

**HUNG SHUI KIU AND HA TSUEN  
OUTLINE DEVELOPMENT PLAN  
No. D/HSK/2**

**EXPLANATORY STATEMENT**

**August 2024**

**Tuen Mun and Yuen Long West  
District Planning Office  
Planning Department**



**Hung Shui Kiu and Ha Tsuen Outline Development Plan**  
**No. D/HSK/2**

**Explanatory Statement**

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(All plans are for indicative purpose only and subject to detailed design)

**Hung Shui Kiu and Ha Tsuen Outline Development Plan**  
**No. D/HSK/2**

**Explanatory Statement**

**1. Background**

- 1.1 The Territorial Development Strategy Review in 1990s first identified the potential for strategic growth in the North West New Territories (NWNT). The Planning and Development Study on NWNT commissioned in 1997 identified Hung Shui Kiu (HSK) as suitable for New Development Area (NDA) development.
- 1.2 The Hong Kong 2030: Planning Vision and Strategy Study, promulgated in 2007, recommended to proceed with HSK NDA (the NDA) as well as Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling NDAs in North East New Territories (NENT) to address the long-term housing demand and provide employment opportunities. Following the announcement of the development of the NDAs as one of the ten major infrastructure projects for economic growth in the 2007-08 Policy Address, the HSK NDA Planning and Engineering Study (the Study) was jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) in August 2011 to formulate a planning and development framework for the implementation of HSK NDA in NWNT.
- 1.3 The Study adopted a three-stage community engagement (CE) programme to facilitate public discussions and foster consensus building<sup>1</sup>. Taking into account the public views, the planning and engineering considerations, technical assessments as well as departmental comments and advices, the Recommended Outline Development Plan (RODP) for the NDA was revised and finalised under the Study. It was promulgated on 5 September 2016. On 27 October 2016, the public engagement exercise for “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) was launched. Under the Conceptual Spatial Framework for Hong Kong 2030+, HSK NDA falls within the Western Economic Corridor which seeks to capitalise on the international and regional gateway and strategic transport infrastructure in West Hong Kong, and consolidates the increasing economic activities and employment in HSK, Tuen Mun, Yuen Long South and various developments in North Lantau for greater synergy.

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<sup>1</sup> After Stage 1 CE in 2011 to present the key issues of the NDA including its vision, strategic role and planning principles and discuss/exchange views with the public on the development of HSK NDA, a Preliminary Outline Development Plan (PODP) was promulgated for public engagement in Stage 2 CE in 2013. Based on the comments received in Stage 2 CE, a Recommended Outline Development Plan (RODP) was formulated for public engagement in Stage 3 CE in 2015.

- 1.4 According to the Revised RODP, the NDA will be developed into a new town with a total population of about 218,000 (new population of about 176,000) providing about 61,000 new flats. The NDA will be the next generation of new town catering for an integrated community with wide-ranging commercial, retail, community, recreational and cultural facilities as well as ample employment opportunities serving the NDA as well as the adjacent areas of Tuen Mun, Tin Shui Wai (TSW) and Yuen Long New Towns. HSK NDA was subsequently renamed as Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA to better reflect its geographical coverage.
- 1.5 In view of the opportunity to optimise the development intensity of some housing sites in HSK/HT NDA to provide more flats, CEDD has carried out the Housing Mix Review for the Second and Remaining Phases of the NDA. Following that, a s.16 planning application No. A/HSK/452 mainly for minor relaxation of plot ratio (PR)/and or building height (BH) restrictions for nine public housing sites and two private housing sites in HSK/HT NDA submitted by CEDD was approved by the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (TPB) on 23 June 2023. Together with the approved application for minor relaxation of PR restriction for the dedicated rehousing estate (No. A/HSK/253), the planned new population of the NDA is estimated to be increased from about 176,000 to 184,000<sup>2</sup>.

## **2. Objectives and Authority of the Plan**

- 2.1 The Outline Development Plan (ODP) is a departmental plan which serves to provide a comprehensive planning framework to guide the future development of the NDA in an integrated and co-ordinated manner by providing a comprehensive picture of the proposed land use patterns and major infrastructures within the area. It provides the basis for the preparation of and/or amendments to Outline Zoning Plan(s) (OZP(s)) and more detailed layout plans for the area, the planning for Government works, site reservation for open spaces, Government, institution and community (GIC) facilities, transport and other infrastructures, public and private housing, commercial and other development proposals, and the detailed design and implementation of the engineering works.
- 2.2 Formulated on the basis of the proposals for the NDA prepared under the Study, the proposed land use patterns and development parameters of the ODP have generally followed those of the Revised RODP, taking into account the latest comments and advices from relevant bureaux/departments and planning circumstances. The domestic and non-domestic gross floor areas (GFAs) and PRs of individual sites and

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<sup>2</sup> This has not taken into account the review of the land uses in the northern extent of the NDA and the plan to develop the Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas as the extension of the NDA.

the housing and employment provision of the NDA provided under the ODP are generally the same as those provided under the Revised RODP.

- 2.3 The ODP shows greater details of the layout of roads, vehicular ingress/egress points, Smart and Green Mass Transit System (SGMTS), footpath and cycle track network, development sites, utility reserves, GIC facilities/reserves, and the urban design concept and landscape framework (such as setbacks, pedestrian streets, shopping streets, visual corridors and breezeways) when compared with the Revised RODP.
- 2.4 All development and redevelopment in the NDA should conform with the statutory requirements of the relevant statutory plan(s). Given that the relevant OZP(s) shows only the broad principles of development, broad land use zonings and major transport network within the planning scheme area, the proposed land use zonings, planning intentions and planning requirements stipulated under the departmental ODP should generally be followed in land transactions and allocations where the Government is in a position to determine the user of the land by means of sale of Government land or lease modification. The ODP together with the OZP(s) would serve as the basis for the forthcoming lease modification applications (including in-situ land exchange) subject to specified criteria under the Enhanced Conventional New Town Approach (ECNTA) for the NDA. These criteria will ensure that such applications can allow early delivery of land for housing, commercial and industry developments without compromising comprehensive planning and balanced development, as well as safeguarding fair treatment to tenants/occupants. These applications should be confined to sites planned/suitable for private developments on the ODP as specified in the relevant Practice Notes issued by the Lands Department.
- 2.5 The ODP was circulated for comments by relevant bureaux/departments on 24 August 2016. On 15 December 2016, the ODP incorporating comments from relevant bureaux/departments, was endorsed by the Committee on Planning and Land Development (CPLD) with minor refinements. The endorsed ODP re-numbered as D/HSK/1 was adopted by the Secretary for Development on 13 April 2017.
- 2.6 To reflect the review on the sizes and boundaries of sites zoned “Commercial” and “Other Specified Uses” annotated “Commercial and Residential Development”, corresponding amendments to the adopted ODP (No. D/HSK/1) were proposed and circulated for comments by relevant bureaux/departments on 28 November 2019. On 4 March 2021, the sub-division of these sites incorporating comments from relevant bureaux/departments, was endorsed by the CPLD. Subsequently, some refinements were made to the site sub-division proposal after consulting the Land and Development Advisory Committee. The CPLD noted the refinements at its meeting on 20 May 2021.

- 2.7 The ODP has been further revised to reflect the approved scheme of various planning applications, the authorised road and railway schemes, as well as other agreed development proposals, which were agreed by the New Territories District Planning Conference on 31 May 2024 and approved by the CPLD on 5 August 2024. The amended ODP renumbered as D/HSK/2 was subsequently adopted by the Secretary for Development on 20 August 2024.

### **3. The Planning Scheme Area**

#### *Location and Coverage*

- 3.1 The Planning Scheme Area (the Area) of the Plan covers about 725 ha. It is located in NWNT, midway between the Tuen Mun and TSW New Towns and covering HSK and HT areas (**Plan 1**). It is surrounded by the mountain ridge of Yuen Tau Shan in the west and northwest, Lau Fau Shan in the north and TSW New Town/Ping Shan in the east. The Area is bounded by the existing Tin Ying Road/Ping Ha Road/Kiu Hung Road to the east, Castle Peak Road to the south, knolls of Yuen Tau Shan/Kong Sham Western Highway (KSWH) to the west and Lau Fau Shan Road/hill slope along Deep Bay Road to the north. The boundary of the Area is shown by a heavy broken line on the Plan. For planning and reference purpose, the Area is sub-divided into a number of smaller planning areas as shown on the Plan (**Plan 2**).

#### *Existing Land Uses*

- 3.2 The Area is characterised as a transitional area between the rural area and the urbanised new towns. Flatland in the northern part of the Area has been cleared and formed mainly for port back-up and open storage (PBU & OS) uses. These uses proliferate in a significant proportion of the northern and central parts of the Area creating severe planning blight. Rural industrial and storage uses are scattered in the Area and are in conflict with traditional rural uses such as village developments. There are low to medium-density residential developments and land uses of various scales in the southern parts of the Area, particularly to the north of Castle Peak Road. The Kiu Tau Wai industrial area is located to the south of the Tuen Ma Line (TML) and Light Rail (LR) TSW Stations which comprises a number of low-rise industrial buildings which are mainly one to three storeys in height. There is a network of channel/nullah (including the northern section along the western side of TSW New Town) running from the south to the northeast.
- 3.3 Small amount of active farmland are located in the southwest of the Area with some pockets of farmland scattered near villages. There are a total of 17 recognised villages located in the Area, namely Lei Uk Tsuen (including San Lee Uk Tsuen in Area 5 and Kau Lee Uk Tsuen in Area 47), Shek Po Tsuen in Area 14, Hung Uk Tsuen and Kiu Tau Wai in

Area 22, Tsing Chuen Wai in Area 23, Tin Sam Tsuen in Area 29, San Sang Tsuen in Area 47, Tseung Kong Wai, Ha Tsuen Shi, San Uk Tsuen, Tung Tau Tsuen, Hong Mei Tsuen, Ha Tsuen San Wai, Lo Uk Tsuen, Sik Kong Tsuen and Sik Kong Wai in Area 50 and Fung Kong Tsuen in Area 54. In addition, a small portion of the “Village Type Development” zone along Lau Fau Shan Road in Area 68 is intended to cater for Small House applications of San Hing Tsuen, Ngau Hom Tsuen and Sha Kong Wai, which fall outside the Area. A village resite area is located at Sha Chau Lei in Area 49.

### ***Development Opportunities***

#### Good Accessibility

- 3.4 The Area connects with Castle Peak Road and Yuen Long Highway (YLH) to the south and southeast and KSWH and Shenzhen Bay Bridge through the strategic road network to the west. The planning of new strategic highways in NWNT could further augment accessibility to and from the Area.
- 3.5 The proposed HSK Station and the existing TML and LR TSW Stations would provide crucial opportunity to connect the Area with Tuen Mun, TSW, Yuen Long New Towns and the urban areas. These stations also form an integration of the overall land use framework. The proposed SGMSTs in the Area, together with railway stations and land use integration, could help maximise the use of public transport, thus minimising road traffic and reducing carbon emission.

#### Favourable Geographical Location

- 3.6 HSK/HT NDA is located on the west of the Northern Metropolis and near the Shenzhen Bay Port. Given the geographical proximity, HSK/HT NDA will be connected with Qianhai by the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) (HSWRL) under planning. HSK/HT NDA is also planned to connect with the Kau Yi Chau Artificial Islands by railway and subsequently with the Hong Kong Island and the Hong Kong International Airport (HKIA). This geographically favourable location enables development of the Area for diversified economic activities and job opportunities.

#### Plentiful Natural and Landscape Features

- 3.7 A number of ecological and landscape features within and in the surroundings of the Area could be leveraged to create a green living environment. They include uplands and lowlands, knolls, ridgeline/mountain backdrops of Yuen Tau Shan, woodlands, the San Sang San Tsuen Egretty and associated flight path of ardeids, floral species of conservation interest such as *Aquilaica sinensis* (土沉香) at the woodland near Tung Tau Tsuen and mitigation ponds for the Deep



Bay Link project. Proper planning and land use zoning designation could help conserve the ecological value of these features and establish an integrated green network for the Area. Upon revitalisation, the drainage channels running through the Area offer good opportunities for creating distinct character to the Area and passive recreational spaces along the riverside promenades.

### Rich Cultural Heritage

- 3.8 The Area boasts significant cultural heritage resources including two declared monuments, a number of graded historic buildings, and five sites of archaeological interest. Four Archaeological Potential Areas identified by the archaeological survey for the Study are situated in Lau Fau Shan, Kiu Tau Wai, Hung Uk Tsuen (North) and Hung Uk Tsuen (South). Appropriate planning and land use zoning designation could help incorporate these valuable resources into the planning of the Area. A possible heritage trail within the Area could be provided for educational purpose.

### *Constraints*

#### Environmental Constraints

- 3.9 A number of constraints posed by the existing infrastructures require careful consideration in the planning of the Area. The TML and LR traverse the Area from the southwest to the east fragment much of the land and are expected to pose constraints to the nearby developments in terms of environmental and visual impacts.
- 3.10 The existing major distributors including KSWH, Castle Peak Road and Hung Tin Road are potential air pollution and noise sources and will likely generate environmental impacts to the nearby developments within the Area.
- 3.11 The 400kV overhead power lines (with pylons), extending from Black Point to Shatin, traverse the southwest of the Area. The future developments within or near the 50 metres wayleave corridor of the 400kV overhead power lines should observe relevant requirements, if any, in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).
- 3.12 The Area falls within the Deep Bay catchment area and is subject to the requirement that no additional pollution load should be discharged into the Deep Bay as a result of any new proposed development. For new developments within the Area, apart from the provision of proper sewage treatment facilities, sewerage measures are required to ensure no net increase of pollution load to the sensitive Deep Bay Area.

### Retention of the Villages and Permitted Burial Grounds

3.13 With respect to the recognised villages and resite village within the Area, land in respective locations has been reserved for village development. Potential interface issues between the villages and the proposed developments should be carefully addressed. For example, as the site formation level of the proposed development would likely be higher than the ground level of the existing villages to be retained, the drainage impact and risk of flooding to existing villages should be properly considered and mitigated. Permitted burial grounds at the hillslopes/knolls lying immediately in the southeast, southwest and northwest of the Area should be retained as far as possible unless infrastructure development for the NDA is required.

### Proliferation of Port Back-up and Open Storage Uses

3.14 Large portions of the Area are being utilised for the PBU & OS uses. While recognising that there may be opportunities to accommodate these uses in multi-storey buildings in other parts of the Area, given this is likely to be an incremental process, concerns pertaining to the interface of new developments with retained/remaining PBU & OS uses during the construction stage need to be addressed.

### Preservation of Natural and Landscape Features

3.15 There are a number of natural and landscape features within and in the vicinity of the Area. Due considerations should be given to these features to avoid/minimise adverse impacts of the future developments on the ecological and aesthetic value and natural habitats.

### Flooding Risk

3.16 Areas adjoining TSW New Town along Ping Ha Road are located in the flood plain and flooding is evident. Site formation and the drainage system should be designed to minimise flooding risk to the planned developments and the nearby existing settlements.

## **4. Population**

According to the 2021 Census, the population of the Area was about 44,600. Upon full development, it is estimated that the total planned population of the Area will be about 231,800. The first population intake for the NDA is expected to commence in 2024.

## 5. Planning Themes and Urban Design and Landscape Framework

### *Planning Themes*

- 5.1 HSK is located adjacent to TSW New Town in the east, Tuen Mun New Town in the southwest and the proposed Yuen Long South development in the southeast. The Yuen Tau Shan mountain ranges in the west form a green backdrop while Tai Lam Country Park and foothills provide a green landscape setting in the southeast. Deep Bay and Lau Fau Shan, with a more naturalistic/rural setting, are in the north. A river channel connecting TSW and Deep Bay runs through the area from the south to the north. The TML bisects the area into the northwest and southeast portions. Based on this distinct setting, the overall planning, concepts and frameworks (**Plans 3 to 9**) of the NDA as recommended in the Study are summarised as follows:

#### Positioning of the NDA

- 5.1.1 The NDA will be the next generation new town of Hong Kong creating a desirable place to live, work, play and do business for a population of about 231,800. In close proximity to Shenzhen Bay Port, HSK/HT NDA will be connected with Qianhai by the HSWRL under planning. HSK/HT NDA is also planned to connect with the Kau Yi Chau Artificial Islands by railway and subsequently with the Hong Kong Island and the HKIA. According to the Northern Metropolis Action Agenda published in October 2023, HSK/HT NDA and Lau Fau Shan vicinity can work with the Qianhai Cooperation Zone and Nanshan District in such areas as finance, professional services and logistics services, promoting and deepening high-end economic cooperation. HSK/HT NDA can also be transformed into a “modern service centre” and a hub for talents travelling frequently between Hong Kong and Shenzhen, serving the entire Greater Bay Area. According to the land use proposals under the Revised RODP, about 150,000 employment opportunities will be generated through a mix of commercial, business, industrial, community and government land uses. An indicative composition of these jobs as assessed in the Study is at **Appendix I**. The development of the NDA will help reduce the imbalance in the spatial distribution of population and jobs in the territory, boost the vibrancy of local communities, provide new employment opportunities for the adjacent TSW New Town and other parts of NWNT and enable effective sharing of infrastructure and GIC facilities with the adjoining areas.

### Fostering Economic Vibrancy (Plan 3)

- 5.1.2 The planning and land use framework for the NDA is shown in **Plan 3**. Mixed commercial and residential sites with higher development intensity are planned around the proposed HSK Station and the existing TML TSW Station to reinforce their respective functions as town centre of the NDA and District Commercial Node. The future town centre around the proposed HSK Station will be buttressed by two anchor developments creating critical mass of commercial uses, with one in Area 32A for office/hotel/retail uses and the other one in Area 28A for commercial/residential uses, and supplemented by less sizable commercial and commercial/residential sites, having regard to the experience of successful retail developments across the territory especially in new towns. The District Commercial Node around the existing TML TSW Station, together with a hospital, will be the secondary node of the NDA. The proposed developments around the two stations could generate commercial GFAs of more than 1 million m<sup>2</sup> and 0.6 million m<sup>2</sup> respectively and will be an economic and employment node. This could provide critical mass for higher order retail, services and entertainment and also help relieve the already congested town centres of nearby Yuen Long and Tuen Mun New Towns. In each individual residential neighbourhood, street shops and/or local retailing services will be provided to meet the residents' daily necessities and enhance street vibrancy.
- 5.1.3 The north-western part of the Area is designated as Logistics, Enterprise and Technology Quarter and industrial zone to provide development spaces for accommodating a wide range of industrial/special industrial uses including modern industries and non-polluting industrial uses. This area will provide a new platform for economic generation and will become another major employment cluster in the NDA. About 36 ha of land is reserved for high value-added modern logistics facilities and about 9 ha is reserved for Enterprise and Technology Park to accommodate a variety of innovation and technology uses, including research centre, testing and certification, data centre, modern industries and other related businesses and non-polluting industrial uses. Moreover, an industrial zone of about 13 ha in area is proposed at the western fringe of the NDA.
- 5.1.4 About 23 ha of land at the northern fringe of the NDA is reserved for PBU, storage and workshop uses, including the possible multi-storey buildings for accommodating some of the existing brownfield operations affected by the NDA project in a land-efficient manners. New roads will be provided to directly connect this area to KSWH so as to minimise

movements of heavy vehicular traffic within the HSK/HT NDA.

#### Social Mix and Supportive Community Facilities

- 5.1.5 The NDA will provide about 66,700 new flats in different types of housing as shown on the Plan. The ratio of new housing units in the Area is around 55:45 in public and private housing developments. The proposed public to private housing ratio in the NDA will help to redress the existing imbalance of public/private housing in the TSW New Town. Suitable sites are reserved to facilitate local rehousing of eligible households affected by the NDA project.
- 5.1.6 The NDA is planned for a people-oriented and balanced community. The requirements of the surrounding areas including TSW have been taken into account in the provision of GIC facilities. The NDA will provide a wide range of social and community facilities including hospital, clinics, magistracy, community halls, educational facilities, markets, residential care homes for the elderly, and sports and recreation facilities meeting the needs of different ages and families, they will serve not only residents of the Area but also residents of the nearby areas. The requirements and provision of major GIC facilities and open space within the Area for a planned population of about 231,800 is at **Appendix II**.

#### Enhancing the Transport Network to Improve Accessibility (Plan 7)

- 5.1.7 For sustainable development of the NDA, one of the key planning concepts is to minimise traffic generation. The provision of diversified employment opportunities within the NDA will facilitate local employment, thus help reduce the demand for external traffic. Possible new/improved strategic highways connecting the NDA with other parts of NWNT and the urban area will be planned to cope with the anticipated traffic growth in the NWNT region in the long term. Moreover, the proposed HSK Station will help enhance the accessibility by mass transit system to the NDA. The progressive enhancement of the TML service through enhancement of the signalling system and addition of train compartments in the years ahead will generally be able to meet the demand of the NDA and other new developments in the NWNT region.
- 5.1.8 A Green Transit Corridor (GTC) would be introduced in the NDA to provide rapid intra-district transport service and green mobility. The GTC will include a road-based SGMTS, pedestrian walkways and cycle tracks to provide feeder

services to connect the residential clusters with the Logistics, Enterprise and Technology Quarter, railway stations and key community facilities to minimise vehicular traffic and carbon emission.

- 5.1.9 New primary and district distributors to facilitate east-west and north-south movements within the NDA will be provided to enhance the internal connectivity of the NDA. A comprehensive local road networks, cycle tracks, pedestrian walkways and pedestrian streets will also be provided to facilitate internal vehicular and pedestrian movements. Public transport interchanges (PTIs) will also be provided to facilitate convenient transfer of various transport modes and enhancement of internal circulation. To enhance the efficiency, convenience and comfort of public transport services, and elevate the overall experience of the travelling public, a Strategic Transport Interchange Hub (TIH) encompassing the TML HSK Station, the proposed HSWRL, and adjacent development sites will be introduced in the town centre. Subject to detailed design, the Strategic TIH will feature both cross-boundary and local public transport services to expand the coverage of the one-hour commuting network between Hong Kong and Shenzhen, connecting the corresponding transport network in other cities of the Guangdong–Hong Kong–Macao Greater Bay Area, and better integrating Hong Kong into the overall national development.

#### Creating a Smart, Green and Resilient City

- 5.1.10 The NDA will be a green city adopting a sustainable and energy saving strategy in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living. Major population, economic activities and community facilities will be concentrated within walking distance of mass transit and public transport nodes. Green mobility is promoted within the NDA through the introduction of the GTC and a comprehensive cycling and pedestrian network (**Plan 8**). To promote sustainable use of water, reusing treated sewage effluent and harvested rainwater for non-potable purposes such as toilet flushing and irrigation within the NDA will be explored. Sustainable Drainage System and blue-green infrastructure will also be pursued.
- 5.1.11 To enrich the NDA as a green city, a series of other green initiatives including the provision of community green stations for environmental education and collection of recyclables from the local community; revitalisation of existing river channel system to enhance the channel ecological system; and

promotion of energy efficient buildings and installations will be actively pursued. The use of district cooling system for non-domestic developments, and the establishment of a common spatial data infrastructure and an information and communication technology platform to coordinate different city functions for enhancing city management and convenience of residents and businesses have also been explored.

