

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT Civil Engineering – Land development 765CL – Development of Anderson Road Quarry Site**

Members are invited to recommend to Finance Committee –

- (a) the upgrading of part of **765CL**, entitled “Development of Anderson Road Quarry site –road improvement and infrastructure works”, to Category A at an estimated cost of \$2,750.7 million in money-of-the-day prices; and
- (b) the retention of the remainder of **765CL** in Category B.

### **PROBLEM**

We need to implement road improvement and infrastructure works to support the proposed development of the Anderson Road Quarry (ARQ) site to address the current shortage of land supply.

**/PROPOSAL .....**

## PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade part of **765CL** to Category (Cat) A at an estimated cost of \$2,750.7 million in money-of-the-day (MOD) prices for the road improvement and infrastructure works to support the proposed development of ARQ site.

## PROJECT SCOPE AND NATURE

3. The part of **765CL** which we propose to upgrade to Cat A comprises –

- (a) road improvement works including –
  - (i) improvement works at the junction of Lin Tak Road and Sau Mau Ping Road, including the construction of a new vehicular flyover of about 390 metres (m) long from Lin Tak Road to Sau Mau Ping Road, and lengthening of laybys at Lin Tak Road near Hong Wah Court and Hing Tin Estate in Lam Tin;
  - (ii) improvement works at the junction of Clear Water Bay Road and On Sau Road, including the provision of a U-turn facility at Clear Water Bay Road near Fei Ngo Shan Road;
  - (iii) widening of a section of New Clear Water Bay Road (Kowloon bound) near Shun Lee Tsuen Road from single-lane to two-lane;
- (b) construction of an about 170 m long two-way escalator link between Hiu Yuk Path and Hiu Ming Street;
- (c) greening, landscape works and ancillary facilities of the open spaces, of around 15.5 hectares (ha), at the ARQ site;
- (d) associated civil, geotechnical, structural, electrical and mechanical engineering and landscaping works for the works mentioned in (a) to (c) above; and

/(e) .....

- (e) implementation of environmental mitigation measures, including installation of noise barriers for the road improvement works mentioned in (a) above, and an environmental monitoring and audit (EM&A) programme for the works mentioned in (a) to (d) above.

Layout plans and details of the proposed works are at Enclosure 1.

4. Subject to Finance Committee (FC)'s funding approval, we plan to commence the proposed works in early 2018 for completion in phases from early 2021 to end 2023.

5. We will retain the remainder of **765CL** in Cat B, the funding of which would be sought from FC in good time to meet the population intake programme. The scope of the remaining works mainly comprises the remaining off-site pedestrian connectivity facilities including footbridges, lift towers and escalators near Po Tat Estate, Sau Mau Ping (South) Estate and Sau Mau Ping Estate. A layout plan of the remaining pedestrian connectivity facilities 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, development of the ARQ site is one of the major initiatives to increase land supply in short and medium term.

7. The development of the 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. The works for the site formation and infrastructure works which were funded under **803CL** commenced in December 2016. 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, and amenity areas, etc.

8. In addition to the site formation and infrastructure works within the ARQ site, a series of associated off-site road improvement works and pedestrian connectivity facilities are proposed to mitigate the potential cumulative traffic impact arising from the population intake of the proposed ARQ development, as well as to enhance the pedestrian connectivity between the ARQ site and housing estates in the vicinity, Kwun Tong town centre, and the proposed bus to bus interchange (BBI)<sup>1</sup> at the toll plaza of the Tseung Kwan O (TKO) Tunnel.

9. According to the findings of the traffic impact assessment, with the following proposed road improvement works, the proposed development at the ARQ site will not cause any unacceptable impact on the traffic in Kwun Tong-

- (a) with the proposed new vehicular flyover, the junction of Lin Tak Road and Sau Mau Ping Road will be converted from a signalised junction to a free-flow junction, thus allowing smooth flow of traffic;
- (b) the lengthening of laybys at Lin Tak Road will avoid blockage of traffic caused by on-street pick-up and drop-off activities;
- (c) with the proposed U-turn facility at Clear Water Bay Road near Fei Ngo Shan Road the traffic performance at the junction of Clear Water Bay Road and On Sau Road will be improved; and
- (d) widening a section of New Clear Water Bay Road (Kowloon bound) near Shun Lee Tsuen Road from single lane to two-lane to increase the capacity of the bottleneck section to the acceptance level.

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<sup>1</sup> The BBI is to reduce the public transport demand at Sau Mau Ping, Po Tat and Hing Tin areas and to mitigate the traffic impact generated from the proposed ARQ development. Being part of **803CL** "Development of Anderson Road Quarry site – site formation and associated infrastructure works", construction of the BBI commenced in March 2017 for completion in 2020.

10. To support the development of the ARQ site, a network of pedestrian connectivity facilities is also proposed to enhance the pedestrian connectivity between the ARQ site and nearby areas. The pedestrian connectivity facilities are implemented in phases to tie in with the progress of the planning and statutory process. Funding for the phase 1 works, including the pedestrian connectivity facilities located near On Tat Estate, Hiu Lai Court, Hiu Wah Building, Fu Wah Court and the proposed BBI at the toll plaza of TKO Tunnel was approved by FC on 10 June 2016 and their construction commenced in March 2017. Separately, the statutory process for the escalator link between Hiu Yuk Path and Hiu Ming Street was completed in December 2016, and funding is being sought under this application to allow the works to commence in early 2018.

11. For the remaining pedestrian connectivity facilities near Po Tat Estate, Sau Mau Ping (South) Estate and Sau Mau Ping Estate, more time is required to sort out land issues, such as potential land resumption or creation of easement. Once these issues are resolved, we plan to seek funding approval from FC so that their completion will tie in with the anticipated population intake of the ARQ development in 2023-24 as soon as practicable.

