

Finance Committee Meeting on 30 June 2017

**PWP Item No. 786CL – Tung Chung New Town Extension
Reclamation and Advance Works**

At the request of the Chairman of the Finance Committee, the Government provides supplementary information in respect of the request made by Hon CHU Hoi-dick vide his letter of 16 June 2017. In consultation with the relevant bureaux and departments, the Government's consolidated reply is set out as follows.

Public Housing Supply and the Ratio of Public Rental Housing to Subsidised Sale Flats

2. As stated in paragraph 15 of the LC Paper (No. PWSC192/16-17(02)) submitted by the Government to the Public Works Subcommittee (PWSC) of the Legislative Council (LegCo) earlier on, according to the Transport and Housing Bureau (THB), the current ratio of public rental housing (PRH) to subsidised sale flats (SSF) in respect of the public housing supply in the Tung Chung New Town is about 75:25. Among the 25 700 public housing flats proposed in Tung Chung East (TCE) (representing 63% of the total housing supply in TCE), the preliminary proposed ratio of PRH to SSF is about 70:30. The actual ratio will be determined in the detailed design stage, taking into account the housing needs of the society and the situation of housing supply at the time.

3. According to the Long Term Housing Strategy promulgated in December 2014, two of the major strategic directions are to build more PRH flats and to provide more SSFs. In this regard, in considering the ratio between the supply of PRH and SSF, the Government needs to balance the continued demand of the grassroots for PRH and the home ownership aspirations of low-to-middle income families. Indeed, SSFs also provide an opportunity for PRH tenants whose financial conditions have been improved to achieve home ownership, thereby releasing their PRH units to meet the housing demand of PRH applicants. Meanwhile, providing a suitable proportion of private housing units may also help meet the different housing demand of Hong Kong citizens.

4. In considering the development proposals of public housing projects, the Housing Authority (HA) advises that the preliminary design would be formulated based on the development parameters stipulated on the outline zoning plan (OZP), and the HA will consult relevant departments and organisations, District Councils and

locals where appropriate. When the Civil Engineering and Development Department (CEDD) completes the reclamation and site formation works of public housing sites and hands them over to the HA, the HA will carry out piling and construction works. Except for the “Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study” (Feasibility Study) jointly commissioned by the Planning Department (PlanD) and the CEDD in 2012, the HA considers it unnecessary to conduct another feasibility study for public housing projects.

Transport Support and Railway Development of Tung Chung

5. The THB announced the Railway Development Strategy 2014 (RDS-2014) in September 2014. Having regard to transport demand, cost-effectiveness and development needs of New Development Areas and other new development projects, the RDS 2014 recommends that seven railway projects, including the Tung Chung West Extension, be completed in the planning horizon up to 2031. We also indicated in the RDS-2014 that the PlanD and the CEDD were jointly conducting the Feasibility Study at that juncture. The Feasibility Study, which was completed in 2016, proposed, inter alia, a new Tung Chung East Station that was scheduled for completion in 2026 to tie in with the developments of TCE.

6. As stated in the LC papers (No. PWSC192/16-17(02) and No. PWSC184/16-17(01)) submitted by the Government to the LegCo PWSC earlier on, having regard to the indicative implementation timetable recommended in the RDS-2014, the Government invited the MTR Corporation Limited in early January 2017 to submit a proposal of the Tung Chung West Extension (and Tung Chung East Station) with a view to implementing the railway project. The proposal is under preparation at present and further information is not available at this stage.

7. On the other hand, the Airport Authority Hong Kong (AAHK) embarked on a consultancy study in June 2016 to explore the technical feasibility, financial viability and operation strategy for providing rail shuttle service between the future Tung Chung East Station and the Airport Island using the spare capacity of the existing Airport Express Line tracks. The consultancy report submitted by the AAHK to the THB last month was only a preliminary study report. We are reviewing the said study report to assess whether the AAHK’s recommended scheme is practically feasible.

