For discussion
on 15 March 2016

LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT

PWP Item No. 765CL –
Development of Anderson Road Quarry Site

Site Formation and Associated Infrastructure Works

PURPOSE

This paper seeks Members' support to upgrade part of PWP Item No. **765CL "Development of Anderson Road Quarry Site"** to Category (Cat) A, at an estimated cost of $7,693.4 million in money-of-the-day (MOD) prices, for the site formation and associated infrastructure works for the proposed development at the Anderson Road Quarry (ARQ) site and phase 1 of the off-site pedestrian connectivity facilities.

PROJECT SCOPE AND NATURE

2. The part of **765CL** proposed to be upgraded to Cat A comprises –

(a) formation of about 40 hectares (ha) of land platforms and the associated geotechnical works;

(b) road works including construction of vehicular roads, footpaths, cycle tracks, an approximately 130-metre long underpass and a public transport terminus;

(c) provision of and improvement to water supply, drainage, sewerage systems and landscaping works;

(d) construction of phase 1 of the off-site pedestrian connectivity facilities including footbridges, lift towers, escalators and subways near On Tat Estate, Hiu Lai Court and Hiu Wah Building, as well as the proposed bus-to-bus interchange (BBI) at the toll plaza of Tseung Kwan O Tunnel; and

(e) implementation of environmental mitigation measures and an environmental monitoring and audit (EM&A) programme for the works

mentioned in (a) to (d) above.

3. A layout plan showing the proposed works is at **Enclosure 1**.

4. Subject to Finance Committee (FC)'s funding approval, we plan to commence the proposed works by phases starting from November 2016 for completion in February 2022.

5. We will retain the remainder of **765CL** in Cat B, the funding of which would be sought in accordance with the progress of the implementation programme. The scope of the remainder works mainly comprises off-site road and junction improvement works, provision of phase 2 off-site pedestrian connectivity facilities including footbridges, lift towers and escalators, and landscaping and other ancillary works for the open space at the ARQ site. A layout plan showing the remainder works is at **Enclosure 2**.

JUSTIFICATION

6. To meet the housing and other development needs of the community, we seek to increase land supply in the short, medium and long term. As set out in previous Policy Addresses, the development of ARQ site is one of the major initiatives to increase land supply in the short and medium term.

7. The development of ARQ site will provide about 12 ha of land for development of about 9,400 private and subsidised housing flats for a planned population of about 25,000. It is anticipated that the housing units will be ready for occupation progressively from 2023-24. Land will also be provided at the ARQ site for commercial uses, government, institution or community facilities, open space and amenity areas, etc. The engineering feasibility study completed by the Civil Engineering and Development Department in early 2014 confirmed the feasibility of the above proposed ARQ development as stipulated in the final Recommended Outline Development Plan formulated by the Planning Department. Relevant amendments to the Kwun Tong (North) Outline Zoning Plan (OZP) to incorporate the proposed development of ARQ site were approved in January 2016. The detailed design and site investigation for the proposed works have been completed in February 2016.

8. In addition to the site formation and infrastructure works within the ARQ site, a series of associated off-site road and junction improvement works and pedestrian connectivity facilities are proposed to enhance the pedestrian connectivity between the ARQ site and housing estates in the vicinity, the Kwun Tong town centre, and the proposed BBI at the toll plaza of Tseung Kwan O Tunnel, as well as to mitigate the potential cumulative traffic impact arising from the proposed ARQ development. In accordance with the results of the traffic impact assessment, with all the proposed off-site road and junction improvement works and pedestrian

connectivity facilities in place, the proposed development at the ARQ site will not cause any unacceptable impact on the traffic in Kwun Tong.

9. The pedestrian connectivity facilities will be implemented in two phases. Phase 1 includes the pedestrian connectivity facilities which are more ready for implementation, while phase 2 includes the remaining facilities involving issues such as potential land resumption or creation of easement, hence necessitating a longer time for preparation and consultation before construction. Our tentative plan is to seek FC's funding approval for the remainder works in early 2017

FINANCIAL IMPLICATIONS

10. We estimate the capital cost of the proposed works to be $7,693.4 million in MOD prices. The breakdown is as follows –

		$ million	
(a) Site formation and geotechnical works		1,702.0	
(b) Road works		402.8	
(c) Water supply, drainage, sewerage and landscaping works		1,338.3	
(d) Phase 1 pedestrian connectivity facilities and BBI		943.3	
(e) Environmental mitigation measures and EM&A programme for the works in (a) to (d) above		511.4	
(f) Consultants' fees for		77.1	
(i) contract administration	15.9		
(ii) management of resident site staff (RSS)	47.1		
(iii) EM&A programme	14.1		
(g) Remuneration of RSS		488.1	
(h) Contingencies		533.3	
Sub-total		5,996.3	(in September 2015 prices)
(i) Provision for price adjustment		1,697.1	

	$ million	
Total	**7,693.4**	**(in MOD prices)**

PUBLIC CONSULTATION

11. In September 2013, we consulted the Traffic and Transport Committees of the Kwun Tong District Council (KTDC) and Sai Kung District Council (SKDC) on the proposed ARQ site development. Both District Councils supported the proposal.

