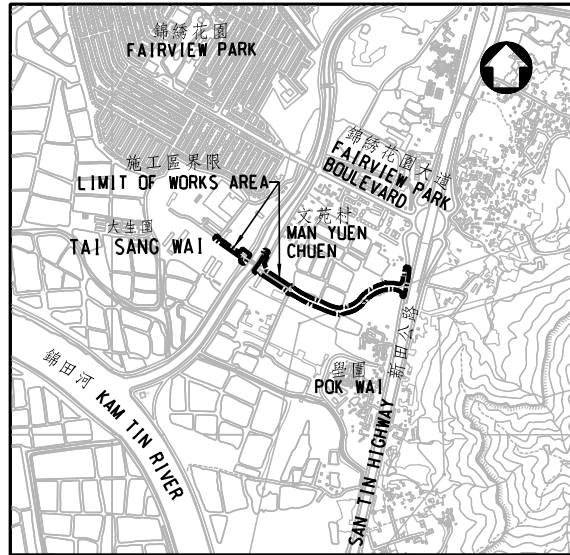
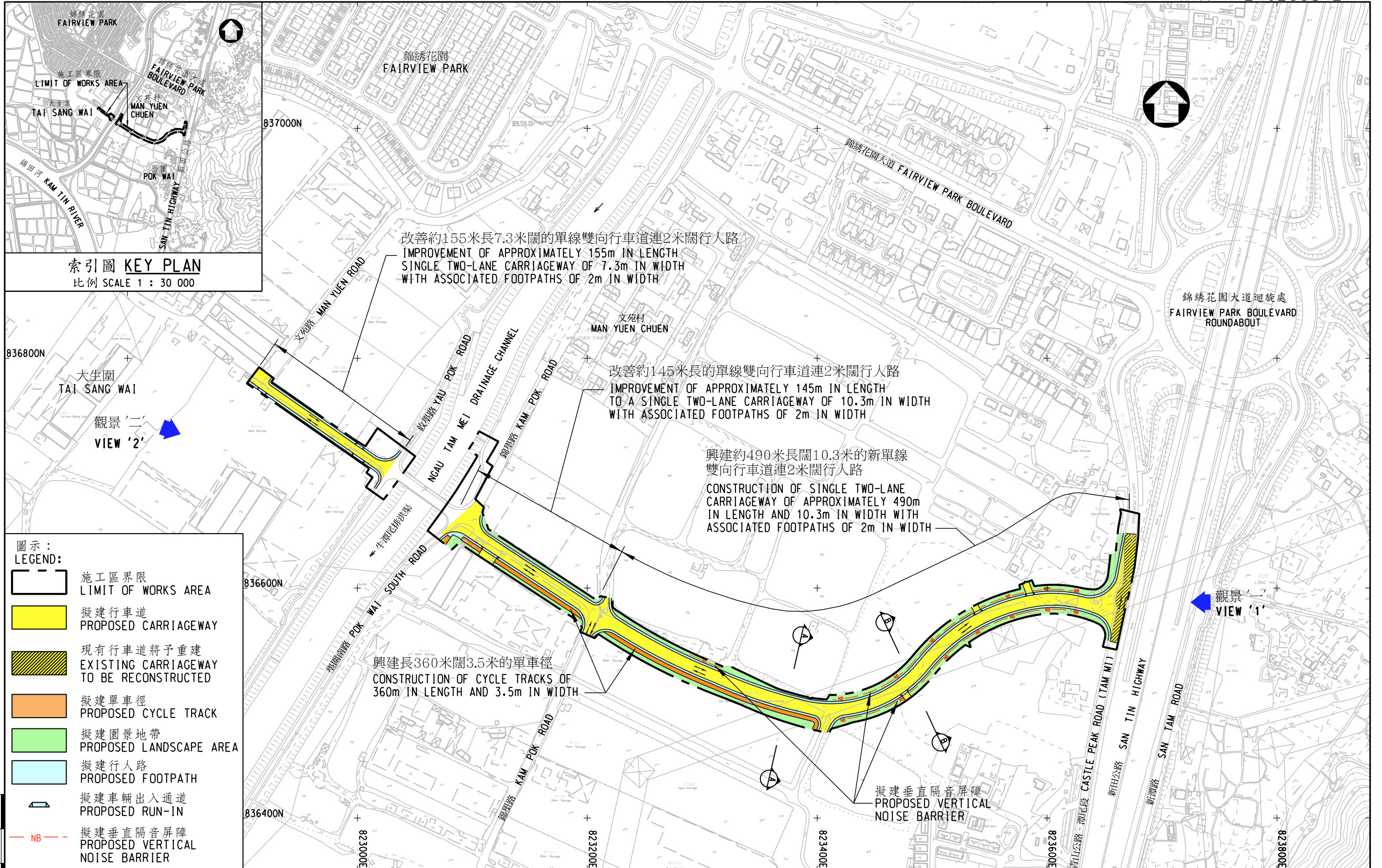
ADVICE SOUGHT

