TOWN PLANNING BOARD

TPB Paper No. 11082

For Consideration by
the Town Planning Board on 27.11.2026

DRAFT LAU FAU SHAN OUTLINE ZONING PLAN NO. S/LFS/C
CONSIDERATION OF A NEW PLAN

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1. Introduction

This paper is to seek Members' agreement that:

(a) the new draft Lau Fau Shan Outline Zoning Plan (OZP) No. S/LFS/C (to be renumbered as S/LFS/1) (**Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and

(b) the Explanatory Statement (ES) (**Attachment III**) is suitable to serve as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the above draft OZP and that the ES should be issued under the name of the Board.

2. Background

2.1 The 2021 Policy Address unveiled the Northern Metropolis (NM) Development Strategy, and then followed with 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 New Development Area (HSK/HT NDA), with Digital Technology Hub (DTH) as the main industry positioning while recognising the potential to develop eco-tourism. In 2022, the Civil Engineering and Development Department (CEDD) and the Planning 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 DTH at LFS and two eco-tourism nodes at TBT and PN respectively, while also including residential neighbourhoods along the future 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.

2.2 From March to May 2024, public engagement (PE) exercise on the Broad Land Use Concept of the areas had been conducted. Various stakeholders were consulted with briefing sessions, including the Board with a briefing on 8.3.2024[2]. The public

[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.

[2] The relevant TPB Paper can be downloaded from the website at https://www.tpb.gov.hk/en/meetings/TPB/Agenda/1314_tpb_agenda.html; and the minutes of the meeting at https://www.tpb.gov.hk/en/meetings/TPB/Minutes/m1314tpb_e.pdf. Apart from the Board, other stakeholders consulted included various statutory and advisory bodies including Yuen Long District Council (YLDC), professional institutes, green groups as well as some local stakeholders (i.e. Ping Shan Rural Committee (PSRC), Ha Tsuen Rural Committee (HTRC) and Lau Fau Shan Chamber of Commerce).

generally supported the development themes of the LFS NDA[3] as DTH and eco-tourism node.

2.3 Subsequently, the 'Developments at Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas – Investigation' (the LFS Study) was commissioned in 2024 with a view to formulating a Recommended Outline Development Plan (RODP) for the relevant areas (the LFS Study Area). In April 2025, the Development Bureau invited market to submit expression of interest (EOI) for the two eco-tourism development proposals in TBT and PN. A total of 19 EOIs were received and the market generally considered the eco-tourism development theme and development scale appropriate. Various key stakeholders were consulted again on the latest development proposals for the LFS Study Area with briefing sessions from May to August 2026.

2.4 In September 2026, it was announced in 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. Within the LFS area, it was announced that the Government plans to develop a DTH with an area of about 30 hectares (ha).

2.5 The NMAA promulgated in 2023 has also proposed to study the establishment of a Coastal Protection Park (CPP) along part of the coastline at TBT, LFS and PN, covering coastal natural habitats such as mangroves, mudflats and fish ponds in Deep Bay. In December 2024, the Agriculture, Fisheries and Conservation Department (AFCD) commissioned a feasibility study to take forward the proposed CPP. PE exercise has been held from May to July 2026 to solicit public views.

2.6 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, a Revised RODP has been prepared (**Plan 1**). In parallel, an Environmental Impact Assessment Report (EIA Report) [4] 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 IV**.

2.7 The LFS Study covers a total development area of about 408 ha, falling mainly within LFS and TBT OZP (LFS and TBT OZP) and partly within the Hung Shui Kiu and Ha Tsuen OZP (HSK and HT OZP), Tin Shui Wai OZP (TSW OZP), Ha Tsuen Fringe OZP (HTF OZP) and Sheung Pak Nai and Ha Pak Nai OZP (PN OZP). To reflect more clearly the geographical location of LFS NDA, the LFS OZP will cover the majority portion of the prevailing LFS and TBT OZP No. S/YL-LFS/11 (about 678 ha) and incorporate areas excised from four OZPs, namely the northwestern part of HTF OZP No. S/YL-HTF/12 (about 133 ha), the northeastern part of PN OZP No. S/YL-PN/9 (about 34 ha), the northern part of the HSK and HT OZP No. S/HSK/4 (about 29 ha) and the western part of TSW OZP No. S/TSW/18 (about 25 ha), as

[3] LFS NDA was first mentioned 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) and the 2026 Policy Address.

[4] 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

well as some coastal areas (about 5 ha) along the Deep Bay coastline previously not covered by any statutory plan (**Plans 2a to 2d**). Corresponding amendments to the Planning Scheme Boundaries of the HSK and HT OZP, the TSW OZP, the HTF OZP and the PN OZP, together with other amendments where applicable, are to be considered by the Board at the same meeting (TPB Papers No. 11083 and 11084).

2.8 The land use proposals recommended by the LFS Study for areas within LFS NDA would be reflected in the new LFS OZP, mainly encompassing four land use character areas, which are (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 (**Figure 4 of Attachment III**).

3. Revised RODP for LFS, TBT and PN Areas

Strategic Planning Context

3.1 According to the NMAA promulgated in 2023, DTH has been identified as the main industry positioning of the LFS area to drive innovation and facilitate high-end economic cooperation and collaboration in financial and professional services between Hong Kong and Shenzhen and within the Guangdong-Hong Kong-Macao Greater Bay Area. The LFS area will capitalise on advanced technology to promote integration of new and traditional economies, in areas such as Fintech, smart living, digital entertainment and serve as an incubation base for young talents and start-ups. The DTH is dedicated to the development and application of digital technology, which is distinct from San Tin Technopole positioned to be a hub for clustered innovation and technology development in various stages (including research and development, prototyping, pilot testing and mass production). Being strategically located close to Shenzhen's Qianhai and Nanshan areas and well connected with existing and planned transport infrastructures including Kong Sham Western Highway (KSWH) and the HSWRL, it can support the technical transformation of financial and other professional services in the HSK/HT modern service hub, while providing a landing ground to strengthen collaboration with the digital community in Nanshan and high-end professional services cluster in Qianhai.

3.2 Two eco-tourism nodes are designated in TBT and PN to capitalise on the rich ecological resources in Deep Bay as well as one of the longest coastlines in NM stretching approximately 10.7 km from TBT to PN. While some of the coastal areas is proposed to be demarcated as CPP and subject to further study by AFCD, the areas proposed for development of facilities for supporting eco-tourism, including recreation facilities, hotels/resorts, are outside the boundary of the proposed CPP and mostly of low to moderate ecological value. The eco-tourism nodes will provide nature-based recreation outlets for local people and diversify Hong Kong's tourism offerings to visitors and tourists.

