

For discussion
on 22 April 2014

Legislative Council Panel on Development

756CL

Ma On Shan development – roads, drainage and sewerage works at Whitehead and Lok Wo Sha, phase 2

PURPOSE

This paper seeks Members' support to upgrade **756CL** to Category A, at an estimated cost of \$243.0 million in money-of-the-day (MOD) prices, for the construction of additional infrastructure to support various planned developments at Whitehead, Ma On Shan.

PROJECT SCOPE AND NATURE

2. The scope of **756CL** comprises –
 - (a) widening of Yiu Sha Road from a single two-lane to a dual two-lane road of about 500 metres (m) long, and construction of associated retaining walls, footpaths, cycle tracks and amenity areas;
 - (b) construction of a covered footbridge with lift across Yiu Sha Road;
 - (c) construction of a sewage pumping station and sewers; and
 - (d) ancillary works including storm drains, water mains, landscaping and utility works.

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

3. We are about to complete the detailed design for the proposed works mentioned in paragraph 2 above. Subject to funding approval of the Finance Committee (FC), we plan to commence the construction works in December 2014 for completion in June 2017.

JUSTIFICATION

4. In order to maximise the development potential for both residential and recreational developments and to increase housing land supply, the Government recommended revising the land use at Whitehead headland in 2012. The proposed amendments include the rezoning of the Comprehensive Development Area (“CDA”) site at Whitehead headland mainly into different sites zoned “CDA(2)”, “CDA(3)” and “Recreation” (“REC”) with increased development intensity to facilitate early implementation by phases. As a result of the rezoning, the population of the area will be increased from about 1 200 to about 3 200 upon full development.

5. The Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/18 incorporating the above amendments was approved by the Chief Executive in Council on 30 July 2013. The Sha Tin District Council is in support of the residential development proposals in the area. Major recreational/sports facilities and uses in support of the recreational developments may be permitted in the “REC” zone subject to planning permission. At present, part of the “REC” zone is used as a velodrome for cycling training purpose.

6. In view of the increased population and facilities in the area, it is necessary to provide the infrastructure required to support the developments at Whitehead. The proposed covered footbridge with lift across Yiu Sha Road will connect to the 24-hour public pedestrian walkway of the Sha Tin Town Lot No. 502 which leads to the Mass Transit Railway Wu Kai Sha Station through Lok Wo Sha. The design capacity of the footbridge will be able to cope with the estimated peak pedestrian flow of about 5 500 pedestrians per hour.

7. The construction works of the project are planned for commencement in 2014 for completion in 2017 so that the provision of the infrastructure could tie in with the anticipated population intake of the relevant residential development in Whitehead. In view of insufficient in-house resources, we propose to engage consultants to undertake the contract administration and site supervision for the proposed works.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the project to be \$243.0 million in MOD prices. The breakdown is as follows –

	\$ million	
(a) Widening of Yiu Sha Road	40.2	
(b) Construction of footbridge	39.1	
(i) civil works	30.6	
(ii) electrical and mechanical (E&M) works	8.5	
(c) Construction of sewage pumping station and sewers	72.8	
(i) civil works	53.2	
(ii) E&M works	19.6	
(d) Ancillary works including storm drains, water mains, landscaping and utility works	18.0	
(e) Consultants' fees for	2.4	
(i) contract administration	1.9	
(ii) management of resident site staff	0.5	
(f) Remuneration of resident site staff	15.9	
(g) Contingencies	17.9	
	<hr/>	
Sub-total	206.3	(in September 2013 prices)
(h) Provision for price adjustment	36.7	
	<hr/>	
Total	243.0	(in MOD prices)

PUBLIC CONSULTATION

9. We consulted the Transport and Traffic Committee of the Sha Tin District Council on the proposed works on 9 July 2013. The Committee supported the project.

10. We gazetted the proposed road works under the Roads (Works, Use and Compensation) Ordinance (RO) (Cap. 370) and the proposed sewerage works under RO as applied by the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) on 29 November 2013 and 6 December 2013. No objection was received. The authorisation notices were gazetted on 21 and 28 February 2014.

11. We have consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)¹ on the aesthetic design of the proposed project. ACABAS supports the project.

