

TOWN PLANNING BOARD

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**For Consideration by
the Town Planning Board on 26.6.2015**

**Hung Shui Kiu New Development Area Planning and Engineering Study –
Recommended Outline Development Plan and
Stage Three Community Engagement**

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PURPOSE

1. This paper seeks Members' views on the Recommended Outline Development Plan (RODP) formulated for the Hung Shui Kiu (HSK) New Development Area (NDA) under the Hung Shui Kiu New Development Area Planning and Engineering Study (the Study).

BACKGROUND

2. The NDA is one of the ten major infrastructure projects announced in the 2007-08 Policy Address. It aims to meet the long-term development needs of Hong Kong. The Study is jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department.

3. A three-stage Community Engagement programme is adopted to foster consensus building. Stage 1 Community Engagement was carried out in two rounds. The first round was held prior to the commencement of the Study in November 2011 to initiate early public discussion on the key relevant issues. The second round took place between December 2011 and February 2012 and aimed at facilitating further discussion on the major topics relating to the strategic roles of the NDA, building people-oriented communities, and promoting a green living and working environment.

4. The three-month or so Stage 2 Community Engagement commenced on 15 July 2013 to seek public views on the Preliminary Outline Development Plan (PODP) formulated for the NDA. A series of community engagement activities including a public forum, briefing sessions, focus group meetings and roving

exhibitions were conducted. Various statutory and advisory bodies were consulted. Briefings were arranged for relevant stakeholder groups including local residents, professional institutes, green groups, and logistics and port back-up (PBU) and open storage (OS) operators. The public forum on 7 September 2013 was well attended by about 470 participants. About 1,400 written submissions were received.

5. We consulted the Board on 19 November 2010 and 26 July 2013 in the Stage 1 and 2 Community Engagement respectively (TPB Papers No. 8666 and 9399). At the meetings, Members raised a number of comments, including the strategic role of HSK NDA; types of employment opportunities; relocation and consolidation of existing PBU and OS uses; social integration of existing villages and future developments; design of town park; pedestrian and cycling networks; supporting infrastructure for the Special Industry; and implementation mechanism.

Major Public Views

6. The public views collected in Stage 2 Community Engagement and our responses under the Study are set out in the Stage 2 Community Engagement Report, which can be viewed at the Study website www.hsknda.gov.hk. Both supporting and objecting views on the NDA project were received. The major public comments are summarised below -

- (a) Many supporting the NDA development considered that the NDA would help meet the long-term housing and development needs of Hong Kong. There were also comments highlighting the strategic location of the NDA and its potential to enhance the economic interaction between Hong Kong and Shenzhen.
- (b) Some commenters advocated that the Government should capitalise on the opportunity brought by the proposed HSK Railway Station to create a critical mass for commercial activities for flourishing and providing a large hotel-cum-shopping complex. Some commenters opposed mega shopping facilities, considering that such developments would not be conducive to nurturing local small and medium-sized businesses. There was a suggestion to introduce more commercial activities in Lau Fau Shan to complement the tourism activities.

- (c) Some commenters considered that the NDA should allow for a diverse community with a balanced public-private housing mix. There was a general support for an appropriate public-private housing mix to help redress the dominance of public housing in Tin Shui Wai (TSW) New Town.
- (d) Many respondents considered that the West Rail was already congested and more public transportation support in the North West New Territories (NWNT) district would be required to support new developments. There was grave concern that the additional population would exacerbate the traffic problem. Some stressed that the NDA should be well connected with the existing TSW, Tuen Mun and Yuen Long New Towns and there should be better east-west road connections within the district.
- (e) Some commented that green living, energy conservation and sustainable drainage should be promoted.
- (f) Some villagers of Yick Yuen Tsuen, Tin Sum San Tsuen, San Sang San Tsuen, Shek Po Road Mei Tsuen and Sha Chau Lei (II) requested “no removal and no demolition”. They alleged that the project discriminated against non-indigenous villagers. They also urged for early announcement of the compensation and rehousing arrangements.
- (g) The relevant PBU/OS and industrial operators raised grave concern over the displacement of their existing businesses. They alleged that the displacement of the PBU/OS uses in HSK would affect the whole chain of container movement and livelihood of existing workers. They requested for reservation of suitable relocation sites for them to continue their businesses. They also urged for early communication with the Government on the compensation and relocation arrangements.
- (h) There were comments that the proposed “Agriculture” zone on the PODP was not appropriate. Also, some suggested that more assistance be given to the affected farmers to allow them to continue farming.

7. Other than comments on the PODP, we also received comments on issues relating to the implementation of the NDA project. Some respondents supported adoption by the Government of the Conventional New Town (CNT) approach,

while some stakeholders recommended leaving the NDA to be developed through market forces or implementing it by way of public-private partnership, allowing land exchange for development.

Recommended Outline Development Plan

8. Taking into consideration the public views and aspirations expressed, we have further reviewed the impacts on the existing residents and business operators and revised the planning proposals. Various technical assessments have been undertaken in formulating the RODP. The preliminary findings of these assessments confirm that the proposed development is broadly feasible without causing insurmountable planning and engineering problems.

9. The planning and design proposals contained in the RODP are summarised in the Stage 3 Community Engagement Digest at **Enclosure**. The key development parameters of the NDA are summarised as follows -

Total NDA Area (hectare (ha))	714
Development Area⁽¹⁾(ha)	442
Total Population	215,000 (including population from existing and committed developments of 42,000)
No. of New Flats	About 60,100
Housing Mix	Public ⁽²⁾ 51% : Private 49% Public 69% : Private 31% (together with TSW)
Employment Opportunities	About 150,000
Plot Ratio (PR)	Maximum domestic PR : 6 Maximum non-domestic PR : 9.5

Notes:

- (1) Development Area refers to the area with planned new developments and infrastructure on the RODP. This excludes areas that are already occupied by existing developments/roads which will be retained in future and areas that will be kept intact such as those zoned or to be zoned “Green Belt”, “River Channel”, etc.
- (2) This includes Public Rental Housing (PRH) and Home Ownership Scheme (HOS).

Highlights of the Proposals

10. The changes to the planning proposals to address the public comments are listed in Appendix E of the Stage 2 Community Engagement Report. The major proposals are highlighted as follows -

Positioning of the NDA

- (a) The NDA will be the next generation new town for Hong Kong. Being strategically located in the NWNT, it is positioned as a “Regional Economic and Civic Hub” for the NWNT apart from being a major source of housing land supply in Hong Kong in the medium to long term. According to the land use proposals under the RODP, the number of employment opportunities has increased to about 150,000 through a mix of commercial, business, industrial, community and government land uses. This would help to address the over-concentration of commercial activities and employment opportunities in the main urban areas, boost the vibrancy of local communities, meet the shortfall of jobs in TSW, as well as ease congestion at the commuting corridors between the New Territories and the urban areas.

Fostering Economic Vibrancy

- (b) The development intensity of the commercial sites at the proposed HSK Station and the existing West Rail TSW Station has been increased to reinforce their respective functions as “Regional Economic and Civic Hub” and “District Commercial Node”. The proposed commercial development around the two stations would generate a total GFA of about 1,939,000m² for office, retail and hotel uses. This would help relieve the already congested town centres of nearby Yuen Long and Tuen Mun new towns. In each individual residential neighbourhood, street shops and local retailing services will be provided to meet the residents’ daily necessities and enhance street vibrancy.
- (c) The proposed uses in “Logistics, Enterprise and Technology Quarter” at the north-western part of the NDA has been restructured. This area will become another major employment cluster in the NDA. About 37 ha of land are reserved for high value-added modern logistics and 9 ha are

reserved for uses such as innovation and technology, testing and certification, data centre and other related business and non-polluting industrial activities. Moreover, an industrial zone of 13 ha in area is proposed at the western fringe of the NDA.

- (d) About 24 ha of land at the northern fringe of the NDA are reserved for port back-up, storage and workshop uses. This area may accommodate some of the existing brownfield operations affected by the NDA project through the possible development of multi-storey industrial compounds or other land-efficient means. New roads will be provided to directly connect this area to Kong Sham Western Highway so as to minimise movements of heavy vehicular traffic within the NDA.

Social Mix and Community Facilities

- (e) The NDA will provide about 60,100 new flats, with about half for public housing. Suitable sites will be reserved to facilitate local rehousing of eligible households affected by the NDA project. The proposed public/private housing mix in the NDA will help to redress the existing imbalance of public/private housing in the TSW New Town. Taking both the NDA and the TSW new town together, the public/private housing mix is estimated to be 69:31.
- (f) The planning for the NDA is people-oriented. The requirements of the surrounding areas including TSW have been taken into account in the provision of GIC facilities. The NDA will provide a wide range of social and community facilities including hospital, clinics, magistracy, community halls, educational facilities, residential care homes for the elderly, and sports and recreation facilities.

Enhancing the Transport Network to Improve Accessibility

- (g) The proposed HSK Station will help to enhance the accessibility of the NDA. The progressive enhancement of the West Rail service through enhancement of the signalling system and addition of train compartments in the years ahead will generally be able to meet the demand of NDA and other new developments in the NWNT region.

- (h) For sustainable development of the NDA, one of the key planning concepts is to minimise traffic generation. The provision of diversified employment opportunities within the NDA will facilitate local employment, thus helping to reduce demand of external traffic. Moreover, possible new strategic highways connecting the NDA with the Tuen Mun New Town and with the urban area will be planned to cope with the anticipated traffic growth in the NWNT region in the long term.
- (i) A Green Transit Corridor (GTC) would be introduced in the NDA to provide rapid intra-district transport service. The GTC will include a rail-based or road-based environmentally friendly transport services, pedestrian walkway and cycle tracks to provide feeder services to connect the residential clusters with the “Logistics, Enterprise and Technology Quarter”, rail stations and key community facilities to minimise vehicular traffic and carbon emission.
- (j) New primary and district distributors to facilitate east-west and north-south movements within the NDA will be provided to enhance the internal connectivity of the NDA. A comprehensive local road networks, cycle tracks, pedestrian walkways and pedestrian streets will also be provided to facilitate internal vehicular and pedestrian movements.

Creating a Green City

- (k) The NDA will be a green 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 cycling and pedestrian network. To promote sustainable use of water, we will explore reusing treated sewage effluent and harvested rainwater for non-potable purposes such as toilet flushing and irrigation within the NDA.
- (l) To enrich the NDA as a green city, we will actively pursue a series of other green initiatives including the provision of community green station for

environmental education and collection of recyclables from the local community; revitalization of existing river channel system to enhance the channel ecological system; and promotion of energy efficient buildings and installations. We will also explore the use of district cooling system for non-domestic developments, and the establishment of an information and communication technology platform to coordinate different city functions for enhancing city management and convenience of residents and businesses.