Overall Land Use Concept

3.3 Strategically located along the coast of Deep Bay, the LFS NDA enjoys direct transport connectivity with the Qianhai and Nanshan districts in Shenzhen, as well as the adjoining HSK/HT NDA. Positioned as a prominent DTH, the LFS NDA will drive technological collaboration and industrial synergy with Shenzhen's innovative node. Leveraging its natural landscape, the TBT and PN areas are earmarked for

eco-tourism, introducing diversified tourism offerings. At the heart of the NDA, the area at and around the HSWRL LFS Station will be planned as the town centre of LFS NDA which serves as a multimodal mobility hub, directly linked to Shenzhen by the HSWRL and to HSK/HT NDA via the Smart and Green Mass Transit System (SGMTS). The LFS NDA is planned to provide high-quality employment opportunities, a balanced housing mix, and comprehensive commercial, open space, community, and infrastructure facilities.

Major Planning Themes

Digital Technology Hub

3.4 The DTH will occupy about 30.3 ha of land, with a total gross floor area (GFA) of about 902,000m^2 for the development of a business and technology park to accommodate a mix of commercial, office, data centre, design, research and development uses for promoting business and service innovation development. It is strategically located in close proximity to Shenzhen's Qianhai and Nanshan areas to create synergy in driving innovation and facilitating high-end economic cooperation and professional services. It will facilitate the integration of new and traditional economies, encompassing financial technology, smart living, digital entertainment, and more, while also supporting young entrepreneurs and start-ups. In addition to the KSWH, the DTH will also be served by the planned HSWRL LFS Station and will be the first landing point for cross-boundary passengers travelling from western part of Shenzhen to Hong Kong by rail. To support a vibrant ecosystem, a wide range of permitted uses would be formulated under the zoning designated for the DTH.

Eco-tourism / Recreation

3.5 Utilising the unique natural and ecological contexts in the Area including backdrop of Shenzhen Bay as well as scenic sunset, two eco-tourism nodes will be developed in TBT and PN respectively to provide diversified tourism offerings. Coastal areas with rich natural resources in TBT north and PN are to be designated for CPP, where visitor facilities, nature-based education/recreational uses and other supporting uses are proposed to promote eco-recreation and education. The proposed CPP, with a total area of around 2,370 ha, comprises the landside portion (including mangrove, mudflat and other land areas with an area of about 120 ha) and seaside portion (i.e. the waterbody with an area of about 2,250 ha). The detailed design, implementation, management and maintenance arrangements of the entire CPP will be subject to further study by AFCD. Under the latest arrangement, the landside portion of the CPP will be covered by OZPs[5], while the seaside portion will not be covered by any statutory plan under the Ordinance.

3.6 To support the eco-tourism development, sites for higher intensity eco-tourism uses including hotels, resorts, retail, dining and entertainment uses are designated within the two eco-tourism nodes in TBT and PN that generally have been more disturbed by human activities. Lower intensity eco-tourism uses including fish farms, ziplines, tree-top rope courses, outdoor adventure parks and holiday camps are also proposed in some of the sites which feature more naturalistic site conditions such as ponds and woodlands.

3.7 Natural assets such as natural streams and fishponds outside of CPP would be

[5] The landside portion of CPP will be partly covered by the LFS OZP and partly by the PN OZP.

suitably preserved or incorporated in suitable eco-tourism sites for public enjoyment and proactive conservation.

3.8 Tourism supporting facilities, public transport interchange (PTI) and a public vehicle park (PVP) are proposed in PN to serve as a gateway for eco-recreation and leisure fisheries activities in the CPP and its vicinity.

Seafood Market

3.9 The LFS Seafood Market is proposed to be revitalised as a core identity of the Area. The existing Seafood Market and commercial establishments are recommended to be preserved in-situ and revitalised. About 1.3 ha of land to its west is also reserved for expansion and/or temporary relocation during the revitalisation works. Other improvement works including addition of entrance plaza, loading/unloading area, PVP, pedestrian connection and coastal defence would also be carried out. It is also intended to provide a continuous waterfront pedestrian street lined with seafood restaurants and other retail attractions as well as a pedestrian connection to the former LFS Police Station.

Residential Communities

3.10 Different housing types[6] will be provided to help address the housing need in the territory. The assumed average flat size adopted has followed the home space enhancement standards recommended under the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030'. Three residential communities are designated in LFS NDA, providing a housing mix of varying development intensities. Besides, talent accommodation units would be provided to support the proposed DTH development and provide a more diverse housing choice. A range of commercial, retail, community and recreational facilities as well as ample open space are also planned within the LFS NDA to meet community needs.

Ecological Preservation

3.11 To preserve the ecological value within the LFS Areas, areas with high ecological value including "Sites of Special Scientific Interest" ("SSSI"), "Conservation Area" ("CA") and "Other Specified Uses" annotated "Comprehensive Development and Wetland Enhancement Area" ("OU(CDWEA)") zones on the extant LFS and TBT OZP are retained and excluded from the LFS NDA. Furthermore, the planning and design layout of the LFS NDA has also avoided development within the Wetland Buffer Area (WBA) as far as possible. For some disturbed lands within the WBA which are currently occupied by brownfield operations, they are designated for eco-tourism uses and government, institution and community (GIC) uses respectively. Besides, a non-building area (NBA) and a lower height band with a maximum building height (BH) of 20 metres above Principal Datum (mPD) are proposed in sites for eco-tourism related uses adjacent to the CPP to serve as a buffer (**Plans 2e and 2g, and Figure 9 of Attachment III**). In addition, to preserve existing major bird flight paths, a bird flightline corridor area is designated near Tin Yuet Road (**Figure 4 of Attachment III**), which would mainly be used for open space, green belt and low-rise GIC facilities.

[6] The overall public to private housing ratio in terms of number of flats within the LFS OZP is about 50:50.

Urban-Rural Integration and Highlighting Rural Characteristics

3.12 Due regard has been paid to the existing recognised villages in the Area in formulating the land use proposals. Open spaces, low-rise buildings and NBAs are suitably planned around the villages to provide a reasonable transition between the existing villages and the planned high-rise developments in the Area. An open plaza would be provided in front of the Sha Kong Tsuen Tin Hau Temple to provide an event space for traditional festivities to achieve urban-rural integration. A comprehensive transport, pedestrian, cycle track and open space network has been planned for the Area and would connect to all existing villages (**Figures 5 to 8 of Attachment III**).

3.13 To highlight the unique character of the Area and create synergy with the eco-tourism nodes, about 1.5 ha of land within a coastal site in TBT waterfront is proposed for an Oyster-Farming Cultural Village to support and preserve the local traditional oyster farming industry and promote tourism.

4. Draft LFS OZP

4.1 On 16.11.2026, under the power delegated by the Chief Executive, the Secretary for Development (SDEV) directed the Board, under section 3(1)(a) of the Ordinance, to prepare a new draft LFS OZP for the Area. On 27.11.2026, the reference back of the LFS and TBT OZP for replacement by a new plan was notified in the Gazette under section 12(2) of the Ordinance. On 16.11.2026, the SDEV referred four approved OZPs (No. S/HSK/4, S/TSW/18, S/YL-HTF/12 and S/YL-PN/9) to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 27.11.2026, the reference back of the four OZPs was notified in the Gazette under section 12(2) of the Ordinance.

