

APPROVED DRAFT HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
NO. S/HSK/2A

EXPLANATORY STATEMENT

Approved/Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2A
Explanatory Statement

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NO. S/HSK/2A

(Being an ~~Approved~~ **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 ~~approved~~ **draft** Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/2A. 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). ~~During the two-month exhibition period, a total of 117 valid representations were received. On 25 August 2017, the representations were published for three weeks for public comments and a total of 338 valid comments on the representations (comments) were received. On 17 April 2018, the Chief Executive, under section 8(2) of the Ordinance, agreed to extend the statutory time limit for the Board to submit the draft OZP to the Chief Executive in Council (CE in C) for approval for a period of six months. After giving considerations to the representation and comments on 25 May 2018, the Board decided not to propose any amendment to the draft OZP to meet the representations.~~

- ~~2.4~~ 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. ~~On 26 October 2018, the approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.~~
- 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 XX XX 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 Area 4B from “Residential (Group B)3” (“R(B)3”) to “Residential (Group A)6” (“R(A)6”); (iii) rezoning the southern site in Area 34E from “Government, Institution or Community” (“G/IC”) to “G/IC(1)”; (iv) revision to the building height restriction (BHR) for a site zoned “G/IC” to the east of Sha Chau Lei from 3 storeys to 50mPD; and (v) rezoning of 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 New Development Area (HSK NDA) and Ha Tsuen area~~*Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) (Figure 2)* so that development and redevelopment of land within the ~~area~~*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 ~~residential~~ *these* zones should be restricted to building lots carrying development right in order to maintain the character *and amenity* of ~~HSK NDA~~ *the Area* and not to overload the road network in ~~this area~~ *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 ~~Planning Scheme~~ 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

- 5.1 ~~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 ~~Tin Shui Wai (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**).
- 5.2 ~~The Area is characterised as a transitional area between rural and urban New Towns. Land in the north has been formed mainly for port back-up and open storage (PBU & OS) uses. There are existing village developments and some low to medium density residential developments in the central and southern parts of the Area and particularly located to the north of Castle Peak Road. Kiu Tau Wai industrial area is located to the south of the West Rail (WR) and Light Rail (LR) TSW Stations which comprised of a number of low-rise industrial buildings mainly of one to three storeys in height. There is a network of channel / nullah (including the one along the western side of TSW New Town) running from the south to the northeast. Small amount of active farmlands are located in~~

the southwest of the Area. There are totally 16 indigenous villages in the northern and central parts of the Area.

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 the North West New Territories (NWNT) and well connected to ~~the existing the Hong Kong International Airport and the Shenzhen areas~~ *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 ~~position~~ *will become the Regional Economic and Civic Hub* *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 (Greater Bay Area).**
- 6.3 *The NM is the new engine of Hong Kong’s economic development and holds*

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.*

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 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.*

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.

- 6.3 ~~Under the Conceptual Spatial Framework for “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+), the HSK NDA falls within the Western Economic Corridor which seeks to capitalise on the international and regional gateway and strategic transport infrastructure in West Hong Kong, and consolidates the increasing economic activities and employment in HSK, Tuen Mun, Yuen Long South (YLS) and various developments in North Lantau for greater synergy.~~

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 ~~51:49~~**59:41**. ~~Taking both HSK NDA and the TSW New Town together, the overall public to private housing ratio will become 69:31, helping to achieve a more proper balance in the regional context-NWNT.~~
- 7.2 ~~For HSK/HT NDA,~~ 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 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 ~~2016 Population by census~~**2021 Population Census**, the population of the Area was estimated by PlanD as about ~~28,400~~**44,600**. It is estimated that the total planned population of the Area would be about ~~218,000~~**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 (~~YLH~~) to the south and southeast, and Kong Sham Western Highway (KSWH) and Shenzhen Bay Bridge through the strategic road network to the west. ~~With the proposed Tuen Mun Western Bypass (TMWB)~~**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 ~~proposed TML~~ HSK Station **under construction** and the existing ~~WRTML~~ 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 ~~Environmentally Friendly Transport Services~~**Smart and Green Mass Transit System**³ (~~EFTSS~~**SGMTS**), together with railway stations and land use integration, could help maximise the use of public transport, thus minimising ~~road~~**vehicular** traffic and reducing carbon emission.

Favourable Geographical Location

9.1.3 ~~Being located close to Tuen Mun, TSW and Yuen Long New Towns and Qianhai in Shenzhen and connected by a number of existing and planned strategic transport links with other parts of the territory, the Hong Kong International Airport and Shenzhen, the Area has the potential to be developed as a regional economic and employment hub.~~ **HSK/HT NDA,**

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.**

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 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 of the Area could be leveraged to create a green living environment. They include uplands and lowlands, knolls, ridgeline / mountain backdrops of Yuen Tau Shan, woodlands, ~~the San Sang San Tsuen Egrettry and associated flight path of ardeids,~~ *the Hung Shui Kiu Egrettry 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 ~~TongTung~~ 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 *in Ha Tsuen*, ~~Ha Tsuen and Yeung Hau Temple,~~ *in Ha Tsuen* and a number of graded historic buildings, ~~in the “List of the 1,444 Historic Buildings in Building Assessment” and “List of new items for grading assessment with assessment results”~~ such as the former Ha Tsuen Old Market site, Ling To Monastery in Ha Tsuen Shi, Yau Sin Shue Shat in San Wai ~~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.

Better Utilisation of Port Back-up (PBU) and Open Storage (OS) Uses

~~9.1.6 Although large portions of the Area are being utilised for the PBU and OS uses, development potential of these sites would be explored through comprehensive planning and engineering studies so as to convert suitable PBU and OS sites to other appropriate land uses, as far as it is feasible in terms of environment, traffic and infrastructure.~~

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 ~~WR~~*WTML* 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 ~~are~~ *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.

~~Proliferation of PBU and OS Uses~~

~~9.2.6 While recognising that there may be opportunities to accommodate the existing PBU and OS uses in multi-storey buildings in other parts of the Area, given this is likely to be an incremental process, concerns pertaining to the interface of new development with retained / remaining PBU and OS uses during the construction stage need to be addressed.~~

Preservation on Natural Habitats and Ecological Resources

9.2.76 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* ~~San Sang San Tsuen Egretty~~ and associated flight path of breeding ardeids as well as floral species of conservation interest such as *Aquilatica Aquilaria sinensis* (± 沉香) at the woodland near ~~Tong~~*Tung* Tau Tsuen.

Flooding Risk

9.2.87 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 ~~has been~~*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 ~~use~~*uses* in the HSK/HT NDA *is*~~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. ~~Being strategically~~*Strategically* located in the NWNT and *in* close *proximity* to Shenzhen, *in particular* Qianhai and Nanshan ~~and Shekou, the NDA is included in the High-end Professional Services and Logistics Hub of the NM and~~ will serve as a regional *economic* ~~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~~ *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 HSK/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~~*government*, institution and community (GIC) facilities with the adjoining areas.

Creating Distinctive Nodes (Figure 54)

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 ~~proposed~~ *future TML* HSK Station, including offices, commercial facilities, various GIC facilities, public transport interchanges (PTIs) and ~~regional plaza~~*Regional Plaza* ~~and will form~~

~~the Regional Economic and Civic Hub.~~ The District Commercial Node around the existing ~~WR/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*** ~~the proposed HSK Station and the existing ~~WR/TML~~ TSW Station~~ to reinforce their respective functions as ~~Regional Economic and Civic Hubtown centre~~ and District Commercial Node ***respectively***. The ~~Regional Economic and Civic Hubtown centre~~ around the proposed ***future TML*** HSK Station will be buttressed by ~~two~~ anchor ***commercial*** developments ~~creating critical mass of commercial uses and supplemented by less sizable commercial and mixed use sites.~~ The District Commercial Node around the existing ~~WR/TML~~ TSW Station, together with a hospital, will be the secondary node of the NDA. ~~This, 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 booster of Hong Kong ***boosters in the NM***, the ***industrial zones and*** “Logistic, Enterprise and Technology Quarter” ~~and industrial zone~~, which accommodates a wide range of industrial / special industrial uses including modern industries and ~~non-polluting~~ industrial uses ***with advanced green and smart operations***, ~~is~~ ***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 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 and becoming another major employment cluster in HSK/HT NDA. High value-added modern logistics, innovation and technology uses, and possible multi-storey buildings for accommodating some of the existing brownfield operations affected by development projects in land-efficient manners *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 *residents 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 riverside 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 ~~proposed~~ **future TML** HSK Station and the surrounding ~~area~~ **areas**, the section of Road D6, running adjacent to the ~~proposed~~ HSK Station, will be provided as a depressed road. The Regional Plaza accommodating the ~~proposed~~ **future TML** HSK Station is one of the important “breathing and leisure” spaces within the ~~high density built-up area of the Regional Economic and Civic Hub~~ **town centre**. It provides not just **only** an open space with quality landscape provision connecting the station with the surrounding commercial complexes and ~~PTIs~~ **PTIs**, but also provides leisure, **retail**, and food and beverage facilities.

