

For discussion  
on 17 November 2020

**Legislative Council**  
**Panel on Commerce and Industry**

**Development of the Hong Kong-Shenzhen**  
**Innovation and Technology Park in the Lok Ma Chau Loop**

**PURPOSE**

This paper briefs Members and seeks their views on the development of the Hong Kong-Shenzhen Innovation and Technology Park (“the Park”) in the Lok Ma Chau Loop (“the Loop”), including:

- (a) Batch 1 development of the Park and the proposed financial arrangement; and
- (b) upgrading two works projects to Category A (i.e. part of **7760CL** and **3178BF**) to carry out site formation and infrastructure works for the Loop development and to construct a fire station and ambulance depot with departmental accommodations respectively.

**BACKGROUND**

2. Located in the Loop<sup>1</sup>, the Park occupies 87 hectares (“ha”) of land. According to the “Memorandum of Understanding on Jointly Developing the Lok Ma Chau Loop” signed by the Government of the Hong Kong Special Administrative Region (“the HKSAR”) and the Shenzhen Municipal People’s Government in January 2017, the HKSAR Government is responsible for the construction of the infrastructure within the Loop (including site formation and infrastructural facilities) and the provision of supporting infrastructural facilities outside the Loop which are necessary to the development of the Loop and its surrounding areas. The Hong Kong-Shenzhen Innovation and Technology Park Limited (“HSITPL”)<sup>2</sup>, a wholly-owned subsidiary company set up by the Hong Kong Science and Technology Parks Corporation

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<sup>1</sup> In accordance with Order No. 221 of the State Council of the People’s Republic of China promulgated on 1 July 1997, after the training of the Shenzhen River, the boundary will follow the new centre line of the river. The Loop has since been included within the administrative boundary of the HKSAR.

<sup>2</sup> HSITPL was incorporated on 6 October 2017.

(“HKSTPC”), is vested with the responsibility to build the superstructure of the Park, as well as to operate, maintain and manage the same.

## **JUSTIFICATION**

### *The need and plan for the development of the Park*

3. The Government has been prioritising the development of innovation and technology (“I&T”), with a view to injecting new impetus into the economy, improving people’s quality of life, and creating quality jobs for young people. We have been promoting the development of I&T through eight major areas<sup>3</sup>, one of which is the provision of technological research infrastructure. Upon its full development, the Park will provide a maximum gross floor area (“GFA”) of 1.2 million square metres (“sq. m”), the scale of which will be approximately three times that of the current Hong Kong Science Park (“HKSP”), and become Hong Kong’s largest-ever I&T platform. The vision of the Park is to become the world’s knowledge hub and I&T centre, converging enterprises, research and development (“R&D”) institutions and higher education institutions from local, Mainland and overseas, which can connect upstream and midstream research to downstream market, further enhancing the collaboration among the industry, academic and research sectors. High value-added processes including R&D, prototyping, product design and testing can be performed within the Park. With the geographical advantage of the Park, enterprises therein can leverage on Shenzhen’s strong production facilities for mass production and tap into the huge Mainland market, so as to expand their development scale and enhance their economic benefits.

## **DEVELOPMENT PLAN**

### *Planning of the Park and Batch 1 development*

4. To plan for the development of the Park, HSITPL had conducted the Master Planning Study and the Business Model and Business Planning Study. Taking into account relevant findings of the consultancy studies, the Park will focus on the development of six R&D areas, including healthcare technologies, big data and artificial intelligence, robotics, new material, microelectronics, and financial technology. The Park will be developed in two phases, each in three batches in general, and a total of 67 buildings are expected to be provided.

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<sup>3</sup> Namely, (1) increasing resources for R&D; (2) pooling technology talent; (3) providing investment funding; (4) providing technological research infrastructure; (5) reviewing existing legislations and regulations; (6) opening up government data; (7) leading changes to procurement arrangements; and (8) strengthening popular science education.

The first phase involves the development of the western part of the Loop, with an estimated GFA of about 540 000 sq. m and a total of 31 buildings to be provided; the second phase concerns the development of the eastern part of the Loop, with an estimated GFA of about 660 000 sq. m and a total of 36 buildings to be provided. The GFA is proposed to be allocated mainly for the use as a key base for scientific research, as well as higher education and cultural and creative industries. More than half of the GFA will be dedicated to R&D purpose, and a small portion will be used as the InnoCell, visitor lodges, commercial and supporting facilities. The plans for the planning and conceptual design of the Park are at **Enclosure 1** and **Enclosure 2** respectively.

5. Batch 1 development consists of eight buildings and the relevant information is tabulated as follows:

<b>Development Stage</b>	<b>Main use of buildings</b>	<b>Number of buildings</b>	<b>Estimated floor area to be provided* (sq. m)</b>
First three buildings	Wet laboratories (“Wet-labs”) <sup>4</sup>	2	31 800
	InnoCell <sup>5</sup> and Ancillary Facilities	1	5 900
Remaining five	Offices or Dry laboratories (“Dry-labs”) <sup>6</sup>	3	25 950
	Wet-labs	2	31 400
	Higher Education	Depending on the detailed design, the relevant facilities will be distributed in the remaining five buildings.	16 700
	Commercial and Ancillary Facilities		4 800
<b>Total:</b>		<b>8</b>	<b>116 550</b>

\* Allocation of floor areas may be adjusted in the detailed design stage.

<sup>4</sup> Wet-labs are primarily used for the R&D in the biological and chemical fields and commonly applied in the trial runs or project tests of healthcare technologies, new material and microelectronics. These laboratories are usually equipped with gas supply and their peripheral roads with building facilities, such as ventilation, air-conditioning, water supply, drainage, fire protection, illumination and vibration-free facilities, need to meet certain specifications.

<sup>5</sup> The floor area of the InnoCell is 4 700 sq. m with an estimate of about 100 residential units to be provided.

<sup>6</sup> Dry-labs are intended for general use purpose with no specific facility requirements, which are similar to those for general offices.

6. The planning of the Park has to be compatible with the surrounding environment, in compliance with the relevant environmental protection laws and regulations, and with the adoption of the mitigation measures recommended in the environmental impact assessment report. On building height, taking into account factors such as the environment and ecology at the Loop and its surrounding areas and birds' flight path, except the landmark building to be constructed at the western entrance of the Loop which will not exceed +54 metres ("m") Principal Datum ("PD") (about ten storeys high), the height of the other six buildings in the centre of the Loop and that of the InnoCell will not exceed +46 mPD (about eight storeys high) and +26 mPD (about five storeys high) respectively. Factors such as natural ventilation and lighting have been taken into account in planning the size, orientation and layout of the buildings, and the public space of the Park is integrated with the natural environment, for example, trees will be planted along both sides of the roads. The main design strategy is to blend in with the natural environment in defining the layout for the Park. A major and well-connected activity and leisure open space area will be set up in the middle of the Park in order to create a pedestrian focused ground area. As a whole, HSITPL hopes to provide comfortable working environment for people working in the Park and open spaces for members of the public.

7. In addition, basement car parks will be constructed by HSITPL in Batch 1 development. It is initially estimated that about 1 900 parking spaces will be provided for the entire Park, subject to confirmation after the commencement of detailed design. Cycle tracks and cycle parking facilities will also be provided within the Park.

8. Besides, HSITPL will actively consider adopting "Modular Integrated Construction" method for the InnoCell, and smart and environmental-friendly facilities such as district cooling system for environmental protection and energy saving, common utility enclosure (including utilities such as water mains, electricity and communication cables) for reducing the number of excavations and charging facilities for electric vehicles at parking spaces. In addition to the above facilities, HSITPL will also explore smart and environmental-friendly measures, including bike-sharing, automated refuse collection system, automated parking system, self-driving shuttle vehicles and checkout-free stores, to enhance the smart design of the Park.

9. Subject to funding approval by the Finance Committee ("FC") of the Legislative Council ("LegCo"), HSITPL will commence the detailed design immediately and commence the construction works in 2022 with the eight buildings in Batch 1 estimated to be completed in phases from 2024 to 2027. The estimated cost of Batch 1 development is \$17.258 billion in money-of-the-day ("MOD") prices. Meanwhile, having regard to the financial position of

HSITPL and based on the assumption that its revenue at the initial stage of operation<sup>7</sup> would not be sufficient to fully cover its expenses, it is estimated that a total of \$877 million is required for its initial operation. On land arrangement, the first parcel of land in the Loop will be delivered to HSITPL in 2021. In the long run, the Government plans to grant the relevant land to HSITPL by way of “private treaty grant” subject to endorsement by the Executive Council.

10. The parent company of HSITPL, i.e. HKSTPC, was established under the Hong Kong Science and Technology Parks Corporation Ordinance (Cap. 565). The funding required to implement the first batch of development is estimated to be \$18.135 billion in total. As for the financial arrangement with the parent company, HKSTPC, we will take into account HKSTPC’s overall financial position, including the projected cash flow required for projects and initiatives that it will implement in the coming few years.

#### *7760CL – Development of Lok Ma Chau Loop – Main Works Package 1*

11. The Civil Engineering and Development Department (“CEDD”) would carry out site formation works and provide infrastructures in phases for the Loop development. With the substantial completion of the land decontamination and advance engineering works (“Advance Works”)<sup>8</sup> of the Loop, the follow-on **7760CL** (part) (“MWP1 (part)”) comprises:

- (a) site formation (about 80 ha), including the construction of associated retaining walls and slope works;
- (b) construction of about 3 000 m long carriageway and associated footpaths and cycle tracks, and a public transport interchange within the Loop;
- (c) construction of about 1 300 m long Western Connection Road (“WCR”), through widening of existing Ha Wan Tsuen East Road and a section of existing Lok Ma Chau Road and construction of associated footpaths and cycle tracks, and about 60 m long viaduct over the old Shenzhen River meander;

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<sup>7</sup> From 2021/2022 to 2026/2027

<sup>8</sup> PWP Item No. **7748CL** – Development of Lok Ma Chau Loop – land decontamination and advance engineering works

- (d) construction of a Direct Road Link (DRL)<sup>9</sup> connecting MTR Lok Ma Chau Station to Ha Wan Tsuen East Road, including a viaduct of about 720 m long, a double-deck footbridge of about 90 m long, an elevated public transport interchange, and the associated modification works at MTR Lok Ma Chau Station;
- (e) construction of slip roads connecting Lok Ma Chau Road and Fanling Highway/ San Tin Highway and a cycle track cum footbridge of about 300 m long connecting Lok Ma Chau Road and Castle Peak Road - Chau Tau, and implementation of associated junction/road improvement works;
- (f) provision of other infrastructures, including a tertiary sewage treatment works<sup>10</sup> and sewerage system, a fresh water service reservoir<sup>11</sup> and water supply system, drainage system, and other associated works;
- (g) construction of about 4 ha riverside promenade and about 3 ha open space (reedbed) and landscaping works; and
- (h) implementation of environmental mitigation measures, including about 18 ha offsite wetland compensation and about 1.3 ha woodland compensation, noise mitigation measures and an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (g) above.