### *Urban Design and Landscape Frameworks*

- 5.2 A comprehensive urban design framework responding to the physical environment and stated objective of developing NDA as a sustainable, quality and green living environment and socially integrated community has been formulated. The key elements are summarised below and illustrated in **Plans 4 to 8**:

#### Creating Nodes (Plan 4)

- 5.2.1 In order to create a legible urban structure and enliven the NDA, it is important to create strong nodes within the Area. Two key nodes with a mix of commercial uses including offices, hotels and retail facilities, residential developments, social and community facilities and PTIs are planned around the proposed HSK Station (i.e. the town centre ) and the existing TML TSW Station (i.e. the District Commercial Node) to serve as major focal points and activity nodes of the NDA. The town centre of the NDA around the proposed HSK Station will be complemented by the commercial complexes, residential developments of two anchor sites in Areas 28A and 32A, a Regional Plaza in Area 30 as an important breathing and leisure space within the future town centre with good design integration with the proposed HSK Station, the Regional Government Complex in Area 26A comprising government offices, a magistracy, a community hall, a sports centre, a market, educational and related facilities in Area 31A, youth facilities including a Youth Innovation and Entrepreneurial Base in Area 31B and a district open space in Area 33 stretching from the Regional Plaza and the proposed HSK Station.
- 5.2.2 To enhance the commercial mass for serving the NDA and the neighbouring TSW New Town, an integrated district node with shopping malls and office towers is planned around the existing TML and LR TSW Stations. The District Commercial Node will be developed as a secondary focal point of the NDA. It can also serve the needs of TSW New Town for additional commercial and community facilities.

- 5.2.3 A Local Service Core is also planned in the northern side of the NDA surrounding the planned Road D1 which is extended from the existing Tin Wah Road, with a mix of retail facilities, PTI, public car park, clinic and other social and community facilities. These facilities could also serve the population in the nearby TSW north.
- 5.2.4 The Logistics, Enterprise and Technology Quarter at the north-western part of NDA constitutes an important economic and employment node of the whole NWNT with the dominant provision of modern industries.
- 5.2.5 To create a social and recreational hub easily accessible by the future and existing residents, a centrally located area in the midway of the town centre and the District Commercial Node will be developed into the Regional Park with a sports ground and a sports centre which will be integrated with the riverside promenade for providing leisure, recreational and urban green space uses.
- 5.2.6 To complement the tourism activities in Lau Fau Shan and to serve the neighbourhood, a local commercial centre with car parking facilities is planned at the northern edge of the NDA.

#### Stepping BH, Development Intensities and Creating Landmarks

- 5.2.7 A compact city form design is adopted for the NDA. The proposed stepped BH and development intensity profiles for the NDA give due regard to the physical form and setting of the existing and retained land uses. The development intensity and BH descend towards the northern periphery by designating some low-rise, low-density developments along Lau Fau Shan Road to allow visual relief between the NDA and the existing low-rise, low-density Lau Fau Shan area. As such, the overall development intensity and height profile descending would ensure a better integration with the area and enhance variety in height and massing of new developments. Besides, the proposed BHs (**Plan 6**) and development intensity profile are configured to give emphasis to specific areas within the NDA that are proposed as major development nodes and points of congregation. Exemplifying the concept of rail-based planning, a gradation approach is adopted with developments of higher intensity and BH planned around within 500m catchment of the proposed railway stations to minimise the need for road transportation. Developments of higher density are clustered around the proposed HSK Station (a maximum total PR up to 9.5 with a maximum BH of 200mPD) and the existing TML TSW Station (a maximum total PR up to 8 with a maximum BH of 160mPD). The development intensities



descend to the north and a maximum total PR of 6 with a maximum BH of 140mPD are proposed around the Local Service Core. Near Lau Fau Shan areas in the further north of NDA, the proposed low-rise, low-density development sites are subject to a maximum PR of 1.5 with a maximum BH of 40mPD.

- 5.2.8 Landmark buildings will be located at the gateways of the Area including the areas around the proposed HSK Station, which is the principal gateway of the NDA. Higher development intensity and BH would allow a greater differentiation in height profile when viewed from a distance and at key locations within the NDA. The gateway function could be reinforced by the application of expressive and distinctive architecture. For the area around the proposed HSK Station, it is marked by integrated commercial complexes comprising office buildings, hotels and large scale shopping malls, and the Regional Plaza.
- 5.2.9 Landmark buildings are also recommended in development sites adjacent to the eastern entrance of NDA around the existing TML TSW Station to allow a greater variation in building mass and height profile.
- 5.2.10 The Enterprise and Technology Park in the Logistics, Enterprise and Technology Quarter also provides an opportunity for creating further gateway to NDA by introducing landmark buildings with iconic architectural and greenery design at the entrance.

#### Formulating an Integrated Layout

- 5.2.11 The layout of future developments should avoid adverse interface issues. An integrated layout has formulated to help mitigate incompatible land uses. Amenity strips, open spaces, setbacks and non-sensitive land uses are introduced in the development proposals to minimise the interface issues. Continuous amenity strips with pockets of local open spaces are designated along the western boundary of the “Village Type Development” zone of Ha Tsuen to maintain a green buffer between the newly proposed employment quarter and the existing recognised villages. To further ameliorate the existing interface problem of PBU & OS use and residential use in Ha Tsuen, the area to the immediate west of Ha Tsuen villages is planned for accommodating high-value added logistics industry and an Enterprise and Technology Park, which is for a variety of innovation and technology uses, including research centres, testing and certification, data centre, modern industries and other related businesses and

non-polluting industrial uses. To address the concerns of possible air and noise impacts from the KSWH, a continuous amenity strip of about 7m to 32m wide is introduced as a buffer along the development sites to the east of KSWH.

### Strengthening Connections and Vibrancy (Plan 8)

5.2.12 It is important to connect the newly planned neighbourhoods within NDA to the surroundings to integrate the existing and new communities. The riverside promenades planned along the river channels, the north-south running open space connecting the Regional Plaza as well as the Regional Park together serve as major connecting green spines between new and the existing communities in the NDA and the surrounding areas. For example, about 10m to 20m wide riverside promenade is planned along the major nullah to the west of TSW (also called “TSW Channel”) with pedestrian walkways, cycle tracks as well as retail and dining facilities which provides quality riverine public spaces and relaxed environment. Besides, three major pedestrian streets are planned to further strengthen connections between new and existing communities. A 20m wide pedestrian street is proposed to link villages in Ha Tsuen to the riverside promenade along the river channel to be regenerated. To improve the pedestrian linkage connection between the existing and new communities as well as the proposed SGMETS Station near Areas 52A and 52B and the surrounding areas, a 15m wide pedestrian street is planned within the neighbourhood. As a major pedestrian connection between the existing communities to the south of Castle Peak Road and the town centre, a 15m wide pedestrian street lined with retail shops, cafés, and restaurants is also proposed abutting the pedestrian street to liven up the pedestrian environment. To provide a pleasant walking environment within the town centre, part of Road D6 would be submerged to allow seamless at-grade crossing between commercial complexes on two sides of the proposed HSK Station.

5.2.13 In order to strengthen street vibrancy extended from the key nodes, the concept of retail frontage primarily at-grade is adopted. In general, site edges connecting to the designated pedestrian street, the proposed GTC, Regional Plaza and/or the proposed HSK Station are specifically for “Shop and Services” and “Eating Place” uses at the ground floor for the provision of continuous retail frontages and the provision of commercial and leisure facilities such as café, restaurants and retail shops, thus contributing to street vibrancy and local character. It is generally referred this arrangement as retail frontage. For commercial sites, retail frontage would be applied on the ground floor of the development. For residential

sites, this concept is further developed by providing terraces and setting back of first floor of podium so as to enhance visual amenity that a maximum BH of 5m is applicable of 10m in width from the specific edges. It is generally referred this arrangement as terrace frontage.

5.2.14 Footpaths within the NDA will be pedestrian friendly, continuous and landscaped in order to provide a pleasant walking environment. Footpaths along major roads will be tree-lined throughout the NDA and sufficient spaces are reserved for amenity strips along the streets to provide a leisure walking environment. Weather protection facilities should be considered along the terrace frontages. Pedestrian linkages in the form of footbridges and subway across Hung Tin Road and the river channel to be regenerated and its tributaries are proposed to provide easy access for pedestrians between the NDA and TSW area. Subject to detailed design, the proposed footbridges and subway may be replaced by at grade crossing facilities, and their locations may be revised.

5.2.15 A strong emphasis is on providing a comprehensive and pleasant cycling environment within the NDA. A comprehensive cycle track network is planned along the riverside promenades and SGMETS line to provide a more comfortable cycling environment. It is also planned with linkages to the existing cycle track network in the HSK and TSW area to provide convenient connections for the local communities. An arterial cycle track along the river channel and connecting to the future town centre is also designated within the NDA to provide a direct transport link to and from TSW and Tuen Mun New Towns. Major cycle parking facilities are proposed close to the proposed HSK Station, PTIs and major activity nodes to facilitate the use of public transport.

#### Enhancing Air Ventilation, Celebrating Views and Building Permeability and Separation (Plan 4)

5.2.16 A comprehensive breezeway system is introduced in the NDA to promote better air ventilation and urban climate. The purpose of introducing breezeways is to provide unobstructed corridors or corridors containing relatively low-rise developments to enhance air exchange and passage of air streams through the built-up area. In general, the prevailing wind comes from the northeast quadrant on an annual basis and from the east and south to southwest during the summer months in the HSK area. A number of major air paths are incorporated in the layout for wind penetration which are aligned approximately in either east-west or northeast-

southwest directions. They include (i) the north-south running Regional Plaza and the adjoining open space spines diverting wind to penetrate through the town centre to Tin Sam Tsuen, San Lee Uk Tsuen and various villages in Ha Tsuen; and (ii) a chain of public open spaces and green belt running in northeast-southwest direction to facilitate penetration of wind from TSW to the Ha Tsuen area and the future employment quarter.

- 5.2.17 Breezeways will also be provided along major roads, rail corridors, proposed pedestrian streets, revitalised river channels and public open spaces. The river channel near TSW could facilitate better penetration of wind from the east to the Regional Park and inner parts of the area. Northeast-southwest running Castle Peak Road could divert wind to developments along the road. The two fung shui lanes could also be used as breezeways to facilitate wind penetration from the east and northeast to villages in Ha Tsuen.
- 5.2.18 To improve wind penetration at pedestrian street level, terrace frontage (i.e. permeable podium design up to 2 storeys with setback of the first floor) is adopted along the proposed shopping streets near the proposed HSK Station in the southeast, abutting the SGMETS in various locations, and riverside neighbourhood to the west of river channel to be regenerated near TSW (in Areas 27A, 27B, 28A, 28B, 34A, 34B, 34D, 58A, 58B, 59A, 60, 61, 62A and 62B). The purpose is to enhance vibrancy in the street level and direct downward airflow to the pedestrian level. The urban design guidelines for improving air ventilation stipulated in the HKPSG and the Technical Circular and Technical Guide on Air Ventilation Assessment should also be referred to in the detailed design for the developments.
- 5.2.19 The urban design of the NDA recognises the need to respect existing views. Major view corridors are maximised through the introduction of green open space corridors and pedestrian streets. The north-south running open space spine and Regional Plaza provide a long-range view towards the town centre from the Regional Park. To maintain the openness in the Regional Plaza and the proposed HSK Station, a stepped BH profile from 180mPD to 60mPD is proposed in Area 28A to the east of Regional Plaza while commercial developments in Areas 32A, 32B and 32D with a BH of 200mPD are proposed about 100m to the west of the proposed HSK Station. The chain of open spaces and green belt to the north of villages in Ha Tsuen maintains existing distant view from TSW to Yuen Tau Shan. The river channels within the NDA also provide a series of interlinked view corridors which will

aid orientation and way finding. Two fung shui lanes connecting to the Ping Shan heritage precinct and Ha Tsuen would also be maintained by aligning new pedestrian street and roads to the corridors, which provide two intersecting east-west and northeast-southwest visual corridors.

- 5.2.20 Separation of land uses between logistic facilities and existing villages has been considered by introducing “Amenity” and “Local Open Space” zones as a buffer in Area 50. Setbacks have also been incorporated in the Area to enhance building separation and environmental quality. Several 5m wide setback are designated from the western boundaries of residential sites to the east of villages of Ha Tsuen in order to maintain a spacious corridor between the proposed developments and existing villages. This would also facilitate wind penetration and greening at pedestrian street level and enhance the pedestrian environment. A 6m wide setback is designated from the southern boundary of Area 19B to enhance the existing buffer over a pond between Area 19B and the main cluster of village houses in Kiu Tau Wai in Area 22, which results in about 20m buffer. A 10m wide setback from the southern boundary is imposed in the southern “I” site in Area 35 to minimise the potential interface issue, if any, between “I” use and other nearby areas. For Area 28A, due to potential noise impact from the elevated TML, domestic development have to set back 60m from the western boundary of the site, which is more than 90m away from the railway tracks. There is also a 25m setback from the site boundary for sensitive uses of a school facing TML at Area 15.

### Respecting Cultural Heritage

- 5.2.21 The NDA and its environs have rich historical and cultural heritages. The two declared monuments and a number of graded historic buildings within the NDA would be retained and preserved. A possible heritage trail could be also provided within the NDA to interlink the heritage features. Details of the possible heritage trail will be subject to further detailed design and construction stage in future.
- 5.2.22 There are two fung shui lanes falling within the Area. One aligns between Ha Tsuen Shi to TSW New Town in southwest-northeast direction. Another one aligns from village of Sik Kong Wai and extended to Tang Ancestral Hall in Ping Shan (outside the Area) in northwest-southeast direction. In order to avoid blocking views along these lanes, future developments along and/or fall within these lanes should maintain and incorporate the fung shui lanes as the major view corridors of the Area in their design. Sufficient buffer areas

have been incorporated at suitable locations so as to address concerns of villagers on high-rise developments enclosing the existing villages.

#### Landscape and Open Spaces Network (Plans 4 and 5)

- 5.2.23 A coherent green framework with hierarchy of active and passive open spaces is proposed in the Area covering riverside channel, planned open spaces as well as natural knolls. Two green landscape spines are proposed as a landscape corridor thorough the Area and create an integrated landscape system.
- 5.2.24 As the open space network is structured along the river channels, the high quality riverside promenades provide the vertebrae of the open space framework from which a series of ancillary open spaces are developed. Retail frontage of the residential sites will be introduced along the riverside promenade along the revitalised TSW Channel to add vibrancy to the area to form a unique shopping street which would become one of the major focal points of the NDA. Besides, local open spaces in Areas 57B, 57C and 57D are also connected the revitalised TSW Channel and serve as important recreational areas for residents living in adjacent residential developments and the general public.
- 5.2.25 The Regional Plaza, which serves dual functions of being an open space and leisure focus of the town centre as well as a land reserve for future strategic railway development, is planned at the core of the NDA. It is one of the important “breathing and leisure” spaces within the high-density built-up area of the town centre. It provides not just a beautifully landscaped public space connecting the station with the surrounding commercial complexes and PTI but also provides leisure, retails and food and beverage facilities. Together with the Regional Park, it is conveniently located for the enjoyment of the new and existing communities. These facilities are easily accessible by the general public and local residents as it will be linked with the north-south running open space spines and riverside promenades.
- 5.2.26 About 16 ha of land is reserved as Regional Park at the heart of the NDA forming the key feature of the north-south green spine. To promote a “smart, green and resilient” development concept in the NDA, a retention lake is proposed within the Regional Park as an important water and landscape feature which delivers a micro climate cooling mechanism and as part of the regulating measures to the overall drainage system in the NDA. The design of the retention lake would take into account the water-friendly culture. An eco-trail is also

proposed to connect the Regional Park with the hiking trails in Yuen Tau Shan through the green belt and local open space in the Enterprise and Technology Park.

#### Open Space Provision

- 5.2.27 About 65 ha of open space would be provided in the Area, of which about 16.1 ha is Regional Open Space (RO) (i.e. the Regional Park in Area 49), about 26 ha is District Open Space (DO) and about 23.2 ha is Local Open Space (LO). With the estimated total residential population of about 231,800 and working population of about 150,000, pursuant to the HKPSG for the level of provision of open spaces<sup>3</sup>, about 23 ha and 30 ha of DO and LO respectively are required for the estimated residential and worker population in the Area. In overall term, the open space provision can meet the HKPSG requirements. Additional local open spaces will be provided within the public housing estates and private housing developments for the enjoyment of the local residents.
- 5.2.28 The open space provided in the Area would serve both the new and existing residents in the Area and visitors. It also provides a good chance for the development of community gardens for farming activities and farmers' markets in regional and district open spaces, in view of rising interest of Hong Kong people in appreciating farming activities.
- 5.2.29 To allow greater flexibility for site layout and design for retail and terrace frontage at the development sites where adjoining open spaces, Emergency Vehicular Access (EVA) cum footpath should be provided in the adjoining open spaces where along the retail and terrace frontage of the development sites in various areas, subject to feasibility upon detailed design.
- 5.2.30 Subject to detailed design, spaces underneath elevated road or railway track should be encouraged for leisure, recreational or other related uses for public enjoyment as appropriate.

#### Sustainable Building Design and Green Coverage

- 5.2.31 Developments in the Area are required to comply with the Sustainable Building Design (SBD) Guidelines promulgated by the Buildings Department. The guidelines on building separation, building setback and site coverage of greenery aim

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<sup>3</sup> According to the HKPSG, 1m<sup>2</sup> DO and 1m<sup>2</sup> LO should be provided per resident. 0.5m<sup>2</sup> LO should also be provided per worker in industrial, industrial-office, business and commercial areas (i.e. about 6.8 ha of LO is provided within the Area under this category).

to achieve better air ventilation, enhance the environmental quality of our living and working space, provide more greenery and mitigate the heat island effect.

- 5.2.32 Concerted efforts have been made to incorporate as many greening opportunities as possible in the Revised RODP under the Study. Making reference to the principles and guidelines on greening as provided in the HKPSG, and other government studies on green roof application and sustainable living space, greening ratios of 30% to 45% and 30% to 85% are recommended for DO and LO respectively. For amenity area, a minimum greening ratio of 85% is recommended. For public road works, which include distributor roads, local roads and footbridges, minimum 10% to 15% greening ratio are recommended. For other development sites, minimum greening ratio of 20% to 30% (depending on the site size) is recommended to be provided. Development proponents are encouraged to provide more greenery, especially at-grade tree planting, in the development sites. The Landscape Master Plan under the Study is shown in **Plan 5**.

### *Design Characteristics and Features*

- 5.3 Based on the planning design concept and urban design framework, five Development Character Areas (DCAs) are identified (**Plan 9**), each with a defined character and function.

#### Town Centre

- 5.3.1 The area around the proposed HSK Station will be the future town centre of the NDA and the regional hub for NWNT. This major economic and employment node will be buttressed by two anchor developments creating critical mass of commercial uses, with one in Area 32A for office/hotel/retail uses and the other one in Area 28A for commercial/residential uses, and supplemented by less sizable commercial and commercial/residential sites, having regard to the experience of successful retail developments across the territory especially in new towns. A wide range of uses including offices, hotels, retail facilities and public and private residential developments, are planned within 500m of the proposed HSK Station<sup>4</sup> and would generate commercial GFAs of more than 1 million m<sup>2</sup>. Located in front of the proposed HSK Station, the Regional Plaza in Area 30 stretching across the town centre will become an important breathing and leisure space within the regional hub, complemented by leisure, retail and food and beverage

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<sup>4</sup> These sites include commercial/residential sites in Areas 28A and 28B, Regional Plaza in Area 30, and the commercial sites in Area 32A to 32D.



facilities. A Regional Government Complex in Area 26A comprising government offices, a magistracy, a community hall, a sports centre and a market is planned as a civic hub. Post-secondary educational uses are planned in Areas 31A and 34C to the west of the Regional Plaza and easily accessible by the TML to serve the wider catchment. The key planning and urban design objectives for the area are to create a distinct sense of place and foster identity of the regional hub, legible urban structure, convenient access and urban vibrancy. A detailed urban design study has been conducted under the design and construction stage of the NDA project to achieve a holistic design for various sites in Areas 26A, 28A, 28B, 30, 32A to 32D and 33. For details of the urban and green design measures and requirements relevant to the town centre, reference should be made to the relevant urban and green design requirements and guidelines available in the public domain.

#### District Commercial Node

- 5.3.2 Located to the immediate south of the existing TML TSW Station, the District Commercial Node with commercial developments, private and public residential developments<sup>5</sup> will be developed as a secondary node of the NDA and would generate commercial GFAs of more than 0.6 million m<sup>2</sup>. It can also serve the needs of TSW New Town for additional commercial and community facilities. The residential and commercial development located to the west of Hung Tin Road will be overlooking the revitalised TSW Channel and the Regional Park. A hospital is also proposed in this DCA to serve not only local residents of the NDA but also those in the neighbouring communities. The existing knolls next to Hung Uk Tsuen and Kiu Tau Wai will be preserved and open space will be planned for public enjoyment. A detailed urban design study has been conducted under design and construction stage of the NDA project with a view to achieving a holistic design for various sites in Areas 16A to 16C, 17A to 17C, 18, 19A to 19C. For details of the urban and green design measures and requirements relevant to the District Commercial Node, reference should be made to the relevant urban and green design requirements and guidelines available in the public domain.

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<sup>5</sup> These sites include commercial sites in Areas 16C and 17A to 17C, and commercial/residential sites in Areas 19A to 19C.

### Logistics, Enterprise and Technology Quarter

- 5.3.3 The Logistics, Enterprise and Technology Quarter easily accessed by strategic transport corridors is designated for logistics facilities, Enterprise and Technology Park, industrial zone, as well as to provide land for consolidating port back-up, storage and workshop uses including development of multi-storey buildings. This location in the NDA enjoys direct access to strategic roads including KSWH, which could easily be connected to the Hong Kong International Airport, Kwai Tsing Container Terminals as well as Shenzhen. The direct access to strategic highways would also minimise movements and impact of heavy vehicular traffic within the NDA. The existing egretty will be retained and preserved, complementing the expanded open space corridor to further protect the egretty and the flight paths of ardeid.

### Riverine and Village Neighbourhood

- 5.3.4 The Riverine and Village Neighbourhood is located at the north-eastern extent of the NDA, alongside the regenerated TSW River Channel. This DCA provides quality residential neighbourhood and riverine public spaces. With the replanning of Tin Ying Road, a promenade along the regenerated river channel is planned to enhance the riverside environment where retail and dining facilities will be provided to promote vibrancy, landscape planting and pedestrian walkways and cycle tracks are planned alongside the promenade to allow strolling and cycling in a relaxed environment. The Regional Park, which will become a regional landmark, will also be provided and be integrated with the riverside promenade for leisure and recreational uses. A detailed urban design study has been conducted with a view to achieving a holistic design for various sites around the riverside promenade in Areas 57A to 57D, 58A to 58C, 59A to 59D, 60, 61 and 62A to 62C, taking into account the interface with SGMST and TSW New Town. The preliminary findings of the study will further be reviewed under the Land Use Review Study for Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas - Feasibility Study which covers the northern extent of the NDA.

### Bayview Neighbourhood and Local Service Core

- 5.3.5 The Bayview Neighbourhood overlooking the beautiful scenery of Deep Bay and Yuen Tau Shan is mainly for residential development and GIC facilities. A stepped building intensity and BH profile is adopted to harmonise with the surrounding natural and rural environment near Lau Fau Shan and Deep Bay. A Local Service Core is planned within the

Bayview Neighbourhood with a mix of retail facilities, PTI, public car park, clinic and other social and community facilities. These facilities could also serve the population in the nearby TSW north. A local commercial centre with car parking facility is also planned for serving the neighbourhood and complementing the tourism activities in Lau Fau Shan.