Tendering Arrangement and Marking Scheme for Reclamation Works

8. As stated in paragraphs 4 to 6 of the LC Paper (No. PWSC223/16-17(01)) submitted to the LegCo PWSC, we will adopt the “Marking Scheme Approach” in tender evaluation. Under the guidelines set out in the DEVB’s Technical Circular (Works) No. 4/2014, contractors’ past performance, experience and other technical factors shall be taken into account in the marking criteria for technical attributes as detailed below:

Marking Criterion	Mark
Tenderer’s past performance	18-35
Tenderer’s relevant experience	0-20
Tenderer’s technical resources	5-40
Tenderer’s technical proposal	30-60
Tenderer’s design	0-30
Total	100

According to the above guidelines, the respective weights for technical and tender price score are generally 40/60. The Special Administrative Region Government has all along attached importance to the past performance of contractors in public works contracts. As far as the technical score of the TCE reclamation works is concerned, we will lay down suitable marking criteria with regard to the needs of the works.

9. As tendering documents and related marking scheme are restricted in nature and that preparation for the tendering exercise is in progress, in order to ensure the fairness of the tendering process, we would not be able to provide the documents.

10. Regarding the tendering documents and tender marking schemes of the reclamation works of the Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Three Runway System of the Hong Kong International Airport (3RS), the Highways Department is seeking legal advice in respect of Hon CHU Hoi-dick’s request and will provide a reply in due course. For the questions on the 3RS reclamation works, the AAHK will reply Hon CHU Hoi-dick separately.

The Deep Cement Mixing Method

11. As stated in paragraphs 6 and 7 of the LC Paper No. PWSC190/16-17(01), the TCE reclamation works and the works of the 3RS are facing different challenges including the geographical location of the works site, ground conditions, the restrictions of the environment in the vicinity, design requirements and the time for completion, etc. The TCE reclamation works vessels have to pass through the Tung Chung Navigation Channel underneath the Tuen Mun – Chek Lap Kok Link Southern Viaduct with a headroom of only 21m when entering the works site from the east. When entering the works site from the west, the works vessels have to pass through the navigation channel underneath the bridge to the Airport Island with a headroom of only 12m. As such, the works vessels currently deployed in the 3RS may not be fully applicable for the TCE reclamation works.

12. The Deep Cement Mixing (DCM) method has long been used in Asia (mainly in Japan and Korea) for marine works. We have informed local and foreign construction firms in late 2016/early 2017 that the Government would commence large-scale reclamation works in the near term, and the technology of DCM method would be adopted. We are confident that there will be sufficient contractors bidding for the TCE reclamation works and sufficient mechanical plants and vessels would be deployed for the works.

Filling Materials used in the TCE Reclamation Works

13. Marine sand makes up about a quarter of the total amount of filling materials used in the TCE Reclamation works. Some of the marine sand will be adopted for the sand blanket. Compared with the amount of marine sand used in the works for the 3RS, the marine sand used in the TCE Reclamation Works only accounts for about 5% of that in the 3RS. As such, we do not expect to encounter many difficulties in terms of market supply and cost control.

14. As far as marine sand supply is concerned, apart from Mainland China, other neighbouring Southeast Asian countries will also export marine sand. Moreover, contractors of the TCE Reclamation Works are free to choose their own suitable filling materials, including mechanical sand, to be adopted for the sand blanket as long as the materials used are in compliance with the contract requirements on the quality of filling materials. In terms of quality control, requirements on the mechanical sand

will be stipulated in the contracts of the reclamation works. These include requiring contractors to provide information to prove that origins of the mechanical sand meet the requirements under their respective local laws and requirements on the granular size of the mechanical sand, etc. The Government will conduct inspection in the countries of origin of the mechanical sand and will also conduct random checking locally to ensure that the quality of the mechanical sand will meet the contract requirements.

Environmental Impact Assessment

15. The environmental baseline information adopted for assessment of the impact of reclamation on the ecological environment when conducting the Environmental Impact Assessment (EIA) on Tung Chung New Town Extension (TCNTE) (AEIAR196/2016) could be obtained from paragraph 9.4 of the said EIA Report:

http://www.epd.gov.hk/eia/register/report/eiareport/eia_2332015/html/EIA/Text/9.%20Ecology/REP-121-03_EIA_CH%209_Ecology.htm#_Toc435726721

16. With regard to the impact on Tai Ho Wan and the Brothers Marine Park (BMP) upon completion of the TCE reclamation sites, it was pointed out in the EIA report that the water flow of Tai Ho Wan would only be affected by tidal movements as it is currently sheltered by the North Lantau Highway. As such, the TCE reclamation sites would not cause any impact on the water flow of Tai Ho Wan. Furthermore, as shown in the EIA report, the TCE reclamation sites do not have any significant potential effect on the BMP either.

