

**For discussion  
on 16 December 2019**

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

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

- (a) Works for First Phase Development**
- (b) Special Ex-gratia Cash Allowance for First Phase Development**
- (c) Detailed Design for Works for Second Phase Development  
and Related Studies**

**PURPOSE**

This paper briefs Members on the following funding applications for Hung Shui Kiu/Ha Tsuen New Development Area<sup>1</sup> (“HSK/HT NDA”) -

**First Phase Development**

- (a) **Works** - upgrading of **7787CL** (part) and **7796CL** to Category A for site formation and engineering infrastructure works under Advance Works Phases 1 & 2 and Stage 1 Works respectively to support the First Phase development;
- (b) **Special Ex-gratia Cash Allowance (“SEGCA”)** - allocation of funding to subhead 38CA under Head 701 – **Land Acquisition** for payment of the Special Ex-gratia Cash Allowance (“SEGCA”) to eligible domestic households affected by the clearance for the First Phase development; and

**Second Phase Development**

- (c) **Detailed design and related studies** - upgrading of **7787CL**

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<sup>1</sup> Originally named as “Hung Shui Kiu New Development Area (NDA)”, the NDA has been renamed as “Hung Shui Kiu/Ha Tsuen NDA” to better reflect its geographical coverage as per public comments received.

(part) and **7829CL** (part) to Category A for undertaking detailed design and carrying out site investigation for site formation and engineering infrastructure works under Advance Works Phase 3 and Stage 2 Works respectively to support the Second Phase development, and for conducting related studies for the overall NDA development.

## **PROJECT SCOPE AND NATURE**

### **First Phase Development**

2. The proposed works for the First Phase development comprise –
  - (a) site clearance and formation (including decontamination works) for a total of about 17 hectares (“ha”) of land, and provision of engineering infrastructure<sup>2</sup> to ready these formed land for subsequent development of a Dedicated Rehousing Estate (“DRE”) for eligible affected domestic households, purpose-built multi-storey buildings (“MSBs”)/open-air sites for brownfield operations together with an electricity sub-station, and village resite areas for affected building lots under the Village Removal Terms, and for construction of road and sewerage works in paragraphs (b) and (c) below;
  - (b) construction of local roads including a one-lane two-way carriageway of about 330 metres (“m”) long connecting Tsing Yick Road to Ng Lau Road, and a district distributor road of about 500 m long connecting to the existing interchange underneath Kong Sham Western Highway;
  - (c) construction of about 2 040 m long gravity sewer, about 360 m long sewage rising mains and a sewage pumping station on existing and proposed roads; and

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<sup>2</sup> Including geotechnical, drainage, sewerage, water supply, landscaping, road, electrical and mechanical and associated works.

- (d) implementation of environmental mitigation measures and the environmental monitoring and audit (“EM&A”) programme for the works mentioned in paragraphs (a) to (c) above.

3. Layout plans showing the proposed works for the First Phase development are at **Enclosure 1** (Advance Works Phases 1 & 2) and **Enclosure 2** (Stage 1 Works) respectively.

4. We also propose allocating sufficient funds to meet the payment of the SEGCA to eligible domestic households affected by the clearance for the First Phase development.

### **Detailed Design for Second Phase Development and Related Studies**

5. The detailed design for the proposed works in respect of the Second Phase development comprises –

(a) detailed design in the following areas –

(i) site clearance and formation (including decontamination works) of about 251 ha of land, and provision of engineering infrastructure<sup>3</sup> to ready these formed land for subsequent development of public and private housing, community facilities, commercial and industrial premises, the Green Transit Corridor (“GTC”) (comprising the Environmentally Friendly Transport Services (“EFTS”)<sup>4</sup>, footpaths and cycle tracks) and other uses; and

(ii) environmental mitigation measures and the EM&A programme for the works in subparagraph (i) above;

(b) associated site investigation works and supervision of such works, as well as preparation of tender documents and assessment of tenders for

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<sup>3</sup> Including a primary distributor road, district distributor roads, local roads, drainage, sewerage, water supply, revitalisation of existing channels, landscaping, electrical and mechanical and associated works.

<sup>4</sup> A separate paper has been submitted to the same Panel meeting seeking Members’ views on three possible EFTS modes for the HSK/HT NDA and adjacent areas, viz. automated people mover, green bus system and modern tram.

the site investigation works and the works in paragraph (a) above; and

(c) related studies covering the following areas –

- (i) reviewing the overall public and private housing mix with a view to increasing the share of public housing to follow the latest policy direction;
- (ii) reviewing infrastructure provisions to support the revised housing mix and examining the possibility of reprovisioning Tin Ying Road around its current location;
- (iii) assessing the feasibility of green and smart initiatives including common utility tunnels (“CUT”) <sup>5</sup> for the entire NDA development; and
- (iv) conducting an urban and green design study for the area around the riverside promenade along the revitalised Tin Shui Wai (“TSW”) River Channel in the north-eastern extent of HSK/HT NDA.

6. A layout plan showing the proposed works for the Second Phase development to be covered in the detailed design in paragraph (a) above and the section of Tin Ying Road under review is at **Enclosure 3** (Advance Works Phase 3 and Stage 2 Works).

7. Subject to funding approval of the Finance Committee (“FC”), we plan to commence construction of the proposed works for the First Phase development, as well as the detailed design and site investigation for the Second Phase development and related studies, around mid-2020 the earliest. To meet the above programme, the Civil Engineering and Development Department (“CEDD”) will in the first quarter of 2020 invite tenders for the first works contract for the First Phase development, as well as the consultancy for detailed design for the proposed works for the Second Phase development and related studies, but the contracts will only be awarded upon obtaining funding approval

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<sup>5</sup> A CUT is an underground tunnel housing various utility piping and cabling so that maintenance and repair can be done without digging up roads which will in turn minimise disturbance to road users.

from the FC.