12. Under this project, greening, landscape works and ancillary facilities of about 15.5 ha for open space in the form of pedestrian corridors, pathways, green spine, and vegetated slopes plus an artificial stormwater attenuation lake, are proposed at the ARQ site to create a green and naturalistic environment for public enjoyment. The artificial stormwater attenuation lake of about 2 ha which includes a floating bridge, viewing platforms and a children water play area will be provided for recreational use<sup>2</sup>.

## FINANCIAL IMPLICATIONS

13. We estimate the capital cost of the proposed works to be \$2,750.7 million in MOD prices (please see paragraph 14 below), broken down as follows –

/\$ million .....

<sup>2</sup> The lake will serve as a flood control facility to store and attenuate the stormwater discharge to downstream drainage system during rainy days. On the other hand, the lake will also serve as a recreational facility during non-rainy days. The lake will be operated, managed and maintained by the Drainage Services Department.

		\$ million
(a) Road works		1,061.4
(i) road construction	955.3	
(ii) construction of vehicular flyover	106.1	
(b) Escalator link between Hiu Yuk Path and Hiu Ming Street		64.8
(c) Greening, landscape works and ancillary facilities for open spaces		266.7
(d) Environmental mitigation measures and EM&A programme for the works in (a) to (c) above		383.2
(e) Consultants' fees for		35.9
(i) contract administration	6.1	
(ii) management of resident site staff (RSS)	17.7	
(iii) EM&A programme	12.1	
(f) Remuneration of RSS		177.7
(g) Contingencies		198.1
		<hr/>
Sub-total		2,187.8 (in September 2016 prices)
		<hr/>

/\$ million .....

	<b>\$ million</b>
(h) Provision for price adjustment	562.9
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Total	2,750.7 (in MOD prices)
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A breakdown of the estimates for the consultants' fees and RSS costs by man-months is at Enclosure 3.

14. Subject to funding approval, we project to phase the expenditure as follows –

<b>Year</b>	<b>\$ million (Sept 2016)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2017 – 2018	9.8	1.05750	10.4
2018 – 2019	418.2	1.12095	468.8
2019 – 2020	531.0	1.18821	630.9
2020 – 2021	447.9	1.25950	564.1
2021 – 2022	354.4	1.32562	469.8
2022 – 2023	261.2	1.39190	363.6
2023 – 2024	143.2	1.46150	209.3
2024 – 2025	22.1	1.52909	33.8
	<hr/>		<hr/>
	2,187.8		2,750.7
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15. We have derived the MOD estimate on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2017 to 2025. Subject to funding approval, we will deliver the works under several contracts with provision for price adjustments using New Engineering Contract (NEC)<sup>3</sup> form.

16. We estimate the annual recurrent expenditure arising from the proposed works to be \$41.5 million.

## **PUBLIC CONSULTATION**

17. In September 2013, we consulted the Traffic and Transport Committees (TTC) of the Kwun Tong District Council (KTDC) and Sai Kung District Council (SKDC) on the proposed development of the ARQ site. Members of both committees supported the proposal.

18. 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.

19. We consulted the KTDC TTC on the proposed pedestrian connectivity facilities on 29 January 2015, the SKDC TTC and the KTDC TTC on the proposed road improvement works on 21 and 28 May 2015 respectively. Members of both committees supported the project.

20. On 8 and 10 November 2016, we consulted the District Facilities Management Committee of SKDC and KTDC respectively on the proposed landscaping and ancillary works for open space at the ARQ site. Members of both committees supported the proposal.

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<sup>3</sup>

NEC is a suite of contracts developed by the Institution of Civil Engineers, United Kingdom. It is a contract form that emphasises cooperation, mutual trust and collaborative risk management between contracting parties.



21. We gazetted the proposed road improvement works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 11 December 2015 and 20 May 2016. No objection was received. The works were authorised by the Secretary for Transport and Housing on 22 April 2016 and 2 September 2016 respectively.

22. We also gazetted the proposed escalator link between Hiu Yuk Path and Hiu Ming Street under Cap. 370 on 19 August 2016. No objection was received. The works were subsequently authorised by the Secretary for Transport and Housing on 2 December 2016.

23. We consulted the Legislative Council Panel on Development on 28 March 2017 and 25 April 2017 regarding our plan to submit the funding application for the proposed works. Members generally supported the funding application.

## **ENVIRONMENTAL IMPLICATIONS**

24. The proposed road improvement works as set out in paragraphs 3(a) is a designated project (DP) under Schedule 2 to the Environmental Impact Assessment (EIA) Ordinance (Cap. 499), requiring an environmental permit (EP) for their construction and operation. The Director of Environmental Protection (DEP) approved the EIA report on 22 March 2016 and issued an EP on 20 July 2016 for the construction and operation of the proposed road improvement works. The approved EIA report concluded that with the implementation of the recommended mitigation measures, the environmental impact of the proposed road improvement works could be controlled to within the criteria under the EIA Ordinance and the Technical Memorandum on EIA Process.

25. Other proposed works items as set out in paragraphs 3(b), 3(c), and part of 3(d) are not DP under Cap. 499 but were assessed in the Schedule 3 EIA report for the Development of Anderson Road Quarry. The DEP approved the EIA report on 28 July 2014. The approved EIA report concluded that these proposed works will not cause any long-term environmental impact.