Comprehensive Connectivity and Enhancement of Walkability (Figures 76 to 98)

- 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 ~~rail-based or~~ road-based ~~EFTSS~~ **GMTS**, 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 ~~WR~~**TML** will provide north-south vehicle-free connections. A cycle track network is planned to provide a more comfortable cycling environment. ~~It is also planned with linkages to the existing cycle track network in the HSK NDA and TSW New Town to provide convenient connections for the local communities.~~ **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 87**) 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 ~~proposed~~ **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's 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 ~~restrictions~~ *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 87 and 98**).
- 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 ~~give~~**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 69**).
- 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 ~~proposed~~ railway stations to minimise the need for road transportation. Developments of higher density are clustered around the ~~proposed~~**future TML** HSK Station (a maximum PR of 9.5 with a ~~maximum building height restriction~~ (BHR) of 200mPD) and the existing ~~WR~~**TML** TSW Station (a maximum PR of 8 with a ~~maximum~~ BHR of 160mPD). The development intensities descend to the north and a maximum PR of 6 with a ~~maximum~~ 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 ~~maximum~~ 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 ~~proposed~~**future TML** HSK Station, the existing ~~WR~~**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)* ~~San Sang San Tsuen~~ are to be conserved and protected through proper planning ~~and land use zoning designation~~. 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.*** ~~In order to minimise disruption to the major flight path of birds entering and leaving the site, the area next to the egretty has been~~

~~zoned as “Open Space” to help maintain an ecological corridor. Adjacent development will therefore be adequately set back from the edge which will help to limit adverse impacts occur. A possible eco-trail is proposed to link up the Regional Park with green belts, open spaces and the hiking trails in Yuen Tau Shan (Figure 8).~~

- 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 ~~in the “List of the 1,444 Historic Buildings in Building Assessment” and “List of new items for grading assessment with assessment results”~~ 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 ~~extended~~*extends* to Tang Ancestral Hall in Ping Shan (outside the Area) in northwest-southeast direction. Future development along and/or ~~fall~~*falling* within these view corridors should maintain and incorporate the corridors in their design.

Detailed Urban Design Studies~~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 ~~respectively~~ at the ~~Regional Economic and Civic Hub~~ *town centre* around the ~~proposed~~ *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 ~~and around the waterfront promenade. The following sites would be included in the respective studies:~~ *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.*

- ~~10.2.1 Sites in Planning Areas 26A, 28A, 28B, 30, 32A to 32D and 33 will be included in the study for the Regional Economic and Civic Hub around the proposed HSK Station. This urban design study would consider the interface and implementation arrangement of the Regional Economic and Civic Hub including the Regional Plaza. The possibility of multi-level pedestrian linkages at the sites would also be considered.~~

- ~~10.2.2 Sites in Planning Areas 16A to 16C, 17A to 17C, 18 and 19A to 19C~~

~~will be included in the study for District Commercial Node around TSW Station. The possibility of multi-level pedestrian linkages at the sites would also be considered.~~

~~10.2.3 Sites in Planning Areas 57A to 57D, 58A to 58C, 59A to 59D, 60, 61, 62A and 62B will be included around the riverside promenade. The urban design study would consider the interface with EFTS and TSW New Town.~~

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 ~~proposed~~ **future TML** HSK station, three sites near the ~~WR~~ **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 ~~proposed~~ **future TML** HSK Station in the ~~Regional Economic and Civic Hub~~ **town centre** will be buttressed by anchor **commercial** developments creating critical mass of commercial uses, supplemented by less sizable commercial **mixed use** and commercial ~~residential~~ sites. The anchor development in Planning Area 32A is ~~for~~ **can be developed for** office/hotel/retail uses. Capturing the close proximity of the ~~proposed~~ **future TML** HSK Station, **the HSWRL HSK Station under planning** and **Phase 1 of the proposed EFTSSGMTS 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 ~~proposed~~ *future* HSK Stations *of both TML and HSWRL and Phase 1 of SGMITS*, 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. ~~Subject to detailed design, this PTI is proposed for cross-boundary services as in the close proximity to KSWH in the immediate west.~~ Moreover, a minimum of 50 public car parking spaces in addition to those required for the planned development should be provided ~~to promote park and ride patronage to the proposed public transport facilities and services.~~ 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 ~~proposed~~ *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 ~~to be 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 87**). 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 ~~proposed~~ *the future TML* HSK station and ~~W~~ *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 ~~proposed~~ *future* HSK ~~station~~ *Stations*, two sites are zoned “C(2)” in Planning Areas 32C and 32D. They are subject to a maximum BH of 200mPD. ~~Being in close proximity to the proposed TMWB,~~ future development in Planning Area 32C should

~~observe the possible constraints posed by the proposed TMWB and its slip roads connecting to KSWH.~~ In view of the strategic location adjoining the ~~proposed~~ *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 ~~future~~ *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 ~~WR~~*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 ~~WR~~*TML* TSW Station and the proposed ~~EFTSSGMTS~~, 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 ~~WR~~*TML* TSW Station and the proposed ~~EFTSSGMTS~~ 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 ~~WR~~*TML* TSW Station, proposed ~~EFTSSGMTS~~ station and the surrounding sites.
- (g) A site in Planning Area 17A adjoining the ~~WR~~*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 ~~WR~~*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 ~~EFTSSGM~~**TS** 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 ~~EFTSSGM~~**TS** station to the east. Future development of this site is encouraged to take account of the planned ~~EFTSSGM~~**TS** 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 ~~EFTSSGM~~**TS** 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 Comprehensive Development Area (“CDA”): Total Area 3.65 ha~~

- ~~11.2.1 This zone is intended for comprehensive development / redevelopment of the area for residential use with commercial, open space and other supporting facilities. It is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Pursuant to section 4A(1) of the Ordinance, any development / redevelopment on sites under this zoning requires planning permission under section 16 of the Ordinance. Pursuant to section 4A(2) of the Ordinance, and except as~~

~~otherwise expressly provided that it is not required by the Board, the applicant should prepare a MLP together with information specified in the Notes. The approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.~~

~~11.2.2 The site in Planning Area 18 near WR TSW Station is zoned “CDA”. It is for a proposed subsidised housing development with planning approval, which is under construction and is subject to a maximum domestic PR of 5 or a maximum non-domestic PR of 9.5. This site also falls within a view corridor (‘fung shui lane’) extended from Ping Shan. Future development of the site should maintain and incorporate the view corridor in its design. The north-eastern part of the site is reserved for a PTI.~~

~~11.2.3 To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the PR restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

11.32 “Residential (Group A)” (“R(A)”) : Total Area ~~69.4474.46~~ ha

11.32.1 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.

11.32.2 This zone includes ~~five~~*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 ~~proposed~~*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 local rehousing purposes ~~local rehousing purposes~~ **dedicated rehousing estate**. ~~Being in close proximity to the proposed TMWB, future development in Planning Area 34A should take into account the possible constraints posed by the proposed TMWB and its slip roads connecting to KSWH.~~ The sites in Areas 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 69**) 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 69**) 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 ~~within this zone~~ ***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 ~~public rental housing~~ ***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 Egrettry 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 Egrettry, site formation and construction work within 100m from the boundary of the Hung Shui Kiu Egrettry 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.*

- 11.32.3 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 57**). ~~Besides, future development of the sites adjoining riverside promenade is also encouraged to take account of the planned promenade for integrated design. ‘Terrace frontage’ in “R(A)2” and “R(A)3” are subject to a maximum BH of 5m and 10m wide set back at first floor level (Figure 8). 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.~~

11.32.4 Various education, *and* community ~~and social welfare~~ facilities may be included in the development of “R(A)” zone. These include ~~two~~*one* 6-classroom kindergartens ~~kindergarten~~ of about 866m² in each of the site in Planning Areas 16B, 25, ~~27A~~*34A* and 52B, ~~three~~*one* 67-classroom kindergartens ~~kindergarten~~ of about 866m² in *each of the site* in Planning Areas *27C and 34A*, a 100 place RCHE in Planning Area ~~27A~~ and a market of GFA of about 800m² each in Planning Areas ~~Area 16B and 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.*

~~11.3.5~~ Minor relaxation of the PR and/or BH restrictions for the “R(A)” zones may be considered by the Board on application under section 16 of the Ordinance. Each application for minor relaxation of PR and/or BH restrictions will be considered on its own merits.

~~11.3.6~~*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.

11.43 “Residential (Group B)” (“R(B)”) : Total Area ~~18.10~~*13.85* ha

11.43.1 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.

11.43.2 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 ~~of about 866m²~~ 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 ~~and-or~~ 90mPD. Future development of the site should take *into* account ~~of~~ 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) ~~Three sites~~ Sites in Planning Areas 3, 4A, ~~4B~~, 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; ~~existing development in Planning Area 4B~~; Sheffield Villas in Planning Area 9; and a committed residential development in Planning Area 11 to reflect the existing / committed developments.

