TOWN PLANNING BOARD

TPB Paper No. 11083
For Consideration by
the Town Planning Board on 27.11.2026

PROPOSED AMENDMENTS TO THE
APPROVED HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN NO. S/HSK/4

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1. Introduction

This paper is to seek Members' agreement that:

(a) the proposed amendments to the approved Hung Shui Kiu and Ha Tsuen (HSK and HT) Outline Zoning Plan (OZP) No. S/HSK/4 (**Attachment I**) as shown on the draft OZP No. S/HSK/4A (**Attachment II**) and its Notes (**Attachment III**), are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and

(b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

2. Status of the Current OZP

2.1 On 29.9.2026, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft HSK and HT OZP, which was subsequently renumbered as S/HSK/4. On 9.10.2026, the approved HSK and HT OZP No. S/HSK/4 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.

2.2 On 16.11.2026, the Secretary for Development referred the approved HSK and HT OZP No. S/HSK/4 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 27.11.2026, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

Lau Fau Shan Study and Ha Tsuen Transit-Oriented Development (TOD) Neighbourhood

3.1 The 2021 Policy Address (PA) unveiled the Northern Metropolis (NM) Development Strategy. The NM Action Agenda[1] (NMAA), promulgated in 2023, designated the Lau Fau Shan (LFS), Tsim Bei Tsui (TBT) and Pak Nai (PN) areas as an extension of the Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA). In 2022, the Civil Engineering and Development Department (CEDD) and the Planning

[1] HSK/HT NDA along with the LFS, TBT and PN areas, the Yuen Long South NDA under construction as well as the existing Yuen Long and Tin Shui Wai (TSW) new towns, are included in the High-end Professional Services and Logistics Hub. With connection with the Qianhai Shenzhen-Hong Kong Modern Service Industry Cooperation Zone, the hub will promote and deepen high-end economic cooperation.

Department (PlanD) jointly commissioned a 'Land Use Review Study for Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas – Feasibility Study', proposing developments for the areas with the two key development themes of a Digital Technology Hub (DTH) at LFS and two eco-tourism nodes at TBT and PN respectively, while also including residential neighbourhoods along the future Hong Kong Section of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) (HSWRL), LFS coastline and TSW River Channel, as well as the topside development of Ha Tsuen Depot site of HSWRL in HSK/HT NDA.

3.2 Subsequently, the 'Developments at Lau Fau Shan, Tsim Bei Tsui and Pak Nai Area – Investigation' (the LFS Study) was commissioned in 2024 with a view to formulating the Recommended Outline Development Plan (RODP) for the areas (the LFS Study Area). Taking into account the public comments received, consultations with relevant government bureaux/departments (B/Ds), relevant planning and engineering considerations, as well as the Hong Kong Section of HSWRL scheme, etc., a Revised RODP has been prepared (**Plan 1a**). In parallel, an Environmental Impact Assessment Report (EIA Report)[2] to assess the environmental impacts of the proposed developments under the Revised RODP has also been prepared and was submitted for approval under the Environmental Impact Assessment Ordinance (EIAO) in September 2026. The EIA Report is being exhibited for public inspection from 23.11.2026 to 22.12.2026 under the EIAO. The planning report for the LFS Study and the Revised RODP are at **Attachment V**. While land use proposals recommended by the LFS Study (**Plan 1b**) for the Ha Tsuen TOD Neighbourhood falling within the Remaining Phase of HSK/HT NDA would be reflected in the HSK and HT OZP, the proposals for other four land use character areas would be reflected in the new LFS OZP, including (i) areas around the planned HSWRL LFS Station, DTH and seafood market; (ii) residential communities in LFS, Sha Kong Wai North and Tin Yuet Road, (iii) TBT Eco-tourism Node, and (iv) PN Eco-tourism Node.

3.3 In September 2026, it was announced in the First Five-Year Plan for Economic and Social Development of the Hong Kong Special Administrative Region (2026–2030) (Hong Kong's First Five-Year Plan) to take forward the development of HSK/HT and LFS NDAs into hubs for high end professional services, modern logistics, advanced construction industries, smart manufacturing, and digital technology.

3.4 The LFS Study covers a total development area of about 408 hectares (ha), falling mainly within LFS and TBT OZP and partly within the HSK and HT OZP, TSW OZP, Ha Tsuen Fringe OZP and Sheung Pak Nai and Ha Pak Nai OZP. To take forward the land use proposals as recommended under the Revised RODP, a new draft LFS OZP for the LFS NDA has been prepared, which is also scheduled for consideration by the Board at the same meeting (TPB Paper No. 11082). To reflect more clearly the geographical location of LFS NDA, some areas under the Remaining Phase development of the HSK/HT NDA, including the future HSWRL LFS Station and its adjacent areas, are proposed to be excised from the HSK and HT OZP for incorporation to the new LFS OZP (**Amendment Item A** on **Plans 2a1 and 2a2**).

3.5 Following the recommendations of the LFS Study, the land use proposals of concerned planning areas within the HSK/HT NDA have been revised to reflect the proposal for the HSWRL-related railway facilities (i.e. Ha Tsuen (HAT) Station and

[2] A copy of the EIA Report is deposited at the meeting for the Board's reference. The EIA Report can also be downloaded from the website at https://www.epd.gov.hk/eia/en/adver/index.php.

Ha Tsuen Depot) with a new residential community. The proposed residential sites will be well-connected to the planned Smart and Green Mass Transit System (SGMTS)[3] and HAT Station, forming the "Ha Tsuen TOD Neighbourhood" with supporting government, institution and community (GIC) facilities and open spaces (**Amendment Item B** on **Plans 2a1 and 2a2**). To facilitate the invitation of tenders for the Hong Kong Section of the HSWRL in 2027, it is proposed to reflect the land use proposals as recommended in the LFS Study on the HSK and HT OZP, with a view to meeting the commissioning of the HSWRL in 2035.

Northern Metropolis University Town (NMUT)

3.6 The NMUT was announced in the 2023 PA to support post-secondary education and collaboration with the industry sector. The initiative was further advanced in the 2024 and 2025 PAs. The Hong Kong's First Five-Year Plan and 2026 PA have set out a co-ordinated approach in developing the university towns in the NM, with an aim of proactively aligning with national development strategies and consolidating Hong Kong's position as an international education hub.

3.7 The NMUT comprises three university towns, i.e. the San Tin University Town (including land in Ngau Tam Mei NDA), the HSK University Town, and the Ta Kwu Ling University Town. The NMUT will be developed based on the concept of town area comprising campus, technology, industry and living community areas, and planned around the "One Town, Five Elements" (education, technology, industry, talent, and urban development). While the total campus areas of the three university towns amount to about 300 ha, their overall planned areas, together with the surrounding technology, industry, and living community areas, will exceed 1,000 ha. For the HSK University Town, a total of about 26 ha of land has been specifically reserved for campus area development. The campus areas of the HSK University Town and the adjoining technology and industry areas (including HSK Industry Park, the LFS DTH, Yuen Long InnoPark and the Hong Kong Microelectronics Research and Development Institute) will be developed as a "Centre for Applied Post-secondary Education in Smart Manufacturing and Global Talent Cultivation". The Government will prioritise development of the HSK University Town by advancing flagship campus development and promoting cross-sectoral collaboration to bolster industry development in the area.

3.8 The majority of campus areas of HSK University Town will be available for development by end 2027 at the earliest. Pursuant to the announcement of the Hong Kong's First Five-Year Plan and 2026 PA, the Government subsequently announced that the three campus areas, namely Area (1), Area (2) and Area (3) in the HSK University Town had been rolled out for applications by eligible post-secondary institutions. The rezoning proposals in relation to the HSK University Town are set out under **Amendment Item C** (**Plan 2b**) in paragraphs 4.3 and 4.4 below and the rezoning report is at **Attachment VI**.

[3] The SGMTS in HSK/HT and Yuen Long South NDAs is about 16 km in length, most of which are dedicated roads. At the major and busy road junctions, grade separation arrangements will be adopted to segregate the SGMTS from the other road-based traffic. The SGMTS will adopt a green road-based mode without the need for physical rail tracks. The SGMTS will connect to HSK and TSW Stations of the Tuen Ma Line (TML), Chung Fu and Nai Wai Stops of the Light Rail, and the future HSWRL, as well as the existing and to-be-built transport interchange hubs in the HSK/HT and Yuen Long South NDAs.

Modern Logistics Cluster (HSK Logistics Cluster)

3.9 Considering the strategic proximity to the Shenzhen Bay Port and high accessibility to the Hong Kong International Airport and the regional transport network, HSK/HT NDA has been identified by the Government as a key location for the development of modern logistics use to address the logistics industry's long-term demand for logistics sites. According to the 'HSK/HT NDA Modern Logistics Cluster Study Report' published by the Transport and Logistics Bureau (TLB) in January 2026, a pilot site will be developed in the HSK/HT NDA for modern logistics clusters (the HSK Logistics Cluster) with different functions in the NM. The findings recognise the importance of industrial clustering, operational flexibility and market responsiveness in supporting the evolving needs of the logistics sector and maintaining Hong Kong's competitiveness within the regional and international supply chains. The findings also include the adoption of an enterprise-oriented principle, creating a market-enabling environment and adopting an innovative approach to drive industry development. To provide flexibility in accommodating emerging logistics business models and responding to changing industry requirements, it is proposed to amend the Notes for the "Other Specified Uses" ("OU") annotated "Logistics Facility" ("OU(LF)") zone (**Drawing 1**) on the HSK and HT OZP by incorporating compatible uses under Columns 1 and 2. The report on proposed revision to the Notes for the "OU(LF)" zone is at **Attachment VIII**.

3.10 On 13.8.2026, TLB and CEDD invited the market to submit expressions of interest (EOI) for the development of selected land parcels of the HSK Logistics Cluster (**Drawing 2**). A total of 16 submissions were received by the closing date of 13.11.2026. Given the HSK Logistics Cluster is a key initiative to promote the development of modern logistics in Hong Kong and further reinforce Hong Kong's position as an international logistics hub, it is envisaged that the EOI exercise could gauge the industry's views on the infrastructure requirements, development scenarios, land disposal options, financial viability, etc. to facilitate consideration by the Government in formulating land lease terms and development mode.

3.11 According to the Hong Kong's First Five-Year Plan and 2026 PA, the 32 ha of logistics land will be developed as a modern logistics cluster of the HSK/HT NDA for the development of high value-added logistics with different functions, and taking into account the views collected from the EOI exercise in 2026, spade-ready sites within the HSK Logistics Cluster will be progressively rolled out for development starting from 2027-28.

Relocation of Government facilities from Urban Areas to the NM

3.12 The NMAA has identified the relocation of suitable government facilities to the NM as a means of releasing urban land resources for other uses. District studies are being conducting to facilitate urban renewal of the old urban areas. With the aim to expedite and promote urban renewal and restructuring, the proposed relocation of Wang Cheong Building (WCB) from Cheung Sha Wan to the HSK/HT NDA is being taken forward in this context.

