**For discussion** **PWSC(2020-21)16**
**on 4 November 2020**

# ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

**HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT**
**Civil Engineering – Land development**
**765CL – Development of Anderson Road Quarry site – remaining pedestrian connectivity facilities works**

Members are invited to recommend to Finance Committee the upgrading of **765CL** to Category A at an estimated cost of $250.6 million in money-of-the-day prices.

## PROBLEM

To support the proposed development of the Anderson Road Quarry (ARQ) site, we need to implement the remaining off-site pedestrian connectivity facilities to complete the pedestrian network between the ARQ site and nearby area.

## PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade the remainder of **765CL** to Category A at an estimated cost of $250.6 million in money-of-the-day (MOD) prices for the construction of remaining off-site pedestrian connectivity facilities.

**/PROJECT** …..

**PROJECT SCOPE AND NATURE**

3. The remainder of **765CL** that we propose to upgrade to Category A, hereinafter referred to as "the proposed works", comprises –

(a) construction of an about 50 metres (m) long two-way escalator link (EL1) between Sau Mau Ping Road and the existing footbridge to Po Tat Estate;

(b) construction of an about 55 m long two-way escalator link (EL2) between Sau Mau Ping South Estate and the existing footbridge to Sau Mau Ping Road;

(c) construction of an about 30 m long footbridge with lift tower and staircase (FB1) between Hiu Kwong Street and the podium of Sau Ming House, Sau Mau Ping Estate;

(d) construction of an about 55 m long footbridge with lift tower and staircase (FB2) between Sau Mau Ping Road and the podium of Po Tat Estate;

(e) implementation of ancillary works including associated civil, geotechnical, structural, electrical and mechanical engineering and landscaping works; and

(f) environmental mitigation measures, and an environmental monitoring and audit (EM&A) programme for the works mentioned in (a) to (e) above.

The location plan, layout plans and artist's impressions of the proposed works are at Enclosure 1.

4. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee (FC) for target substantial completion of the works in around three years. To achieve this programme, the Civil Engineering and Development Department plans to invite tenders in parallel to enable early commencement of the proposed works, but the contract will only be awarded upon FC's funding approval.

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**JUSTIFICATION**

5. The ARQ development is one of the major initiatives to increase land supply in short and medium term, providing about 40 hectares (ha) of land for housing development [1], commercial uses, government, institution or community (GIC) facilities[2] and amenity areas, etc. Upon full population intake in around 2026, the ARQ site will accommodate a total population of about 30 000.

6. The site formation and infrastructure works for the ARQ site commenced in December 2016, while associated off-site road improvement works commenced in May 2018. These works are being carried out to tie in with the phased population intake of the ARQ development starting from 2023-24 onward.

7. As part of the ARQ development, we have proposed a number of off-site pedestrian connectivity facilities to enhance the connectivity between the uphill ARQ site and nearby area including Kwun Tong MTR Station in the town centre and the Tseung Kwan O Tunnel Bus-Bus Interchange now under construction, and to reduce residents' short road trips to alleviate road congestion. These pedestrian connectivity facilities are provided on four routes, each equipped with covered escalator links and/or footbridges with lift towers and staircases. Together they will form a continuous pedestrian network, providing a safe, convenient and barrier-free walking environment round-the-clock. Not only will the pedestrian network serve the ARQ development (with population of some 30 000) and the five existing main housing estates [3] (covering a total population of some 100 000), it will also better connect the Kwun Tong town centre (including the MTR Station) and the Tseung Kwan O Bus-Bus Interchange with the 20 existing and planned primary and secondary schools and training institutes as well as some 20 recreational, cultural, welfare and other district facilities in the uphill neighbourhood. The overall planning and implementation of the pedestrian connectivity facilities are at Enclosure 2. The site plan showing the main service area of the pedestrian network is at Enclosure 3.

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[1] There are a total of 11 housing sites at ARQ development. Following the decision of the Government to re-allocate seven sites originally planned for private housing to public housing development in 2019, there are altogether eight sites for public housing, one site for private housing, and two sites for combined private housing and Starter Homes. These 11 sites are expected to produce a total of about 8 610 public housing units, 1 000 Starter Homes units and 1 120 private housing units.

[2] Community facilities include kindergartens, primary and secondary schools, clinic, social welfare building, joint-user GIC complex (with community hall, sports centre, library, social welfare facilities and underground public car park), Lake Park, Quarry Park and public transport terminus.

[3] The five existing housing estates refer to On Tat Estate, Po Tat Estate, Sau Mau Ping Estate, Sau Mau Ping South Estate and Hiu Lai Court.

8. The construction works for the pedestrian connectivity facilities for the ARQ development are undertaken in phases, taking into account the progress of detailed design and statutory process for individual links. Funding for part of the pedestrian connectivity works was approved by the FC in June 2016[4] and January 2018[5], and works have commenced for gradual completion starting from early 2021. The proposed works under this funding application are the remaining phase of the pedestrian connectivity facilities, covering two two-way escalator links and two footbridges with lift towers and staircases to complete the pedestrian network between the ARQ site, the nearby Po Tat Estate, Sau Mau Ping Estate and Sau Mau Ping South Estate, as well as the Kwun Tong town centre and Tseung Kwan O Bus-Bus Interchange. When planning for the proposed works, our main considerations are the safety and convenience of the pedestrians, improvement of the connectivity of the area and provision of barrier-free access. Details of the pedestrian connectivity facilities under the proposed works are set out below.

***i. Proposed construction of two two-way escalator links ("EL1" and "EL2") between Sau Mau Ping Road and the existing footbridge to Po Tat Estate, and between Sau Mau Ping South Estate and the existing footbridge to Sau Mau Ping Road***

The two existing footbridges connecting Sau Mau Ping Road with Po Tat Estate, and between Sau Mau Ping Road and Sau Mau Ping South Estate are currently equipped with one lift tower (comprising two lifts) and one staircase each. The estimated one-way pedestrian flow rate of the two footbridges at peak hours is 3 410 pedestrians per hour in 2026 when full population intake for the ARQ development is expected. The existing two lifts and one staircase at each of the two footbridges could not handle the anticipated pedestrian flow in 2026. While an additional lift can handle 680 more pedestrians per hour, no more lifts can be added to the two footbridges owing to site constraints. According to the Transport Department (TD)'s "Transport Planning and Design Manual" (TPDM), the Government may consider installing escalators for existing footbridges with lifts and staircases when the two-way pedestrian flow rate is expected to exceed 3 000 pedestrians per hour. To meet the estimated pedestrian flow and promote patronage of the footbridge links, we **propose** that a two-way escalator link (EL1 and EL2) be provided each at the existing footbridge connecting Sau Mau Ping Road and Po Tat Estate and

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[4] Pedestrian connectivity facilities covering footbridges and escalators connecting On Tat Estate, Hiu Lai Court, Hiu Wah Building and the Tseung Kwan O Tunnel Bus-Bus Interchange funded under PWP Item No. **803CL** were approved by LegCo in June 2016.

