Highways Department
Works Division

Agreement No. CE 76/2017 (HY)
Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road

Project Profile

Document No. P1062/003

October 2018

MANNINGS (Asia) Consultants Limited

in association with ANewR Consulting Limited

P1062/003

October 2018

Agreement No. CE 76/2017 (HY)
Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road

Project Profile

Approved for Issue by:

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Date: 4th October 2018

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1.0 BASIC INFORMATION

Project Title

1.1 The title of this project is known as "Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road" (which is hereafter referred to as the "Project").

Project Background

1.2 In 2007, TD and HyD proposed to upgrade the remaining sections of Kam Tin Road and Lam Kam Road to 7.3 m ("Old Scheme"), which did not cover the upgrade of the road section of Kam Tin Road between Tung Wui Road and Fan Kam Road to 10.3 m wide.

1.3 An EIA study brief No. ESB-170/2007 for the "Old Scheme", had been issued in October 2007 by the Director of Environmental Protection.

1.4 Assessment on environmental impacts for "Old Scheme" had been carried out. The EIA Report (Register No. AEIAR-139/2009) was approved by EPD on 26 June 2009 as shown in Table 6.1. The approved EIA report is relevant and would be referred to in the EIA study.

Purpose and Nature of Project

1.5 The remaining unimproved sections of Kam Tin Road and Lam Kam Road are Kam Tin Road section between Tung Wui Road and Lam Kam Road; and Lam Kam Road section between Kam Tin Road and Kadoorie Farm. These remaining sections are single two-lane carriageway with substandard width. Road safety problems are compounded by fast vehicular traffic, sharp bends, hidden accesses, sub-standard gradients, inadequate lateral clearance, frequent usage of heavy vehicles, insufficient pedestrian crossing facilities and lack of bus-bays.

1.6 The Project is to upgrade the remaining sections of Kam Tin Road and Lam Kam Road to a standard width single two-lane carriageway, with the associated improvement of pedestrian facilities and public transport laybys.

Name of Project Proponent

1.7 The Project Proponent is the Highways Department (HyD).

Location and Scale of Project and History of Site

1.8 The Project is located at Kam Tin Road section between Tung Wui Road and Lam Kam Road; and Lam Kam Road section between Kam Tin Road and Kadoorie Farm. Figure 1 shows the location of the Project.

1.9 Kam Tin Road was constructed in 1964 and the surrounding areas were mainly occupied by farmland and village housing. Lam Kam Road was constructed and mainly surrounded by undeveloped land. Based on review of historical aerial photograph, there

was no apparent change in the road alignment noted in the period 1991 to 1995. Village houses, clinic, open storage areas, parks and barracks were developed around the Project boundary. Since then, there was no further change in road alignment / layout within the Project boundary by 2004. The location of open storage areas is shown in Figure 4.

1.10 The scope of the Project includes the following:-

(a) Upgrading of the remaining unimproved sections of Kam Tin Road (between Fan Kam Road and Lam Kam Road) and Lam Kam Road from a substandard single two-lane carriageway to a standard of at least 7.3 m wide carriageway;

(b) Upgrading of the road section of Kam Tin Road (between Tung Wui Road and Fan Kam Road) to 10.3 m wide carriageway;

(c) Provision of 2 m wide footpaths on both sides (if site conditions do not allow, 2 m wide footpath on one side will be acceptable) and associated improvement of pedestrian facilities, public transport lay-bys and right-turning lanes at major junctions at Kam Tin Road & Kam Tai Road and Kam Tin Road & Wang Toi Shan Shan Tsuen Road; and

(d) Associated slope and drainage works, traffic aids and street lighting modification, landscaping works, etc. under the Project.

Number and Types of Designated Projects to Be Covered by the Project Profile

1.11 The Project Profile only covers the Project. Kam Tin Road and Lam Kam Road are rural roads before and after the proposed road upgrading works, and it is not an expressway, trunk road, primary distributor road or district distributor road according to Transport Department (TD). The proposed upgrading works do not include 100 m long road bridge, 800 m long road tunnel, additional traffic lane, or road extension. However, the proposed upgrading works marginally encroach upon existing conservation areas. The Project is hence classified as Designated Project under Schedule 2 Part 1 Category Q.1 of the Environmental Impact Assessment Ordinance (EIAO) Cap. 499 and it requires an environmental permit before works commencement.

Contact Person

1.12 For details of the Project, please contact:

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2.0 OUTLINE OF PLANNING AND IMPLEMENTATION OF PROGRAMME

Project Planning and Implementation

2.1 Mannings (Asia) Consultants Limited has been commissioned by Highways Department to provide environmental consultancy services with environmental consultant to support the planning, preliminary design and various statutory approval for the Project during investigation stage. HyD will put the environmental consultancy services during design, construction and operation stage out to tender under separate contract.

Project Timetable

2.2 The tentative implementation programme is as follow:-

Consultants Appointment for Impact Assessment Studies:	May 2018 (actual)
Investigation and Preliminary Design:	Mid-2018 to Mid/End-2019
Preparation of EIA Study:	Mid-2018 to Mid/End-2019
Detailed Design and Tendering:	To be Confirmed
Construction:	To be Confirmed

Interaction with Other Projects

2.3 The Projects may have interaction with the following projects:-

Concurrent Projects	Tentative Programme
a) LCSD project – Kam Tin – Pat Heung Sports Centre	To be Confirmed
b) EPD project – Development of Organic Resources Recovery Centre (Phase 3)	Work Contract will be awarded in 2023
c) HyD project – Improvement to Fan Kam Road	Oct 2018 to Apr 2025
d) CEDD project – Site Formation and Infrastructure Works for Developments at Kam Tin South, Yuen Long - Advance Works	Jul 2018 to Mid-2021

2.4 Item (a) to (d) are considered to have potential interaction with the Project as the four projects are located within 500m from project site, and with a tentative construction programme that may conflict with the Project tentative implementation programme as stated in section 2.2. Cumulative impact may be generated from construction work from multiple projects at same period. The locations of concurrent projects and relevant information are attached in Appendix A.

2.5 The above list of projects is not exhaustive and will be further reviewed during the EIA study.

3.0 POSSIBLE IMPACT ON THE ENVIRONMENT

Outline of Processes Involved

3.1 The Project involves site clearance & utility diversion, road widening and resurfacing work, construction of retaining wall and slope upgrading works. Major construction activities will include earthworks, excavation, piling, construction of concrete structures, and disposal of excavated materials. The potential environmental impacts will be described below.

Potential Environmental Impacts

Air Quality

3.2 During construction, dust is the potential air quality impact which would be generated from construction activities such as material handling, excavation, vehicle movement, and erosion of unpaved area and stockpiles. The emissions from non-road mobile machinery will also cause air quality impact. The potential air quality impact however is anticipated to be short-term and be controlled through appropriate design and good site practice.

3.3 As the Project will not increase the number of traffic lanes, it will not generate additional traffic as well as an increase in the amount of exhaust emissions from vehicles. However, there may still be potential air quality impact on the adjacent air sensitive receivers from the Project roads. Traffic forecast with TD's endorsement under "With Project" and "Without Project" scenarios will be further reviewed and further studies on operation air quality impact will be conducted as necessary.

Noise

3.4 During construction, the source of noise nuisance is primarily from the use of powered mechanical equipment on site and increased vehicle movements on haul roads within the construction site. The construction activities involve the use of plant for piling, excavation, concreting, etc. and the traffic traveling to and from the sites. Construction noise impact is anticipated to be short-term and can be reduced to an acceptable level with the implementation of proper mitigation measures.

3.5 The Project will not generate additional traffic. However, there may still be potential noise impact on the adjacent noise sensitive receivers from the Project roads. Traffic forecast with TD's endorsement under "With Project" and "Without Project" scenarios will be further reviewed and further studies on traffic noise impact will be conducted as necessary.