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

Transport and Housing Bureau December 2010

⁷ “Important trees” refer 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 trees, trees as landmark of monastery or heritage monument, and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree size, 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 to or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.



索引圖 KEY PLAN
比例 SCALE 1 : 30 000

圖示： LEGEND:

- 施工區界限 LIMIT OF WORKS AREA
- 擬建行車道 PROPOSED CARRIAGEWAY
- 現有行車道將予重建 EXISTING CARRIAGEWAY TO BE RECONSTRUCTED
- 擬建單車徑 PROPOSED CYCLE TRACK
- 擬建園景地帶 PROPOSED LANDSCAPE AREA
- 擬建行人路 PROPOSED FOOTPATH
- 擬建車輛出入通道 PROPOSED RUN-IN
- 擬建垂直隔音屏障 PROPOSED VERTICAL NOISE BARRIER

50 mm SCALE 1 : 1

改善約155米長7.3米闊的單線雙向行車道連2米闊行人路
IMPROVEMENT OF APPROXIMATELY 155m IN LENGTH SINGLE TWO-LANE CARRIAGEWAY OF 7.3m IN WIDTH WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

改善約145米長的單線雙向行車道連2米闊行人路
IMPROVEMENT OF APPROXIMATELY 145m IN LENGTH TO A SINGLE TWO-LANE CARRIAGEWAY OF 10.3m IN WIDTH WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

興建約490米長闊10.3米的新單線雙向行車道連2米闊行人路
CONSTRUCTION OF SINGLE TWO-LANE CARRIAGEWAY OF APPROXIMATELY 490m IN LENGTH AND 10.3m IN WIDTH WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

興建長360米闊3.5米的單車徑
CONSTRUCTION OF CYCLE TRACKS OF 360m IN LENGTH AND 3.5m IN WIDTH

擬建垂直隔音屏障
PROPOSED VERTICAL NOISE BARRIER

圖則名稱 drawing title
工程計劃項目第 829TH 號
錦學路的改善及擴建工程 - 平面圖
PWP ITEM No. 829TH
IMPROVEMENT AND EXTENSION OF KAM POK ROAD - LAYOUT PLAN

	職位 post	姓名 name	簽署 initial	日期 date
設計 designed	E/NT3-3	W.K. FONG	SIGNED	06.12.10
繪圖 drawn	TO/3-3	H.S. LAM	SIGNED	06.12.10
核對 checked	E/NT3-3	W.K. FONG	SIGNED	06.12.10
批核 approved	SE/NT3	P.L. KAN	SIGNED	06.12.10

