

DRAFT HUNG SHUI KIU AND HA TSUEN

OUTLINE ZONING PLAN No. S/HSK/3

Amendments

Notes

Schedule of Uses

Explanatory Statement

**SCHEDULE OF AMENDMENTS TO
THE APPROVED HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
NO. S/HSK/2
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of the area from “Other Specified Uses” (“OU”) annotated “Port Back-up, Storage and Workshop Uses” (“OU(PBU&SWU)”) to “OU” annotated “Industry Park” (“OU(IP)”) with stipulation of building height (BH) restriction.
- Item B1 – Rezoning of three sites in Planning Area 4B from “Residential (Group B)3” (“R(B)3”) to “Residential (Group A)6” (“R(A)6”) with stipulation of BH restriction.
- Item B2 – 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 – Rezoning of the southern site of Planning Area 34E from “Government, Institution or Community” (“G/IC”) to “Government, Institution or Community (1)” with stipulation of BH restriction.
- Item D – Revision to the BH restriction from three storeys to 50 metres above Principal Datum for the “G/IC” zone to the east of Sha Chau Lei.
- Item E – Rezoning of a site to the south of Tuen Ma Line Tin Shui Wai Station from “Comprehensive Development Area” (“CDA”) to “Residential (Group A)7” (“R(A)7”) with stipulation of BH restriction.

II. 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 Column 2 of the Notes of individual zones.
- (b) Deletion of the Notes for “CDA” and “OU(PBU&SWU)” zones.
- (c) Revision to the Notes for “Residential (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 Master Schedule of Notes to Statutory Plans (MSN).
- (d) Editorial amendments to the Remarks of the Notes for “R(A)” zone related to development restrictions.

- (e) Revision to the Remarks of the Notes for “R(A)” zone to incorporate development restrictions and requirements for the new “R(A)6” and “R(A)7” sub-zones.
- (f) Incorporation of a new set of Notes for “OU(IP)” zone with development restrictions.
- (g) Editorial amendment to paragraph (a) of the Remarks of the Notes for “Residential (Group C)” zone related to development restrictions.
- (h) Incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for the “Village Type Development” (“V”) zone; and corresponding deletion of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 2 of the Notes for the “V” zone in accordance with the MSN.
- (i) Incorporation of ‘Field Study/Education/Visitor Centre’ under Column 2 of the Notes for “V” zone in accordance with the MSN.
- (j) Deletion of the Remarks of the Notes for “V” zone on the clauses related to filling of land/pond or excavation of land.
- (k) Deletion of ‘Market’ from Column 1 of the Notes for “Commercial” and “OU” annotated “Mixed Uses” (“OU(MU)”) zones in accordance with the MSN.
- (l) Deletion of ‘Market’ from Column 2 of the Notes for “Residential (Group B)” and “V” zones in accordance with the MSN.
- (m) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of the Notes for “R(A)” and “G/IC” zones in accordance with the MSN.
- (n) Revision to the planning intention of the Notes for “Industrial” (“I”) zone in accordance with the MSN.
- (o) Revision to the Chinese translation of the user term ‘Research, Design and Development Centre’ from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “I”, “G/IC”, “OU(MU)”, “OU” annotated “Enterprise and Technology Park” (“OU(E&TP)”) and “OU” annotated “Logistics Facility” zones in accordance with the MSN.
- (p) Revision to the Chinese translation of the user term ‘Creative Industries’ from ‘創意工業’ to ‘創意產業’ in the Notes for “OU(E&TP)” zone.

**DRAFT HUNG SHUI KIU AND HA TSUEN
OUTLINE ZONING PLAN No. S/HSK/3**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) For any land or building falling within the boundaries of this Plan and also previously falling within the boundaries of the plans for the Ha Tsuen Interim Development Permission Area (IDPA), the Lau Fau Shan and Tsim Bei Tsui IDPA (hereafter referred to as “IDPA areas”), the Ping Shan Development Permission Area (DPA), and the Lam Tei and Yick Yuen DPA (hereafter referred to as “DPA areas”), whichever the case may be –
 - (a) no action is required to make the use of such land or building conform to this Plan, if the use of such land or building was in existence immediately before the first publication in the Gazette of the notice of the Ha Tsuen IDPA Plan, the Lau Fau Shan and Tsim Bei Tsui IDPA Plan, the draft Ping Shan DPA Plan, and/or the draft Lam Tei and Yick Yuen DPA Plan covering such land or building, provided such use has continued since it came into existence. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board;
 - (b) a use or development of any land or building permitted under an earlier draft or approved plan including the Ha Tsuen IDPA Plan, the Lau Fau Shan and Tsim Bei Tsui IDPA Plan, the draft Ping Shan DPA Plan, and/or the draft Lam Tei and Yick Yuen DPA Plan, whichever the case may be, and effected or undertaken during the effective period of that plan, is always permitted under this Plan. Alternatively, a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan or plans prevailing at the time when the use or change of use was approved, is also always permitted under this Plan. Any material change of such use or any other development (except minor alteration and/or modification to the completed development of the land or building which is always permitted) must be always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board;

- (c) except to the extent that subparagraph (a) or (b) above applies, any use or development, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date of first publication in the Gazette of the notice of the Ha Tsuen IDPA Plan, the Lau Fau Shan and Tsim Bei Tsui IDPA Plan, the draft Ping Shan DPA Plan, and/or the draft Lam Tei and Yick Yuen DPA Plan, whichever the case may be, without permission from the Town Planning Board.
- (4) For any land or building falling within the boundaries of this Plan but not previously falling within the “IDPA areas” or the “DPA areas” –
- (a) no action is required to make the existing use of such land or building conform to this Plan until there is a material change of use or the building is redeveloped;
- (b) in relation to subparagraph (a) above, any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board;
- (c) for the purposes of subparagraph (a) above, “existing use of such land or building” means -
- (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred to as ‘the first plan’),
- a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
- (ii) after the publication of the first plan,
- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved; or
 - a use or a change of use of an existing building in respect of which a certificate of exemption has been issued under the Buildings Ordinance (Application to the New Territories) Ordinance for the relevant building works and such use or change of use was permitted under a plan prevailing at the time when the use or change of use was approved;

- (d) except to the extent that subparagraph (a) or (b) above applies, the use or development of such land or building, unless always permitted in terms of the Plan, shall not be undertaken or continued on or after the date when such land or building was first included within the boundaries of the Tin Shui Wai Outline Zoning Plan published by notice in the Gazette, whichever the case may be, without permission from the Town Planning Board.
- (5) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (6) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) maintenance, repair or demolition of a building;
 - (b) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, footpath, bus/public light bus/light rail/green transit system stop or lay-by, cycle track, light rail track, railway station entrance, railway structure below ground level, taxi rank, small unmanned aircraft take-off and landing facilities, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (c) maintenance or repair of road, railway track, watercourse, nullah, sewer, drain and grave;
 - (d) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works and waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government;
 - (e) rebuilding of New Territories Exempted House;
 - (f) replacement of an existing domestic building i.e. a domestic building which was in existence on the date of the first publication in the Gazette of the notice of the Ha Tsuen IDPA Plan, the Lau Fau Shan and Tsim Bei Tsui IDPA Plan, the draft Ping Shan DPA Plan, and/or the draft Lam Tei and Yick Yuen DPA Plan covering such building, whichever the case may be, by a New Territories Exempted House; and
 - (g) provision, maintenance or repair of a grave of an indigenous New Territories villager or a locally based fisherman and his family members for which permission has been obtained from Government.

- (8) In any area shown as ‘Road’, all uses or developments except those specified in paragraphs (7)(a) to (7)(d) and (7)(g) above and those specified below require permission from the Town Planning Board:

road, toll plaza, on-street vehicle park, railway station and railway track.

- (9) (a) Temporary use or development of any land or temporary use of an existing building not exceeding a period of two months is always permitted provided that no site formation (filling or excavation) is carried out and that the use or development is a use or development specified below:

structures for carnivals, fairs, film shooting on locations, festival celebrations, religious functions or sports events.

- (b) Except as otherwise provided in subparagraph (a), temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.

- (c) Temporary use or development of land or building exceeding three years requires permission from the Town Planning Board in accordance with the terms of the Plan.

- (10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

- (11) In these Notes, unless the context otherwise requires or unless as expressly provided below, terms used in the Notes shall have the meanings as assigned under section 1A of the Town Planning Ordinance.

“Existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

“New Territories Exempted House” means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as ‘Shop and Services’ or ‘Eating Place’, the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

DRAFT HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN NO. S/HSK/3

Schedule of Uses

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (a) On land designated “Commercial (1)” to “Commercial (5)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>
C(1)	9.5
C(2)	8
C(3)	5
C(4)	3
C(5)	1.5

- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the relevant maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Residential Institution	Office
School (in free-standing purpose-designed building only)	Petrol Filling Station
Social Welfare Facility	Place of Entertainment
Utility Installation for Private Project	Private Club
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

In addition, the following uses are always permitted (a) on the lowest two floors of a building excluding basements, or (b) in a free-standing purpose-designed non-domestic building up to five storeys, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to five storeys.

Remarks

- (a) Except otherwise specified, on land designated “Residential (Group A)1” to “Residential (Group A)7”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio (PR) or gross floor area (GFA) specified below, or the PR or GFA of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum PR/GFA</u>
R(A)1	Maximum PR of 6.5
R(A)2	Maximum PR of 6
R(A)3	Maximum PR of 5.5
R(A)4	Maximum PR of 5
R(A)5	Maximum PR of 3.8
R(A)6	Maximum PR of 5.2
R(A)7	Maximum GFA of 128,350m ²

- (b) Except otherwise specified, on land designated “Residential (Group A)1” to “Residential (Group A)7”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) On land designated “Residential (Group A)4” in Planning Areas 1 and 2, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum PR of 5, a maximum site coverage of 42%, and a maximum building height of 12 storeys including car park, or the PR, site coverage and height of the existing building, whichever is the greater. The lowest two floors could be used for commercial and car parking purposes which could have maximum site coverage of 100%.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (d) In determining the maximum PR, GFA and site coverage for the purposes of paragraphs (a) and (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities as required by the Government may also be disregarded.
- (e) On land designated "Residential (Group A)7" in Planning Area 18, the railway station development and the associated public transport facilities as required by the Government shall be excluded from the GFA calculation.
- (f) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR, GFA, site coverage and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose- designed building only)	Hospital
Utility Installation for Private Project	Hotel
	Institutional Use (not elsewhere specified)
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

On land designated “R(B)1”, the following uses are always permitted (a) on the lowest two floors of a building excluding basements, or (b) in a free-standing purpose-designed non-domestic building up to five storeys :

Eating Place
School (Kindergarten only)
Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

- (a) On land designated “Residential (Group B)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.5 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (b) On land designated “Residential (Group B)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 2.5 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (c) On land designated “Residential (Group B)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.26, a maximum site coverage of 40% and a maximum building height of 6 storeys over single-storey car park, or the plot ratio, site coverage and height of the existing building, whichever is the greater.
- (d) In determining the maximum plot ratio and site coverage for the purposes of paragraphs (a) to (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Library Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

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RESIDENTIAL (GROUP C) (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 3 storeys including car park, or the plot ratio and height of the existing building, whichever is the greater.
- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Burial Ground
Government Refuse Collection Point	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Field Study/Education/Visitor Centre
House (New Territories Exempted House only)	Flat
On-Farm Domestic Structure	Government Use (not elsewhere specified)#
Public Convenience	House (not elsewhere specified)
Religious Institution (Ancestral Hall only)	Institutional Use (not elsewhere specified)#
Rural Committee/Village Office	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Transport Terminus or Station
	Public Utility Installation#
	Public Vehicle Park (excluding container vehicle)
	Religious Institution (not elsewhere specified)#
	Residential Institution#
	School#
	Shop and Services
	Social Welfare Facility#
	Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
Library
School
Shop and Services

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)

Planning Intention

The planning intention of this zone is to designate both existing recognised villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board. For land designated "Village Type Development (1)", the planning intention is to provide land considered suitable for reprovisioning of village houses affected by Government projects.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

INDUSTRIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Ambulance Depot</p> <p>Art Studio (excluding those involving direct provision of services or goods)</p> <p>Bus Depot</p> <p>Cargo Handling and Forwarding Facility (not elsewhere specified)</p> <p>Eating Place (Canteen, Cooked Food Centre only)</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Industrial Use (not elsewhere specified)</p> <p>Information Technology and Telecommunications Industries</p> <p>Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Research, Design and Development Centre</p> <p>Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)</p> <p>Utility Installation for Private Project</p> <p>Vehicle Repair Workshop</p> <p>Warehouse (excluding Dangerous Goods Godown)</p>	<p>Asphalt Plant/Concrete Batching Plant</p> <p>Broadcasting, Television and/or Film Studio</p> <p>Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)</p> <p>Container Vehicle Park/Container Vehicle Repair Yard</p> <p>Dangerous Goods Godown</p> <p>Eating Place (not elsewhere specified) (in wholesale conversion of an existing building only)</p> <p>Educational Institution (in wholesale conversion of an existing building only)</p> <p>Exhibition or Convention Hall</p> <p>Industrial Use (Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop only)</p> <p>Institutional Use (not elsewhere specified) (in wholesale conversion of an existing building only)</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Off-course Betting Centre</p> <p>Offensive Trades</p> <p>Office (not elsewhere specified)</p> <p>Open Storage</p> <p>Petrol Filling Station</p> <p>Place of Entertainment (in wholesale conversion of an existing building only)</p> <p>Place of Recreation, Sports or Culture (not elsewhere specified)</p> <p>Private Club</p> <p>Public Clinic (in wholesale conversion of an existing building only)</p> <p>Refuse Disposal Installation</p> <p>Religious Institution (in wholesale conversion of an existing building only)</p> <p>Shop and Services (not elsewhere specified) (ground floor only, except in wholesale conversion of an existing building and Ancillary Showroom# which may be permitted on any floor)</p> <p>Training Centre (in wholesale conversion of an existing building only)</p> <p>Vehicle Stripping/Breaking Yard</p> <p>Wholesale Trade</p>

INDUSTRIAL (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

Planning Intention

This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries, office related to industrial use, and selected uses akin to industrial production and would not compromise building and fire safety are also always permitted in this zone.

(Please see next page)

INDUSTRIAL (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3, and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Flat (Government Staff Quarters on land designated "G/IC(1)" only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Bus Depot Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Firing Range Flat (not elsewhere specified) Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation Residential Institution Sewage Treatment/Screening Plant Shop and Services (not elsewhere specified) Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) In determining the maximum number of storey(s) for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.
- (c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary	Eating Place
Barbecue Spot	Government Refuse Collection Point
Field Study/Education/Visitor Centre	Government Use (not elsewhere specified)
Park and Garden	Holiday Camp
Pavilion	Mass Transit Railway Vent Shaft and/or
Public Utility Installation (Flood Retention Facilities only)	Other Structure above Ground Level other than Entrances
Pedestrian Area	Place of Entertainment
Picnic Area	Place of Recreation, Sports or Culture
Playground/Playing Field	Private Club
Promenade	Public Transport Terminus or Station
Public Convenience	Public Utility Installation (not elsewhere specified)
Sitting Out Area	Public Vehicle Park (excluding container vehicle)
Zoo	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

On land designated "Open Space (1)", the open space area is provided in the form of a Regional Plaza. To serve the community and enhance the vibrancy of the Regional Plaza, it is intended that commercial uses such as shop and services and eating places would be provided in the area adjacent to the railway station subject to the approval of the Town Planning Board by way of a planning application under section 16 of the Ordinance.

Remarks

- (a) Development within area designated "O(1)" is subject to a maximum non-domestic gross floor area of 2,350m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan .
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Mixed Use” Only

Schedule I: for non-residential building or non-residential portion
of a building upon development/redevelopment/conversion

<p>Ambulance Depot Commercial Bathhouse/ Massage Establishment (in non-residential building only) Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility (excluding those involving residential care) Training Centre Utility Installation for Private Project Wholesale Trade</p>	<p>Broadcasting, Television and/or Film Studio Commercial Bathhouse/ Massage Establishment (not elsewhere specified) Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution Social Welfare Facility (not elsewhere specified)</p>
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(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Mixed Use" Only (Cont'd)

Schedule II: for residential building or residential portion of a building upon development/redevelopment/conversion

Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
Social Welfare Facility (residential care facility only)	Hotel
Utility Installation for Private Project	Institutional Use (not elsewhere specified)
	Library
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Office
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	School
	Shop and Services
	Social Welfare Facility (not elsewhere specified)
	Training Centre

Planning Intention

This zone is intended primarily for high-density residential development and commercial development in close proximity to the railway stations. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a total maximum plot ratio of 7 (of which the domestic plot ratio should not exceed 4.5), or the plot ratio of the existing building, whichever is the greater.
- (b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (c) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefits of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (e) Upon development/redevelopment/conversion of a building to a mixed use development, the residential and non-residential portions within a building shall be physically segregated through appropriate building design. The provision of residential and non-residential uses on the same floor will not be permitted. Under exceptional circumstances, relaxation of the requirement for physical segregation and no inter-mixing on the same floor may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Enterprise and Technology Park" Only</u>	
Ambulance Depot	Commercial Bathhouse/Massage Establishment
Broadcasting, Television and/or Film Studio	Hotel
Creative Industries	Off-course Betting Centre
Eating Place	Industrial Use (not elsewhere specified)
Educational Institution	Petrol Filling Station
Exhibition or Convention Hall	Residential Institution
Government Use (not elsewhere specified)	Wholesale Trade
Government Refuse Collection Point	
Information Technology and Telecommunications Industries	
Institutional Use (not elsewhere specified)	
Library	
Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods)	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Religious Institution	
Research, Design and Development Centre	
School	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily to provide development space for accommodating a variety of innovation and technology uses, including research centre, testing and certification, data centre, modern industries and other related businesses and non-polluting industrial uses.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Enterprise and Technology Park" Only (Cont'd)

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Logistics Facility" Only</u>	
Cargo Handling and Forwarding Facility	Ambulance Depot
Container Storage/Repair Yard	Bus Depot
Container Vehicle Park/Container Vehicle Repair Yard	Broadcasting, Television and/or Film Studio
Eating Place (Canteen, Cooked Food Centre only)	Creative Industries
Government Refuse Collection Point	Dangerous Goods Godown
Government Use (not elsewhere specified)	Eating Place (not elsewhere specified)
Information Technology and Telecommunications Industries	Exhibition or Convention Hall
Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods)	Industrial Use (not elsewhere specified)
Office	Open Storage of Cement/Sand
Open Storage (not elsewhere specified)	Open Storage of Chemical Products/ Dangerous Goods
Public Convenience	Petrol Filling Station
Public Transport Terminus or Station	Place of Recreation, Sports or Culture
Public Utility Installation	Public Clinic
Public Vehicle Park	Research, Design and Development Centre
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	Refuse Disposal Installation
Railway/Vehicle Depot (on land designated "OU(LF)(1)" only)	Rural Workshop
Shop and Services (Services Trades only)	Shop and Services (not elsewhere specified)
Training Centre	Social Welfare Facility
Utility Installation for Private Project	Vehicle Repair Workshop
Warehouse (excluding Dangerous Goods Godown)	
Wholesale Trade	

Planning Intention

This zone is intended primarily for development of modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre and Logistics Hub.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Industry Park" Only</u>	
Asphalt Plant/Concrete Batching Plant	Bus Depot
Broadcasting, Television and/or Film Studio	Dangerous Goods Godown
Cargo Handling and Forwarding Facility	Flat (not elsewhere specified)
Cement Manufacturing	Helicopter Landing Pad
Container Storage/Repair Yard	Open Storage of Cement/Sand
Container Vehicle Park/Container Vehicle Repair Yard	Open Storage of Chemical Products/Dangerous Goods
Creative Industries	
Eating Place	
Educational Institution	
Exhibition or Convention Hall	
Flat (Staff Quarters only)	
Government Refuse Collection Point	
Government Use (not elsewhere specified)	
Hotel	
Industrial Use	
Information Technology and Telecommunications Industries	
Institutional Use (not elsewhere specified)	
Office	
Open Storage (not elsewhere specified)	
Petrol Filling Station	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Convenience	
Public Utility Installation	
Public Vehicle Park	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Refuse Disposal Installation	
Research, Design and Development Centre	
Residential Institution	
Resource Recovery Park	
Rural Workshop	
Shop and Services	
Training Centre	
Utility Installation for Private Project	
Vehicle Repair Workshop	
Vehicle Staging	
Vehicle Stripping/Breaking Yard	
Warehouse (excluding Dangerous Goods Godown)	
Wholesale Trade	

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Industry Park" Only (Cont'd)

Planning Intention

This zone is intended to provide land for establishment of an industry park for driving the development of industries with a competitive edge and supported by the Government, as well as complementary facilities and value-added services to support the growth of enterprises with a view to building a vibrant industry ecosystem.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Parking and Operational Facilities for Environmentally Friendly Transport Services" only

As Specified on the Plan

Government Use
Public Utility Installation
Utility Installation for Private Project

Planning Intention

This zone is primarily for the provision of parking and operational facilities (including ancillary office) for Environmentally Friendly Transport Services serving the area.

