

# **New Wang Tong River Bridge**

## **Project Profile**

**Prepared in accordance with Environmental Impact  
Assessment Ordinance (Cap. 499) (“EIAO”)**

**Highways Department**

**January 2013**

## **New Wang Tong River Bridge**

### **Project Profile**

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## **1. BASIC INFORMATION**

### **1.1. The Project Profile and Project Title**

This project profile is prepared in accordance with EIAO and the Technical Memorandum on Environmental Impact Assessment Process (“TM”) to cover a project entitled “New Wang Tong River Bridge” (which is hereinafter referred to as “the Project”). The Project constitutes a designated project in accordance with item C.12(a)(iii) of Schedule 2 of EIAO.

### **1.2. Purpose and Nature of the Project**

The existing Wang Tong River Bridge (“Old Bridge”) is only about 1.5 metres (m) wide, and apart from pedestrians, cyclists also use the Old Bridge as a means of connection between Wang Tong (and Silver Mine Bay Beach) and the areas of Mui Wo south of River Silver. However, there is currently no segregation between different types of traffic on the existing bridge deck.

According to the surveys conducted in 2007 for the Civil Engineering Development Department (“CEDD”)’s “Improvement Works for Mui Wo Facelift – Feasibility Study”, the weekend peak hourly flows for pedestrian and bicycle were about 650 and 250 respectively. Owing to the narrow width of the Old Bridge, congestion frequently occurs during peak periods, in particular at times when both the local residents and tourists use the Old Bridge. Besides, the lack of segregation also raises road safety concerns as pedestrians and cyclists may come into conflict with each other during peak periods.

To dovetail with CEDD’s plan to construct a cycle parking area (Amenity Area Site 2) at the north end of the Old Bridge, a wider bridge with segregated footway and cycle track was planned to alleviate congestion and to enhance road safety. This would help maintain continuity of the footway and cycle track system all the way from Mui Wo Ferry Pier to reach the proposed amenity area. The proposed New Wang Tong River Bridge (“New Bridge”) would also meet the future traffic demand, including tourists to be generated from streetscape enhancement and the improvement works for Mui Wo Facelift, as well as the promenade along the Silver Mine Bay Beach.

The scope of this Project comprises:

- a) provision of a 35m long new bridge comprising a 4.0m wide cycle track (inclusive of a 0.5m verge), a 2.0m wide footpath and a 0.35m wide utility trough;
- b) provision of approach footway and cycle track matching existing footway and cycle track at the south end of the Old Bridge;
- c) provision of approach footway and cycle track leading to CEDD’s proposed cycle parking area (Amenity Area Site 2) at the north end of the Old Bridge;
- d) demolition of the Old Bridge, including the associated reinstatement works for matching the layout of the New Bridge; and
- e) associated works including minor modification to existing seawall, slope and drainage works, retaining walls, traffic aids and street lighting modification, environment and drainage mitigation measures, and landscaping works.

As shown on Plan No. HWDIS101A-SK0011 in Annex A, the New Bridge will be constructed parallel to the Old Bridge spanning across Wang Tong River. Upon completion of the New Bridge, the Old Bridge and its two intermediate bridge piers will be demolished. Only one intermediate bridge pier and two abutments will be constructed to support the New Bridge.

### **1.3. Name of Project Proponent**

The Project Proponent is Highways Department, the Government of Hong Kong Special Administrative Region.

### **1.4. Location and Scale of Project and History of the Site**

The Project Site is located in the downstream / estuary portion of Wang Tong River at Silver Mine Bay Beach, Mui Wo and occupies an area as circumscribed by the site boundary on Plan No. HWDIS101A-SK0011 in Annex A. It can be reached via access from the footpaths and cycle tracks around the Silvermine Beach Hotel and Tung Wan Tau Road. According to the as-built plans, the Old Bridge was constructed in 1960s while the land southward to the Old Bridge was developed into a hotel in 1970s. The cycle track and footpath around the hotel premises were formed in mid 1990s. The portion of Wang Tong River within the Project Site appears unaltered by other man-made features / modification works. This information could be verified further in details, if necessary, via aerial photograph interpretation, site observation / research or other relevant means, in the Environmental Impact Assessment (“EIA”) study.