3.13 The existing WCB in Cheung Sha Wan currently accommodates warehouse uses as well as offices and storage facilities of various government B/Ds, including a fire extinguisher dangerous goods store managed by the Civil Aviation Department (CAD). To facilitate the relocation of WCB, it is proposed to incorporate 'Dangerous Goods Godown' as a Column 1 use under a tailored sub-zone of "Industrial" ("I")

zone in order to meet the specific operational requirements of CAD (**Amendment Item D** on **Plan 2b**). The related rezoning report is at **Attachment VII**.

The HSK Large-scale Land Disposal (LSLD) Pilot Area and Expansion of HSK Industry Park

3.14 In August 2026, the Government has awarded the HSK LSLD Pilot Area tender project (**Drawing 3**). The successful tenderer is responsible for forming and developing three residential sites, and a smart modern logistics centre on a site zoned "OU" annotated "Enterprise and Technology Park" ("OU(E&TP)") in Planning Area 44B (**Plan 6a**). Furthermore, the successful tenderer will carry out site formation the land zoned "OU(E&TP)" in Planning Area 44A[4] and construct an open space, a pedestrian street and a footpath within the HSK LSLD Pilot Area, all of which will be handed back to the Government in batches upon completion.

3.15 Regarding the land zoned "OU(E&TP)" in Planning Area 44A to be formed by the successful tenderer and handed back to the Government by end 2028, the Government will grant these sites of around 4.5 ha directly to the HSK Industry Park Company Limited (the Park Company)[5] for development of superstructure and operation. This will increase the total area granted to the Park Company from around 23 ha to 27 ha, capitalising on the development momentum of the HSK Industry Park to accelerate the introduction of industries with a competitive edge to the NM. It is proposed to rezone the land in Planning Area 44A from "OU(E&TP)" to "OU" annotated "Industry Park" ("OU(IP)") so that the whole of the expanded HSK Industry Park will be subject to the same park-specific zoning with enhanced land use flexibility (**Amendment Item E** on **Plan 2b**).

3.16 One of the residential sites under the HSK LSLD Pilot Area, which is zoned "Government, Institution or Community (1)" ("G/IC(1)")[6] on the current OZP, is the subject of an approved s.16 application No. A/HSK/585 for private residential development with a total plot ratio (PR) of 6.5 (i.e. a domestic PR of 6 and a non-domestic PR of 0.5) and a building height (BH) of 160mPD. On 21.11.2025, the Rural and New Town Planning Committee (RNTPC) of the Board approved the application mainly on considerations that an alternative site in Planning Area 6A had been identified for reprovisioning of the affected facilities and the proposed residential development would not jeopardise the existing or planned provision of GIC facilities in the area. The RNTPC also considered that the site could be rezoned to suitable zoning for reflecting the approved uses (i.e. proposed flat and shop and services and eating place at non-domestic podium) and development parameters at an appropriate time. To take forward RNTPC's decision and allow flexibility to implement the proposed development under LSLD, it is proposed to rezone the site to "Residential (Group A)1" ("R(A)1") subject to a total PR of 6.5 and a BHR of 160mPD to be stipulated on the Plan (**Amendment Item F** on **Plan 2b**).

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[4] Proposed to be rezoned to "OU(IP)" under **Amendment Item E.**

[5] The Park Company, established in early 2026, is wholly owned by the Government and responsible for the development and operation of the HSK Industry Park.

[6] The "G/IC(1)" site, subject to a building height restriction (BHR) of 160mPD, was originally planned for a divisional fire station and ambulance depot cum staff quarters.

Review of District Cooling System (DCS) and Public Transport Facilities

3.17 Two sites in Planning Areas 31A and 56 were originally reserved for DCS plants for HSK/HT NDA. In light of the latest updates and progress of the HSK/HT NDA development, a technical review for the design and capacity of DCS has been conducted by the Electrical and Mechanical Services Department (EMSD). The scope of the HSK/HT DCS Phase 1 has also been revised by reducing the two originally planned DCS plants to one such that the DCS will serve only the private non-domestic sites and GIC sites in the vicinity of the HSK town centre.

3.18 Due to height constraints imposed by the existing overhead power transmission line, the development potential for DCS facilities at the original site in Planning Area 31A, which is zoned "OU" annotated "District Cooling System" ("OU(DCS)") and subject to a BHR of 35mPD, is limited. In view of the above and upon review, it is proposed to provide the DCS at a re-configured site comprising the western portion of the originally planned DCS site and the adjoining land to its north and northeast currently zoned "Government, Institution or Community" ("G/IC") within Planning Area 31A. To reflect EMSD's latest review and the revised boundary for the planned DCS, it is proposed to rezone the concerned area in Planning Area 31A from "G/IC" to "OU(DCS)" subject to the same BHR of 80mPD (**Amendment Item G1** on **Plan 2b**), while the remaining area of the original DCS site zoned "OU(DCS)" is proposed to be rezoned to "G/IC" for other government uses, including the potential provisioning of a Public Transport Interchange (PTI), and/or government reserve in meeting potential future demand for GIC uses (**Amendment Item G2** on **Plan 2b**).

3.19 The other DCS originally planned in Planning Area 56 has been de-reserved by EMSD. Given the planning context of the site (i.e. bounded by Ping Ha Road and Tin Ying Road to the south and east respectively and with the existing Ha Tsuen Sewage Pumping Station (HTSPS) located to its immediate west), it is proposed to rezone the site from "OU(DCS)" and "OU(SPS)" to "G/IC" for government reserve purpose in meeting potential future demand for GIC uses (**Amendment Item G3** on **Plans 2a1 and 2a2**).

Elevated Walkway Provision in Tin Sam Channel

3.20 To facilitate the potential provision of footbridge(s) across open spaces by future project proponents of the adjoining development sites thereby enhancing overall pedestrian connectivity and walkability, it is proposed to rezone Tin Sam Channel with its riverside promenade from "Open Space" ("O") to "O(2)" and incorporate 'Elevated Walkway' as a Column 1 use (**Amendment Item H** on **Plan 2b**).

"Residential (Group B)" Zone and Corresponding Amendment due to Gazette under the Roads Ordinance and technical boundary adjustments for residual sites and footpath provision

3.21 The proposed excision of the areas around HSWRL LFS Station under **Amendment Item A** would leave the "Residential (Group B)3" ("R(B)3") zone as the only "R(B)" sub-zone on the HSK and HT OZP. To rationalise the zoning designation, it is proposed to rezone those sites currently zoned "R(B)3" to "R(B)" (**Amendment Item J** on **Plan 2b**). Opportunities have also been taken to reflect the gazetted/authorized road schemes (including the HSK/HT NDA Stage 1 Works, Advance Works Phase 3 and Stage 2 Works, and the SGMTS Phase 1) on the OZP, resulting in technical boundary adjustments to portions of the adjoining zones

(**Amendment Item M1** on **Plans 2c1 to 2c3**); and to make technical boundary adjustments to rationalise residual sites adjoining the existing San Wai Sewage Treatment Works (SWSTW), the HSK Industry Park, the SGMTS depot site and the Church of Jesus Christ of Latter-day Saints and reflect a footpath in Planning Area 34C (**Amendment Item M2** on **Plans 2c1 to 2c3**).

3.22 Taking account of the latest road alignment, a strip of land along Yuen Tau Shan will be rezoned to "Green Belt" ("GB") to reflect its existing conditions as slopes and geotechnical works (**Amendment Item K** on **Plan 2b**).

4. Proposed Amendments to the OZP

Amendment Item A – Excising future HSWRL LFS Station and Adjacent Planned Developments from the Planning Scheme Area (about 29.32 ha) (Plans 1a and 1b, 2a1, 2a2 and 3a to 3c)

4.1 The LFS Study jointly commissioned by CEDD and PlanD in July 2024 has set out the land use proposals after considering feedback from the public engagement exercises and the proposed alignment of the Hong Kong Section of the HSWRL. The area where the future HSWRL LFS Station will be located together with the developments planned around it to the northeast of Fung Kong Tsuen, are proposed to be excised from the HSK and HT OZP for incorporation into the new LFS OZP to be considered by the Board in the same meeting.

Amendment Item B – Rezoning of the area covered by the LFS Study from "Commercial (4)" ("C(4)"), "R(A)2", "R(A)3", "R(A)4", "G/IC", "O", "OU" annotated "Parking and Operational Facilities for Environmentally Friendly Transport Services" and areas shown as 'Road' to "R(A)1", "R(A)8", "G/IC", "O", "O(2)", "OU" annotated "Railway Station and Depot with Residential and Commercial Development" ("OU(RDD)"), "OU" annotated "Smart and Green Mass Transit System Depot with Residential and Commercial Development" ("OU(SGMTSDD)"), "OU" annotated "Railway Ventilation and Other Associated Plants", "OU" annotated "Green Fuel Station" and area shown as 'Road' (about 100.7 ha) (Plans 1a, 1b, 2a1, 2a2 and 4a to 4e)

4.2 The land use proposals under **Amendment Item B** are largely formulated based on the Revised RODP under the LFS Study to take forward the planned development of the "Ha Tsuen TOD Neighbourhood" (**Plans 1a** and **1b**). The planning report for the LFS Study is appended as **Attachment V**. The proposed new zonings involved are tabulated and summarised as follows.

Zonings under Amendment Item B	Area (%)[7]
"R(A)"	7.61 ha (7.6%)
"G/IC"	7.23 ha (7.2%)
"OU"	29.04 ha (28.8%)
"O"	11.84 ha (11.8%)
Major roads and drainage channel	44.99 ha (44.7%)
Total Area	**100.7 ha**

[7] Percentages may not sum to 100% due to rounding.

Six sites in Planning Areas 52A, 52B, 52C, 53A, 53C and 53D to be zoned "R(A)1" and "R(A)8" (about 7.61 ha)

4.2.1 Six sites are proposed to be zoned "R(A)" which is intended for high-density residential developments where 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. These sites are located in proximity to the future SGMTS stations and the two HSWRL Stations (i.e. LFS and HAT Stations). Taking into account the high transport accessibility, these sites have the potential for high-density residential developments. There will also be pedestrian streets with active ground floor retail activities that contribute to a vibrant and intimate public realm in the future residential communities. Various GIC and recreational facilities are planned to form a convenient and self-sustained community. In determining the maximum PR for the future developments, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

4.2.2 The six sites will be designated under two sub-zones (i.e. four sites under "R(A)1" and two sites under "R(A)8" for private and public housing developments respectively) (**Plans 2a1 and 2a2**). The proposed restrictions on PR or BH, as stipulated in the OZP and set out below, are generally in line with the prevailing maximum development intensities for residential developments in the NM and conducive to the stepped BH concept.

"R(A)" Sub-zones	**Maximum PR**	**Proposed Maximum BH**
"R(A)1" [Planning Areas 52A, 53A, 53C and 53D]	6.5	140mPD
"R(A)8" [Planning Areas 52B and 52C]	6.8	160mPD

4.2.3 The maximum domestic PRs of 6 for "R(A)1" and 6.5 for "R(A)8" will be specified in the ES of the draft OZP. For the "R(A)1" sites, certain requirements of GIC facilities are also proposed to be incorporated in the ES, including a 100-place child care centre to be provided at the "R(A)1" site in Planning Area 53D, and a neighbourhood elderly centre and a 60-place day care centre/unit for the elderly proposed at the "R(A)1" site in Planning Area 53C.

