

**For discussion
on 20 December 2013**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**PWP Item No. 765CL –
Development of Anderson Road Quarry site**

Detailed Design and Site Investigations

PURPOSE

This paper seeks Members' support for the proposal to upgrade part of **PWP Item No. 765CL "Development of Anderson Road Quarry site"** to Category A at an estimated cost of \$187.2 million in money-of-the-day (MOD) prices for engaging consultants to undertake detailed design and site investigation of the site formation and associated infrastructural works, off-site road/junction improvement works, as well as pedestrian linkage facilities for the proposed development at the Anderson Road Quarry (ARQ) site.

PROJECT SCOPE AND NATURE

2. The part of **756CL** proposed to be upgraded to Category A comprises –

- (a) detailed design of the works described in items (i) to (vii) below, including review of the conceptual design and impact assessments on traffic, environmental, waterworks, drainage, sewerage and geotechnical aspects –
 - (i) site formation and infrastructural works including road works, waterworks, geotechnical works, drainage works and sewerage works for the 40-hectare land

platforms for housing and other developments at the ARQ site;

- (ii) road improvement works at the junction of Lin Tak Road and Sau Mau Ping Road over Tseung Kwan O Road;
 - (iii) widening of Lin Tak Road between Hong Wah Court and Pik Wan Road;
 - (iv) road improvement works at the junction of Clear Water Bay Road and Anderson Road;
 - (v) widening of a section of New Clear Water Bay Road near Shun Lee Tsuen Road;
 - (vi) provision of footbridges, lift towers/escalators and subways to enhance the pedestrian linkage between the ARQ site and housing estates in the vicinity, the Kwun Tong town centre, as well as the proposed bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel; and
 - (vii) provision of the associated environmental mitigation measures and landscaping works.
- (b) environmental impact assessment (EIA);
 - (c) the associated site investigation works including supervision; and
 - (d) preparation of tender documents and assessment of tenders for the works described in items (a)(i) to (a)(vii) above.

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

3. We will retain the remaining part of **765CL** as Category B, which mainly covers the construction of the site formation and associated infrastructural works described in items (a)(i) to (a)(vii) of paragraph 2 above. Funding for these works will be sought in phases to dovetail with the implementation programme of the project.

4. Subject to funding approval of the Finance Committee (FC), we plan to commence the detailed design and site investigation works of the project in June 2014 for completion in June 2018.

JUSTIFICATION

5. To meet the housing and other development needs of the Hong Kong community, the Government will continue to adopt a multi-pronged approach to increase land supply in the short, medium and long term, through the continued and systematic implementation of a series of measures, including the optimal use of developed land as far as practicable and creating new land for development. As set out in the 2013 Policy Address, the development of ARQ site is one of the major initiatives to increase housing land supply in the short to medium term.

6. The development of ARQ site will provide about 12 hectares of land for both private and subsidised housing development with about 9 410 flats (with a private-to-subsidised housing ratio of 80:20) for a planned population of about 25 000. Land will also be provided for commercial uses, government, institution or community facilities, a quarry park, open spaces and amenity areas. The Civil Engineering and Development Department (CEDD) commenced the engineering feasibility study in end October 2012 to assess the technical feasibility of the proposed ARQ development as set out in the final Recommended Outline Development Plan (RODP) formulated by the Planning Department (PlanD), and propose necessary measures to duly address the potential impacts on traffic and environment, etc. so arising. The engineering feasibility study, which is now close to completion, has confirmed the feasibility of the proposed ARQ development. Therefore, we intend to commence the construction works in mid 2016 and complete the site formation in stages from 2019 to 2020 for the initial population intake in 2022/23, with a view to making available housing land to address the tight housing supply situation as soon as possible.

7. In addition to the site formation and infrastructural works within the development site, a series of associated off-site road/junction improvement works and pedestrian linkage facilities to enhance the pedestrian linkage between the ARQ site and housing estates in the vicinity, the Kwun Tong town centre, as well as the proposed bus-to-bus interchange at the toll plaza of Tseung Kwan O Tunnel, are required to mitigate the potential cumulative traffic impact arising from the proposed ARQ development. With all the proposed off-site road/junction improvement works and pedestrian linkage facilities in place, the proposed development

at the ARQ site will not cause any unacceptable impact on the traffic in Kwun Tong.

8. In view of the multi-disciplinary nature of this project and insufficient in-house resources, we propose to engage consultants to undertake the detailed design and supervision of site investigation works for the project.