## **6. Land Use Zonings/Proposals**

6.1 Development parameters of the major development sites in the Area are summarised in **Appendix III**.

### **6.2 “Commercial” (“C”): Total Area 20.76 ha**

6.2.1 The planning intention of “C” zone is primarily for commercial developments, which may include offices, hotels, shop and services, place of entertainment and eating places, for reinforcing the areas as regional/district commercial nodes. These “C” sites are mainly planned around the proposed HSK Station and the existing TML TSW Station. With a view to providing more diversity of commercial developments while maintaining the design flexibility to facilitate the land exchange applications, the sizes and boundaries of these “C” sites including Areas 32A, 32B and 32C have been revised with the number of sites increased from five to nine. The “C” zone in Lau Fau Shan is intended primarily for commercial developments which may include shops, eating places and public car parks, functioning mainly as local commercial node serving the immediate tourism node and neighbourhood at Lau Fau Shan. In order to enhance vibrancy and vitality of the core areas such as near the Regional Plaza, along the GTC and the designated pedestrian street, shopping streets with retail frontage should be provided at the ground floor along the designated edges of site boundaries, as specified on the Plan specifically for “Shop and Services” and “Eating Place” uses.

#### “C” Sites in Areas 32A to 32D near the proposed HSK Station

6.2.2 The proposed HSK Station will be buttressed by two anchor developments creating critical mass of commercial uses, with one in Area 32A for office/hotel/retail uses and the other one in Area 28A for commercial/residential uses, and supplemented by less sizable commercial and commercial/residential sites, having regard to the experience of successful retail developments across the territory especially in new towns. The proposed developments around the proposed HSK Station would generate commercial GFAs of more than 1

million m<sup>2</sup> and will be an economic and employment node. Thus, leveraging the close proximity of the proposed HSK Station and the proposed SGMETS, Areas 32A to 32D are zoned “C”. The commercial use mix at a particular site would depend on the prevailing socio-economic circumstances and the needs of the community. A detailed urban design study has been conducted with a view to achieving a holistic design for the Regional Plaza and the sites in and around the proposed HSK Station (i.e. various sites in Areas 26A, 28A, 28B, 30, 32A to 32D and 33) in order to create a functionally viable commercial hub and a distinct sense of place. Various urban and green design measures have been formulated to guide future developments in the areas. For details of the measures and requirements, reference should be made to the relevant urban and green design requirements and guidelines available in the public domain.

- 6.2.3 Area 32A is divided into three sites and developments therein are subject to a maximum non-domestic PR of 9.5. A maximum BH of 200mPD is proposed for this site. Retail frontage should be provided at the edges of the eastern site of Area 32A as designated on the Plan for contributing to the at-grade vibrancy and local character. Being a part of the proposed Strategic TIH, a PTI of GFA of 10,000m<sup>2</sup> with a terminus for buses, mini-buses and other public light buses is also reserved in the eastern site of Area 32A in proximity to the proposed HSK Station. Subject to detailed design, this PTI is proposed for cross-boundary services as it is in the close proximity of the KSWH in its immediate west. A minimum of 50 public car parking spaces in addition to those required for the planned developments should be provided within the eastern site to promote park and ride (PnR) patronage to the proposed local public transport facilities and services. Besides, an appropriate number of public car parking spaces should also be provided in the same site to cater for the park and ride demand for cross-boundary travel in support of the proposed HSWRL. In order to enhance the connectivity to the surrounding sites, an east-west pedestrian public access should be provided in Area 32A in future development. This public access should connect the pedestrian flow between the Regional Plaza (Area 30) in the east and the PTI in Area 32A as well as other “C” sites (Area 32C) abutting the local road in the immediate west. Future development of the sites should be governed by Master Layout Plan (MLP) submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Planning to ensure proper design of the development before the development proceeds.

- 6.2.4 Area 32B is divided into two sites and developments therein are subject to a maximum non-domestic PR of 9.5 and a maximum BH of 200mPD. Retail frontage should be provided at the edges of the sites as designated on the Plan for contributing to the at-grade vibrancy and local character. Area 32B adjoins the riverside promenade to the north. Future development of these sites is encouraged to take account of the planned promenade for integrated design. Future development of the sites should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Planning to ensure proper design of the development before the development proceeds.
- 6.2.5 Area 32C is divided into four sites and developments therein are subject to a maximum non-domestic PR of 8 and a maximum BH of 200mPD. The northern sites adjoin the riverside promenade to the north. Future development of these sites is encouraged to take account of the planned promenade for integrated design. Being in close proximity, future developments in Area 32C should observe the possible constraints posed by the proposed slip roads connecting to the KSWH as appropriate.
- 6.2.6 There are two “C” sites in Area 32D. Development of these “C” sites is subject to a maximum non-domestic PR of 8 and a maximum BH of 200mPD. Retail frontage should be provided as designated on the Plan for the eastern site for contributing to the at-grade vibrancy and local character. These sites adjoin the riverside promenade to the south. Future development of these sites is encouraged to take account of the planned promenade for integrated design. Future development of the sites in Area 32D should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Planning to ensure proper design of the development before the development proceeds.

“C” Sites in Areas 16C, and 17A to 17C near the existing TML TSW Station

- 6.2.7 Located to the immediate south and southwest of the existing TML TSW Station, the District Commercial Node with commercial developments and public/private residential developments will be developed as a secondary node of the NDA and would generate commercial GFAs of more than 0.6 million m<sup>2</sup>. Capturing the close proximity of the existing TML TSW Station and the proposed SGMETS, seven sites in Areas 16C and 17A to 17C are zoned “C”. The commercial use mix

at a particular site would depend on the prevailing socio-economic circumstances and the needs of the community. A detailed urban design study has been conducted with a view to achieving a holistic design for the sites in and around the existing TML TSW Station (i.e. various sites in Areas 16A to 16C, 17A to 17C, 18 and 19A to 19C) in order to create a functionally viable District Commercial Node and a distinct sense of place. Various urban and green design measures have been formulated to guide future developments in the areas. For details of the measures and requirements, reference should be made to the relevant urban and green design requirements and guidelines available in the public domain.

- 6.2.8 There are two “C” sites in Area 16C. Development of these two “C” sites is subject to a maximum non-domestic PR of 5 and a maximum BH of 140mPD. A 7m wide utility reserve also falls within the eastern “C” site in Area 16C.
- 6.2.9 There are five “C” sites in Areas 17A to 17C. Four of these “C” sites are subject to a maximum non-domestic PR of 8 and a maximum BH of 160mPD. A footbridge, or other pedestrian crossing facilities, is planned between residential development in Area 16B and the western “C” site in Area 17A for the connection from Area 16B to the existing TML TSW Station and the proposed SGMETS station nearby. Various measures have been identified under the detailed urban design study to enhance pedestrian accessibility of Areas 17A to 17C to connect the existing TML TSW Station, proposed SGMETS station and the surrounding sites.
- 6.2.10 A committed development was approved by the TPB in 2015 in the eastern “C” site in Area 17A which adjoins the existing TML TSW Station. Redevelopment of this site is subject to a maximum non-domestic PR of 8 and a maximum BH of 131.8mPD. This site also falls within a fung shui lane extended from Ping Shan. In order to avoid blocking views of this lane, future redevelopment of this site should continue to incorporate the fung shui lane in their design as to maintain the major view corridor of the Area. As this site is adjoining to the existing TML TSW Station, it should provide adequate pedestrian connection facilities, including footbridge(s), to connect the existing TML TSW Station and the surrounding sites subject to detailed design.

#### “C” Site in Area 69 near Lau Fau Shan

- 6.2.11 Locating near Lau Fau Shan and where the proposed SGMETS linking the TML TSW Station will be terminated, Area 69 is zoned “C” for commercial developments which may include

shops, eating places and public car parks, functioning mainly as local commercial node serving the immediate tourism node and neighbourhood near Lau Fau Shan. Development of this site is subject to a maximum non-domestic PR of 1.5 and a maximum BH of 40mPD. A minimum of 50 public car parking spaces in addition to those required for the planned development should be provided within the site to promote PnR patronage to the proposed public transport facilities and services. The site adjoins the SGMETS station to the east. Future development of this site is encouraged to take account of the planned SGMETS station for integrated design if applicable. Subject to detailed design, special condition(s) should be included in the lease for the site to enhance the integration of developments at the site and the SGMETS station.

### **6.3 “Special Residential” (“RS”): Total Area 24.12 ha**

- 6.3.1 The planning intention of “RS” zone is primarily for high-density subsidised housing developments and may be with compatible non-residential uses including a number of commercial, social and community uses on the lowest three floors of the buildings above ground or in the purpose-designated non-residential buildings up to 5 storeys. “RS” sites are reserved for public rental housing (PRH), or subsidised sale flat (SSF) use or a mix of them to cater for the future demand for subsidised housings. The mix of PRH and SSF units within individual sites could be further considered by Housing Department (HD) upon implementation of the development, subject to further technical assessment if necessary. However, the PRH/SSF units provided should generally maintain the overall public to private housing ratio for the NDA at about 55:45 to ensure a balanced and socially integrated community. In order to enhance vibrancy and vitality of the core areas such as near the Regional Plaza, along the GTC and the designated pedestrian street, shopping streets with two-storey podium with terrace frontage along the designated edges of site boundaries, as specified on the Plan specifically for “Shop and Services” and “Eating Place” uses with a maximum BH of 5m (10m in width), are to be provided for contributing to at-grade vibrancy and local character.
- 6.3.2 There are seven sites zoned “RS” and six of them (in Areas 16B, 25, 27A, 34A and 52B) are located around the town centre, near the District Commercial Node and in the Bayview Neighbourhood and Local Service Core. These “RS” sites, are located within 500m of the proposed HSK Station, the existing TML TSW Station or PTI. In general, these sites are

subject to maximum domestic PRs of 5.5 or 6.5 (with maximum non-domestic PRs of 0.3 or 0.5) and maximum BHs ranging from 140mPD to 180mPD.

- 6.3.3 Area 13 is an existing PRH, namely Hung Fuk Estate, with a maximum domestic GFA of 208,600m<sup>2</sup>, a maximum non-domestic GFA of 13,500m<sup>2</sup> and a maximum BH of 90mPD.
- 6.3.4 Planning Briefs (PBs), if applicable, setting out the planning parameters and the special design requirements of individual sites will be prepared to guide the future development in the “RS” sites.
- 6.3.5 The following community facilities are reserved for specified “RS” sites to serve the local communities:

Areas/Sites	Facilities
Area 16B	- A 9-classroom kindergarten - A market
Area 25	- A 7-classroom kindergarten
Area 27A	- A 6-classroom kindergarten
Northern Site in Area 34A	- Two 6-classroom kindergartens
Southern Site in Area 34A	- A 6-classroom kindergarten
Area 52B	- Two 6-classroom kindergartens - A market

- 6.3.6 Floor area for social welfare facilities equivalent to about 5% of the attainable domestic GFA in public housing developments would be reserved. Details of the social and community facilities proposed within these “RS” sites, including provision, type, location, GFA and design should be subject to further review by the concerned departments in detailed design stage taking account of the latest circumstances.

“RS” site in Area 16B near the existing TML TSW Station

- 6.3.7 Area 16B is located to the west of the existing TML TSW Station. Development of this site is subject to a maximum domestic PR of 6.5, a maximum non-domestic PR of 0.3 and a maximum BH of 145mPD. A footbridge, or other pedestrian crossing facilities, is planned between Area 16B and the southwestern “C” site in Area 17A for the connection to the existing TML TSW Station and the proposed SGMTS station to the east. A detailed urban design study has been conducted with various urban and green design measures formulated, including multi-level linkages between these sites, for the sites in and



around the existing TML TSW Station (i.e. various sites in Areas 16A to 16C, 17A to 17C, 18 and 19A to 19C) in order to create a functionally viable District Commercial Node and a distinct sense of place. For details of the urban and green measures and requirements, reference should be made to the relevant urban and green design requirements and guidelines available in the public domain.

#### “RS” sites in Areas 25, 27A, 34A near the proposed HSK Station

6.3.8 Four “RS” sites in Areas 25, 27A and 34A are located near the proposed HSK Station. Development of these “RS” sites is subject to a maximum domestic PR of 6.5 and a maximum non-domestic PR of 0.3. For “RS” site in Area 25, development is subject to a maximum BH of 175mPD.

6.3.9 For “RS” sites in Areas 27A and 34A, development of these sites is subject to maximum BHs ranging from 160mPD to 180mPD in general, except the planned terrace frontage as designated on the Plan with a maximum BH of 5m (10m in width) for contributing to at-grade vibrancy and local character. The southern “RS” site in Area 34A adjoins the riverside promenade to the south. Future development of this site is encouraged to take account of the planned promenade for integrated design.

#### “RS” site in Area 52B

6.3.10 Area 52B is located to the north of depressed Road D4 and falls within 500m of a PTI to the northeast. Development of this site is subject to a maximum domestic PR of 5.5, a maximum non-domestic PR of 0.5 and a maximum BH of 140mPD. Area 52B adjoins the designated pedestrian street to the east, GTC to the north and district open spaces to the south. Future development of this site is encouraged to take account of the planned pedestrian street to the east, GTC to the north and the district open space to the south in Area 51 for integrated design. The thoroughfare of cycle track connecting the planned pedestrian street and the district open space should be maintained and appropriate cycling facilities should also be considered in the integrated design.

### **6.4 “Residential Zone 1” (“R1”): Total Area 20.33 ha**

6.4.1 The planning intention of “R1” zone is primarily for high-density residential developments and may be with compatible non-residential uses including a number of commercial, social and community uses on the lowest two floors of the buildings

above ground or in the purpose-designated non-residential buildings up to 5 storeys. These high-rise developments aim to maximise the utilisation of the high capacity public transport system and to create a vibrant activity node around the station. Commercial uses in close proximity to the proposed railway station will capitalise on the convenience offered by mass transit as well as the concentration of population. In order to enhance vibrancy and vitality of the core areas such as along the GTC, riverside promenade and the designated pedestrian street, shopping streets with two-storey podium with terrace frontage along the designated edges of site boundaries, as specified on the Plan specifically for “Shop and Services” and “Eating Place” uses with a maximum BH of 5m (10m in width), are to be provided for contributing to at-grade vibrancy and local character.

- 6.4.2 There are 13 sites in Areas 8, 10, 27B, 34B, 58A, 59A, 60, 61 and 62B zoned “R1” locating at the town centre area near the proposed HSK Station and Hung Fuk Estate and in the Riverine and Village Neighbourhood. In general, these sites are subject to maximum domestic PRs of 5 to 6, with or without a maximum non-domestic PR of 0.5, and maximum BHs ranging from 120mPD to 180mPD.

#### Local Rehousing Sites in Areas 8 and 10 near Hung Fuk Estate

- 6.4.3 Two sites in Areas 8 and 10 zoned “R1” near Hung Fuk Estate are reserved for local rehousing purpose, including the latest proposal under Application No. A/HSK/253 approved by the Committee on 6 November 2020. The overall development of “R1” site in Area 8 is subject to a maximum domestic PR of 6.5 and a maximum BH of 120mPD. The overall development in Area 10 is subject to a maximum domestic PR of 6.5, a maximum non-domestic PR of 0.5 and a maximum BH of 140mPD. A 6-classroom kindergarten is planned in Area 10.
- 6.4.4 Areas 8 and 10 adjoin the riverside promenade to the west. Future development of these sites is encouraged to take account of the planned promenade for integrated design.

#### Area 27B

- 6.4.5 Area 27B zoned “R1” is located within 500m to the southeast of proposed HSK Station. It adjoins the designated pedestrian street to the southwest and Chung Uk Tsuen LR Station to the southeast. Development of this site is subject to a maximum domestic PR of 6, a maximum non-domestic PR of 0.5 and a maximum BH of 165mPD in general, except the planned terrace frontage as designated on the Plan with a maximum

BH of 5m (10m in width) for contributing to at-grade vibrancy and local character.

“R1” sites in Area 34B

- 6.4.6 There are two sites zoned “R1” in Area 34B within 500m to the northwest of proposed HSK Station. Development of the western and eastern sites is subject to maximum domestic PR of 6 with a maximum non-domestic PR of 0.5 for each site.
- 6.4.7 The development of these sites is subject to a maximum BH of 180mPD in general, except the planned terrace frontage as designated on the Plan with a maximum BH of 5m (10m in width) for contributing to at-grade vibrancy and local character.
- 6.4.8 These sites adjoin the riverside promenade to the south. Future development of these sites is encouraged to take account of the planned promenade for integrated design.

“R1” sites in Areas 58A, 59A, 60, 61 and 62B

- 6.4.9 There are eight sites zoned “R1” in Areas 58A, 59A, 60, 61 and 62B in Riverine and Village Neighbourhood subject to a maximum domestic PR of 5 and a maximum non-domestic PR of 0.5. Development of these sites is also subject to a maximum BH of 140mPD in general, except the planned terrace frontage as designated on the Plan with a maximum BH of 5m (10m in width) for contributing to at-grade vibrancy and local character. For Area 60, setback of 5m is required from the site boundary abutting Road D2 in order to maintain a spacious corridor between the proposed developments and existing villages. A 6-classroom kindergarten is planned in the southern site of Area 58A.
- 6.4.10 Sites in Areas 58A, 59B and 62B adjoin the riverside promenade. Future development of these sites is encouraged to take account of the planned promenade for integrated design. A detailed urban design study has been conducted under design and construction stage of the NDA project to achieve a holistic design for the sites around the riverside promenade (i.e. various sites in Areas 57A to 57D, 58A to 58C, 59A to 59D, 60, 61, 62A and 62B), taking into account the interface with SGMETS and TSW New Town. The preliminary findings of the study will be further reviewed under the Land Use Review Study for Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas - Feasibility Study.

## **6.5 “Residential Zone 1 (Subsidised Sale Flat)” (“R1(SSF)”): Total Area 14.74 ha**

- 6.5.1 The planning intention of “R1(SSF)” zone is primarily for high-density residential developments reserved for SSF purpose and may be with compatible non-residential uses including a number of commercial, social and community uses, if applicable, on the lowest three floors of the buildings above ground or in the purpose-designated non-residential buildings up to 5 storeys. These developments are usually located in proximity of other residential sites. In order to enhance vibrancy and vitality of the GTC and riverside promenade, shopping streets with two-storey podium with terrace frontage along the designated edges of site boundaries, as specified on the Plan specifically for “Shop and Services” and “Eating Place” uses with a maximum BH of 5m (10m in width), are to be provided for contributing to at-grade vibrancy and local character. A detailed urban design study has been conducted under design and construction stage of the NDA project with a view to achieving a holistic design for the sites in and around the existing TML TSW Station<sup>6</sup> and the riverside promenade<sup>7</sup> in order to create a functionally viable commercial hub and/or create a distinct sense of place.
- 6.5.2 There are seven sites zoned “R1(SSF)”. In general, development of the two “R1(SSF)” sites in Areas 52A and 62A is subject to a maximum domestic PR of 5, a maximum non-domestic PR of 0.5, whereas development of the four “R1(SSF)” sites in Areas 16A, 27C and 34D are subject to a maximum domestic PR of 6.5, a maximum non-domestic PR of 0.3. These six sites are subject to maximum BHs ranging from 135mPD to 160mPD in general.
- 6.5.3 A site in Area 18 is also zoned “R1(SSF)” to reflect the existing Ping Yan Court (a subsidised housing development with a domestic PR of 4.84, a non-domestic PR of 0.16 and a BH of 110mPD). This site also falls within a fung shui lane extended from Ping Shan. The design of the development has already taken into account the adjoining fung shui lane to avoid blocking views of this lane so as to maintain the major view corridor of the Area.
- 6.5.4 PBs, if applicable, setting out the planning parameters and the special design requirements of individual sites will be prepared to guide the future SSF development. In general, floor area for

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<sup>6</sup> Various sites in Areas 16A to 16C, 17A to 17C, 18 and 19A to 19C.

<sup>7</sup> Various sites in Areas 57A to 57D, 58A to 58C, 59A to 59D, 60, 61, 62A and 62B, taking into account the interface with SGMSTs and TSW New Town.

social welfare facilities equivalent to about 5% of the attainable domestic GFA in public housing developments would be reserved. Details of the social and community facilities proposed within these sites, including provision, type, location, GFA and design should be subject to further review by the concerned departments in detailed design stage taking account of the latest circumstances.

#### “R1(SSF)” sites in Areas 16A, 27C, 34D, 52A and 62A

- 6.5.5 There are six sites zoned “R1(SSF)” in Areas 16A, 27C, 34D, 52A and 62A. These “R1(SSF)” sites are located within 500m of the existing TML TSW Station, the proposed HSK Station or a planned PTI. Development of these “R1(SSF)” sites is subject to maximum domestic/non-domestic PRs and BHs specified in paragraph 6.5.2 above. A 6-classroom kindergarten is planned in Area 27C.
- 6.5.6 Planned terrace frontage is designated on the Plan for “R1(SSF)” sites in Areas 34D and 62A with a maximum BH of 5m (10m in width) for contributing to at-grade vibrancy and local character.
- 6.5.7 Area 62A adjoins the riverside promenade to the east. Future development of this site is encouraged to take account of the planned promenade for integrated design.

### **6.6 “Residential Zone 2” (“R2”): Total Area 7.48 ha**

- 6.6.1 The planning intention of “R2” zone is primarily for medium-density private residential developments. These medium-density developments are mainly located in the Riverine and Village Neighbourhood.
- 6.6.2 There are five “R2” sites in Areas 1, 2, 58B, 59B and 59D. In general, three “R2” sites in Areas 58B, 59B and 59D are subject to a maximum domestic PR of 5 and maximum BHs of 100mPD and 120mPD.
- 6.6.3 Two sites zoned “R2” in Areas 1 and 2 are the existing/committed developments near Castle Peak Road. The existing development or redevelopment of these sites is subject to a maximum PR of 5, a maximum site coverage of 42%, and a maximum BH of 12 storeys (36m) including car park, or the PR, site coverage and height of the existing building, whichever is the greater. The lowest three floors could be used for commercial and car parking purposes which could have a maximum site coverage of 100%. These sites are zoned “R2”

to reflect the existing/committed development scale including existing development of Aster Court, Beauty Court, Coronet Court and Park Nara in Area 1 and a committed development in Area 2.

#### “R2” sites in Areas 58B, 59B and 59D

- 6.6.4 There are three sites zoned “R2” in Areas 58B, 59B and 59D in Riverine and Village Neighbourhood subject to a maximum domestic PR of 5 and maximum BHs of 100mPD and 120mPD. For Areas 59B and 59D, setback of 5m is required from the site boundary abutting Road D2 in order to maintain a spacious corridor between the proposed developments and existing villages. Area 59B adjoins the riverside promenade to the north. Future development of these sites is encouraged to take account of the planned promenade for integrated design. A urban design study has been conducted with a view to achieving a holistic design for the sites around the riverside promenade (i.e. various sites in Areas 57A to 57D, 58A to 58C, 59A to 59D, 60, 61, 62A and 62B), taking into account the interface with SGMTS and TSW New Town. The preliminary findings of the study will further be reviewed under Land Use Review Study for Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas - Feasibility Study.

### **6.7 “Residential Zone 3” (“R3”): Total Area 17.45 ha**

- 6.7.1 The planning intention of “R3” zone is primarily for low-density private residential developments without non-domestic element, except Area 66A to provide local needs and services. The proposed low-density developments are mainly located in the Bayview Neighbourhood and Local Service Core complement the rural character of the nearby Lau Fau Shan and Deep Bay areas in the north of the Area while the existing/committed developments are mainly in the south of the Area.
- 6.7.2 There are 13 sites in Areas 3, 4A, 4B, 9, 11, 66A, 66B and 68 zoned “R3”. In general, six “R3” sites in Areas 66A, 66B and 68 are subject to maximum domestic PRs of 2.5 and 3. Area 66A is also subject to a maximum non-domestic PR of 0.5. The maximum BHs for these six sites ranges from 60mPD to 90mPD.
- 6.7.3 Four sites zoned “R3” are existing/committed developments near Castle Peak Road or Hung Fuk Estate. The existing development or redevelopment of these sites is subject to a maximum PR 1.26, a maximum site coverage of 40%, a

maximum BH of 6 storeys over single-storey car park (21m), or the PR, site coverage and height of the existing building, whichever is the greater. These sites are zoned “R3” to reflect the existing/committed development scale include existing developments of Tak Cheung Building, Tak Hing Building and Hung Shui Kiu Temporary Market in Area 3, Casa De Oro, Tin Sam Villa and Parkview Garden in Area 4A; Sheffield Villas in Area 9; and a committed development in Area 11.