Water Quality

3.6 The key potential water quality impact resulting from the construction works will be mainly related to construction site runoff; drainage, debris, refuse and liquid spillages from general construction activities; and sewage effluent from the construction workforce. The potential water quality impact is anticipated to be short-term and be readily mitigated with the adoption of good site management practices.

3.7 After the completion of project, there will be no significant change in the road drainage system. However, there may still be other factors such as polluted runoff which give rise to potential water quality impact during operation of the Project roads. Further water quality impact assessment will be conducted as necessary.

Waste Management

3.8 Construction and demolition waste would be generated from the construction activities, vehicle and plant maintenance. Waste generation will first be avoided and reduced following by reusing materials on-site in order to minimize the off-site waste disposal as far as practicable. With proper waste management, adverse impact from the Project is unlikely.

3.9 In its operation, the Project is not expected to generate any solid wastes except those arising from occasional replacement of damaged/wear parts/components such as replaced parts of street lamp during its service life. In view of infrequent maintenance expected, the Project is therefore not expected to generate significant waste. However, other waste generation such as roadside littering may exist during operation phase. Further waste management assessment will be conducted as necessary to identify any potential waste generation during operation phase.

Land Contamination

3.10 Based on preliminary desktop review, there are several petrol filling stations and car repairing workshops within the project area, which are considered as potential land contamination sources. Site inspection will be conducted in EIA study. Further land contamination assessment will be conducted as necessary. The location of potential contamination sites is shown in Figure 4.

Ecology

3.11 Filling, excavation and drainage works are the key construction activities having the potential to affect the local ecology. Potential construction impacts due to the proposed road upgrading works shall include:

- Vegetation clearance / habitat loss;
- Disturbance to wildlife; and
- Induced disturbance to species / habitats.

3.12 Geotechnical works and construction works during construction phase may result in the loss of roadside vegetation/terrestrial habitats. Indirect ecological impacts from noise, dust and human disturbance are expected.

3.13 Surface excavation works may deteriorate the surface water quality, which can affect aquatic ecosystems. Drainage works in general may affect the flow regime impacting on aquatic ecosystems and wetland habitats.

3.14 The Project will be planned to minimize encroachment upon conservation areas. The proposed upgrading works only marginally encroach upon existing conservation areas. With the implementation of the mitigation measures after the EIA study, insurmountable impacts to ecology are not expected.

3.15 As the Project is situated on / just at the fringe of the existing roads, the wildlife is already habituated to the existing disturbed environment. Hence, it is anticipated that there is no major operational impact to ecological features.

3.16 An ecological study will be carried out to identify any changes in habitat quality in the Study Area.

Landscape and Visual

3.17 The potential sources of landscape and visual impacts associated with the construction phase of the proposed works include site clearance and excavation works that involve the removal of existing vegetation and trees.

3.18 As there is no significant change to the location of Kam Tin Road and Lam Kam Road after completion of the Project, there is unlikely to have a significant visual impact on the concerned area.

Cultural Heritage

3.19 The Project is in close vicinity to the Pat Heung Sheung Tsuen Site of Archaeological Interest (AM04-2022). The location of Pat Heung Sheung Tsuen Site of Archaeological Interest is shown in Figure 2 and Figure 3. As the proposed upgrading works of Kam Tin Road (between Fan Kam Road and Lam Kam Road) and Kam Tin Road to 7.3m do not encroach within AM04-2022 and the works areas are limited to immediately adjacent areas next to the existing road, as such it is unlikely to have undisturbed archaeological deposits to be present under the existing underground utilities and road works. Indeed, the existing underground utilities and road works would also limit the archaeological findings, therefore no further investigation and mitigation measures is recommended.

3.20 Based on preliminary desktop review, no built heritage was found within 50m from project boundary.

4.0 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

4.1 Sensitive receivers are scattered along Kam Tin Road and Lam Kam Road. They consist mostly of low rise developments. While detailed identification will be carried out in the EIA study, the Project may affect the following representative sensitive receivers. The locations of these receivers are shown in Figure 2:

No.	Sensitive Receiver
SR1	Kiu Tau Tsuen
SR2	Pang Ka Tsuen
SR3	Kam Tin Clinic
SR4	Shek Kong San Tsuen
SR5	Seasons Villas
SR6	Leung Uk Tsuen
SR7	Green Villa
SR8	Wang Toi Shan Yau Uk Tsuen
SR9	Wang Toi Shan San Tsuen
SR10	Wang Toi Shan Lo Uk Tsuen
SR11	Home for aged named Evergreen International (HK) Association
SR12	Wang Toi Shan Ho Lik Pui
SR13	Pine Hill Villa
SR14	Wong Chuk Yuen
SR15	Tsz Tong Tsuen
SR16	Sheung Tsuen San Tsuen
SR17	A church within Shek Kong Barracks
SR18	An education centre within Shek Kong Barracks
SR19	Kadoorie Farm
SR20	Kadoorie Institute
SR21	Rivers or stream courses
SR22	Conservation area
SR23	Lam Tsuen Country Park

5.0 ENVIRONMENTAL PROTECTION MEASURES AND ENVIRONMENTAL IMPLOCATIONS

Environmental Protection Measures

Air Quality

Construction Phase

5.1 Relevant requirements stipulated in the Air Pollution Control (Construction Dust) Regulation and Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation will be implemented and good site practices will be incorporated in the contract clauses to minimize air quality impact during construction phase. A number of below dust suppression measures are proposed to be implemented, such as

(a) Vehicle wheel and body washing facilities at site exits;

(b) Reduction of vehicular speed on site roads;

(c) Regular wetting of the site to reduce dust;

(d) Careful planning of earthmoving activities including transportation to and from site;

(e) Only use approved or exempted non-road mobile machineries with a proper label;

(f) Works area for site clearance will be sprayed with water before, during and after the operation so as to maintain the entire surface wet;

(g) All dusty materials will be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet;

(h) Hoarding of not less than 2.4m above ground will be provide, as far as practicable, along the site boundary which is next to the public areas;

(i) Restricting heights not higher than 1.5m above the ground from which materials are to be dropped, as far as practicable to minimize the fugitive dust arising from unloading/ loading;

(j) Any stockpile of dusty materials will be covered entirely by impervious sheeting; and/or placed in an area sheltered on the top and 4 sides; and

(k) Where a vehicle leaving a construction site is carrying a load of dusty materials, the load will be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle.

Operation Phase

5.2 Mitigation measures for potential air quality impact during the operational phase, if any, will be proposed subject to further assessment.

Noise

Construction Phase

5.3 Subject to investigation, construction noise will be abated by the following measures:

(a) Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;

(b) Use of temporary acoustic barriers and acoustic machinery enclosures;

(c) Noisy emitting plant shall be placed at maximum distance from noise sensitive receivers;

(d) Utilization of construction noise specification and clauses;

(e) Use of appropriately powered equipment; and

(f) Regular maintenance of site plant/equipment.

Operation Phase

5.4 Mitigation measures for potential noise impact during the operational phase, if any, will be proposed subject to further assessment.

Water quality

Construction Phase

5.5 Water pollution associated with construction activities will be prevented or minimized by adopting good site practices as recommended in the Practice Note for Professional Persons 1/94 issued by the Environmental Protection Department and the procedures in the Environment, Transport and Works Bureau (ETWB) Technical Circular (Works) No. 5/2005 "Protection of Natural Stream/Rivers from adverse impact arising from construction works". The practices include, but not limited to, the following:

(a) Discharge of surface run-off into storm drains via adequately designed sand/silt removal facilities;

(b) Covering temporary exposed slope surfaces (e.g. by tarpaulin) and protecting temporary access roads by crushed stone or gravel;

(c) Earthworks final surfaces be well compacted and the subsequent permanent work or surface protection be carried out in due course to prevent erosion caused by rainstorms;

(d) Covering open stockpiles of construction materials on site (e.g. by tarpaulin);

(e) Water used in boring and/or drilling as far as possible be recirculated after sedimentation; and finally discharged into storm drains via adequately designed sand/silt removal facilities; and

(f) Provision of proper temporary toilet facilities to workers with sewage discharged into foul sewer, septic tank, or soak away system.