Remarks

- (c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3 and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Sewage Treatment Works" only

Government Use
Sewage Treatment/ Screening Plant

Refuse Disposal Installation
Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of sewage treatment/screening plant.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Refuse Transfer Station" only

Government Use Refuse Disposal Installation (Refuse Transfer Station only)	Refuse Disposal Installation (not elsewhere specified) Sewage Treatment/ Screening Plant Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is primarily for the provision of refuse transfer station.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For All Other Sites (Not Listed Above)

As Specified on the Plan

Government Use (not elsewhere specified)
Public Utility Installation
Utility Installation for Private Project

Planning Intention

This zone is primarily to provide/reserve land for specific purposes and uses.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Burial Ground Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution Rural Committee/Village Office School Service Reservoir Social Welfare Facility Utility Installation for Private Project

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

(Please see next page)

GREEN BELT (Cont'd)

Remarks

- (a) On land previously falling within the “Green Belt” zone on the Ha Tsuen Outline Zoning Plan No. S/YL-HT/10, any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the Ha Tsuen Interim Development Permission Area Plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (b) On land previously falling within the “Green Belt” zone on the Ping Shan Outline Zoning Plan No. S/YL-PS/16,
 - (i) any filling or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Ping Shan Development Permission Area Plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance;
 - (ii) any filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (c) On land not previously falling within the “Green Belt” zone on the Ha Tsuen Outline Zoning Plan No. S/YL-HT/10 or Ping Shan Outline Zoning Plan No. S/YL-PS/16, as set out in paragraphs (a) and (b) above, any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/1 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

DRAFT HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
NO. S/HSK/3

EXPLANATORY STATEMENT

Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3
Explanatory Statement

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DRAFT HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
NO. S/HSK/3

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURE

- 2.1 The OZP for the Hung Shui Kiu (HSK) and Ha Tsuen included areas previously covered by Lau Fau Shan and Tsim Bei Tsui Interim Development Permission Area (IDPA) Plan No. IDPA/YL-LFS/1, Ha Tsuen IDPA Plan No. IDPA/YL-HT/1, Ping Shan Development Permission Area (DPA) Plan No. DPA/YL-PS/1, Lam Tei and Yick Yuen DPA Plan No. DPA/TM-LTY/1 and Tin Shui Wai OZP No. S/TSW/1 (**Figure 1**).
- 2.2 The OZP included the excised areas from the approved Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/7, the approved Ping Shan OZP No. S/YL-PS/16, the approved Tin Shui Wai OZP No. S/TSW/12, the approved Lam Tei and Yick Yuen OZP No. S/TM-LTY/8 and the approved Ha Tsuen OZP No. S/YL-HT/10 (**Figure 2**).
- 2.3 On 26 May 2017, the draft Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/1 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). On 16 October 2018, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Hung Shui Kiu and Ha Tsuen OZP, which was subsequently renumbered as S/HSK/2.
- 2.4 On 10 February 2026, the Secretary for Development referred the approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20 February 2026 under section 12(2) of the Ordinance.

- 2.5 On 20 March 2026, the draft Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/3 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly include (i) rezoning the area from “Other Specified Uses” annotated “Port Back-up, Storage and Workshop Uses” to “Other Specified Uses” annotated “Industry Park” (“OU(IP)”); (ii) rezoning three sites in Planning Area 4B from “Residential (Group B)3” (“R(B)3”) to “Residential (Group A)6” (“R(A)6”); (iii) rezoning the southern site in Planning Area 34E from “Government, Institution or Community” (“G/IC”) to “Government, Institution or Community (1)” (“G/IC(1)”); (iv) revision to the building height restriction (BHR) from three storeys to 50 metres above Principal Datum (mPD) for “G/IC” zone to the east of Sha Chau Lei; and (v) rezoning a site to the south of Tuen Ma Line (TML) Tin Shui Wai (TSW) Station from “Comprehensive Development Area” to “Residential (Group A)7” (“R(A)7”).

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zones and major road network for the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) (**Figure 2**) so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.
- 3.2 The Plan is to illustrate the broad principles of development and planning control only. It is a small-scale plan and the road alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning and development proceed.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio (PR) and site coverage calculations. Development within these zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Area and not to overload the road network in the Area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or

developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department (PlanD) and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

The Area covered by the Hung Shui Kiu and Ha Tsuen OZP is about 707 hectares (ha). The Area is bounded by the TSW New Town to the east, Castle Peak Road to the south, knolls of Yuen Tau Shan to the west and Lau Fau Shan Road / hill slope along Deep Bay Road to the north. The boundary of the Area is shown by a heavy broken line on the Plan. For planning and reference purposes, the Area is sub-divided into a number of smaller planning areas as shown on the Plan (**Figure 3**).

6. STRATEGIC PLANNING CONTEXT

- 6.1 Under the Conceptual Spatial Framework of “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) promulgated in 2020, the HSK/HT NDA falls within the Western Economic Corridor. Leveraging on the existing and proposed cross-boundary transport infrastructure and the expansion of Qianhai Shenzhen-Hong Kong Modern Service Industry Cooperation Zone (Qianhai Cooperation Zone), the HSK/HT NDA would have potential to be developed into a regional economic hub, as well as logistics, enterprise and technology quarter.
- 6.2 According to the Northern Metropolis (NM) Action Agenda (NMAA) published in 2023¹, the HSK/HT NDA, along with the Yuen Long South (YLS) NDA under construction, the Lau Fau Shan / Tsim Bei Tsui / Pak Nai area under planning as well as the existing Yuen Long and Tin Shui Wai new towns, is included in the High-end Professional Services and Logistics Hub. This Hub can work with the Qianhai Cooperation Zone and Nanshan District of Shenzhen in such areas as finance, professional services, and logistics services, promoting and deepening high-end economic cooperation. Being strategically located in

¹ The Government published the NMAA in 2023. Given the characteristics and strengths of different areas, the NM can be divided into four major zones with distinctive strategic positioning and industry theme. The four zones from the west to the east are the High-end Professional Services and Logistics Hub, the Innovation and Technology Zone, the Boundary Commerce and Industry Zone, and the Blue and Green Recreation, Tourism and Conservation Circle.

the North West New Territories (NWNT) and well connected to the existing Shenzhen strategic road network and the Hong Kong-Shenzhen Western Rail Link (Hong Kong – Qianhai) (HSWRL) under planning, the HSK/HT NDA will provide development spaces in the NWNT to meet the surging demand for various commercial and economic land uses and will become the regional economic hub for the whole NWNT region. The HSK/HT NDA can also be transformed to include a “modern service centre”, a modern logistics cluster² and a hub for talents travelling frequently between Hong Kong and Shenzhen, serving the entire Guangdong-Hong Kong-Macao (Greater Bay Area).

- 6.3 The NM is the new engine of Hong Kong’s economic development and holds immense potential. The Government will continue to adopt diversified development approaches to leverage resources from both the Government and the market to expedite the development of the NM. Apart from conventional land sale, large-scale land disposal and in-situ land exchange, the Government-owned Hung Shui Kiu Industry Park Company Limited (the Park Company) was established in early 2026 for the development and operation of the Hung Shui Kiu Industry Park (HSK Industry Park) of around 23 ha in the HSK/HT NDA.

7. HOUSING MIX

- 7.1 To provide a balanced population profile for the Area, a mix of housing land has been allocated for public and subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. The latest distribution of new housing units in the HSK/HT NDA for public and private housing developments is at a ratio of around 50:50, helping to achieve a more proper balance in the NWNT.
- 7.2 Some sites in HSK/HT NDA have been reserved for public rental housing (PRH) or subsidised sales flat (SSF) use or a mix of them to cater for the future demand for subsidised housings. This allows flexibility for provision of PRH and SSF units within individual sites which could be further considered upon implementation of the development, subject to further technical assessment if necessary. Dedicated rehousing estates have also been developed within the Area to provide accommodation to eligible households affected by government’s development projects.
- 7.3 To cater for the changing planning circumstances, social aspiration and

² The Transport and Logistics Bureau completed a planning study on the development of a logistics cluster in the HSK/HT NDA at end 2025. Such study proposes a Conceptual Plan of HSK Logistics Cluster which includes five zones, namely High-value Goods Logistics Zone, E-commerce Logistics Zone, Freight Forwarding cum Low-altitude Economy Zone, Smart and Green Mass Transit System Depot Zone, and Future Expansion Zone, with a total area of about 32 ha. The Government plans to invite the industry to submit expression of interest in 2026 for the first site of the HSK Logistics Cluster.

development needs, the development intensity and the public and private housing mix in the HSK/HT NDA may be further reviewed, subject to assessments on technical feasibility.

8. POPULATION

Based on the 2021 Population Census, the population of the Area was estimated by PlanD as about 44,600. It is estimated that the total planned population of the Area would be about 252,400.

9. OPPORTUNITIES AND CONSTRAINTS

9.1 Opportunities

Good Accessibility

9.1.1 The Area connects with Castle Peak Road and Yuen Long Highway to the south and southeast, and Kong Sham Western Highway (KSWH) and Shenzhen Bay Bridge through the strategic road network to the west. With both the proposed Route 11 (section between Yuen Long and North Lantau) and Tuen Mun Bypass under investigation, the highway network would further connect to the Tuen Mun - Chek Lap Kok Link and other new strategic highways which could further augment accessibility to and from the Area that provides additional link to the urban area.

9.1.2 The cross-boundary railway to Shenzhen, i.e. HSWRL, will connect HSK/HT NDA with Qianhai via Shenzhen Bay Port. The TML HSK Station under construction and the existing TML and Light Rail (LR) TSW Stations would provide crucial opportunity to connect the Area with Tuen Mun, TSW, Yuen Long New Towns and the urban area. These stations also form an integration of the overall land use framework. The proposed Smart and Green Mass Transit System³ (SGMTS), together with railway stations and land use integration, could help maximise the use of public transport, thus minimising vehicular traffic and reducing carbon emission.

Favourable Geographical Location

9.1.3 HSK/HT NDA, being close to the Shenzhen Bay Port as well as the Qianhai Cooperation Zone and Nanshan District, will be served by the HSWRL under planning. In addition, given the “East in East out, West

³ SGMTS, formerly known as Environmentally Friendly Transport Service (EFTS), is the term adopted as per the Hong Kong Major Transport Infrastructure Development Blueprint promulgated in December 2023.

in West out” strategy for cross-boundary freight traffic and its proximity to the Hong Kong International Airport, HSK/HT NDA is well placed to become a major modern logistics hub. This geographically favourable location enables development of the Area for diversified economic activities and job opportunities.

Plentiful Natural and Landscape Features

9.1.4 A number of ecological and landscape features within the Area and in the surroundings could be leveraged to create a green living environment. They include uplands and lowlands, knolls, ridgeline / mountain backdrops of Yuen Tau Shan, woodlands, the Hung Shui Kiu Egretty along the Hung Shui Kiu Nullah between Planning Areas 4A and 1 and floral species of conservation interest such as *Aquilaria sinensis* (土沉香) at the woodland near Tung Tau Tsuen and mitigation ponds for the Deep Bay Link project. Proper planning and land use zoning designation could help conserve the ecological value of these features and establish an integrated green network for the Area. Upon revitalisation, the drainage channels running through the Area would offer good opportunities for creating distinct character to the Area and passive recreational spaces along the riverside promenades.

Rich Cultural Heritage

9.1.5 The Area boasts significant cultural heritage resources including two declared monuments, namely Tang Ancestral Hall and Yeung Hau Temple in Ha Tsuen and a number of graded historic buildings, namely Gate Tower, Ha Tsuen Shi (Grade 2), Kwan Tai Temple, Ha Tsuen Shi (Grade 2), Entrance Gate, San Wai (Grade 2), Shi Wang Study Hall, No. 124 San Wai (Grade 3), Old village school, No. 1 Tung Tau Tsuen (Grade 3), Shrine, Tin Sam Tsuen (Grade 3) and Entrance Gate of Shek Po Wai (Grade 3). They are worthy of preservation and thus, any development affecting them and their immediate environs should be avoided as far as possible. Five sites of archaeological interest (SAIs), namely Ngau Hom Shek, Hang Hau Tsuen, Sha Kong Miu (North), Tung Tau Tsuen, and Tseung Kong Wai are also located within the Area. Four Archaeological Potential Areas are situated in Lau Fau Shan, Kiu Tau Wai, Hung Uk Tsuen (North) and Hung Uk Tsuen (South). Appropriate planning and land use zoning designation could help incorporate these valuable resources into the planning of the Area. A possible heritage trail within the Area could be provided for the educational purpose.

9.2 Constraints

Environmental Constraints

- 9.2.1 A number of constraints posed by the existing infrastructure capacities require careful consideration in the planning of the Area. The TML traverses the Area from the southwest to the east fragmenting much of the land and is expected to pose constraints to the nearby developments in terms of environmental and visual impacts.
- 9.2.2 The existing major distributors including KSWH, Castle Peak Road and Hung Tin Road are potential sources of air and noise pollutions and will likely generate environmental impacts to the nearby proposed developments within the Area. Detailed environmental mitigation measures, and the conditions and recommendations endorsed by the Advisory Council on the Environment, should be referred to the Environmental Impact Assessment (EIA) report of the HSK/HT NDA project.

Infrastructural Constraints

- 9.2.3 The 400kV overhead power lines (with pylons), extending from Black Point to Shatin, transpass the southwest of the Area. The future development within or near the 50 metres wayleave corridor of the 400kV overhead power lines should observe relevant requirements, if any, in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).
- 9.2.4 The Area falls within the Deep Bay catchment area and is subject to the requirement that no additional pollution load should be discharged into the Deep Bay as a result of any new proposed development. For new development within the Area, the provision of proper sewage treatment facilities is required to ensure no net increase of pollution load to the sensitive Deep Bay Area.

Retention of the Villages and Permitted Burial Grounds

- 9.2.5 With respect to the existing recognised villages and re-site village within the Area, land in respective locations has been reserved for village development. Potential interface issues between the villages and the proposed development should be carefully addressed. For example, as the site formation level of the proposed development would likely be higher than the ground level of the existing villages to be retained, the drainage impact and risk of flooding to existing villages should be properly considered and mitigated by appropriate drainage measures

such as village flood protection scheme. Permitted burial grounds at the hill slopes/knolls lying immediately in the southeast, southwest and northwest of the Area should be retained as far as possible unless infrastructure development for the Area is required.

Preservation on Natural Habitats and Ecological Resources

9.2.6 Due considerations should be given to avoid / minimise adverse impacts of the future development on natural habitats and ecological resources including but not limited to coastal area along Deep Bay, vegetated knolls at Yuen Tau Shan, Hung Shui Kiu Egretty and associated flight path of breeding ardeids as well as floral species of conservation interest such as *Aquilaria sinensis* (土沉香) at the woodland near Tung Tau Tsuen.

Flooding Risk

9.2.7 Areas adjoining TSW New Town along Ping Ha Road are located in the flood plain and flooding is evident. Site formation and the drainage system should be designed to minimise flooding risk at the low-lying areas.

10. PLANNING THEMES AND URBAN DESIGN AND LANDSCAPE FRAMEWORK

10.1 The HSK NDA Planning and Engineering Study (the Study) was jointly commissioned by the PlanD and Civil Engineering and Development Department (CEDD) in August 2011 to formulate a feasible land use framework for the development of NDA. Three stages of public engagement were conducted and a Revised Recommended Outline Development Plan (RODP) on future land uses was formulated under the Study in 2016. The HSK NDA was subsequently renamed as HSK/HT NDA to better reflect its geographical coverage. The planned land uses in the HSK/HT NDA are designated on the basis of the Revised RODP, but have been further refined appropriately following the publication of NMAA in 2023. A summary of the latest planning themes, design concepts and features for the NDA is set out below.

Positioning of HSK/HT NDA

10.1.1 HSK/HT NDA will be the next generation new town of Hong Kong creating a desirable place to live, work, play and do business. Strategically located in the NWNT and in close proximity to Shenzhen, in particular Qianhai and Nanshan, the NDA is included in the High-end Professional Services and Logistics Hub of the NM and

will serve as a regional economic hub for the NWNT including a modern service centre, a modern logistics cluster and an industry park, providing professional services and modern logistics, and contributing to the development of the entire Greater Bay Area. It will also be a major source of housing land supply in the medium to long term. The development of the HST/HT NDA will help reduce the imbalance in the spatial distribution of population and jobs in the territory, boost the vibrancy of local communities, provide new employment opportunities in the NWNT and enable effective sharing of infrastructure and government, institution and community (GIC) facilities with the adjoining areas.

Creating Distinctive Nodes (Figure 4)

10.1.2 In order to create a legible urban structure and enliven HSK/HT NDA, it is important to create strong nodes within the NDA. The town centre is planned around the future TML HSK Station, including offices, commercial facilities, various GIC facilities, public transport interchanges (PTIs) and Regional Plaza. The District Commercial Node around the existing TML TSW Station will be the secondary node of the NDA. A Local Service Core is created in the northern part of the NDA to provide local support for the population in the nearby TSW north. At the northern edge of the HSK/HT NDA, a local commercial centre with car parking facilities is planned to complement the tourism activities in Lau Fau Shan and to serve the neighbourhood. The Lau Fau Shan/Tsim Bei Tsui/Pak Nai area, covering the northern portion of HSK/HT NDA, is subject to an ongoing study with a broad land use concept plan released for public engagement in 2024. The Logistics, Enterprise and Technology Quarter at the northwestern part of HSK/HT NDA constitutes an important economic and employment node of the whole NWNT with the dominant provision of modern industries.

Fostering Economic Vibrancy and Employment

10.1.3 Mixed commercial and residential sites with higher development intensity are planned around the future TML HSK Station and existing TML TSW Station to reinforce their respective functions as town centre and District Commercial Node respectively. The town centre around the future TML HSK Station will be buttressed by anchor commercial developments supplemented by mixed use sites. The District Commercial Node around the existing TML TSW Station, together with a hospital, will be the secondary node of the NDA, which would provide higher order retail, services and entertainment and also help relieve the already congested town centres of nearby

Yuen Long and Tuen Mun New Towns. In each individual residential neighbourhood, street shops and/or local retailing services will be provided to meet the residents' daily necessities and enhance street vibrancy (**Figures 4 and 5**).

