

**For information**

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**PWP Item No. 714CL –  
Engineering infrastructure works for Pak Shek Kok development,  
stage 2B – improvement and extension of Yau King Lane**

**PURPOSE**

This paper informs Members of the proposal to upgrade part of **714CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2B – improvement and extension of Yau King Lane” (Stage 2B works) to provide a proper vehicular access to connect to the proposed road network planned at Cheung Shue Tan under PWP Item No. **713CL** “Tai Po development - formation and servicing of areas 12 (part) and 39, Phase 2A” and to serve the adjoining areas including the planned education, tertiary education expansion and Government, Institution or Community (G/IC) sites.

**PROJECT SCOPE AND NATURE**

2. The project **714CL** was included in Category B in September 2004. The full scope of works under **714CL** comprises the construction of about 220 metres (m) roadside noise barriers (2.5 m high) and realignment of about 500 m of the existing section of Yau King Lane in front of Villa Castell, construction of about 350 m of a one-lane each way carriageway as an extension to the existing Yau King Lane, and other ancillary works.

3. The scope of the part of **714CL** we propose to upgrade to Category A comprises:

- (a) construction of about 350 m of a one-lane each way carriageway to extend the existing Yau King Lane to the junction of future access road connecting the nearby villages at Cheung Shue Tan;

- (b) construction of about 200 m of a single cell drainage box culvert extension and 45 m of a 3-cell drainage box culvert crossing the proposed extension of Yau King Lane near Cheung Shue Tan;
- (c) construction of the associated footpaths, roadside amenities, retaining walls, drainage works, sewerage works, and landscaping works; and
- (d) implementation of environmental mitigation measures and an Environmental Monitoring and Audit (EM&A) programme for the works mentioned in items (a) to (c) above.

4. We plan to commence the construction works in June 2007 for completion in November 2009.

5. We intend to retain the remainder of **714CL**, retitled “Engineering infrastructure works for Pak Shek Kok development – stage 2B – improvement of Yau King Lane”, which comprises the proposed noise barriers and road realignment along an existing section of Yau King Lane in front of Villa Castell, in Category B.

6. We will regularly monitor the volume of traffic and the level of traffic noise generated after completion of the extension of Yau King Lane to ascertain the appropriate time for installation of the noise barriers to ensure the noise limit of 70 dB(A)L<sub>10</sub>(1 hour)<sup>1</sup> at Villa Castell is not exceeded. The site plans and section diagrams of the proposed works are at **Enclosures 1 and 2**.

## **JUSTIFICATION**

7. We need to provide a proper vehicular access as an extension to the existing Yau King Lane to connect with the proposed road network planned under **713CL**, which is to improve the village access, provide emergency access and enhance the village environment at Cheung Shue Tan. Implementation of this project will need to tie in with that of **713CL**, the construction works of which are currently planned to start in early 2008 for

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<sup>1</sup> L<sub>10</sub>(1 hour) is the noise level exceeded for 10% of a one-hour period, generally used for road noise at peak traffic flow. The noise limit of 70 dB(A) for residential premises is stipulated in the Hong Kong Planning Standards and Guidelines.

completion in mid 2010. Upon completion of the proposed Yau King Lane extension under this project, the vehicular access will also serve the adjoining areas including the planned education, tertiary education expansion and G/IC sites. Furthermore, the proposed Yau King Lane extension will ultimately form part of the road networks of the Pak Shek Kok development.

## **PUBLIC CONSULTATION**

8. We consulted the Development and Housing Committee of the Sha Tin District Council (DC) on 31 October 2000, and the Tai Po DC on 7 November 2000. Both DCs supported the proposed works.