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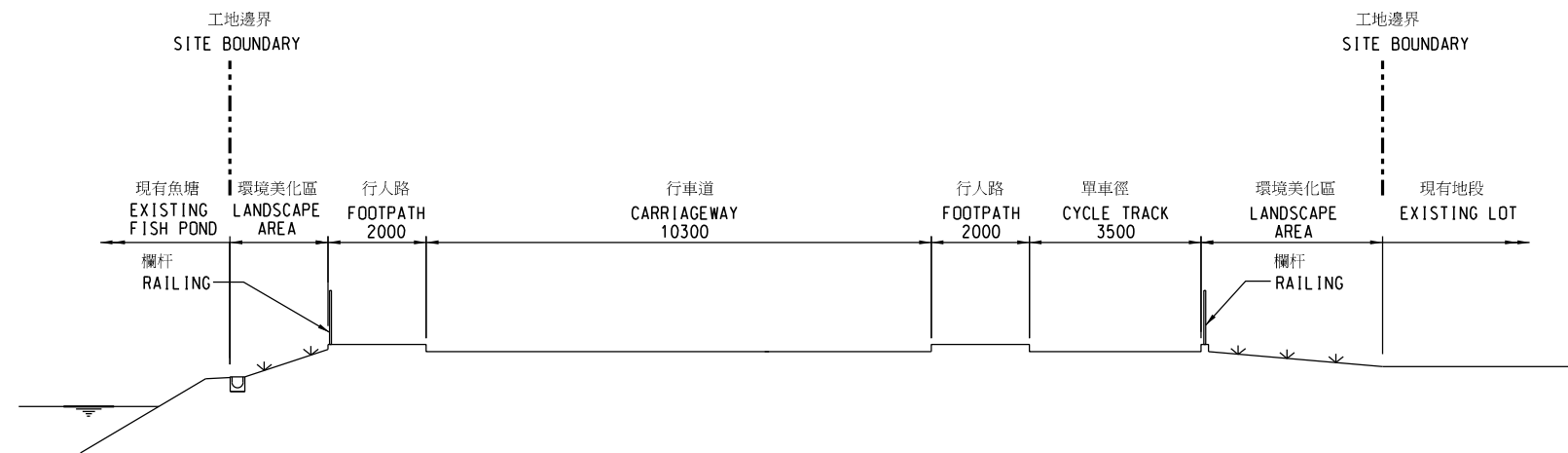
比例 scale 1 : 3 000

辦事處 office
工程部
WORKS DIVISION

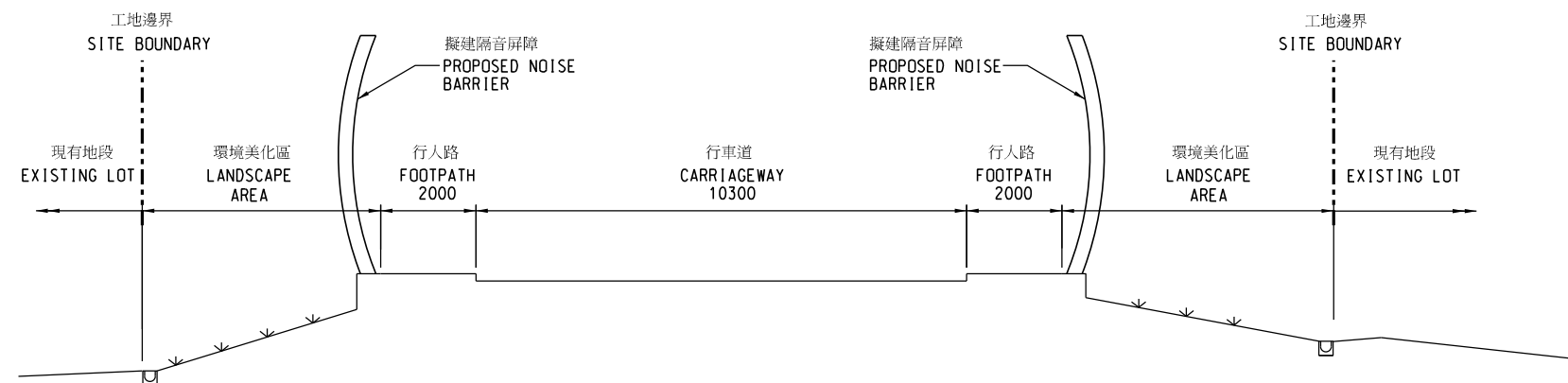
圖則編號 drawing no.
HWDYL073B-SP0008

HIGHWAYS DEPARTMENT HONG KONG 路政署

- 註釋：
NOTES:
1. 除特別註明外，所有量度均以毫米為單位。
ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. 所有水平均以米為單位並在香港主水平基準上。
ALL LEVELS ARE IN METRE ABOVE HONG KONG PRINCIPAL DATUM.