### **1.5. Contact Person**

All enquiries regarding the Project can be addressed to:

Mr POON Kwok Chung      Senior Engineer/New Territories 1  
Works Division  
Highways Department  
Tel. No.: 3188 3322  
Fax No.: 3188 3418

Mr CHOI Kwok Fung      Engineer/New Territories 1-2  
Works Division  
Highways Department  
Tel. No.: 3188 3291  
Fax No.: 3188 3418

## 2. OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

### 2.1. Project Planning and Implementation

The Project Proponent will engage in-house resources to undertake the investigation, design and supervision of construction of the project but will engage specialist consultants to conduct impact assessment studies (if necessary). Contractor will be appointed via tendering for the construction of the proposed works.

### 2.2. Project Timetable

The tentative implementation programme is as follows:

Consultants appointment for impact assessment studies (if necessary)	early 2013	-	mid 2013
Investigation and Preliminary Design	mid 2011	-	early 2014
Preparation of a EIA Study (if necessary)	mid 2013	-	mid 2014
Detailed Design and Tendering	TBC		
Construction	TBC		

Note: "TBC" denotes "to be confirmed".

### 2.3. Interaction with Other Projects

The Project may have interaction / interfaces with (i) the CEDD's project – "Improvement Works for Mui Wo Facelift" which will commence in early / mid 2013 for completion in early / mid 2015 and (ii) Drainage Services Department ("DSD") Contract No. DC/2012/02 – Upgrading of Mui Wo Sewage Treatment Works and Village Sewerage at Wang Tong and Yue Kwong Chuen which is proceeding for completion in mid 2017. In item (i), a cycle parking area (Amenity Area Site 2) and a directional signage D7 are proposed to be constructed in the vicinity of the New Bridge. Sewer laying works and manhole construction will be executed at the south end of the New Bridge under item (ii). However, the above projects may not be exhaustive and will be reviewed as the project proceeds.

### **3. POSSIBLE IMPACT ON THE ENVIRONMENT**

Based on a preliminary environmental review of the Project, potential environmental impacts arising from the construction and operation phases of the Project are identified and summarized in the paragraphs below.

#### **3.1. Air Quality**

##### **3.1.1. Construction Phase**

During construction, construction dust would be generated from construction activities such as material handling and hauling, demolition, excavation, filling, vehicle movement and wind erosion of unpaved areas and uncovered stockpiles. Besides, operation of construction plants / equipments, construction vehicles and barges would also produce exhaust emissions to the surrounding environment. However, the potential air quality impact is anticipated to be short term and could be well controlled through appropriate design, adequate mitigation measures and good site management practices.

##### **3.1.2. Operation Phase**

As on the Old Bridge, no vehicular traffic would be permitted to traverse on the New Bridge during its operation. Hence the Project is not expected to generate any major impact to air quality during the operation phase.

#### **3.2. Noise**

##### **3.2.1. Construction Phase**

During construction, the major sources of noise nuisance would primarily come from the use of powered mechanical equipments (“PMEs”) on site and the temporary increase in construction traffic on the roads / in the sea in the proximity. The construction activities would involve the use of PMEs for piling, excavation, concreting, demolition, etc. and additional land / sea construction traffic traveling to and from the site. The noise impact resulting from such construction activities may cause concern to the noise sensitive receivers, including small village houses and hotel, nearby in the absence of relevant noise mitigation measures. Although the noise impact is expected to be short term and could be reduced to an acceptable level with the implementation of proper noise mitigation measures, it will be assessed in details in the EIA study.

##### **3.2.2. Operation Phase**

As on the Old Bridge, no vehicular traffic would be permitted to traverse on the New Bridge during its operation. Hence the Project is not expected to generate any major noise impact during the operation phase.