26. We will implement the mitigation measures and EM&A programme for the proposed works as recommended in the approved EIA reports and as required under the EP. The recommended mitigation measures mainly include installation of noise barriers at the vehicular roads. For the short-term environmental 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 \$383.2 million. We have included this cost in the overall estimate of the proposed works.

27. At the planning and design stages, we have considered the design to optimise the slope cutting 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<sup>4</sup>. 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 generation of construction waste.

28. 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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<sup>4</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

29. We estimate that the proposed works will generate in total 321 400 tonnes of construction waste. Of these, we will reuse 173 700 tonnes (54.0%) of inert construction waste on site and 141 600 tonnes (44.1%) of inert construction waste on other construction sites. We will dispose of the remaining 1 100 tonnes (0.3%) inert construction waste to public fill reception facilities and 5 000 tonnes (1.6%) 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 \$1.1 million for the proposed works (based on a unit charge rate of \$71 per tonne for disposal at public fill reception facilities, and \$200 per tonne for disposal at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

## **HERITAGE IMPLICATIONS**

30. 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**

31. The proposed works will not cause any significant traffic impact during the construction stage. 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.

## **LAND ACQUISITION**

32. The proposed works do not require land resumption and clearance, but creation of easements and other permanent rights<sup>5</sup> in about 137 square metres of private land are required. The compensation cost, estimated at \$10,000, will be charged to Head 701 – Land Acquisition.

**/BACKGROUND .....**

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<sup>5</sup> They are provided for the Government to have the right to enter, occupy or remain in the land for the purpose of carrying out the works including necessary management, maintenance and repairs.

## BACKGROUND INFORMATION

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

34. On 21 February 2014, 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 improvement works, as well as pedestrian connectivity facilities for the proposed development at the ARQ site. The site investigation as well as detailed design for the proposed works have been substantially completed, while the detailed design for the remaining works is on-going.

35. On 10 June 2016, FC approved the upgrading of part of **765CL** to Cat A as **803CL** “Development of Anderson Road Quarry site – site formation and associated infrastructure works” at an approved project estimate of \$7,693.4 million in MOD prices for construction of the site formation and associated infrastructure works and part of off-site pedestrian connectivity facilities works for the proposed development of the ARQ site.

36. Tree survey has been conducted to identify the trees that would be affected by the project for the proposed works. Of the 2 975 trees within the project boundary, 1 466 trees will be preserved and 1 482 common trees will be removed, including 1 412 trees to be felled and removal of 70 dead trees. Another 27 trees, including two important trees<sup>6</sup>, will be transplanted within the proposed work site. The two important trees to be transplanted are species (i.e. *Aquilaria sinensis*) protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap 586). None of the trees recommended for transplanting is in the Register of Old and Valuable Trees. Details of the two important trees and their treatment proposal are summarised at Enclosure 4.

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<sup>6</sup> “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 –

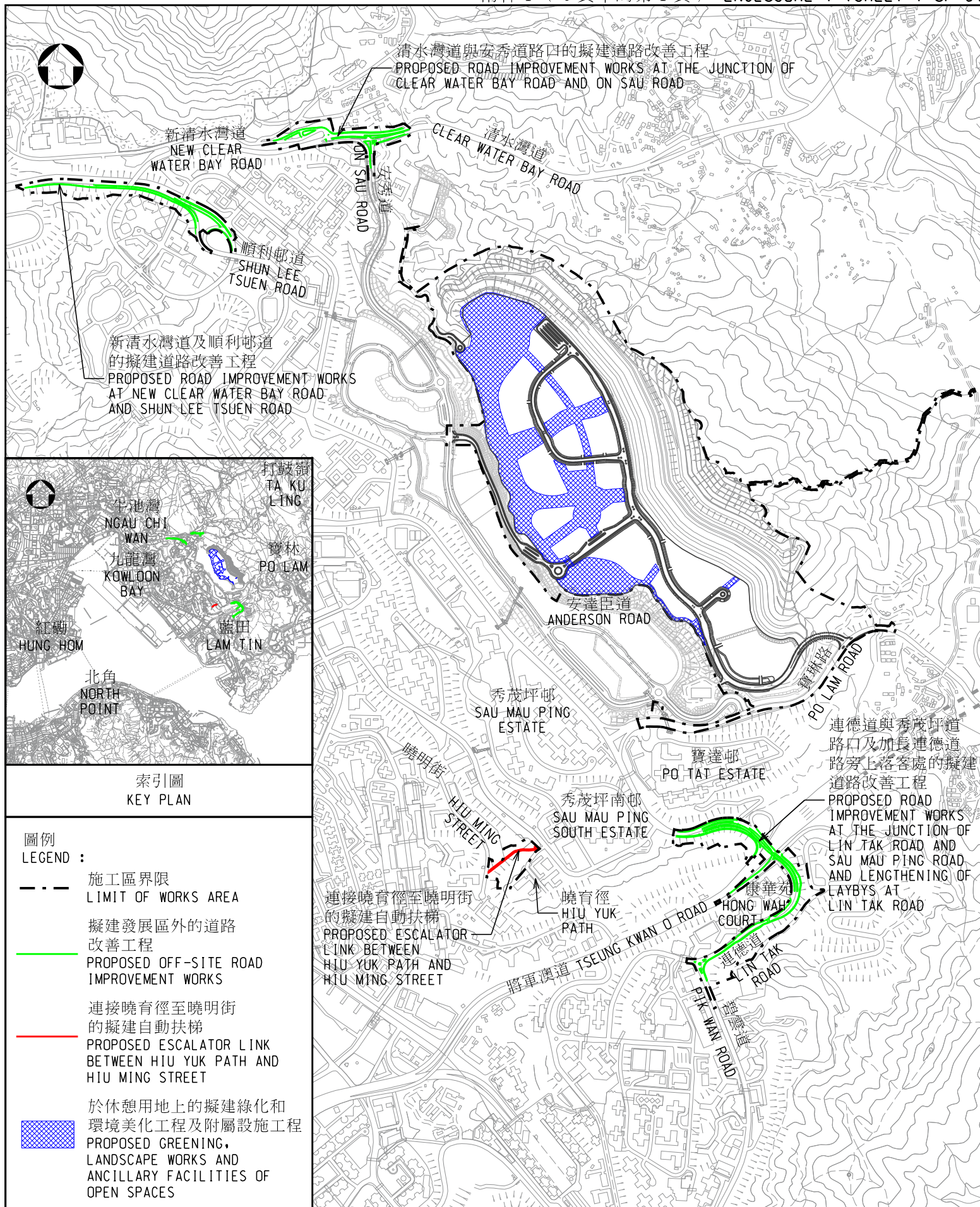
- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of the 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 a trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with a height or canopy spread equal to or exceeding 25 m.