9. We gazetted on 26 October 2001 the full scope of the proposed roadworks of **658CL (part)** “Remaining engineering infrastructure works for Pak Shek Kok development Work Package 2 Phase 2 – Construction of Roads L3, L4(Part), L5(Part), L7 and Yau King Lane Extension at Pak Shek Kok”, the parent project of **714CL**, under the Roads (Works, Use and Compensation) Ordinance (RO) and received two objections from Villa Castell concerning the roadworks at Yau King Lane. Despite our explanation and proposed modifications, the objectors maintained their objections. On 22 October 2002, the Chief Executive in Council (CE in C) considered and overruled these objections and authorised the road scheme with modifications. The objectors were notified of the modification and authorization on 5 November 2002. The modifications mainly involve shifting the road alignment of Yau King Lane away from Villa Castell to reduce the height and visual impact of noise barriers in front of the villa.

10. We also gazetted on 26 October 2001 the full scope of the proposed sewerage works of **658CL (part)** under the RO as applied by the Water Pollution Control (Sewerage) Regulation and received two objections from the same two objectors as under the RO (see paragraph 9 above). On 22 October 2002, the CE in C considered and overruled these objections.

11. We further consulted the Village Representatives (VRs) of Cheung Shue Tan and Tai Po Mei in the presence of a Tai Po DC member on the proposed works of **714CL** and **713CL** on 20 June 2005. The VRs supported the proposed works of both projects.

12. We circulated an information paper to the Environment, Housing and Works Committee of Tai Po DC on 6 April 2006 to update members on the

implementation of the project. We did not receive any adverse comments. However, on 24 April 2006 we received a letter from the Incorporated Owners of Villa Castell (IOVC) (one of the above objectors to the road scheme) expressing their objection to the implementation of the proposed roadworks at Yau King Lane and the related noise barriers and requested an extension of the consultation period by one month. On 28 April 2006, we conducted a meeting to explain to the IOVC that the road scheme with modifications had been authorized by the CE in C in accordance with the statutory procedures and that there was a need to build the proposed roadworks with the noise barriers which were to protect the residents of Villa Castell from the traffic noise. At the meeting, the IOVC repeated their grounds of objections which had been considered by the ExCo. The IOVC subsequently wrote to the Chairman of the Finance Committee (FC) vide a letter dated 10 May 2006 reiterating their objection and requesting FC to withhold the funding approval for the proposed works.

13. To address the concern of the IOVC, we carried out an updated review on the traffic forecast and noise assessment in August 2006 (the 2006 traffic noise review). We presented the review findings to the IOVC at a meeting held on 18 September 2006. The Hon. Emily Lau, two Tai Po DC members and a VR of Cheung Shue Tan and Tai Po Mei also attended the meeting. At the meeting, the IOVC accepted the construction of Yau King Lane extension but maintained their objection to the proposed noise barriers in front of Villa Castell and the associated road realignment to be implemented in parallel with the road extension works. The Hon. Emily Lau requested the Administration to consider deferring the construction of the noise barriers, until the traffic volume and noise levels are such to render it necessary to build the noise barriers for the protection of the residents of Villa Castell. According to the 2006 traffic noise review, the traffic noise level at Villa Castell will exceed the limit of 70 dB(A)L<sub>10</sub>(1 hour) in 2016, and we consider that the noise barriers would need to be in place by that year.

14. Throughout the period from end-2000 to present, we have consulted fully and tried to address the concerns of the local community. We have obtained the support of the DCs, the VRs and completed all the necessary statutory procedures. We need to implement the project without further delay. Except for the objection over the construction of noise barriers, there is consensus and community support to proceed with the extension of Yau King Lane.

