

For discussion
on 22 July 1998

PWSC(98-99)4

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

**HEAD 707 - NEW TOWNS AND URBAN AREA
DEVELOPMENT**

Hong Kong Island and Islands Development

Civil Engineering - Land development

437CL - Roadworks in Aldrich Bay reclamation area

Members are invited to recommend to Finance Committee the upgrading of **437CL** to Category A at an estimated cost of \$283.1 million in money-of-the-day prices for the provision of roads, drains and essential infrastructure in the Aldrich Bay reclamation area.

PROBLEM

There are no roads, drains and essential infrastructure to cater for the proposed developments in the Aldrich Bay reclamation area (ABR).

PROPOSAL

2. The Director of Territory Development, with the support of the Secretary for Planning, Environment and Lands, proposes to upgrade **437CL** to Category A at an estimated cost of \$283.1 million in money-of-the-day (MOD) prices for the provision of roads, drains and essential infrastructure in the ABR.

/PROJECT

PROJECT SCOPE AND NATURE

3. The scope of **437CL** comprises the construction of -
- (a) roads 9/1, 9/2, 9/2A, 9/3 and 9/4 (totalling about 1 900 metres in length);
 - (b) two footbridges A and B;
 - (c) a pedestrian subway C;
 - (d) two pedestrian subway extensions A and B;
 - (e) a public transport terminus (PTT) at the ground level of the Urban Council Complex (UC Complex); and
 - (f) associated drainage, sewerage and landscaping works.

JUSTIFICATION

4. The proposed developments in the ABR comprise public and private housing, public town parks, a UC Complex, schools and community facilities. Upon full development by late 2001, the ABR will accommodate a population of about 31 800 people. The Director of Housing (D of H) started the construction of a public housing project in the ABR in November 1997 for completion in December 2000. D of H also plans to start the Private Sector Participation Scheme (PSPS) housing development in August 1998 for completion in January 2001. To tie in with the proposed developments in the ABR, we need to provide the necessary engineering infrastructure in step with the housing projects.

5. We plan to construct roads, footbridges, pedestrian subways and a PTT in accordance with the layout plan of the ABR to cater for the traffic and pedestrian flows generated. To achieve our target of having the first population intake of some 13 500 by early 2001, we intend to commence the construction of the proposed works as soon as practicable after funding approval and have the roadworks, footbridges, pedestrian subways and associated drainage/sewerage works substantially completed not later than January 2001.

/FINANCIAL

FINANCIAL IMPLICATIONS

6. We estimate the capital cost of the project to be \$283.1 million in MOD prices (see paragraph 7 below), made up as follows -

	\$ million	
(a) Roadworks	28.0	
(b) Footbridges	34.0	
(c) Pedestrian subways	76.0	
(d) Public transport terminus	57.0	
(e) Drainage and sewerage works	12.0	
(f) Landscaping works	3.0	
(g) Contingencies	21.0	
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Sub-total	231.0	(at December 1997 prices)
(h) Inflation allowance	52.1	
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Total	283.1	(in MOD prices)
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7. Subject to approval, we will phase the expenditure as follows -

Year	\$ million (Dec 1997)	Price adjustment factor	\$ million (MOD)
1998 - 1999	11.0	1.06000	11.7
1999 - 2000	86.0	1.14878	98.8
2000 - 2001	88.0	1.24642	109.7
			/2001
2001 - 2002	40.0	1.35237	54.1

2002 - 2003	<u>6.0</u>	1.46732	<u>8.8</u>
	<u>231.0</u>		<u>283.1</u>

8. We have derived the MOD estimate on the basis of the Government's forecast of trend labour and construction prices for the period between 1998 and 2003. We will tender the proposed road and associated drainage works under a standard remeasurement contract because the quantity of foundation works may vary depending on the actual ground conditions. The contract will provide for inflation adjustments because the contract period will exceed 21 months. We will incorporate the works for the proposed PTT into the contract for the construction of the UC Complex on a fixed-price lump sum basis because we can clearly define the scope of works in advance. The contract for the UC Complex will be managed by the Director of Architectural Services (D Arch S).

9. We estimate the annually recurrent expenditure of the proposed works to be \$3.56 million.

PUBLIC CONSULTATION

10. We consulted the Eastern District Board on the proposed works on 4 April 1997. The District Board supported the proposal in principle.

11. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance on 30 May 1997. We received one objection from the residents of Felicity Garden claiming that the proposed MTR chiller plant site was too close to their properties and would cause environmental nuisance. In response to this objection, we decided to relocate the new chiller plant to a site further away from Felicity Garden. The residents agreed to withdraw their objection. Secretary for Transport authorised the proposed roadworks on 13 February 1998.

/ENVIRONMENTAL

ENVIRONMENTAL IMPLICATIONS

12. We completed an Environmental Impact Assessment (EIA) study in February 1997. The study concluded that the proposed roads would not give rise

to a traffic noise impact on the surrounding structures exceeding the established standards, except for a planned school at the western side of the reclamation area facing Roads 9/1 and 9/3. Since the provision of direct mitigation measures along these roads is not effective for abating the traffic noise, the study recommended that the planned school be provided with windows with good noise insulation and air conditioners on the affected facades. The Advisory Council on the Environment endorsed the EIA findings in March 1997. D Arch S upgraded the school project **216ES** "Secondary school in Aldrich Bay reclamation, Shaukeiwan" to Category A on 20 June 1997 with the provision of appropriate window insulation and air conditioners included in the project.

13. As regards the short term impacts during construction, we will control noise, dust and site run-off through the implementation of appropriate mitigation measures in the works contract.