17. When the TCE reclamation works are in progress, we will implement mitigation measures to minimise the impacts on Tai Ho Wan and the BMP. Although the TCE reclamation sites are only about 50m away from the outlet of Tai Ho Wan, the outlet itself is not a designated Sites of Special Scientific Interest (SSSI); while the Tung Chung Development Area is about 1.2km away from the Tai Ho Stream, which is a designated SSSI and an Ecologically Important Stream (EIS). As for the BMP, according to the EIA report, the potential temporary impact on the BMP was not serious during the construction stage of the TCNTE and the TCNTE has recommended additional measures to protect the BMP which is the habitat for Chinese White Dolphins.

18. During construction phase, we will reduce the marine traffic by, inter alia, the

use of larger-sized barges and the reuse of construction and demolition materials. It is expected that during peak periods, there would be 32 daily trips of works vessels to and from the works site, which is below the limit set in the Environmental Permit (56 daily trips). Prior to commencement of reclamation works, contractors have to take into account the various constraints, including all requirements of existing legislation, speed regulations, and good site practices, etc. and submit a Works Vessel Travel Route Plan aiming for reduction of marine traffic for approval of the Environmental Protection Department. Furthermore, resident site staff will provide appropriate monitoring on the contractors, including the routes of the vessels, the arrangement and timetable for disposal of filling materials to reduce the possibility of spillage of filling materials from vessels. Resident site staff will also monitor marine water quality on a regular basis. If abnormalities have been detected, the CEDD, together with the Environmental Team and the independent Environmental Checker, will conduct investigation and take appropriate actions accordingly.

19. In accordance with the Technical Memorandum on EIA Process, an EIA needs to evaluate the environmental impacts and the cumulative effects expected to arise from the related project(s) in order to identify, assess and specify methods, measures and standards, to be included in the detailed design, construction, operation of the project(s) which are necessary to mitigate these residual environmental impacts and cumulative effects and reduce them to acceptable levels. The EIA on the TCNTE has taken into account the cumulative environmental impacts of the related development projects currently underway or planned in North Lantau, including the works of the Hong Kong Boundary Crossing Facilities Island of HZMB, the Tuen Mun – Chek Lap Kok Link and the 3RS, etc. so as to identify the cumulative environmental impacts of these works projects during the construction and operation phases. As shown in the results of the EIA, it is expected that no adverse environmental impacts will be caused during the construction and operation phases of the TCNTE after implementation of the mitigation measures recommended in the EIA report.

20. As for the proposed reclamation projects in Sunny Bay and Siu Ho Wan, we have, in the course of the EIAs, made reference to the relevant information on the cumulative environmental impact assessment on the reclamation works in Sunny Bay, Siu Ho Wan and Lung Kwu Tan set out in the “Cumulative Environmental Impact Assessment Study for the Three Potential Nearshore Reclamation Sites in the Western Waters of Hong Kong – Investigation” (The CEIA Study). The assessment of the CEIA Study is based mainly on four environmental aspects, i.e. ecology, fisheries, air quality and water quality, and has also taken into account the large-scale infrastructural

development projects in the western water of Hong Kong, including the TCNTE, HZMB and related works projects, the 3RS. The CEIA Study reveals that from the environmental perspective, the three nearshore reclamation sites in the western water, i.e. Sunny Bay, Siu Ho Wan and Lung Kwu Tan, could all be identified for further consideration upon implementation of appropriate mitigation measures and land use planning. During the next stage of detailed study on the reclamation works in Sunny Bay and Siu Ho Wan, an EIA will be carried out under statutory requirements in order to develop appropriate mitigation measures to control the impacts of the reclamation project to acceptable levels.