## INSTALLATION OF NOISE BARRIERS

15. We have considered the pros and cons of deferring the construction of the proposed noise barriers at Yau King Lane. The main concerns of deferring the installation of noise barriers are: -

- (a) According to the 2006 traffic noise review, the residents of Villa Castell are now enjoying a relatively quiet environment (about 62dB(A)L<sub>10</sub>(1 hour)). With the gradual build-up of traffic upon completion of the forthcoming projects such as Yau King Lane extension under **714CL**, the village improvement works at Cheung Shue Tan under **713CL**, and other developments in the vicinity of Yau King Lane, the residents will find themselves subjected to traffic noise nuisance at a level (with an increase of a few dB(A) but below 70 dB(A)L<sub>10</sub>(1 hour)) which may well be beyond their tolerance. Some existing residents may then change their views and urge the Government for earlier installation of noise barriers. Moreover, new residents moving into Villa Castell over time may not share the same view as that of the existing residents and may favorer the early provision of the proposed noise barriers.
- (b) Our present prediction of traffic noise exceeding the limit of 70 dB(A)L<sub>10</sub>(1 hour) in 2016 is based on a traffic forecast model designed to assess the build-up of traffic due to developments in the area from now to 2016. We will need to carry out regular review of traffic forecast and noise assessment to ascertain the time when the proposed noise barriers are required so that they can be provided timely to protect the local residents. We will need a lead time of several years to resume the necessary procedures including the seeking of the necessary funding from LegCo, tendering, and construction of the noise barriers.
- (c) In the event that there is exceptional build-up of traffic, the residents of Villa Castell will be exposed to a traffic noise level exceeding the limit of 70 dB(A)L<sub>10</sub>(1 hour) earlier than forecast.

16. We have explained the above risks to the IOVC at the meeting held on 18 September 2006. However, the IOVC maintained their objection to the early provision of noise barriers. The IOVC confirmed in the letter of 1

December 2006 that their request to defer the installation of the proposed noise barriers at Yau King Lane was made on behalf of all the owners of Villa Castell. The letter is at **Enclosure 3**. In view of the strong objection from the IOVC representing the residents of Villa Castell who are the sole beneficiary of the proposed noise barriers, we propose to accede to their request and defer the installation of the noise barriers with measures to be taken as set out in para. 6 above.

## **ENVIRONMENTAL IMPLICATIONS**

17. The proposed work under **714CL** is not a designated project listed in Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance and environmental permit is not required for the construction and operation of the proposed works.

18. In June 1996, we completed an EIA report on “Tai Po Development - Formation and Servicing of Areas 12 (part) and 39” which includes the proposed works of **714CL**. On 12 August 1996, the Advisory Council on the Environment endorsed the findings and recommendations of the EIA report. The EIA report concludes that the installation of the proposed noise barriers along this section of Yau King Lane can alleviate the traffic noise impact on Villa Castell to meet the criteria set out in the Hong Kong Planning Standards and Guidelines (HKPSG). Since then, we have conducted reviews of the traffic forecast and noise assessment in May 2002 and August 2006. Based on the latest road alignment and traffic figures, traffic noise is predicted to exceed 70 dB(A) $L_{10}$ (1 hour) by 2016. With the installation of about 220 m of 2.5 m high noise barriers along this section of Yau King Lane, the mitigated traffic noise level can comply with the HKPSG criteria. We will carry out regular review of traffic forecast and noise assessment to ascertain the time when the noise barriers are required to protect the local residents to below the traffic noise level of 70 dB(A) $L_{10}$ (1 hour). We will ensure that the proposed noise barriers are provided before noise exceedance occurs.

19. We will incorporate into the works contract mitigation measures recommended in the EIA report to control pollution arising from construction works to within established standards and guidelines. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, and other procedures as recommended in Environmental Protection Department’s Recommended

Pollution Control Clauses. Furthermore, we will implement the EM&A programme recommended in the EIA report. We have included in the project estimate a sum of \$4.5 million for implementing the environmental mitigation measures (\$3.4 million for mitigation measures at construction stage, and \$1.1 million for the EM&A programme).

20. We have considered the alignment and the designed level of roadworks at the extension of Yau King Lane in the planning and design stages to reduce the generation of construction and demolition (C&D) materials where possible. In addition, we will require the contractor to reuse inert construction and demolition (C&D) materials (e.g. excavated materials) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of C&D materials to public fill reception facilities. We will encourage the contractor to maximise the use of recycled or recyclable C&D materials, as well as the use of non-timber formwork to further minimise the generation of construction waste.

