

~~66. With the aid of some plans, Mr Kimson P.H. Chiu, STP/FSYLE, briefed Members on the background of the application, the applied use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) had no objection to the application.~~

67. Members had no question on the application.

Deliberation Session

68. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 2 years until 27.2.2028, on the terms of the application as submitted to the Town Planning Board and subject to the approval conditions stated in the Paper. The Committee also agreed to advise the applicant to note the advisory clauses as set out in the appendix of the Paper.

[The Chairperson thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

Tuen Mun and Yuen Long West District

[Mr Raymond H.F. Au, District Planning Officer/Tuen Mun and Yuen Long West (DPO/TMYLW), Ms Carman C.Y. Cheung, Ms Kennie M.F. Liu and Mr Eric C.Y. Chiu, Senior Town Planners/Tuen Mun and Yuen Long West (STPs/TMYLW), and Ms Sherry M.W. Kong, Ms Charlotte C.Y. Lam and Mr Wilfred K.H. CHU, Town Planners/Tuen Mun and Yuen Long West (TPs/TMYLW), were invited to the meeting at this point.]

Agenda Item 48

[Open Meeting]

Proposed Amendments to the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan

No. S/HSK/2

(RNTPC Paper No. 3/26)

Presentation and Question Sessions

69. Other than the Planning Department (PlanD)'s representatives as listed out above, the following government representatives (including the Consultants for Amendment Items A, B1, B2 and C (Consultants)) were invited to the meeting at this point:

Development Bureau (DEVB)

Ms Belinda Y.Y. Chong - Principal Assistant Secretary (PAS)
Ms Jessie K.P. Kwan - Assistant Secretary

Civil Engineering and Development Department (CEDD)

Mr Joe H.P. Yip - Deputy Project Manager (DPM)
Mr L.C. Chung - Chief Engineer
Mr Horace C.H. Lee - Chief Engineer
Mr Raymond T.C. Leung - Senior Engineer
Ms Kate S.T. Kwong - Senior Engineer
Mr Gordon C.C. Kwan - Engineer
Ms Cherie C. Zhong - Engineer

Consultants

Ove Arup & Partners Hong Kong Limited

Mr K.S. Leung
Mr Hamlyn Kuong
Ms Sabrina Law
Mr Ricky Chui

70. With the aid of a PowerPoint presentation, Ms Carman C.Y. Cheung, STP/TMYLW, PlanD briefed Members on the background of the proposed amendments to the approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/2, technical considerations, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments mainly included:

- (a) Amendment Item A – rezoning of an area from “Other Specified Uses” (“OU”) annotated “Port Back-up, Storage and Workshop Uses”

(“OU(PBU&SWU)”) to “OU” annotated “Industry Park” (“OU(IP)”), subject to a maximum building height (BH) of 110 metres above Principal Datum (mPD);

- (b) Amendment Item B1 – rezoning of three sites in Planning Area 4B from “Residential (Group B) 3” (“R(B)3”) to “R(A)6”, subject to a maximum plot ratio (PR) of 5.2 and a maximum BH of 120mPD;
- (c) Amendment Item B2 – rezoning the existing roads with proposed road and footpath widening in Planning Area 4B from “R(B)3” to area shown as ‘Road’;
- (d) Amendment Item C – rezoning of the southern site of Planning Area 34E from “Government, Institution or Community” (“G/IC”) to “G/IC(1)”, subject to a maximum BH of 160mPD;
- (e) Amendment Item D – revising the maximum BH for a site zoned “G/IC” to the east of Sha Chau Lei from 3 storeys to 50mPD; and
- (f) Amendment Item E – rezoning of a site known as Ping Yan Court from “Comprehensive Development Area” to “R(A)7”, subject to a maximum gross floor area (GFA) of 128,350m² and a maximum BH of 110mPD.

71. There were also amendments to the Notes of the OZP in relation to the above rezonings as well as other amendments, including revisions to the covering Notes and other technical amendments to align with the latest Master Schedule of Notes to Statutory Plans.

72. The Chairperson remarked that the Hung Shui Kiu and Ha Tsuen New Development Area (HSK/HT NDA) was situated within the Northern Metropolis (NM) and positioned as a High-End Professional Services and Logistics Hub. The proposed amendments to the OZP covered several key development projects, including the Hung Shui Kiu Industry Park (the Industry Park), the HSK Pilot Area under the ‘large-scale land disposal’ (LSLD) approach as well as the Smart and Green Mass Transit System in Hung Shui Kiu and Yuen Long South (the SGMST), which were all governed by relevant government policy

initiatives. In support of the proposed amendments, technical assessments and local consultation had also been conducted. As the presentation of PlanD's representative had been completed, the Chairperson invited questions from Members.