Implementation Arrangement

11. While the planning of the NDA has minimised the impacts on the existing residents as far as possible, it is unavoidable that some existing structures would have to be cleared to allow implementation of the NDA. We will devise suitable arrangement for all those affected by the NDA development. In this connection, we plan to provide local rehousing to eligible affected households and suitable sites will be reserved for this purpose. We will also consider special compensation and rehousing arrangements for the affected clearerees of the NDA, making reference to the compensation and rehousing package for the Kwu Tung North and Fanling North (KTN/FLN) NDAs.

12. Regarding the existing brownfield operations in HSK, some of them are still economically active and contributing to local employment. However, their proliferation has created considerable environmental, traffic, visual, flooding and other problems. One of the planning objectives of the NDA is to make these brownfield sites available for more optimal uses and improvement of the overall environment. Meanwhile, the Government will explore the feasibility of providing alternative accommodation for some of the brownfield operations through development of multi-storey industrial compounds or other land-efficient means at suitable locations. Moreover, the Government will also explore suitable arrangements to address the impacts on existing industrial buildings.

13. To proactively assist the farmers affected by the NDA project, we would adopt the special agricultural rehabilitation scheme as announced for the KTN/FLN NDAs, by providing proactive and priority assistance in matching of farmers and agricultural land owners.

14. We consider an implementation approach that can ensure timely and orderly development of the NDA project is crucial to the successful implementation of the NDA. We will consider the “Enhanced Conventional New Town” approach as the implementation mode, drawing reference to that adopted for the KTN/FLN NDAs, under which the Government will resume land required for the NDA while allowing the processing of land owner’s applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

15. Taking into account the views and suggestions collected in CE3, further details of the above implementation arrangement for the NDA project will be worked out in the next stage.

Stage 3 Community Engagement Programme

16. The three-month Stage 3 Community Engagement of the Study has commenced on 17 June 2015. Apart from the Board, we will also consult other relevant committees including the Panel on Development, Tuen Mun and Yuen Long District Councils and the relevant Rural Committees, Heung Yee Kuk, Advisory Council on the Environment, and major local concern groups. Briefing sessions will be arranged for the affected villages, PBU/OS operators, professional bodies, green groups and other organisations. A public forum will also be arranged in August 2015.

17. In order to enhance the communication with the potentially affected households and to enhance their understanding about the development proposals, a community liaison team has been set up. Other than providing relevant updated information of the NDA, the community liaison team will also collect the views and concerns of the affected households and provide appropriate assistance to the affected households.

Tentative Implementation Programme

18. The public views received during Stage 3 Community Engagement will be taken into account in refining the recommended development proposals before finalizing the Study. CEDD will then undertake a detailed engineering design consultancy for the required site formation and engineering infrastructure. Subject to completion of the required statutory and funding approval procedures, the first

phase of the site formation and engineering infrastructure works is planned to commence in 2020 with the first population intake targeted in 2024.

ADVICE SOUGHT

19. Members are invited to provide comments on the RODP for the HSK NDA.

ATTACHMENTS

Enclosure Stage Three Public Engagement Digest

Planning Department
Civil Engineering and Development Department
June 2015



規劃署
Planning Department



土木工程拓展署
Civil Engineering and
Development Department

AECOM

洪水橋新發展區

規劃及工程研究

Hung Shui Kiu New Development Area
Planning and Engineering Study

第三階段 社區參與摘要
Stage 3 Community Engagement Digest

二零一五年六月
June 2015



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研究概覽 STUDY OVERVIEW

研究背景

「香港2030：規劃遠景與策略」（下稱「香港2030研究」）建議開拓新發展區，當中包括洪水橋新發展區，以應付香港長遠的房屋和發展需要。

土木工程拓展署聯同規劃署於二零一一年八月委聘顧問進行「洪水橋新發展區規劃及工程研究」（下稱「本研究」），為新發展區的發展制定可行的土地用途綱領。

社區參與

本研究採用開放及協作的方式，進行三個階段的社區參與計劃，把公眾的意見納入新發展區的規劃和設計當中。我們現正進行第三階段社區參與，旨在收集公眾對建議發展大綱圖的意見。我們非常重視你的看法和意見。

Background of the Study

The "Hong Kong 2030: Planning Vision and Strategy" (the HK2030 Study) recommended proceeding with New Development Areas (NDAs) including the Hung Shui Kiu (HSK) NDA to address the long-term housing and development needs of Hong Kong.

The "HSK NDA Planning and Engineering Study" (the Study) was commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) in August 2011 to formulate a feasible land use framework for the development of the NDA.

Community Engagement

The Study has adopted an open and collaborative three-stage Community Engagement (CE) Programme to incorporate public views into the planning and design of the NDA. We are now at the Stage 3 CE to seek public views on the Recommended Outline Development Plan (RODP). We treasure very much your views and comments.



研究流程

Study Task Flow



第二階段社區參與概覽

Overview of Stage 2 Community Engagement

在舉行第二階段社區參與期間，公眾就初步發展大綱圖進行了廣泛的討論。收集到的公眾意見已作綜合分析，連同研究小組的回應已輯錄在第二階段社區參與報告中，並上載到本研究的網站 www.hsknda.gov.hk。收集到的公眾意見既有支持亦有反對洪水橋新發展區計劃，要點載述如下。

The Preliminary Outline Development Plan (PODP) was widely discussed by the public during the Stage 2 CE. Public views collected have been consolidated and analysed in the Stage 2 Community Engagement Report, with the Study team's responses provided. The report is available at the Study website www.hsknda.gov.hk. Both supporting and objecting views on the HSK NDA project were received. A gist is set out below.

新發展區的需要及定位

Need and Positioning of the NDA

新發展區應協助滿足香港的房屋需要及推動香港的經濟發展，並應配合香港人的需要。

The NDA should help meet the housing need and promote economic development of Hong Kong and shall cater for Hong Kong people's need.

經濟發展及就業機會

Economic Development and Employment Opportunities

新發展區應為該區帶來更多商業活動和就業機會，以及提供多元化的就業機會。應把握擬建洪水橋鐵路站所帶來的利便，以創造具規模的商業活動。應鼓勵開設臨街商店，而不單是建立大型購物商場，以培育本地商業活動和增添街道的活力。應推行政策落實擬議的特殊工業。

The NDA shall bring more commercial activities and employment opportunities to the district with the provision of diversified employment opportunities. Opportunity brought by the proposed HSK Railway Station should be capitalised to create a critical mass for commercial activities. Street shops, instead of just mega shopping malls, should be promoted to nurture local businesses and enhance street vibrancy. Policies for materialising the proposed special industries should be introduced.

洪水橋新發展區會規劃為香港的新市鎮及新界西北的區域樞紐，提供土地以應付香港中長期房屋及經濟發展的需要。

The HSK NDA is planned to be a new town for Hong Kong and a regional hub in the North West New Territories (NWNT) providing land to meet the housing and economic development needs of Hong Kong in the medium to long term.



洪水橋新發展區將闢設各類推動經濟的土地用途，包括辦公室、零售、酒店及特殊工業，將帶來各式各樣的就業機會。洪水橋新發展區將開設臨街商店及設立本地經濟中心，以促進地區的活力及本地經濟。

A wide range of economic land uses including offices, retail, hotels and special industries will be introduced into the HSK NDA. They will bring a wide array of employment opportunities. Street shops and local economic nodes will be provided to foster district vibrancy and local economy.



社會組合、社區設施及運輸基礎設施與連接

Social Mix, Community Facilities and Transport Infrastructure and Connectivity

新發展區應為一個多樣化社區，提供均衡的公私營房屋組合，以改善天水圍新市鎮以公營房屋為主的情況，並應與天水圍、屯門、元朗以及市區互相融合。新發展區應提供足夠的社會和社區設施及便捷的公共運輸服務。公眾對西鐵線和新界西北的策略性公路日益嚴重的擠塞情況表示極大關注。

The NDA should allow for a diverse community with a balanced public-private housing mix and redress the dominance of public housing in Tin Shui Wai (TSW) New Town. It should be well integrated with TSW, Tuen Mun and Yuen Long as well as the urban area. There should be sufficient social and community facilities as well as convenient public transport services. There is grave concern about exacerbation of the congestion of West Rail Line and strategic highways in the NWNT.

生態、環境及文化遺產

Ecology, Environment and Cultural Heritage

應妥善保育自然、生態及文化資源，以及在規劃新發展區時提倡本地特色。應提倡綠色生活、環保運輸服務和可持續排水系統。在生態保育、節能及自然與人類共融方面，應有更創新的規劃。

Natural, ecological and cultural resources should be conserved properly and local characters should be promoted in planning the NDA. Green living, Environmentally Friendly Transport Services (EFTS) and sustainable drainage system should be promoted. There should be more innovative planning in the aspects of ecological conservation, energy conservation and nature-human interface.

洪水橋新發展區會規劃為一個以人為本及均衡的社區，配以足夠的社會和社區設施及完善的運輸基礎設施及行人道和單車徑網絡，連接鄰近的社區。天水圍與洪水橋的房屋組合整體而言將規劃得更為平衡。在規劃所需的運輸基礎設施時會採用一個策略性及全面的方法，以應付於新界西北增加的交通流量。

The HSK NDA is planned for a people-oriented and balanced community with well supported social and community facilities, and comprehensive transport infrastructure and pedestrian walkway and cycle track networks linking the neighbouring communities. A more balanced housing mix for TSW and HSK as a whole will be planned. A strategic and holistic approach is adopted in planning the needed transport infrastructure to cope with the increased traffic in the NWNT.



洪水橋新發展區將會是一個提倡可持續生活、配有先進基礎設施及採納創新環保措施的綠色城市。根據發展建議，現有具自然、文化及景觀價值的資源已受到充分的尊重、保存及融合。

The HSK NDA will be a green city promoting sustainable living, deploying advanced infrastructure and adopting innovative green initiatives. Existing valuable natural, cultural and landscape resources have been duly respected, preserved and integrated under the development proposals.



對現有居民、業務經營者及務農人士的影響 Impact on Existing Residents, Business Operators and Farmers

反對歧視非原居村民，並促請當局盡早公布補償及安置安排，亦有一些人提出「不遷不拆」的要求。遷移港口後勤及露天貯物用途會影響一連串的貨櫃運輸活動，削弱本港港口的競爭力。一些港口後勤及露天貯物和工業用途並不能遷入多層大廈內。應提供適當的協助予受影響的務農人士，讓他們繼續務農。在初步發展大綱圖上建議的「農業」地帶被建築物所包圍，不適宜作農業用途。

There was opposition to discrimination against non-indigenous villagers and urge for early announcement of compensation and rehousing arrangements while some requested 'no removal and no demolition'. Displacement of port back-up and open storage (PBU/OS) uses would affect the whole chain of container movement hampering Hong Kong port's competitiveness. Some PBU/OS and industrial uses could not be accommodated in multi-storey building. Proper assistance to affected farmers to continue farming should be offered. The proposed "Agriculture" zone on the PODP surrounded by buildings was not suitable for agricultural use.

實施模式 Implementation Approach

有些回應支持政府採用「傳統新市鎮發展模式」，以實施新發展區計劃，另一些持份者則建議讓市場力量發展或按公私營合作模式實施，並容許換地。

Some supported the Government to adopt the Conventional New Town (CNT) approach to implement the NDA, while some stakeholders recommended leaving the NDA to be developed through market forces or implementing it by way of public-private partnership, allowing land exchange for development.