#### “R3” sites in Area 4B

- 6.7.4 There are three sites in Area 4B to the southeast of Tin Sam Tsuen zoned “R3”. Development of these sites is subject to a maximum PR of 1.26, a maximum site coverage of 40%, a maximum BH of 6 storeys over single-storey car park (21m).

#### “R3” site in Area 66A

- 6.7.5 Area 66A is zoned “R3” in the centre part of Bayview Neighbourhood and Local Service Core. Development of this site is subject to a maximum domestic PR of 3, a maximum non-domestic of 0.5 and a maximum BH of 90mPD. A 6-classroom kindergarten is planned in Area 66A. Compatible non-residential uses may be provided including a number of commercial, social and community uses, if applicable, on the lowest two floors of the buildings above ground or in the purpose-designated non-residential buildings up to 5 storeys to contribute the Local Service Core which could also serve the population in the nearby TSW north.

#### “R3” sites in Areas 66B and 68

- 6.7.6 There are five sites in Areas 66B and 68 zoned “R3” in the northern part of Bayview Neighbourhood and Local Service Core. Development of these sites is subject to a maximum domestic PR of 2.5 and maximum BHs of 60mPD and 90mPD.
- 6.7.7 Western sites in Areas 66B and 68 adjoin the riverside promenade to the west. Future development of these sites is encouraged to take account of the planned promenade for integrated design.

### **6.8 “Residential Zone 4” (“R4”): Total Area 3.05 ha**

- 6.8.1 The planning intention of “R4” zone is primarily for low-rise, low-density residential developments with a village character. Among four sites zoned “R4”, one site in Area 24A near Tsing

Chuen Wai and two sites in Area 63 located near Fong Kong Tsuen are proposed for low-density residential development, which may also be used for re-provisioning the affected village houses/building lots under the Village Removal Terms (VRT). In order to ensure that any future development or redevelopment within this site retain a village character, a maximum BH of 3 storeys (8.23m) is imposed. For better utilisation of land resources, development on the remaining land within “R4” sites for non-VRT development would be allowed upon planning permission.

- 6.8.2 The residential development Bellevue Court in Area 6B is also zoned “R4” to reflect its existing low-density development. The existing development or redevelopment of this site is subject to a maximum domestic PR of 0.4 and a maximum BH of 3 storeys (9m), or the PR and height of the existing building, whichever is the greater.

## **6.9 “Village Type Development” (“V”): Total Area 119.24 ha**

- 6.9.1 The planning intention of “V” zone is to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and re-provisioning of village houses affected by Government projects. 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. In order to ensure that any future development or redevelopment within the “V” zone will retain a village character, a maximum BH of 3 storeys (8.23m) or the height of the existing building, whichever is the greater, is imposed.
- 6.9.2 Within the Plan, “V” zone is contingent of 17 recognised villages (i.e. Lei Uk Tsuen (including the San Lee Uk Tsuen in Area 5 and Kau Lee Uk Tsuen in Area 47), Shek Po Tsuen in Area 14, Hung Uk Tsuen and Kiu Tau Wai in Area 22, portion of Tsing Chuen Wai in Area 23, Tin Sam Tsuen in Area 29, San Sang Tsuen in Area 47, Tseung Kong Wai, Ha Tsuen Shi, San Uk Tsuen, Tung Tau Tsuen, Hong Mei Tsuen, Ha Tsuen San Wai, Lo Uk Tsuen, Sik Kong Tsuen and Sik Kong Wai in Area 50 and Fung Kong Tsuen in Area 54. In addition, a small portion of the “V” zone along Lau Fau Shan Road in Area 68 is for Small House applications of San Hing Tsuen, Ngau Hom Tsuen and Sha Kong Wai, which fall outside the Area). The boundaries of the “V” zones are drawn around existing village clusters with regard to the ‘village environs’ (‘VE’), the local



topography, site constraints, the approved applications for Small House development, the number of outstanding Small House applications, as well as the anticipated Small House demand for the next ten years. Areas of difficult terrain, dense vegetation, burial grounds, streamcourses and infrastructures are avoided.

6.9.3 The “V” zone also covers other the village resite area at Sha Chau Lei in Area 49 which is for rehousing the villagers affected by previous government project.

6.9.4 The existing declared monuments including the Tang Ancestral Hall and Yeung Hau Temple in Ha Tsuen are protected under the Antiquities & Monuments Ordinance, and other graded historic buildings which are available on the website of the Antiquities Advisory Board (<https://www.aab.gov.hk>) in the “V” zone of Ha Tsuen Shi, Ha Tsuen San Wai, Tin Sam Tsuen, Shek Po Tsuen etc. remain unaffected by the NDA project.

#### **6.10 “Industrial” (“I”): Total Area 13.29 ha**

6.10.1 The planning intention of “I” zone is for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. It is also intended to help redistribute industrial activities to free up land at more central location within the Area. Seven sites in Areas 35 and 36 to the west of KSWH are zoned “I” with a maximum non-domestic PR of 3 and a maximum BH of 80mPD.

6.10.2 A 10m wide setback from the southern boundary is imposed in the southern “I” site in Area 35 to minimise the potential interface issue, if any, between “I” use and other nearby areas.

6.10.3 Development in Area 35 is subject to the 400kV overhead power lines (with pylons) in the south. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed.

6.10.4 Being in close proximity, future developments in Area 35 should observe the possible constraints posed by the proposed slip roads connecting to the KSWH.

## 6.11 “Government” (“G”): Total Area 42.79 ha

- 6.11.1 The planning intention of “G” zone is to reserve sites for provision of Government or social welfare facilities in support of the work of the Government and/or to provide services meeting community needs. The overall Government facilities provision in the Area is planned on the basis of the HKPSG and under the Study and summarised in **Appendix II**. Major planned facilities in the Area include Regional Government Complex (Area 26A), GIC complexes (Areas 8 and 62C), sports ground (Area 48), youth facilities including Youth Innovation and Entrepreneurial Base (Area 31B), Government vehicle depot (Area 24B) and hospital (Area 20). Other facilities including police and fire stations, three community halls, four sports centres, one library, two Residential Care Homes for the Elderly (RCHEs), two clinics, one public market (other two markets are also planned in public housing sites in Areas 16B and 52B subject to detailed design. A total of three new markets may be provided in the Area) etc. are planned in the areas zoned “G” in Areas 8, 26A, 26B, 34E, 48, 53B, 53C and 62C in accordance with the distribution of communities. Some Government facilities are assumed under standard design that BH restriction in terms of storeys for these facilities are stipulated on the Plan. The low-rise Government facilities could also serve as visual relief and enhance air ventilation in the Area.
- 6.11.2 In addition to the reserve of a refuse collection point (RCP) in the GIC complex in Area 62C, two RCPs are reserved. A committed RCP and community recycling centre uses (6 storeys) by the Food and Environmental Hygiene Department (FEHD) is located in Area 8 and another planned RCP is reserved in Area 36. To allow combination of other uses in future for optimisation of land resources, the “G” site in Area 36 is subject to a maximum BH of 5 storeys.
- 6.11.3 Two 250-place RCHEs are reserved in sites in Areas 8 and 53C. Development of Area 53C is subject to maximum BH of 8 storeys. The RCHE in Area 8 will co-locate with a Child Care Centre and a clinic. Reasonable distance for the clinic portion should be kept from the potential polluting uses in detailed design stage. Development of this “G” site in Area 8 is subject to a maximum of 50mPD to allow flexibility in architectural design for this complex building.
- 6.11.4 A proposed hospital including polyclinic/specialist clinics is reserved in Area 20. Development of this site is subject to a maximum BH of 80mPD to allow flexibility in specified design for hospital, clinic and ancillary uses.

- 6.11.5 Area 24B is reserved for Government facilities and a joint depot for Government vehicles. Development within this site is subject to maximum BH of 80mPD. Initially, depots for FEHD, Drainage Services Department (DSD) and Water Supplies Department (WSD) are planned to be incorporated into this site. In order to allow stockpiling and handling of bulky materials, the minimum clear headroom for each floor of at least 7m is recommended subject to detailed design and operational requirements.
- 6.11.6 Area 26A is planned for a Regional Government Complex comprising Government office, community hall, magistrates' court, post office and delivery office, sports centre and FEHD public market. Development of this site is subject to a maximum BH of 130mPD to allow flexibility in architectural design for this complex development. A comprehensive design for the Regional Government Complex in Area 26A is required to create a synergy effect as a civic hub and provide orderly pattern and design of combination government services and community facilities. To support the civic facilities, subject to feasibility and detailed design in future, transport facilities including sizable carpark should be included. Subject to detailed design, blocking of pedestrian connection from the surrounding areas should be avoided to enhance pedestrian connectivity in the town centre area. To encourage cycling mode travel to this site and the adjoining Regional Plaza, cycle track(s) should be provided within the site to provide a continuous cycle track network in the Area. The site is subject to the 400kV overhead power lines (with pylons) in the south. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed. A detailed urban design study has been conducted to achieve a holistic design for the Regional Plaza and the sites in and around the proposed HSK Station in the town centre (i.e. various sites in Areas 26A, 28A, 28B, 30, 32A to 32D and 33) in order to create a functionally viable commercial hub and a distinct sense of place. Various urban and green design measures have been formulated to guide future development at these areas. Separate urban and green design requirements and guidelines available in the public domain should be referred to.
- 6.11.7 The "G" site in Area 26B is reserved for a district police station cum police married quarters. Development of this site is subject to a maximum BH of 130mPD. The site is subject to the 400kV overhead power lines (with pylons) in the south. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed and consulted.

- 6.11.8 Area 31B is reserved for Home and Youth Affairs Bureau (HYAB) for developing youth facilities, including a Youth Innovation and Entrepreneurial Base. Development within this site is subject to maximum BH of 90mPD. Being in close proximity, future developments in Area 31B should observe the possible constraints posed by the proposed slip roads connecting to the KSWH.
- 6.11.9 The northern site in Area 34E is reserved for divisional fire station and ambulance depot cum staff quarters. Development of this site is subject to a maximum BH of 160mPD. The southern site in Area 34E is reserved for a sports centre, a community hall and a library. Development of this site is subject to a maximum BH of 8 storeys. Being in close proximity, future developments in Area 34E should observe the possible constraints posed by the proposed slip roads connecting to the KSWH.
- 6.11.10 A fresh water service reservoir (FWSR) and a flushing water service reservoir (FLWSR) are planned in Area 37, including its latest proposal under Application No. A/YL-TYST/1146 for a larger capacity approved by the Committee on 4 March 2022. Another FLWSR near Fung Kong Tsuen in Area 38 is also reserved. These sites are subject to a maximum BH of 1 storey above ground. To enhance the overall habitat in the future, an enhancement planting area with native species would be considered at a suitable area of the proposed Fung Kong Tsuen service reservoir site as suggested under the Environmental Impact Assessment (EIA) of the Study.
- 6.11.11 A sports ground and a sports centre is reserved in Area 48. Development of these sites is subject a maximum BH of 3 storeys for the sports ground and 5 storeys for sports centre. As adjoining with the riverside promenade to the east and west and the Regional Park in Area 49 to the north, future development of these sites is encouraged to take account of the planned promenade, leisure and recreational facilities nearby for integrated design. Together with Area 49, these leisure and recreational facilities would have opportunities for adopting creative architectural design that helps establish a unique character as a regional landmark in the Area to be enjoyed by residents and visitors.
- 6.11.12 A GIC Complex site for community hall, clinic, RCP as well as other possible social and community facilities is reserved in the northern site in Area 62C. Reasonable distance for the clinic portion should be kept from the potential polluting uses in detailed design stage. Development within this site is subject to a maximum BH of 50mPD.

- 6.11.13 Nine sites in various locations are designated for Government reserve to cater for unforeseen Government uses when need arises in future. These sites are subject to maximum BHs of 3 storeys (near villages) and 8 storeys based on the local characteristic and BH profile.
- 6.11.14 Nevertheless, development parameters and detailed layout of “G” sites are subject to review in the detailed design and implementation stages. Further utilisation of “G” sites may be considered by co-locating GIC facilities or other uses as appropriate to meet future unforeseen planning circumstances.

## **6.12 “Institution or Community” (“IC”): Total Area 2.28 ha**

- 6.12.1 The planning intention of “IC” zone is to reflect existing institution and community facilities within the Area. Three sites are zoned “IC” to reflect the existing developments including the Church of Jesus Christ of Latter – Day Saints (Hung Shui Kiu) in Area 4A, Ling Liang Church Primary School in Area 27A at Castle Peak Road, the Pok Oi Hospital Yeung Chun Pui Care and Attention Home and Ching Chung Care and Attention Home for the Aged in Area 49 near Sha Chau Lei and a shrine in Area 25.

## **6.13 “Education” (“E”): Total Area 18.38 ha**

- 6.13.1 The planning intention of “E” zone is to reserve sites for provision of education facilities including primary and secondary schools, or other school uses Education Bureau (EDB) considered appropriate and suitable for the Area. The provision of education facilities has been planned in accordance with HKPSG and advices from EDB. The overall education provision would be adequate to serve the planned population for the Area. A total of 14 primary and 9 secondary schools sites are reserved within the Area to meet the needs of the planned population and for future educational use. Standard design of school site is assumed that development of school sites is subject to a maximum BH of 8 storeys.
- 6.13.2 There are several school clusters distributed in Areas 15, 21, 26B, 52C, 53C, 53D, 58C, 59C, 62C, 64 and 66C. Sites in close proximity to residential developments are reserved for school development for students’ convenience and in accordance with the requirements of HKPSG. These locations are also planned close to sports facilities and open spaces

under the Study and Area 64 are also considered suitable for other school use.

- 6.13.3 School sites in Area 58C fall within a fung shui lane extended from Ping Shan. In order to avoid blocking views of this lane, future development falls within this lane should incorporate the fung shui lane in their design as to maintain the major view corridor of the Area.
- 6.13.4 In view of the local setting for each school development, future design of the school building should consider favourable orientation and adopt good measures. Recommendations in school layout and noise mitigation measures should be referred to the EIA report for HSK/HT NDA by which a 25m setback from the site boundary facing TML Line for the sensitive uses of a school at Area 15 is required. A 7m wide utility reserve also falls within the school site in Area 15.

#### **6.14 “Regional Open Space” (“RO”): Total Area 16.09 ha**

- 6.14.1 “RO” zone is tended primarily for the provision of facilities with a greater scope than the core activities and serve the wider recreational needs of the territorial population including residents and visitors. A Regional Park is reserved in Area 49 to provide regional recreational and leisure spaces. It is located at the heart of the Area and conveniently accessed as it will be linked with the north-south running open space spines and riverside promenades. Adjoining the riverside promenade, a sport ground and other recreational facilities in Area 48, future development of these sites is encouraged to take account of the planned promenade, leisure and recreational facilities nearby for integrated design. Together with the recreational facilities in Area 48, the Regional Park would become a regional landmark in the Area to be enjoyed by residents and visitors.
- 6.14.2 Community gardens for farming activities and farmers’ markets would be promoted and allowed within the Regional Park. Subject to detailed design, a flood retention lake will be provided within the Regional Park in order to serve as a regulating measure to overall sustainable drainage system and as a micro climate cooling mechanism through integrated design with the open space system for public enjoyment in the Area. A possible eco-trail could be also provided to link the Regional Park with the hiking trails in Yuen Tau Shan through the green belt, local open space and “V” zone at Kau Lee Uk Tsuen etc. subject to detailed design.

## 6.15 “District Open Space” (“DO”): Total Area 25.94 ha

- 6.15.1 “DO” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of residents as well as the general public in the district. It includes riverside promenade running from the south and southeast to north and northeast of the Area. Subject to detailed design, there will be pedestrian walkways and cycle tracks introduced within the riverside promenade allowing continuous pedestrian and cycling network and connecting major activities nodes such as Regional Park and Regional Plaza. By connecting with other open spaces, major green spines, breezeways and view corridors will be formed and enable better integration between different neighbourhoods and with the adjacent TSW New Town.
- 6.15.2 Areas 33, 51 and 57A are the major “DO” zoned as the green corridors connecting “RO”, other open spaces and amenity areas. Community gardens for farming activities and farmers’ markets would be promoted and allowed within the “DO”. To provide a continuous pedestrian and cycling thoroughfare between the Riverine and Village Neighbourhood and Bayview Neighbourhood and Local Service Core, the section of Road D4 running across “DO” in Area 51 will be provided as a depressed road underneath the open space. Subject to detailed design including the extension of the decking area over the depressed Road D4, appropriate landscaping, footpath, cycle track as well as open spaces facilities may be provided at the decking area. The thoroughfare of cycle track, via residential site in Area 52B, connected to the planned pedestrian street should be maintained and appropriate cycling facilities should also be considered in the integrated design. Floral species of conservation importance such as *Aquilaria sinensis* (土沉香) has been recorded the woodland at Tung Tau Tsuen where the whole knoll should be preserved and protected under proper management. Due care should be taken in design and implementation of this site. In Areas 33 and 51, flood retention facilities may be provided underground in order to serve as part of the overall sustainable drainage system subject to detailed design. These retention facilities should integrate with the open spaces facilities within “DO” in Area 33.
- 6.15.3 For “DO” in Area 57A adjoining Areas 58A, 62A and 62B, to allow greater flexibility for site layout and design for development sites with terrace frontage shopping streets, EVA cum footpath should be provided in “DO” along the adjoining terrace frontage abutting these development sites. A detailed urban design study has been conducted under design and construction stage of the NDA project to achieve a holistic

design for the sites around the riverside promenade (i.e. various sites in Areas 57A to 57D, 58A to 58C, 59A to 59D, 60, 61, 62A and 62B), taking into account the interface with SGMTS and TSW New Town.

## **6.16 “Local Open Space” (“LO”): Total Area 23.18 ha**

- 6.16.1 “LO” is provided in the close proximity to residential areas to serve local residents. In association with the “LO”, open space corridors linking up the residential areas with the Regional Park, riverside promenade and other open spaces or amenity areas in various locations. This open space linkage is also formulated along one of the fung shui lanes. Pedestrian footpath and cycle track may also be provided within “LO” for continuous pedestrian and cycle track network in the Area. Community gardens for farming activities and farmers’ markets would be promoted and allowed within the “LO”. Subject to detailed design, flood retention facilities may be provided underground and integrated with the facilities within “LO” in order to serve as part of the overall sustainable drainage system.
- 6.16.2 Mature trees are recorded in “LO” in Area 34C. Due care should be taken in design and implementation of this site.
- 6.16.3 “LO” in Area 45 together with the adjoining “Green Belt” (“GB”) zone is intended to protect the San Sang San Tsuen Egretty and the flight path for the ardeids. Passive recreational uses such as local park and plant nursery should be provided to minimise the disturbance to egretty and flight path of ardeids. Due care should be taken in design and implementation of this site as per the recommended ecological mitigation/enhancement measures in the EIA of the Study, including scheduling site formation and construction works outside breeding season of ardeids, avoidance of recreational facilities/uses that would attract human activities in close proximity of the egretty as well as planting of trees and bamboos in favour of ardeids for nesting. The management of the “LO” in Area 45 and the adjoining “GB” zone should be developed in a holistic manner to take good care of the egretty. Being in close proximity, all future developments in Area 45 should observe the possible constraints posed by the proposed slip roads connecting to the KSWH.
- 6.16.4 “LO” in Area 65 is located at the two sides of a depressed road. Subject to detailed design, opportunities should be taken to integrate and connect two sides of the “LO” by decking



over the depressed road, or other crossing measures, to enhance open space connectivity.

- 6.16.5 To increase internal connectivity between Areas 44A, 44B and 46, innovative design of underground internal vehicular access/communal parking spaces and pedestrian access should be pursued underneath the GTC and/or the adjoining “LO” in Area 45. Implementation arrangement of such access will be carried out as part of these sites subject to detailed design.
- 6.16.6 “LO” will also be provided to the residents within individual public and private residential developments/villages in the Area to meet the requirements accordance with HKPSG.

### **6.17 “Amenity” (“A”): Total Area 18.67 ha**

- 6.17.1 Amenity strips will be provided alongside roads as far as possible to enhance the amenity and to serve as visual buffers between existing villages and new developments. To address the concerns of possible air and noise impacts from the KSWH, a 7m to 32m wide continuous amenity strip as a buffer is introduced along the development sites east of KSWH. Several sections of “A” sites are designated along the western boundary of the NDA to serve as transition from the natural landscapes to the development zones in the NDA. Amenity strips are also designated along some development sites to reflect the formed slopes after the construction of proposed road works. The “A” zone also covers hilly terrain and the existing burial grounds in the west of the Area.
- 6.17.2 Amenity strips offer good opportunities for landscaping and tree planting. Community gardens for farming activities and farmers’ markets would be promoted and allowed. Pedestrian footpath and cycle track may also be provided within amenity strips for continuous pedestrian and cycle track network in the Area. For “A” zones located adjacent to existing “V” zone, local vehicular access and carparks, heritage/eco-trails and other village uses might also be allowed.
- 6.17.3 To provide a continuous pedestrian thoroughfare between the Riverine and Village Neighbourhood and Bayview Neighbourhood and Local Service Core, the section of Road D2 running across “A” sites in Areas 52A and 62C will be provided as a depressed road underneath the amenity area.