4.2 The new draft LFS OZP will cover an area of about 904 ha. It will incorporate the majority portion[7] of the prevailing approved LFS and TBT OZP No. S/YL-LFS/11 (about 678 ha), the northwestern part of the approved HTF OZP No. S/YL-HTF/12 (about 133 ha), the northeastern part of the approved PN OZP No. S/YL-PN/9 (about 34 ha), the northern part of the approved HSK and HT OZP No. S/HSK/4 (about 29 ha), the western part of the approved TSW OZP No. S/TSW/18 (about 25 ha) and some coastal areas (about 5 ha) along the Deep Bay coastline previously not covered by any statutory plan (**Plan 2a**).

Object of the LFS OZP

4.3 The new draft LFS OZP is prepared mainly to take forward the recommendations under the LFS Study. It also covers some ecologically sensitive areas in TBT and existing fish ponds in Fung Lok Wai. The object of the OZP is to set out the broad land use zonings and major road network for the planning scheme area. The OZP also provides the planning framework for preparing more detailed non-statutory plan which forms the basis for public works planning and site reservation for various uses.

[7] The remaining small portions are coastal seaside areas, which mainly fall within the Ramsar site and the proposed seaside portion of CPP, will be excised from the LFS and TBT OZP No. S/YL-LFS/11 and will not be covered by any statutory plan.

Planning Scheme Area (the Area) (Plans 1 to 4c)

4.4 The Area covers a total area of about 904 ha, which is bounded by Shan Pui River in the east, TSW New Town, HSK/HT NDA, Ng Uk Tsuen, Yuen Long Industrial Estate and Castle Peak Firing Range in the south, and Deep Bay in the north and west. The Area is currently rural in nature and mainly used for low-rise residential dwellings/village houses, agricultural land and various brownfield and port back-up uses including open storage yards, warehouses and workshops.

5. Special Features of the OZP

Proposed DTH Development

5.1 A total area of about 30.3 ha would be zoned "Other Specified Uses" annotated "Digital Technology Hub" ("OU(DTH)") near the planned HSWRL LFS Station with a view to providing ample amount of land to support the development of digital technology industry in Hong Kong (**Plan 2h**). A total GFA of about 902,000m^2 as well as detailed urban design requirements including 5m-wide tower setback and NBAs near riverfront/waterfront as well as low building zones (LBZs) between villages and waterfront, as recommended under the LFS Study, have been stipulated in the ES of the OZP. Necessary restrictions will be imposed through administrative means in order to ensure proper control.

5.2 In response to the findings received during PE, market research and engagement with potential stakeholders, the development parameters and permitted uses under this zoning are formulated with the aim of providing sufficient flexibility in accommodating the diverse needs of the digital technology industry. A range of complementary uses which could provide business support (e.g. office, convention facilities, hotel, etc.), living support (e.g. talent accommodation, retail, dining, etc.) and other talent attractive uses (e.g. school, educational institution, etc.) are permitted in the "OU(DTH)" zone.

Proposed CPP and Eco-tourism Development

5.3 A total of about 59.56 ha is zoned "Other Specified Uses" annotated "Coastal Protection Park" ("OU(CPP)") for the landside portion of CPP along coastal areas with rich natural resources in TBT north and PN, where visitor facilities, nature-based education/recreational uses and other supporting uses are proposed to promote eco-recreation and education.

5.4 A total of about 73.7 ha is zoned as "Other Specified Uses" annotated "Eco-Tourism Related Uses" ("OU(ET)") in TBT and PN to develop the Area into an eco-tourism destination attracting tourists while providing nature-based recreation outlets for locals (**Plans 2i to 2k**). Considering the landscape character and ecological contexts and the operational nature of eco-tourism developments, the sites designated for "OU(ET)" in different areas will be subject to different development restrictions with maximum total plot ratios (PRs) ranging from 0.2 to 1.5. It is also intended to facilitate the development of suitable sites for a diversity of hospitality accommodations, ranging from homestays/youth hostels, to hotels and resorts with a mix of hotel rooms and low-rise villa-type premises targeting different market sectors.

5.5 With a view to striking a proper balance between financial viability and eco-tourism,

residential use not exceeding 50% of the maximum GFA permissible, are allowed in some of the "OU(ET)" sites. Meanwhile, sites located in areas with more naturalistic conditions (i.e. with pond, watercourse, woodland or hilly terrain) are subject to a maximum PR of 0.2 intended for low-density eco-tourism uses mainly recreational in nature including hobby farms, fish farms, ziplines, tree-top rope courses, outdoor adventure parks and glamping grounds. A wide range of uses are permitted in the "OU(ET)" zones to provide flexibility to meet the development needs of different types of facilities and operations.

Residential Communities in LFS, Sha Kong Wai North and Tin Yuet Road

5.6 Three distinct residential communities are designated within the LFS NDA, namely LFS Coastal Community, Sha Kong Wai North Riverine Neighbourhood and Tin Yuet Road Eco-Community (**Figure 4 of Attachment III**). The "15-minute neighbourhood" planning concept is adopted in the residential communities ensuring the facilities are within a short and convenient walking or cycling distance for most residents. Located near the planned HSWRL LFS Station and DTH, the LFS Coastal Community is intended to be a well-equipped and talent-attracting community with a balanced housing mix of varying development intensities and supportive GIC facilities, including a community hub (with sports centre and social welfare facilities), various schools and a sports ground.

5.7 The Sha Kong Wai North Riverine Neighbourhood, located to the northeast of Sha Kong Wai, will create a balanced community with both high-rise private and public housing under "Residential (Group A)" ("R(A)") zone, ample open space and GIC facilities along riverside to serve new residents, nearby villages and TSW New Town.

5.8 Located in a transition area between the planned HSWRL LFS Station and TBT, the Tin Yuet Road Eco-Community is intended to be a medium-density private residential community to provide an alternative lifestyle environment conducive to attract talents and expatriates. It will be complemented by an international school, a retail centre and an extensive open space network in proximity to various public transport connections.

Stepped Building Height Profile

5.9 The proposed stepped BH and development intensity profiles have given due consideration to the natural topography, functions of the planned land uses and infrastructures, setting of the existing developments, while framing key destinations around the planned HSWRL LFS Station and DTH as vantage points creating an interesting skyline for the Area (**Figure 9 of Attachment III**). Developments generally adopt a stepped BH profile towards the waterfront with medium to high-rise developments centred near the planned HSWRL LFS Station and DTH. The BH profile reaches its maximum of 250mPD at the DTH, forming a landmark development in the LFS NDA and creating an interesting contrast of skyline and a sense of entrance into Hong Kong from Shenzhen. The BH gradually steps down towards the LFS Coastal Community and Sha Kong Wai North Riverine Neighbourhood as a transition to the medium to low-intensity eco-tourism developments with BH of 20mPD to 45mPD at the two end points of the skyline in TBT and PN. To promote urban-rural-nature integration and provide for bird flightline corridor, low-to-medium-rise building zones with BHs ranging from 25mPD to 60mPD are also designated around the planned HSWRL LFS Station (**Figure 4 of Attachment III**).