21. We will also require the contractor to submit a waste management plan (WMP) for approval. The WMP will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. We will ensure that the day-to-day operations on site comply with the approved WMP. We will control the disposal of C&D waste to landfills through a trip ticket system. We will require the contractor to separate public fill from C&D waste for disposal at appropriate facilities. We will record the disposal, reuse and recycling of C&D materials for monitoring purposes.

22. We estimate that the project will generate about 15 000 tonnes of C&D materials. Of these, about 13 500 tonnes (90 %) will be reused on site. The remaining 1 500 tonnes (10%) are C&D waste and they will be disposed of at landfills. The total cost for accommodating C&D waste at landfill sites is estimated to be \$0.19 million for this project (based on an unit cost of \$125/tonne<sup>2</sup> for disposal at landfills).

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<sup>2</sup> 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/m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

## LAND ACQUISITION

23. We have resumed about 9 150 square metres (m<sup>2</sup>) of agricultural land involving 44 private lots and have cleared about 50 500 m<sup>2</sup> of Government land for the proposed works. The land resumption does not affect any households. We have cleared two temporary structures, but there was no business undertaking to be cleared, from Government land for the proposed works. The land acquisition and clearance costs were about \$52.7 million and were charged to **Head 701 – Land Acquisition**.

## BACKGROUND

24. In October 2001, we circulated an information paper (LC Paper No. CB(1) 170/01/02) to the Planning, Lands and Works Panel of the LegCo introducing the proposed engineering works at Pak Shek Kok and Ma Liu Shui to serve the various planned developments in Pak Shek Kok Development Area (the Area).

25. In May 2003, we circulated another information paper (LC Paper No. CB(1) 1830/02-03(01)) to the LegCo Planning, Lands and Works Panel introducing the proposed engineering works at Pak Shek Kok to serve the Science Park Phase 2 development.

26. In March 2006, we circulated another information paper (LC Paper No. CB(1) 1135/05-06(01)) to the LegCo Planning, Lands and Works Panel for PWP Item No. **720CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2C – road L5 and adjoining parking and loading/unloading areas” introducing the proposed engineering works at Pak Shek Kok to serve the planned uses in the Area, namely the adjacent waterfront promenade and open space, private residential developments and recreation site.

27. Since 2001, we have commenced part of the proposed infrastructure works (Stage 1 works under PWP Item No. **695CL** “Remaining engineering infrastructure works for Pak Shek Kok development – stage 1” in April 2002 and Stage 2A works under PWP Item No. **704CL** “Engineering infrastructure works for Pak Shek Kok development – stage 2A” in June 2004), which provide most of the infrastructures required for the commissioning of Science Park Phase 2 development. We also commenced

the construction of the Stage 2C works under PWP Item No. **720CL** in November 2006.

28. For the remaining engineering works in the Area, we have split them into three stages, i.e. Stage 2B works as set out in paragraph 2, Stage 2D works under PWP Item No. **723CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2D – Road L3 and Road L7”, and Stage 2 remaining works under PWP Item No. **658CL** “Engineering infrastructure works for Pak Shek Kok development, stage 2 – remaining works”.

29. The Stage 2B – improvement of Yau King Lane under **714CL**, **723CL** and **658CL** (coloured purple, light blue and green respectively on the site plan at Enclosure 1) comprises the construction of about 220 m roadside noise barriers (2.5 m high) and realignment of about 500 m of existing carriageway along an existing section of Yau King Lane in front of Villa Castell, Roads L3 and L7, a fire tug pier, and the associated works including drainage and landscaping works. We plan to implement the Stage 2B – improvement of Yau King Lane under **714CL**, **723CL** and **658CL** at a later stage to tie in with the remaining planned developments in the Area.