Operation Phase

5.6 Subject to investigation, operation water quality impact will be abated by the following measures:

(a) Direct surface runoff for silt removal through silt trap before flowing to public storm water drainage system; and

(b) Regularly maintain the silt traps.

5.7 Additional mitigation measures for potential water quality impact during the operational phase, if any, will be proposed subject to further assessment.

Waste Management

Construction Phase

5.8 Proper waste management will be set up to reduce and to minimize the generation of construction and demolition materials in execution of construction works. The waste management will include, but not limited to, the following measures:

(a) Sorting wastes properly on site;

(b) Recycling metal waste;

(c) Recovering paper, plastic bottles and aluminium cans;

(d) Ensuring no inert construction and demolition materials be illegally dumped; and

(e) Dispose of chemical and oily wastes generated from the construction activities, vehicle and plant maintenance as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulation.

Operation Phase

5.9 Mitigation measures for potential waste generation impact during the operational phase, if any, will be proposed subject to further assessment.

Land Contamination

5.10 The Contractor will engage an experienced land contamination specialist, upon approval by Engineer Representative (ER), to prepare the Contamination Assessment Plan(s) (CAP) for EPD's approval prior to the investigation. Upon approval of the CAP, the Contractor will carry out site investigation and sampling works in accordance with the sampling proposal detailed in the approved CAP. The results of the sampling works will be reported in a Contamination Assessment Report(s) (CAR) and submitted to EPD for approval. Should contamination be identified during the investigation, a Remediation Action Plan(s) (RAP) shall also be prepared and submitted to EPD for approval. Remediation measures as recommended in the CAR/RAP will be fully implemented by the Contractor prior to commencement of works.

Ecology

Construction Phase

5.11 The mitigation measures proposed will make reference to the ecological survey results, and then identify feasible and practicable mitigation measures to reduce the severity of any negative ecological impacts. Following the "Avoid, Minimize and Compensate" approach of dealing with impacts as stipulated in TM-EIAO, where impacts are anticipated, efforts will be made to minimise the impacts such as by refining the extents or scopes. Mitigation measures will then be provided to address the inevitable impacts.

Operation Phase

5.12 No major mitigation measures would be required during the operation phase.

Landscape and Visual

Construction Phase

5.13 Effective mitigation measures such as litter control, prevention of mud on roads, minimizing works site areas, screening of works located near particularly sensitive uses will be adopted to reduce the visual impacts of construction works.

Operation Phase

5.14 Compensatory planting will be provided under the project.

Cultural Heritage

5.15 If antiquity or supposed antiquity is discovered during the course of the excavation works undertaken by the contractor, the project proponent will report the discovery to the AMO immediately and take all necessary archaeological mitigation measures to preserve it.

5.16 Impacts to cultural heritage sites would be avoided as far as practicable during both construction and operation phases. If unavoidable, mitigation measures for built heritage and archaeological resources would be implemented such as use of sensibly designed screen hoardings for reducing the potential visual impact on identified cultural heritage.

Environmental Monitoring and Audit

5.17 This Project Profile has outlined the potential environmental impacts which would arise from the construction and operation of the project and has introduced briefly some possible environmental mitigation measures that 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.

Possible Severity, Distribution and Duration of Environmental Effects

5.18 Potential environmental impacts identified will mainly be associated with the construction period (a period of about 48 months). As such, the effects are considered to be temporary and short-term. With the implementation and monitoring of appropriate mitigation measures, no unacceptable environmental impacts are expected.

Further Implication

5.19 Feedback from public consultation, if any, conducted by the Project proponent would be documented in the EIA.

6.0 USE OF PREVIOUSLY APPROVED EIA REPORTS

Existing Available Data

6.1 In 2007, TD and HyD proposed to upgrade the remaining sections of Kam Tin Road and Lam Kam Road to 7.3 m ("Old Scheme"), which did not cover the upgrade of the road section of Kam Tin Road between Tung Wui Road and Fan Kam Road to 10.3 m wide.

6.2 An EIA study brief No. ESB-170/2007, had been issued in October 2007 by the Director of Environmental Protection.

6.3 Assessment on environmental impacts for "Old Scheme" had been carried out. The EIA Report (Register No. AEIAR-139/2009) was approved by EPD on 26 June 2009 as shown in Table 6.1. The approved EIA report is relevant and would be referred to in the EIA study.

Table 6.1 Previously Approved EIA Report

Register No.	Title	Date of Approval
AEIAR-139/2009	Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road	26 June 2009

Figures

N

工程項目範圍包括(c)
(只有改善行人設施)

Scope of the Project includes (c)
(Only improvement of pedestrian facilities)

工程項目範圍包括 (a), (c), (d)

Scope of the Project includes (a), (c), (d)

工程項目範圍包括 (b), (c), (d)

Scope of the Project includes (b), (c), (d)

0 100 200 300 400 500
METRES
1 : 10000

Legend :

(a) 將錦田公路 (介乎粉錦公路與林錦公路之間) 及林錦公路其餘未改善路段由不合標準的雙線不分隔行車道改為至少7.3米寬行車道

(a) Upgrading of the remaining unimproved sections of Kam Tin Road (between Fan Kam Road and Lam Kam Road) and Lam Kam Road from a substandard single two-lane carriageway to a standard of at least 7.3 m wide carriageway

(b) 將錦田公路 (介乎東匯路與粉錦公路) 的路段升級至10.3米寬的行車道

(b) Upgrading of the road section of Kam Tin Road (between Tung Wui Road and Fan Kam Road) to 10.3 m wide carriageway

(c) 在兩邊設置2米寬的行人路 (如果場地條件不允許，一邊寬2米的行人路亦可以接受)，並改善行人設施，公共交通停車位及位於錦田路及錦寮路和錦田路及橫台山山村道主要路口的主要右轉車道路口

(c) Provision of 2 m wide footpaths on both sides (if site conditions do not allow, 2 m wide footpath on one side will be acceptable) and associated improvement of pedestrian facilities, public transport lay-bys and right-turning lanes at major junctions at Kam Tin Road & Kam Tai Road and Kam Tin Road & Wang Toi Shan Shan Tsuen Road

(d) 工程項目下的相關斜坡及排水工程，交通輔助設施及街道照明改造工程，園境工程等

(d) Associated slope and drainage works, traffic aids and street lighting modification, landscaping works, etc. under the Project

修訂 Rev.	修訂說明 Description of Revision	日期 Date	檢查 Ckd.

客戶 Client

路政署
HIGHWAYS DEPARTMENT
WORKS DIVISION

工程師 The Engineer

MANNINGS
(Asia) Consultants Limited

工程名稱 Project Title

協議編號: CE 76/2017 (HY)
錦田公路及林錦公路餘段改善工程
AGREEMENT NO. CE 76/2017 (HY)
UPGRADING OF REMAINING SECTIONS OF KAM TIN ROAD AND LAM KAM ROAD

圖則名稱 Drawing Title

工程項目地點
LOCATION OF THE PROJECT

比例 Scale in A1 1:10000

圖則編號 Drawing No. 圖一 FIGURE 1

階段 Stage

修訂 Rev.