5.10 Landmark buildings are recommended to be located at the gateways of the NDA including the area around the planned HSWRL LFS Station and the DTH to allow a greater variation in building mass and height profile as well as architectural and greenery design.

Breezeway and View Corridors

5.11 An Air Ventilation Assessment – Detailed Study (AVA-DS) has been undertaken to assess the existing wind environment and the likely impact of the proposed building mass layouts within the LFS NDA on the pedestrian wind environment. A number of major breezeway/air paths have been incorporated in the layout to ensure effective wind penetration throughout the LFS NDA and to improve the pedestrian wind of the urban environment (**Figure 6 of Attachment III**). The major air paths comprise the interconnected regional, district, local open spaces or planned roads covering the NDA, including (i) the east-west running 250m to 300m wide bird flightline corridor across open spaces along Tin Yuet Road from the Hong Kong Wetland Park to Deep Bay; (ii) the open space corridor along Hang Hau Tsuen Blue-Green Corridor running in northwest-southeast direction (**Figure 5 of Attachment III**). These unobstructed air paths allow the prevailing winds to penetrate into the built environment of LFS NDA as well as the existing developments in the surroundings. The BH restrictions shown on the OZP have taken the findings of the AVA-DS into consideration. Besides, NBAs are designated on the OZP to facilitate air ventilation and for completeness of open space network. The NBAs designated on the Plan are as follows (**Plans 2e to 2g**):

(a) 22m-wide NBA zones along eco-tourism sites in Planning Areas 16A, 16C and 16D in TBT and 5m-wide NBA zone in Planning Area 2D to set back buildings away from the CPP to enhance visual and landscape harmonies between the CPP and eco-tourism developments (**Plans 2e and 2g**);

(b) NBA zone along the waterfront in Planning Area 16B to retain existing oyster-farming activities while preserving the coastal ecosystem (**Plan 2e**);

(c) NBA zones in Planning Areas 14B, 15G and 15H to bridge adjacent natural environments and/or form a continuous green corridor in TBT (**Plan 2e**); and

(d) 10m to 20m-wide NBA zones at the DTH in Planning Areas 3A and 3C along Deep Bay and Hang Hau Tsuen Channel, allowing public access to the waterfront/riverfront (**Plan 2f**).

5.12 LBZs with a maximum BH of 22mPD to 25mPD or one storey are also designated on the OZP within several sites to facilitate air penetration and allow visual permeability and views from vantage points. The LBZs designated on the Plan are as follows:

(a) two 25m-wide LBZs within the DTH and HSWRL LFS Station sites mainly to facilitate wind penetration to the Sha Kong Wai villages, and form a visual corridor from the villages to Kai Pak Ling (**Plan 2f**);

(b) 20m-wide LBZ in the Main Site[8] and Waterfront Site of the DTH in northwest-southeast direction extending from Fung Kong Tsuen towards Deep Bay for

[8] Main Site refers to the Campus Site of the DTH mentioned in the LFS Study.

visual relief and openness (**Plan 2f**); and

(c) two LBZs in the LFS Coastal Community to form a breezeway facilitating wind penetration along Tin Sau Road into Deep Bay (**Plan 2f**).

Landscape and Open Space Network

5.13 A comprehensive open space and landscape network is planned in the LFS NDA, integrating and leveraging existing habitats or landscape features, including continuous coastline, natural knolls and river channels, to preserve local landscape character and biodiversity value for public enjoyment and community well-being (**Figure 5 of Attachment III**). Major green corridors are provided with an aim to preserve and revitalise the major waterbodies, incorporating greenery and public realm design to enhance nature and promote public activities with visual permeability. They consist of (1) Coastal Green Corridor spanning from the northern end of the TBT CPP southwards, through various waterfront pedestrian streets, green belts and open spaces, to the PN CPP; (2) Hang Hau Tsuen Blue-Green Corridor near the planned HSWRL LFS Station connecting the low-rise waterfront area with open space in HSK/HT NDA; (3) TSW River Park expanding the existing TSW River promenade to the north towards Tin Yuet Road connecting the neighbourhoods of TBT, Sha Kong Wai North and HSK/HT NDA with TSW New Town on the other side; and (4) Coastal Community Spine with a continuous series of open space sites linking the LFS Coastal Community, the Sha Kong Wai North Riverine Neighbourhood and TSW River Park.

Transport and Road Network

5.14 The Area will be connected with different parts of Hong Kong and Shenzhen by a comprehensive existing and planned road and rail network (**Figure 7 of Attachment III**). In terms of road network, apart from existing access from KSWH, LFS Road and Tin Yuet Road, a comprehensive road network of district distributors and local roads is planned to provide convenient connection among various development areas. Sections of existing roads including Deep Bay Road would also be widened to facilitate internal traffic within LFS NDA and enhance connections with surrounding areas. In terms of rail network, the Area will be served by the planned HSWRL LFS Station, which provides a cross-boundary linkage with the modern services centre in Qianhai via the Shenzhen Bay Port. It also provides connection to HSK/HT NDA with two stations at Ha Tsuen and HSK as well as linking up with other parts of Hong Kong by Tuen Ma Line. A comprehensive transport network including Green Transport Corridor (GTC) and SGMTS will be provided to serve the developments within the Area and connect with the surrounding areas.

Green Transport and Active Mobility

5.15 To promote active mobility and create walkable, human-scale places and destinations, greener variants of roads such as pedestrian streets and GTC are proposed throughout the LFS NDA (**Figure 8 of Attachment III**). They typically feature wider pedestrian sidewalk with greening and street furniture while retail frontage would also be provided at suitable segments to improve the walking experience. Apart from the GTC serving the LFS NDA, the planned SGMTS will also connect the Area with HSK/HT NDA and TSW New Town. A SGMTS terminus/station is reserved around the planned HSWRL LFS Station for potential interchange with the proposed GTC.

6. Land Use Proposals

6.1 The land use proposals as shown on the OZP are largely formulated based on the Revised RODP, as well as the proposals and comments made by relevant B/Ds. While the permitted uses and uses subject to planning approval together with the development parameters are set out in the Notes of the OZP, the planning intention and objectives for various land use zonings of the OZP are described in more details in the ES to provide further guidance for development (**Attachment III**).

6.2 A summary of the land use proposals for the draft OZP is summarised as follows:

Zonings	**Area (ha)**	**Area (%)**
"Residential (Group A)" ("R(A)")	18.98	2.10
"Residential (Group B)" ("R(B)")	16.02	1.77
"Residential (Group C)" ("R(C)")	1.88	0.21
"Village Type Development" ("V")	54.45	6.02
"Government, Institution or Community" ("G/IC")	24.77	2.74
"Open Space" ("O")	45.29	5.01
"Other Specified Uses" ("OU")	265.51	29.37
"Green Belt" ("GB")	178.77	19.78
"Conservation Area" ("CA")	78.41	8.67
Site of Special Scientific Interest ("SSSI")	77.91	8.62
Drainage Channel	62.69	6.93
Major Road etc.	79.34	8.78
Total Area	**904.02**	**100%**
Population	**98,500**	

Residential (Group A) ("R(A)") : Total Area 18.98 ha (**Plan 2n**)

6.3 The "R(A)" zone is intended primarily for high-density residential developments. Under this zoning, commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Various commercial, welfare and education uses may be provided in these sites. Active frontages and/or covered walkways should be provided at the development edge of those sites located along the planned public open space / GTC. Sites under this zone are mainly located in the Sha Kong Wai North Riverine Neighbourhood and the eastern part of LFS Coastal Community further away from the coastline.