12. The layout plans and artistic impressions of the proposed works are at **Enclosure 3**. We estimate the capital cost of the MWP1 (part) is about \$13.2173 billion in MOD prices. Subject to funding approval by LegCo, CEDD plans to commence the MWP1 (part) in the third quarter of 2021 at the earliest for completion by the third quarter of 2027 in phases.

13. We will retain the remainder of **7760CL** (i.e. the sediment treatment works at a section of Shenzhen River near the Loop) in Category B.

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<sup>9</sup> Direct Road Link is proposed to be used by environmentally friendly shuttle buses.

<sup>10</sup> The maximum treatment capacity of the sewage treatment works is about 10 000 m<sup>3</sup> per day, with structural space reserved for the enhancement of the capacity to 18 000 m<sup>3</sup> per day in the future.

<sup>11</sup> The capacity of fresh water service reservoir is about 18 000 m<sup>3</sup>.

*3178BF – Fire Station and Ambulance Depot with Departmental Accommodations in Lok Ma Chau Loop*

14. According to the Hong Kong Planning Standards and Guidelines, the provision and siting of fire stations should be based on the fire risk category and the associated graded response time (“GRT”) of the area. According to development scale and nature of the Loop, the Park will be classified as Category A under fire risk category system, for which fire appliances should meet the Fire Services Department (“FSD”)’s pledge to arrive at a fire scene within a GRT of six minutes including travelling time of four minutes. At present, as the fire stations closest to the Park are at Sheung Shui and Mai Po, which are both located at nine kilometres (“km”) away from the Loop, the fire appliances are unable to meet the pledge to arrive at a fire scene within the GRT given the great distance between these places. Therefore, fire service facilities equipped with 12 fire appliances (including one 55-metre turntable ladder, one mobile command unit, one Hazmat Tender and one decontamination vehicle) should be provided in the Loop with a view to ensuring that fire appliances, frontline commanders and mobile resources for handling major incidents can reach the scene timely during emergencies.

15. As for emergency ambulance services, Sheung Shui Ambulance Depot, the closest depot to the Park at present, is located at more than eight km away. In order to ensure the arrival of ambulances at the Park within the response time of 12 minutes, including travelling time of 10 minutes, an ambulance depot capable of providing six ambulances and four supporting vehicles is required to be set up inside the Loop with a view to catering the ambulance service demands brought about by the development of the Loop and the increasing population.

16. With a site area of about 5 000 sq. m, the proposed works is located at the north-eastern part of the Loop. The location plan of the site is at **Enclosure 4**. Upon completion, the fire station and ambulance depot will work with fire stations at the surrounding areas of New Territories North (“NTN”) in a coordinated manner, enhancing thereby the overall fire and emergency ambulance services of NTN, including those for some rural villages outside the Loop. Preliminarily, the proposed fire service facilities will include three buildings, with around seven storeys, to be used as a divisional fire station and ambulance depot. The scope of works for the project includes:

- (a) a divisional fire station and ambulance depot (with a 10-bay appliance room) and sub-divisional training facilities;
- (b) a maintenance store for the equipment of the Hazardous Materials Team;
- (c) a breathing apparatus room;

- (d) law enforcement facilities for the Dangerous Goods Division;
- (e) dangerous goods store;
- (f) dangerous goods vehicles detention areas; and
- (g) laboratories for the Government Laboratory with ancillary offices.

17. The estimated project cost is \$1.13 billion in MOD prices. Subject to funding approval by FC of LegCo, the construction works will take roughly three years to complete but the actual schedule should match the construction progress of the proposed MWP1 (part) under CEDD, with a view to completing the construction works by 2024 to tie in with the Loop development.

## **ECONOMIC BENEFITS**

18. The Park will not only introduce more I&T talent to Hong Kong, but will also attract local, Mainland and overseas I&T enterprises, universities or scientific research institutions to develop in the territory, and also nurture local I&T talent and start-ups as well as foster the development of a knowledge-based economy in Hong Kong. This can inject new impetus into the development of I&T in the city, bring about new business opportunities and create high value-added jobs, thereby enhancing the diversification of Hong Kong's economy. According to the initial estimate from the Economic Impact Analysis Study carried out by the consultant engaged by HSITPL, the economic contribution of Batch 1 development of the Park to Hong Kong can reach \$5.1 billion per annum (including direct, indirect and induced impacts) and create about 4 500 local jobs. Upon completion of the whole Park, its economic contribution to Hong Kong (including direct, indirect and induced impacts) can reach about \$50 billion per annum and create about 50 000 local jobs.

19. In addition to becoming the largest I&T platform in Hong Kong, the Park, together with the Shenzhen Innovation and Technology Zone ("SZ I&T Zone") at the north side of Shenzhen River and adjacent to the Loop, will form a cohesive and synergistic Shenzhen/Hong Kong Innovation and Technology Co-operation Zone ("the Co-operation Zone"). The Co-operation Zone will leverage on the complementary advantages of both Hong Kong and Shenzhen. For example, with the combination of Hong Kong's solid R&D strengths and Shenzhen's stronger capability in advanced manufacturing, a value-adding chain that covers the upstream, midstream and downstream processes can be created. The Governments on both sides are exploring the feasibility of leasing and managing some of the existing buildings in SZ I&T Zone by HKSTPC, in order to allow suitable and interested institutions and enterprises tapping into the Mainland market as soon as possible prior to the completion of the first batch of buildings in the Park.



## **PUBLIC CONSULTATION**

20. Between 2017 and 2019, we carried out relevant public consultations and went through related statutory procedures for the development plan of the Park and the infrastructures of the Advance Works and MWP1 (part). Details are at **Enclosure 5**.

21. In respect of the Loop development and the proposed works mentioned in this paper, we consulted the San Tin Rural Committee (“STRC”) and the Sheung Shui District Rural Committee (“SSDRC”) on 27 April 2020 and 29 May 2020 respectively. Both rural committees expressed their support. We also consulted the North District Council (“NDC”) and the Yuen Long District Council (“YLDC”) on 20 October 2020 and 27 October 2020 respectively. NDC raised no objection to the Loop development and the proposed works. Expressing support for the Loop development, some members of NDC envisaged that it would create new jobs in the district, especially in the R&D and related fields. Others suggested that the Government should handle with care the relevant supporting arrangements. YLDC, on the other hand, did not support the Loop development. Some members concerned with the attractiveness and benefits of the Park and the impact to the traffic and environment of the district caused by the Loop development. The Government will continue the explanatory work.

## **OTHER INFORMATION**

22. The background information and details on traffic, environmental and heritage implications and the land acquisition arising from the proposed works are at **Enclosure 6** and **Enclosure 7** respectively. Of the 5 465 trees within the project boundary of MWP1, 1 401 will be preserved. The proposed works involves the removal of 4 036 trees (among which 2 115 are of undesirable species (*Leucaena leucocephala*)) and 28 to be transplanted. Among the above, seven important trees will be affected (details at **Enclosure 8**). We will incorporate planting proposals<sup>12</sup> as part of the works, including about 3 300 trees and about 2 200 whips as compensatory planting.

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<sup>12</sup> The planting proposals cover the trees affected by the MWP1 (part) and the trees affected by the PWP Item No. **7748CL** – Development of Lok Ma Chau Loop – land decontamination and advance engineering works.

## **ADVICE SOUGHT**

23. Members' support is sought in respect of Batch 1 development of the Park, site formation and infrastructure works under MWP1 of the Loop and the construction of the fire station and ambulance depot with departmental accommodations as well as the proposed financial arrangement mentioned in paragraph 10. If agreed by Members, we plan to consult the Public Works Sub-committee in respect of the relevant works projects, and subsequently seek the approval from the FC for the relevant funding in one go.

**Innovation and Technology Bureau**  
**Development Bureau**  
**Innovation and Technology Commission**  
**Civil Engineering and Development Department**  
**Architectural Services Department**  
**Fire Services Department**

**November 2020**

# 創科園規劃概念圖

## Concept Plan for Planning of the Park

### 圖例

### Legend

-  項目範圍  
Site Boundary
-  第一批次發展  
Batch 1 Development
-  建築大樓  
Building Tower
-  最大高度在水平基準上 54 米\*  
- Maximum Height 54mPD\*
-  最大高度在水平基準上 46 米\*  
- Maximum Height 46mPD\*
-  最大高度在水平基準上 42 米\*  
- Maximum Height 42mPD\*
-  最大高度在水平基準上 38 米\*  
- Maximum Height 38mPD\*
-  最大高度在水平基準上 34 米\*  
- Maximum Height 34mPD\*
-  最大高度在水平基準上 26 米\*  
- Maximum Height 26mPD\*
-  最大高度在水平基準上 15 米\*  
- Maximum Height 15mPD\*
-  最大高度在水平基準上 14 米\*  
- Maximum Height 14mPD\*
-  平台 (沿彩帶公園最大高度為在水平基準上 15 米)  
Podium (15mPD Maximum Along Ribbon)
-  連接橋 (空中走廊) (沿彩帶公園最大高度為在水平基準上 15 米)  
Link Bridge (Skywalk) (15mPD Maximum Along Ribbon)
-  行人天橋 (擬定)  
Footbridge (Tentative)
-  休憩空間與步行道  
Open Space & Pathway
-  政府提供的休憩空間  
District Open Space Provided by Government
-  蘆葦保育區  
Retention of Reed Bed
-  政府提供的生態區 (EA)  
Ecological Area (EA) Provided by Government
-  生態區 (EA) 25 米緩衝地帶  
25m Buffer Zone from Ecological Area (EA)
-  地庫層車輛出入口  
Entrance and Exit to Basement
-  政府提供的污水處理廠  
Sewerage Treatment Works Provided by Government
-  政府提供的可能的邊界過境設施  
Possible Associated Boundary Crossing Facilities Provided by Government
-  政府提供的消防局兼救護站  
Fire Station-cum-Ambulance Depot Provided by Government
-  非建築用地  
Non-Building Area
-  交通交匯處  
Transport Interchange
-  車輛出入口  
Vehicular Access Points
-  緊急車輛通道 (寬度) (設計位置與寬度僅為指示性質)  
Emergency Vehicle Access (Width) (Layout and Width are indicative)
-  研究與發展、高等教育及文化與創意產業區  
Research & Development, Higher Education and Cultural & Creative Industries Zone
-  創新斗室  
Innocell
-  中華電力有限公司提供的變電站  
Electricity Sub-station Provided by CLP