The Planning Process

21. Three stages of public engagement had been conducted for the TCNTE Study between 2012 and 2014. Public comments were received through various means including forums, workshops, roving exhibitions, focus group meetings and briefing sessions. All comments received were compiled and analysed, which formed the basis for the formulation of the RODP. The RODP, indicating the proposed land uses (**Plan 1**), was uploaded to the TCNTE Study website for public viewing. On the basis of the RODP and taking into account other relevant planning considerations, the Town Planning Board (TPB) has prepared the OZP and have it gazetted in January 2016 to apply statutory planning control and invite public representations and comments. The TPB held a hearing session on 28 September 2016 on the representations and comments received. Upon consideration, the TPB decided on 18 November 2016 not to propose any amendment to the OZP. The OZP was approved by the Chief Executive in Council on 7 February 2017.

22. Due consideration has been given to the public comments received in the course of the planning study and statutory planning process, which were fully reflected in the current planning and land uses in the TCNTE Area. The Government currently has no plan to make planning and land-use amendments. Having said that, as there is still a long lead time from now to completion of the TCNTE project, should there be significant changes in the planning circumstances, the Government will further review the planned land uses in the light of the actual needs.

Planning of Ancillary Community Facilities

23. The provision of community, social welfare, recreational and educational facilities in the TCNTE are planned in a holistic manner to serve the population of the whole new town and its extension in accordance with the requirements under the Hong Kong Planning Standards and Guidelines and based on the advice of relevant departments. In addition, we have carefully planned the locations of such facilities to ensure convenient access by the community. Please refer to **Table 1** for the site area/gross floor area of the proposed community facilities in the TCNTE.

24. As for healthcare facilities, the Food and Health Bureau (FHB) takes note of Members' concerns over the expansion proposal of North Lantau Hospital (NLTH). The Hospital Authority is closely monitoring the demand for healthcare services of Tung Chung residents. As mentioned in paragraphs 10 to 12 of the LC Paper No. PWSC192/16-17(01) submitted to the PWSC, NLTH is currently providing 24-hour accident and emergency (A&E) services, in-patient services, general out-patient clinic services, specialist out-patient services (Medicine & Geriatrics, Orthopaedics & Traumatology, Psychiatry and Surgery), diagnostic radiology, pathology services and allied health services (including physiotherapy, occupational therapy, dietetics, speech therapy, podiatry, medical social service, pharmacy, day rehabilitation and ambulatory surgery services). NLTH also provides community care services, community psychiatric services and community geriatric assessment services.

25. To cater for the growing healthcare demand from the citizens, the Hospital Authority further enhanced the service capacity of NLTH in 2016-17, which includes the provision of 15 new day rehabilitation places in day rehabilitation centre and 1 350 daily rehabilitation attendances, and 760 specialist outpatient attendances in Medicine & Geriatrics, etc. In addition, the service capacities of North Lantau Community Health Centre and the allied health services have been strengthened, with increases of 5.4% and 12.3% respectively as compared with those in 2015-16.

26. The hospitals in Kowloon West Cluster (KWC), which NLTH belonged, will continue to support NLTH in various service areas. The Hospital Authority will continue to expand the services of NLTH in phases, taking into account various considerations such as service demand, availability of manpower and resources.

27. In order to better plan for the future hospital services, the Hospital Authority has formulated a longer-term Clinical Services Plan (CSP) for each cluster to

strategically expand and integrate hospital services, with a view to providing more appropriate medical care to the citizens. To meet the long-term needs of the public on medical services, the Hospital Authority will carry out the CSP for KWC in the second half of 2017 to outline the role of existing hospitals and the future development approach in Kowloon West, including the future development and expansion of the NLTH.

28. As regard the hardware facilities, in the long run, a site adjacent to NLTH has been reserved for the future expansion of NLTH. The initial planning reveals that the adjacent site could be used to provide 320 additional beds and development of the Hospital Authority supporting services. The Hospital Authority will carry out the NLTH Phase II development taking into account the service demand.