6.4 This zone is divided into four sub-areas as follows:

	Maximum PR	BH Restrictions	Housing Type
"R(A)"	6.9	165mPD	Public Housing
"R(A)1"	5.8	125mPD to 140mPD	Public Housing
"R(A)2"	5.5	110mPD to 125mPD	Private Housing
"R(A)3"	5.3	95mPD to 120mPD	Private Housing

6.5 While a maximum PR is stipulated in the Notes to control the overall development intensity, a maximum domestic PR is specified in the ES for "R(A)1" to "R(A)3" sites to encourage provision of non-domestic floorspace to cater for the needs of future residents.

Residential (Group B) ("R(B)") : Total Area 16.02 ha (**Plan 2n**)

6.6 The "R(B)" zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted with or without application to the Board. Various commercial and education uses are always permitted within sites falling within "R(B)1" to "R(B)5" zones. Active frontage should be provided at the development edge for those sites located along the GTC or planned road.

6.7 Sites under this zone are mainly located in LFS Coastal Community with their development intensities gradually decreasing towards the waterfront and eco-tourism node in TBT.

6.8 This zone is divided into eight sub-areas as follows:

	Maximum PR	BH Restrictions (excluding LBZ)
"R(B)1"	4.1	70mPD
"R(B)2"	3.9	70mPD
"R(B)3"	3.5	80mPD
"R(B)4"	3.3	60mPD to 75mPD
"R(B)5"	3	70mPD
"R(B)6"	2	55mPD to 60mPD
"R(B)7"	1.5	35mPD
"R(B)8"	1	40mPD

6.9 While a maximum PR is stipulated in the Notes to control the overall development intensity, a maximum domestic PR is specified in the ES for "R(B)1" to "R(B)5" sites to encourage provision of non-domestic floorspace to cater for the needs of future residents.

6.10 For the two "R(B)4" sites in Planning Area 8E, with a view to mitigating any potential visual impacts, LBZs with a maximum BH of 25mPD have been imposed so as to increase the sense of openness of the streetscape.

6.11 As filling of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities on land previously falling within "Green Belt" ("GB") and/or "Coastal Protection Area" zones on the prevailing LFS and TBT OZP No. S/YL-LFS/11.

Residential (Group C) ("R(C)") : Total Area 1.88 ha

6.12 The "R(C)" zone is intended primarily for low-rise, low-density residential development where commercial uses serving the residential neighbourhood may be permitted on application to the Board. Under this zoning, residential developments are restricted to a maximum PR of 0.4 and a maximum BH of 3 storeys including car park.

Village Type Development ("V") : Total Area 54.45 ha

6.13 The "V" zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. In order to ensure that any future development or redevelopment within the "V" zone will retain a village character, a maximum BH of three storeys (8.23m) or the height of the existing building, whichever is the greater, is imposed under this zone.

6.14 Existing "V" zones on the prevailing LFS and TBT OZP and Hung Shui Kiu and Ha Tsuen OZP have been retained for the five recognised villages (i.e. Mong Tseng Tsuen, Mong Tseng Wai, Ngau Hom Tsuen, San Hing Tsuen and Sha Kong Wai) within the Area on the new LFS OZP. Notwithstanding, a minor adjustment on the western boundary of the "V" zone at Mong Tseng is incorporated to rationalise its interface with the adjacent planned Road L62.

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

Government, Institution or Community ("G/IC") : Total Area 24.77 ha

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

6.17 Six sites are zoned "G/IC" to reflect the existing uses including the ex-LFS sub-divisional police station in Planning Area 7A, TBT sub-divisional police station in Planning Area 17B, TBT seismological station in Planning Area 17C, Wan Fau Sin Koon in Planning Area 10, telephone exchange in Planning Area 6H and Tin Hau Temple in Planning Area 3C.

6.18 Major regional and district GIC facilities include the planned air quality laboratory and meteorological monitoring supersite in Planning Area 17A, community hub including sports centre and various social welfare facilities in Planning Area 8F and sports ground in Planning Area 9K. Other facilities including divisional police station, fire station cum ambulance depot, government depot, six sewage pumping stations (SPS), three electric substations (ESS), three PVPs and two PTIs are planned

in the "G/IC" zones in various Planning Areas to serve the Area and different neighbourhoods.

6.19 Three primary and two secondary school sites are planned in Planning Areas 8C, 9A, 9D, 9E and 11E in close proximity to residential developments, sports facilities and open space to ensure convenient access for students. A site in Planning Area 12D is reserved for development of an international school serving the wider community. In addition, two sites are designated for government reserve purpose to meet future unforeseen need for GIC uses.

6.20 To allow flexibility for GIC uses, BH restriction will not be imposed for those sites intended for development of low and medium-rise GIC facilities, except a site in Planning Area 9G designated as "G/IC(1)" intended for a high-rise divisional police station which is subject to a BH restriction of 100mPD and a site in Planning Area 9I designated as "G/IC(2)" intended for a fire station cum ambulance depot with departmental quarters which is subject to a BH restriction of 90mPD.

6.21 A site in Planning Area 9H is designated as "G/IC(3)" which is intended primarily for religious institution use (Che Wan Seen Yuen) and columbarium use[9]. Any development within this zone shall be low-density and low-rise in nature, and shall be compatible and blend in harmoniously with its surrounding environment. Within this zone, development and/or redevelopment is subject to a maximum GFA of 636m² and a maximum BH of 3 storeys. The maximum number of niches for columbarium use shall not exceed 7,730.

Open Space ("O") : Total Area 45.29 ha

6.22 The "O" zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. A network of interconnected open spaces of different sizes and functions would be provided including regional, district and local open spaces.

6.23 Two regional open space clusters are provided along Deep Bay waterfront and Tin Yuet Road Eco-Community for regional recreational and leisure spaces. The cluster in Planning Areas 7A, 7B and 7C comprises a continuous waterfront park, forming part of the Green Trail from LFS to TBT. The cluster in Planning Areas 12B, 12C and 12D forms a regional park providing sports venues for active recreational activities while incorporating nature-based designs and special programme to promote urban-rural integration.

6.24 District open space serving the needs of residents as well as the general public in the district includes Hang Hau Tsuen Blue-Green Corridor and Tin Shui Wai River promenade. The extensive network of open space will connect major development nodes, different neighbourhoods in the Area and form view corridors and breezeways aligning with existing corridors in TSW New Town towards the Deep Bay waterfront.

