

**Hung Shui Kiu New Development Area  
Planning and Engineering Study  
Preliminary Outline Development Plan and  
Stage Two Community Engagement**

**Purpose**

1. As part of the Stage Two Community Engagement (CE2) of the Hung Shui Kiu New Development Area Planning and Engineering Study (the Study), the Planning Department and Civil Engineering and Development Department have formulated the Preliminary Outline Development Plan (PODP) for the Hung Shui Kiu (HSK) New Development Area (NDA). This paper seeks Members' views on the PODP to facilitate the formulation of the Recommended Outline Development Plan in the next stage. .

**Background**

2. The Study commenced in November 2010. The HSK NDA is one of the ten major infrastructure projects announced in the 2007-08 Policy Address. It aims to meet the long-term development needs of Hong Kong, including provision of housing land and employment opportunities.
3. The community engagement of the Study is divided into three stages, with Stage One CE (CE1) carried out in two rounds. The first round was held in November 2010, prior to the commencement of the Study, to initiate early public discussion on the key issues. The second round took place between 9 December 2011 and 9 February 2012 to facilitate further discussion on the major topics relating to the strategic roles of the HSK NDA, building people-oriented communities and promoting a green living and working environment. During Stage 1 Community Engagement (CE1), we consulted the Tuen Mun District Council (TMDC) on 4 January 2011 (TMDC Paper No. 2/2011) and briefing session was provided to Members of the TMDC on 4 January 2012. Members raised concerns on various issues relating to compensation and rehousing of the affected residents, appropriate handling of land under private ownership, provision of employment opportunities, reprovision of agricultural land and strengthening to the transport network.

A series of briefings and presentations were given to different stakeholders including the Town Planning Board, Heung Yee Kuk, the relevant Rural Committees, local residents and professional institutions. A public forum cum community workshop attended by about 280 participants was also held on 7 January 2012 to gauge public views. A total of about 1,000 written comments were received.

## **Major Public Views**

4. The public views collected in CE1 are set out in the CE1 Report and can be viewed at the Study website [www.hsknda.gov.hk](http://www.hsknda.gov.hk). The major public comments are summarised below:

### *(a) Strategic Roles of the HSK NDA*

Some considered that the NDA should play a strategic role by capitalising on the transport connections with the Hong Kong International Airport, the North West New Territories (NWNT) 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. Other than housing developments to meet the long-term housing demand, job opportunities for different skill levels to match with the population profile of residents should be provided in the NDA.

### *(b) People-oriented Communities*

It was generally considered that adequate Government, Institution and Community (GIC) facilities, shopping streets and employment opportunities should be provided to create a self-sufficient community with a more balanced public and private housing mix. The Government should avoid creating a homogenous residential area with a high proportion of public housing. The social problems experienced in Tin Shui Wai should not be repeated in the NDA. The existing villages and the surrounding natural environment should integrate well with the new developments. The historic buildings and sites of archaeological interest should be preserved and tourist routes should be established.

### *(c) Sustainable Development*

Some remarked that plot ratios for public and private housing should not be too high and should be compatible with the environment. The NDA should have railway services to enhance connection of HSK with the urban areas by a West Rail (WR) HSK Station. Sewerage to villages in HSK and drainage systems to alleviate flooding should be provided. The existing rural environment and sites with significant ecological values should be preserved, and buffer zones should be provided to minimise disturbance to ecological sensitive habitats. The heritage features within the NDA should be protected. The PBU/OS uses within the NDA should be carefully considered and a flexible approach should be adopted to sustain the livelihood of PBU/OS operators/workers.

*(d) Implementation Mechanism, Compensation and Rehousing*

In view of the scale of development, there were comments indicating that the NDA development should be implemented in phases and the supporting infrastructure should be provided in a timely manner. Some suggested that the prevailing compensation rates under land resumption by the Government should be reviewed. On the mode of implementation, while some considered that land resumption should only be carried out for public housing and infrastructure, others objected to private sector participation in the development of the NDA.

5. We have taken into account the public views in formulating the PODP for the NDA. The PODP proposals are described in the ensuing paragraphs. As regards the public comments on the implementation mechanism, compensation and rehousing, as well as arrangements for PBU/OS uses, we have noted the concerns expressed. While the current stage of the Study focuses on the PODP, we will continue to examine how those concerns could be addressed and listen to the views of the community before finalising the implementation approaches at a later stage.

### **Vision and Role of the HSK NDA**

6. In response to the public views collected, the suggestions to strengthen the strategic roles of the HSK NDA, the need to address the different housing needs of the community and to achieve a better quality living environment as well as a balanced and well integrated community, the PODP for the NDA has accorded high priorities to:

- (i) capitalising on nearby infrastructure and natural features to provide for green design, social integration, and sustainable development including land uses for economic development; and
- (ii) maximising the development potential while taking due account of urban design and infrastructure capacity considerations.

7. The HSK NDA commands a strategic location in the NWNT, with existing and planned railways and highways linking it to the Hong Kong International Airport, different districts of Hong Kong and Shenzhen. This geographically favourable location will help promote economic activities which build upon interaction with the Mainland. These include support to port services and, in turn, the logistics industry of Hong Kong which accounts for a significant share of Hong Kong's economy.

8. As a major source of land supply to meet the housing needs of Hong Kong in the medium- to long- term, the NDA 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 existing housing mix.

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

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

#### Economic Uses and Employment Generation

11. With good connections to the existing and planned railways and strategic highways to the airport, other districts and Shenzhen, an area located in the north-western part of the NDA is reserved for a Logistics and Technology Quarter designated for "Special Industry" to accommodate logistics facilities (62 ha) as well as providing flexible space for Information Technology and

Telecommunications industries including data centre uses, testing and certification facilities and business uses (10 ha). These uses will be major sources of employment generation within the NDA.

12. Two urban nodes are proposed at the existing WR TSW Station and around the proposed WR HSK Station. It is envisaged that the major town centre with a regional shopping centre cum hotels and offices will take shape in the vicinity of the proposed WR HSK Station serving not just the NDA but the wider NWNT region. To create a secondary focal point, a wide range of retail and commercial uses will be clustered around the existing WR TSW Station to also serve the needs of Tin Shui Wai residents for additional commercial facilities. These two urban nodes will provide significant employment opportunities for a wide range of skill sets.

### **Preliminary Outline Development Plan**

13. The NDA has an area of approximately 826 hectares (ha). It will be developed into a multi-functioned development node with a variety of housing types, business and employment opportunities.