- 10.1.4 To develop the NDA as one of the major economic boosters in the NM, the industrial zones and “Logistic, Enterprise and Technology Quarter”, which accommodate a wide range of industrial / special industrial uses including modern industries and industrial uses with advanced green and smart operations, are planned in the western part of the NDA near KSWH. The HSK Industry Park in the northwestern part of the NDA is established to drive the development of industries with a competitive edge which are supported by the Government. The Park Company will masterplan the overall development of the HSK Industry Park, drawing in enterprises by adopting innovative and diversified development approaches with a view to accelerating the development of industries in the NM. Given the “East in East out, West in West out” strategy, this part of the NDA will grasp the locational advantages of being linked by existing and planned highways to the Hong Kong International Airport, different parts of Hong Kong and Shenzhen providing a new platform for economic generation. High value-added modern logistics, innovation and technology uses, high value-added or smart manufacturing uses (such as advanced construction) will be included. New roads will be provided to directly connect to KSWH so as to minimise movements of heavy vehicular traffic within HSK/HT NDA.

Social Mix and Supportive Community Facilities

- 10.1.5 To provide a balance population profile for the HSK/HT NDA, a mix of housing land has been allocated for public / subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. HSK/HT NDA is planned for a people-oriented and balanced community. It will provide a wide range of social and community facilities including hospital, clinics, magistracy, community halls, educational facilities, markets, social welfare facilities including Residential Care Homes for the Elderly (RCHE), and sports and recreation facilities meeting the needs of different ages and families. They will serve not only the population of the HSK/HT NDA but also residents of the nearby areas.

Landscape and Open Space Network (Figure 5)

- 10.1.6 A coherent green framework with hierarchy of active and passive open spaces is proposed in the HSK/HT NDA covering river channels,

planned open spaces as well as natural knolls. Two green landscape spines are proposed as a landscape corridor through the HSK/HT NDA and create an integrated landscape and open space network system.

- 10.1.7 As the open space network is strategically located along the river channels, the high quality riverside promenades can provide the vertebrae of the open space framework from which a series of open spaces are developed. The existing drainage channels would be revitalised to provide a continuous riverside promenade. The Regional Park together with major recreational facilities is located in the centre of the HSK/HT NDA to create a social and recreational hub. It will be easily accessible by the general public and local residents as it will be linked with the north-south running open space spines and riverside promenades. Besides, to provide a continuous pedestrian thoroughfare all the way from the future TML HSK Station and the surrounding areas, the section of Road D6, running adjacent to HSK Station, will be provided as a depressed road. The Regional Plaza accommodating the future TML HSK Station is one of the important “breathing and leisure” spaces within the town centre. It provides not only an open space with quality landscape provision connecting the station with the surrounding commercial complexes and PTIs, but also leisure, retail, and food and beverage facilities.

Comprehensive Connectivity and Enhancement of Walkability
(Figures 6 to 8)

- 10.1.8 For sustainable development of the HSK/HT NDA, one of the key planning concepts is to minimise traffic generation. The provision of diversified employment opportunities within the HSK/HT NDA will facilitate local employment, thus helping to reduce demand of external traffic. A comprehensive road network has been designed within the HSK/HT NDA to connect the residential sites, commercial sites, industry sites and various GIC facilities. New primary and district distributors to facilitate east-west and north-south movements within the HSK/HT NDA will be provided to enhance the internal connectivity of the HSK/HT NDA. PTIs will be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. A Green Transit Corridor (GTC) comprising a road-based SGMTS, pedestrian walkways and cycle tracks is planned to provide rapid intra-district transport service and green mobility so as to minimise vehicular traffic and carbon emission.
- 10.1.9 The riverside promenades planned along the river channels, the north-south running open space connecting the Regional Plaza as well as

the Regional Park together serve as major connecting green spines between new and existing communities in the HSK/HT NDA and the surrounding areas. A comprehensive pedestrian walkway and cycling network will be provided in HSK/HT NDA to promote walkability and cycle friendliness.

- 10.1.10 Pedestrian walkways will integrate with open space to create a pleasant walking environment. The continuous pedestrian walkways along riverside promenades and under the elevated TML will provide north-south vehicle-free connections. A cycle track network is planned to provide a more comfortable cycling environment. Arterial cycle tracks have been identified to connect major developments, railway stations and local communities within HSK/HT NDA, with linkages to TSW New Town and the existing cycle track network connecting east and west New Territories.

Strengthening Street Vibrancy

- 10.1.11 In order to strengthen street vibrancy and contribute to local character, the concept of retail frontage primarily at-grade is adopted. Shopping streets (**Figure 7**) are planned in the town core and along major open spaces in the HSK/HT NDA. Continuous retail frontage and provision of a mix of commercial and leisure facilities along the shopping streets would enhance the vibrancy and vitality of the areas. In general, site edges at the specified sections of the proposed GTC, Regional Plaza and/or the future TML HSK Station are specifically for 'Shop and Services' and 'Eating Place' uses at the ground floor. Commercial and leisure facilities such as café, restaurants and retail shops would be provided. For commercial sites, retail frontage would be applied on the ground floor of the development. For residential sites, this concept is further developed by providing terraces and setting back of the first floor of podium with a maximum building height (BH) of 5m and 10m in width from the specific edges (i.e. terrace frontage). Terrace frontage would enhance the visual amenity and pedestrian environment as well as the air ventilation at street level. Detailed development controls and guidance on planning, urban design, engineering and/or environmental aspects will be based on the more detailed Outline Development Plan (ODP) and latest guidelines and standards of relevant government departments.

Integration with Villages/Urban-Rural Integration

- 10.1.12 In formulating the NDA proposals, the existing village settlements are to be retained and suitable land for Small House development have been reserved. Besides, sufficient buffer areas have been incorporated

at suitable locations so as to address concerns of villagers on high rise developments enclosing the existing villages. Furthermore, open space is proposed in front of the Declared Monument of Tang Ancestral Hall in Ha Tsuen and along the view corridor ('fung shui lane') to create synergy with the built heritage in the surrounding areas and allow cultural and associated activities to take place. A comprehensive transport, pedestrian, cycle track and open space network has been planned for the HSK/HT NDA and would connect to all existing villages. Detailed requirements of setback for individual sites have been set out in the ODP. With appropriate planning and proper land use zoning designated, valuable resources could be integrated into the future developments to preserve local history and foster urban-rural integration.

Creating a Smart, Green and Resilient City

- 10.1.13 HSK/HT NDA will be a smart, green and resilient city adopting a sustainable and energy saving strategy in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living. Major population, economic activities and community facilities will be concentrated within walking distance of mass transit and public transport nodes. Green mobility is promoted within the NDA through the introduction of the GTC and a comprehensive pedestrian walkway and cycling network (**Figures 7 and 8**).
- 10.1.14 To promote sustainable use of water, reusing treated sewage effluent and harvested rainwater for non-potable purposes such as toilet flushing and irrigation within the HSK/HT NDA will be explored. Sustainable drainage system like bio-swale, porous pavement, rain garden, green roof as well as blue-green infrastructure will also be pursued.
- 10.1.15 A series of other green initiatives will be actively pursued including the provision of a community green station for environmental education and collection of recyclables from the local community; revitalisation of existing river channel system; and promotion of energy efficient buildings and installations. Infrastructure and provisions to enable separation of food waste at source for separate collection and delivery to the food waste recycling facility will also be pursued in development subject to separate study. The use of district cooling system for non-domestic developments, and the establishment of a common spatial data infrastructure and an information and communication technology platform to coordinate different city functions for enhancing city management and

convenience of residents and businesses will also be explored.

Building Height Profile

- 10.1.16 The proposed stepped BH and development intensity profiles for the NDA have given due regard to the physical form and setting of the existing and retained land uses. The development intensity and BH descend towards the northern periphery by designating some low-rise, low-density development along Lau Fau Shan Road to allow visual relief between the HSK/HT NDA and the existing low-rise, low-density Lau Fau Shan area. As such, the overall intensity and height profile descending northward would ensure a better integration with the surrounding areas and enhance variety in height and massing of new developments (**Figure 9**).
- 10.1.17 Exemplifying the concept of rail-based planning, a gradation approach is adopted with developments of higher intensity and BH planned around within 500m catchment of the railway stations to minimise the need for road transportation. Developments of higher density are clustered around the future TML HSK Station (a maximum PR of 9.5 with a BHR of 200mPD) and the existing TML TSW Station (a maximum PR of 8 with a BHR of 160mPD). The development intensities descend to the north and a maximum PR of 6 with a BHR of 140mPD are proposed around the Local Service Core. Near Lau Fau Shan area in the further north of NDA, the proposed low-rise, low density development sites are subject to a maximum PR of 1.5 with a BHR of 40mPD.
- 10.1.18 Landmark buildings will be recommended to be located at the gateways of the NDA including the area around the future TML HSK Station, the existing TML TSW Station, and the Enterprise and Technology Park in the Logistics, Enterprise and Technology Quarter to allow a greater variation in building mass and height profile and architectural and greenery design.

Breezeway and View Corridors (Figure 5)

- 10.1.19 Assessments on air ventilation and visual impact have been conducted in the Study. A comprehensive breezeway system is introduced in HSK/HT NDA to promote better air ventilation and urban climate. The purpose of introducing breezeways is to provide unobstructed corridors or corridors containing relatively low-rise development to enhance air exchange and passage of air streams through the built-up area. In general, the prevailing wind comes from the northeast quadrant on an annual basis and from the east and south to southwest

during the summer months in the Area. The major air paths include the interconnected regional, district and local open spaces or planned roads covering the whole HSK/HT NDA, including (i) the north-south running Regional Plaza and the adjoining open space spines diverting wind to penetrate through the town centre to Tin Sam Tsuen, San Lee Uk Tsuen and various villages in Ha Tsuen; and (ii) chains of open spaces and green belts running in northeast-southwest direction to facilitate penetration of wind from TSW to Ha Tsuen and the Logistics, Enterprise and Technology Quarter. These unobstructed air paths allow the prevailing winds to penetrate into the built environment of HSK/HT NDA as well as the existing developments in the surrounding.

- 10.1.20 Breezeways will also be provided along major roads, rail corridors, proposed pedestrian streets, revitalised river channels and open spaces. The river channel near TSW could facilitate better penetration of wind from the east to the Regional Park and inner parts of the Area. Northeast-southwest running Castle Peak Road could divert wind to development along the road. The two view corridors ('fung shui lanes') could also be used as breezeways to facilitate wind penetration from the east and northeast to villages in Ha Tsuen. For individual development sites, building disposition and height variation should respect the general directions of prevailing wind and meet the requirements in the Sustainable Building Design Guidelines with regard to building separation, building setback and provision of greenery.
- 10.1.21 To improve wind penetration at pedestrian street level, terrace frontage (i.e. permeable terraces and setting back of first floor of podium that a maximum BH of 5m and 10m in width) is adopted. Terrace frontage is provided along the proposed shopping streets and riverside neighbourhood to the west of river channel to be regenerated near TSW New Town.

Environment and Conservation

- 10.1.22 The existing mitigation ponds for Deep Bay Link project and active egretty at Hung Shui Kiu Nullah (i.e. Hung Shui Kiu Egretty) are to be conserved and protected through proper planning. The presence of this egretty has implication for the surrounding sites, as high levels of human activity in adjacent areas could have adverse impacts on the nesting, roosting and foraging of the birds. Mitigation measures at the surrounding sites will help to limit adverse impact on the egretty.
- 10.1.23 HSK/HT NDA and its environs have rich historical and cultural

heritages. The five sites of archaeological interest, two declared monuments and a number of graded historic buildings within HSK/HT NDA would be retained and preserved. A heritage trail could be proposed within HSK/HT NDA to interlink the heritage features. There are two view corridors ('fung shui lanes') falling within the Area (**Figure 5**). One aligns between Ha Tsuen Shi and TSW New Town in southwest-northeast direction. Another one aligns from village of Sik Kong Wai and extends to Tang Ancestral Hall in Ping Shan (outside the Area) in northwest-southeast direction. Future development along and/or falling within these view corridors should maintain and incorporate the corridors in their design.

Detailed Urban Design Study

- 10.2 In order to achieve a holistic design and to create distinct sense of place, a detailed urban design study has been conducted at the town centre around the future TML HSK Station in Planning Areas 25, 26A, 26B, 27A to 27C, 28A, 28B, 30, 31A, 31B, 32A to 32D, 33, 34B and 34C, and at the District Commercial Node around the existing TSW Station in Planning Areas 15, 16A to 16C, 17A to 17C, 18, 19A to 19C, 20 and 56. The Study has explored the feasibility to create anchor and iconic developments within the study area and recommended measures to integrate the sites with the surroundings by creating a pleasant walking environment and to enhance the vibrancy and vitality of the town centre and the District Commercial Node.
- 10.3 Various urban and green design concepts and measures have been formulated to guide future developments in the study area. For details of the concepts and measures, reference should be made to the relevant urban and green design guidelines and requirements which were promulgated by CEDD in 2024.

11. LAND USE ZONINGS

11.1 "Commercial" ("C") : Total Area 24.12 ha

- 11.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business / financial centre and regional or district commercial / shopping centre. These areas are usually major employment nodes. A total of 9 sites are zoned "C(1)", "C(2)", "C(3)", "C(4)" and "C(5)" within the Area, including four sites near the future TML HSK station, three sites near the existing TML TSW Station, one site near the Local Service Core in the north of the Area and one site near Lau Fau Shan. The last two sites are subject to the ongoing study for the Lau Fau Shan/Tsim Bei

Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

11.1.2 The future TML HSK Station in the town centre will be buttressed by anchor commercial developments supplemented by mixed use sites. The anchor development in Planning Area 32A can be developed for office/hotel/retail uses. Capturing the close proximity of the future TML HSK Station, the HSWRL HSK Station under planning and Phase 1 of SGMETS under planning, Planning Areas 32A to 32D are zoned “C(1)” and “C(2)” respectively.

11.1.3 This zone includes five sub-zones which are subject to the following development restrictions:

“Commercial (1)” (“C(1)”)

(a) In close proximity to the future HSK Stations of both TML and HSWRL and Phase 1 of SGMETS, two sites in Planning Areas 32A and 32B are designated as “C(1)” which are subject to a maximum PR of 9.5 and a maximum BH of 200mPD.

(b) For the site in Planning Area 32A, being a part of the proposed Strategic Transport Interchange Hub, a PTI of GFA of about 10,000m² with a terminus for public transport services is reserved. Moreover, a minimum of 50 public car parking spaces in addition to those required for the planned development should be provided. In order to enhance the connectivity between the Regional Plaza, the proposed PTI and other surrounding “C” sites, an east-west pedestrian public access should be provided in Planning Area 32A. In view of the strategic location adjoining the future TML HSK Station and the Regional Plaza, it is desirable to develop Planning Areas 32A and 32B in a comprehensive manner incorporating the recommendations of the detailed urban design study conducted. Future development of the sites should be governed by Master Layout Plan (MLP) submission, as an administrative measure under the lease, by the project proponent to ensure proper design of the development.

(c) In Planning Areas 32A and 32B, retail frontage should be provided at the designated edges of the sites for contributing to the at-grade vibrancy and local character (**Figure 7**). Adjoining the riverside promenade to the north, future development in Planning Area 32B should take account of the planned riverside promenade for integrated design.

“Commercial (2)” (“C(2)”)

- (d) Four sites in close proximity of the future TML HSK station and existing TML TSW Station are zoned “C(2)”. Development within this zone is subject to a maximum PR of 8.
- (e) To the west of the future HSK Stations, two sites are zoned “C(2)” in Planning Areas 32C and 32D. They are subject to a maximum BH of 200mPD. In view of the strategic location adjoining the future TML HSK Station and the Regional Plaza, it is desirable to develop the site in Planning Area 32D in a comprehensive manner incorporating the recommendations of the detailed urban design study conducted. Future development of the site in Planning Area 32D should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to ensure proper design of the development. Retail frontage should be provided along the eastern boundary of the site in Planning Area 32D for contributing to the at-grade vibrancy and local character. Future development of the site in Planning Area 32C should take account of the planned riverside promenade for integrated design.
- (f) Located to the immediate south of the existing TML TSW Station, the District Commercial Node with commercial development, private and public residential developments will be developed as a secondary node of the Area for office, retail and hotel uses. Capturing the close proximity of the existing TML TSW Station and the proposed SGMETS, sites in Planning Areas 17A to 17C are zoned “C(2)” and are subject to a maximum BH of 135mPD and 160mPD. Subject to detailed design, a footbridge, or other pedestrian crossing facilities, is planned between the residential development in Planning Area 16B and the western site in Planning Area 17A for connection to the existing TML TSW Station and the proposed SGMETS station nearby. Besides, pedestrian accessibility enhancement of Planning Areas 17A to 17C should be explored in future development by providing adequate pedestrian connection measures, including footbridge(s), to connect the existing TML TSW Station, proposed SGMETS station and the surrounding sites.
- (g) A site in Planning Area 17A adjoining the TML TSW Station was approved with conditions by the Board for commercial development. Development of this site is subject to a maximum PR of 8 and a maximum BH of 135mPD. As the site falls within a view corridor (‘fung shui lane’) extended from Ping Shan, future redevelopment of this site should continue to maintain and incorporate the view corridor (‘fung shui lane’) in their design.

“Commercial (3)” (“C(3)”)

- (h) Further away to the west of the existing TML TSW Station, the “C(3)” site in Planning Area 16C is subject to a maximum PR of 5 and a maximum BH of 140mPD. A 7m wide utility reserve falls within the eastern part of Planning Area 16C.

“Commercial (4)” (“C(4)”)

- (i) Near the Local Service Core in the north of the Area, the “C(4)” site in Planning Area 53A is subject to a maximum PR of 3 and a maximum BH of 50mPD. This site includes a PTI of GFA of about 6,500m² with a terminus for public transport services and a minimum of 50 public car parking spaces in addition to those required to serve the planned development, so as to promote park and ride to increase the use of public transport. The “C(4)” site is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

“Commercial (5)” (“C(5)”)

- (j) Locating near Lau Fau Shan and the proposed SGMETS station, the site in Planning Area 69 is zoned “C(5)” for commercial development which may include shops, eating places and public car parks, functioning mainly as local commercial node serving the adjacent tourism node and neighbourhood near Lau Fau Shan. Development of this site is subject to a maximum PR of 1.5 and a maximum BH of 40mPD. A minimum of 50 public car parking spaces in addition to those required to serve the planned development should be provided within the site to promote park and ride patronage to the proposed public transport facilities and services. The site adjoins the SGMETS station to the east. Future development of this site is encouraged to take account of the planned SGMETS station for integrated design if applicable. Subject to detailed design, special condition(s) should be included in the lease for the site to enhance the integration of development at the site and the proposed SGMETS station. The “C(5)” site is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

11.2 “Residential (Group A)” (“R(A)”) : Total Area 76.46 ha

- 11.2.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing

purpose-designed non-domestic building up to five storeys. This may allow flexibility for provision of greater floorspace for commercial and GIC facilities to cater for special needs while at the same time avoid bulky podium structures to minimise any possible adverse air ventilation and visual impacts. These high density developments aim to maximise the utilisation of the high capacity public transport system and to create a vibrant activity node. The “R(A)” zone includes sites for PRH, SSF and private residential development.

11.2.2 This zone includes seven sub-zones which are subject to the following development restrictions:

“Residential (Group A)1” (“R(A)1”)

- (a) A site in the eastern part of Planning Area 34B, which is within a distance of 500m to the northwest of the future TML HSK Station, is zoned “R(A)1”. Development of this site is subject to a maximum PR of 6.5 (of which the domestic PR should not exceed 6) and a maximum BH of 180mPD.