8. We will retain the remainder of **7787CL** and **7829CL** for construction of works for the Second Phase development in Category B. Funding for the remainder of **7787CL** and **7829CL** will be sought upon substantial completion of the detailed design.

## **JUSTIFICATION**

9. NDA projects in the New Territories form a core part of our multi-pronged land supply strategy in the medium-to-long term. HSK/HT NDA is the next government-led major development project after the Kwu Tung North/Fanling North (“KTN/FLN”) NDA progressing to the implementation phase. Following the enhanced conventional new town approach adopted for KTN/FLN NDA, the Government will spearhead the HSK/HT NDA development by resuming private land up to 324 ha and clearing 117 ha of government land, while allowing flexibility for private landowners to develop their land planned for private development on the Outline Development Plan through in-situ land exchange applications<sup>6</sup>.

### **Significance of HSK/HT NDA**

10. Strategically located in the North West New Territories (“NWNT”) and well connected to the new towns of TSW, Tuen Mun and Yuen Long, HSK/HT NDA is positioned as a **regional hub** in the NWNT. In addition to supplying **61 000 housing units** in the medium-to-long term, the NDA project will also provide land for diversified economic uses ranging from offices, retail, dining and entertainment, logistics, technology and industrial operations, creating about **150 000 jobs**. A wide range of Government, Institution or Community facilities will be provided to support future residents living within and near the NDA. There will also be an integrated pedestrian, cycling and open space network. Green mobility is promoted through the use of mass transit and public transport

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<sup>6</sup> These land exchange applications will only be approved subject to their meeting a range of criteria by specified deadlines including timely delivery of private residential and/or commercial developments; compliance with the planning scheme of the NDA; and compensation and rehousing arrangements to affected occupants comparable to those offered by Government. If the criteria and deadlines cannot be met, the Government will resume the private land concerned and dispose of the land through land sale.

as well as the introduction of the dedicated GTC providing rapid intra-district transport service through the EFTS.

## Phased Development

11. The whole HSK/HT NDA development requires clearance of over 18 000 structures, involving about 2 000 domestic households and about 670 business undertakings. To ensure a balanced and incremental development with orderly rehousing of eligible clearerees and relocation of brownfield operations, we will take forward the HSK/HT NDA development in three phases. The phasing plan of HSK/HT NDA is provided at **Enclosure 4**. Key figures of HSK/HT NDA are tabulated below –

	<b>First Phase Development</b>	<b>Second Phase Development</b>	<b>Remaining Phase Development</b>	<b>Entire Development</b>
Housing yield (public housing)	1 400 units <sup>7</sup> (1 300 units)	30 900 units (20 000 units)	28 700 units (9 900 units)	61 000 units (31 200 units)
Population intake	4 400	90 800	80 800	176 000
Commercial and industrial floor areas	400 900 m <sup>2</sup>	4 893 500 m <sup>2</sup>	1 072 600 m <sup>2</sup>	6 367 000 m <sup>2</sup>
Development area	17 ha	251 ha	173 ha	441 ha
Private land to be resumed	12 ha	188 ha	124 ha	324 ha
Government land to be cleared	14 ha	103 ha		117 ha
No. of households to be cleared	6	1,961		1,967
No. of business undertakings to be cleared	29	639		668
Active farmland to be affected	0 ha	7 ha		7 ha
Programme for site formation and engineering infrastructure works	2020-2025	2024-2032 [tentative]	2030-2037/38 [tentative]	2020-2037/38 [tentative]

<sup>7</sup> Including 1 300 units to be provided in the DRE and a maximum of 100 units to be accommodated in the three village resite sites.

## Works for the First Phase Development

12. Notwithstanding its relatively smaller development area (17 ha), the proposed works for the First Phase development cover the enabling works for the remaining phases and is critically important to the smooth implementation of the whole NDA development. Putting the site formation and engineering infrastructure works for a DRE, village resite areas and MSBs for brownfield operations under the First Phase development can enable early development of these facilities to accommodate affected domestic households and business operators in the remaining phases. This allows subsequent clearance operations to commence in a larger scale and a more orderly manner, thereby better ensuring timely delivery of the NDA development according to schedule.

13. We are targeting to complete part of the DRE<sup>8</sup> site for handing over to the Hong Kong Housing Society for its construction of about 1 300 flats under the First Phase development for first population intake in 2024. The timely availability of these rehousing units is crucial to achieving our policy intention of providing local rehousing arrangements for eligible affected households without the need for transitional rehousing arrangement. To address the public expectation of “Rehousing before Clearance”, we have timed the supply in such a way that there will be sufficient rehousing units to receive the larger number of eligible households affected by the clearance of the Second Phase development starting from 2024.

14. Included within the HSK/HT NDA boundary is about 246 ha of brownfield sites<sup>9</sup>. We will smoothen the clearance of these brownfields through more coordinated construction phasing by spreading out the displacement over an extended period of more than 10 years. We will also incorporate in earlier phases the site formation and engineering infrastructure works for most of the 61 ha of land reserved for port back-up, storage and workshop uses as well as

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<sup>8</sup> The DRE will be developed in phases and managed by the Hong Kong Housing Society. It will upon full development provide about 2 100 units including public rental housing units and subsidised sale flats, 1 300 to be delivered under the First Phase and the remaining 800 under the Second Phase.