## **6.18 “Other Specified Uses” (“OU”): Total Area 117.06 ha**

6.18.1 This zone denotes land allocated or reserved for specified uses including the following:

- (a) two clusters of commercial and residential developments near the existing TML TSW Station in Areas 19A to 19C and near the proposed HSK Station in Areas 28A and 28B;
- (b) commercial and residential development with light rail facilities in Area 12 at Castle Peak Road;
- (c) commercial cum PTI and public car park in Area 53A to the east of Fung Kong Tsuen;
- (d) enterprise and technology park in Areas 44A, 44B and 46 to the west of San Sang Tsuen;
- (e) sites reserved for logistics facilities (LF) in Areas 40C, 42A, 43A and 43B to the west of Tseung Kong Wai, Ha Tsuen Shi and Kau Lee Uk Tsuen. A site for LF cum SGMETS depot is reserved in Area 41B;
- (f) a site planned for parking and operational facilities for SGMETS reserved in Area 52C to the south of Fung Kong Tsuen;
- (g) sites reserved for port back-up, storage and workshop uses (PBU&SWU) in Areas 39A to 39C, 40A and 40B in the northwest of the Area;
- (h) Regional Plaza to serve the functions of being an open space and leisure focus of the town centre in Area 30. Site for the proposed HSK Station in Area 30 has no height restriction;
- (i) two sites in Areas 31A and 34C to the west of the proposed HSK Station for development of post-secondary educational uses and related supporting facilities;
- (j) four planned electricity substations in Areas 15, 24B, 34C, 41B which are subject to maximum BHs ranging from 35mPD to 40mPD;
- (k) three sites will be allowed for petrol filling stations (PFSs) in Areas 40B, 42B and 50 subject to maximum BHs ranging from 25mPD to 40mPD. The location of possible liquefied petroleum gas (LPG) filling station may be

further explored subject to a quantitative risk assessment (QRA);

- (l) a planned flood retention facilities as part of the overall sustainable drainage system in Area 48 which is subject to a maximum BH of 25mPD;
- (m) two existing emergency access point (EAP) for TML in Areas 15 and 49;
- (n) a committed PTI in Area 18 to serve passengers from the existing TML and LR TSW Stations. This site also falls within a fung shui lane extended from Ping Shan. In order to avoid blocking views of this lane, future redevelopment of this site should incorporate the fung shui lane in their design as to maintain the major view corridor of the Area;
- (o) telephone services are made available through the telephone exchange reserved in Area 68, which is subject to a maximum BH of 25mPD, to provide the essential service to the Area;
- (p) an existing San Wai Sewage Treatment Works (STW) and its expansion is reserved in Area 41A to cater for the sewage flows arising from the existing and planned developments in HSK areas (except from the NDA project), Yuen Long and TSW. Area 41C is reserved for development of a new STW for the NDA and will treat part of the sewage generated from the new developments of the Area at tertiary level for possible reuse in toilet flushing and irrigation within the Area. Development of these sites is subject to a maximum BH of 50mPD;
- (q) four new sewage pumping stations (SPS) in Areas 25, 36, 46 and 51 are reserved for collecting sewage flows from the Area and pumping to the planned STW. The existing Ha Tsuen SPS in Area 56 (also known as TSW Area 3B) and the other existing SPS in Area 68 are for collecting sewage flows to the existing San Wai STW and its expansion. Development of these sites is subject to maximum BHs of 25mPD and 40mPD;
- (r) a refuse transfer station (RTS) is planned in Area 41A near KSWH to support the existing NWNT RTS and cope with the wastes generated by the new population. A Community Green Station will be co-located within the site to enhance environmental education and help collect different types of recyclables in the local community, which could provide synergistic effect to achieve better

operational efficiency. Development of this zone is subject to a maximum BH of 50mPD. This site is also reserved for further expansion of the new STW for the NDA, if necessary; and

- (s) two sites in Areas 31A and 56 are reserved for plants for District Cooling System (DCS) to provide chilled water to buildings planned for non-residential purpose within the Area for air-conditioning purpose, including the latest proposal at Area 56 under Application No. A/HSK/441 approved by the Committee on 5 May 2023. Development of this zone is subject to maximum BHs ranging from 35mPD to 80mPD. Area 31A is subject to the 400kV overhead power lines (with pylons) in the south. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed.

“Commercial and Residential Development” (about 13.37 ha)

- 6.18.2 Two clusters of “OU” annotated “Commercial and Residential Development” (“OU(C&R)”) zone are located near the existing TML TSW Station (Areas 19A to 19C) and the proposed HSK Station (Areas 28A and 28B). With a view to providing more diversity of commercial and residential developments while maintaining the design flexibility, the sizes and boundaries of these “OU(C&R)” sites at Areas 19B and 28A sub-divided into 2 and 3 sites respectively. The planning intention of this zone is primarily for high-density residential development with ancillary commercial facilities in close proximity to the two railway stations.
- 6.18.3 Sites around the proposed HSK Station will be buttressed by two anchor developments creating critical mass of commercial uses, with one in Area 32A for office/hotel/retail uses and the other one in Area 28A for commercial/residential uses, and supplemented by less sizable commercial and commercial/residential sites, having regard to the experience of successful retail developments across the territory especially in new towns. The proposed developments around the proposed HSK Station would generate commercial GFAs of more than 1 million m<sup>2</sup> and will be an economic and employment node.
- 6.18.4 Developments within Area 28A are subject to a maximum domestic PR of 4.5, a maximum non-domestic PR of 2.5. Due to potential noise impact from the elevated TML and the stepped BH design for this site, domestic development has to set back 60m from the western boundary of the western site, which is more than 90m away from the railway tracks. A stepped BH profile from the west to east is introduced for this

site with a maximum BH of 5m applicable on the edges (10m in width) (i.e. terrace frontage as specified on the Plan specifically for “Shop and Services” and “Eating Place” uses for contributing to at-grade vibrancy and local character) connecting to the designated pedestrian street and/or Regional Plaza, followed by a maximum BH of 60mPD for the section only allow for non-domestic development and a maximum BH of 180mPD for the remaining eastern portion of the western site. Being a part of the proposed Strategic TIH, a PTI of GFA of 10,000m<sup>2</sup> with a terminus for buses, mini-buses and other public light buses is planned in the western site to the immediate east of the proposed HSK Station. Subject to detailed design, this PTI is proposed for long haul bus services. A minimum of 50 public car parking spaces in addition to those required for the planned developments should be provided within the western site to promote PnR patronage to the proposed local public transport facilities and services. Besides, an appropriate number of public car parking spaces should also be provided in the same site to cater for the PnR demand for cross-boundary travel in support of the proposed HSWRL. In order to enhance the connectivity to the surrounding sites, an east-west pedestrian public access should be provided in Area 28A in future development. This public access should connect the pedestrian flow between the Regional Plaza (Area 30) in the west, the PTI (Area 28A) and the “RS” site (Area 27A) in the east. Future development of the sites should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Planning to ensure proper design of the development before the development proceeds.

- 6.18.5 Similarly, for Area 28B which also adjoining the Regional Plaza near the proposed HSK Station, developments within these sites are subject to maximum domestic PR of 4.5, maximum non-domestic PR of 2.5 and maximum BH of 180mPD in general, except the planned terrace frontage as designated on the Plan with a maximum BH of 5m (10m in width) for contributing to at-grade vibrancy and local character connecting to the designated pedestrian street and/or Regional Plaza. Besides, an appropriate number of public car parking spaces should also be provided in the same site to cater for the PnR demand for cross-boundary travel in support of the proposed HSWRL. In view of the strategic location adjoining the proposed HSK Station, it is desirable to develop Area 28B in a comprehensive manner. Future development of the sites in Area 28B should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Planning to

ensure proper design of the development before the development proceeds.

- 6.18.6 As part of the secondary node of the NDA near the existing TML TSW Station that would generate commercial GFAs of more than 0.6 million m<sup>2</sup>, developments of Areas 19A to 19C are subject to a maximum domestic PR of 4.5, a maximum non-domestic PR of 2.5 and a maximum BH of 160mPD. A 6-classroom kindergarten is reserved in the north-eastern site in Area 19A. A 6m wide setback is designated from the southern boundary of Area 19B to enhance the existing buffer over a pond between Area 19B and the main cluster of village houses in the “V” zone of Kiu Tau Wai in Area 22, which results in about 20m buffer.
- 6.18.7 A detailed urban design study has been conducted with a view to achieving a holistic design for the town centre around the proposed HSK Station<sup>8</sup> and the District Commercial Node at the existing TML TSW Station<sup>9</sup>) in order to create a functionally viable commercial hub and create a distinct sense of place. Various urban and green design measures have been formulated to guide future development at these areas. For details of the measures and requirements, reference should be made to the relevant urban and green design requirements and guidelines available in the public domain.

“Commercial and Residential Development with Light Rail Facilities”  
(about 3.19 ha)

- 6.18.8 The “OU” annotated “Commercial and Residential Development with Light Rail Facilities” is located in Area 12. The planning intention of this zone is for residential and commercial developments incorporating some light rail facilities at the ground floor in a comprehensive manner. Development within this zone is subject a maximum domestic PR of 4.5, a maximum non-domestic PR of 0.5 and a maximum BH of 140mPD. Future development of the site should be governed by MLP submission, as an administrative measure under the lease, by the project proponent to the satisfaction of the Director of Planning to ensure proper design of the development before the development proceeds.

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<sup>8</sup> Various sites in Areas 26A, 28A, 28B, 30, 32A to 32D and 33.

<sup>9</sup> Various sites in Areas 16A to 16C, 17A to 17C, 18 and 19A to 19C.

“Commercial cum Public Transport Interchange and Public Car Park”  
(about 1.91 ha)

- 6.18.9 The “OU” annotated “Commercial cum Public Transport Interchange and Public Car Park” is located in Area 53A. The planning intention of this zone is to provide commercial facilities serving residents in the Bayview Neighbourhood and Local Service Core and Riverine and Village Neighbourhood in the north of the Area as well as the residents in TSW north. Development of this zone is subject to a maximum non-domestic PR of 3 and a maximum BH of 50mPD. A PTI of GFA of 6,500m<sup>2</sup> with a terminus for bus, mini-bus and other public light buses is proposed to be incorporated into the commercial development for better land utilisation. In order to promote PnR at the PTI of Local Service Core to increase the use of public transport, a minimum of 50 public car parking spaces in addition to those required for the planned developments should also be provided within the site.

“Enterprise and Technology Park” (about 9.07 ha)

- 6.18.10 Five sites zoned “OU” annotated “Enterprise and Technology Park” (“E&TP”) are located in Areas 44A, 44B and 46 in the south of the Logistics, Enterprise and Technology Quarter. The planning intention of this zone is to provide development spaces for accommodating a variety of innovation and technology uses, including research centres, testing and certification, data centre, modern industries and other related businesses and non-polluting industrial uses. Developments within this zone are subject to a maximum non-domestic PR of 5 and a maximum BH of 90mPD. A stepped height design descending towards the “LO” in Area 45 is encouraged.
- 6.18.11 To increase internal connectivity between Areas 44A, 44B and 46, innovative design of underground internal vehicular access/communal parking spaces and pedestrian access should be pursued underneath the GTC and/or the adjoining “LO” in Area 45. Implementation arrangement of such access will be carried out as part of the sites subject to detailed design. To avoid disturbance to the San Sang San Tsuen Egret, site formation and construction works should be avoided during breeding season of ardeids as recommended in the EIA of the Study.

“Logistics Facility” (about 31.55 ha)

- 6.18.12 Eight sites zoned “OU” annotated “Logistics Facility” (“LF”) are located in Areas 40C, 42A, 43A and 43B to the east of KSWH and in the east of Logistics, Enterprise and

Technology Quarter. The planning intention of this zone is primarily for development of modern logistics facilities. To facilitate accommodation of modern logistics buildings with ramps for access by trucks and lorries, sites of at least 3.5 ha each have been delineated within this zone. This zone is located just next to the KSWH to capture the advantage of being easily accessible by strategic highways linking the Hong Kong International Airport, Shenzhen, and other parts of the territories. Development within this zone is subject to a maximum non-domestic PR of 5 and a maximum BH of 110mPD.

“Logistics Facility cum SGMETS Depot” (about 4.18 ha)

- 6.18.13 The “OU” annotated “Logistics Facility cum SGMETS Depot” is located in Area 41B in the central area of Logistics, Enterprise and Technology Quarter. The planning intention of this zone is intended to provide the SGMETS Depot at the lower floor(s) while the LF can be accommodated at the floors above. Development of this zone is subject to a maximum non-domestic PR of 5 and a maximum BH of 110mPD.

“Parking and Operational Facilities for SGMETS” (about 0.70 ha)

- 6.18.14 The “OU” annotated “Parking and Operational Facilities for SGMETS” is located in Area 52C. The planning intention of this zone is primarily for accommodation of parking and operational facilities (including ancillary office) for SGMETS serving the Area. Development within this zone is subject to a maximum non-domestic PR of 3 and a maximum BH of 60mPD.

“Port Back-up, Storage and Workshop Uses” (about 23.00 ha)

- 6.18.15 The “OU” annotated “Port Back-up, Storage and Workshop Uses” (“OU(PBU&SWU)”) is located in Areas 39A to 39C, 40A and 40B to the east of KSWH and in the west of Logistics, Enterprise and Technology Quarter. The planning intention of this zone is primarily for construction of multi-storey buildings to accommodate brownfield operations including the affected brownfield operation by the NDA project. The eastern site in Area 39B is reserved mainly for open storage uses or ancillary uses that require open air operations. Development within this zone is subject to a maximum non-domestic PR of 7 and a maximum BH of 110mPD. To enhance the provision of total floor areas without increasing the building bulk with intrusive BH, basement developments is encouraged. Under the Study, development with an overall PR of 7 for the



“OU(PBU&SWU)” zone with a PR of 5 above ground plus two levels of basement has been recommended. Conceptual design and layout of the multi-storey PBU&SWU facilities would be subject to separate study being carried out by CEDD.

“Regional Plaza” (about 2.89 ha)

- 6.18.16 The “OU” annotated “Regional Plaza” is located in Area 30 in the core area of the town centre adjoining the proposed HSK Station. The planning intention of this zone is intended to serve the functions of being an open space and leisure focus of the town centre by providing well-designed green walkways and civic spaces for public enjoyment and interaction. It will also provide a land reserve for future strategic railway development (i.e. HSWRL).
- 6.18.17 Development within this zone is subject to a maximum non-domestic GFA of 2,350m<sup>2</sup> and a maximum BH of 20mPD. Integrated design between the proposed HSK Station, the shopping complexes and PTIs to the immediate east and west should be adopted. To enhance vibrancy and vitality of this zone, development would be allowed for supporting leisure, retail, food and beverage facilities convenient to the public.
- 6.18.18 To encourage cycling mode travel to this site, cycle track(s) should be provided within the site to provide a continuous cycle track network in the Area. In order to enhance the connectivity to the surrounding sites, east-west and north-south pedestrian public accesses should be provided in Area 30 in future development. These public accesses should connect the pedestrian flow between the “C” site (Area 32A) in the west and the “OU(Commercial and Residential)” site (Area 28A) in the east, and the adjoining proposed HSK Station in Area 30.
- 6.18.19 As there will be planned terrace frontage in the adjoining Area 28A and greater flexibility for site layout and design for Area 28A should be allowed, EVA cum footpath should be provided in Area 30 along the adjoining terrace frontage abutting development sites in Area 28A.

“Education and Related Facilities” (about 5.60 ha)

- 6.18.20 Two sites zoned “OU” annotated “Education and Related Facilities” are located in Areas 31A and 34C respectively to the west of the proposed HSK Station and the Regional Plaza. The planning intention of this zone is primarily for post-secondary educational uses, either for publicly funded or self-

financing institutions. It may include academic facilities, student hostels and/or other related ancillary facilities depending on the prevailing needs and requirements by EDB considered as appropriate for the Area. Development within this zone are subject to maximum BHs of 80mPD or 8 storeys to allow flexibility in architectural design. The site in Area 31A is bisected by the planned riverside promenade across from the west to east. Future development of this site is encouraged to take account of the planned promenade for integrated design.

#### **6.19 “Green Belt” (“GB”): Total Area 54.00 ha**

6.19.1 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.

6.19.2 The “GB” zone covers mature vegetation, hilly terrain and the existing burial grounds (Areas 20, 21, 36, 38, 40A, 42B, 43C and 45). The existing mitigation ponds under the KSWH and San Sang San Tsuen Egretty will also be protected and preserved in the areas zoned “GB”. The San Sang San Tsuen Egretty and the flight path of breeding ardeids will be preserved by “GB” zone together with the adjoining “LO” zone in Area 45.

### **7. Transport**

7.1 To support the development of the NDA, the railway system is planned as the backbone of the passenger transport system in the Area supplemented by other public transport services. A number of proposed modifications and improvements to the existing road network are necessary. The traffic impacts of the proposed developments have been adequately assessed and addressed by these modifications and improvement works and with implementation of the improvement works, the traffic impacts would be acceptable. The improvement works are subject to detailed design.

#### ***Strategic Transport Interchange Hub***

7.2 With a view to enhancing the efficiency, convenience and comfort of public transport services, and elevating the overall experience of the travelling public, a Strategic TIH encompassing the TML HSK Station, the proposed HSWRL, and adjacent development sites will be introduced in the town centre. Subject to detailed design, it will include typical transport facilities, such as PTIs and pick-up/drop-off points, with

convenient and comfortable pedestrian connections as well as other value-added facilities such as PnR facilities, temperature-regulated passenger waiting areas, supporting commercial and retail shops, a real-time digital transport information platform, charging facilities for electric vehicles, bicycle parking spaces and possibly storage facilities for electric mobility devices.

### ***Road Network***

- 7.3 Currently, the principal accesses of the Area include YLH, Castle Peak Road and KSWH while the secondary accesses include Tin Wah Road, Ping Ha Road and Tin Ying Road. According to the Study, the Area will be well connected with different parts of Hong Kong and surrounding areas by cross-boundary strategic road network as well as by a comprehensive existing and planned road network. A hierarchy of primary and district distributors and local roads is planned to provide convenient connection among various development areas and activity nodes as indicated in **Plan 7**.
- 7.4 As the special industrial land uses are planned to the western side of the Area close to KSWH, the heavy vehicle traffic generated from the special industry would be conveniently directed to/from KSWH without going through the residential areas. The Road P1 is proposed to convey the traffic from KSWH to district distributor and vice versa. Slip roads and flyover are proposed to connect KSWH from Road P1 and Road D3. For other residential-related traffic, they are estimated to use other access such as Hung Tin Road via YLH or other district distributors via Castle Peak Road.
- 7.5 Apart from separating the access points, the internal road network is also planned to minimise east-west traffic movements across the Area by non-continuous east-west distributor road except Road D1 at the most northern part of the Area. Therefore, the heavy vehicles of special industrial land uses would not pass through the Area to access the eastern part of YLH via Hung Tin Road.
- 7.6 The feasibility study on SGMETS in HSK/HT NDA and Yuen Long South Development has reviewed the interface and arrangement of the SGMETS and the existing Tin Ying Road and confirmed that a synergy effect could be achieved. The existing Tin Ying Road will be retained so as to allow flexibility to cater for the needs of further development.
- 7.7 Primary Distributor Road P1 would mainly be a dual 2-lane carriageway running in north-south direction. It is proposed underneath KSWH to convey the traffic from KSWH to district distributors and vice versa. The Road P1 would connect to district distributors or Castle Peak Road via roundabout or signal junction.

- 7.8 There would be several district distributors namely D1 to D8. The Road D1 is a dual 3-lane/dual 2-lane carriageway running in east-west direction. The eastern end of Road D1 connects to Tin Wah Road/Lau Fau Shan Road while its western end connects to Road P1.
- 7.9 Road D2 is currently known as Ping Ha Road and would be upgraded to a dual 2-lane carriageway running in north-south direction. It would be one of the major roads serving the resident developments and local villages in the north-eastern part of the Area. The northern end of Road D2 connects to Lau Fau Shan Road and Road D1. The southern end of Road D2 would connect to Hung Tin Road.
- 7.10 District distributors Road D3, D4 to D6 and D8 would be dual 2-lane carriageways. These district distributors provide necessary linkages between the major activity nodes within the Area and the external connections. Road D6 and D8 would be the key access roads to the proposed HSK Station and the major retails and commercial area. Road D1, D2 and D4 would be the major district distributors serving the residential developments and local villages in the north-eastern part of the Area. A new road is also planned from the Local Service Core to connect Deep Bay Road to enhance the connectivity.
- 7.11 Existing local roads within the Area would be maintained such as Tin Ha Road, Shek Po Road, Hung Shui Kiu Tin Sam Road, Hung Shui Kiu Main Street and Hung Yuen Road. All local roads are single 2-lane carriageways provide accesses to local villages and activity nodes including the planned hospital near the existing TML TSW Station.
- 7.12 Local vehicular accesses and ingress/egress for the existing villages and developments should be allowed. Alignments of these accesses are subject to detailed design and implementation of the NDA project.
- 7.13 Several district distributors and local roads have depressed section. Decking-over for pedestrian/cycling/amenity uses etc. has been considered for connectivity and landscape enhancement. Subject to detailed design, spaces underneath elevated road should be encouraged for leisure, recreational or other related uses for public enjoyment as appropriate.

### ***Railway***

- 7.14 The railway system is planned as the backbone of the passenger transport system in the Area which will be served by TML and LR supplemented by other public transport services. The mass transit TML provides service connecting metro areas of Hong Kong. The existing TML TSW Station is located to the east of the Area and the proposed HSK Station is located in Area 30. The proposed HSK Station is anticipated to commence construction in 2024 for commissioning in 2030 to meet the transport need of the HSK/HT NDA. Sites along the TML alignment are

subject to the Railway Protection Boundary and detailed survey. Relevant guidelines and/or regulations regarding railway aspect under relevant authorities should be observed.

- 7.15 The Northern Metropolis Development Strategy published in October 2021 proposed the construction of the HSWRL to provide a cross-boundary linkage with the modern services centre in Qianhai via the Shenzhen Bay Port. Underground space at the Regional Plaza in Area 30 has been reserved for accommodating the cross-boundary rail station for the link. Intermediate stations are also planned at Ha Tsuen and Lau Fau Shan.
- 7.16 LR provides local domestic service to connect Tuen Mun, TSW and Yuen Long New Towns. Currently, LR stations are mainly located along the Castle Peak Road in the south and Kiu Hung Road in the east of the Area.
- 7.17 Subject to detailed design, spaces underneath elevated railway track, if any, should be encouraged for leisure, recreational or other related uses for public enjoyment as appropriate. EVA could also be explored for the spaces underneath elevated railway track to serve the adjoining sites if applicable.

#### ***Other Transport Facilities***

- 7.18 It is proposed under the Study using railway system as backbone supplemented by long haul bus services for external connections of the Area. Besides, an effective linkage between railway stations and the major nodes outside 500m catchment of railway stations is considered and a good feeder services could encourage public to use the railway system. It is anticipated that the future passengers demand on the feeder services would also be significant.
- 7.19 The SGMETS traverses the core of residential, commercial and other major activity nodes within the Area. The recommended mode for the SGMETS is green road-based transport mode. Examples include Green Bus System and Trackless Tram (e.g. Autonomous Rapid Transit). The separation between stations would be designed with adequate distance to serve the patronage efficiently between activity nodes. There will be a cycle track of 4m wide and footpath along the SGMETS within the GTC allowing and encouraging public to walk and/or cycle within this corridor. This will further enhance accessibility of land uses and activity nodes. For certain sections of GTC, footpaths within GTC (including spaces under the elevated SGMETS) could be further explored as an EVA for sites alongside, if applicable, subject to further study. Landscape treatment will be also carried out along the SGMETS. SGMETS depots and related operational facilities are reserved in Areas 41B and 52C in the Area. The design and provision of the SGMETS, including the possible extension to YLS and enhancement of the transport connectivity to the

adjacent TSW, Tuen Mun and Yuen Long New Towns, in particular to the northern part of TSW, is subject to a separate feasibility study to be carried out by CEDD and detailed design in the implementation of the NDA project. To increase internal vehicular access between Areas 44A, 44B and 46, innovative design of underground internal vehicular access/communal parking spaces should be pursued underneath the GTC and/or the adjoining “LO” in Area 45. Implementation arrangement of such access will be carried out as part of the sites subject to detailed design.

- 7.20 There are four PTIs with terminus for buses, minibuses and/or other public light buses committed/planned within the major cores of the Area in Areas 28A and 32A near the proposed HSK Station, in Area 18 near the existing TML TSW Station, and in Area 53A to serve the Bayview Neighbourhood and Local Service Core. The proposed size and location of the PTIs should be adequately to provide the interchange between different type of transportation modes including TML, LR, SGMTS, long haul/feeder bus services, other franchised bus services, green minibuses and taxi etc.
- 7.21 In order to promote PnR at the PTIs/SGMTS station to promote the use of public transport, a minimum of 50 public car parking spaces in addition to those required for the planned developments is planned in Areas 28A, 32A, 53A and 69 each. Except on street parking to be provided, local parking facilities could also be provided in the amenity area subject to detailed design.