6.25 As filling of land/pond may cause adverse drainage impacts on the adjacent areas

[9] On 5.6.2022, the Rural and New Town Planning Committee (the RNTPC) of the Board partially agreed to a section 12A application (No. Y/YL-LFS/11) to rezone the site from "Recreation" to "G/IC(1)" to regularise the columbarium use and facilitate the proposed religious institution use. The RNTPC decided that 'Columbarium' and 'Religious Institution' could be put under Column 1 of the proposed "G/IC(1)" zone with the stipulation of appropriate development restrictions. As the western part of the application site is in conflict with the alignment of the planned GTC, the boundary of the "G/IC(3)" site has been adjusted to tally with the adjoining planned road alignments.

and adverse impacts on the natural environment, permission from the Board is required for such activities.

Other Specified Uses ("OU") : Total Area 265.51 ha

6.26 The "OU" zone covers land annotated for the following main uses:

Coastal Protection Park ("OU(CPP)")

(a) A total area of about 59.56 ha located in two areas at TBT and PN respectively are zoned "OU(CPP)" primarily for the establishment and management of the landside portion of CPP to conserve, protect, restore, and enhance ecologically sensitive coastal and wetland habitats for the benefits of biodiversity, ecosystem services and nature conservation while also serving as an outdoor space leveraging the rural characteristics and unique scenery to promote eco-tourism, eco-education and eco-recreation. The zone also aims to safeguard the ecological integrity, connectivity, and resilience of the Deep Bay coastal landscape while maintaining its environmental, cultural, and educational values, as well as sustaining existing compatible uses. Coastal boardwalks and other complementary facilities may be provided for ecological conservation, education and recreation. Visitor facilities, nature-based educational/recreational uses and other supporting uses for the CPP as co-ordinated or implemented by Government are always permitted within this zone while similar uses initiated by other project proponents may be permitted subject to planning permission from the Board. As diversion of stream, filling of land/pond or excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

(b) Adjacent to the landside portion of CPP, an area of around 2,250 ha would be demarcated as the seaside portion of CPP which falls outside the boundary of the statutory plan.

Seafood Market/Tourism Related Uses ("OU(SMT)") (**Plan 2m**)

(c) Three sites with a total area of about 6.13 ha located in LFS Seafood Market are zoned "OU(SMT)" which is intended to facilitate and support the transformation and upgrading of LFS's traditional seafood trade and food and beverage establishments, and tourism related uses.

(d) Two sites in Planning Areas 6A and 6E are zoned "OU(SMT)1". Development within this sub-area is subject to a maximum non-domestic PR of 1.5 and a maximum BH of 25mPD. The site in Planning Area 6E is intended for in-situ revitalisation and upgrading of the Seafood Market which is a well-known tourist attraction. The site in Planning Area 6A is designated for expansion and/or temporary relocation during revitalization works as well as a potential site for a mix of food and beverage establishments, retail and boutique hotels to increase the commercial vibrancy on the waterfront, and active frontage is encouraged at the development edge along the waterfront pedestrian street.

(e) A site in Planning Area 6G is zoned "OU(SMT)2" for an outdoor area as an extension of the existing Seafood Market serving a variety of uses including temporary market stalls. As the site falls outside the coastal defence features and is prone to flooding and sea-level rise, no permanent building development would be allowed. Based on the individual merits of a development or redevelopment proposal, relaxation of this requirement may be considered by the Board on application under section 16 of the Ordinance.

Comprehensive Development and Wetland Enhancement Area ("OU(CDWEA)")

(f) The "OU(CDWEA)" zone on the prevailing LFS and TBT OZP is retained on the new LFS OZP. The planning intention of the "OU(CDWEA)" zone is to conserve and enhance the ecological value and functions of the existing fish ponds or wetland through consideration of application for development or redevelopment under a "private-public partnership approach". No change to the development restrictions is proposed. This zone does not form part of the LFS NDA.

Digital Technology Hub ("OU(DTH)") (**Plan 2h**)

(g) Strategically located near the HSWRL LFS Station, the "OU(DTH)" zone provides a total area of about 30.3 ha for development of a business and technology park to accommodate a mix of commercial, office, data centre, design, research and development uses for promoting business and service innovation development. Besides, talent accommodations, other amenities and a performance venue are to be provided within the "OU(DTH)" zone. The development parameters and permitted uses under this zoning are formulated with an aim of providing sufficient flexibility in accommodating the diverse needs of the digital technology industry.

(h) The relevant restrictions on GFA and BH are stipulated in the Notes and on the Plan respectively. Developments within this zone are subject to a maximum GFA of 902,000m^2 and a range of maximum BHs from 20mPD to 250mPD. A stepped BH profile is adopted to achieve design harmony of the DTH development with the neighbouring villages and waterfront setting and realise the concept of urban-rural integration. Two 25m-wide LBZs with a maximum BH of one storey should be provided within the DTH to facilitate wind penetration to the Sha Kong Wai village from Kai Pak Ling. An additional 20m-wide LBZ with a maximum BH of one storey should be provided in northwest-southeast configuration extending from Fung Kong Tsuen to Deep Bay for visual relief and openness. A 20m-wide NBA should be provided along the Deep Bay waterfront while another 10m-wide NBA should be provided along Hang Hau Tsuen Blue-Green Corridor allowing public access to the waterfront/riverfront. The NBAs shall be designed, constructed and managed by the project proponent of the DTH.

(i) Other development requirements are proposed to be incorporated in the ES of the draft OZP. A minimum of 40,000m^2 public space should be provided within the DTH of which not less than 20,000m^2 can be located near the waterfront in Planning Area 3C. To mitigate any potential visual impacts, future proponent is advised to adopt visual relief measures such as setback of tower areas along planned Road L45 so as to increase the sense of openness of the streetscape. To encourage the vibrancy of the area, active frontage with covered walkway is encouraged at the development edge along the public open space in Hang Hau Tsuen Blue-Green Corridor.

(j) The site in Planning Area 3A is the largest site and closest to the HSWRL LFS Station. It is proposed as the Main Site of the DTH intended for a landmark tower, integrated campus buildings, talent accommodation, retail and other supporting facilities. The sites in Planning Areas 3B and 3C are designated as Hillside Site and Waterfront Site of the DTH respectively which are mainly intended for digital technology development and associated uses with talent accommodation and supporting retail uses. A waterfront performance venue is also proposed at the Waterfront Site of the DTH. To allow architectural design flexibility and pedestrian connection with the Main Site, elevated connections are designated across Deep Bay Road and the planned Road L42 to be designed, constructed and maintained by the project proponent of the DTH.

Helicopter Landing Pad

(k) The "OU(Helicopter Landing Pad)" zone on the prevailing LFS and TBT OZP is retained on the new LFS OZP. An area of about 0.15 ha lying to the immediate west of the Kam Tin and Yuen Long Main Drainage Channels is designated for a helicopter landing pad.

Mixed Use ("OU(MU)") (**Plans 2m and 2n**)

(l) Three sites with a total area of about 5.21 ha are zoned "OU(MU)" for mixed-use developments at centrally located and transit-integrated sites. Two sites zoned "OU(MU)1" and "OU(MU)2" are connected to the planned HSWRL LFS Station and/or SGMTS terminus/station in the town centre of LFS NDA. Another site zoned "OU(MU)3" is located within the Tin Yuet Road Eco-Community near the intersection of Tin Yuet Road and Deep Bay Road, served by a PTI on site.