4.2.4 All the residential sites will be well connected by a comprehensive pedestrian and cycling network (**Figures 6 and 7** of **Attachment IV**). To create a dynamic and engaging interface between buildings and public realm at street level, active frontages with covered walkway are also required to be provided at the development edges of the two "R(A)1" sites in Planning Areas 52A and 53C on the side facing the "O" zone. Such planning and design requirements have been specified in the ES of the OZP and their details will be set out in the departmental Outline Development Plan (ODP) to be prepared at the subsequent stage.

Five sites in Planning Areas 52A, 52D, 53B, 53E and 62 to be zoned "G/IC" (about 7.23 ha)

4.2.5 Five sites are proposed to be zoned "G/IC" for provision of GIC facilities serving the needs of the local residents and/or a wider district and to provide land for uses directly related to or in support of the work of the Government. All these GIC facilities are planned in proximity to the residential developments around the planned HAT Station (**Plans 2a1 and 2a2**).

4.2.6 A district-wide sports centre co-locating with a community hall and clinic is planned in Planning Area 53E. Three primary schools and two secondary schools are planned in Planning Areas 52A, 52D, 53B and 62 in close proximity to residential developments to serve future students in the locality. Other planned facilities include an electricity substation (ESS) and a refuse collection point in Planning Area 52D, and two sewage pumping stations in Planning Areas 53B and 62. Besides, two sites in Planning Areas 52D and 62 have been designated for government reserve purpose to meet the future demand for GIC uses. To allow flexibility for GIC provision and future design, no BHR will be stipulated for these "G/IC" sites. Depending on the GIC use(s) to be designated, their compatibility with the surroundings will be carefully monitored among B/Ds during detailed design stage.

4.2.7 Apart from the aforementioned facilities located in the "G/IC" zone, social welfare facilities will also be provided within the private housing sites zoned "R(A)1" as mentioned in paragraph 4.2.3 above and in the public housing developments to support the community.

Two sites in Planning Areas 58A, 58B, 59 and 60 to be zoned "OU(RDD)" (about 24.74 ha)

4.2.8 Two sites in Planning Areas 58A, 58B, 59 and 60 are proposed to be zoned "OU(RDD)" for the HSWRL HAT Station and Ha Tsuen Depot and its topside development (**Plans 2a1 and 2a2**). This zone is intended primarily for integrated development of the area for a railway station and depot with residential and commercial developments. Also, it is intended to become a public realm connecting HSK/HT NDA, LFS NDA and TSW New Town. This zone will be divided into two areas, i.e. Areas (a) and (b), for development. Developments within Area (a) will be subject to a maximum domestic gross floor area (GFA) of 731,000m^2 and a maximum non-domestic GFA of 56,400m^2 while developments within Area (b) will be subject to a maximum domestic GFA of 268,000m^2 and a maximum non-domestic GFA of 22,400m^2. Maximum BHs of 180mPD and 160mPD for Areas (a) and (b) are proposed to be demarcated on the OZP respectively for stepped BH profile, while a BHR of 25mPD will be imposed for part of Area (a) to enhance air ventilation and visual openness.

Northern Portion – Area (a)

4.2.9 To provide barrier-free and weather-proof pedestrian connection between the planned HSWRL HAT Station and the surrounding areas, the project proponent shall construct, manage and maintain 24-hour public passageways at multiple levels, including the vertical connections linking at-grade facilities with the depot topside, connecting the planned HSWRL HAT Station through

comprehensive development at the site. The public passageways shall include a 24-hour covered public walkway atop the depot structure to link up the proposed developments within the site. A footbridge across Ping Ha Road linking up the proposed developments at Planning Areas 58A and 53A, to be implemented by either the developer of Planning Area 58A or 53A, should be provided to enhance connectivity. Various at-grade crossings along Ping Ha Road in the west near the HAT Station ground floor exits will provide connectivity benefits to future residents and existing villagers of the Ha Tsuen "Village Type Development" ("V") zone (**Figure 6** of **Attachment IV**). Moreover, a covered walkway will be provided along Ping Ha Road between the HAT Station and the planned PTI in Area (b) of the zone. Implementation details of the proposed public passageways and walkways will be subject to further liaison amongst the railway operator/developer(s) and relevant B/Ds.

4.2.10 There is a 100m-wide breezeway/airpath facilitating northeastern annual prevailing wind penetration from the existing TSW Hospital in the east to the planned open space in Planning Area 51 to the north of the Ha Tsuen "V" zone, which also serves as an east-west visual corridor (see **Figure 8** of **Attachment IV**). To ensure adequate air ventilation and enhance visual openness, a BHR of 25mPD will be imposed for the central part of Area (a) between the Ha Tsuen Depot topside developments. Along this breezeway/airpath, an area of 13,000m^2 shall be provided as a green deck linking the planned open space in Planning Area 51 and planned TSW River Park in Planning Area 57A. Such area will be designed, implemented and managed by the future railway operator/developer(s). In addition to the car parking spaces required to serve the planned development, along with bicycle parking spaces and quick charging stations, 150 public car parking spaces should be provided within this site to cater for the Park-and-Ride (PnR) demand for cross-boundary travel in support of the HSWRL.

Southern Portion – Area (b)

4.2.11 To fulfill the demand for public transportation, a PTI with a GFA of about 7,300m^2 with public bicycle parking is reserved at the site to be accessed from Ping Ha Road. The site will also be connected to the adjacent developments and the SGMTS Station on Tin Ying Road via the planned at-grade covered walkway along Ping Ha Road and/or the adjoining open spaces. In determining the maximum GFA of the development in this "OU(RDD)" zone, the GFA for provision of railway facilities, PTI and PnR facilities, as required by the Government, may be disregarded from GFA calculation.

4.2.12 To mitigate any potential visual impacts associated with the high-rise buildings, 5m-wide tower setbacks along Ping Ha Road and Tin Ying Road (**Figure 6** of **Attachment IV**) for structures higher than 20m above street level are imposed in both Areas (a) and (b) of this zone so as to enhance the sense of openness of the streetscape. Structures of topside developments are not allowed to build over the tower setback areas. As part of the site falls within a view corridor /'fung shui lane' between Ha Tsuen Shi and TSW New Town, the southern corner of the site is stipulated as a non-building area to help preserve this view corridor/'fung shui lane', together with the open space between Planning Areas 60 and 61. Besides, the requirements regarding green deck, 24-hour public passageways and transport facilities as mentioned in paragraphs 4.2.9 to 4.2.11 above will also be specified in the ES of the

OZP, while the possible provision of footbridge between Areas (a) and (b) will be subject to liaison between relevant parties at detailed design stage. To ensure an integrated design of the development taking into account the railway facilities and planning requirements, a Master Layout Plan (MLP) should be submitted for approval by relevant B/Ds, through administrative or contractual means.

One site in Planning Area 61 to be zoned "OU(SGMTSDD)" (about 3.78 ha)

4.2.13 A site in Area 61 is proposed to be zoned "OU(SGMTSDD)" for residential and commercial developments atop the SGMTS depot (**Plans 2a1 and 2a2**). Developments within this zone will be subject to a maximum total PR of 6.5 (i.e. a maximum domestic PR of 6 and a maximum non-domestic PR of 0.5) and a maximum BH of 160mPD to be stipulated on the OZP. While it will be reserved for SGMTS depot on the ground floor with topside residential and commercial developments, all floorspace at the ground level is intended for the operation of SGMTS with an enclosed design and physical separation to avoid noise and other potential nuisance to the topside developments, which may be disregarded from PR calculation. Also, there will be a 5m-wide tower setback along Tin Ying Road (South) for structures higher than 20m above street level to mitigate the potential visual dominance and massing impact associated with the high-rise buildings. To ensure an integrated design of the development taking into account the SGMTS facilities and planning requirements, a MLP should be submitted for approval by relevant B/Ds through administrative or contractual means.

A site in Planning Area 57C to be zoned "OU" annotated "Railway Ventilation and Other Associated Plants" (about 0.35 ha)

4.2.14 A site in Planning Area 57C is proposed to be zoned "OU" annotated "Railway Ventilation and Other Associated Plants" for provision of a railway ventilation building of the HSWRL (**Plans 2a1 and 2a2**).

Two sites in Planning Areas 50 and 52C to be zoned "OU" annotated "Green Fuel Station" (about 0.16 ha)

4.2.15 Two sites in Planning Areas 50 and 52C are proposed to be zoned "OU" annotated "Green Fuel Station" for provision of standalone quick charging station facilities for electric vehicles near the Ha Tsuen "V" zone (**Plans 2a1 and 2a2**).

Various sites in Planning Areas 50, 53D, 57A, 57B, 57C, 59, 60 and 61 to be zoned "O" and "O(2)" (about 11.84 ha)

4.2.16 Various sites are proposed to be zoned "O" which is intended primarily for provision of outdoor open-space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

4.2.17 Major open spaces are located along TSW River Channel (Planning Areas 57A and 61), near the "R(A)1" sites (Planning Area 57B) and in the southeast of the Ha Tsuen "V" zone (Planning Area 57C) (**Plans 2a1 and 2a2**). The elongated open spaces in Planning Area 57A will revitalise the western side of TSW River Channel as TSW River Park and increase the connectivity

between the neighbourhoods through the provisions of footbridges/subways. The open space in Planning Area 57B will form a continuous open space connection to the open space planned in Planning Area 51 and the Hang Hau Tsuen Channel Blue-Green Corridor (**Figure 5 of Attachment IV**) to the north under the LFS Study.

4.2.18 The open space at Planning Area 57C opposite Ha Tsuen Shi and Tang Ancestral Hall is located at the confluence of two 'fung shui lanes' (**Figure 5** of **Attachment IV**). Located at a culturally and visually significant location to the existing villages, this "O" zone is intended to provide both active and passive recreation spaces to serve the nearby villagers. Furthermore, an open area shall be provided within this "O" zone opposite the Ha Tsuen Tang Ancestral Hall as a potential venue for future major local traditional and cultural festivals. The small open space at Planning Area 50 is intended to be developed into an open space in front of the Ha Tsuen "V" zone to serve the surrounding village community, thereby advancing the overall objective of urban-rural integration.

4.2.19 Other smaller open spaces planned at Planning Areas 53D and 60 are situated within neighbourhood centres to act as a network of human-scale town squares within the heart of residential communities. Surrounded by pedestrian streets and active ground floor retail activities, these town squares are intended to contribute to a vibrant and intimate public realm in the future residential communities. To facilitate possible provision of footbridge(s) across the open space in Planning Areas 59 and 60, it is proposed to rezone the nullah and adjoining areas along the existing Ping Ha Path to "O(2)".

Amendment Item C – Rezoning 15 sites in Planning Areas 24B, 31A, 31B, 32A, 32C, 32D, 34C, 35, 43B and 46 from "C(1)", "C(2)", "G/IC", "I", "OU(E&TP)", "OU(LF)", "O" and areas shown as 'Road' to "OU" annotated "University Town" ("OU(UT)") for the HSK University Town (about 26.09 ha) (Plans 2b, 5a to 5e, and Drawings 4 to 27)

4.3 To facilitate post-secondary education and associated research, development and talent activities, 15 sites in three campus areas of HSK University Town, namely Area (1), Area (2) and Area (3), covering about 26.09 ha in total, are proposed to be rezoned from "C(1)", "C(2)", "G/IC", "I", "OU(E&TP)", "OU(LF)", "O" and areas shown as 'Road' to "OU(UT)" (**Plans 2b and 5a,** and **Drawings 4** and **5**). A new set of Notes and ES provisions is proposed for this zone. The proposed BHRs, ranging from 80mPD to 150mPD, would be stipulated on the Plan. A maximum GFA, equivalent to a maximum PR of about 5, would be stipulated for each of the three campus areas in the ES of the OZP and subsequently imposed through administration means.