#### **3.3. Water Quality**

### 3.3.1. Construction Phase

The potential impact to water quality would primarily result from construction site runoff and effluent from construction workforce. Such runoff may contain considerable amount of suspended solids and contaminants generated from accumulated solid and liquid waste (such as packaging materials), dust suppression sprays, rainwater erosion of river embankment and stockpiles and spillage of cleaning fluids, lubrication oil, fuel or solvents from construction vessels and vehicles. Such runoff and effluent, if discharged in an uncontrolled manner, would pollute the nearby river and sea.

Besides, the foundation construction for the central pier of the New Bridge and the demolition of the intermediate piers of the Old Bridge may involve localized excavations causing disturbances to the river bed within 500m from the boundary of Silver Mine Bay Beach (Gazetted Beach NT85). Such disturbances, though could be confined by appropriate measures, would constitute “dredging operation” in the context of EIAO. These disturbances, if uncontrolled, could generate suspended sediment thereby deteriorating the water quality of the river and polluting the adjacent gazetted beach, viz. Silver Mine Bay Beach.

However, with proper mitigation measures and good site management practices implemented, the potential impact to water quality delineated above could be readily abated.

### 3.3.2. Operation Phase

The surface runoff collected on the New Bridge and its approaches would be discharged in a similar manner as that on the Old Bridge to the river and adjacent sea. Apart from this, the Project would not implement any significant change in the operating drainage system within the Project Site. Hence no major operational impact to water quality is expected.

## 3.4. Waste Disposal

### 3.4.1. Construction Phase

The construction activities involved in the Project would generate different types of wastes, including

- construction and demolition (“C&D”) materials
- river sediment
- chemical waste, and
- general refuse

These types of wastes would be generated from different sources and would require different means of handling and disposal. They are more particularly described below:

- C&D materials would arise from demolition of the Old Bridge, excess fill material and

other construction materials, and vehicle / vessel / plant maintenance. These wastes would be disposed to proper reception sites / facilities according to the prevailing rules and regulations;

- Some river sediment may be generated from the demolition of the intermediate piers of the Old Bridge and the foundation construction for the central pier and abutments of the New Bridge. These wastes should be disposed to / dumped at proper receptor sites in accordance with prevailing rules and regulations;
- Chemical wastes, such as cleaning fluids, solvents, lubrication oil and fuel, etc., may be generated in the maintenance and servicing of construction plants / equipments, vessels and vehicles. These wastes, if not properly stored and disposed of, could lead to adverse environmental, health and safety effect on the construction workers and inhabitants; and
- General refuse, such as food scraps, packaging materials, empty containers, etc. would be generated by the construction workforce. Such refuse could be properly sorted on site and disposed to proper receptor sites / facilities.

Generation of the above types of wastes on site could be minimized by reuse, reduce and recycle as far as practicable. Besides, disposal is always the last resort and consent from relevant authority in accepting the disposed waste, eg. excavated / dredged sediment, shall be obtained in advance. With proper waste management measures in place, adverse impact from this Project is very limited. Nevertheless, assessments on, inter alia, (i) the implications of waste management that includes the types, the quantities and the respective management options and (ii) contaminated land (if present) within the Project Site will be conducted in the EIA study.

### 3.4.2. Operation Phase

In its operation, the New Bridge is not expected to generate any solid waste except those arising from occasional replacement of damaged / wear parts / components during its service life. In light of the scarce frequency, the Project is therefore not expected to entail any significant waste generation.

## 3.5. Ecology

### 3.5.1. Construction Phase

Tree felling, localized excavation and foundation works on the river bed, and implementation of temporary flow regime are the key construction activities with greatest potential to affect the local ecology. Tree felling and disturbances on the river bed would lead to loss of terrestrial and aquatic habitats, disturb the food supply, deterioration in water quality while changes in flow regime would impact the aquatic ecosystems and river habitat. Besides, dust, noise and vibration generated from construction works would also smother plants limiting their growth and would disturb wildlife, in particular birds.