[5] The connectivity facility funded under PWP Item No. **818CL** and approved by LegCo in January 2018 includes a two-way escalator link.

the existing footbridge connecting Sau Mau Ping Road and Sau Mau Ping South Estate.

***ii. Proposed footbridge with lift tower and staircase ("FB1") linking Hiu Kwong Street and the podium of Sau Ming House, Sau Mau Ping Estate***

The proposed footbridge with lift tower and staircase serves to connect Sau Mau Ping Estate with Hiu Kwong Street. The proposed footbridge also forms an integral part of the pedestrian route 3 of the ARQ pedestrian network (as shown on **Enclosure 2**), by further linking up with another escalators at Hiu Kwong Street now under construction[6] that will go all the way downhill to Hiu Ming Street and then to Kwun Tong town centre including the MTR Station. The estimated one-way pedestrian flow rate from Sau Mau Ping Estate to Hiu Kwong Street and to Hiu Ming Street at peak hours is 1 670 pedestrians per hour in 2026. As each lift can carry about 680 pedestrians per hour, at least three lifts are required to meet the estimated demand at peak hours. Considering that the proposed footbridge will serve the adjacent eight schools[7] that start classes in the half-hour period between 7:45 a.m. to 8:15 a.m. in the morning peak hour, the usage of the footbridge will rise sharply in this time slot, which may overload the three lifts. From users' point of view, if queuing for lift services takes too long, they may take the existing staircase of Sau Mau Ping Estate (which is at an elevation of about 13m, equivatalent to 4-5 storeys) to Hiu Kwong Street (or make a detour of some 320 m from Sau Ming Road to cross Hiu Kwong Street and then reach Hiu Yuk Path near the Leung Shek Chee College) at an elevation of about 13m (equivalent to 4-5 storeys) or worse still jaywalk. Having regard to pedestrians' safety, surge of demand in morning rush hours and operational requirements[8], we **propose** a lift tower with four lifts at Hiu Kwong Street (FB1).

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6 The construction cost is covered under PWP Item No. **818CL** approved by LegCo in January 2018.

7 The eight schools include Kwun Tong Government Primary School (Sau Ming Road), Leung Shek Chee College, The Hong Kong Taoist Association Ching Chung Secondary School, HKSKH Bishop Hall Secondary School, The Mission Covenant Church Holm Glad College, S.K.H. Leung Kwai Yee Secondary School, CCC Mong Man Wai College and Hong Kong Institute of Vocational Education (Kwun Tong).

8 Experience in other footbridge projects shows that lifts will be shut down temporarily for an average of half day per week for routine maintenance.

***iii. Proposed footbridge ("FB2") with lift tower and staircase linking Sau Mau Ping Road and the podium of Po Tat Estate***

The proposed footbridge (FB2) with lift tower and staircase serves to connect Sau Mau Ping Road and the podium of Po Tat Estate. The proposed works will enhance walkability and convenience of the residents by linking up the pedestrian route 4 (as shown on Enclosure 2) that will connect ARQ site with the Tseung Kwan O Tunnel Bus-Bus Interchange. The estimated peak hour one-way pedestrian flow rate is about 770 pedestrians per hour in 2026. Considering the need for high pedestrian connectivity to the Tseung Kwan O Tunnel Bus-Bus Interchange, we **propose** a lift tower with two lifts at Sau Mau Ping Road (FB2) to provide barrier-free and continuous access for residents.

## FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the proposed works to be $250.6 million in MOD prices, broken down as follows -

| | | **$ million** (in MOD prices) |
|---|---|---|
| (a) | Escalator links | 66.0 |
| (b) | Footbridges | 106.0 |
| | (i) main bridges | 35.0 |
| | (ii) lift towers with lifts and staircases | 71.0 |
| (c) | Ancillary works | 30.0 |
| (d) | Environmental mitigation measures and EM&A programme for the works in (a) to (c) above | 1.8 |
| (e) | Consultants' fees for | 2.1 |
| | (i) contract administration | 0.4 |
| | (ii) management of resident site staff (RSS) | 1.1 |
| | (iii) EM&A programme | 0.6 |
| (f) | Remuneration of RSS | 22.6 |
| (g) | Contingencies | 22.1 |
| | Total | 250.6 |

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10. We propose to engage consultants to undertake contract administration and site supervision of the works. A breakdown of the estimates for the consultants' fees and RSS costs by man-months is at Enclosure 4.

11. Subject to funding approval, we plan to phase the expenditure as follows –

| Year | $ million (MOD) |
|---|---|
| 2021 – 2022 | 83.6 |
| 2022 – 2023 | 70.6 |
| 2023 – 2024 | 59.8 |
| 2024 – 2025 | 30.7 |
| 2025 – 2026 | 5.9 |
| | 250.6 |

12. We have derived the MOD estimates on the basis of the Government's latest set of forecast on the trend rate of change in the prices of public sector building and construction output for the period from 2021 to 2026. Subject to funding approval, we will deliver the construction works under the New Engineering Contract (NEC)[9] form. The contract will provide for price adjustment.

13. We estimate the annual recurrent expenditure arising from the proposed works to be about $6.2 million, including about $2.0 million[10] for EL1 and EL2.

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[9] NEC is a suite of contracts developed by the Institution of Civil Engineers, United Kingdom. It is a contract form that emphasises cooperation, mutual trust and collaborative risk management between contracting parties.

[10] The Hong Kong Housing Authority will arrange to secure the recurrent expenditure under the established practice.

## PUBLIC CONSULTATION

14. Two public forums were held on 10 and 13 January 2015 at the Kwun Tong Community Hall for collecting views from members of the public on the proposed overall network of pedestrian connectivity facilities under the development of the ARQ site. The attendees generally supported the proposed facilities. We consulted the Kwun Tong District Council Traffic and Transport Committee (KTDC TTC) on the proposed overall network of pedestrian connectivity facilities on 29 January 2015. Members of the committee supported the project. Subsequently, we consulted the KTDC TTC on the proposed remaining pedestrian connectivity facilities on 29 November 2018. Members supported the proposed works and urged for their early commencement.

15. From 2016 to 2018, we consulted the LegCo Panel on Development and obtained funding approval of the FC[11] for the part-upgrading of PWP Item No. **765CL** to Category A for site formation and infrastructure works and part of pedestrian connectivity works (i.e. PWP Item No. **803CL**) and the road improvement and infrastructure works (i.e. PWP Item No. **818CL**). Members urged for early completion of the remaining pedestrian connectivity facilities under the ARQ project.

16. We gazetted the scheme of the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 2 August 2019, and no objection was received. The authorisation was gazetted on 1 November 2019.