切面圖 SECTION A-A



切面圖 SECTION B-B

50 mm SCALE 1 : 1

圖則名稱 drawing title

工程計劃項目第 829TH 號
錦學路的改善及擴建工程 - 切面圖

PWP ITEM No. 829TH
IMPROVEMENT AND EXTENSION OF KAM POK ROAD - SECTIONS

	職位 post	姓名 name	簽署 initial	日期 date
設計 designed	E/NT3-3	W.K. FONG	SIGNED	09.11.10
繪圖 drawn	T0/3-3	H.S. LAM	SIGNED	09.11.10
核對 checked	E/NT3-3	W.K. FONG	SIGNED	09.11.10
批核 approved	SE/NT3	P.L. KAN	SIGNED	09.11.10

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比例 scale A3
1 : 150

圖則編號 drawing no.
HWDYL073B-SP0004

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HONG KONG 路政署



50 mm SCALE 1 : 1

觀景 '一' VIEW '1'

觀景 '二' VIEW '2'

圖則名稱 drawing title				職位 post	姓名 name	簽署 initial	日期 date	版權所有不得翻印 COPYRIGHT RESERVED	比例 scale	A3	圖則編號 drawing no.
工程計劃項目第 829TH 號 錦學路的改善及擴建工程 - 完成後的構思圖 PWP ITEM No. 829TH IMPROVEMENT AND EXTENSION OF KAM POK ROAD - ARTIST'S IMPRESSION AFTER COMPLETION				設計 designed	E/NT3-3	W.K. FONG	SIGNED		08.12.10	圖示	DIAGRAMMATIC
				繪圖 drawn	TO/3-3	H.S. LAM	SIGNED	08.12.10	辦事處 office 工程部 WORKS DIVISION		 HIGHWAYS DEPARTMENT HONG KONG 路政署
				核對 checked	E/NT3-3	W.K. FONG	SIGNED	08.12.10			
				批核 approved	SE/NT3	P.L. KAN	SIGNED	08.12.10			

**Objections under the Roads (Works, Use and Compensation) Ordinance
in respect of 6829TH – Improvement and Extension of Kam Pok Road**

Objection No. 1

The objector owns a piece of land along Castle Peak Road (Tam Mi) where he operates his business. He has no objection to the implementation of the project but requested the provision of a run-in (from either the new road or Castle Peak Road (Tam Mi)) for gaining vehicular access to his lot as he claimed that there are two existing vehicular accesses to his lot. That said, the objector admitted that the existing vehicular access via adjacent private lots to his lot was only paved by him after gazettal of the project in September 2009 and that the other vehicular access was constructed by him without obtaining necessary approval from concerned Government departments.

2. Given the circumstances, the Administration has advised the objector that his request for the provision of a run-in for gaining vehicular access to his lot was not justified and would not be entertained. In response to our explanation, the objector maintained his objection. Hence, the objection is unresolved.

Objection No. 2

3. The objector represents a group of villagers of Pok Wai and his major concerns are that the new road would affect vehicular access to his land located next to the new road; the new road would cause noise nuisance to Pok Wai village; and the Administration should compensate for the loss of land within the Village Type Development zone (V-Zone) due to construction of the new road by re-zoning equivalent land in the vicinity as V-Zone.

4. The Administration has responded to the objector that a run-in would be provided on the new road in front of his lot and that noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents. The expansion of the V-Zone would require amendments to the Outline Zoning Plan and the approval of the Town Planning Board (TPB).

5. In response to our explanation, the objector indicated that he has no objection to the implementation of the project but maintained his objection for the reason that the Government should compensate for the loss of land within

the V-Zone due to construction of the new road. Hence, the objection is unresolved.

Objection No. 3

6. The objector represents a group of villagers of Pok Wai and his major concerns are that the new road would cause noise nuisance to Pok Wai village and that the new road would require resumption of land within the V-Zone. In response, the Administration has advised the objector that noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents and that the issue of compensation for the loss of land within the V-Zone would require amendments to the Outline Zoning Plan and the approval of the TPB.

7. In response to the Administration's explanation, the objector maintained his objection for the reason that the Government should compensate for the loss of land within the V-Zone due to construction of the new road. Hence, the objection is unresolved.

Objection No. 4

8. The objector's major concerns are that there is no imminent need for the construction of the new road; the new road would cause noise nuisance to Pok Wai village; and the new road would require resumption of land for the construction of small house within the V-Zone, affecting the construction of small houses by indigenous villagers.