Considering the limited scale of the Project, the above potential impact would however be transient and relatively localized in nature. With proper environmental mitigation measures in place, the Project would hardly pose significant adverse impact to the local ecology.

### 3.5.2. Operation Phase

The New Bridge, though facilitating pedestrian and cycle traffic across the river, could hardly bring about an increase in patronage to the adjacent attractions to such a significant extent that would increase the disturbance to the surrounding river habitat and wildlife. Hence significant adverse impact to the local ecology from the Project is not envisaged.

## 3.6. Landscape and Visual

### 3.6.1. Construction Phase

Felling of trees, in particular those sizable ones located at the north end of the New Bridge, and construction activities on site would induce some landscape and visual impact. However, with proper compensatory / transplanting proposal and other appropriate mitigation measures, such potential landscape and visual impact could be readily mitigated.

### 3.6.2. Operation Phase

In the operation phase, landscape and visual impacts could arise from the incompatibility of the appearance of the bridge structures and abutment walls with the surrounding natural environment. Nevertheless, such impacts could also be readily mitigated with proper aesthetic and landscape treatment of the New Bridge.

## 3.7. Cultural Heritage

No site of cultural heritage could be identified within and in the proximity of the Project Site.

## 3.8. Hazard

The Project Site is located inside the 1km consultation zone (“CZ”) of Silver Mine Bay Water Treatment Works (Potentially Hazardous Installation (“PHI”) N19) due to its chlorine storage. In regard to the hazard level of the PHI during the construction and operation of the Project, a chlorine hazard assessment (“HA”) will be conducted in the EIA study. Such HA is proposed to include a quantitative risk assessment (“QRA”) to assess the increase in societal risks with the project against the Government Risk Guidelines in TM and Hong Kong Planning Standards and Guidelines (“HKPSG”). Following Chapter 12.4 of HKPSG, the endorsement of the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (“CCPHI”) of HA is required for development proposals which will result in an increase in number of persons living or working in the CZ.

#### 4. MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

The Project Site is located in the downstream / estuary portion of Wang Tong River at Silver Mine Bay Beach, Mui Wo. To the south of the Project Site, built up environment, comprising residential, commercial and recreational development, open space and government facilities, is located in the town center of Chung Hau. Low rise village accommodation, cultivation areas and beachside accommodation scatter around the areas northward to the Project Site. Upgrading works of public areas and facilities would soon be executed under CEDD's project - "Improvement Works for Mui Wo Facelift" in the proximity of the Project Site. At the Project Site, the Old Bridge was constructed in 1960s while the land southward to the Old Bridge was developed into a hotel in 1970s. The cycle track and footpath around the hotel premises were formed in mid 1990s. The portion of Wang Tong River within the Project Site appears unaltered by other man-made features / modification works.

Based on the above information, the existing environment of the Project Site and its surrounding have been reviewed preliminarily. The existing and planned sensitive receivers (in respect of all the potential impacts detailed in Section 3) which may be affected by the project comprise the following and are also shown on the plan in Annex B. Any other sensitive receivers to be identified during the EIA study will also be considered:

<u>No.</u>	<u>Sensitive Receiver</u>
SR1	Silvermine Beach Hotel
SR2	Domestic accommodation along Tung Wan Tau Road
SR3	Wang Tong River
SR4	Silver Mine Bay Beach (NT85)
SR5	Residences and cultivations in Chung Hau
SR6	Residences and cultivations in Villa Bay
SR7	Church
SR8	CCC Mui Wo Church
SR9	Hung Shing Temple
SR10	Silver Plaza
SR11	Cultivation in Tai Wai Yuen
SR12	Seaview Holiday Resort
SR13	Barbecue Site
SR14	Library

The Project Site also falls within the CZ of Water Supplies Department's ("WSD's") Potential Hazardous Installation (N19) as described in paragraph 3.8. Besides, the works under and the associated construction traffic arisen from the CEDD's project and DSD's contract would be possible sources of potential environmental impact affecting the Project Site. Other than these, no existing and / or relevant past land uses on site affecting the Project could be identified. Such finding will be reviewed and further investigated in the EIA study.