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N

SR1 SR2 SR3 SR4 SR5 SR6 SR7 SR8 SR9 SR10 SR11 SR12 SR13 SR14 SR15 SR16 SR17 SR18 SR19 SR20

0 100 200 300 400 500
METRES
1 : 10000

LEGEND :

- 擬建改善的現有路段
  EXISTING ROAD SECTIONS TO BE UPGRADED
- SR15 敏感受體編號 SR15
  SENSITIVE RECEIVER No. SR15
- 現有河流/溪澗水道 (即敏感受體編號 SR21)
  EXISTING RIVER/STREAM COURSE (i.e. SENSITIVE RECEIVER No. SR21)
- 自然保育區 (即敏感受體編號 SR22)
  CONSERVATION AREA (i.e. SENSITIVE RECEIVER No. SR22)
- 林村郊野公園範圍 (即敏感受體編號 SR23)
  BOUNDARY OF LAM TSUEN COUNTRY PARK (i.e. SENSITIVE RECEIVER No. SR23)
- 八鄉上村具考古研究價值的範圍
  PAT HEUNG SHEUNG TSUEN SITE OF ARCHAEOLOGICAL INTEREST

修訂 Rev.	修訂說明 Description of Revision	日期 Date	檢查 Ckd.

客戶 Client

路政署
HIGHWAYS DEPARTMENT
WORKS DIVISION

工程師 The Engineer

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工程名稱 Project Title

協議編號: CE 76/2017 (HY)
錦田公路及林錦公路餘段改善工程
AGREEMENT NO. CE 76/2017 (HY)
UPGRADING OF REMAINING SECTIONS OF KAM TIN ROAD AND LAM KAM ROAD

圖則名稱 Drawing Title

敏感受體位置
LOCATION OF SENSITIVE RECEIVERS

比例 Scale in A1 1:10000

圖則編號 Drawing No. 圖二 FIGURE 2

階段 Stage

修訂 Rev.

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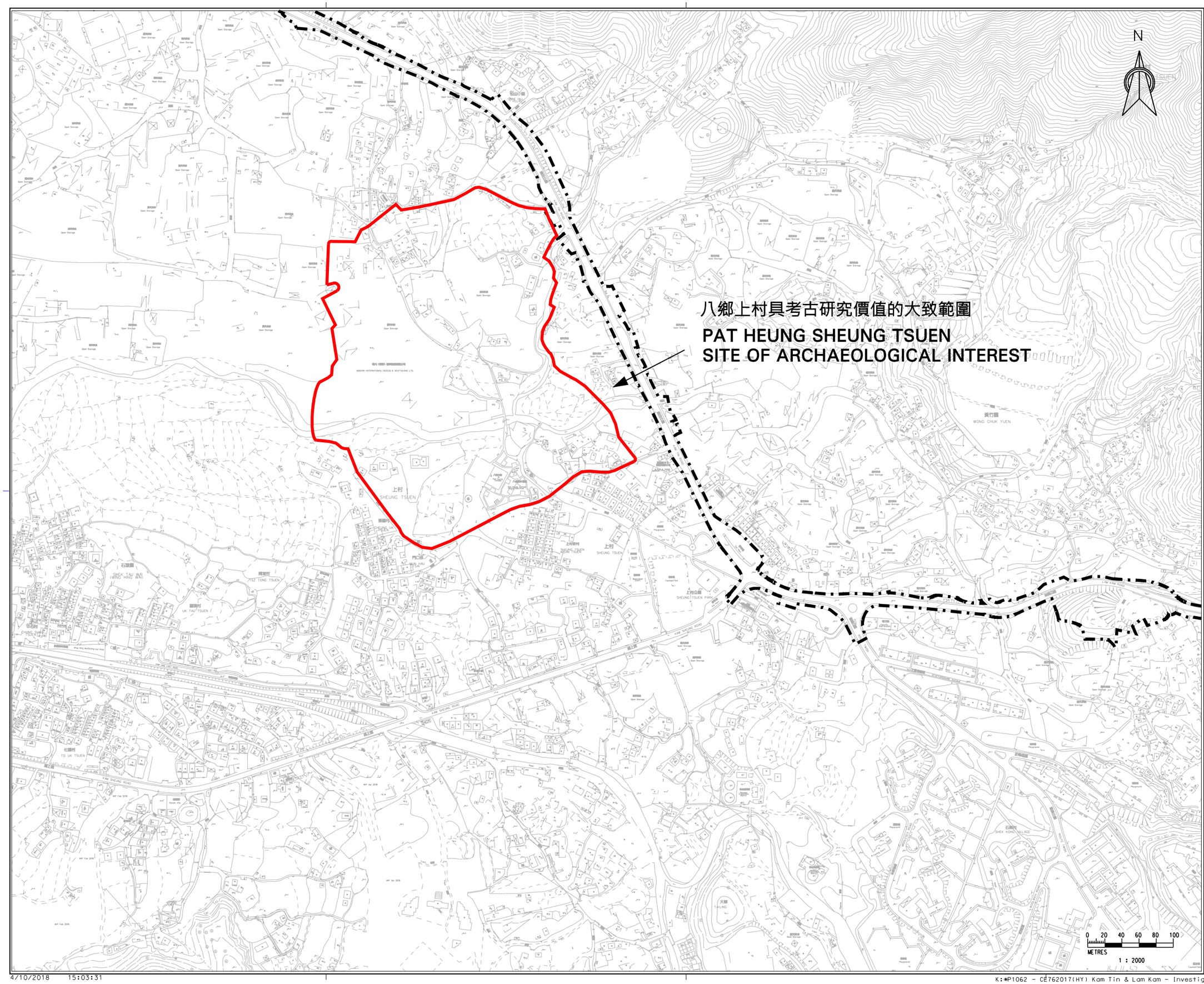

八鄉上村具考古研究價值的大致範圍
INDICATIVE BOUNDARY OF PAT HEUNG SHEUNG TSUEN SITE OF ARCHAEOLOGICAL INTEREST

擬建改善的現有路段
EXISTING ROAD TO BE UPDATED

修訂 Rev.	修訂說明 Description of Revision	日期 Date	檢查 Ckd.

客戶 Client

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HIGHWAYS DEPARTMENT
WORKS DIVISION

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錦田公路及林錦公路餘段改善工程
AGREEMENT NO. CE 76/2017 (HY)
UPGRADING OF REMAINING SECTIONS OF KAM TIN ROAD AND LAM KAM ROAD

圖則名稱 Drawing Title

八鄉上村考古遺址項目研究區位置
LOCATION OF PAT HEUNG SHEUNG TSUEN SITE OF ARCHAEOLOGICAL INTEREST