17. We consulted the LegCo Panel on Development on 28 April 2020 for the proposed works. Members supported the proposed works.

## ENVIRONMENTAL IMPLICATIONS

18. The proposed works is not a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). In July 2014, we have completed the EIA report for the Development of Anderson Road Quarry under Schedule 3 of the EIA Ordinance, which covered the proposed pedestrian connectivity facilities works. The EIA report concluded that the proposed works will not cause any long-term adverse environmental impacts.

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[11] The part-upgrading of PWP Item No. **765CL** for the site formation and infrastructure works and the first batch of off-site pedestrian connectivity facilities (i.e. PWP Item No. **803CL**) was discussed by the LegCo Panel on Development on 15 March and 26 April 2016, PWSC on 21 May 2016, and FC on 10 June 2016. The part-upgrading of PWP Item No. **765CL** for the offsite road improvement and infrastructure works including the second batch of pedestrian connectivity facilities (i.e. PWP Item No. **818CL**) was discussed by LegCo Panel on Development on 28 March and 25 April 2017, PWSC on 15 and 29 November 2017, and the FC on 26 January 2018.

19. We will implement the mitigation measures and EM&A programme as recommended in the approved EIA report to control short-term environmental nuisances during construction to within established standards and guidelines. We will control the construction dust, noise and surface run-off by mitigation measures including watering at site, use of quiet plant and working methods, and close liaison with the nearby schools to avoid noisy construction works to be carried out during examination period, and use of temporary drains to collect site runoff for on-site treatment before discharge. We estimate the cost of implementing the environmental mitigation measures and EM&A programme to be about $1.8 million, which has been included in the overall project estimate.

20. At the planning and design stages, we have considered the design to optimise the slope cutting profile to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities[12]. We will encourage the contractor to maximise the use of recycled and recyclable inert construction waste, and the use of non-timber formwork to further minimise generation of construction waste.

21. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means 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 also require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

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[12] 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 at public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

22. We estimate that the project will generate in total 3 500 tonnes of construction waste. Of these, 2 600 tonnes (74.3%) of inert construction waste will be reused on site, the remaining 400 tonnes (11.4%) inert construction waste will be disposed of at public fill reception facilities. We will dispose of the remaining 500 tonnes (14.3%) non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfill sites is estimated to be $130,000 for this project (based on a unit charge rate of $71 per tonne for disposal at public fill reception facilities, and $200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

## HERITAGE IMPLICATIONS

23. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites and buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

## TRAFFIC IMPLICATIONS

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

## LAND ACQUISITION

25. The proposed works requires the resumption of about 891 square metres ($m^2$) of private land and clearance of about 188 $m^2$ of government land. The proposed works also requires the creation of easements and other permanent rights in about 839 $m^2$ of private land and the creation of rights of temporary occupation of about 595 $m^2$ of private land. The land acquisition cost, estimated at about $1.4 million, will be charged to **Head 701 "Land Acquisition"**. A breakdown of estimated land acquisition cost is at Enclosure 5.

## BACKGROUND INFORMATION

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

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27. On 21 February 2014, FC approved the upgrading of part of **765CL** to Category A as **774CL** "Development of Anderson Road Quarry site – detailed design and site investigations" at an approved project estimate of $187.2 million in MOD prices for engaging consultants to undertake the detailed design and site investigation works of the site formation and associated infrastructure works, off-site road improvement works, as well as pedestrian connectivity facilities for the proposed development at the ARQ site.

28. On 10 June 2016, FC approved the upgrading of part of **765CL** to Category A as **803CL** "Development of Anderson Road Quarry site – site formation and associated infrastructure works" at an approved project estimate of $7,693.4 million in MOD prices for construction of the site formation and associated infrastructure works and the first batch of off-site pedestrian connectivity facilities.

29. On 26 January 2018, FC approved the upgrading of part of **765CL** to Category A as **818CL** "Development of Anderson Road Quarry site – road improvement and infrastructure works" at an approved project estimate of $2,654.4 million in MOD prices for construction of the road improvement and infrastructure works including the second batch of off-site pedestrian connectivity facilities.

30. Of the 112 number of trees within the project boundary, 26 of them will be retained. The proposed works will involve the removal of 86 number of trees, including 77 number of trees to be felled (of which 4 are dead trees) and 9 number of trees to be transplanted elsewhere. All trees to be removed are not important trees[13]. We will incorporate planting proposals as part of the project, including about 27 number of trees, 150 number of whip trees and 640 $m^2$ of woodland mix planting area.

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[13] "Important trees" refer 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 m (measured at 1.3 m above ground level), or with a height or canopy spread equal to or exceeding 25 m.

31. We estimate that the proposed works will create 95 jobs (75 for labourers and 20 for professional or technical staff) providing a total employment of 3 000 man-months.