LAND ACQUISITION

14. We will resume the existing MTR chiller plant site of about 600 square metres near the Sai Wan Ho MTR Station. We will charge the cost of land acquisition and clearance, estimated at \$45 million, to **Head 701 – Land Acquisition**.

BACKGROUND INFORMATION

15. We upgraded **437CL** to Category B in March 1995. In May 1996, we engaged consultants to undertake the EIA and Traffic Impact Assessment studies for the engineering infrastructure in the ABR. We have charged the cost of \$3 million to the block allocation **Subhead 7100CX** "New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme". We completed the studies in February 1997.

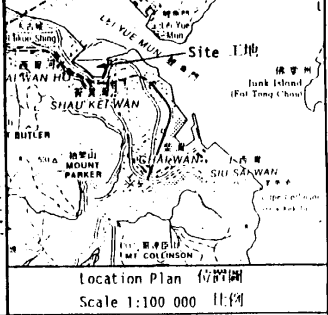
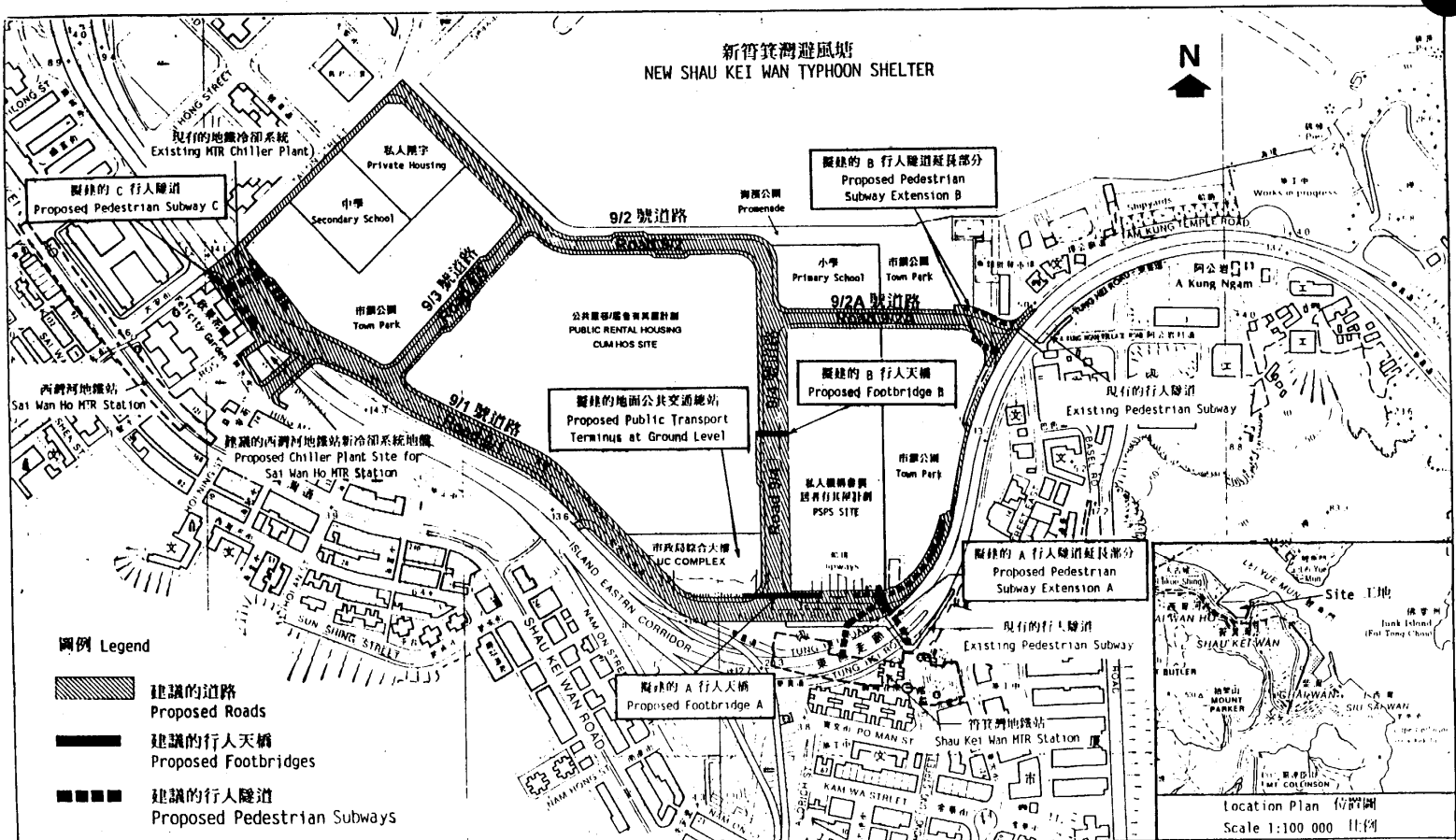
16. The Director of Highways and D Arch S have substantially completed the detailed design and drawings for the proposed works using in-house resources.

/17.

17. We plan to start the proposed works as soon as practicable after funding approval, in any case not later than December 1998. The works will take some 36 months inclusive from start to finish. We will carry out the works in phases and aim to complete the entire project by November 2001.

Planning, Environment and Lands Bureau
July 1998

新筲箕灣避風塘
NEW SHAU KEI WAN TYPHOON SHELTER



一九九八年至九九九年度工務小組委員會文件
PWSC Submission 1998-99

項目編號 Item no	437CL	圖例編號 drawing no	HKI-250	比例 scale	1 : 5 000
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工程項目
project title
愛秩序灣填海區道路工程
Roadworks in Aldrich Bay Reclamation Area

繪圖 drawn	W. I. Lam	日期 date	8-6-98
校對 checked	H. I. Tse	日期 date	8-6-98

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