比例 Scale in A1
1 : 2000

圖則編號 Drawing No.
圖三 FIGURE 3

階段 Stage

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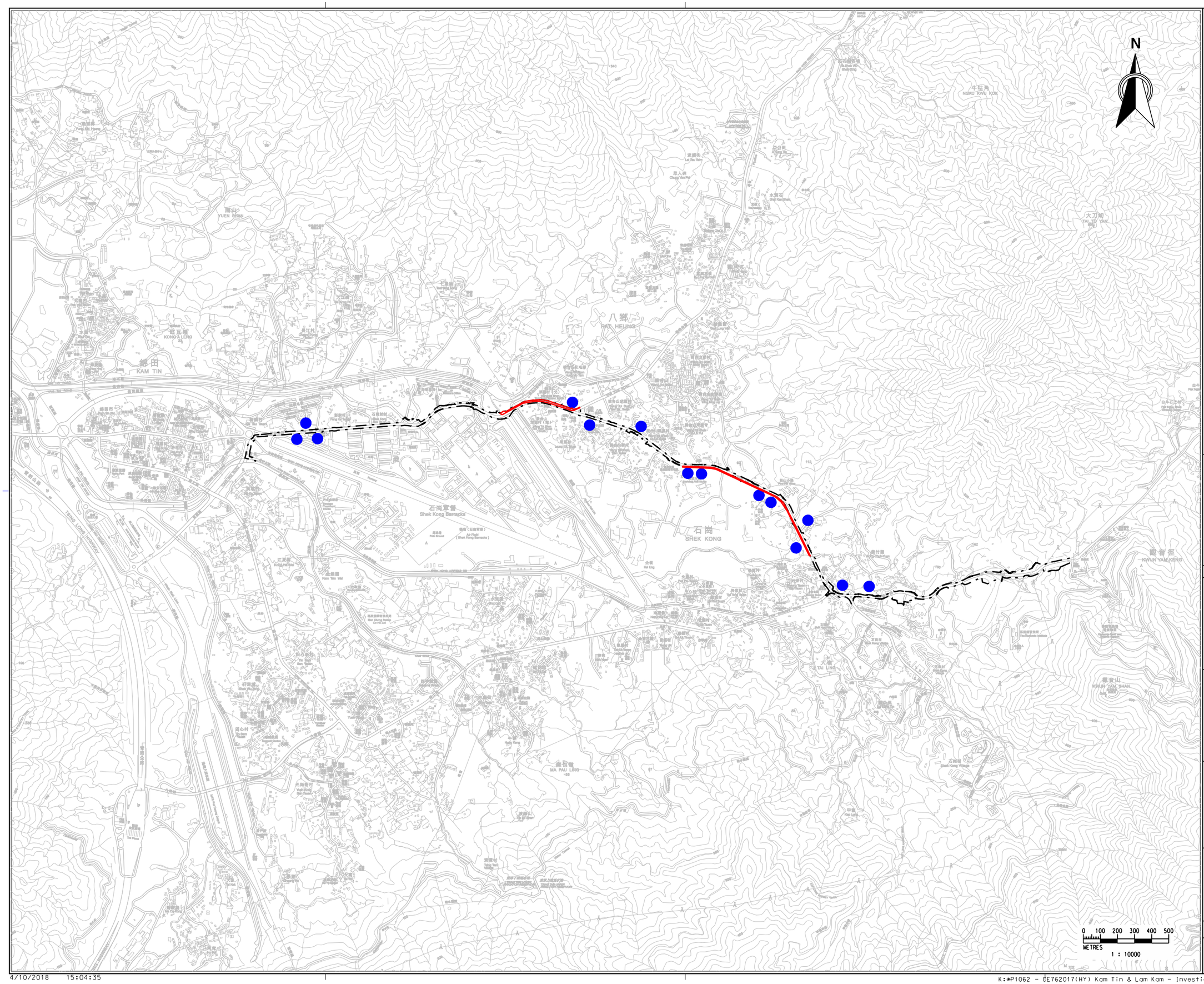


修訂 Rev.	修訂說明 Description of Revision	日期 Date	檢查 Ckd.

客戶 Client

路政署
HIGHWAYS DEPARTMENT
WORKS DIVISION

工程師 The Engineer

MANNINGS (Asia) Consultants Limited

工程名稱 Project Title

協議編號: CE 76/2017 (HY)
錦田公路及林錦公路餘段改善工程

AGREEMENT NO. CE 76/2017 (HY)
UPGRADING OF REMAINING SECTIONS OF KAM TIN ROAD AND LAM KAM ROAD

圖則名稱 Drawing Title

潛在受污染土地位置

LOCATIONS OF POTENTIAL CONTAMINATION SITE

比例 Scale in A1 1:10000

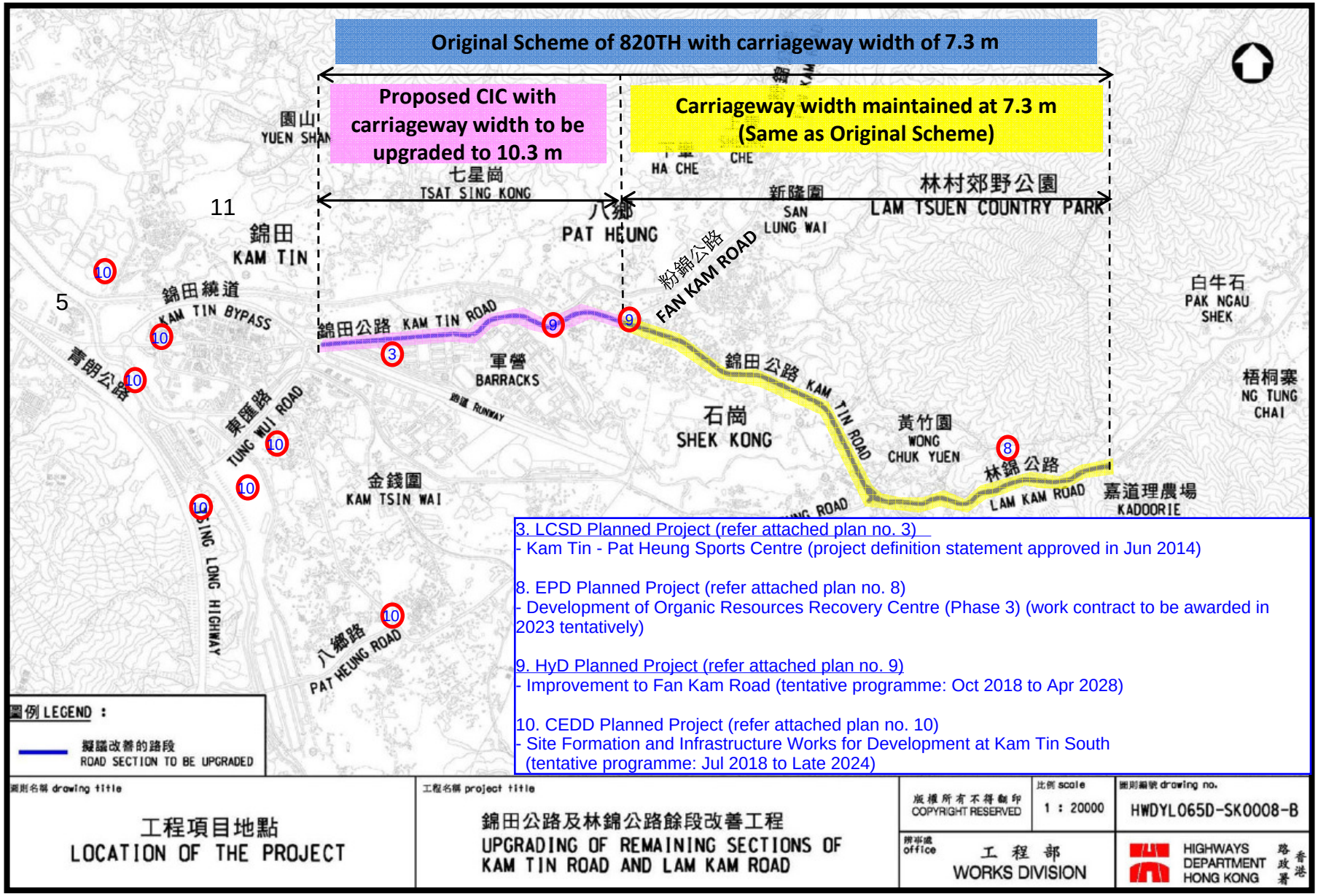
圖則編號 Drawing No.
圖四 FIGURE 4

圖號 Sheet | 修訂 Rev.