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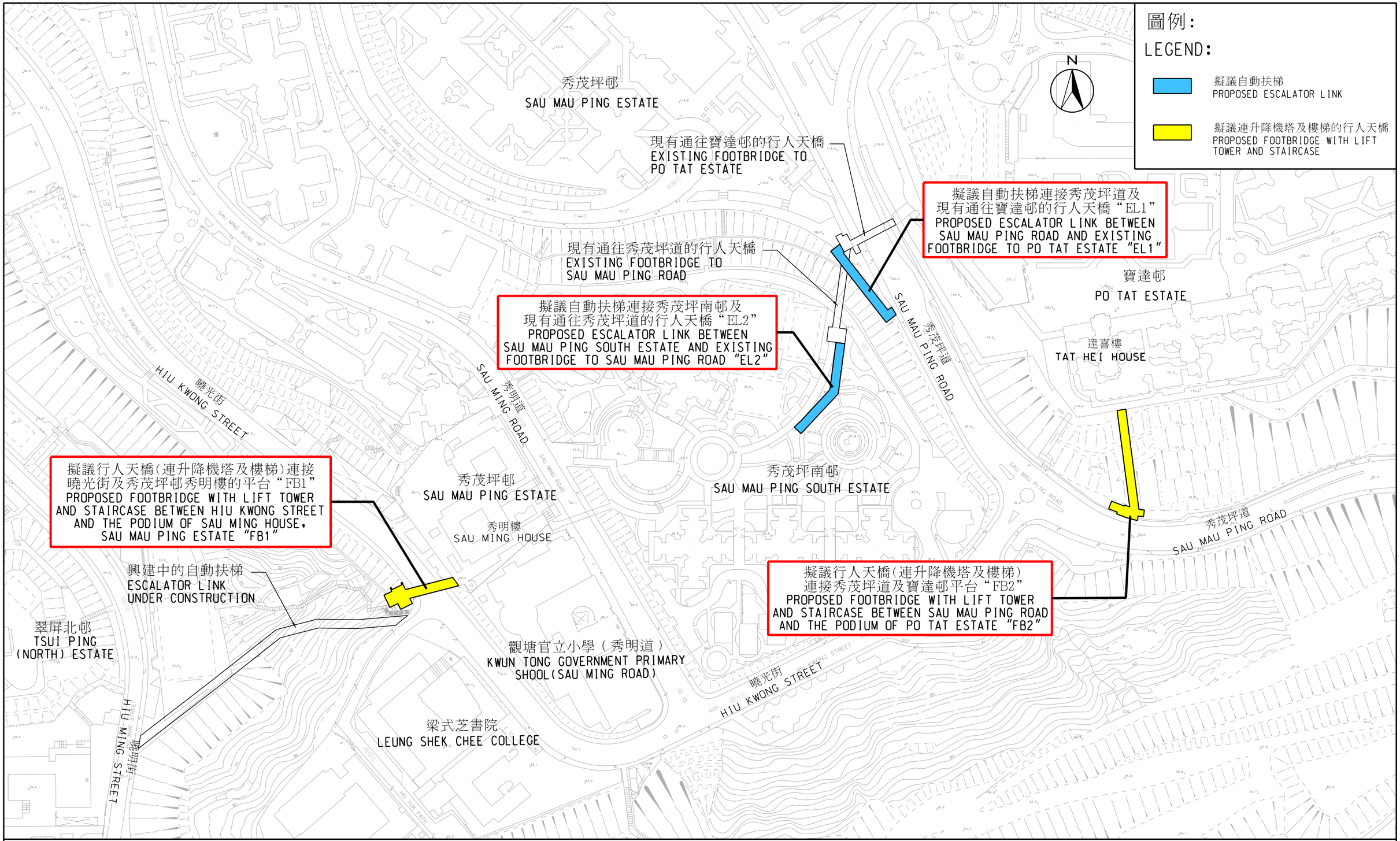
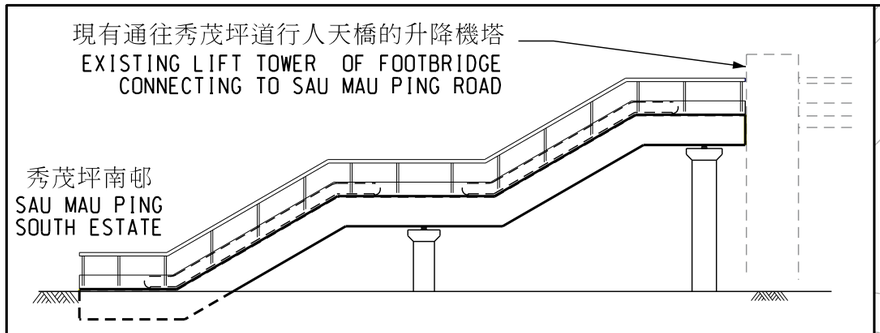
Development Bureau
October 2020




圖則名稱 drawing title

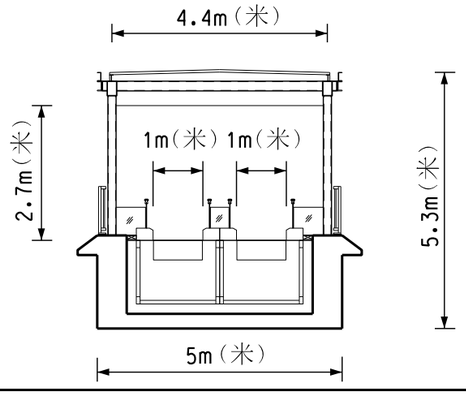
# 工務計劃第765CL號 - 安達臣道石礦場用地發展 - 餘下行人連繫設施工程

# PWP ITEM No. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - REMAINING PEDESTRIAN CONNECTIVITY FACILITIES WORKS

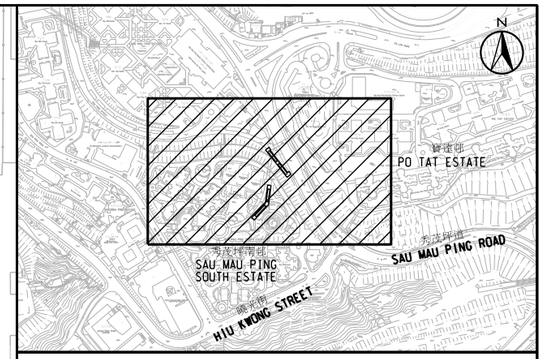



擬議自動扶梯“EL2”側面圖 4
ELEVATION VIEW 4 OF PROPOSED ESCALATOR LINK "EL2"


視圖3 - 自動扶梯“EL2”構想圖
VIEW 3 - ARTIST'S IMPRESSION FOR ESCALATOR LINK "EL2"

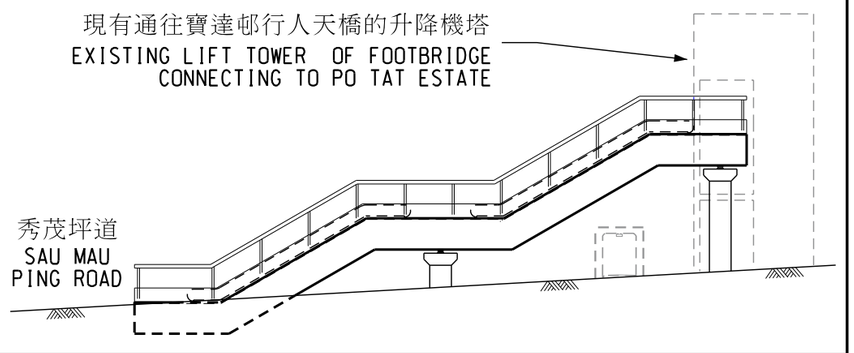



擬議自動扶梯切面圖 A-A
PROPOSED ESCALATOR LINK SECTION A-A


位置圖 LOCATION PLAN

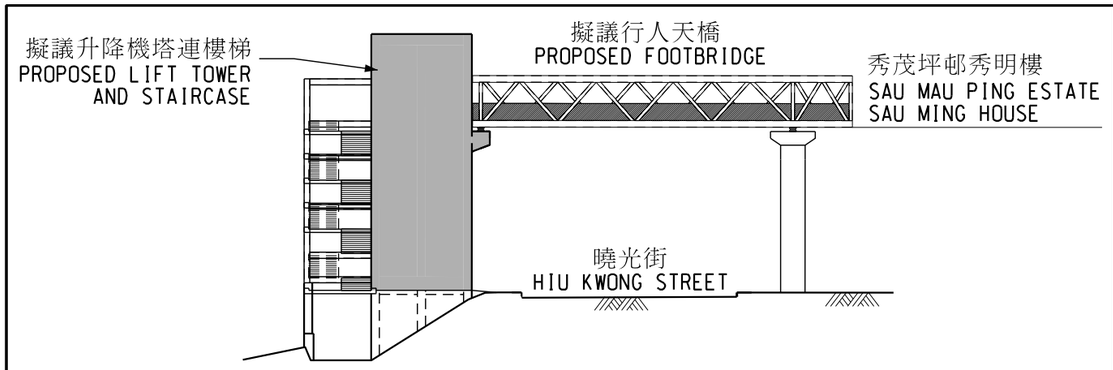

視圖1 - 自動扶梯“EL1”構想圖
VIEW 1 - ARTIST'S IMPRESSION FOR ESCALATOR LINK "EL1"




