

洪水橋新發展區規劃及工程研究 初步發展大綱圖及第二階段社區參與

目的

1. 規劃署聯同土木工程拓展署就建議的洪水橋新發展區制訂了「初步發展大綱圖」，並展開了第二階段社區參與。本文件旨在徵詢議員對上述初步發展大綱圖的意見，從而協助我們在「洪水橋新發展區規劃及工程研究」(下稱「研究」)的下一階段，制訂「建議發展大綱圖」。

背景

2. 研究在 2010 年 11 月展開。洪水橋新發展區是《2007-08 年施政報告》公布的十大基建項目之一，目標是配合香港的長遠發展需要，包括提供土地作房屋用途，以及提供工作機會

3. 研究採用三個階段的社區參與。第一階段社區參與分兩輪進行，首輪於 2010 年 11 月在研究展開前舉行，以及早就主要課題推動公眾討論；次輪則在 2011 年 12 月 9 日至 2012 年 2 月 9 日期間進行，就關乎新發展區的策略性角色、締造以人為本社區及推廣綠色生活和工作環境的主要議題，作進一步討論。在第一階段社區參與期間，我們先後在 2011 年 1 月 4 日諮詢屯門區議會(屯門區議會文件 2011 第 2 號)及 2012 年 1 月 4 日向屯門區議會議員作出簡介。議員提出數項關注點，包括受影響居民的補償和重新安置的安排，妥善處理私人業權的問題，提供就業機會，農業重置的安排和加強交通配套。我們亦為不同的持份者舉行連串簡報會，並在 2012 年 1 月 7 日舉行了一個公眾論壇暨工作坊，出席的參與者約有 280 人，而接獲的書面意見共約 1 000 份。

主要的公眾意見

4. 在第一階段社區參與收集到的公眾意見，載列於《第一階段社區參與報告》，報告可於研究網站 www.hsknda.gov.hk 瀏覽。主要的公眾意見撮錄如下：

(a) 洪水橋新發展區的策略性角色

部分人士認為新發展區可充分利用連接香港國際機場、新界西北及深圳(包括前海和大珠江三角洲)的交通運輸網絡，提升其策略性角色。新發展區亦需要與屯門、元朗及天水圍新市鎮的發展協調。除進行房屋發展以應付長遠的房屋需求外，新發展區應向不同技術水平的人士提供就業機會，以配合該區居民的人口結構。

(b) 以人為本社區

意見普遍認為，當局應提供足夠的政府、機構及社區設施、臨街商舖和就業機會，以締造一個有更均衡公私營房屋組合的自給自足社區。政府應該避免規劃一個形式單調，公營房屋比例偏高的住宅區。天水圍現時經歷的社會問題，不應在新發展區重複。現有鄉村及周邊自然環境應與新發展區融合。此外，歷史建築和具考古價值的地方需要保存，並應建立旅遊徑。

(c) 可持續發展

有些人士表示，公營和私營房屋的地積比率不應太高，應與環境配合。新發展區需要有鐵路服務，透過西鐵洪水橋站，以加強洪水橋與市區的聯繫。另應向洪水橋的鄉村提供排污設施及排水系統以減輕水浸。現有的鄉郊環境及具重要生態價值的地點應予以保存，同時提供緩衝地帶以減少對生態敏感地方的影響。新發展區範圍內的文物特色亦應保護。新發展區範圍內的港口後勤及露天貯物用途應小心考慮，同時要採取靈活方式處理，以確保維持港口後勤及露天貯物用途經營者/工人的生計。

(d) 落實發展機制及補償和安置

鑑於新發展區的規模，有些意見表示應分階段實施，並適時提供相關的基礎設施。有部分人士建議應檢討政府收地政策下的現行補償率。在落實模式方面，有部分人認為收地應只用於興建公屋或基礎設施，亦有人強烈反對私人機構參與發展新發展區。

5. 為新發展區制訂「初步發展大綱圖」時，我們已考慮公眾意見。「初步發展大綱圖」的建議在下文各段闡述。我們明白公眾對落實發展機制、補償及安置，以及港口後勤及露天貯物用途安排所表達的關注。研究在現階段集中於「初步發展大綱圖」，我們會在稍後決定發展模式前，繼續審視如何處理這些關注及聽取社區意見。

洪水橋新發展區的願景及角色

6. 因應收集到的公眾意見、加強洪水橋新發展區策略性角色的建議、應付社會上不同房屋需求，及達致優質生活環境和均衡融合社區的需要，新發展區的「初步發展大綱圖」着重考慮：

(i) 充分利用附近的基建及天然特點，以達致環保設計、社會融合及可持續發展，包括為經濟發展的土地用途；以及

(ii) 盡量發揮發展潛力，同時顧及城市設計及基建容量。

7. 洪水橋新發展區處於新界西北的策略性位置，現有和計劃中的鐵路和公路貫通該區，連接香港國際機場、香港各區和深圳。藉著有利的地理位置，新發展區可促進一些建基於與內地互動的經濟活動，包括為港口服務提供支援，繼而帶動香港經濟重要一環的物流業。

8. 作為土地供應主要來源，以應付香港中長期的房屋需求，新發展區應結合鄰近現有的市鎮群，包括天水圍、元朗及屯門，以有效地共用基礎設施、政府、機構及社區設施和就業機會，並改善現有的房屋組合。

9. 在可持續發展原則下，並顧及基建容量限制及城市設計原則，新發展區的發展潛力應充分利用，而同時要減少對現有社區、文化遺產和自然環境的影響。

10. 新發展區的遠景是為香港建造一個可持續發展、以人為本及均衡的生活和工作社區。新發展區不單是一個地區性的住宅及就業中心，而且是一個有助香港未來經濟發展及增長的區域中心。

經濟用途及創造就業

11. 由於現有和計劃中的鐵路和策略性公路提供便捷連繫，通往機場、其他地區和深圳，在新發展區西北部預留土地作「特殊工業」的物流和科技區，以容納物流用途(62公頃)及提供靈活空間予資訊科技及電訊業，包括資料儲存中心、測試和認證設施及商貿用途(10公頃)。這些用途將是新發展區就業機會的主要來源。

12. 建議在現有西鐵天水圍站及擬議西鐵洪水橋站附近設立兩個市鎮樞紐。預計建議的西鐵洪水橋站附近將成為主要市中心，會有一個區域購物中心暨酒店及辦公室，不單為新發展區，也為新界西北服務。為創造一個次市中心，現有西鐵天水圍站周圍會作多類型的零售及商業用途，亦為天水圍居民提供所需的額外商業設施。這兩個市鎮樞紐將會提供大量適合各種技能的就業機會。

「初步發展大綱圖」

13. 新發展區的面積約為 826 公頃。它將會發展成為一個多功能的發展樞紐，擁有多類型的房屋、商業營運及就業機會。

14. 根據「初步發展大綱圖」的建議，新發展區將會成為一個可容納約 218 000 人口（包括 175 000 新增人口）、約 60 000 個新增單位，以及約 100 000 個就業機會的新市鎮。我們會加快推行新發展區，目標是首批人口在 2024 年起陸續入伙，以及在 2034 年完成整體發展。「初步發展大綱圖」內所載的規劃及設計建議撮錄在附件 1 的《第二階段社區參

與摘要》。「初步發展大綱圖」的主要發展參數及發展時間如下：

總面積(公頃)	826
可發展面積 ⁽¹⁾ (公頃) (%總計)	446 (54%)
總人口	218 000 人(包括 43 000 現有人口及基本增長)
單位	60 000 個
房屋組合	公共 ⁽²⁾ 51%：私人 49% ⁽³⁾
職位	100 000 個
地積比率	3.5 – 8
最高建築物高度 (層數)	40
工地平整及基礎設施工程展開日期	2019 年
首批人口入伙	2024 年
工程項目完工	2034 年

⁽¹⁾ 可發展面積指在「初步發展大綱圖」上有規劃作新發展的地方，這不包括「鄉村式發展」、「綠化地帶」、「農業」地帶，以及會保留現有發展的地方。

⁽²⁾ 包括出租公屋及居者有其屋計劃。

⁽³⁾ 若把天水圍新市鎮一併計算，整體房屋組合約為 69%:31%。

15. 初步技術評估的結論是「初步發展大綱圖」的建議在技術上屬可行。我們會在研究的下一階段進行進一步詳細評估，包括「建議發展大綱圖」的環境影響評估(環評)。

整體規劃及設計框架

16. 整體規劃及設計框架的主要特色如下：

(a) 發展密度

新發展區大部分發展用地均參照附近天水圍及屯門新市鎮，以及擬議的古洞北及粉嶺北新發展區，採用的住宅最高地積比率介乎 3.5 至 6.0。位於擬議市中心近新發展區內現有及規劃中的西鐵站的混合式發展，則為 8 倍的較高地積比率，以善用西鐵站的便利。

(b) 城市設計

- (i) 主要市中心位於建議的西鐵洪水橋站周邊，設大型購物商場、其他商店和服務業、辦公室及酒店用途和高密度住宅發展，以建造一個新界西北區域性的商業及商貿樞紐。
- (ii) 次中心將毗鄰西鐵天水圍站，同時為天水圍居民服務。
- (iii) 物流和科技區擬設於新發展區的西北部，將有道路直接與港深西部公路連接，重型車輛不需要進入住宅區。
- (iv) 觀景廊、適當的樓宇退入及不同樓宇高度使現有和未來發展可在視覺上配合，與周邊自然景色在視覺上連繫和確保空氣流通。
- (v) 為改造沿天水圍河道地方及增強與天水圍的融合，河道環境將會提升，設低層商舖帶動河畔長廊，以營造特色和加強活力，河道旁的天影路會取消。取消天影路可同時改善附近地區的空氣質素，並減輕

對居民所受到的交通噪音滋擾，尤其是住在河道東面的天水圍居民。

- (vi) 規劃一個綜合休憩用地網絡，提供不同類型的靜態和動態康樂設施，並以現有河道作為主要骨幹。建議在新發展區中央設立「市鎮公園」，與其他較小的休憩用地以及河畔長廊連接起來。
- (vii) 提供一個完善的單車徑和行人路網絡，連接各住宅發展、就業/商業樞紐、社區設施、休憩用地、交通樞紐，以及天水圍新市鎮。

(c) 規劃一個均衡及融洽的社區

根據過往新市鎮發展的經驗及收集到的公眾意見，我們在規劃新發展區時，審慎地考慮了社會經濟因素，相關的特點如下：

- (i) 為建立均衡社區及避免規劃一個形式單調，公營房屋比例偏高的住宅區，約 51%住宅單位會撥作公營房屋（包括出租公屋及居屋），其餘 49%則發展不同類型的私人樓宇，提供多種房屋選擇。若把天水圍新市鎮一併計算，約 69%總住宅單位數會用作公營房屋，餘下 31%則作私人住宅之用。
- (ii) 盡量保留新發展區內的現有鄉村及其他民居，以及保存歷史文化遺址。建議建造一個文物徑網絡，把歷史文化遺址連貫起來，包括毗連新發展區東則的屏山文物徑。
- (iii) 新發展區南部主要是現有的鄉村聚落和私人發展，還有一些學校及政府設施。因區內已有這些已建立的社區，可供發展的土地有限，不建議在該區大量增加發展。研究的下一階段會考慮為這區建議適合的環境和基建改善工程。區內的進一步發展將

按照現時分區計劃大綱圖的土地用途及發展密度規定。

- (iv) 洪水橋新發展區內現有超過 190 公頃土地用作港口後勤及露天貯物活動。不少這些活動與現有住宅區互相鄰接，產生工業／住宅協調問題。另一方面，這些用途對支援港口服務十分重要，繼而帶動香港經濟重要一環的物流業。新發展區內的港口後勤及露天貯物用途應小心考慮，在實施新發展區計劃時要採取適當的方式。
- (v) 在「初步發展大綱圖」內已劃定充足的土地，作公共休憩用地及各種政府、機構及社區用途。新發展區將會在社區及康樂設施方面自給自足。

(d) 交通設施

- (i) 洪水橋新發展區會利用現有西鐵作為公共交通主幹，東面依靠西鐵天水圍站，而西面則會利用位於將來市中心的擬議西鐵洪水橋站。約 45% 新發展區人口會居住在西鐵天水圍站及擬議西鐵洪水橋站的 500 米範圍內。除了現有的西鐵，在新發展區南面沿青山公路亦有輕鐵運行。建議提供穿梭服務，接載新發展區的居住及工作人口往來西鐵站。在研究的下一階段會考慮採用環保運輸接駁系統，包括較潔淨的歐盟型以及電動和混合燃料巴士。
- (ii) 在行車道路方面，洪水橋新發展區目前已連接現有策略性公路，包括元朗公路、青山公路及港深西部公路。當局會進一步提供一個全面的地區及區內道路網絡，以配合新發展區的交通增長。在港深西部公路下會擬建一條主要幹路，把物流和科技區的交通帶往港深西部公路，避免重型車輛

