

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 711 – HOUSING

Transport – Interchanges/bus termini

89TI – Public Transport Interchange near Tan Kwai Tsuen, Yuen Long

Members are invited to recommend to the Finance Committee the upgrading of **89TI** to Category A at an estimated cost of \$349.2 million in money-of-the-day (MOD) prices for the construction of a public transport interchange (PTI) near Tan Kwai Tsuen, Yuen Long.

PROBLEM

We need to construct a PTI near Tan Kwai Tsuen, Yuen Long for the public housing development (PHD) near Tan Kwai Tsuen, Yuen Long, and meet the demand for public transport services from the additional population in the vicinity.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Housing, proposes to upgrade **89TI** to Category A at an estimated cost of \$349.2 million in MOD prices for the construction of a PTI near Tan Kwai Tsuen, Yuen Long.

PROJECT SCOPE AND NATURE

3. The proposed scope of works comprises –

- (a) construction of a PTI of about 12 300 square metres (m²) providing transport facilities for the operation of franchised buses, green minibuses and taxis, including –
 - (i) six pick-up/drop-off bays for franchised buses;
 - (ii) ten parking bays for franchised buses parking or charging¹;
 - (iii) one parking bay for three green minibuses pick-up/drop-off or charging¹; and
 - (iv) one parking bay for eight taxis pick-up/drop-off or charging¹;
- (b) construction of two regulators' offices and a toilet for franchised bus operators; and
- (c) associated works including works for road, drainage and sewerage systems, lighting facilities, fire services system, ventilation system, electrical and mechanical systems; electric vehicle charging-enabling facilities for electric franchised buses, green minibuses and taxis; and environmental energy conservation measures, etc.

4. The site plan, location plan and artist's impression drawings of the proposed works are at Enclosure 1.

5. For better coordination in the design and construction of the proposed project and the PHD, we will entrust the Hong Kong Housing Authority (HKHA) with the design and construction of the proposed PTI, to be implemented together with the PHD. We plan to commence the proposed works upon obtaining approval from the Finance Committee (FC). According to the HKHA's current programme, to tie in with the completion of the first and second phases of PHD near Tan Kwai Tsuen, Yuen Long, the construction period of the proposed works is around four years. In order to enable commencement of the proposed works as early as possible, we have invited tenders in parallel. The returned tender prices have been reflected in the estimated cost of the proposed project. We will award the works contract only after FC has approved the funding.

/ **JUSTIFICATION.....**

¹ In accordance with the Guideline "Requirements of Charging-enabling Infrastructure for Electric Franchised Buses, Electric Public Light Buses and Electric Taxis in New Public Transport Interchanges and Bus Termini" updated by the Environmental Protection Department (EPD) in August 2023.

JUSTIFICATION

6. We anticipate that there will be an additional population of about 18 000 due to the PHD near Tan Kwai Tsuen, Yuen Long. To meet the demand of public transport services from the above-mentioned additional population and the nearby residents, and in accordance with the Explanatory Statement of the approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14, we propose to construct a PTI within the PHD near Tan Kwai Tsuen, Yuen Long. The key development parameters of the PHD near Tan Kwai Tsuen, Yuen Long are at Enclosure 2. According to the planning of the housing development near Tan Kwai Tsuen, Yuen Long, anticipated population growth and progress of intake of the housing development, the Transport Department will plan public transport services, such as transport services to and from the nearby MTR stations and other districts in a timely manner to meet the commuting needs of citizens in the district.

7. The proposed PTI is located at ground level of the podium of the third phase of the PHD near Tan Kwai Tsuen, Yuen Long, facilitating the use of the PTI by the citizens in the vicinity.

8. Upon completion by HKHA, the PTI will be managed and maintained by the relevant government departments.

FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the proposed project to be \$349.2 million in MOD prices, broken down as follows –

	\$ million (in MOD prices)
(a) Foundation	13.8
(b) Building	143.8
(i) Superstructure	99.2
(ii) Roadworks	13.0
(iii) Other associated non-structural works ²	31.6

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² Other associated non-structural works comprise the construction of the regulators' offices and a toilet for franchised bus operators, plant rooms, the building maintenance unit for the PTI, installation of acoustic louvers and acoustic finishes, etc.