洪水橋新發展區的規劃已盡可能減少對現有發展的影響。然而，為配合新發展區的全面規劃，一些現有的構築物、業務營運及農地將無可避免地受到影響。政府會為所有受新發展區影響的合資格住戶／經營者／務農人士制定合適的安排。青山公路以南不受洪水橋新發展區工程影響的土地，現在並不包括在新發展區範圍內。

The planning of the HSK NDA has minimised impact on the existing developments as far as possible. Nevertheless, it is inevitable that some existing structures, business operations and farmland will be affected to cater for the comprehensive planning of the NDA. The Government will devise suitable arrangements for all eligible households/operators/farmers affected by the NDA development. The area to the south of Castle Peak Road not affected by the HSK NDA works is now excluded from the NDA.



政府會小心考慮所有相關因素後才決定洪水橋新發展區的實施模式。

The Government will carefully consider all relevant factors before making the decision on the implementation mode for the HSK NDA.



新發展區的願景 VISION FOR THE NDA

我們的新市鎮和新界西北的區域經濟及文娛樞紐 Our New Town and Regional Economic and Civic Hub for the NWNT

洪水橋新發展區將會是香港新一代新市鎮。洪水橋新發展區除了為香港供應中長期的房屋及其他土地外，由於位處新界西北的策略性位置，並與天水圍、屯門和元朗緊密連繫，新發展區亦將作為新界西北的「區域經濟及文娛樞紐」。在全港層面上，洪水橋新發展區將為促進香港的經濟增長賦予動力。

我們致力將現有大範圍的貨櫃貯存、建築物料/機器貯存、修車場、回收場、鄉郊工場等用途，改為更合適的用途及更好的土地利用，以利香港未來發展。

The HSK NDA will be the next generation new town for Hong Kong. Apart from providing housing and other land supply in Hong Kong in the medium to long term, the HSK NDA, being strategically located in the NWNT and well connected to TSW, Tuen Mun and Yuen Long, will also serve as a "Regional Economic and Civic Hub" for the NWNT. At the territorial level, the HSK NDA will give impetus to foster Hong Kong's economic growth.

We aspire to turn the existing vast extent of container storage, construction material/machinery storage, car repair workshops, recycling yards, rural workshops, etc. to more optimal uses and better land utilisation for future development of Hong Kong.



新發展區的定位 POSITIONING OF THE NDA

秉承締造一個可持續發展、以人為本和均衡社區的規劃原則，洪水橋新發展區會是一個新一代的新市鎮，為約215,000總人口提供一個適宜生活、工作、學習和遊樂的理想地方。新發展區會提供約60,100個新住宅單位，容納約173,000新人口，以及為各項商業及特殊工業用途和政府、機構或社區設施提供發展空間。新發展區的公私營房屋組合為51：49，有助解決天水圍新市鎮公私營房屋組合失衡的情況(如包括天水圍新市鎮在內，整體房屋組合將為69：31)。

作為區域經濟及文娛樞紐，洪水橋新發展區會創造約150,000個新就業機會，以及提供大量的商業設施和配套服務予居於新發展區及來自天水圍、屯門、元朗和擬議的元朗南發展項目的居民使用。



洪水橋新發展區毗鄰深圳，特別是深圳灣管制站、前海及蛇口一帶，並高效連接大珠江三角洲地區。現有港深西部公路和可能興建以連接新發展區和擬議屯門西繞道的公路，會將洪水橋新發展區連接到屯門至赤鱗角連接路、香港國際機場、葵青貨櫃碼頭和港珠澳大橋及其香港口岸。此外，亦會規劃連接新發展區至市區的新策略性公路基礎設施，以應付新界西北長遠的發展需要。擬建洪水橋站會為新發展區提供便捷及高效的集體運輸。

在全港層面上，洪水橋新發展區將為促進香港的經濟增長賦予動力。利用其處於香港與深圳主要貨運和客運路線的策略性位置，新發展區將提供空間以容納不同的經濟用途，包括辦公室(提供專業及其他生產服務等)、零售、酒店及不同工業用途(包括物流、創新科技及檢測認證)。

新發展區的發展能幫助改善全港人口和職位在空間上的不平均分布，為鄰近的天水圍新市鎮提供新的就業機會，並供鄰近地區有效地享用其基礎設施和政府、機構或社區設施。

Adhering to the planning principles for creating a sustainable, people-oriented and balanced community, the HSK NDA will be the next generation new town providing a desirable place to live, work, learn and play for a total population of about 215,000. It will provide about 60,100 new housing flats for a new population of about 173,000. It will also offer development spaces for various commercial and special industrial uses, and Government, Institution or Community (G/IC) facilities. With a public-private housing mix of 51:49, the NDA will help redress the imbalanced housing mix of the TSW New Town (the overall ratio will become 69:31 with TSW New Town included).

Being a regional economic and civic hub, the HSK NDA will create about 150,000 new employment opportunities, and a large amount of commercial facilities and supporting services for people living in the NDA, TSW, Tuen Mun and Yuen Long as well as the proposed Yuen Long South (YLS) development project.

The HSK NDA is close to Shenzhen, particularly Shenzhen Bay Control Point, Qianhai, and Shekou and efficiently linked with the Greater Pearl River Delta region. Kong Sham Western Highway (KSWH) and the possible highway connecting the NDA with the proposed Tuen Mun Western Bypass (TMWB) will connect the HSK NDA to the Tuen Mun/Chek Lap Kok Link, the Hong Kong International Airport, Kwai Tsing Container Terminals, and the Hong Kong-Zhuhai-Macao Bridge and its Boundary Crossing Facilities. New strategic highway infrastructure connecting the NDA with the urban area will also be planned to address the long-term development needs of NWNT. The proposed HSK Station allows convenient and efficient access to the NDA.

At the territorial level, the HSK NDA development will give impetus to foster Hong Kong's economic growth. Given its strategic location on major freight and passenger routes between Hong Kong and Shenzhen, space will be provided in the NDA to accommodate economic uses including offices (for professional and other producer services, etc.), retail, hotels and various industrial uses (including logistics, innovation & technology, and testing & certification).

The development of the NDA will help reduce the imbalance in the spatial distribution of population and jobs in the territory, provide new employment opportunities for the adjacent TSW New Town and enable effective sharing of infrastructure and G/IC facilities with the adjoining areas.