<sup>9</sup> The figure is extracted from the Study on Existing Profile and Operations of Brownfield Sites in the New Territories released by Planning Department in November 2019. The share of the 246 ha by industries is as follows – logistics (28%); construction (19%); port back-up (16%); general warehousing (13%); vehicle repairing (9%); recycling (6%); vehicle parking (5%); other industries (2%); and inactive brownfields (2%). Out of the 246 ha of brownfield sites, about 223 ha falls within the development area of the NDA.

modern logistics so that the MSBs can be developed in a timely manner to accommodate displaced brownfield operations in subsequent phases. The first batch of MSB sites to be formed under the First Phase development is expected to be ready in 2023 for building completion targeted in 2027, in time for the larger scale clearance of brownfield operations from 2028 onward. Riding on the initial findings of studies commissioned by CEDD confirming the technical feasibility of purpose-built MSBs, we are making preparations to launch a market sounding exercise shortly to ascertain the market interest towards developing and running MSBs for key brownfield businesses under different scenarios involving different contractual requirements and tender conditions. Prior to the availability of the MSBs, as part of our multi-pronged approach in assisting affected brownfield operations, we will provide advisory and facilitation services from the planning and lands perspective to operators in search of suitable relocation sites.

### **SEGCA for eligible households affected by the First Phase Development**

15. Under the general ex-gratia compensation and rehousing arrangements for government development clearance exercises which were significantly enhanced in 2018, we will provide means-tested and non-means-tested rehousing options for eligible households residing in squatters affected by government development clearance. Eligible households which do not opt for rehousing can choose to receive the EGAPO<sup>10</sup>. Notwithstanding the enhancements to these general arrangements in 2018 which apply to all future government development clearance exercises, the FC on 18 July 2018<sup>11</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, as it would be possible that the SEGCA amount to which individual households are entitled may be higher than the enhanced EGAPO amount.

16. Under the SEGCA arrangement, each eligible applicant<sup>12</sup>, regardless of

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<sup>10</sup> EGAPO stands for “Ex-gratia Allowance for Permitted Occupiers of Licensed Structures and Surveyed Squatters affected by Clearance”.

<sup>11</sup> See FCR(2018-19)48.

<sup>12</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;

the area occupied, may either receive an amount up to a full SEGCA pitched at \$600,000, or receive a reduced SEGCA of \$500,000 if the applicant purchases a subsidised sale flat unit at a DRE under the non-means-tested rehousing option<sup>13</sup>. 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 from clearance for the First Phase development<sup>14</sup>.

## **Detailed Design for Works for the Second Phase Development and Related Studies**

17. The Second Phase development covers 251 ha of land for housing, commercial/industrial, community and other facilities. In the consultancy for the detailed design for the proposed works for the Second Phase development, we will also review several key issues which have attracted public discussions in the course of formulating land use proposals for the HSK/HT NDA. These include assessing the feasibility of revising the public and private housing mix from existing 51:49 to 70:30<sup>15</sup> and changes to planned infrastructure provisions to support the revised housing split. As part of this infrastructure review, we will also examine the possibility of reprovioning Tin Ying Road around its current location in the light of public comments received. In this connection, we will also advance the urban and green design study for the area along the revitalised TSW River Channel so that good urban design can be incorporated into the engineering solution to be identified from the review on the reprovioning of Tin Ying Road. In addition, we will explore the use of CUT to facilitate maintenance and repair of underground utilities and minimise road

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(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.

The FCR(2018-19)48 as considered by FC on 18 July 2018 sets out the eligibility criteria for SEGCA and the Secretary for Development’s discretion in the offering of the same for applicants not meeting the prescribed criteria above.

<sup>13</sup> Alternatively, applicants which 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 had they not opted for purchasing subsidised sale flat unit at a DRE.

<sup>14</sup> The funding allocation for payment of SEGCA for subsequent phases will be sought when the funding for the works for these phases is sought.

<sup>15</sup> To dovetail with the planning target in the 2019 Policy Address that 70% of the housing units on newly developed land will be for public housing.

opening at busy junctions and major roads.

## FINANCIAL IMPLICATIONS

18. We estimate that the total costs in money-of-the-day (“MOD”) prices for the proposed works for the First Phase development, as well as detailed design and site investigation for the proposed works for the Second Phase development and related studies are as follows –

	\$ million	\$ million
<b>First Phase development – Construction</b>		<b>1,630.2</b>
<b>7787CL (Part) Advance Works Phases 1 &amp; 2</b>	279.0	
<b>7796CL Stage 1 Works</b>	1,351.2	
<b>Second Phase development - Detailed design and related studies</b>		<b>612.5</b>
<b>7787CL (Part) Advance Works Phase 3</b>	216.9	
<b>7829CL (Part) Stage 2 Works</b>	395.6	
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<b>Total</b>		<b><u>2,242.7</u></b>

19. As regards the SEGCA-eligible households affected by the First Phase development, we estimate that the maximum provision that would be required under subhead 38CA of Head 701 – Land Acquisition is \$2.4million<sup>16</sup>.

20. The payment of compensation and ex-gratia allowances (excluding SEGCA) for the First Phase development, including payment to eligible landowners, business undertakings<sup>17</sup>, domestic occupiers of squatters, is about \$2,181 million in accordance with the enhanced general compensation and

<sup>16</sup> With reference to the 1982 Squatter Structure Survey record and the freezing survey undertaken for the HSK/HT NDA development, 4 surveyed/licenced structures are affected by the First Phase development. For planning purpose, we estimate that the maximum provision (i.e. \$2.4 million) would be required.