	\$ million (in MOD prices)
(c) Building services ³	101.8
(d) Drainage	22.8
(e) On-cost payable to HKHA ⁴	35.3
(i) Design ⁵	13.5
(ii) Contract administration ⁶	13.5
(iii) Administrative overheads ⁷	8.3
(f) Contingencies	31.7
Total	349.2

10. The construction floor area (CFA) of the proposed project is about 12 300 m². The estimated construction unit cost, represented by the building and building services costs⁸, is about \$16,898 per m² of CFA in September 2025 prices. We have made reference to government projects of similar type, for example, **92TI** – “Public Transport Interchange at Tung Chung Area 133B” and **90TI** – “Public Transport Interchange at Sheung Shui Areas 4 and 30 Site 1 (Phase 2)” for which the construction unit costs in September 2025 prices are about \$17,221 per m² and \$17,206 per m² respectively, they are similar to the construction unit cost of the proposed project. In view of the above, we consider the construction unit cost of the proposed project reasonable.

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³ Building services works includes the installation of lighting facilities, fire services system, ventilation system, other electrical and mechanical systems, energy conservation features (e.g. daylight sensors), etc.

⁴ The on-cost payable to the HKHA is 12.5% of the estimated construction cost of the PTI (including paragraphs 9(a) to 9(d)).

⁵ Including the costs for preliminary and detailed designs of the proposed project.

⁶ Including the contract administration fees and costs of site supervisory staff during the construction stage of the proposed project.

⁷ Including the internal staff salaries and other expenses required by the HKHA for managing the proposed project.

⁸ The building cost and building services cost of **89TI** are \$121.76 million and \$86.09 million in September 2025 prices respectively. Please refer to paragraph 9 for the breakdown in MOD prices.

11. We adopt the principles of “fitness for purpose and no frills” to enhance the design of the proposed PTI, including exploring various design plans such as increasing the ventilation area of the peripheral walls of the PTI and adopting energy-saving and high-efficient mechanical ventilation system⁹ in order to save energy. These designs enhance cost-effectiveness of the project.

12. Subject to funding approval, we plan to phase the expenditure as follows –

Year	\$ million (in MOD prices)
2026 – 27	6.4
2027 – 28	13.9
2028 – 29	38.8
2029 – 30	71.0
2030 – 31	167.6
2031 – 32	27.7
2032 – 33	14.0
2033 – 34	9.8
	349.2

13. We have derived the MOD estimates on the basis of the Government’s latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2026 to 2034. HKHA will award the contract on a lump-sum basis as the scope of works can be clearly defined in advance. The contract will provide clauses for price adjustment.

14. We estimate the annual recurrent expenditure arising from the proposed project to be at about \$16.55 million, including operation expenditure of about \$6.842 million and maintenance expenditure of about \$9.708 million.

/PUBLIC

⁹ Design of the mechanical ventilation system in accordance with the air quality standards set out in EPD’s Practice Note (ProPECC PN 1/22) can provide additional and stable ventilation, so as to reduce the air pollutant concentrations levels complying with the standards stated in EPD’s Practice Note.

PUBLIC CONSULTATION

15. The Civil Engineering and Development Department (CEDD) and the Housing Department reported to Yuen Long District Council and Ping Shan Heung Rural Committee (PSHRC) in writing on 1 April 2022 on the progress of the public road works and sewerage works in the district and the associated PHD (including the proposed PTI), and explained the long-term effect and benefits of the proposed road improvements works on the road network in the district. PSHRC expressed concern about the traffic issues arising from the proposed works. We will continue to maintain communication with the relevant stakeholders.

16. We briefed Members of the Legislative Council Panel on Housing on 30 March 2026 on the proposal to upgrade **89TI** to Category A. The Panel supported the submission of the funding proposal for the proposed project to the Public Works Subcommittee for consideration.

ENVIRONMENTAL IMPLICATIONS

17. The proposed project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). HKHA has carried out a Environmental Assessment Study (EAS) for the proposed project. The EAS concluded and the Director of Environmental Protection agreed that with the implementation of mitigation measures, the proposed project would not cause any adverse environmental impacts in the long run. We have included costs in the project estimate for implementation of the appropriate environmental mitigation measures.

18. HKHA has stipulated conditions in the contract to require the contractor to implement appropriate mitigation measures and contain the environmental impacts during the construction period, in order to ensure compliance with the established contractual requirements as well as statutory standards and guidelines. These measures include use of low-noise construction equipment, silencers, mufflers, erection of acoustic panels or shields for noisy construction activities to mitigate construction noise; frequent cleaning and watering of the work sites and the provision of hoarding and wheel-washing facilities to minimise spread of dust; and proper treatment of site run-off.

19. At the planning and design stages, HKHA has considered different design options so as to reduce generation of construction waste where possible (e.g. using metal site hoarding and signboards so that these materials can be recycled or reused in other projects). In addition, HKHA will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) on site or in other suitable construction sites as far as possible, in order to minimise

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the disposal of inert construction waste to public fill reception facilities (PFRFs)¹⁰. HKHA will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce generation of construction waste.

20. At the construction stage, HKHA will require the contractor to submit a plan setting out the waste management measures for approval by the Government. The plan is required to include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. HKHA will ensure that the day-to-day operations on site comply with the approved plan. HKHA will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. HKHA will control the disposal of inert construction waste and non-inert construction waste at PFRF and landfills respectively through a trip-ticket system.

21. HKHA estimates that the proposed project will generate in total about 14 583 tonnes of construction waste. Of these, HKHA will reuse about 1 783 tonnes (12.2%) of inert construction waste on site and deliver about 11 285 tonnes (77.4%) of inert construction waste to PFRF for subsequent reuse. HKHA will deliver the remaining about 1 515 tonnes (10.4%) of non-inert construction waste at landfills for disposal. The total cost for disposal of construction waste at PFRF and landfill sites is estimated at about \$1.1 million for the proposed project (based on a unit charge rate of \$71 per tonne for disposal at PFRF and \$200 per tonne for disposal at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

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

TRAFFIC IMPLICATIONS

23. CEDD has conducted the traffic impact assessment for the PHD near Tan Kwai Tsuen, Yuen Long. According to the findings of the assessment, after the completion of the planned road improvement works in the district, the road

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¹⁰ PFRF are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at PFRF requires a license issued by the Director of Civil Engineering and Development.

network in the district can accommodate the traffic and transportation needs arising from the PHD near Tan Kwai Tsuen, Yuen Long (including the proposed PTI).

24. During the construction period of the proposed works, HKHA will implement temporary traffic arrangements and take appropriate control measures on construction vehicles to minimise the traffic impacts of the proposed works on nearby roads.

LAND ACQUISITION

25. The proposed project does not require any land acquisition.

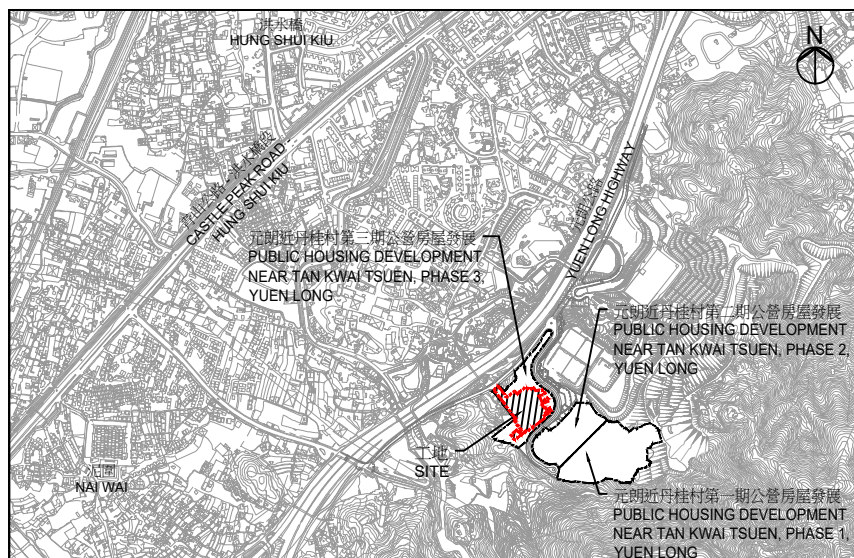
BACKGROUND INFORMATION

26. The detailed design of the proposed project has been completed.

27. The proposed project will not involve any tree removal.

28. We estimate that **89TI** will create about 55 jobs (50 for labourers and another 5 for professional or technical staff) providing a total employment of about 1 500 man-months.

Housing Bureau
May 2026

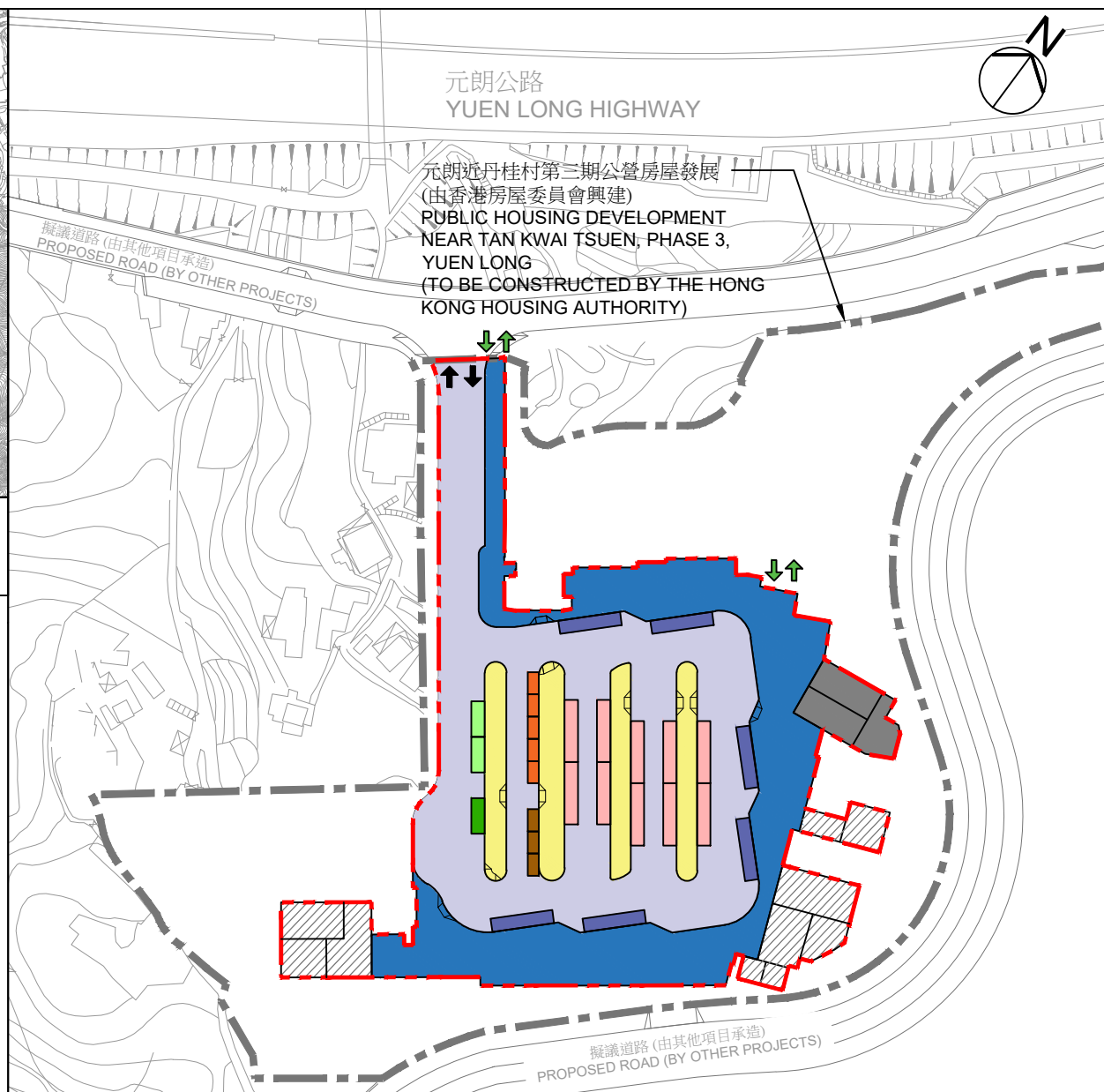


位置圖 LOCATION PLAN

比例 SCALE: 1:20000 (A4)

圖例 LEGEND

- | | | | |
|--|--|--|---|
| | 擬議公共運輸交匯處界線
PROPOSED PUBLIC TRANSPORT
INTERCHANGE BOUNDARY | | 下斜路緣
DROPPED KERB |
| | 公營房屋發展項目界線
PUBLIC HOUSING DEVELOPMENT
BOUNDARY | | 停車處供專營巴士上落客
FRANCHISED BUS BAYS FOR
PICK-UP / DROP-OFF |
| | 擬議行車道
PROPOSED CARRIAGEWAY | | 停車處供專營巴士停泊或充電
FRANCHISED BUS BAYS FOR PARKING
/ CHARGING |
| | 擬議行人道及候車處
PROPOSED FOOTPATH AND
WAITING AREA | | 停車處供專線小巴上落客或充電
GREEN MINIBUS BAYS FOR PICK-UP /
DROP-OFF / CHARGING |
| | 擬議交通島
PROPOSED TRAFFIC ISLAND | | 停車處供專線小巴充電
GREEN MINIBUS BAYS FOR CHARGING |
| | 擬議機房
PROPOSED PLANT ROOM | | 停車處供的士上落客
TAXI BAYS FOR PICK-UP / DROP-OFF |
| | 擬議專營巴士營商的辦公室及洗手間
PROPOSED REGULATORS' OFFICES
AND TOILETS OF THE FRANCHISED
BUS OPERATORS | | 停車處供的士充電
TAXI BAYS FOR CHARGING |
| | 車輛出入口
VEHICULAR INGRESS / EGRESS | | 行人出入口
PEDESTRIAN ENTRANCE / EXIT |

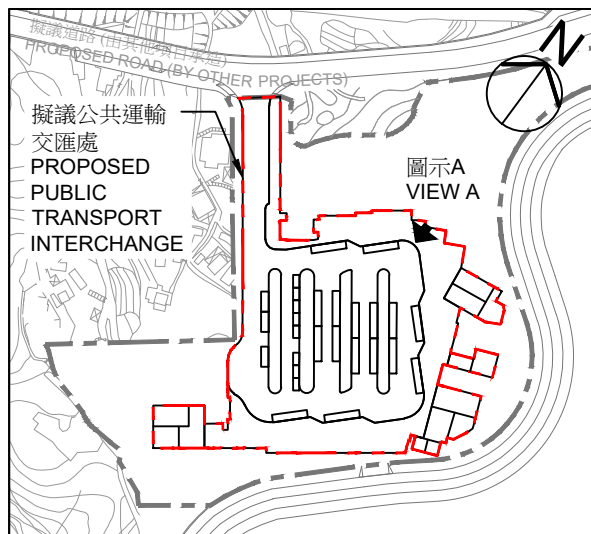


工程計劃項目第89TI號
元朗近丹桂村的公共運輸交匯處
PWP ITEM NO. 89TI

PUBLIC TRANSPORT INTERCHANGE NEAR TAN KWAI TSUEN, YUEN LONG

工地平面圖
SITE PLAN

比例 SCALE 1:1500 (A4)



位置圖 LOCATION PLAN

比例 SCALE: 1:3000 (A4)

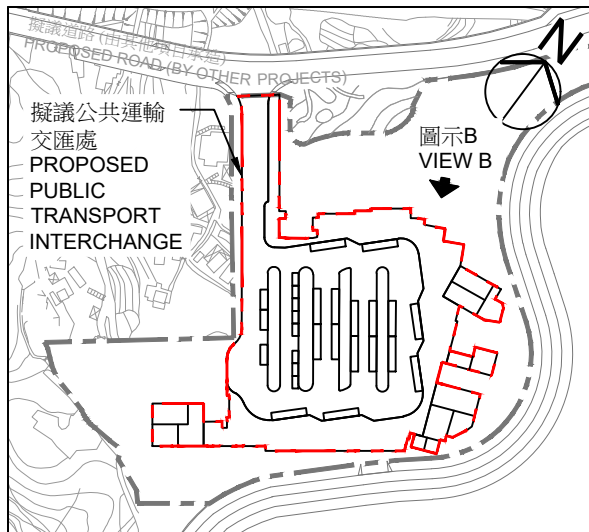


圖示A VIEW A

工程計劃項目第89TI號
元朗近丹桂村的公共運輸交匯處
PWP ITEM NO. 89TI

PUBLIC TRANSPORT INTERCHANGE NEAR TAN KWAI TSUEN, YUEN LONG

構思圖
ARTIST'S IMPRESSION
DRAWING



位置圖 LOCATION PLAN

比例 SCALE: 1:3000 (A4)



圖示B VIEW B

工程計劃項目第89TI號
元朗近丹桂村的公共運輸交匯處
PWP ITEM NO. 89TI

PUBLIC TRANSPORT INTERCHANGE NEAR TAN KWAI TSUEN, YUEN LONG

構思圖
ARTIST'S IMPRESSION
DRAWING

**Key development parameters of the public housing development at
near Tan Kwai Tsuen, Yuen Long**

Site area	About 5 hectares
Permitted plot ratio	7.2
Building height restriction	240 metres above Principal Datum
No. of domestic blocks	8 blocks
No. of flats	about 7 380
Projected population	about 18 000
Completion date	By phases from 2030/2031
Non-domestic facilities	Public transport interchange, ancillary parking spaces, landscaped open spaces, kindergarten, recreational facilities, social welfare facilities ^(Note) , retail facilities, etc.

Note: In accordance with the requirements of the Social Welfare Department, the provided facilities include a hostel for severely physically handicapped persons, a hostel for severely mentally handicapped persons, a hostel for moderately mentally handicapped persons, an integrated vocational rehabilitation services centre, a day activity centre, a residential care home for the elderly and a neighbourhood elderly centre.