~~11.43.3 Minor relaxation of the PR / site coverage / BH restrictions stated above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

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

- 11.54.1 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, ~~site coverage~~ and height of the existing building, whichever is the greater.

~~11.5.2 Minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.~~

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

11.65.1 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.

11.65.2 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.

- 11.65.3 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.
- 11.65.4 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 69**) which should be free of building to reserve land for future strategic railway development.
- 11.65.5 The existing declared monuments in the “V” zone including the Tang Ancestral Hall *in Ha Tsuen* 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 (Grade 2); Shi ~~Wan~~**Wang** Study Hall (Grade 3); Old Village School (Tung Tau Tsuen) (Grade 3); Shrine (Tin Sam Tsuen) (Grade 3); Entrance Gate of Shek Po Wai (Shek Po Tsuen) (Grade 3); and Nos. 76-77 Hung Uk Tsuen (Grade 3), will remain unaffected by the NDA project.

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

- 11.76.1 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.
- 11.76.2 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 69**). There ~~is~~*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.
- ~~11.7.3 Being in close proximity to the proposed TMWB, future developments in Planning Areas 35 and 36 should observe the~~

~~possible constraints posed by the proposed TMWB and its slip roads connecting to KSWH.~~

~~11.7.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the PR and/or BH restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual merits.~~

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

11.87.1 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.

11.87.2 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, ~~34~~ sports centres, *a library*, 2 RCHEs, 2 clinics, 4 electricity substations (ESS), a telephone exchange, a flushing water service reservoir and flood ~~retention~~*storage* facilities are planned in the “G/IC” zones in Planning Areas ~~6A~~, 8, ~~1521~~, ~~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.*

11.87.3 A total of ~~1715~~ primary and ~~118~~ secondary ~~schools~~ school sites are reserved within the Area to meet the educational needs of the Area. There are school clusters distributed in Planning Areas ~~6A~~, 6B, ~~15~~, 21, 26B, ~~34C~~, 52C, 53C, 53D, 58C, 59C, 62C, 64 and 66C. Sites in close proximity to residential ~~development~~*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. ~~A 7m wide utility reserve and a~~

~~25m setback from the site boundary for sensitive uses of a school facing WR Line in Planning Area 15 are required. **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.**~~

- 11.87.4 A site in Planning Area 26A, locating at the ~~Regional Economic and Civic Hub~~ **town centre**, is planned for a Regional Government Complex comprising government offices, community hall, magistrates' court, post office and delivery office, ~~indoor performance venues~~ **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. ~~To support the civic facilities, subject to feasibility and detailed design in future, transport facilities including sizeable public carpark should be provided.~~ Blocking of pedestrian connection from the surrounding areas should be avoided to enhance pedestrian network in ~~Regional Economic and Civic Hub~~ **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.
- 11.87.5 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.**
- 11.87.6 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.
- 11.87.7 **Two sites including one at** Planning Area 31A to the southwest of the ~~proposed future TML~~ HSK Stations **of TML and HSWRL and**

another at Planning Area 34C to the north of Regional Plaza are currently reserved for ~~is primarily for post-secondary educational uses;~~ *development of the Northern Metropolis University Town (NMUT), either for publicly funded or self-financing institutions. It* ~~The sites~~ *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* ~~this~~ *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.

- 11.87.8 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. ~~Being in close proximity, future development in Planning Area 34E should observe the possible constraints posed by the proposed TMWB and its slip roads connecting to KSWH.~~
- 11.87.9 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.
- 11.87.10 ~~Seven~~*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.
- 11.87.11 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.

11.87.12 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. ~~Minor relaxation of the BHR may be considered by the Board on application under section 16 of the Ordinance. Each application for minor relaxation of BHR will be considered on its individual merits.~~

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

11.98.1 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.

11.98.2 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.

11.98.3 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 section of Road D4 running across open space in Planning Area 51 will be provided as a depressed road underneath the 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.

- 11.98.4 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.
- 11.98.5 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.
- 11.98.6 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.
- ~~11.9.7 The "O" site in Planning Area 45 together with the adjoining "Green Belt" zone is intended to protect the San Sang San Tsuen Egretty and the flight path for the ardeids. Passive recreational uses should be developed to minimise disturbance to the adjoining egretty and associated flight path of ardeids. To improve internal connectivity between Planning Areas 44A, 44B and 46, innovative design of underground internal vehicular access / communal parking spaces and pedestrian access should be pursued underneath the GTC and/or the adjoining "O" in Planning Area 45. Feasibility and design of such access will be further examined at detailed planning stage, and its implementation arrangement will be carried out as part of the sites subject to detailed design.~~
- 11.9.88.7 Regional Plaza in Planning Area 30 adjoining the proposed 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 Town Planning 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.
- 11.9.98.8 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 proposed

~~HSK Station, the shopping complexes and PTIs~~ *the different elements of the proposed Strategic Transport Interchange Hub* ~~to the immediate east and west should be adopted.~~ To enhance vibrancy and vitality of this Regional Plaza, supporting leisure, retail, food and beverage facilities may be allowed upon application to the Board.

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

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

Mixed Use

- 11.409.2 Two clusters of sites (about 13.34 ha) zoned “OU” annotated “Mixed Use” (“OU(Mixed Use)”) are located near the existing ~~WR~~TML TSW Station and the *future proposed* 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).

- 11.409.3 For the site in Planning Area 28A near ~~the proposed~~ *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 ~~proposed~~ *future TML* HSK Station. Besides, taking into account the above urban design consideration and the potential noise impact from the elevated ~~WR~~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 87**) 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, Aa* 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.

- 11.109.4 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 ~~proposed~~ *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.
- 11.109.5 The three “OU(Mixed Use)” sites in Planning Areas 19A to 19C near the existing ~~WR~~*TML* TSW Station are subject to maximum BH of 160mPD. A 6-classroom kindergarten of GFA of about 866m² will be provided in the future development in the western site in Planning Area 19A. A 6m-wide setback (**Figure 69**) 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* ~~buffer~~. Detailed restrictions of setback for individual sites have been set out in the departmental ODP.

Enterprise and Technology Park

- 11.109.6 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.
- 11.10.7 ~~To improve internal connectivity between the sites in Planning Areas~~

~~44A, 44B and 46, innovative design of underground internal vehicular access / communal parking spaces and pedestrian access should be pursued underneath the GTC and/or the adjoining “O” in Planning Area 45. Feasibility and design of such access will be further examined at detailed planning stage, and its implementation arrangement will be carried out as part of the sites subject to detailed design. To avoid disturbance to the San Sang San Tsuen Egrettry, site formation and construction works should be avoided during breeding season of ardeids as recommended in the EIA of the Study.~~

Logistics Facility

~~11.10.89.7~~ 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.

~~11.10.99.8~~ 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 ~~EFTSSG~~*MTS* on the ground floor and/or the basement while the logistics facilities can be accommodated ~~on~~*alongside the depot* or the floors above. Development ~~of~~*within* this zone is subject to a maximum PR of 5 and a maximum BH of 110mPD.

Port Back-up, Storage and Workshop Uses

~~11.10.10~~ About 24.80 ha of land in Planning Areas ~~39A to 39C, 40A and 40B~~ in the western part of Logistics, Enterprise and Technology Quarter and to the east of KSWH is zoned “OU” annotated “Port Back-up, Storage and Workshop Uses” (“OU(PBU&SWU)”). This zone is intended primarily to cater for the port back up facilities and container related uses. Port back up related development such as container freight station, logistics centre, container vehicle park and container storage, repair yard and rural industry workshop are

~~permitted within this zone. The eastern site in Planning Area 39B is reserved mainly for open storage uses to meet the need of certain industries that require open air operations. Development within this zone is subject to a maximum PR of 7 and a maximum BH of 110mPD. To enhance the provision of total floor areas without increasing the building bulk with intrusive building height, basement development are encouraged. Conceptual design and layout of the multi-storey PBU&SWU facilities would be subject to separate study being carried out by CEDD.~~

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” annotated “Industry Park” (“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 to address potential environmental impact.

Parking and Operational Facilities for Environmentally Friendly Transport Services

~~11.10.11~~**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 ~~EFTS~~**SGMTS** serving the Area. Development within this zone is subject to a maximum PR of 3 and a maximum BH of 60mPD.

Sewage Treatment Works

~~11.10.119.16~~ **16** Two sites in Planning Areas 41A and 41C are zoned “OU” annotated “Sewage Treatment Works” intended primarily for the provision of sewage treatment / ~~screening plant~~ **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.* ~~A site of about 4.38 ha in Planning Area 41A is to reflect the existing San Wai Sewage Treatment Plant (STP) and its further expansion. Another site of about 4.14 ha in Planning Area 41C is also reserved for development of a Sewage Treatment Works (STW) to serve the Area. Part of the sewage connected to this STP will be treated at a tertiary level for possible reuse in toilet flushing and irrigation within the Area. Development in these sites~~ **within this zone** is subject to a maximum BH of 50mPD.