9. The Administration has advised the objector that the new road would provide a new access for Tai Sang Wai and Pok Wai and also tie in with village type and comprehensive developments in the area in the long term. Noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents. The project would also include construction of other basic infrastructures, such as sewers and water mains, which would facilitate V-type development.

10. Subsequent to a meeting with representatives from relevant government departments, the objector confirmed that his land within the V-Zone would not be affected by the project. Notwithstanding the above, the objector maintained his objection. Hence, the objection is unresolved.

Objection No. 5

11. The objector's major concerns are that the new road would require resumption of land within the V-Zone which would not be beneficial to Pok Wai; the provision of noise barriers on both sides of the new road within the V-Zone would affect vehicular access to a piece of land located next to the new road owned by him; and the project would require resumption of most part of another piece of land owned by him leaving behind only a very small parcel of land which would not be of any use for future development and he requested the Government to resume the whole of the land.

12. In response, the Administration has advised the objector that the new road would provide a new access for Tai Sang Wai and Pok Wai, and also for village type and comprehensive developments in the area in the long term. A run-in would be provided on the new road in front of his lot as shown on the gazettal documents. According to the established practice for land resumption, resumption of private land for the implementation of Government projects would be kept to a minimum as far as possible and based on the land required for the project. The remaining parcel of land owned by him would be bigger than 0.01 acre, and under the existing land resumption policy, his request for resumption of the whole lot could not be entertained.

13. In response to the Administration's explanation, the objector maintained his objection. Hence, the objection is unresolved.

Objection No. 6

14. The objector is a company which is concerned about resumption of part of the land currently used by it as storage yard. However, it would consider withdrawing the objection on the condition that there would be fair compensation for the resumption of the company's land and that a run-in abutting the new road for vehicular access to the remaining land would be provided.

15. In response, the Administration has advised the objector that resumption of private land for the implementation of government projects would be kept to a minimum as far as possible and based on the land required for the project, and that there is no objection to providing a run-in abutting the new road for vehicular access to the remaining land. The objector subsequently advised that it would be prepared to withdraw the objection subject to a run-in abutting the new road for vehicular access to the remaining land being provided, and that ex-gratia compensation rates for the resumed land

being not less than the fair open market value at the time of resumption. As withdrawal of the objection is conditional, the objection is considered unresolved.

Objection No. 7

16. The objectors are village representatives (VRs) of Pok Wai and are mainly concerned about the fact that the Administration has not fully addressed the earlier 11 requests put forward by both the Chairman of the San Tin Rural Committee (STRC) and the VRs of Pok Wai, in particular the request for compensation for the loss of land within the V-Zone due to construction of the new road.

17. The Administration has responded to the objectors that both the STRC (with the objectors themselves being members of the Committee) and the Traffic and Transport Committee of the Yuen Long District Council at the meetings held on 20 July 2009 and 24 July 2009 respectively supported the implementation of the project. Since then, the Administration has followed up closely the 11 requests with some of them already included in the project and some being handled by concerned Government departments separately. The issue of compensation for the loss of land within the V-Zone would require amendments to the Outline Zoning Plan and the approval of the TPB. Indeed, the objectors indicated on a previous occasion that they agreed that the V-Zone issue be handled separately in order not to delay the project. In response to the explanation, the objectors maintained their objection. Hence, the objection is unresolved.

Objection No. 8

18. The objector was mainly concerned about resumption of part of the land he has currently rented for business under a tenancy agreement. The objector advised that the land resumption would significantly affect the investments he has put in over the years. Nevertheless, he would offer to the land owner to continue to rent the remaining land for his business and that he would maintain his objection unless a run-in on the new road for gaining vehicular access to the remaining land would be provided.

19. The Administration has responded to the objector that it did not receive any objection from the concerned land owner. The Administration has also pointed out that his request for the provision of a run-in on the new road would not be accepted as the proposed run-in would be located at the road bend

and very close to Castle Peak Road (Tam Mi), which would be undesirable and unsatisfactory from the road safety point of view. If the objector considered that he was eligible for any type of ex-gratia compensation, he could make his application to the Lands Department under the “Ex-gratia Allowances Payable for Land Resumptions and Clearances” arrangements under the department. In response to the explanation, the objector maintained his objection. Hence, the objection is unresolved.