\*Remark: Highest level of Building Main Roof (Joint Practice Notes No.5)  
\*備註: 建築物主屋頂之最高水平 (聯合作業備考第五號)





Batch 1 Development of the Park  
創科園第一批次發展

註:設計概念圖為示意效果圖，顯示對有關發展項目之想像，有待詳細設計。

Note: This concept plan for design is for illustration purpose only and is subject to detailed design

(僅供參考)

(For reference only)

擬議場外濕地補償  
PROPOSED OFFSITE WETLAND COMPENSATION

擬議河畔公園  
(詳情請參閱附錄7)  
PROPOSED RIVERSIDE PROMENADE  
(PLEASE REFER TO ANNEX 7 FOR DETAILS)

擬議跨越河曲行車橋  
(詳情請參閱附錄2)  
PROPOSED MEANDER BRIDGE  
(PLEASE REFER TO ANNEX 2 FOR DETAILS)

擬議直接道路  
(詳情請參閱附錄5)  
PROPOSED DIRECT ROAD LINK  
(PLEASE REFER TO ANNEX 5 FOR DETAILS)

擬議高架公共運輸交匯處  
(詳情請參閱附錄5)  
PROPOSED ELEVATED  
PUBLIC TRANSPORT INTERCHANGE  
(PLEASE REFER TO ANNEX 5  
FOR DETAILS)

擬議場外濕地補償  
PROPOSED OFFSITE  
WETLAND COMPENSATION

擬議西面連接道路  
(詳情請參閱附錄4)  
PROPOSED WESTERN CONNECTION ROAD  
(PLEASE REFER TO ANNEX 4 FOR DETAILS)

擬議污水處理設施  
(詳情請參閱附錄3)  
PROPOSED SEWAGE TREATMENT WORKS  
(PLEASE REFER TO ANNEX 3  
FOR DETAILS)

擬議場外林地補償  
PROPOSED OFFSITE  
WOODLAND COMPENSATION

擬議休憩用地(蘆葦區)  
(詳情請參閱附錄7)  
PROPOSED OPEN SPACE (REEDBED)  
(PLEASE REFER TO ANNEX 7 FOR DETAILS)

擬議河套地區道路  
(詳情請參閱附錄2)  
PROPOSED LOOP INTERNAL ROAD  
(PLEASE REFER TO ANNEX 2 FOR DETAILS)

擬議河套地區公共運輸交匯處  
(詳情請參閱附錄3)  
PROPOSED LOOP PUBLIC TRANSPORT  
INTERCHANGE  
(PLEASE REFER TO ANNEX 3  
FOR DETAILS)

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議道路工程(包括基礎設施及於適當位置設置噪音緩解設施)  
PROPOSED ROAD WORKS (INCLUDING INFRASTRUCTURE WORKS AND  
NOISE MITIGATION MEASURES AT APPROPRIATE LOCATIONS)
- 擬議公共運輸交匯處  
PROPOSED PUBLIC TRANSPORT INTERCHANGE
- 擬議土地處理及工地平整(包括基礎設施及相關工程)  
PROPOSED GROUND TREATMENT AND SITE FORMATION  
(INCLUDING INFRASTRUCTURE WORKS AND ASSOCIATED WORKS)
- 擬議美化市容地帶、河畔公園、休憩用地(蘆葦區)、  
場外濕地及林地補償和相關環境美化工程  
PROPOSED AMENITY AREAS, RIVERSIDE PROMENADE, OPEN SPACE (REEDBED),  
OFFSITE WETLAND & WOODLAND COMPENSATION AND ASSOCIATED LANDSCAPING WORKS
- 擬議污水處理設施  
PROPOSED SEWAGE TREATMENT WORKS
- 擬議供水系統包括食水配水庫  
PROPOSED WATER SUPPLY SYSTEM INCLUDING A FRESH WATER SERVICE RESERVOIR

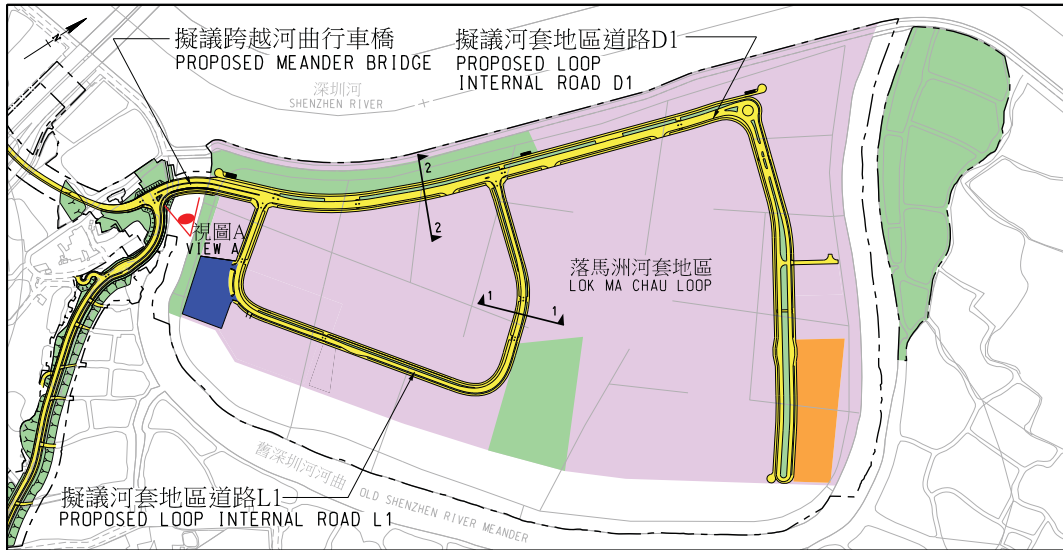
擬議食水配水庫  
(相關的工地平整及水管敷設由其他工程項目建造)  
PROPOSED FRESH WATER SERVICE RESERVOIR  
(THE ASSOCIATED SITE FORMATION WORKS AND  
WATERMAIN LAYING TO BE CONSTRUCTED BY  
OTHER PROJECT)

接駁至現有供水系統  
CONNECT TO EXISTING WATER SUPPLY SYSTEM

擬議連接道路連接落馬洲路至粉嶺/新田公路、及相關交界處/道路改善工程  
(詳情請參閱附錄6)  
PROPOSED SLIP ROADS CONNECTING LOK MA CHAU ROAD AND FANLING / SAN TIN HIGHWAY,  
AND ASSOCIATED JUNCTION / ROAD IMPROVEMENT WORKS  
(PLEASE REFER TO ANNEX 6 FOR DETAILS)

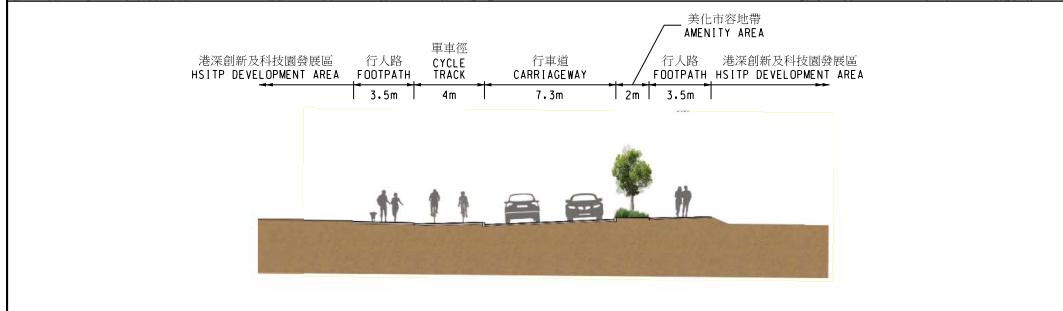
圖則名稱 drawing title

工務工程計劃項目第760CL-2號  
落馬洲河套地區發展 - 第一期主體工程 - 建造 - 平面圖  
PWP Item No. 760CL-2  
DEVELOPMENT OF LOK MA CHAU LOOP - MAIN WORKS PACKAGE 1 - CONSTRUCTION - LAYOUT PLAN

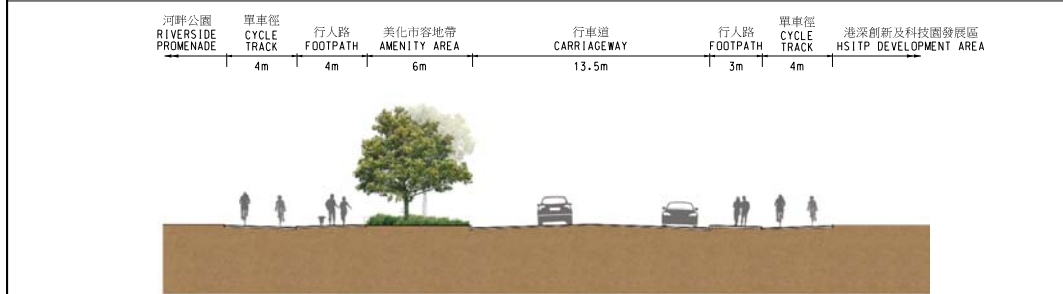


- 圖例: LEGEND:
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
  - 擬議道路工程 (包括基礎設施及於適當位置設置噪音緩解設施)  
PROPOSED ROAD WORKS (INCLUDING INFRASTRUCTURE WORKS AND NOISE MITIGATION MEASURES AT APPROPRIATE LOCATIONS)
  - 擬議公共運輸交匯處  
PROPOSED PUBLIC TRANSPORT INTERCHANGE
  - 擬議土地處理及工地平整 (包括基礎設施及相關工程)  
PROPOSED GROUND TREATMENT AND SITE FORMATION (INCLUDING INFRASTRUCTURE WORKS AND ASSOCIATED WORKS)
  - 擬議美化市容地帶、河畔公園、休憩用地 (蘆葦區)、場外濕地補償和相關環境美化工程  
PROPOSED AMENITY AREAS, RIVERSIDE PROMENADE, OPEN SPACE (REEDBED), OFFSITE WETLAND COMPENSATION AND ASSOCIATED LANDSCAPING WORKS
  - 擬議污水處理設施  
PROPOSED SEWAGE TREATMENT WORKS
  - ◀ 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 IMPRESSION AND SECTIONS ARE INDICATIVE ONLY.