擬議自動扶梯“EL1”側面圖 2
ELEVATION VIEW 2 OF PROPOSED ESCALATOR LINK "EL1"

圖則名稱 drawing title

# 工務計劃第765CL號 - 安達臣道石礦場用地發展 - 餘下行人連繫設施工程
# PWP ITEM No. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - REMAINING PEDESTRIAN CONNECTIVITY FACILITIES WORKS




擬議行人天橋側面圖 6
ELEVATION VIEW 6 OF PROPOSED FOOTBRIDGE

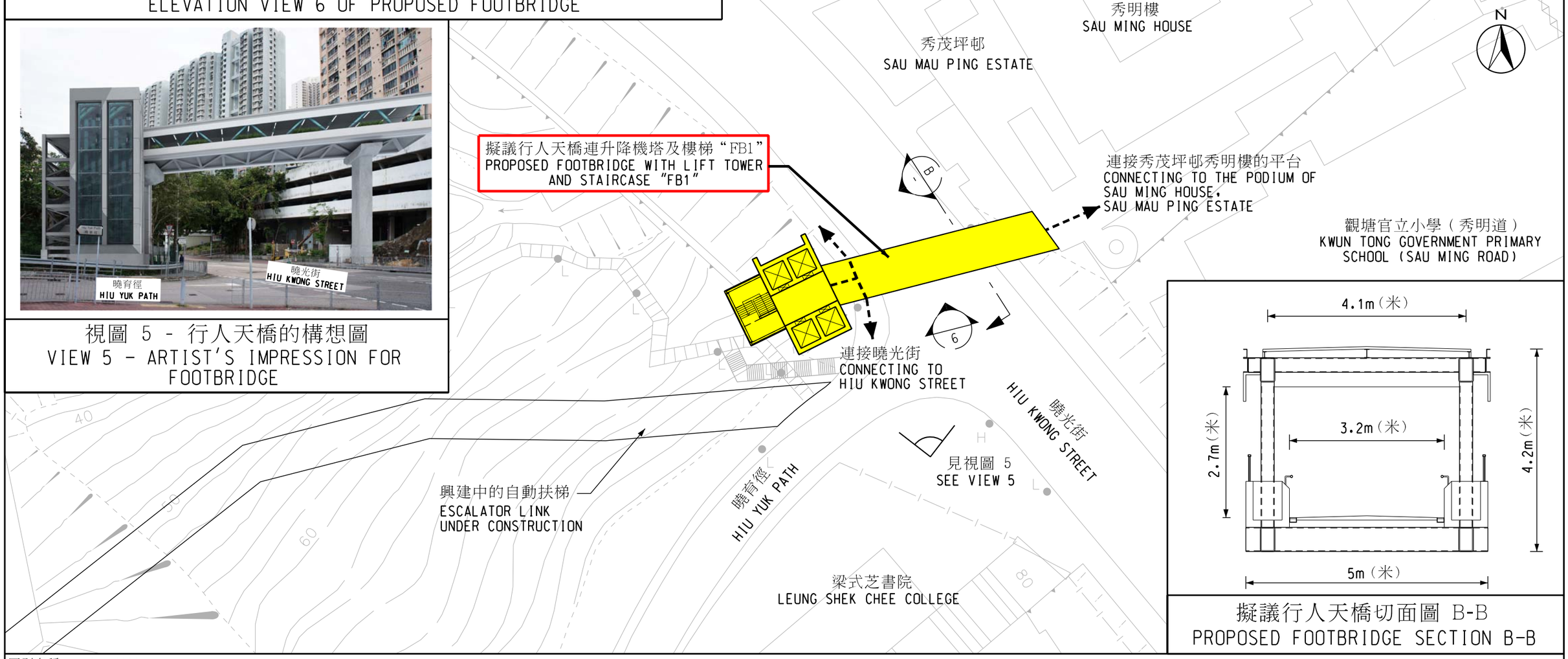



視圖 5 - 行人天橋的構想圖
VIEW 5 - ARTIST'S IMPRESSION FOR FOOTBRIDGE

圖例:
LEGEND:

擬議連升降機塔及樓梯的行人天橋
PROPOSED FOOTBRIDGE WITH LIFT TOWER AND STAIRCASE


位置圖 LOCATION PLAN







擬議行人天橋切面圖 B-B
PROPOSED FOOTBRIDGE SECTION B-B

圖則名稱 drawing title

# 工務計劃第765CL號 - 安達臣道石礦場用地發展 - 餘下行人連繫設施工程
# PWP ITEM No. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - REMAINING PEDESTRIAN CONNECTIVITY FACILITIES WORKS

達喜樓
TAT HEI HOUSE

Podium

(Multi-storey Car P

寶達邨
PO TAT ESTATE

連接寶達邨
CONNECTING TO
PO TAT ESTATE

擬議行人天橋連升降機塔及樓梯"FB2"
PROPOSED FOOTBRIDGE WITH
LIFT TOWER AND STAIRCASE "FB2"

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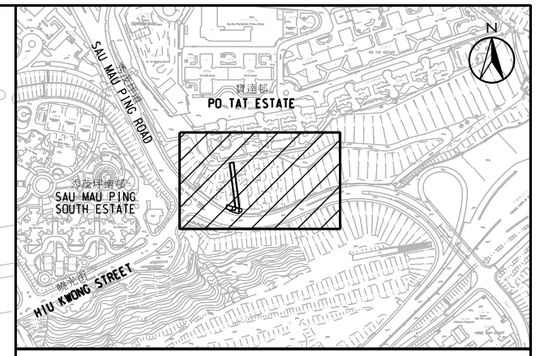
連接秀茂坪道
CONNECTING TO
SAU MAU PING ROAD