(m) For the site zoned "OU(MU)1", development is restricted to a maximum GFA of 62,000m^2 and a maximum BH of 60mPD. Located at the strategic gateway location at the junction of the planned Road D9 and Deep Bay Road, the site is intended for a medium-density mixed use development supporting the commercial vibrancy near HSWRL LFS Station. The site is divided into two portions across planned Road D9 connected by an elevated connection zone with a width of 20m to allow architectural design flexibility. The western portion is intended for hotel/commercial/office uses whereas the eastern portion is intended for residential uses with retail podium. The project proponent is encouraged to explore direct underground connection(s) to the HSWRL LFS Station development. Active frontage with a covered walkway should be provided at the development edge along the public open space in Hang Hau Tsuen Blue-Green Corridor.

(n) For the site zoned "OU(MU)2", development is restricted to a maximum PR of 7 (of which domestic PR shall not exceed 6) and a maximum BH of 180mPD. It is intended primarily for the SGMTS terminus/station at ground level while also allowing mixed-use development above. Active frontage with covered walkway should be provided at the development edge along the public open space in Hang Hau Tsuen Blue-Green Corridor. To mitigate any potential visual impacts, 5m-wide tower setback along the roads at the northwest and southwest is imposed in this zone so as to increase the sense of openness of the streetscape.

(o) For the site zoned "OU(MU)3", development is restricted to a maximum PR of 4.1 (of which domestic PR shall not exceed 3.6) and a maximum BH of 90mPD. Located at the gateway location of Tin Yuet Road and Deep Bay Road, the site is a prime location for commercial and transportation facilities supporting eco-tourism activities in the TBT area. A PTI including public bicycle parking shall be provided within the site. Active frontage shall also be provided at the development edge fronting Tin Yuet Road and the public open space at the southeast.

Railway Station with Commercial and Residential Development ("OU(RSD)") (**Plan 2m**)

(p) A site with a total area of about 6.12 ha is zoned "OU(RSD)" primarily to provide land for railway station and a PTI with commercial and residential developments. Within this zone, development is restricted to a maximum GFA of 319,000m^2 (of which domestic GFA shall not exceed 254,000m^2). Situated at the HSWRL LFS Station, the site is intended for a station-integrated development with a district shopping mall and residential development. The site is subject to BH restrictions ranging from 80mPD to 200mPD to achieve design harmony with neighbouring villages and other low-rise

buildings while complementing the landmark tower at the DTH to create a skyline focal point at the town centre of LFS NDA. Two LBZs with a maximum BH of 22mPD are introduced to enhance air ventilation in the surrounding areas.

(q) Other development requirements are proposed to be incorporated in the ES of the draft OZP. A minimum of 5,000m^2 of public space shall be provided within the development which may serve as entrance plaza to the railway station. PTI and Park-and-Ride facilities with public bicycle parking shall also be provided within the site. Besides, barrier-free pedestrian connections between the planned HSWRL LFS Station and the surrounding areas shall be provided to enhance connectivity. Covered walkway shall be provided at the southern development edge along the emergency vehicular access fronting Hang Hau Tsuen Blue-Green Corridor and the mixed-use development in Planning Area 4B. Future development of this site should be governed by master layout plan submission, through administrative means or through contractual means, to ensure proper design of the development.

Eco-Tourism-Related Uses ("OU(ET)") (**Plans 2i to 2k**)

(r) 18 sites with a total area of about 73.71 ha are zoned "OU(ET)" primarily for the development of low-to-medium density eco-tourism and recreation related uses, including but not limited to, retail, dining and entertainment uses, hotels, resorts intended to capture the demand for various recreational experiences while also including activities and recreational programmes that leverage the natural assets and scenic views of PN and TBT. To balance financial viability and eco-tourism, residential use not exceeding 50% of the maximum GFA permissible is allowed in some of the "OU(ET)" sites, i.e. "OU(ET)1", "OU(ET)3" and "OU(ET)4".

(s) This zone is divided into six sub-areas and their development restrictions are as follows:

Sub-area	**No. of Sites**	**Maximum PR**	**BH Restrictions (excluding NBA and LBZ)**
OU(ET)1	1 site in Planning Area 15E	1.5 (of which domestic PR shall not exceed 0.75)	40mPD
OU(ET)2	1 site in Planning Area 15A	1	30mPD
OU(ET)3	3 sites in Planning Areas 2C, 2E and 15G	1 (of which domestic PR shall not exceed 0.5)	20mPD to 45mPD
OU(ET)4	2 sites in Planning Areas 15B and 15D	0.4 (of which domestic PR shall not exceed 0.2)	30mPD to 40mPD
OU(ET)5	4 sites in Planning Areas 16A, 16B and 16C	0.4	20mPD to 40mPD

OU(ET)6	7 sites in Planning Areas 2B, 2D, 11A, 14B, 14D, 15H and 16D	0.2	15mPD to 30mPD

(t) Within the "OU(ET)3" sub-area, an NBA zone is designated on eastern side of a site in Planning Area 15G partly within the WBA for bridging adjacent natural environments for ecological enhancement. Within the "OU(ET)5" sub-area, a site in Planning Area 16B is designated as an oyster-farming cultural village to support the conservation and further development of the historic oyster farming industry in Sha Kiu Tsuen while providing a cultural destination that enriches the eco-tourism offerings in the TBT area. An NBA is designated along the waterfront at Planning Area 16B for facilitating oyster farming related operations purpose. Another 22m-wide NBA is designated at northern part of Planning Areas 16A and 16C to set back buildings from the adjacent CPP.

(u) Sites zoned "OU(ET)6" are primarily intended for development of low-density eco-tourism related uses, including activities and recreational programmes that leverage the natural assets and scenic views. Examples of such activities include hobby farms, fish farms, botanical gardens, wildlife/animal farms, ziplines, tree-top rope courses, outdoor adventure parks, themed rides, glamping grounds and other compatible attractions with the surrounding context. Sites within this sub-area typically have more naturalistic site condition including certain portions comprising ponds, watercourses, woodland and hilly terrain. Four sites in TBT, two sites in PN and a site in Sha Kong Wai North are zoned "OU(ET)6". Development within this sub-area is subject to a maximum PR of 0.2 and a range of maximum BHs from 15mPD to 30mPD varying with the corresponding site formation levels. NBA zones are designated in Planning Areas 2D, 15H and 16D to set back buildings away from the CPP, bridge adjacent natural environments and/or form a continuous green corridor linking in TBT.

(v) As filling of land/pond may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities for sites falling within the "OU(ET)1" to "OU(ET)6" sub-areas.

(w) As diversion of stream may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities for sites falling within the "OU(ET)6" sub-area.

(x) A site zoned "OU(ET)6" in Planning Area 11A reflects an existing hobby farm named Tin Shui Wai Greenfield Garden which provides rural-based tourism activities.

