

For discussion  
on 16 February 2000

PWSC(1999-2000)93

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

**HEAD 707 - NEW TOWNS AND URBAN AREA DEVELOPMENT**  
**New Territories East Development**  
**Civil Engineering - Land development**  
**164CL - Tseung Kwan O development, engineering works in Siu Chik Sha,**  
**stage 2 - remainder**

Members are invited to recommend to Finance Committee the upgrading of **164CL**, retitled “Public transport interchanges in Area 86, Tseung Kwan O”, to Category A at an estimated cost of \$89.6 million in money-of-the-day prices.

### **PROBLEM**

We need to provide two public transport interchanges (PTIs) to serve the comprehensive development in Area 86, Tseung Kwan O (TKO).

### **PROPOSAL**

2. The Director of Territory Development, with the support of the Secretary for Planning and Lands and Secretary for Transport, proposes to upgrade **164CL** to Category A at an estimated cost of \$89.6 million in money-of-the-day (MOD) prices for the design and construction of two PTIs in Area 86, TKO.

**/PROJECT .....**

## **PROJECT SCOPE AND NATURE**

3. The original project scope of **164CL** covers engineering works in Siu Chik Sha, TKO. We have upgraded the major parts of **164CL** to Category A (see paragraphs 17 - 19 below). The remaining scope of **164CL** that we now propose to upgrade to Category A comprises the design and construction of a main PTI with 8 bays and a secondary PTI with 6 bays in Area 86, TKO.

## **JUSTIFICATION**

4. In February 1999, the Chief Executive in Council approved the amendments to the draft TKO Outline Zoning Plan. Area 86 of TKO was rezoned from industrial use to comprehensive development. The rezoning is intended to facilitate comprehensive development in Area 86 including a Mass Transit Railway Corporation (MTRC) depot and station, associated property development and supporting community facilities. The MTRC has undertaken to develop Area 86 in conjunction with the MTRC depot and station of the TKO Extension Line. In April 1999, the Town Planning Board approved the MTRC's Master Layout Plan for the comprehensive development in Area 86 with land earmarked for the two proposed PTIs. The MTRC plans to develop Area 86 in phases to accommodate about 21 500 housing flats for a population of about 57 600 people with the first population intake of 2 900 by 2004, rising to 11 500 by 2006 and full population intake by 2013.

5. To meet the demand for public transport interchange facilities arising from the proposed comprehensive development in Area 86, we need to construct the proposed PTIs to provide sufficient terminal interchange facilities for buses and green minibuses, and loading/unloading facilities for taxis and general vehicles. The PTIs will serve as major transit points for commuters from/to nearby areas of TKO who wish to change from/to road-based transport to/from railway. We will construct the PTIs at ground level beneath the MTRC's proposed comprehensive development.

6. To cater for the demand from the initial phase of the development, the construction of the secondary PTI will commence in early 2001 for completion in end-2003. However, the construction of the main PTI will only start in early 2008 for completion in end-2010 to facilitate the comprehensive development above the main PTI. As the MTR station in Area 86 will come into operation in late 2004, the MTRC will construct a temporary PTI adjacent to the main PTI at its own cost for interim use from 2005 to 2010.

/7. ....

7. To avoid interface problems and to ensure timely completion of the proposed PTIs, we will entrust design and construction of the PTIs to the MTRC as part of the land grant conditions for the comprehensive development in Area 86. The Director of Lands will execute the land grant of the site to the MTRC in April 2000. Since it is the Government policy to confirm the necessary funding before entering into any entrustment arrangement through the land grant, we would require funding approval for the two PTIs now.

## FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the project to be \$89.6 million in MOD prices (see paragraph 9 below), made up as follows -

	<b>\$ million</b>	
(a) Construction of a main PTI	30.4	
(b) Construction of a secondary PTI	14.3	
(c) Entrustment cost <sup>1</sup>	7.4	
(i) main PTI	5.0	
(ii) secondary PTI	2.4	
(d) Contingencies	5.2	
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Sub-total	57.3	(at December 1998 prices)
(e) Provision for price adjustment	32.3	
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Total	89.6	(in MOD prices)
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<sup>1</sup> Entrustment cost represents the MTRC's agreed on-cost (16.5% of the construction cost of \$44.7 million) for planning, design and supervision, and insurance costs.