14. The proposals under the PODP will accommodate a new town of a population of about 218,000 (including a new population of about 175,000), about 60,000 additional flats and 100,000 job opportunities. We aim to expedite the implementation of the NDA with the target of first population intake by 2024 and full development of the NDA by 2034. The planning and design proposals contained in the PODP are summarised in the CE2 Digest at **Appendix 1**. The key development parameters and development timeline of the PODP are as follows:

<b>Total Area (ha)</b>	826
<b>Developable Area<sup>(1)</sup>(ha)</b> <b>(% Total)</b>	446 (54%)
<b>Total Population</b>	218,000 (including existing population and base growth of 43,000)
<b>No. of Flats</b>	60,000
<b>Housing Mix</b>	Public <sup>(2)</sup> 51% : Private 49% <sup>(3)</sup>

<b>Employment</b>	100,000
<b>Plot Ratio</b>	3.5 - 8
<b>Maximum Building Height (Storeys)</b>	40
<b>Commencement of Site Formation and Infrastructure Works</b>	2019
<b>First Population Intake</b>	2024
<b>Project Completion</b>	2034

Notes:

- (1) Developable Area refers to the area with planned new developments on the PODP. This excludes areas zoned “Village Type Development”, “Green Belt”, “Agriculture” and areas occupied by existing developments which will be retained.
- (2) This includes Public Rental Housing (PRH) and Home Ownership Scheme (HOS).
- (3) Taking Tin Shui Wai New Town together, the overall housing mix is about 69% : 31%

15. Initial technical assessments for the PODP conclude that the proposals are technically feasible. Further detailed assessments, including Environmental Impact Assessment on the Recommended Outline Development Plan, will be conducted at the next stage of the Study.

Overall Planning and Design Framework

16. The main features of the overall planning and design framework are set out below:

*(a) Development Intensity*

For most of the development sites, the NDA will adopt maximum domestic plot ratios of between 3.5 to 6, which will be similar to those of the nearby Tin Shui Wai and Tuen Mun New Towns, and also the proposed Kwu Tung North and Fanling North NDAs. The mixed developments at the proposed town centres near the existing and planned WR stations in the NDA will have a higher plot ratio of 8 to capitalise on the accessibility of the WR stations.

*(b) Urban Design*

- (i) 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 WR HSK Station. This area is intended to be a regional commercial and business hub in the NWNT.
- (ii) A secondary hub will be located near the existing WR TSW Station which will also serve the residents of Tin Shui Wai.
- (iii) The Logistics and Technology Quarter is proposed to be located in the north-western part of the NDA with direct access onto Kong Sham Western Highway (KSWH) to avoid intrusion of heavy vehicles into the residential areas.
- (iv) Visual corridors, appropriate building setbacks and varied building heights will allow for visual relationships between existing and future developments, visual linkage with surrounding natural features and ensure air ventilation.
- (v) Regeneration of the areas alongside the Tin Shui Wai Channel 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 to create a distinct character and to enhance vibrancy, facilitated by the removal of Tin Ying Road abutting the channel. The removal of Tin Ying 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.
- (vi) A well integrated open space network including a wide variety of passive and active recreational facilities will be planned, with the existing river channels as the main vertebrae. A Town Park is proposed at a central location in the NDA, which will be well connected with the other smaller open spaces and the riverside promenades.

- (vii) A comprehensive cycle track and pedestrian network to connect all residential developments with employment/commercial nodes, community facilities, open spaces, transport nodes as well as Tin Shui Wai New Town will be provided.

(c) *Planning for a Balanced and Socially Integrated Community*

Learning from the past experiences of new town developments and public comments received, the socio-economic factor has been carefully taken into account in planning for the NDA. The relevant attributes are:

- (i) To achieve a balanced community and to avoid creating a homogenous residential area with a high proportion of public housing, about 51% of the residential flats will be allocated for public housing (including PRH and HOS) and the remaining 49% for various types of private housing to provide a wide choice of housing types. Taking Tin Shui Wai New Town together, about 69% of the overall number of residential flats will be for public housing and the remaining 31% for private housing.
- (ii) Existing villages and other local settlements within the NDA will be retained whenever possible, and sites of historic and cultural significance will be preserved. A network of heritage trails has been proposed to link up the historic and cultural sites including the Ping Shan Heritage Trail to the immediate east of the NDA.
- (iii) The southern part of the NDA is characterised by existing clustered villages and private developments. A number of education and Government facilities are also present. Given the well established communities and limited available land for further major developments, substantial intensification of development in this area is not proposed. Appropriate local environmental and infrastructural improvements will be examined in the next stage of the Study. Further development of the area will follow the land use and development intensity provisions under the current outline zoning plans.



- (iv) Currently there are over 190 ha of land within the HSK NDA used as PBU/OS activities. Many of these activities abut existing residential areas creating industrial/residential interface problems. On the other hand, these uses are vital in supporting port services and in turn the logistics industry which accounts for a significant share in Hong Kong's economy. The PBU/OS uses within the NDA should be carefully considered, and an appropriate approach should be adopted in implementing the NDA.
- (v) Sufficient land has been designated on the PODP for public open spaces and various GIC uses. The NDA would be self-sufficient in terms of local community and recreational facilities.

*(d) Transport Facilities*

- (i) The HSK NDA will make use of the existing WR as backbone of public transport with the existing WR TSW Station in the east and the proposed WR HSK Station in the future town centre in the west. About 45% of the population in the NDA will reside within 500m of the WR TSW Station and proposed WR HSK Station. Apart from the existing WR, the Light Rail Transit also operates at the south of the NDA along Castle Peak Road. Feeder services are proposed to serve the population and workers of the NDA to and from the WR stations. Environmentally-friendly transport system for feeder services such as buses using cleaner Euro models, electric and hybrid buses will be considered in the next stage of the Study.
- (ii) As for road-based transport, the HSK NDA is already well served by existing strategic highways including Yuen Long Highway, Castle Peak Road and KSWH. It will be further provided with a comprehensive district and local road network to cater for the traffic growth within the NDA. A primary distributor is proposed underneath KSWH connecting the traffic from the Logistics and Technology Quarter to KSWH avoiding heavy vehicles to use the roads within the residential neighbourhood. Another main district distributor is proposed in the northern part of the NDA to facilitate east-west traffic movements. Other district distributors will also

be provided serving the Special Industry uses, the proposed WR HSK Station and the commercial/residential hubs.

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

*(e) Environment and Conservation*

- (i) With a view to creating a sustainable living environment, various energy efficient designs and technologies for building development, such as the use of energy efficient building materials, installation of building energy management system, energy saving devices by means of sun sensor, motion sensing, green roof/vertical wall planter, etc. are encouraged. Opportunities of using renewable energy, e.g. solar and wind energy, reuse of sewage effluent and use of green and water retention materials for paving in the NDA are being explored. In the next stage, we will further examine the feasibility of these proposals.
- (ii) There is only a limited amount of ecological resources within the NDA. The existing areas of wetland compensation installed under the KSWH project are to be retained and protected. An active egretty at San Sang San Tsuen will be protected from direct impacts through the “Green Belt” zoning.