37. We will incorporate planting proposal as part of the project, including planting of 526 trees comprising 42 heavy standard trees and 484 light standard trees. Moreover, 1 335 whip trees, around 12 500 square metres (m<sup>2</sup>) woodland mix plantings and around 14 500 m<sup>2</sup> shrubs mix will be established in conjunction with the planting proposal.

38. We estimate that the proposed works will create 520 jobs (420 for labourers and 100 for professional or technical staff) providing a total employment of 30 000 man-months.

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Development Bureau  
June 2017



圖則名稱 drawing title

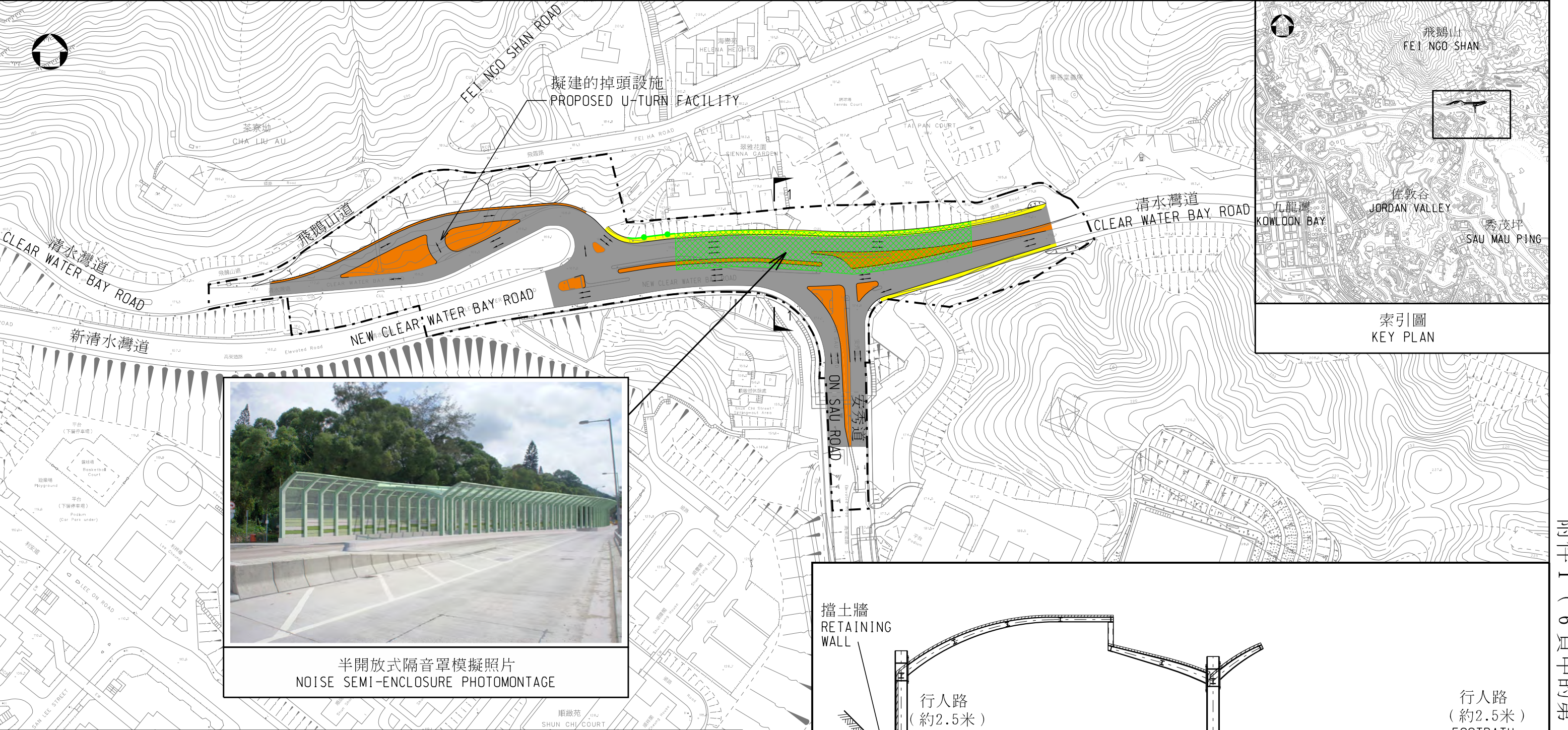
工務計劃第765CL號－安達臣道石礦場用地發展  
－擬建工程分布圖

PWP ITEM NO. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE  
- PROJECT LAYOUT PLAN OF THE PROPOSED WORKS

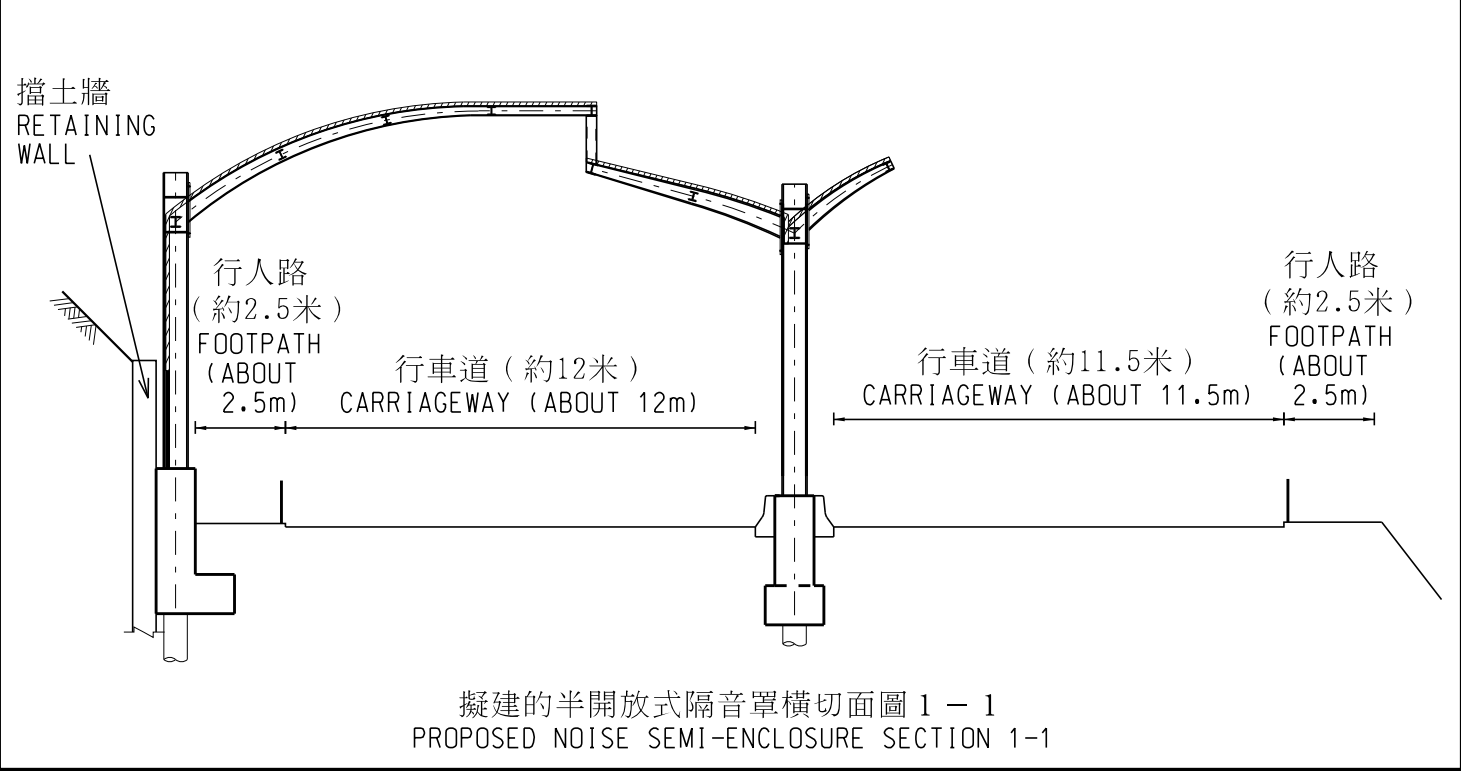








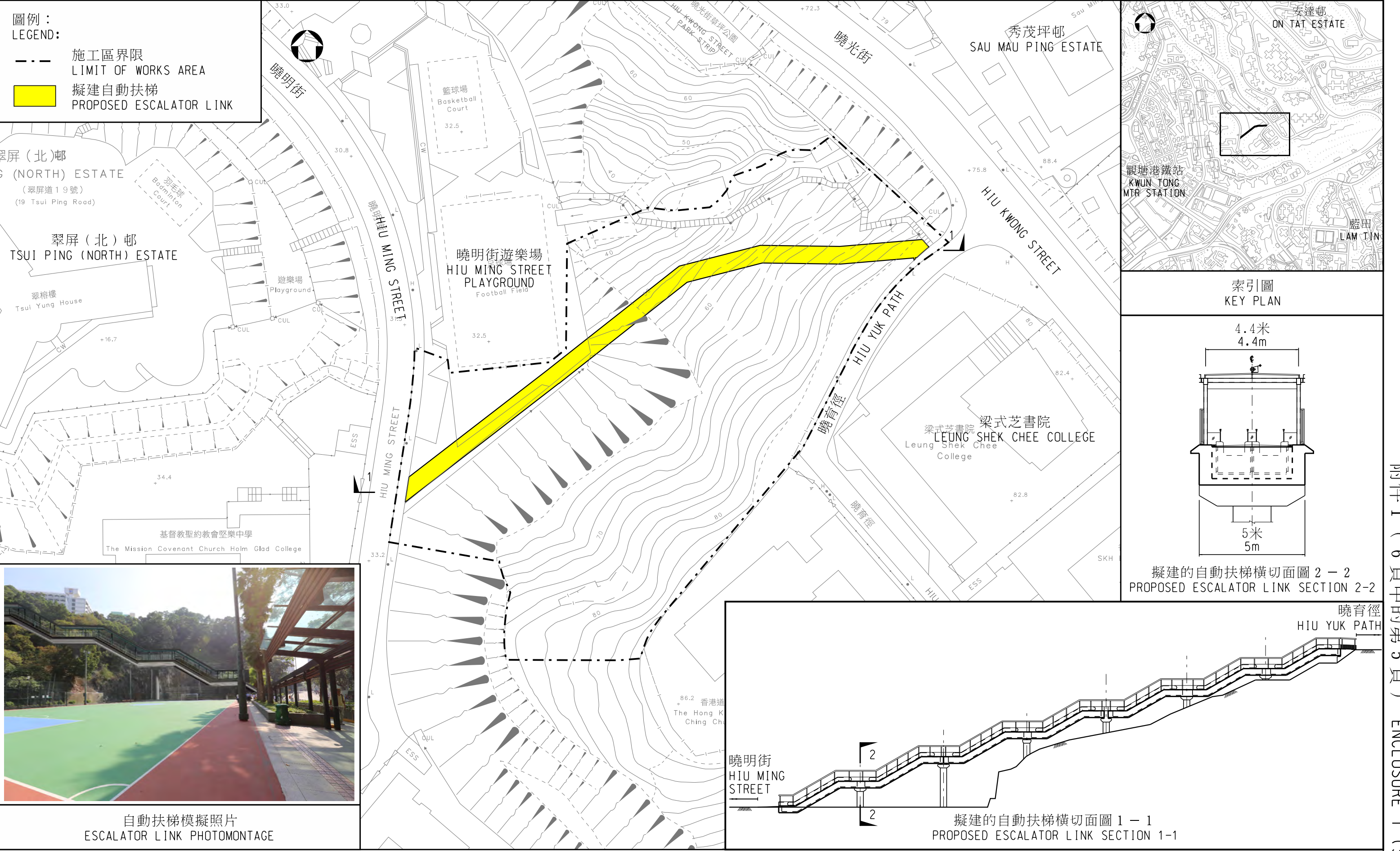
圖例： LEGEND:	
	施工區界限 LIMIT OF WORKS AREA
	擬建行車道 PROPOSED CARRIAGEWAY
	擬建行人路 PROPOSED FOOTPATH
	擬建中央分隔帶／安全島／路旁帶 PROPOSED CENTRAL RESERVE / REFUGE ISLAND / VERGE
	擬建斜坡 PROPOSED SLOPE
	行車道的行車線(每一箭嘴代表一行車線) TRAFFIC LANE FOR CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)
	擬建半開放式隔音罩 PROPOSED NOISE SEMI-ENCLOSURE
	擬建懸臂式隔音屏障 PROPOSED CANTILEVER NOISE BARRIER