ENVIRONMENTAL IMPLICATIONS

12. This is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). The project will not cause any long-term adverse environmental impact. We have included in the project estimate the cost of implementing standard pollution control measures during the construction.

13. For controlling the short-term environmental impacts caused by the proposed works during construction, mitigation measures will be implemented under the works contract. These measures include regular watering of the exposed site area to reduce emission of fugitive dust, the use of movable noise barriers and quiet plant to reduce noise generation, and the use of trucks with cover or enclosed containers for waste transportation.

14. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works so as to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities². We will encourage the contractor to maximise the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

15. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include

¹ ACABAS comprises representatives of the Hong Kong Institute of Architects, Hong Kong Institution of Engineers, Hong Kong Institute of Planners, academic institutions, Architectural Services Department, Highways Department, Housing Department, and CEDD. It is responsible for vetting the design of bridges and other structures associated with the highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

² 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 in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

appropriate mitigation measures 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 require the contractor to separate the inert portion from the 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 at public fill reception facilities and landfills respectively through a trip-ticket system.

16. We estimate that the proposed works will generate about 9 920 tonnes of construction waste in total. Of these, we will reuse about 5 380 tonnes (54%) on site and deliver about 1 710 tonnes (17%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 2 830 tonnes (29%) 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 \$399,920 for this project (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 as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

17. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings and government historic sites identified by the Antiquities and Monuments Office. The proposed works encroach upon the edge of Wu Kai Sha Archaeological Site. Based on the results of the previously conducted archaeological survey cum excavation, no mitigation measure is required.

TRAFFIC IMPLICATIONS

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

LAND ACQUISITION

19. The proposed works do not require any land acquisition.

BACKGROUND INFORMATION

20. We completed the “Feasibility Study for Housing Development at Whitehead and Lee On in Ma On Shan” (the Study) in February 2003. The Study recommended developing the Whitehead headland, Lok Wo Sha and Wu Kai Sha Station into a residential area with recreational development. The Ma On Shan OZP No. S/MOS/13, which has incorporated the land use proposals recommended in the Study, was approved by the Chief Executive in Council in October 2004. To carry out site formation and infrastructure works for the planned developments at Whitehead and Lok Wo Sha, Ma On Shan based on the Ma On Shan OZP and the Master Layout Plan approved by the Town Planning Board in May 2005, we substantially completed **718CL** “Ma On Shan development – roads, drainage and sewerage works at Whitehead and Lok Wo Sha, phase 1” in January 2012.

21. We upgraded **756CL** for the phase 2 works to Category B in June 2012.

22. We engaged consultants in October 2012 to undertake the detailed design and site investigation for the proposed works at an estimated cost of about \$5.7 million under the block allocation Subhead **7100CX** “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”. The detailed design for the proposed works mentioned in paragraph 2 above is near completion.

23. The proposed works will involve the removal of 29 trees including 26 trees to be felled and 3 trees to be transplanted within the project site. All the trees to be removed and transplanted are not important trees³. We will incorporate planting proposal as part of the project, including a total of 37 trees, 15 750 shrubs and 1 220 m² of grassed area.

24. We estimate that the proposed works will create about 164 jobs (132 for labourers and another 32 for professional/technical staff) providing a total employment of 2 980 man-months.