<sup>17</sup> EGAs will be provided to eligible business undertakings, including the Ex-gratia Allowance for Outdoor/Open-air Business Operations newly introduced in 2018 as part of the enhancements to the general ex-gratia compensation and rehousing arrangements for government development clearance exercises. Alternatively, business undertakings which are not eligible or do not wish to receive ex-gratia allowances may also make claims to the Government for statutory compensation.

rehousing arrangements approved by the FC in July 2018. It will be charged to Subhead 1100CA of Head 701 – Land Acquisition, which is a block allocation under Capital Works Reserve Fund (“CWRF”). The approval of the FC for funding allocations for block allocations under CWRF is separately sought each year according to established procedures.

## **PUBLIC CONSULTATION**

21. The HSK/HT NDA project had gone 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 the HSK/HT NDA development to provide land to meet the housing and economic development needs of Hong Kong in the medium-to-long term.

22. 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 in January, February and May 2018, the Town Planning Board decided not to amend the draft OZP to meet the representations. In October 2018, the Chief Executive in Council (“CE in C”) approved the draft OZP. The approved OZP was then exhibited for public inspection in October 2018.

23. Expediting the development of NDAs was recommended by the Task Force on Land Supply in its final report of December 2018 as one of the key measures of increasing land supply in the medium-to-long term, after an extensive public engagement exercise on possible land supply measures.

24. The proposed road works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and sewerage works under Cap. 370 as applied by the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) for the First Phase development were gazetted in December 2018 and January 2019. A total of 28 objections and 23 objections were received against the proposed road works and sewerage works respectively during the statutory objection

period<sup>18</sup>. These objections were mainly related to the construction impacts arising from the proposed road works and sewerage works, compensation and rehousing arrangement including the compensation for affected land owners and brownfield operators, and the overall planning of the HSK/HT NDA. All objections were unresolved. We have submitted the road works and sewerage works together with the objections to the CE in C to seek authorisation of the works under the relevant ordinances.

25. We consulted Ha Tsuen Rural Committee (“HTRC”), Tuen Mun Rural Committee (“TMRC”) and Ping Shan Rural Committee (“PSRC”) in June 2019 on the funding applications in relation to the HSK/HT NDA development as set out in paragraph 1 above. HTRC offered in-principle support for the funding applications as well as the implementation of the HSK/HT NDA project. Some members of the TMRC considered that the compensation and rehousing arrangement for the HSK/HT NDA project should be enhanced. While expressing no objection to the HSK/HT NDA project, some members of the PSRC have commented on the land use proposals, including the location of the proposed electricity sub-station and the need to improve connectivity and reduce flooding risk of villages near Hung Uk Tsuen and Kiu Tau Wai.

26. We also consulted the Environment, Hygiene & District Development Committee of the Tuen Mun District Council (“TMDC”) and the Working Group on Hung Shui Kiu NDA of the Yuen Long District Council (“YLDC”) in May and July 2019 respectively. The former expressed no objection and the latter offered in-principle support to the funding applications.

27. We will maintain close dialogues with local stakeholders, including the affectees, resident groups as well as the YLDC, TMDC, HTRC, PSRC and TMRC, in taking forward the HSK/HT NDA development.

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<sup>18</sup> Breakdown of number of objections is as follows –

	Proposed Road Works	Proposed Sewerage Works
<b>7787CL(Part)</b> Advance Works Phase 2	21	22
<b>7796 CL</b> Stage 1 Works	7	1
Total	28	23

## **ENVIRONMENTAL IMPLICATIONS**

28. In December 2016, the Environmental Impact Assessment (“EIA”) report<sup>19</sup> for HSK/HT NDA was approved with conditions under the EIA Ordinance (Cap. 499). Some of the proposed works under HSK/HT NDA are designated projects under Schedule 2 of the EIA Ordinance and Environmental Permits (“EPs”) are required for their construction and operation. EPs for construction and operation were issued in February 2017.

29. The proposed works for the First Phase development (except the works mentioned in the next paragraph) are not designated projects under Schedule 2 of the EIA Ordinance. We have completed the Environmental Review (“ER”) which concluded that these non-designated works for the First Phase development would not cause adverse environmental impact. We will implement the environmental mitigation measures recommended in ER to control the environmental impacts to within established standards and guidelines in the construction works.

30. With regard to the construction of the district distributor road under the proposed works for the First Phase development, which is a designated project under Schedule 2 of the EIA Ordinance, the EIA report concluded that, with the implementation of the mitigation measures, the construction of this district distributor would be environmentally acceptable with no adverse residual impact. We will implement the relevant environmental mitigation measures recommended in the approved EIA report, and comply with the relevant conditions under the relevant EP for the construction of this district distributor road to control the environmental impacts to within established standards and guidelines. We have included the cost of implementing the environmental mitigation measures as well as the EM&A programme in the project estimate.

31. For short-term environmental impacts caused by the proposed works for the First Phase development during construction, we will incorporate requirements in the works contracts to require the contractors to implement environmental mitigation measures. These mitigation measures mainly include use of quiet equipment and movable noise barriers or enclosures to minimise the

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<sup>19</sup> The EIA report was prepared under the Planning and Engineering Study of Hung Shui Kiu New Development Area, which was a designated project under Schedule 3 of the EIA Ordinance (Cap. 499).

construction noise impact, regular watering of works sites and provision of wheel-washing facilities to minimise dust generation, and use of temporary drains to discharge surface run-off of sites. We have included the cost of these measures in the project estimate.

32. At the planning and design stages, we have considered the proposed works for the First 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>20</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.

33. At the construction stage, we will require the contractors to submit for approval the plan(s) 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 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.

34. We estimate that the proposed works for the First Phase development will generate in total about 66 170 tonnes of construction waste. Of these, we will reuse about 48 520 tonnes (73%) of inert construction waste on sites. We will dispose the remaining 16 010 tonnes (24%) of non-inert construction waste at landfills and the 1 640 tonnes (3%) of rocks at public fill reception facilities. As stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N), the costs for disposal of the construction waste at landfill and public fill reception facilities are estimated to be about \$3.2 million and \$0.1 million for the proposed works for the First Phase development (based

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<sup>20</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.

on a unit charge rate of \$200 per tonne for disposal at landfills and \$71 per tonne for disposal at public fill reception facilities respectively).

35. The proposed site investigation works for the proposed works for the Second Phase development will only generate very little construction waste. We will fully consider and formulate measures to minimise the generation of construction waste and to reuse/recycle construction waste as much as possible for the proposed site investigation works. We will also take into account the relevant approval conditions and relevant recommendations in the EIA report and relevant conditions under the EPs in the detailed design for the proposed works for the Second Phase development.

## **TRAFFIC IMPLICATIONS**

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

37. Temporary traffic arrangements (“TTAs”) associated with the proposed works for the First Phase development will be implemented during construction to facilitate implementation of the works. We will establish a Traffic Management Liaison Group comprising representatives of 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**

38. We have completed a cultural heritage impact assessment under the EIA for HSK/HT NDA. It concludes that the proposed works for the First Phase development would not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and government historic sites identified by the Antiquities and

Monuments Office (“AMO”).

39. However, the site investigation works for the proposed works for the Second Phase development may affect the sites of archaeological interests identified by AMO at Tseung Kong Wai and Tung Tau Tsuen. When the details of the site investigation works in the concerned site are formulated, we will conduct an Archaeological Impact Assessment to determine the need for archaeological follow up actions in the impacted area before commencement of the site investigation works.

## **BACKGROUND INFORMATION**

### **Works for the First Phase Development**

40. We upgraded **7787CL** (part) and **7796CL** to Category B in September 2014 and September 2015 respectively.

41. We engaged consultants to undertake the detailed design for Advance Works Phases 1 & 2 and Stage 1 Works in February and March 2017 respectively, funded by Subhead 7100CX “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. We have substantially completed the detailed design of the proposed works.

42. Of the 1 836 trees within the boundary of the proposed work for the First Phase development, 1 059 trees will be preserved, whereas 777 trees will be removed, including 770 trees to be felled and 7 trees to be transplanted. There are four important trees<sup>21</sup> with trunk diameter equal to or exceeding 1.0 metre or of rare species within the works boundary, while two will be preserved, one will

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<sup>21</sup> “Important trees” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal to or exceeding 1.0 metre (“m”) (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.

be transplanted and one will be felled. We will incorporate planting proposals as part of works including about 93 trees and 200 000 shrubs as compensatory planting.

### **Works for the Second Phase Development**

43. We upgraded **7787CL** (part) and **7829CL** (part) to Category B in September 2014 and September 2018 respectively.

44. The detailed design and site investigation for the proposed works for the Second Phase development will not directly involve any tree removal or planting proposals. We will take into consideration the need for tree preservation, and formulate tree preservation, removal, compensatory and new planting proposals during the design stage. Such proposals, if necessary, will be implemented under the proposed works for the Second Phase development.

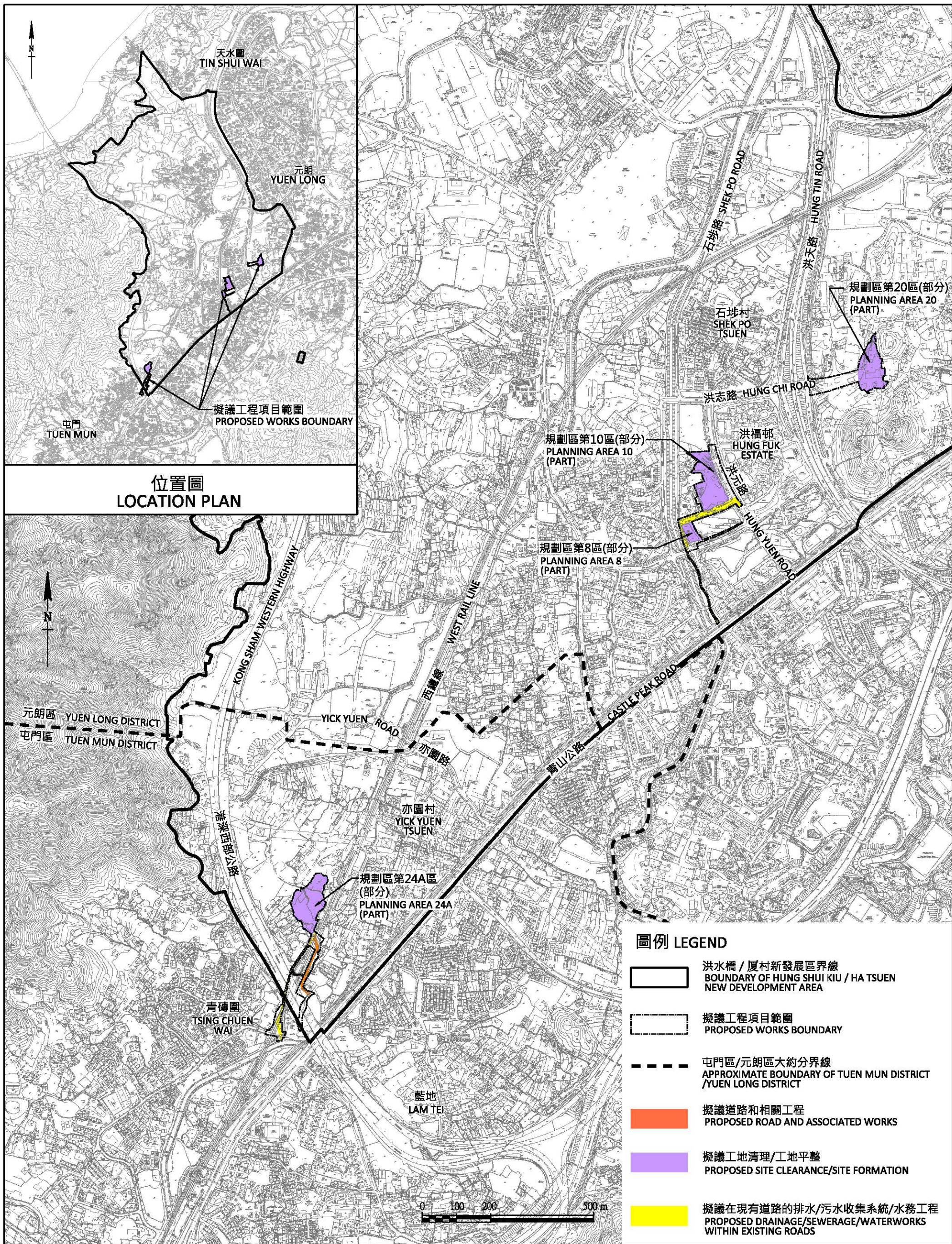
### **WAY FORWARD**

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

**Development Bureau**

**Civil Engineering and Development Department**

**December 2019**



位置圖  
LOCATION PLAN

圖則名稱 drawing title

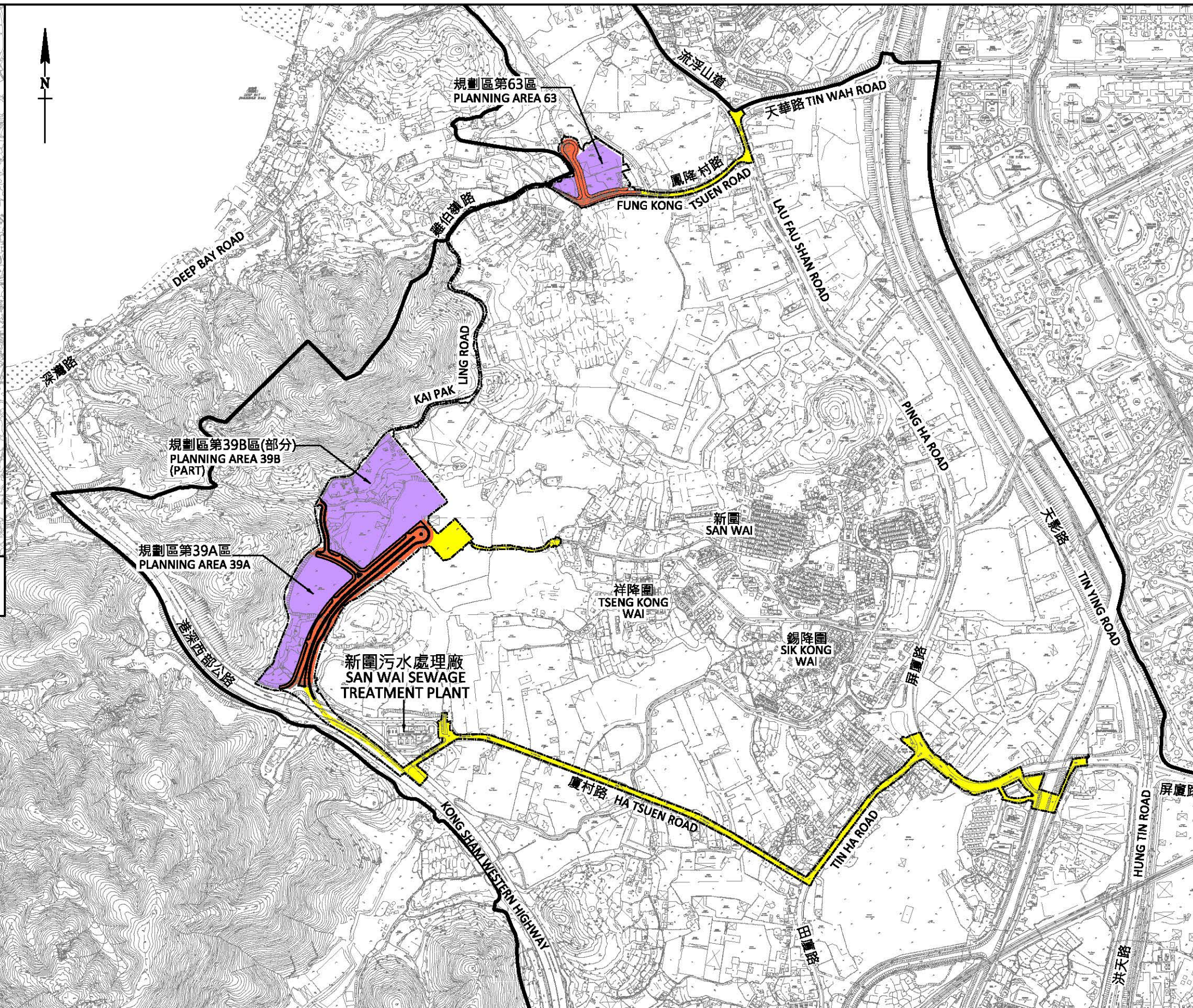
工務計劃項目第7787CL號(部分) - 洪水橋 / 厦村新發展區前期工程第一及第二期 - 工地平整和基礎設施平面圖  
 PWP ITEM NO.7787CL (PART) - HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS  
 PHASES 1 AND 2 - SITE FORMATION AND ENGINEERING INFRASTRUCTURE LAYOUT PLAN



位置圖  
LOCATION PLAN

圖例 LEGEND

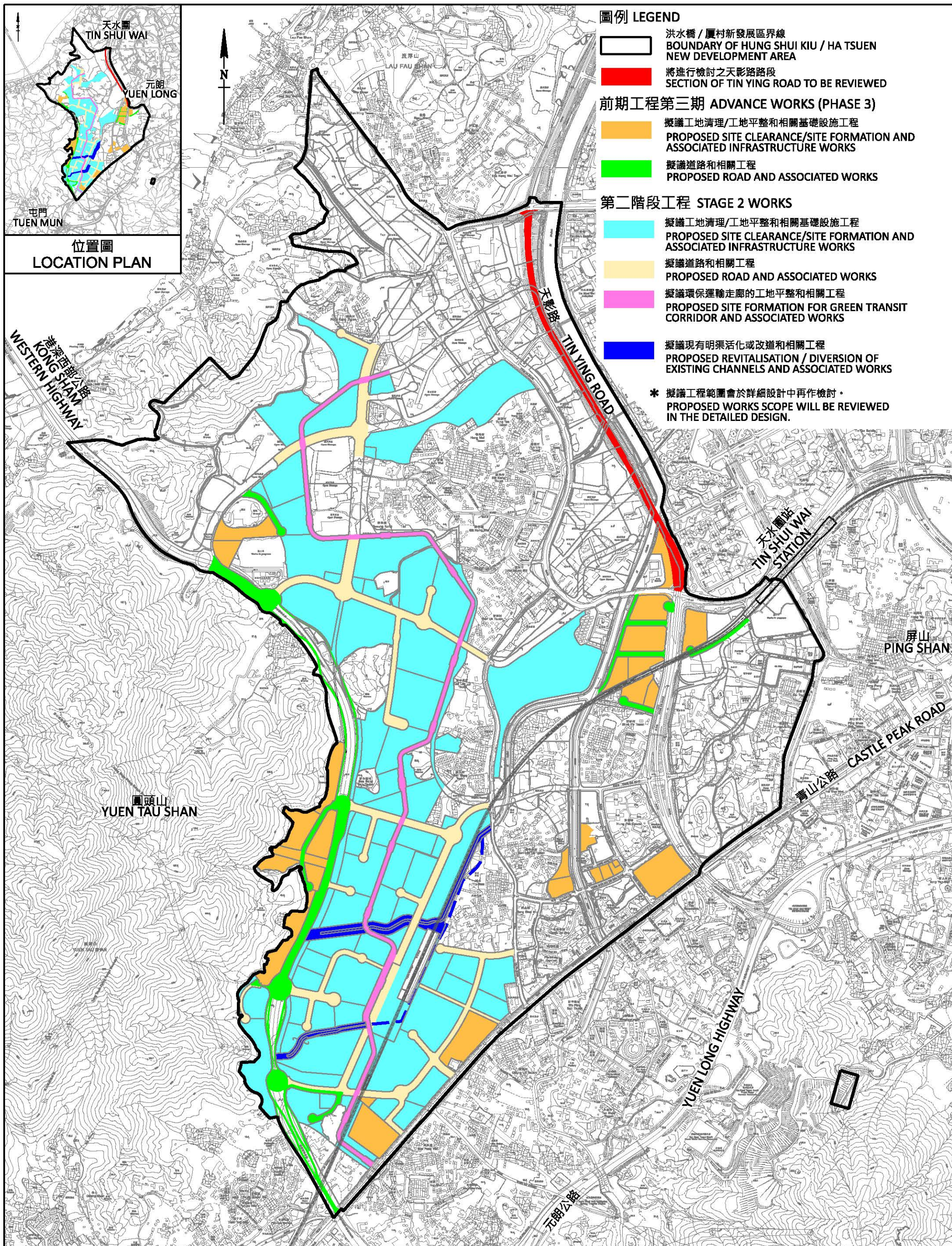
-  洪水橋 / 厦村新發展區界線  
BOUNDARY OF HUNG SHUI KIU / HA TSUEN  
NEW DEVELOPMENT AREA
-  擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
-  擬議道路和相關工程  
PROPOSED ROAD AND ASSOCIATED WORKS
-  擬議工地清理/工地平整  
PROPOSED SITE CLEARANCE/SITE FORMATION
-  擬議在現有道路的排水/污水收集系統/水務工程  
PROPOSED DRAINAGE/SEWERAGE/WATERWORKS  
WITHIN EXISTING ROADS



圖則名稱 drawing title

工務計劃項目第7796CL號 - 洪水橋 / 厦村新發展區第一階段工程 - 工地平整和基礎設施平面圖

PWP ITEM NO. 7796CL - HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA STAGE 1 WORKS - SITE FORMATION AND ENGINEERING INFRASTRUCTURE LAYOUT 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

將進行檢討之天影路路段  
SECTION OF TIN YING ROAD TO BE REVIEWED

前期工程第三期 ADVANCE WORKS (PHASE 3)

擬議工地清理/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 ROAD AND ASSOCIATED WORKS

第二階段工程 STAGE 2 WORKS

擬議工地清理/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 ROAD AND ASSOCIATED WORKS

擬議環保運輸走廊的工地平整和相關工程  
PROPOSED SITE FORMATION FOR GREEN TRANSIT  
CORRIDOR AND ASSOCIATED WORKS

擬議現有明渠活化或改道和相關工程  
PROPOSED REVITALISATION / DIVERSION OF  
EXISTING CHANNELS AND ASSOCIATED WORKS

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

位置圖  
LOCATION PLAN

港深西貢公路  
KONG SHAM  
WESTERN HIGHWAY

圓頭山  
YUEN TAU SHAN

天水圍站  
TIN SHUI WAI  
STATION

屏山  
PING SHAN

青山公路  
CASTLE PEAK ROAD

元朗公路  
YUEN LONG HIGHWAY

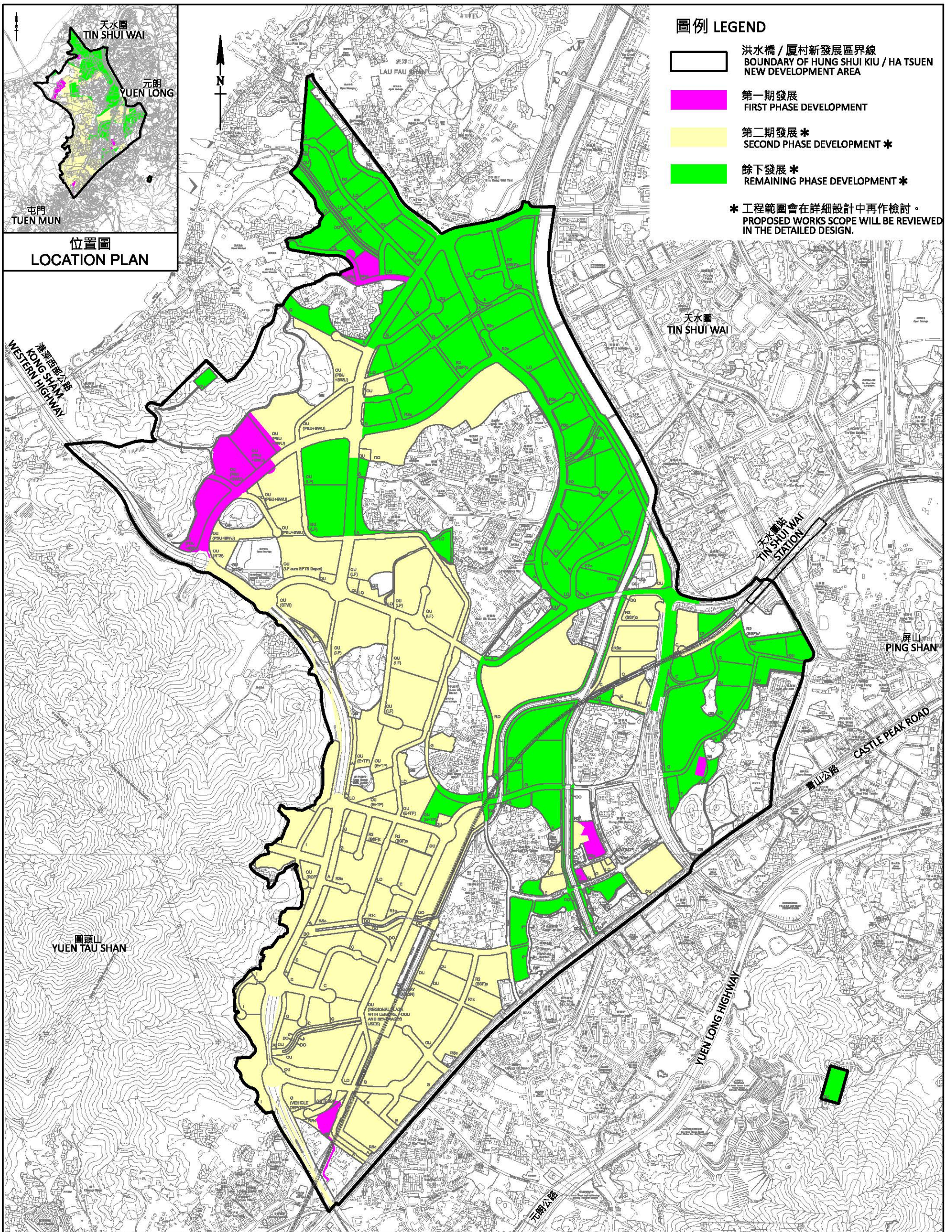
元朗公路

圖則名稱 drawing title

工務計劃項目第7787CL號(部分) - 洪水橋 / 厦村新發展區前期工程第三期 - 工地平整和基礎設施及  
工務計劃項目第7829CL號 - 洪水橋 / 厦村新發展區第二階段工程 - 工地平整和基礎設施平面圖

PWP ITEM NO. 7787CL (PART) - HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 - SITE FORMATION AND ENGINEERING  
INFRASTRUCTURE AND

PWP ITEM NO. 7829CL - HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA STAGE 2 WORKS - SITE FORMATION AND ENGINEERING INFRASTRUCTURE  
LAYOUT 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 \*

\* 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.

位置圖  
LOCATION PLAN

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