Refuse Transfer Station

~~11.10.119.17~~ **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. ~~A Community Green Station will be co-located within the site to enhance environmental education and help collect different types of recyclables in the local community, which could provide synergistic effect to achieve better operational efficiency.~~ Development of **within** this zone is subject to a maximum BH of 50mPD. This site is also reserved for further expansion of the new STW for the NDA, if necessary.

All Other Sites (Not Listed Above)

~~11.10.119.18~~ **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 Areas 31A ~~and 56~~;
- (d) Railway Station in Planning Area 30; and

- (e) the existing ~~West Rail Line~~**TML** Emergency Access Points in Planning Areas 15 and 49.

~~11.10.11~~**11.19** Development or redevelopment within the above zones are subject to a ~~maximum~~-BHR as stipulated on the Plan, or the height of the existing building, whichever is the greater.

~~11.10.11~~ Minor relaxation of the PR and/or BH restrictions for the “OU” zone may be considered by the Board on application under section 16 of the Ordinance. Each application for minor relaxation of PR / BH restrictions will be considered on its own merits.

~~11.11~~**11.10** “Green Belt” (“GB”): Total Area: 55.92 ha

~~11.11~~**11.1** 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.

~~11.11~~**11.2** The “GB” zone covers land with mature vegetation, hilly terrain and the existing burial grounds. The existing mitigation ponds under KSWH and the San Sang San Tsuen Egretty in Planning Area 45 will also be protected and preserved through the “GB” zoning. ~~The flight path of ardeids will be protected by “GB” zone together with the adjoining open space.~~

~~11.11~~**11.3** 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 Clause

11.11.1 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.*

12.1.2 Road Network (Figure 76)

12.1.2.1 Currently, the principal accesses to the Area include ~~Yuen Long~~ **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.

12.1.2.2 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 ~~Y~~**Yuen Long Highway** or other district distributors via Castle Peak Road.

- 12.42.3 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.
- 12.42.4 ~~In order to maximise the land use and alleviate the potential environmental issues to the Area, it is proposed to replan Tin Ying Road and down-grade a section of Hung Tin Road between Ping Ha Road and Castle Peak Road. The function of Tin Ying Road would be supplemented by the widened Ping Ha Road and other newly planned roads.~~*The feasibility study on SGMTS in HSK/HT NDA and YLS NDA has reviewed the interface and arrangement of the SGMTS 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.*
- 12.42.5 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.
- 12.42.6 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.
- 12.42.7 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.
- 12.42.8 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

~~proposed-future~~ **TML** HSK Station and the major retails and commercial area. Road D1, D2 and D4 would be the major district distributors serving the residential developments and local villages in the ~~north-eastern~~**northeastern** part of the Area.

- 12.12.9 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 ~~WR~~**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.
- 12.12.10 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.

12.23 Railway

- 12.23.1 The railway system is planned as the backbone of the passenger transport system in the NDA comprising ~~WR~~**TML**, **HSWRL** and LR supplemented by other public transport services (**Figure 76**). The ~~mass transit~~ ~~WR~~**TML** provides service connecting to the metro areas of Hong Kong. The existing ~~WR~~**TML** TSW Station is located to the east of the Area and the ~~proposed-future~~ **TML** HSK Station is located in Planning Area 30. ~~The actual implementation of the proposed HSK Station will take into account the technical and financial studies, public views and the findings of the latest development proposals and planning parameters for the Area.~~ **The TML HSK Station is anticipated to be commissioned in 2030 to meet the transport need of the HSK/HT NDA.** Areas along the ~~WR~~**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.***

~~12.2.23.3~~ 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.

~~12.2.33.4~~ 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.

12.34 Other Public Transport Facilities

12.34.1 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.

~~12.34.2~~ ~~The proposed EFTS which is subject to further studies, may include environmentally friendly transport modes such as electric buses, rail-based transport system, and/or other form of green transport system. It will connect the core of residential, commercial and other major activity nodes within the Area. *The SGMTS traverses the core of residential, commercial and other major activity nodes within the Area. The recommended mode for the SGMTS 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 ~~EFTSSGMTS~~ 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 ~~EFTSGTC~~. ~~EFTS depot and related operational facilities are reserved within “OU(LF)1” in Planning Areas 41B and “OU(Parking and Operational Facilities for EFTSSGMTS)” in Planning Area 52C.~~ *SGMTS depot is reserved within “OU(LF)1” in Planning Area 41B.* The design and provision of the ~~EFTSSGMTS~~, 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 a separate ~~feasibility study~~ *investigation and detailed design studies* to be carried out by CEDD and detailed design in the implementation of the NDA project.~~

12.34.3 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 ~~proposed future TML~~ HSK Station, in Planning Area 18 near the existing ~~WR~~TML TSW Station,

and in Planning Area 53A (**Figure 76**). The proposed size and location of the PTIs should be adequate to provide the interchange between different transportation modes including ~~WR~~TML, LR, ~~EFTSSG~~MITS, 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.*

- 12.34.4 In order to promote *local* park and ride at the PTIs/ ~~EFTSSG~~MITS 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.*

12.45 Pedestrian and Cycle Track Connections (**Figures 87 and 98**)

- 12.45.1 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.*
- 12.45.2 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.

12.45.3 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.

~~12.45.4 A possible eco-trail is proposed to connect the Regional Park with the hiking trails in Yuen Tau Shan through the green belt and open space in the Enterprise and Technology Park (Figures 8).~~

12.4.55.4 With the comprehensive cycling network planned in the Area (**Figure 98**), 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 ~~EFSSGMTS~~ 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 ~~retention~~*storage* lake and other ~~flood retention~~*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 ~~STPSTW~~ and its ~~expansion~~ is located *the planned Hung Shui Kiu EPP* in Planning Area ~~Areas~~ 41A *and 41C* ~~are~~ to cater for the sewage flows arising from the existing and planned developments ~~from~~ *in* Yuen Long, TSW and HSK/HT ~~areas~~ ~~apart from the NDA project.~~ Planning Area 41C is reserved for development of a new STW for the NDA project. Part of the sewage collected by the new STW will be treated at tertiary level for possible reuse in toilet flushing and irrigation in the Area.
- 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 ~~4521~~, 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 ~~The~~ *Within the boundary of the* Area, ~~have rich historical and cultural heritages. Five sites of archaeological interest, namely~~ *there are currently five SAIs*, Ngau Hom Shek, Hang Hau Tsuen, Sha Kong Miu (North), Tung Tau Tsuen and Tseung Kong Wai; ~~are located within the Area. Four~~ *four* Archaeological Potential Areas identified by the archaeological survey for the NDA project ~~are situated~~ in Lau Fau Shan, Kiu Tau Wai, Hung Uk Tsuen (North) and Hung Uk Tsuen (South); ~~Within the boundary of the Area, there are two declared monuments, namely~~ *i.e.* Tang Ancestral Hall *in Ha Tsuen*, Ha Tsuen and Yeung Hau Temple, Ha Tsuen and ~~a number of graded historic buildings in the “List of the 1,444 Historic Buildings in Building Assessment” and “List of new items for grading assessment with assessment results” are worthy of preservation~~ *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 ~~A possible cultural heritage trail (Figure 8) is proposed to connect the existing WR TSW Station, the proposed 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.~~
- 15.3 ~~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.

- 15.42 ~~The Antiquities Advisory Board (AAB) released a list of new items in addition to the list of 1,444 historic buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the website of the AAB at <http://www.aab.gov.hk>. 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.~~
- 15.53 ~~Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be made, *for* if any *works*, development, redevelopment or rezoning proposals ~~might~~ *that may* affect the above-declared monuments, *proposed monuments*, graded historic buildings *and sites graded by the AAB*, sites of archaeological interest new items and Archaeological Potential Areas identified by the archaeological survey for the NDA project or sites of archaeological interest and their immediate environs *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.*~~
- 15.6 ~~An assessment shall be conducted to evaluate the archaeological impact imposed by the proposed works if there is any development within the site of archaeological interest. If necessary, a professional archaeologist shall be engaged to apply for a licence from the Antiquities Authority under the Antiquities and Monuments Ordinance (Cap. 53) for an archaeological field investigation to evaluate whether the proposed works is acceptable from an archaeological preservation point of view and propose appropriate mitigation measures in prior agreement with the AMO.~~
- 15.24 *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.*
- 15.35 *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 developments 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 ~~Planning Department~~ **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 ~~Planning Department~~ **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 ~~Planning Department~~ **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. ~~Subject to resources availability, site formation and engineering infrastructural works for part of the housing development and supporting facilities will be undertaken as Advance Works Package and its detailed design is scheduled to commence in 2017, to enable construction to start tentatively in 2019 and the first population intake expected in 2024. Other major works will start after the commencement of the advance works and the development of HSK NDA is~~

~~expected to be fully completed by 2037/38. The detailed phasing and packaging of works and the implementation programme are subject to review.~~***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 ~~will resume and clear~~ ***has been resuming and clearing*** the private land planned for public works projects, public and private development, ~~early~~***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 spaces, schools, social welfare and other community facilities will be constructed by the appropriate ~~Government~~***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 ~~HD~~***the Housing Department*** in accordance with the Public Housing Development Programme and other relevant agents. ~~Flexibility will be provided for modification of lease including in-situ land exchange applications meeting a set of criteria by specified deadlines having regard to the phased development of the NDA.~~***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.***
- 17.34 The OZP provides a broad land use framework within which a more detailed departmental ODP has been prepared in consultation with ~~Government~~***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 – ~~Landscape and Open Space Network Concept~~ ***Planning and Urban Design
Concept***

Figure 5 – ~~Planning and Urban Design Concept~~ ***Landscape and Open Space Network
Concept***

Figure 6 – ~~Building Height Concept~~ ***Transportation Network Concept***

Figure 7 – ~~Transportation Network Concept~~ ***Pedestrian Walkway Network Concept***

Figure 8 – ~~Pedestrian Walkway Network Concept~~ ***Cycling Network Concept***

Figure 9 – ~~Cycling Network Concept~~ ***Building Height Concept***

Figure 10 – Phasing Plan

TOWN PLANNING BOARD

~~OCTOBER 2018~~ XX 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.