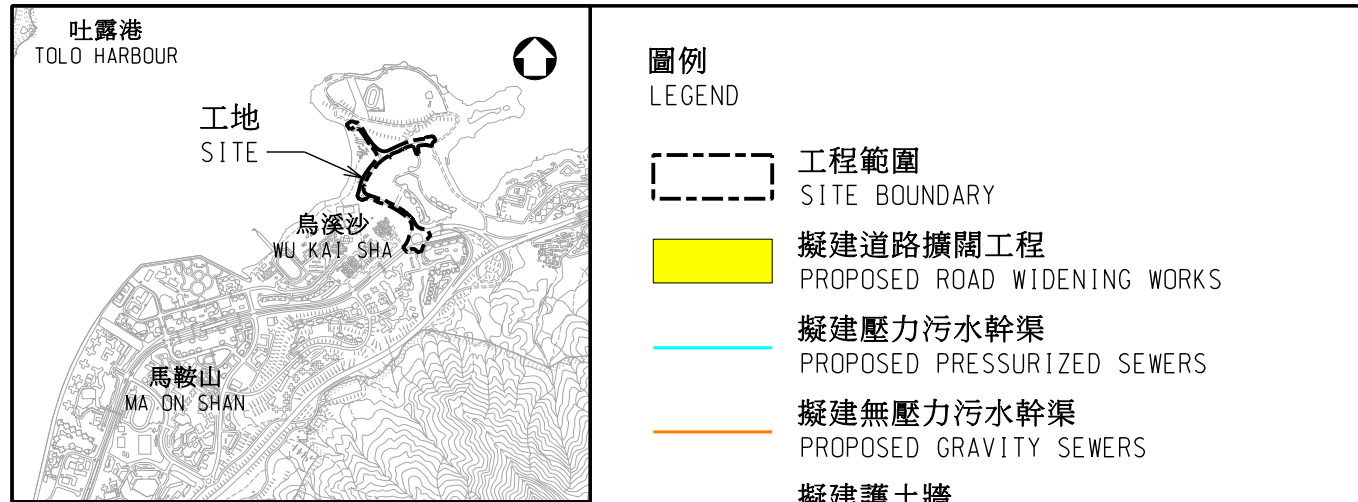
³ “Important trees” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (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 metre (m) (measured at 1.3 m above ground level), or with a height/canopy spread equal to or exceeding 25 m.