“Residential (Group A)2” (“R(A)2”)

- (b) There are eight sites in Planning Areas 10, 16B, 25, 27A, 27B, 34A, 34B and 52B which are zoned “R(A)2” and subject to a maximum PR of 6 and a maximum BH ranging from 120mPD to 180mPD. Among these, the domestic PR of the sites should not exceed 5.5. The sites in Planning Areas 16B, 25, 27A, 34A and 52B are for PRH/SSF development while the site in Planning Area 10 near Hung Fuk Estate is reserved for dedicated rehousing estate. The sites in Area 27B and 34B are for private housing development. The site in Planning Area 52B is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

“Residential (Group A)3” (“R(A)3”)

- (c) Sites in Planning Areas 8, 16A, 27C, 34D, 52A, 58A, 59A, 60, 61, 62A and 62B are zoned “R(A)3”. Development within this zone is subject to a maximum PR of 5.5 (of which the domestic PR should not exceed 5, except the site in Planning Area 8) and a maximum BH ranged from 120mPD to 160mPD. Five sites in Planning Areas 16A, 27C, 34D, 52A and 62A are for SSF. The site in Planning Area 8 is reserved for local rehousing project, and is subject to a maximum domestic PR of 5.5 and a maximum BH of 120mPD. The sites in Planning Areas 52A, 58A, 59A, 60, 61, 62A and 62B are subject to

the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

- (d) For the site in Planning Area 60, a setback of 5m wide is required from the site boundary abutting Road D2 (**Figure 9**) in order to maintain a spacious corridor between the proposed development and existing villages.

“Residential (Group A)4” (“R(A)4”)

- (e) Four sites in Planning Areas 12, 58B, 59B and 59D are designated as “R(A)4”. Development within this zone is subject to a maximum PR of 5.
 - (i) Sites in Planning Areas 58B, 59B and 59D are purely for residential development and are subject to a maximum BH of 100mPD or 120mPD. For the sites in Planning Areas 59B and 59D, a setback of 5m wide is required from the site boundary abutting Road D2 (**Figure 9**) in order to maintain a spacious corridor between the proposed development and existing villages. The sites in Planning Areas 58B, 59B and 59D are subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.
 - (ii) The site in Planning Area 12 incorporates some LR facilities on the ground floor in a comprehensive manner. Development of this site is subject to a maximum PR of 5 (of which the domestic PR should not exceed 4.5) and a maximum BH of 140mPD. Future development of the site should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to ensure proper design of the development before the development proceeds.
- (f) Apart from the above, there are some existing / committed developments in Planning Areas 1 and 2 which fall within the “R(A)4” sub-zone. The existing development or redevelopment in Planning Areas 1 and 2 are currently subject to a maximum PR of 5, a maximum site coverage of 42%, and a maximum BH of 12 storeys including car park, or the PR, site coverage and height of the existing building, whichever is the greater. The lowest two floors could be used for commercial and car parking purposes which could have maximum site coverage of 100%. These sites include the existing developments of Aster Court, Beauty Court, Coronet Court and Park

Nara in Planning Area 1 and a committed residential-cum-commercial development in Planning Area 2.

“Residential (Group A)5” (“R(A)5”)

- (g) The only “R(A)5” site in the Area is the Hung Fuk Estate in Planning Area 13 which is an existing medium-density PRH with a maximum PR of 3.8 (of which the domestic PR should not exceed 3.5) and a maximum BH of 90mPD.

“Residential (Group A)6” (“R(A)6”)

- (h) Three sites in Planning Area 4B are zoned “R(A)6”. Development within this zone is subject to a maximum PR of 5.2 (of which the domestic PR should not exceed 5) and a maximum BH of 120mPD. The PR control under “R(A)6” subzone is regarded as being stipulated in a ‘new or amended statutory plan’ according to the Joint Practice Note (JPN) No. 4 on ‘Development Control Parameters PR/GFA’ and shall be subject to the streamlining arrangements stated therein.
- (i) The “R(A)6” sites are located at the periphery of the town centre with “OU(MU)” and a mix of “R(A)2” and “R(A)3” zones at its southwest, while the existing Tin Sam and San Lee Uk Tsuen are located at its northwest and north, and existing residential developments including Parkview Garden, Casa De Oro, Tak Hing Building and Tak Cheung Building are at its immediate southeast and east. To create height variation and to enhance air ventilation and visual permeability in the surrounding areas, the project proponents or developers for the “R(A)6” sites should consider relevant design and mitigation measures such as varying BH, low-rise building zone, building setback and building separation for each of the three sites at the detailed design stage.
- (j) The “R(A)6” sites are also located in close proximity to the Hung Shui Kiu Egretty with the flight path of ardeids mainly follows Castle Peak Road and the Hung Shui Kiu Nullah. To avoid potential disturbance to the Hung Shui Kiu Egretty, site formation and construction work within 100m from the boundary of the Hung Shui Kiu Egretty should be avoided during the ardeid breeding seasons as recommended in the relevant Environmental Monitoring & Audit Manual.

“Residential (Group A)7” (“R(A)7”)

(k) The only “R(A)7” site is Ping Yan Court in Planning Area 18 near TML TSW Station which is an existing high-density SSF subject to a maximum GFA of 128,350m² and a maximum BH of 110mPD. A PTI with a site area of about 7,000m² adjacent to Ping Yan Court and a market are also provided. A 30m-wide view corridor (‘fung shui lane’) is incorporated to maintain an open vista between the Tang Ancestral Hall in Ha Tsuen and Yu Kiu Ancestral Hall in Ping Shan.

11.2.3 In order to enhance vibrancy and vitality, shopping streets are designated along the riverside promenade, pedestrian street and the specified sections of GTC. Along the shopping street, terrace frontage of two-storey podium would be provided to accommodate ‘Shop and Services’ and ‘Eating Place’ uses. The terrace frontage at residential sites, namely “R(A)2” and “R(A)3” are subject to a maximum BH of 5m and 10m in width (**Figure 7**). The provision of commercial and leisure facilities such as cafe, restaurants and retail shops would contribute to the vibrancy and character of the area. Besides, future development of the sites adjoining riverside promenade is also encouraged to take account of the planned promenade for integrated design.

11.2.4 Various education and community facilities may be included in the development of “R(A)” zone. These include one 6-classroom kindergarten in each of the site in Planning Areas 16B, 25, 34A and 52B, one 7-classroom kindergarten in each of the site in Planning Areas 27C and 34A and a market in Planning Area 52B. Floor area for social welfare facilities equivalent to about 5% of the attainable domestic GFA in public housing developments would also be reserved. All the above facilities are subject to further review by the concerned government bureaux and departments in detailed design stage taking account of the latest circumstances.

11.2.5 Planning briefs setting out the planning parameters and the design requirements of individual PRH / SSF sites have been / will be prepared to guide the future development of the sites.

11.3 “Residential (Group B)” (“R(B)”) : Total Area 13.85 ha

11.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Board.

11.3.2 This zoning includes three sub-zones which are subject to the following development restrictions:

“Residential (Group B)1” (“R(B)1”)

- (a) The site in Planning Area 66A is subject to a maximum PR of 3.5 and a maximum BH of 90mPD. A 6-classroom kindergarten will be provided in the future development. The site is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

“Residential (Group B)2” (“R(B)2”)

- (b) The sites in Planning Areas 66B and 68 are zoned “R(B)2”. Development within this zone is subject to a maximum PR of 2.5 and maximum BH of 60mPD or 90mPD. Future development of the site should take into account the planned riverside promenade for integrated design. These two sites are subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

“Residential (Group B)3” (“R(B)3”)

- (c) Sites in Planning Areas 3, 4A, 9 and 11 are zoned “R(B)3” to reflect the existing / committed developments which are subject to a maximum PR 1.26, a maximum site coverage of 40% and a maximum BH of 6 storeys over single-storey car park, or the PR, site coverage and height of the existing building, whichever is the greater. These “R(B)3” sites include existing developments of Tak Cheung Building and Tak Hing Building in Planning Area 3; Casa De Oro, Tin Sam Villa and Parkview Garden in Planning Area 4A; Sheffield Villas in Planning Area 9; and a committed residential development in Planning Area 11 to reflect the existing / committed developments.

11.4 “Residential (Group C)” (“R(C)”) : Total Area 0.40 ha

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The residential development, Bellevue Court, in Planning Area 6B is zoned “R(C)” to reflect its existing low-density development. Development or redevelopment within this site is subject to a maximum PR of 0.4 and a maximum BH of 3 storeys including car park, or the PR and height of the existing building, whichever is the greater.

11.5 “Village Type Development” (“V”) : Total Area 118.08 ha

- 11.5.1 The planning intention of “V” zone is to designate both existing recognised villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. For land designated “V(1)”, the planning intention is to provide land considered suitable for reprovisioning of village houses affected by Government projects. In order to ensure that any future development or redevelopment within the “V” zone will retain a village character, a maximum BH of 3 storeys (8.23m) or the height of the existing building, whichever is the greater, is imposed.
- 11.5.2 Within the Plan, “V” zones are designated for 16 recognised villages (i.e. Lei Uk Tsuen (including the San Lee Uk Tsuen in Planning Area 5 and Kau Lee Uk Tsuen in Planning Area 47), Shek Po Tsuen in Planning Area 14, Hung Uk Tsuen and Kiu Tau Wai in Planning Area 22, Tin Sam Tsuen in Planning Area 29, San Sang Tsuen in Planning Area 47, Tseung Kong Wai, Ha Tsuen Shi, San Uk Tsuen, Tung Tau Tsuen, Hong Mei Tsuen, San Wai, Lo Uk Tsuen, Sik Kong Tsuen and Sik Kong Wai in Planning Area 50 and Fung Kong Tsuen in Planning Area 54. In addition, a small portion of the “V” zone along Lau Fau Shan Road in Planning Area 68 is reserved for Small House applications of San Hing Tsuen, Ngau Hom Tsuen and Sha Kong Wai, which fall outside the Area. The boundaries of the “V” zones are drawn up having regard to the village ‘environs’ (‘VE’), the local topography, site constraints, the approved applications for Small House development, the number of outstanding Small House applications, as well as the Small House demand forecast. Areas of difficult terrain, dense vegetation, burial grounds and streamcourses have been avoided where possible.
- 11.5.3 The “V” zone also covers the village resite area at Sha Chau Lei in Planning Area 49 which is for rehousing the villagers affected by previous government project.
- 11.5.4 A site of about 1.31ha in Planning Area 24A and two sites of about 1.21ha in Planning Area 63 are zoned “V(1)” to reserve land for

reprovisioning of the affected village houses under the Village Removal Terms due to the NDA development. The northern part of Planning Area 24A falls within a 50m-wide setback (**Figure 9**) which should be free of building to reserve land for future strategic railway development.

11.5.5 The existing declared monuments in the “V” zone including the Tang Ancestral Hall and Yeung Hau Temple in Ha Tsuen are protected under the Antiquities and Monuments Ordinance. Graded historic buildings in the “V” zone of Ha Tsuen Shi, Ha Tsuen San Wai, Tin Sam Tsuen and Shek Po Tsuen, including Gate Tower, Ha Tsuen Shi (Grade 2); Kwan Tai Temple, Ha Tsuen Shi (Grade 2); Entrance Gate, San Wai (Grade 2); Shi Wang Study Hall, No. 124 San Wai (Grade 3); Old Village School, No. 1 Tung Tau Tsuen (Grade 3); Shrine, Tin Sam Tsuen (Grade 3); and Entrance Gate of Shek Po Wai (Grade 3), will remain unaffected by the NDA project.

11.6 “Industrial” (“I”) : Total Area 15.07 ha

11.6.1 This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. It is also intended to help redistribute industrial activities to free up land at more central location within the Area. The sites in Planning Areas 35 and 36 to the west of KSWH are zoned “I” with a maximum PR of 3 and a maximum BH of 80mPD.

11.6.2 For the sites in Planning Area 35, a 10m-wide setback is imposed in the southern “I” site to minimise the potential interface issue, if any, between “I” use and other nearby areas, in particular the “V” zone of Tsing Chuen Wai to its southwest (falling outside the Area) (**Figure 9**). There are 400kV overhead power lines (with pylons) which transpass the southern part of the site. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed.

11.7 “Government, Institution or Community” (“G/IC”) : Total Area 68.52 ha

11.7.1 This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments. Local community facilities are also provided within other land use zones.

- 11.7.2 Major regional and district GIC facilities include Regional Government Complex in Planning Area 26A, GIC complex in Planning Area 62C, sports ground in Planning Area 48, youth facility in Planning Area 31B, Government facilities and a joint depot for Government vehicles in Planning Area 24B and hospital in Planning Area 20. Other facilities including police and fire stations, 3 community halls, 4 sports centres, a library, 2 RCHEs, 2 clinics, 4 electricity substations (ESS), a telephone exchange, a flushing water service reservoir and flood storage facilities are planned in the “G/IC” zones in Planning Areas 6A, 8, 21, 24B, 26A, 26B, 34C, 34E, 38, 41B, 48, 53B, 53C, 62C and 68 to serve the different neighbourhoods. The sites in Planning Area 53B, 53C, 62C and 68 are subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.
- 11.7.3 A total of 15 primary and 8 secondary school sites are reserved within the Area to meet the educational needs of the Area. There are school clusters distributed in Planning Areas 6B, 21, 26B, 52C, 53C, 53D, 58C, 59C, 62C, 64 and 66C. Sites in close proximity to residential developments are reserved for school development for students’ convenience. These locations are also strategically planned close to sports facilities and open spaces. School sites in Planning Area 58C fall within a view corridor (‘fung shui lane’) extended from Ping Shan. The sites in Planning Area 52C, 53C, 53D, 58C, 59C, 62C, 64 and 66C are subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.
- 11.7.4 A site in Planning Area 26A, locating at the town centre, is planned for a Regional Government Complex comprising government offices, community hall, magistrates’ court, post office and delivery office, sports centre and Food and Environmental Hygiene Department (FEHD) public market. Development of this site is subject to maximum BH of 130mPD to allow flexibility in architectural design for this complex development. A comprehensive design and development for the buildings of Regional Government Complex is required. Blocking of pedestrian connection from the surrounding areas should be avoided to enhance pedestrian network in town centre. To encourage cycling, cycle track(s) should be provided within the site to provide a continuous cycle track network in the Area. The site is transpassed by the 400kV overhead power lines (with pylons) in the south. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed.

- 11.7.5 A GIC Complex site for community hall, clinic, refuse collection point (RCP) as well as other social welfare facilities is reserved in the Local Service Core in Planning Area 62C for serving the northern part of the Area and the neighbouring TSW New Town. Development within this site is subject to maximum BH of 50mPD. A committed RCP cum office uses (6 storeys) by FEHD is located in Planning Area 8 and another planned RCP is reserved in Planning Area 36. The site is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.
- 11.7.6 A proposed hospital including polyclinic / specialist clinics is reserved in Planning Area 20. Development of this site is subject to a maximum BH of 80mPD to allow flexibility in the design of hospital, clinic and ancillary uses.
- 11.7.7 Two sites including one at Planning Area 31A to the southwest of the future HSK Stations of TML and HSWRL and another at Planning Area 34C to the north of Regional Plaza are currently reserved for development of the Northern Metropolis University Town (NMUT), either for publicly funded or self-financing institutions. It may include academic facilities, student hostels and/or other related ancillary facilities depending on the prevailing needs and requirements by the Education Bureau (EDB). Developments within the sites are subject to a maximum BH of 80mPD (for Planning Area 31A) and 8 storeys (for Planning Area 34C). The site in Planning Area 31A is bisected by the planned riverside promenade across from the west to east and future development should take account of the planned riverside promenade for integrated design. This site is located to the immediate north of the 400kV overhead power lines (with pylons). Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed and consulted.
- 11.7.8 A district police station cum police married quarters in Planning Area 26B and a divisional fire station and ambulance depot cum staff quarters in southern site of Planning Area 34E are designated “G/IC(1)”. Development of these sites is subject to a maximum BH of 130mPD and 160mPD respectively. There are 400kV overhead power lines (with pylons) in the southern part of the site in Planning Area 26B. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed and consulted.
- 11.7.9 There are other sites zoned “G/IC” to reflect the existing

developments including the Church of Jesus Christ of Latter – Day Saints (Hung Shui Kiu) in Planning Area 4A, Ling Liang Church in Planning Area 27A at Castle Peak Road, and the Pok Oi Hospital Yeung Chun Pui Care and Attention Home, Ching Chung Care and Attention Home for the Aged in Planning Area 49 near Sha Chau Lei.

- 11.7.10 Eight sites in various locations are designated for government reserve to cater for unforeseen government uses when need arises in future. These sites are subject to a BHR of 3 storeys (near villages) or 8 storeys based on the local characteristic and BH profile.
- 11.7.11 When detailed planning and development for the Area proceeds, local community facilities such as kindergartens and neighbourhood centres will be provided within the public housing estates and private residential development, where appropriate, in accordance with HKPSG.
- 11.7.12 Development and redevelopment in the “G/IC” zones are subject to BHRs in terms of number of storey(s) (excluding basement floor(s)) or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

11.8 “Open Space” (“O”) : Total Area 99.11 ha

- 11.8.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. A network of interconnected open spaces of different sizes and functions would be provided including regional, district and local open spaces as well as amenity areas.
- 11.8.2 A Regional Park is provided in Planning Area 49 to provide regional recreational and leisure spaces. It is located at the heart of the Area and will be linked with the north-south running open space spines and riverside promenades. Adjoining the riverside promenade, a sports ground and other recreational facilities in Planning Area 48, future development of the Regional Park should take into account of the design of riverside promenade, leisure and recreational facilities nearby. The Regional Park will incorporate a flood lake which not only serve flood control propose but also enhance the water-friendliness environment for enjoyment by the public. It would become a regional landmark in the Area to be enjoyed by residents and visitors.
- 11.8.3 District open space serving the needs of residents as well as the

general public in the district includes riverside promenades running from the south to north and southeast to northeast of the Area. By connecting with other open spaces, there will be a network of major green spines, breezeways and view corridors for better integration between different neighbourhoods in the Area and with the adjacent TSW New Town. Planning Areas 33, 51 and 57A are the major district open space. The thoroughfare of cycle track, via residential site in Planning Area 52B, connected to the planned pedestrian street should be maintained. The site in Planning Area 57A is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

- 11.8.4 Local open space is provided in close proximity to residential areas to serve local residents. Some of the local open spaces would be incorporated into the PRH/SSF developments to allow greater design flexibility and better layout planning. Local open space will also be provided to the residents within individual private residential developments in the Area to meet the requirements of HKPSG.
- 11.8.5 Community gardens for farming activities and farmers' markets in line with the planning intention of this zone would be promoted and allowed, in view of rising interest of the public at large in appreciating farming activities.
- 11.8.6 Subject to detailed design, flood retention facilities may be provided and integrated within open space such as area to the west of Sik Kong Wai, and sites in Planning Areas 33 and 51 in order to serve as part of the overall sustainable drainage system.
- 11.8.7 Regional Plaza in Planning Area 30 adjoining HSK Station is designated "O(1)". To serve the community and enhance the vibrancy of the Regional Plaza, it is intended that commercial uses such as shop and services and eating places would be provided in the area adjacent to the railway station subject to the approval of the Board by way of a planning application under section 16 of the Ordinance. It will also be a land reserved for future strategic railway development.
- 11.8.8 Development within this "O(1)" site is subject to a maximum non-domestic GFA of 2,350m² and a maximum BH of 20mPD. Integrated design of the site should be adopted taking into account the different elements of the proposed Strategic Transport Interchange Hub. To enhance vibrancy and vitality of this Regional Plaza, supporting leisure, retail, food and beverage facilities may be allowed upon application to the Board.

11.9 “Other Specified Uses” (“OU”) : Total Area 104.91 ha

11.9.1 This zone is intended for specific development(s) and/or uses, which is/are specified in the annotation of the zone.

Mixed Use

11.9.2 Two clusters of sites (about 13.34 ha) zoned “OU” annotated “Mixed Use” (“OU(Mixed Use)”) are located near the existing TML TSW Station and the future HSK Stations of TML and HSWRL. The planning intention of this zone is primarily for high-density residential development and commercial development in close proximity to the railway stations. Development within this zone is subject to a maximum PR of 7 (of which the domestic PR should not exceed 4.5).