12. Two public forums were held on 10 and 13 January 2015 at the Kwun Tong Community Hall for collecting views from members of the public on the proposed pedestrian connectivity facilities. The attendees generally supported the proposed facilities.

13. We consulted the Traffic and Transport Committee of the KTDC on the proposed pedestrian connectivity facilities and BBI on 29 January 2015; the SKDC Traffic & Transport Committee meeting on the proposed road works within the ARQ site and the BBI on 19 March 2015; the KTDC Traffic & Transport Committee meeting on the proposed road works within the ARQ site on 24 March 2015. The Committees supported the project, and SKDC requested early implementation of the BBI.

14. We gazetted the proposed road works and sewerage works for the ARQ site under the Roads (Works, Use and Compensation) Ordinance (RO) (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (WPC(S)R) (Cap. 358AL) respectively on 26 June 2015. No objection was received. The works were subsequently authorised on 20 November 2015.

15. We also gazetted phase 1 of the proposed pedestrian connectivity facilities under RO (Cap. 370) in two packages on 28 August 2015 and 2 October 2015, as well as the proposed sewerage works associated with the pedestrian connectivity facilities under the WPC(S)R (Cap. 358AL) on 2 October 2015. No objection was received. The works were authorised on 29 January 2016.

16. On 26 June 2015, amendments to the approved Kwun Tong (North) OZP were exhibited for public inspection under the Town Planning Ordinance. Information paper for the OZP amendments was submitted to the KTDC and SKDC. No comments from District Council Members nor representation were received during the exhibition period of the draft OZP. The Chief Executive in Council approved the draft OZP on 5 January 2016.

ENVIRONMENTAL IMPLICATIONS

17. The ARQ site development is a designated project under Schedule 3 to the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). The EIA report was approved on 28 July 2014. The report concludes that the environmental impact of the ARQ site development, including the proposed works, could be controlled to within the criteria under the EIA Ordinance and the Technical Memorandum on EIA Process.

18. We will implement the mitigation measures and an EM&A programme as recommended in the approved EIA report. The recommended permanent mitigation measures mainly include installation of noise barriers at the vehicular road and public transport terminus cover. For short-term impacts caused by the proposed works during construction, we will control the construction dust, noise and surface run-off by mitigation measures including watering at site, use of quiet plant and working methods and close liaison with the nearby schools to avoid noisy construction works to be carried out during examination period, and the use of temporary drains to discharge the surface run-off. We estimate the cost of implementing the environmental mitigation measures and EM&A programme to be $511.4 million. We have included this cost in the overall estimate of the proposed works

19. At the planning and design stages, we have considered the design to optimise the site formation profile to reduce construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated 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 facilities[1]. We will encourage the contractor to maximise the use of recycled and recyclable inert construction waste, and the use of non-timber formwork to further minimise the generation of construction waste.

20. At the construction stage for the proposed works, we will 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 also require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. Besides, 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.

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[1] 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 at public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

21. We estimate that the proposed works will generate in total 1.43 million tonnes of construction waste. Of these, we will reuse 1.20 million tonnes (84%) on site and 0.20 million tonnes (14%) on other construction sites, deliver 0.01 million tonnes (1%) to public fill reception facilities for subsequent reuse. We will dispose of the remaining 0.02 million tonnes (1%) 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 $2.8 million for the proposed works (based on a unit charge rate of $27 per tonne for disposal at public fill reception facilities, and $125 per tonne for disposal at landfills stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation).

HERITAGE IMPLICATIONS

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

TRAFFIC IMPLICATIONS

23. The proposed works will not cause any significant traffic impact during the construction stage or upon completion. Temporary traffic arrangements will be implemented to facilitate the construction works. We will display publicity boards on site giving details of the temporary traffic arrangements, and the anticipated completion dates of individual sections of works. In addition, we will set up a telephone hotline to respond to public enquiries or complaints.

24. We have conducted the traffic impact assessment and reviewed the traffic impact of the ARQ site development on the existing and planned transport system, taking into account the additional planned population. The result demonstrated that with completion of all planned road and junction improvement works in connection with the development of ARQ site, the traffic could be alleviated to an acceptable condition. These road and junction improvement works will be carried out and completed before the population intake of the ARQ site development.