使用住宅區的道路。而在新發展區北部亦建議興建另一條主要地區幹路，供東西方向來往的車輛使用。其他地區幹路將會服務特殊工業區、建議的西鐵洪水橋站以及商業住宅區。

- (iii) 取消新發展區東北面的天影路及分流交通後，不會影響新發展區內及附近地區的可達性。

(e) 環境及保育

- (i) 為營造一個可持續的生活環境，我們鼓勵在建築發展方面，使用各式具能源效益的設計及技術，例如使用能源效益建築材料；安裝建築物能源管理系統；節能裝備包括使用陽光感應器、動作感應器、綠化屋頂/垂直牆花槽等。我們正探討使用可再生能源的機會，例如太陽能、風力能；再用廢水；以及新發展區地面使用環保物料及保水材料。我們會在下一階段進一步研究這些建議的可行性。
- (ii) 新發展區內的生態資源有限。在港深西部公路計劃下設置的現有濕地補償區，會獲保留及保護。在新生新村的活躍鷺鳥林會劃為「綠化地帶」，保護其免受直接影響。

第二階段社區參與計劃

17. 為期三個月的第二階段社區參與已於 2013 年 7 月 15 日展開，直至 2013 年 10 月 15 日止，就擬議的「初步發展大綱圖」徵詢公眾意見。在社區參與期間，我們會諮詢相關的委員會/小組委員會，包括立法會轄下的發展事務委員會、城市規劃委員會和各相關的鄉事委員會、鄉議局，以及主要的區內相關團體。我們並會為關注本研究的專業團體及其他組織安排簡介會。

18. 我們會在 2013 年 9 月 7 日就「初步發展大綱圖」舉行公眾論壇進行討論(登記表格載於附件 2)，歡迎各議員參加。
19. 我們會透過不同途徑，廣泛宣傳第二階段社區參與的內容，包括研究網站、巡迴展覽及張貼海報與橫額於路旁、鄉村入口。此外，我們亦以香港郵政通函郵寄服務寄發《第二階段社區參與摘要》給洪水橋新發展區範圍內的所有收件人。
20. 在第二階段社區參與所收集的公眾意見，會在下一階段修訂規劃建議時考慮。我們將進行進一步的工程及技術評估，包括環境影響評估，並會制訂「建議發展大綱圖」，供最後階段的社區參與之用。

意見徵詢

21. 請議員就《第二階段社區參與摘要》內詳述的「初步發展大綱圖」發表意見。

附件

附件 1 《第二階段社區參與摘要》

附件 2 公眾論壇登記表格

土木工程拓展署

規劃署

2013 年 9 月



洪水橋新發展區

規劃及工程研究

第二階段社區參與摘要 二零一三年七月

**Hung Shui Kiu New Development Area
Planning and Engineering Study**

Stage 2 Community Engagement Digest July 2013



規劃署
Planning Department



土木工程拓展署
Civil Engineering and
Development Department

AECOM

引言

Introduction

在二零零三年完成的「新界西北規劃及發展研究」選定洪水橋為新發展區，以滿足本港長遠發展的需要。然而，由於當時人口增長和住屋需求放緩，這項開拓洪水橋新發展區的建議被暫時擱置。「香港2030：規劃遠景與策略」研究其後重新審視在新界拓展新發展區的需要，並建議開拓多個新發展區包括洪水橋新發展區，以應付長遠的住屋需求和提供就業機會。行政長官在《二零零七至零八年施政報告》中，宣布在洪水橋及新界東北籌劃開拓新發展區，以作為促進經濟增長的十大基建項目之一。

土木工程拓展署聯同規劃署於二零一一年八月委聘顧問進行「洪水橋新發展區規劃及工程研究」（下稱「研究」），為洪水橋新發展區制訂可行的土地用途框架。在研究開展前，我們已在二零一零年十一月進行第一階段首輪社區參與，引發公眾討論新發展區的各個主要課題，包括遠景、策略性角色及規劃原則。

研究開展後，我們在二零一一年十二月進行了為期約兩個月更大規模的第一階段次輪社區參與，總括在首輪社區參與收集到的意見，並通過更廣泛的公眾參與，為顧問草擬初步發展大綱圖提供指引。

參照第一階段社區參與收集到的公眾意見和分析有關基礎資料及初步技術評估結果，我們草擬了洪水橋新發展區的初步發展大綱圖。

我們誠意邀請您參與第二階段社區參與，表達您對初步發展大綱圖的意見，以便在下一階段制定建議發展大綱圖。

The “Planning and Development Study on North West New Territories”, which was completed in 2003, identified Hung Shui Kiu (HSK) as a New Development Area (NDA) to cater for the long-term development needs of Hong Kong. However, in the light of a slower growth of population and housing demand at that time, the HSK NDA proposal was temporarily shelved. The “Hong Kong 2030: Planning Vision and Strategy” subsequently revisited the need for NDAs in the New Territories and recommended proceeding with the development of various NDAs, including HSK NDA, to address the long-term housing demand and provide employment opportunities. The Chief Executive announced in his 2007-08 Policy Address the planning for the NDAs in HSK and the North East New Territories as one of the ten major infrastructure projects for economic growth.

The Civil Engineering and Development Department and the Planning Department jointly commissioned the HSK NDA Planning and Engineering Study (the Study) in August 2011 to formulate a feasible land use framework for the HSK NDA. Prior to the commencement of the Study, the first

round of Stage 1 Community Engagement was convened in November 2010 to initiate public discussions on the key issues of the NDA including the vision, strategic role and planning principles.

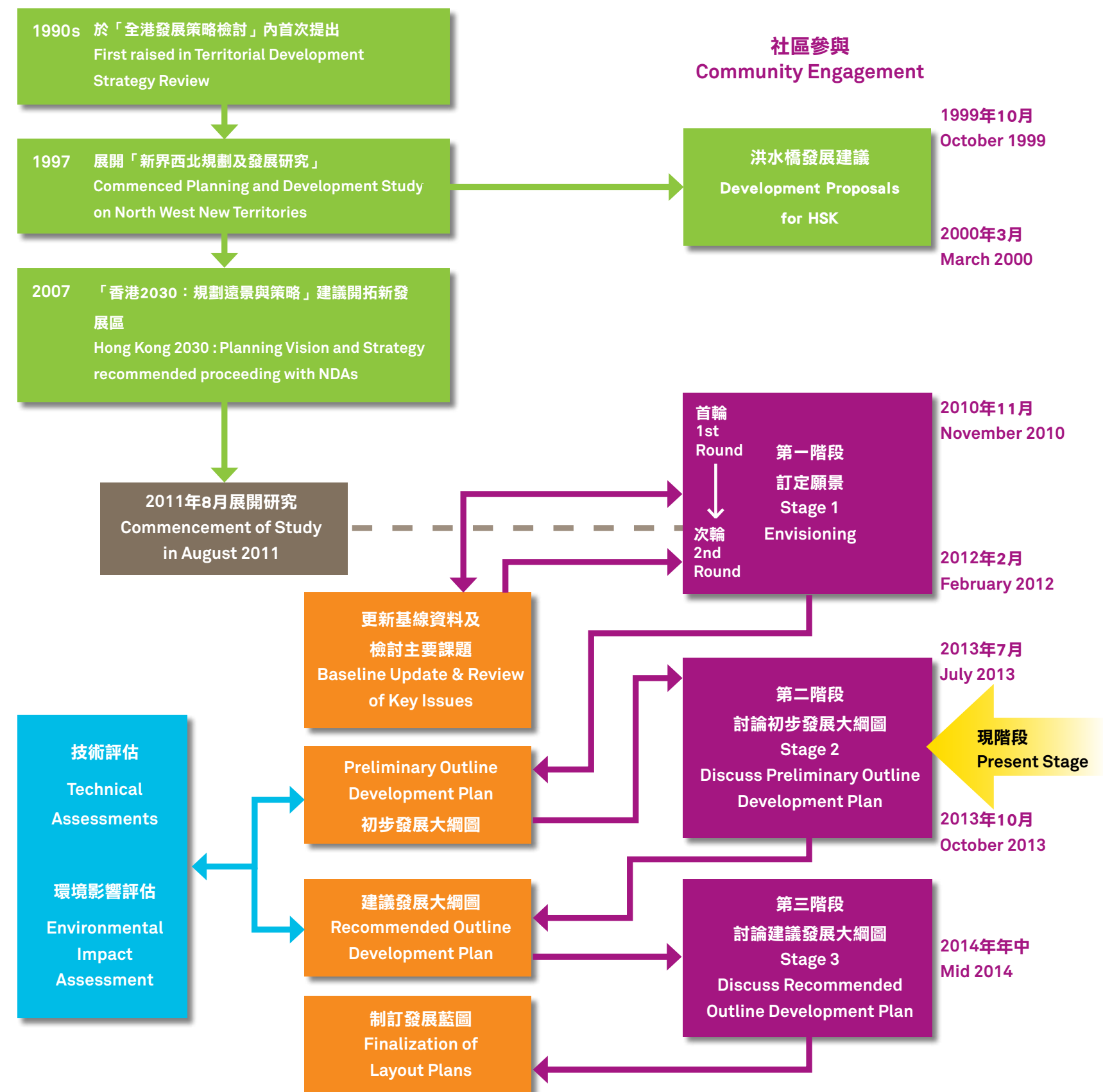
After the Study commenced, a more extensive second round of Stage 1 Community Engagement was launched in December 2011 which lasted for about 2 months. The views received during the first round of Stage 1 Community Engagement were summarized and the wider public were engaged to provide guidance to the consultants in formulating the Preliminary Outline Development Plan (PODP).

Taking into account the public views received in Stage 1 Community Engagement, the analysis of baseline information and results of initial technical assessments, the PODP for HSK NDA has been formulated.

You are cordially invited to participate in the Stage 2 Community Engagement to express your views on the PODP to facilitate the formulation of the Recommended Outline Development Plan (RODP) in the next stage.



研究流程 Study Flowchart

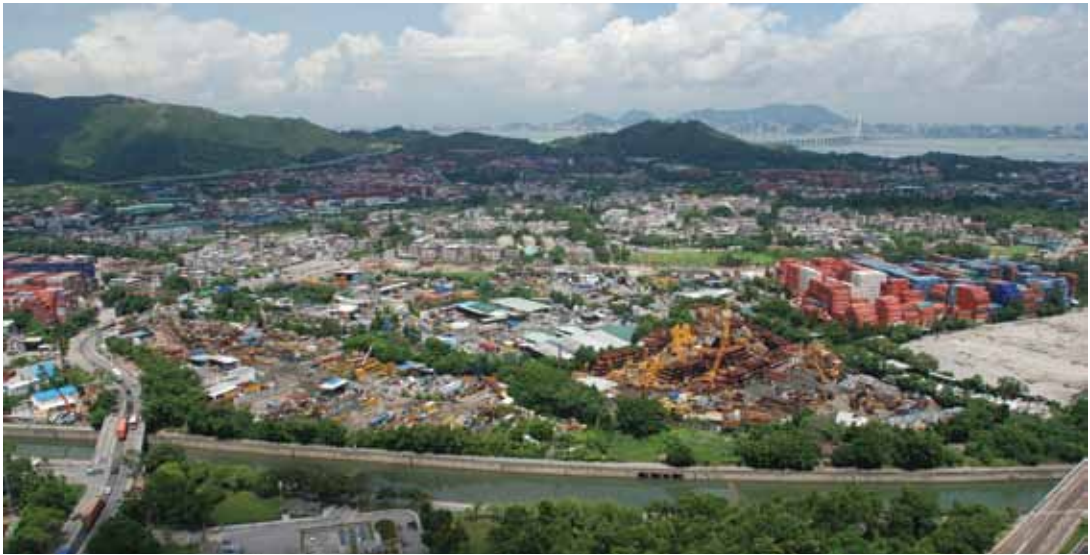


建議新發展區範圍

Proposed Extent of the NDA

洪水橋新發展區佔地約826公頃，位於新界西北部，在屯門新市鎮和天水圍新市鎮之間。新發展區的建議範圍，東面至天影路、屏廈路和橋洪路，東南面至元朗公路，西面至港深西部公路，北面至流浮山道及深灣路沿路的山坡。

The HSK NDA, with an area of about 826 hectares, is located in the north-western part of the New Territories, midway between the Tuen Mun and Tin Shui Wai New Towns. The proposed extent of the NDA is bounded by Tin Ying Road/Ping Ha Road/Kiu Hung Road to the east, Yuen Long Highway to the south-east, Kong Sham Western Highway to the west and Lau Fau Shan Road and hill slopes along Deep Bay Road to the north.