### ***Pedestrian and Cycle Track Connections (Plan 8)***

- 7.22 The proposed footpaths and cycle tracks will link up major activity nodes in the Area, including the existing and proposed railway stations, PTIs, residential and commercial areas, open spaces and GIC/recreational facilities. In general, provision of pedestrian and cycling facilities will be provided in accordance with HKPSG.
- 7.23 In general, footpath would be provided along both kerb sides of district distributors, local roads and between development sites in strategic location to ensure the connectivity between developments. 20m and 15m wide pedestrian streets are designated in the Riverine and Village Neighbourhood, the town centre and Bayview Neighbourhood and the Local Service Core. Shopping streets are also as specified on the Plan allowing commercial and leisure facilities such as café, restaurants and retail shops connecting to GTC, Regional Plaza and/or riverside promenade. This provision will enhance and contribute the at-grade vibrancy and vitality as well as character of activity node. To allow greater flexibility for site layout and design for development sites along the shopping streets, EVA cum pedestrian path should be provided in the pedestrian streets along the shopping streets abutting these development sites. Pedestrian public access are also planned within Areas 28A, 30 and

32A to enhance accessibility pedestrian network and movement in the city core. Other measures on enhancing pedestrian connection in various locations of the Area should be further explored in detailed design stage.

- 7.24 In order to create a convenient pedestrian walking environment, grade-separated pedestrian facilities, such as subways or footbridges, would be provided as far as practicable subject to detailed design as indicated on the Plan. With the provision of pedestrian facilities, it is intended to promote walk mode especially between major public transport hub and activity nodes so that the road-based public transport demand for serving the people travelling between the activity nodes and the major transport hub could be reduced. GTC would include footpaths and may function as footbridges for connecting several activity nodes.
- 7.25 To let the public appreciate the natural, ecological and landscape resources within and in the surroundings of the Area such as knolls, maintain backdrop of Yuen Tau Shan, the San Sang San Tsuen Egretty and flight path of ardeids, and wetland compensation area for the Deep Bay Link project (currently named as KSWH), a possible eco-trail is proposed to link up the Regional Park with the above resources and the hiking trails in Yuen Tau Shan.
- 7.26 With the comprehensive cycling network planned in the Area, cycling would be one of the environmentally friendly transport modes which could act as a supplementary mode of transport for internal feeder services between developments or activity node. In general, cycle tracks would be provided along the one side of the district distributors and some of the local roads. The new cycle track network would integrate with the existing cycle tracks at various locations in the Area. Subject to detailed design, a 4m wide cycle track, if applicable, may also be considered along the proposed SGMST so that there would be cycling connectivity to Lau Fau Shan and TSW New Town. Cycling supporting facilities such as cycle parking areas would be provided at railway stations, PTIs, major residential developments as well as open spaces and amenity areas as far as practicable subject to detailed design in accordance with the requirements of HKPSG.

## **8. Environmental Considerations**

- 8.1 Detailed environmental mitigation measures, and the conditions and recommendations endorsed by the Advisory Council on the Environment, should be referred to the EIA report of this project.

### ***Noise and Air***

- 8.2 Upon developing the land use proposals for the Area, in balancing other factors, noise sensitive uses in particular residential developments and schools have been sited in such a way to avoid excessive exposure to

traffic noise and air impact. Adequate amenity strips are introduced along major roads to serve as a buffer area to reduce traffic noise and airborne pollutants. To mitigate the noise impact from TML, the EIA assumed the proposed HSK Station is planned to be semi-enclosed, and the actual design shall be subject to review in the planning and design stage of the station. Nevertheless, given the constraints of the Area, some noise and air impacts mitigation measures would be required as recommended in the EIA report and outlined as follows:

- 8.2.1 Low noise surface materials are proposed to be laid on some vehicular roads.
- 8.2.2 Except the committed noise barriers along KSWH under Deep Bay Link Project, 3m to 7m high noise barriers are proposed along some sections of vehicular roads.
- 8.2.3 Building setback is required for these developments:
  - (a) a 60m residential setback from the site boundary facing TML residential developments in the western site of Area 28A, which is more than 90m away from the railway tracks; and
  - (b) a 25m setback from the site boundary for the sensitive uses of a school facing TML at Area 15.
- 8.2.4 Noise Impact Assessment (NIA) will be required for some residential developments sites as identified in the EIA. The NIA should demonstrate noise mitigation measures such as self-protecting building layout design and building separation for private and public residential developments to be controlled under lease conditions and the PBs respectively.
- 8.2.5 The EIA recommends that population intake for developments at Areas 28A and 28B should be arranged after commissioning of the proposed semi-enclosed HSK Station. Population intake for developments at Area 16B should be arranged after building completion at Area 16C. NIA and corresponding noise mitigation measures will be carried out by the project proponent(s) of the developments if the development sequence other than that specified in the EIA is to be adopted.
- 8.2.6 Occupation of the proposed school at Area 15 should be arranged after the completion of the proposed Electricity Substation adjoining to the east. NIA will be required if the specified development sequence could not be met.
- 8.2.7 In view of the local setting for each school development, future design of the school building should consider favourable



orientation and adopt good measures. Recommendations in school layout and noise mitigation measures should be referred to the EIA report of this project.

### ***Ecology and Landscape***

- 8.3 The EIA report has identified the egretty near San Sang Tsuen in the Area with ecological significance. To preserve and protect the egretty, a “LO” is planned in Area 45 to connect the two clusters of woodland under “GB” zones with reference to the location of the egretty and the bird flight path. Site formation and construction works in Area 45 or the surrounding sites should not be undertaken during breeding season of ardeids to avoid disturbance to the egretty. Besides, floral species of conservation importance such as *Aquilaria sinensis* has been recorded in the woodland at Tung Tau Tsuen in “DO” in Area 51. Mature trees are also recorded in “LO” in Area 34C. Due care should be taken in design and implementation of these sites as per the detailed recommendations in the EIA of the Study as appropriate.
- 8.4. To enhance the overall habitat in the future, an enhancement planting area with native species would be considered at a suitable area of the proposed Fung Kong Tsuen service reservoir site as suggested under the EIA of the Study.

## **9. Cultural Heritage**

- 9.1 Five sites of archaeological interest, namely Ngau Hom Shek, Hang Hau Tsuen, Sha Kong Miu (North), Tung Tau Tsuen and Tseung Kong Wai are located within the Area. Four Archaeological Potential Areas identified by the archaeological survey for the Study are situated in Lau Fau Shan, Kiu Tau Wai, Hung Uk Tsuen (North) and Hung Uk Tsuen (South). Within the boundary of the Area, there are two declared monuments, namely Tang Ancestral Hall, Ha Tsuen, and Yeung Hau Temple, Ha Tsuen, and a number of graded historic buildings. The list of declared monuments, graded buildings and sites of archaeological interests will be updated from time to time.
- 9.2 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 buildings, and accorded grading to some buildings/structures within the ODP area. There are also a number of new items pending grading assessment by the AAB. Details of the list of 1,444 buildings and new items have been uploaded onto the official website of the AAB at <https://www.aab.gov.hk>.
- 9.3 Prior consultation with the AMO of the Development Bureau should be made, if any works, development, redevelopment or rezoning proposals may affect declared monuments, proposed monuments, historic buildings and sites graded by the AAB, sites of archaeological interest or

Government historic sites identified by AMO, the new items mentioned in paragraph 9.2 above; any other buildings/structures identified with heritage value, both at grade and underground, or the Archaeological Potential Areas identified by the EIA report, and their immediate environs. Reference should be made to the recommendations of the EIA report approved under the EIA Ordinance.

- 9.4 Information of the declared monuments, proposed monuments, historic buildings and sites graded by the AAB, sites of archaeological interest and Government historic sites identified by AMO are available on the website of AMO at <https://www.amo.gov.hk>.
- 9.5 To promote the cultural heritage resources within and surrounding the Area, a possible heritage trail could be provided to connect the existing TML TSW Station, the proposed HSK Station and permeates through sites, along the existing open space and amenity areas. The trail will provide a safe and efficient amenity for people to explore many of the culturally significant areas in the Area and is also intended to help promote these features and attract visitors to these areas. The proposed trail extent focuses on Ha Tsuen area which accommodates a concentration of built heritage resources. Many of the cultural heritage resources are located within villages as worshipping places and intervention and nuisance to the local communities should be kept minimal for the provision of such trail.

## **10. Utility Services**

### **10.1 Water Supply**

- 10.1.1 The existing water treatment works capacity available in the NWNT has already been fully committed. Further treatment works capacity, if required, would be made available from the future extension to Ngau Tam Mei Water Treatment Works.

### **10.2 Sewerage and Sewage Treatment**

- 10.2.1 The existing San Wai STW and its expansion is located in Area 41A to cater for the sewage flows arising from the existing and planned developments from Yuen Long, TSW and HSK areas apart from the NDA project. Area 41C is reserved for development of a new STW for the NDA project by which will treat part of the sewage generated from the new developments of the Area at tertiary level for possible reuse in toilet flushing and irrigation within the Area.
- 10.2.2 There are six sewage pumping stations within the Area. The existing Ha Tsuen Pumping Station is located in Area 56 (also known as TSW Area 3B) and the other existing sewage

pumping station falls within Area 68. Four planned pumping stations reserved in Areas 25, 36, 46 and 51 for collecting sewage flows from the Area and pump to the planned STW.

- 10.2.3 At present, public sewer along Castle Peak Road is provided and only part of the Area is served by public sewerage network. Connection to public sewer shall be made when public sewer with adequate capacity is in place and connection to public sewer is required by the Director of Environmental Protection.

### 10.3 Drainage

- 10.3.1 The design of drainage facilities in the NDA will adopt the “Blue-Green Infrastructure” concept as appropriate to improve the development area’s flood resilience and adaptation to climate change. Flood Storage Lakes and other attenuation facilities which blend in with the environment and promote water-friendly culture for public enjoyment would be proposed. River revitalisation of existing drainage channels such as TSW Channel, Hung Shui Kiu Channel, Ha Tsuen Nullah, Tin Sam Channel etc. would be explored to create attractive landscape, biodiversity, connectivity and multi-functional benefits. Sustainable drainage system such as bio-swale, rainwater harvesting etc. would also be pursued.

### 10.4 Electricity

- 10.4.1 The Area has long been supplied with electricity. It is anticipated that there will not be any problem in the provision of electricity supply with new ESS planned in Areas 21, 24B, 34C and 41B to support the Area.

- 10.4.2 The southwest of the Area is subject to the 400kV overhead power lines (with pylons) in the south. Relevant guidelines in accordance with HKPSG and regulations under relevant authorities should be observed and consulted.

### 10.5 Gas

- 10.5.1 Currently, gas pipelines operating at medium pressure have already been laid along Castle Peak Road and Hung Tin Road. For any development that will result in a significant increase in population in the vicinity of a high pressure gas pipeline, a QRA would be required from the project proponent to assess the potential risks associated with the gas pipeline, having considered the proposed development. The project proponent should maintain liaison/coordination with the gas services providers in respect of the exact location of existing or

planned gas pipe routes/gas installations in the vicinity of the proposed works area and the minimum set back distance away from the gas pipes/gas installations if any excavation works are required during the design and construction stages of the development. The project proponent shall also note the requirements of the Electrical and Mechanical Services Department's Code of Practice on Avoiding Danger from Gas Pipes.

- 10.5.2 If any proposal introduces a substantial increase of nearby population to the existing LPG filling stations, the current QRA studies for the filling stations would no longer be valid, and it is required to conduct another QRA study taking into account the proposed development to substantiate that the government risk guidelines can still be met. For new LPG filling stations, QRA studies are required.

## 10.6 Telecommunication

- 10.6.1 Telephone services are made available through the telephone exchange reserved in Area 68 to provide the essential service to the Area.
- 10.6.2 Telecommunication cables will be laid along the proposed roads and distributed to the development sites. Optic fibres cables can be branched off from the existing network.

## 10.7 District Cooling Services

- 10.7.1 To develop the HSK/HT NDA into a sustainable community, there are two DCS plants in Area 31A and Area 56 for supplying chilled water to the non-domestic developments within the NDA. All non-domestic developments, including use of commercial, GIC, education, non-domestic portion of mixed use and railway station in the NDA are required to comply with the mandatory connection to DCS in HSK/HT NDA. The technical guidelines for connection to district cooling system should also be referred to in the detailed design for the developments subscribing DCS.

## 11. Geotechnical Constraints

- 11.1 Part of the Area is within the Scheduled Area of the Northwest New Territories (Scheduled Area No. 2) which might be underlain by marble with dissolution features. Due attention should be paid to the potential problems associated with buildings and structures foundation works.

- 11.2 There are number of existing and proposed geotechnical features within the vicinity of the Area. Studies of these geotechnical features and necessary upgrading works should be carried out, if the geotechnical features could affect or be affected by the proposed development, or if their failure could affect lives and property within or outside the development area. Necessary arrangement should be made to ensure that the development will not be subject to or pose an unacceptable landslide risk to the public throughout its design life.
- 11.3 Part of the Area is overlooked by steep natural terrain and meets the Alert Criteria for Natural Terrain Hazard Study (NTHS). For future developments in these areas, NTHS may be required to assess the scale of potential natural terrain landslide hazards and to provide suitable hazard mitigation measures, if found necessary, as part of the developments.

## **12. Burial Grounds**

Four permitted burial grounds falling within area zoned “A” and “GB” (with small areas covered by KSWH) located at the knoll to the southwest of Hung Uk Tsuen in Area 21, south-eastern foothill of Yuen Tau Shan, slope areas in the northwest of the Area, and the knoll in Area 40A are to be retained and preserved as far as possible. A FLWSR near Fung Kong Tsuen in Area 38 is reserved within a burial ground. Impact of this infrastructure has been carried out under EIA of the Study.

## **13. Implementation**

- 13.1 The Plan provides detailed information which will be used as the basis for public works planning and site reservation purposes. It includes information on detailed land uses, development parameters and boundaries of individual sites, setbacks, green coverage, waterworks and drainage reserves, site formation levels, road alignment and dimensions, location of pedestrian facilities, public utility facilities as well as other environmental, building and engineering requirements. These should generally be followed in land transactions and allocations. In particular, the Plan together with the statutory plans, when available and where appropriate, will serve as the basis for processing the lease modification applications and land sales. To avoid duplication in the Plan, detailed urban and green design requirements formulated under separate study will be incorporated under the lease and relevant land documents as appropriate.
- 13.2 To achieve early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, a proper phasing and packaging of works for the NDA development has been

formulated tentatively as shown in **Plan 10**. HSK/HT NDA is being implemented in three phases. Detailed design for site formation and engineering infrastructural works for the First Phase has commenced in 2017 with construction work started in 2020 and first population intake is anticipated in 2024. The detailed design for site formation and engineering infrastructural works for the Second Phase development has commenced in 2020 with construction works commencing progressively in 2024, and the population intake targeting to start from 2030. Invitation of in-situ land exchange applications for designated development sites under the Second Phase development and the Remaining Phase development within the NDA under the ECNTA commenced on 1 February 2024. This may help advance the population intake in various stages. The implementation programme of the Remaining Phase development, as well as the entire NDA, is subject to the review with the plan to develop Lau Fau Shan, Tsim Bei Tsui and Pak Nai as the extension of HSK/HT NDA.

- 13.3 The Government will resume and clear the private land planned for public works projects, public and private developments, carry out site formation works, and provide infrastructure before allocating land for various purposes, including disposal of land planned for private developments in the market. Land formation and the provision of infrastructure will be implemented in accordance with development programme prepared by CEDD. Open space, schools, social welfare and other community facilities will be constructed by the appropriate Government departments on the basis of the Capital Works Programme. Subsidised housing together with the supporting facilities will be built by HD in accordance with the Public Housing Development Programme and other relevant agents. Flexibility will be provided for modification of lease including in-situ land exchange applications meeting a set of criteria by specified deadline(s) having regard to the phased development of the NDA.
- 13.4 A Land Use Review Study commenced in August 2022 to formulate broad planning and infrastructure proposals for the northern extent of the NDA together with the adjoining Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas and review their technical feasibility. A Recommended Outline Development Plan for the areas will be formulated in the succeeding Investigation Study, which will serve as the basis for preparation/revision of the statutory Outline Zoning Plan(s).

**Composition of Jobs assessed in the Hung Shui Kiu New Development Area Study**

<b>Proposed Use</b>	<b>Employment (approx.)</b>
<b>Commercial</b>	<b>75 000</b>
Office	32 000
Hotel	2 000
Retail, Dining, Entertainment and other Commercial	41 000
<b>Industry</b>	<b>61 000</b>
Enterprise and Technology Park	19 000
Logistics Facilities	23 000
Port Back-up, Storage and Workshop Uses	14 000
General Industrial	5 000
<b>Community Services</b>	<b>14 000</b>
GIC Facilities (including Education and Hospital)	12 000
Other Services	2 000
<b>Total</b>	<b>150 000</b>

## Appendix II

### Schedule of Requirement and Provision of Open Space and Major G/IC Facilities within Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2

**Planned Population upon full development: about 231 800 persons**

Facilities	HK Planning Standards & Guidelines	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
<b><u>EDUCATION</u></b>					
1. Nursery Class and Kindergarten (Unit: classroom)	34 classrooms for 1 000 children aged 3 to under 6	166	89	-77	<ul style="list-style-type: none"> <li>- Assuming 2.10% of population at 3-5 years.</li> <li>- 1 existing kindergarten in Hung Fuk Estate.</li> <li>- 13 kindergartens are proposed.</li> </ul>
2. Primary School (30-classroom) (Unit: school)	1 whole day classroom for 25.5 persons aged 6-11	14	14	0	<ul style="list-style-type: none"> <li>- Assuming 4.57% of population at 6-11 years.</li> <li>- 14 primary schools in total are recommended by EDB.</li> </ul>
3. Secondary School (30-classroom) (Unit: school)	1 whole day classroom for 40 persons in the 12-17 age group	10	9	-1	<ul style="list-style-type: none"> <li>- Assuming 5.30% of population at 12-17 years.</li> <li>- 9 secondary schools in total are recommended by EDB.</li> </ul>
4. Post-secondary Institution	No set standard	N/A	2 (academic facilities with/ without student hostels)	N/A	EDB requested for two sites for post-secondary education use, either for publicly-funded or self-financing institutions for the purpose of constructing academic facilities and/or student hostels, depending on prevailing needs.
<b><u>FIRE, AMBULANCE &amp; POLICE SERVICES</u></b>					
1. District Police Station	1 for every 200 000 - 500 000 persons	1	1	0	Request by the HKPF for a district police station plus married staff quarters.
2. Divisional Police Station	1 for every 100 000 - 200 000 persons.	1	-	N/A	
3. Sub-divisional Police Station	No set standard	N/A	-	N/A	



Facilities	HK Planning Standards & Guidelines	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
4. Divisional Fire Station	No set standard	N/A	1	N/A	1 Fire Station cum Ambulance Depots plus staff quarters.
5. Sub-divisional Fire Station	No set standard	N/A	-	N/A	
6. Ambulance Station/Depot	No set standard	N/A	1	N/A	
<b><u>MEDICAL &amp; HEALTH SERVICES</u></b>					
1. Hospital (Unit: bed)	5.5 bed per 1 000 persons	1275	1500	225	- HA requests a site for hospital.
2. Polyclinic / Specialist Clinic	1 specialist clinic/polyclinic whenever a hospital is built	1	1	0	- The provision of 1500 beds will serve both the Area and Yuen Long South areas.
3. Clinic / Health Centre	1 clinic/health centre for every 100 000 persons	2	2 planned	0	
<b><u>POSTAL SERVICE</u></b>					
1. Post Office	(a) In urban areas, post offices should be provided so that large concentrations of population have access to facilities within 1.2km from where they live or work. (b) In rural areas, a distance of 3.2 km should be assumed. (c) The provision is to be advised by the Postmaster General.	N/A	1 post office and 1 delivery office	N/A	Request by HKPO and subject to confirmation at a later stage so as to cope with the changes in postal service demand in future under HSK Study.
<b><u>MAGISTRACIES</u></b>					
1. Magistracy (with 8 courtrooms)	1 8-courtroom magistracy for 660 000 persons	0	1	1	- There is only one magistrates' court (Tuen Mun Magistrates' Court with 8 courtrooms) in the NWNT region. - Judiciary Administrator confirmed that a site larger than the area stipulated in the HKPSG is required for a new magistracy under HSK Study.

Facilities	HK Planning Standards & Guidelines	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
<b><u>MARKET</u></b>					
1. Market	No set standard. Provision of new public markets should be considered on a case-by-case basis	N/A	3 new + 2 existing	N/A	- 2 Markets proposed at "RS" sites and the provision is subject to review at detailed design stage. 1 public market to be provided in Area 26A subject to further assessment.  - There are existing markets at Hung Fuk Estate, Ping Yan Court.
<b><u>SOCIAL WELFARE SERVICES*</u></b>					
1. Child Care Centre (CCC) (Unit: place)	100 aided places per 25 000 persons	927	100	-827	A 100-place CCC is required by Social Welfare Department (SWD)
2. Integrated Family Services Centre	1 per 100 000 to 150 000 persons	2	1	-1	
3. Integrated Children and Youth Services Centre (ICYSC)	1/12 000 persons in 6-24 age group	4	3	-1	
4. District Elderly Community Centre (DECC)	One in each new development area with a population of around 170 000 or above  (assessed by SWD on a district basis)	N/A	-	N/A	
5. Neighbourhood Elderly Centre (NEC)	One in a cluster of new and redeveloped housing areas with a population of 15 000 to 20 000 persons, including both public and private housing  (assessed by SWD on a district basis)	N/A	1	N/A	
6. Community Care Services (CCS) Facilities (Unit: place)	17.2 subsidised places per 1 000 elderly persons aged 65 or above  (assessed by SWD on a district basis)	540	101	-439	A 60-place Day Care Centres/Units for the Elderly is required by SWD.

Facilities	HK Planning Standards & Guidelines	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
7. Residential Care Home for the Elderly (RCHE) (Unit: bed)	21.3 subsidised beds per 1 000 elderly persons aged 65 or above  (assessed by SWD on a cluster basis)	669	982	313	A 100-place RCHE and two 250-place free standing RCHEs are required by SWD.
8. Pre-school Rehabilitation Services (Unit: place)	23 subvented places per 1 000 children aged 0-6  (assessed by SWD on a district basis)	203	0	-203	
9. Day Rehabilitation Services (DRS) (Unit: place)	23 subvented places per 10 000 persons aged 15 or above  (assessed by SWD on a district basis)	450	330	-120	160 subvented places DRS are required by SWD.
10. Residential Care Services (RCS) (Unit: place)	36 subvented places per 10 000 persons aged 15 or above  (assessed by SWD on a cluster basis)	704	280	-424	A total of 230 subvented places RCS are required by SWD.
11. Community Rehabilitation Day Centre (CRDC)	1 centre per 420 000 persons  (assessed by SWD on a district basis)	1	1	0	A CRDC is required by SWD.
12. District Support Centre (DSC) for Persons with Disabilities	1 centre per 280 000 persons  (assessed by SWD on a district basis)	1	1	0	A DSC is required by SWD.
13. Integrated Community Centre for Mental Wellness	1 standard scale centre per 310 000 persons  (assessed by SWD on a district basis)	1	0	-1	
<b><u>OTHER COMMUNITY FACILITIES</u></b>					
1. Community Hall	No set standard (to be provided on a need basis)	N/A	4	N/A	

Facilities	HK Planning Standards & Guidelines	Ultimate Requirement	Planned Provision	Surplus/ Deficit (-)	Remarks
2. Library	1 district library should be provided for each district. There should also be a district library for every 200 000 persons	1	1	0	LCSD proposed to provide a library together with the planned sports centre cum community hall in Area 34E.
3. Youth Facilities	No set standard	N/A	1	N/A	A youth facility, including Youth Innovation and Entrepreneurial Base, is provided to care for such need in long run under HSK Study.
<b><u>RECREATIONAL FACILITIES</u></b>					
1. Sports Centre	1 per 50 000 - 65 000 persons	4	4	0	
2. Swimming Pool Complex - standard	1 standard complex per 287 000 persons	N/A	-	N/A	- LCSD advised no swimming pool is needed under HSK Study.
3. Swimming Pool - leisure	1 per district	N/A	-	N/A	- There are six swimming pools in Ping Shan, Tuen Mun and Tin Shui Wai.
4. Sports Ground/ Sports Complex	1 per 200 000 - 250 000 persons	1	1	0	
5. Sports Stadium	Territorial facility based on need	N/A	-	N/A	
<b><u>OPEN SPACE</u></b>					
1. Regional Open Space (RO) (Unit: m <sup>2</sup> )	No set standard	N/A	160 880	N/A	
2. District Open Space (DO) (Unit: m <sup>2</sup> )	1m <sup>2</sup> per person	231 800	259 360	27 560	
3. Local Open Space (LO) (Unit: m <sup>2</sup> ) (population based)	1m <sup>2</sup> per person	299 800	231 770	-68 030	Shortfall would be met by the LO to be provided within individual public/private residential development in accordance with HKPSG and the DO/RO.
(for workers in industrial, industrial-office, business and commercial areas)	0.5m <sup>2</sup> per worker				

\* Floor area for social welfare facilities equivalent to about 5% of the attainable domestic gross floor area in public housing developments would be reserved. Apart from making reference to the HKPSG, SWD will also take into account factors such as location, accessibility, available floor area, height restrictions of some welfare facilities, barrier-free facilities, surrounding environment, supply and demand for services in the local community, etc. when deciding whether a social welfare facility will be provided at a particular development.

