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**FINANCIAL SERVICES AND THE
TREASURY BUREAU**

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(Translation)

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15 February 2018

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn: Ms Doris LO)

Dear Ms LO,

**Public Works Subcommittee
Follow-up to meeting on 29 January 2018**

At the captioned meeting, Members requested the Government to provide supplementary information on the application for block allocations under the Capital Works Reserve Fund (CWRP) for 2018-19. The Government's response, prepared in consultation with the bureaux/departments concerned, is at the **Enclosure**.

Yours sincerely,

(Original signed)

(Margaret HSIA)
for Secretary for Financial Services
and the Treasury

Enclosure

1. **In respect of the establishment of the Agricultural Park (Phase 1) in Kwu Tung South – road works under Head 701 Subhead 1100CA, the Government indicated in a relevant supplementary information paper (LC Paper No. PWSC95/17-18(01)) that as the proposed new carriageway would be open for public use, it would be designed in accordance with the Transport Planning and Design Manual (the Manual) published by the Transport Department (TD). At the request of Hon CHEUNG Chiu-hung, the Government shall provide supplementary information about the design standards set out in the Manual on which the recommendation to adopt a single two-lane design for the proposed carriageway is based.**

In accordance with Volume 2 of TD's Transport Planning and Design Manual regarding "Road Types" and "Carriageway Widths", the proposed new carriageway is classified as a rural road, for which the adoption of the design of a single two-lane carriageway is the minimum requirement. The road design should also cater for the long-term operational needs, including the access of large vehicles or coaches.

2. **In respect of the refurbishment works for aviary no. 16, 18 and 19 in the Hong Kong Zoological and Botanical Gardens ("HKZBG") under Head 703 Subhead 3004GX, the Government indicated in a relevant supplementary information paper (LC Paper No. PWSC95/17-18(01)) that the HKZBG plans to introduce two mammal species, namely Cotton Top Tamarin and Golden Lion Tamarin, in due course. At the request of Hon Claudia MO, the Government shall provide supplementary information to elaborate on how the two animal species are to be introduced in the HKZBG and whether they are captive-bred or wild-caught animals.**

The Hong Kong Zoological and Botanical Gardens is planning to introduce two mammal species in due course. Cotton Top Tamarins will come from the Singapore Zoo through an animal exchange programme, while Golden Lion Tamarins will be on loan from the Heidelberg Zoo in Germany. Both species are captive-bred.

3. **At the request of Hon CHU Hoi-dick, the Government shall provide the full report of the Technical Study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis under Head 705 Subhead 5101CX.**

The "Technical Study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis – Feasibility Study" was completed. The Executive Summary of the study was uploaded to the webpage of the Civil Engineering and Development Department (CEDD) (<http://www.cedd.gov.hk/eng/landsupply/doc/>

Kennedy%20Town_Executive%20Summary_Eng.pdf) for reference by the public. The text of the study report is still being reviewed, and we will follow the usual practice of keeping the report at the department's Sustainable Lantau Office for public access upon request and submitting a copy of it to the Legislative Council as per Members' request, after hiding the commercial and sensitive information contained therein in due course.

4. **At the request of Dr Hon KWOK Ka-ki, the Government shall provide supplementary information on the "Preliminary Feasibility Study of Traffic and Transport for Lantau, Coastal Road between Tung Chung and Tai O and Connection between North Lantau and Mui Wo" under Head 707 Subhead 7100CX to indicate whether the Government will continue to seek funding from the Finance Committee for the remaining stages of the feasibility study, if the preliminary findings show that the infrastructure projects are not feasible.**

In response to the concerns raised by members of the public about the traffic and transport connectivity of Lantau in the public engagement exercise on Lantau development conducted in early 2016, the CEDD has been, on the premise of adhering to the overarching principle of "Development in the North, Conservation for the South", examining and studying the ways to improve the internal traffic and transport infrastructure networks on Lantau, including a preliminary feasibility study of providing road connections between Tung Chung and Tai O and between North Lantau and Mui Wo. The main scope of the study covers collection of information and data, such as the usage of roads/railways/water transport, topographic and ecological data related to the possible connecting road alignments, as well as assessment of the technical feasibility and financial viability of the proposals. Subject to the progress of the study, the CEDD will consult the stakeholders in a timely manner.

The study has yet to be completed. The CEDD will continue to pursue the study and, subject to the findings of the study and outcome of the consultation, map out the direction for the next stage of work with the departments concerned.