發展建議 DEVELOPMENT PROPOSALS

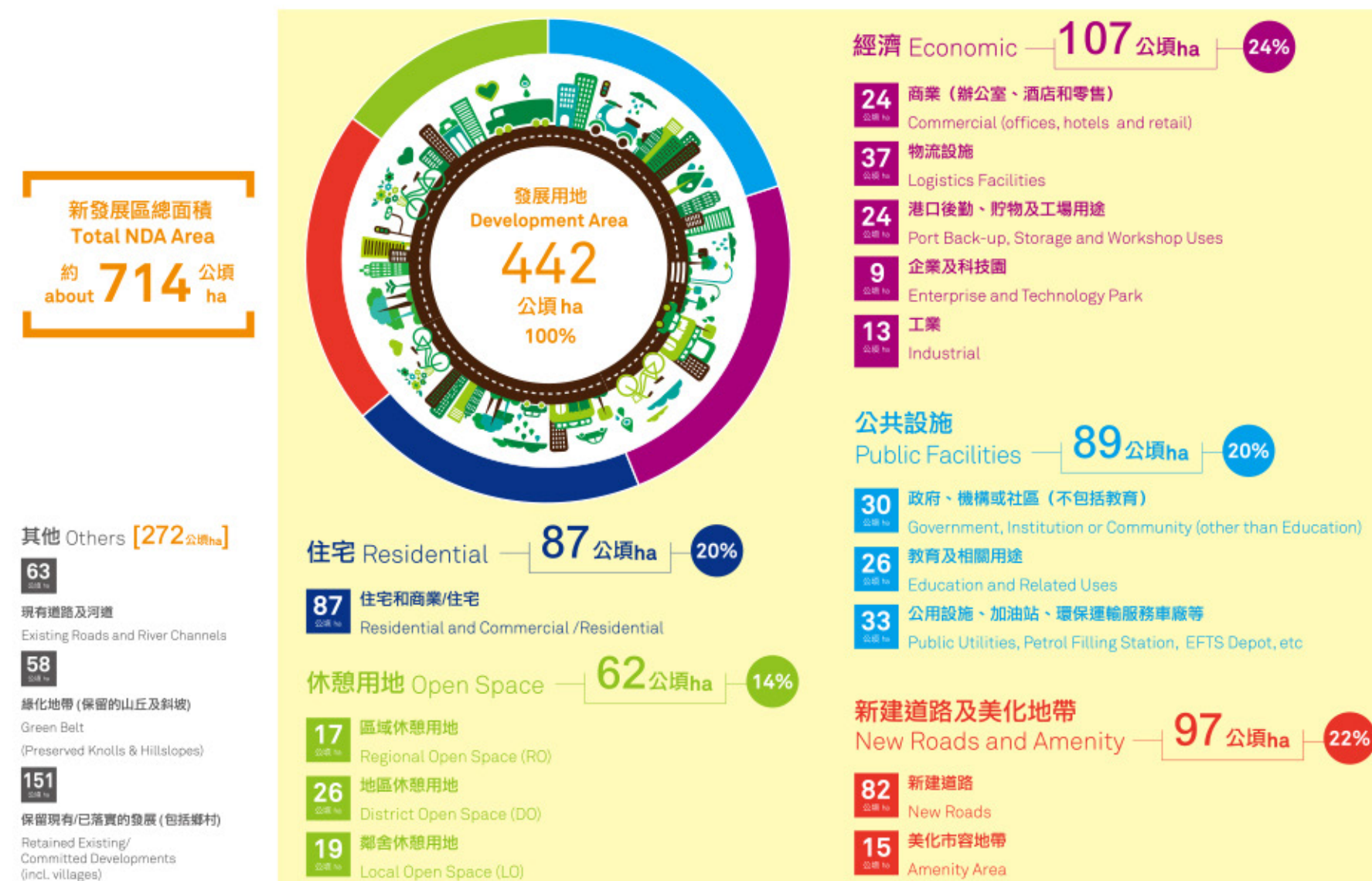
增加房屋供應 Increasing Housing Supply



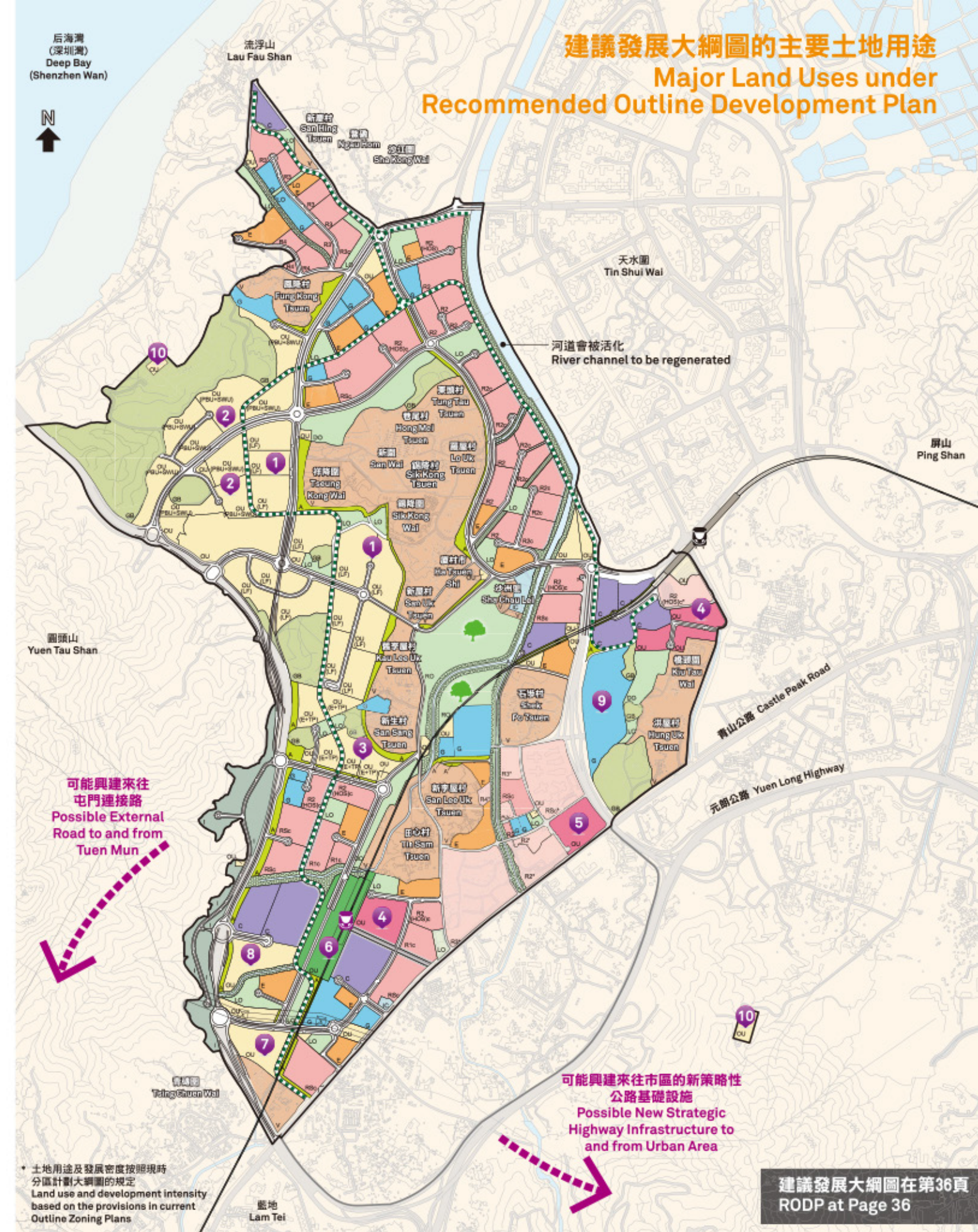
支持新界西北區經濟 Supporting NWNT Region Economy



土地用途分佈 Land Use Budget



9 Hung Shui Kiu New Development Area 洪水橋新發展區



規劃概念及城市設計框架 Planning Concept and Urban Design Framework

洪水橋毗連天水圍新市鎮及屯門新市鎮，西面是青綠的圓頭山巒，而東南面的大欖郊野公園及其山麓則有翠綠景致，北面是饒富自然和鄉郊特色的后海灣和流浮山。連接天水圍與后海灣的河道，由南至北流經這個新發展區。西鐵線則把該區分為東南和西北兩部分。洪水橋新發展區的整體規劃概念和城市設計框架以此獨特背景制定。

Hung Shui Kiu is located next to TSW New Town and Tuen Mun New Town. The Yuen Tau Shan mountain ranges in the west form a green backdrop while Tai Lam Country Park and its foothills provide a green landscape scene in the southeast. Deep Bay and Lau Fau Shan, with natural and rural setting, flank the NDA in the north. A river channel connecting TSW and Deep Bay runs through the area from the south to the north. The West Rail Line bisects the area into the southeast and northwest portions. The overall planning concept and urban design framework of the HSK NDA draws upon this distinct setting.



市中心位於擬建洪水橋站四周，配以區域廣場，將作為新界西北的「區域經濟及文娛樞紐」。擬議的第二樞紐設於西鐵天水圍站附近，以建造成一個「地區商業中心」。這兩個樞紐將成為新發展區的主要活動中心，其規劃和設計將加強新市鎮的特色，城市結構的識別性和活力。

The Town Centre is planned around the proposed HSK Station. Together with a Regional Plaza, it will serve as the "Regional Economic and Civic Hub" for the NWNT. A secondary node is proposed to be located near the West Rail TSW Station to form a "District Commercial Node". They will become the key activity nodes of the NDA, with the planning and design fostering the identity, legible urban structure and vibrancy for the new town.

建議商業與住宅混合發展和較高密度的住宅發展集中在鐵路站的500米範圍內。另建議商業樞紐外圍及新發展區東北面用作發展住宅，並配備各種社區設施。

Mixed commercial and residential developments and higher density residential developments are proposed to cluster within the 500m catchment of the railway stations. Areas skirting the commercial nodes and in the northeastern part of the NDA are proposed for residential developments with various community facilities.



位於新發展區西北部的擬議「物流、企業和科技區」可作特殊工業(包括扶助創新科技和檢測認證的現代、非污染工業)及現代物流設施等。此區鄰近港深西部公路和可能興建以連接新發展區至擬議屯門西繞道的公路，將可直接連繫多條策略性公路，並鄰近深圳灣管制站。這個重要的經濟和就業中心將通過完善規劃的環保運輸走廊，有效地連接鐵路站、商業樞紐和住宅羣。

At the northwestern part of the NDA, the proposed "Logistics, Enterprise and Technology Quarter" is for accommodating special industry (including modern and non-polluting industries complementing innovation & technology and testing & certification), and modern logistics facilities, etc. As it is located near KSWH and the possible highway connecting the NDA with the proposed TMWB, and will have direct access to the strategic highways and will be located close to the Shenzhen Bay Control Point. This important economic and employment node will be efficiently linked up with the railway stations, the commercial nodes and residential clusters by a comprehensively planned Green Transit Corridor (GTC).



土地用途框架 Land Use Framework





採用梯級式的高度和發展密度輪廓，最高高度和密度的發展集中在鐵路站附近的商業樞紐，逐漸向流浮山和后海灣地區降低。

A stepped height and development intensity profile is adopted, with the developments of the highest height and density, concentrated at the commercial nodes near the railway stations and descending towards the Lau Fau Shan and Deep Bay areas.



擬議的區域市鎮公園和主要的康樂設施位於新發展區中央，將建設為社區和康樂活動中心。建議沿河道發展為結合休憩用地、行人道和單車徑的綜合系統，形成一條綠化幹道，有利設立貫穿新發展區南北向的主要通風廊，亦會與鄰近的天水圍新市鎮融為一體。

The proposed Regional Town Park, together with major recreational facilities, are located in the centre of the NDA to create a social and recreational hub. An integrated open space, pedestrian walkway and cycle track system is proposed along the river channel to form a green spine, and to facilitate the creation of a major breezeway penetrating the NDA in a south-north direction. It will also enable better integration with the adjacent TSW New Town.



建議沿現有風水帶設立兩條由東至西及東北至西南互相交錯的觀景廊，在視覺上連繫屏山文物區及廈村。

Two intersecting east-west and northeast-southwest visual corridors, aligned with the existing fung shui lanes, are proposed to provide visual linkages to the Ping Shan heritage precinct and Ha Tsuen.



環保運輸走廊、單車主幹道及完善的單車徑和行人道網絡，將有助新發展區內和與鄰近新市鎮的往來和連繫，並可創造一個以集體運輸為本、方便騎單車和易於步行的城市。除了西鐵、輕鐵和路面運輸系統外，長遠而言，在環保運輸走廊內的環保運輸服務，無論是採用以軌道式的系統及／或電動巴士行走(有待進一步可行性研究)，將可加強新發展區與各區的連繫。

Mobility and connectivity within the NDA and with nearby New Towns will be enhanced through the GTC, an artery cycleway and a comprehensive cycle track and pedestrian walkway network to create a transit based, cycle friendly and walkable city. Subject to further feasibility study, an EFTS within the GTC, which may take the form of rail-based system and/or electric buses in the long term, will enhance movement in the NDA and with other districts in addition to the West Rail, Light Rail and the road based transport system.



規劃多項環保措施，把新發展區建造成一個適宜居住、工作、學習和遊樂的綠色新市鎮。

A number of green initiatives will be planned to make the NDA a green new town to live, work, learn and play.



城市設計框架

Urban Design Framework



特色亮點 Feature Highlights

締造一個綠色城市 Creating a Green City

洪水橋新發展區將會是一個綠色城市。我們會在城市規劃、城市設計、運輸和環保基礎設施各方面建議採用可持續及節約能源的策略，以達致高效率、減少碳排放及可持續的生活。

The HSK NDA will be a green city. We propose to introduce sustainable and energy saving strategies in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living.