**Community Engagement Programme**

17. CE2 which started on 15 July 2013 will be conducted for three months until 15 October 2013 to seek comments from the public on the proposed PODP. We have consulted relevant Boards/Committees including the Legislative Council Panel on Development, the Town Planning Board and the relevant Rural Committees, Heung Yee Kuk, and major local concern groups during the engagement period. Briefing sessions will also be arranged for interested professional bodies and other organisations.

18. A public forum on the PODP will be held on 7 September 2013 (Registration Form is at **Appendix 2**). Members are cordially invited to join the forum.

19. We have widely publicised the CE2 through various channels including the Study website, a roving exhibition, erection of posters and banners at roadsides, village entrances. In addition, a copy of the CE2 Digest was mailed to all addressees within the HSK NDA through the Hongkong Post Circular Service.

20. The public views received during the CE2 will be taken into account in refining the planning proposals at the next stage of the Study. Further engineering and technical assessments including the Environmental Impact Assessment will be conducted and the Recommended Outline Development Plan will be formulated for the final stage of community engagement.

### **Advice Sought**

21. Members are invited to give views on the PODP as detailed in the CE2 Digest.

### **Attachment**

<b>Appendix 1</b>	Stage Two Community Engagement Digest
<b>Appendix 2</b>	Registration Form for Public Forum

**Civil Engineering and Development Department**  
**Planning Department**  
**September 2013**





# 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.

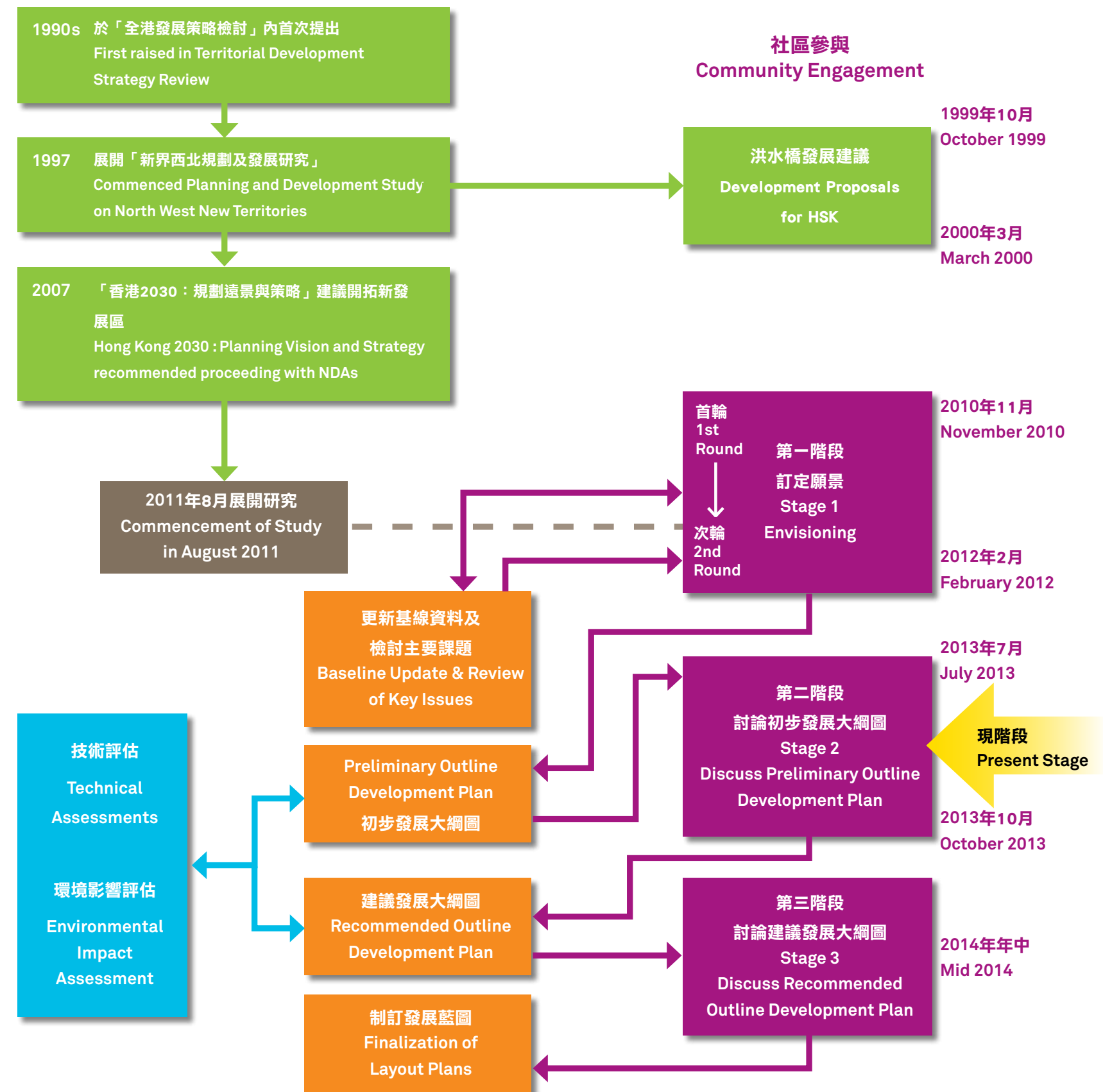
After the Study commenced, a more extensive second round of Stage 1 Community Engagement was launched in December 2011 which lasted for about 2 months. The views received during the first round of Stage 1 Community Engagement were summarized and the wider public were engaged to provide guidance to the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