見視圖 7
SEE VIEW 7

秀茂坪道
SAU MAU PING ROAD

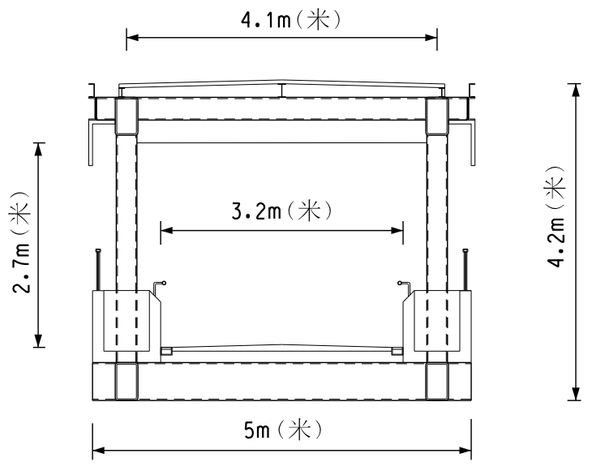



位置圖 LOCATION PLAN

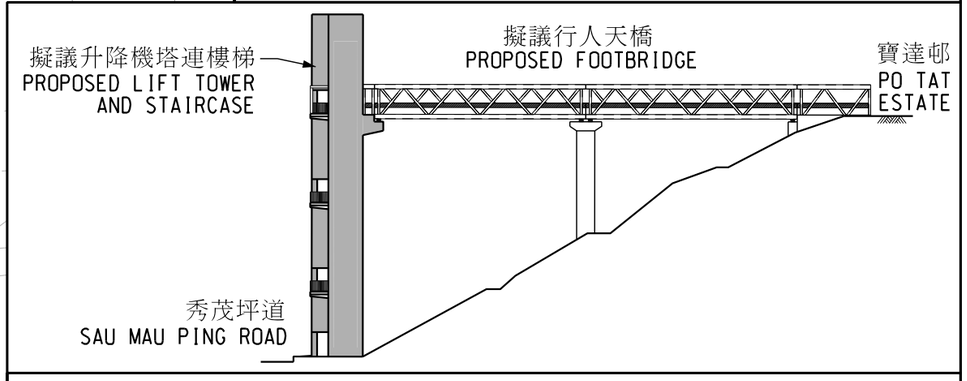

視圖 7 - 行人天橋的構想圖
VIEW 7 - ARTIST'S IMPRESSION FOR FOOTBRIDGE

圖例:
LEGEND:

擬議連升降機塔及樓梯的行人天橋
PROPOSED FOOTBRIDGE WITH LIFT TOWER AND STAIRCASE




擬議行人天橋切面圖 C-C
PROPOSED FOOTBRIDGE SECTION C-C




擬議行人天橋側面圖 8
ELEVATION VIEW 8 OF PROPOSED FOOTBRIDGE

圖則名稱 drawing title

# 工務計劃第765CL號 - 安達臣道石礦場用地發展 - 餘下行人連繫設施工程
# PWP ITEM No. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - REMAINING PEDESTRIAN CONNECTIVITY FACILITIES WORKS

興建中的3座升降機塔(連10部升降機)連接安秀道及安達臣道L4路
3 LIFT TOWER LINKS (WITH 10 LIFTS) BETWEEN ON SAU ROAD AND ANDERSON ROAD L4 UNDER CONSTRUCTION

安達臣道石礦場
用地發展
DEVELOPMENT OF ANDERSON ROAD QUARRY SITE

興建中的3座升降機塔(連8部升降機)
連接安達邨及安達臣道石礦場
用地發展東面
3 LIFT TOWER LINKS (WITH 8 LIFTS) BETWEEN ON TAT ESTATE AND EASTERN SIDE OF ANDERSON ROAD DEVELOPMENT UNDER CONSTRUCTION

曉麗苑
HIU LAI COURT

安達邨
ON TAT ESTATE

路線1
ROUTE 1

興建中的12台自動扶梯連接曉明街至曉光街
ESCALATORS LINK (WITH 12 ESCALATORS) BETWEEN HIU MING STREET AND HIU KWONG STREET UNDER CONSTRUCTION

秀茂坪道
SAU MAU PING ROAD

路線2
ROUTE 2

秀茂坪邨
SAU MAU PING ESTATE

興建中的2座升降機塔(連5部升降機)連接曉光街至秀明道接駁行人天橋及翠屏北邨至曉華大廈
2 LIFT TOWER LINKS (WITH 5 LIFTS) BETWEEN HIU KWONG STREET AND SAU MING ROAD FOOTBRIDGE, AND BETWEEN TSUI PING NORTH ESTATE AND HIU WAH BUILDING UNDER CONSTRUCTION

擬議4台自動扶梯"EL1"
PROPOSED ESCALATOR LINK (WITH 4 ESCALATORS) "EL1"

寶達邨
PO TAT ESTATE

秀明道
SAU MING ROAD

曉光街
HIU KWONG STREET

曉明街
HIU MING STREET

路線3
ROUTE 3

將軍澳隧道口巴士轉乘站
BUS-BUS INTERCHANGE AT TSEUNG KWAN O ROAD

擬議行人天橋連升降機塔(連4部升降機)及樓梯"FB1"
PROPOSED FOOTBRIDGE WITH LIFT TOWER (4 LIFTS) AND STAIRCASE "FB1"

翠屏(北)邨
TSUI PING (NORTH) ESTATE

秀茂坪南邨
SAU MAU PING SOUTH ESTATE

路線4
ROUTE 4

興建中的3座升降機塔(連6部升降機)連接秀茂坪道及連德道至將軍澳隧道口巴士轉乘站
3 LIFT TOWER LINKS (WITH 6 LIFTS) BETWEEN SAU MAU PING ROAD AND LIN TAK ROAD TO BUS-BUS INTERCHANGE AT TSEUNG KWAN O ROAD UNDER CONSTRUCTION

擬議4台自動扶梯"EL2"
PROPOSED ESCALATOR LINK (WITH 4 ESCALATORS) "EL2"

康華苑
HONG WAH COURT

觀塘港鐵站
KWUN TONG MTR STATION

興建中的14台自動扶梯
連接曉明街至曉育徑
ESCALATOR LINK (WITH 14 ESCALATORS) BETWEEN HIU MING STREET AND HIU YUK PATH UNDER CONSTRUCTION

將軍澳道
TSEUNG KWAN O ROAD

擬議行人天橋
連升降機塔(連2部升降機)
及樓梯"FB2"
PROPOSED FOOTBRIDGE WITH LIFT TOWER (2 LIFTS) AND STAIRCASE "FB2"