現時狀況

Existing Conditions

1 位置

洪水橋鄰近屯門、天水圍和元朗新市鎮，可發展為新界西北的區域中心，為區內居民提供就業機會。

2 地貌

洪水橋地貌比較平坦，發展潛力大，在發展時不需要進行大規模土地平整工程。

3 交通設施

現有鐵路及公路連接天水圍及元朗新市鎮、香港市中心和其他地區以及深圳。這些設施能鞏固洪水橋作為交通樞紐的地位。

4 土地業權

新發展區內約百分之六十二的土地為私人土地，當中很多屬祖堂地，私人整合土地發展很困難。其餘政府土地散佈於區

內各處，主要用作政府、機構或社區及一些臨時用途，可作新發展的空置政府土地有限。



5 現有社區

洪水橋新發展區內已發展的社區主要分佈在中心地區及青山公路兩旁，包括29條現有鄉村（20條原居民鄉村及9條非原居民鄉村）。在發展時應小心考慮，以減少對現存鄉村和民居的影響。

6 文化遺產

元朗位於南中國珠江河口的肥沃平地上，曾是昔日的活躍農業基地，建立了歷史悠久重要的廈村市和人口眾多的村落，並遺留下豐富的文化遺產。在發展洪水橋時，應小心保存洪水橋的人文歷史及珍貴文化遺產資源。

7 港口後勤及露天貯物用途

洪水橋區內現有超過190公頃土地用作港口後勤及露天貯物用途。這些場地的用途主要支援港口服務，繼而帶動香港經濟重要一環的物流業，但它們的運作對鄰近民居及環境亦造成影響。

8 高生態價值地點

除了一個在新生新村的鷺鳥林有重要保育價值，新發展區內的植物和動物棲息地一般屬低生態價值。在新發展區外有高生態價值

的地方，包括位於北面的潮感泥灘和紅樹林。發展時需要避免對新發展區內的鳥林和區外有高生態價值地方造成影響。

1 Location

Being located close to the Tuen Mun, Tin Shui Wai and Yuen Long New Towns, HSK could be developed as the regional centre of the North West New Territories and provide employment opportunities for residents in the region.

2 Landform

The area is generally flat with great potential for development without the need for substantial site formation works.

3 Transport Facilities

There are railway systems and road networks linking HSK with the Tin Shui Wai and Yuen Long New Towns, the main urban areas and other districts of Hong Kong as well as Shenzhen, which can strengthen HSK's position as a transport hub.

4 Land Status

About 62% of the land within the NDA is private

land with a large amount under Tso Tong ownership, posing great difficulties for site amalgamation for development by the private sector. Government land scattered in the area is mainly occupied by Government, Institution or Community (GIC) uses and some temporary uses. Vacant Government land for new development is limited.

5 Established Communities

There are already established communities within the NDA, with 29 existing villages (20 indigenous villages and 9 non-indigenous villages) mainly located in the central part of the NDA and on both sides of Castle Peak Road. Careful consideration should be given to minimize impact on these villages and settlements.

6 Cultural Heritage

Situated on the fertile flat plains at the Pearl River Estuary, Yuen Long had been a vibrant agriculture base of South China in the past, with Ha Tsuen Shi established as an important market town together with other well

populated village clusters, creating a rich endowment of cultural heritage. Care needs to be exercised to preserve the cultural history of HSK and the precious heritage resources.

7 Port Back-up (PBU) and Open Storage (OS) Uses

Currently there are over 190 ha of land within HSK used as PBU/OS uses. These uses support port services and in turn the logistics industry which accounts for a significant share in Hong Kong's economy. However, many of these activities also affect existing residential areas nearby at the surrounding environment.

8 High Ecological Value Sites

While flora and fauna habitats identified within the NDA are generally of low ecological value, there is an egret site at San Sang San Tsuen which has conservation importance. To the north of the NDA are some intertidal mudflats and mangroves which are of high ecological value. Impact on the egret within the NDA and other habitats outside the area with high ecological value should be avoided.



在第一階段社區參與，公眾對多個關於洪水橋新發展區規劃的主要課題作出了廣泛討論。所收集的意見和研究團隊的回應，已輯錄在本研究項目第一階段社區參與報告內，並可在本研究網站搜看 <http://www.hsknda.gov.hk>。

有助我們確立初步發展大綱圖指導原則的主要公眾意見節錄如下：

1 洪水橋新發展區的策略性角色

- 新發展區可充分利用現有和計劃中連接香港國際機場、新界西北和深圳(包括前海和大珠江三角洲)的交通運輸網絡，提升其策略性角色
- 新發展區需要與屯門、元朗和天水圍新市鎮的發展協調
- 新發展區應該配合區內居民的人口結構，提供用地作房屋發展和創造就業機會

2 以人為本社區

- 要照顧本區居民生計
- 提供足夠政府、機構或社區設施，臨街商舖和就業機會，締造一個和諧及自給自足的社區
- 新發展需要與現有鄉村和周邊自然環境融合
- 歷史建築和有考古價值的地方需要保存，並建立旅遊徑介紹區內的歷史
- 政府應該避免規劃一個形式單調，公營房屋比例過高的住宅區

3 可持續發展

- 公營和私營房屋的地積比率需要降低
- 需要在洪水橋提供鐵路服務以加強與九龍和香港島的聯繫
- 區內尤其在旅遊景點的地方應提供停車設施
- 應改善排污設施和排水系統
- 現有的鄉郊環境和具重要生態價值的地方需要保存，同時提供緩衝地帶以減少對生態敏感地方的影響
- 港口後勤及露天貯物用途要小心考慮，同時要用靈活方式處理，以確保維持從業員的生計

4 落實發展機制及補償和安置

- 新發展區的規模較大，應分階段實施，並提供適時有關的基礎設施
- 補償標準應予以檢討，有意見認為收地應只用於發展公屋或基礎設施，亦有意見認為發展新發展區不應容許私人參與

Main topics related to the planning of the HSK NDA were widely discussed by the public during Stage 1 Community Engagement. Comments received and the Study Team's responses are summarized in a separate Stage 1 Community Engagement Report, which is available at the Study's website at <http://www.hsknda.gov.hk>.

Major comments which aid the establishment of guiding principles for the PODP are set out below:

1 Strategic Role of HSK NDA

- the NDA should play a strategic role in capitalizing on transport connection with the Hong Kong International Airport, North West New Territories and Shenzhen, including Qianhai and the wider Pearl River Delta Region
- the NDA should tie in with the developments in Tuen Mun, Yuen Long and Tin Shui Wai New Towns
- the NDA should provide sites for housing development and job opportunities which match with the population profile of residents in the area

2 People-Oriented Communities

- means of living for the local residents should be ensured



- adequate GIC facilities, shopping streets and employment opportunities should be provided to create a harmonious and self-sufficient community
- the new development should integrate well with the existing villages and the surrounding natural environment
- historic buildings and sites of archaeological interest should be preserved and tourist routes should be established for introducing the history of the area
- homogenous residential area with a high proportion of public housing should be avoided

3 Sustainable Development

- plot ratios for public and private housing should be lowered
- railway services should be provided in HSK, enhancing its connection with Kowloon and Hong Kong Island
- parking facilities in particular at scenic spots should be provided
- drainage and sewerage provisions should be improved
- the existing rural environment and sites with significant ecological values should be preserved and buffer zones should be provided to minimize disturbance to the ecological sensitive habitats

- the PBU/OS uses should be carefully considered, and a flexible approach should be adopted to ensure the PBU/OS uses operators' livelihood could be sustained

4 Implementation Mechanism/ Compensation and Rehousing

- in view of the large scale of the NDA development, implementation should be phased and complemented by timely provision of related infrastructure
- ex-gratia compensation rates should be reviewed, some considered that land resumption should only be carried out for development of public housing or infrastructure, while some considered private sector participation in the development of the NDA should not be allowed



遠景

洪水橋新發展區處於新界西北區的策略性位置，現有和計劃中的鐵路和公路貫通該區，連接香港國際機場、香港各區和深圳。藉著有利的地理位置，新發展區可促進一些建於與內地互動的經濟活動，包括為機場或港口服務提供支援，繼而帶動香港經濟重要一環的物流業。

洪水橋新發展區將會是香港中長期的主要土地來源之一，以應付未來房屋發展的需求。新發展區應結合鄰近現有的城鎮群，包括天水圍、元朗和屯門，以有效地共用基礎設施、政府、機構或社區服務及就業機會，並改善房屋組合。

在可持續發展原則下，並顧及基建容量限制及城市設計原則，新發展區的發展潛力應充份利用，而同時要減少對現有社區、文化遺產和自然環境的影響。

洪水橋新發展區的遠景是為香港建造一個可持續發展、以人為本及均衡生活和工作社區。新發展區不單是一個地區性的住宅及就業中心，而且是一個有助香港未來經濟發展及增長的區域中心。



指導原則

在發展遠景的議題下及參考第一階段社區參與所收集到的公眾意見，我們制定了以下的指導原則，以擬備初步發展大綱圖：

1 提升洪水橋新發展區的策略性角色

- 營造洪水橋新發展區為一個多功能發展區，有不同類型的住宅、營商和就業機會
- 利用聯繫香港和深圳主要貨運和乘客通道的策略性位置，新發展區的主要經濟活動可包括商業用途如辦公室和酒店、特殊工業及物流設施等

2 締造以人為本社區

- 提供多類型房屋和就業用途，以締造一個均衡社區
- 在鄰近住宅發展區的地方提供本區設施和服務
- 充分利用土地作住宅用途，滿足房屋需要，同時符合現行的規劃和發展指引



- 確保有一個合理的土地用途和房屋分佈，並配合周邊環境
- 盡量避免影響鄉村及其他民居
- 保存發展區內的文物和確保附近的規劃與文物互補和連貫

3 建造綠色生活和工作環境

- 在公共交通樞紐中心建設大型發展以鼓勵多用集體公共運輸
- 建造有效、安全和便利市民使用的行人通道和單車徑
- 主要幹道設置在新發展區的周邊，以減低過多車輛進入住宅區
- 利用現有河道和綠色山景資源，建造一個具特色的城市
- 提供環保交通運輸模式
- 提倡可持續固體廢物和水資源管理，及利用再生能源
- 提倡綠色和環保建築技術

4 連繫屯門、天水圍及元朗的發展

- 改善接駁交通
- 改善房屋組合，提供政府、機構或社區設施和就業機會

Vision

The HSK NDA commands a strategic location in the North West New Territories with existing and planned railways and highways linking the Hong Kong International Airport, different districts of Hong Kong and Shenzhen. This geographically favourable location enables development of the area in promoting economic activities which build upon interaction with the Mainland. These include support to airport and port services, and in turn the logistics industry, which accounts for a significant share in Hong Kong's economy.

HSK NDA will be a major source of land supply to meet housing needs of Hong Kong in the medium to long term. It should integrate well with the existing neighbouring urban clusters including Tin Shui Wai, Yuen Long and Tuen Mun to enable effective sharing of infrastructure, GIC facilities and job opportunities, and to improve the housing mix.

In line with sustainable development principles, the development potential of the NDA should be maximized within the infrastructure capacity limits without compromising urban design principles, while minimizing impacts on existing communities, cultural heritage resources, as well as the natural environment.

The overall vision of the HSK NDA is to build a sustainable, people-oriented and balanced living and working community for Hong Kong. The NDA will not be just a localized residential and employment hub, but a regional centre that will serve to foster the future economic development and growth of Hong Kong.