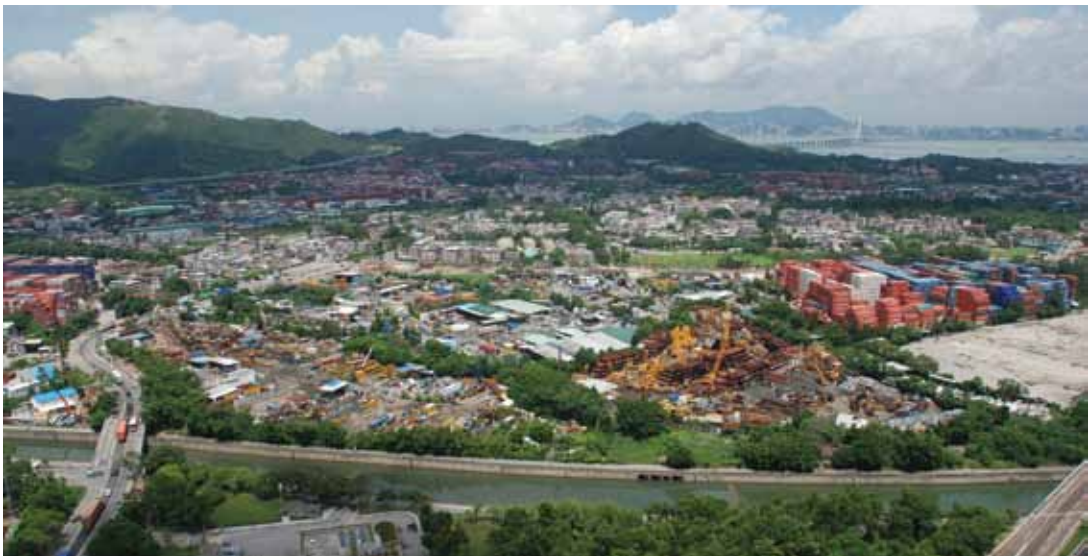


建議新發展區範圍

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





## 遠景及指導原則

## Vision and Guiding Principles

### 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

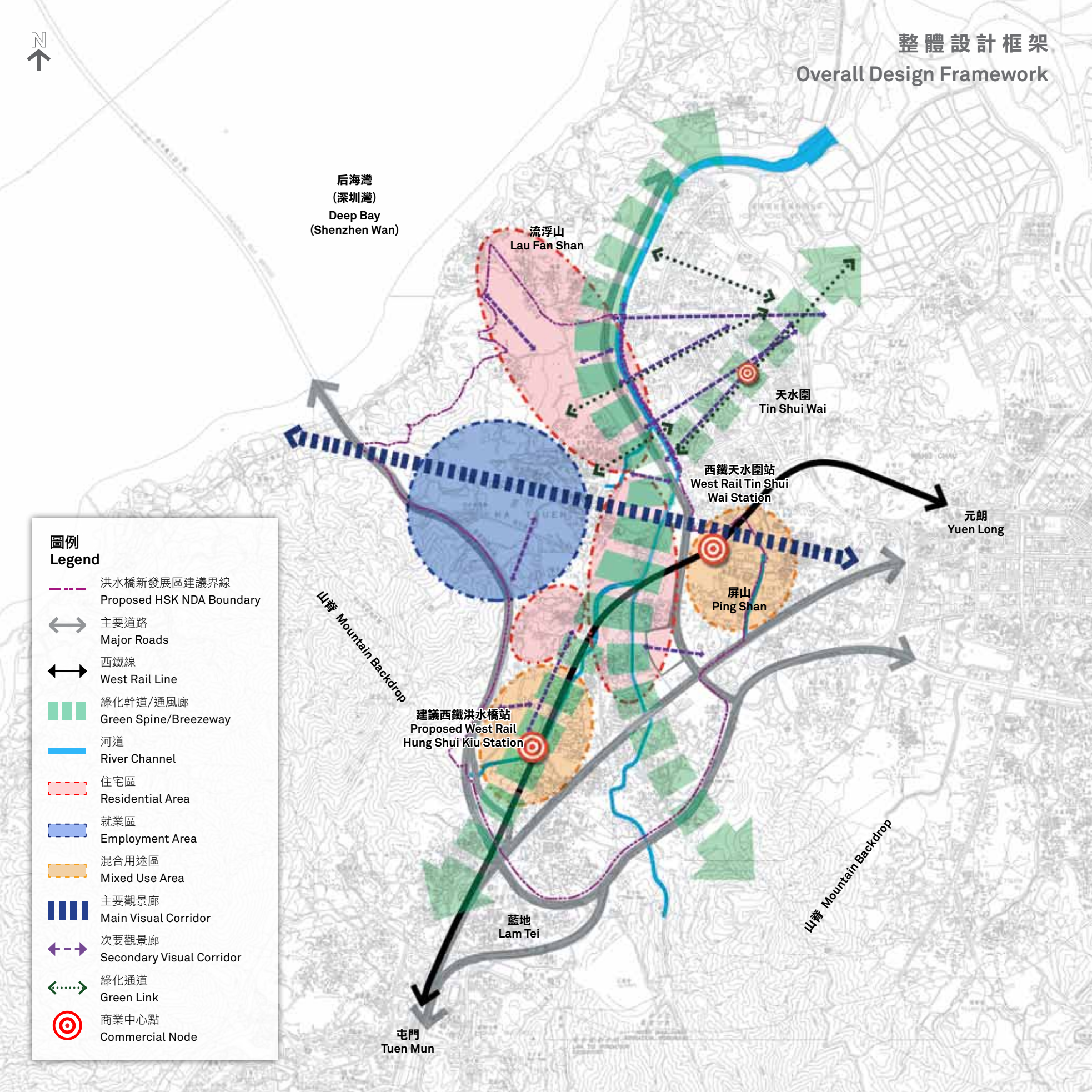
混合用途區  
Mixed Use Area

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\*

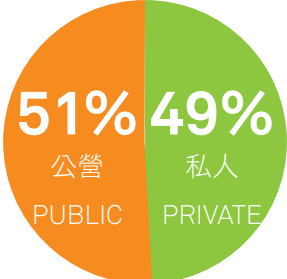