Amendment Item A

Planning Flexibility

73. Noting that planning flexibility had been maximised by allowing a wide range of uses in Column 1 of the Notes of the proposed "OU(IP)" zone to facilitate the development of the Industry Park, a Member enquired about the mechanism to ensure adequate planning control of the Town Planning Board (the Board) over the future development of the Industry Park.

74. In response, Mr Raymond H.F. Au, DPO/TMYLW, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) the land covered by the "OU(IP)" zone with an area of about 23 hectares (ha) had been resumed by the Government and was now wholly government land;
- (b) Hung Shui Kiu Industry Park Company Limited (the Park Company), a wholly Government-owned company, was established in early January 2026 to take forward and deliver the development of the Industry Park. The Park Company would be required to submit a development plan to the Government to ensure that the development would be in line with the Government's industry policies. Essentially, the implementation and operation of the Industry Park was akin to a government action;
- (c) with a view to maximising flexibility on land use, development density and detailed design of the future developments within the Industry Park, a specific "OU(IP)" zoning was tailored for the Industry Park with a BH restriction of 110mPD (as currently imposed under the "OU (PBU&SWU)" zone) and a wide range of permitted uses to accommodate various industries and supporting facilities envisaged in the Industry Park. While no PR

restriction would be stipulated for the “OU(IP)” zone, the total GFA adopted under the HSK/HT NDA Planning and Engineering Study, taking into account the infrastructural capacity, was proposed to be stipulated in the Explanatory Statement (ES) of the OZP. The assumed total GFA was calculated based on the total development site area of the Industry Park and a PR of 7 currently imposed for the “OU(PBU&SWU)” zone on the OZP; and

- (d) to ensure sufficient control, the total GFA and different requirements of relevant government bureaux/departments (B/Ds), especially in relation to traffic and environment aspects, would be incorporated in the relevant land lease where appropriate.

75. The Chairperson supplemented that whilst minimal development restrictions were proposed for the “OU(IP)” zone, the Government would be able to exercise effective monitoring over the development of the Industry Park, ensuring that its planning and development would be in compliance with relevant government regulations and statutory requirements.

76. A Member enquired whether greater flexibility should be provided under the “OU(IP)” zone to accommodate a wider spectrum of supporting uses such as talent accommodation. The Member said that ‘Flat (Staff Quarters only)’ use permitted under the “OU(IP)” zone might be too restrictive in terms of accommodation type. Moreover, greater flexibility should be allowed to cater for the potential development of cultural and tourism industries in the area, and opined that a wider range of supporting activities, extending beyond eating places, should also be accommodated within the “OU(IP)” zone.

77. In response, Mr Raymond H.F. Au, DPO/TMYLW, PlanD, with the aid of some PowerPoint slides, explained that with reference to the San Tin Technopole, Ngau Tam Mei NDA and Development of the Loop, a wide range of permitted uses related to industry development had already been proposed in the “OU(IP)” zone, including ‘Asphalt Plant/Concrete Batching Plant’, ‘Cement Manufacturing’, ‘Creative Industries’ ‘Industrial Use’ and ‘Information Technology and Telecommunications Industries’, to accommodate various suitable industries at different stages in the production chain. Supporting facilities, such as

talent accommodation, would be permitted under ‘Flat (Staff Quarters only)’, ‘Hotel’ and ‘Residential Institution’ in the proposed “OU(IP)” zone to minimise the need for commuting and potential traffic impact. In addition, to facilitate the development of a self-contained community within the Industry Park, various supporting facilities such as ‘Eating Place’, ‘Place of Entertainment’, ‘Place of Recreation, Sports or Culture’ and ‘Shop and Services’ were always permitted under the proposed “OU(IP)” zone.

78. The Vice-chairperson noted the intention to maximise flexibility for the Industry Park. He asked whether a master plan or a strategic framework would be formulated to effectively guide and monitor the development of the Industry Park. He further enquired whether a set of criteria would be established to guide key aspects, including minimum size for land allocation, consideration of coherent site disposal with clustering of compatible users to achieve synergy effects, and effective design of the internal road layout for better connection with external networks. In response, Ms Belinda Y.Y. Chong, PAS, DEVB made the following main points:

- (a) the Park Company was a company wholly-owned by the Financial Secretary Incorporated, with its Board of Directors comprising official directors including the directors of policy bureaux relevant to the development of the Park Company. This governance and corporate structure enabled the Government to directly participate and take the lead in the development and operation of industries, and to ensure that the development would be in line with the Government’s industry policies;
- (b) when the Park Company commenced operation in mid-2026, it would be required to formulate its development plan for submission to the Government for consideration, and to update the Government on a regular basis. To uphold transparency, the Park Company would be required to submit annual reports to the Legislative Council regarding its operating and financing situation. Hence, the Government had a significant role in guiding and monitoring the development of the Industry Park; and
- (c) the unique positioning of the Industry Park set it apart from the other industry sites in the NM. Capitalising on the locational advantage and good

transport network, the Industry Park, which enjoyed a good connectivity with Qianhai, Shenzhen, was targeted for developing a wide range of industries with a competitive edge and supported by the Government, such as high value-added or smart manufacturing including pharmaceutical manufacturing. Careful consideration would be given to detailed site planning with an aim to maximising the synergy effect when formulating the development plan. Besides, the developments within the Industry Park would be required to comply with relevant government requirements and regulations.

79. The Chairperson supplemented that the Park Company would be required to submit a development plan to the Government for review and consideration. The plan would not only provide a strategic framework but would also cover such details as land use distribution and development layout.

80. A Member expressed support for allowing maximum planning flexibility for the Industry Park development and opined that its future development should be progressively guided by a master plan. Drawing reference from similar guidelines formulated for the San Tin Technopole, a set of planning guidelines might help to provide cohesive design for the future development and create ambiance for the Industry Park at the detailed design stage, albeit there might not be significant ecological issues in the area.

Potential Expansion of Hung Shui Kiu Industry Park

81. Noting that the Transport and Logistics Bureau (TLB) previously announced that there were other sites reserved for logistics developments within the HSK/HT NDA, a Member asked whether those sites were included in the current proposed amendments or whether separate OZP amendments would be required in future to facilitate their development. Ms Belinda Y.Y. Chong, PAS, DEVB responded that there were other industry sites in the HSK/HT NDA including, inter alia, a modern logistics cluster (the Logistics Cluster) nearby under TLB's review. Subject to the findings of the expression of interest exercise to be conducted later this year, and if TLB considered it suitable for the Park Company to develop any land parcel amongst those logistics sites in one go, DEVB would liaise with TLB on the long-term development. Relevant statutory planning procedures would be initiated, if

necessary.

82. The Chairperson clarified that the currently proposed amendments were related exclusively to the Industry Park, which covered about 23 ha. The proposed Logistics Cluster, which had an area of about 32 ha, was not part of the subject proposed amendments. While the Government would not preclude the possibility of expanding the Industry Park in future, any such expansion would be subject to statutory planning process. In the meantime, the development of the Logistics Cluster was being reviewed by TLB under its prevailing policy framework. In response to a Member's enquiry, the Chairperson said that the Industry Park and the Logistics Cluster were located adjacent to each other and both fell within the Hung Shui Kiu and Ha Tsuen OZP.

83. Noting that the land uses permitted under the "OU(Enterprise and Technology Park)" zone was relatively less flexible compared with those proposed for the "OU(IP)" zone, a Member asked whether the Enterprise and Technology Park, located to the south of the Logistics Cluster, would also be managed by the Park Company in future. Mr Raymond H.F. Au, DPO/TMYLW, PlanD, with the aid of some PowerPoint slides, responded that three sites of the planned Enterprise and Technology Park had been included in the HSK Pilot Area under the LSLD approach which was under tendering. The scope of increasing its land use flexibility would be further reviewed, taking into account the tender results, prevailing government policy and views of B/Ds. Any proposed changes in the planning of the Enterprise and Technology Park would be submitted for the Board's consideration when appropriate. The Chairperson supplemented that the development parameters adopted in the relevant tender invitation were based on the restrictions stipulated in the Notes and OZP for the "OU(Enterprise and Technology Park)" zone currently in force. Further planning flexibility could be explored when opportunity arose.

Amendment Items B1 and B2

Operation and Alignment of SGMTS

84. Some Members enquired about the operational and design details of the SGMTS, including the proposed alignment and operation mode, distance from the proposed residential developments under Amendment Item B1 to the nearest SGMTS/railway station under

planning, interchange arrangements with the Tuen Ma Line – Hung Shui Kiu (TML-HSK) station and rationale for reserving land to provide funding support for the SGMETS development.