1. 以鐵路為本發展及綠色交通

Rail-based Development and Green Mobility

緊密發展及易於步行的城市 Compact and Walkable City

- ▶ 集中人口、主要經濟活動及主要社區設施在可步行前往集體運輸及公共運輸樞紐的範圍
- ▶ 建立可輕易到達日常生活所需的本地社區，以提倡步行
- ▶ 完善、方便及具吸引力的行人道系統
- ▶ Concentrate population, key economic activities and major community facilities within walking distance of mass transit and public transport nodes
- ▶ Create local communities with easily accessible daily necessities to promote walking
- ▶ A comprehensive, convenient and attractive pedestrian walkway system

環保運輸走廊 Green Transit Corridor

- ▶ 環保運輸走廊包括環保運輸服務、行人道和單車徑，連接住宅羣與「物流、企業和科技區」、鐵路站及主要社區設施，減少道路交通量和碳排放
- ▶ GTC encompassing EFTS, pedestrian walkways and cycle tracks will connect the residential clusters with the "Logistics, Enterprise and Technology Quarter", railway stations and key community facilities to minimise road traffic and carbon emission

完善的單車和行人網絡

Comprehensive Cycling and Pedestrian Network

- ▶ 完善的行人和單車網絡設有配套設施，如地下單車停泊處、單車租用系統、行人天橋、過路設施、休息地點等，以提倡步行及騎單車
- ▶ Comprehensive pedestrian and cycling networks with supporting facilities such as underground cycle parking areas, bicycle rental system, footbridges, crossing facilities and rest areas, etc. to promote walkability and cycle friendliness

2. 全面水資源管理 Total Water Management

三級污水處理 Tertiary Level Sewage Treatment

- ▶ 擴建和提升部分新圍污水處理廠至三級處理水平，容許循環再用已處理的污水，以盡量減少長距離污水排放的需要
- ▶ 探討利用污泥消化過程中產生的生物氣體發電
- ▶ Expand and partially upgrade San Wai Sewage Treatment Works to tertiary treatment level allowing treated sewage effluent to be polished for reuse, thus minimising the need for long-distance effluent export
- ▶ Explore the use of biogas produced from sludge digestion for electricity generation

再造水系統 Treated Effluent Reuse System

- ▶ 探討使用再造水作非飲用水用途如沖廁及灌溉
- ▶ Explore the use of treated sewage effluent for non-potable purposes such as toilet flushing and irrigation

3. 固體廢物管理 Solid Waste Management

廢物分類及回收 Waste Sorting and Recycling

- ▶ 設立社區環保站於垃圾轉運站，作環保教育及方便收集社區內的回收物料，發揮協同效應以達到更好的運作效率及環境的可持續性
- ▶ Co-locate Community Green Station with the refuse transfer station for environmental education purpose and convenient collection of recyclables from the local community, providing synergy to achieve better operational efficiency and environmental sustainability

廢物管理 Waste Management

- ▶ 探討採用自動廢物收集系統及有機廢物處理設施
- ▶ Explore adoption of automatic refuse collection system and organic waste treatment facilities

4. 可持續排水系統 Sustainable Drainage System

區域市鎮公園內的蓄洪湖泊 Retention Lake in Regional Town Park

- ▶ 利用蓄洪湖泊作整體排水系統的調節工具及作微氣候的冷卻工具，並通過與休憩用地系統的設計融合，供公眾享用
- ▶ Retention lake as a regulating measure to overall drainage system and as a micro climate cooling mechanism through integrated design with the open space system for public enjoyment

雨水收集 Rainwater Harvesting

- ▶ 收集雨水作非飲用水用途
- ▶ Collect rainwater for non-potable purposes

活化河道 Regeneration of River Channels

- ▶ 取消貼近河道的天影路，採用完善的河道活化設計，以活化洪水橋新發展區的河道系統，同時改善河道生態系統，並在河畔長廊闊設行人道和單車徑
- ▶ 通過伸延長廊至整條河道，連接到區域市鎮公園和區域廣場，並開設走廊作各類活動，為河畔注入活力
- ▶ 活化後的河道是主要的綠化幹道、通風廊和觀景廊，並可加強社區之間及與鄰近天水圍新市鎮的融合
- ▶ Revitalise the river channel system of the HSK NDA by removing Tin Ying Road abutting the channel and adopting comprehensive regeneration design along the whole system. The ecological system in the channel will be enhanced and riverside promenade with pedestrian walkways and cycle tracks introduced
- ▶ Inject vitality to the riverside by extending the promenade all along the river channels linking with the Regional Town Park and Regional Plaza and creating corridors for activities
- ▶ Regenerated river channels will be the major green spines, breezeways and view corridors and enable better integration between different neighbourhoods and with the adjacent TSW New Town



5. 環保節能 Green Energy Saving

區域供冷系統 District Cooling System

- ▶ 探討在非住宅發展項目使用區域供冷系統
- ▶ Explore the use of District Cooling System for non-domestic developments

節能社區/建築物 Energy Efficient Neighbourhood/Building

- ▶ 鼓勵環保社區設計、建築設計及物料和節能裝置
- ▶ 鼓勵所有新建築物獲取綠建環評的認證
- ▶ Encourage environmentally friendly neighbourhood design, building design and materials, and energy-saving installations
- ▶ Promote certification under BEAM Plus for all new buildings

資訊與通訊科技平台

Information and Communication Technology (ICT) Platform

- ▶ 設立資訊與通訊科技平台協調不同的城市功能，提升城市管理及利便居民與商業活動
- ▶ Establish ICT platform to coordinate different city functions to enhance city management and convenience of residents and business activities

社區耕作 Community Farming

- ▶ 探討在休憩用地及美化市容地帶發展社區園圃，以提倡綠色生活
- ▶ Explore development of community gardens in open space and amenity areas to promote green living



促進經濟活力和就業 Fostering Economic Vibrancy and Employment

洪水橋新發展區將會是一個經濟及就業樞紐。位處香港與深圳之間主要的貨運和客運路線及鄰近策略性運輸基礎設施的策略性位置，洪水橋新發展區可提供空間作不同的經濟活動，預計能創造約150,000個不同性質和類型的職位。

The HSK NDA will be an economic and employment node. Strategically located on major freight and passenger routes between Hong Kong and Shenzhen and the adjoining strategic transport infrastructure, the HSK NDA is planned to accommodate different economic activities. It is expected to create about 150,000 jobs of different nature and profiles.

1. 區域經濟及文娛樞紐 Regional Economic and Civic Hub

利用擬建洪水橋站的策略性位置，鐵路站周邊地區將會組合為區域樞紐，作辦公室、酒店、零售設施和其他商業用途，以及設有政府辦公室的區域文娛中心，總樓面面積合共約1,263,000平方米。有關建議有助舒緩附近元朗及屯門新市鎮已非常擠迫的市中心。區域文娛中心亦規劃有新的裁判法院及社區會堂。

To capitalise on the strategic location of the proposed HSK Station, areas around the station are structured to become a regional hub for offices, hotels, retail facilities and other commercial uses as well as a regional civic node with government offices, generating a total gross floor area of about 1,263,000 m². This helps relieve the already congested town centres of nearby Yuen Long and Tuen Mun New Town. The regional civic node is also planned with a new magistracy and a community hall.

2. 地區商業中心 District Commercial Node

為了加強商業規模以服務新發展區及鄰近的天水圍新市鎮，西鐵天水圍站附近的地區會整合為一個總樓面面積約達676,000平方米設有商場及辦公大樓的地區中心。

To enhance the commercial mass for serving the NDA and the neighbouring TSW New Town, an integrated district node with shopping malls and office towers with a gross floor area of about 676,000 m² is planned around West Rail TSW Station.



3. 本地零售群 Local Retail Clusters

每個社區將提供臨街商店和本地零售服務，以滿足區內居民的日常生活需要。在新發展區北緣增設的商業地帶，可作小型商業發展，亦可配合流浮山的旅遊活動。

Street shops and local retailing services will be provided in each neighbourhood to meet needs of local daily life. A commercial zone is introduced at the northern edge of the NDA for a small commercial development which also complements the tourism activities in Lau Fau Shan.

4. 增強街道活力 Enhancement of Street Vibrancy

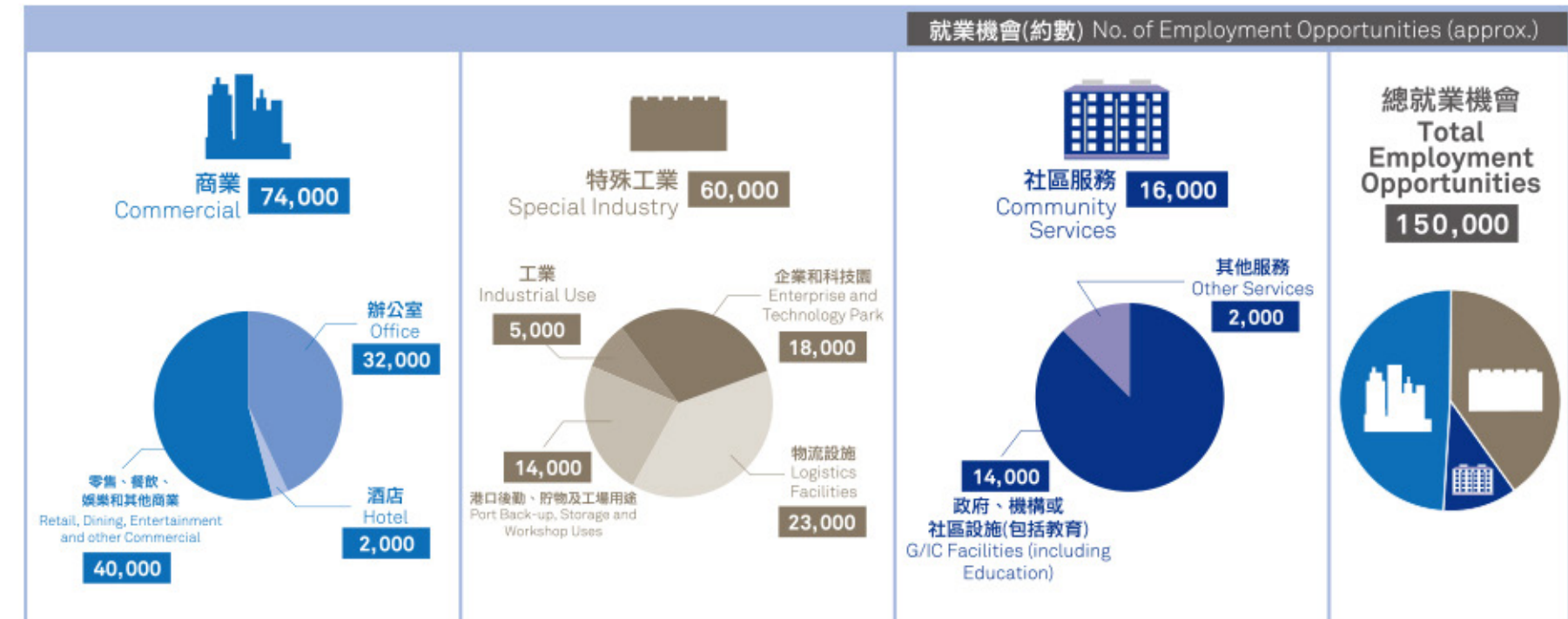
為了增添街道的活力和提倡步行，建議在「區域經濟及文娛樞紐」和三條商店街內設置臨街商店。為了提高視覺美感，建議採用梯級式平台設計，並把平台一樓沿商店街後移。

To promote street vibrancy and walkability, retail frontages at the "Regional Economic and Civic Hub" and three shopping streets lined with retail frontages are proposed. To enhance visual amenity, terrace podium design requiring setback of the first floor of podia along the shopping streets is proposed.