Guiding Principles

Under the overall vision and taking into account public views received in Stage 1 Community Engagement, we have formulated the following guiding principles to facilitate preparation of the PODP:

1 Enhancing the Strategic Role of HSK NDA

- develop the HSK NDA into a multi-functional development node with a variety of housing types, business and employment opportunities
- given its strategic location on major freight and passenger routes between Hong Kong and Shenzhen, main economic activities could include commercial uses such as offices and hotels, special industries as well as logistics facilities

2 Building a People-Oriented Community

- create a balanced community through a mix of housing and employment uses
- provide local facilities and services within close proximity to residential developments
- maximize the provision of residential land to meet housing needs while meeting prevailing planning and development guidelines
- ensure a rational distribution of land uses and housing developments that relate to the surrounding context

- avoid disturbance of villages and other local settlements wherever possible
- preserve cultural heritage within the NDA and ensure the areas around the heritage features are planned in a complementary and coherent manner

3 Creating a Green Living and Working Environment

- plan major developments around public transport nodes to encourage use of mass public transport
- create efficient, safe and pedestrian friendly walkway and cycling networks
- plan major trunk roads at the periphery of the NDA to avoid penetration of excessive vehicular traffic into residential neighborhoods
- capitalize on existing landscape resources such as river channels and green mountain backdrops to create a townscape of character
- provide environmentally friendly transport modes
- promote sustainable waste and water management and use of renewable energy
- promote green building and environmentally friendly technologies

4 Integrating with Development of Tuen Mun, Tin Shui Wai and Yuen Long

- improve transport connection
- improve housing mix and provide GIC facilities and job opportunities

整體規劃及設計框架

Overall Planning and Design Framework

主要特色

- 1 主要市中心位於建議的西鐵洪水橋站周邊，設大型購物商場、其他商店和服務業、辦公室及酒店用途和高密度住宅發展，以建造一個新界西北區域性的商業及商貿樞紐
- 2 次中心將毗鄰西鐵天水圍站，同時為天水圍居民服務
- 3 新發展區的東部和北部為住宅發展區，與天水圍新市鎮和流浮山融合，並提供各類社區設施
- 4 就業區設在新發展區的西北部，將有道路直接與港深西部公路連接，重型車輛不需要進入住宅區
- 5 在新發展區內的鄉村聚落會盡量保留，而歷史遺跡及文物亦將會保存
- 6 位於青山公路南面的住宅和其他民居將會保留，該區未來的發展按照現時法定圖則的規定
- 7 為改造河道及增強與天水圍的融合，河道環境將會提升，設低層商舖帶動河畔長廊，以營造特色和加強活力，河道旁的天影路會被取消。取消天影路可同時改善附近地區的空氣質素，並減輕對居民所受到的交通噪音滋擾，尤其是住在河道東面的天水圍居民
- 8 綜合休憩用地網絡，提供不同類型的靜態和動態康樂設施

- 9 完善的單車徑和行人路網絡，連接各住宅發展、活動地帶、社區設施和休憩空間以及天水圍
- 10 觀景廊、適當的樓宇退入及不同樓宇高度使現有和未來發展可在視覺上配合，與周邊自然景色在視覺上連繫和確保空氣流通

Main features

- 1 The major town centre with a mega shopping facility and other shops and services, office and hotel uses as well as high density residential developments is planned around the proposed West Rail Hung Shui Kiu Station. It is intended to be a regional commercial and business hub in the North West New Territories
- 2 A secondary hub will be located near the West Rail Tin Shui Wai Station which will also serve residents of Tin Shui Wai
- 3 Areas in the east and north of the NDA are proposed for residential development with various community facilities which would integrate well with Tin Shui Wai and Lau Fau Shan
- 4 The employment area is located in the north-western part of the NDA with direct access onto Kong Sham Western Highway to avoid intrusion of heavy vehicles into residential neighbourhood
- 5 Existing village clusters within the NDA will be retained wherever possible, and the historical relics and monuments will be preserved

- 6 The residential and other settlements south of Castle Peak Road will remain while allowing future growth in accordance with the current statutory plans
- 7 Regeneration of the river channel system and enhancement of the integration with Tin Shui Wai will be achieved by upgrading the environment of the river channels and provision of low-rise retail and eating places to create a distinct character and to enhance vibrancy, facilitated by the removal of Tin Ying Road abutting the channel. The removal of the road will also improve the air quality of the surrounding areas and reduce traffic noise nuisance to the residents in particular the Tin Shui Wai residents living on the eastern side of the channel
- 8 An integrated open space network including a wide variety of passive and active recreational facilities
- 9 A comprehensive cycle track and pedestrian network to connect all residential developments with activity nodes, community facilities and open spaces as well as Tin Shui Wai
- 10 Visual corridors, appropriate building setbacks and varied building heights to allow for visual relationships between existing and future developments, visual linkage with surrounding natural features and air ventilation



整體設計框架
Overall Design Framework

圖例
Legend

洪水橋新發展區建議界線
Proposed HSK NDA Boundary

主要道路
Major Roads

西鐵線
West Rail Line

綠化幹道/通風廊
Green Spine/Breezeway

河道
River Channel

住宅區
Residential Area

就業區
Employment Area

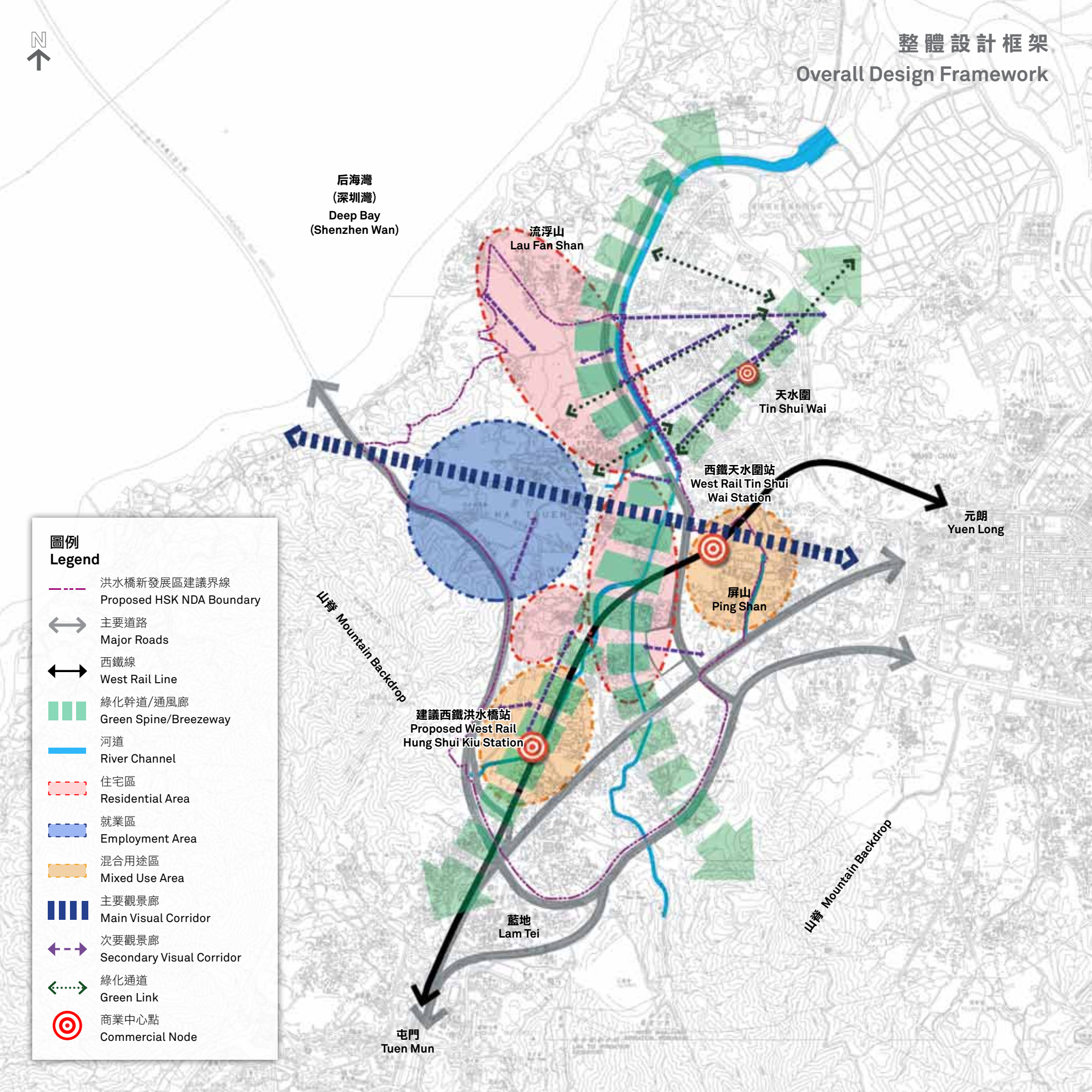
混合用途區
Mixed Use Area

主要觀景廊
Main Visual Corridor

次要觀景廊
Secondary Visual Corridor

綠化通道
Green Link

商業中心點
Commercial Node



初步發展大綱圖

Preliminary Outline Development Plan

新發展區面積 NDA Area

約 826 公頃

About 826 ha

新住宅單位
New Housing Units

約 60,000

About 60,000

人口 Population

約 218,000*

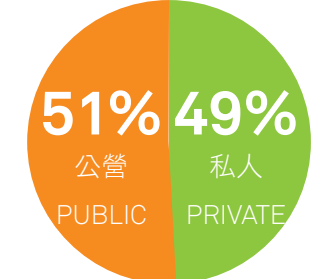
About 218,000*

新就業機會
New Employment Opportunity

約 100,000

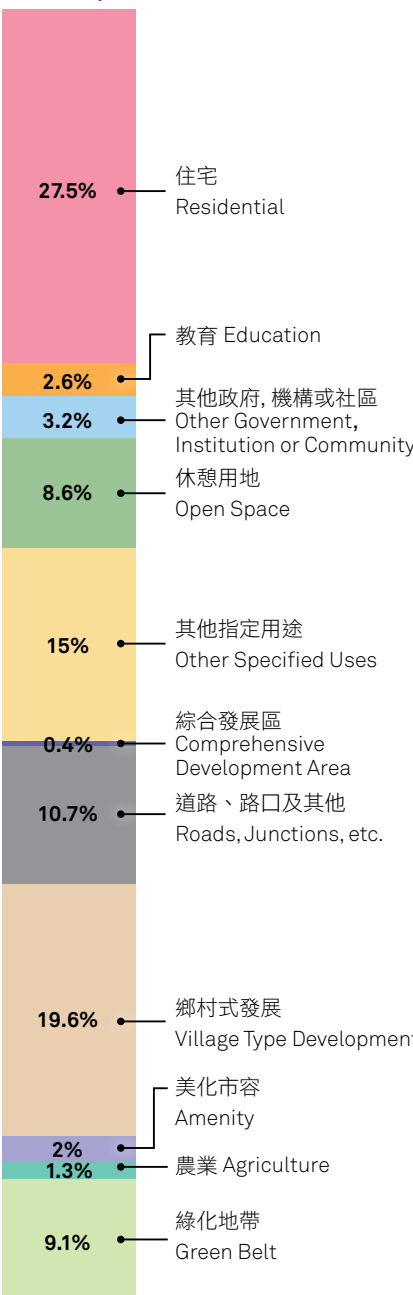
About 100,000

房屋組合 Housing Mix#



洪水橋及天水圍整體的房屋組合為 69 (公營) : 31 (私人)
Overall housing mix of HSK and Tin Shui Wai is 69 (Public) : 31 (Private)