85. In response to Members' questions, Mr. Joe H.P. Yip, DPM, CEDD, with the aid of some PowerPoint slides, made the following main points:

- (a) the entire system would be approximately 16km long. At present, the Government was pressing ahead with Phase 1 of the SGMETS, which was about 4.5km long with seven proposed stations (Stations A1 to A7) with a view to tying in with the development programme of HSK/HT NDA. Phase 1 would commence at Station A1, which would be adjacent to the existing Light Rail Nai Wai Stop, passing through the future town centre and the residential area of HSK/HT NDA with Stations A2 and A3 located in close proximity to TML-HSK station under construction, and continue to the Logistics, Enterprise and Technology Quarter in the HSK/HT NDA with Stations A4 to A7. The residential development sites in question would be conveniently located within about 500m of the planned TML-HSK station and Station A2 of the SGMETS;
- (b) the SGMETS would adopt a green road-based mode without the need for conventional physical rail tracks, with reference to the automated rapid transit system adopted in the Mainland. The system was designed to provide medium capacity services, which was considered suitable for the transport demand in the HSK/HT NDA and would allow operational flexibility;
- (c) it was crucial to provide funding support for the SGMETS through granting development rights of the Amendment Item B1 site(s) to the future franchisee. The franchisee would be responsible for procuring, designing, operating and maintaining the SGMETS system, including the SGMETS vehicles as well as the maintenance depot, over the span of 20-year franchise period, while the Government would undertake the construction of the relevant road infrastructure related to the SGMETS. The development mode would be broadly similar to the "Rail-plus-Property" development model commonly

adopted in railway development projects in Hong Kong;

- (d) most sections of the SGMETS would operate on dedicated roads, with grade separation from other road-based traffic at major junctions, such as through the provision of elevated sections. The number of junctions shared with other road traffic had been minimised (i.e. three junctions only); and
- (e) the system (Station A2) would be conveniently connected with the planned TML-HSK station by a landscaped deck and/or a footbridge. With the proposed Hong Kong - Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai) located between the SGMETS and TML, the HSK/HT NDA was in a highly advantageous geographic location where three mass transit systems converged.

Provision of Retail and Community Facilities

86. The Vice-chairperson enquired about the rationale for planning two retail blocks at the corner site and whether their location was indicative only or based on specific planning considerations. He further asked whether any community facilities would be provided at the Amendment Item B1 sites. In response, Mr Raymond H.F. Au, DPO/TMYLW, PlanD, with the aid of some PowerPoint slides, pointed out that the two concerned single-storey retail blocks were specifically proposed at the northern portion of Site 4B-2 to create a low-rise building zone to enhance air ventilation and visual permeability in the surrounding environment. It was a people-oriented design intended to reduce the impact on the existing villages including Tin Sam for better urban-rural integration. In addition, various design measures, such as varying BHs, low-rise building zones, building setbacks and building separations would be considered in the future developments in the “R(A)6” zone to create height variations and to enhance air ventilation and visual permeability in the surrounding areas. In terms of the provision of community facilities, although there was no plan to provide government, institution and community (GIC) facilities within the private residential development at the Amendment Item B1 sites, the future residents would still be able to enjoy convenient access to various GIC facilities, including a Regional Government Complex (which would accommodate a market, a magistracy and other public services), in the future town centre of the HSK/HT NDA. Besides, the community hall and library that were originally

planned in the southern site of Planning Area 34E (i.e. Amendment Item C site) would be relocated to a “G/IC” site in Planning Area 6A which was located immediately to the north of the concerned “R(A)6” zone to serve the future residents.

Road Widening Proposal

87. A Member enquired whether the proposed residential developments at the Amendment Items B1 and B2 sites would necessitate any road widening or improvement works in the surrounding areas. Mr Hamlyn Kuong, the Consultant, with the aid of a PowerPoint slide, said that a Traffic Impact Assessment (TIA) had been conducted to assess the potential traffic impact based on the development parameters of the proposed developments under Amendment Items B1 and B2. The TIA concluded that the overall road network could cater for the additional traffic generated from the proposed developments. Nevertheless, after reviewing the performance of key junctions in the vicinity of the concerned sites, CEDD had committed to carrying out junction improvement works for four junctions, including (i) adding a left-turn lane on Hung Tin Road northbound and updating the road marking along Hung Chi Road; (ii) upgrading and signalising the junction at Tin Ha Road/ Road L16/ Hung Leong Road, with additional traffic lanes on Road L16 and Tin Ha Road; (iii) relocating the traffic lane on Road L15 eastbound; and (iv) improving Castle Peak Road westbound to provide four lanes. In addition, road widening of Hung Leong Road to about 7.3m and the widening of footpaths to a minimum width of 3.25m were proposed under Amendment Item B2.