## **WAY FORWARD**

30. We plan to seek the Public Works Sub-Committee’s endorsement for upgrading part of the proposed Stage 2B works to Category A (at an estimated cost of about \$57 million in money-of-the-day prices) in January 2007.

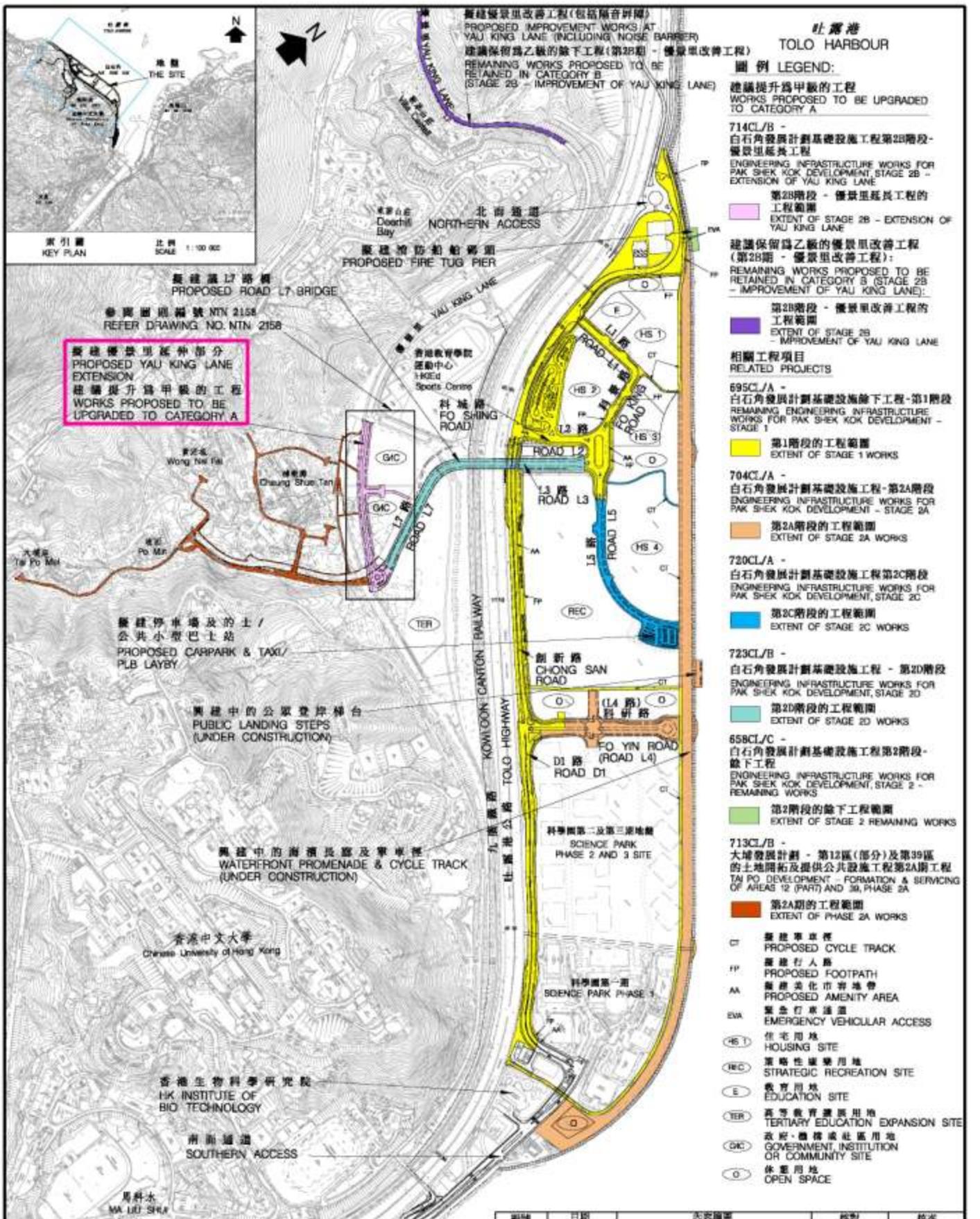
## **ATTACHMENT**

Enclosure 1 Plan No. NTN 2157

Enclosure 2 Plan No. NTN 2158

Enclosure 3 Letter of 1 December 2006 from the Incorporated Owners of Villa Castell