WAY FORWARD

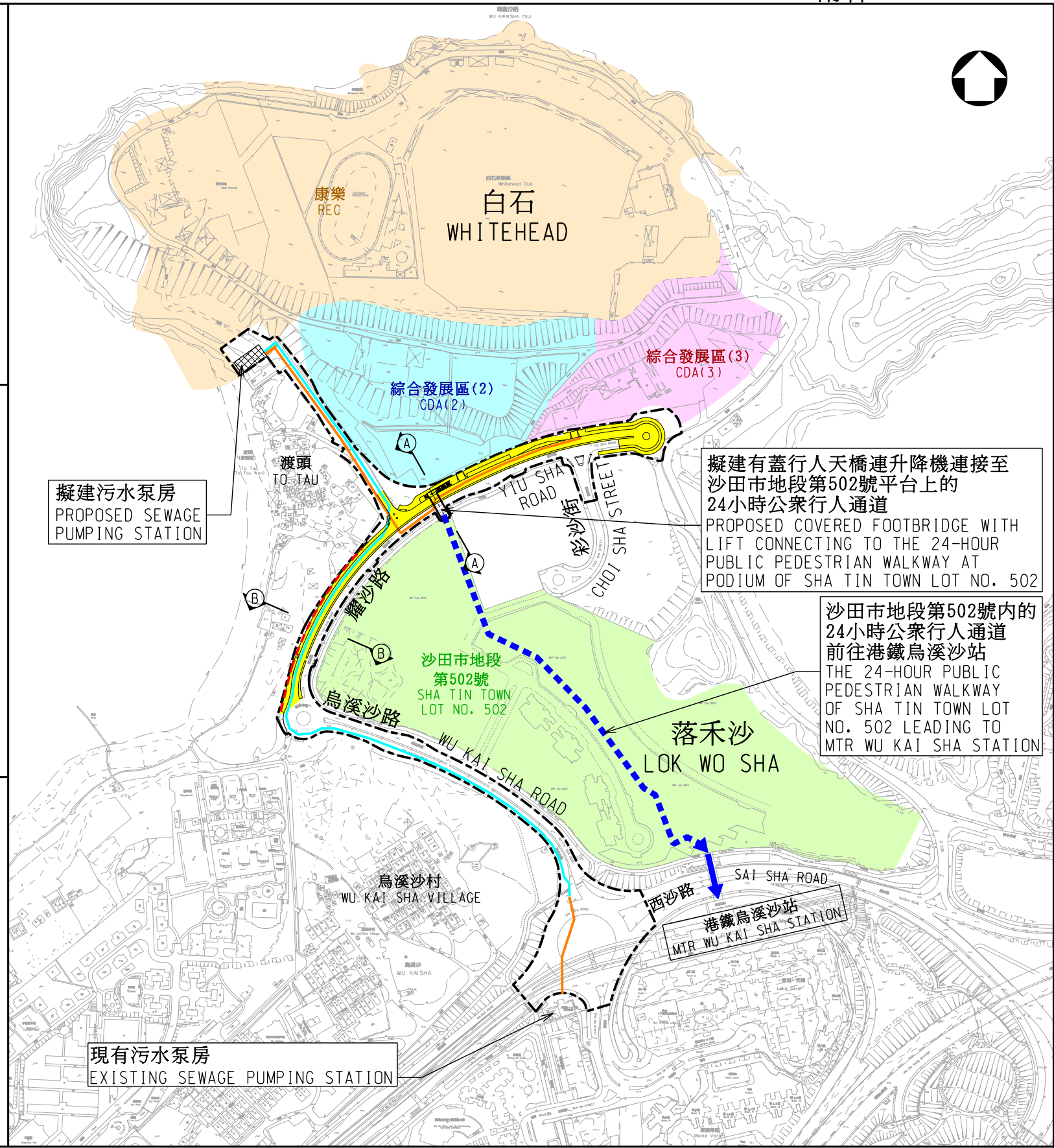
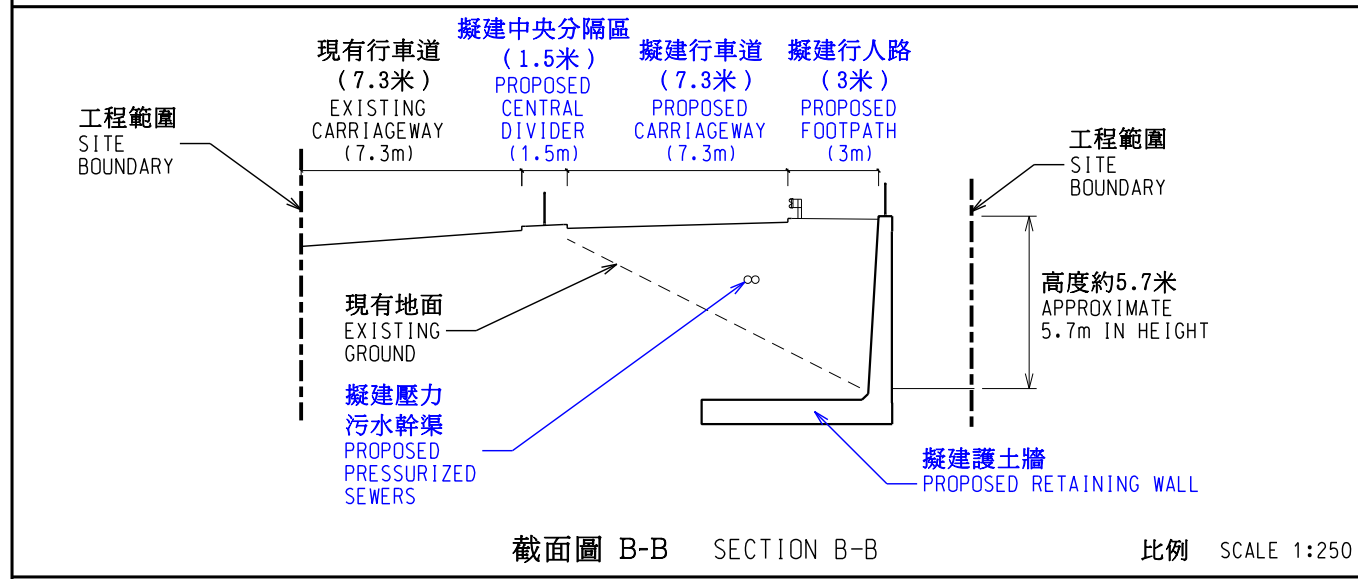
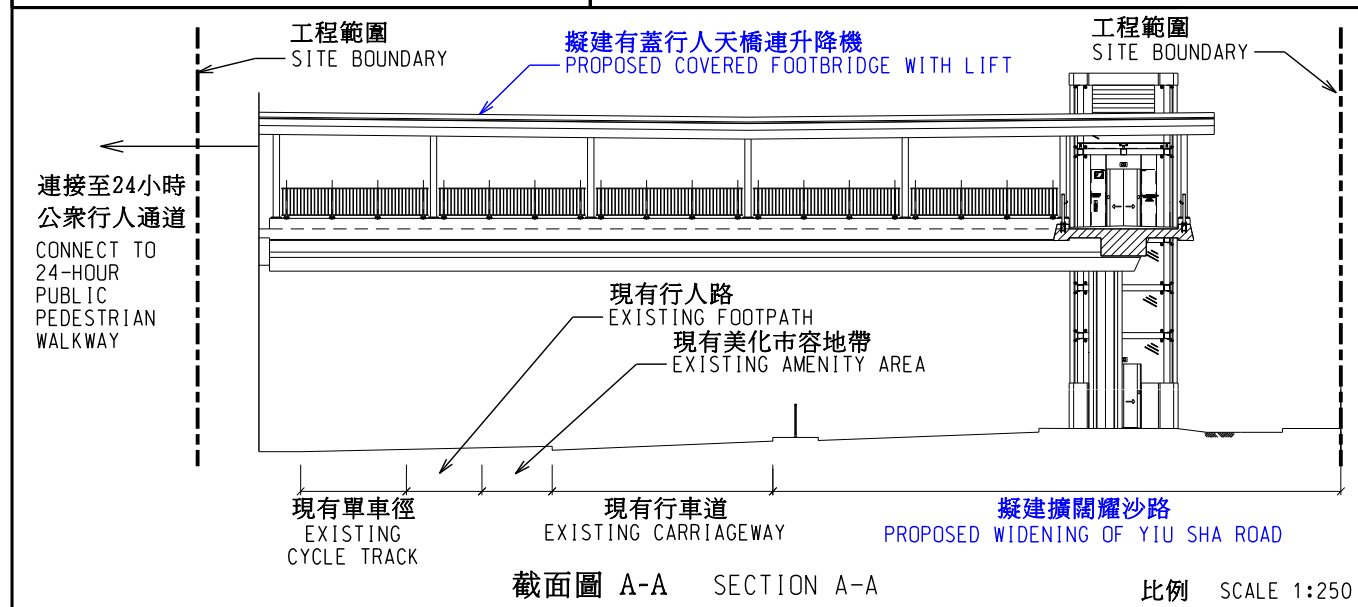
25. Subject to Members' support, we plan to seek the Public Works Subcommittee's endorsement on 21 May 2014 for upgrading **756CL** to Category A, with a view to seeking funding approval of the FC in June 2014.