4.4 The proposed "OU(UT)" zoning would provide a common planning framework for post-secondary education and associated research, development and talent activities. The framework would allow detailed campus layouts and the mix of supporting uses to be determined at the implementation stage. Visual illustrations of the HSK University Town campus areas are at **Drawings 20** and **21**. Appropriate pedestrian linkages and transport facilities should be considered for enhancing connectivity among the sites within the three HSK University Town campus areas and their surroundings.

Spatial Layout and BH Profile

Area (1)

4.4.1 As a key location within the HSK University Town, Area (1) is situated around the town centre of the HSK/HT NDA, covering 11 sites with a total area of about 16.44 ha in Planning Areas 24B, 31A, 31B, 32A, 32C, 32D and 35 (**Drawings 4** and **5**) intermixed with two sites zoned "C" approved for mixed-use developments[8]. These sites are proposed to be rezoned from "G/IC", "C(1)", "C(2)", "O", "I" and areas shown as 'Road' to "OU(UT)". The surroundings of Area (1) comprises the planned Regional Plaza, the HSWRL, TML HSK and SGMTS Stations, a planned riverside promenade along the Tin Sam Channel and the Kong Sham Western Highway (KSWH). The TML HSK Station will be directly accessible to Planning Area 32A via a planned iconic footbridge.

4.4.2 The proposed BHRs for Area (1) range from 80mPD to 150mPD, which are carefully formulated to maintain a stepped height profile at a district-wide level, featuring a gradually descending BH profile radiating from the high-rise cluster near HSK Station in the north towards the south and the west. The proposed maximum total GFA for Area (1) is about 826,000m².

Area (2)

4.4.3 Area (2), covering three sites with a total area of about 5.28 ha in Planning Areas 34C and 46, are proposed to be rezoned from "G/IC" and "OU(E&TP)" to "OU(UT)". Located in the cluster of the planned high-rise public and private housing developments at its northwest, south and southwest, the site in Planning Area 34C is sandwiched between two open spaces to its east and west, which are connected by a planned pedestrian footpath along its northern boundary. This footpath will provide access to the planned SGMTS in close proximity. Meanwhile, the site in Planning Area 46 is located further north of the town centre, with the proposed smart modern logistics centre within the HSK LSLD Pilot Area located to its west, and areas zoned "O", "GB" and "V" to its north.

4.4.4 The proposed BHRs are 130mPD for the site in Planning Area 34C and 90mPD for the site in Planning Area 46 (i.e. same BHR as the "OU(E&TP)" zone); and the proposed maximum total GFA for Area (2) is about 264,000m².

Area (3)

4.4.5 Area (3), covering one site with an area of about 4.37 ha in Planning Area 43B, is proposed to be rezoned from "OU(LF)" and "O" to "OU(UT)". This site is bounded by a planned SGMTS Station and San Sang Tsuen zoned "V" to the east, land in Planning Area 44A proposed for future development by the HSK Industry Park under **Amendment Item E** to the south, existing graves in "GB" zone and KSWH to the west, and an "OU(LF)" zone in Planning Area 43B planned for the HSK Logistics Cluster in the north.

[8] S.16 Planning Applications No. A/HSK/619 and 620 were approved by the RNTPC of the Board on 23.10.2026 for proposed mixed-use development (proposed flat with permitted commercial uses) in Planning Areas 32B and part of Area 32C respectively.

4.4.6 For Area (3), the site is subject to a proposed BHR of 110mPD (i.e. same BHR as the "OU(LF)" zone). The proposed maximum total GFA for Area (3) is about 218,500m².

4.4.7 The original and proposed zonings as well as the proposed development parameters for the "OU(UT)" sites are summarised in the following table (**Drawings 4** and **5**):

Area	Planning Area	Original zoning	Original BHR	Proposed BHR	Original PR Restriction	Indicative total GFA[1] (About)
(1)	24B, 31A and 31B	"G/IC"	80/90mPD		/	826,000m²
	32A	"C(1)" and area shown as 'Road'	200mPD	150mPD	9.5 for "C(1)" zone	
	32C and 32D	"C(2)", "O" and area shown as 'Road'	200mPD	130mPD	8 for "C(2)" zone	
	35	"I" and area shown as 'Road'	80mPD		3 for "I" zone	
(2)	34C	"G/IC"	8 storeys	130mPD	/	264,000m²
	46	"OU(E&TP)"	90mPD		5	
(3)	43B	"OU(LF)" and "O"	110mPD		5 for "OU(LF)" zone	218,500m²

Notes:
[1] The exact GFA distribution for the education facilities as well as its ancillary and supporting facilities will be determined by the project proponent(s) in consultation with relevant B/Ds. Based on the development site areas, the maximum total GFA of each Area is equivalent to a PR of about 5.

4.4.8 For technical assessment purposes, an Indicative Scheme for each of the three campus areas has been prepared (**Drawings 6** to **19**), on the assumption that a maximum 15% of the total GFA in each Area would be allocated for student hostel and staff quarter uses. It is assumed that the campus areas will be able to accommodate about 50,800 students and generate about 11,800 employment opportunities. Major development parameters of the Indicative Scheme are summarised as follows:

Key Development Parameters (about)	Indicative Scheme[1],[2] (Amendment Item C)			
	Area (1)	Area (2)	Area (3)	Total
Site Area (ha) (about)[2]	16.44	5.28	4.37	26.09
Total GFA (m²)[3]	826,000	264,000	218,500	1,308,500
Domestic GFA (m²)[3] (student hostels/staff quarters)	123,900	39,600	32,775	196,275
Non-domestic GFA (m²)	702,100	224,400	185,725	1,112,225
Number of hostel rooms[4]	6,845	2,187	1,811	10,843
Number of student/staff residents[5]	13,690	4,374	3,622	21,686

Notes:
[1] The figures may not add up due to rounding.
[2] For technical assessment purposes, the Indicative Scheme has been formulated based on net

development site areas, excluding undevelopable land such as utility reserves, graves, and public access (subject to detailed survey).
[3] The total GFA of each Area is equivalent to a PR of about 5. About 15% of the total GFA is assumed for student hostels and/or staff quarters.
[4] An average flat size of 18.1m² (including common areas) for student hostel/staff quarters is assumed, with reference to the Education Bureau's Hostels in City Scheme.
[5] An occupancy of two persons per unit is assumed as a conservative approach for technical assessment purposes.

Sensitive Design to Promote Environmental Integration with the Surroundings

4.4.9 In addition to the stepped BH profile, the Indicative Scheme has generally followed the 'Urban and Green Design Requirements Brief for Private Development Sites for the Future Town Centre and District Commercial Node' by incorporating sustainable design and sensitive architectural features to promote environmental integration with the surroundings. Appropriate building setbacks along Tin Sam Channel and landscaped buffers are integrated throughout the developments. Green decks and elevated pedestrian links are integrated across the sites to form a continuous landscape network and provide adequate open spaces at multiple levels (**Drawings 6 to 19**).

Technical Assessments

4.4.10 A Supporting Planning Statement (SPS), Traffic Impact Assessment (TIA), Preliminary Environmental Assessment (PEA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment (WSIA) have been prepared based on the Indicative Scheme. In addition, a Visual Impact Assessment (VIA) has also been prepared for a site in Planning Area 34C in Area (2) given there is proposed increase in BHR. The technical assessments and major findings are set out in the rezoning report at **Attachment VI** and summarised in paragraphs 4.4.11 to 4.4.23 below.

Traffic, Transport and Pedestrian Connectivity

4.4.11 The TIA has been prepared to assess the traffic generated by the three campus areas and the cumulative effects of planned developments on the surrounding road network, as well as the capacity of public transport, pedestrian and cycling facilities.

4.4.12 According to the TIA, the performance of key road links and junctions within and in the vicinity of the NDA indicates that the overall traffic conditions will operate with sufficient capacity. Given the reduction in overall traffic generation arising from the Indicative Scheme as compared with the permitted uses under the existing zonings on the OZP, no adverse impact on the surrounding road network is anticipated.

4.4.13 The campus areas will be highly accessible by public transport. They are in close proximity to the planned SGMTS Stations, targeted for commissioning in 2031 or earlier, while Areas (1) and (2) are within walking distance reaching the planned TML HSK Station as short as 100m, anticipated for commissioning in 2030. To further extend road-based public transport coverage, additional bus stops on the planned Road D7 are recommended. A site in Planning Area 31A is potentially identified for provision of a PTI

(**Amendment Item G2** refers) to serve the HSK University Town and surrounding developments.

4.4.14 Regarding pedestrian connectivity, the sites are well-served by planned major pedestrian walkways and cycle tracks, which connect the campus areas with public transport facilities including the planned SGMTS and TML HSK Stations. An integrated, pedestrian-oriented environment is adopted within the Indicative Scheme, featuring multi-level internal pedestrian passageways via green decks, footbridges, and covered walkways to link various facilities within the campus areas. Furthermore, the Indicative Scheme has reserved openings for potential external connections to surrounding areas, including the proposed developments in the adjacent "C" sites in Planning Areas 32B and 32C, other "I" sites across the KSWH, and the potential PTI in Planning Area 31A. This network would minimise reliance on vehicular circulation for internal movements and provide weather-protected walking routes between major activity nodes, while integrating seamlessly with the wider pedestrian and open space networks of the NDA. According to the TIA, the pedestrian capacity assessment demonstrates that all pedestrian walkways will perform satisfactorily.

4.4.15 Regarding internal transport facilities, the Indicative Scheme has proposed the provision of about 1,168 private car parking spaces, 186 motorcycle parking spaces and 134 loading/unloading (L/UL) bays across the three Areas. Sufficient bicycle parking spaces will also be provided. These provisions are preliminary and will be refined at the detailed design stage having regard to the detailed mix of university uses, the Hong Kong Planning Standards and Guidelines (HKPSG) and relevant B/Ds' guidelines and requirements.

Environment

4.4.16 A PEA has been prepared in support of the proposed amendment. With the incorporation of recommended setback distances from nearby roads (**Drawing 22**), vehicular emission impacts are not anticipated. Given that no existing or planned industrial emissions are identified within 200m of the campus areas, adverse air quality impacts due to chimney emissions are not anticipated. With proper implementation of odour mitigation measures and good site practices, adverse odour impacts from the surrounding uses are not anticipated.

4.4.17 Regarding noise impact, all proposed noise-sensitive uses will be served by air conditioning systems without relying on openable windows for ventilation. Mitigation measures, such as thicker window panes, are recommended to ensure compliance with the Noise Control Ordinance (Cap. 400) and HKPSG requirements. As such, no adverse road traffic, rail, fixed plant, or transit system noise impacts are anticipated with the implementation of good site practices and mitigation measures.