FINANCIAL IMPLICATIONS

9. We estimate the cost of the proposed detailed design and site investigation works to be \$187.2 million in MOD prices, broken down as follows –

	\$ million	
(a) Consultants' fees	83.8	
(i) detailed design	67.7	
(ii) environmental impact assessment	5.3	
(iii) supervision of site investigation works	6.0	
(iv) preparation of tender documents and assessment of tenders	4.8	
(b) Site investigation works	60.0	
(c) Contingencies	14.3	
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Sub-total	158.1	(in September 2013 prices)
(d) Provision for price adjustment	29.1	
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Total	187.2	(in MOD prices)
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10. The proposed detailed design and site investigation works will not give rise to any recurrent consequences.

PUBLIC CONSULTATION

11. We briefed the Kwun Tong District Council (KTDC) and Housing and Environmental Hygiene Committee of the Sai Kung District Council (SKDC) on 1 March 2013 and 14 March 2013 respectively on the final RODP for the ARQ site. While KTDC members generally supported and SKDC members noted the proposed development, both DCs expressed concerns on the potential traffic impact. In particular, most KTDC members expressed their concerns on the aggregate traffic impact on Kwun Tong arising from the residential development at ARQ site, and urged for the early implementation of the major projects (e.g. Tseung Kwan O-Lam Tin Tunnel and Central Kowloon Route) to relieve the pressure on traffic congestion in Kwun Tong. We explained to them that the traffic impact and possible mitigation measures were being examined in the engineering feasibility study and that we would revert to their Traffic and Transport Committee in due course (please see paragraph 13 below).

12. Some SKDC members also suggested increasing the proportion of public housing at the ARQ site. We explained to them the reason and need to maintain a desirable housing mix in Kwun Tong which is now predominantly occupied by public housing.

13. With the engineering feasibility study, we subsequently presented the findings of traffic impact assessment, the proposed associated road/junction improvement works and pedestrian linkage facilities to the Traffic and Transport Committees of KTDC and SKDC both on 26 September 2013. SKDC members supported in-principle the proposed works and expressed views on public transport for the proposed development. KTDC supported the scheme and urged for early implementation, with some members suggested enhancement of the existing pedestrian linkage facilities in the vicinity of the ARQ site. We will maintain close liaison with KTDC to examine their suggestions at the detailed design stage.

ENVIRONMENTAL IMPLICATIONS

14. The proposed detailed design and site investigation works are not designated projects under the EIA Ordinance (Cap. 499) and will not cause any long-term environmental impact. We have included in the project estimate the cost of implementing suitable mitigation measures to address the short-term environmental impacts during the site investigation works.

15. The engineering feasibility study is a designated project under

Schedule 3 of the EIA Ordinance. We are carrying out a Schedule 3 EIA study to assess the environmental impacts of the construction and operation for the proposed development to meet the requirements under the EIA Ordinance. Environmental permits will be required for the construction and operation of those proposed works if identified as designated projects under Schedule 2 of the EIA Ordinance during the course of the Schedule 3 EIA study. We will carry out the necessary EIA study for those identified designated projects, as part of the design works, to meet the requirements of the EIA Ordinance.

16. The proposed site investigation works will only generate very little construction waste. We will require the consultants to fully consider appropriate measures to minimise the generation of construction waste and reuse/recycle construction waste as much as possible in implementing the construction works.

HERITAGE IMPLICATIONS

17. The proposed detailed design and site investigation works will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

18. The proposed detailed design and site investigation works will not require any land acquisition.

BACKGROUND INFORMATION

19. In January 2011, PlanD engaged consultants to undertake a planning study on the future land use of the ARQ site. Based on the recommendations of the planning study, CEDD engaged consultants in October 2012 to undertake a follow-up engineering feasibility study on the site formation and associated infrastructural works for the proposed development at the ARQ site, as well as the proposed associated road/junction improvement works and pedestrian linkage facilities at an estimated cost of \$14.4 million chargeable to **Head 711 Subhead B100HX** "Minor housing development related works, studies and investigations for

items in Category D of the Public Works Programme”. We have substantially completed the engineering feasibility study.