11.9.3 For the site in Planning Area 28A near the future TML HSK Station, a stepped BH profile descending from the east to west is introduced. The eastern portion of the site is subject to a maximum BH of 180mPD. The western portion of the site for non-domestic development is subject to a maximum BH of 60mPD. This stepped BH profile maintains the openness in the Regional Plaza and the future TML HSK Station. Besides, taking into account the above urban design consideration and the potential noise impact from the elevated TML, domestic development has to set back 60m from the western boundary of the site, which is more than 90m away from the railway tracks. Terrace frontage with a maximum BH of 5m and 10m in width along the frontage on the pedestrian street and/or Regional Plaza (**Figure 7**) is applicable. This terrace frontage is proposed specifically for ‘Shop and Services’ and ‘Eating Place’ uses contributing to at-grade vibrancy and local character. Being a part of the proposed Strategic Transport Interchange Hub, a PTI of GFA of about 10,000m² with a terminus for public transport services is planned. Subject to detailed design, this PTI is also proposed for long haul bus services. A minimum of 50 public car parking spaces in addition to those required to serve the planned development should be provided within this site to promote park and ride patronage. Additionally, an appropriate number of public car parking spaces should be provided in Planning Areas 28A and 28B to cater for the park and ride demand for cross-boundary travel in support of the proposed HSWRL.

11.9.4 In order to enhance the connectivity to the surrounding sites, an east-west public pedestrian access should be provided in Planning Area

28A. This public access should connect the Regional Plaza in Planning Area 30 in the west, the PTI and the “R(A)2” site in Planning Area 27A in the east. The site in Planning Area 28B adjoining the Regional Plaza is subject to a maximum BH of 180mPD, except the terrace frontage as designated on the departmental ODP with a maximum BH of 5m and of 10m in width. The terrace frontage facing the designated pedestrian street and/or Regional Plaza contributes to at-grade vibrancy and local character. In view of the strategic location adjoining the future TML HSK Station and the Regional Plaza, it is desirable to develop Planning Areas 28A and 28B in a comprehensive manner incorporating the recommendations of the detailed urban design study into the development. Future development of the sites should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to ensure proper design of the development.

- 11.9.5 The three “OU(Mixed Use)” sites in Planning Areas 19A to 19C near the existing TML TSW Station are subject to maximum BH of 160mPD. A 6-classroom kindergarten will be provided in the future development in the western site in Planning Area 19A. A 6m wide setback (**Figure 9**) is designated along the southern side of Planning Area 19B to enhance the existing buffer over a pond between Planning Area 19B and the main cluster of village houses in the “V” zone of Kiu Tau Wai in Planning Area 22, which results in a buffer of about 20m. Detailed restrictions of setback for individual sites have been set out in the departmental ODP.

Enterprise and Technology Park

- 11.9.6 About 9.97 ha of land in Planning Areas 44A, 44B and 46 in the southern part of the Logistics, Enterprise and Technology Quarter are zoned “OU” annotated “Enterprise and Technology Park” (“OU(E&TP)”). The planning intention of this zone is to provide development spaces for accommodating a variety of innovation and technology uses, including research centres, testing and certification, data centre, modern industries and other related businesses and non-polluting industrial uses. Development within this zone is subject to a maximum PR of 5 and a maximum BH of 90mPD.

Logistics Facility

- 11.9.7 About 33.34 ha of land in Planning Areas 40C, 42A, 43A and 43B to the east of KSWH and in the eastern part of Logistics, Enterprise and Technology Quarter are zoned “OU” annotated “Logistics Facility” (“OU(LF)”). The planning intention of this zone is primarily for

development of modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre and Logistics Hub. This zone is located just next to KSWH to capture the advantage of being easily accessible by strategic highways linking the Hong Kong International Airport, Shenzhen, and other parts of the territories. To facilitate accommodation of modern logistics buildings with ramps for access by trucks and lorries, sites of at least 3.5 ha each are delineated. Development within this zone is subject to a maximum PR of 5 and a maximum BH of 110mPD.

- 11.9.8 About 4.42 ha of land in Planning Area 41B in the central part of Logistics, Enterprise and Technology Quarter is zoned “OU(LF)(1)” which will provide the depot for SGMETS on the ground floor and/or the basement while the logistics facilities can be accommodated alongside the depot or the floors above. Development within this zone is subject to a maximum PR of 5 and a maximum BH of 110mPD.

Industry Park

- 11.9.9 About 24.8 ha of land in Planning Areas 39A to 39C, 40A (southern portion) and 40B in the northwestern part of the HSK/HT NDA and to the east of KSWH, zoned “OU(IP)”, covers the area designated for development of the around 23 ha HSK Industry Park. The planning intention of this zone is to provide land for the establishment of an Industry Park in HSK/HT NDA for driving the development of industries with a competitive edge and supported by the Government, as well as for providing complementary facilities and value-added services to support the growth of enterprises and develop a vibrant industry ecosystem. Development within this zone is subject to a maximum BH of 110mPD as specified on the Plan.
- 11.9.10 Under the Study, the HSK Industry Park could accommodate a total GFA of about 1,610,000m² with regard to infrastructural capacity, which would be specified in the land administration documents as appropriate. Further increase in development intensity for the HSK Industry Park would be subject to confirmation of technical acceptability and feasibility demonstrated by the project proponent(s) to the satisfaction of relevant government bureaux and departments.
- 11.9.11 To allow development flexibility for the HSK Industry Park and in order to develop a vibrant industry ecosystem, a great variety of uses are allowed to accommodate 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, etc.) are always permitted in order to create an enabling working environment in the HSK Industry Park.

- 11.9.12 The Park Company will masterplan the overall development of the HSK Industry Park. The types of industry and use, disposition and layout of buildings and development intensity for each individual site within the HSK Industry Park, as well as its ancillary and supporting facilities to be provided, will be determined by the Park Company at the detailed design and implementation stages, with due regard to infrastructural capacity, the compatibility and the synergy that different industries will bring in setting up an vibrant industry ecosystem. Upon the availability of details on individual use for each site of the Industry Park, the project proponent(s) would consult the Environmental Protection Department for ascertaining any implication from environmental planning perspective.
- 11.9.13 Despite the intended relatively green and smart nature of the advanced construction industry, it is however considered as a dusty use in HKPSG and with the operation being controlled and monitored by relevant environmental legislations in that the project proponents are required to suitably mitigate and contain any potential environment issues within site. The 100m buffer requirement between such operation and any existing and planned accommodations specified in the HKPSG should be duly followed to minimise the potential environmental nuisance. Other industrial processes should also be planned in accordance with the HKPSG requirements.
- 11.9.14 For any talent accommodation units to be provided, the exact location and its scale will be contingent on the nature and scale of industries to be developed, as well as the operational and business needs of the prospective enterprises of the HSK Industry Park. The provision of talent accommodation should also duly observe the possible constraints posed by the nearby less environmentally friendly manufacturing processes, if any and the buffer requirement under HKPSG with other existing and planned uses nearby, if needed to address potential environmental impact.

Parking and Operational Facilities for Environmentally Friendly Transport Services

- 11.9.15 The “OU” annotated “Parking and Operational Facilities for Environmentally Friendly Transport Services” is located in Planning Area 52C. The planning intention of this zone is primarily for the provision of parking and operational facilities (including ancillary

office) for SGMST serving the Area. Development within this zone is subject to a maximum PR of 3 and a maximum BH of 60mPD.

Sewage Treatment Works

- 11.9.16 Two sites in Planning Areas 41A and 41C are zoned “OU” annotated “Sewage Treatment Works” intended primarily for the provision of sewage treatment / plants. The existing San Wai Sewage Treatment Works (STW) and the western site of the planned Hung Shui Kiu Effluent Polishing Plant (EPP) is located in Planning Area 41A. The eastern site of the planned Hung Shui Kiu EPP is located in Planning Area 41C. Development within this zone is subject to a maximum BH of 50mPD.

Refuse Transfer Station

- 11.9.17 A refuse transfer station (RTS) is planned in Planning Area 41A to support the existing NWNT RTS and cope with the wastes generated by the new population. Development within this zone is subject to a maximum BH of 50mPD.

All Other Sites (Not Listed Above)

- 11.9.18 Apart from the above, this zone denotes land allocated or reserved for specific uses, including the following:

- (a) Sewage Pumping Stations in Planning Areas 25, 36, 46, 51, 56 and 68. The site in Planning Area 68 is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024;
- (b) Petrol Filling Stations in Planning Areas 40B, 42B and 50;
- (c) District Cooling System in Planning Area 31A;
- (d) Railway Station in Planning Area 30; and
- (e) the existing TML Emergency Access Points in Planning Areas 15 and 49.

- 11.9.19 Development or redevelopment within the above zones are subject to BHR as stipulated on the Plan, or the height of the existing building, whichever is the greater.

11.10 “Green Belt” (“GB”): Total Area: 55.92 ha

11.10.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

11.10.2 The “GB” zone covers land with mature vegetation, hilly terrain and the existing burial grounds. The existing mitigation ponds under KSWH will also be protected and preserved through the “GB” zoning.

11.10.3 As filling of land/pond or excavation of land may cause adverse drainage impacts on the areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

11.11 Relaxation / Minor Relaxation Clause

For the zone(s) where relaxation / minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, relaxation / minor relaxation of the development restrictions as stipulated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

12. COMMUNICATIONS

To support the development of HSK/HT NDA, the railway system is planned as the backbone of the passenger transport system in the Area supplemented by other public transport services. A number of improvements to the existing road network are necessary. The traffic impacts of the planned developments have been assessed. With the implementation of the proposed improvement works, no adverse traffic impact is envisaged.

12.1 Strategic Transport Interchange Hub

12.1.1 With a view to enhancing the efficiency, convenience and comfort of public transport services, and elevating the overall experience of the travelling public, a Strategic Transport Interchange Hub encompassing the future TML HSK Station, the HSWRL under planning, and adjacent development sites will be introduced in the town centre. Subject to detailed design, it will include typical transport facilities, such as PTIs and pick-up/drop-off points, with convenient and comfortable pedestrian connections as well as other

value-added facilities such as park and ride facilities, temperature-regulated passenger waiting areas, supporting commercial and retail shops, real-time digital transport information collection and display facilities, charging facilities for electric vehicles, bicycle parking spaces and possibly storage facilities for electric mobility devices.

12.2 Road Network (Figure 6)

- 12.2.1 Currently, the principal accesses to the Area include Yuen Long Highway, Castle Peak Road and KSWH while the secondary accesses include Tin Wah Road, Ping Ha Road, Tin Ying Road and Hung Tin Road. The Area will be well connected with different parts of Hong Kong and surrounding areas by cross-boundary strategic road network as well as by a comprehensive existing and planned road network. A comprehensive road network of a primary distributor, eight district distributors and local roads is planned to provide convenient connection among various development areas and activity nodes.
- 12.2.2 As the special industrial land uses are planned at the western side of the Area close to KSWH, the heavy vehicle traffic generated from the special industry would be conveniently directed to/from KSWH without going through the residential areas. Road P1 is proposed to convey the traffic from KSWH to district distributors and vice versa. Slip roads and flyover are proposed to connect KSWH from Road P1 and Road D3. For other residential-related traffic, they are anticipated to use other access such as Hung Tin Road via Yuen Long Highway or other district distributors via Castle Peak Road.
- 12.2.3 Apart from separating the access points, the internal road network is planned to prevent heavy vehicles moving from industrial area in the west across the Area to the residential cluster in the east. Such east-west traffic movement is minimised by the planning of non-continuous east-west distributor roads, with the exception of Road D1 at the northernmost part of the Area.
- 12.2.4 The feasibility study on SGMITS in HSK/HT NDA and YLS NDA has reviewed the interface and arrangement of the SGMITS and the existing Tin Ying Road and confirmed that a synergy effect could be achieved. The existing Tin Ying Road will be retained so as to allow flexibility to cater for the needs of further development.
- 12.2.5 Primary Distributor Road P1 would be a dual 2-lane carriageway running in north-south direction mainly underneath KSWH to convey traffic between KSWH and the district distributors. It would connect

to district distributors or Castle Peak Road via roundabout or signal junction.

- 12.2.6 There would be eight district distributors namely D1 to D8. Road D1 is a dual 3-lane / dual 2-lane carriageway running in east-west direction connecting Tin Wah Road / Lau Fau Shan Road in the east and Road P1 in the west.
- 12.2.7 Road D2 is currently known as Ping Ha Road and would be upgraded to a dual 2-lane carriageway running in north-south direction. It would be one of the major roads serving the residential developments and local villages in the north-eastern part of the Area. The northern end of Road D2 connects to Lau Fau Shan Road and Road D1. The southern section of Road D2 would connect to Hung Tin Road.
- 12.2.8 District distributors Road D3 to D8 would be dual 2-lane carriageways. These district distributors provide necessary linkages between the major activity nodes within the Area and the external connections. Road D6 and D8 would be the key access roads to the future TML HSK Station and the major retail and commercial area. Road D1, D2 and D4 would be the major district distributors serving the residential developments and local villages in the northeastern part of the Area.
- 12.2.9 Existing local roads within the Area such as Tin Ha Road, Hung Shui Kiu Tin Sam Road and Hung Yuen Road would be maintained. All local roads are single 2-lane carriageways and provide accesses to local villages and activity nodes including the planned hospital near the existing TML TSW Station. To improve the connectivity in the northern part of the Area, a new parallel local road connecting to Deep Bay Road to divert the traffic from Lau Fau Shan Road is proposed, taking into account the physical constraints to widen Lau Fau Shan Road.
- 12.2.10 Local vehicular accesses and ingress/egress for the existing villages and developments should be allowed which are subject to detailed design. Provision of depressed sections of district distributors for grade separation with pedestrian / cycling uses will be considered.

12.3 Railway

- 12.3.1 The railway system is planned as the backbone of the passenger transport system in the NDA comprising TML, HSWRL and LR supplemented by other public transport services (**Figure 6**). The TML provides service connecting to the metro areas of Hong Kong. The

existing TML TSW Station is located to the east of the Area and the future TML HSK Station is located in Planning Area 30. The TML HSK Station is anticipated to be commissioned in 2030 to meet the transport need of the HSK/HT NDA. Areas along the TML alignment are covered by the Railway Protection Boundary and relevant guidelines and/or regulations under relevant authorities should be observed.

- 12.3.2 The HSWRL will provide a cross-boundary linkage with the modern services centre in Qianhai via the Shenzhen Bay Port. Underground space at the Regional Plaza in Area 30 has been reserved for accommodating the cross-boundary railway station for the HSWRL. Intermediate stations are also planned at Ha Tsuen and Lau Fau Shan. Public transport facilities and a comprehensive pedestrian and cycling network with supporting facilities will be provided to support the HSWRL.
- 12.3.3 LR provides local domestic service to connect Tuen Mun, TSW and Yuen Long New Towns. Currently, LR stations are mainly located along Castle Peak Road in the south and Kiu Hung Road in the east of the Area.
- 12.3.4 Subject to detailed design, spaces underneath elevated railway track, if any, should be encouraged for leisure, recreational or other related uses for public enjoyment as appropriate.

12.4 Other Public Transport Facilities

- 12.4.1 An efficient long haul bus services for external connections will be considered. In addition, feeder services between railway stations and the major nodes outside 500m catchment of railway stations will be explored.
- 12.4.2 The SGMETS traverses the core of residential, commercial and other major activity nodes within the Area. The recommended mode for the SGMETS is green road-based transport mode with example including trackless trams. The stations would be distributed in a way to serve the patronage efficiently between activity nodes. There will be cycle track and footpath along the SGMETS to form the GTC, allowing and encouraging public to walk and/or cycle within this corridor. Landscape treatment will be also carried out along the GTC. SGMETS depot is reserved within “OU(LF)1” in Planning Area 41B. The design and provision of the SGMETS, including the possible extension to YLS NDA and enhancement of the transport connectivity to the adjacent TSW, Tuen Mun and Yuen Long New Towns, in particular

to the northern part of TSW, is subject to separate investigation and detailed design studies to be carried out by CEDD and detailed design in the implementation of the NDA project.

12.4.3 There are four PTIs with terminus for buses, minibuses and/or other public light buses planned within the major cores of the Area in Planning Areas 28A and 32A near the future TML HSK Station, in Planning Area 18 near the existing TML TSW Station, and in Planning Area 53A (**Figure 6**). The proposed size and location of the PTIs should be adequate to provide the interchange between different transportation modes including TML, LR, SGMTS, long haul/feeder bus services, other franchised bus services, green minibuses and taxi. The arrangement of PTI for Planning Area 53A is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.

12.4.4 In order to promote local park and ride at the PTIs/SGMTS to encourage the use of public transport, a minimum of 50 public car parking spaces is planned in the sites in Planning Areas 28A, 32A, 53A and 69 each. Additionally, an appropriate number of public car parking spaces should be provided in Planning Areas 28A and 28B to cater for the park and ride demand for cross-boundary travel in support of the proposed HSWRL. The arrangement for Planning Areas 53A and 69 are subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024

12.5 Pedestrian and Cycle Track Connections (**Figures 7 and 8**)

12.5.1 Walkability is one of the major consideration in planning the Area. The proposed footpaths and cycle tracks will link up major activity nodes, including the existing and proposed railway stations, PTIs, residential and commercial areas, open spaces and GIC/recreational facilities. In general, provision of pedestrian and cycling facilities will be provided in accordance with HKPSG and latest guidelines and standards of relevant government departments.

12.5.2 In general, footpath would be provided along both kerb sides of district distributors, local roads and between development sites in strategic location. Three pedestrian streets of 15m or 20m wide are designated to enhance the connectivity to the town centre, TSW New Town and the northern part of the Area. Shopping streets are planned to allow commercial and leisure facilities such as café, restaurants and retail shops along GTC, at Regional Plaza and/or riverside promenade. This provision will enhance and contribute to the at-grade vibrancy

and vitality as well as character of the activity nodes. Pedestrian public access are also planned within Planning Area 28A, 30 and 32A to enhance accessibility pedestrian network and movement in the city core. Other measures on enhancing pedestrian connection in various locations of the Area should be further explored in detailed design stage.

12.5.3 In order to create a safe and convenient pedestrian walking environment, grade-separated pedestrian facilities, such as subways or footbridges, would be provided as far as practicable subject to detailed design. The provision of pedestrian facilities is intended to promote walking especially between major public transport hub and activity nodes.

12.5.4 With the comprehensive cycling network planned in the Area (**Figure 8**), cycling would be one of the environmentally friendly transport modes. In general, cycle tracks would be provided along one side of the district distributors and some of the local roads. The new cycle track network would integrate with the existing cycle tracks at various locations in the Area. Arterial cycle tracks have been identified to connect major developments, railway stations and local communities within HSK/HT NDA, with linkages to the TSW New Town and the existing cycle track network connecting east and west New Territories. Subject to detailed design, a 5m-wide cycle track may also be considered along the proposed SGMETS so that there would be cycling connectivity to Lau Fau Shan and TSW New Town. Cycling supporting facilities such as cycle parking areas would be provided at railway stations, PTIs, major residential developments as well as open spaces as far as practicable subject to detailed design in accordance with the requirements of HKPSG and latest guidelines and standards of relevant government departments.

13. UTILITY SERVICES

13.1 Drainage

The design of drainage facilities in the Area will adopt the “Blue-Green Infrastructure” concept as appropriate to improve the development area’s flood resilience and adaptation to climate change. Flood storage lake and other attenuation facilities which blend in with the environment and promote water-friendly culture for public enjoyment would be proposed. River revitalisation of existing drainage channels would be explored to create attractive landscape, biodiversity, connectivity and multi-functional benefits. Sustainable drainage system such as bio-swale, porous pavement, rain garden, green roof and

rainwater harvesting would also be explored.

13.2 Sewerage and Sewage Treatment

- 13.2.1 The existing San Wai STW and the planned Hung Shui Kiu EPP in Planning Areas 41A and 41C are to cater for the sewage flows arising from the existing and planned developments in Yuen Long, TSW and HSK/HT NDA.
- 13.2.2 There are six sewage pumping stations within the Area. The existing Ha Tsuen Pumping Stations is located in Planning Area 56 and the other existing sewage pumping station falls within Planning Area 68. Four planned pumping stations reserved in Planning Areas 25, 36, 46 and 51 for collecting sewage flows from the Area and pump to the planned STW. The arrangement for Planning Area 68 is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024.
- 13.2.3 At present, public sewer along Castle Peak Road is provided and only part of the Area is served by public sewerage network. Connection to public sewer shall be made when public sewer with adequate capacity is in place and connection to public sewer is required by the Director of Environmental Protection.

13.3 Water Supply

The existing water treatment works capacity available in the NWNT has already been fully committed. Further treatment works capacity, if required, would be made available from the future extension to Ngau Tam Mei Water Treatment Works.

13.4 Electricity

- 13.4.1 The Area has long been supplied with electricity. It is anticipated that there will not be any problem in the provision of electricity supply with new ESSs planned in Planning Areas 21, 24B, 34C and 41B to support the Area.
- 13.4.2 The southwest of the Area is transpassed by the 400kV overhead power lines (with pylons). Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed and consulted.

13.5 Gas

13.5.1 Currently, town gas pipelines designed for high pressure but now operating at medium pressure have already been laid along Hung Tin Road and Ping Ha Road. For any development that will result in a significant increase in population in the vicinity of high pressure gas pipelines, a quantitative risk assessment (QRA) would be required from the project proponent to assess the potential risks associated with the gas pipelines, having considered the proposed development. The project proponent should maintain liaison / coordination with the gas services providers in respect of the exact location of existing or planned gas pipe routes / gas installations in the vicinity of the proposed works area and the minimum set back distance away from the gas pipes / gas installations if any excavation works are required during the design and construction stages of the development. The project proponent shall also note the requirements of the Electrical and Mechanical Services Department's Code of Practice on Avoiding Danger from Gas Pipes.

13.5.2 If any proposal introduces a substantial increase of nearby population to the existing liquefied petroleum gas (LPG) filling stations, the current QRA studies for the filling stations would no longer be valid, and it is required to conduct another QRA study taking into account the proposed development to substantiate that the government risk guidelines can still be met. For new LPG filling stations, QRA studies are required.

13.6 Telecommunications

13.6.1 Telephone services are made available through the telephone exchange reserved in Planning Area 68 to provide the essential service to the Area. The arrangement for Planning Area 68 is subject to the ongoing study for the Lau Fau Shan/Tsim Bei Tsui/Pak Nai area with a broad land use concept plan released for public engagement in 2024

13.6.2 Telecommunication cables will be laid along the proposed roads and distributed to the development sites.

14. GEOTECHNICAL CONSTRAINTS

14.1 Part of the Area is within the Scheduled Area of the Northwest New Territories (Scheduled Area No. 2) which might be underlain by marble with dissolution features. Due attention should be paid to the potential problems associated with

buildings and structures foundation works.

- 14.2 There are a number of existing and proposed geotechnical features within the vicinity of the Area. Studies of these geotechnical features and necessary upgrading works should be carried out, if the geotechnical features could affect or be affected by the proposed development, or if their failure could affect lives and property within or outside the development area. Necessary arrangement should be made to ensure that the development will not be subject to or pose an unacceptable landslide risk to the public throughout its design life.
- 14.3 Part of the Area is overlooked by steep natural terrain and meets the Alert Criteria for Natural Terrain Hazard Study (NTHS). For future development in these areas, NTHS may be required to assess the scale of potential natural terrain landslide hazards and to provide suitable hazard mitigation measures, if found necessary, as part of the development.

15. CULTURAL HERITAGE

- 15.1 Within the boundary of the Area, there are currently five SAIs, Ngau Hom Shek, Hang Hau Tsuen, Sha Kong Miu (North), Tung Tau Tsuen and Tseung Kong Wai; four Archaeological Potential Areas identified by the archaeological survey for the NDA project in Lau Fau Shan, Kiu Tau Wai, Hung Uk Tsuen (North) and Hung Uk Tsuen (South); two declared monuments, i.e. Tang Ancestral Hall and Yeung Hau Temple in Ha Tsuen and historic buildings graded by the Antiquities Advisory Board (AAB), namely Gate Tower, Ha Tsuen Shi (Grade 2), Kwan Tai Temple, Ha Tsuen Shi (Grade 2), Entrance Gate, San Wai (Grade 2), Shi Wang Study Hall, No. 124 San Wai (Grade 3), Old village school, No. 1 Tung Tau Tsuen (Grade 3), Shrine, Tin Sam Tsuen (Grade 3) and Entrance Gate of Shek Po Wai (Grade 3).
- 15.2 The lists of declared monuments and proposed monuments, historic buildings and sites graded by the AAB, new items for grading assessment, Government historic sites identified by Antiquities and Monuments Office of the Development Bureau (AMO) and SAIs are published on AMO's website <https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.html>. The lists will be updated from time to time.
- 15.3 Prior consultation with AMO should be made, for any works, development, redevelopment or rezoning proposals that may affect the declared monuments, proposed monuments, historic buildings and sites graded by the AAB for grading assessment, Government historic sites identified by AMO, SAIs or any other buildings/structures identified with heritage value, both at grade and underground and the immediate environs of the aforementioned items.

- 15.4 A possible cultural heritage trail (**Figure 7**) is proposed to connect the existing TML TSW Station, the future TML HSK Station and permeates through sites, along the existing open space and amenity areas. The proposed trail extent focuses on Ha Tsuen which accommodates a concentration of built heritage resources.
- 15.5 There are two view corridors ('fung shui lanes') falling within the Area. One aligns between Ha Tsuen Shi to TSW New Town in southwest-northeast direction. Another one aligns from village of Sik Kong Wai and extended to Tang Ancestral Hall in Ping Shan (outside the Area) in northwest-southeast direction. In order to avoid blocking views along these view corridors, future development along and/or falling within these corridors should maintain and incorporate the view corridors ('fung shui lanes') in their design.

16. PLANNING CONTROL

- 16.1 The types of permitted developments and uses within the Area are listed in the Notes to the Plan. Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted developments and uses within the same zone are always permitted and no separate permission is required.
- 16.2 For any land or building falling within the boundaries of this Plan and also previously falling within the boundaries of the plans for the Ha Tsuen IDPA, the Lau Fau Shan and Tsim Bei Tsui IDPA (hereafter referred to as "IDPA areas"), the Ping Shan DPA and the Lam Tei and Yick Yuen DPA (hereafter referred to as "DPA areas"), whichever the case may be –
- (a) uses of land or building as defined under paragraphs (3)(a) and (3)(b) of the covering Notes and which are not in compliance with the terms of the Plan may have adverse impact on the environment, drainage and traffic of the area. Although no action is required to make such use conform to this Plan, any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board will consider these applications on their individual merits. Those alteration and/or modification works which may lead to an environmental improvement or upgrading to the Area may be considered favourably by the Board;
 - (b) any development, other than those referred to the above paragraph or in conformity with this Plan or with the permission of the Board,

undertaken or continued on or after 17 August 1990 on land included in a plan of the Ha Tsuen IDPA or the Lau Fau Shan and Tsim Bei Tsui IDPA, or on or after 18 June 1993 on land included in a plan of the Lam Tei and Yick Yuen DPA or the Ping Shan DPA, may be subject to enforcement proceedings under the Ordinance. Any filling of land / pond and excavation of land in the relevant zones on or after the exhibition of the specific plan referred to in the Notes of the relevant zones without the permission from the Board may also be subject to enforcement proceedings.

- 16.3 For any land or building falling within the boundaries of this Plan but not previously falling within the ‘IDPA areas’ or the ‘DPA areas’, no action is required to make the existing use of such land or building conform to this Plan, until there is a material change of use or the building is redeveloped. Any material change of such use or any other development (except minor alteration and/or modification to the development of the land or building in respect of such use which is always permitted) must be always permitted in terms of the Plan or, if permission is required, in accordance with a permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an ‘existing use right’ should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zoning control mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 16.4 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental ODPs and layout plans, and guidelines published by the Board. The ODPs and layout plans are available for public inspection at the PlanD. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the PlanD. Application forms and Guidance Notes for planning application can be downloaded from the Board’s website and are available from the Secretariat of the Board; and the Technical Services Division and relevant District Planning Offices of the PlanD. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

17. IMPLEMENTATION (Figure 10)

- 17.1 To achieve early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, proper phasing and

packaging of works for the HSK/HT NDA development has been formulated. HSK/HT NDA is being implemented in three phases. Detailed design for site formation and engineering infrastructural works for the First Phase has commenced in 2017 with construction work started in 2020 and first population intake in 2024. The construction works for the Second Phase development commenced in 2024, with population intake targeted to start from 2030 onwards in tandem with the commissioning of the TML HSK Station. The implementation programme of the Remaining Phase development is subject to the ongoing study for the Lau Fau Shan, Tsim Bei Tsui and Pak Nai area.

- 17.2 The Government has been resuming and clearing the private land planned for public works projects, public and private development, carrying out site formation works, and will provide infrastructure before allocating land for various purposes, including disposal of land planned for private developments in the market. Land formation and the provision of infrastructure will continue to be implemented in accordance with the development programme prepared by CEDD. Open space, schools, social welfare and other community facilities will be constructed by the appropriate government departments on the basis of the Capital Works Programme, School Building Programme and other Public Works Programme. PRH and SSF housing together with the supporting facilities will be built by the Housing Department in accordance with the Public Housing Development Programme and other relevant agents. The Government has been accelerating the development of the NM with innovative mindset through diversified development approaches including in-situ land exchange, large-scale land disposal, establishment of industry park company and phased development, coupled with flexible land grant arrangements and flexible payment arrangements for land premium.
- 17.3 The HSK Industry Park will be developed by phases. The Park Company is required to submit a development plan to the Government to ensure that the development will be in line with the Government's industry policies. The target industries, the detailed design for each phase and the development and implementation model will be guided by the said development plan.
- 17.4 The OZP provides a broad land use framework within which a more detailed departmental ODP has been prepared in consultation with government departments concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation purpose. It includes information on detailed land uses, development parameters and boundaries of individual sites, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the OZP together with the ODP, where appropriate,

will serve as the basis for processing the lease modification applications (including in-situ land exchange) subject to specified criteria promulgated by the Government.

Index of Figures (All figures are for indicative purpose only)

Figure 1 – Hung Shui Kiu and Ha Tsuen Outline Zoning Plan

Figure 2 – Planning Scheme Area of the Hung Shui Kiu and Ha Tsuen Outline Zoning Plan

Figure 3 – Planning Areas

Figure 4 – Planning and Urban Design Concept

Figure 5 – Landscape and Open Space Network Concept

Figure 6 – Transportation Network Concept

Figure 7 – Pedestrian Walkway Network Concept

Figure 8 – Cycling Network Concept

Figure 9 – Building Height Concept

Figure 10 – Phasing Plan

TOWN PLANNING BOARD

MARCH 2026



該區先期屬於由規劃署署長依據1990年城市規劃(修訂)條例草案第26條(其後已通過成為1991年城市規劃(修訂)條例的一部份)規定擬備,並在1990年8月17日公開展示的流浮山及尖鼻咀中期發展審批地區圖編號IDPA/YL-LFS/1的範圍。
THIS AREA WAS PREVIOUSLY COVERED BY THE INTERIM DEVELOPMENT PERMISSION AREA PLAN FOR LAU FAU SHAN & TSIM BEI TSUI No. IDPA/YL-LFS/1 PREPARED BY THE DIRECTOR OF PLANNING PURSUANT TO SECTION 26 OF THE TOWN PLANNING (AMENDMENT) BILL 1990 (SUBSEQUENTLY ENACTED AS PART OF THE TOWN PLANNING (AMENDMENT) ORDINANCE 1991) EXHIBITED ON 17.8.1990.

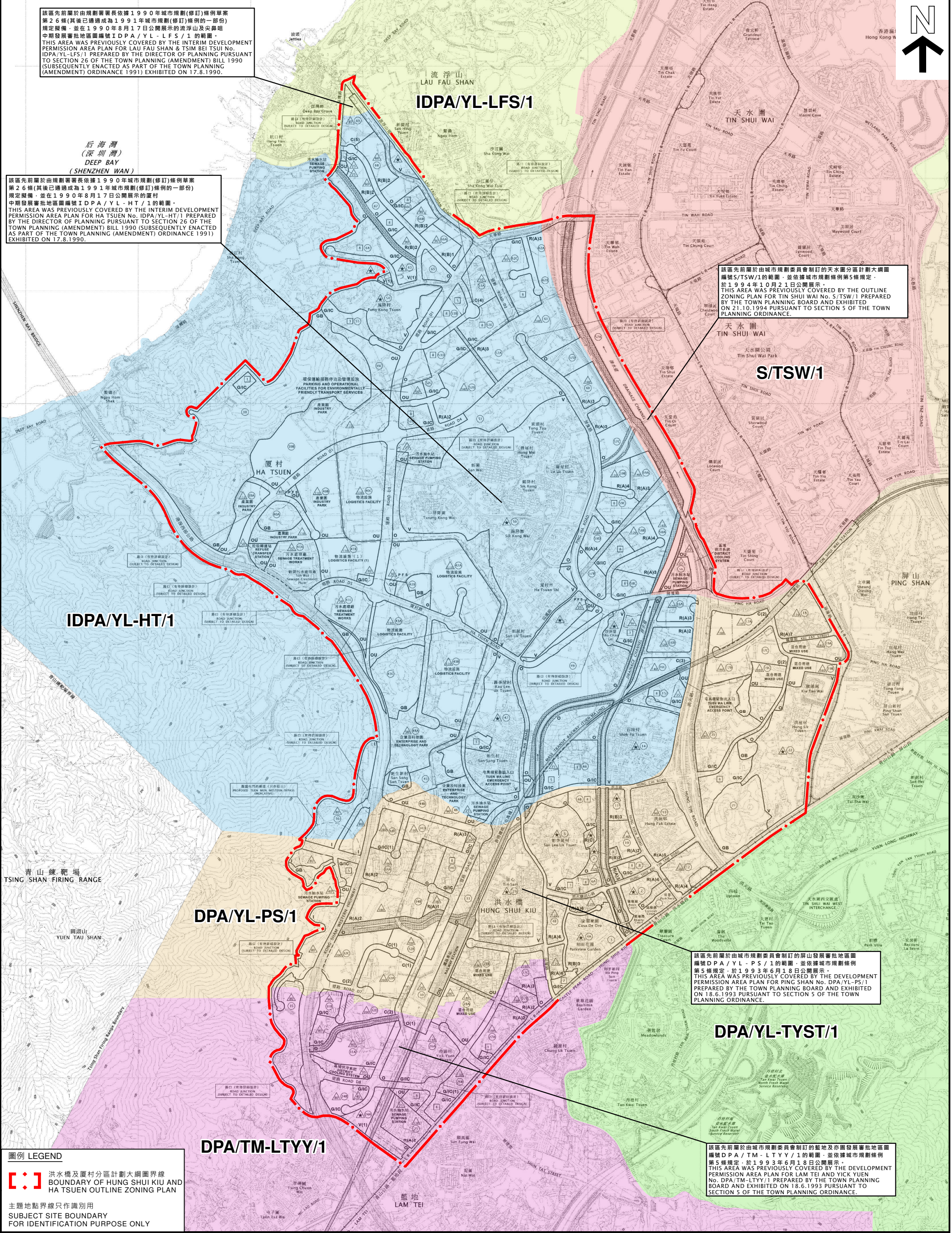
后海灣(深圳灣)
DEEP BAY (SHENZHEN WAN)

該區先期屬於由規劃署署長依據1990年城市規劃(修訂)條例草案第26條(其後已通過成為1991年城市規劃(修訂)條例的一部份)規定擬備,並在1990年8月17日公開展示的厦村中期發展審批地區圖編號IDPA/YL-HT/1的範圍。
THIS AREA WAS PREVIOUSLY COVERED BY THE INTERIM DEVELOPMENT PERMISSION AREA PLAN FOR HA TSUEN No. IDPA/YL-HT/1 PREPARED BY THE DIRECTOR OF PLANNING PURSUANT TO SECTION 26 OF THE TOWN PLANNING (AMENDMENT) BILL 1990 (SUBSEQUENTLY ENACTED AS PART OF THE TOWN PLANNING (AMENDMENT) ORDINANCE 1991) EXHIBITED ON 17.8.1990.

該區先期屬於由城市規劃委員會制訂的天水圍分區計劃大綱圖編號S/TSW/1的範圍,並依據城市規劃條例第5條規定,於1994年10月21日公開展示。
THIS AREA WAS PREVIOUSLY COVERED BY THE OUTLINE ZONING PLAN FOR TIN SHUI WAI No. S/TSW/1 PREPARED BY THE TOWN PLANNING BOARD AND EXHIBITED ON 21.10.1994 PURSUANT TO SECTION 5 OF THE TOWN PLANNING ORDINANCE.

該區先期屬於由城市規劃委員會制訂的屏山發展審批地區圖編號DPA/YL-PS/1的範圍,並依據城市規劃條例第5條規定,於1993年6月18日公開展示。
THIS AREA WAS PREVIOUSLY COVERED BY THE DEVELOPMENT PERMISSION AREA PLAN FOR PING SHAN No. DPA/YL-PS/1 PREPARED BY THE TOWN PLANNING BOARD AND EXHIBITED ON 18.6.1993 PURSUANT TO SECTION 5 OF THE TOWN PLANNING ORDINANCE.

該區先期屬於由城市規劃委員會制訂的藍地及赤園發展審批地區圖編號DPA/TM-LTYT/1的範圍,並依據城市規劃條例第5條規定,於1993年6月18日公開展示。
THIS AREA WAS PREVIOUSLY COVERED BY THE DEVELOPMENT PERMISSION AREA PLAN FOR LAM TEI AND YICK YUEN No. DPA/TM-LTYT/1 PREPARED BY THE TOWN PLANNING BOARD AND EXHIBITED ON 18.6.1993 PURSUANT TO SECTION 5 OF THE TOWN PLANNING ORDINANCE.



圖例 LEGEND

洪水橋及厦村分區計劃大綱圖界線
BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

洪水橋及厦村分區計劃大綱圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

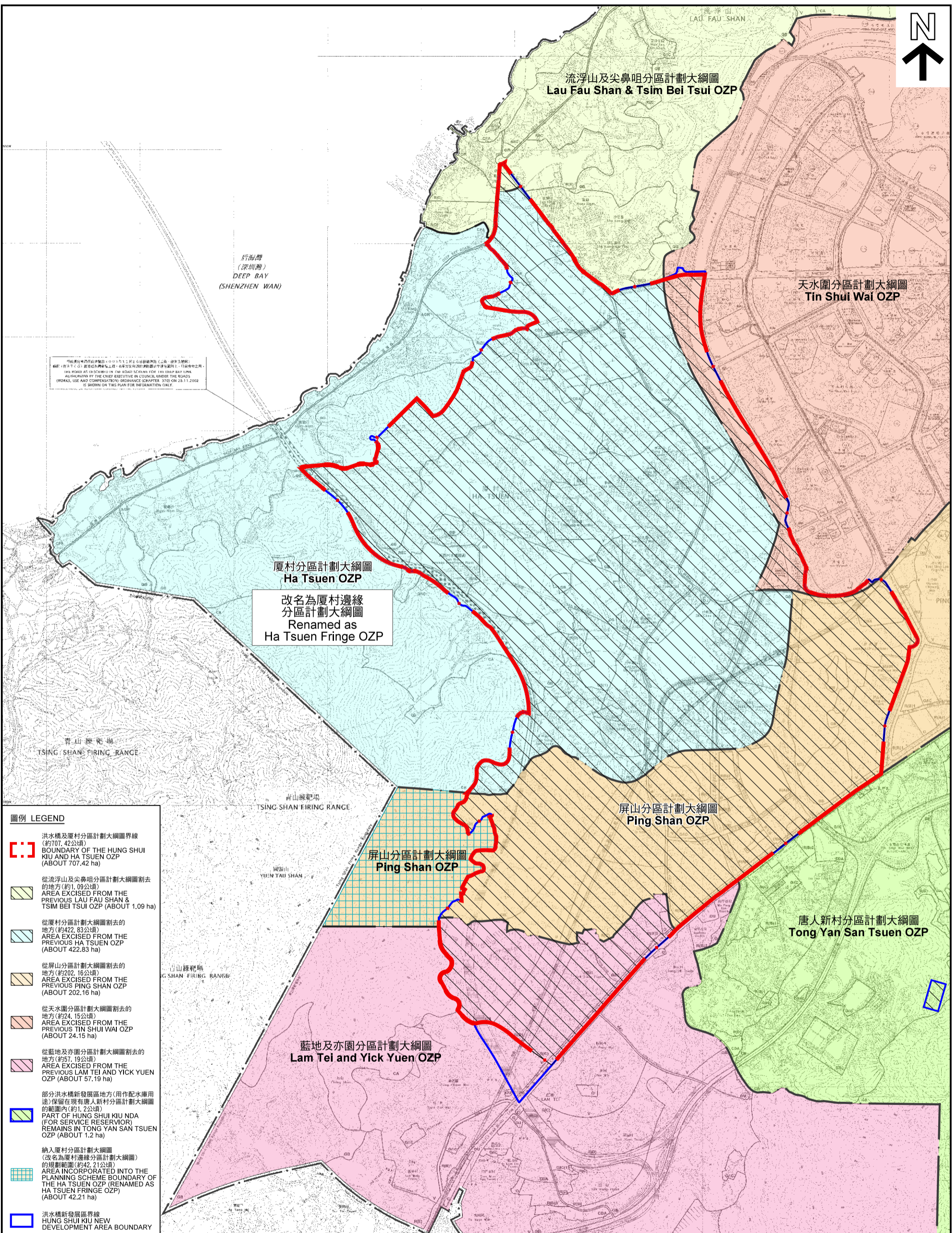
本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026

SCALE 1:15 000 比例尺
METRES 200 0 200 400 600 METRES

規劃署
Planning Department

參考編號
REFERENCE No. M/YLW2/25/166

圖解
FIGURE 1



此圖是根據《香港規劃條例》(第161章)第17條訂立的。此圖是根據《香港規劃條例》(第161章)第17條訂立的。此圖是根據《香港規劃條例》(第161章)第17條訂立的。

THIS ROAD AS DESCRIBED IN THE ROAD SCHEMATA FOR THE DEEP BAY LINK AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 23.11.2002 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

- 圖例 LEGEND**
- 洪水橋及厦村分區計劃大綱圖界線 (約707.42公頃)
BOUNDARY OF THE HUNG SHUI KIU AND HA TSUEN OZP (ABOUT 707.42 ha)
 - 從流浮山及尖鼻咀分區計劃大綱圖劃去的地方 (約1.09公頃)
AREA EXCISED FROM THE PREVIOUS LAU FAU SHAN & TSIM BEI TSUI OZP (ABOUT 1.09 ha)
 - 從厦村分區計劃大綱圖劃去的地方 (約422.83公頃)
AREA EXCISED FROM THE PREVIOUS HA TSUEN OZP (ABOUT 422.83 ha)
 - 從屏山分區計劃大綱圖劃去的地方 (約202.16公頃)
AREA EXCISED FROM THE PREVIOUS PING SHAN OZP (ABOUT 202.16 ha)
 - 從天水圍分區計劃大綱圖劃去的地方 (約24.15公頃)
AREA EXCISED FROM THE PREVIOUS TIN SHUI WAI OZP (ABOUT 24.15 ha)
 - 從藍地及亦園分區計劃大綱圖劃去的地方 (約57.19公頃)
AREA EXCISED FROM THE PREVIOUS LAM TEI AND YICK YUEN OZP (ABOUT 57.19 ha)
 - 部分洪水橋新發展區地方 (用作配水庫用途) 保留在現有唐人新村分區計劃大綱圖的範圍內 (約1.2公頃)
PART OF HUNG SHUI KIU NDA (FOR SERVICE RESERVOR) REMAINS IN TONG YAN SAN TSUEN OZP (ABOUT 1.2 ha)
 - 納入厦村分區計劃大綱圖 (改名為厦村邊緣分區計劃大綱圖) 的規劃範圍 (約42.21公頃)
AREA INCORPORATED INTO THE PLANNING SCHEME BOUNDARY OF THE HA TSUEN OZP (RENAMED AS HA TSUEN FRINGE OZP) (ABOUT 42.21 ha)
 - 洪水橋新發展區界線
HUNG SHUI KIU NEW DEVELOPMENT AREA BOUNDARY

本摘要圖於2026年1月14日擬備，所根據的資料為：
 於2005年2月1日核准的分區計劃大綱圖編號 S/YL-LFS/7，
 於2006年2月7日核准的分區計劃大綱圖編號 S/YL-TYST/10，
 於2008年7月15日核准的分區計劃大綱圖編號 S/TSW/12，
 於2009年1月13日核准的分區計劃大綱圖編號 S/YL-HT/10，
 於2015年6月2日核准的分區計劃大綱圖編號 S/YL-PS/16 及
 於2015年9月8日核准的分區計劃大綱圖編號 S/TM-LTY/8
 EXTRACT PLAN PREPARED ON 14.1.2026
 BASED ON OUTLINE ZONING PLAN No.
 S/YL-LFS/7 APPROVED ON 1.2.2005,
 S/YL-TYST/10 APPROVED ON 7.2.2006,
 S/TSW/12 APPROVED ON 15.7.2008,
 S/YL-HT/10 APPROVED ON 13.1.2009,
 S/YL-PS/16 APPROVED ON 2.6.2015 AND
 S/TM-LTY/8 APPROVED ON 8.9.2015

位置圖 LOCATION PLAN

洪水橋及厦村分區計劃大綱圖的規劃範圍
PLANNING SCHEME AREA OF
THE HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

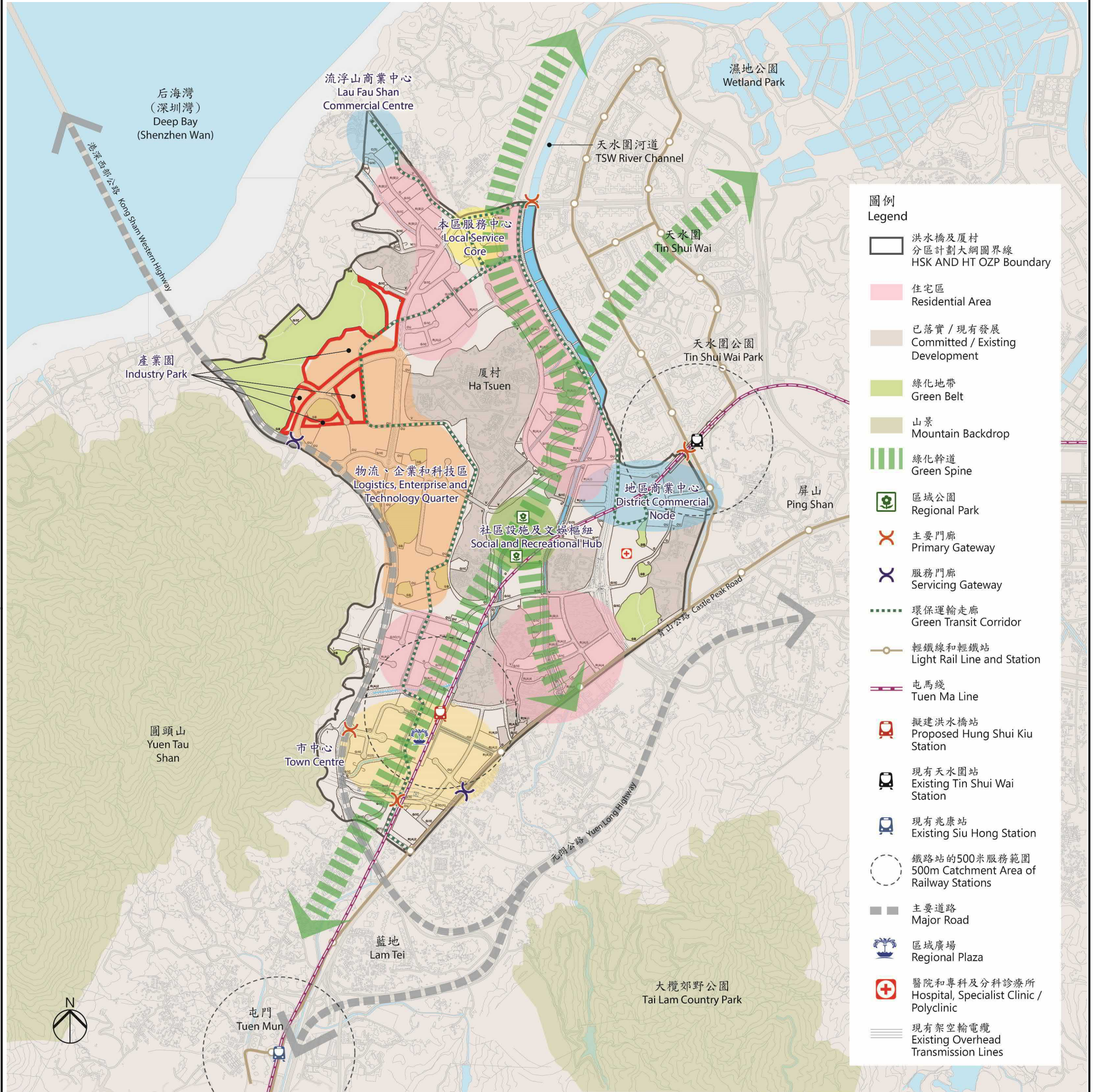
SCALE 1 : 18 000 比例尺

米 METRES 200 0 200 400 600 800 米 METRES

規畫署
 Planning Department

參考編號 REFERENCE No. M/YLW2/25/166

圖解 FIGURE 2



主題地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026

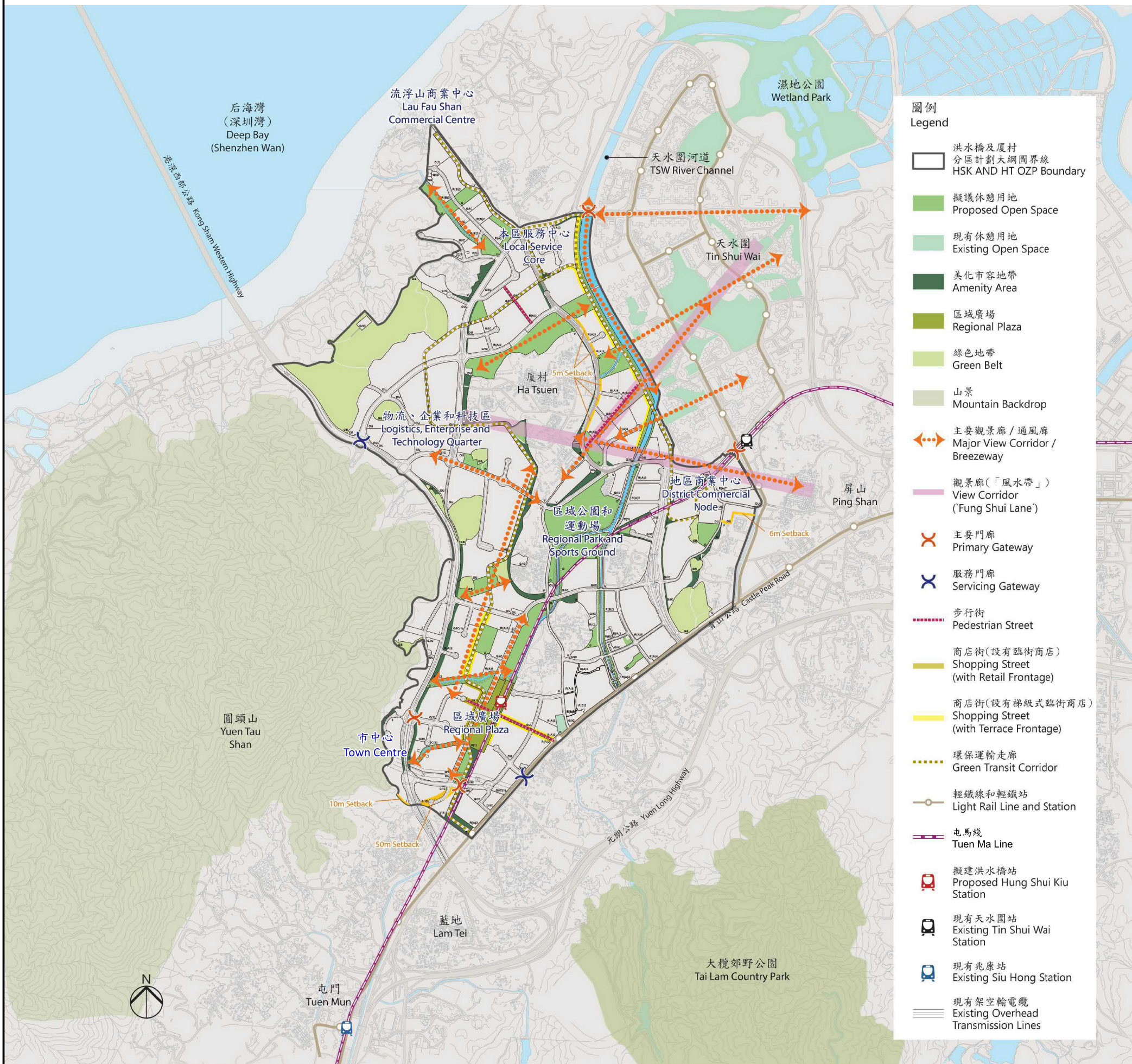
洪水橋及厦村分區計劃大綱圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

規劃及城市設計概念
PLANNING AND URBAN DESIGN CONCEPT

 規劃署
Planning Department

參考編號
REFERENCE No.
M/YLW2/25/166

圖解
FIGURE
4



- 圖例 Legend**
- 洪水橋及厦村分區計劃大綱圖界線 HSK AND HT OZP Boundary
 - 擬議休憩用地 Proposed Open Space
 - 現有休憩用地 Existing Open Space
 - 美化市容地帶 Amenity Area
 - 區域廣場 Regional Plaza
 - 綠色地帶 Green Belt
 - 山景 Mountain Backdrop
 - 主要觀景廊 / 通風廊 Major View Corridor / Breezeway
 - 觀景廊(「風水帶」) View Corridor ('Fung Shui Lane')
 - 主要門廊 Primary Gateway
 - 服務門廊 Servicing Gateway
 - 步行街 Pedestrian Street
 - 商店街(設有臨街商店) Shopping Street (with Retail Frontage)
 - 商店街(設有梯級式臨街商店) Shopping Street (with Terrace Frontage)
 - 環保運輸走廊 Green Transit Corridor
 - 輕鐵線和輕鐵站 Light Rail Line and Station
 - 屯馬綫 Tuen Ma Line
 - 擬建洪水橋站 Proposed Hung Shui Kiu Station
 - 現有天水圍站 Existing Tin Shui Wai Station
 - 現有兆康站 Existing Siu Hong Station
 - 現有架空輸電纜 Existing Overhead Transmission Lines

主題地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026

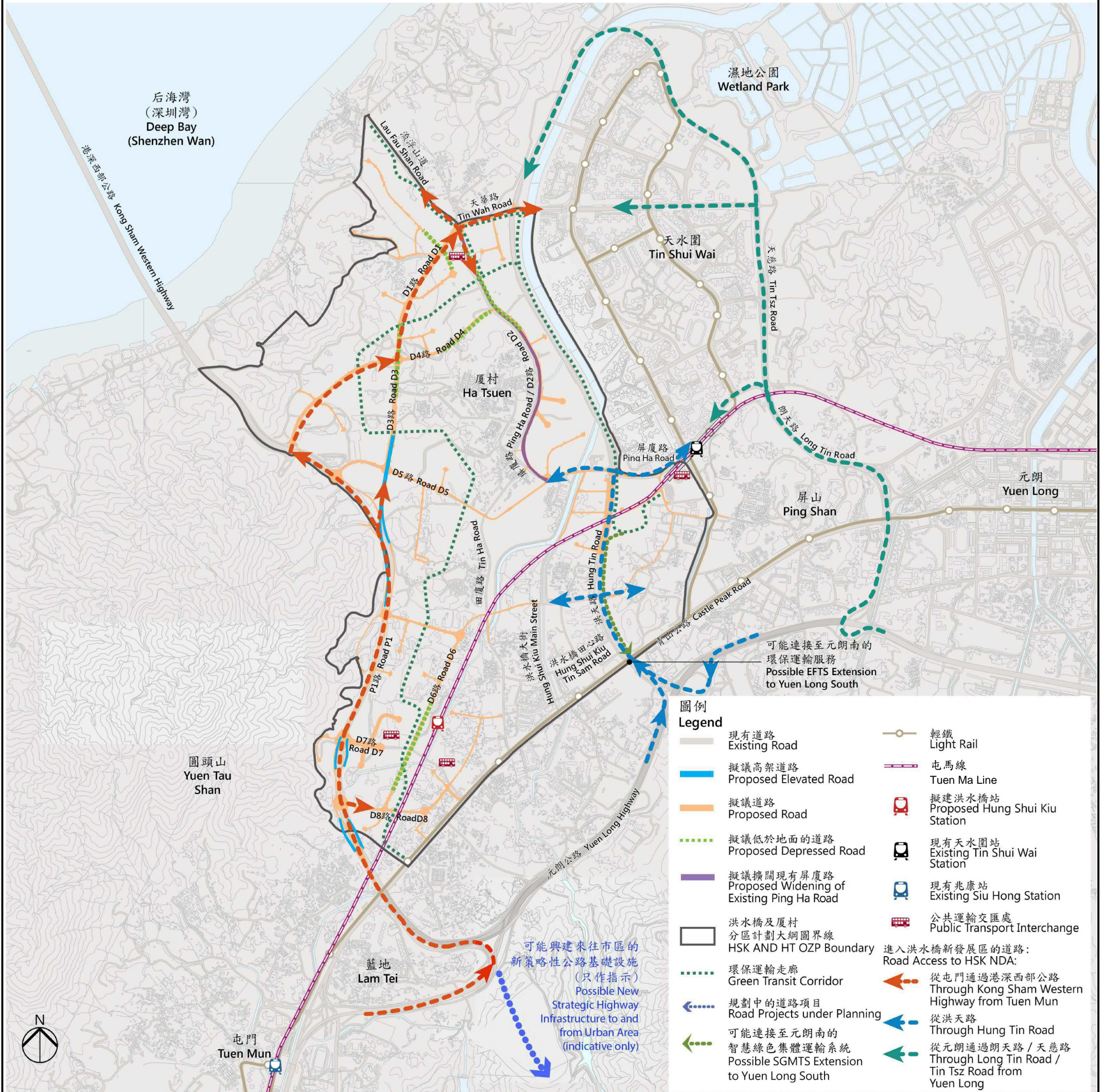
洪水橋及厦村分區計劃大綱核准圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