Visual

4.4.18 The proposed amendments include an increase in BHR from eight storeys to 130mPD for the site in Planning Area 34C forming part of Area (2), with a maximum total GFA equivalent to a PR of about 5 (**Amendment Item C**).

Given the proposed changes in BHR for Planning Area 34C, a VIA has been conducted to assess the potential visual impacts. Meanwhile, considering that the proposed amendments for the remaining sites will not involve any intensification of development, no significant adverse visual impact is anticipated.

4.4.19 The visual impacts from a total of four public viewing points (VPs) for Planning Area 34C have been assessed, with the respective photomontages illustrated in **Drawings 23** to **26**. In summary, three VPs have a 'slightly adverse' impact and one VP has a 'moderate' impact. While the proposed developments would result in a certain degree of visual change, they are generally comparable and compatible with the planned developments in HSK/HT NDA in terms of BH, building form, scale and massing. In view of the above, no insurmountable visual impact arising from **Amendment Item C** is anticipated.

Drainage, Sewerage and Water Supply

4.4.20 The DIA, SIA and WSIA have assessed the drainage, sewage and fresh-water demand arising from the Indicative Scheme based on a maximum GFA of about 1,308,500m² and the associated student and resident populations. Detailed connection points, any diversions or capacity enhancements and the timing of infrastructure works will need to be coordinated with the relevant departments as campus development proceeds by phases.

4.4.21 The DIA indicates that the proposed amendments will not result in any significant increase in runoff generation compared with the permitted uses under the existing zonings on the OZP. The overall strategy, drainage catchment arrangement and discharge locations remain consistent with the originally planned drainage system, and no adverse drainage impact is anticipated.

4.4.22 The SIA indicates that the increased sewage flow will be conveyed via the four planned sewage pumping stations (i.e. No. 1 to 4) at Planning Areas 25, 37, 46 and 51 under the Second Phase development of HSK/HT NDA to the planned Hung Shui Kiu Effluent Polishing Plant (HSKEPP), or via the existing HTSPS to SWSTW. Upgrades to sections of the planned gravity sewers and sewage pumping stations No. 2 and 3 at Planning Areas 37 and 46 are required to accommodate the increased flow (**Drawing 27**). Subject to these proposed upgrading works, no adverse sewerage impact is anticipated.

4.4.23 The WSIA indicates that no upgrading works are required for the fresh water network due to an overall reduction in fresh water demand as compared with the permitted uses under existing zonings on the OZP. For the flushing water system, localised pipe upgrading works are required to address network deficiencies. Subject to implementation of these upgrading works, no adverse water supply impact is anticipated.

Amendment Item D – Rezoning northern site within Planning Area 35 from "I" and "OU" annotated "Sewage Pumping Station" ("OU(SPS)") to "I(1)" for relocation of WCB (about 2.86 ha) (Plans 2b, 6a to 6c, and Drawings 28 to 30)

4.5 The northern site in Planning Area 35, which is a piece of Government land (GL) with a site area of about 2.86 ha, is proposed to be rezoned from "I" and "OU(SPS)" to a tailored-made "I(1)" sub-zone for accommodating the relocated WCB from Cheung Sha Wan. A land portion currently zoned "OU(SPS)" is included in this amendment item as it is no longer required for such use upon review by relevant government departments.

4.6 As detailed in paragraphs 3.12 and 3.13 above, to facilitate reprovisioning of the existing government offices and storage facilities, including the dangerous goods store managed by CAD, it is proposed to incorporate 'Dangerous Goods Godown' as a Column 1 use under the "I(1)" sub-zone. The maximum PR of 3 and BHR of 80mPD stipulated for "I" zone on the existing OZP would be maintained under the proposed "I(1)" sub-zone (**Plan 2b**).

The Site and its Surroundings

4.6.1 The **Amendment Item D** site is currently paved and occupied by open storage and car parking uses. Future vehicular access will be connected via the planned Road D7 to the town centre. The site is bounded by KSWH to the east, hillslopes of Yuen Tau Shan to the west, planned sewage pumping station and refuse collection point facilities to the north zoned "OU(SPS)" and "G/IC" respectively, and an area proposed to be rezoned to "GB" under **Amendment Item K** and an "I" site to the south[9]. To the further south is a site also in Planning Area 35 proposed for Area (1) of the HSK University Town with a BHR of 80mPD. With the maximum PR and BHR retained, the proposed industrial development at the site is considered not incompatible with the planned development context.

Indicative Development Scheme

4.6.2 An Indicative Scheme has been prepared for technical assessment purposes (**Drawings 28** to **30**). The southern portion of the site (Phase 1) is intended for foot-for-foot reprovisioning of WCB[10], while the northern portion (Phase 2) is reserved for similar industrial uses subject to future needs. According to the Indicative Scheme, Phase 1 comprises a nine-storey building accommodating government storage facilities and offices, with a dangerous goods store for fire extinguishers managed by CAD on the ground floor to facilitate L/UL operations, while Phase 2 comprises an indicative 11-storey industrial building. The major development parameters of the Indicative Scheme are summarised below:

[9] Earmarked for one of the ESSs for the HSK/HT NDA.

[10] Among the 31 existing Government users of WCB, 30 have indicated reprovisioning requirements and one has confirmed that reprovisioning is not required.

Key Development Parameters (about)[1]	Phase 1	Phase 2	Total (about)
Rezoning site area (m²)	/	/	28,600
Development site area (m²)	16,070	10,930	27,000
PR	2.7	2.7	2.7
GFA (m²)	43,389	29,511	72,900
Number of block(s)	1	1	2
Number of storeys	9	11	9- 11
BH	80mPD	80mPD	80mPD
Internal Transport Facilities			
Private car parking spaces	5	30	35
L/UL bays for light goods vehicles	6	28	34
L/UL bays for medium/heavy goods vehicles	5	16	21
L/UL bays for container vehicles	1	1	2
Refuse collection vehicle bay	1	/	1
Bicycle parking spaces	/	12	12
Tentative completion year	2031/2032	To be determined	/

Notes:

[1] Key development parameters of the Indicative Scheme are formulated based on the development site areas for technical assessment purposes and are subject to detailed design.

Technical Assessments

4.6.3 A SPS, together with Traffic Review, DIA and Hazard Assessment, have been prepared in support of the proposed amendment. The technical assessments and major findings are set out in the rezoning report at **Attachment VII** and summarised in paragraphs 4.6.4 to 4.6.8 below.

Traffic and Transport

4.6.4 The Traffic Review has examined the internal vehicular circulation and parking and L/UL arrangements for both phases. Since the maximum PR of 3 stipulated for the existing "I" zone on the OZP has been maintained for the proposed "I(1)" sub-zone, no adverse impact on internal traffic is anticipated.

4.6.5 For Phase 1, the proposed provision would meet the operational requirements for the reprovisioned WCB. Relevant government user departments consulted have no objection to the proposed provisions and arrangements, while the Transport Department (TD) also has no objection to adopting the proposed provisions, subject to further review in consultation with the Government Property Agency and relevant departments should the functional requirements be changed. For Phase 2, the provision of transport facilities is based on the upper-end HKPSG standards for industrial uses, and with 12 bicycle parking spaces proposed. The detailed arrangements would be subject to refinement at the detailed design stage.

Drainage and Sewerage

4.6.6 The DIA indicates that surface runoff would be conveyed to the planned public storm drains under the Second Phase development of HSK/HT NDA. As the Indicative Scheme would not alter the paved/unpaved areas and drainage facilities, no additional stormwater discharge or adverse impact on the planned drainage system is anticipated.

4.6.7 As the key development parameters of the Indicative Scheme are in line with those adopted in the approved SIA under the HSK NDA Study, no adverse sewerage impact is anticipated.

Hazard

4.6.8 The Hazard Assessment has examined the proposed ground-floor dangerous goods store in Phase 1, which is intended for storage of fire extinguishers containing non-flammable, non-toxic gases for CAD. The assessment concludes that while the proposed dangerous goods store is not a designated project under the EIAO and is not a Potentially Hazardous Installation under the HKPSG, appropriate storage and handling arrangements are recommended for safety purposes. Subject to implementation of the recommended safety measures and compliance with the requirements of the Fire Services Department (FSD), no adverse hazard impact from the assessed dangerous goods store is anticipated. That said, inclusion of 'Dangerous Goods Godown' as a Column 1 use in the "I(1)" sub-zone would not obviate the need to obtain the necessary dangerous goods licence from FSD. Besides, any future dangerous goods storage proposal in Phase 2 would also be required to comply with the applicable statutory and licensing requirements.

Amendment Item E – Rezoning the land in Planning Area 44A from "OU(E&TP)" to "OU(IP)" (about 4.51 ha) (Plans 2b, 6a, 6b and 6d)

4.7 Planning Area 44A, covering about 4.51 ha of GL in total, is currently zoned "OU(E&TP)" subject to a PR of 5 and a BHR of 90mPD. It is situated to the south of the Area (3) of the HSK University Town in Planning Area 43B under **Amendment Item C**. Under the awarded tender for the HSK LSLD Pilot Area, the land is required to be formed by the successful tenderer and handed back to the Government by end 2028, which will then be granted to the Park Company for development as part of the HSK Industry Park.

4.8 It is proposed to rezone the land from "OU(E&TP)" to "OU(IP)", with the current BHR of 90mPD maintained. The "OU(IP)" zoning would provide a common planning framework for the whole of the expanded HSK Industry Park, with enhanced land use flexibility through a wide range of permitted uses for accommodating high-value or smart industries and associated supporting facilities. The detailed development layout, mix of uses, building disposition and access arrangements would be worked out at the design and implementation stage, having regard to infrastructural capacity and compatibility and synergy with adjoining developments, including the HSK University Town to the north. Based on the infrastructural capacity proposed for the HSK/HT NDA, the site would accommodate a maximum GFA[11] of about 225,000m^2 which will be imposed in the lease documents

[11] The assumed GFA was calculated based on the development site area with a PR of 5 currently imposed for the "OU(E&TP)" zone. Upon rezoning, the maximum total GFA for the about 27 ha of industry land zoned

as appropriate.

Amendment Item F – Rezoning the northern site within Planning Area 34E from "G/IC(1)" to "R(A)1" for private residential development (about 0.77 ha) (Plans 2b, 6a, 6b and 6d)

4.9 The northern site within Planning Area 34E, with a site area of about 0.77 ha, is located within the HSK LSLD Pilot Area near the town centre. The site is bounded by the KSWH to the west, the planned Road D6 to the north and the planned Road L25 to the east. To its south is the adjoining "G/IC(1)" site in Planning Area 34E, while the area to its east is planned for high-density public housing development. The site will be accessible from the planned Road L25.

4.10 As mentioned in paragraph 3.16 above, a s.16 planning application No. A/HSK/585 for private residential development at this site was approved by the RNTPC on 21.11.2025. The approved development has a total PR of 6.5, comprising domestic and non-domestic PRs of 6 and 0.5 respectively, and a maximum BH of 160mPD. According to the indicative scheme submitted, the proposed development comprises four residential towers with 35 to 36 residential storeys (excluding refuge floors) above a five-storey non-domestic podium and provides about 931 flats, with shop and services and eating place uses in the non-domestic podium. Following the award of the HSK LSLD Pilot Area project in August 2026, it is proposed to rezone the site from "G/IC(1)" to "R(A)1", subject to a maximum total PR of 6.5 and the same BHR of 160mPD, to facilitate the implementation of proposed development under the HSK LSLD Pilot Area.