Making Public the Feasibility Study Report

29. The Feasibility Study for the entire TCNTE project involves numerous aspects encompassing transport, environment, ecology, public facilities, development strategy and costs, etc. We need longer time to examine the content of the Feasibility Study report to ensure that all information provided in the report is suitable for public disclosure. Accordingly, we will first provide the concluding report for Members' reference. Should Members want to obtain further information of the Feasibility Study after viewing the concluding report, please feel free to contact the CEDD.

Development Bureau

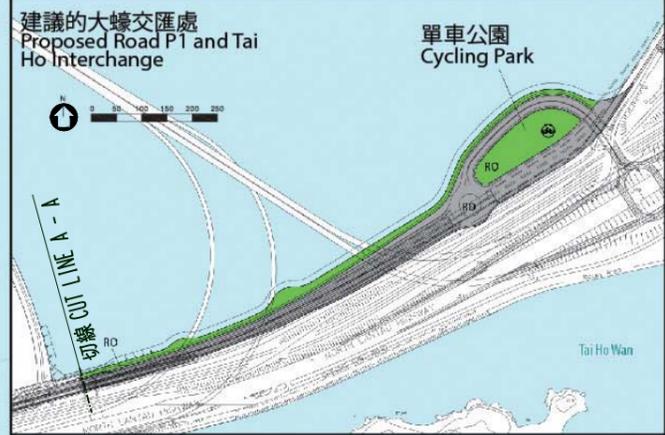
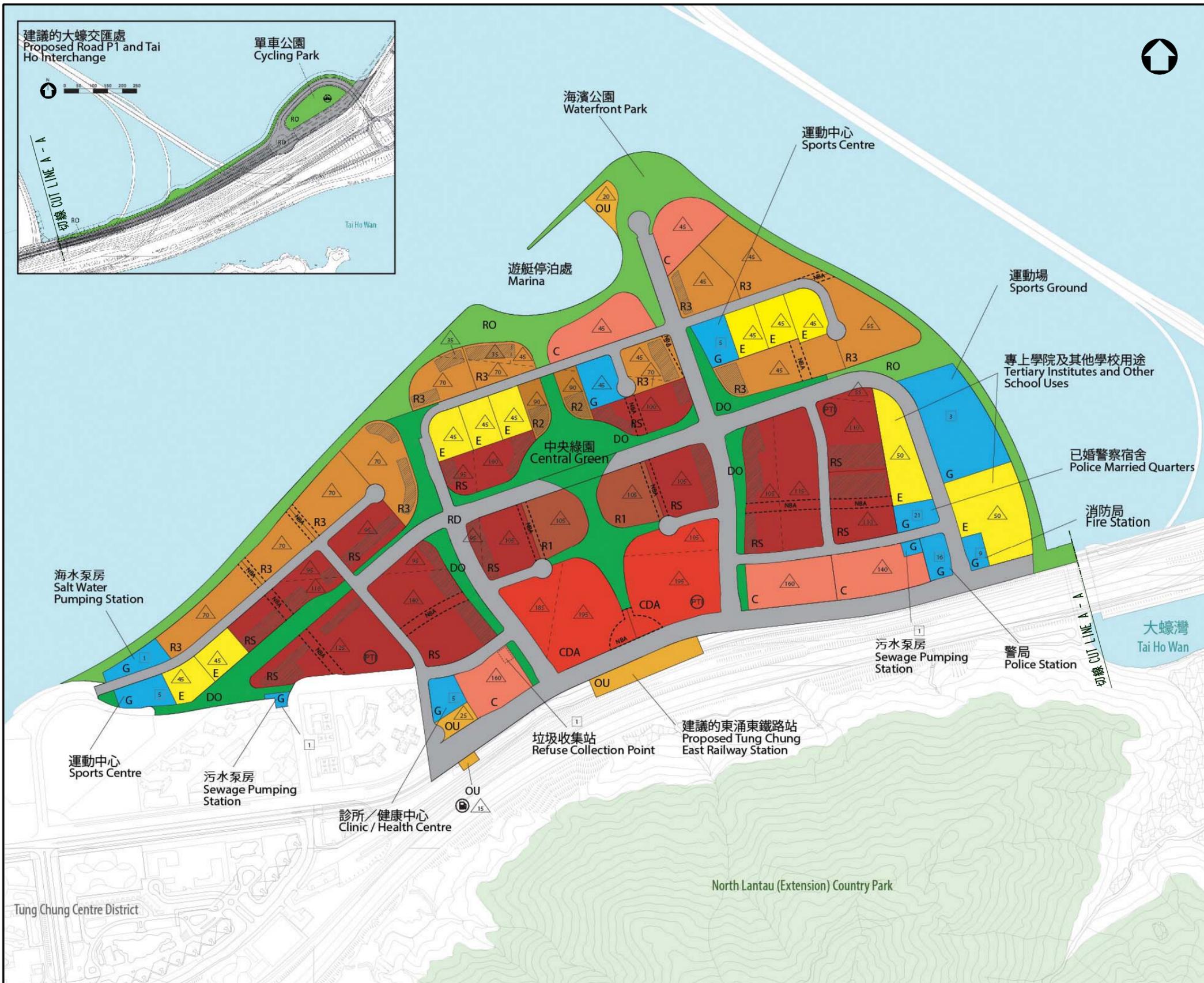
Transport and Housing Bureau