**Housing, Planning and Lands Bureau**  
**Civil Engineering and Development Department**  
**December 2006**



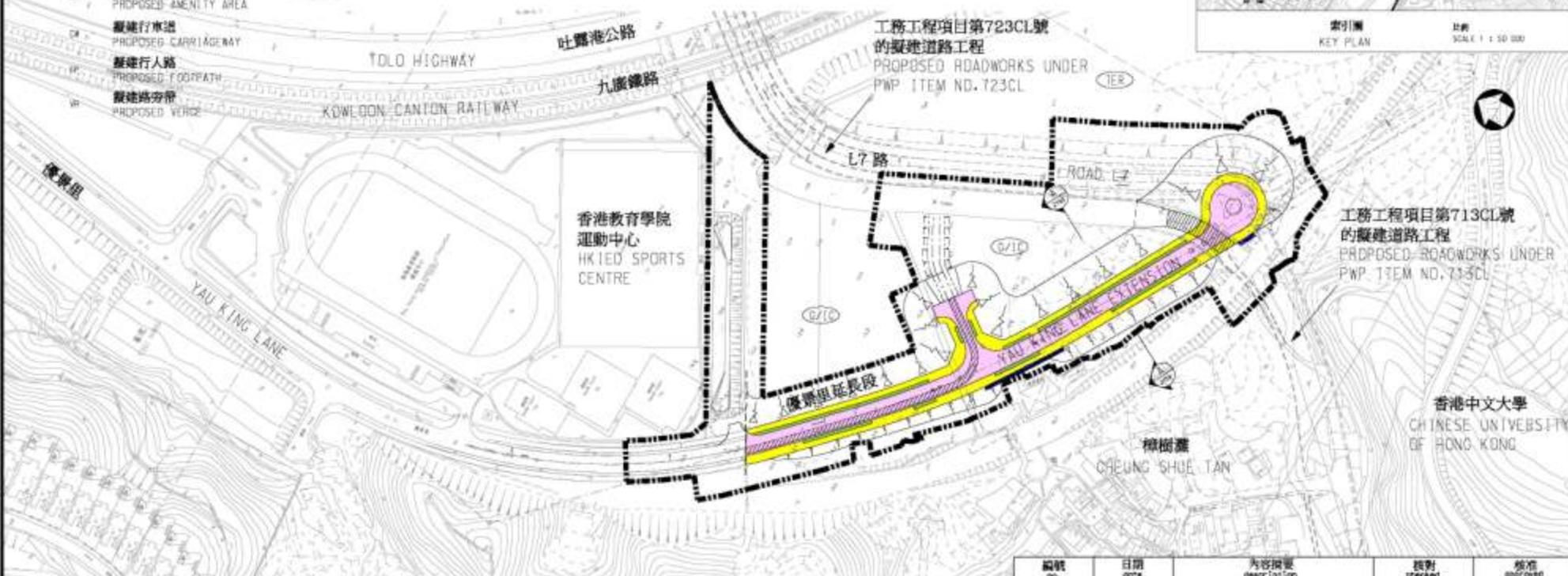
二00六至二00七年度工務小組委員會文件 P.W.S.C. SUBMISSION 2006/2007		修訂 REVISION		校對 checked	核准 approved
圖號 drawing no.	日期 date	內容摘要 description	項目編號 item no.	辦事處 office	
白石角發展計劃基礎設施工程第2B階段 - 優景里改善及延長工程 ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT, STAGE 2B - IMPROVEMENT AND EXTENSION OF YAU KING LANE	簽署 initial 日期 date	項目編號 item no.	714CL	新界西及北拓展處 NEW TERRITORIES NORTH AND WEST DEVELOPMENT OFFICE	
校對 checked 簽署 initial 日期 date	比例 scale	圖則編號 drawing no.	1:7 500	土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	
核准 approved 簽署 initial 日期 date			NTN 2157		
Y M CHAN	Signed				