/9. ....

9. Subject to approval, we will phase the expenditure as follows -

Year		\$ million (Dec 1998)	Price adjustment factor	\$ million (MOD)
2003 - 2004		18.3	1.22493	22.4
	<u>Secondary PTI</u>			
	(a) construction cost	14.3		17.5
	(b) entrustment cost	2.4		2.9
	(c) contingencies	1.6		2.0
2010 - 2011		39.0	1.72359	67.2
	<u>Main PTI</u>			
	(d) construction cost	30.4		52.4
	(e) entrustment cost	5.0		8.6
	(f) contingencies	3.6		6.2
		57.3		89.6

10. We will stipulate the requirement for the MTRC to provide the two proposed PTIs at a ceiling cost of \$81.4 million<sup>2</sup> in the conditions of land grant to the MTRC for the comprehensive development in Area 86. The Government will

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<sup>2</sup> \$81.4 million is the current estimate of the works in MOD prices under paragraphs 9(a), 9(b), 9(d) and 9(e) above. It is calculated on the basis of the current cost to the Government of building two PTIs on a green-field site. In this calculation, we exclude the cost of the basement, building foundation under the PTI and the building structures on top of it, but include developer's on-cost for design, supervision and associated costs. The MTRC will be paid the actual cost of construction or the ceiling cost, whichever is the lower.

/only .....

only reimburse the MTRC the actual costs upon completion of the works in end-2003 and end-2010. The MTRC will bear any additional cost above the ceiling figure for those works which are clearly stated in the conditions of land grant. We have allowed a contingency sum of \$8.2 million in MOD prices to cover any unforeseen works which we may later find necessary for completion of the project. Based on previous cases, provisions for contingencies have been deployed for purposes like minor adjustment to the layout of PTIs, installation of additional Closed Circuit Television (CCTV) Systems and lightings, etc.

11. We estimate the annually recurrent expenditure to be \$6.59 million.

## **PUBLIC CONSULTATION**

12. We consulted the Traffic and Transport Committee of the Sai Kung Provisional District Board on the proposed PTIs by circulation in July 1999. The Committee endorsed the proposal.

## **ENVIRONMENTAL IMPLICATIONS**

13. We completed the Preliminary Environmental Review in August 1999 which sets out the mitigation measures necessary for the construction and operation of the project. With mitigation measures in place such as air ventilation, silencing measures for noise control, and gas detection and monitoring, the project would not have long term environmental impacts. The MTRC will finalize the details of the mitigation measures as part of the design process. The MTRC will also provide adequate ventilation in the PTIs to comply with established standards and guidelines. For short term impacts, the MTRC will prevent environmental problems, including potential landfill gas and leachate migration, during construction through implementation of mitigation measures in the works contracts. These measures include frequent cleaning and watering of the site, wheel washing facilities, acoustic lining or shields, gas detection and monitoring and other procedures as recommended in Environmental Protection Department's Recommended Pollution Control Clauses. We will ensure that such standards and guidelines are enforced.

14. We estimate the amount of construction and demolition material

(C&DM) generated from the project and to be disposed of off-site is in the order of 5 000 cubic metres. We shall require the MTRC to implement necessary measures to minimise the generation of C&DM and to reuse and recycle C&DM. We shall record the disposal, reuse and recycling of C&DM for monitoring purpose.

**/LAND .....**

## LAND ACQUISITION

15. The project does not require any land acquisition.

## BACKGROUND INFORMATION

16. We upgraded **164CL** to Category AB (now Category B) in November 1981 for the engineering works in Siu Chik Sha.

17. In February 1991, Finance Committee (FC) approved the upgrading of part of **164CL** to Category A, as **372CL** "Tseung Kwan O development, engineering works in Siu Chik Sha, stage I", at an estimated cost of \$300 million. We started the works in August 1991 and completed them in November 1995.