Food and Health Bureau

Planning Department

Civil Engineering and Development Department

June 2017



- 圖例 LEGEND:**
- RS 租住公屋/居屋 Special Residential (PR 5-6.5)
 - R1 住宅發展區1 Residential 1 (PR 6.5)
 - R2 住宅發展區2 Residential 2 (PR 5)
 - R3 住宅發展區3 Residential 3 (PR 2.5-3.5)
 - G 政府 Government
 - E 教育 Educational
 - OU 其他指定用途 Other Specified Uses
 - CDA 綜合發展區 Comprehensive Development Area
 - C 商業 Commercial (PR 3-9.5)
 - DO 地區休憩用地 District Open Space
 - RO 區域休憩用地 Regional Open Space
 - RD 建議道路 Proposed Road
 - NBA 非建築用地 Non-Building Area
 - 地區商業平台 Local Commercial Podium
 - △ 55 最高建議物高度(在主水平基準上若干米) Maximum Building Height (mPD)
 - 9 最高建議物高度(樓層數目) Maximum Building Height (Storeys)
 - PTI 公共交通交匯處 Public Transport Interchange

圖則名稱 drawing title

東涌東建議發展大綱圖
 RECOMMENDED OUTLINE DEVELOPMENT PLAN OF TUNG CHUNG EAST



Table 1 Proposed Community Facilities in the TCNTE

Type of Facilities	Number	Site Area / Gross Floor Area (GFA)
Education		
Kindergarten	10	GFA: 642 m ² each
Primary School	6	Site Area: about 6 200 m ² each
Secondary School	2	Site Area: about 7 000 m ² each
Post-secondary Institution	1	Site Area: about 25 000 m ²
Other Educational Uses	1	Site Area: about 15 000 m ²
Recreation		
Sports Centres	2	Site Area: about 6 000 m ² and about 6 300 m ²
Sports Ground	1	Site Area: about 30 000 m ²
Medical		
Clinic	1	Site Area: about 5 600 m ²
Social Welfare *		
Integrated Family Service Centre	1	GFA: 1 180 m ²
Social Security Field Unit	1	GFA: 1 020 m ²
Family and Child Protective Services Unit Sub-Office	1	GFA: 190 m ²
Integrated Children and Youth Services Centre	3	GFA: 1 390 m ² each
Residential Care Home for the Elderly (RCHE) (150 places each)	2	GFA: 3 470 m ² each
Day Care Unit for Elderly in RCHE	1	GFA: 150 m ²
Neighbourhood Elderly Centre	1	GFA: 670 m ²
Child Care Centre (for children age under 3) (100 places each)	2	GFA: 1 080 m ² each
District Support Centre for Persons with Disabilities Sub-base	1	GFA: 380 m ²
Integrated Community Centre for Mental Wellness	1	GFA: 790 m ²

*The floor area requirement of the welfare facilities will be confirmed at the detailed project design stage, subject to the planning standard and Schedule of Accommodation of the respective welfare facilities at the time.