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.

后海灣
(深圳灣)
DEEP BAY
(SHENZHEN WAN)

流浮山
LAU FAU SHAN

天水圍
TIN SHUI WAI

IDPA/YL-HT/1

S/TSW/1

DPA/YL-PS/1

DPA/YL-TYST/1

DPA/TM-LTYT/1

青山坳
TSING SHAN FIRING RANGE

洪水橋
HUNG SHUI KIU

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
主體地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

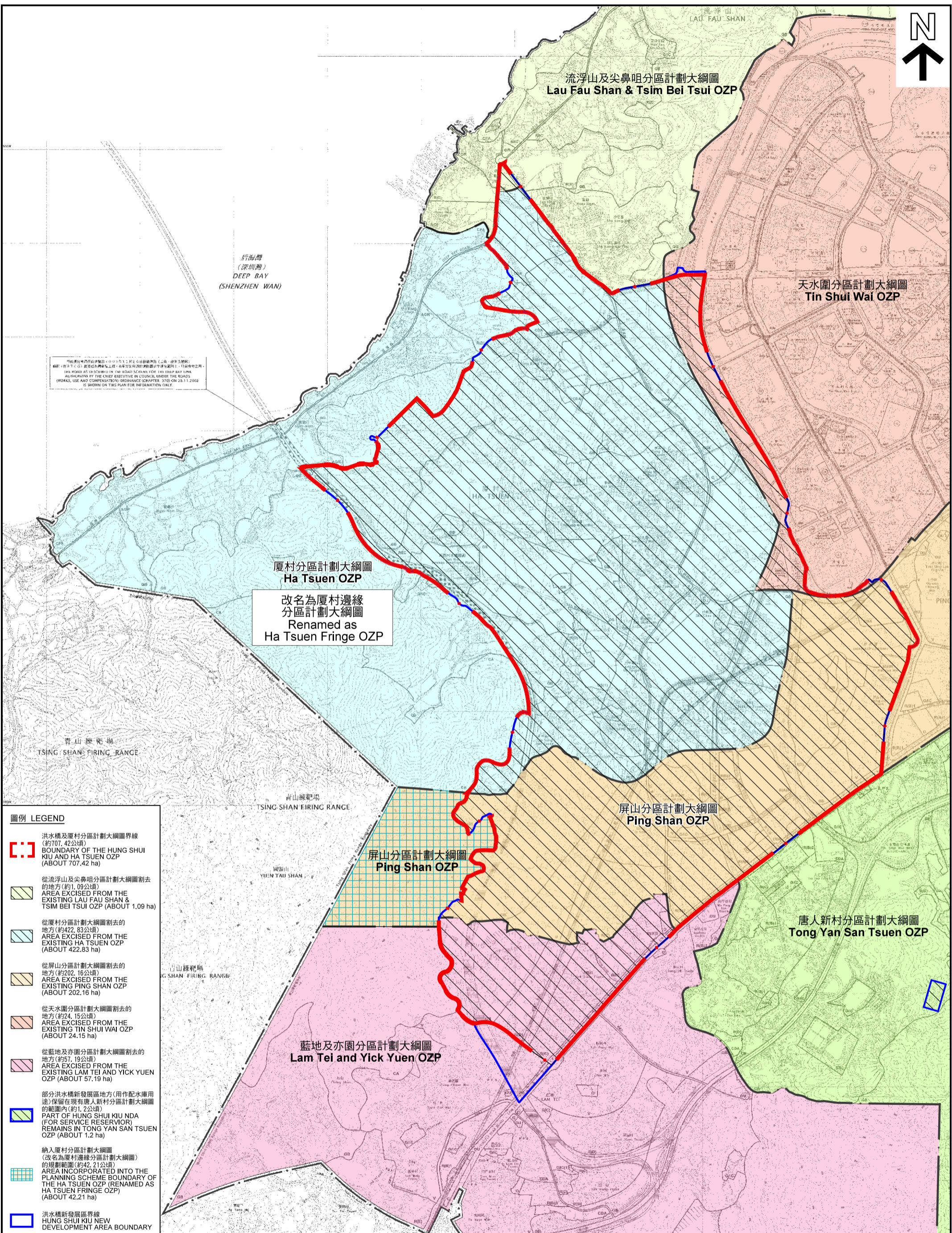
本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026

洪水橋及厦村分區計劃大綱圖編號 S/HSK/1
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN No. S/HSK/1

 規劃署
Planning Department

參考編號
REFERENCE No. M/YLW2/25/166
圖解
FIGURE 1

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



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 EXISTING 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 EXISTING 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 EXISTING 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 EXISTING 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 EXISTING 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