Amendment Item G1 – Adjusting the boundary of DCS site within Planning Area 31A from "G/IC" to "OU(DCS)" (about 1.24 ha) (Plans 2b and 7a to 7c)

4.11 Following EMSD's review mentioned in paragraphs 3.17 to 3.19 above, the site with an area of about 1.24 ha of GL currently zoned "G/IC" in Planning Area 31A is proposed to be rezoned to "OU(DCS)" for development of DCS. The existing BHR of 80mPD would be maintained.

4.12 Together with the western portion of the originally planned DCS site at its south, which is subject to a BHR of 35mPD, the reconfigured site would become an integral part of the HSK/HT NDA DCS development with a total area of about 1.5 ha.

Amendment Item G2 – Rezoning the remaining portion of Planning Area 31A from "OU(DCS)" to "G/IC" for Government use (about 0.95 ha) (Plans 2b and 7a to 7c)

4.13 The remaining portion of the originally planned DCS site in Planning Area 31A, covering about 0.95 ha of GL, is proposed to be rezoned from "OU(DCS)" to "G/IC" for other government uses, including the potential provision of a PTI serving the HSK University Town, and/or government reserve purpose to meet unforeseen future demand for GIC facilities. The planned DCS, including the area under **Amendment Item G1**, adjoins the site to the north and west. To the east are planned Road D6 and an open space connecting to the Regional Plaza to the northeast. To the south across the planned Road D8 and to the west across KSWH are sites within Area (1) of the HSK University Town under **Amendment Item C**.

"OU(IP)" would be increased to about 1,820,000m^2 as specified in the ES of the OZP.

4.14 The existing overhead power transmission lines have imposed constraints on the BH of the site. As such, the BHR of 35mPD would be maintained for the proposed "G/IC" zone.

Amendment Item G3 – Rezoning a site in Planning Area 56 from "OU(DCS)" and "OU(SPS)" to "G/IC" for Government reserve use (about 1.67 ha) (Plans 2a1, 2a2 and 8a to 8c)

4.15 The site, covering about 1.67 ha of GL in Planning Area 56, adjoins the existing HTSPS to the southwest and is bounded by Ping Ha Road and Tin Ying Road to the south and east respectively.

4.16 The DCS originally planned on this site has been de-reserved by EMSD. Also, a minor portion of land zoned "OU(SPS)" along the northern boundary of the sewage pumping station has been left vacant and is under-utilised. In view of the above, it is proposed to rezone the concerned areas from "OU(DCS)" and "OU(SPS)" to "G/IC" for government reserve purpose to meet unforeseen future demand for GIC facilities. To allow flexibility for provision of future GIC use(s), it is proposed not to impose BHR for this "G/IC" site.

Amendment Item H – Rezoning the Tin Sam Channel with its riverside promenade from "O" to "O(2)" (about 1.15 ha) (Plans 2b, 5a, 5b and 5f)

4.17 To facilitate the potential provision of footbridges across open spaces by future project proponents of the adjoining development sites thereby enhancing overall pedestrian connectivity and walkability, it is proposed to rezone Tin Sam Channel with its riverside promenade from "O" to "O(2)" and incorporate 'Elevated Walkway (on land designated "O(2)" only)' as a Column 1 use under the "O" zone.

Amendment Item J – Rezoning the sites zoned "Residential (Group B)3" to "Residential (Group B)" (about 6.56 ha) (Plans 2b and 9a to 9c)

4.18 Following the proposed excision of the areas around HSWRL LFS Station under **Amendment Item A**, the lands originally zoned "R(B)1" and "R(B)2" in the excised area will be incorporated into the new LFS OZP. The remaining "R(B)3" sub-zones, comprising three sites in Planning Areas 3 and 4A, 9 and 11 with a total area of about 6.56 ha, are proposed to be rezoned to "R(B)" to rationalise the zoning designation on the Plan. While the zoning in the corresponding references in the Notes and ES would be revised, the current restrictions, i.e. a maximum PR of 1.26, a maximum site coverage (SC) of 40% and a maximum BH of 6 storeys over single-storey car park, or the PR, SC and height of the existing building, whichever is the greater, would remain unchanged under the "R(B)" zone.

4.19 The proposed amendment covers existing residential developments of Tak Cheung Building and Tak Hing Building in Planning Area 3; Casa De Oro, Tin Sam Villa and Parkview Garden in Planning Area 4A; Sheffield Villas in Planning Area 9; and #LYOS in Planning Area 11.

Amendment Item K – Rezoning a strip of land within Planning Area 35 to "GB" (about 1.28 ha) (Plans 2b, 5a, 5b and 5g)

4.20 The proposal of HSK University Town under **Amendment Item C** and the latest road alignment would leave an elongated strip of GL in Planning Area 35 along the fringe of Yuen Tau Shan as residual land. This strip of land comprises mainly slopes

with minor portions within permitted burial ground, and is subject to geotechnical works. It is proposed to rezone this strip of land from "I" and an area shown as 'Road' to "GB" to reflect the existing conditions of the site which would provide an appropriate green transition between the HSK University Town, adjoining industrial sites and the Yuen Tau Shan landscape backdrop.

Amendment Items M1 and M2 – Corresponding Amendment due to Gazette under the Roads Ordinance and technical boundary adjustments for residual sites and footpath provision (total about 3.53 ha) (Plans 2c1, 2c2 and 2c3)

4.21 The road schemes for the HSK/HT NDA Stage 1 Works, Advance Works Phase 3 and Stage 2 Works - Site Formation and Engineering Infrastructure, and the SGMTS Phase 1 in the HSK/HT NDA, were authorized by CE in C on 9.1.2020 and 10.1.2024 and the Permanent Secretary for Transport and Logistics on 16.12.2025 respectively under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). Pursuant to section 13A of the Ordinance, these authorized road schemes are deemed to be approved and have been incorporated into the Plan without being shown as Amendment Items. To align the zoning boundaries to the adjoining roads, technical boundary adjustments are proposed to rezone portions of the adjoining zones to appropriate land use zonings (**Amendment Item M1** on **Plans 2c1 to 2c3**). Details are provided below:

Amendment Item M1 - Corresponding Amendment due to Gazette under the Roads Ordinance (about 2.7 ha)

(A) Corresponding Amendment due to Gazette under the Roads Ordinance – Rezoning from area shown as 'Road' to Other Zonings			
	Planning Area	**Proposed Zoning**	**Area (About)**
1.	41C	"OU(STW)"	335m^2
2.	43C	"GB"	404m^2
3.	42A	"OU(LF)"	4,790m^2
4.	43B	"OU(LF)"	1,252m^2
5.	45	"O"	283m^2
6.	44B	"OU(E&TP)"	311m^2
7.	36	"I"	5,236m^2
8.	37	"I"	3,783m^2
9.	37	"OU(SPS)"	1,449m^2
10.	34A	"R(A)2"	1,502m^2
11.	28A	"OU(MU)"	316m^2
12.	24A	"V(1)"	762m^2
13.	25	"R(A)2"	1,020m^2
14.	16A	"R(A)3"	1,514m^2
15.	20	"G/IC"	1,792m^2

(B) Corresponding Amendment due to Gazette under the Roads Ordinance – Other Rezonings				
	Planning Area	**Original Zoning**	**Proposed Zoning**	**Area (About)**
1.	39B	"OU(IP)"	"GB"	495m^2
2.	43B	"O"	"OU(LF)"	943m^2
3.	45	"O"	"GB"	337m^2
4.	24A	"G/IC"	"V(1)"	444m^2

4.22 Apart from the above, technical boundary adjustments are proposed to rezone residual sites adjoining the existing SWSTW, the HSK Industry Park in Planning Area 40A, the SGMTS depot site, the refuse transfer station, the refuse collection point and the idle land adjoining Church of Jesus Christ of Latter-day Saints, so as to reflect as-built condition or condition as approved/imposed in the land administration documents, as well as to accommodate a planned footpath along the northern boundary of Planning Area 34C (**Amendment Item M2** on **Plans 2c1 to 2c3)**. Details are provided below:

Amendment Item M2 – Technical Boundary Adjustment (about 0.83 ha)

(C) Technical Boundary Adjustment – Rezoning of Residual Sites					
	Planning Area	**Original Zoning**	**Proposed Zoning**	**Area (About)**	**Justification**
1.	40A	"GB"	"OU(IP)"	54m^2	residual area during land administration process; proposed to be included as part of HSK Industry Park
2.	41A	"OU(STW)"	"OU(IP)"	999m^2	
3.	41A	"OU(STW)"	"OU" annotated" Refuse Transfer Station" ("OU(RTS)")	561m^2	reflect as-built condition of the Sewage Treatment Works
4.	41A	"OU(STW)"	"OU(LF)1"	889m^2	residual area during land administration process; area adjoining the SGMTS depot site
5.	41B	"OU(LF)1"	"G/IC"	68m^2	
6.	4B	"G/IC"	"R(A)6"	186m^2	residual area during land administration process area; adjoining the Church of Jesus Christ of Latter-day Saints
7.	37	"G/IC"	"I"	2,431m^2	residual site from departmental review on the land requirement of the refuse collection point upon the gazettal of road scheme
8.	37	"G/IC"	"OU(SPS)"	2,419m^2	residual site from departmental review on the land requirement of the refuse collection point upon the gazettal of road scheme

(D) Technical Boundary Adjustment – Provision of Footpath					
	Planning Area	**Original Zoning**	**Proposed Zoning**	**Area (About)**	**Justification**
1.	34C	"G/IC" and "O"	Area shown as 'Road'	715m^2	new provision of planned footpath connecting Road D6 and the SGMTS alignment

Revision of Notes for "OU(LF)" Zone

4.23 As mentioned in paragraphs 3.9 to 3.11 above, the development of the HSK Logistics Cluster in HSK/HT NDA calls for flexibility to accommodate emerging logistics business models and changing industry requirements. It is therefore proposed to revise the Notes for the "OU(LF)" zone to allow a wider range of compatible uses under Column 1, as detailed below.

4.24 The HSK Logistics Cluster is located in the western part of HSK/HT NDA along the eastern side of KSWH and divided by the planned Road D3 and Ha Tsuen Road (**Drawing 2**). To the east are several villages including Ha Tsuen falling within "V" zone and planned open spaces. To the south is Area (3) of the HSK University Town under **Amendment Item C**. To the north are the currently planned HSK Industry Park and the LFS NDA. The HSK Logistics Cluster will also be served by the planned SGMTS, with the SGMTS depot (**Drawing 1**) located therein.

4.25 The HSK Logistics Cluster is intended to accommodate a range of modern logistics activities, including high-value goods logistics, e-commerce logistics and freight forwarding cum low-altitude economy, together with other compatible uses. To facilitate industrial clustering and provide operational flexibility, it is proposed to include 'Creative Industries', 'Eating Place', 'Exhibition or Convention Hall', 'Industrial Use (except Printing, Publishing and Allied Industries, Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop, Food and Beverages Production Plant and Industrial-based Material Recovery/Recycling Facility)', 'Research, Design and Development Centre', 'Shop and Services' and 'Vehicle Repair Workshop' as Column 1 uses under the "OU(LF)" zone, whereas the 'Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods)' which is subsumed under 'Industrial Use', has been deleted from Column 1 under the "OU(LF)" zone.