## **5. ENVIRONMENTAL PROTECTION MEASURES AND FURTHER ENVIRONMENTAL IMPLICATIONS**

The environmental impacts (including both cumulative impacts and those solely arising from the Project) will be investigated in the EIA study. Appropriate mitigation measures will then be devised to ensure that the Project would be environmentally acceptable with reference to the relevant legislations and other requirements. Any residual impacts, if exist, would be controlled, via the mitigation measures, within the allowable limits. Environmental monitoring and auditing of the potential impacts arising from the Project would be conducted at appropriate phases. Subject to further detailed assessment in the EIA study, the mitigation measures outlined below are proposed to be implemented for the Project.

### **5.1. Environmental Protection Measures in Construction Phase**

#### **5.1.1. Air Quality**

The control measures, set out in the Air Pollution Control (Construction Dust) Regulation (Cap. 311R), would be implemented, where applicable and practicable, to suppress the dust emission from the Project. These control measures may cover:

- the site would be frequently wetted and cleaned to reduce dust emission;
- earthmoving activities, including transportation to and from the site would be carefully planned;
- Ultra Low Sulphur Diesel, as defined in Schedule 1 of the Air Pollution Control (Motor Vehicle Fuel) Regulation (Cap. 311L), would be used in all construction plants powered by diesel fuel;
- stockpiles of dusty materials on site would properly covered and frequently water sprayed; and
- the speed of construction traffic on public roads would be reduced.

#### **5.1.2. Noise**

Control and mitigation measures would be implemented, where applicable and practicable, to suppress the construction noise impacts from the Project. These control measures may cover:

- properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds / shields, acoustic machinery enclosures, etc. would be applied to noise sources;
- temporary / movable acoustic barriers would be erected to screen out noise impacts to noise sensitive receivers;
- plants with low noise emission levels would be used;
- noise emitting plants would be located away from noise sensitive receivers
- noisy construction activities would be properly scheduled to minimize exposure of noise sensitive receivers to construction noise;
- construction noise thresholds / requirements would be devised in contracts

- site plants / equipments would be regularly maintained; and
- construction traffic on public roads would be properly routed to minimize construction noise impact to noise sensitive receivers

### 5.1.3. Water Quality

Water pollution arisen from construction activities can be prevented or mitigated by adopting site practices, where applicable and practicable, in ProPECC PN 1194 “Construction Site Drainage” and “Recommended Pollution Control Clauses for Construction Contracts” issued by Environmental Protection Department (“EPD”), and the procedures in the ETWB TCW No. 5/2005 “Protection of Natural Stream / Rivers from Adverse Impact Arising from Construction Works”. The measures relevant to this Project include:

- surface run-off would be discharged to storm drains via silt trap and oil interceptor after proper treatment for removal of oil, lubricants, grease, silt, grit and debris from the wastewater;
- silt trap, oil interceptor and wastewater collection and treatment facilities would be cleaned and maintained regularly
- temporarily exposed slope surfaces and stockpiles of construction materials would be located away from the river and properly covered by tarpaulin or impermeable sheets;
- temporary access road surfaces would be protected by crushed stone or gravel
- drilling fluid for boring and / or drilling would be re-circulated and re-used after sedimentation;
- appropriate construction method / techniques and stringent site sediment control and mitigation measures would be deployed during excavation under water (if necessary) to control release of sediment from the river bed such that formation of sediment plumes and elevated level of suspended solid could be avoided;
- silt curtains or sand bag barriers would be deployed to confine disturbed areas during localized excavations in river bed; and
- works involving excavation would be minimized, where possible, during wet season.