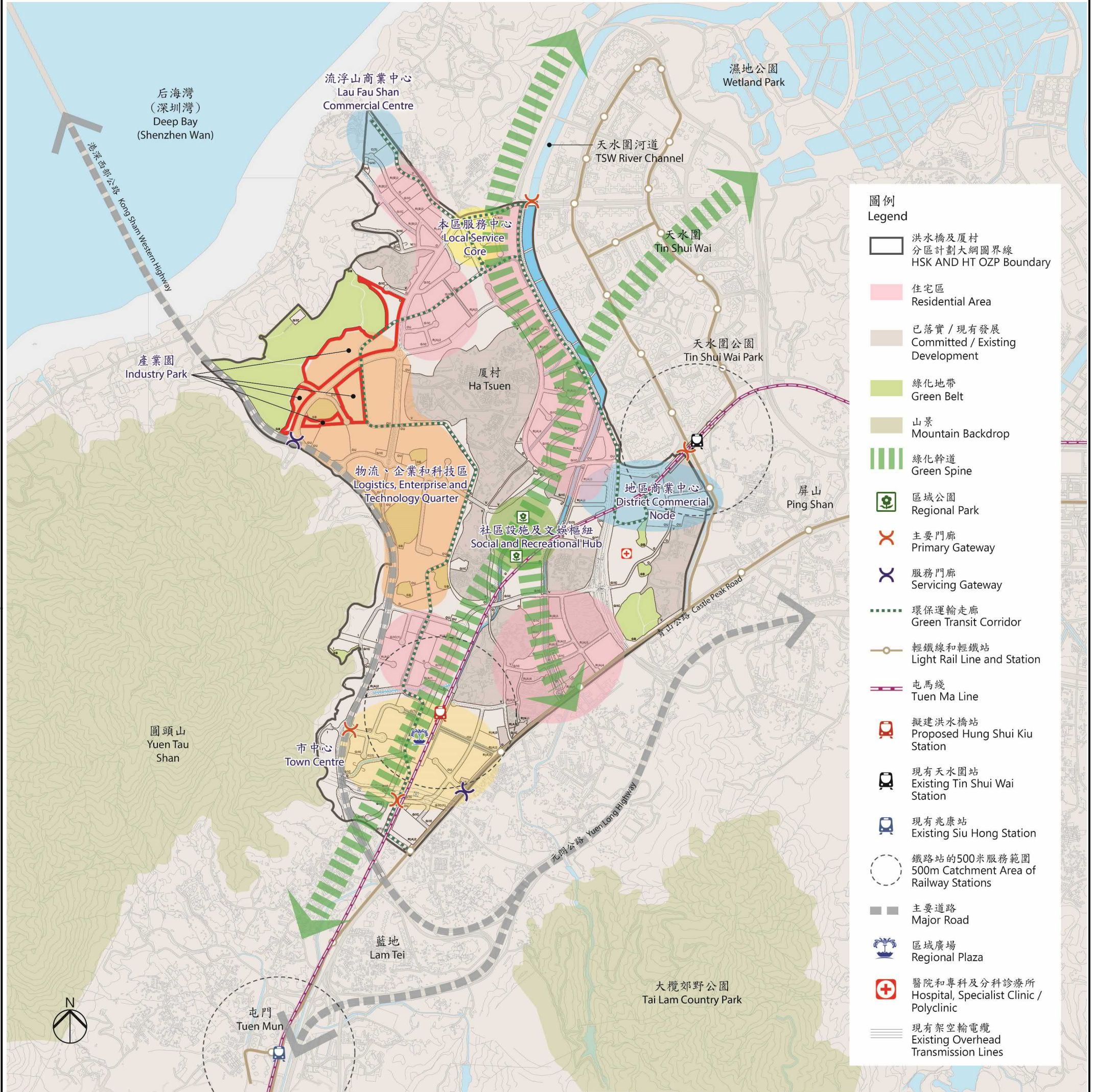
SCALE 1 : 18 000 比例尺

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



- 圖例**
Legend
- 洪水橋及厦村分區計劃大綱圖界線
HSK AND HT OZP Boundary
 - 住宅區
Residential Area
 - 已落實 / 現有發展
Committed / Existing Development
 - 綠化地帶
Green Belt
 - 山景
Mountain Backdrop
 - 綠化幹道
Green Spine
 - 區域公園
Regional Park
 - 主要門廊
Primary Gateway
 - 服務門廊
Servicing Gateway
 - 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
 - 鐵路站的500米服務範圍
500m Catchment Area of Railway Stations
 - 主要道路
Major Road
 - 區域廣場
Regional Plaza
 - 醫院和專科及分科診療所
Hospital, Specialist Clinic / Polyclinic
 - 現有架空輸電綫
Existing Overhead Transmission Lines

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

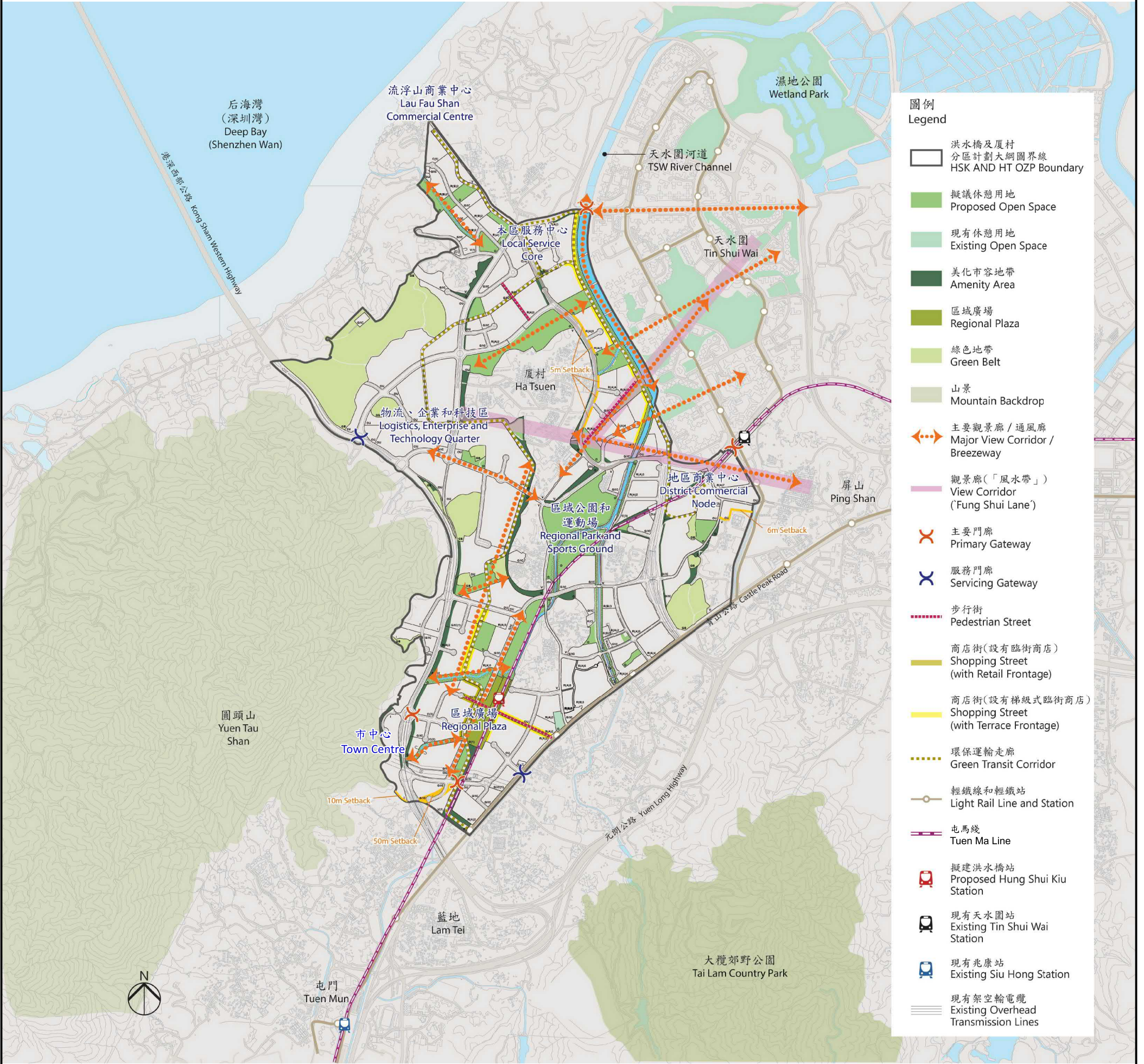
本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026

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
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- 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

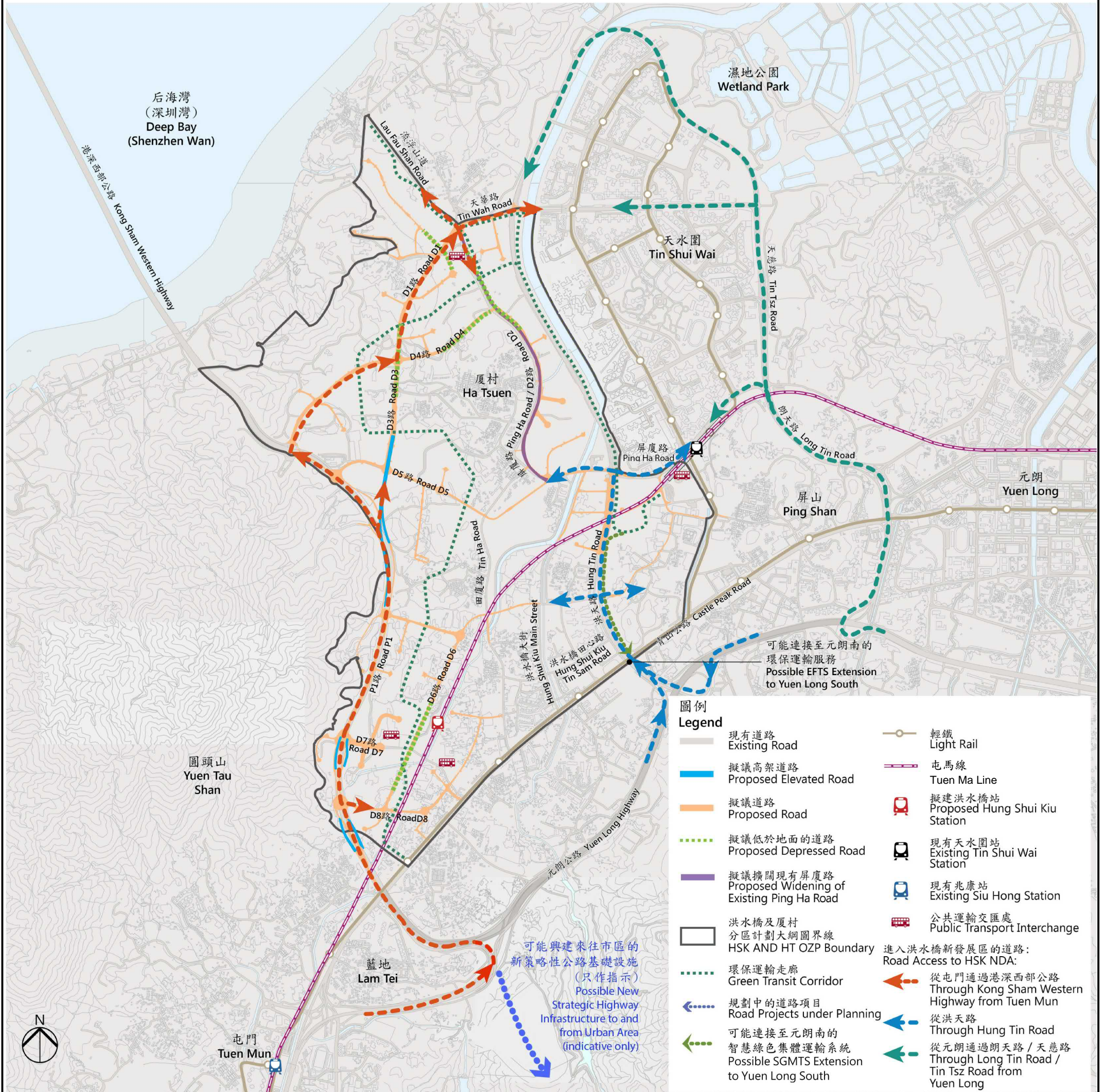
洪水橋及厦村分區計劃大綱核准圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