18. In January 1994, FC approved the upgrading of another part of **164CL** to Category A, as **427CL** "Tseung Kwan O development, engineering works in Siu Chik Sha, stage IIA", at an estimated cost of \$430 million. We started the works in September 1994 and completed them in March 1997.

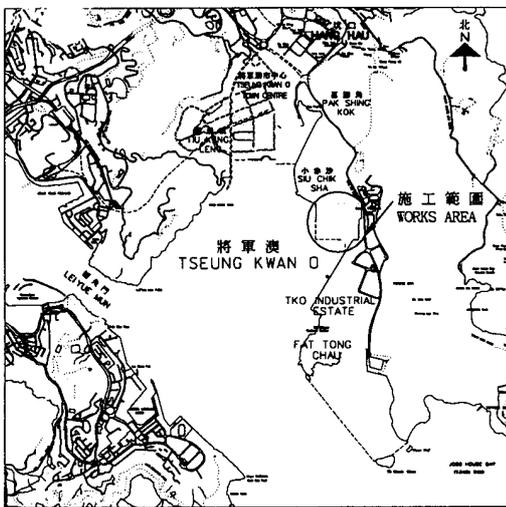
19. In May 1999, FC approved the upgrading of a further part of **164CL** to Category A, as **654CL** "Box culvert at Wan Po Road and Road D9, Tseung Kwan O", at an estimated cost of \$64.1 million. We started the works in October 1999 for completion in November 2000.

20. We plan to execute the land grant of the site at Area 86, TKO to the MTRC in April 2000 and entrust the design and construction of the proposed PTIs to the MTRC so that construction works will start in early 2001 in stages for completion by end-2010. The MTRC will hand over the PTIs to the Government upon completion.

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Planning and Lands Bureau  
February 2000

(CL164-03.DOC)



位置圖 LOCATION PLAN

比例 SCALE : 1:100 000

第 77 區  
AREA 77

小赤沙  
SIU CHIK SHA

擬建的臨時公共運輸交匯處  
PROPOSED TEMPORARY PTI

擬建的主要公共運輸交匯處  
PROPOSED MAIN PTI

現有的海堤  
EXISTING SEAWALL

將軍澳  
TSEUNG KWAN O

地鐵將軍澳支線車廠  
DEPOT FOR MTR  
TSEUNG KWAN O  
EXTENSION

第86區物業發展  
DEVELOPMENT IN AREA 86

D9號路 ROAD D9

擬建的副公共運輸交匯處  
PROPOSED SECONDARY PTI

第 85 區  
AREA 85

污水處理廠  
(SEWAGE  
TREATMENT WORKS)

橫保大道 WAN PO ROAD

圖例 LEGEND :

 擬建的公共運輸交匯處  
PROPOSED PUBLIC  
TRANSPORT INTERCHANGE (PTI)

現有的海堤  
EXISTING  
SEAWALL

B	31.1.2000	圖例修正 LEGEND AMENDED	TK	df
A	28.12.99	清楚顯示地鐵車站 MTR STATION HIGHLIGHTED	Signed	Signed
編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				

一九九九年至二〇〇〇年度工務小組委員會文件 P.W.S.C. SUBMISSION 1999-2000

項目編號 ITEM No.164CL

圖則名稱 title  
將軍澳發展計劃 -  
小赤沙第二階段工程餘下部份  
TSEUNG KWAN O DEVELOPMENT,  
ENGINEERING WORKS IN  
SIU CHIK SHA, STAGE 2 - REMAINDER

drawn	initial	date	scale
M K LEE	ML	8-11-99	1 : 5 000
checked	initial	date	
F C LUI	FL	9-11-99	
approved	initial	date	
L Y HO	LH	9-11-99	

drawing no.  
TK2263B

辦事處 office  
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NT EAST DEVELOPMENT OFFICE