**PLANNING PARAMETERS FOR MAJOR DEVELOPMENT SITES  
WITHIN THE HUNG SHUI KIU AND HA TSUEN OUTLINE DEVELOPMENT PLAN**

Commercial (“C”)

1. Western Site in Area 16C

Maximum Non-Domestic Plot Ratio (NDPR)	:	5
Maximum Building Height (BH)	:	140 mPD

2. Eastern Site in Area 16C

Maximum NDPR	:	5
Maximum BH	:	140 mPD

A 7m wide utility reserve is required within the site.

3. Western Site in Area 17A

Maximum NDPR	:	8
Maximum BH	:	160 mPD

4. Western Site in Area 17B

Maximum NDPR	:	8
Maximum BH	:	160 mPD

5. Eastern Site in Area 17B

Maximum NDPR	:	8
Maximum BH	:	160 mPD

6. Area 17C

Maximum NDPR	:	8
Maximum BH	:	160 mPD

7. Eastern Site in Area 32A

Maximum NDPR	:	9.5
Maximum BH	:	200 mPD

The site is intended to include a Public Transport Interchange (PTI) (GFA: 10,000m<sup>2</sup>) and public car park (minimum 50 public carparking spaces in addition to those required for the planned developments) uses. Retail frontage should be provided as designated

on the Plan. Master Layout Plan (MLP) submission is required for the site.

8. North-western Site in Area 32A

Maximum NDPR : 9.5  
Maximum BH : 200 mPD

MLP submission is required for the site.

9. South-western Site in Area 32A

Maximum NDPR : 9.5  
Maximum BH : 200 mPD

MLP submission is required for the site.

10. Eastern Site in Area 32B

Maximum NDPR : 9.5  
Maximum BH : 200 mPD

Retail frontage should be provided as designated on the Plan. MLP submission is required for the site.

11. Western Site in Area 32B

Maximum NDPR : 9.5  
Maximum BH : 200 mPD

Retail frontage should be provided as designated on the Plan. MLP submission is required for the site.

12. Southern Site in Area 32C

Maximum NDPR : 8  
Maximum BH : 200 mPD

13. Lower Central Site in Area 32C

Maximum NDPR : 8  
Maximum BH : 200 mPD

14. Upper Central Site in Area 32C

Maximum NDPR : 8  
Maximum BH : 200 mPD

15. Northern Site in Area 32C

Maximum NDPR : 8  
Maximum BH : 200 mPD

16. Western Site in Area 32D

Maximum NDPR	:	8
Maximum BH	:	200 mPD

MLP submission is required for the site.

17. Eastern Site in Area 32D

Maximum NDPR	:	8
Maximum BH	:	200 mPD

Retail frontage should be provided as designated on the Plan. MLP submission is required for the site.

18. Area 69

Maximum NDPR	:	1.5
Maximum BH	:	40mPD

The site is intended for retail and public car park (minimum 50 public carparking spaces in addition to those required for the planned developments) uses.

Special Residential – Public Rental Housing (“RS”) <sup>[Note 1]</sup>

19. Area 16B

Maximum Domestic Plot Ratio (DPR)	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	145 mPD

The site is intended to include retail, market and kindergarten (9-classroom) uses.

20. Area 25

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	175 mPD

The site is intended to include retail, kindergarten (7-classroom) and social welfare facility uses.

21. Area 27A

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	175 mPD

The site is intended to include retail, kindergarten (6-classroom) and social welfare facility uses. Terrace frontage should be provided as designated on the Plan.

22. Northern Site in Area 34A

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	160 mPD

The site is intended to include retail, 2 kindergartens (6-classroom each) and social welfare facility uses. Terrace frontage should be provided as designated on the Plan.

23. Southern Site in Area 34A

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	180 mPD

The site is intended to include retail, kindergarten (6-classroom) and social welfare facility uses. Terrace frontage should be provided as designated on the Plan.

24. Area 52B

Maximum DPR	:	5.5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail, market, 2 kindergartens (6-classroom each) and social welfare facility uses.

Residential – Zone 1 (“R1”)

25. Western Site in Area 8

Maximum DPR	:	5.5
Maximum BH	:	120 mPD

26. Area 10

Maximum DPR	:	5.5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail and kindergarten (6-classroom) uses.

27. Area 27B

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	165 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.



28. Western Site in Area 34B

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	180 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

29. Eastern Site in Area 34B

Maximum DPR	:	6
Maximum NDPR	:	0.5
Maximum BH	:	180 mPD

The site is intended to include retail use.

30. Northern Site in Area 58A

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

31. Southern Site in Area 58A

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail and kindergarten (6-classroom) uses. Terrace frontage should be provided as designated on the Plan.

32. Area 59A

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

33. Northern Site in Area 60

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as

designated on the Plan. A 5m wide setback from the western boundary is required within the site.

34. Southern Site in Area 60

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan. A 5m wide setback from the western boundary is required within the site.

35. Northern Site in Area 61

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

36. Southern Site in Area 61

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

37. Area 62B

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

Residential – Zone 1 (Subsidised Sale Flat) (“R1(SSF)”) [Note 1]

38. Area 16A

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	135 mPD

The site is intended to include retail use.

39. Northern Site in Area 27C

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	160 mPD

The site is intended to include retail and kindergarten (6-classroom) uses.

40. Western Site in Area 34D

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	160 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

41. Eastern Site in Area 34D

Maximum DPR	:	6.5
Maximum NDPR	:	0.3
Maximum BH	:	160 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

42. Area 52A

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use.

43. Area 62A

Maximum DPR	:	5
Maximum NDPR	:	0.5
Maximum BH	:	140 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan.

Residential – Zone 2 (“R2”)

44. Area 58B

Maximum DPR	:	5
Maximum BH	:	120 mPD

45. Area 59B

Maximum DPR	:	5
Maximum BH	:	120 mPD

A 5m wide setback from the western boundary is required within the site.

46. Area 59D

Maximum DPR	:	5
Maximum BH	:	100 mPD

A 5m wide setback from the western boundary is required within the site.

Residential – Zone 3 (“R3”)

47. Area 4B

Maximum Plot Ratio	:	1.26
Maximum BH	:	7 storeys (21m)
Maximum Site Coverage	:	40%

48. Area 66A

Maximum DPR	:	3
Maximum NDPR	:	0.5
Maximum BH	:	90 mPD

The site is intended to include retail and kindergarten (6-classroom) uses.

49. Eastern Site in Area 66B

Maximum DPR	:	2.5
Maximum BH	:	90 mPD

50. Western Site in Area 66B

Maximum DPR	:	2.5
Maximum BH	:	90 mPD

51. Northern Site in Area 68

Maximum DPR	:	2.5
Maximum BH	:	60 mPD

52. Western Site in Area 68

Maximum DPR	:	2.5
Maximum BH	:	60 mPD

53. Southern Site in Area 68

Maximum DPR	:	2.5
Maximum BH	:	60 mPD

Residential – Zone 4 (“R4”)

54. Area 24A

Maximum BH	:	3 storeys (8.23m)
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55. Eastern Site in Area 63

Maximum BH	:	3 storeys (8.23m)
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56. Western Site in Area 63

Maximum BH	:	3 storeys (8.23m)
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Industrial (“I”)

57. Northern Site in Area 35

Maximum NDPR	:	3
Maximum BH	:	80 mPD

58. Central Site in Area 35

Maximum NDPR	:	3
Maximum BH	:	80 mPD

59. Southern Site in Area 35

Maximum NDPR	:	3
Maximum BH	:	80 mPD

A 10m wide setback from the southern boundary is required within the site.

60. Northern Site in Area 36

Maximum NDPR	:	3
Maximum BH	:	80 mPD

61. North-western Site in Area 36

Maximum NDPR	:	3
Maximum BH	:	80 mPD

62. Eastern Site in Area 36

Maximum NDPR	:	3
Maximum BH	:	80 mPD

63. South-western Site in Area 36

Maximum NDPR	:	3
Maximum BH	:	80 mPD

Other Specified Uses (Commercial & Residential Development) (“OU(C&R)”)

64. Western Site in Area 19A

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	160 mPD

The site is intended to include retail uses.

65. North-eastern Site in Area 19A

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	160 mPD

The site is intended to include retail and kindergarten (6-classroom) use.

66. South-eastern Site in Area 19A

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	160 mPD

The site is intended to include retail use.

67. Western Site in Area 19B

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	160 mPD

The site is intended to include retail use. A 6m wide setback from the eastern and southern boundary is required within the site.

68. Eastern Site in Area 19B

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	160 mPD

The site is intended to include retail use. A 6m wide setback from the southern boundaries is required within the site.

69. Area 19C

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	160 mPD

The site is intended to include retail use.

70. Western Site in Area 28A

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	60 mPD (Western part) 180 mPD (Eastern part)

The site is intended to include retail, PTI (GFA: 10,000m<sup>2</sup>) and public car park (minimum 50 public carparking spaces in addition to those required for the planned developments) uses. Terrace frontage should be provided as designated on the Plan. A 60m wide residential setback is required within the site. MLP submission is required for the site.

Note: If the site is to be developed as a whole along with the North-eastern Site and South-eastern Site in Area 28A, flexibility will be given on the location of the PTI to allow design flexibility.

71. North-eastern Site in Area 28A

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	180 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan. MLP submission is required for the site.

72. South-eastern Site in Area 28A

Maximum DPR	:	4.5
Maximum NDPR	:	2.5
Maximum BH	:	180 mPD

The site is intended to include retail use. MLP submission is required for the site.

73. Western Site in Area 28B

Maximum DPR	:	4.5
Maximum NDPR	:	2.5

Maximum BH : 180 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan. MLP submission is required for the site.

74. North-eastern Site in Area 28B

Maximum DPR : 4.5

Maximum NDPR : 2.5

Maximum BH : 180 mPD

The site is intended to include retail use. MLP submission is required for the site.

75. South-eastern Site in Area 28B

Maximum DPR : 4.5

Maximum NDPR : 2.5

Maximum BH : 180 mPD

The site is intended to include retail use. Terrace frontage should be provided as designated on the Plan. MLP submission is required for the site.

Other Specified Uses (Commercial & Residential Development with Light Rail Facilities)

76. Area 12

Maximum DPR : 4.5

Maximum NDPR : 0.5

Maximum BH : 140 mPD

The site is intended to include retail and railway related facilities use. MLP submission is required for the site.

Other Specified Uses (Commercial Development cum Public Transport Interchange and Public Carpark)

77. Area 53A

Maximum NDPR : 3

Maximum BH : 50 mPD

The site is intended to include retail, PTI (GFA: 6,500m<sup>2</sup>) and public car park (minimum 50 public carparking spaces in addition to those required for the planned developments) uses.



Other Specified Uses (Enterprise and Technology Park) (“OU(E&TP”)

78. Western Site in Area 44A

Maximum NDPR : 5  
Maximum BH : 90 mPD

79. Eastern Site in Area 44A

Maximum NDPR : 5  
Maximum BH : 90 mPD

80. Area 44B

Maximum NDPR : 5  
Maximum BH : 90 mPD

81. Western Site in Area 46

Maximum NDPR : 5  
Maximum BH : 90 mPD

82. Eastern Site in Area 46

Maximum NDPR : 5  
Maximum BH : 90 mPD

Other Specified Uses (Logistics Facility) (“OU(LF”)

83. Northern Site in Area 40C

Maximum NDPR : 5  
Maximum BH : 110 mPD

84. Southern Site in Area 40C

Maximum NDPR : 5  
Maximum BH : 110 mPD

85. Western Site in Area 42A

Maximum NDPR : 5  
Maximum BH : 110 mPD

86. Central Site in Area 42A

Maximum NDPR : 5  
Maximum BH : 110 mPD

87. Eastern Site in Area 42A

Maximum NDPR	:	5
Maximum BH	:	110 mPD

88. Area 43A

Maximum NDPR	:	5
Maximum BH	:	110 mPD

89. Northern Site in Area 43B

Maximum NDPR	:	5
Maximum BH	:	110 mPD

90. Southern Site in Area 43B

Maximum NDPR	:	5
Maximum BH	:	110 mPD

Other Specified Uses (Logistics Facility cum Smart and Green Mass Transit System (SGMTS) Depot)

91. Western Site in Area 41B

Maximum NDPR	:	5
Maximum BH	:	110 mPD

The site is intended to include an SGMTS Depot.

Other Specified Uses (Parking and Operational Facilities for SGMTS)

92. Western Site in Area 52C

Maximum NDPR	:	3
Maximum BH	:	60 mPD

Other Specified Uses (Port Back-up, Storage and Workshop Uses) (“OU(PUB&STW)”)

93. Area 39A

Maximum NDPR	:	7
Maximum BH	:	110 mPD

94. Eastern Site in Area 39B

Maximum NDPR	:	7
Maximum BH	:	110 mPD

95. Central Site in Area 39B  
Maximum NDPR : 7  
Maximum BH : 110 mPD
96. Western Site in Area 39B  
Maximum NDPR : 7  
Maximum BH : 110 mPD
97. Northern Site in Area 39C  
Maximum NDPR : 7  
Maximum BH : 110 mPD
98. Southern Site in Area 39C  
Maximum NDPR : 7  
Maximum BH : 110 mPD
99. Southern Site in Area 40A  
Maximum NDPR : 7  
Maximum BH : 110 mPD
100. Northern Site in Area 40B  
Maximum NDPR : 7  
Maximum BH : 110 mPD
101. Southern Site in Area 40B  
Maximum NDPR : 7  
Maximum BH : 110 mPD

Other Specified Uses (Regional Plaza)

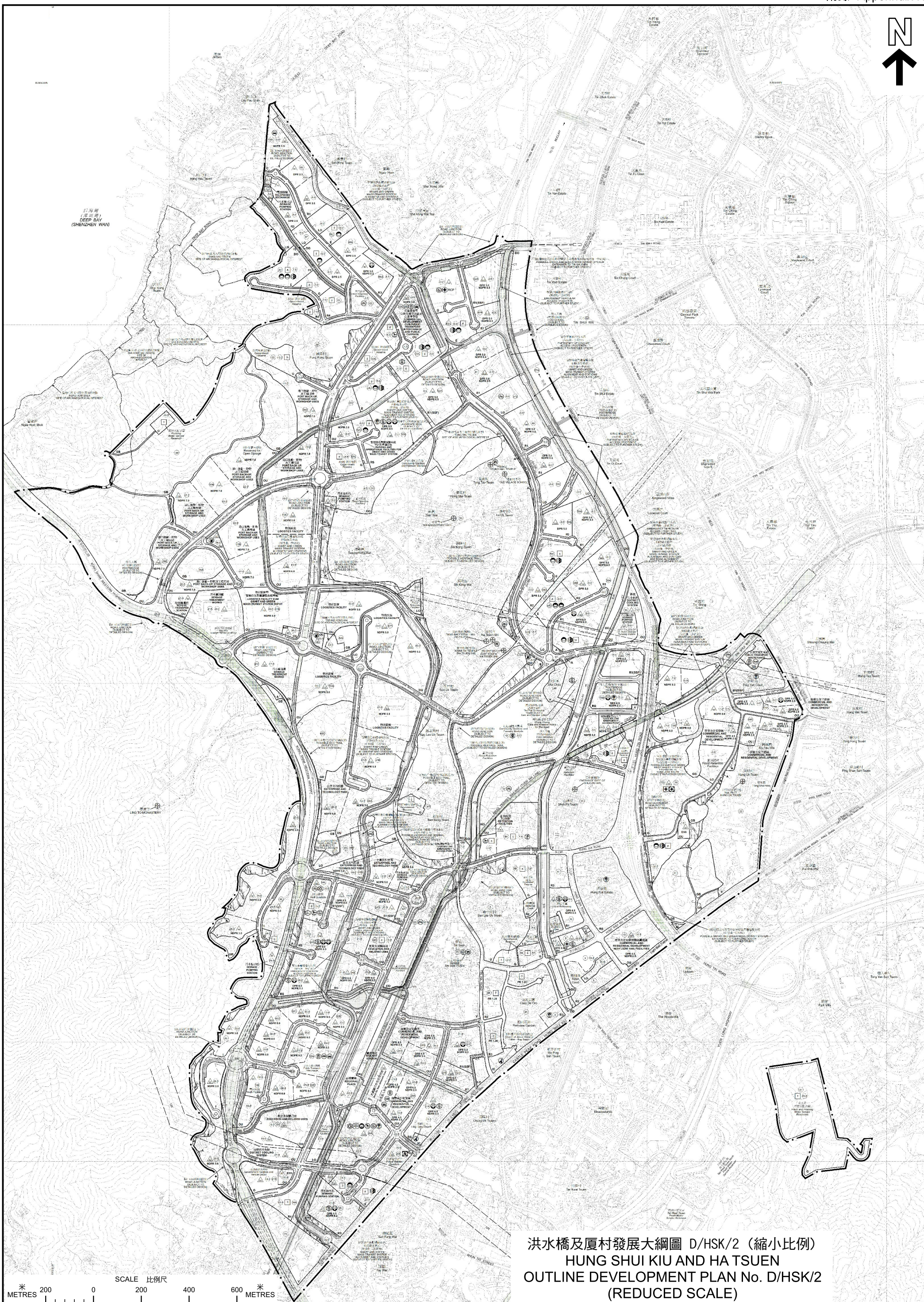
102. Central Site in Area 30  
Maximum Non-domestic GFA : 2,350 m<sup>2</sup>  
Maximum BH : 20 mPD

The site is intended to include supporting leisure, retail, food and beverage facilities convenient to the public.

Note:

- [1] Floor area for social welfare facilities equivalent to about 5% of the attainable domestic GFA in public housing developments shall be reserved. Details of the social and community

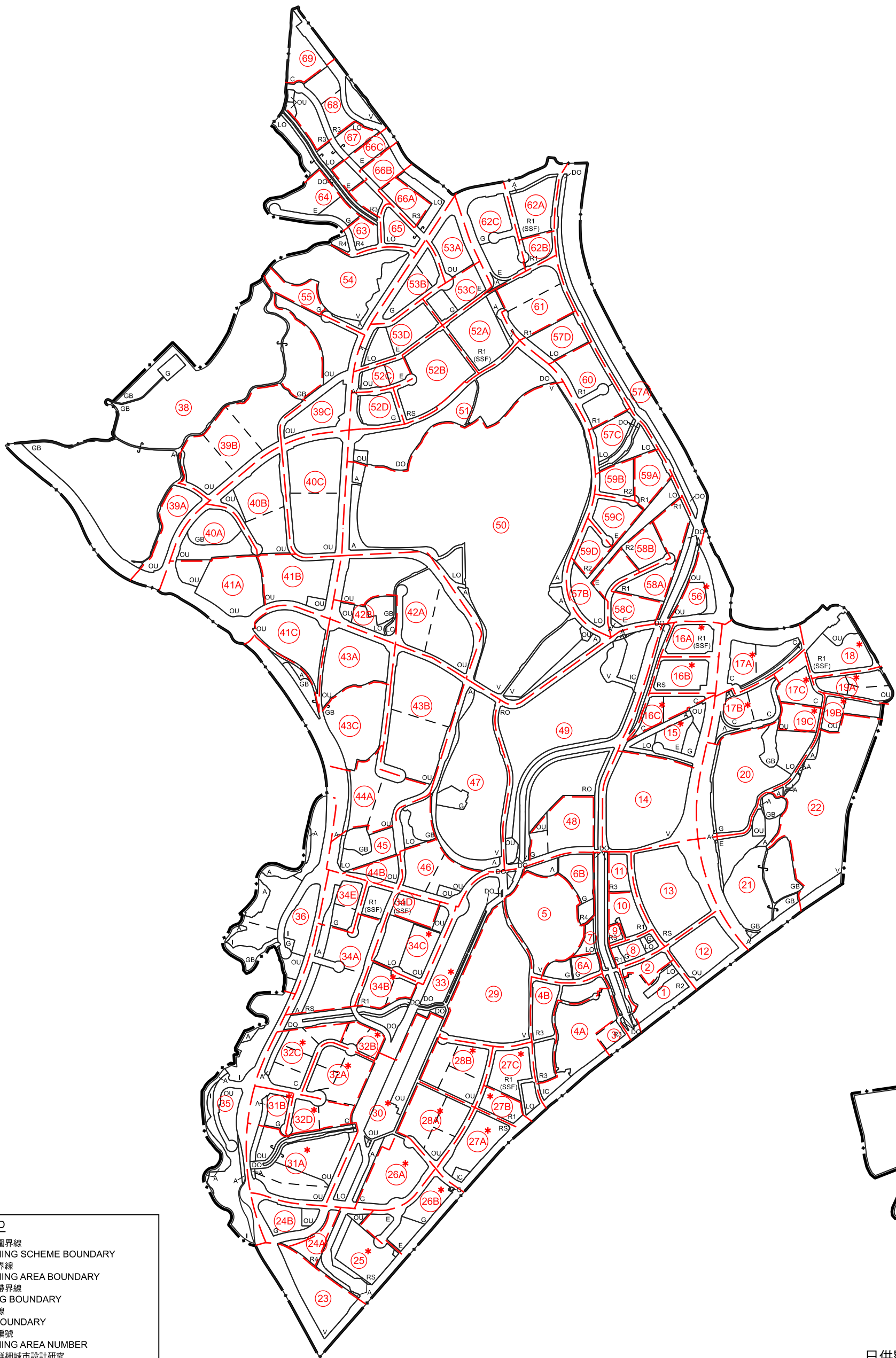
facilities proposed within these sites, including provision, type, location, GFA and design should be subject to further review by the concerned departments in detailed design stage taking account of the latest circumstances.