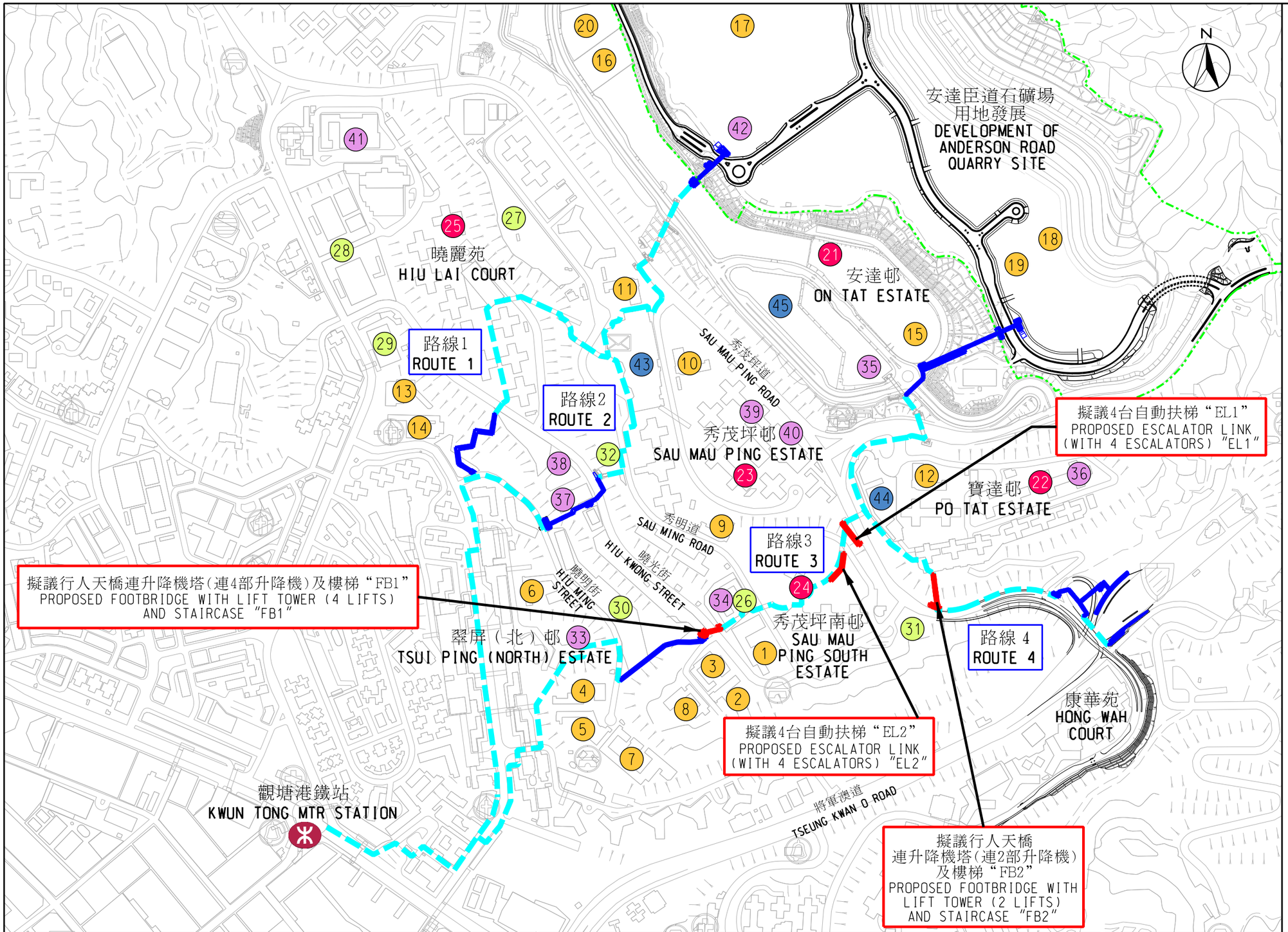
N

圖例
LEGEND :

- 安達臣道石礦場用地發展範圍 BOUNDARY OF DEVELOPMENT OF ANDERSON ROAD QUARRY SITE
- 行人連繫路線 PEDESTRIAN ROUTE
- 擬議行人連繫設施(是次撥款申請) PROPOSED PEDESTRIAN CONNECTIVITY FACILITIES (THIS FUNDING APPLICATION)
- 興建中的行人連繫設施(2016年6月獲財務委員會批准撥款) PEDESTRIAN CONNECTIVITY FACILITIES UNDER CONSTRUCTION (APPROVED BY FINANCE COMMITTEE IN JUNE 2016)
- 興建中的行人連繫設施(2018年1月獲財務委員會批准撥款) PEDESTRIAN CONNECTIVITY FACILITIES UNDER CONSTRUCTION (APPROVED BY FINANCE COMMITTEE IN JANUARY 2018)

圖則名稱 drawing title

# 工務計劃第765CL號 - 安達臣道石礦場用地發展 - 行人連繫設施總體規劃
# PWP ITEM No. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - OVERALL PLANNING OF PEDESTRIAN CONNECTIVITY FACILITIES




圖例
LEGEND :

- 安達臣道石礦場用地發展範圍 BOUNDARY OF DEVELOPMENT OF ANDERSON ROAD QUARRY SITE
- 興建中的行人連繫設施 PEDESTRIAN CONNECTIVITY FACILITIES UNDER CONSTRUCTION
- 擬議行人連繫設施 PROPOSED PEDESTRIAN CONNECTIVITY FACILITIES
- 行人連繫路線 PEDESTRIAN ROUTE

圖則名稱 drawing title

# 工務計劃第765CL號 - 安達臣道石礦場用地發展 - 行人連繫設施附近的屋邨、學校及設施

# PWP ITEM No. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - HOUSING ESTATES, SCHOOLS AND FACILITIES IN THE VICINITY OF PEDESTRIAN CONNECTIVITY FACILITIES

| 項目 ITEM | 學校 SCHOOLS |
|---|---|
| 1 | 觀塘官立小學(秀明道)<br>KWUN TONG GOVERNMENT PRIMARY SCHOOL |
| 2 | 香港聖公會何明華會督中學<br>H.K.S.K.H. BISHOP HALL SECONDARY SCHOOL |
| 3 | 梁式芝書院<br>LEUNG SHEK CHEE COLLEGE |
| 4 | 基督教聖約教會堅樂中學<br>THE MISSION COVENANT CHURCH HOLM GLAD COLLEGE |
| 5 | 聖公會梁季彝中學<br>S.K.H. LEUNG KWAI YEE SECONDARY SCHOOL |
| 6 | 中華基督教會蒙民偉書院<br>C.C.C. MONG MAN WAI COLLEGE |
| 7 | 香港專業教育學院(觀塘)<br>HONG KONG INSTITUTE OF VOCATIONAL EDUCATION (KWUN TONG) |
| 8 | 香港道教聯合會青松中學<br>HONG KONG TAOIST ASSOCIATION CHING CHUNG SECONDARY SCHOOL |
| 9 | 路德會聖馬太學校(秀茂坪)<br>ST MATTHEW'S LUTHERAN SCHOOL(SAU MAU PING) |
| 10 | 秀明小學<br>SAU MING PRIMARY SCHOOL |
| 11 | 基督教聖約教會堅樂小學<br>THE MISSION COVENANT CHURCH HOLM GLAD PRIMARY SCHOOL |
| 12 | 秀茂坪天主教小學<br>SAU MAU PING CATHOLIC PRIMARY SCHOOL |
| 13 | 新生命教育協會呂郭碧鳳中學<br>NLSI LUI KWOK PAT FONG COLLEGE |
| 14 | 觀塘瑪利諾書院<br>KWUN TONG MARYKNOLL COLLEGE |
| 15 | 聖公會聖約翰曾肇添小學<br>S.K.H. ST. JOHN'S TSANG SHIU TIM PRIMARY SCHOOL |
| 16, 17,18 | 已規劃的小學<br>PLANNED PRIMARY SCHOOL |
| 19,20 | 已規劃的中學<br>PLANNED SECONDARY SCHOOL |
| 共 20 學校<br>TOTAL 20 SCHOOLS | |