建議土地用途
Proposed Land Use

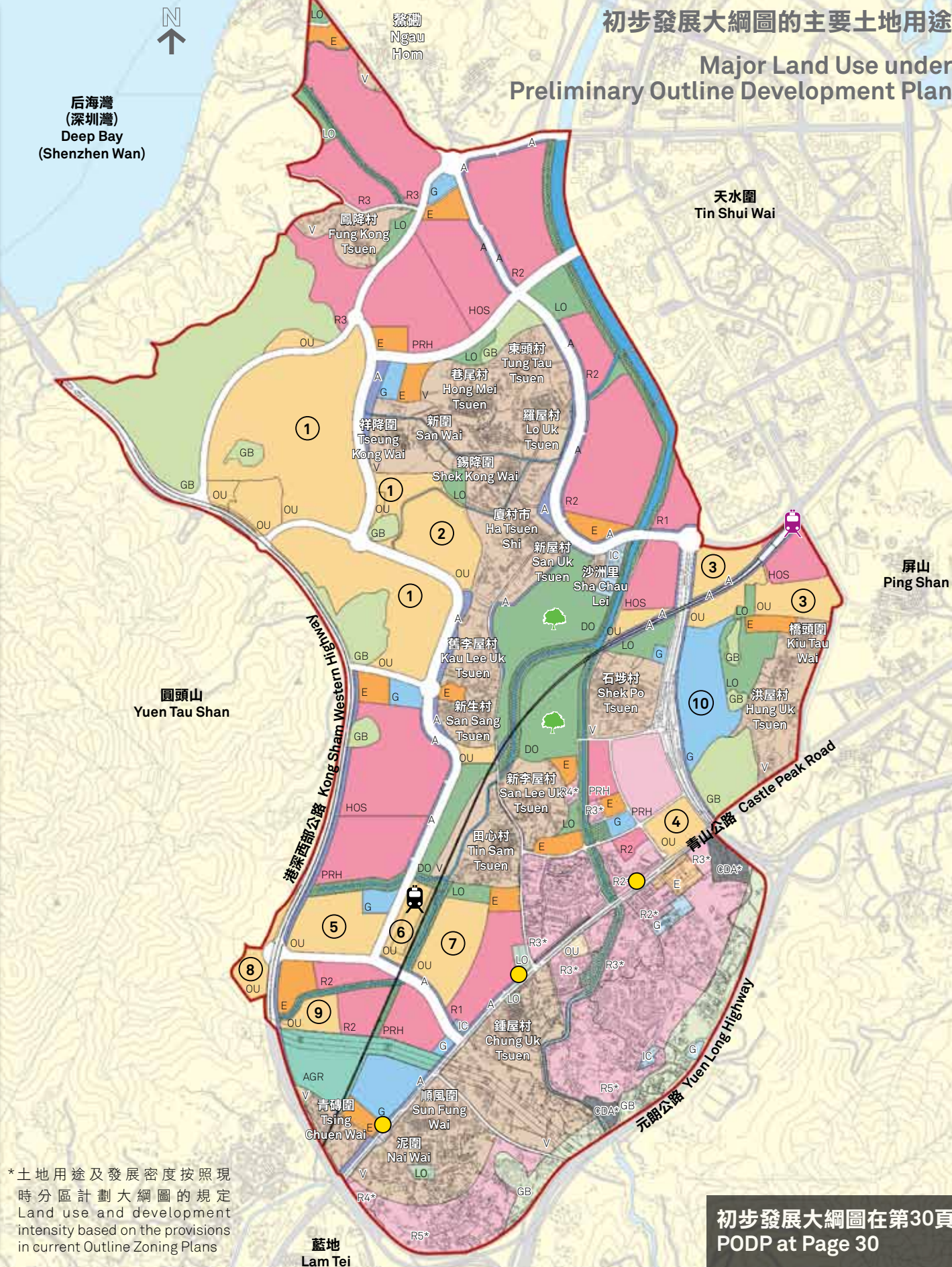


新發展區內有六個發展特色區，各有不同的特色和功能。
Six Development Character Areas (DCAs) are identified. Each has a defined character and function.

- DCA 1 河畔和鄉村區
Riverine and Village Neighbourhood
- DCA 2 灣景區
Bayview Neighbourhood
- DCA 3 物流和科技區
Logistics and Technology Quarter
- DCA 4 商業及住宅綜合區
Commercial-Residential Hub
- DCA 5 東部住宅區及商業中心
Eastern Residential Neighbourhood cum Commercial Centre
- DCA 6 南面住宅區
Southern Residential Neighbourhood

圖例
Legend

- R 住宅
Residential
- PRH 租住公屋
Public Rental Housing
- HOS 居屋
Home Ownership Scheme
- G 政府
Government
- IC 機構或社區
Institution or Community
- E 教育
Education
- GB 綠化地帶
Green Belt
- LO 鄰舍休憩用地
Local Open Space
- DO 地區休憩用地
District Open Space
- V 鄉村式發展
Village Type Development
- A 美化市容
Amenity
- OU 其他指定用途
Other Specified Uses
- CDA 綜合發展區
Comprehensive Development Area
- AGR 農業
Agriculture
- 河道
River Channel
- 河畔長廊
Riverside Promenade
- 道路、路口及其他
Roads, Junctions, etc.
- 建議西鐵洪水橋站
Proposed West Rail Hung Shui Kiu Station
- 西鐵天水圍站
West Rail Tin Shui Wai Station
- 現有輕鐵站
Existing Light Rail Station
- 市鎮公園
Town Park
- ① 特殊工業 - 物流設施
Special Industry - Logistics Facility
- ② 特殊工業 - 資訊科技及電訊業、測試和認證設施及商業
Special Industry - Information Technology & Telecommunications, Testing & Certification, Business Uses
- ③ 混合用途 - 住宅、商業
Mixed Use - Residential, Commercial
- ④ 住宅及港鐵巴士廠
Residential cum MTR Bus Depot
- ⑤ 商業、酒店、辦公室
Commercial, Hotel, Office
- ⑥ 鐵路站及上蓋發展
Station & above Station Development
- ⑦ 混合用途 - 公共交通交匯處、住宅、商業、酒店、辦公室
Mixed Use - PTI, Residential, Commercial, Hotel, Office
- ⑧ 環保運輸系統支援處
Environmentally-friendly Transport System Supporting Area
- ⑨ 教育及相關用途
Education & Related Uses
- ⑩ 可能作醫院和專科及分科診療所的用地
Possible Site for Hospital, Specialist Clinic/Polyclinic



*土地用途及發展密度按照現時分區計劃大綱圖的規定
Land use and development intensity based on the provisions in current Outline Zoning Plans

河畔和鄉村區建議成為優質的住宅區及河畔環境。現有天影路將被取消，加強與天水圍的聯繫，改善河畔的環境質素及令規劃及設計更具彈性。河畔將設有行人和單車徑。現有鄉村的可達性及周邊環境將會改善。

Riverine and Village Neighbourhood is proposed to be a quality residential and riverine environment. The removal of Tin Ying Road allows better integration with Tin Shui Wai, enhances the riverside environment and permits greater flexibility in planning and layout. Pedestrian and cycle paths will be provided on the riverside. The accessibility and surrounding environment of the existing villages will be improved.

灣景區內的土地用途包括租住的公屋、居屋和私人住宅發展及政府、機構或社區用途。建議位於北面的新住宅發展鄰近流浮山。在下一階段研究時，會考慮為流浮山地區加設公眾停車位的需要。

Land uses proposed within the Bayview Neighbourhood include residential development (private, public rental housing and Home Ownership Scheme) and GIC uses. New residential development is proposed in the north, adjacent to Lau Fau Shan. Consideration will be given to the need for providing public car parking spaces to serve Lau Fau Shan in the next stage of the Study.

1 天水圍河道與河畔長廊 Tin Shui Wai River Channel & Riverside Promenade

- 現有河道會優化為景觀和康樂資源，在河道旁營造一個輕鬆環境供漫步及騎單車
- 沿河畔長廊將提供零售及餐飲設施
- 提供較直接路線至西鐵天水圍站



- existing riverine channels will be regenerated as a landscape and recreational resource, along which strolling and cycling can take place within a relaxed environment
- retail and dining facilities along the riverside promenade
- provide a relatively direct route to the West Rail Tin Shui Wai Station

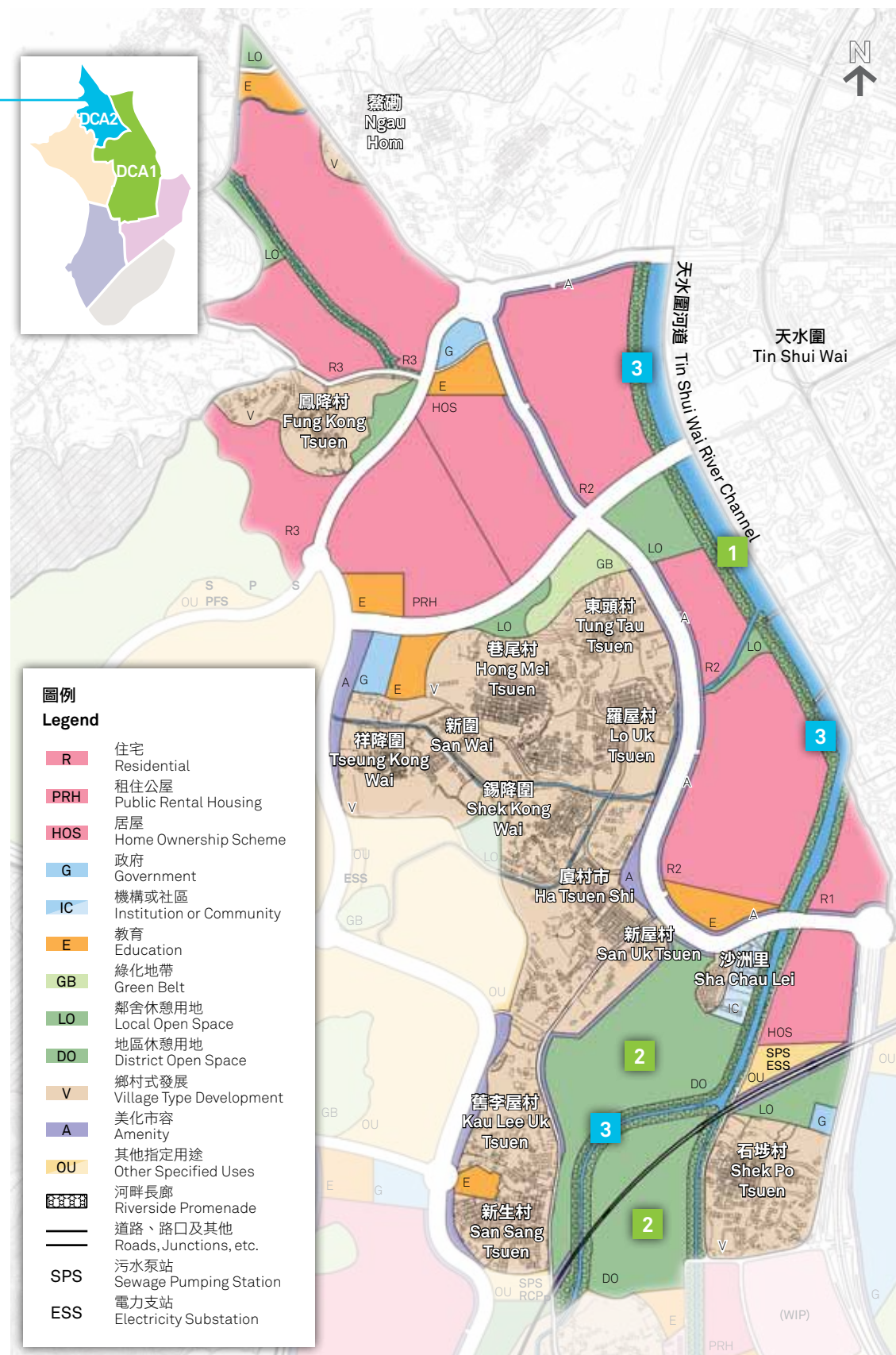


2 市鎮公園 Town Park

- 將成為洪水橋地標
- 提供動態和靜態休憩空間及結合河道於公園設計
- a landmark of HSK
- provides active and passive open space and integrate the river channels into the park design

3 休憩地帶網絡 Network of Open Spaces

- 打造無車環境，讓行人和騎單車者在區內及毗鄰地區無拘無束地活動
- 提供行人專用區和單車徑，並連接鄰近住宅發展和河畔公園，形成一個休憩地帶網絡
- create a vehicle-free environment where pedestrians and cyclists can move freely within the DCA and adjoining areas
- provide facilities for pedestrian circulation and cycling that will connect with adjacent housing developments and parks abutting the riverine channel, forming a network of open spaces





物流和科技區

Logistics and Technology Quarter

物流和科技區預留土地作特殊工業用途，當中62公頃土地為物流用途，另10公頃土地為資訊科技及電訊業(包括資料儲存中心)、測試和認證設施及商貿用途，是新發展區就業機會的主要來源，並有助擴闊香港的經濟基礎。

這區的規劃和設計方式，是以較現時情況優勝的建築設計和基礎建設支援，營造適合發展特殊工業的環境。這區的設置有助解決現有工業與住宅接鄰的問題，並避免對鄰近發展包括鄉村的環境影響。較高密度的發展可更有效利用土地。

The Logistics and Technology Quarter will be designated for “Special Industry” to accommodate logistics facilities (62 ha) as well as Information Technology and Telecommunications industries including data centre uses, testing and certification facilities and business uses (10 ha). They will be major sources of employment generation within the NDA, and help widening Hong Kong’s economic base.

The layout and urban design approach of this DCA is to promote the development of an environment for special industries which is vastly superior in terms of architectural treatment and infrastructure support than which presently exists. It will eliminate the existing industrial/residential interface problems and avoid producing adverse environmental impacts on adjacent development, including the nearby villages. A more intensive form of development is conducive to better land utilization.