Pedestrian Connectivity

88. Noting that the proposed residential developments would comprise about 3,000 flats with an estimated population of close to 10,000, and having regard to the busy road junctions in the vicinity, the Chairperson and a Member enquired about the overall pedestrian connectivity plan linking the proposed residential development sites to the future town centre, and whether pedestrian footbridge connections would be provided to ensure safe and convenient access. Mr Hamlyn Kuong, the Consultant, with the aid of a PowerPoint slide, said that the walking distance from the development sites to the nearest transport hub, the TML-HSK station, was only about 400m (approximately seven minutes' walk), with footpaths adequately widened to 3.25m for convenient access to the future town centre. Although the provision of a footbridge connection was considered not necessary, the proposal could be

revisited in future when necessary.

89. Ms Vilian W.L. Sum, Chief Traffic Engineer/New Territories West, Transport Department supplemented that the walking distance from the residential development sites to the TML-HSK Station was about 400m. A public transport interchange would be developed on sites located to the south adjacent to the station, which might include commercial developments such as a shopping mall. This would enhance pedestrian connectivity and provide a more pleasant walking environment, instead of traversing vacant land.

90. In response to the Vice-chairperson's suggestion to explore linking up the three development sites with pedestrian connection facilities, the Chairperson said that consideration could be given to linking the three sites through an integrated footbridge network, possibly in conjunction with future commercial developments. Such provision would not conflict with the proposed amendment items and could be explored at a later stage.

Amendment Item C

Planning and Urban Design of HSK/HT NDA Town Centre

91. Noting that the rezoning site under Amendment Item C was located in proximity to the future HSK/HT NDA town centre, a Member enquired about the planning and urban design concept of the town centre. Mr Raymond H.F. Au, DPO/TMYLW, PlanD, with the aid of some PowerPoint slides, said that the HSK/HT NDA had a land area of about 707 ha. The future town centre of the HSK/HT NDA was located within 500m to 1000m catchment area of the future TML-HSK station for good accessibility. The two development sites located to the east of the planned TML-HSK station (i.e. Planning Areas 28A and 28B) were intended for mixed use developments with residential and commercial uses, whilst the major commercial activities would be concentrated in the development sites located to the west of the planned TML-HSK station (i.e. Planning Areas 32A, 32B, 32C and 32D). The concerned Planning Area 34E under Amendment Item C was situated to the north of the residential area and in close proximity to the planned TML-HSK station.

92. In response to the Chairperson's question, Mr Raymond H.F. Au, DPO/TMYLW, PlanD, with the aid of a PowerPoint slide, clarified that the main site of the Northern Metropolis

University Town was planned to the south of the HSK/HT NDA town centre.

[Mr Simon Y.S. Wong left the meeting during discussion.]

Conclusion

93. As Members had no further questions to raise, the Chairperson concluded that Members supported the proposed amendments, which were pivotal not only to the HSK/HT NDA but also to the development of the entire NM. The Chairperson also remarked that Members had offered positive feedback on several key aspects, including allowing maximum flexibility for the Industry Park, as well as the proposed increase in residential development intensity to help fund essential infrastructure. The Chairperson emphasised that when formulating the development plan for the Industry Park, the government project team should take into account the various considerations and views raised by Members, including but not limited to the overall development layout, land use proposals, relevant B/D's requirements, provision of talent accommodation and incorporation of good urban design principles. Should the Committee agree with the proposed amendments, the draft OZP would be gazetted for public inspection for 2 months and the representations received, if any, would be submitted to the Board for consideration.

94. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments to the approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/2 and that the draft OZP No. S/HSK/2A at Attachment II of the Paper (to be renumbered as S/HSK/3 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2A (to be renumbered as S/HSK/3 upon exhibition) as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings on the OZP and the revised ES will

be published together with the OZP.”

95. Members noted that as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board’s consideration

[The Chairperson thanked government representatives (including the Consultants) for attending the meeting. DEVB’s and CEDD’s representatives and the Consultants left the meeting at this point.]

Agenda Item 51

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/TM-LTY Y/506 Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) and Associated Filling of Land for a Period of 3 Years in “Green Belt” Zone, Lots 2447 RP (Part) and 2447 S.D RP (Part) in D.D. 130 and Adjoining Government Land, Tuen Mun
(RNTPC Paper No. A/TM-LTY Y/506)

Presentation and Question Sessions

96. With the aid of some plans, Ms Kennie M.F. Liu, STP/TMYLW, briefed Members on the background of the application, the proposed use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

97. Members had no question on the application.

Deliberation Session

98. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 27.2.2029, on the terms of the application as