### 5.1.4. Waste Disposal

Proper waste management would be implemented to reduce and minimize generation of C&D materials in the execution of the construction works. The waste management would, where applicable and practicable, cover the following items:

- construction wastes and debris would be properly sorted and reused wherever possible on site;
- metal, paper, plastic, aluminium and other recyclable materials would be segregated from the construction wastes for recycling;
- reusable non-timber formwork and falsework system would be deployed as far as practicable to reduce the amount of C&D materials;
- proper measures and site management practices would be taken to prevent illegal dumping of non-inert C&D materials and to plan and record the waste management and disposal activities;

- excavated river sediment would be handled in accordance with ETWB TCW No. 34/2002 “Management of Dredged / Excavated Sediment”; and
- chemical wastes generated from construction activities, vehicle, vessel and / or plant maintenance and oil interceptors would be properly segregated, treated and disposed off in strict compliance with relevant ordinances and regulations.

#### 5.1.5. Ecology

The measures described above in respect of air quality, noise and water quality could also mitigate the ecological impact of the Project. Apart from them, the following measures would also be taken, where applicable and practicable, to minimize the Project’s impact to the local ecology:

- the duration, amount and extent of unavoidable disturbances to the river habitat would be minimized as far as practicable by the use of appropriate temporary works, foundation type / layout, construction plants and construction methods;
- temporary access to the works site would be arranged and located to minimize disturbance to the substrates of the river and natural vegetation by construction plants;
- translocation of important species, if identified and necessary; and
- compensatory measures would be provided for the loss of important species or habitats, if any.

#### 5.1.6. Landscape and Visual

The following mitigation measures would be taken, where applicable and practicable, to reduce the landscape and visual impact arisen from the Project:

- litter control would be properly implemented within and in the proximity of the site;
- the extent of site and works areas would be minimized;
- site and works areas would be screened off from the sensitive uses; and
- construction plants / equipments and construction materials would be stored in such a way that would not render them visually intrusive to sensitive uses.

### **5.2. Environmental Protection Measures in Operation Phase**

As delineated in Section 3, the Project is not anticipated to generate any notable / significant impact to the environment. However, owing to its probable need for tree felling and the integrated bridge appearance with the surrounding natural environment, the Project has noticeable impact to the landscape and visual aspect of the environment. To mitigate such impact, the following measures would be taken where applicable and practicable:

- proper consideration would be made in the aesthetic design of the New Bridge at the design stage to ensure that it blends with the surrounding natural environment and does not bring about major adverse landscape or visual impact;
- the New Bridge and its approach ramps would be refined at the design stage to minimize

the number of trees required to be felled or transplanted and avoid disturbing the natural vegetation on the river bed and banks; and

- if tree felling is required, tree transplanting and compensatory planting would be considered to mitigate the impact to the terrestrial habitat and landscape environment.

### **5.3. Environmental Monitoring and Audit**

This project profile outlines the potential environmental impacts which would arise from the construction and operation of the Project and briefly introduces some possible environmental mitigation measures which can be incorporated into the Project. An environmental monitoring and audit programme, for the construction and / or operational phase of the Project, will be developed in the EIA study.