圖例 LEGEND:

- 工程範圍  
LIMIT OF WORKS
- 擬建行車路  
PROPOSED CARRIAGEWAY
- 擬建行人路  
PROPOSED FOOTPATH
- 擬建美化市容地帶  
PROPOSED AMENITY AREA
- 擬建排水箱形暗渠  
PROPOSED DRAINAGE BOX CULVERT
- 擬建擋土牆  
PROPOSED RETAINING WALL
- 政府、機構或社區用地  
GOVERNMENT, INSTITUTION OR COMMUNITY SITE
- 高等教育擴展用地  
TERTIARY EDUCATION EXPANSION SITE
- 擬建美化市容地帶  
PROPOSED AMENITY AREA
- 擬建行車道  
PROPOSED CARRIAGEWAY
- 擬建行人路  
PROPOSED FOOTPATH
- 擬建路旁帶  
PROPOSED VERGE

註釋 NOTES:

1. 全圖尺寸均為真實單位  
ALL DIMENSIONS ARE IN METRES.
2. 所示圖段在別處位置有改變  
INDICATED WIDTHS MAY VARY AT OTHER LOCATIONS.



二〇〇六至二〇〇七年度工務小組委員會文件 P. V. S. C. SUBMISSION 2006/2007

編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				

圖則名稱 drawing title <b>白石角發展計劃基礎設施工程第2B階段 - 優景里延長工程</b> ENGINEERING INFRASTRUCTURE WORKS FOR PAK SHEK KOK DEVELOPMENT, STAGE 2B - EXTENSION OF YAU KING LANE	繪圖 drawn K S LO	簽署 initial Signed	日期 date 08.12.2006	項目編號 item no. 714CL	辦事處 office 新界西及北拓展處 NEW TERRITORIES NORTH AND WEST DEVELOPMENT OFFICE 土木工程拓展署 CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
	核對 checked M S LAM	簽署 initial Signed	日期 date 08.12.2006	比例 scale 1:2 500	
	核准 approved Y M CHAN	簽署 initial Signed	日期 date 08.12.2006	圖則編號 drawing no. NTN 2158	



THE INCORPORATED OWNERS OF VILLA CASTELL  
新翠山莊業主立案法團

本會檔號：CAST/IO/012(06)

土木工程拓展署  
新界沙田  
上禾輦路一號  
沙田政府合署九樓  
陳耀明先生

陳先生：

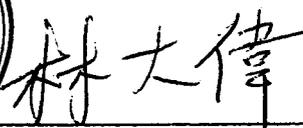
有關：工務工程第 714CL 號白石角發展計劃  
基礎設施工程第 2B 階段 — 優景里改善及延長工程

您好！有關 貴署在 11 月 9 日來信要求本會澄清在有關：「延遲興建隔音屏障」一事上是否為所有新翠山莊居民的意見；經諮詢後，本會現特函回覆 貴署在處理有關問題上，新翠山莊業主立案法團當能代表新翠山莊全體業戶就上述事項提出意見及決定，現重申本會的立場如下：

- 1) 反對興建 L7 路橋；
- 2) 要求延遲興建隔音屏障直至工程完成後，根據當時情況再重新考慮；
- 3) 同意將優景里延伸至樟樹灘，為該區居民提供一條緊急車輛通道。

此外，我們希望 貴署能定期監察優景里的交通情況及如若需要展開任何工程，請務必在事前通知及諮詢本山莊，以便能作出研究及跟進。



  
新翠山莊業主立案法團  
第二屆管理委員會  
副主席 林大偉

二零零六年十二月一日