4.26 A SPS, together with TIA, SIA and WSIA, have been prepared to assess the technical implications of the proposed amendments to the Notes (**Attachments VI and VIII**). The main findings of the SIA and WSIA are the same as the ones in the HSK University Town which are summarised in paragraphs 4.4.22 and 4.4.23[12].

4.27 The TIA has assessed the performance of key road links and junctions within and in the vicinity of the HSK/HT NDA for design year 2036. The results indicate that the assessed road network would operate with sufficient capacity. Given the negligible difference in traffic generation between the original and proposed schemes, no substantial adverse traffic impact on the surrounding road network is anticipated.

[12] Both SIA and WSIA are conducted in conjunction with the **Amendment Item C**.

4.28 Concerned government B/Ds have no objection to/no adverse comment on the proposed amendments to the Notes for "OU(LF)" zone. Any development proposal within this zone shall be planned/implemented in accordance with relevant requirements under the HKPSG and other prevailing requirements, in consultation with B/Ds. Corresponding updates have also been incorporated into the ES of the OZP.

Revision of Notes for "OU(E&TP)" Zone

4.29 In August 2026, the tender for the development of the HSK LSLD Pilot Area was awarded. To facilitate the development of the "OU(E&TP)" site in Planning Area 44B within the LSLD Pilot Area and to support the strategic positioning of the HSK/HT NDA as a high-end professional services and modern logistics hub, it is proposed to amend the Notes for the "OU(E&TP)" zone by incorporating 'Cargo Handling and Forwarding Facility' and 'Warehouse (excluding Dangerous Goods Godown)' as Column 1 uses.

4.30 Concerned government B/Ds have no objection to/no adverse comment on the proposed amendment to the Notes of the "OU(E&TP)" zone. Any development proposal within this zone shall be planned/implemented in accordance with relevant requirements under the HKPSG and other prevailing requirements, in consultation with B/Ds. Corresponding updates have also been incorporated into the ES of the OZP.

Minor Zoning Boundary Adjustments

4.31 Opportunity is taken to make minor boundary adjustments to some zones on the OZP to reflect the existing as-built conditions and planned road alignments which would not have any material implications on the land use zonings.

5. Provision of GIC Facilities and Open Space

5.1 Taking into account the proposed amendments above, the planned population in the Yuen Long District Council (YLDC) area is estimated to be about 1,624,200 persons. As shown in the summary table for YLDC area (**Attachment IX**), the existing and planned provision of major GIC facilities and open space is generally adequate to meet the demand of the overall planned population in accordance with the HKPSG and the assessments by concerned government B/Ds[13], except those facilities outlined in paragraphs 5.2 and 5.3 below:

GIC Facilities

5.2 For the shortfalls in the provision of hospital beds, clinics/health centres, child care centres, community care services facilities and various types of rehabilitation/residential care services[14] in YLDC area, the standards set for these

[13] In assessing the provision of GIC facilities and open space, the existing and planned provision in private developments, planned GIC facilities and open space without concrete implementation programme, and about 5% of domestic GFA reserved for social welfare facilities in public housing development projects in YLDC area have not been taken into account.

[14] These include child care centre, community care services facilities, residential care homes for the elderly, pre-school rehabilitation services, day rehabilitation services, residential care services, district support centre for persons with disabilities and integrated community centre for mental wellness.

facilities under HKPSG are long-term goals[15] and assessed on a wider spatial context or on a regional/cluster basis, and the actual provision will be subject to the consideration of the Health Bureau and Social Welfare Department in the planning and development process having regard to the prevailing service demand, policy directives and financial resources available as appropriate. Provision of these facilities will be carefully monitored, planned and reviewed by relevant government B/Ds. In addition to the services/facilities provided by the Government in accordance with the HKPSG, there are provision of services/facilities from the private market that could help address the demand. Besides, the GIC facilities to be proposed at the HSK University Town campus areas under **Amendment Item C** may help address some of these shortfalls.

5.3 The shortfalls in the provision of sports facilities, magistracy and library will be monitored, planned and reviewed by the relevant government B/Ds on a wider district or regional basis. If initiated by and subject to policy support from the concerned government B/Ds, PlanD would assist in conducting site search to identify suitable sites for such facilities. In any event, PlanD would continue to liaise with relevant government B/Ds to facilitate the provision of GIC facilities in future development/ redevelopment when opportunities arise.

Open Space

5.4 Based on the previous provision standard[16], there is a surplus of planned district and local open spaces of about 60.24 ha and 60.24 ha respectively in YLDC area. The overall provision of open space is sufficient to meet the demand of the planned population. Moreover, the HSK University Town campus areas under **Amendment Item C** would provide open space to serve their own users.

6. Proposed Amendments to Matters shown on the OZP

6.1 The proposed amendments shown on the draft HSK and HT OZP No. S/HSK/4A are summarised below:

(a)	**Amendment Item A** (about 29.32 ha)	Excising the future HSWRL LFS Station and adjacent planned developments from the Planning Scheme Area of HSK and HT OZP for incorporation into the new draft LFS OZP
(b)	**Amendment Item B** (about 100.7 ha)	Rezoning of the area covered by the Revised RODP under LFS Study from "C(4)", "R(A)2", "R(A)3", "R(A)4", "G/IC", "O", "OU" annotated "Parking and Operational Facilities for Environmentally Friendly Transport Services" and areas shown as 'Road' to the following zonings:

[15] The population-based planning standards for child care, rehabilitation/residential care services were reinstated in HKPSG between 2018 and 2022, and they reflect the long-term target towards which these facilities would be adjusted progressively.

[16] The new provision standard and refined criteria on countability for open space promulgated under Chapter 4 of the HKPSG on 30.12.2025 have not yet been reflected in **Attachment IX** as the figures are being updated. Nonetheless, changes in provision standard or countability of open space will not affect the usage and enjoyment of the existing open spaces by members of the public.

(i) four sites in Planning Areas 52A, 53A, 53C and 53D to be zoned "R(A)1" with stipulation of a BHR of 140mPD;

(ii) two sites in Planning Areas 52B and 52C to be zoned "R(A)8" with stipulation of a BHR of 160mPD;

(iii) five sites in Planning Areas 52A, 52D, 53B, 53E and 62 to be zoned "G/IC";

(iv) two sites in Planning Areas 58A, 58B, 59 and 60 to be zoned "OU(RDD)" with stipulation of BHRs ranging from 25mPD and 180mPD;

(v) one site in Planning Area 61 to be zoned "OU(SGMTSDD)" with stipulation of a BHR of 160mPD;

(vi) one site in Planning Area 57C to be zoned "OU" annotated "Railway Ventilation and Other Associated Plants";

(vii) two sites in Planning Areas 50 and 52C to be zoned "OU" annotated "Green Fuel Station";

(viii) various sites in Planning Areas 50, 53D, 57A, 57B, 57C, 59, 60 and 61 to be zoned "O";

(ix) one site in Planning Areas 59 and 60 to be zoned "O(2)"; and

(x) reflecting planned roads as areas shown as 'Road'

(c) **Amendment Item C** (about 26.09 ha) — Rezoning 15 sites in three HSK University Town campus areas from "C(1)", "C(2)" "G/IC", "I", "OU(E&TP)", "OU(LF)", "O" and areas shown as 'Road' to "OU(UT)" for the HSK University Town with stipulation of BHRs ranging from 80mPD and 150mPD

(d) **Amendment Item D** (about 2.86 ha) — Rezoning the northern site within Planning Area 35 from "I" and "OU(SPS)" to "I(1)" with stipulation of a BHR of 80mPD

(e) **Amendment Item E** (about 4.51 ha) — Rezoning two sites in Planning Area 44A from "OU(E&TP)" to "OU(IP)" with stipulation of a BHR of 90mPD

(f)	**Amendment Item F** (about 0.77 ha)	Rezoning the northern site within Planning Area 34E from "G/IC(1)" to "R(A)1" with stipulation of a BHR of 160mPD
(g)	**Amendment Item G1** (about 1.24 ha)	Rezoning one site in Planning Area 31A from "G/IC" to "OU(DCS)" with stipulation of a BHR of 80mPD
(h)	**Amendment Item G2** (about 0.95 ha)	Rezoning one site in Planning Area 31A from "OU(DCS)" to "G/IC" with stipulation of a BHR of 35mPD
(i)	**Amendment Item G3** (about 1.67 ha)	Rezoning one site in Planning Area 56 from "OU(DCS)" and "OU(SPS)" to "G/IC"
(j)	**Amendment Item H** (about 1.15 ha)	Rezoning Tin Sam Channel with its riverside promenade from "O" to "O(2)"
(k)	**Amendment Item J** (about 6.56 ha)	Rezoning four sites in Planning Areas 3, 4A, 9 and 11 from "R(B)3" to "R(B)"
(l)	**Amendment Item K** (about 1.28 ha)	Rezoning a strip of land within Planning Area 35 from "I" and an area shown as 'Road' to "GB"
(m)	**Amendment Item M1** (about 2.7 ha)	A list of the proposed amendments under **Amendment Item M1** shown on the draft HSK OZP is at **Attachment X**
(n)	**Amendment Item M2** (about 0.83 ha)	A list of the proposed amendments under **Amendment Item M2** shown on the draft HSK OZP is at **Attachment X**

6.2 Opportunity is taken to make minor boundary adjustment to reflect the existing as-built conditions and planned road alignment which would not have any material implications on the land use zonings.

7. Proposed Amendments to the Notes of the OZP

The proposed amendments to the Notes of the OZP (with addition in **bold and italics** and deletions in '~~crossed-out~~') are at **Attachment III** for Members' consideration. The proposed amendments are summarised below:

Covering Notes

(a) In relation to **Amendment Item A**, the LFS and TBT Interim Development Permission Area (IDPA) Plan is no longer mentioned.

(b) Allowing provisions of cross-district Transfer of Plot Ratio by way of section 16 planning application and to align with the latest MSN, paragraph 12 of the covering Notes will be incorporated.

"C" and "OU" annotated "Parking and Operational Facilities for Environmentally Friendly Transport Services" Zones

(c) In relation to **Amendment Item B**, the Notes for "C(4)", "C(5)" and "OU" annotated "Parking and Operational Facilities for Environmentally Friendly Transport Services" zones are deleted.

"R(A)" zone

(d) In relation to **Amendment Item B**, the Remarks of the Notes for "R(A)" zone are revised to incorporate development restrictions for the new "R(A)8" sub-zone with restrictions on PR and BH incorporated.

"R(B)" zone

(e) In relation to **Amendment Item A**, "R(B)1" and "R(B)2" sub-zones are deleted. The "R(B)3" sub-zone will be rezoned to "R(B)".

"I" zone

(f) In relation to **Amendment Item D**, the Notes for "I" zone are revised to incorporate 'Dangerous Goods Godown' under Column 1 for land designated "I(1)" sub-zone only, and incorporate 'Dangerous Goods Godown (not elsewhere specified)' under Column 2.