5

建議地積比率
Proposed Plot Ratio

10-15

建議建築物高度
Proposed Building Height

層storeys

1 便捷及優質設計

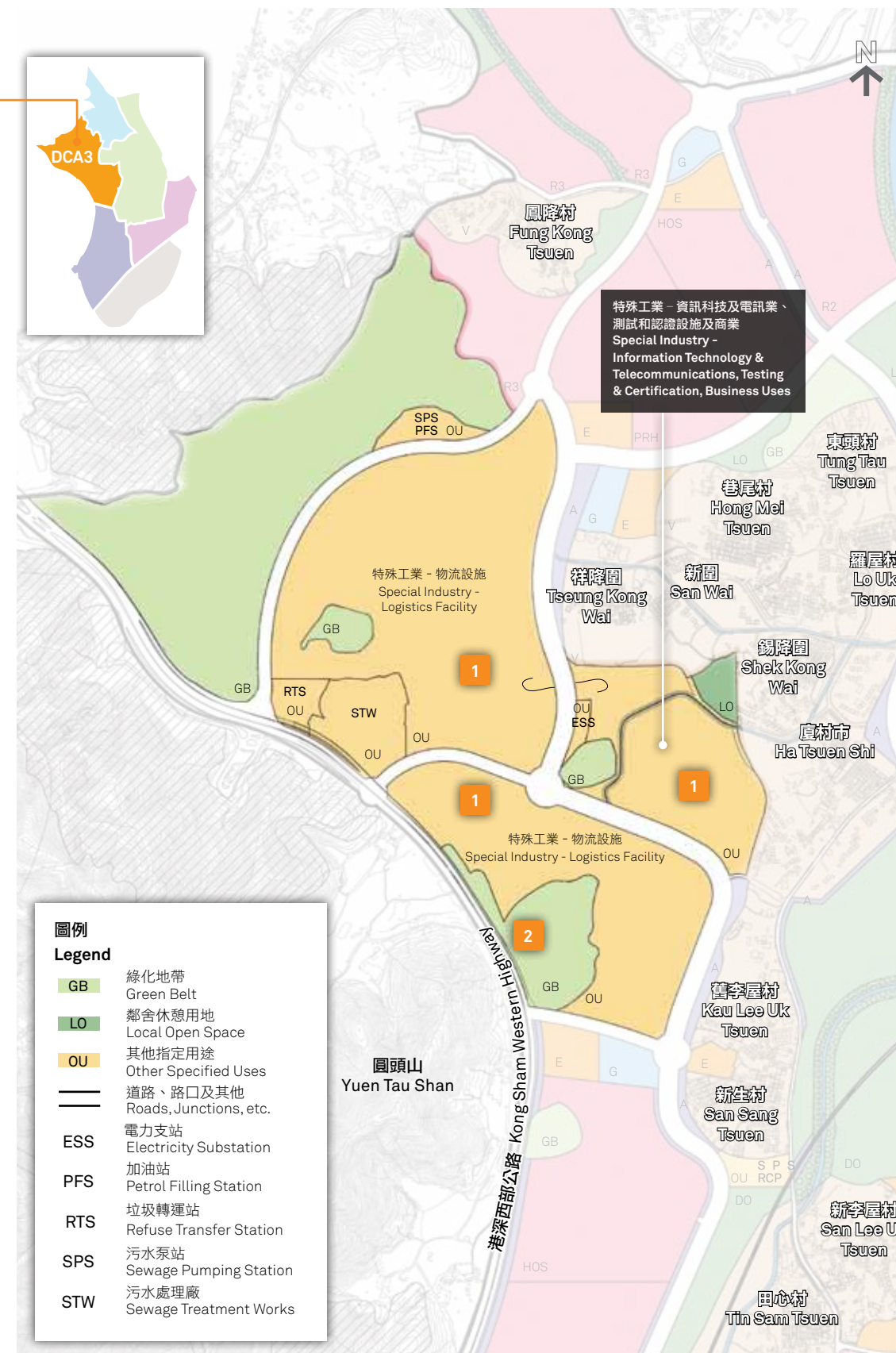
Accessible and Well Designed

- 直接連接港深西部公路，為物流及其他特殊工業用途提供快速的交通運輸接駁到機場及內地
- 提供規劃完善地區、高質素建築設計和富靈活性的辦公室、工作間和儲存倉
- direct access to Kong Sham Western Highway will provide fast connection with the transport corridor to the airport and the Mainland for logistics and other special industry uses
- well planned areas of quality architectural design in a flexible form for offices, workshops and storage

2 保留生態特色

Retention of Ecological Features

- 保留港深西部公路項目建立的補償濕地，並規劃為「綠化地帶」
- 其他有風水特色和小山丘的「綠化地帶」也會保留
- existing areas of wetland compensation installed under the Kong Sham Western Highway project are to be retained and designated as “Green Belt”
- other areas of “Green Belt” which accommodate a combination of Fung Shui features and green knolls will also be retained





商業及住宅綜合區

Commercial-Residential Hub

商業及住宅綜合區位於洪水橋新發展區的西南部。考慮到建議的西鐵洪水橋站的位置及便捷的公路連接，此區將成為新發展區內的主要市中心，提供不同種類的土地用途，包括有廣場、體育場地、政府辦公大樓、零售、酒店、辦公室、和私人及公營房屋。這區亦是規劃為新界西北的區域商業中心。

The Commercial-Residential Hub is located at the south-western edge of the HSK NDA. Taking into account the location of the proposed West Rail Hung Shui Kiu Station and easy highway access, this area will be the major town centre of the NDA. There will be a wide range of land uses including a plaza, sports ground, Government offices building, retail, hotels, offices, and private and public residential development. It is also planned as the regional commercial centre of the North West New Territories.

5-8

建議地積比率
Proposed Plot Ratio

2-40

建議建築物高度
Proposed Building Height



1 西鐵洪水橋站及便捷的公路連接

West Rail Hung Shui Kiu Station and Easy Highway Access

- 建議的西鐵洪水橋站會提供便捷的鐵路連接，30分鐘內便可到達香港的商業中心區
- 連接元朗公路和港深西部公路的便捷通道
- the proposed West Rail HSK Station provides a rail link for easy access to Hong Kong's Central Business District within 30 minutes
- there will be easy access from Yuen Long Highway and Kong Sham Western Highway

2 洪水橋新發展區的商業中心

Commercial Core of HSK NDA

- 建議的西鐵洪水橋站上蓋及毗鄰供混合用途發展的用地，提供大量商業空間作酒店、辦公室和零售用途，亦為新界西北提供服務
- mixed use development sites in the vicinity and above the proposed West Rail Hung Shui Kiu Station will provide a large amount of commercial space to accommodate a mix of hotels, offices and retail uses serving also the North West New Territories

3 運動場地

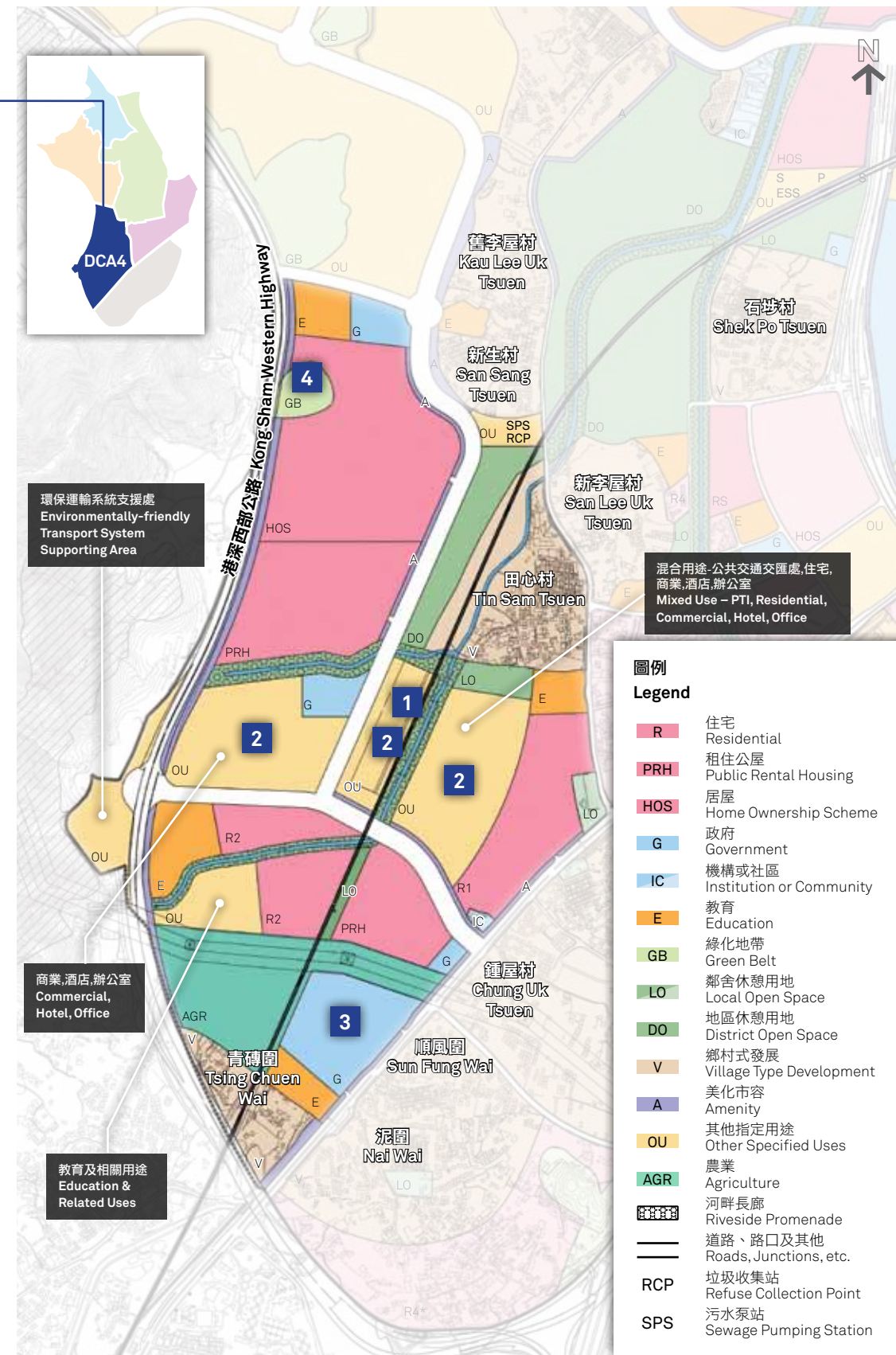
Sports Ground

- 將成為新發展區內體育活動的中心點
- 主要為新發展區及鄰近新市鎮提供服務
- will become a focus for sports in the NDA
- mainly serves the NDA and neighbouring New Towns

4 保留新生新村鷺鳥林

Retention of San Sang San Tsuen Egretty

- 新生新村的鷺鳥林會保留，劃為「綠化地帶」。鄰近的發展會因應鳥林的位置和鷺鳥的飛行路線而設計
- San Sang San Tsuen Egretty will be retained and designated "Green Belt". The design of future developments in the vicinity will take cognisance of the egretty and associated bird flight paths





東部住宅區及商業中心

Eastern Residential Neighbourhood cum Commercial Centre

東部住宅區及商業中心位於西鐵天水圍站以南，發展成為新發展區內的次市中心，並為天水圍新市鎮提供所需的額外商業設施。區內主要有商業發展、私人住宅及公營房屋、政府、機構或社區設施和零售用途。西鐵天水圍站西南的一幅土地，可能用作醫院和專科及分科診療所。

Eastern Residential Neighbourhood cum Commercial Centre is located immediately south of the existing West Rail Tin Shui Wai Station and will be developed as a secondary focal point of the NDA. It can also serve the needs of Tin Shui Wai New Town for additional commercial facilities. Development within this DCA will principally include commercial developments, private and public residential developments, GIC facilities and retail uses. A site to the southwest of the West Rail Tin Shui Wai Station has been reserved for a possible hospital cum specialist clinic/polyclinic.