About 218,000\*

新就業機會  
New Employment Opportunity

約 100,000

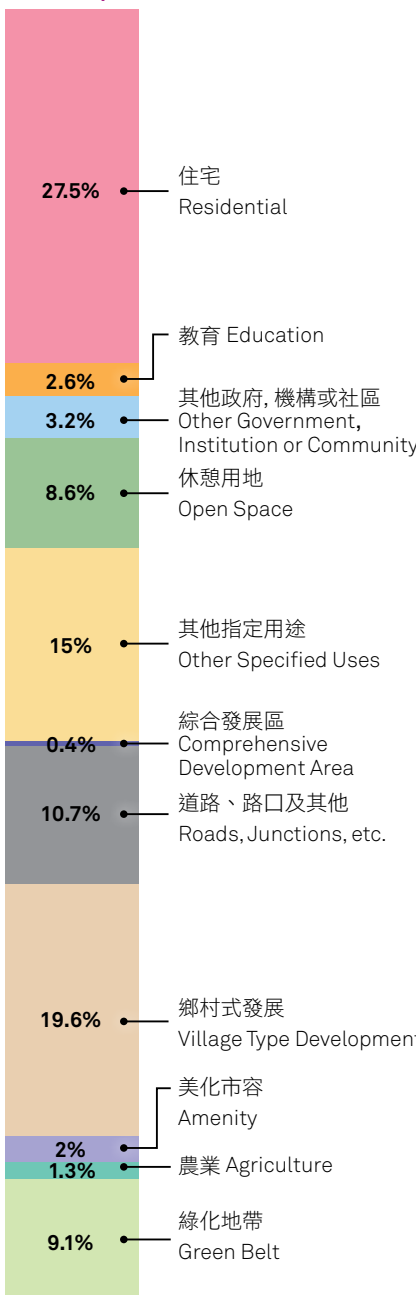
About 100,000

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

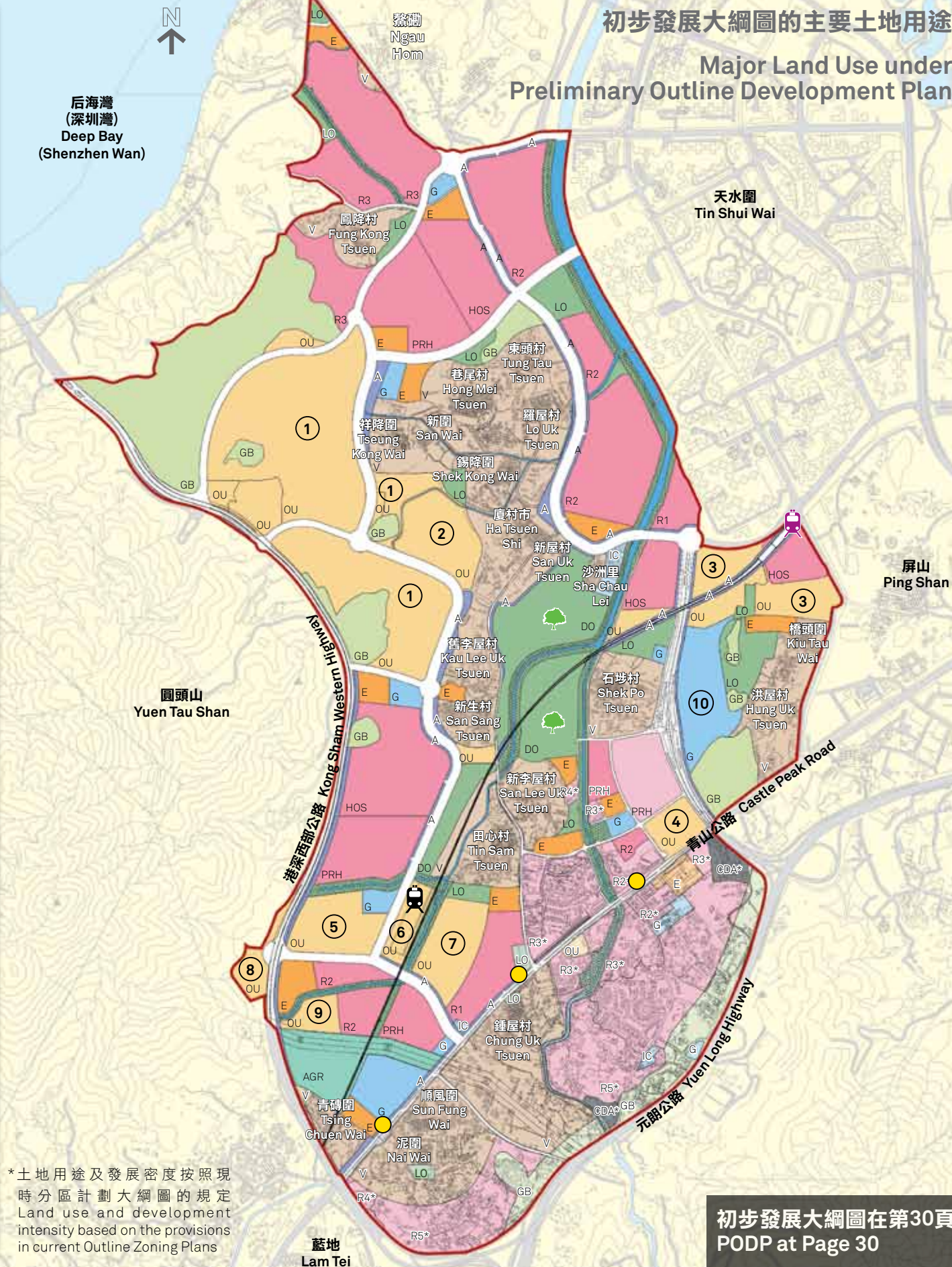


新發展區內有六個發展特色區，各有不同的特色和功能。  
Six Development Character Areas (DCAs) are identified. Each has a defined character and function.