| 項目 ITEM | 屋邨 HOUSING ESTATES |
|---|---|
| 21 | 安達邨<br>ON TAT ESTATE |
| 22 | 寶達邨<br>PO TAT ESTATE |
| 23 | 秀茂坪邨<br>SAU MAU PING ESTATE |
| 24 | 秀茂坪南邨<br>SAU MAU PING SOUTH ESTATE |
| 25 | 曉麗苑<br>HIU LAI COURT |
| 共 5 屋邨<br>TOTAL 5 HOUSING ESTATES | |

| 項目 ITEM | 文娛及康樂設施 RECREATIONAL AND CULTURAL FACILITIES |
|---|---|
| 26 | 秀茂坪公共圖書館<br>SAU MAU PING PUBLIC LIBRARY |
| 27 | 秀明道公園<br>SAU MING ROAD PARK |
| 28 | 秀雅道遊樂場<br>SAU NGA ROAD PLAYGROUND |
| 29 | 曉光街體育館<br>HIU KWONG STREET SPORTS CENTRE |
| 30 | 曉明街遊樂場<br>HIU MING STREET PLAYGROUND |
| 31 | 秀茂坪道/曉光街休憩處<br>SAU MAU PING ROAD / HIU KWONG STREET SITTING-OUT AREA |
| 32 | 秀茂坪社區會堂<br>SAU MAU PING COMMUNITY HALL |
| 共 7 設施<br>TOTAL 7 FACILITIES | |

| 項目 ITEM | 社福及區內設施 WELFARE AND DISTRICT FACILITIES |
|---|---|
| 33 | 明愛觀塘長者中心<br>CARITAS KWUN TONG ELDERLY CENTRE |
| 34 | 方肇彝長者鄰舍中心<br>FONG SHIU YEE NEIGHBOURHOOD ELDERLY CENTRE |
| 35 | 邱木城長者鄰舍中心<br>STEPHEN YOW MOK SHING NEIGHBOURHOOD ELDERLY CENTRE |
| 36 | 可榮耆英鄰舍中心<br>HO WING NEIGHBOURHOOD CENTRE FOR SENIOR CITIZENS |
| 37 | 康達老人中心(分院)<br>HON TAT ELDERLY CARE CENTRE BRANCH |
| 38 | 康寧護理中心<br>HONG LING NURSING CENTRE<br>曉光護老中心<br>HIU KWONG NURSING CENTRE |
| 39 | 恩光社會服務中心<br>YAN KWONG SOCIAL SERVICE CENTRE |
| 40 | 秀茂坪邨服務設施大樓<br>SAU MAU PING ESTATE ANCILLARY FACILITIES BLOCK |
| 41 | 基督教聯合醫院<br>UNITED CHRISTIAN HOSPITAL |
| 42 | 已規劃的聯用綜合大樓<br>PLANNED JOINT-USER COMPLEX |
| 共 11 設施<br>TOTAL 11 FACILITIES | |

| 項目 ITEM | 商場 SHOPPING CENTRES |
|---|---|
| 43 | 秀茂坪商場<br>SAU MAU PING SHOPPING CENTRE |
| 44 | 寶達商場<br>PO TAT SHOPPING CENTRE |
| 45 | 安達商場<br>ON TAT SHOPPING CENTRE |
| 共 3 商場<br>TOTAL 3 SHOPPING CENTRES | |

圖則名稱 drawing title

# 工務計劃第765CL號 - 安達臣道石礦場用地發展 - 行人連繫設施附近的屋邨、學校及設施

# PWP ITEM No. 765CL - DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - HOUSING ESTATES, SCHOOLS AND FACILITIES IN THE VICINITY OF PEDESTRIAN CONNECTIVITY FACILITIES

# 765CL – Development of Anderson Road Quarry site – remaining pedestrian connectivity facilities works

## Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2020 prices)

| | | | Estimated man-months | Average MPS* salary point | Multiplier (Note 1) | Estimated fee ($million) |
|---|---|---|---|---|---|---|
| (a) | Contract administration (Note 2) | Professional | – | – | – | 0.3 |
| | | Technical | – | – | – | 0.1 |
| | | | | | Sub-total | 0.4# |
| (b) | Environmental monitoring and audit (EM&A) programme (Note 3) | Professional | 2 | 38 | 2.0 | 0.3 |
| | | Technical | 3 | 14 | 2.0 | 0.2 |
| | | | | | Sub-total | 0.5# |
| (c) | Resident site staff (RSS) costs (Note 3) | Professional | 69 | 38 | 1.6 | 9.5 |
| | | Technical | 214 | 14 | 1.6 | 10.4 |
| | | | | | Sub-total | 19.9 |
| | Comprising – | | | | | |
| | (i) Consultants' fees for management of RSS | | | | | 1.0# |
| | (ii) Remuneration of RSS | | | | | 18.9# |
| | | | | | **Total** | **20.8** |

* MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants. A multiplier of 2.0 is applied to the average MPS salary point to estimate the full staff cost including the consultants' overheads and profit for the staff employed in the consultants' offices (as at now, MPS salary point 38 = $85,870 per month and MPS salary point 14 = $30,235 per month).

2. The consultants' staff cost for contract administration is calculated in accordance with an existing consultancy agreement for the provision of contract administration of **765CL**. The construction phase of the assignment will only be executed upon Finance Committee's approval to upgrade **765CL** to Category A.

3. The consultant's staff costs for EM&A programme and site supervision are based on the estimates prepared by the Director of Civil Engineering and Development. The actual man-months and actual costs will only be known after completion of the construction works.

**Remarks**

The cost figures in this Enclosure are shown in constant prices to correlate with the MPS salary point of the same year. The figures marked with # are shown in money-of-the-day prices in paragraph 9 of the main paper.

# 765CL – Development of Anderson Road Quarry site – remaining pedestrian connectivity facilities works

## Breakdown of Land Acquisition Cost

| | | | **$ million** |
|---|---|---|---|
| **(I)** | Estimated cost for land acquisition (resumption of private land, creation of easements / rights) | | 1.158 |
| **(II)** | Interest and contingency payment | | 0.232 |
| | | **Total** | **1.390 (about 1.4)** |