5. **At the request of Hon CHU Hoi-dick, the Government shall provide supplementary information on the computerisation project "Upgrade of e-Application of Ad Hoc Quotas for Cross Boundary Private Cars and Lantau Closed Road Permit" under Head 710 Subhead A007GX to clarify whether the TD has any plan to set up vehicular gates at the closed road leading to South Lantau and whether it is because of such a plan that preparation has to be made to allow holders of relevant permits to pass through the vehicular gates with the use of electronic labels in future.**

The computerisation project "Upgrade of e-Application of Ad Hoc Quotas for Cross Boundary Private Cars and Lantau Closed Road Permit" under Capital Works

Reserve Fund Head 710 Subhead A007GX mainly aims to replace obsolete hardware and software of the existing computer system so as to facilitate application by the public for ad hoc quotas for cross boundary private cars and Lantau Closed Road Permits under the “Driving on Lantau Island” Scheme through the Internet. At present, all motorists entering the closed roads on South Lantau must have valid Lantau Closed Road Permits, and offenders may be prosecuted. The TD currently has no plan to install a vehicular gate at Tung Chung Road for blocking vehicles without valid permits.

6. At the request of Hon CHU Hoi-dick, the Government shall provide the following supplementary information in respect of the item “Site Formation and Infrastructure Works for Public Housing Development near Tan Kwai Tsuen, Yuen Long – Design and Investigation” under Head 711 Subhead B100HX:

- (a) North West New Territories Refuse Transfer Station (NWNT RTS) is currently located less than 100 metres from the site for public housing development near Tan Kwai Tsuen in Yuen Long. As the project of refurbishing and modifying NWNT RTS has been included under Head 705 Subhead 5101DX, will the Government consider relocating NWNT RTS to a place far away from Tan Kwai Tsuen; and**

All residential buildings within the project site of the public housing development near Tan Kwai Tsuen in Yuen Long will be located at least 200 metres from the existing NWNT RTS, which meets the minimum 200 metres buffer distance requirement as recommended by the Hong Kong Planning Standards and Guidelines. However, as the location of the proposed community hall building will be about 120 metres from the existing NWNT RTS, which is within the buffer distance, some mitigation measures are recommended to reduce the odour impact, which include:

- To use central air conditioning and position fresh air inlets in such a way that they are facing away and farthest from the RTS, and install activated carbon filters at those inlets.
- To adjust the orientation of the buildings so that the ventilation windows are away from and not directly facing the RTS.

The CEDD will further review the above mitigation measures at the design and investigation stages of the project. Besides, when the engineering feasibility study was being conducted, the CEDD and the engineering consultants concerned visited the area near the NWNT RTS and the site for the proposed development at different times in 2016 and 2017, and no odour nuisance was noted. For the control of odour emission, the Environmental Protection Department (EPD) has implemented the following odour control measures at the NWNT RTS:

- Wastes would be processed in an enclosed building under negative pressure to

- avoid odour emission;
- Deodourisation units are installed to treat the extracted odourous gas before discharge;
- All waste collection vehicles, having completed waste tipping, would be washed by a vehicle washing facility before leaving the RTS;
- The waste delivered to the RTS would be transported in enclosed containers to the West New Territories Landfill for final disposal;
- Regular monitoring of the environmental performance of the RTS, including odour patrol, would be carried out; and
- Daily cleaning of the floors of the RTS would be carried out.

Since NWNT RTS has been in operation over 15 years, EPD has created an item under Head 705 Subhead 5101DX for refurbishment and modification works on the plant and equipment of the NWNT RTS to enhance its operational efficiency, environmental performance and safety standard. The works include the installation of air curtains at the entrance/exit of the RTS building to further minimise the chance of odour emission.

As for relocation, the EPD currently has no plan to move the NWNT RTS.

(b) Will the Government take forward other major development projects in the vicinity of the site for the proposed development project at Tan Kwai Tsuen? Is there a need to plan for the construction of a road connecting Tan Kwai Tsuen with Tin Shui Wai and Yuen Long areas?

In the light of the proposed public housing development at Tan Kwai Tsuen, the engineering consultancy firm concerned has recommended that a single two-lane road be built to connect the site for the proposed public housing development with other areas. The proposed road will link Shun Tat Street and Castle Peak Road in the west with the existing slip roads at Tin Shui Wai West Interchange in the east to ensure accessibility to areas such as Hung Shui Kiu, Tin Shui Wai and Yuen Long. As for other development projects, the Planning Department and the CEDD are jointly conducting a preliminary study to examine appropriate and potential land uses of Lam Tei Quarry and the adjoining areas. The Government will put forward proposals on appropriate traffic arrangements and infrastructure for meeting the traffic demands.