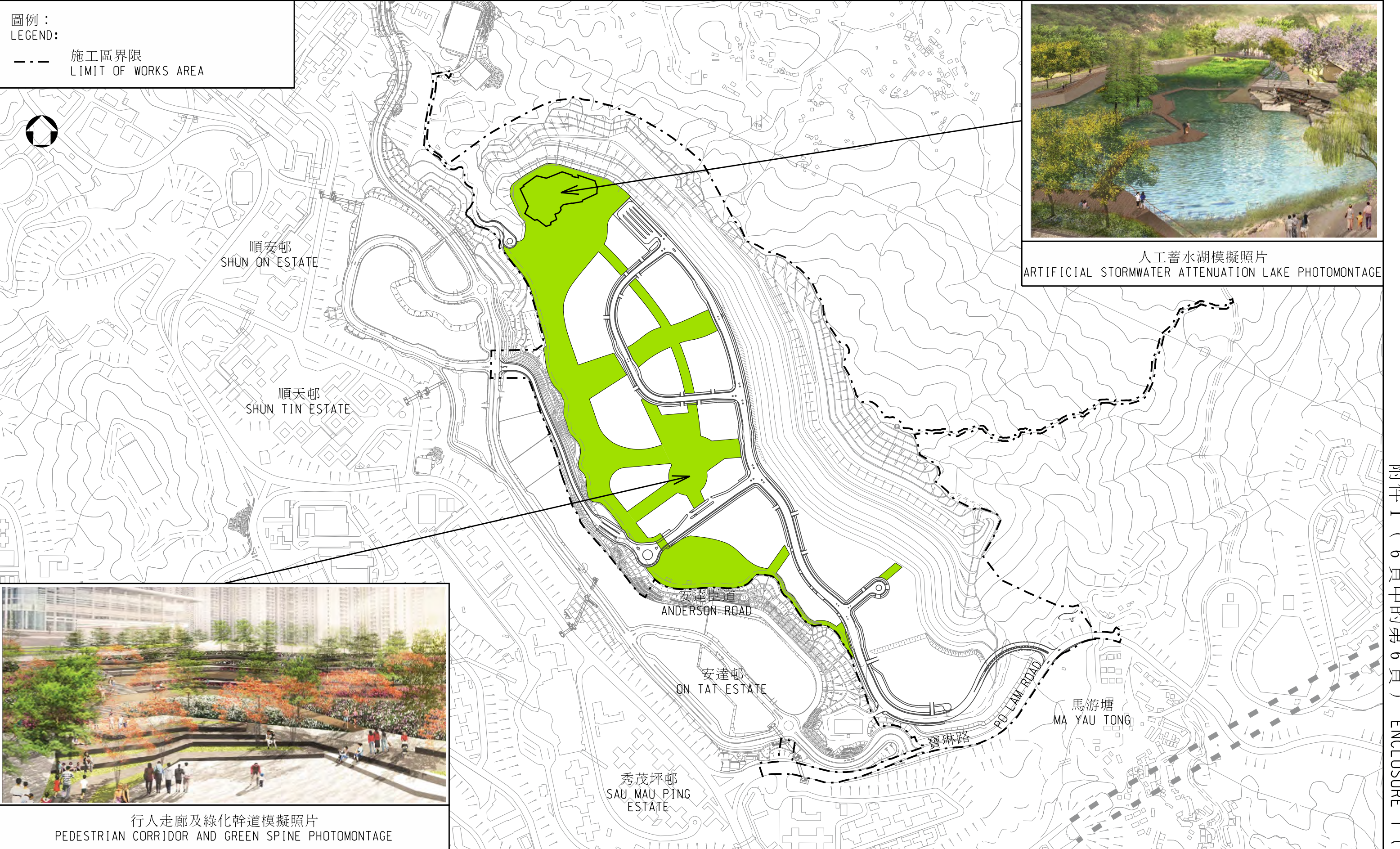




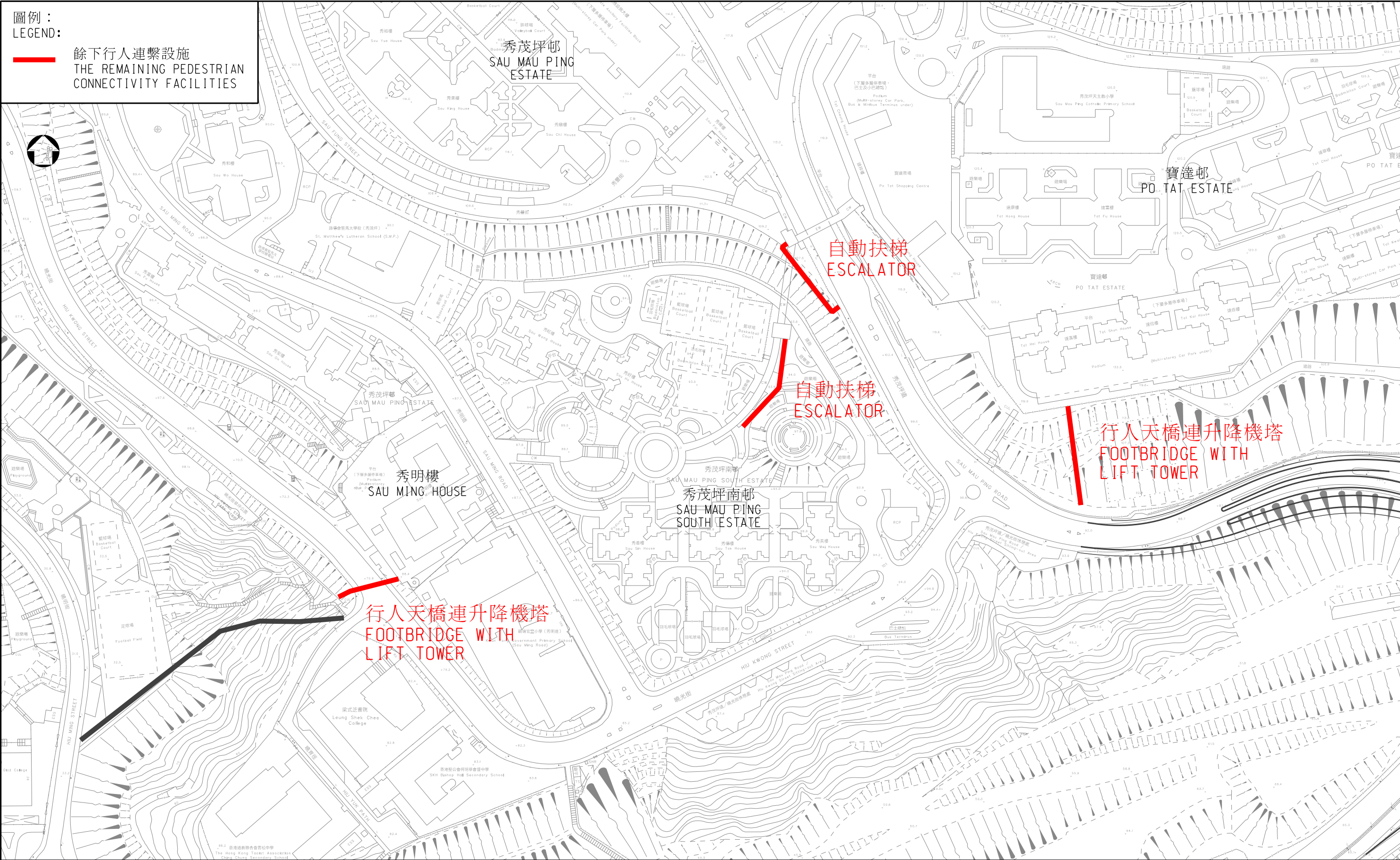












工務計劃第765CL號－安達臣道石礦場用地發展  
－餘下行人連繫設施分布圖  
PWP ITEM NO. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE  
- LAYOUT PLAN OF THE REMAINING PEDESTRIAN CONNECTIVITY FACILITIES

**765CL (Part) – Development of Anderson Road Quarry site  
- Road Improvement and Infrastructure Works**

**Breakdown of the estimates for consultants' fees and resident site staff costs  
(in September 2016 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$million)
(a)	Contract administration <sup>(Note 2)</sup>				
	Professional	–	–	–	5.4
	Technical	–	–	–	0.7
				Sub-total	6.1
(b)	EM&A programme <sup>(Note 3)</sup>				
	Professional	52	38	2.0	8.0
	Technical	76	14	2.0	4.1
				Sub-total	12.1
(c)	Resident site staff (RSS) costs <sup>(Note 3)</sup>				
	Professional	766	38	1.6	94.8
	Technical	2 354	14	1.6	100.6
				Sub-total	195.4
	Comprising –				
	(i) Consultants' fees for management of RSS				17.7
	(ii) Remuneration of RSS				177.7
				<b>Total</b>	<b>213.6</b>

\* MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants. A multiplier of 2.0 is applied to the average MPS salary point to estimate the full staff cost including the consultants' overheads and profit for the staff employed in the consultants' offices (as at now, MPS salary point 38 = \$77,320 per month and MPS salary point 14 = \$26,700 per month) .
2. The consultants' staff cost for contract administration is calculated in accordance with an existing consultancy agreement for the provision of contract administration of **765CL**. The construction phase of the assignment will only be executed upon Finance Committee's approval to upgrade **765CL** to Category A.
3. The consultant's staff costs for EM&A programme and site supervision are based on the estimates prepared by the Director of Civil Engineering and Development. The actual man-months and actual costs will only be known after completion of the construction works.

765CL(部分)－安達臣道石礦場用地發展－道路改善及基礎建設工程  
2 棵受影響珍貴樹木的詳情

765CL (Part) – Development of Anderson Road Quarry Site – Road Improvement and Infrastructure Works  
Details of two Important Trees Affected

樹木編號 <sup>(1)</sup> Tree No. <sup>(1)</sup>	品種 Species		量度 Measurements			觀賞價值 <sup>(3)</sup> Amenity value <sup>(3)</sup>	形態 Form	健康狀況 Health condition	結構狀況 Structural condition	移植合適度 <sup>(4)</sup> Suitability for transplanting <sup>(4)</sup>		保育狀況 <sup>(5)</sup> Conservation status <sup>(5)</sup>	建議處置方法 (保留／移植／砍伐) Recommendation (Retain/Transplant/Fell)	提供專業意見予 地政總署的部門 Department to provide expert advice to LandsD
	學名 Scientific name	中文名 Chinese name	高度 (米) Height (m)	胸徑 <sup>(2)</sup> (毫米) DBH <sup>(2)</sup> (mm)	樹冠闊度 (米) Crown spread (m)	(良好／一般／差劣) (Good/Fair/Poor)				(高／中／低) (High/Med/Low)	備註 Remarks			
R-T02142-(T)	Aquilaria sinensis	牙香樹 (土沉香)	8.0	130	5.0	一般 Fair	一般 Fair	一般 Fair	一般 Fair	中 Medium	樹木位置與擬議工程的施工地點有衝突。樹木生長在斜坡上，形態傾斜，但健康狀況一般，預計移植後的存活率是中等。由於此品種保育價值高，因此建議移植。  Tree location is in conflict with the proposed works. Tree grows on slope with leaning form but in fair health condition. The survival rate after transplanting is medium. This species is of high conservation value. It is therefore recommended to be transplanted.	是 Yes	移植 Transplant	漁農自然護理署 Agriculture, Fisheries and Conservation Department
R-T02652-(T)	Aquilaria sinensis	牙香樹 (土沉香)	3.0	40	1.0	一般 Fair	一般 Fair	一般 Fair	一般 Fair	中 Medium	樹木位置與擬議工程的施工地點有衝突。樹木形態細小，健康狀況和形態一般，種植在行人路樹槽內。預計移植後的存活率是中等。由於此品種保育價值高，因此建議移植。  Tree location is in conflict with the proposed works. It is a small tree with fair health condition and form, which is planted in tree pit at a public footway. The survival rate after transplanting is medium. This species is of high conservation value. It is therefore recommended to be transplanted.	是 Yes	移植 Transplant	康樂及文化事務署 Leisure and Cultural Services Department

- 註：
- (1) 這 2 棵樹並非《古樹名木冊》內的樹木。
  - (2) 樹木胸徑是指測量人員從其胸部高度位置量度的樹木直徑(量度的高度是離地 1.3 米)。
  - (3) 評估樹木的觀賞價值是基於它的遮蔭、避風雨、屏障、減低污染及消滅噪音功能方面的效用，以及「風水」方面的重要性；分級如下－
    - 良好：屬重要樹木，應予保留，並相應調整設計佈局。
    - 一般：屬適宜保留的樹木，以締造優美環境，包括稍遜於「良好」級的健康樹木。
    - 差劣：屬枯死、垂死或有潛在危險的樹木，應予移除。
  - (4) 有關評估已顧及個別樹木在調查進行期間的狀況(包括健康、結構、樹齡和根部的狀況)、樹木生長環境(包括地形和易達程度)，以及樹木品種的內在特性(移植後的存活率)。
  - (5) 這 2 棵樹屬貴重或稀有品種，2 棵均為牙香樹(土沉香)，受《保護瀕危動植物物種條例》(第 586 章)保護。

- Notes:
- (1) The two trees are not in the Register of Old and Valuable Trees.
  - (2) DBH of a tree refers to its diameter at breast height (i.e. measurement at 1.3 m above ground level).
  - (3) Amenity value of the tree is assessed by its functional values for shade, shelter, screening, reduction of pollution and noise and also its fung shui significance, and classified into the following categories.
    - Good: important trees which should be retained by adjusting the design layout accordingly.
    - Fair: trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than “Good” trees.
    - Poor: trees that are dead, dying or potentially hazardous and should be removed.
  - (4) Assessment has taken into account conditions of individual trees at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility), and intrinsic characters of tree species (survival rate after transplanting).
  - (5) The two trees are precious or rare species. The two trees are *Aquilaria sinensis* protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap 586).