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

規劃署
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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

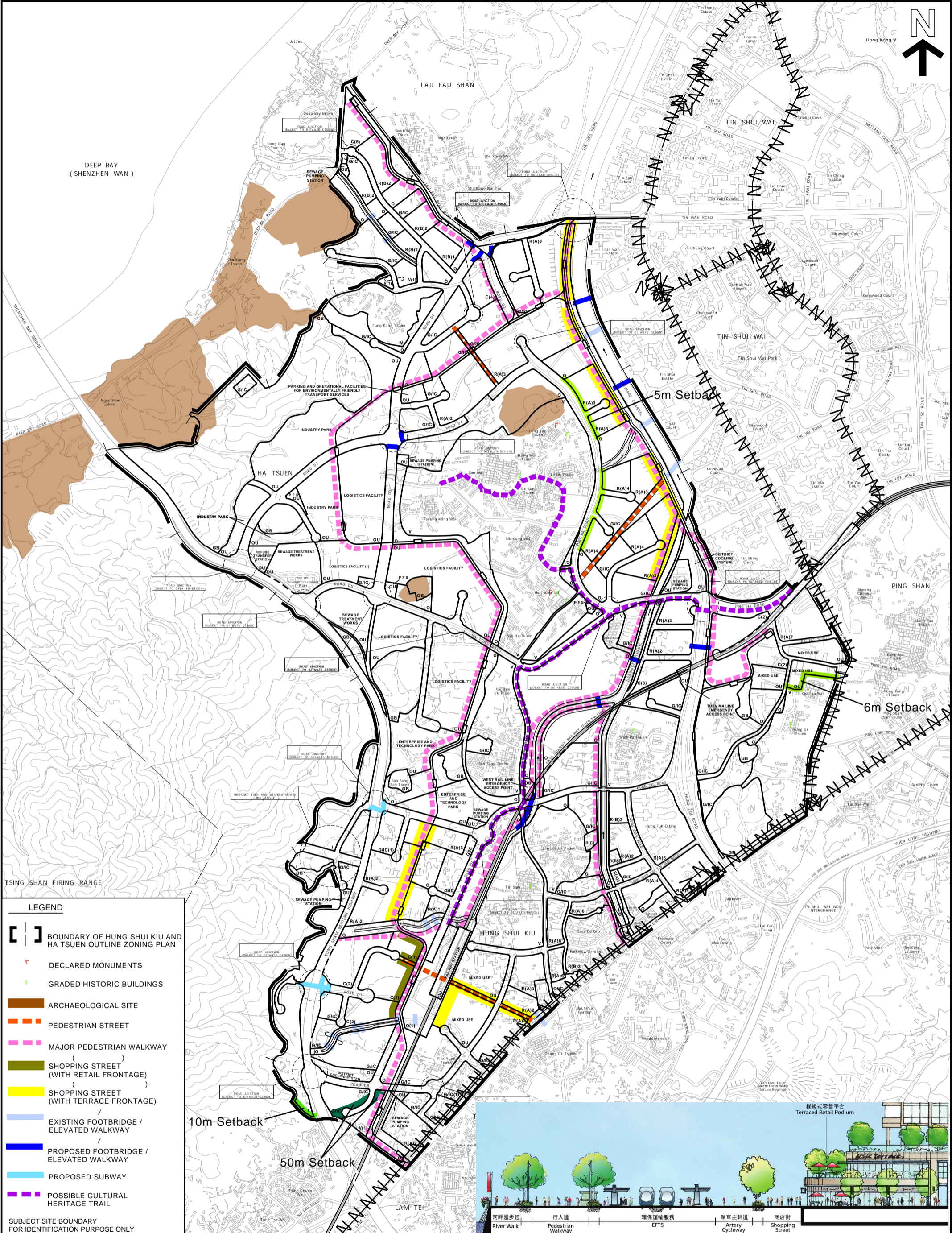
交通網絡概念

TRANSPORTATION NETWORK CONCEPT

規劃署
Planning Department

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REFERENCE No.
M/YLW2/25/166

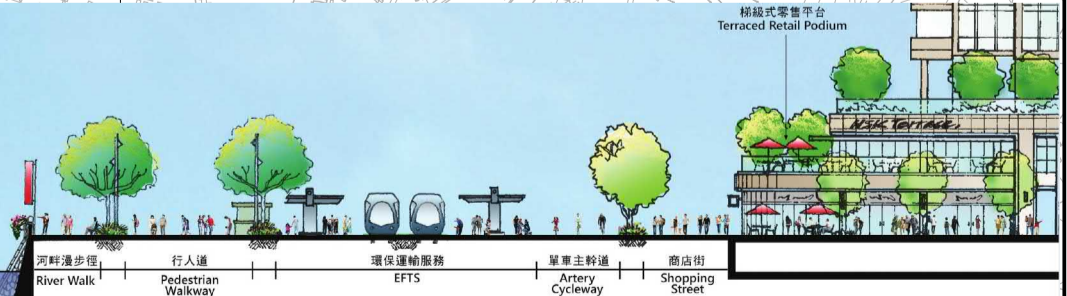
圖解
FIGURE
6

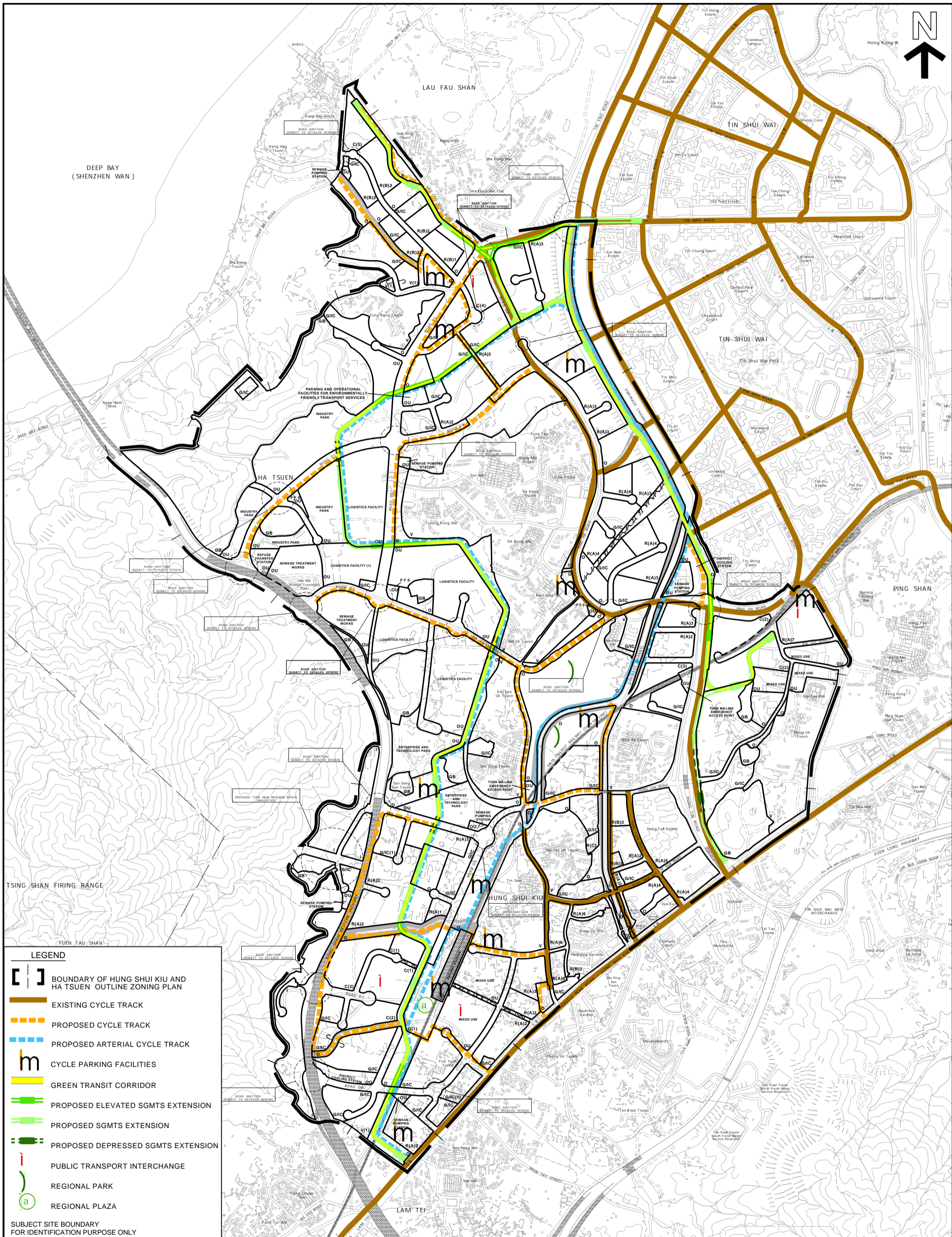


LEGEND

- 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)