LAND ACQUISITION

25. The proposed works do not require resumption of any private land.

BACKGROUND INFORMATION

26. We upgraded **765CL** to Cat B in September 2013.

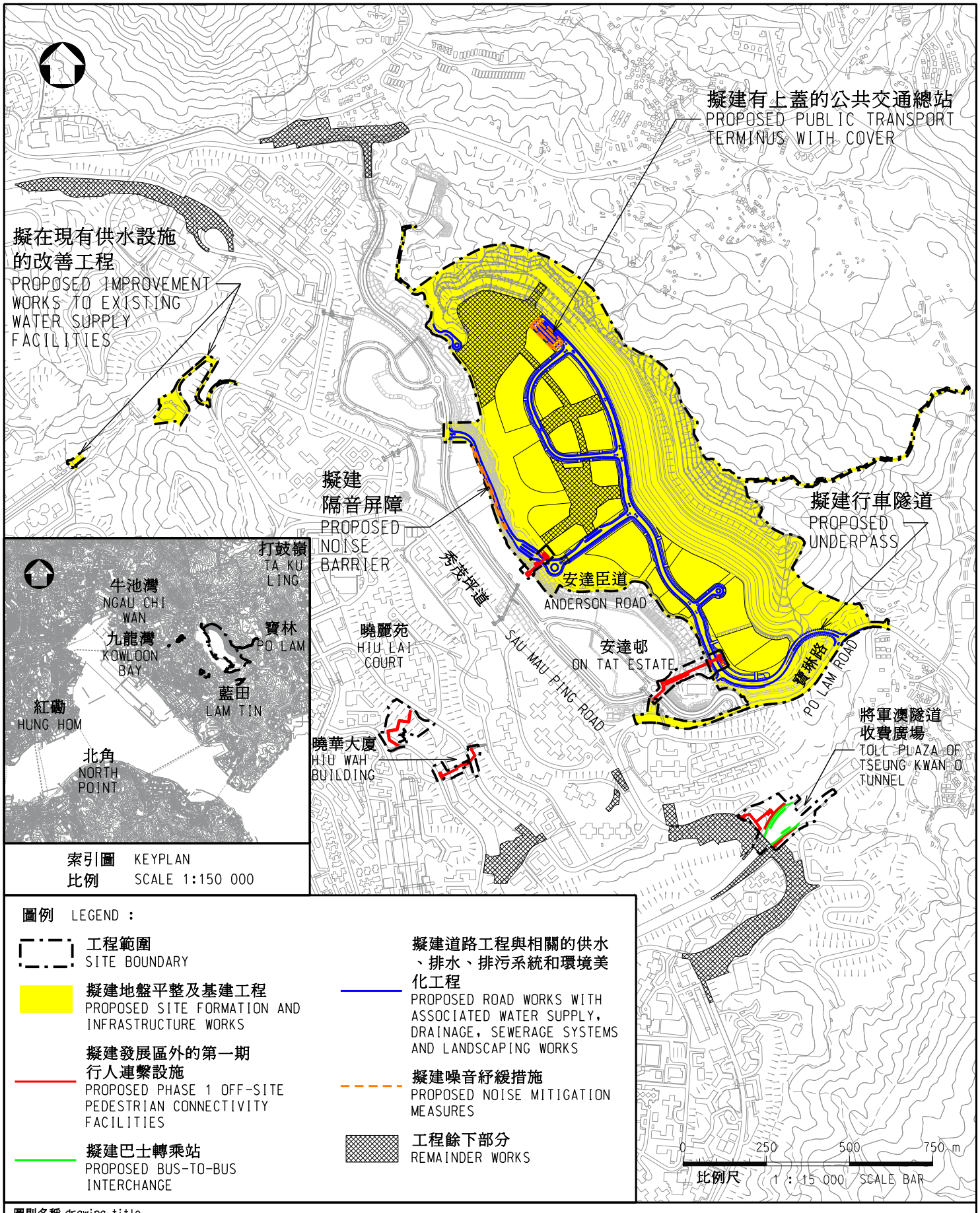
27. On 21 February 2014, the FC approved the upgrading of part of **765CL** to Cat A as **774CL** "Development of Anderson Road Quarry site – detailed design and site investigations" at an approved project estimate of $187.2 million in MOD prices for engaging consultants to undertake the detailed design and site investigation works of the site formation and associated infrastructure works, off-site road and junction improvement works, as well as pedestrian connectivity facilities for the proposed development at the ARQ site. The site investigation for the above works as well as the detailed design for the works in paragraph 2(a) to (e) above have been completed in February 2016, while the detailed design for the remainder works is on-going.