All Other Sites Not Listed Above

(y) Apart from the above, this zone denotes land allocated or reserved for specific uses, such as green fuel station and bus depot.

Green Belt ("GB") : Total Area 178.77 ha

6.27 The planning intention of "GB" zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. However, limited development may be permitted with or without conditions on application to the Board, and each application will be

considered on its individual merits taking into account relevant Town Planning Board Guidelines. As filling of land/pond or excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

6.28 Most areas within "GB" zone are permitted burial grounds and slope features.

Conservation Area ("CA") : Total Area 78.41 ha

6.29 The planning intention of "CA" zone is to conserve the ecological value of the wetland and fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area and function as a substantial source of food supply for birds and as an important habitat for roosting and foraging of waterbirds. The "no-net-loss in wetland" principle is adopted for any change in use within this zone. No decline in wetland or ecological functions served by the existing fish ponds should occur. Fragmentation of continuous and contiguous fish pond habitats within the "CA" zone should be avoided.

6.30 The existing fish pond culture within this zone should be maintained and its continuous operation is encouraged. Conservation management activities which will enhance the overall Deep Bay wetland ecosystem are also promoted. The primary intention of this zone is to discourage new development unless it is required to support the conservation of the ecological integrity of the wetland ecosystem or the development is an essential infrastructure project with overriding public interest. Alternative beneficial uses to fish ponds such as nature reserve or wetland habitat are permitted as of right within the zone.

6.31 The areas zoned "CA" are located near Mong Tseng Tsuen, TBT Egretry and around the Inner Deep Bay SSSI. They all consist of existing contiguous and continuous fish ponds and do not form part of the LFS NDA.

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

Site of Special Scientific Interest ("SSSI") : Total Area 77.91 ha

6.33 The planning intention of "SSSI" zone is to conserve and protect the features of special scientific interest such as rare or particular species of fauna and flora and their habitats, corals, woodlands, marshes or areas of geological, ecological or botanical/biological interest which are designated as SSSI. It intends to deter human activities or developments within the SSSI. There is a general presumption against development in this zone. No developments are permitted unless they are needed to support the conservation of the features of special scientific interest in the SSSI, to maintain and protect the existing character of the SSSI, or for educational and research purposes. There are three SSSIs in the Area and they do not form part of the LFS NDA.

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

7. Provision of GIC Facilities and Open Space

7.1 Taking into account the land use proposals of the LFS NDA, the planned population in 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 V**), the existing and planned provision for major GIC and open space facilities is generally adequate to meet the demand of the overall planned population in the district in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and the assessment by concerned government B/D[10], except those facilities outlined in paragraphs 7.2 and 7.3 below:

GIC Facilities

7.2 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[11] in the YLDC area, the standards set for these facilities under HKPSG are long-term goals[12] and assessed on a wider spatial context or on a regional/cluster basis, and the actual provision will be subject to consideration of the Health Bureau and/or Social Welfare Department in the planning and development process as appropriate. Provision of these facilities would be carefully planned/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.

7.3 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

7.4 Based on the previous provision standard[13], 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.

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[10] 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.

[11] 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.

[12] 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.

[13] 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 V** 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.

8. Notes of the OZP

8.1 Attached to the OZP is a set of Notes which shows the types of use or developments which are always permitted within the Area and other uses for which planning permission from the Board should be sought (**Attachment II**). The provision for application for planning permission under section 16 of the Ordinance allows flexibility in land use planning and control of development to meet the changing needs. To provide flexibility for development with design adopted to the characteristics of particular sites, relaxation of the specific development restriction(s) stated in the Notes for particular zones may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

8.2 The draft notes are formulated on the basis of the latest set of Master Schedule of Notes (MSN) endorsed by the Board. In view of the unique development nature of the Area, some additions to/deviation from the MSN are proposed to the Notes attached to the draft OZP.

9. Plan Number

Upon gazetting, the draft LFS OZP will be renumbered as S/LFS/1.

10. Implementation

10.1 The development of LFS NDA and associated engineering infrastructure will be implemented in phases (**Figure 10 of Attachment III**). Site formation and engineering infrastructural works for the First Phase are planned to commence in 2028 to support first population intake starting from 2034. The first batch of formed sites is targeted to be available from 2030 onwards to support the development of the DTH and areas along HSWRL.

10.2 The OZP provides a broad land-use framework within which a more detailed departmental ODP will be prepared in consultation with government departments concerned. The ODP is a non-statutory plan which will be used as the basis for public works planning and site reservation purpose. It includes information on detailed land uses, development parameters and boundaries of individual sites, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other urban design, building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the OZP together with the ODP, where appropriate, will serve as the basis for processing lease applications (including applications for lease modifications and in-situ land exchange) subject to specified criteria promulgated by the Government.

11. Consultation

11.1 The draft OZP together with its Notes and ES have been circulated to the relevant government bureaux and departments for comments. No objection or adverse comments have been received and their comments (if any) have been incorporated to the OZP, where appropriate.

11.2 The Ha Tsuen Rural Committee (HTRC) and Ping Shan Rural Committee (PSRC) were consulted on the draft OZP on 5.11.2026 and 11.11.2026 respectively. Members of HTRC and PSRC generally noted and supported the land use proposals of the LFS OZP while some members have expressed concerns on the potential impacts on local road network, other infrastructural improvements, development phasing and compensation arrangement for the proposed CPP. Their comments are noted by the Government team, which also responded that apart from the planned works in the first phase of LFS NDA, the scope for implementing further infrastructural improvements for benefits of the villages would be further reviewed when carrying out the detailed design.

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

12. Publication of the draft OZP

If agreed by the Board, the draft LFS OZP No. S/LFS/C (to be renumbered as S/LFS/1 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, HTRC and PSRC will be informed during the statutory exhibition period of the draft OZP.

13. Decision Sought

Members are invited to:

(a) agree to the draft Lau Fau Shan OZP No. S/LFS/C (to be renumbered as S/LFS/1) and its Notes (**Attachments I and II**) are suitable for exhibition for public inspection under section 5 of the Ordinance; and

(b) adopt the ES **(Attachment III)** for the draft Lau Fau Shan OZP No. S/LFS/C (to be renumbered as S/LFS/1) as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP; and agree that the ES is suitable for exhibition for public inspection together with the draft OZP and issued under the name of the Board.

14. Attachments

Attachment I	Draft LFS OZP No. S/LFS/C
Attachment II	Notes of the Draft LFS OZP No. S/LFS/C
Attachment III	ES of the Draft LFS OZP No. S/LFS/C
Attachment IV	Planning Report for the LFS Study
Attachment V	Provision of Major Community Facilities and Open Space of the YLDC Area
Plan 1	Revised RODP for LFS, TBT and PN Areas
Plans 2a to 2d	Proposed Amendments to the Planning Scheme Areas related to Lau Fau Shan
Plans 2e to 2n	Location Plans
Plan 3	Aerial Photo
Plans 4a to 4c	Site Photos

Plans 5a to 5e Renderings

PLANNING DEPARTMENT
NOVEMBER 2026