- 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

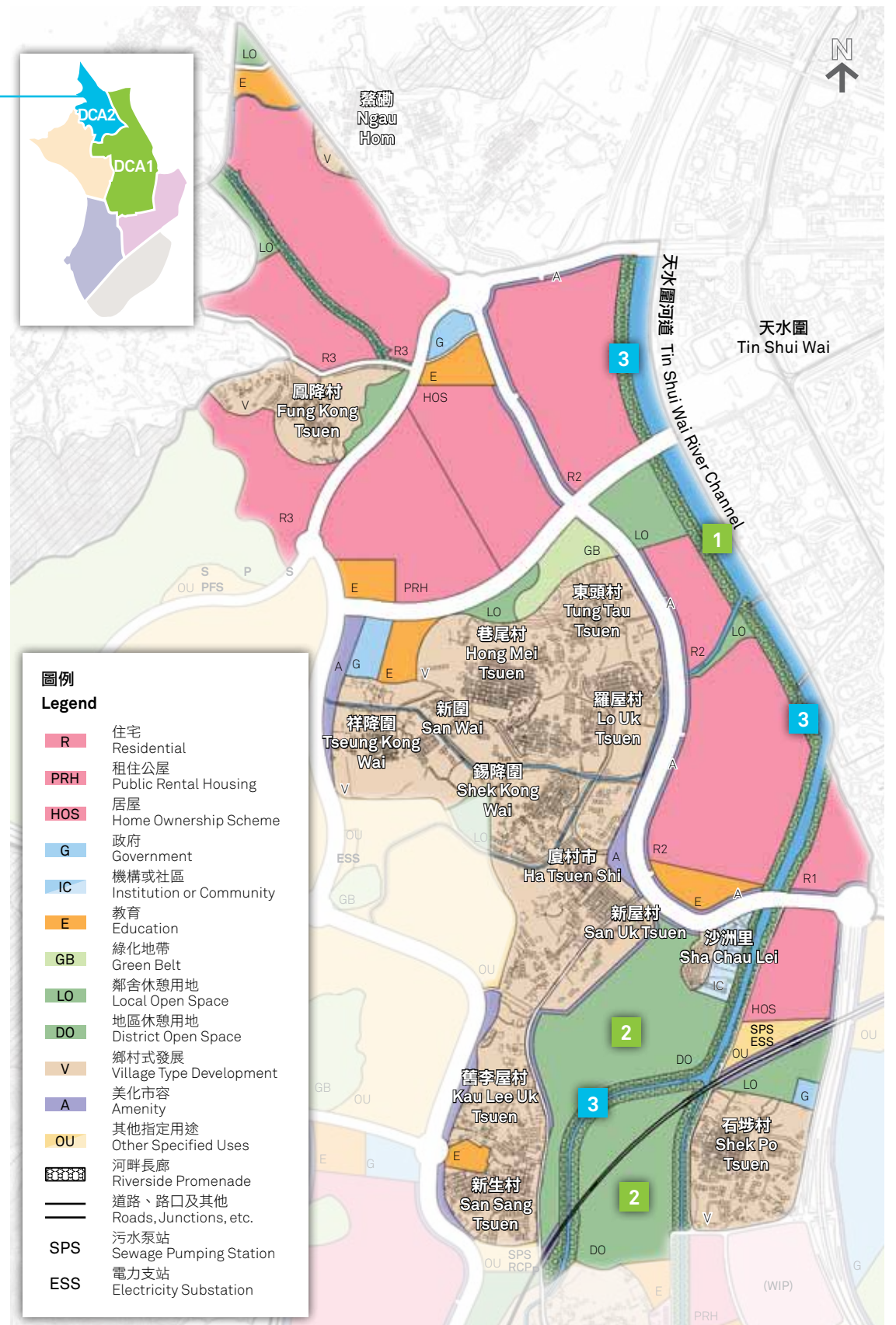


### 2 市鎮公園 Town Park

- 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

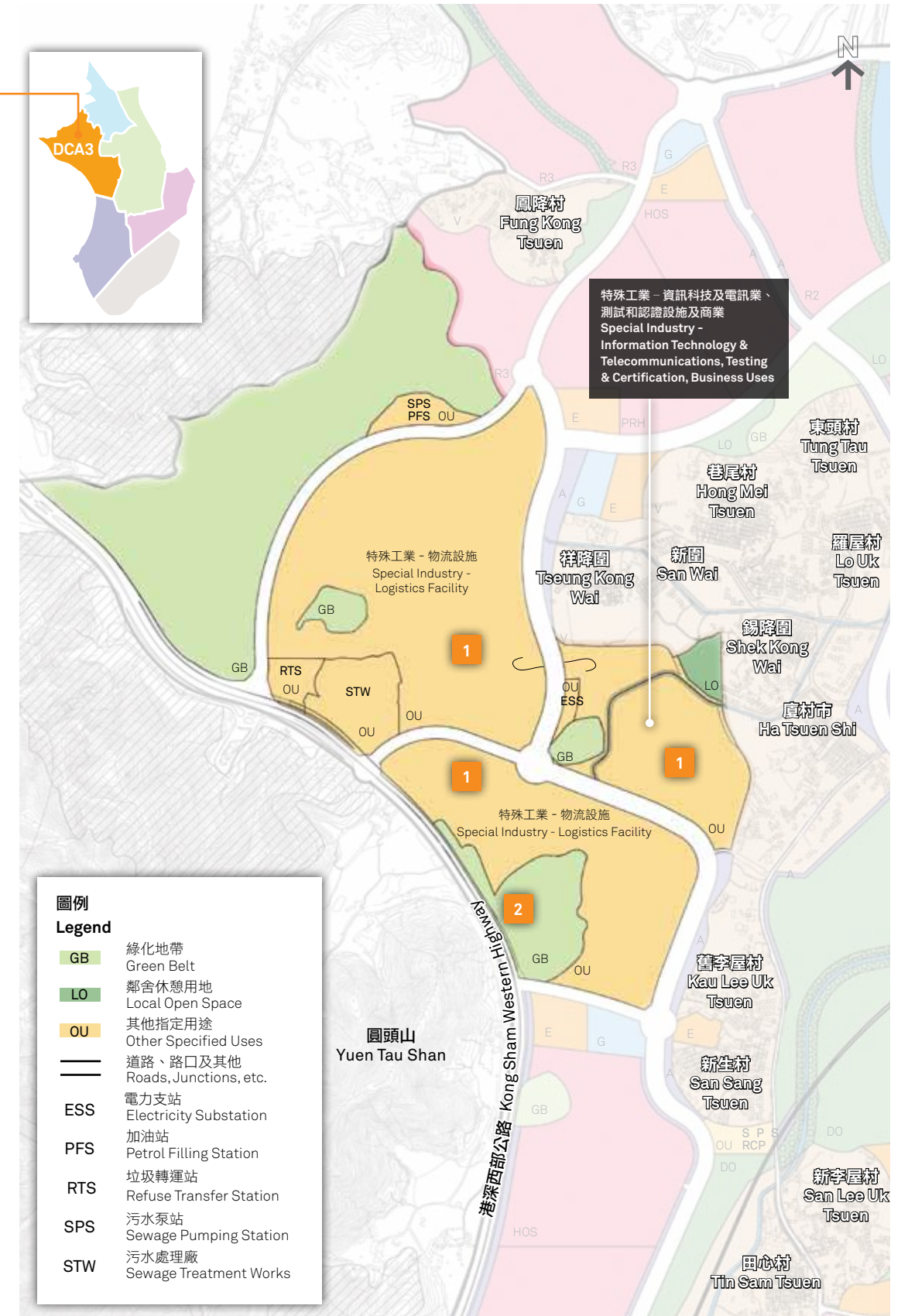
#### Accessible and Well Designed

- 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

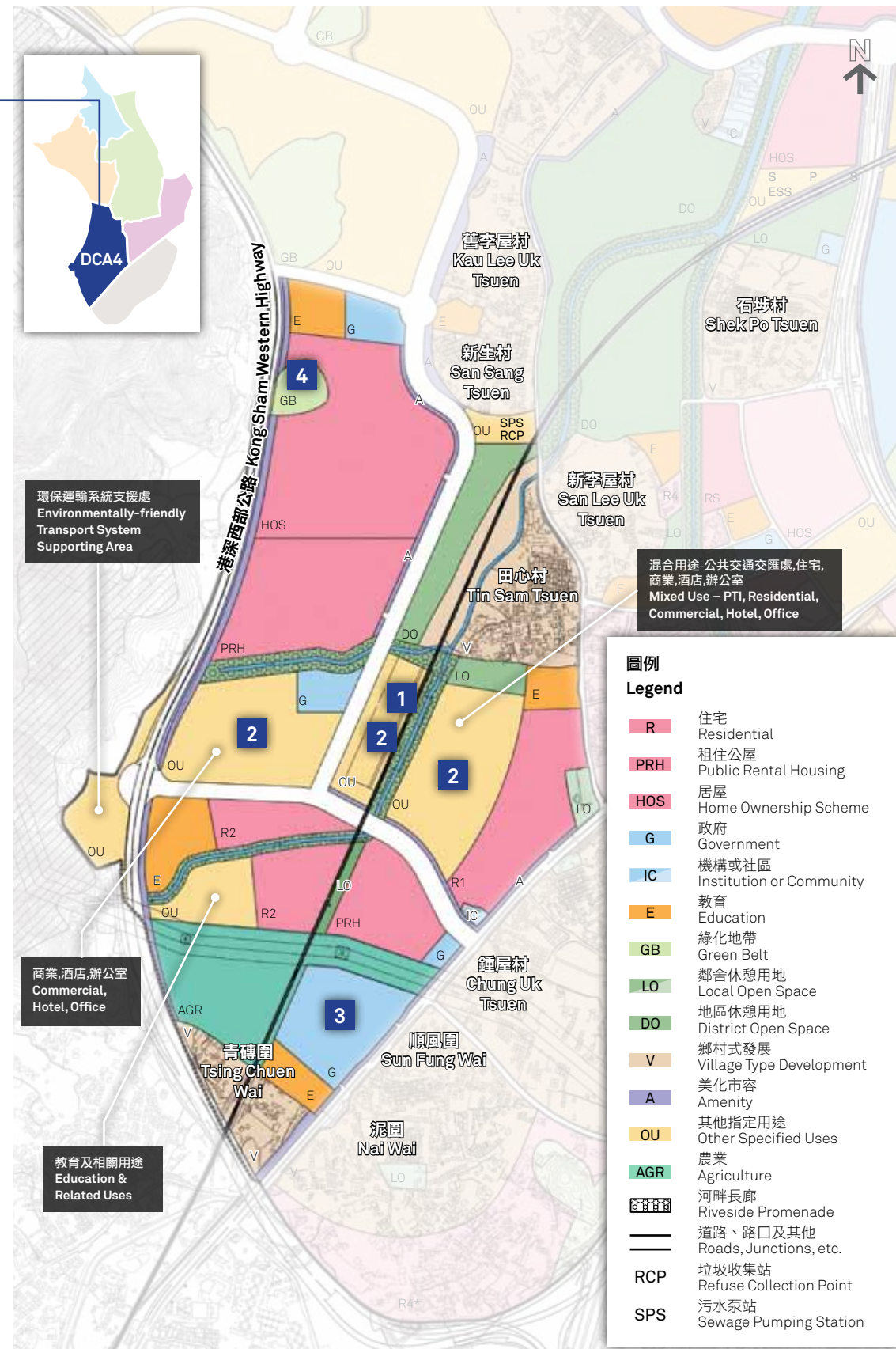
##### Sports Ground

- 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

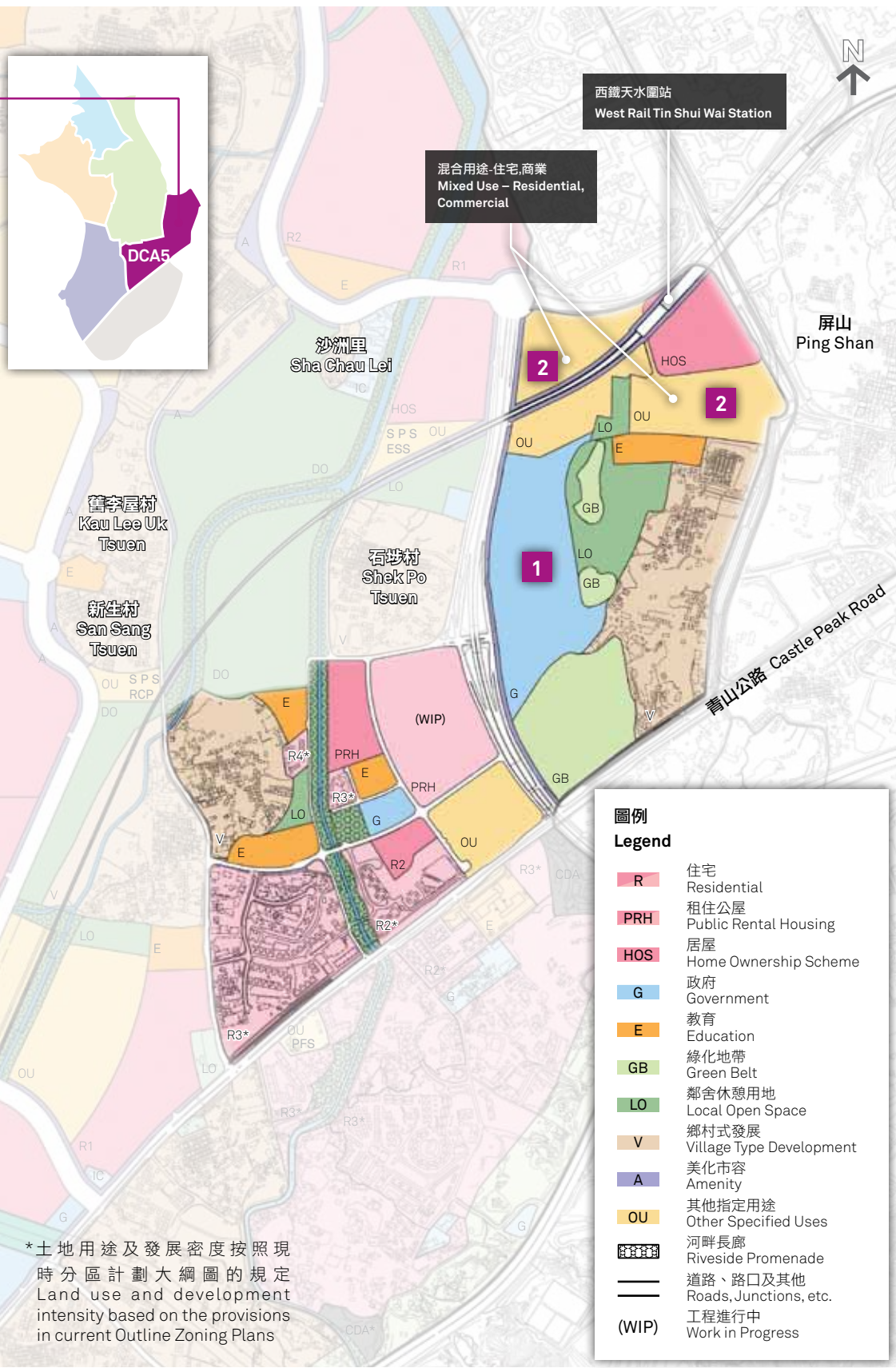
層storeys

### 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

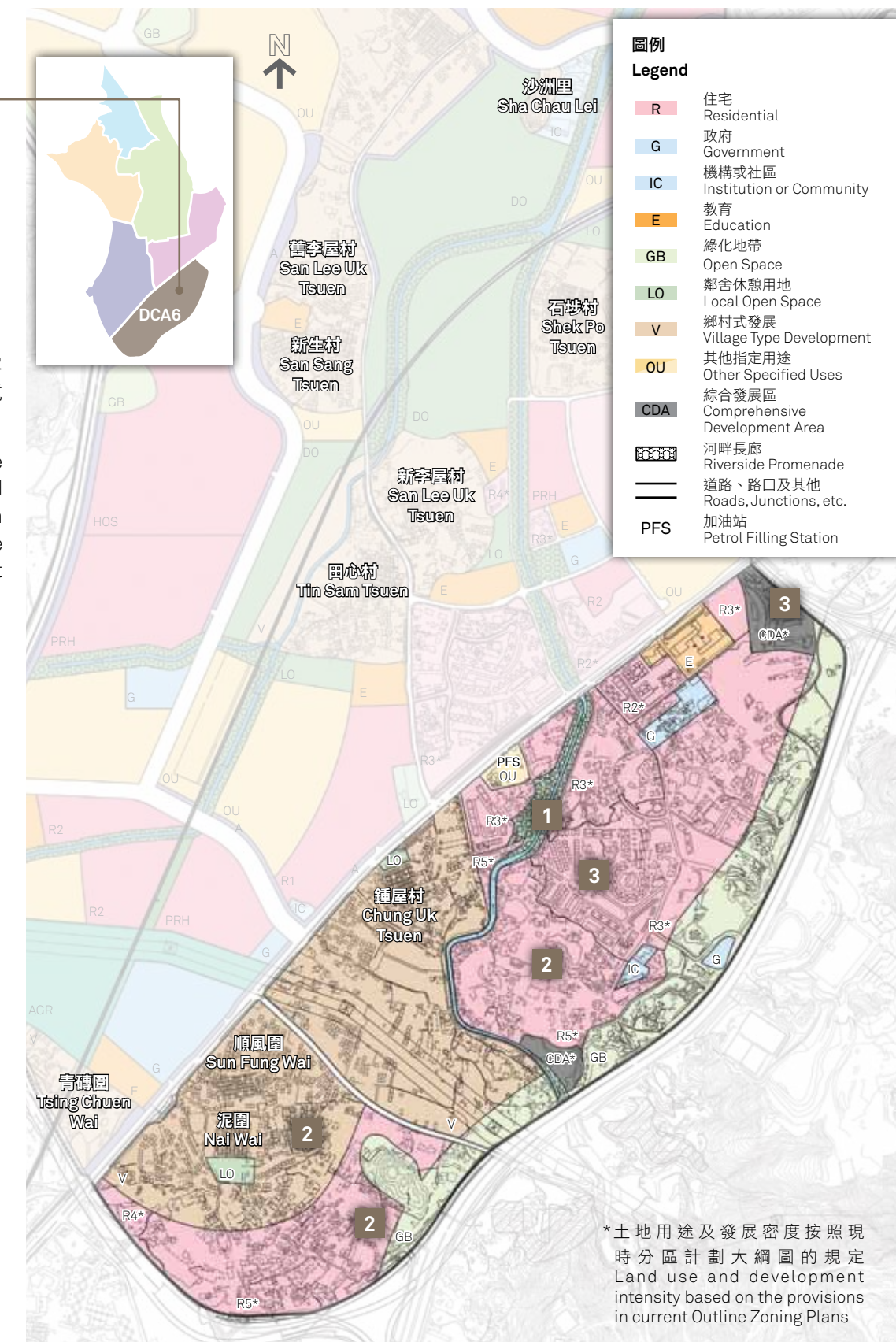
- 現有河道會優化為景觀和康樂資源，漫步和騎單車活動可在河畔輕鬆的環境中進行
- existing riverine channels will be regenerated as a landscape and recreational resource, along which strolling and cycling can take place within a relatively relaxed environment

### 2 現有鄉村聚落

#### Existing Village Clusters

### 3 現有及已規劃的發展

#### Existing and Planned Developments









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

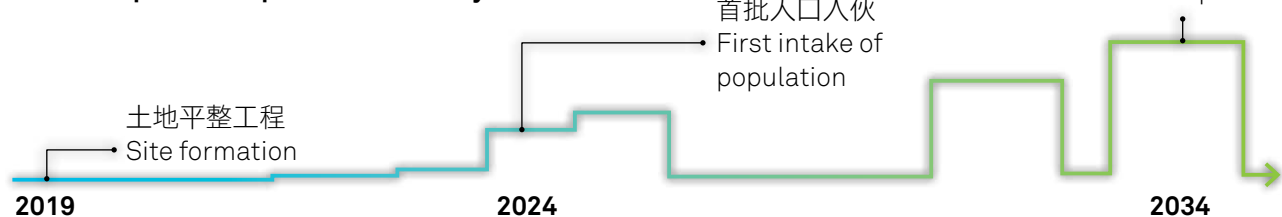
The “Conventional New Town Approach”(CNTA), which has been used before in implementing our new towns, has the merit of ensuring a comprehensive and well coordinated implementation programme over which the Government has control. This can ensure timely development of the NDA, including synchronization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