4/10/2018 15:04:35

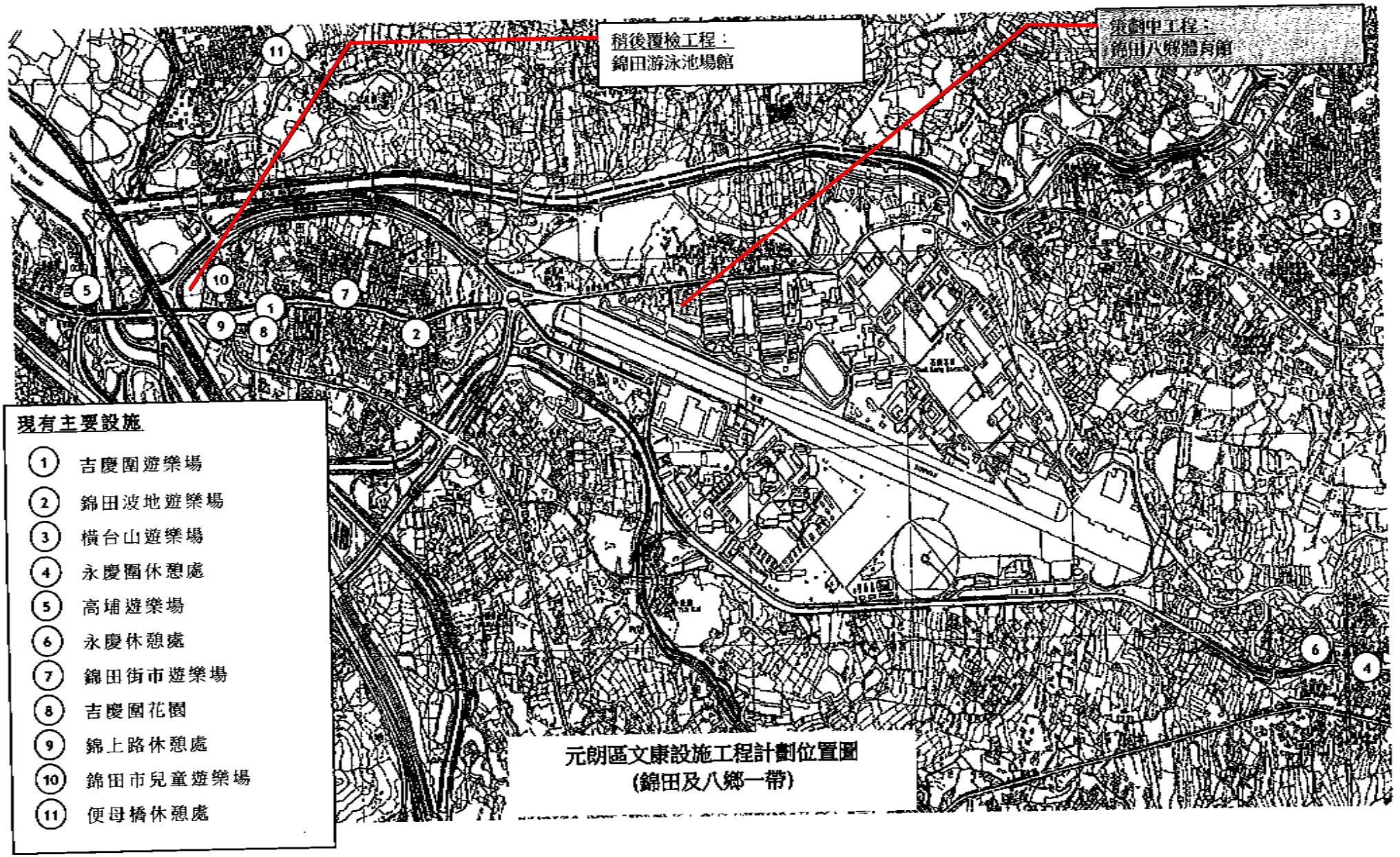
K:*P1062 - CE762017(HY) Kam Tin & Lam Kam - Investigation*Ustation*P1062-EIA-0005 - Chinese.dgn

Appendix A


Original Scheme of 820TH with carriageway width of 7.3 m
Proposed CIC with carriageway width to be upgraded to 10.3 m
Carriageway width maintained at 7.3 m (Same as Original Scheme)
11
5
錦田
KAM TIN
八鄉
PAT HEUNG
七星崗
TSAT SING KONG
新隆圍
SAN LUNG WAI
林村郊野公園
LAM TSUEN COUNTRY PARK
粉錦公路
FAN KAM ROAD
錦田繞道
KAM TIN BYPASS
錦田公路 KAM TIN ROAD
青朗公路
東匯路
TUNG WUI ROAD
軍營
BARRACKS
跑道 RUNWAY
石崗
SHEK KONG
黃竹圍
WONG CHUK YUEN
林錦公路
LAM KAM ROAD
嘉道理農場
KADOORIE
白牛石
PAK NGAU SHEK
梧桐寨
NG TUNG CHAI
金錢圍
KAM TSIN WAI
SING LONG HIGHWAY
八鄉路
PAT HEUNG ROAD
3. LCSD Planned Project (refer attached plan no. 3)
- Kam Tin - Pat Heung Sports Centre (project definition statement approved in Jun 2014)
8. EPD Planned Project (refer attached plan no. 8)
- Development of Organic Resources Recovery Centre (Phase 3) (work contract to be awarded in 2023 tentatively)
9. HyD Planned Project (refer attached plan no. 9)
- Improvement to Fan Kam Road (tentative programme: Oct 2018 to Apr 2028)
10. CEDD Planned Project (refer attached plan no. 10)
- Site Formation and Infrastructure Works for Development at Kam Tin South (tentative programme: Jul 2018 to Late 2024)
圖例 LEGEND :
擬議改善的路段
ROAD SECTION TO BE UPGRADED
drawing title
工程項目地點
LOCATION OF THE PROJECT
project title
錦田公路及林錦公路餘段改善工程
UPGRADING OF REMAINING SECTIONS OF KAM TIN ROAD AND LAM KAM ROAD
版權所有不得翻印
COPYRIGHT RESERVED
scale
1 : 20000
drawing no.
HWDYL065D-SK0008-B
office
工 程 部
WORKS DIVISION
HIGHWAYS DEPARTMENT HONG KONG
路政署 香港

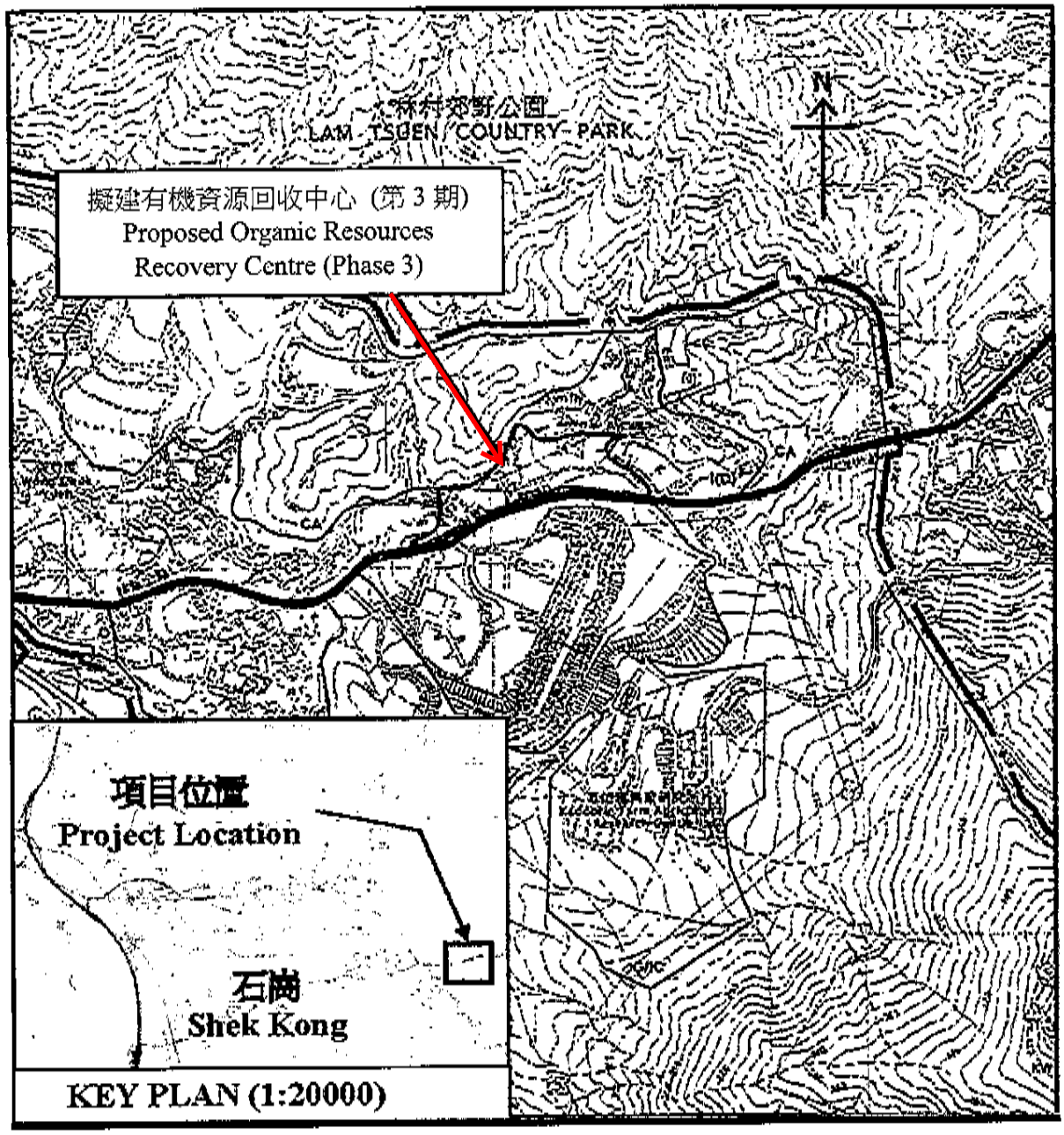
Attached plan no.3

P.016
TO 31682022
16-JUL-2018 11:32 FROM LCSD

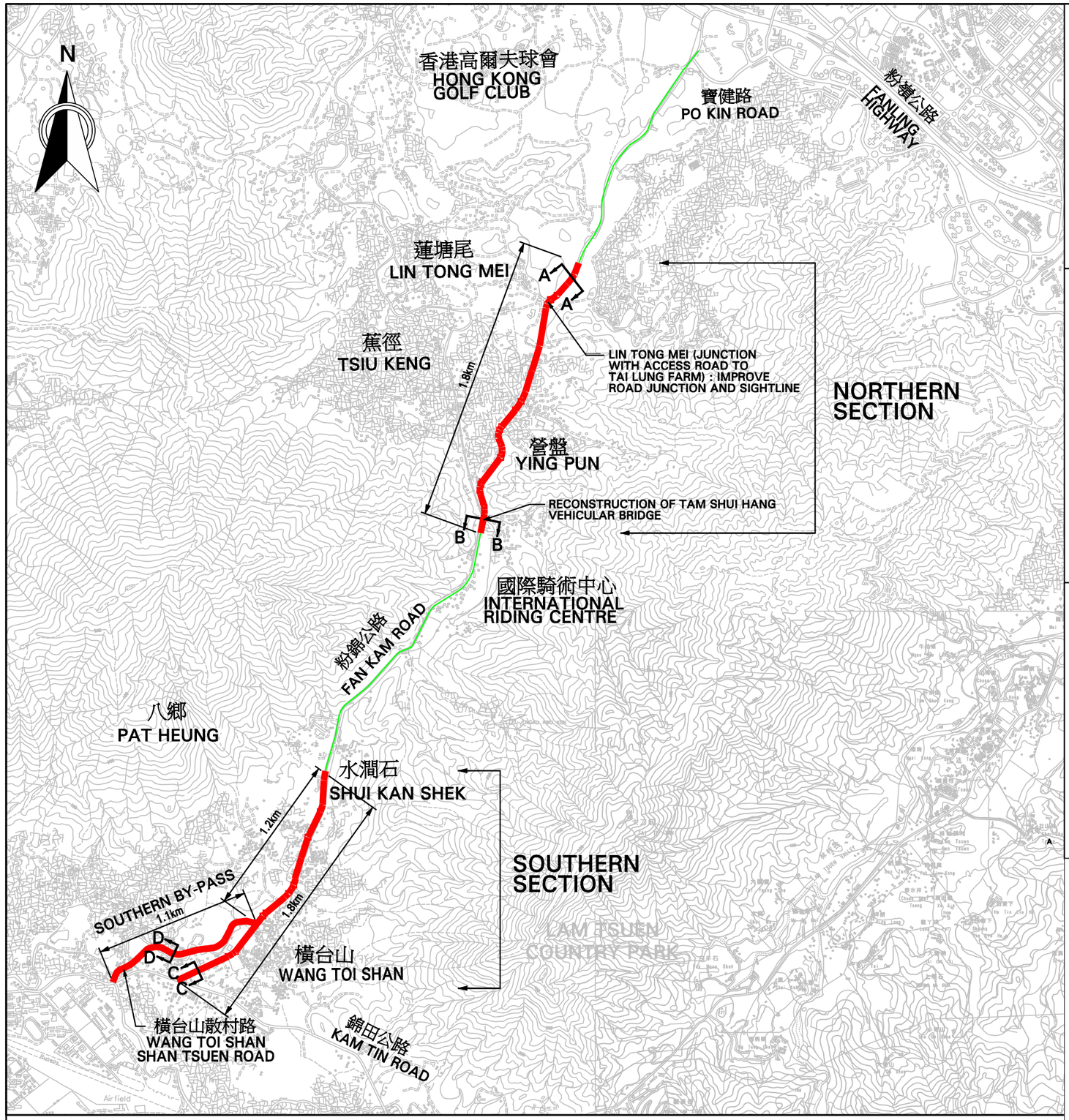


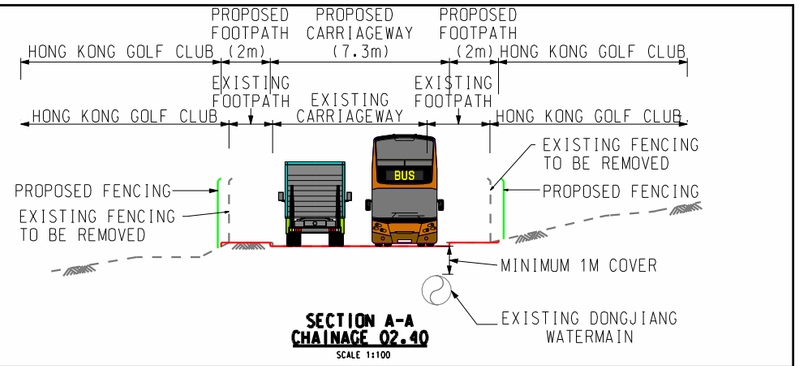
Attached plan no. 8

Proposed Organic Resources Recovery Centre (Phase 3) - Site Location Plan

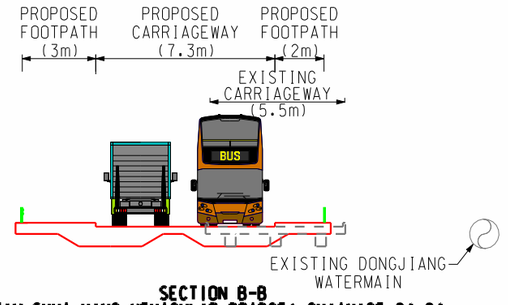


Attached plan no. 9



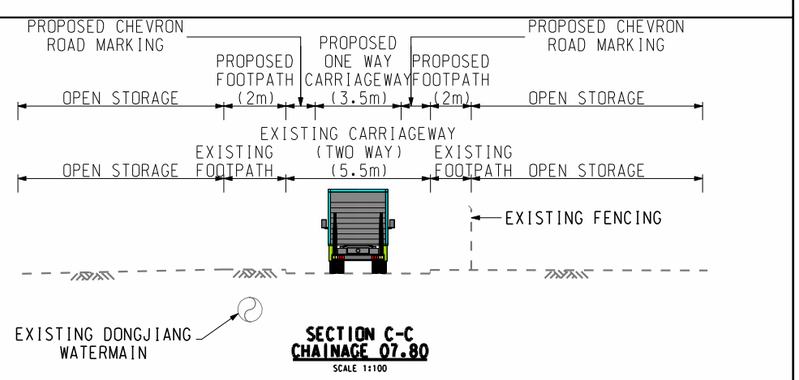


SECTION A-A
CHAINAGE 02.40
SCALE 1:100

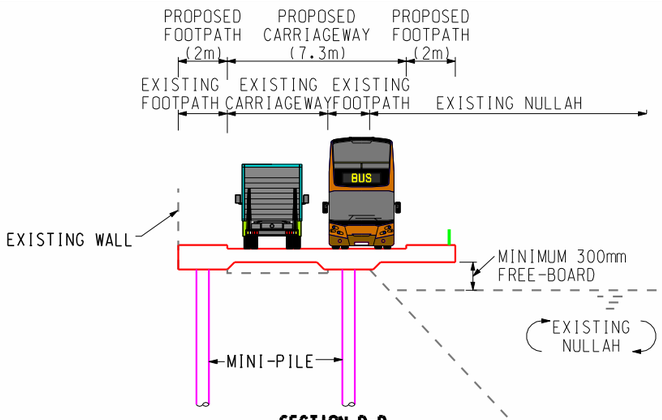


SECTION B-B
(TAM SHUI HANG VEHICULAR BRIDGE) CHAINAGE 04.04
SCALE 1:100

REMARKS: STRUCTURAL DESIGN FORM OF TAM SHUI HANG VEHICULAR BRIDGE WILL BE SUBJECT TO REVIEW IN DESIGN STAGE OF PROJECT



SECTION C-C
CHAINAGE 07.80
SCALE 1:100



SECTION D-D
(SOUTHERN BYPASS) CHAINAGE S-00.60
SCALE 1:100