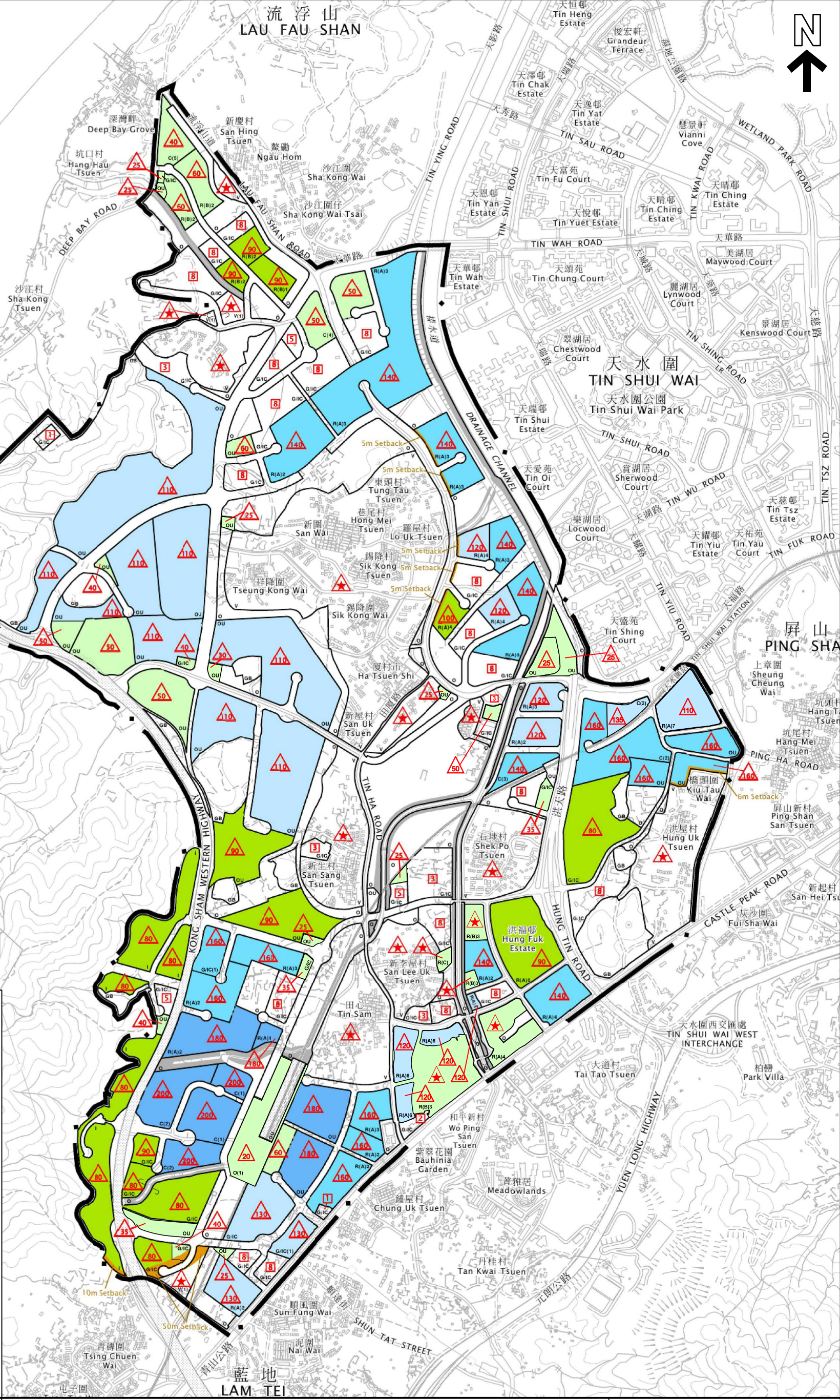
流浮山
LAU FAU SHAN

天水圍
TIN SHUI WAI

青山練靶場
TSING SHAN
FIRING RANGE

圖例 LEGEND

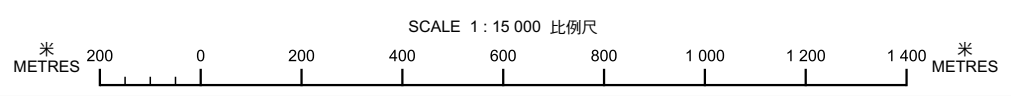
- 洪水橋及厦村分區計劃大綱圖界線
BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- 用途地帶界線
ZONING BOUNDARY
- 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 最高建築物高度(樓層數目)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 《註釋》內訂明最高建築物高度限制
RESTRICTION AS STIPULATED ON THE NOTES
- 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

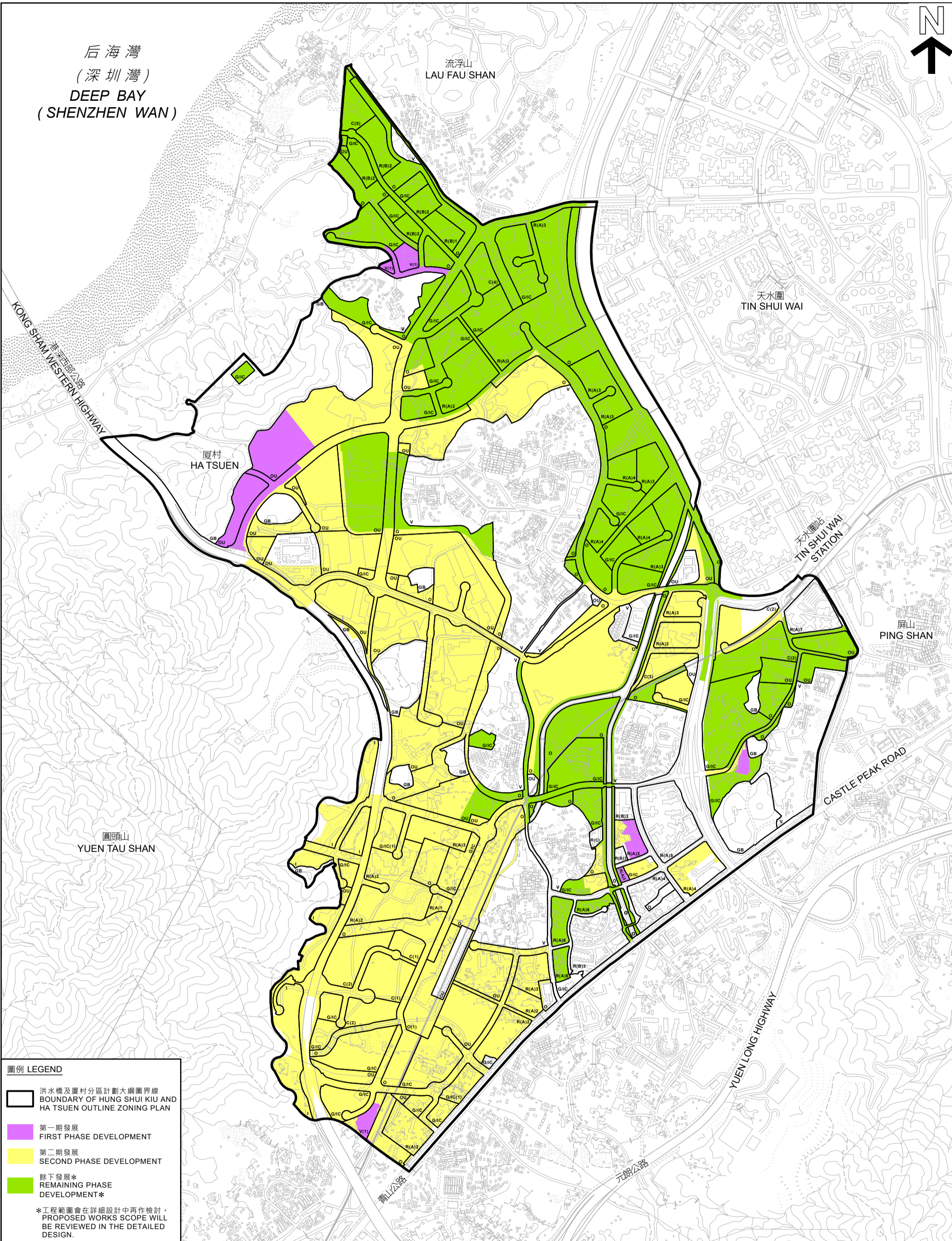
本摘要圖於2026年1月14日擬備
EXTRACT PLAN PREPARED ON 14.1.2026



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圍界線
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

Scale 1:15 000

METERS 0 200 400 600 800 METERS

 規劃署
Planning Department

參考編號 REFERENCE No. M/YLW2/25/166	圖解 FIGURE 10
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