### 土木工程拓展署

#### Civil Engineering and Development Department

地址  
Address

香港新界沙田上禾輦路1號  
沙田政府合署9樓  
新界西及北拓展處  
New Territories North and  
West Development Office  
9/F, Sha Tin Government Offices  
1 Sheung Wo Che Road  
Sha Tin, New Territories, Hong Kong

電話  
Telephone

2158 5683

傳真

By Fax

2693 2918

電郵

By Email

enquiry@hsknda.gov.hk

### 規劃署

#### Planning Department

香港北角渣華道333號  
北角政府合署16樓  
規劃研究組

Studies and Research Section  
16/F, North Point Government Offices  
333 Java Road  
North Point, Hong Kong

2231 4731

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](http://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.

洪水橋新發展區規劃及工程研究 - 第二階段社區參與  
公眾論壇參加表格

**Hung Shui Kiu New Development Area Planning and Engineering Study**  
**Stage 2 Community Engagement - Public Forum Registration Form**

日期：2013 年 9 月 7 日 (星期六)      Date : 7 September 2013 (Saturday)  
時間：下午 2 時至下午 5 時      Time : 2:00 p.m. to 5:00 p.m.  
地點：新界元朗體育路 9 號      Venue : Yuen Long Theatre Auditorium,  
元朗劇院演藝廳      9 Yuen Long Tai Yuk Road, N.T

參加者姓名 Name of Participant :	
機構名稱 Name of Organization* :	
電話 Telephone :	
電郵地址 E-mail Address :	
傳真 Fax :	

\* 如適用 If applicable

如欲於是次公眾論壇作出簡述，請在旁邊的方格填上「✓」號。爲了讓更多參加者能發表意見，每項簡述請維持於 3 分鐘內完成。如選擇作出簡述的人數眾多，將會以抽籤形式隨機抽出發言人士。  
If you would like to give a short verbal presentation at the public forum, please put a "✓" in the box beside. Each verbal presentation is limited to be within 3 minutes to allow more participants to give their comments. If a large number of participants have chosen to give verbal presentation, a random draw will be used to determine the persons to speak.

☐

請填妥參加表格並在 **2013 年 8 月 23 日或之前**遞交至本研究顧問公司( AECOM Asia Co. Ltd.)。  
Please return the completed registration form to the Study Consultant (AECOM Asia Co. Ltd.)  
**by 23 August 2013.**

郵遞： 香港新界沙田鄉事會路 138 號      傳真 By Fax: 3922 9797  
新城市中央廣場第 2 座 13 樓

By Post: 13/F Grand Central Plaza,      電郵 By Email: hsknda@aecom.com  
Tower 2, 138 Shatin Rural  
Committee Road, Shatin,  
Hong Kong

**備註 Remarks:**

公眾論壇會以廣東話進行。The public forum will be conducted in Cantonese.

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。

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