5. 物流、企業和科技區及工業區 Logistics, Enterprise & Technology Quarter and Industrial Zone

- ▶ 新發展區西北部直接連接港深西部公路的地區，指定作「物流、企業和科技區」和工業區，為不同種類的工業／特殊工業用途提供發展空間
- ▶ 已預留約37公頃的土地作現代物流設施，配合香港發展為區域配送中心
- ▶ 約9公頃的土地指定為企業和科技園，配合不同類型的創新科技用途，包括研究中心、檢測認證、資料儲存中心、現代工業及其他相關行業和非污染工業用途
- ▶ 在新發展區西緣近港深西部公路約13公頃的土地，規劃為工業地帶，作一般工業用途
- ▶ The northwestern part of the NDA with direct access to the KSWH is designated as "Logistics, Enterprise & Technology Quarter" and Industrial Zone to provide development spaces for accommodating a wide range of industrial/special industrial uses
- ▶ About 37 ha of land has been reserved for modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre
- ▶ About 9 ha of land is designated for Enterprise and Technology Park to accommodate a variety of innovation and technology uses, including research centre, testing & certification use, data centre, modern industries and other related businesses and non-polluting industrial uses
- ▶ An approximately 13 ha industrial zone is planned at the western fringe of the NDA near KSWH for general industrial uses



融入自然、文化和景觀資源於消閒空間 Integrating Leisure Space with Natural, Cultural and Landscape Resources

洪水橋新發展區會是一個融入自然、文化和景觀資源的休閒生活地方。洪水橋新發展區會注入與現有的自然、文化和景觀資源融合的消閒和康樂空間，以建立一個綠色和藍色的綜合網絡。

The HSK NDA will be a place for leisure pursuit integrated with natural, cultural and landscape resources. Leisure and recreational spaces optimising the existing natural, cultural and landscape resources are introduced within the HSK NDA to form an integrated green and blue network.

1. 河畔長廊 Riverside Promenade

經活化的優質河畔長廊將成為整個休憩用地系統的主要支柱，以此發展出一系列附屬的休憩用地。

The regenerated river channels and high quality riverside promenades form the spine of the open space framework from which a series of ancillary open spaces developed.

2. 區域市鎮公園 Regional Town Park

坐落於新發展區心臟地帶的區域市鎮公園(約17公頃)，會與南北走向的休憩帶和河畔長廊連接，方便市民前往。建議在區域市鎮公園內興建一個蓄洪湖泊。

A Regional Town Park (about 17 ha) at the heart of the NDA will be conveniently accessed as it will be linked with the north-south running open space spines and riverside promenades. A retention lake is proposed within the Regional Town Park.

3. 區域廣場 Regional Plaza

位於擬建洪水橋站前方的區域廣場(約8公頃)，是高密度「區域經濟及文娛樞紐」內重要的舒展及悠閒空間。區域廣場除了作為公眾交流的文娛空間，亦提供消閒、零售和餐飲等配套設施。

The Regional Plaza (about 8 ha) in front of the proposed HSK Station is an important breathing and leisure space within the high density "Regional Economic and Civic Hub". The Regional Plaza serves as a civic space for public interaction while providing supporting leisure, retail, food and beverage facilities.



4. 休憩用地和美化市容地帶 Open Spaces and Amenity Strips

在住宅區和就業樞紐內開設休憩用地，為居民和上班人士提供康樂和消閒空間。沿主要行人道和行車路設立連貫的美化市容地帶，以提升城市景觀，並作為各發展項目之間的緩衝區。

Open spaces are introduced within residential areas and employment nodes to provide recreational and leisure spaces for residents and workers. Continuous amenity strips are introduced alongside major pedestrian walkways and vehicular roads to enhance cityscape and serve as buffers between developments.

5. 生態和文物徑

Eco and Heritage Trails

位於洪水橋新發展區內的廈村及屏山傳統村落，歷史可追溯至宋代。在新發展區內所有法定古蹟及其他歷史建築會被保留，並建議以文物徑連貫不同的歷史景物。另外，亦建議增設生態徑連接區域市鎮公園和圓頭山的遠足徑。這些生態和文物徑將鋪設特色地面以作識別，及盡可能在兩旁植樹。

Within the HSK NDA, the traditional villages in Ha Tsuen and Ping Shan could be traced back to the Song Dynasty. All declared monuments and other historic buildings within the NDA would be preserved. A heritage trail is proposed to interlink the heritage features. An eco-trail is proposed to link up the Regional Town Park with the hiking trails in Yuen Tau Shan. The trails would be identified with special paving and abutted with trees wherever possible.

6. 風水帶及觀景廊

Fung Shui Lanes and Visual Corridors

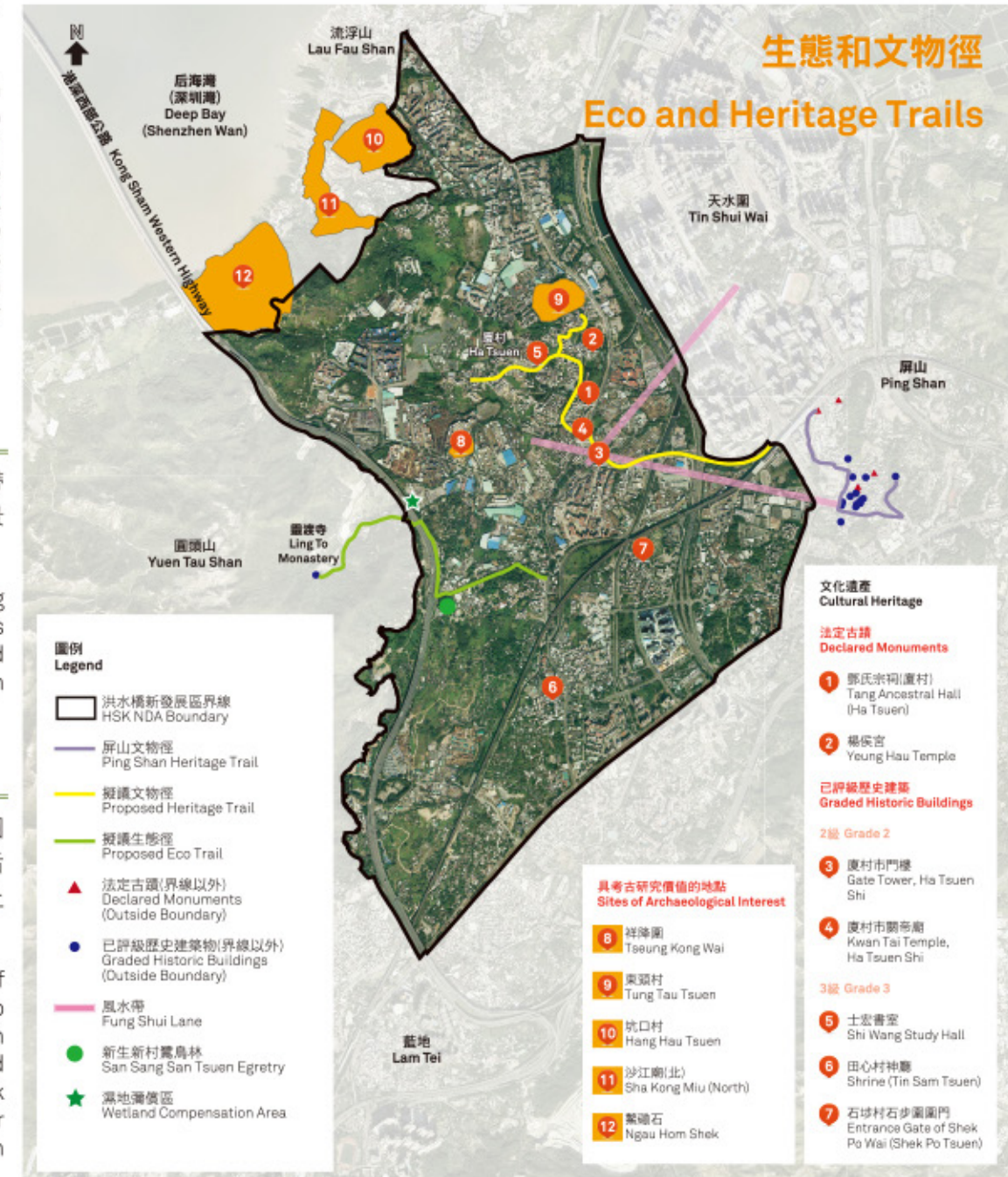
通過排列新的行人道、休憩用地及道路，兩條風水帶可提供兩條由東至西及東北至西南互相交錯的觀景廊，在視覺上連繫屏山文物區及廈村。

Two fung shui lanes will provide two intersecting east-west and northeast-southwest visual corridors connecting to the Ping Shan heritage precinct and Ha Tsuen. They are aligned along new pedestrian street, open space and roads.

7. 自然資源 Natural Resources

在洪水橋新發展區內和附近的自然景觀，如山丘、圓頭山、林地、新生新村鷺鳥林及鷺鳥的飛行路徑和後海灣幹線項目的濕地彌償區，已保留及納入適當的土地用途地帶，並由一個綜合綠色網絡連接起來。

Natural features within and in the surroundings of the HSK NDA such as knolls, mountain backdrop of Yuen Tau Shan, woodlands, the San Sang San Tsuen Egretty and its associated flight path, and wetland compensation area for the Deep Bay Link project have been preserved, incorporated under appropriate land use zones and connected by an integrated green network.



善用運輸基礎設施和改善流動性

Optimising Transport Infrastructure and Improving Mobility

洪水橋新發展區將會是一個具有良好連繫、易達、以行人為本和方便騎單車的城市。為了讓洪水橋新發展區可持續發展，其中一個主要規劃概念是要減少新增的交通量。在新發展區內提供多元化的職位有利本區就業，有助減少對區外的交通需求。儘管如此，新發展區內將會設立完善的道路網絡，連接新發展區至香港各區和周邊地區，亦會鼓勵使用公共交通工具、騎單車和步行。

The HSK NDA will be a connected, accessible, pedestrian oriented and cycle friendly city. To allow for a sustainable development of the HSK NDA, one of the key planning concepts is to minimise traffic generation. The provision of diversified jobs within the NDA facilitating local employment will help reduce external traffic demand. Notwithstanding, there would be a comprehensive transport network connecting the HSK NDA with different parts of the territory and surrounding areas. The use of public transport, cycling and walking will also be promoted.