5.5-8

建議地積比率
Proposed Plot Ratio

20-40

建議建築物高度
Proposed Building Height

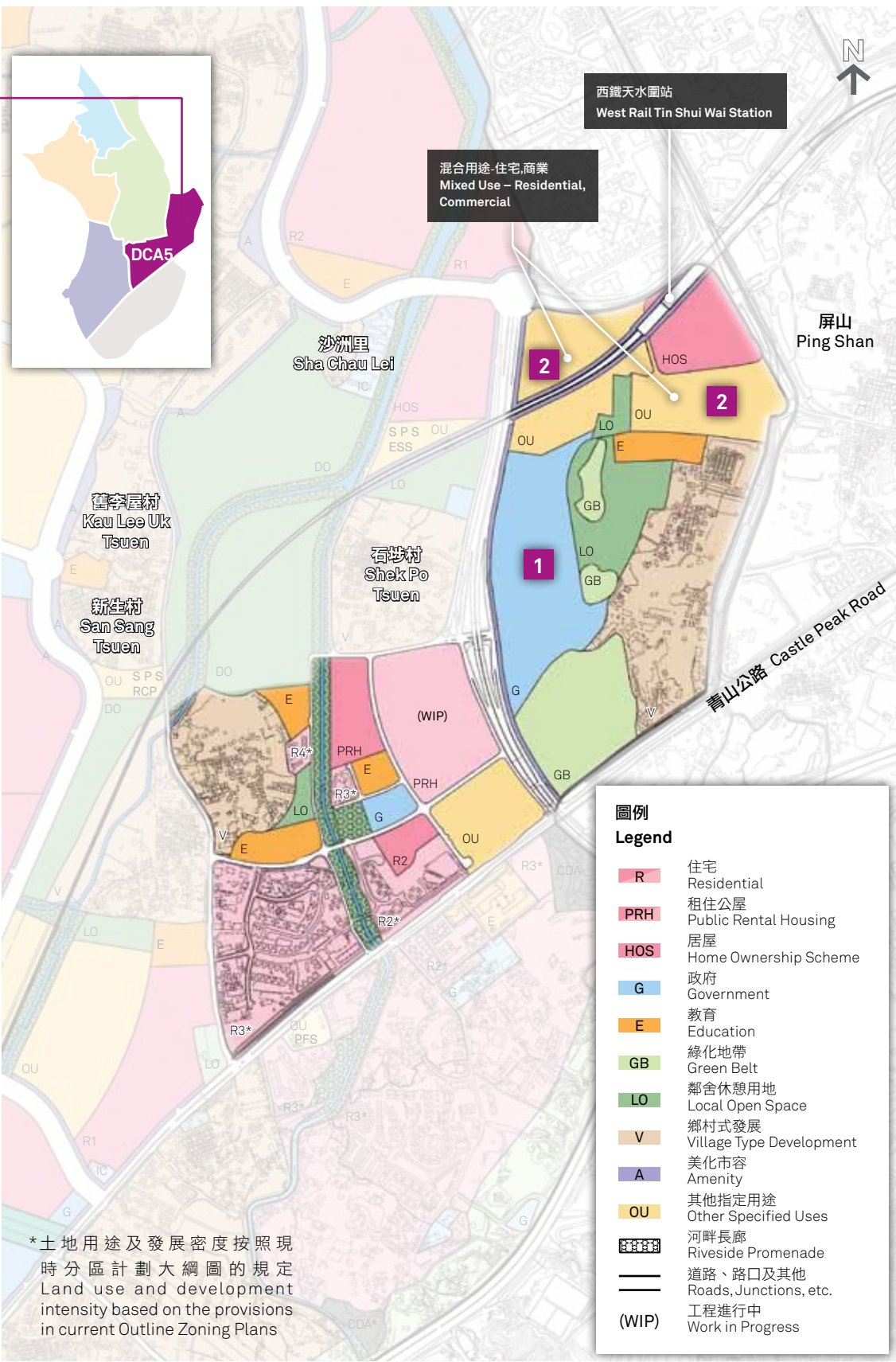
層storeys

1 可能作醫院和專科及分科診療所的用地 Possible Site for Hospital, Specialist Clinic/Polyclinic

- 服務洪水橋區內和鄰近地區居民
- serves residents of HSK NDA and neighbouring areas

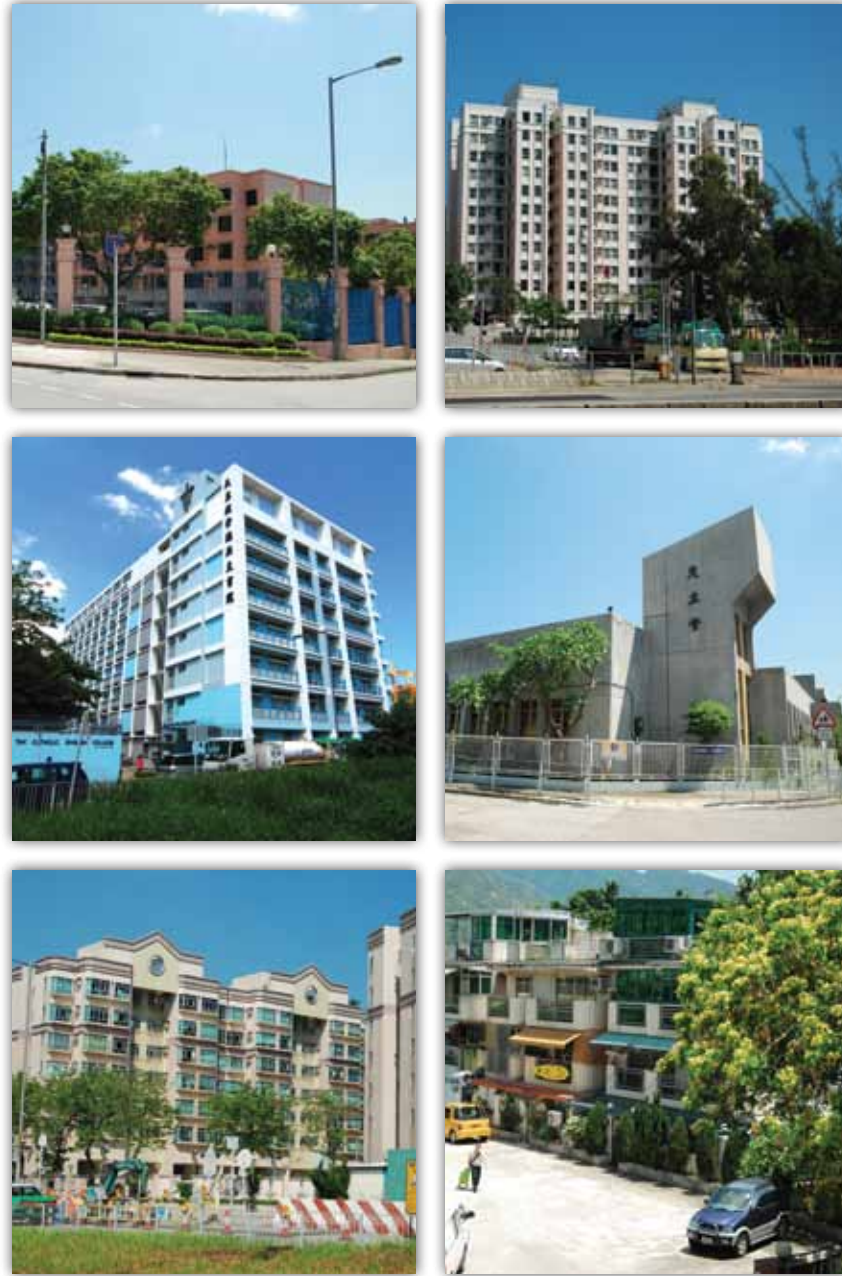
2 住宅和商業發展 Residential and Commercial Developments

- 區內將包括私人住宅及公營房屋
- 圍繞着西鐵天水圍站有各種各類的零售和商業用途
- this DCA will include private and public residential developments
- a wide range of retail and commercial uses will be clustered around the West Rail Tin Shui Wai Station



南面住宅區內現有的發展會保留，包括區內的鄉村聚落和私人發展，還有一些學校和政府設施。因區內已有這些已建立的社區，可供發展的土地有限，不會考慮在該區大量增加發展。

Existing developments within the Southern Residential Neighbourhood will be retained. The area is characterised by existing clustered villages and private developments. A number of education and Government facilities are also present. Given the presence of these well established communities and limited available land for further major developments, substantial intensification of development in this area is not contemplated.



本區內的進一步發展將按照現時分區計劃大綱圖的土地用途及發展密度規定，本研究會考慮為這區建議適合的環境和基建改善工程。

Further development of this DCA will follow the land use and development intensity provisions in the current Outline Zoning Plans. This Study would propose suitable environmental and infrastructural improvements for the area.

1 河道與河畔長廊

River Channel & Riverside Promenade

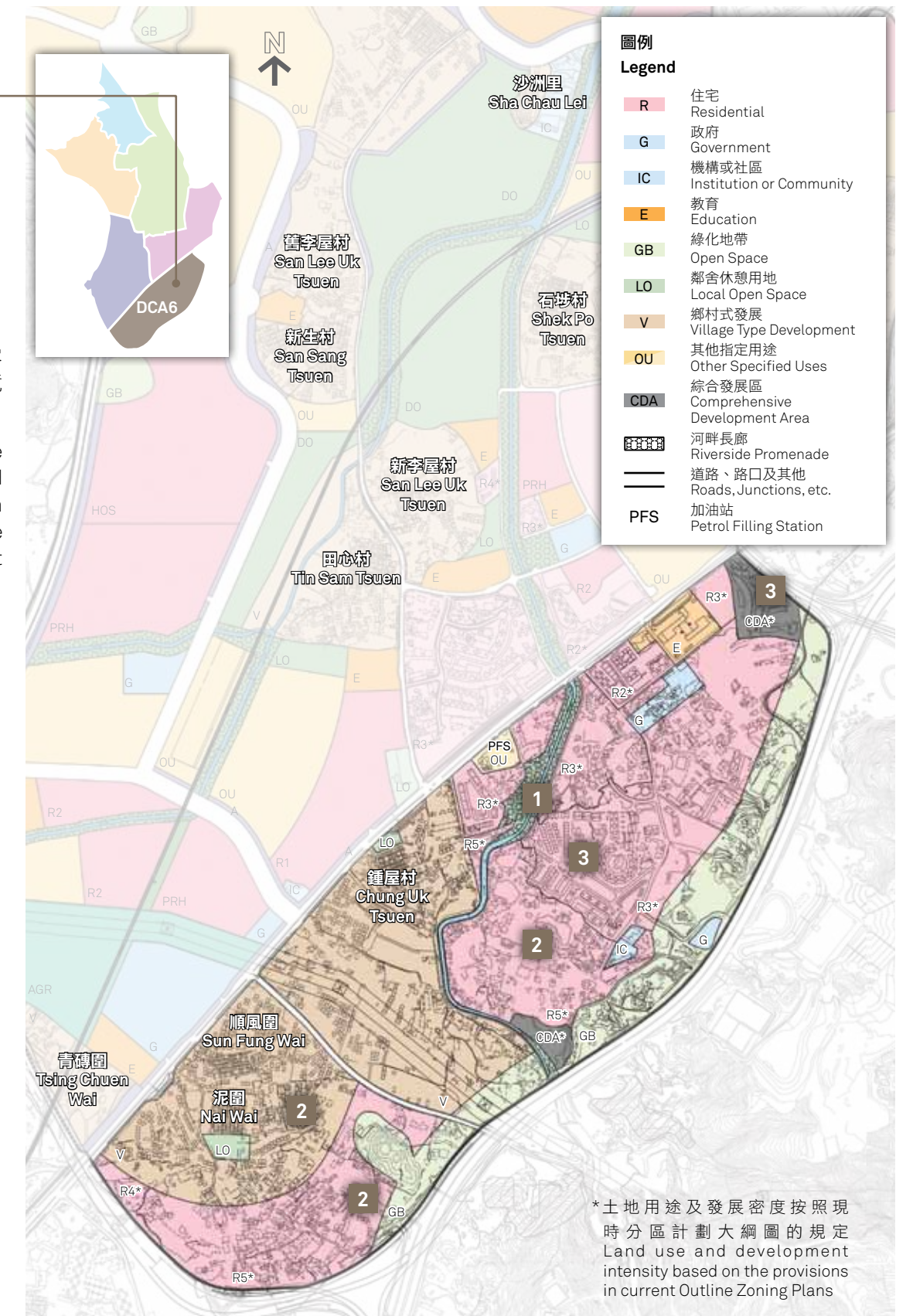
- 現有河道會優化為景觀和康樂資源，漫步和騎單車活動可在河畔輕鬆的環境中進行
- existing riverine channels will be regenerated as a landscape and recreational resource, along which strolling and cycling can take place within a relatively relaxed environment

2 現有鄉村聚落

Existing Village Clusters

3 現有及已規劃的發展

Existing and Planned Developments



交通運輸

Transportation

以鐵路為本的公共運輸系統

洪水橋新發展區會利用現有西鐵作集體公共運輸骨幹，東面有天水圍站，而西面將來的市中心則有建議的洪水橋站。除西鐵外，現時有輕便鐵路，包括泥圍、鍾屋村和洪水橋三個站，在洪水橋新發展區南面沿青山公路行走。

作為一個有21萬8千人口和10萬個就業人士的新發展區，洪水橋亦需要一套有效率的軌道式或道路式接駁系統。道路式環保運輸，包括較潔淨的歐盟型以及電動和混合燃料巴士。我們會在下一階段研究。

Rail-based Public Transport System

The HSK NDA will make use of the existing West Rail as backbone of mass public transport with Tin Shui Wai Station in the east and the proposed Hung Shui Kiu Station in the future town centre in the west. Apart from West Rail, the existing Light Rail Transit with three Light Rail Transit stations, namely Nai Wai, Chung Uk Tsuen and Hung Shui Kiu, is running along Castle Peak Road at the southern side of HSK NDA.