擬議河套地區道路L1 剖面圖 1-1  
PROPOSED LOOP INTERNAL ROAD L1 SECTION 1-1



擬議河套地區道路D1 剖面圖 2-2  
PROPOSED LOOP INTERNAL ROAD D1 SECTION 2-2

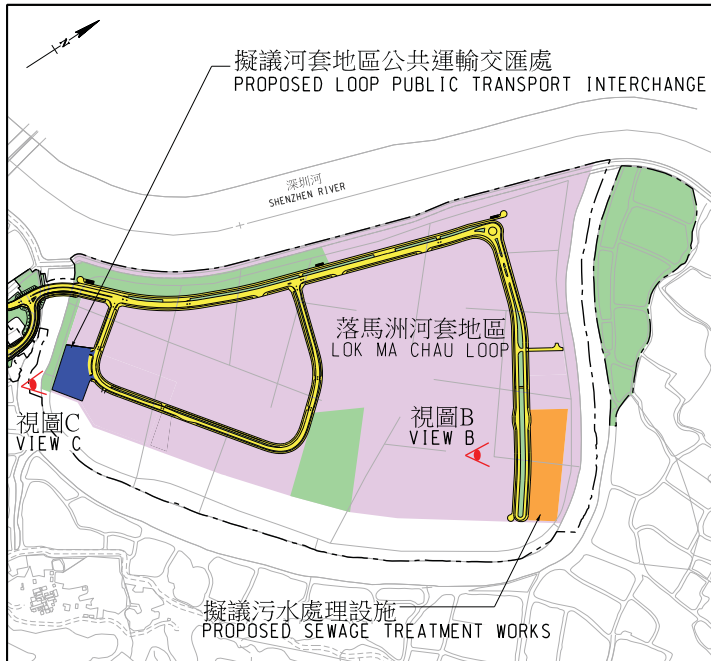


擬議跨越河曲行車橋 (包括雙程雙線分隔道路、行人路及單車徑)  
PROPOSED MEANDER BRIDGE (INCLUDING A DUAL TWO-LANE CARRIAGEWAY, FOOTPATH AND CYCLE TRACK)

視圖A  
VIEW A

圖則名稱 drawing title

工務工程計劃項目第760CL-2號  
落馬洲河套地區發展 - 第一期主體工程 - 建造 - 擬議河套地區道路及跨越河曲行車橋平面圖、剖面圖及構思圖  
PWP Item No. 760CL-2  
DEVELOPMENT OF LOK MA CHAU LOOP - MAIN WORKS PACKAGE 1 - CONSTRUCTION  
- LAYOUT PLAN, SECTIONS AND ARTISTIC IMPRESSION OF PROPOSED LOOP INTERNAL ROADS AND MEANDER BRIDGE



視圖B  
VIEW B

擬議污水處理設施  
PROPOSED SEWAGE TREATMENT WORKS

圖例: LEGEND:

- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- 擬議道路工程 (包括基礎設施及於適當位置設置噪音緩解設施)  
PROPOSED ROAD WORKS (INCLUDING INFRASTRUCTURE WORKS AND NOISE MITIGATION MEASURES AT APPROPRIATE LOCATIONS)
- 擬議公共運輸交匯處  
PROPOSED PUBLIC TRANSPORT INTERCHANGE
- 擬議土地處理及工地平整 (包括基礎設施及相關工程)  
PROPOSED GROUND TREATMENT AND SITE FORMATION (INCLUDING INFRASTRUCTURE WORKS AND ASSOCIATED WORKS)
- 擬議美化市容地帶、河畔公園、休憩用地 (蘆葦區)、場外濕地補償和相關環境美化工程  
PROPOSED AMENITY AREAS, RIVERSIDE PROMENADE, OPEN SPACE (REEDBED), OFFSITE WETLAND COMPENSATION AND ASSOCIATED LANDSCAPING WORKS
- 擬議污水處理設施  
PROPOSED SEWAGE TREATMENT WORKS
- 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

備註: REMARK:  
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ALL ARTISTIC IMPRESSION AND SECTIONS ARE INDICATIVE ONLY.

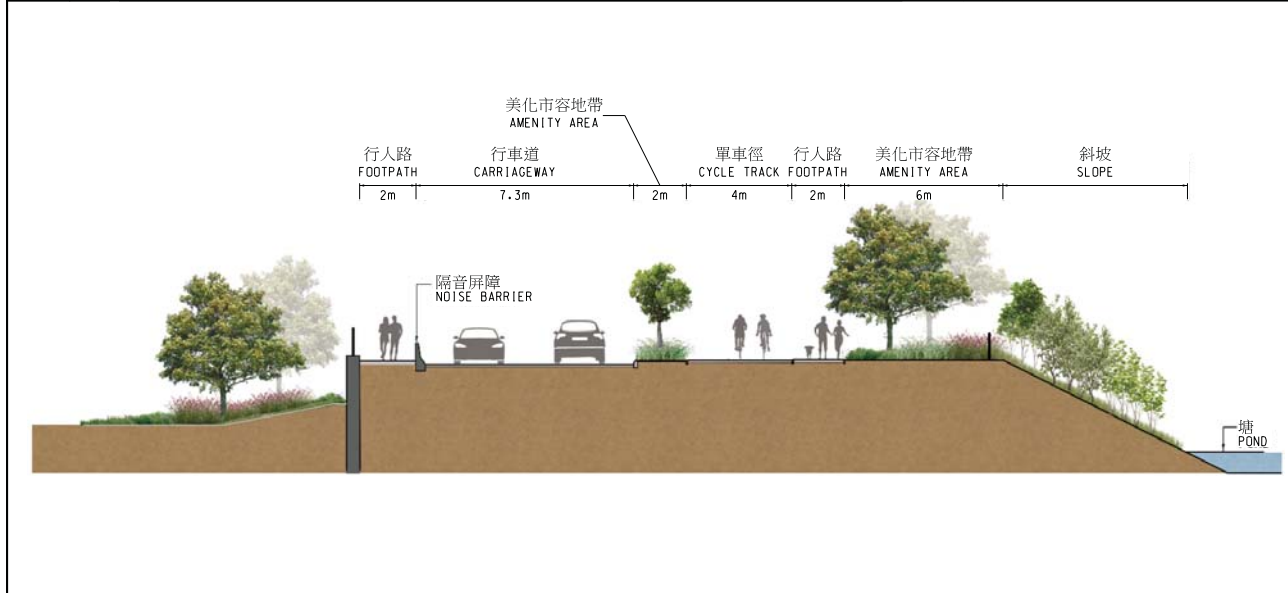
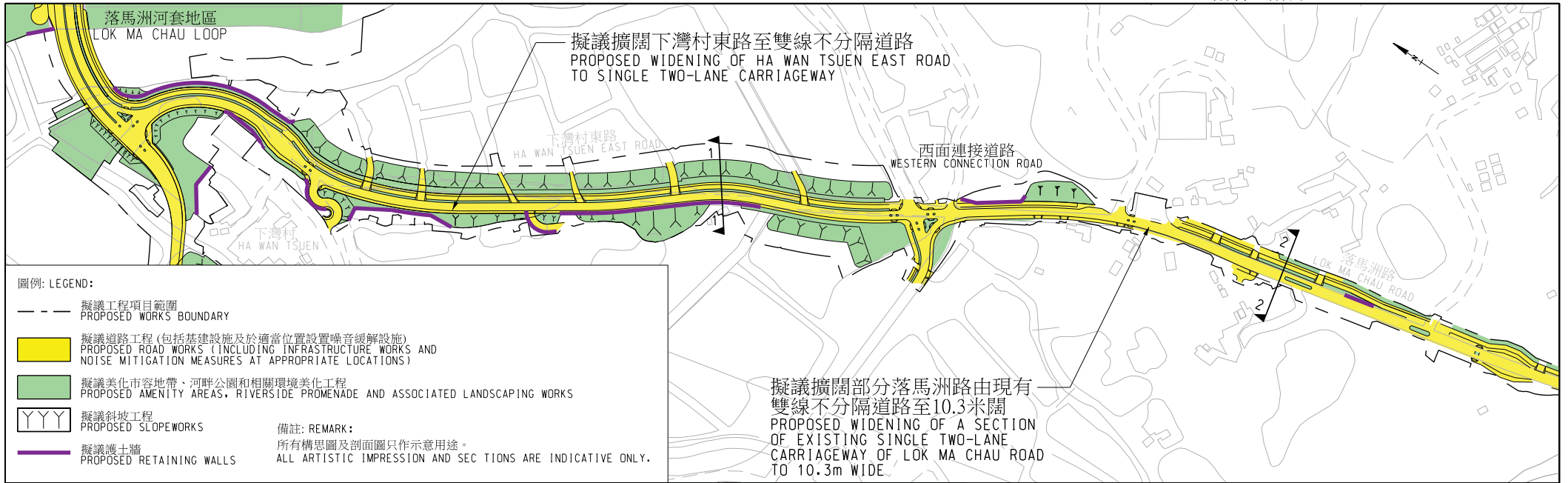


視圖C  
VIEW C

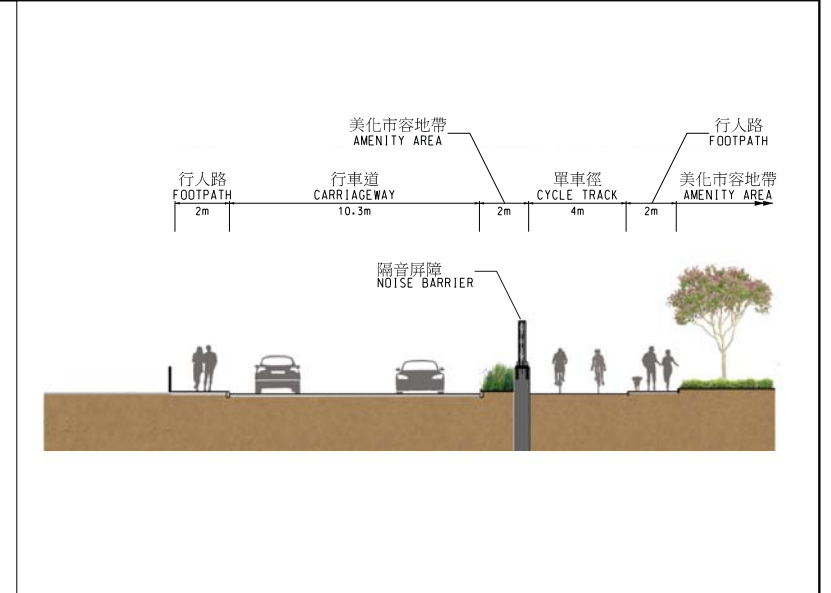
擬議河套地區公共運輸交匯處  
PROPOSED LOOP PUBLIC TRANSPORT INTERCHANGE

圖則名稱 drawing title

工務工程計劃項目第760CL-2號  
落馬洲河套地區發展 - 第一期主體工程 - 建造 - 擬議污水處理設施及河套地區公共運輸交匯處平面圖及構思圖  
PWP Item No. 760CL-2  
DEVELOPMENT OF LOK MA CHAU LOOP - MAIN WORKS PACKAGE 1 - CONSTRUCTION  
- LAYOUT PLAN AND ARTISTIC IMPRESSION OF PROPOSED SEWAGE TREATMENT WORKS AND LOOP PUBLIC TRANSPORT INTERCHANGE



擬議擴闊後的下灣村東路 剖面圖 1-1  
PROPOSED HA WAN TSUEN EAST ROAD AFTER WIDENING SECTION 1-1

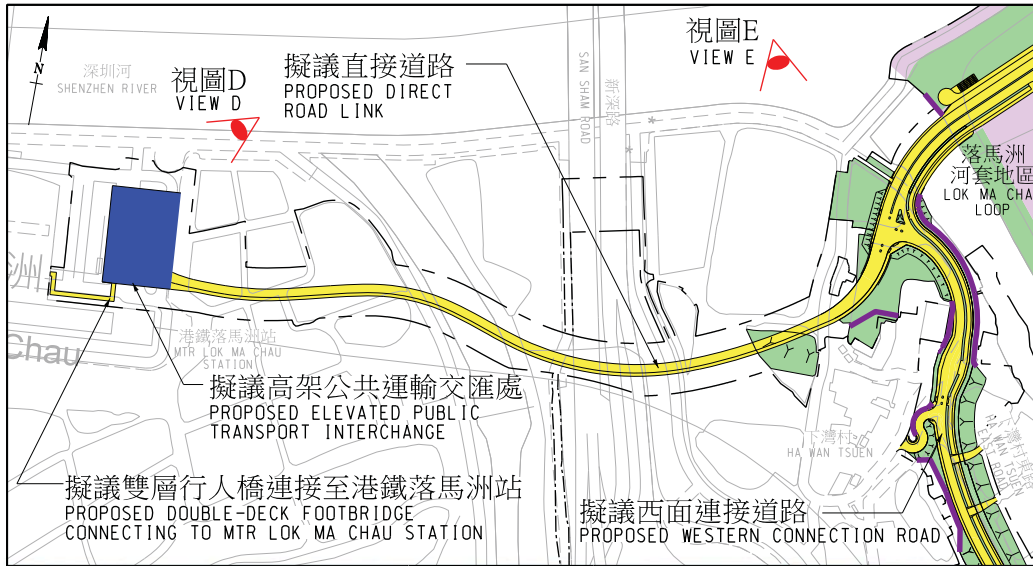


擬議擴闊後的落馬洲路 剖面圖 2-2  
PROPOSED LOK MA CHAU ROAD AFTER WIDENING SECTION 2-2

圖則名稱 drawing title

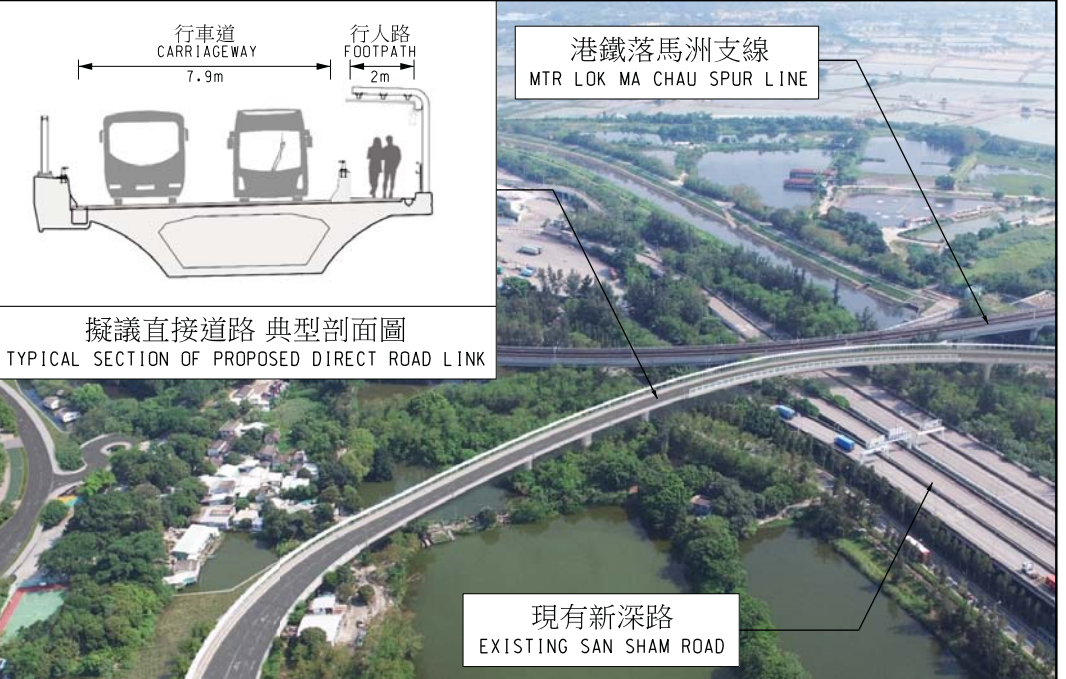
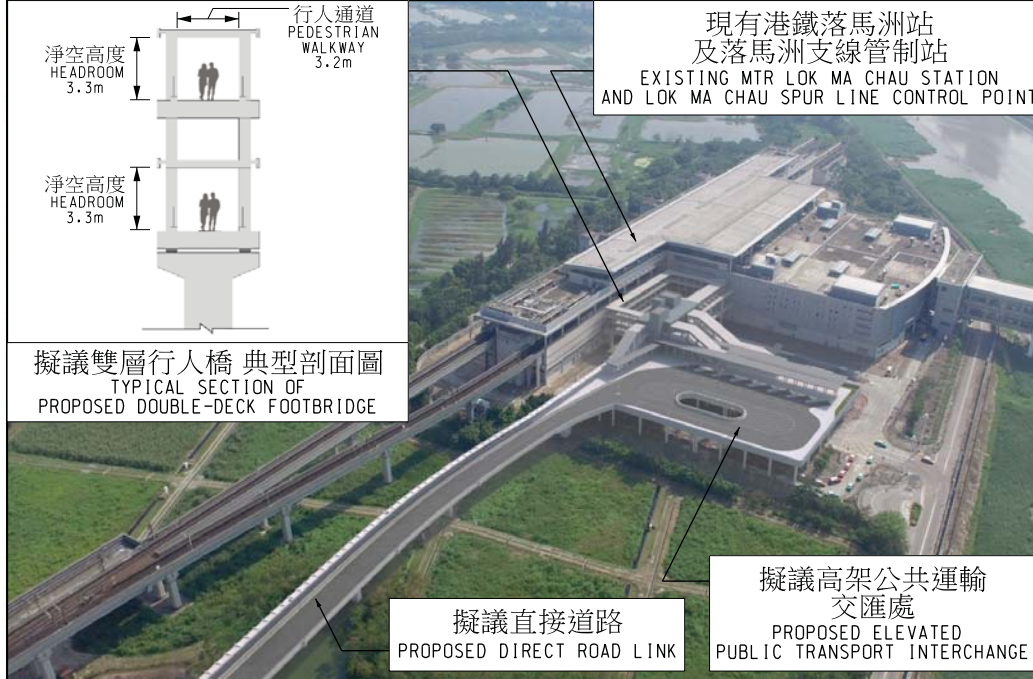
工務工程計劃項目第760CL-2號  
落馬洲河套地區發展 - 第一期主體工程 - 建造 - 擬議西面連接道路平面圖及剖面圖  
PWP Item No. 760CL-2  
DEVELOPMENT OF LOK MA CHAU LOOP - MAIN WORKS PACKAGE 1 - CONSTRUCTION - LAYOUT PLAN AND SECTIONS OF PROPOSED WESTERN CONNECTION ROAD





- 圖例: LEGEND:
- 擬議工程項目範圍 PROPOSED WORKS BOUNDARY
  - 擬議道路工程 (包括基礎設施及於適當位置設置噪音緩解設施) PROPOSED ROAD WORKS (INCLUDING INFRASTRUCTURE WORKS AND NOISE MITIGATION MEASURES AT APPROPRIATE LOCATIONS)
  - 擬議公共運輸交匯處 PROPOSED PUBLIC TRANSPORT INTERCHANGE
  - 擬議土地處理及工地平整 (包括基礎設施及相關工程) PROPOSED GROUND TREATMENT AND SITE FORMATION (INCLUDING INFRASTRUCTURE WORKS AND ASSOCIATED WORKS)
  - 擬議美化市容地帶、河畔公園和相關環境美化工程 PROPOSED AMENITY AREAS, RIVERSIDE PROMENADE AND ASSOCIATED LANDSCAPING WORKS
  - YYY 擬議斜坡工程 PROPOSED SLOPEWORKS
  - 擬議護土牆 PROPOSED RETAINING WALLS
  - ◁ 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 IMPRESSION AND SECTIONS ARE INDICATIVE ONLY.



視圖D VIEW D 擬議高架公共運輸交匯處 PROPOSED ELEVATED PUBLIC TRANSPORT INTERCHANGE

視圖E VIEW E 擬議直接道路 PROPOSED DIRECT ROAD LINK

圖則名稱 drawing title

工務工程計劃項目第760CL-2號  
落馬洲河套地區發展 - 第一期主體工程 - 建造 - 擬議高架公共運輸交匯處及直接道路平面圖、剖面圖及構思圖  
PWP Item No. 760CL-2

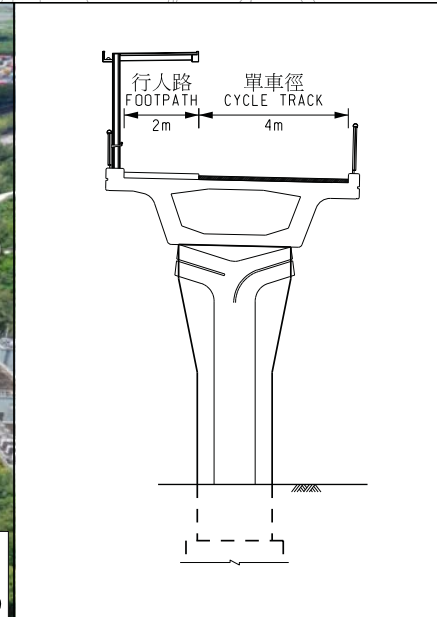
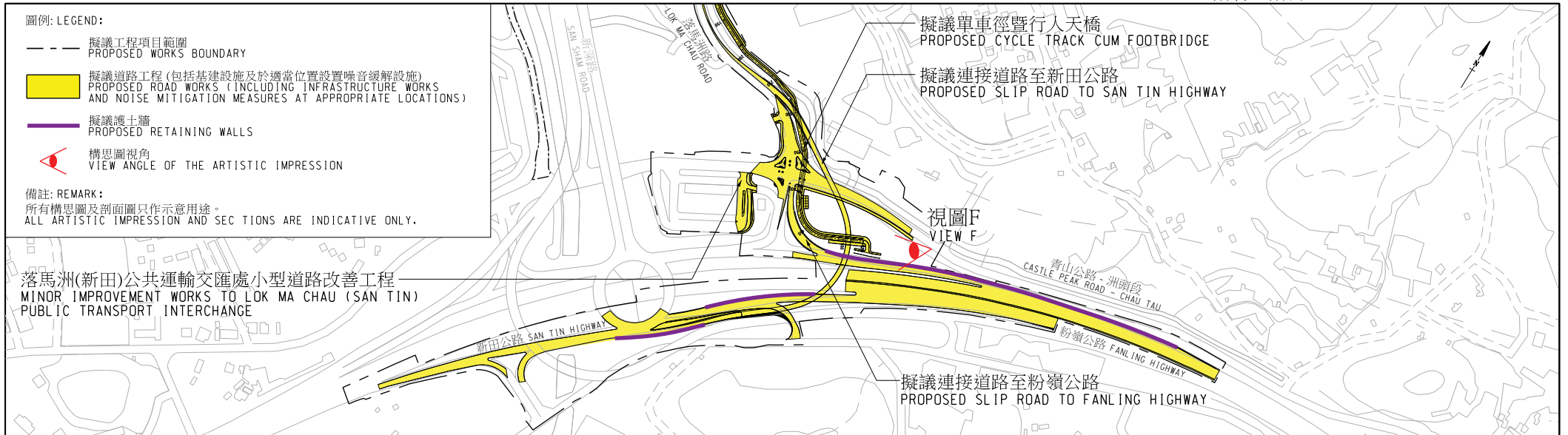
DEVELOPMENT OF LOK MA CHAU LOOP - MAIN WORKS PACKAGE 1 - CONSTRUCTION - LAYOUT PLAN, SECTIONS AND ARTISTIC IMPRESSION OF PROPOSED ELEVATED PUBLIC TRANSPORT INTERCHANGE AND DIRECT ROAD LINK

圖例: LEGEND:

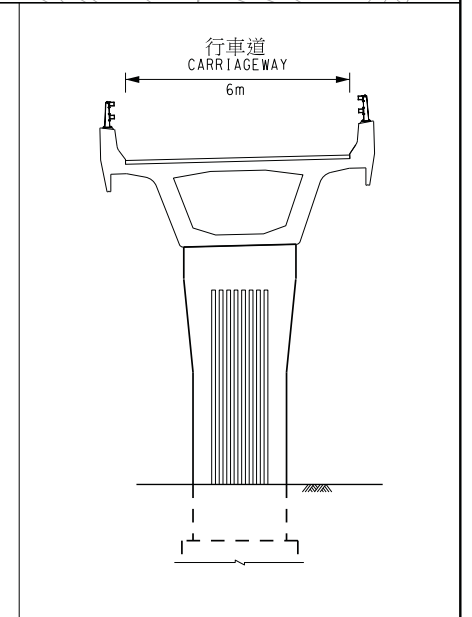
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
- █ 擬議道路工程 (包括基礎設施及於適當位置設置噪音緩解設施)  
PROPOSED ROAD WORKS (INCLUDING INFRASTRUCTURE WORKS AND NOISE MITIGATION MEASURES AT APPROPRIATE LOCATIONS)
- █ 擬議護土牆  
PROPOSED RETAINING WALLS
- ◀ 構思圖視角  
VIEW ANGLE OF THE ARTISTIC IMPRESSION

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

落馬洲(新田)公共運輸交匯處小型道路改善工程  
MINOR IMPROVEMENT WORKS TO LOK MA CHAU (SAN TIN)  
PUBLIC TRANSPORT INTERCHANGE



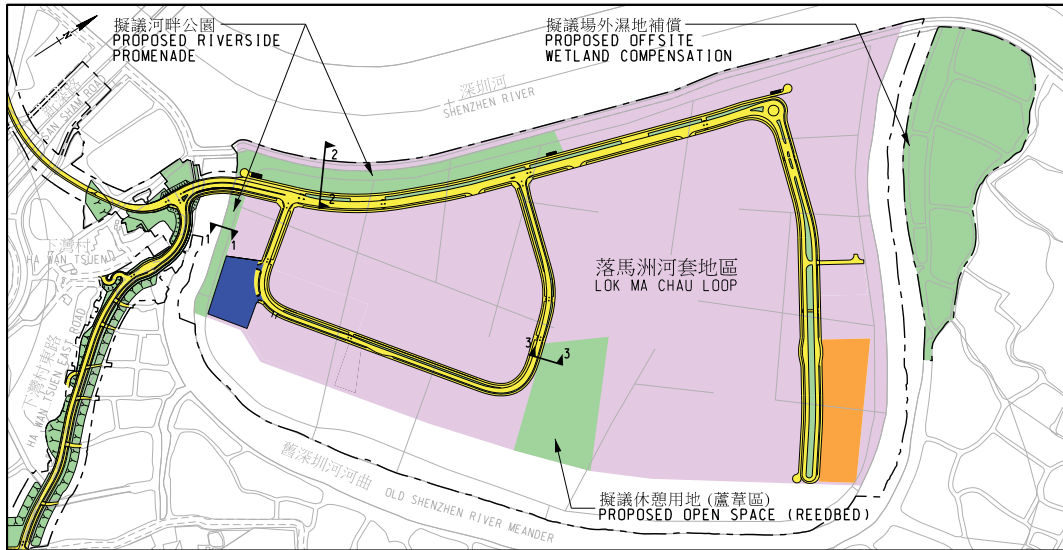
擬議單車徑暨行人天橋  
典型剖面圖  
PROPOSED CYCLE TRACK CUM FOOTBRIDGE  
TYPICAL SECTION



擬議連接道路至新田公路  
典型剖面圖  
PROPOSED SLIP ROAD TO SAN TIN HIGHWAY  
TYPICAL SECTION

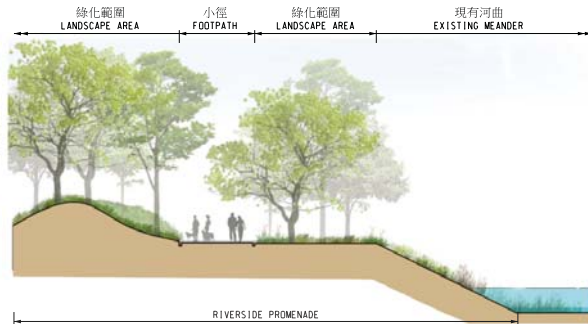
圖則名稱 drawing title

工務工程計劃項目第760CL-2號  
落馬洲河套地區發展 - 第一期主體工程 - 建造 - 擬議連接道路至粉嶺/新田公路及相關交界處/道路改善工程平面圖、剖面圖及構思圖  
PWP Item No. 760CL-2  
DEVELOPMENT OF LOK MA CHAU LOOP - MAIN WORKS PACKAGE 1 - CONSTRUCTION - LAYOUT PLAN, SECTIONS AND ARTISTIC IMPRESSION OF PROPOSED SLIP ROADS TO FANLING/SAN TIN HIGHWAY AND ASSOCIATED JUNCTION/ROAD IMPROVEMENT WORKS

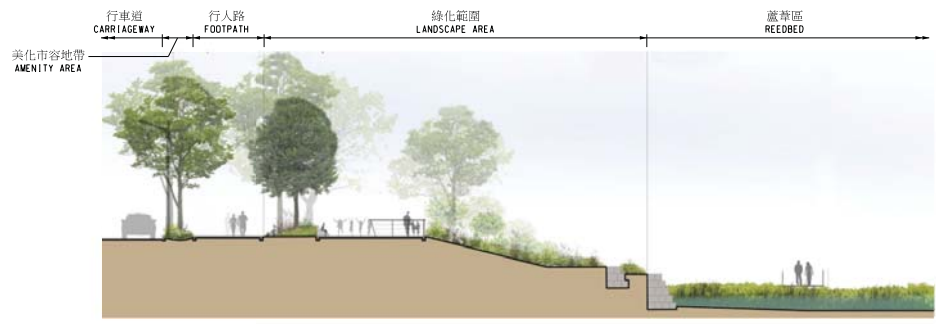


- 圖例: LEGEND:
- 擬議工程項目範圍  
PROPOSED WORKS BOUNDARY
  - 擬議道路工程(包括基礎設施及於適當位置設置噪音緩解設施)  
PROPOSED ROAD WORKS (INCLUDING INFRASTRUCTURE WORKS AND NOISE MITIGATION MEASURES AT APPROPRIATE LOCATIONS)
  - 擬議公共運輸交匯處  
PROPOSED PUBLIC TRANSPORT INTERCHANGE
  - 擬議土地處理及工地平整(包括基礎設施及相關工程)  
PROPOSED GROUND TREATMENT AND SITE FORMATION (INCLUDING INFRASTRUCTURE WORKS AND ASSOCIATED WORKS)
  - 擬議美化市容地帶、河畔公園、休憩用地(蘆葦區)、場外濕地補償和相關環境美化工程  
PROPOSED AMENITY AREAS, RIVERSIDE PROMENADE, OPEN SPACE (REEDBED), OFFSITE WETLAND COMPENSATION AND ASSOCIATED LANDSCAPING WORKS
  - 擬議污水處理設施  
PROPOSED SEWAGE TREATMENT WORKS

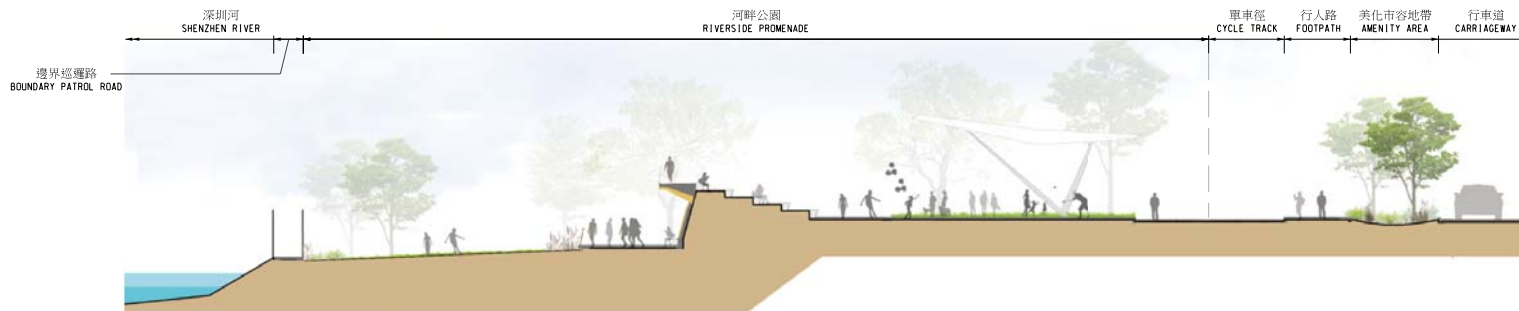
備註: REMARK:  
所有構思圖及剖面圖只作示意用途。  
ALL ARTISTIC IMPRESSION AND SEC TIONS ARE INDICATIVE ONLY.



擬議河畔公園 剖面圖1-1 PROPOSED RIVERSIDE PROMENADE SECTION 1-1



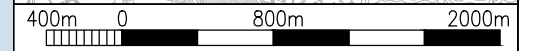
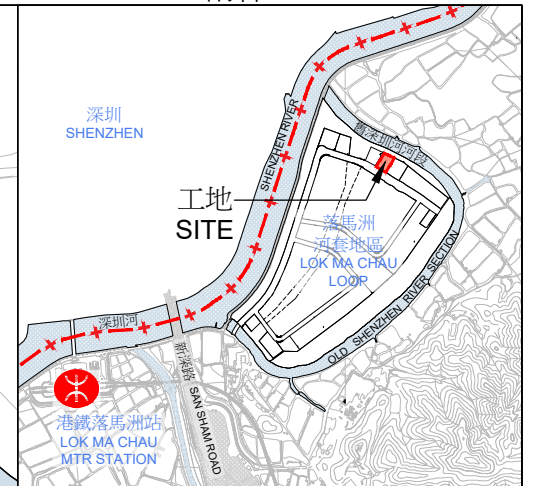
擬議休憩用地(蘆葦區)剖面圖3-3 PROPOSED OPEN SPACE (REEDBED) SECTION 3-3



擬議河畔公園 剖面圖2-2 PROPOSED RIVERSIDE PROMENADE SECTION 2-2

圖則名稱 drawing title

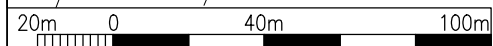
工務工程計劃項目第760CL-2號  
落馬洲河套地區發展 - 第一期主體工程 - 建造 - 擬議河畔公園及休憩用地(蘆葦區)剖面圖  
PWP Item No. 760CL-2  
DEVELOPMENT OF LOK MA CHAU LOOP - MAIN WORKS PACKAGE 1 - CONSTRUCTION - SECTIONS OF PROPOSED RIVERSIDE PROMENADE AND OPEN SPACE (REEDBED)



位置圖 LOCATION PLAN

圖例 LEGEND

- 香港特別行政區界線 BOUNDARY OF HKSAR
- 工地界線 SITE BOUNDARY
- 車輛出入口 VEHICULAR INGRESS / EGRESS
- 行人出入口 PEDESTRIAN ENTRANCE / EXIT
- 無障礙出入口 BARRIER-FREE ENTRANCE / EXIT



工地平面圖  
SITE PLAN

178BF  
落馬洲河套地區消防局暨救護站及其他消防設施  
FIRE STATION AND AMBULANCE DEPOT WITH DEPARTMENTAL ACCOMMODATIONS  
IN LOK MA CHAU LOOP

**Relevant Public Consultation and  
Statutory Procedures Gone through between 2017 and 2019**

We consulted the LegCo Panel on Commerce and Industry, Panel on Development and Panel on Information Technology and Broadcasting in 2017 on the development plan of the Park. We also consulted San Tin Rural Committee and the Town Planning and Development Committee of Yuen Long District Council on Advance Works of the Park and the STRC, YLDC, SSDRC and NDC on the Loop development in the draft Lok Ma Chau Loop Outline Zoning Plan in the same year. The LegCo Panel on Commerce and Industry was consulted in 2018, and support from the Public Works Subcommittee and the relevant funding approval from the FC were obtained for carrying out the Advance Works and the detailed design and site investigation for the site formation and associated infrastructure works of Main Works Package 1 (“MWP1”) of the Loop.

2. CEDD consulted the said two Rural Committees, the Town Planning and Development Committee of YLDC, and the District Minor Works and Environmental Improvement Committee of NDC in May 2019 for the proposed works of MWP1. Both of the said Committees of YLDC & NDC in principle supported the proposed works of MWP1. CEDD gazetted the proposed road works of MWP1 under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), and the sewerage system and sewage treatment works (“sewerage system”) under Cap. 370 as applied by the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) in June 2019. During the statutory objection period, while no objection to the sewerage system works was received by the Government, a total of 24 objections to the proposed road works were received, which were mainly related to the impact caused during the construction stage, the design of the proposed road works, as well as the compensation and rehousing of the people affected, and 20 of the objections remained unresolved. The proposed road works together with the unresolved objections were submitted to the Chief Executive in Council (“CE-in-Council”) for consideration. The CE-in-Council authorised the revised road works project in June 2020, and the notices of authorisation on the proposed road works and the sewerage system works concerned were gazetted in July 2020.

**Background Information**

In April 2009, FC approved the upgrading of **7735CL** “Planning and engineering study and site investigation on development of Lok Ma Chau Loop: consultants’ fees and site investigation” to Category A at an approved project estimate of \$33.7 million in MOD prices for engaging consultants to undertake the planning and engineering study. The study was completed in 2014.

2. The Government upgraded **7748CL** and **7760CL** to Category B in September 2010 and September 2012 respectively. In May 2018, FC approved the upgrading of **7748CL** “Development of Lok Ma Chau Loop – land decontamination and advance engineering works” to Category A at an approved project estimate of \$517.6 million in MOD prices for commencing the Advance Works. At the same time, FC also approved the upgrading of part of **7760CL** to Category A as **7823CL** “Development of Lok Ma Chau Loop – Main Works Package 1 – detailed design and site investigation” at an approved project estimate of \$268.3 million in MOD prices for engaging consultants to undertake detailed design and site investigation works. In September 2018, the Government engaged a consultant to undertake the detailed design and site investigation works for MWP1. The relevant detailed design has been substantially completed.

**Traffic, Environmental and Heritage Implications  
and Land Acquisition arising from Proposed Works**

**TRAFFIC IMPLICATIONS**

Based on the Traffic and Transport Impact Assessment Review conducted under the consultancy of MWP1, the traffic and transport impact due to construction and operation of Phase 1 development of the Park would be acceptable. Regarding the transportation support for the Park, CEDD proposes a number of road improvement works outside the Loop as mentioned in paragraph 11 of this paper, and plans to construct a DRL connecting the western part of the Loop and MTR Lok Ma Chau Station in order to encourage Loop users and visitors to take the railway. After the commission of DRL, HSITPL anticipates that it would provide environmentally friendly shuttle bus service to pick up passengers to and from the Park. In addition, CEDD proposes widening of Ha Wan Tsuen East Road and Lok Ma Chau Road connecting the Park and San Tin Highway/Castle Peak Road in order to increase the road capacity to cope with the development need. HSITPL would provide basement carpark within the Batch 1 development area for the tenants and visitors of the Park to cope with the future traffic and parking need of the Park.

2. Temporary traffic arrangements (“TTAs”) will be implemented by CEDD during construction to suit the implementation of the proposed works. Traffic Management Liaison Group comprising representatives of CEDD, the Transport Department, the Hong Kong Police Force and other stakeholders will be established to scrutinise and review the TTAs proposed by the contractors with a view to minimising traffic impact arising from the proposed works. In addition, a telephone hotline will be set up by the contractor to respond to public enquiries and complaints.

**ENVIRONMENTAL IMPLICATIONS**

3. The development of the Loop is a Designated Project (DP) under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). In October 2013, the EIA report for this designated project was approved by the Director of Environmental Protection pursuant to the EIA Ordinance. The Environmental Permit (EP) for construction and operation of the Loop development was granted in November 2013.

4. According to the approved EIA report, a series of mitigation measures shall be implemented to reduce the ecological and environmental impact during

the construction and operation stages of the Loop development. Key mitigation measures to be implemented are to establish an Ecological Area (EA) of about 12.8 ha, provide a tertiary sewage treatment works for the Loop development and noise barriers at the designated locations along the WCR and DRL, implement offsite wetland and woodland compensations for the wetland and woodland losses due to the works at WCR and DRL, and incorporate the visual mitigation measures including landscape works and aesthetic design at the major highway structures, sewage treatment works and open space areas. We have included the cost of implementing the environmental mitigation measures as well as the EM&A programme in the project estimate.

5. For short-term environmental impacts caused by the proposed works during construction, we will incorporate the recommended mitigation measures and EM&A programme into the relevant works contracts to control the environmental impacts arising from the construction works to comply with established standards and guidelines. These measures include erection of temporary noise barriers, use of quiet powered mechanical equipment, construction of a site drainage system and conducting dust suppression spraying, etc. We have included the cost of these measures in the project estimate.

6. In addition, HSITPL will ensure building height not exceeding the requirements of the EIA report, closely monitor the impact to the surrounding environments during the construction stage of Batch 1 development and implement appropriate mitigation measures during construction so as to minimise the environmental impact due to construction works.

## **HERITAGE IMPLICATIONS**

7. The proposed works will 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.

## **LAND ACQUISITION**

8. We have reviewed the design of the MWP1 to minimise the extent of land acquisition. The Government will resume about 1.9 ha of private land and clear about 135.9 ha of government land for the proposed works. The land resumption and clearance will affect about 130 temporary structures including about 20 domestic structures, as well as about three domestic households and about 17 business undertakings. The estimated cost of land resumption and clearance is about \$343.9 million and will be charged to Head 701 – Land Acquisition.



760CL - 落馬洲河套地區發展 – 第一期主體工程  
7 棵受影響珍貴樹木的詳情

760CL - Development of Lok Ma Chau Loop – Main Works Package 1  
Details of 7 Important Trees Affected

樹木編號 Tree No. <sup>(1)</sup>	品種 Species		量度 Measurements			觀賞價值 <sup>(3)</sup> Amenity value	形態 Form	健康狀況 Health condition	結構狀況 Structural condition	移植合適度 <sup>(4)</sup> Suitability for transplanting		保育狀況 <sup>(5)</sup> Conservation status	建議處置方法 (保留/移植/移除) Recommendation (Retain/ Transplant/ Fell)	提供專業意見的 部門 Department to provide expert advice
	學名 Scientific name	中文名 Chinese Common Name	高度 (米) Height (m)	胸徑 <sup>(2)</sup> (毫米) DBH (mm)	樹冠闊 度 (米) Crown spread (m)	(高/中/ 低) (High/ Medium/ Low)	(良好/一般/差劣) (Good/ Fair/ Poor)			(高/中/ 低) (High/ Medium/ Low)	備註 Remarks			
T19 <sup>(6)</sup>	<i>Celtis sinensis</i>	朴樹	8	1050	7	低 Low	差劣 Poor	差劣 Poor	差劣 Poor	低 Low	樹木位置與擬議的施工地點有衝突。由於樹木體積大，健康狀況差劣，預計移植後形態難以復原，存活率低，因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is large. The health condition is poor and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	康樂及文化事務署 Leisure and Cultural Services Department
T58 <sup>(6)</sup>	<i>Ficus microcarpa</i>	榕樹(細葉榕)	16	2000	26	中 Medium	差劣 Poor	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹木體積非常大，健康狀況差劣，預計移植後形態難以復原，存活率低，因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The health condition is poor and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	康樂及文化事務署 Leisure and Cultural Services Department
T3050	<i>Ficus microcarpa</i>	榕樹(細葉榕)	18	1150	16	中 Medium	一般 Fair	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹木體積非常大，樹木生長在斜坡上，健康狀況一般，預計移植後形態難以復原，存活率低，因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The tree grows on slope. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	漁農自然護理署 Agriculture, Fisheries and Conservation Department

樹木編號 Tree No. <sup>(1)</sup>	品種 Species		量度 Measurements			觀賞價值 <sup>(3)</sup> Amenity value	形態 Form	健康狀況 Health condition	結構狀況 Structural condition	移植合適度 <sup>(4)</sup> Suitability for transplanting		保育狀況 <sup>(5)</sup> Conservation status	建議處置方法 (保留/移植/移除) Recommendation (Retain/ Transplant/ Fell)	提供專業意見的 部門 Department to provide expert advice
	學名 Scientific name	中文名 Chinese Common Name	高度 (米) Height (m)	胸徑 <sup>(2)</sup> (毫米) DBH (mm)	樹冠闊 度 (米) Crown spread (m)	(高/中/ 低) (High/ Medium/ Low)	(良好/一般/差劣) (Good/ Fair/ Poor)			(高/中/ 低) (High/ Medium/ Low)	備註 Remarks			
T3055	<i>Aquilaria sinensis</i>	土沉香(牙香樹)	9	135	3	中 Medium	差劣 Poor	一般 Fair	差劣 Poor	低 Low	樹木位置與擬議的施工地點有衝突。健康狀況一般，形態和結構狀況差劣；不過因該品種保育價值高，因此建議移植。 Tree location is in conflict with the proposed works. The health condition is fair and the form and structural condition are poor. This species, however, is of high conservation value and is recommended to be transplanted.	此品種受《保護瀕危動植物物種條例》(第586章)保護 This species is protected under Cap 586 Protection of Endangered Species of Animals and Plants Ordinance	移植 Transplant	漁農自然護理署 Agriculture, Fisheries and Conservation Department
T3167 <sup>(6)</sup>	<i>Melaleuca cajuputi subsp. cumingiana</i>	白千層	22	1425	9	中 Medium	一般 Fair	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹木體積非常大，健康狀況一般，預計移植後形態難以復原，存活率低，因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	康樂及文化事務署 Leisure and Cultural Services Department
T5085	<i>Ficus virens (syn. Ficus virens var. subanceolata)</i>	大葉榕(黃葛樹)	15	1050	19	低 Low	差劣 Poor	一般 Fair	差劣 Poor	低 Low	樹木位置與擬議的施工地點有衝突。樹木體積非常大。樹木生長在斜坡上，健康狀況一般，預計移植後形態難以復原，存活率低。此外，樹木形態傾斜，結構不穩定。因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The tree grows on slope. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. Moreover, the tree is structurally unstable due to its leaning form. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	路政署 Highways Department
T5114	<i>Ficus microcarpa</i>	榕樹(細葉榕)	16	1075	14	低 Low	差劣 Poor	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹木體積非常大。樹木生長在斜坡上，健康狀況一般，預計移植後形態難以復原，存活率低，因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The tree grows on slope. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	路政署 Highways Department

樹木編號 Tree No. <sup>(1)</sup>	品種 Species		量度 Measurements			觀賞價值 <sup>(3)</sup> Amenity value	形態 Form	健康狀況 Health condition	結構狀況 Structural condition	移植合適度 <sup>(4)</sup> Suitability for transplanting		保育狀況 <sup>(5)</sup> Conservation status	建議處置方法 (保留/移植/移 除) Recommendation (Retain/ Transplant/ Fell)	提供專業意見的 部門 Department to provide expert advice
	學名 Scientific name	中文名 Chinese Common Name	高度 (米) Height (m)	胸徑 <sup>(2)</sup> (毫米) DBH (mm)	樹冠闊 度 (米) Crown spread (m)	(高/中/ 低) (High/ Medium/ Low)	(良好/一般/差劣) (Good/ Fair/ Poor)	(高/中/ 低) (High/ Medium/ Low)	備註 Remarks					

註：

- (1) 以上受影響珍貴樹木並非《古樹名木冊》內的樹木。
- (2) 樹木胸徑是指測量人員從離地1.3米高度位置量度的樹木直徑。
- (3) 評估樹木的觀賞價值是基於它的其遮蔭、避風雨、屏障、減低污染及消減噪音功能方面的效用，以及「風水」方面的重要性；分級如下—  
良好：屬重要樹木，應予保留，並相應調整設計佈局。  
一般：屬適宜保留的樹木，用以締造優美環境，包括稍遜於「良好」級別的健康樹木。  
差劣：屬枯死、垂死或有潛在危險的樹木，應予移除。
- (4) 評估已顧及個別樹木在調查期間的狀況(包括健康、結構、樹齡和根部的狀況)、樹木生長環境(包括地形和易達程度)，以及樹木品種的內在特性(移植後的存活率)。
- (5) 樹木編號T3055土沉香，該品種載於漁農自然護理署出版《香港稀有及珍貴植物》之內，屬貴重或稀有品種的樹木，並受《保護瀕危動植物物種條例》(第586章)保護。
- (6) 於環境影響評估報告識別為值得關注的樹木

Remarks:

- (1) The important trees affected are not listed on Register of Old and Valuable Trees.
- (2) DBH of a tree refers to its Diameter at Breast Height (i.e. measurement at 1.3 m above ground level).
- (3) Amenity value of the tree is assessed by its functional values for shade, shelter, screening, reduction of pollution and noise and also its "fung shui" significance, and classified into the following categories –  
Good: important trees which should be retained by adjusting the design layout accordingly.  
Fair: trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than "Good" trees.  
Poor: trees that are dead, dying or potentially hazardous and should be removed.
- (4) Assessment has taken into account conditions of individual trees at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility), and intrinsic characteristics of tree species (survival rate after transplanting).
- (5) Tree No. T3055 is *Aquilaria sinensis*, which is one of the precious or rare tree species. It is listed in Agriculture, Fisheries and Conservation Department's publication "Rare and Precious Plants of Hong Kong", and is protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap.586).
- (6) Identified as significant tree in the Environmental Impact Assessment Report