"O" zone

(g) The Notes for "O" zone are revised to incorporate 'Elevated Walkway' under Column 1 for land designated "O(2)" sub-zone only.

Proposed "OU(RDD)" Zone

(h) In relation to **Amendment Item B** above, a new set of Notes for "OU(RDD)" zone with development restrictions is incorporated.

Proposed "OU(SGMTSDD)" Zone

(i) In relation to **Amendment Item B** above, a new set of Notes for "OU(SGMTSDD)" zone with development restrictions is incorporated.

Proposed "OU(UT)" Zone

(j) In relation to **Amendment Item C**, a new set of Notes for "OU(UT)" zone with BHRs is incorporated.

Existing "OU" Zones

(k) The Notes for "OU(E&TP)" zone are revised to incorporate 'Cargo Handling and Forwarding Facility' and 'Warehouse (Excluding Dangerous Goods Godown)' under Column 1.

(l) The Notes for "OU(LF)" zone are revised to incorporate 'Creative Industries', 'Eating Place', 'Exhibition or Convention Hall', 'Industrial uses (except Printing, Publishing and Allied Industries, Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop, Food and Beverages Production Plant and Industrial-based Material Recovery/Recycling

Facility)', 'Research, Design and Development Centre', 'Transport Depot (on land designated "OU(LF)(1)" only)', 'Shop and Services' and 'Vehicle Repair Workshop' under Column 1; and correspondingly delete 'Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods)' under Column 1, 'Creative Industries', 'Eating Place (not elsewhere specified)', 'Exhibition or Convention Hall', 'Research, Design and Development Centre', 'Shop and Services (not elsewhere specified)' and 'Vehicle Repair Workshop' under Column 2.

Technical Amendments

(m) In accordance with the latest Master Schedule of Notes to Statutory Plans (MSN) promulgated by the Board and reflect the latest planning circumstances, the following technical amendments are proposed to be incorporated:

(i) to update the covering Notes to allow smart and green transit system stop or lay-by and rail track as always permitted uses or developments on land falling within the boundaries of the OZP;

(ii) the Notes for "C" zone are revised to incorporate 'Broadcasting, Television and/or Film Studio', 'Creative Industries', 'Government Refuse Collection Point' and 'Research, Design and Development Centre' under Column 1; and corresponding deletion of 'Broadcasting, Television and/or Film Studio' and 'Government Refuse Collection Point' under Column 2; and

(iii) the Notes for "R(A)" zone are revised to incorporate 'Government Refuse Collection Point' and 'Public Convenience' under Column 1; and corresponding deletion of 'Government Refuse Collection Point' and 'Public Convenience' under Column 2.

(n) Deletion of "minor" from the relaxation clause in the Remarks of the Notes for "C", "R(A)", "R(B)", "R(C)", "V", "I", "G/IC", "O(1)", "OU(MU)", "OU(E&TP)", "OU(LF)", "OU(STW)", "OU(RTS)" and other "OU" zones as specified on the OZP.

(o) Editorial amendments are incorporated in the Remarks for "R(A)", "R(B)", "OU(MU)", "OU(LF)" and "OU(IP)" zones.

8. Revision to the Explanatory Statement of the OZP

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in '~~crossed-out~~') are at **Attachment IV** for Members' consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/HSK/5.

10. Consultation

10.1 The Ha Tsuen Rural Committee (HTRC), the Tuen Mun District Council (TMDC), the Ping Shan Rural Committee (PSRC) and the Tuen Mun Rural Committee (TMRC) (by circulation) were consulted on the proposed amendments to the OZP on 5.11.2026, 9.11.2026, 11.11.2026 and 12.11.2026 respectively. Members of HTRC, TMDC and PSRC generally supported the proposed amendments to the OZP while no comments on the proposed amendments have been received from TMRC members as at 23.11.2026. The YLDC will be consulted on 24.11.2026.

Consultation with Rural Committees

10.2 The HTRC and PSRC were consulted on the proposed amendments to the OZP on 5.11.2026 and 11.11.2026 respectively. Members of HTRC and PSRC generally noted and supported the proposed amendments while some members have raised comments and questions on the potential impacts on road networks and carrying capacity of TML, provision of parking spaces near the HSWRL stations and open space for local traditional and cultural festivals, and the type of dangerous goods to be stored at the relocated WCB under **Amendment Item D**. Their comments were noted by the Government, which also responded that the planned transport infrastructures in the NM, including the Northern Link Project and NM Highway, would help alleviate the situation and ample car parking spaces would be reserved at HSWRL HSK, HAT and LFS stations as PnR facilities. Members also noted that villagers could make use of the planned open space at Planning Area 49 as potential venue for festivals, and the storage of dangerous goods at the relocated WCB were mainly gas cylinders for fire extinguishers used by CAD and that necessary dangerous goods licence from FSD should be obtained.

10.3 No comments on the proposed amendments have been received from TMRC members as at 23.11.2026.

Consultation with DCs

10.4 The YLDC will be consulted on 24.11.2026 and their views will be presented at the meeting.

10.5 The TMDC was consulted on 9.11.2026 with main focus on those amendment items falling within Tuen Mun District including the HSK University Town (**Amendment Item C**) and the DCS (**Amendment Items G1, G2 and G3**). Members of the TMDC generally noted and supported the proposed amendments while some members have raised comments and concerns regarding the potential impact on existing transport infrastructures, public sewerage network and hospital facilities, and suggested expediting the programme for Route 11. In response, the Government explained that comprehensive traffic impact assessments had been conducted for every NDA project to ascertain that planned roads and road improvements would be in place to cater for the population intake. The Government would explore expediting the implementation of Route 11 to support the NM development. Members noted that the planned public sewerage system would allow connections to the existing villages, and a site at Planning Area 20 had been reserved for a new hospital to serve the future population.

Departmental Consultation

10.6 The proposed amendments to the OZP together with the draft Notes and ES have been circulated to the relevant government B/Ds for comment. No objection or adverse comments have been received and their comments (if any) have been incorporated to the OZP, where appropriate. The relevant government B/Ds include:

(a) Secretary for Development;
(b) Secretary for Transport and Logistics;
(c) Secretary for Education;
(d) Secretary for Health;
(e) Secretary for Home and Youth Affairs;
(f) Secretary for Commerce and Economic Development;
(g) District Lands Officer/Yuen Long, Lands Department (LandsD);
(h) District Lands Officer/Tuen Mun, LandsD;
(i) Chief Estate Surveyor/ New Development Area, LandsD;
(j) Chief Estate Surveyor/Land Supply, LandsD;
(k) Chief Estate Surveyor/Railway Development Section, LandsD;
(l) Commissioner for Transport;
(m) Chief Building Surveyor/New Territories West, Buildings Department;
(n) Chief Engineer/Northern Metropolis Railways(1), Highways Department (HyD);
(o) Chief Highway Engineer/New Territories West, HyD;
(p) Chief Engineer / Railway Development 1-1, HyD
(q) Chief Engineer / Major Works (Northern Metropolis), HyD
(r) Chief Engineer/Mainland North, Drainage Services Department;
(s) Chief Engineer/Construction, Water Supplies Department;
(t) Director of Environmental Protection;
(u) Director of Fire Services;
(v) Director of Social Welfare;
(w) District Officer (Yuen Long);
(x) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
(y) Director of Health;
(z) Director of Leisure and Cultural Services;
(aa) Antiquities and Monuments Office, Development Bureau;
(bb) Director of Agriculture, Fisheries and Conservation;
(cc) Commissioner of Police;
(dd) Director of Food and Environmental Hygiene;
(ee) Director of Electrical and Mechanical Services;
(ff) Project Manager (West), CEDD;
(gg) Head of Geotechnical Engineering Office, CEDD;
(hh) Director of Housing;
(ii) Chief Airport Standards Officer, Civil Aviation Department;
(jj) Director-General of Trade and Industry;
(kk) Commissioner for Industry (Innovation and Technology); and
(ll) Chief Town Planner/Urban Design and Landscape, PlanD.

11. Publication of the draft OZP

If agreed by the Board, the draft OZP incorporating the amendments (to be renumbered as S/HSK/5 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the

Board during the two-month statutory public inspection period. The YLDC, TMDC, HTRC, PSRC and TMRC will be informed on the proposed amendments during the statutory exhibition period of the draft OZP.

12. Decision Sought

Members are invited to:

(a) agree to the proposed amendments to the approved HSK and HT OZP No. S/HSK/4 as shown on the draft OZP No. S/HSK/4A at **Attachment II** (to be renumbered as S/HSK/5 upon exhibition) and the draft Notes at **Attachment III** are suitable for exhibition for public inspection under section 5 of the Ordinance; and

(b) adopt the revised ES at **Attachment IV** for the draft HSK and HT OZP No. S/HSK/4A (to be renumbered as S/HSK/5 upon exhibition) as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP; and agree that the revised ES is suitable for exhibition for public inspection together with the OZP.

13. Attachments

Attachment I	Approved HSK and HT OZP No. S/HSK/4
Attachment II	Draft HSK and HT OZP No. S/HSK/4A
Attachment III	Notes of the draft OZP No. S/HSK/4A
Attachment IV	ES of the draft OZP No. S/HSK/4A
Attachment V	Planning Report for the LFS Study
Attachment VI	Rezoning Report for Amendment Item C
Attachment VII	Rezoning Report for Amendment Item D
Attachment VIII	Report for the Revising of Notes for the "OU(LF)" Zone
Attachment IX	Provision of Major Government, Institution or Community Facilities and Open Space
Attachment X	List of the Proposed Amendments under Amendment Items M1 and M2 shown on the draft HSK OZP
Drawing 1	Location Plan of HSK Logistics Cluster
Drawing 2	Conceptual Plan of HSK Logistics Cluster
Drawing 3	Location Plan of the HSK LSLD Pilot Area
Drawings 4 and 5	Location Plans of Item C
Drawings 6 to 19	Indicative Scheme of Item C
Drawings 20 and 21	Visual Illustrations of Item C
Drawing 22	Buffer Distance from Roads of Item C
Drawings 23 to 26	Photomontages of Item C
Drawing 27	Proposed Sewerage Works Plan of Item C
Drawings 28 to 30	Indicative Scheme of Item D
Plan 1a	Revised RODP of LFS, TBT and PN Areas
Plan 1b	Land Use Proposals Recommended by the LFS Study
Plans 2a1 to 2c3	Location Plans of Items A to M2
Plans 3a to 3c	Site Plan, Aerial Photo and Site Photos under Item A
Plans 4a to 4e	Site Plan, Aerial Photo and Site Photos under Item B

Plans 5a and 5b	Site Plan, Aerial Photo and Site Photos under Items C, H and K
Plans 5c to 5e	Site Photos under Item C
Plan 5f	Site Photo under Item H
Plan 5g	Site Photo under Item K
Plans 6a and 6b	Site Plan and Aerial Photo under Items D, E and F
Plan 6c	Site Photos under Item D
Plan 6d	Site photo under Items E and F
Plans 7a to 7c	Site Plan, Aerial Photo and Site Photos under Items G1 and G2
Plans 8a to 8c	Site Plan, Aerial Photo and Site Photos under Item G3
Plans 9a to 9c	Site Plan, Aerial Photo and Site Photos under Item J

PLANNING DEPARTMENT
NOVEMBER 2026