28. We estimate that the proposed works will create about 1,700 jobs (1,360 for labourers and another 340 for professional or technical staff) providing a total employment of 83,530 man-months.

WAY FORWARD

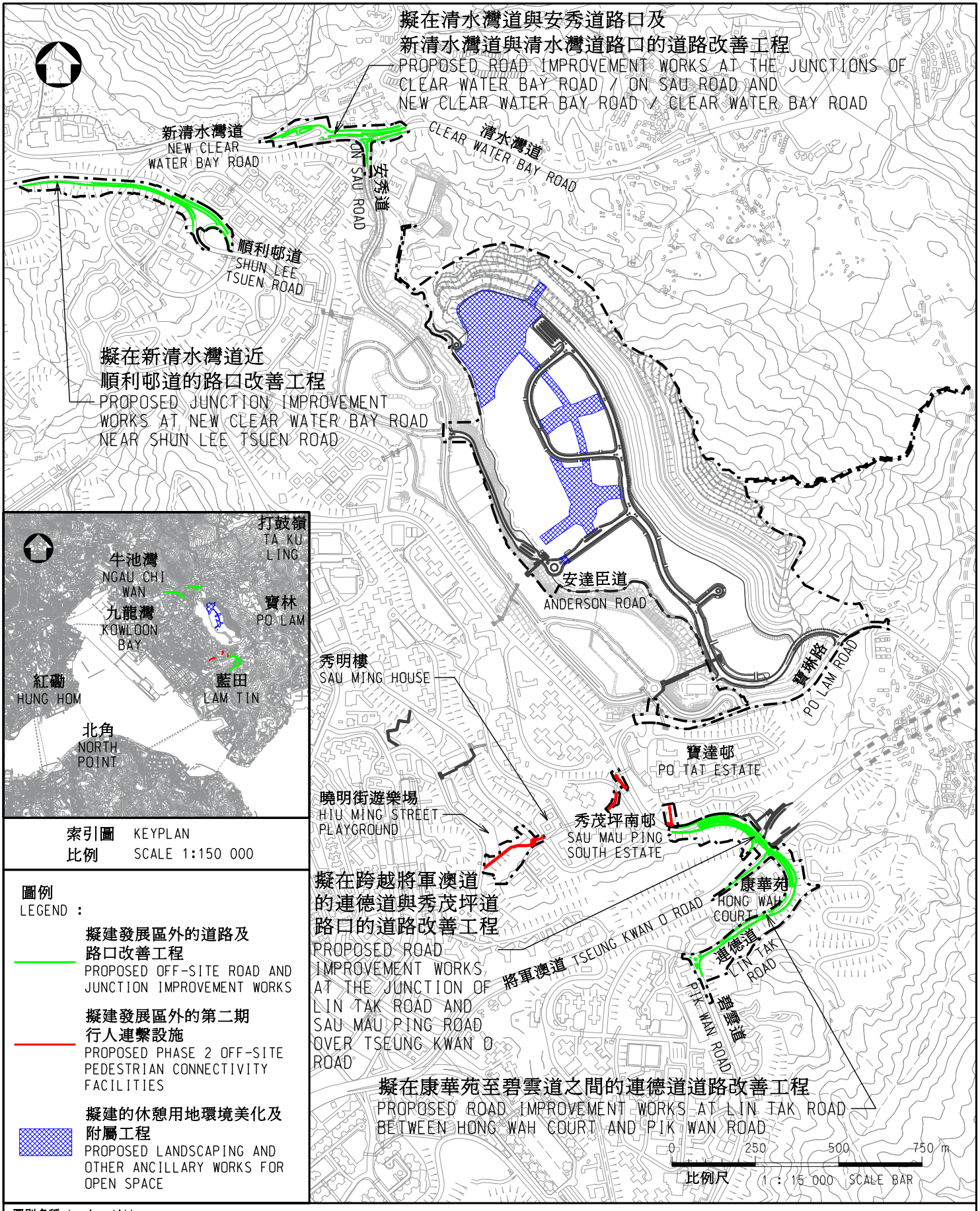
29. Subject to Members' support, we plan to seek the Public Works Sub-committee's endorsement for upgrading part of **765CL** to Category A in April 2016.

Development Bureau
Civil Engineering and Development Department
March 2016



圖則名稱 drawing title

安達臣道石礦場用地發展－擬建工程分布圖
DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - PROJECT LAYOUT PLAN OF THE PROPOSED WORKS



圖則名稱 drawing title

安達臣道石礦場用地發展－工程餘下部分分布圖
DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - PROJECT LAYOUT PLAN OF THE REMAINDER WORKS