**Development Bureau
Civil Engineering and Development Department
April 2014**




- 圖例 LEGEND
- 工程範圍 SITE BOUNDARY
 - 擬建道路擴闊工程 PROPOSED ROAD WIDENING WORKS
 - 擬建壓力污水幹渠 PROPOSED PRESSURIZED SEWERS
 - 擬建無壓力污水幹渠 PROPOSED GRAVITY SEWERS
 - 擬建護土牆 PROPOSED RETAINING WALL

位置圖 LOCATION PLAN
比例 SCALE 1:40 000



二〇一三年至二〇一四年度立法會發展事務委員會文件 LEGISLATIVE COUNCIL PANEL ON DEVELOPMENT SUBMISSION 2013-2014

圖則名稱 drawing title 馬鞍山發展計劃－白石及落禾沙第二期道路及渠務工程－平面圖 MA ON SHAN DEVELOPMENT - ROADS, DRAINAGE AND SEWERAGE WORKS AT WHITEHEAD AND LOK WO SHA PHASE 2 - LAYOUT PLAN	繪圖 drawn H K TSANG	簽署 initial 日期 date 8.4.2014	項目編號 item no. 7756CL	辦事處 office 新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	核對 checked C Y KWONG	簽署 initial 日期 date 8.4.2014	比例 scale 1:5 000 OR AS SHOWN	
	核准 approved N T CHIANG	簽署 initial 日期 date 8.4.2014	圖則編號 drawing no. ST2073	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT