

Urgent Return receipt Expand Group Restricted Prevent Copy

Representation Number:

TPB/R/S/HSK/3-R1

tpbpd/PLAND

Submission Number:

TPB/R/S/HSK/3-S1

寄件者: Wing Ho Allan Wong
寄件日期: 2026年03月20日星期五 10:39
收件者: tpbpd/PLAND
主旨: Re: 洪水橋及廈村分區計劃大綱圖編號 S/HSK/2 的修訂
類別: csmng, Internet Email

謝謝通知，支持。

元朗區議員 黃穎灝

辦事處地址:

在 2026 年 3 月 20 日週五 10:28，tpbpd/PLAND <tpbpd@pland.gov.hk> 寫道：

黃穎灝議員

黃議員：

洪水橋及廈村分區計劃大綱圖編號 S/HSK/2 的修訂

請參閱隨函夾附由城市規劃委員會(下稱「城規會」)發出的通知。一如通知所述，城規會現邀請公眾就標題所述分區計劃大綱核准圖的修訂作出申述，你可於通知內載列的地點及 https://www.tpb.gov.hk/tc/plan_making/S_HSK_3.html 查閱該份圖則。

如欲提交申述，可填寫 https://www.tpb.gov.hk/tc/forms/Forms/S6x1x_new.pdf 的表格。請注意，你須在提交的申述中提供全名(與香港身份證／護照所示名稱相同)及香港身份證／護照號碼的首四個字母數字字符，並於二零二六年五月二十日或之前以書面方式直接向城規會提出。根據《城市規劃條例》，任何在法定期限屆滿後提出的申述將不獲接納。

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城市規劃委員會秘書

(梁靜思代行)

二零二六年三月二十日

就圖則作出申述
Representation Relating to Plan

Representation Number:
TPB/R/S/HSK/3-R2

參考編號
Reference Number: 260417-190744-32119

Submission Number:
TPB/R/S/HSK/3-S2

提交限期
Deadline for submission: 20/05/2026

提交日期及時間
Date and time of submission: 17/04/2026 19:07:44

「申述人」全名
Full Name of "Representer": 先生 Mr. Lo Chun Ho

「獲授權代理人」全名
Full Name of "Authorized Agent":

與申述相關的圖則
Plan to which the representation relates: S/HSK/3

申述詳情
Details of the Representation:

有關事項 Subject Matters	你支持還是反對有關事項? Are you supporting or opposing the subject matter?	理由 Reason
Amendment Item E Rezoning of a site from "CDA" to "R(A)7" with stipulation of a maximum BH of 110mPD	反對 Oppose	The site is near MTR TML TSW Station and also near a proposed interchange station of the Smart and Green Mass Transit System (SGMTS). The region the site located shall be a District Commercial Node. Limitation from a maximum BH that is lower than nearby sites will make negative affect to the site future re-development. The maximum BH restriction of this site is suggested to be align with the sites nearby, set as 160mPD, and not set as 110mPD.

對圖則是否有任何擬議修訂? 如有的話, 請註明詳情。

Any proposed amendments to the plan? If yes, please specify the details.

Amendment Item E

The site is near MTR TML TSW Station and also near a proposed interchange station of the Smart and Green Mass Transit System (SGMTS). The region the site located shall be a District Commercial Node. Limitation from a maximum BH that is lower than nearby sites will make

negative affect to the site future re-development. The maximum BH restriction of this site is suggested to be align with the sites nearby, proposed to set as 160mPD.

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Representation Number:
TPB/R/S/HSK/3-R3

tpbpd/PLAND

Submission Number:
TPB/R/S/HSK/3-S4

寄件者: [REDACTED]
寄件日期: 2026年05月20日星期三 23:18
收件者: tpbpd/PLAND
主旨: AMENDMENTS TO HUNG SHUI KIU AND HA TSUEN OZP NO. S/HSK/2
類別: Internet Email

AMENDMENTS TO HUNG SHUI KIU AND HA TSUEN OZP NO. S/HSK/2

Dear TPB Members,

Once again many of the supporting documents have been bundled together into a 990+ page file. Crashed on home computer. No directory provided but tried to print out HKPSG data that is always on the last pages at office but would not connect.

CONSEQUENTLY, MEMBERS OF THE PUBLIC HAVE ONLY THE SPARSE DETAILS PROVIDED IN THE 20 PAGE PAPER AND SOME SKETCHY PLANS AND CONFUSING IMAGES. CERTAINLY NOT A GENUINE PUBLIC CONSULTATION. I HAD TO REQUEST THAT THE HKPSG DATA BE FORWARDED SEPARATELY.

Item A – about 24.8 ha. Rezoning of the area from “Other Specified Uses” annotated “Port Back-up, Storage and Workshop Uses” to “OU” annotated “Industry Park” with stipulation of BHR 110mPD.

HSK Industry Park

Various suitable industries of different stages in the production chain including research and development, manufacturing and logistics management. Supporting facilities (including testing and certification, convention or exhibition facilities, talent accommodation, training venues, food and beverage facilities.

This development is being bulldozed through and any objections will be brushed aside so trying to get one’s head around the details without access to the supporting documents is a waste of time.

NO WAY TO ASSESS WHAT IMPACT THE VERY LONG 110 WALL EFFECT WILL HAVE ON VIEWS OF THE GREEN BACKGROUND AND THE DRAINAGE ISSUE ASSOCIATED WITH EXCAVATING AND FILLING IN A CONSIDERABLE AMOUNT OF SLOPES. THE ORIGINAL PORT BACKUP ZONING WOULD BE PREDOMINANTELY LOW RISE.

Item B1 – total area of about 3.38 ha. Rezoning of three sites in Planning Area 4B from “Res (Group B)3” to “Res (Group A)6” (“R(A)6”) with stipulation of BHR.

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3 sites higher density residential use to enhance the financial viability and provide better funding support for the SGMTS. 14 Blocks – 3,070 Units / 2 Blocks Retail / PR 5.2 (1.26) / 120Mpd (6 storeys) / 8,289sq.m Local OS / ??? Parking

The reference to stepped height is ludicrous. Casa de Oro 6 floors Parkview Garden 3 floors will effectively be walled in with both ventilation and penetration of sunlight limited to a few hours every day.

FROM 6 FLOORS TO 120MPD IS ONE ALMIGHTY STEP. OTHERS WOULD CALL IT WALL EFFECT.

Item B2 – total area of 0.88 ha. Rezoning the existing roads with proposed road and footpath widening in Planning Area 4B from “R(B)3” to area shown as ‘Road’.

Item C – total area of 0.83 ha. Rezoning of the southern site of Planning Area 34E from “G/IC) to “G/IC (1)” with BHR. 8 storeys to 160mPD

Another example of musical chairs whereby the proposed lay out of the area has been manipulated to maximize land revenue instead of prioritizing land use for community benefit.

Divisional Fire Station and Ambulance Depot cum Staff Quarters

Site area: About 8,266m

Zoning: "GIC"

Applied use: 1 Tower on 6/F Podium / 480 Units / 160mPD / OS 1,468mPD / 68 Vehicle Parking / 11 large parking / Fire Drill Tower

Very little data provided, just a sketchy outline.

Units average size 700sq.m, much larger than the homes average middle class can afford.

Originally reserved for a sports centre, a community hall and a library. Relocated to Site 6A ‘government reserve’ to cater for unforeseen government uses when need arises, and the eastern site of it is subject to a current BHR of eight storeys”.

Could not check out alternative location as it is buried somewhere in the attachments. This should be provided with the meeting papers to gauge if the location is convenient for the residents, etc.

IS IT OF AN EQUAL SIZE?

Item D – About 0.36ha. Revision to the BH restriction from three storeys to 45mPD for the “G/IC” zone to the east of Sha Chau Lei.

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Y/HSK/15 approved 24 Jan 2025

Redevelopment of the existing Pok Oi Hospital Yeung Chun Pui Care and Attention (C&A) Home into an 11-storey new building to accommodate various social welfare facilities and medical services

192 (143) subvented beds Care Home

59-place child care centre

50-place day activity centre

80-place integrated vocational rehabilitation services centre

50-place hostel for severely mentally handicapped persons (HSMH)

40-place hostel for moderately mentally handicapped persons (HMMH)

80-place day care centre for the elderly

and other self-financed welfare-related ancillary facilities (including a clinic, a Chinese medicine clinic, a dental clinic, a massage service centre, a showroom for gerontechnology products and a canteen would also be provided

SUPPORT, THIS IS THE TYPE OF NO FRILLS COMMUNITY SERVICES THAT IS URGENTLY REQUIRED. IT ALSO INCORPORATES A GENUINE STEP DOWN EFFECT

Item E – About 3.61ha. Rezoning of a site to the south of Tuen Ma Line Tin Shui Wai Station from “CDA” to “Res (Group A)7” with BHR.

Subsidized Housing Ping Yan Court to the south of TMLTSW Station to reflect as built condition.

HOUSEKEEPING

GIC SHORTFALL

The Northern Metropolis mega-project, we are told, will provide a quality living environment with comprehensive community, educational, and recreational facilities.

THIS OZP UNDERLINES THAT THE PROMISED FACILITIES WILL NOT BE PROVIDED. INSTEAD, WE HAVE ANOTHER TIN SHUI WAI STYLE DEVELOPMENT, COMMERCIAL AND RESIDENTIAL WITH INADEQUATE COMMUNITY SERVICES. MEMBERS SHOULD CAREFULLY CONSIDER THE HKPSG DATA THAT INDICATES SIGNIFICANT SHORTFALLS IN MANY FACILITIES. IT IS ALARMING THAT THE PROVISION OF ESSENTIAL COMMUNITY SERVICES IS HIJACKED BY FINANCIAL CONSIDERATIONS. IF THE GOVERNMENT CANNOT AFFORD TO PROVIDE BASIC SERVICES THEN THE NORTH METROPOLIS PLAN SHOULD BE DOWNSIZED TO A DIMENSION THAT IS WITHIN THE CURRENT CAPACITY OF THE TREASURY.

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IN ADDITION, GIC SITES INTENDED TO SERVE FUTURE COMMUNITY NEEDS ARE ALREADY BEING PURLOINED LEAVING LITTLE LAND TO ADDRESS THE MANY DEFICIENCIES NEVER MIND RETAINING SOME SPACE TO ADDRESS THE NEEDS OF FUTURE GENERATIONS.

Amendments to the Notes of the Plan

(a) Revision to paragraph (7)(b) of the covering Notes to allow provision, maintenance or repair of green transit system stop or lay-by and small unmanned aircraft take-off and landing facilities, on land falling within the boundaries of the OZP except where the uses or developments are specified in Col 2 of the Notes of individual zones.

STRONG OBJECTIONS AS THIS WOULD EFFECTIVELY ALLOW COMMERCIAL ACTIVITIES TO TAKE OVER OUR PARKS, ETC. HAVING LOW RISE DRONES ETC OPERATE FREELY ON COMMON AREAS WOULD GENERATE NOISE POLLUTION AND CREATE HAZARDS. OUR PARKS ARE ALREADY BEING WALLED IN SO AT LEAST THE SKIES SHOULD BE KEPT CLEAR. SCHOOLS ARE ANOTHER AREA OF CONCERN. SENSITIVE AREAS OF HIGH ECOLOGICAL VALUE MUST ALSO BE PROTECTED FROM INTRUSION AND EXPLOITATION. BEACHES ALSO. WITH ADVANCES IN TECHNOLOGY WE WOULD SOON HAVE UNREGISTERED MAINLAND TOUR GROUPS FLYING IN TENTS AND OTHER GEAR

(c) Revision to the Notes for "Res (Group A)" ("R(A)") zone related to the permitted uses on the lowest two floors of a building or in a free-standing purpose-designed non-domestic building in accordance with the MSN.

RE UNDERGROUND PARKING. STRONG OBJECTIONS.

Strongest Objections. The Government pushed through the above ground parking policy without any consultation or support from the community, particularly those residents of mature districts who will be directly impacted by the measure.

Not only will the additional height impact ventilation and views to the residential units, it also increases the height and bulk of the podium that directly impacts ventilation and penetration of natural light at street level and creates additional wall effect.

The policy initiative has overturned the long standing position taken by the administration with regard to the advantages of locating parking facilities under ground such as preserving valuable ground-level land for more productive uses such as green spaces, parks, housing, or retail, reducing the visible mass of developments and wall effect, and in addition improving the quality of the streetscape as above ground parking facilities are an eyesore with blind walls and cavernous access.

Reducing construction costs and expediting development time at the expense of the liveability of crowded urban districts is unacceptable. The measure increases the profits of developers but does not contribute to the Common Prosperity as it will not bring any reduction in the sale price of the units.

Moreover, the impact of the addition of around 20mts in height to new developments destroys the benefits that were promised via the stepped height urban planning strategies designed to enhance visual quality, wind permeability, and environmental comfort.

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Hopefully some party will take the initiative to challenge this unsupported policy move in court.

1. h) Incorporation of 'Government Refuse Collection Point' and 'Public Convenience' under Col 1 of the Notes for the "Village Type Development" ("V") zone; and corresponding deletion of 'Government Refuse Collection Point' and 'Public Convenience' under Col 2 of the Notes for the "V" zone in accordance with the MSN.

OBJECT. COL 2 ENSURES THAT THE UTILITY IS SUBJECT TO PUBLIC SCRUTINY AND THAT LOCATION AND DESIGN ARE NOT INTRUSIVE, TOO BULKY OR AN EYE SORE

(i) Incorporation of 'Field Study/Education/Visitor Centre' under Col 2 of the Notes for "V" zone in accordance with the MSN.

OBJECT. THE PLANNING INTENTION OF "V" ZONE IS TO PROVIDE FAMILY HOMES FOR INDIGENOUS VILLAGERS. THE PROPOSED AMENDMENTS ENCOURAGE THE ALREADY RAMPANT ABUSE OF THE NTEH POLICY THAT HAS RESULTED IN MOST OF THE RECENT DEVELOPMENTS BEING ACTUALLY UNITS FOR SALE TO OUTSIDERS AND WILL BE ABUSED TO JUSTIFY THE DEVELOPMENT OF COMMERCIAL OPERATIONS UNDER THE GUISE OF SERVICE CENTRES

(j) Deletion of the Remarks of the Notes for "V" zone on the clauses related to filling of land/pond or excavation of land.

STRONG OBJECTION. THERE ARE A NUMBE OF EXISTING PONDS WITH 'V' ZONES THAT PROVIDE VISUAL BENEFITS, VENTILATION AND DE FACTO OPEN SPACE IN VILLAGES WITH NO AMENITIES

That the OZP will be approved with no amendments is already clear so essentially we are engaged in a box ticking exercise.

Mary Mulvihill



就圖則作出申述
Representation Relating to Plan

Representation Number:
TPB/R/S/HSK/3-R4

Submission Number:
TPB/R/S/HSK/3-S3

參考編號
Reference Number: 260509-053439-19624

提交限期
Deadline for submission: 20/05/2026

提交日期及時間
Date and time of submission: 09/05/2026 05:34:39

「申述人」全名
Full Name of "Reprenter": 機構 Organization 九龍綠色通道 Kowloon Greenway

「獲授權代理人」全名
Full Name of "Authorized Agent":

與申述相關的圖則
Plan to which the representation relates: S/HSK/3

申述詳情
Details of the Representation:

有關事項 Subject Matters	你支持還是反對有關事項? Are you supporting or opposing the subject matter?	理由 Reason
說明書第12.5項及圖解8	提供意見 Provide views	詳見以下「擬議修訂」的內容

對圖則是否有任何擬議修訂? 如有的話, 請註明詳情。

Any proposed amendments to the plan? If yes, please specify the details.

敝方謹就是次圖則修訂, 就行人路及單車徑現況發表意見及建議。冀望主席及各大委員考慮討論在規劃大綱(例如說明書)引入指引, 方便對有關土地的契約施以設計要求, 鼓勵在發展或重建時改善現時慘況。

1. 第25、26B、27A及27B區(亦園至田廈路之間, 即輕鐵泥圍站至鍾屋村站)面臨青山公路的邊緣, 提供約二至四米闊的非建築物地帶, 或以其他方式鼓勵未來建築物的界線後退二至四米。

目的: 提供條件擴闊單車徑及行人路, 以使其符合現時《香港規劃標準與準則》第八章對有關通道的闊度要求, 以及《運輸策略藍圖》的目標。同時考慮預期人流較多的地帶(例如輕鐵站)提供更闊闊地面通道和單車停泊處等設施, 讓北部都會區更有效帶動提

升現有市鎮生活質素。

理據：現時青山公路北面的單車徑因應「新界單車徑網絡」項目，已經成為連接屯門和元朗的主幹道路線，因路線直接，沿線活動集中，預期地位無可取代，甚至會因新發展區帶來更龐大使用量。但基於早年的設計，闊度明顯不足，例如泥圍站對開單車徑只有兩米餘闊，不足以讓單車雙程安全行駛；行人流量預期增加，現時大約兩米的行人路闊度亦將不敷應用。既然沿線部分屬於新發展區，將未來建築物界線後退，預留空間，是最合時和最具效益的解決辦法。

規劃層面以外的交通安全考慮：視乎建築物設計，如地盤有緊急車輛通道靠近青山公路，應避免容許緊急車輛通道與擴闊後的行人路或單車徑重疊。如有關土地將會有新的車輛出入口，應考慮取消在青山公路的車輛出入口，亦即封閉設計不良的路口。但可鼓勵每個地盤設置一個單車徑出入口，讓地盤無縫連接單車主幹道。

2. 第1、3、4A、12、21、22區（田廈路至橋洪路之間）面臨青山公路的邊緣，提供約二至四米闊的非建築物地帶，或以其他方式鼓勵未來建築物的界線後退二至四米。

目的：與建議1相同。

理據：洪水橋輕鐵站一帶現時人流集中，空間不足，比建議1的範圍更嚴重。如沿線有任何發展計劃，建議鼓勵或要求土地業權人於重建時局部擴闊單車徑及行人路，從而逐步改善。

3. 考慮於規劃說明書加入有關改善及貫通現有單車徑空間的目標和安排，或於圖解8加入有關說明。

目的：鼓勵未來發展項目重視單車徑貫通的重要性，改善現時狀況，並減少縮短現有單車徑、改為行人路的狀況。

理據：部分現有的單車徑路線無法完全反映圖解8勾勒的輪廓，例如田廈路、洪元路和屏廈路有大量中斷路段。規劃文件若能就此著墨，將有助未來沿路土地發展，藉設計實踐規劃目標。