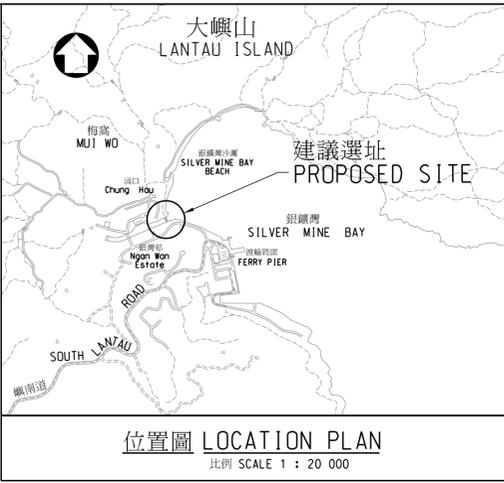
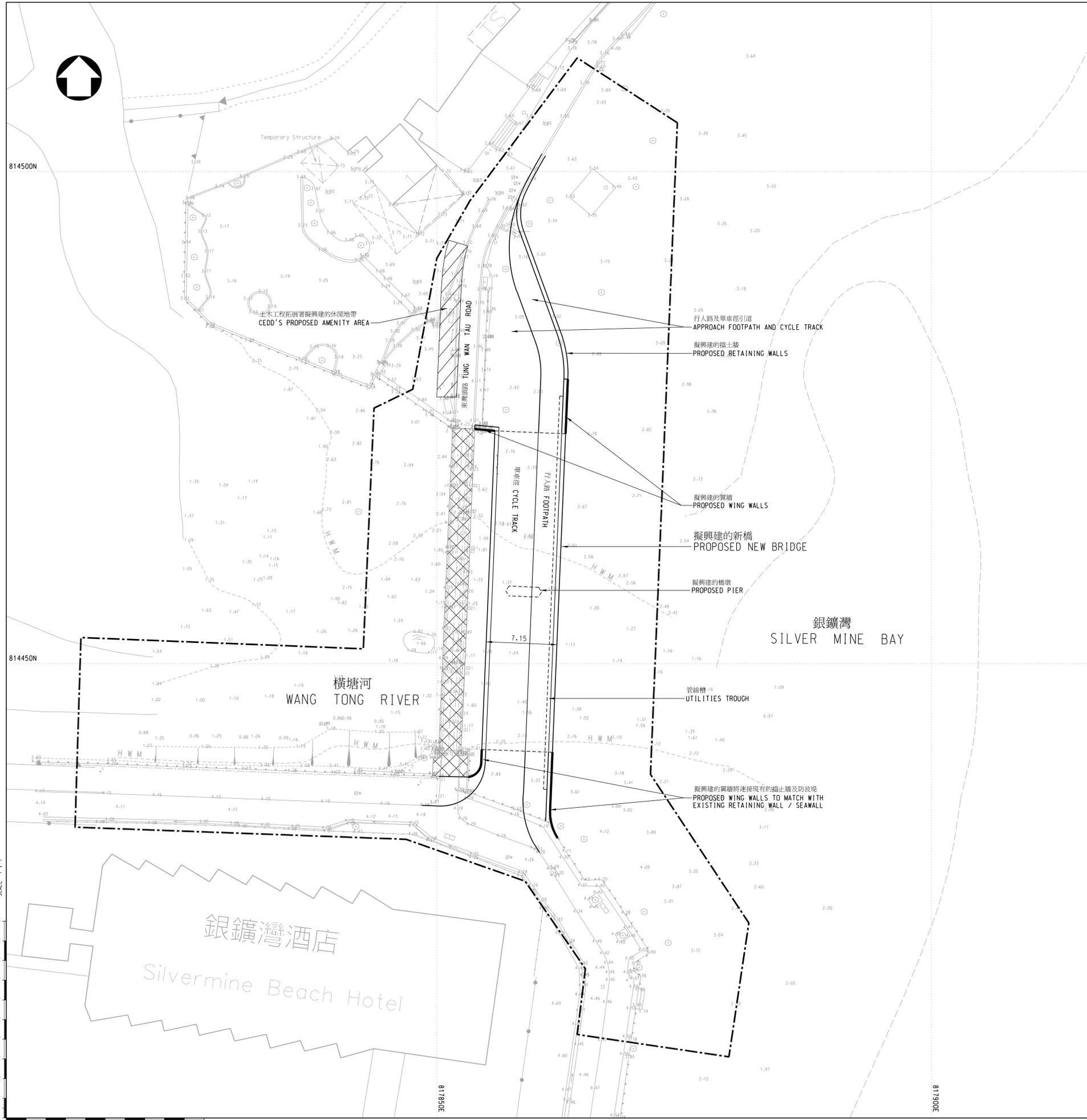
### **5.4. Possible Severity, Distribution and Duration of Environmental Effects**

Potential environmental impacts identified will mainly be associated with the construction period of approximately 24 months. As such, the effects are largely transient and short term. With the implementation and monitoring of appropriate mitigation measures, no unacceptable environmental impacts are expected.

## **6. USE OF PREVIOUSLY APPROVED EIA REPORTS**

No previously approved EIA reports are referred to in the preparation of this project profile.