The HSK NDA will also require good feeder services to serve

about 218,000 population and about 100,000 people in employment. Environmentally-friendly transport system for feeder services in the form of rail-based type and road-based type such as buses using comparatively cleaner Euro models, electric and hybrid buses, will be considered in the next stage of the Study.

道路網絡

洪水橋新發展區連接現有策略性公路，包括港深西部公路和元朗公路。新發展區內將會興建一個完善的道路網絡。

設計新發展區內道路網的原則，是確保最少的道路而又能提供足夠的運輸服務應付需要。重型車輛將使用新發展區周邊的主幹。

在港深西部公路下會興建一條主要幹路，把物流和科技區的交通帶往港深西部公路，避免重型車輛使用住宅區的道路。此外，新發展區北部會興建一條地區幹路，供東西方向來往的車輛使用。其他地區幹路將會服務特殊工業區、建議的西鐵洪水橋站以及主要的商業和住宅發展區。

取消新發展區東北面的天影路及分流交通後，不會影響新發展區內及附近地區的可達性。

Road Network

The HSK NDA is well served by existing strategic highways such as Kong Sham Western Highway (KSWH) and Yuen Long Highway. HSK NDA will be provided with a comprehensive road network.

In designing the road network for the NDA, the principle is to ensure a minimum amount of roads while sufficiently serving the transportation needs, with heavy vehicles running on trunk roads along the periphery of the NDA.

There will be a primary distributor running underneath KSWH and diverting traffic from the Logistics and Technology Quarter (DCA3) to KSWH, avoiding heavy vehicles to use the roads within the residential neighbourhood. There will be a district distributor in the northern part of the NDA to facilitate eastwest movements. Other district distributors will be provided serving the special industrial uses and the proposed West Rail HSK Station and major commercial and residential development areas.

Even with the removal of Tin Ying Road at the north-eastern edge of the NDA and some traffic redistribution, the accessibility within the NDA and surrounding areas will not be compromised.



單車徑和相關設施

- 伸延現有水圍單車徑到洪水橋新發展區
- 接駁沿青山公路至元朗及將來連接新界東北的單車徑
- 在靠近主要公共交通基建、休憩用地、社區設施和住宅區的主要位置，設置單車停泊處

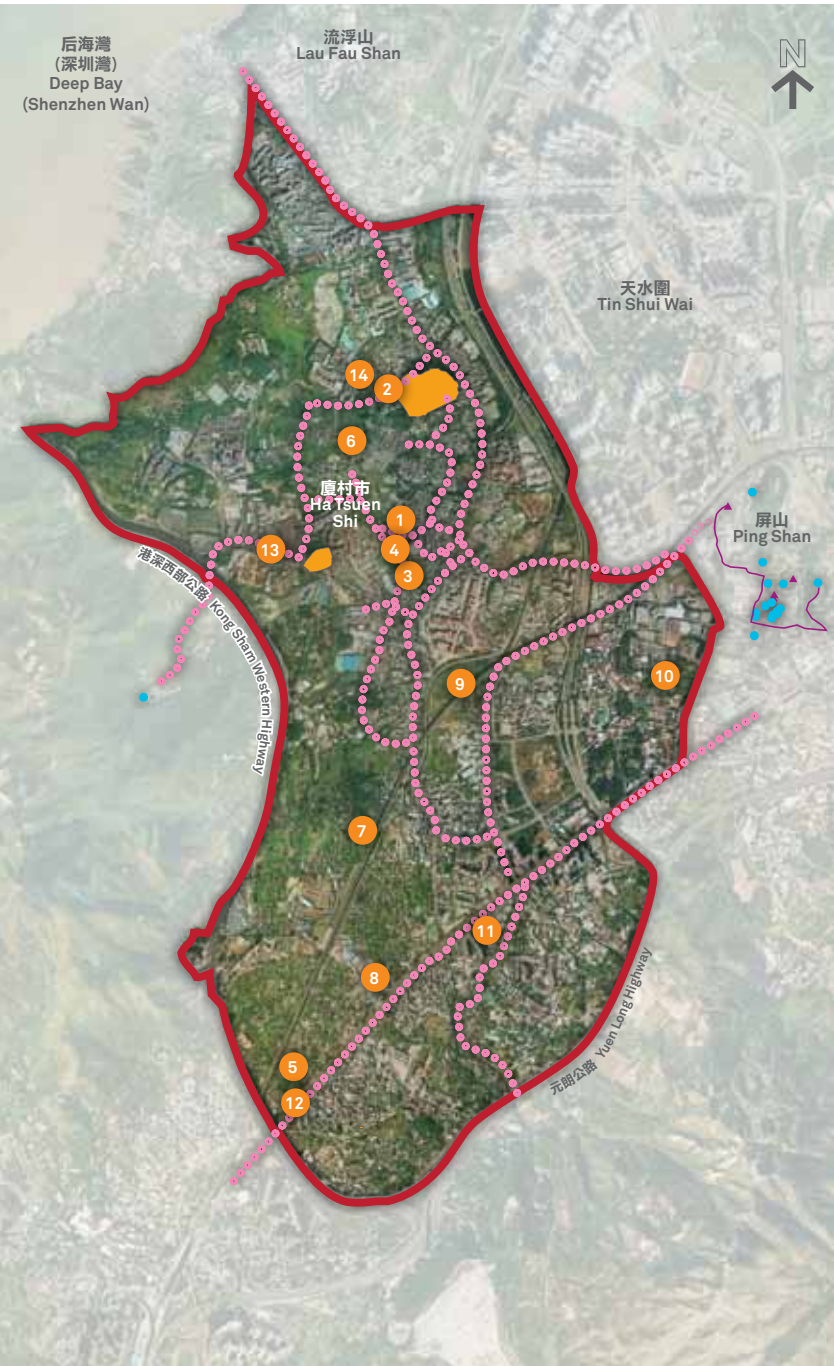
Cycle Track Network and Facilities

- extend existing cycle track network in Tin Shui Wai to HSK NDA
- link with the cycle tracks along Castle Peak Road to Yuen Long and in the North East New Territories in the future
- provision of cycle parking areas at strategic locations near major public transport infrastructure, open spaces, community facilities and residential areas



在洪水橋新發展區和其周邊有豐富文化遺產。當中許多位於鄉村內的歷史建築物將會原地保存，它們大多散佈在新發展區內遊人不容易找到的地方。建議在洪水橋新發展區內建造一個文物徑網絡，把有特色的文物連貫起來，同時連接現有的屏山文物徑，有助市民大眾更容易欣賞這些資源。亦可考慮在沿文物徑的地方興建資源/遊客中心。

HSK NDA and its environs have a rich cultural heritage. While many of the historic buildings are located within village areas and are proposed to be preserved in-situ, they are generally scattered over the NDA and difficult to be located by visitors. A network of cultural heritage trails is therefore proposed within the HSK NDA to interlink the heritage features within NDA, as well as the existing Ping Shan Heritage Trail to facilitate better appreciation of these resources by general public. The possibility of providing a resource/visitor centre along the trails could also be explored.



技術可行性及落實發展安排

Technical Feasibility and Implementation Arrangements

技術評估

研究顧問已經就初步發展大綱圖進行初步技術評估，結論為建議方案在技術上是可行的。在收集公眾對初步發展大綱圖的意見後，顧問會在下一階段展開進一步的技術評估，以制定建議發展大綱圖及詳細發展建議。新發展區項目在環境影響評估條例下是指定工程項目，必須遵守環境影響評估的法定要求。

Technical Assessments

The Study consultants have conducted initial technical assessments for the PODP with conclusion that the proposals are technically feasible. After collecting public views on the PODP, the consultants will conduct further technical assessments for the formulation of the RODP and detailed development proposals. Development of this

NDA is a designated project under the Environmental Impact Assessment Ordinance and must comply with the statutory requirements of the Environmental Impact Assessment.

發展時間表

研究的下一階段會制定發展時間表。參考其他新市鎮發展的經驗，會特別關注適時提供各項社區及基礎設施，確保能與新發展區陸續遷入的人口互相配合。

Development Timetable

A development timetable will be set out at the next stage of the Study. Taking the experience of developing other new towns, attention will be paid to ensure timely provision of various GIC facilities and infrastructure in tandem with the population intake of the NDA.

落實發展機制

政府以往透過「傳統新市鎮發展模式」發展多個新市鎮。這個模式的優點是政府可掌握整個發展計劃，並且全面而有統籌的落實計劃。這模式可確保新發展區適時落實，而且可讓各類發展和相關基礎建設及公共設施能按時間表實施。

在本研究的第一階段社區參與中，對傳統新市鎮發展模式有不同的意見。反對的人士建議應讓私人機構發展他們的土地，並由政府提供基礎建設和公共設施。另一方面亦有意見不同意新發展區由發展商進行發展。我們會細心考慮各方的意見。

新發展區會分階段發展，在落實時會影響現有土地業權人、居民、港口後勤及露天貯物用途經營者和其他佔用人。政府會小心考慮落實發展的詳細安排。

Implementation Mechanism

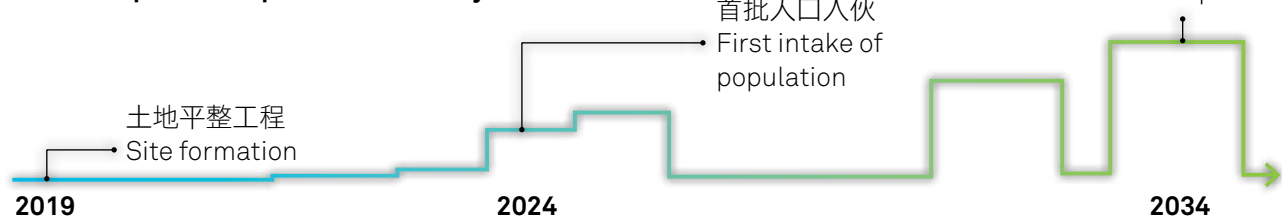
The “Conventional New Town Approach” (CNTA), which has been used before in implementing our new towns, has the merit of ensuring a comprehensive and well coordinated implementation programme over which the Government has control. This can ensure timely development of the NDA, including synchronization of various developments with provision of supporting infrastructure and public facilities.

During CE1, views on the CNTA were diverse. Those who opposed to it suggested that the private sector should be allowed to develop their private land, facilitated by the Government's provision of infrastructure and public facilities. On the other hand, some comments objected to the development of the NDA by the private sector. Different views will need to be carefully considered.

The phased implementation of the NDA will inevitably affect some of the existing land owners, residents, PBU/OS users operators and other occupants. The Government will carefully consider the detailed implementation arrangements.

各主要項目的預計完成時間

The anticipated completion time of key activities



歡迎提供意見

Invitation for Comments

- 歡迎就洪水橋新發展區初步發展大綱圖提出您的寶貴意見和建議。
 - 我們誠意邀請您在二零一三年九月七日出席公眾論壇提出您的意見。詳情會於稍後透過本研究的網頁(見下)及其他媒體公布。
 - 請於二零一三年十月十五日或之前，把書面意見/建議送交土木工程拓展署或規劃署。
- You are welcome to express your views and comments on the Preliminary Outline Development Plan.
 - You are cordially invited to join our public forum on 7 September 2013. Details will be further announced via the Study website (see below) and other media.
 - Please send us your written comments or suggestions to the Civil Engineering and Development Department or the Planning Department on or before 15 October 2013.

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閣下亦可瀏覽本研究的網頁, 參閱更詳盡的背景資料:

For details of the Study, please visit our Study website:

www.hsknda.gov.hk



聲明: 凡在「洪水橋新發展區規劃及工程研究」過程中向土木工程拓展署或規劃署提供意見和建議的個人或團體, 將被視作同意土木工程拓展署或規劃署可將全部或部分提供的內容(包括個人姓名及團體名稱)公布。如你不同意這個安排, 請於提供意見和建議時指明。

Disclaimer: A person or an organization providing comments and suggestions in the process of the "Hung Shui Kiu New Development Area Planning and Engineering Study" shall be deemed to have given consent to the Civil Engineering and Development Department or Planning Department to wholly or partially publish the comments and suggestions (including the name of the individual and organization). If you do not agree to this arrangement, please state so when providing comments and suggestions.