1. 區外連接 External Connectivity

以鐵路為本的公共運輸系統 Rail-based Public Transport System

- ▶ 擬建洪水橋站與現有西鐵天水圍站通過集體運輸連接新發展區和市區。主要商業活動和較高密度的住宅發展將集中在鐵路站500米範圍內
- ▶ The proposed HSK Station and the existing West Rail TSW Station connect the NDA with the urban area through mass transit. Key commercial activities and higher density residential developments are concentrated around 500m of the railway stations

區外道路網絡 External Road Network

- ▶ 港深西部公路、青山公路和元朗公路將連接新發展區至深圳及全港各處
- ▶ 可能興建的新策略性公路基礎設施連接新發展區至市區，以配合新界西北地區新增的交通量
- ▶ 可能興建連接新發展區和擬議屯門西繞道的公路
- ▶ 四個公共運輸交匯處有助乘客轉換不同模式的公共交通工具
- ▶ KSWH, Castle Peak Road and Yuen Long Highway will link up the NDA with Shenzhen and different parts of the territory
- ▶ Possible new strategic highway infrastructure connecting the NDA with the urban area will be planned to cope with the increased traffic in the NWNT region
- ▶ Possible highway connecting the NDA with the proposed Tuen Mun Western Bypass
- ▶ Four Public Transport Interchanges (PTI) to facilitate interchange between different modes of public transport

2. 區內連接 Internal Connectivity

完善的運輸網絡 Comprehensive Transport Network

- ▶ 利用完善的運輸網絡及多種環保運輸模式，包括完善的區內道路網絡、專用的環保運輸走廊、單車徑、行人道和步行街，配合區內車輛和行人的流動
- ▶ 環保運輸走廊會與行車路系統分隔，避免交界處出現爭路情況
- ▶ 所有新增人口和就業將會集中在公共運輸樞紐的200至300米範圍內
- ▶ A comprehensive transport network with a number of green transport modes including comprehensive local road networks, an exclusive GTC, cycle tracks, pedestrian walkways and pedestrian streets to cater for internal vehicular and pedestrian movements
- ▶ GTC separated from the vehicular road system will avoid junction conflicts
- ▶ All new population and employment will be within 200m - 300m of a public transport node

區內道路網絡 Internal Road Network

- ▶ 新的主要幹路和地區幹路有利新發展區內東西及南北方向來往的車流，為天水圍的居民前往各就業區提供方便的連接
- ▶ 隨著提供新的道路網絡，取消天影路後將不會影響區內的交通暢達程度
- ▶ New primary and district distributors to facilitate east-west and north-south movements within the NDA, and provide convenient access for TSW residents to travel to various employment zones
- ▶ With the new road networks, accessibility will not be affected even with the removal of Tin Ying Road



3. 提供單車徑和行人設施，以提高流動性及方便步行

Provision of Cycle Track and Pedestrian Facilities to Promote Mobility and Walkability

- ▶ 一個完善的單車徑和行人道網絡將連接整個洪水橋新發展區，可作消閒用途及方便日常往來
- ▶ 行人道結合休憩用地及美化市容地帶系統，以建造一個舒適的步行環境
- ▶ 沿河畔長廊及西鐵線下連貫的行人道提供南北走向無車阻隔的連接
- ▶ 沿河道及連接「區域經濟及文娛樞紐」的單車主幹道，將提供往來天水圍與屯門新市鎮的直接單車路線
- ▶ 沿環保運輸走廊興建的單車徑，可加強各活動地點之間的南北向流動，讓騎單車人士可安全而順暢地騎單車
- ▶ 單車停泊處和單車租用系統鄰近鐵路站／公共運輸交匯處和主要活動地點，方便使用單車和公共交通工具
- ▶ A comprehensive cycle track and pedestrian walkway network will connect the whole HSK NDA for leisure and everyday commuting
- ▶ Pedestrian walkways will integrate with the open space and amenity area systems to create a pleasant pedestrian environment
- ▶ Continuous pedestrian walkways along riverside promenades and under the elevated West Rail Line will provide north-south vehicle-free connections
- ▶ An artery cycleway running along the river channel and connecting to the "Regional Economic and Civic Hub" will provide a direct cycling link to and from TSW and Tuen Mun New Towns
- ▶ Cycle tracks within the GTC will enhance the north-south movement between activity nodes and give cyclists a safe and smooth ride
- ▶ Cycle parking areas and bicycle rental system close to railway stations/PTIs and major activity nodes will facilitate the use of bicycles and public transport



發展特色分區 Development Character Areas

新發展區內有五個發展特色分區，各有不同的特色和功能。

There are five Development Character Areas (DCAs) each with a defined character and function within the HSK NDA.

DCA1

河畔和鄉村區 Riverine and Village Neighbourhood

「河畔和鄉村區」位於流經天水圍及被活化後的河道旁，該發展特色分區提供優質的住宅區及河畔公共空間。河道經活化後，河道的生態系統得以改善，而河畔亦會加設河畔長廊。

The "Riverine and Village Neighbourhood" is located alongside the regenerated river channel which flows towards and along TSW. This DCA provides quality residential neighbourhood and riverine public spaces. With the river regeneration, the river ecology system will be enhanced and riverside promenade will be provided.

1

在河畔發展住宅大廈，坐擁河畔長廊景致。

Residential buildings will be developed at the riverside, commanding scenic views of the riverside promenade.

2

取消現有天影路，沿活化後的河道加設河畔長廊，以改善河畔環境。河畔長廊將提供零售及餐飲設施，以增添河畔長廊的活力。河畔長廊亦會開設行人道及單車徑，讓市民在悠閒的環境中散步及騎單車。

With the removal of Tin Ying Road, a promenade along the regenerated river channel is planned to enhance the riverside environment. Retail and dining facilities will be provided to promote vibrancy of the promenade. Pedestrian walkways and cycle tracks are planned alongside the promenade to allow strolling and cycling in a relaxed environment.



3

闊設連貫的美化市容地帶／休憩用地／非建築用地，以維持新發展和現有鄉村的寬闊走廊。

Continuous amenity strips/open space/non-building areas are added to maintain a spacious corridor between new developments and existing villages.



4

區域市鎮公園將成為區域地標，結合河畔長廊，提供休閒及康樂用途。

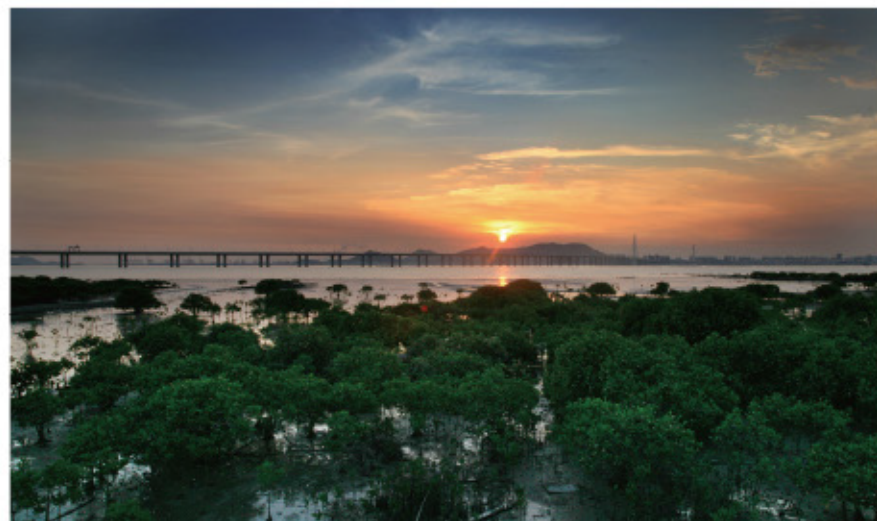
The Regional Town Park will become a regional landmark, which will be integrated with the riverside promenade for providing leisure and recreational uses.



河畔和鄉村區 Riverine and Village Neighbourhood

眺望后海灣及圓頭山優美景緻的「灣景區」，主要作發展住宅及政府、機構或社區設施。採用梯級式建築物密度和高度輪廓，以調和與流浮山和后海灣地區周邊的自然和鄉郊環境。

The “Bayview Neighbourhood” overlooking the beautiful scenery of Deep Bay and Yuen Tau Shan is mainly for residential development and G/IC facilities. A stepped building intensity and building height profile is adopted to harmonise with the surrounding natural and rural environment near Lau Fau Shan and Deep Bay.



①

規劃地區商業中心連停車場設施以服務該區，及配合流浮山的旅遊活動。接駁西鐵天水圍站的環保運輸服務的終點站亦設於此處。

A local commercial centre with car parking facility is planned for serving the neighbourhood and complementing the tourism activities in Lau Fau Shan. The EFTS linking the West Rail TSW Station will terminate at this point.

②

在該區北部規劃優質的私人住宅發展，以配合流浮山和后海灣地區的鄉郊特色。

Quality private residential developments are planned in the north to complement the rural character of the Lau Fau Shan and Deep Bay area.



③

高密度的公營房屋發展聚集在該區南部，而北部則為較低密度的發展，建構梯級式的高度輪廓。

High density public housing developments are concentrated in the southern portion and lower density developments in the north to create a stepped building height profile.



④

預留土地作社會及社區設施，包括體育中心、安老院、小學及中學。

Sites are reserved for the provision of social and community facilities including a sports centre, residential care homes for the elderly, primary schools and secondary schools.

⑤

河道以東的土地適合發展長者房屋及教育設施。

The area to the east of the stream would be suitable for development of elderly housing and educational facilities.



DCA3

物流、企業和科技區 Logistics, Enterprise and Technology Quarter

「物流、企業和科技區」與策略性運輸走廊連接，指定作物流設施、企業和科技園、工業區，以及提供土地作整合港口後勤、貯物及工場用途。這些用途將會是洪水橋新發展區就業的主要來源，幫助擴闊香港的經濟基礎。部分在棕地上營運的作業無可避免會因推展洪水橋新發展區而受到影響，但對整體及地區經濟仍有貢獻。政府會探討在合適地點發展多層工業大廈或其他善用土地的方式，以提供空間或設施，作這些受影響作業之用。

The “Logistics, Enterprise and Technology Quarter” easily accessed by strategic transport corridors is designated for logistics facilities, an Enterprise and Technology Park, an industrial zone, as well as to provide land for consolidating port back-up, storage and workshop uses. These uses will be a major source of employment generation within the HSK NDA, and broaden Hong Kong's economic base. Some brownfield operations will inevitably be affected by the implementation of HSK NDA, but they are still contributing to our local and overall economy. The Government would explore providing space or facilities to accommodate some of the affected brownfield operations, through development of multi-storey industrial compounds or other land-efficient means at suitable locations.

1

規劃物流設施(約37公頃)以提供高增值的現代物流服務/設施。
「香港港口發展策略2030研究」建議加快發展新界區的物流設施。洪水橋新發展區內的物流設施直接連接策略性公路如港深西部公路，可輕易通往香港國際機場、葵青貨櫃碼頭及深圳。

Logistics facilities (about 37 ha) are planned for high value-added modern logistics services/facilities. The Study on the Strategic Development Plan for Hong Kong Port 2030 suggested to expedite development of logistics facilities in the New Territories. The location in the HSK NDA enjoys direct access to strategic roads including the KSWH, which could easily be connected to the Hong Kong International Airport, Kwai Tsing Container Terminals as well as Shenzhen.

2

新發展區北緣預留作港口後勤、貯物及工場用途(約24公頃)，包括作可能興建的多層工業大廈，以有效的土地運用方式，安置部份受影響的棕地作業。此用地直接與策略性公路連接，能減少重型車輛在新發展區內行走。

The northern fringe of the NDA is reserved for port back-up, storage and workshop uses (about 24 ha), including the possible multi-storey industrial compounds for accommodating some of the affected brownfield operations in a land-efficient manner. The direct access to strategic highways would minimise movements of heavy vehicular traffic within the NDA.

3

洪水橋市中心北面的地區規劃為企業和科技園(約9公頃)，以容納不同類型的經濟用途，例如創新科技、檢測和認證、資料儲存中心、現代工業及其他相關行業和非污染工業用途。

The area to the north of the HSK town centre is planned for an Enterprise & Technology Park (about 9 ha) to accommodate a variety of economic uses, such as innovation and technology uses, testing & certification use, data centre use, modern industries and other related businesses and non-polluting industrial uses.