**ANNEX A – GENERAL LAYOUT OF WORKS**



註 NOTES :  
 所有量度均以米為單位。  
 1. ALL DIMENSIONS ARE IN METRES.  
 所有水平均以米為單位並在香港主水平基準上。  
 2. ALL LEVELS ARE IN METRES ABOVE H.K.P.D.

圖例 LEGEND :  
 - - - - - 建議工作範圍  
 PROPOSED SITE BOUNDARY  
 [Cross-hatched box] 將會拆卸的現有行人橋  
 EXISTING BRIDGE TO BE DEMOLISHED  
 H W M 高潮標  
 HIGH WATER MARK

合約編號 contract no.  
 檔案編號 file no. HCW/NF/56/L  
 工程編號 project no.

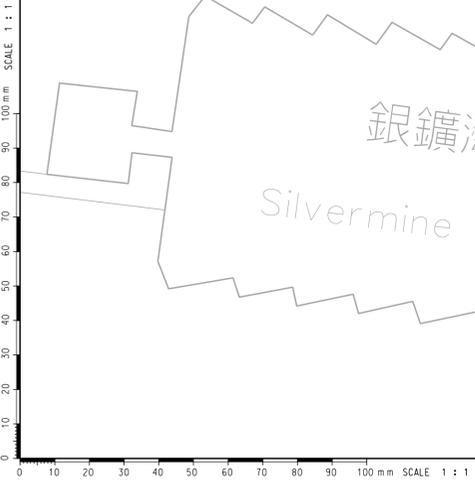
合約名稱 contract  
**新橫塘河橋**  
**NEW WANG TONG RIVER BRIDGE**

圖則名稱 drawing title  
**工程總平面圖**  
**GENERAL LAYOUT OF WORKS**

圖則編號 drawing no. HWDIS101A-SK0011  
 比例 scale 1:200 OR AS SHOWN

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**工程部**  
**WORKS DIVISION**



**ANNEX B – LOCATION OF SENSITIVE RECEIVERS**



註 NOTES :  
 所有量度均以米為單位。  
 1. ALL DIMENSIONS ARE IN METRES.  
 所有水平均以米為單位並在香港主水平基準上。  
 2. ALL LEVELS ARE IN METRES ABOVE H.K.P.D.

敏感受體  
 SENSITIVE RECEIVERS

- SR1 銀鑛灣酒店  
SILVERMINE BEACH HOTEL
- SR2 沿車渠沿路住宅樓宇  
DOMESTIC ACCOMMODATION ALONG  
TUNG WAN TAU ROAD
- SR3 橫塘河  
WANG TONG RIVER
- SR4 銀鑛灣泳灘 (NT85)  
SILVER MINE BAY BEACH (NT85)
- SR5 涌口的住宅及耕地  
RESIDENCES AND CULTIVATIONS  
IN CHUNG HAU
- SR6 悠靜的住宅及耕地  
RESIDENCES AND CULTIVATIONS  
IN VILLA BAY
- SR7 教堂  
CHURCH
- SR8 中華基督教會梅窩堂  
CCC MUI MO CHURCH
- SR9 洪聖古廟  
HUNG SHING TEMPLE
- SR10 銀鑛廣場  
SILVER PLAZA
- SR11 大偉園的耕地  
CULTIVATION IN TAI WAI YUEN
- SR12 海景渡假樂園  
SEAVIEW HOLIDAY RESORT
- SR13 燒烤場  
BARBECUE SITE
- SR14 圖書館  
LIBRARY

合約編號  
contract no.  
 檔案編號  
file no. HCW/NF/56/L  
 工程編號  
project no.

合約名稱 contract  
**新橫塘河橋**  
**NEW WANG TONG RIVER  
 BRIDGE**

圖則名稱 drawing title  
**敏感受體的位置**  
**LOCATION OF  
 SENSITIVE RECEIVERS**

圖則編號 drawing no.  
**HWDIS101A-SK0010** 比例  
scale A1  
 1 : 2000

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