景觀及休憩用地網絡概念
LANDSCAPE AND OPEN SPACE NETWORK CONCEPT

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLW2/25/166

圖解
FIGURE
5



主題地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

洪水橋及厦村分區計劃大綱圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026

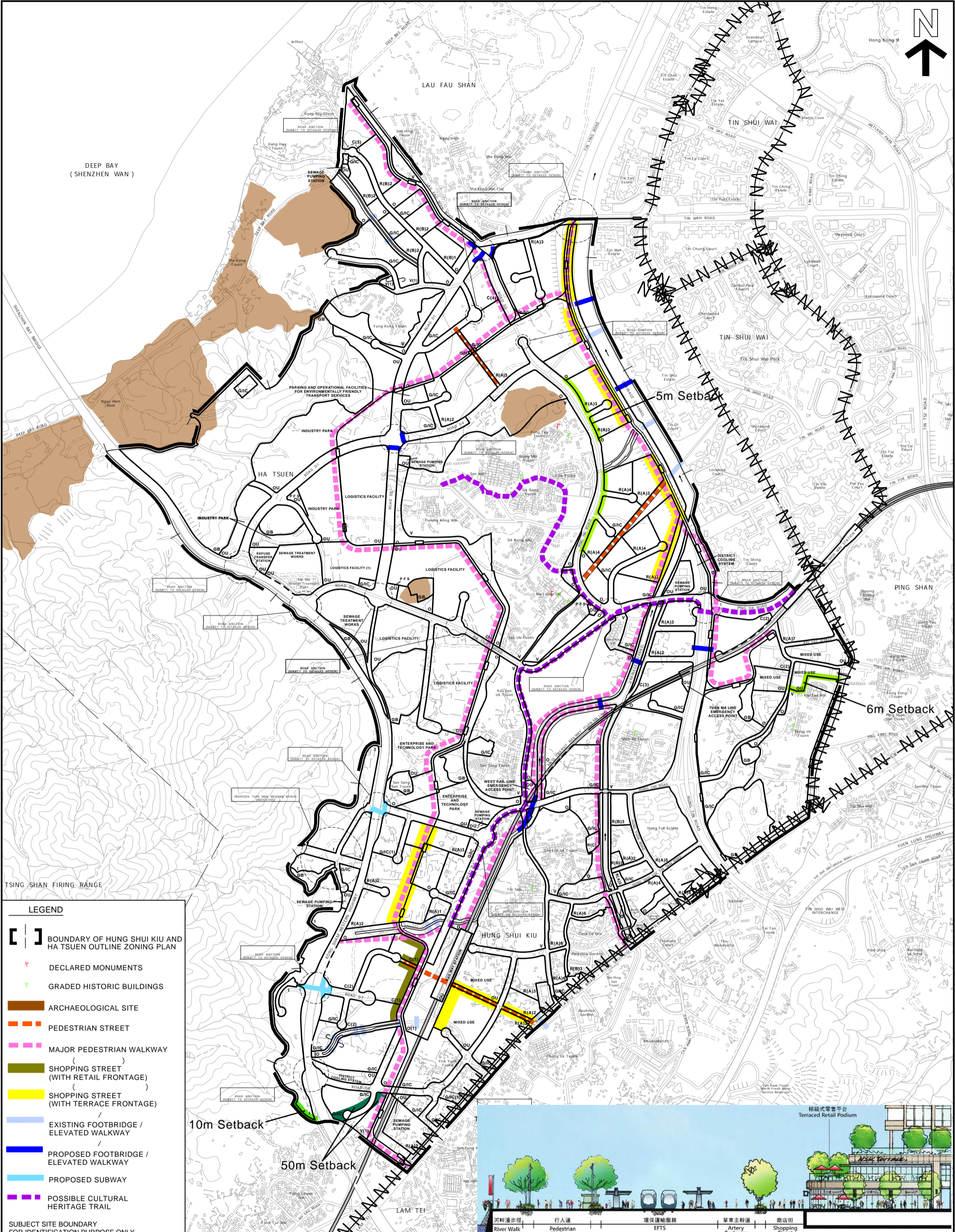
交通網絡概念

TRANSPORTATION NETWORK CONCEPT

規劃署
Planning Department

參考編號
REFERENCE No.
M/YLW2/25/166

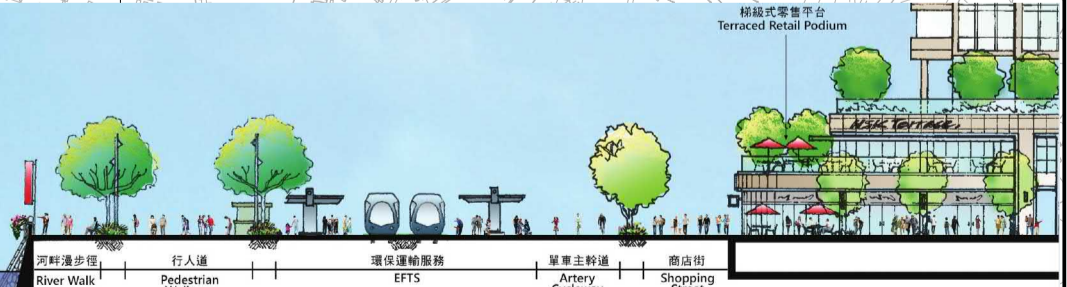
圖解
FIGURE
6

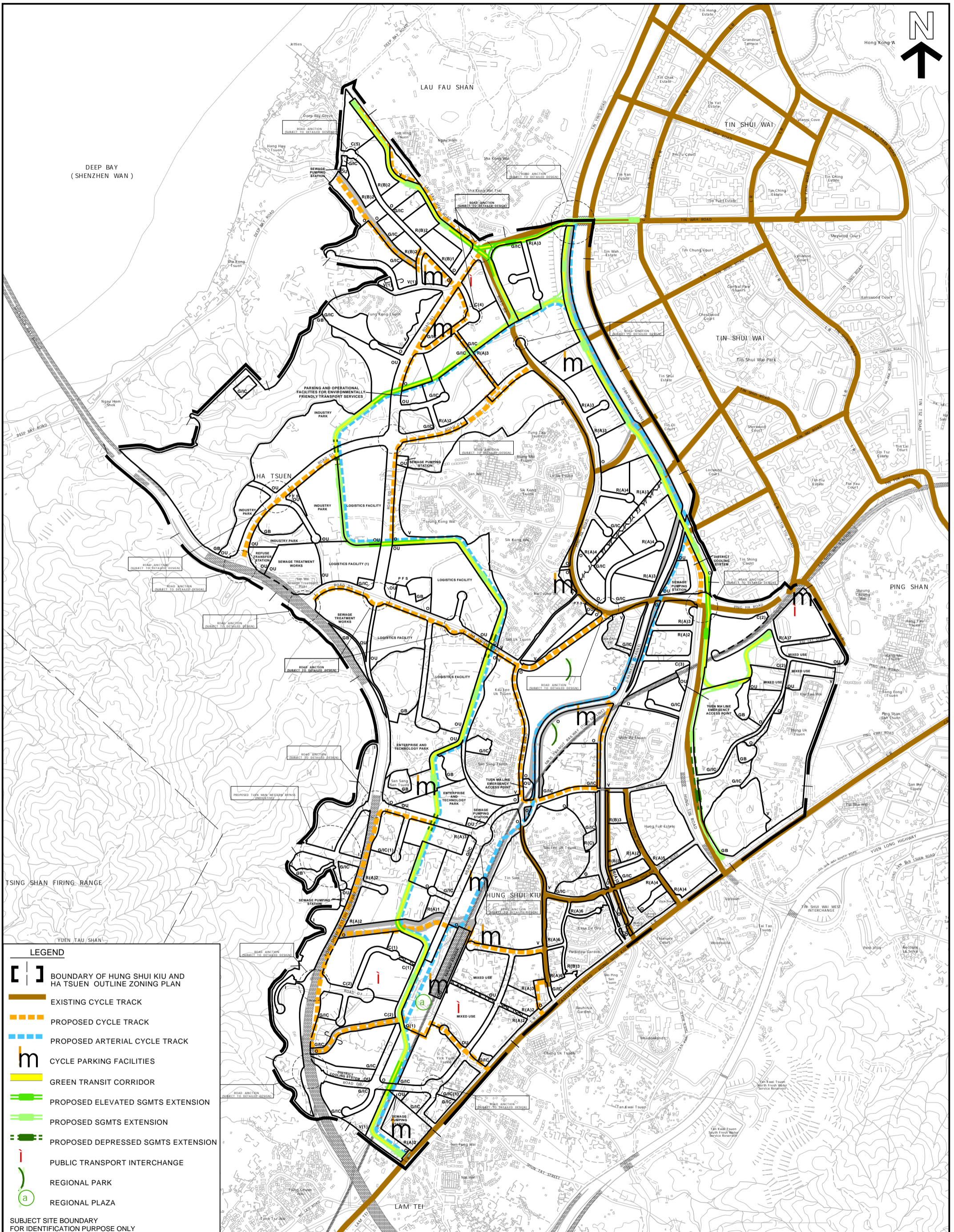


LEGEND

- BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- r DECLARED MONUMENTS
- r GRADED HISTORIC BUILDINGS
- ARCHAEOLOGICAL SITE
- PEDESTRIAN STREET
- MAJOR PEDESTRIAN WALKWAY
- SHOPPING STREET (WITH RETAIL FRONTAGE)
- SHOPPING STREET (WITH TERRACE FRONTAGE)
- EXISTING FOOTBRIDGE / ELEVATED WALKWAY
- PROPOSED FOOTBRIDGE / ELEVATED WALKWAY
- PROPOSED SUBWAY
- POSSIBLE CULTURAL HERITAGE TRAIL

SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY





LEGEND

- BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- EXISTING CYCLE TRACK
- PROPOSED CYCLE TRACK
- PROPOSED ARTERIAL CYCLE TRACK
- CYCLE PARKING FACILITIES
- GREEN TRANSIT CORRIDOR
- PROPOSED ELEVATED SGMTS EXTENSION
- PROPOSED SGMTS EXTENSION
- PROPOSED DEPRESSIONED SGMTS EXTENSION
- PUBLIC TRANSPORT INTERCHANGE
- REGIONAL PARK
- REGIONAL PLAZA
- SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

CYCLING NETWORK CONCEPT

2026 1 14
EXTRACT PLAN PREPARED ON 14.1.2026

SCALE 1:15 000
METRES 200 0 200 400 600 METRES



REFERENCE No.
M/YLW2/25/166

FIGURE
8



后海灣
(深圳灣)
DEEP BAY
(SHENZHEN WAN)

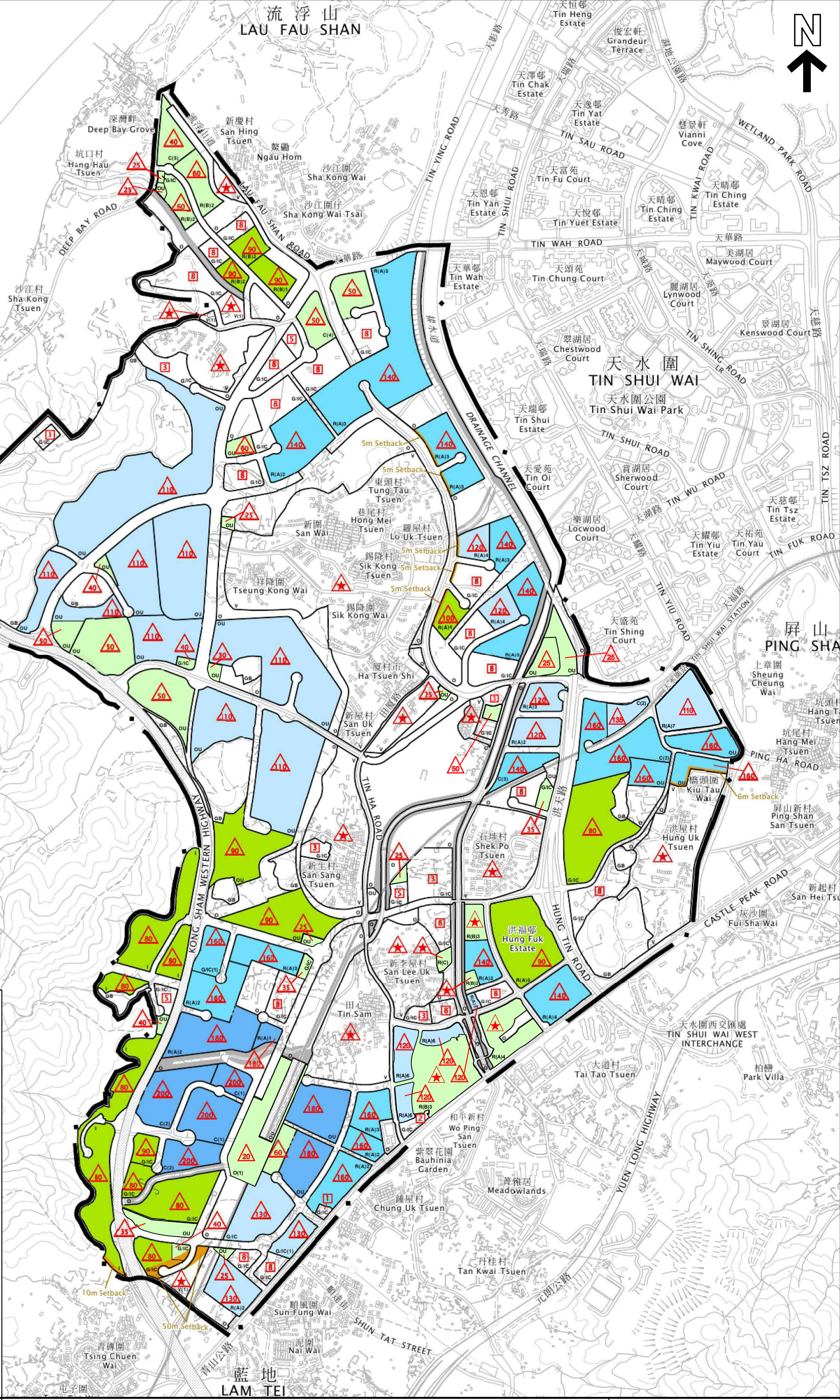
流浮山
LAU FAU SHAN

天水圍
TIN SHUI WAI

青山練靶場
TSING SHAN
FIRING RANGE

圖例 LEGEND

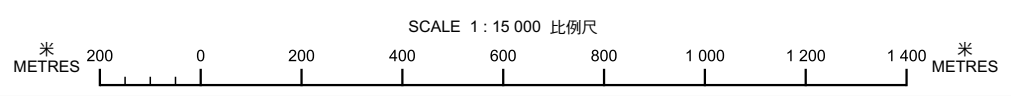
- 洪水橋及厦村分區計劃大綱圖界線
BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- 用途地帶界線
ZONING BOUNDARY
- 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 最高建築物高度(樓層數目)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 《註釋》內訂明最高建築物高度限制
RESTRICTION AS STIPULATED ON THE NOTES
- 後移
SETBACK
- 建築物高度(在主水平基準上若干米)
BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 20 - 69
- 70 - 109
- 110 - 139
- 140 - 179
- 180 - 200
- 主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



洪水橋及厦村分區計劃大綱核准圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
建築物高度概念
BUILDING HEIGHT CONCEPT

規劃署
Planning Department

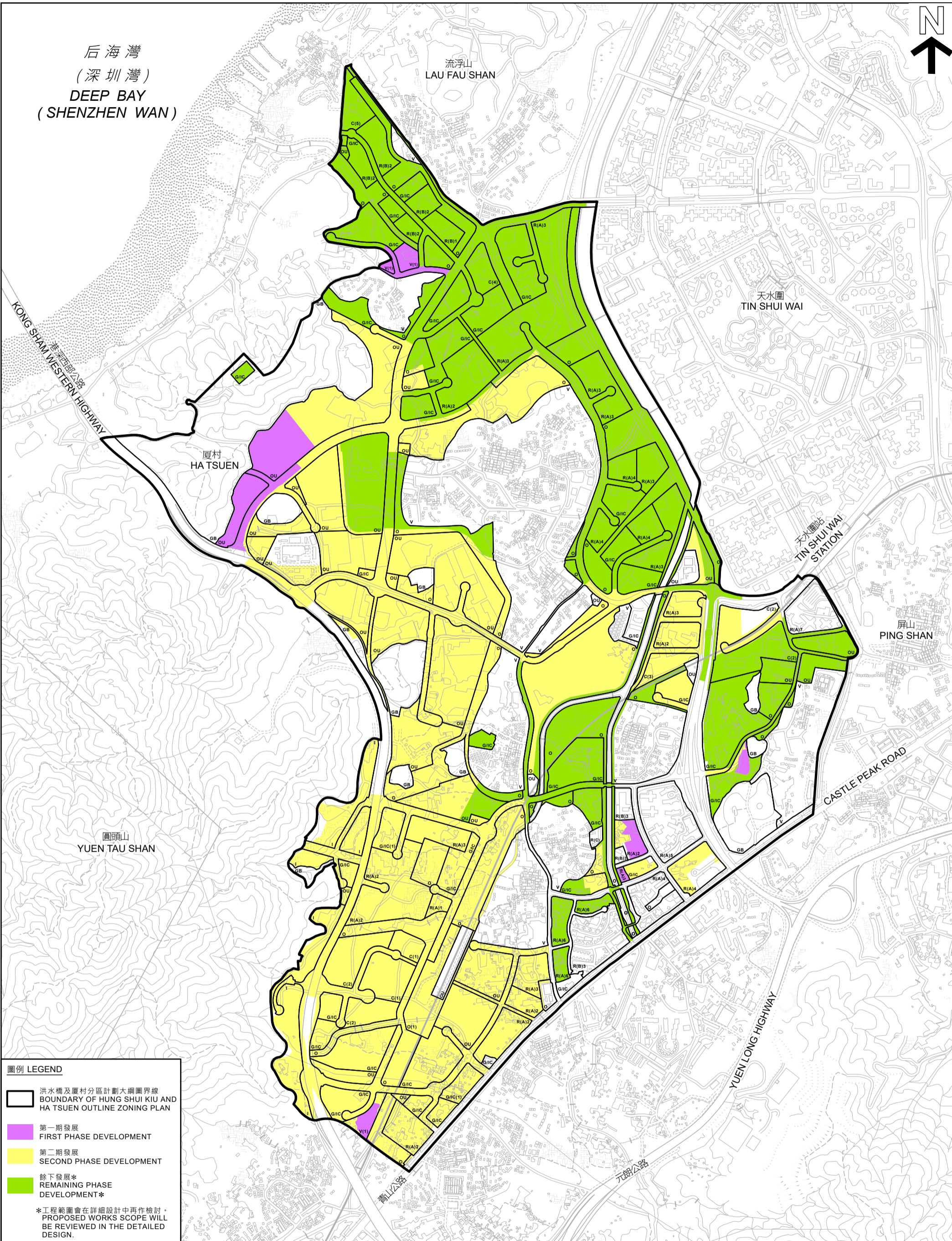
本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026



參考編號
REFERENCE No.
M/YLW2/25/166

圖解
FIGURE
9

后海灣
(深圳灣)
DEEP BAY
(SHENZHEN WAN)



圖例 LEGEND

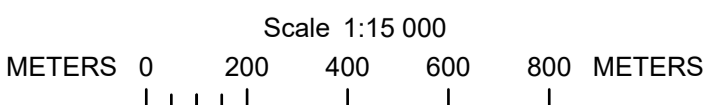
- 洪水橋及厦村分區計劃大綱圖界線
BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- 第一期發展
FIRST PHASE DEVELOPMENT
- 第二期發展
SECOND PHASE DEVELOPMENT
- 餘下發展*
REMAINING PHASE DEVELOPMENT*

*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.

本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026

洪水橋及厦村分區計劃大綱圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

發展階段示意圖
PHASING PLAN



規劃署
Planning Department

參考編號
REFERENCE No.
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圖解
FIGURE
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