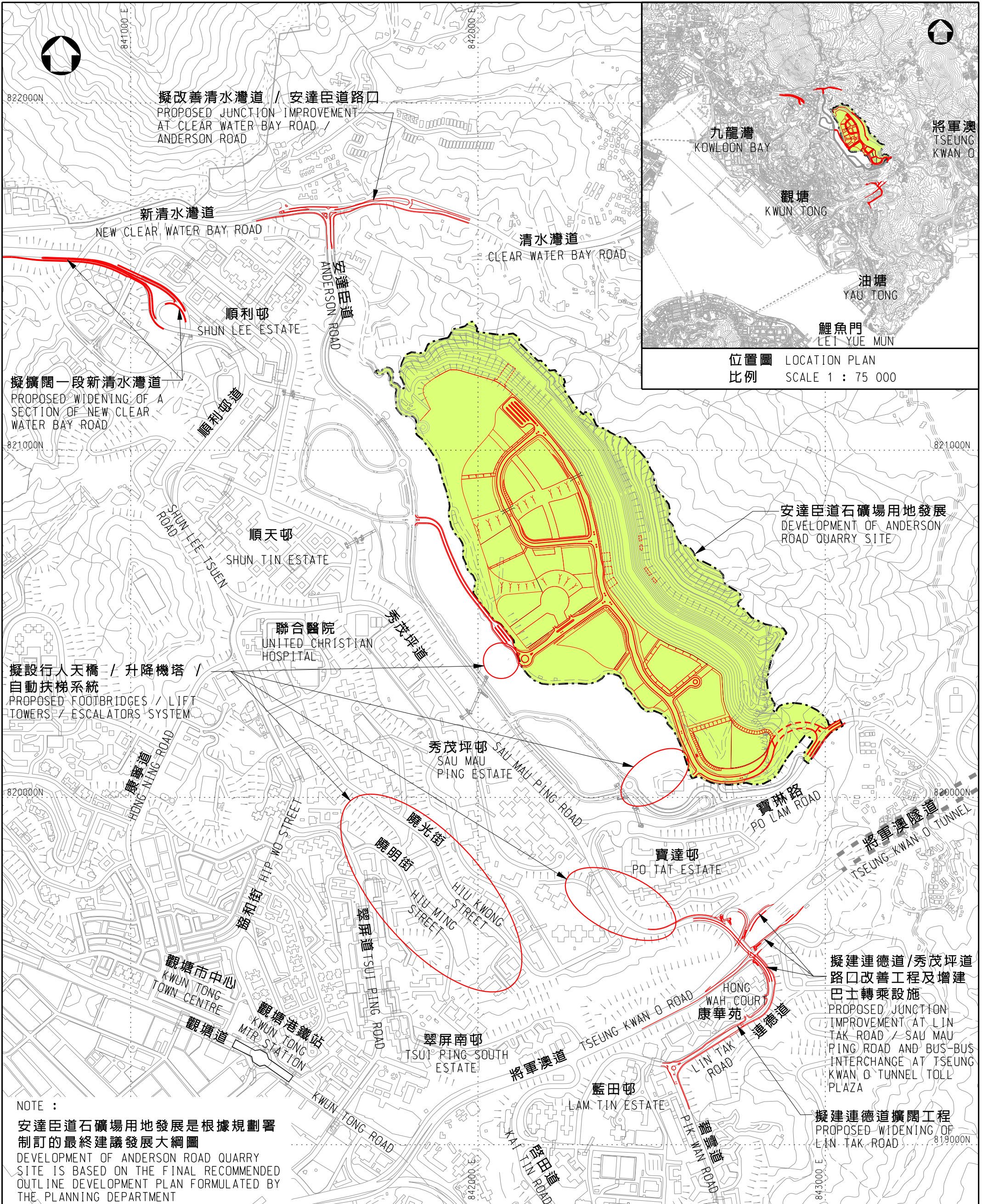
20. We upgraded **765CL** to Category B in September 2013.

21. No old and valuable tree has been identified in the site. The proposed detailed design and site investigation works will not involve any tree removal or planting proposals. We will require the consultants to take into consideration the need for tree preservation and planting proposal during the detailed design stage.

WAY FORWARD

22. Subject to Members’ support, we plan to seek the Public Works Subcommittee’s endorsement for upgrading part of **765CL** to Category A on 22 January 2014, with a view to seeking funding approval from FC in February 2014.

**Development Bureau
Civil Engineering and Development Department
December 2013**



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 安達臣道石礦場用地發展 - 工程分布圖 DEVELOPMENT OF ANDERSON ROAD QUARRY SITE PROJECT LAYOUT PLAN	繪圖 drawn HK TSANG	簽署 initial SIGNED	日期 date 12.12.13	項目編號 item no. 765CL	辦事處 office 新界東拓展處 NEW TERRITORIES EAST DEVELOPMENT OFFICE
	核對 checked LM CHAN	簽署 initial SIGNED	日期 date 12.12.13	比例 scale 1:10000 @ A3	
	核准 approved JOSEPH WONG	簽署 initial SIGNED	日期 date 12.12.13	圖則編號 drawing no. TK2396	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT