

**For discussion  
on 23 January 2024**

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**Funding Applications for  
Hung Shui Kiu/Ha Tsuen New Development Area**

**PURPOSE**

This paper briefs Members on the following funding applications to the Legislative Council’s Finance Committee (“FC”) in relation to Hung Shui Kiu/Ha Tsuen New Development Area (“HSK/HT NDA”) <sup>1</sup> Second Phase development:

**Site Formation and Engineering Infrastructure Works for Second Phase Development**

- (a) upgrading of the remaining parts of **7787CL** and **7829CL** to Category A for carrying out site formation and engineering infrastructure works to support the Second Phase development of HSK/HT NDA covering Advance Works Phase 3 under **7787CL** and Stage 2 Works under **7829CL**, at a preliminary estimated cost of **\$5,674.8 million and \$20,272.0 million** in money-of-the-day (“MOD”) prices respectively (**Enclosure 1**);

**District Cooling System for HSK/HT NDA, Phase 1**

- (b) upgrading of part of **5054CG** to Category A, as **5055CG** entitled

---

<sup>1</sup> HSK/HT NDA is being implemented in three phases:

First Phase	Second Phase	Remaining Phase
LegCo approved funding in June 2020 - Advance Works Phases 1 and 2 (7845CL) and Stage 1 Works (7796CL)	Funding application under this paper - Advance Works Phase 3 (7787CL) and Stage 2 Works (7829CL)	Item to be created – Development parameters and details to be studied under the land use review study for Lau Fau Shan, Tsim Bei Tsui and Pak Nai

“the District Cooling System (DCS) for HSK/HT NDA, Phase 1 (Stage 1 Works)” for carrying out the pipe laying works connecting the DCS in HSK/HT NDA Phase 1 (Stage 1 Works) to tie in with HSK/HT NDA Second Phase development, at an estimated cost of **\$3,270.8 million** in MOD prices (**Enclosure 2**); and

**Special Ex-gratia Cash Allowance**

- (c) allocation of **\$20.4 million** to Subhead **38CA** under **Head 701 – Land Acquisition** to meet payment of Special Ex-gratia Cash Allowance (“SEGCA”) to eligible domestic households affected by the clearance for HSK/HT NDA Second Phase development (**paragraphs 10 and 11 below**).

**OVERVIEW**

2. HSK/HT NDA is situated in the west of the Northern Metropolis and just a bay away from the Qianhai Shenzhen-Hong Kong Modern Service Industry Cooperation Zone (Qianhai Cooperation Zone) and Nanshan District in Shenzhen. HSK/HT NDA can work with the Qianhai Cooperation Zone and Nanshan District in such areas as finance, professional services and logistics services, promoting and deepening high-end economic cooperation. It can be transformed into a modern services centre and a hub for talents travelling frequently between the two places, serving the entire Greater Bay Area (“GBA”). HSK/HT NDA will make available at least 2 million square meters of commercial floor area, of which over 1 million square meters in the town centre area, for the establishment of local, Mainland and international enterprises providing high-end professional services. In addition, given the “East in East out, West in West out” strategy for cross-boundary freight traffic, HSK / HT which connects to the Shenzhen Bay Port is well placed to become a major modern logistics hub. Industrial sites of over 70 hectares have been reserved in HSK / HT and Yuen Long South, most of them can be developed into multi-storey buildings (MSBs) for modern industries. In respect of transportation infrastructure, HSK/HT NDA enjoys the advantages of having three major railway networks, including the Tuen Ma Line, the Hong Kong-Shenzhen Western Railway (Hung Shui Kiu to Qianhai) under planning and the proposed Hong Kong Island West - Hung Shui Kiu Rail Link. Together with primary distributor roads and other roads connecting outside and within the area,

HSK/HT NDA will become a future transportation hub.

3. The total development area of HSK/HT NDA is about 441 hectares (“ha”). Upon full development, the NDA will provide about 66 700 additional housing units for a new population of about 183 900. In addition, the industrial and commercial land in the NDA will create about 6.4 million square metres gross floor area, providing about 150 000 employment opportunities. A wide range of Government, Institution or Community (“GIC”) facilities will be provided to support future residents living within and in the proximity to the NDA. In terms of the public transport in the area, the Government will introduce Smart and Green Mass Transit System (“SGMTS”)<sup>2</sup>, as well as comprehensive pedestrian and cycling network to promote green mobility.

4. HSK/HT NDA is being implemented in three phases, viz. First Phase development, Second Phase development and Remaining Phase development. The phasing plan of HSK/HT NDA is at **Annex 1 to Enclosure 1**. Construction works for the First Phase development commenced in July 2020 with the first population intake<sup>3</sup> targeted in 2024. Subject to the FC’s funding approval, the Civil Engineering and Development Department (“CEDD”) will commence the construction works for the Second Phase development of HSK/HT NDA progressively from the first half of 2024 with population intake targeting to start from 2030, in conjunction with the commissioning of Tuen Ma Line Hung Shui Kiu Station.

5. For the Remaining Phase development, the Northern Metropolis Action Agenda as published in end last year confirms the expansion of HSK/HT NDA to cover Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas (“Lau Fau Shan”) in order to increase the provision of housing and economic land. The Government is finalising the land use review of Lau Fau Shan and targets to publish the land use proposal within the first half of this year, with the study boundary covering part of the area under the Remaining Phase development of HSK/HT NDA.

---

<sup>2</sup> “Smart and Green Mass Transit System” introduced in the Hong Kong Major Transport Infrastructure Development Blueprint announced in December 2023 was formerly known as “Green Transit System”. For SGMTS in HSK/HT NDA, we recommend to adopt Green Road-Based Mode (such as trackless tram or green bus system (e.g. articulated bus)) with no physical rail track and hence greater flexibility.

<sup>3</sup> The first batch of housing units will be the Dedicated Rehousing Estate for rehousing the eligible households affected by Second Phase Development and other government clearance projects.

6. Key figures of HSK/HT NDA Second Phase development are tabulated below:

	<b>Second Phase Development</b>
Housing yield (public housing)	36 400 units <sup>4</sup> (25 300 units) <sup>5</sup>
New population	98 500
Commercial and industrial floor areas	4 748 400 m <sup>2</sup>
Development area	263 ha
Private land to be resumed and cleared	206 ha <sup>5</sup>
Government land to be cleared	100 ha
No. of households to be cleared *	1 693
No. of business undertakings to be cleared *	364 <sup>6</sup>
Active farmland to be affected *	10 ha
Programme for site formation and engineering infrastructure works	2024-2030

\* Remarks: The no. of households and business undertakings to be cleared and the area of active farmland to be affected are subject to further verifications.

### **Site Formation and Engineering Infrastructure Works for Second Phase Development (7787CL and 7829CL)**

7. The proposed works for the Second Phase development comprise:
- (i) site clearance and formation (including geotechnical works and land decontamination works) to supply land for development of public and private housing, industrial and commercial facilities (including logistics facilities and MSBs etc.), GIC facilities, open spaces, and for construction of the road and infrastructure works;
  - (ii) construction of a primary distributor road underneath Kong Sham Western Highway, six district distributor roads and carriageways, associated footpaths, cycle tracks, vehicular accesses and facilities etc.;

<sup>4</sup> The figures may be subject to adjustment in the detailed design.

<sup>5</sup> About 206 ha of private land covering about 2 740 lots.

<sup>6</sup> The business undertakings are mainly brownfield operations such as workshops, logistics, warehouses and open storage.

- (iii) other engineering infrastructure works including drainage, sewerage and water supply systems, river revitalisation works and associated riverside promenades etc.; and
- (iv) implementation of the environmental monitoring and audit programme for the aforementioned works.

More details about the site formation and engineering infrastructure works under the Second Phase development are at **Enclosure 1**.

### **DCS for HSK/HT NDA, Phase 1 (Stage 1 Works) (5055CG)**

8. DCS is a large-scale, centralised air-conditioning system which produces chilled water at central chiller plants for distribution to non-domestic user buildings for air-conditioning purpose. In line with the country’s “dual carbon” goals, several cities in Mainland have begun exploring and implementing DCS<sup>7</sup>. DCS is a major infrastructure in support of Hong Kong in achieving low-carbon development and carbon neutrality by 2050. As announced in the 2022 Policy Address, the Government will accelerate the incorporation of DCS in NDAs to reduce energy consumption. The entire scope of the Phase 1 of the DCS for HSK/HT NDA covering construction of DCS plants and associated facilities, pipe-laying works and connection facilities at user buildings will be implemented in two stages. The scope of works in this funding application (Phase 1 (Stage 1 works)) covers pipe laying works to serve the non-domestic users at the Second Phase development of HSK/HT NDA. To ensure better coordination and streamlining of infrastructure project interfaces between CEDD and Electrical and Mechanical Services Department (“EMSD”), EMSD will entrust CEDD to oversee also the DCS pipe laying works in HSK/HT NDA. We plan to commence the pipe laying works in phases starting from the first half of 2024 to dovetail with the overall development programme of HSK/HT NDA upon obtaining funding approval from the FC. Details about the works for DCS for HSK/HT NDA Phase 1 (Stage 1 Works) are at **Enclosure 2**.

9. We will seek funding for the remainder of **5054CG** (i.e. works for DCS

---

<sup>7</sup> Including Qianhai of Shenzhen, Sanya, Guangzhou, etc.

Phase 1 (Stage 2 Works)) timely to dovetail with the next stage of implementation of HSK/HT NDA.

### **Special Ex-gratia Cash Allowance (“SEGCA”)**

10. Based on the ex-gratia compensation and rehousing arrangements as endorsed by the FC on 18 July 2018, eligible households residing in squatters affected can choose to receive means-tested or non-means-tested rehousing options, or the Ex-gratia Allowance for Permitted Occupiers of Licensed Structures and Surveyed Squatters affected by Clearance (“EGAPO”). Previously, in July 2013, the Government introduced SEGCA for eligible households affected by government clearance exercises under the Kwu Tung North and Fanling North NDA and HSK/HT NDA projects. Under the SEGCA arrangement, each eligible applicant<sup>8</sup>, regardless of the area occupied, may either receive an amount up to a full SEGCA pitched at \$600,000, or receive a reduced SEGCA up to \$500,000 if the applicant purchases a subsidised sale flat unit at a Dedicated Rehousing Estate (“DRE”) under the non-means-tested rehousing option<sup>9</sup>.

11. Taking into account that the SEGCA amount to which individual households affected by HSK/HT NDA are entitled may be higher than the EGAPO amount, the FC on 18 July 2018<sup>10</sup> endorsed the retention of the SEGCA arrangement for HSK/HT NDA announced in July 2013 as an additional option in lieu of the EGAPO and the eligible households may opt either one. We propose to earmark funds for the relevant subhead (the creation of which was approved by the FC on 18 July 2018) to meet the payment of SEGCA arising

---

<sup>8</sup> An applicant should meet the following conditions to be eligible for SEGCA –

- (a) the household should reside in an affected structure at the date of the freezing survey;
- (b) the affected structure should be a surveyed/licensed domestic structure not built on building land;
- (c) the household should be covered by the 1984/85 Squatter Occupancy Survey or can produce evidence proving that it has resided in the affected structure for at least the same duration; and
- (d) the household should fulfil the “no-domestic-property” requirement and other related requirements applicable to EGAPO.

<sup>9</sup> The maximum amounts of the full or reduced SEGCA are payable only to those SEGCA applicants meeting in full the prescribed criteria. A lower amount may be payable for a case not fulfilling those criteria and considered under SDEV’s discretion. Alternatively, applicants who purchase subsidised sale flats at a DRE can choose to receive the reduced EGAPO, payable at five-sixth (i.e. about 83%) of the EGAPO amount to which they would have been entitled but had not opted for purchasing subsidised sale flat unit at a DRE.

<sup>10</sup> Please refer to LegCo submission FCR(2018-19)48.

from clearance for the Second Phase development

## FINANCIAL IMPLICATIONS

12. We estimate that the total costs in MOD prices of the construction of the proposed works for HSK/HT NDA are as follows –

	<u>\$ million</u> <u>(in MOD prices)</u>
<b>(a) Site Formation and Infrastructure Works for Second Phase development</b>	<b>25,946.8</b>
7787CL – Advance Works Phase 3	5,674.8
7829CL – Stage 2 Works	20,272.0
<b>(b) 5055CG – Works for DCS for HSK/HT NDA, Phase 1 (Stage 1 Works)</b>	<b>3,270.8</b>
	<hr/>
<b>Total</b>	<b>29,217.6</b>

13. As regards the SEGCA for eligible households affected by the Second Phase development, we estimate that the maximum provision that would be required under Subhead **38CA** of **Head 701 – Land Acquisition** is **\$20.4 million**.

## WAY FORWARD

14. We plan to seek endorsement from the Public Works Subcommittee and funding approval from the FC on the funding applications in relation to HSK/HT NDA as set out in paragraph 1 above.

**Development Bureau**

**Environmental and Ecology Bureau**

**Civil Engineering and Development Department**

**Electrical and Mechanical Services Department**

**Lands Department**

**January 2024**

**HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT**

**Civil Engineering – Land development**

**7787CL – Hung Shui Kiu/Ha Tsuen New Development Area Advance Works Phase 3**

**7829CL – Hung Shui Kiu/Ha Tsuen New Development Area Stage 2 Works**

**PROJECT SCOPE AND NATURE**

**Site Formation and Engineering Infrastructure Works for the Second Phase Development**

The proposed site formation and engineering infrastructure works for the Second Phase development of Hung Shui Kiu/Ha Tsuen New Development Area (“HSK/HT NDA”) comprise –

- (a) site clearance and formation (including geotechnical works and land decontamination works) for about 263 hectares (“ha”) of the development area, to supply land for development of public and private housing, industrial and commercial facilities, Government, Institution or Community (“GIC”), open spaces, village resite, effluent polishing plant (“EPP”), district cooling system, Smart and Green Mass Transit System (“SGMTS”), and for construction of the road and infrastructure works in sub-paragraphs (b) and (c) below;
- (b) construction of a primary distributor road namely the Road P1 of about 3.2 kilometres (“km”) long underneath the Kong Sham Western Highway, six district distributor roads and carriageways of about 13.2 km long (including new roads, reconstruction / realignment of existing Ha Tsuen Road), associated cycle tracks of about 14.9 km long and footpaths, four vehicular bridges as slip roads connecting the proposed Road P1 to the existing Kong Sham Western Highway, two cycle track cum pedestrian bridges, eight pedestrian footbridges, one underpass and

associated depressed roads, three cycle track cum pedestrian subways and one pedestrian subway;

- (c) other engineering infrastructure works including drainage system (which mainly include drains of about 15.2 km long and box culverts of about 8.1 km long); sewerage system (which mainly includes four sewage pumping stations, gravity sewers of about 15.1 km long and twin rising mains of about 4.3 km long); water supply systems (which mainly include a fresh water service reservoir with a capacity of about 170 000 cubic metres, fresh water mains of about 30.5 km long and flushing water mains of about 26.7 km long); revitalisation of some sections of Tin Sam Channel with a total length of about 1.4 km and associated riverside promenades; a regional park of about 12 ha with flood storage lakes, a floodable district open space of about 8.8 ha and about 13 ha in total for other open spaces; landscape works; as well as other associated works; and
  - (d) implementation of environmental mitigation measures; and environmental monitoring and audit (“EM&A”) programme as well as construction supervision for the works mentioned in sub-paragraphs (a) to (c) above.
2. Layout plans and artistic impressions for the Second Phase development are at **Annex 2** to **Annex 24** to this Enclosure.

3. We plan to commence the construction works for the Second Phase development progressively upon the funding approval by the Finance Committee (“FC”) in the first half of 2024 for substantial completion of the works by 2030. To meet the works programme, the Civil Engineering and Development Department (“CEDD”) invited tenders for the construction works for the Second Phase development from June 2023 progressively, but the works contracts will only be awarded upon obtaining funding approval from the FC.

## **JUSTIFICATION**

4. HSK/HT NDA is situated in the west of the Northern Metropolis. Together with Yuen Long, Tin Shui Wai, Yuen Long South (“YLS”) Development

and Lau Fau Shan, the area is positioned as the High-end Professional Services and Logistics Hub and interplays with the Qianhai Cooperation Zone and Nanshan District. The total development area of HSK/HT NDA<sup>1</sup> is about 441 ha. Upon full development, HSK/HT NDA will provide about 66 700 additional housing units for a new population of about 183 900. In addition to supplying housing units, the industrial and commercial land in the NDA will create about 6.4 million square metres gross floor area, providing about 150 000 employment opportunities.

5. The scope of Second Phase development is the largest among the three development phases. The 263 ha of land to be formed, which amounts to about 60% of the total development area of the NDA, will be used for subsequent developments including housing, industries, public and community facilities, open space, transport and other infrastructures, etc. The proposed primary distributor roads and local roads will run through the whole Second Phase development and will enhance the connectivity with its neighbourhood including Tin Shui Wai, Yuen Long New Town and Tuen Mun and strategic roads. The Tuen Ma Line Hung Shui Kiu Station will commission in 2030 to tie in with the population intake. Other engineering infrastructures including fresh water, drainage, sewerage systems will support the need of the whole NDA. Works under Second Phase development will also include construction of pedestrian and cycling networks, open space (some with flood retention facilities), revitalization of river channel, etc. for developing a livable and green community.

6. The Second Phase development is critically important to the smooth implementation of the whole HSK/HT NDA. Some sites to be formed will support the development of dedicated rehousing estates (DRE) and village resite houses to accommodate eligible squatter households and households meeting the Village Removal Terms respectively. Some sites will also be used for developing multi-storey buildings (MSBs) for modern industries which can help promote the development of relevant industries and relocate brownfield operations affected by Government's development.

---

<sup>1</sup> The development parameters and the implementation programme for the Remaining Phase development as well as the entire development are subject to the study findings of the land use review for Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas commissioned jointly by CEDD and the Planning Department.

### ***Providing Land for Housing***

7. For better utilization of land and infrastructure investment to increase housing supply, the Town Planning Board in June last year approved the proposed increase in plot ratios (PRs) for nine public housing sites under Second Phase development (from PR 5.5 or 6 to a unified PR 6.8); and for two other private housing sites, the PRs were increased from 6 to 6.5. As a result, the housing yield for Second Phase development was increased to 36 400 units (amounts to about 55% of the total housing supply of the NDA), of which about 70% will be for public housing and 30% for private housing. It is estimated that population intake will commence from 2030.

### ***Providing Land for Industries***

8. HSK/HT NDA is positioned as High-end Professional Services and Logistics Hub, which will provide not less than two million square meters of commercial floor area, of which over one million square meters in the town centre area under the Second Phase development, for the establishment of local, Mainland and international enterprises providing high-end professional services including finance, insurance, legal and accounting, etc. In addition, given the “East in East out, West in West out” strategy for cross-boundary freight traffic, HSK/HT NDA which connects to the Shenzhen Bay Port is well placed to become a major modern logistics hub. Logistics sites of 61 ha have been reserved in HSK/HT, most of them under the Second Phase development. They can be developed by the private sector into MSBs. While these MSBs can facilitate business upgrading and transformation, certain floor areas will also be reserved for accommodating some of the brownfield operations affected by Government’s clearance operation.

### ***Providing Land for GIC Uses***

9. HSK/HT NDA Second Phase development will also provide various types of GIC facilities, including construction of a joint-user government complex near the Tuen Ma Line Hung Shui Kiu Station to support and serve the future residents living within and in the proximity to the NDA (including Tin Shui Wai). In addition, about 5 ha of land, which is expected to be formed in 2026, is reserved in the NDA for the development of new campus of self-financing post-secondary institution. Other GIC facilities include magistrates’

court, public market, sports centre, community hall and clinics, etc.

10. For developing a green and livable community, the Second Phase development will adopt a user-friendly approach in designing and constructing an enhanced pedestrian and cycling networks so as to improve the pedestrian environment and the comfort of cycling. A regional park of about 12 ha with flood storage lakes and a district open space of about 8.8ha with flood retention function will also be constructed. They will help create a green and naturalistic environment for public recreational use and at the same time serve as flood attenuation facilities, the design of which has taken into account the impacts arising from climate change. In addition, some sections of Tin Sam Channel will be revitalized and associated riverside promenades will be constructed to promote water-friendly culture and activities.

### ***Providing Engineering Infrastructure Facilities***

11. Second Phase development involves the construction of roads and other infrastructure facilities, including the primary distributor road and district distributors, land to be formed for subsequent construction of Hung Shui Kiu Station and SGMSTs, drainage system (including drains and box culverts) and sewerage system (including HSK EPP, sewage pumping stations, gravity sewers and rising mains) to cater for demands arising from the NDA. Water supply systems including a fresh water service reservoir<sup>2</sup>, fresh water mains and flushing water mains to serve the HSK/HT NDA and YLS NDA will also be required.

12. Apart from serving the Second Phase development, the provision of engineering infrastructures will bring improvements to the existing traffic and other infrastructure facilities at the adjacent communities. For example, the proposed Road L35 will be a new route for ingress/egress from Ha Tsuen, which will help re-distribute the traffic flow of Ping Ha Road and improve the connectivity of the existing villages. In addition, if there are drainage works near the villages, subject to technical feasibility, sewage manhole will be reserved for future connection by the village sewerage system to the public sewerage system.

---

<sup>2</sup> The flushing water service reservoir serving the proposed HSK/HT NDA and YLS development will be constructed under YLS development to tie in with the implementation programme of the reclamation plant to be provided under YLS development project.

## FINANCIAL IMPLICATIONS

13. We preliminary estimate that the costs in money-of-the-day (“MOD”) prices of the proposed works under **7787CL** and **7829CL** are **\$5,674.8 million** and **\$20,272.0 million** respectively. The table below summarizes the respective percentage of the major works items:

	<b>7787CL</b>	<b>7829CL</b>
(a) Site Clearance and Formation	About 15%	About 15%
(b) Road Works	About 30%	About 20%
(c) Other Engineering Infrastructure Works	About 40%	About 50%
(d) Other Expenses	About 15%	About 15%

## AFFECTED HOUSEHOLDS AND BUSINESS UNDERTAKINGS

14. Second Phase development will need to resume and clear 206 ha private land and 100 ha government land. Based on the previous freezing survey, there are 1 693 affected households and 364 affected business undertakings within the Second Phase development boundary. In November 2022, Lands Department (LandsD) issued notification letters to the affected households and business undertakings to inform them of their expected departure dates and the compensation and rehousing arrangements for their reference and early preparation on departure. In accordance with the latest works programme, it is expected that they would need to depart from mid-2024 to third quarter of 2025 in batches. The first batch will involve 274 households and 27 business undertakings. LandsD and its employed Compensation and Rehousing Service Team will liaise with the affected households and business undertakings, and provide updated information as necessary, including posting of notice at relevant areas three months before the actual departure date of the affected households and business undertakings in accordance with applicable procedures.

15. LandsD has already commenced the eligibility screening procedures by actively engaging the first batch of clearerees. LandsD will continue to liaise with other affected persons and will expedite the disbursement of compensation to

those who passed the eligibility screening. The Government will continue to devote to processing the compensation and rehousing matters of affected land owners, households and business undertakings and will offer rehousing or release compensation to eligible persons before site clearance as far as possible.

16. Among the 364 business operators to be affected, 263 of them involve brownfield operations including warehouse, construction, recycling, vehicle repair, workshops, carparks, etc., covering a total area of 86 ha. These operations are contributing actively to Hong Kong's economy and the job market. Taking into account the programme for development, and on the premise of not affecting progress, we will arrange brownfield operations to depart by phases so that they could continue to operate until relevant sites are required for works. At the same time, considering that these operations may need to relocate, the Government will continue to assist brownfield operators along the directive of "providing monetary compensation in parallel with facilitation service", including –

- (a) arranging LandsD to reach out to affected operators at the soonest possible juncture, and offer appropriate assistance with reference to the operators' preference;
- (b) providing monetary compensation to allow affected operators to plan ahead for departure. In May 2022, we have enhanced the arrangements for the Ex-gratia Allowance (EGA) for Open-air/Outdoor Business Undertakings, including relaxing the eligibility criteria concerning the operation duration (from seven years preceding the pre-clearance survey (PCS) to two years preceding PCS), and removing the payment ceiling of not exceeding 5 000 square metres for open areas that could be taken into account in calculating the EGA amount. Affected operators could apply for an early disbursement of EGAs after LandsD posted the land resumption notice, without having to wait until the departure date;
- (c) the revised Guidelines for Application for Open Storage (OS) and Port Back-up (PBU) Uses under Section 16 of the Town Planning Ordinance were promulgated in March 2023 by the Town Planning Board, with a view to, among others, expanding the areas under

Category 2<sup>3</sup> to cater for displacement of brownfield uses arising from extensive development in the New Territories in the coming years;

- (d) identifying more government land suitable for letting specifically to affected brownfield operators by way of short-term tenancy through restricted tender;
- (e) operators may also identify private sites for reprovisioning their businesses. To step up the support to operators, the Development Bureau has provided information on sites that are more likely feasible in accommodating brownfield operations (see point (c) above), and provide operators seeking to relocate with advice on planning and lands matters, including the setting up of a dedicated multi-disciplinary team to coordinate different departments to assist operators seeking reprovisioning in submitting planning applications, undertaking relevant preliminary preparatory work, and obtaining relevant approvals from other departments as soon as possible to implement the relocation arrangements upon securing the planning permission; and
- (f) developing MSBs, through which the developer/owner would be requested through specific land sale conditions to hand over no less than 30% of the floor space to the Government for leasing to brownfield operators affected by government projects at concessionary rent, so as to allow relocated brownfield operations to adapt to an MSB setting and preferably upgrade their operations. In this regard, an industrial site near Yuen Long InnoPark will be put up for tender in the fourth quarter of this financial year for the development of MSB.

---

<sup>3</sup> The Guidelines classified the rural areas into four categories (Category 1 to Category 4), and set out the criteria for assessing planning applications for OS/PBU uses. Lands under Category 2 are those where planning permission may be given for OS/PBU uses.

## **PUBLIC CONSULTATION**

17. HSK/HT NDA project went through a three-stage Community Engagement Programme between 2010 and 2015. Public views were gathered through public forums, community workshops, briefing sessions, focus group meetings and written submissions. The public generally supported HSK/HT NDA to provide land to meet the housing and economic development needs of Hong Kong in the medium-to-long term.

18. The draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (“OZP”) was gazetted on 26 May 2017. During the statutory planning process, a total of 117 representations and 338 comments were received. After giving consideration to the representations and comments, the Town Planning Board decided not to amend the draft OZP. On 16 October 2018, the Chief Executive in Council (“CE in C”) approved the draft OZP. The approved Hung Shui Kiu and Ha Tsuen OZP was then exhibited for public inspection on 26 October 2018.

19. Consultations with the Yuen Long District Council, the District Facilities Management and Environmental Hygiene Committee of the Tuen Mun District Council, the Ha Tsuen Rural Committee, the Tuen Mun Rural Committee and the Ping Shan Heung Rural Committee on the proposed works under Second Phase development were conducted from June to August 2022. Members of the said district councils and rural committees consulted expressed support to the proposed works under Second Phase development.

20. The proposed road works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the proposed sewerage works under Cap. 370 as applied by the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) under the Second Phase development were gazetted on 30 September 2022 and 7 October 2022. A total of 124 objections and 9 objections were received against the proposed road and sewerage works respectively during the statutory objection period. These objections were mainly related to concerns on land resumption, clearance, compensation and rehousing arrangement, the overall planning of the NDA, the design of the proposed works and the potential impacts during the construction and operation stages. Eight objections against the proposed road works were unconditionally withdrawn, while others were remained unresolved. Upon considering all the unresolved objections, the CE in C authorised the proposed road and sewerage works on 19 December 2023.

## ENVIRONMENTAL IMPLICATIONS

21. HSK/HT NDA is a Designated Project (“DP”) under Schedule 3 of the Environmental Impact Assessment Ordinance (“EIAO”) (Cap. 499). The Environmental Impact Assessment (“EIA”) report<sup>4</sup> for HSK/HT NDA was approved with conditions under the EIAO in December 2016. Some of the proposed works for HSK/HT NDA, namely the proposed Road P1 and associated slip roads connecting Kong Sham Western Highway, six district distributor roads are DPs under Schedule 2 of the EIAO with Environmental Permits (“EPs”) for their construction and operation issued in February 2017.

22. In view of the proposed intensification for the Second Phase development of HSK/HT NDA as mentioned in paragraph 7 above, an Environmental Review (“ER”) was carried out to confirm the environmental acceptability of the proposed intensification, whilst the findings and conclusions of the approved EIA report remain valid.

23. For those DP works under the Second Phase development, it is concluded in the EIA report that the construction of these works would be environmentally acceptable with no adverse impact with the implementation of the mitigation measures. We will implement the approved environmental mitigation measures and EM&A programme recommended in the approved EIA report, and comply with the relevant conditions under the EPs for the construction of these works to control the environmental impacts to within the established standards and guidelines. For short-term environmental impacts caused during construction, we will incorporate requirements into the works contracts to require the contractors to implement the recommended EM&A programme and environmental mitigation measures. These mitigation measures mainly include use of quiet powered mechanical equipment and movable noise barriers or enclosures to minimise the construction noise impact, regular watering of works sites and provision of wheel-washing facilities to minimise dust generation, and use of temporary drains to collect site run-off for on-site treatment before discharge. We have included the cost of these mitigation measures as well as the EM&A programme in the project estimate.

---

<sup>4</sup> The EIA report was prepared under the Planning and Engineering Study of Hung Shui Kiu New Development Area which is a Designated Project under Schedule 3 of the EIAO.

24. At the planning and design stages, we have considered the proposed works for the Second Phase development and their construction sequences to reduce generation of construction waste where possible. In addition, we will require the contractors to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>5</sup>. We will encourage the contractors to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

25. At the construction stage, we will require the contractors to submit for approval the plans 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 plans. We will require the contractors to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

26. We estimate that the proposed works for the Second Phase development will generate in total about 11 000 000 tonnes of construction waste. Of these, we will reuse about 4 000 000 tonnes (36%) of inert construction waste on site, temporarily stockpile about 2 600 000 tonnes (24%) of inert construction waste at the public fill reception facilities for subsequent reuse in the Remaining Phase development of HSK/HT NDA, and deliver about 2 865 000 tonnes (26%) of inert construction waste to public fill reception facilities for disposal. We will dispose the remaining about 1 535 000 tonnes (14%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be \$1,035.73 million for the proposed works for the Second Phase development, based on a unit charge rate of \$87 per tonne for delivery to public fill reception facilities and \$365 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N) and the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Amendment of Schedules)

---

<sup>5</sup> Public fill reception facilities (“PFRF”) are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in PFRF requires a licence issued by the Director of Civil Engineering and Development.

Notice 2023.

## **TRAFFIC IMPLICATIONS**

27. Based on the Traffic and Transport Impact Assessment conducted under the “Hung Shui Kiu New Development Area Planning and Engineering Study” and a recent traffic review which covered assessments of different development stages of HSK/HT NDA, the traffic and transport impact due to the proposed works for the Second Phase development would be acceptable.

28. Temporary traffic arrangements (“TTAs”) associated with the proposed works for the Second Phase development will be implemented during construction to facilitate implementation of the proposed works. We will establish a Traffic Management Liaison Group comprising representatives of the CEDD, the Transport Department, the Hong Kong Police Force and other stakeholders to discuss, scrutinise and review the TTAs proposed by the contractors with a view to minimising traffic impact arising from the proposed works. In addition, we will set up a telephone hotline to respond to public enquiries or complaints.

## **HERITAGE IMPLICATIONS**

29. We have completed a cultural heritage impact assessment under the EIA for HSK/HT NDA. It is concluded that the Second Phase development would not affect all declared monuments, proposed monuments, graded historic sites/buildings/ structures, all sites, buildings/ structures in the new list of proposed grading items; and Government historic sites identified by the Antiquities and Monuments Office. As part of the Second Phase development will be executed within the Tseung Kong Wai Site of Archaeological Interest and Tung Tau Tsuen Site of Archaeological Interest, we will implement mitigation measures as recommended by the approved EIA report accordingly.

## **BACKGROUND**

### Site Formation and Engineering Infrastructure Works for the Second Phase Development

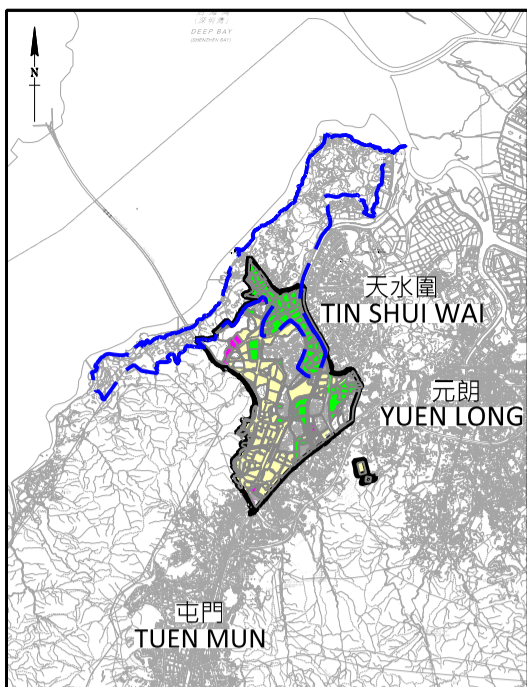
30. On 26 June 2020, the FC approved the upgrading of the part of **787CL** to Category A as **845CL**, entitled “Hung Shui Kiu/Ha Tsuen New Development Area advance works phases 1 & 2 – site formation and engineering infrastructure and phase 3 – detailed design and site investigation” at an approved project estimate of \$495.9 million in MOD prices, of which \$279.0 million was for the site formation and engineering infrastructure works for Advance Works Phase 1 & 2 and \$216.9 million was for the detailed design and site investigation for Advance Works Phase 3 under the Second Phase development respectively. On the same date, the FC approved the upgrading of the part of **829CL** to Category A as **846CL**, entitled “Hung Shui Kiu/Ha Tsuen New Development Area stage 2 works – detailed design and site investigation” at an approved project estimate of \$395.6 million in MOD prices for the detailed design and site investigation works for the Stage 2 Works under the Second Phase development of HSK/HT NDA. We have substantially completed the detailed design of the proposed works for the Second Phase development.

### Change of Scope for 486CL “Yuen Long – Tuen Mun corridor: site formation works for area 12 (part) and 13 in Hung Shui Kiu”

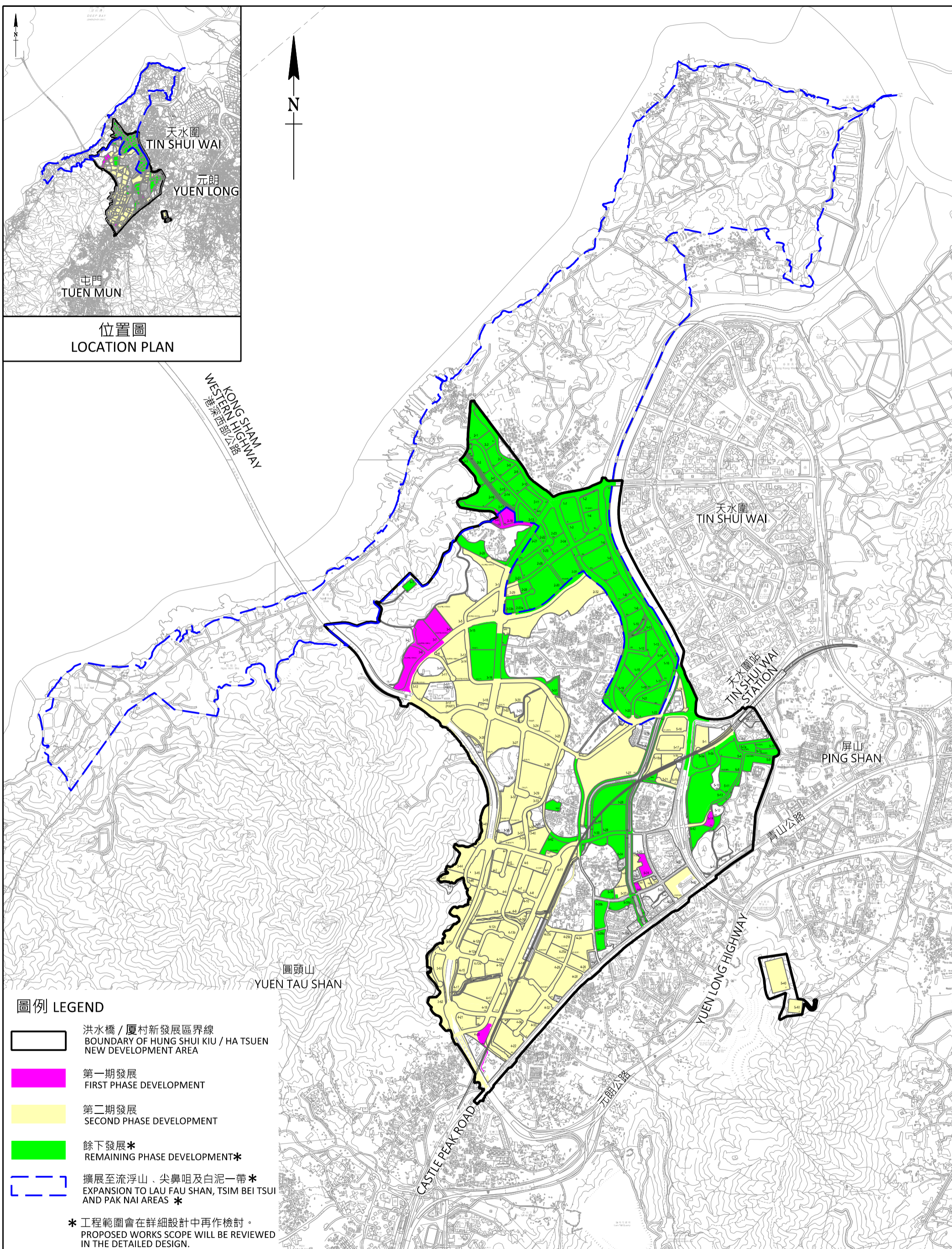
31. **486CL**, “Yuen Long – Tuen Mun corridor: site formation works for area 12 (part) and 13 in Hung Shui Kiu”, which was upgraded to Category A and approved by FC in June 1997, covered the development of two sites (Area 12 (Part b) and Area 13) located within the boundary of the current HSK/HT NDA. The layout plan of **486CL** is provided at **Annex 25** to this Enclosure. Over the years, Area 13 was formed and developed into the existing Hung Fuk Estate and a cul-de-sac was constructed at the southern end of Hung Yuen Road. The development of the site of Area 12 (Part b), however, was held in abeyance as there was a conceptual planning for a more comprehensive study for the Hung Shui Kiu area in the 2000s. Under the Hung Shui Kiu New Development Area Planning and Engineering Study, the site of Area 12 (Part b) together with the land occupied by the existing light rail facilities were grouped as Planning Area 12, and planned for residential development which incorporated light rail facilities in a comprehensive manner. Relevant use was shown in the OZP

approved on 26 October 2018. The site formation and engineering infrastructure works of Planning Area 12 (Part b) has now been included as part of the Advance Works Phase 3 works under **787CL** to support the Second Phase development. To avoid overlapping in the scopes between **486CL** and **787CL**, the scope of **486CL** will be revised to exclude the works within Area 12 (Part b) from it.


**Development Bureau**  
**Civil Engineering and Development Department**  
**January 2024**



位置圖  
LOCATION PLAN



圖例 LEGEND

-  洪水橋 / 厦村新發展區界線  
BOUNDARY OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA
-  第一期發展  
FIRST PHASE DEVELOPMENT
-  第二期發展  
SECOND PHASE DEVELOPMENT
-  餘下發展\*  
REMAINING PHASE DEVELOPMENT\*
-  擴展至流浮山、尖鼻咀及白泥一帶\*  
EXPANSION TO LAU FAU SHAN, TSIM BEI TSUI AND PAK NAI AREAS \*

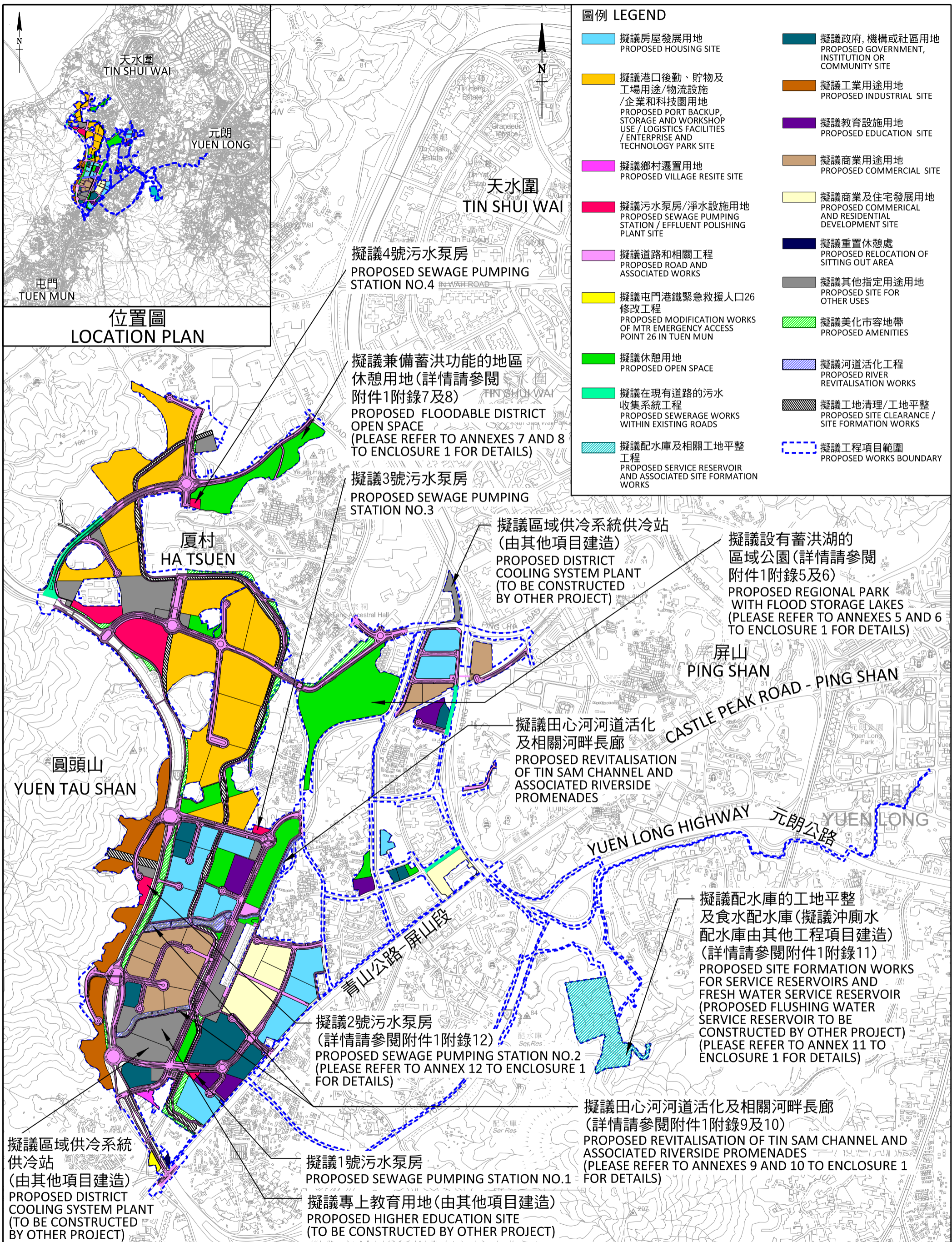
\* 工程範圍會在詳細設計中再作檢討。  
PROPOSED WORKS SCOPE WILL BE REVIEWED IN THE DETAILED DESIGN.

圖則名稱 drawing title

洪水橋 / 厦村新發展區各期發展示意圖

HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA PHASING PLAN





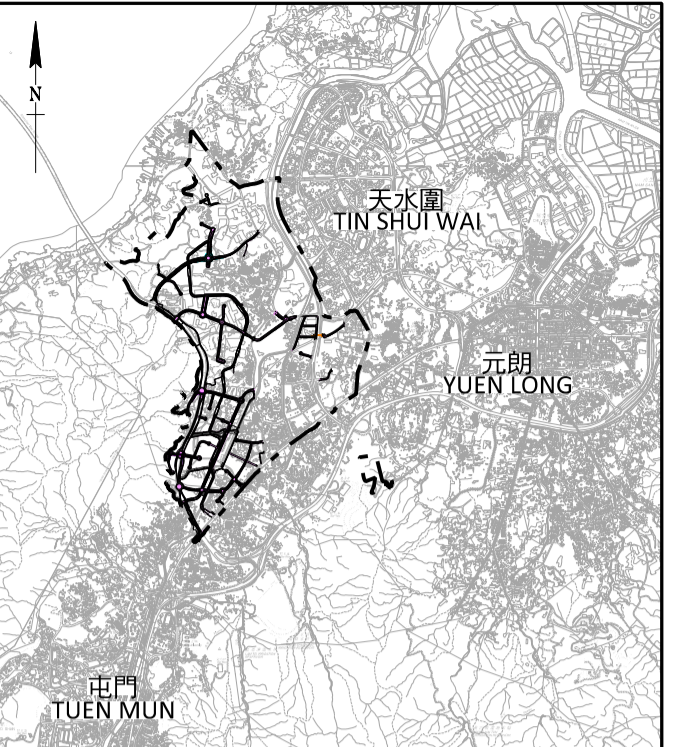
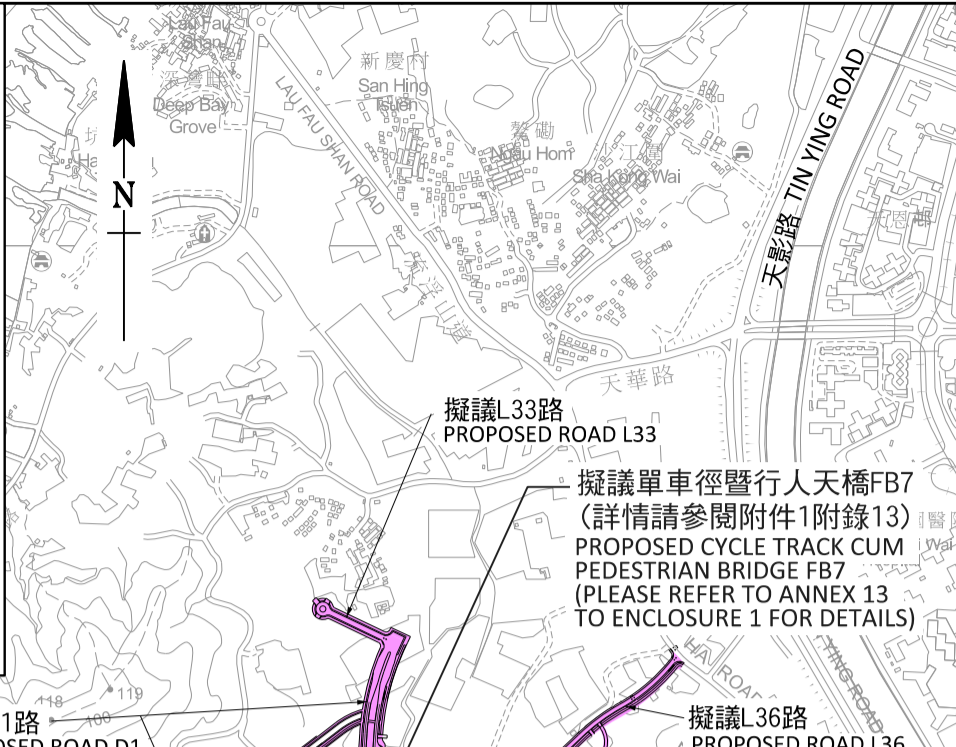
圖則名稱 drawing title

洪水橋 / 厦村新發展區前期工程第三期及第二階段工程

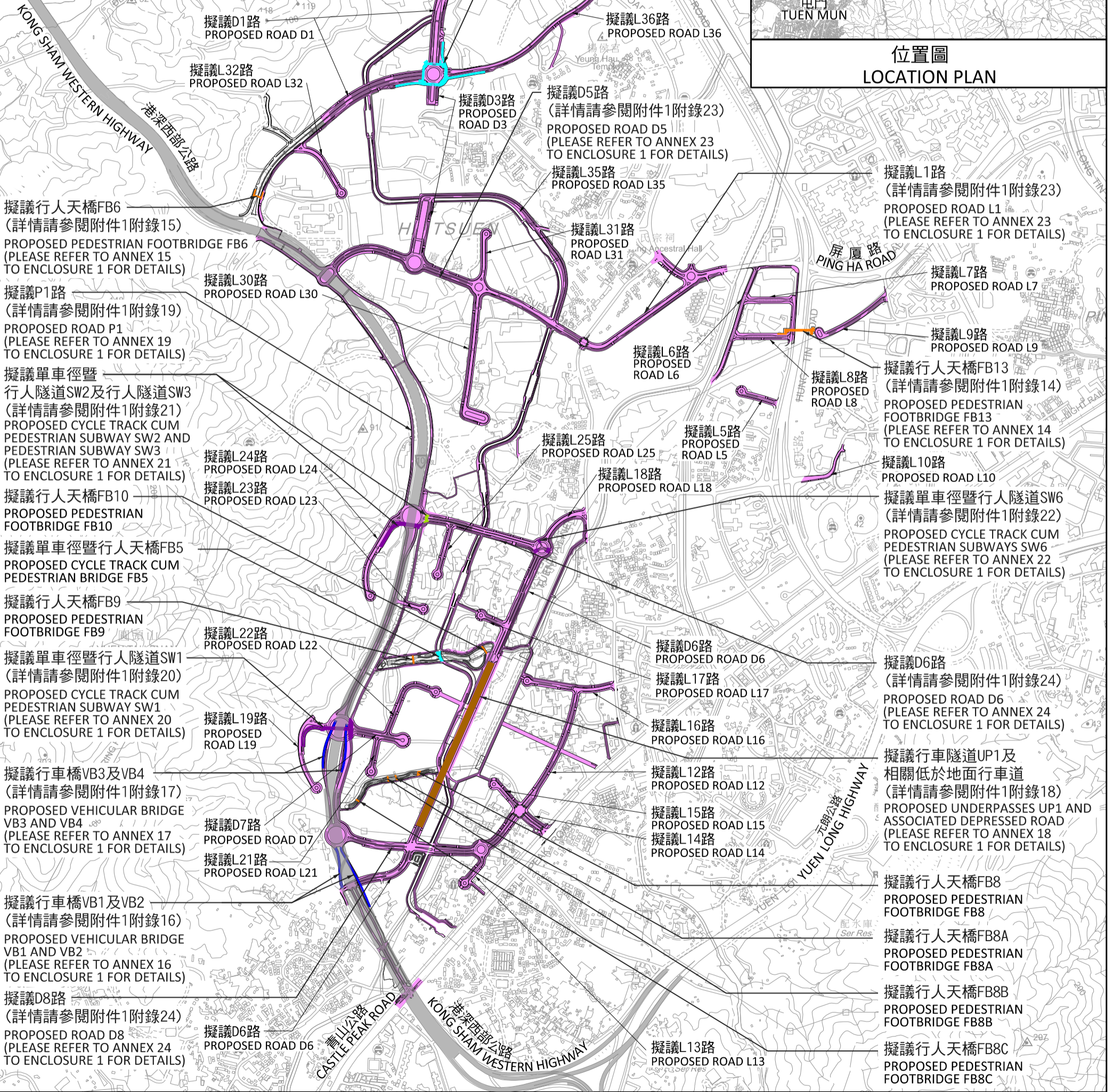
HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS

**圖例 LEGEND**

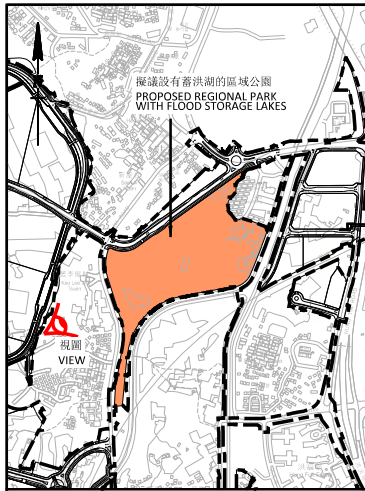
- 擬議道路和相關工程  
PROPOSED ROAD AND ASSOCIATED WORKS
- 擬議行人天橋  
PROPOSED PEDESTRIAN FOOTBRIDGE
- 擬議行人隧道  
PROPOSED PEDESTRIAN SUBWAY
- 擬議行車橋  
PROPOSED VEHICULAR BRIDGE
- 擬議行車隧道及相關低於地面行車道  
PROPOSED UNDERPASSES AND ASSOCIATED DEPRESSED ROAD
- 擬議單車徑暨行人天橋  
PROPOSED CYCLE TRACK CUM PEDESTRIAN BRIDGE
- 擬議單車徑暨行人隧道  
PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY



**位置圖  
LOCATION PLAN**



圖則名稱 drawing title  
**洪水橋 / 厦村新發展區前期工程第三期及第二階段工程 - 道路平面圖**  
**HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS - ROAD LAYOUT PLAN**



索引圖 KEY PLAN

擬議康樂及體育設施  
(由其他工程項目建造)  
PROPOSED RECREATIONAL AND SPORTS  
FACILITIES (TO BE CONSTRUCTED BY  
OTHER PROJECT)

擬議蓄洪湖  
PROPOSED FLOOD STORAGE LAKES

現有港鐵屯馬綫  
EXISTING MTR TUEN MA LINE

擬議L1路  
PROPOSED ROAD L1

現有田廈路  
EXISTING TIN HA ROAD

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議設有蓄洪湖的區域公園  
PROPOSED REGIONAL PARK WITH  
FLOOD STORAGE LAKES
- ▲ 構思圖視角  
VIEW ANGLE OF THE ARTISTIC  
IMPRESSION

備註: REMARK:

所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE  
INDICATIVE ONLY.

視圖 VIEW

圖則名稱 DRAWING TITLE

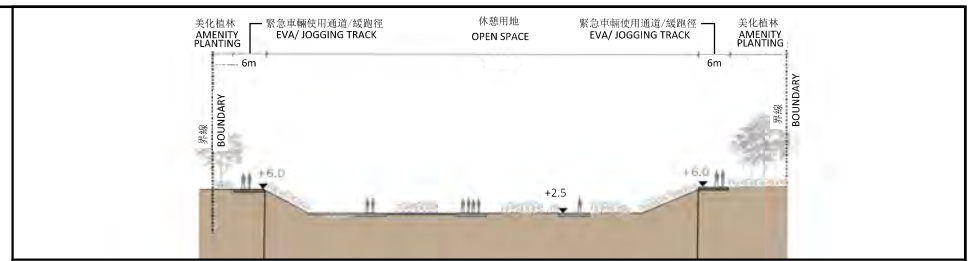
洪水橋/厦村新發展區前期工程第三期及第二階段工程  
擬議設有蓄洪湖的區域公園構思圖

HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA SECOND PHASE DEVELOPMENT  
ARTISTIC IMPRESSION OF PROPOSED REGIONAL PARK WITH FLOOD STORAGE LAKES

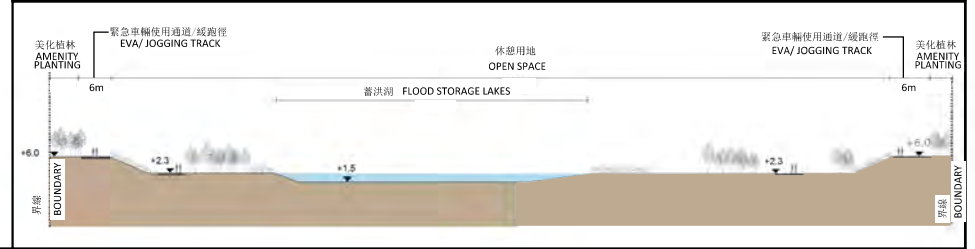
ADVANCE WORKS PHASE 3 AND STAGE 2 WORK



平面圖 PLAN



剖面圖 1-1 SECTION 1-1




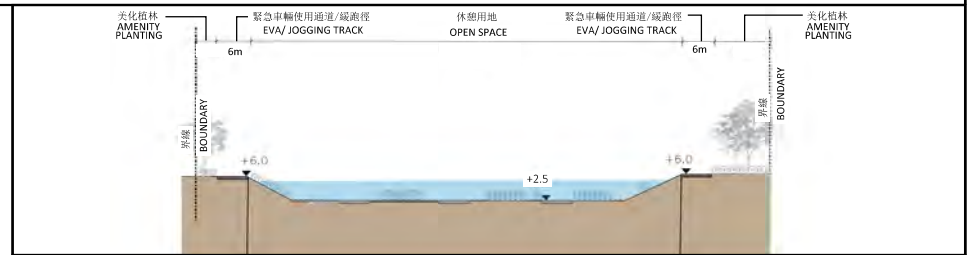
剖面圖 2-2 SECTION 2-2

日常操作使用 NORMAL STAGE

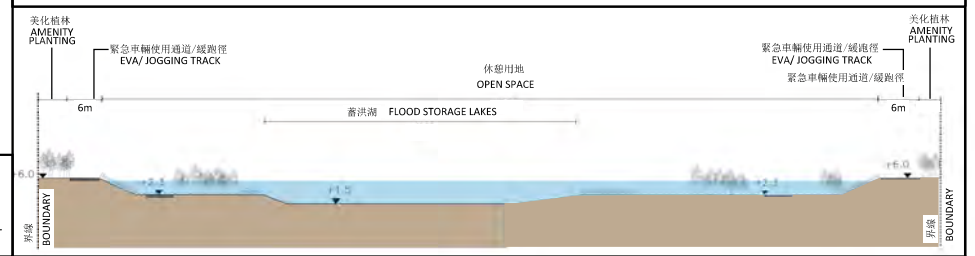


平面圖 PLAN

圖例: LEGEND:  
 擬議蓄洪範圍  
 PROPOSED FLOOD EXTENT



剖面圖 3-3 SECTION 3-3



剖面圖 4-4 SECTION 4-4

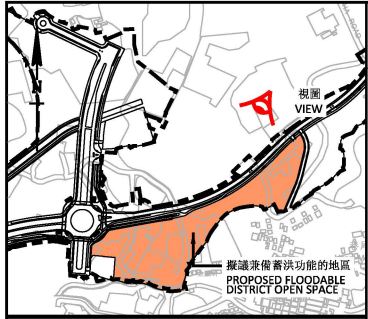
最大蓄洪操作使用 FULL STORAGE STAGE

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程  
 擬議設有蓄洪湖的區域公園平面圖及剖面圖

HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA SECOND PHASE DEVELOPMENT  
 LAYOUT PLANS AND SECTIONS OF PROPOSED REGIONAL PARK WITH FLOOD STORAGE LAKES

ADVANCE WORKS PHASE 3 AND STAGE 2 WORK



索引圖 KEY PLAN



視圖 VIEW

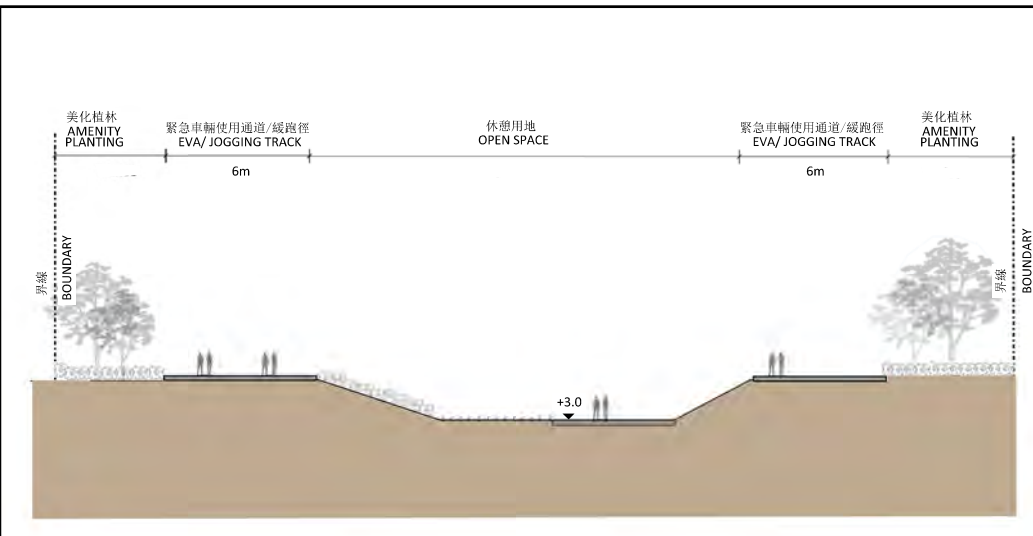
圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程  
擬議兼備蓄洪功能的地區休憩用地構思圖

HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
ARTISTIC IMPRESSION OF PROPOSED FLOODABLE DISTRICT OPEN SPACE

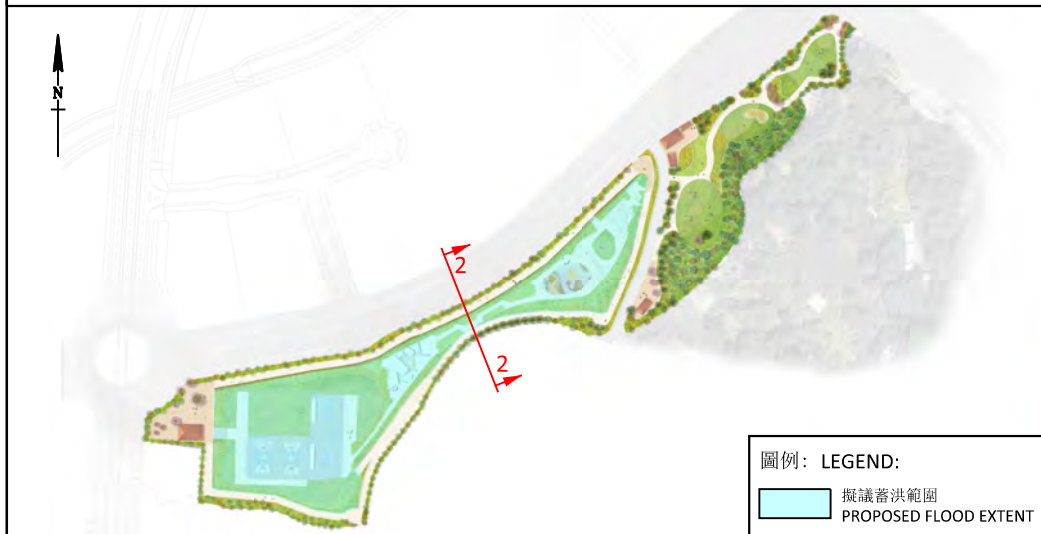


平面圖 PLAN



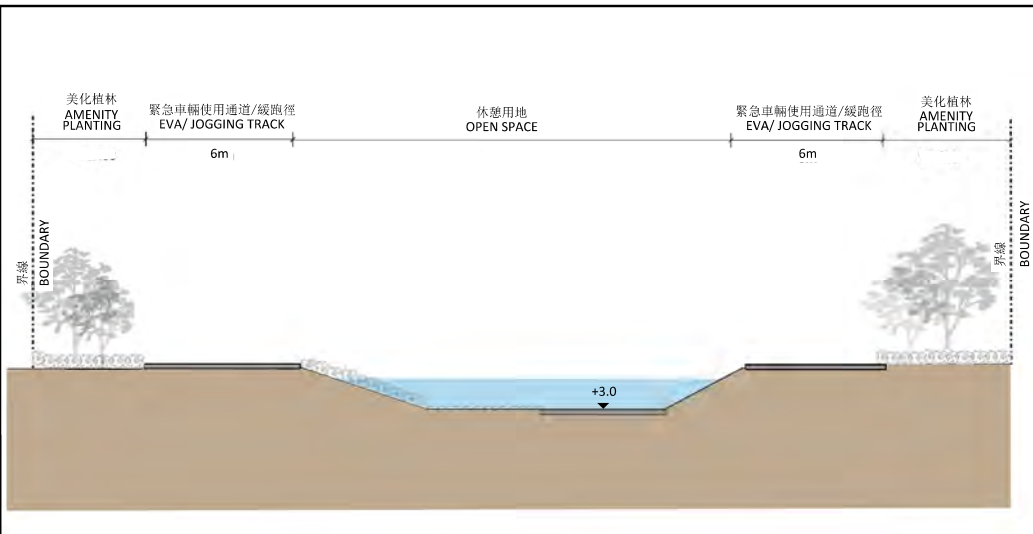
剖面圖 1-1 SECTION 1-1

日常操作使用 NORMAL STAGE



平面圖 PLAN

圖例: LEGEND:  
 擬議蓄洪範圍  
 PROPOSED FLOOD EXTENT



剖面圖 2-2 SECTION 2-2

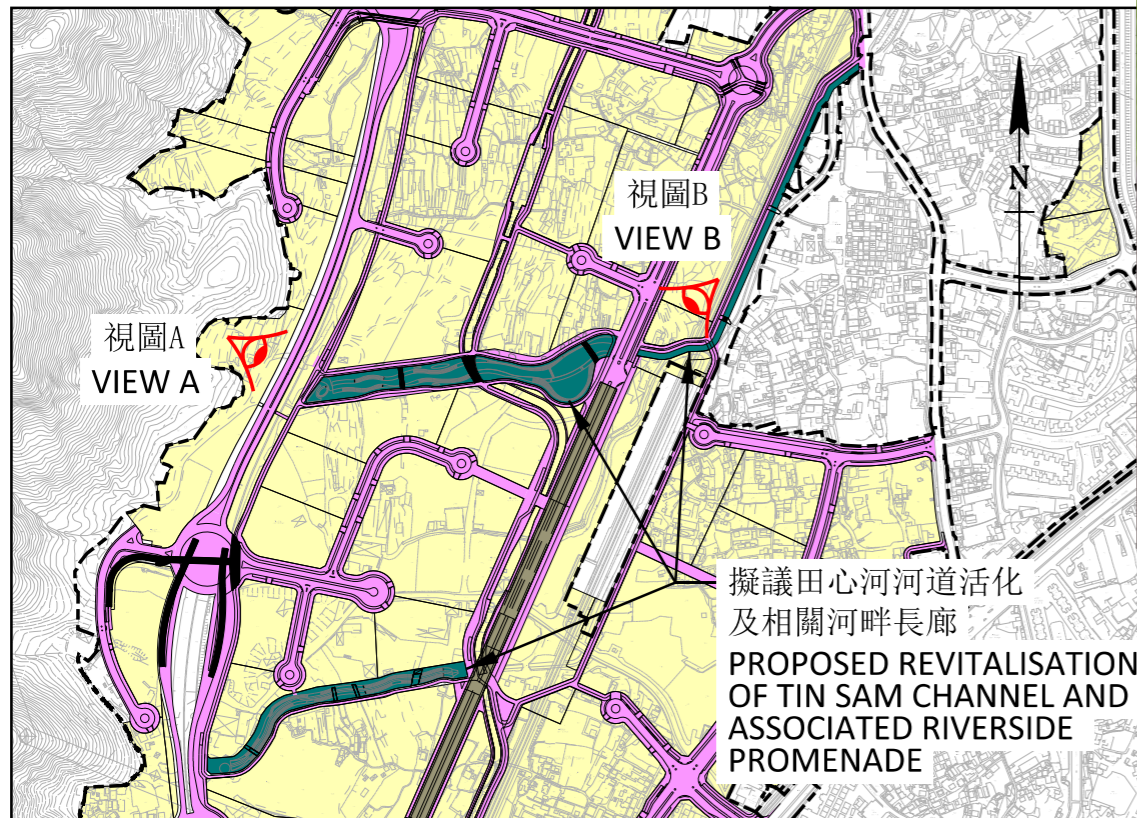
最大蓄洪操作使用 FULL STORAGE STAGE

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程  
 擬議兼備蓄洪功能的地區休憩用地平面圖及剖面圖

HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA SECOND PHASE DEVELOPMENT  
 LAYOUT PLANS AND SECTIONS OF PROPOSED FLOODABLE DISTRICT OPEN SPACE

ADVANCE WORKS PHASE 3 AND STAGE 2 WORK



索引圖 KEY PLAN



視圖A VIEW A

圖例：LEGEND:

- 擬議工程項目範圍  
 PROPOSED WORKS BOUNDARY
- 擬議道路和相關工程  
 PROPOSED ROADWORKS AND ASSOCIATED WORKS
- 擬議工地清理及工地平整和相關基礎設施工程  
 PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議田心河河道活化及相關河畔長廊  
 PROPOSED REVITALISATION OF TIN SAM CHANNEL AND ASSOCIATED RIVERSIDE PROMENADE
- 構思圖視角  
 VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註：REMARK:

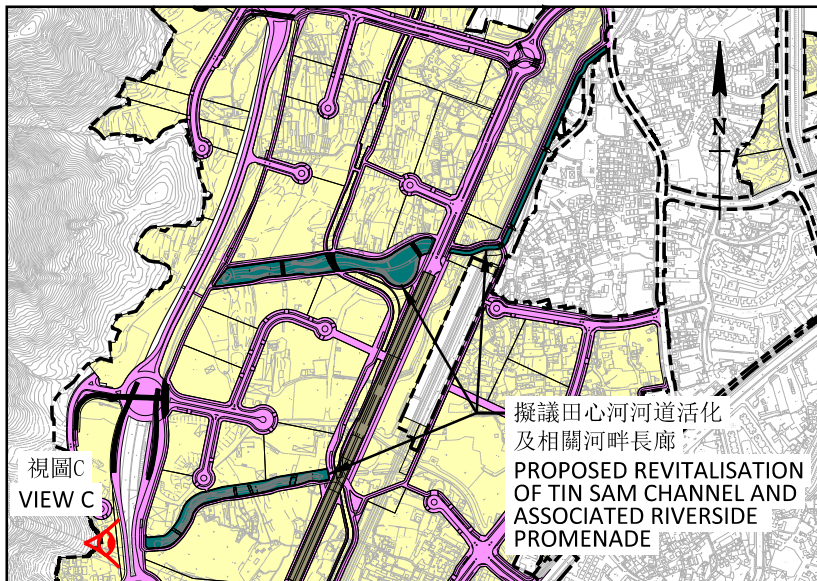
所有構思圖及剖面圖只作示意用途。  
 ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



視圖B VIEW B

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議田心河河道活化及相關河畔長廊平面圖及構思圖  
 HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS LAYOUT PLAN AND ARTISTIC IMPRESSION OF PROPOSED REVITALISATION OF TIN SAM CHANNEL AND ASSOCIATED RIVERSIDE PROMENADE



索引圖 KEY PLAN

圖例：LEGEND:

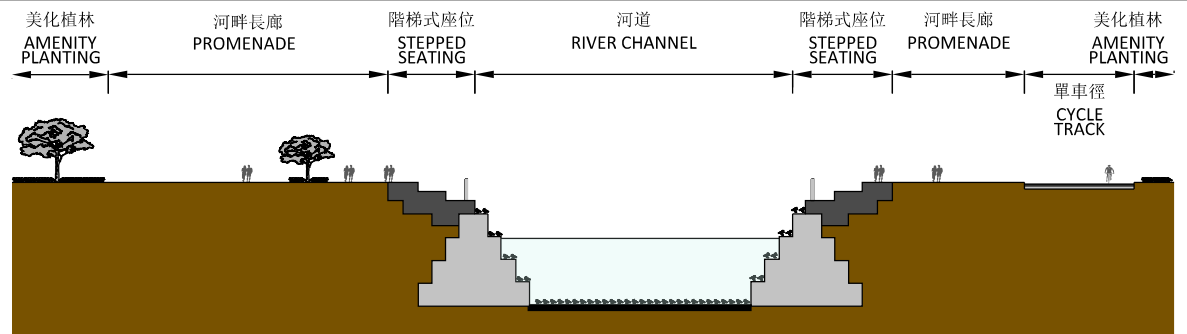
-  擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
-  擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
-  擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
-  擬議田心河道活化及相關河畔長廊  
PROPOSED REVITALISATION OF TIN SAM CHANNEL AND ASSOCIATED RIVERSIDE PROMENADE
-  構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註：REMARK:

所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



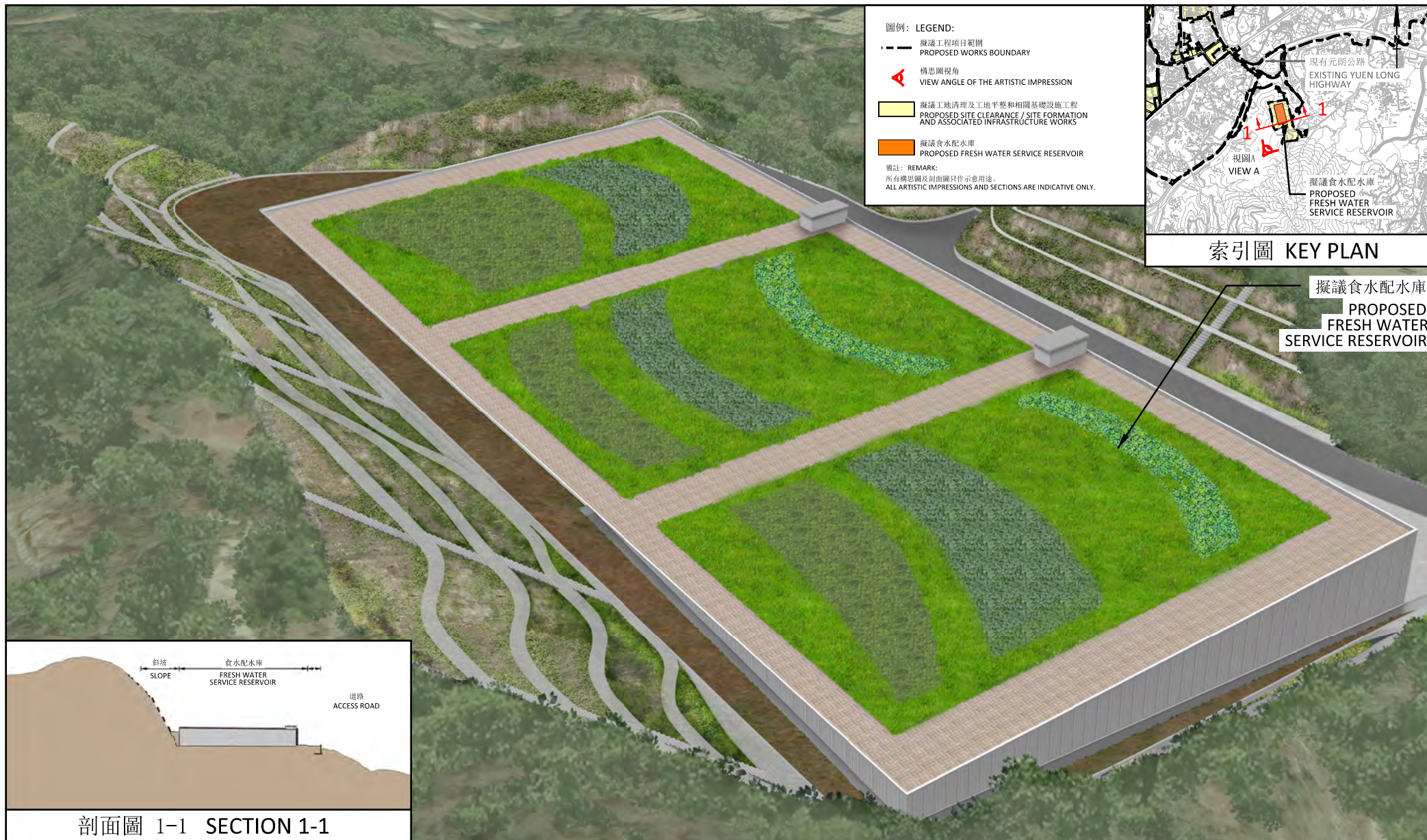
視圖C VIEW C



典型剖面圖 TYPICAL SECTION

圖則名稱 DRAWING TITLE

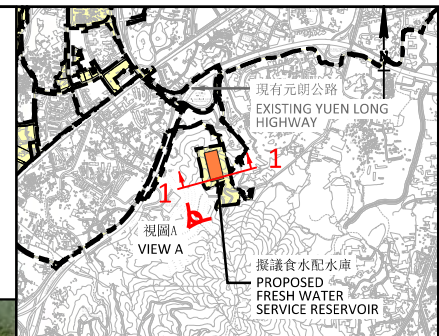
洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議田心河河道活化及相關河畔長廊平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTION AND ARTISTIC IMPRESSION OF PROPOSED REVITALISATION OF TIN SAM CHANNEL AND ASSOCIATED RIVERSIDE PROMENADE



圖例：LEGEND:

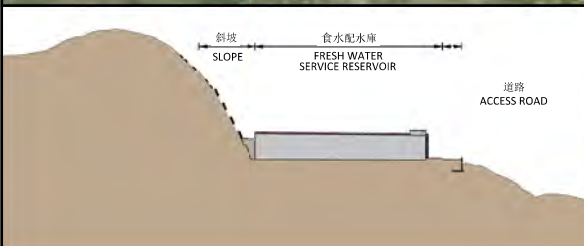
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- ◀ 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION
- 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議食水配水庫  
PROPOSED FRESH WATER SERVICE RESERVOIR

備註：REMARK:  
所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



索引圖 KEY PLAN

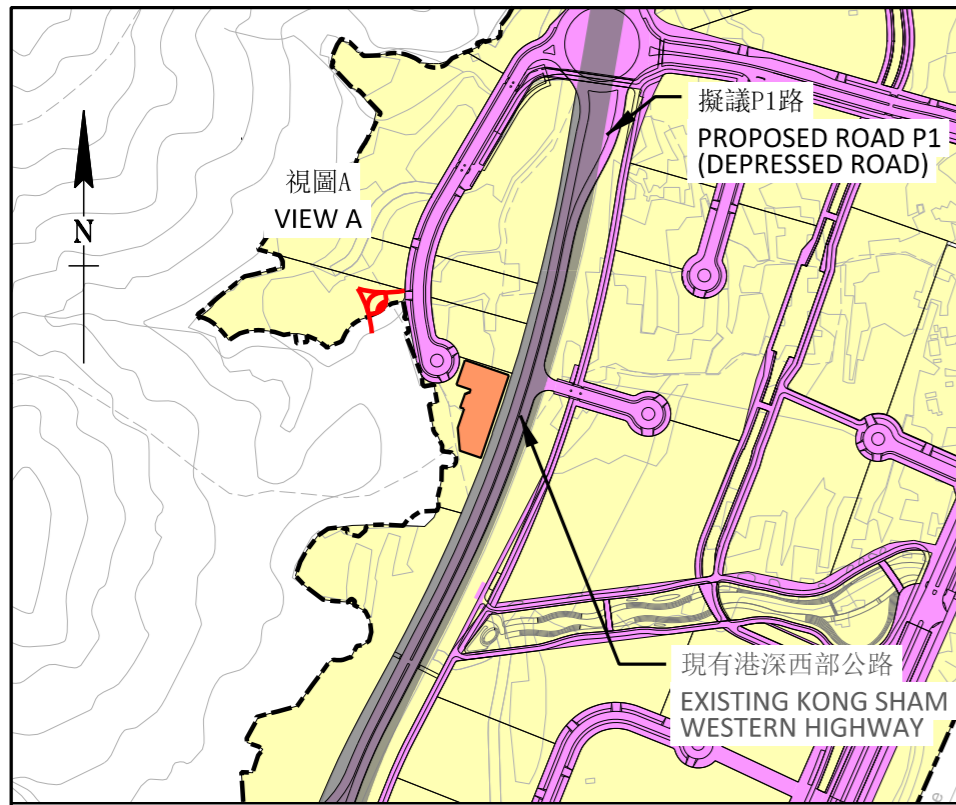
擬議食水配水庫  
PROPOSED FRESH WATER SERVICE RESERVOIR



剖面圖 1-1 SECTION 1-1

視圖A VIEW A

圖則名稱 DRAWING TITLE  
 洪水橋/厦村新發展區前期工程第三期及第二階段工程  
 擬議食水配水庫平面圖、剖面圖  
 HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA SECOND PHASE DEVELOPMENT  
 LAYOUT PLAN, SECTION AND ARTISTIC IMPRESSION OF PROPOSED FRESH WATER SERVI



索引圖 KEY PLAN



平面圖 PLAN VIEW



視圖A VIEW A

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- 擬議2號污水泵房  
PROPOSED SEWAGE PUMPING STATION NO.2
- 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

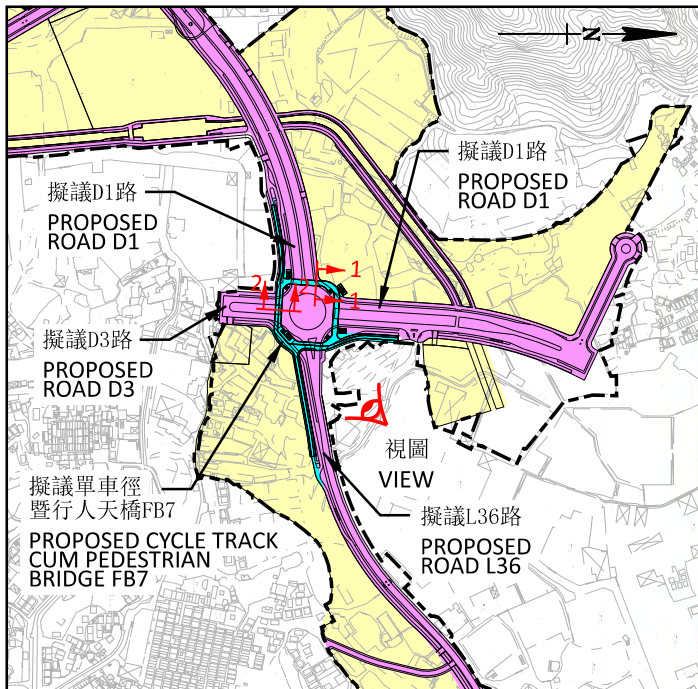
備註:  
所有構思圖只作示意用途。

REMARK:  
ALL ARTISTIC IMPRESSIONS ARE INDICATIVE ONLY.

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程  
平面圖及擬議2號污水泵房構思圖

HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN AND ARTISTIC IMPRESSION OF PROPOSED SEWAGE PUMPING STATION NO.2



索引圖 KEY PLAN



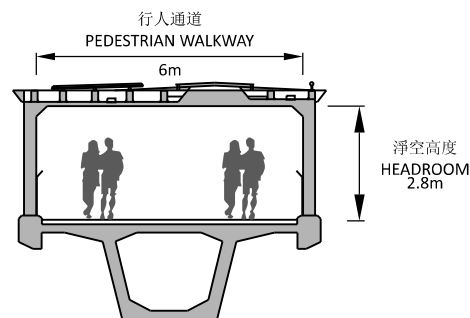
擬議單車徑暨行人天橋FB7 PROPOSED CYCLE TRACK CUM PEDESTRIAN BRIDGE FB7 視圖 VIEW

圖例: LEGEND:

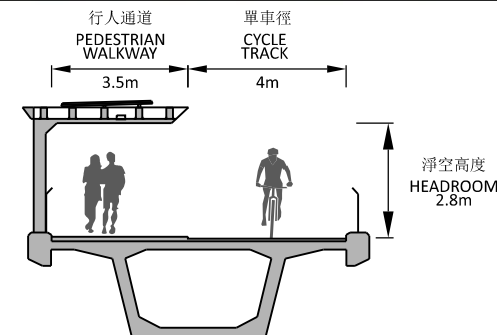
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議單車徑暨行人天橋  
PROPOSED CYCLE TRACK CUM PEDESTRIAN FOOTBRIDGE
- ↗ 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:

所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



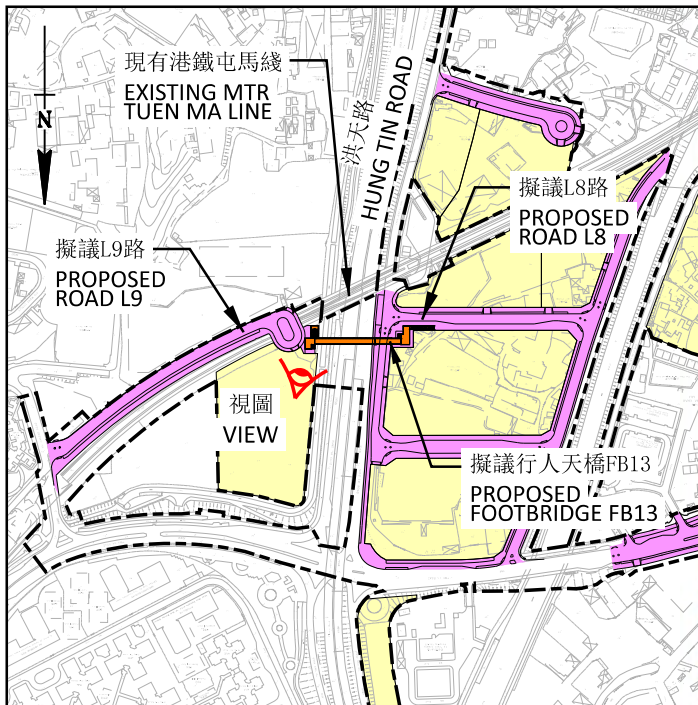
剖面圖 1-1 SECTION 1-1



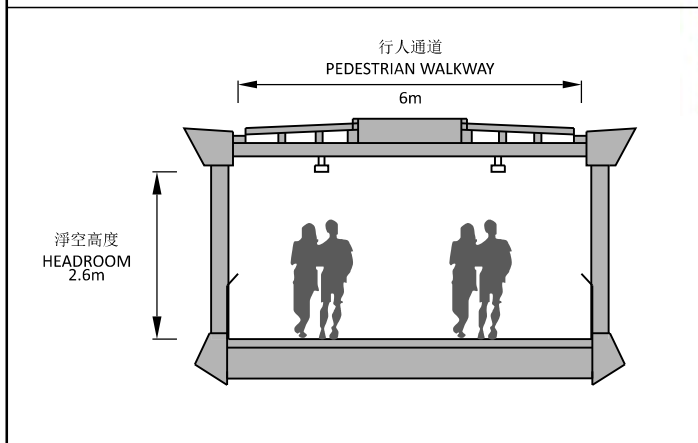
剖面圖 2-2 SECTION 2-2

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議單車徑暨行人天橋FB7平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTIONS AND ARTISTIC IMPRESSION OF PROPOSED CYCLE TRACK CUM PEDESTRIAN BRIDGE FB7

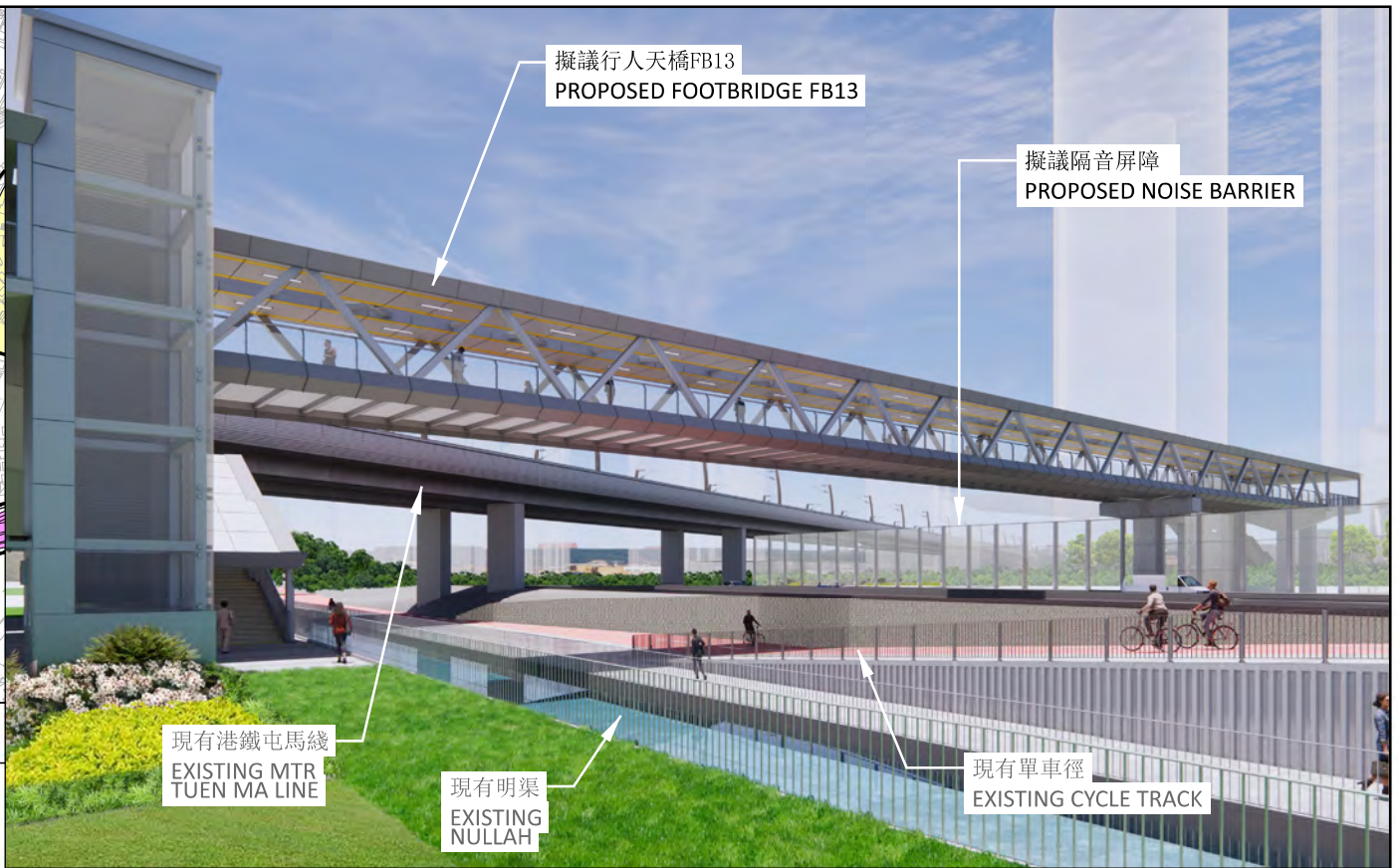


索引圖 KEY PLAN



擬議行人天橋典型剖面圖

TYPICAL SECTION OF PROPOSED FOOTBRIDGE



擬議行人天橋FB13 PROPOSED FOOTBRIDGE FB13

視圖 VIEW

圖例： LEGEND:

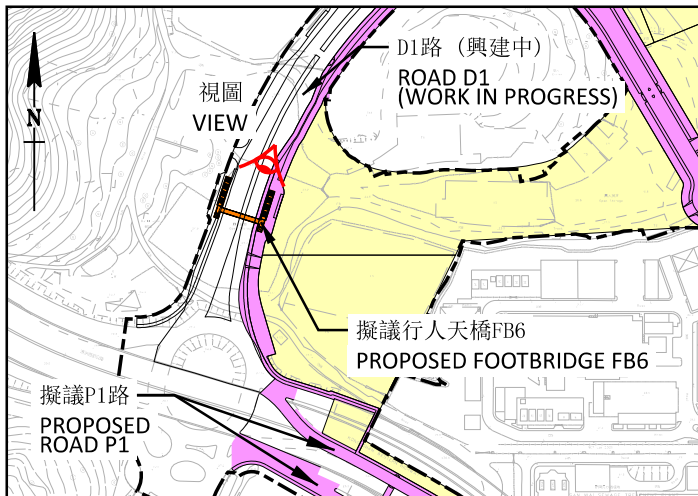
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議行人天橋  
PROPOSED FOOTBRIDGE
- ◁ 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註：REMARK:

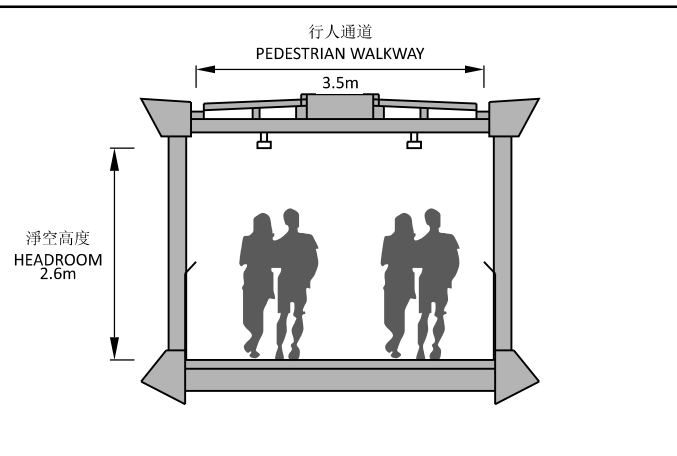
所有構思圖及剖面圖只作示意用途。 ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議行人天橋FB13平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTION AND ARTISTIC IMPRESSION OF PROPOSED FOOTBRIDGE FB13



索引圖 KEY PLAN



擬議行人天橋典型剖面圖  
TYPICAL SECTION OF PROPOSED FOOTBRIDGE

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- █ 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- █ 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- █ 擬議行人天橋  
PROPOSED FOOTBRIDGE
- ◁ 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:

所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.

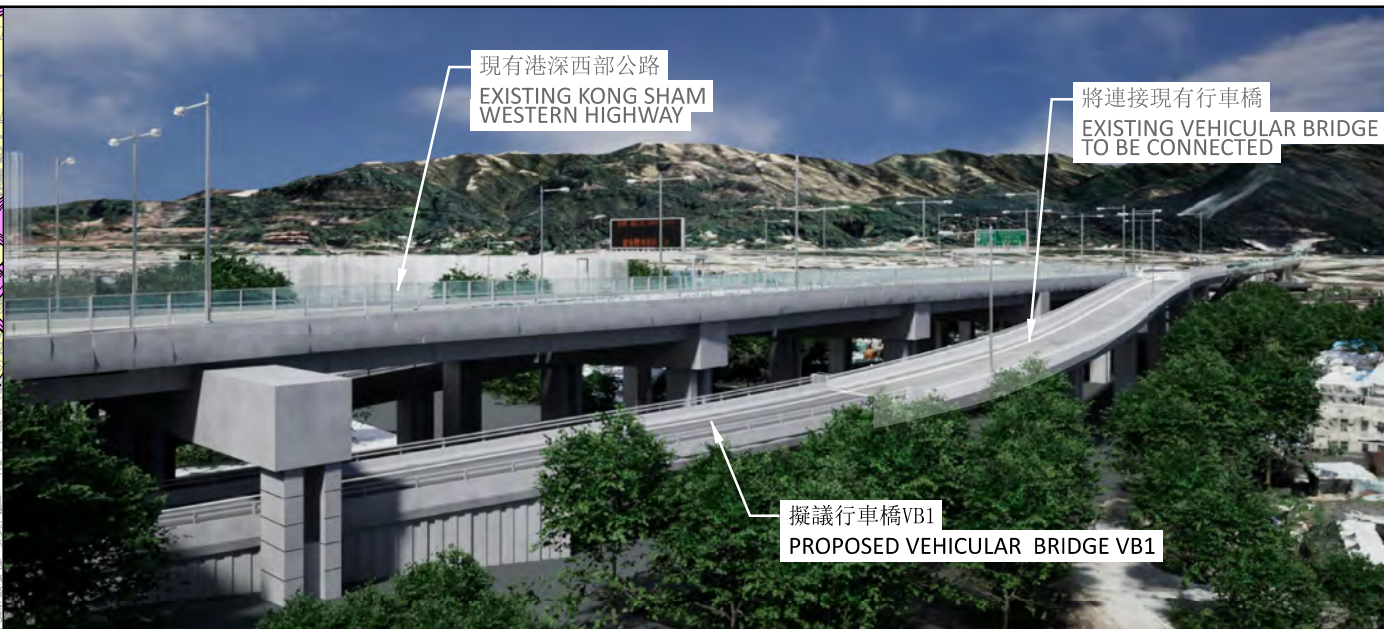
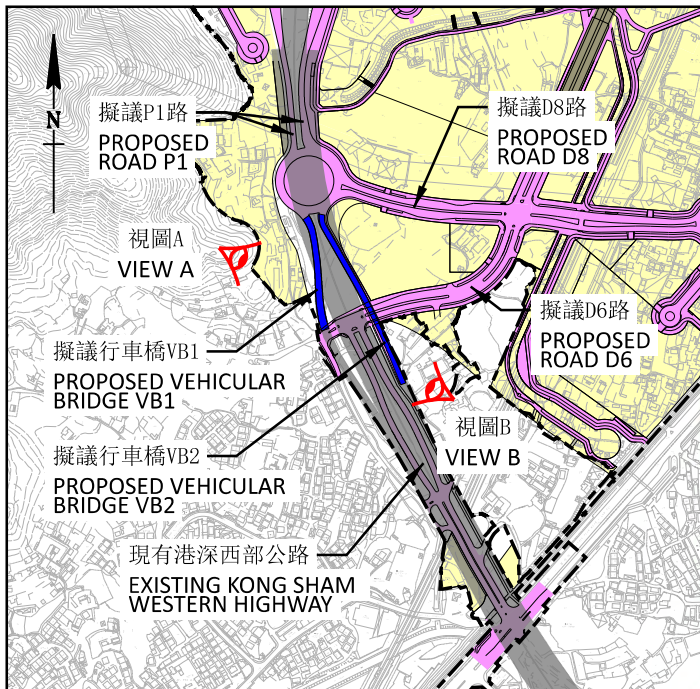


擬議行人天橋FB6 PROPOSED FOOTBRIDGE FB6

視圖 VIEW

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議行人天橋FB6平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTION AND ARTISTIC IMPRESSION OF PROPOSED FOOTBRIDGE FB6



擬議行車橋VB1 PROPOSED VEHICULAR BRIDGE VB1 視圖A VIEW A

索引圖 KEY PLAN

圖例: LEGEND:

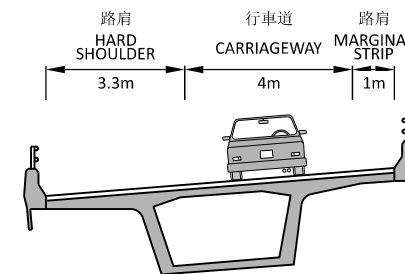
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議行車橋  
PROPOSED VEHICULAR BRIDGES
- 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:

所有構思圖及剖面圖只作示意用途。  
 ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



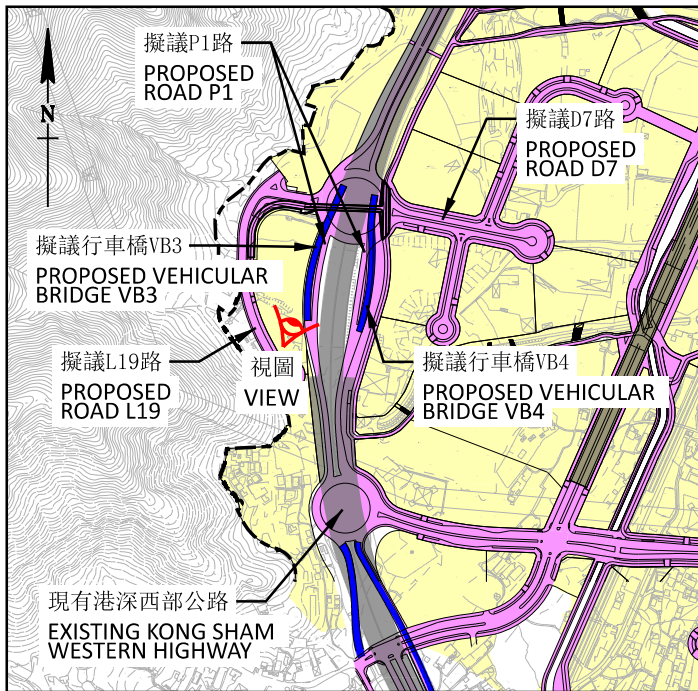
擬議行車橋VB2 PROPOSED VEHICULAR BRIDGE VB2 視圖B VIEW B



擬議行車橋典型剖面圖  
 TYPICAL SECTION OF PROPOSED VEHICULAR BRIDGES

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議行車橋VB1及VB2平面圖、剖面圖及構思圖  
 HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS LAYOUT PLAN, SECTION AND ARTISTIC IMPRESSION OF PROPOSED VEHICULAR BRIDGES VB1 AND VB2



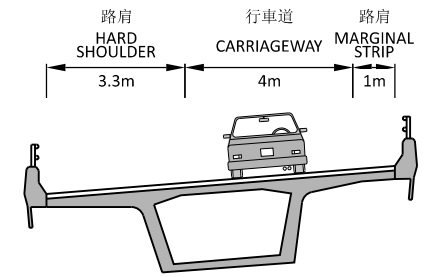
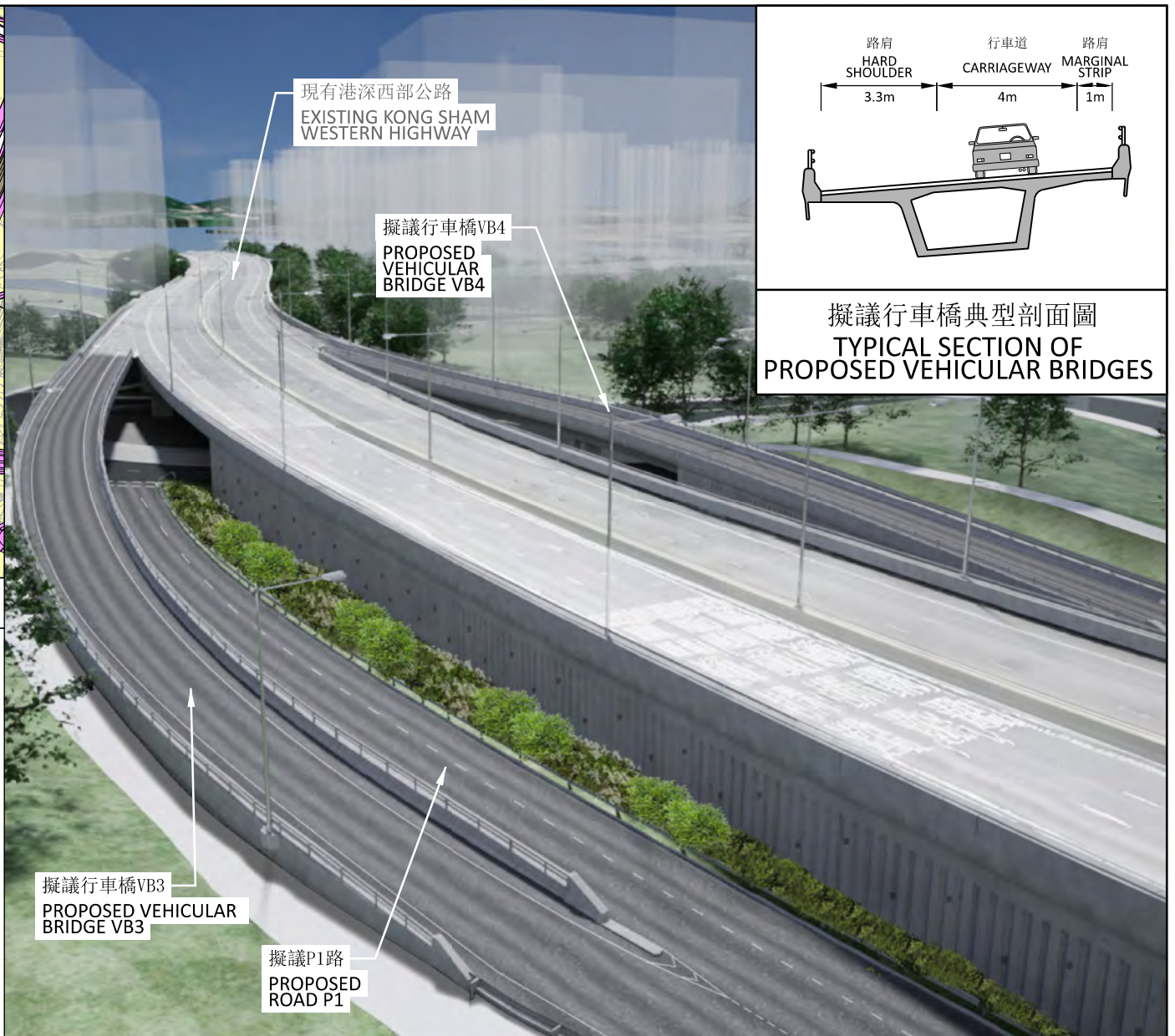
索引圖 KEY PLAN

圖例： LEGEND:

- 擬議工程項目範圍  
 PROPOSED WORKS BOUNDARY
- 擬議道路和相關工程  
 PROPOSED ROADWORKS AND ASSOCIATED WORKS
- 擬議工地清理及工地平整和相關基礎設施工程  
 PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議行車橋  
 PROPOSED VEHICULAR BRIDGES
- 構思圖視角  
 VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註： REMARK:

所有構思圖及剖面圖只作示意用途。  
 ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



擬議行車橋典型剖面圖  
 TYPICAL SECTION OF PROPOSED VEHICULAR BRIDGES

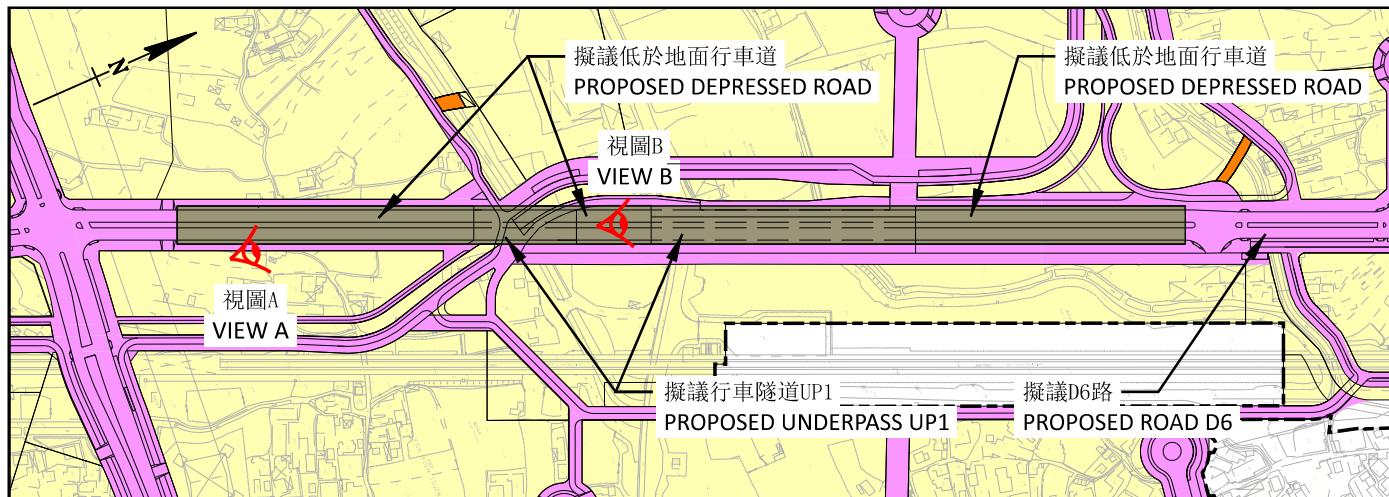
擬議行車橋VB3及VB4

PROPOSED VEHICULAR BRIDGES VB3 AND VB4

視圖 VIEW

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議行車橋VB3及VB4平面圖、剖面圖及構思圖  
 HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
 LAYOUT PLAN, SECTION AND ARTISTIC IMPRESSION OF PROPOSED VEHICULAR BRIDGES VB3 AND VB4



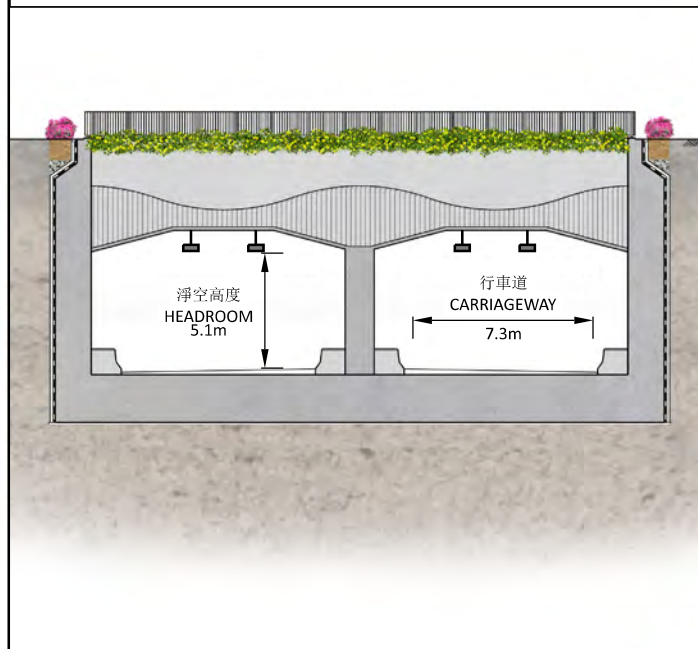
索引圖 KEY PLAN

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- █ 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- █ 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- █ 擬議行車隧道及相關低於地面行車道  
PROPOSED UNDERPASS AND ASSOCIATED DEPRESSED ROAD
- 👁️ 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:

所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



擬議行車隧道典型剖面圖  
TYPICAL SECTION OF PROPOSED UNDERPASS



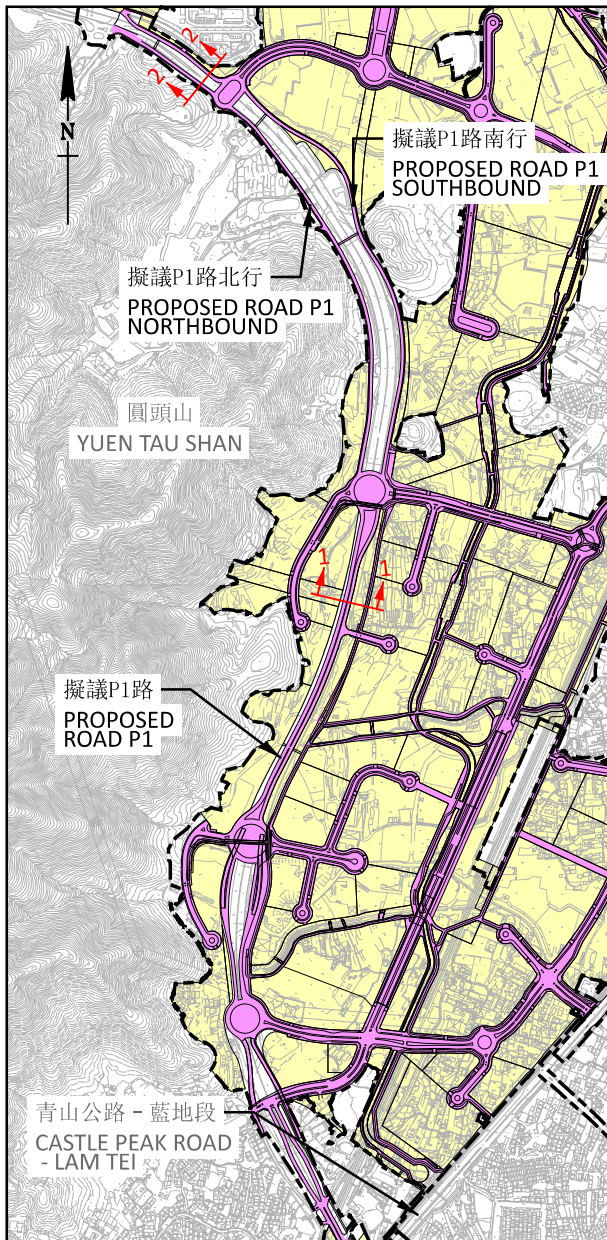
視圖A  
VIEW A



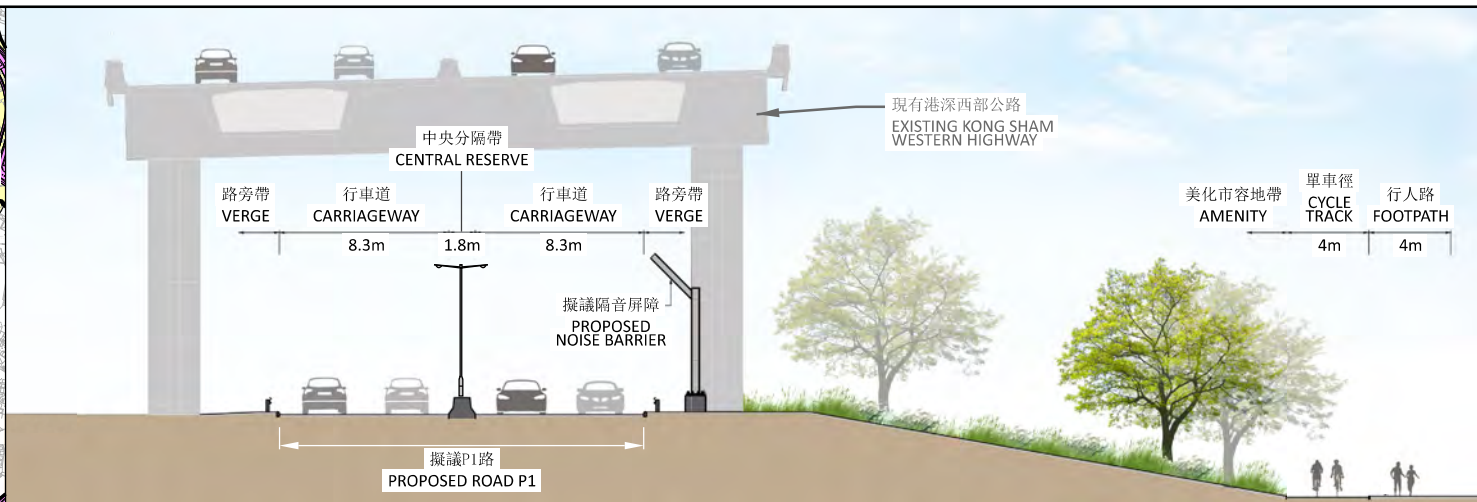
視圖B  
VIEW B

圖則名稱 DRAWING TITLE

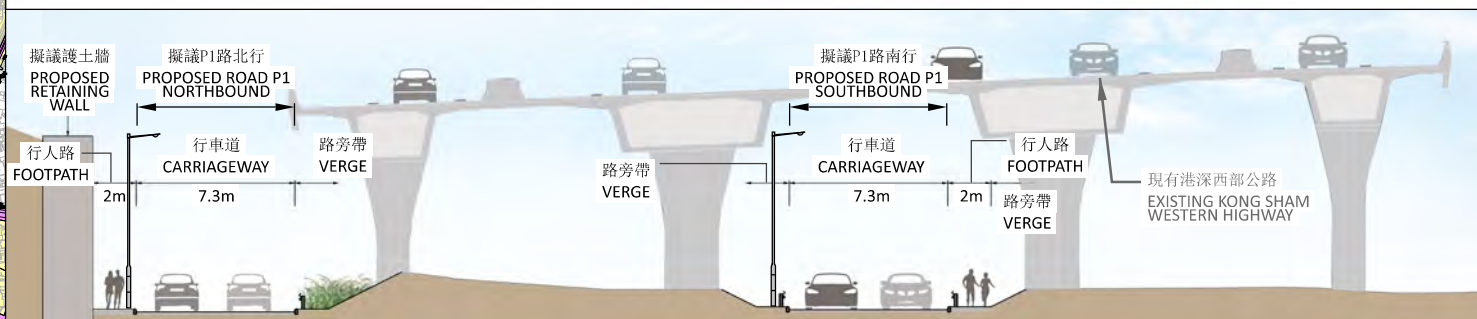
洪水橋/厦村新發展區前期工程第三期及第二階段工程  
擬議行車隧道UP1及相關低於地面行車道平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTION AND ARTISTIC IMPRESSION OF PROPOSED UNDERPASS UP1 AND ASSOCIATED DEPRESSED ROAD



索引圖 KEY PLAN



剖面圖 1-1 SECTION 1-1



剖面圖 2-2 SECTION 2-2

圖例： LEGEND:

--- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY

■ 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS

■ 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS

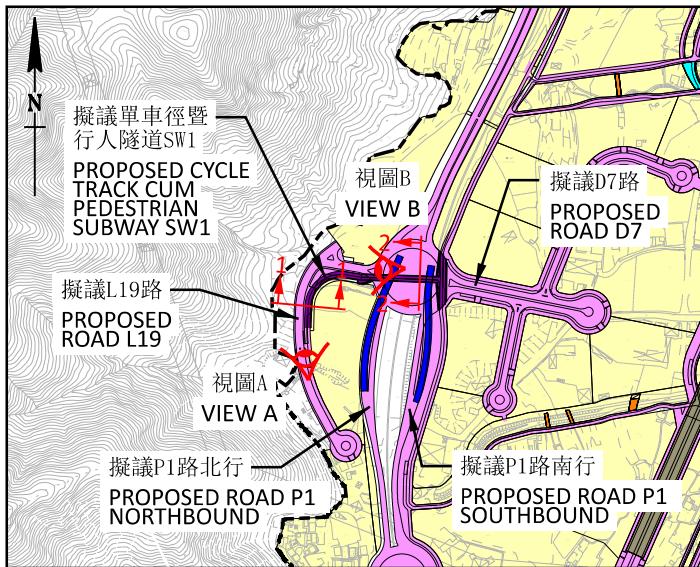
備註： REMARK:

所有構思圖及剖面圖只作示意用途。 ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.

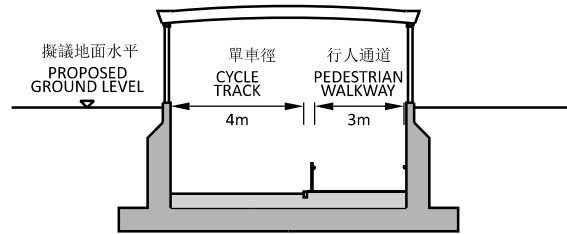
圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程  
擬議P1路平面圖及剖面圖

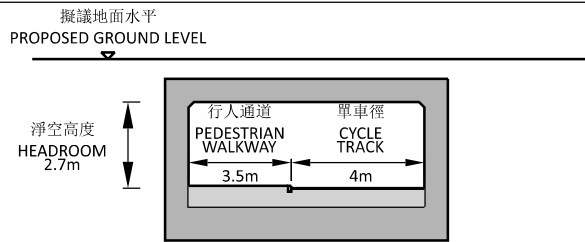
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN AND SECTIONS OF PROPOSED ROAD P1



索引圖 KEY PLAN



剖面圖 1-1 SECTION 1-1



剖面圖 2-2 SECTION 2-2

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- █ 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- █ 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- █ 擬議單車徑暨行人隧道  
PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY
- 👁 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:

所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



視圖A VIEW A

擬議單車徑暨行人隧道SW1

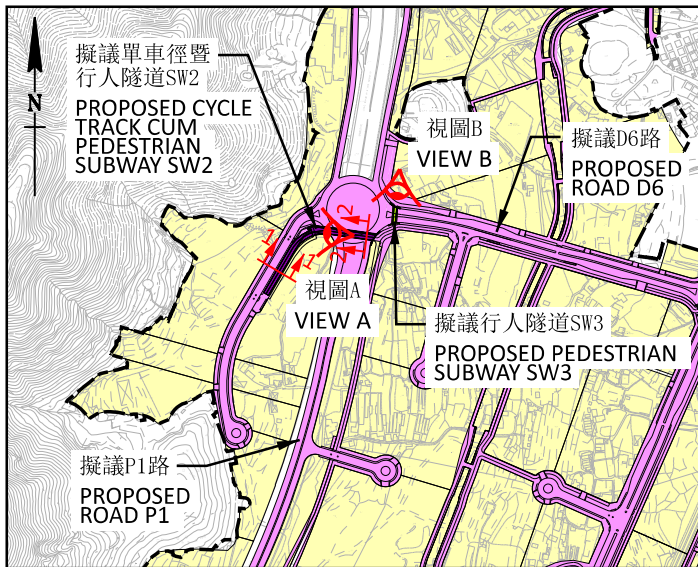
PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY SW1



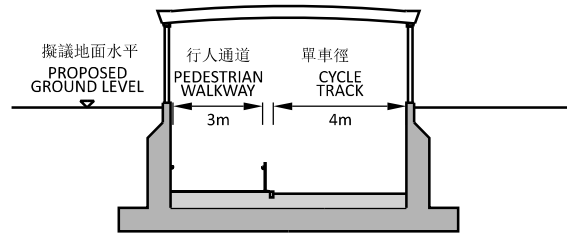
視圖B VIEW B

圖則名稱 DRAWING TITLE

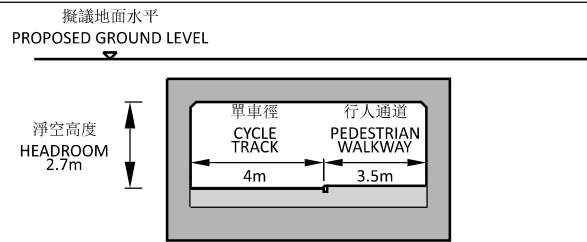
洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議單車徑暨行人隧道SW1平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTIONS AND ARTISTIC IMPRESSION OF PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY SW1



索引圖 KEY PLAN



剖面圖 1-1 SECTION 1-1



剖面圖 2-2 SECTION 2-2

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- █ 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- █ 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- █ 擬議單車徑暨行人隧道  
PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY
- █ 擬議行人隧道  
PROPOSED PEDESTRIAN SUBWAY
- 👁 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:

所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.



擬議單車徑暨行人隧道SW2  
PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY SW2



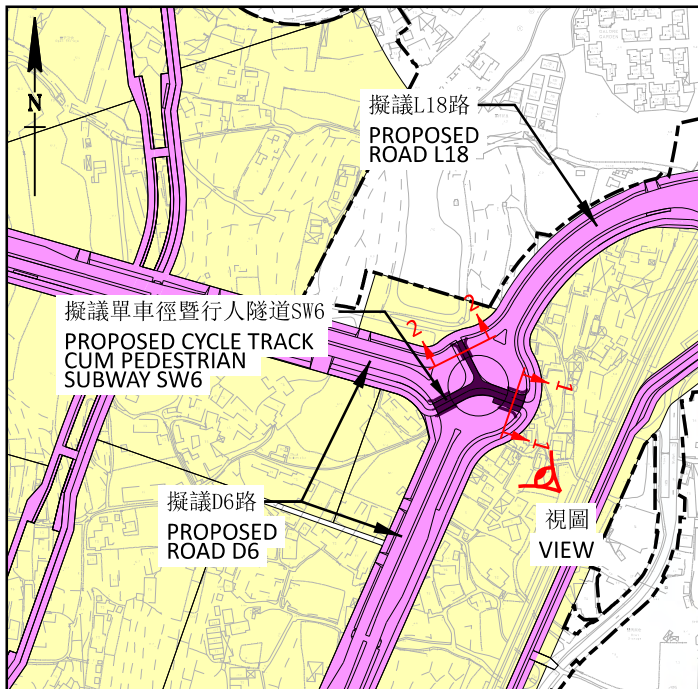
視圖A  
VIEW A

擬議行人隧道SW3  
PROPOSED PEDESTRIAN SUBWAY SW3

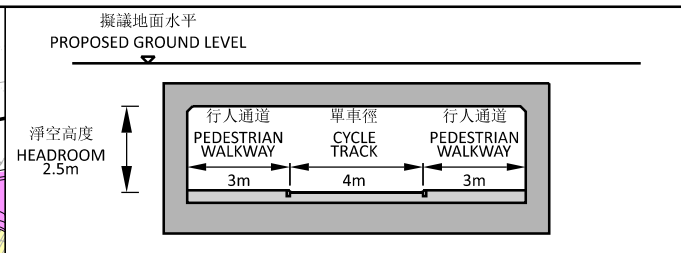
視圖B  
VIEW B

圖則名稱 DRAWING TITLE

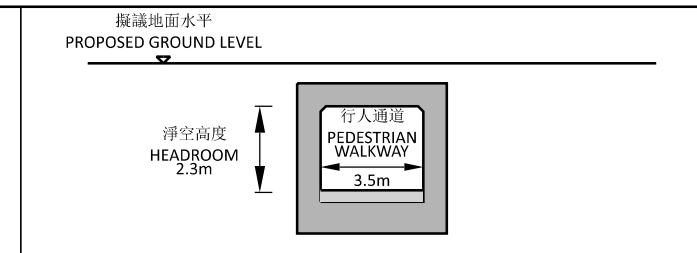
洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議單車徑暨行人隧道SW2及行人隧道SW3平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTIONS AND ARTISTIC IMPRESSION OF PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY SW2 AND PEDESTRIAN SUBWAY SW3



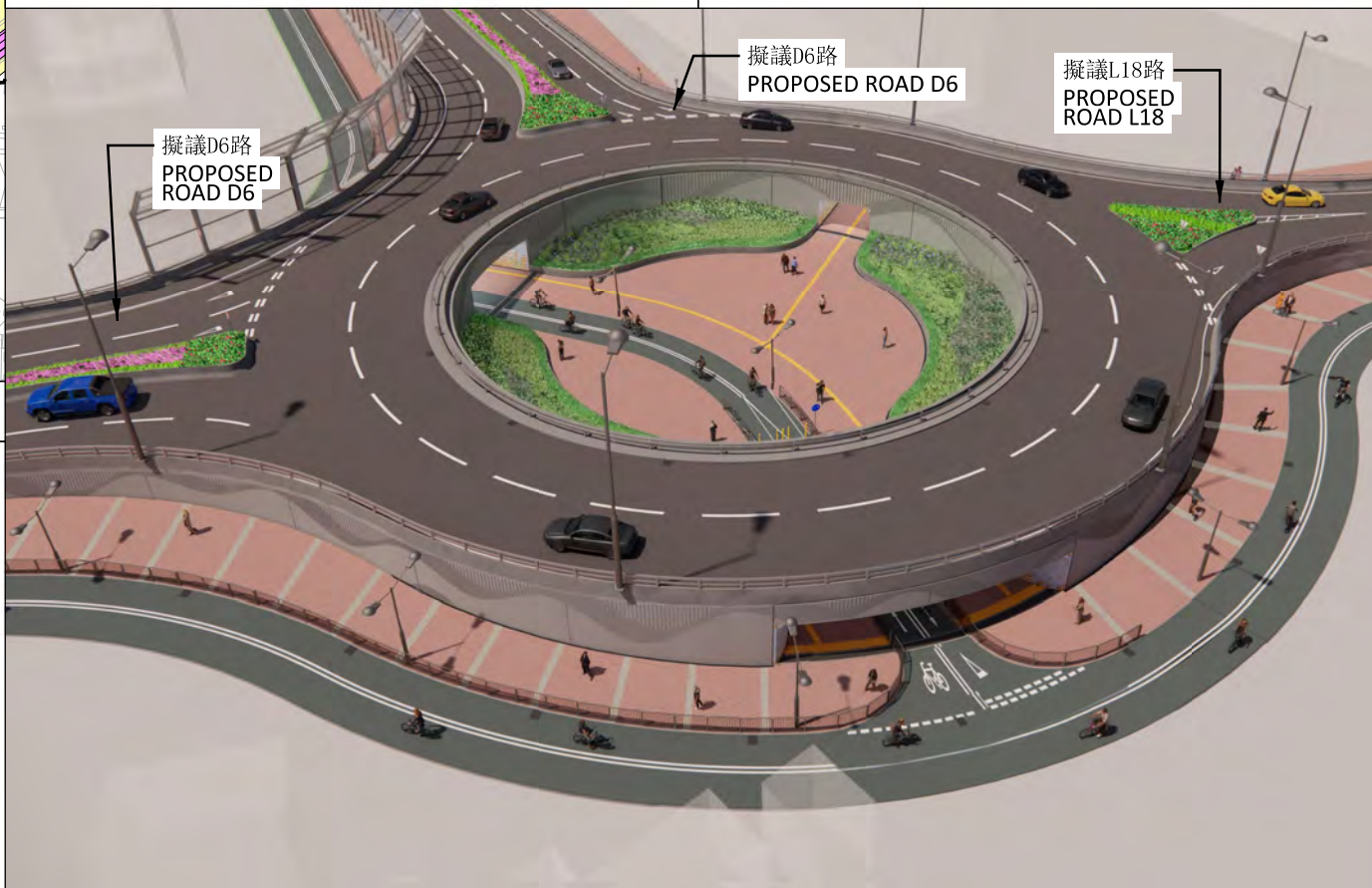
索引圖 KEY PLAN



剖面圖 1-1 SECTION 1-1



剖面圖 2-2 SECTION 2-2



擬議單車徑暨行人隧道SW6  
PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY SW6

視圖  
VIEW

圖例: LEGEND:

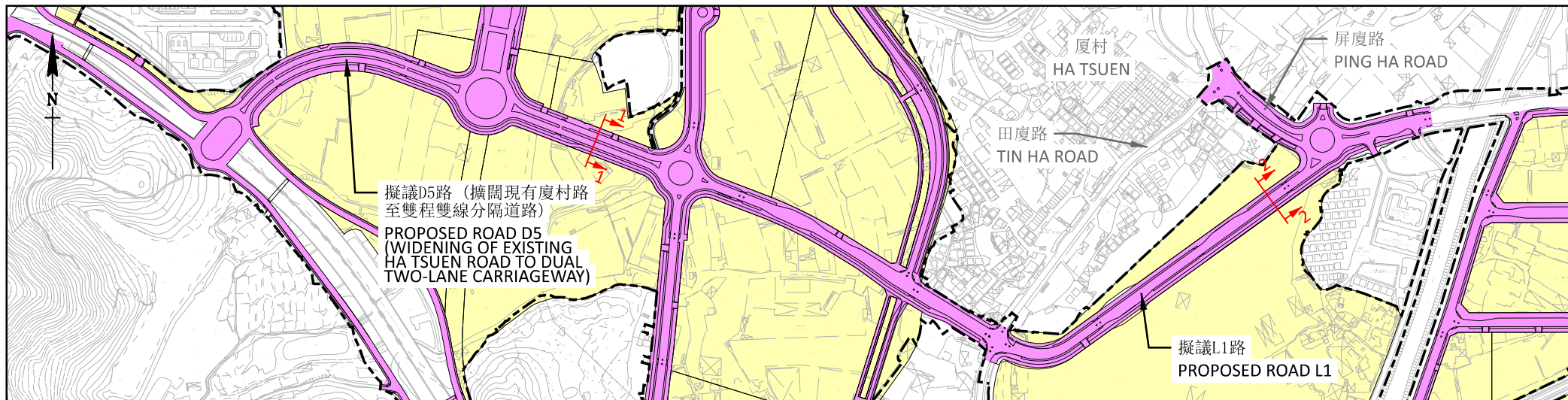
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS
- 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議單車徑暨行人隧道  
PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY
- 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:

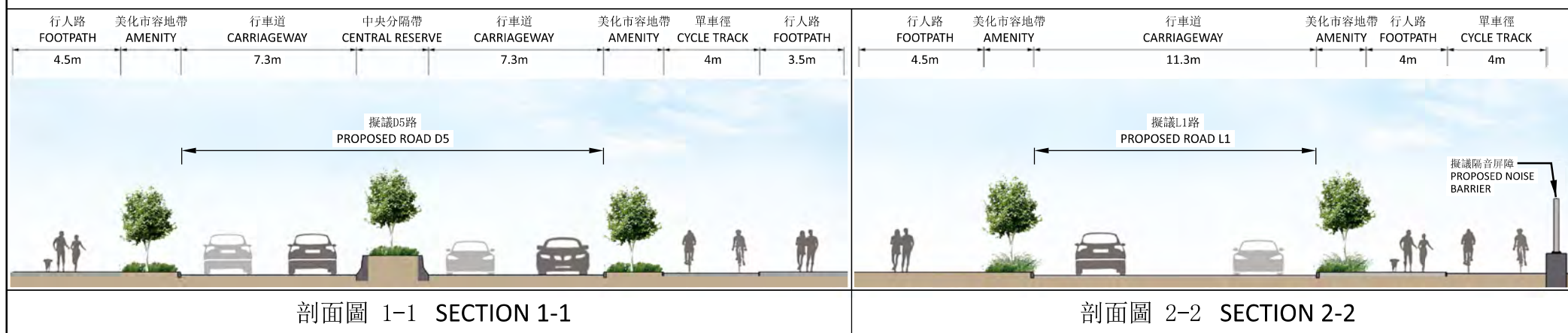
所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程擬議單車徑暨行人隧道SW6平面圖、剖面圖及構思圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN, SECTIONS AND ARTISTIC IMPRESSION OF PROPOSED CYCLE TRACK CUM PEDESTRIAN SUBWAY SW6



索引圖 KEY PLAN



圖例： LEGEND:

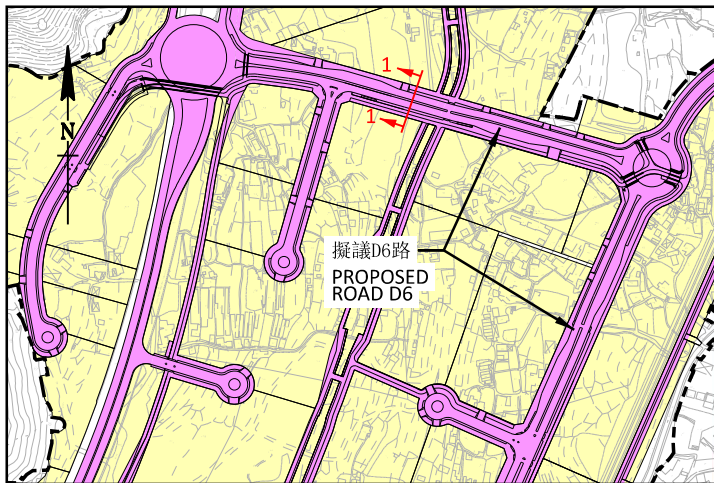
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議工地清理及工地平整和相關基礎設施工程  
PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS
- 擬議道路和相關工程  
PROPOSED ROADWORKS AND ASSOCIATED WORKS

備註：REMARK:

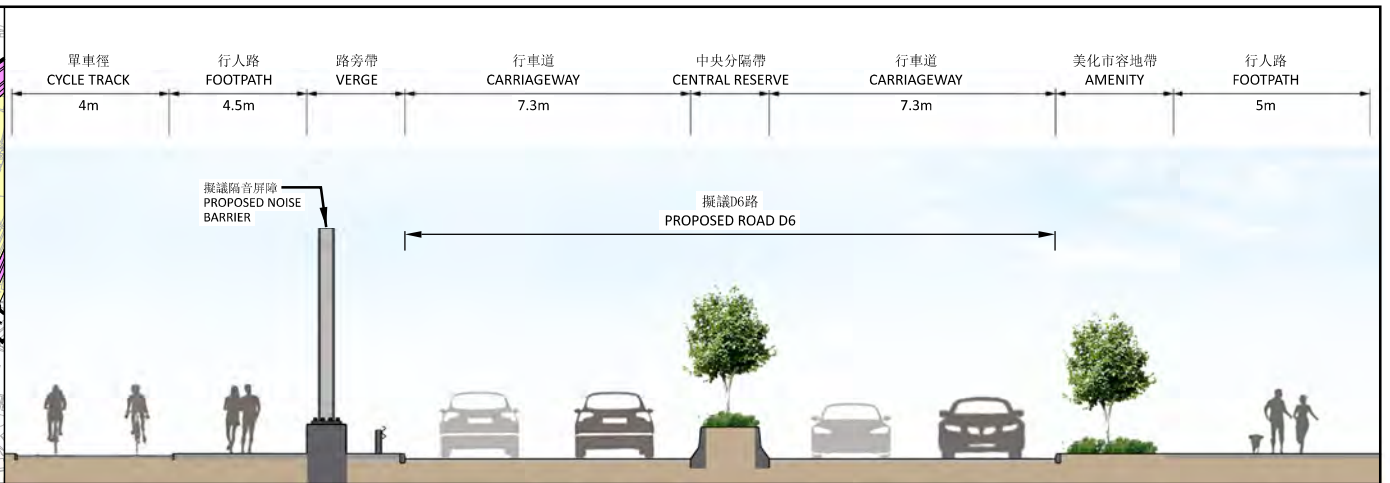
所有構思圖及剖面圖只作示意用途。 ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.

圖則名稱 DRAWING TITLE

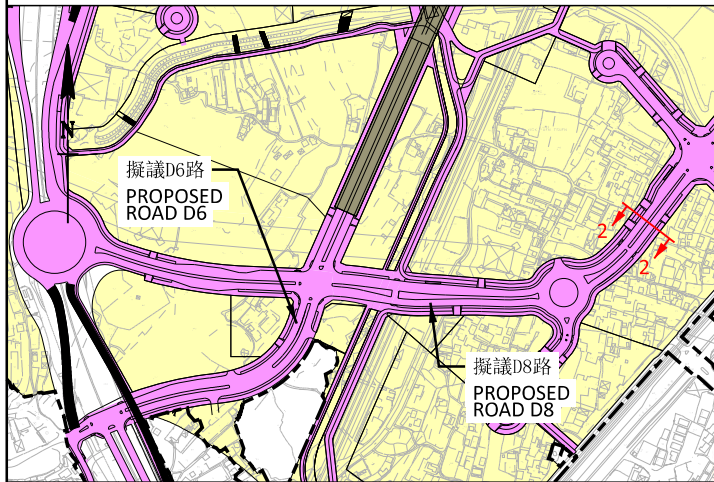
洪水橋/厦村新發展區前期工程第三期及第二階段工程  
擬議D5路及L1路(包括擴闊現有厦村路)平面圖及剖面圖  
HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN AND SECTIONS OF PROPOSED ROAD D5 AND ROAD L1 (INCLUDING WIDENING OF EXISTING HA TSUEN ROAD)



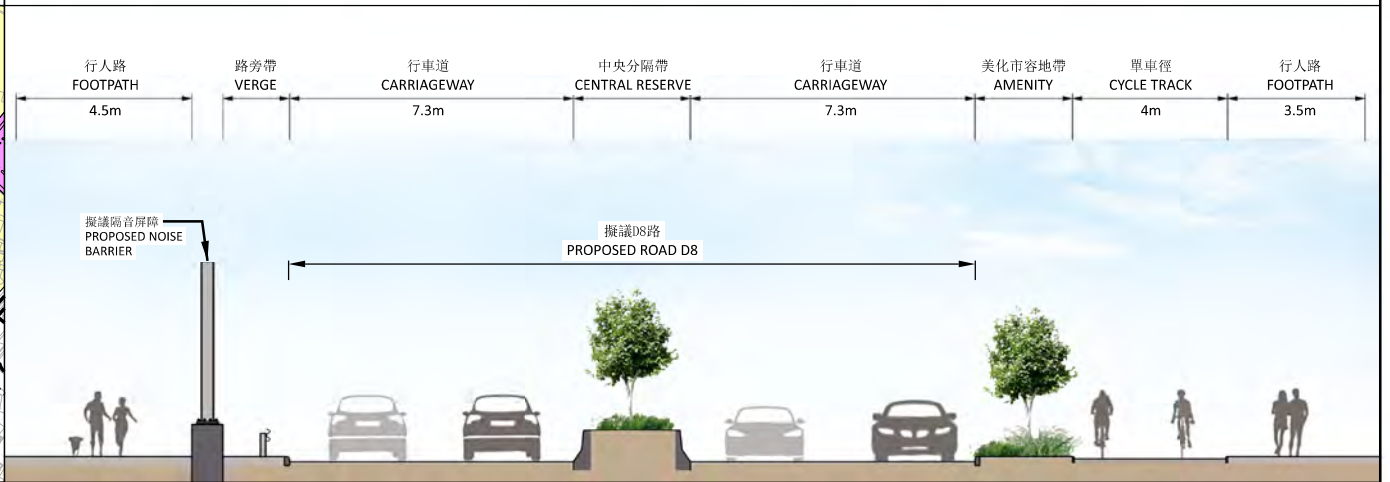
索引圖 KEY PLAN



剖面圖 1-1 SECTION 1-1



索引圖 KEY PLAN



剖面圖 2-2 SECTION 2-2

圖例: LEGEND:

----- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY

PROPOSED SITE CLEARANCE / SITE FORMATION AND ASSOCIATED INFRASTRUCTURE WORKS

PROPOSED ROADWORKS AND ASSOCIATED WORKS

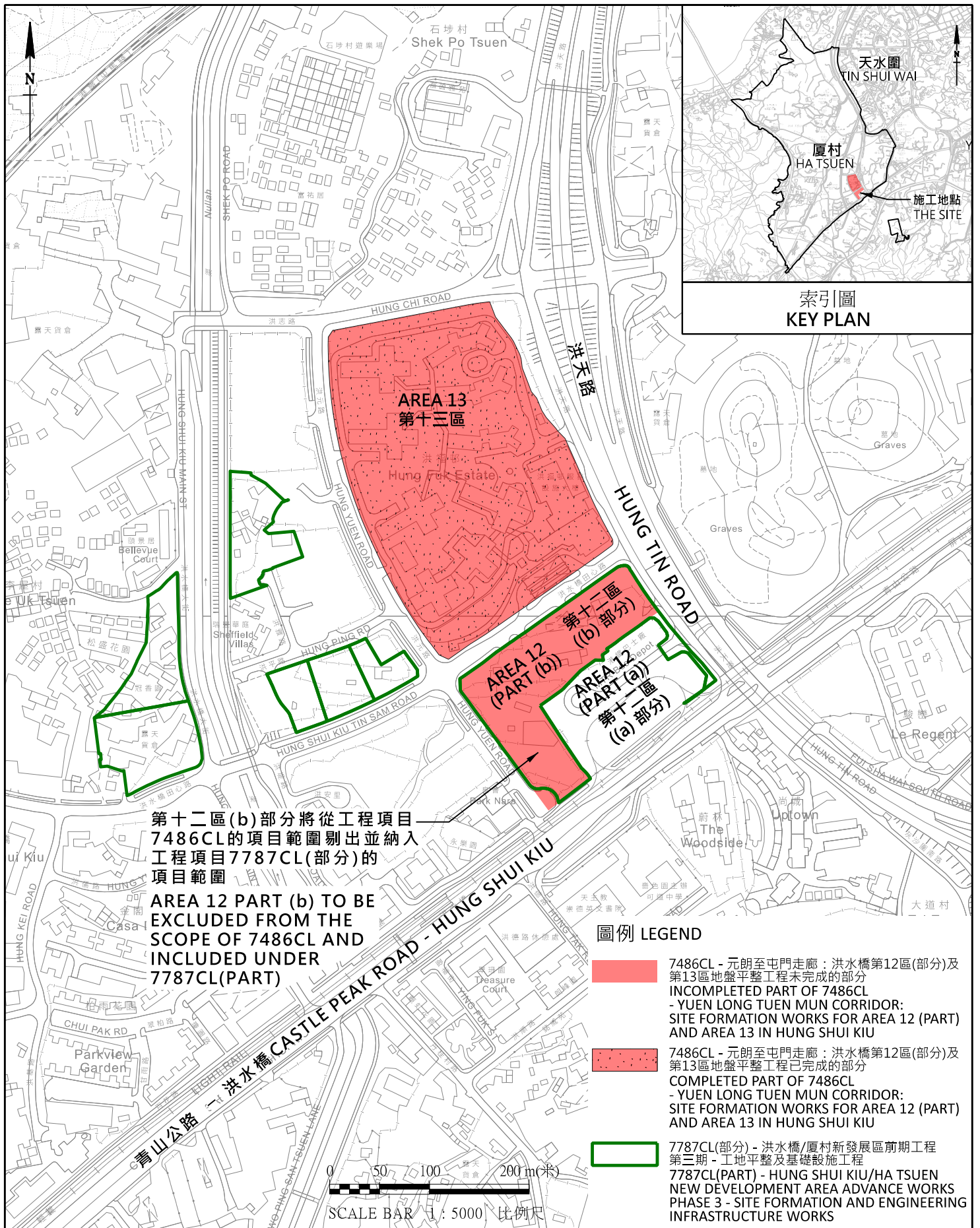
備註: REMARK:

所有構思圖及剖面圖只作示意用途。 ALL ARTISTIC IMPRESSIONS AND SECTIONS ARE INDICATIVE ONLY.

圖則名稱 DRAWING TITLE

洪水橋/厦村新發展區前期工程第三期及第二階段工程  
擬議D6路及D8路平面圖及剖面圖

HUNG SHUI KIU/HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS  
LAYOUT PLAN AND SECTIONS OF PROPOSED ROAD D6 AND ROAD D8



圖則名稱 drawing title

修訂工程項目7486CL - 元朗至屯門走廊：  
洪水橋第12區(部分)及第13區地盤平整工程  
的項目範圍  
CHANGE OF SCOPE FOR 7486CL - YUEN LONG - TUEN MUN CORRIDOR:  
SITE FORMATION WORKS FOR AREA 12 (PART) AND AREA 13 IN HUNG SHUI KIU

## Head 705 – CIVIL ENGINEERING

### Civil Engineering – Multi-purpose

#### 5054CG - The District Cooling System for Hung Shui Kiu / Ha Tsuen New Development Area, Phase 1

### PROJECT SCOPE AND NATURE

The entire Phase 1 of the district cooling system (DCS) for Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA), comprising the construction of DCS plants and the associated facilities, laying of chilled water distribution pipes and the connection facilities at non-domestic user buildings, will be implemented in two stages. In this funding application, we propose upgrading part of **5054CG** (the DCS for HSK/HT NDA, Phase 1) to Category A as **5055CG** entitled “the District Cooling System for HSK/HT NDA, Phase 1 (Stage 1 Works)”. Stage 1 Works for DCS comprises laying of chilled water distribution pipes connecting DCS in Phase 1 to provide chilled water to the user buildings in the Second Phase development of HSK/HT NDA for the purpose of air-conditioning. A layout plan showing the scope of pipe laying works under Stage 1 Works is at **Annex** to this Enclosure.

2. To dovetail with the development programme of the Second Phase development of HSK/HT NDA, we plan to entrust part of the Stage 1 Works to the Civil Engineering and Development Department (CEDD) to allow coordinated installation of underground utilities and to minimise the need for road excavation or diversion of completed utility services along the new roads. The DCS pipe laying works along the existing roads will be undertaken by the Electrical and Mechanical Services Department (EMSD).

3. Upon the funding approval by the Finance Committee in the first half of 2024, we plan to immediately commence the pipe laying works entrusted to CEDD along the new roads. In addition, EMSD will commence the pipe laying works along the existing roads in 2024. To meet the works programme, EMSD plans to invite tender from early 2024. All DCS pipe laying works are planned for phased completion by 2030 to cater for the needs of the Second

Phase development of HSK/HT NDA.

4. The remainder of **5054CG**, which is the DCS for HSK/HT NDA Phase 1 (Stage 2 Works), mainly covers the construction of two DCS plants and the associated facilities, connection facilities at non-domestic user buildings and chilled water distribution pipes for the Remaining Phase development of HSK/HT NDA. Tentatively, we will seek funding in 2026 for the Stage 2 Works to dovetail with the development programme of HSK/HT NDA. The estimated total cooling capacity for two DCS plants is about 470MW and the estimated total air-conditioned floor area is about 2 700 000 square metres.

## **JUSTIFICATIONS**

5. Implementation of the DCS for non-domestic buildings and facilities in HSK/HT NDA will bring about significant environmental benefits. With better energy efficiency than central air-conditioning systems in individual buildings, the maximum annual saving in electricity consumption upon full utilisation of the DCS is estimated to be 106 million kilowatt-hour, with a corresponding reduction of about 77 000 tonnes of carbon dioxide emission per annum.

6. Apart from energy saving, the DCS will also bring about the following benefits to individual users building–

- (a) reduction in user buildings' upfront capital cost for installing chiller plants and construction the related plant rooms which are not required at user buildings;
- (b) more flexible building designs for user buildings allowing provision of green roofs and photovoltaic panels;
- (c) reduced heat island effects arising from individual air-conditioning equipment;
- (d) less noise and vibration impacts arising from the operation of heat rejection equipment and chillers of air-conditioning plants in user

buildings;

- (e) enhanced development potential of user buildings as part of air-conditioning plant rooms are not required; and
- (f) a more adaptable air-conditioning system as compared to individual air-conditioning systems. Individual buildings can adjust their cooling capacity to meet air-conditioning demands without having to carry out extensive modification or retrofitting works.

## **FINANCIAL IMPLICATIONS**

7. The estimated capital cost of the proposed works is about \$3,270.8 million in money-of-the-day prices.

8. Following the practice of the existing DCS at the Kai Tak Development, private non-domestic developments will be required by their land lease for mandatory connection to the DCS, with the cost comparable to that of using individual water-cooled air-conditioning systems with cooling towers (WACS), which is one of the most cost-effective and energy efficient air-conditioning systems available in the market. Our preliminary assessment shows that the proposed DCS in HSK/HT NDA is financially viable as the capital and operating costs for the DCS can be recovered through charges collected from DCS consumers in 30 years upon commissioning of all DCS plants of the HSK/HT NDA. In general, the estimated unit cost of air-conditioning provided by DCS is comparable to that of WACS. The financial viability and tariff level will be revisited when funding is sought for the remainder of **5054CG** (the Stage 2 Works) in 2026 tentatively.

## **PUBLIC CONSULTATION**

9. We have consulted the Yuen Long District Council and Tuen Mun District Council on 27 June and 3 July 2023 respectively. They have all indicated support to the provision of Phase 1 DCS at HSK/HT NDA.

## ENVIRONMENTAL IMPLICATIONS

10. The Project is not a designated project under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). We have conducted a Preliminary Environmental Review (PER) for the project. The PER concluded that the project would not cause long-term adverse environmental impacts with the implementation of the recommended environmental mitigation measures, which include acoustic louvres and silencers to mitigate operational fixed plant noise.

11. For mitigating short-term construction impacts, we will implement measures recommended in the PER to control noise, dust and site run-off nuisances, in order to comply with established standards and guidelines. These measures include the use of quality powered mechanical equipment, movable noise barriers, noise enclosure and acoustic mats for noisy construction activities, frequent cleansing and watering of the site, and provision of wheel-washing facilities. We will also carry out site inspections to ensure that these mitigation measures and good site practices are properly followed and implemented. We have already included in the project estimates the costs of implementing these mitigation measures.

12. At the planning and design stages, we have considered the piping alignment, design and construction method of the proposed works to avoid generating construction waste where possible. We will require the contractors to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>1</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to avoid generating construction waste.

13. 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 require the contractor to separate the inert and non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert

---

<sup>1</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste at public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

14. We estimate that the proposed works will generate about 423 990 tonnes of construction waste. Of these, we will reuse about 254 300 tonnes (60%) of inert construction waste on site and deliver about 150 250 tonnes (35%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 19 440 tonnes (5%) of 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 about \$20.2 million for the proposed works (amount based on a unit charge rate of \$87 per tonne for disposal at public fill reception facilities and \$365 per tonne at landfills).

15. The Government will continue to take the lead in promoting green buildings. We aim to achieve the second highest rating under the BEAM Plus for the DCS plant building, and will incorporate green features and renewable energy systems.

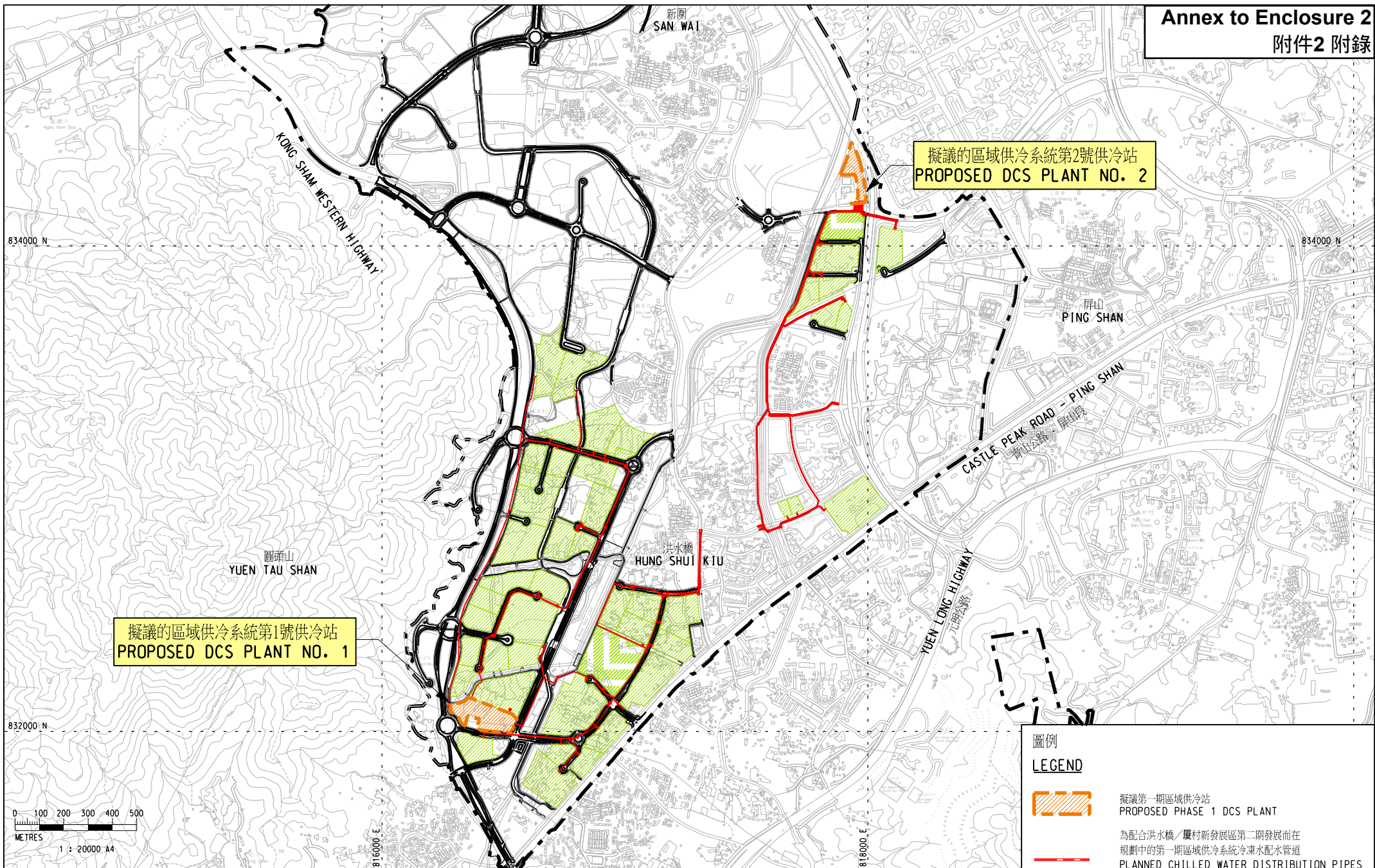
## **HERITAGE IMPLICATIONS**

16. The project will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites/buildings / structures, sites of archaeological interest, all sites, buildings / structures in the new list of proposed grading items; and government historic sites identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**




17. The private land covered the proposed works will be resumed under HSK/HT NDA Second Phase Development main works and relevant ordinances. Therefore, the proposed works do not involve resumption of private land.

**Environment and Ecology Bureau**  
**Electrical and Mechanical Services Department**  
**January 2024**



圖例

LEGEND

-  擬議第一期區域供冷站  
PROPOSED PHASE 1 DCS PLANT
-  為配合洪水橋/厦村新發展區第二期發展而在  
規劃中的第一期區域供冷系統冷凍水配水管道  
PLANNED CHILLED WATER DISTRIBUTION PIPES  
CONNECTED TO PHASE 1 DCS TO MATCH WITH  
SECOND PHASE DEVELOPMENT OF HSK/HT NDA
-  洪水橋/厦村新發展區第二期發展的潛在區域供冷系統用戶  
POTENTIAL DCS CONSUMERS UNDER  
SECOND PHASE DEVELOPMENT OF HSK/HT NDA

工程項目編號5054CG

在洪水橋/厦村新發展區提供第一期區域供冷系統(第一階段工程)

PWP ITEM NO. 5054CG

THE DISTRICT COOLING SYSTEM FOR HUNG SHUI KIU/ HA TSUEN NEW DEVELOPMENT AREA, PHASE 1 (STAGE 1 WORKS)