4

在港深西部公路下的現有濕地彌償區、祥隆圍具考古研究價值的地點和新生新村鷺鳥林及鷺鳥的飛行路徑會保留在「綠化地帶」和休憩用地內。

Existing wetland compensation area under the KSWH, Tseung Kong Wai Site of Archaeological Interest and San Sang San Tsuen Egrettry and its associated flight path will be retained and preserved in the “Green Belt” zones and open spaces.

5

港深西部公路以西的土地劃作「工業」地帶(約13公頃)，該地帶不單提供土地作一般工業發展，並可重新分配工業活動的布局，以騰出在洪水橋新發展區內位於中心位置的土地。

An “Industrial” zone (about 13 ha) is introduced at the western fringe of the NDA across KSWH. The zone will not only provide land for general industrial development, but also help redistribute industrial activities to free up land at more central location within the HSK NDA.

物流、企業和科技區 Logistics, Enterprise and Technology Quarter



區域經濟及文娛樞紐 Regional Economic and Civic Hub

在擬建洪水橋站周邊的「區域經濟及文娛樞紐」將成為洪水橋新發展區的主要市中心及新界西北的區域樞紐，提供不同種類的土地用途，包括辦公室、酒店、零售設施和私人及公營房屋，亦加入了區域廣場、文娛中心和一系列的社會及社區設施。主要的規劃及城市設計目標是突顯區域樞紐的形象、創造容易識別的城市結構、提供方便的連繫及加強城市的活力。

The "Regional Economic and Civic Hub" around the proposed HSK Station will be the major town centre of the HSK NDA and the regional hub for NWNT. A wide range of uses including offices, hotels, retail facilities and public and private residential developments will be provided. A Regional Plaza, a civic node and a range of social and community facilities are planned. Fostering identity of the regional hub, legible urban structure, convenient access and urban vibrancy will be key planning and urban design objectives for the area.

1

區域廣場的設計會與擬建洪水橋站、兩旁的大型商業中心及公共運輸交匯處的設計相融合。為了增添區域廣場的生氣和活力，面向區域廣場的商業地帶會加設臨街商店。

Good design integration between the Regional Plaza with the proposed HSK Station, shopping complexes and PTIs on both sides would be adopted. To enhance vibrancy and vitality of the Regional Plaza, retail frontages would be provided on the sides of the commercial sites lining the plaza.



2

河畔長廊作為地區休憩用地，連接擬建洪水橋站、區域廣場、住宅區及商業區。

District open space in the form of riverside promenade will link up the proposed HSK Station, Regional Plaza, residential areas and commercial areas.

3

文娛中心設有政府辦公室、社區會堂和裁判法院，服務新發展區及新界西北的居民。

A civic node co-locating government offices, a community hall and a magistracy is planned for residents of the NDA and the NWNT.



4

沿環保運輸走廊及連接區域廣場的步行街設立商店街，兩旁設有臨街商店，以鼓勵步行和增添街道的活力。為了提高視覺美感，建議採用梯級式平台設計，把平台一樓沿商店街後移。

Shopping streets along the GTC and pedestrian corridor linking to the Regional Plaza will be provided with shop frontages to promote walkability and street vibrancy. Terrace design requiring setback of first floor of podia along the shopping streets is recommended to enhance visual amenity.

5

設有酒店、商場及辦公室的大型商業中心，不單服務新發展區的居民，更服務整個新界西北區。

Commercial complexes with hotels, shopping malls and offices will serve not only local residents but also the whole NWNT region.

6

在擬建洪水橋站的西南方預留土地作「教育及相關用途」，發展專上教育用途。

Land to the southwest of the proposed HSK Station is reserved for 'Education and Related Uses' for post-secondary education use.



位於西鐵天水圍站南鄰的「地區商業中心」，將會發展成為洪水橋新發展區的第二中心點，設有商業發展、私人及公營房屋發展項目和不同的社區及社會設施，並為天水圍新市鎮提供額外的商業及社區設施。

Located to the immediate south of the West Rail TSW Station, the "District Commercial Node" with commercial developments, private and public residential developments, and various community and social facilities will be developed as a secondary focal point of the HSK NDA. It can also serve the needs of TSW New Town for additional commercial and community facilities.

①

重建橋頭圍工業區作住宅及商業混合發展，以充分利用公共交通工具可達的土地，滿足房屋及其他發展需要。

The Kiu Tau Wai industrial area redeveloped for mixed residential and commercial developments to optimise the use of land accessible by public transport to meet housing and other development needs.



②

西鐵天水圍站以西發展設有辦公大樓及商場的商業中心。

Development of commercial complexes with office towers and shopping malls to the west of West Rail TSW Station.



③

俯瞰河道和區域市鎮公園的商業地帶作酒店和零售用途。

The commercial site overlooking the river channel and the Regional Town Park for hotel and retail development.

④

預留合適用地予受洪水橋新發展區計劃影響的合資格清拆戶作原區安置。

Suitable sites to be reserved for local rehousing of eligible clearers affected by the HSK NDA project.



⑤

新發展區內附設專科及分科診療所的醫院，不單服務本區的居民，亦可服務毗鄰社區的居民。

A hospital with specialist clinic/ polyclinic to serve not only local residents of the NDA but also those in the neighbouring communities.

⑥

洪屋村和橋頭圍旁邊現有的小山會被保留，亦會規劃休憩用地供居民使用。

The existing knolls will be preserved and open space will be planned next to Hung Uk Tsuen and Kiu Tau Wai to serve residents.



技術評估 TECHNICAL ASSESSMENTS

研究小組已完成第二階段技術評估，結果顯示洪水橋新發展區計劃在技術上是大致可行的。擬議道路網絡及鐵路設施能應付新發展區的發展所帶來的交通需求。在排水和排污方面，建議的措施包括合適的土地平整、排水工程，以及新建造的污水處理廠等。至於其他方面，例如供水和空氣流通，在技術上亦可行。就建議發展大綱圖進行的環境評估研究，並沒有發現任何技術上不可解決的問題，我們會整合各項正在進行的環境評估研究的結果，並會根據《環境影響評估條例》（環評條例）進行環境影響評估，亦會供公眾查閱。我們會採取適當的緩解措施，避免對環境造成不良影響。所有按新發展區的發展而進行的指定工程項目將會嚴格遵守環評條例的規定。

實施安排 IMPLEMENTATION ARRANGEMENT

為確保適時有序地發展洪水橋新發展區，政府會參考古洞北/粉嶺北新發展區的實施模式，考慮採用「加強版的傳統新市鎮發展模式」。根據該模式，政府會收回需要作新發展區的土地，同時在符合相關準則及條件的情況下，容許處理土地業權人為個別規劃作私人發展的用地所提出的換地申請。

洪水橋新發展區的規劃已盡可能減少對現有居民的影響。然而，無可避免會有部分現有構築物需要被清拆。政府會為所有受新發展區發展影響的居民制訂合適的安排。其中，政府計劃為受影響並合資格的住戶提供原區安置，就此會預留適當用地。政府亦會參考古洞北／粉嶺北新發展區的補償及安置方案，考慮為受影響的清拆戶提供特設的補償及安置安排。

政府會探討合適安排，透過在適當地點發展多層工業大廈或其他善用土地的方式，以搬遷部分受影響的棕地作業。政府亦會探討合適的安排，以處理對現有工業樓宇的影響。

為積極協助受計劃影響的務農人士，政府會採用古洞北/粉嶺北新發展區的特殊農地復耕計劃，積極和優先為務農人士和農地業權人進行配對。

在考慮第三階段社區參與所蒐集的意見及建議後，政府會為上述擬議的洪水橋新發展區實施安排制定進一步的細節。

The Study Team has completed the second stage technical assessments. The results have demonstrated that the HSK NDA development is broadly feasible. The proposed road networks and railway facilities will be able to meet the traffic demand arising from the NDA development. For drainage and sewerage aspects, the proposed measures include appropriate site formation, drainage works and new sewage treatment works, etc. Other aspects such as water supply and air ventilation are also technically feasible. Given the environmental assessment studies for the RODP have not identified any technically insurmountable problems, an Environmental Impact Assessment (EIA) under the EIA Ordinance with public inspection will be carried out in order to consolidate the results of various on-going environmental assessment studies. Appropriate mitigation measures will be adopted to avoid adverse environmental impacts. All designated projects under the NDA development will strictly comply with the requirements of the EIA Ordinance.

To ensure timely and orderly implementation of the HSK NDA, the Government will consider the “Enhanced Conventional New Town” approach as the implementation mode, drawing reference to that adopted for the Kwu Tung North and Fanling North (KTN/FLN) NDAs, under which the Government will resume land required for the NDA while allowing the processing of land owner’s applications for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

The planning of the HSK NDA has minimised the impacts on existing residents as far as possible. However, it is unavoidable that some existing structures would have to be cleared. The Government will devise suitable arrangement for all those affected by the NDA development. In this connection, the Government plans to provide local rehousing to the eligible affected households and suitable sites would be reserved for this purpose. The Government would also consider special compensation and rehousing arrangements for the affected clearerees, making reference to the compensation and rehousing package for the KTN/FLN NDAs.

The Government will explore suitable arrangements for relocating some of the affected brownfield operations through development of multi-storey industrial compounds or other land-efficient means at suitable locations. The Government will also explore suitable arrangement to address the impacts on existing industrial buildings.

To proactively assist the farmers affected by the project, the special agricultural rehabilitation scheme as announced for the KTN/FLN NDAs, by providing proactive and priority assistance in matching of farmers and agricultural land owners, would be adopted.

The Government will work out further details of the above implementation arrangement for the HSK NDA project in the next stage, in the light of the views and suggestions collected in Stage 3 CE.

未來路向 WAY FORWARD

洪水橋新發展區將會分階段發展。我們現時的目標是讓首批人口在2024年入伙，並在2037年完成整體發展。我們會考慮第三階段社區參與所收集到的公眾意見及建議，在下一階段制定詳細發展時間表及分階段計劃。制定發展時間表時，我們將確保會為新發展區的入住居民適時提供各項社區設施及基礎設施。

The HSK NDA will be developed in stages. Our current target is to have the first population intake by 2024 and full development of the NDA by 2037. We shall formulate detailed development timetable and staging plan at the next stage, in light of the public views and suggestions collected in the Stage 3 CE. In drawing up the development schedule, we will ensure timely provision of various community facilities and infrastructure in tandem with the population intake of the NDA.

您的意見 Your Views

我們歡迎您分享意見及提議。

We welcome you to share your views and suggestions.

我們誠意邀請您就洪水橋新發展區的建議發展大綱圖提出寶貴意見。

We sincerely invite you to express your views on the RODP of the HSK NDA.

在確定建議發展大綱圖及制定發展藍圖時，我們會仔細分析和考慮從第三階段社區參與活動中收集到的公眾意見。

We will carefully analyse and consider the public views received from the Stage 3 CE in the finalisation of the RODP and the subsequent formulation of Layout Plans.

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您亦可瀏覽本研究的網頁，了解更詳盡的背景資料：

<http://www.hsknda.gov.hk>

For details of the Study, please visit our Study website:



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