洪水橋及厦村發展大綱圖 D/HSK/2 (縮小比例)  
 HUNG SHUI KIU AND HA TSUEN  
 OUTLINE DEVELOPMENT PLAN No. D/HSK/2  
 (REDUCED SCALE)

SCALE 比例尺  
 米 METRES 200 0 200 400 600 米 METRES



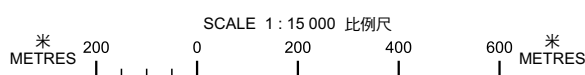


- 圖例 LEGEND**
- 規劃範圍界線  
PLANNING SCHEME BOUNDARY
  - - - 規劃區界線  
PLANNING AREA BOUNDARY
  - 用途地帶界線  
ZONING BOUNDARY
  - 地盤界線  
SITE BOUNDARY
  - ① 規劃區編號  
PLANNING AREA NUMBER
  - \* 涵蓋於詳細城市設計研究  
INCLUDED IN A DETAILED URBAN DESIGN STUDY

只供顯示用途  
FOR INDICATIVE PURPOSE ONLY

本摘要圖於2024年6月11日擬備  
EXTRACT PLAN PREPARED ON 11.6.2024

規劃區  
PLANNING AREA

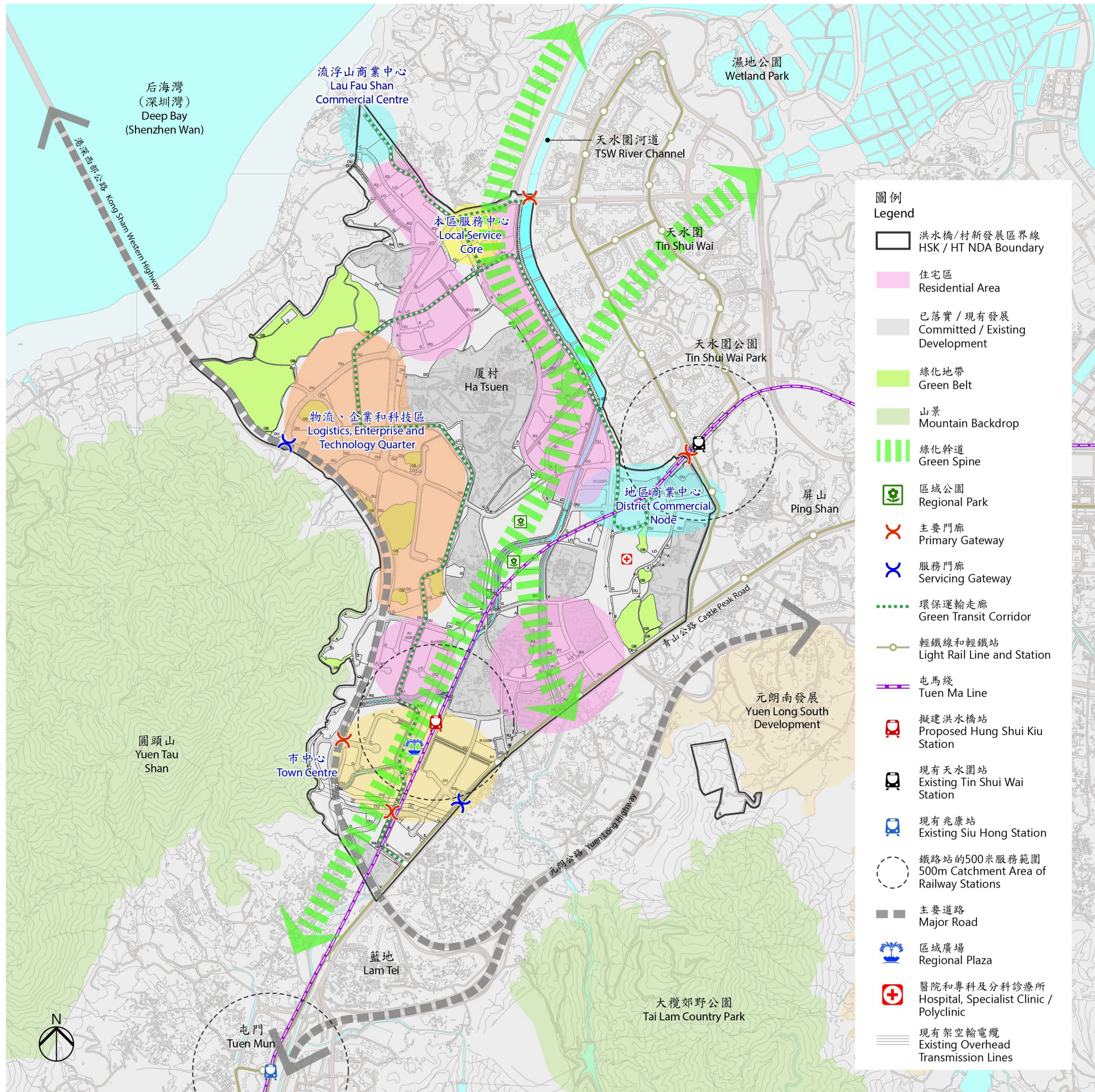


規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
2



- 圖例**  
Legend
- 洪水橋/村新發展區界線  
HSK / HT NDA Boundary
  - 住宅區  
Residential Area
  - 已落實 / 現有發展  
Committed / Existing Development
  - 綠化地帶  
Green Belt
  - 山景  
Mountain Backdrop
  - 綠化幹道  
Green Spine
  - 區域公園  
Regional Park
  - 主要門廊  
Primary Gateway
  - 服務門廊  
Servicing Gateway
  - 環保運輸走廊  
Green Transit Corridor
  - 輕鐵線和輕鐵站  
Light Rail Line and Station
  - 屯馬綫  
Tuen Ma Line
  - 擬建洪水橋站  
Proposed Hung Shui Kiu Station
  - 現有天水圍站  
Existing Tin Shui Wai Station
  - 現有兆康站  
Existing Siu Hong Station
  - 鐵路站的500米服務範圍  
500m Catchment Area of Railway Stations
  - 主要道路  
Major Road
  - 區域廣場  
Regional Plaza
  - 醫院和專科及分科診療所  
Hospital, Specialist Clinic / Polyclinic
  - 現有架空輸電綫  
Existing Overhead Transmission Lines

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本圖於2024年6月11日擬備  
PLAN PREPARED ON 11.6.2024

規劃及土地用途框架  
PLANNING AND LAND USE FRAMEWORK

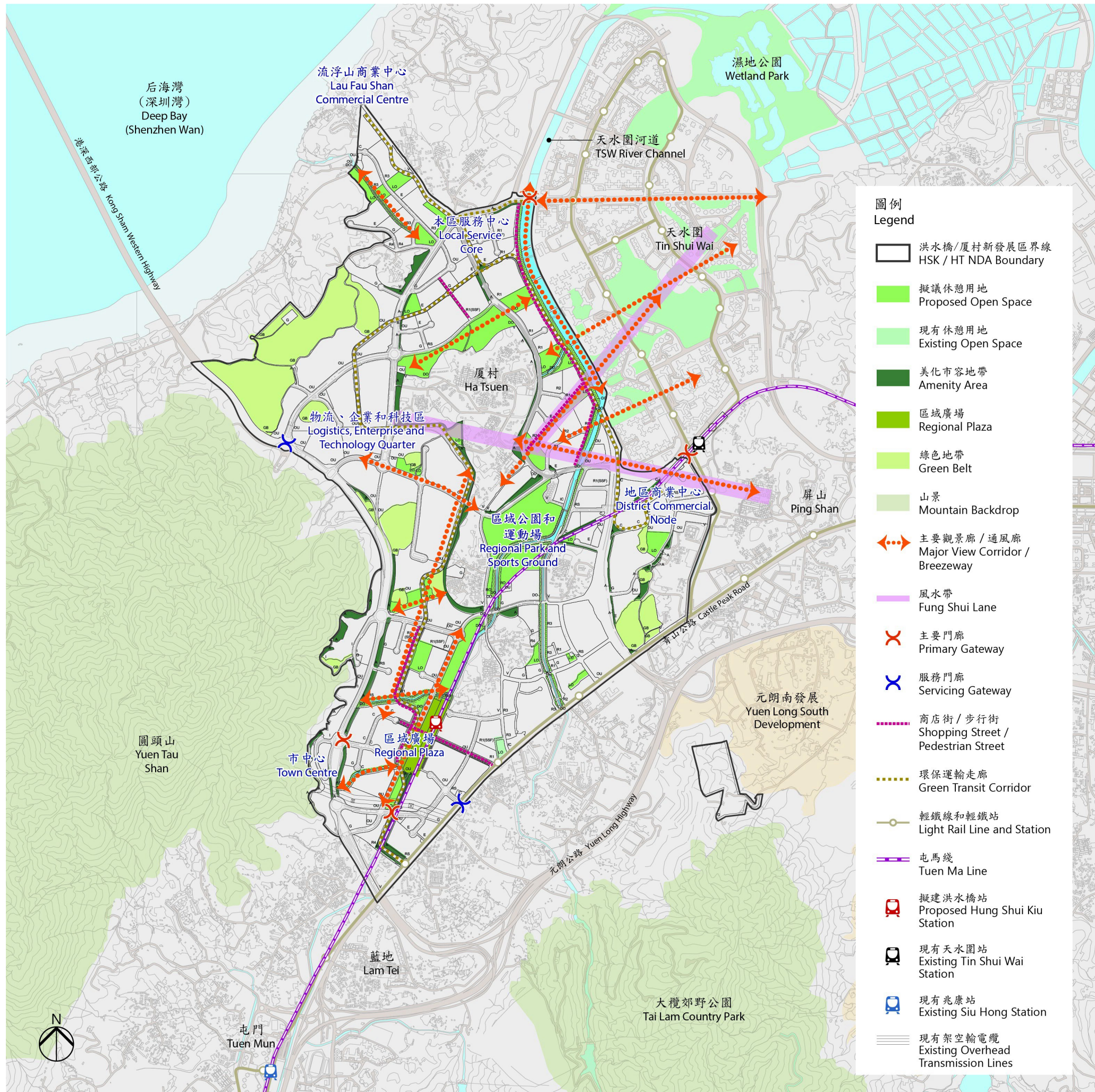
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
3





- 圖例**  
Legend
- 洪水橋/厦村新發展區界線  
HSK / HT NDA Boundary
  - 擬議休憩用地  
Proposed Open Space
  - 現有休憩用地  
Existing Open Space
  - 美化市容地帶  
Amenity Area
  - 區域廣場  
Regional Plaza
  - 綠色地帶  
Green Belt
  - 山景  
Mountain Backdrop
  - 主要觀景廊 / 通風廊  
Major View Corridor / Breezeway
  - 風水帶  
Fung Shui Lane
  - 主要門廊  
Primary Gateway
  - 服務門廊  
Servicing Gateway
  - 商店街 / 步行街  
Shopping Street / Pedestrian Street
  - 環保運輸走廊  
Green Transit Corridor
  - 輕鐵線和輕鐵站  
Light Rail Line and Station
  - 屯馬綫  
Tuen Ma Line
  - 擬建洪水橋站  
Proposed Hung Shui Kiu Station
  - 現有天水圍站  
Existing Tin Shui Wai Station
  - 現有兆康站  
Existing Siu Hong Station
  - 現有架空輸電綫  
Existing Overhead Transmission Lines

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城市設計框架  
URBAN DESIGN FRAMEWORK

規劃署  
PLANNING  
DEPARTMENT



本圖於2024年6月11日擬備  
PLAN PREPARED ON 11.6.2024

參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
4

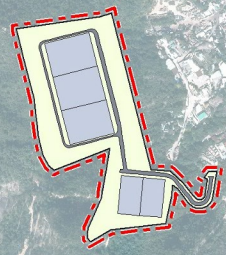
后海湾  
(深圳湾)  
DEEP BAY  
(Shenzhen Bay)



天水圍  
TIN SHUI WAI

青山公路  
CASTLE PEAK ROAD

元朗公路  
YUEN LONG ROAD



只供顯示用途  
FOR INDICATIVE PURPOSE ONLY

本圖於2024年6月11日擬備  
PLAN PREPARED ON 11.6.2024

園景設計總圖  
LANDSCAPE MASTER PLAN

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
5



后海湾  
(深圳湾)  
DEEP BAY  
(Shenzhen Bay)

天水圍  
TIN SHUI WAI

KONG SHAM WESTERN HIGHWAY  
港深西部公路

CASTLE PEAK ROAD

YUEN LONG HIGHWAY

元朗公路

青山公路

**圖例 LEGEND**

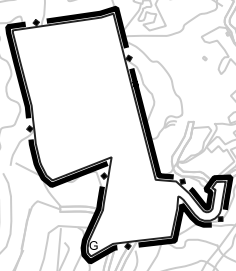
建築物高度 (在主水平基準上若干米)  
BUILDING HEIGHT (IN m ABOVE mPD)

- 40 - 65
- 80 - 100
- 110 - 135
- 140 - 165
- 175 - 200

— · · — 規劃範圍界線  
PLANNING SCHEME BOUNDARY

**備註 REMARKS**

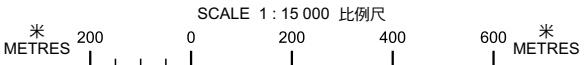
不包括低層的發展/政府、機構及社區設施/  
公用設施, 以及現有/已承諾的發展  
NOT INCLUDE LOW-RISE DEVELOPMENTS /  
GIC FACILITIES / UTILITIES FACILITIES AND  
EXISTING / COMMITTED DEVELOPMENTS



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FOR INDICATIVE PURPOSE ONLY

本摘要圖於2024年6月11日擬備  
EXTRACT PLAN PREPARED ON 11.6.2024

建築物高度概念  
BUILDING HEIGHT CONCEPT

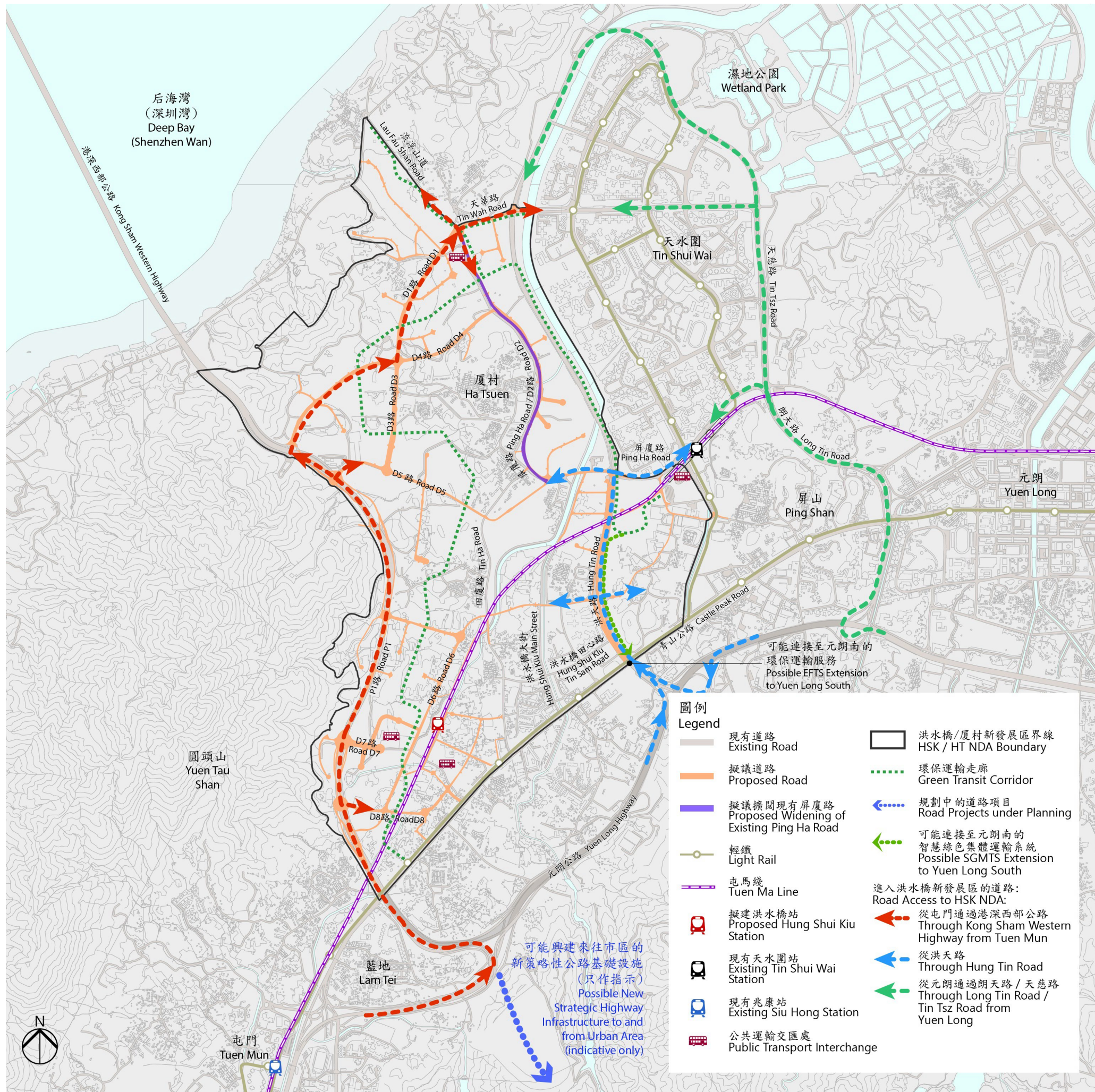


規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
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- 圖例 Legend**
- Existing Road
  - Proposed Road
  - Proposed Widening of Existing Ping Ha Road
  - Light Rail
  - Tuen Ma Line
  - Proposed Hung Shui Kiu Station
  - Existing Tin Shui Wai Station
  - Existing Siu Hong Station
  - Public Transport Interchange
  - HSK / HT NDA Boundary
  - Green Transit Corridor
  - Road Projects under Planning
  - Possible EFTS Extension to Yuen Long South
  - Road Access to HSK NDA:
    - Through Kong Sham Western Highway from Tuen Mun
    - Through Hung Tin Road
    - Through Long Tin Road / Tin Tsz Road from Yuen Long

只供顯示用途  
FOR INDICATIVE PURPOSE ONLY

本圖於2024年6月12日擬備  
PLAN PREPARED ON 12.6.2024

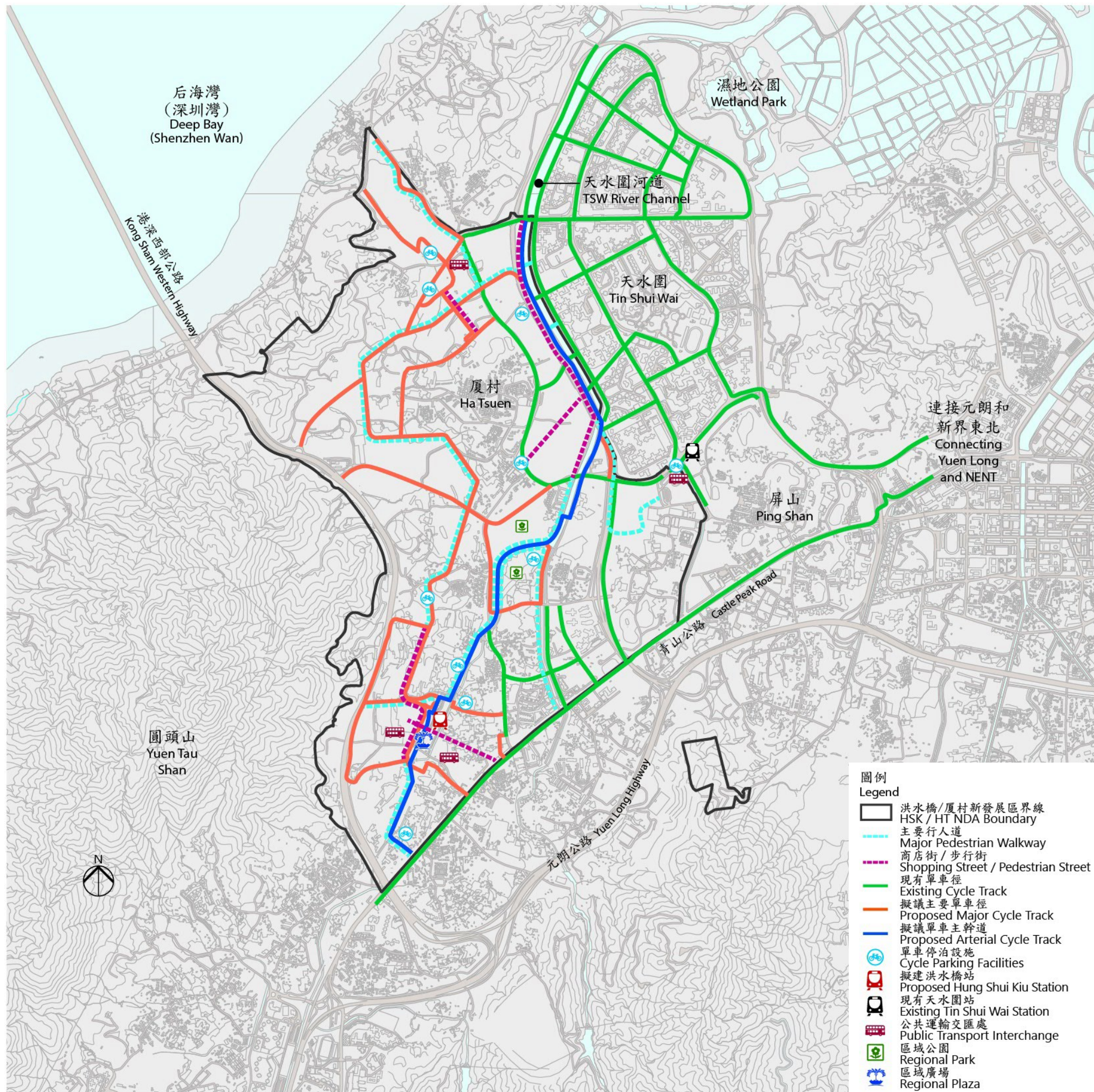
交通網絡概念  
TRANSPORTATION NETWORK CONCEPT

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DEPARTMENT



參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
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只供顯示用途  
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本圖於2024年6月11日擬備  
PLAN PREPARED ON 11.6.2024

行人與單車徑網絡概念  
PEDESTRIAN AND CYCLING NETWORK CONCEPT

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M/YLW2/24/48

圖 PLAN  
8



后海湾  
(深圳湾)  
DEEP BAY  
(Shenzhen Bay)

灣景區及本區服務中心  
Bayview Neighbourhood and  
Local Service Core

天水圍  
TIN SHUI WAI

河畔和鄉村區  
Riverine and Village Neighbourhood

地區商業中心  
District Commercial Node

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

市中心  
Town Centre

KONG SHAM  
港深西部公路  
WESTERN HIGHWAY

CASTLE PEAK ROAD

YUEN LONG HIGHWAY

元朗公路

青山公路

只供顯示用途  
FOR INDICATIVE PURPOSE ONLY

本摘要圖於2024年6月11日擬備  
EXTRACT PLAN PREPARED ON 11.6.2024

發展特色分區  
DEVELOPMENT CHARACTER AREAS

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

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
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后海湾  
(深圳湾)  
DEEP BAY  
(Shenzhen Bay)

天水圍  
TIN SHUI WAI

天水圍站  
TIN SHUI WAI  
STATION

港深西部公路  
KONG SHAM WESTERN HIGHWAY

Castle Peak Road

YUEN LONG HIGHWAY

元朗公路

青山公路

**圖例 LEGEND**

-  洪水橋 / 厦村新發展區界線  
BOUNDARY OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA
-  第一期發展  
FIRST PHASE DEVELOPMENT
-  第二期發展  
SECOND PHASE DEVELOPMENT
-  餘下發展 \*  
REMAINING PHASE DEVELOPMENT \*

\* 工程範圍會在詳細設計中再作檢討。  
PROPOSED WORKS SCOPE WILL BE REVIEWED IN THE DETAILED DESIGN.

只供顯示用途  
FOR INDICATIVE PURPOSE ONLY

洪水橋 / 厦村新發展區各期發展示意圖  
HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA PHASING PLAN

規劃署  
PLANNING  
DEPARTMENT



本摘要圖於2024年6月11日擬備  
EXTRACT PLAN PREPARED ON 11.6.2024

參考編號  
REFERENCE No.  
M/YLW2/24/48

圖 PLAN  
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