REMARKS: STRUCTURAL DESIGN FORM OF SOUTHERN BYPASS WILL BE SUBJECT TO REVIEW IN DESIGN STAGE OF PROJECT

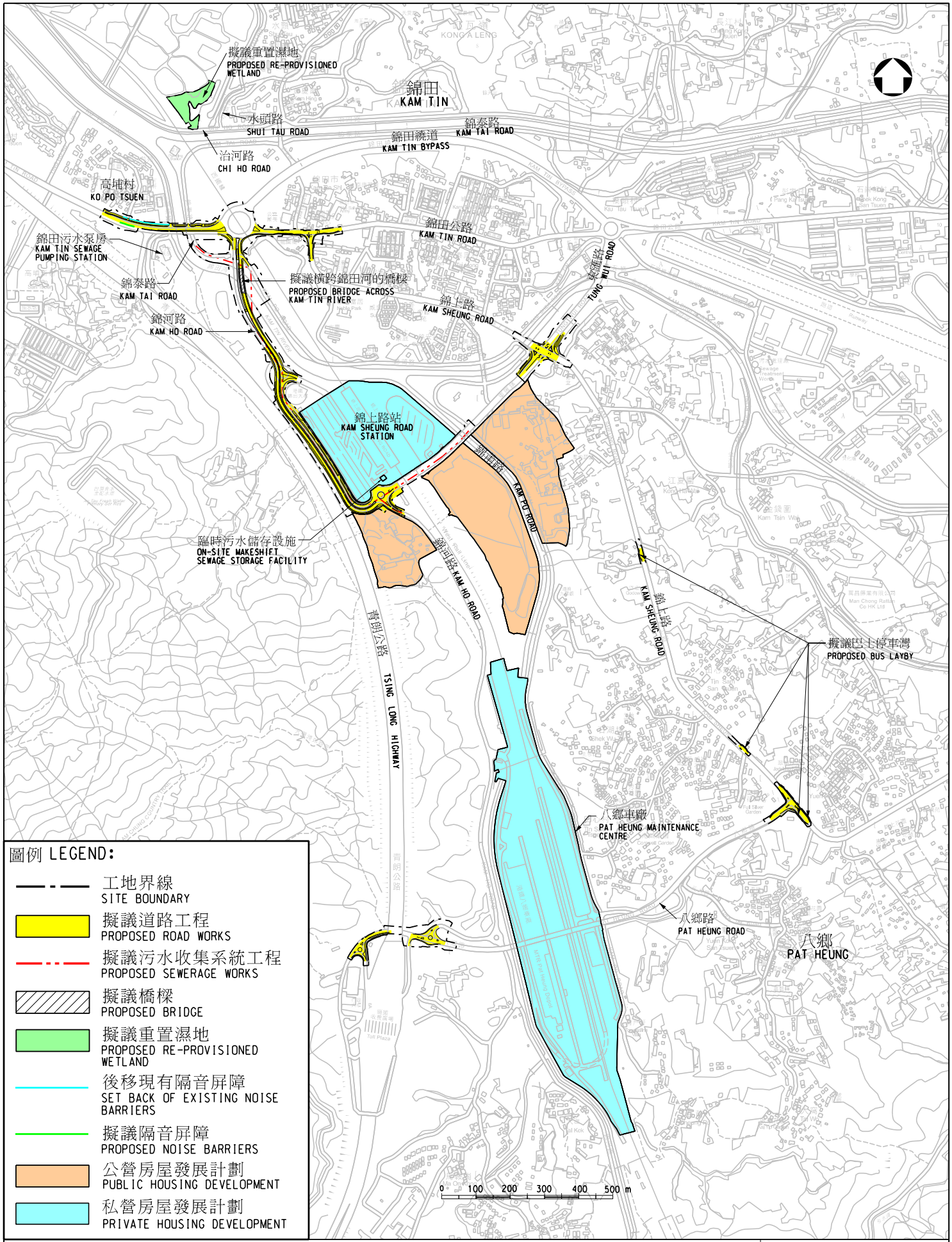
Drawing title

IMPROVEMENT TO FAN KAM ROAD - GENERAL LAYOUT PLAN

Drawing number	Scale	Rev
E1066/GLP/001	15000@A3	

k:\E1066 - CE642009 Fan Kam Road\USTATION\New folder\TFS Drawings\E1066-GLP-001a.dgn

Attached plan no. 10



圖例 LEGEND:

- 工地界線 SITE BOUNDARY
- 擬議道路工程 PROPOSED ROAD WORKS
- 擬議污水收集系統工程 PROPOSED SEWERAGE WORKS
- 擬議橋樑 PROPOSED BRIDGE
- 擬議重置濕地 PROPOSED RE-PROVISIONED WETLAND
- 後移現有隔音屏障 SET BACK OF EXISTING NOISE BARRIERS
- 擬議隔音屏障 PROPOSED NOISE BARRIERS
- 公營房屋發展計劃 PUBLIC HOUSING DEVELOPMENT
- 私營房屋發展計劃 PRIVATE HOUSING DEVELOPMENT

工務計劃項目第7804CL號
元朗錦田南發展計劃工地平整和基礎建設工程 - 前期工程
PWP ITEM NO. 7804CL
SITE FORMATION AND INFRASTRUCTURE WORKS FOR DEVELOPMENT AT KAM TIN SOUTH, YUEN LONG - ADVANCE WORKS

位置圖
LOCATION PLAN