

**For discussion  
on 8 November 2016**

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**Hung Shui Kiu New Development Area Planning and Engineering Study  
Revised Recommended Outline Development Plan**

**Purpose**

This paper briefs Members on the Revised Recommended Outline Development Plan (Revised RODP) for the Hung Shui Kiu (HSK) New Development Area (NDA) and related issues of the HSK NDA Planning and Engineering Study (the Study) jointly commissioned by the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD), including the approach for handling the vast amount of brownfield sites within HSK NDA.

**Background**

2. HSK NDA is one of the potential growth areas recommended in the “Hong Kong 2030: Planning and Vision Strategy” study which was an update of the Territorial Development Strategy completed in 2007. The Study was commissioned in 2011 and had undergone a three-stage community engagement (CE) to engage the public in the planning and design of the NDA. Stage 1 CE aimed to initiate early public discussion on key issues and was conducted in two rounds with the first round prior to the Study commencement from November 2010 to January 2011 and the second from December 2011 to February 2012. Stage 2 CE engaged the public on the Preliminary Outline Development Plan and was conducted in July to October 2013. Stage 3 CE sought public views on the Recommended Outline Development Plan (RODP) and was conducted in June to September 2015.

3. We consulted the Legislative Council Panel on Development on 22 October 2013 and 22 July 2015 during the Stage 2 and 3 CE respectively (LC Paper No. CB(1)1543/12-13(03) and CB(1)987/14-15(07)). At the meeting on 22 July 2015, Members of the Panel raised a number of comments on the RODP, including those related to the development intensity; the provision of community facilities and employment opportunities; integration with existing villages and surrounding areas; preservation of cultural heritage; transport and pedestrian linkages; consolidation of

brownfield operations; impact on existing residents, farmers and business operators; compensation and rehousing arrangement; handling of brownfield operations, etc. The Panel conducted a public hearing on 9 October 2015 which received submissions from 21 deputations.

4. Taking into account Members' views and public views collected during Stage 3 CE, as well as the results of the detailed planning and technical assessments including the Environmental Impact Assessment (EIA), the Government has revised the development proposals for the NDA and incorporated the revised development proposals into the Revised RODP. The Revised RODP was promulgated on 5 September 2016 as the recommendation of the Study.

### **Major Public Views**

5. The public views collected during Stage 3 CE and our responses under the Study are set out in the Stage 3 CE Report which has been made publicly available on the Study website ([www.hsknda.gov.hk](http://www.hsknda.gov.hk)). Apart from views expressing support or objection to the NDA project, comments on various aspects of the project were received during Stage 3 CE. The major public comments are summarised below -

- (a) Positioning of the NDA: There were comments that given the strategic location of the HSK NDA and transport linkages, the NDA would have a pivotal role in fostering economic interaction with other fast growing areas in the Pearl River Delta area, and also providing room for sustaining economic growth of Hong Kong, and the development of HSK NDA should leverage on its strategic location. Some comments stated that the HSK NDA was not planned with sufficient civic facilities to tie in with the positioning as the "Regional Economic and Civic Hub" for the North West New Territories (NWNT).
- (b) Economic Development: Majority of comments supported the development of HSK NDA core into a regional economic hub for the whole NWNT with commercial, logistics and industrial activities both to serve the fast growing population there as well as to provide more job opportunities. Some comments opined that there should be more mixed developments near the proposed HSK Station to foster economic activities in the NDA. Some comments opined that more commercial activities should be provided in the northern part of the NDA to serve the residents of the NDA and the Tin Shui Wai (TSW) New Town.
- (c) Housing Mix: Some comments supported the proposed housing mix of the

HSK NDA at about 51 : 49 public-private and considered that a lower public-private housing ratio is appropriate taking into consideration the very high proportion of public housing in TSW New Town and the resultant imbalance in housing mix. Some opined that the proportion of public housing in HSK NDA should be higher. On the other hand, some considered that there should be more private housing in the HSK NDA. Some considered that while public housing should be placed at locations more accessible to public transport, there should also be a mix of public and private housing at different locations to foster a more balanced community.

- (d) Government, Institution and Community (GIC) Facilities: Some comments considered necessary to provide more local commercial and GIC facilities, such as market and small-scale community production workshop in particular in the northern part of the NDA to also serve the TSW New Town and the villages. Some opined that the Government should ensure timely provision of various community facilities and infrastructure in tandem with the population intake of the NDA. Some also considered that the opportunity should be taken of HSK NDA to redress the shortfall of community facilities in NWNT as a whole.
  - (e) Transport infrastructure: There were general concerns over the traffic impact of the population growth. In particular, there were concerns that the current West Rail Line was close to its maximum capacity and some commented that the West Rail Line was already overloaded at present. Some considered that the existing road network in NWNT was already congested and doubted if it could cater for the further addition of some 176,000 population. There were comments suggesting the Government to retain or depress Tin Ying Road as well as to widen Lau Fau Shan Road. There were also suggestions to improve the alignment of the Green Transit Corridor (GTC) for more convenience to the villagers.
  - (f) Urban Design and Development Intensity: Some comments recommended that the density, building height and land use mix in the “Regional Economic and Civic Hub” should cater for more commercial and residential developments. Some commented that a continuous riverside promenade should be provided throughout the HSK NDA, and the fung shui lanes of Ha Tsuen should be respected.
6. Other than comments on the RODP, we also received comments from existing residents, farmers, operators and other stakeholders on issues relating to the implementation of the NDA project as well as clearance, rehousing and relocation.

## Revised Recommended Outline Development Plan

7. The planning and design proposals contained in the Revised RODP and the major amendments to the RODP are summarised in the Information Digest (**Enclosure 1**). The key development parameters of the NDA are largely the same as those of the RODP and are summarised as follows:

<b>Total NDA Area (hectare (ha))</b>	714
<b>Development Area<sup>(1)</sup>(ha)</b>	441
<b>Total Population</b>	218,000 (including population of existing and committed developments of 42,000)
<b>No. of New Flats</b>	About 61,000
<b>Housing Mix</b>	Public <sup>(2)</sup> 51% : Private 49% Public 69% : Private 31% (together with TSW)
<b>Employment Opportunities</b>	About 150,000
<b>Economic GFA (m<sup>2</sup>)</b>	Total Commercial Gross Floor Area : 2 million (about) Total Industrial and Special Industrial Uses Gross Floor Area : 4.3 million (about)
<b>Plot Ratio (PR)</b>	Maximum domestic PR : 6 Maximum non-domestic PR : 9.5

Notes:

- (1) Development Area refers to the area with planned new developments and infrastructure on the Revised RODP. This excludes areas that are already occupied by existing developments/roads which will be retained in future and areas that will be kept intact such as those zoned or to be zoned “Green Belt”, “River Channel”, etc.
- (2) This includes Public Rental Housing (PRH) and Subsidised Sale Flat (SSF).

## Highlights of the Proposals

8. The changes to the planning proposals to address the public comments are listed in the Stage 3 Community Engagement Report. The revised proposals are summarised as follows:



### Positioning of the NDA

- (a) Being strategically located in the NWNT and well connected to TSW, Tuen Mun and Yuen Long, the HSK NDA will serve as a “Regional Economic and Civic Hub” for the NWNT. Through comprehensive planning and development, the HSK NDA will transform the vast extent of fallow agricultural land being used for brownfield operations into optimal uses, and provide solution spaces to meet the surging demand for various economic land uses, including land for offices, retail, hotels, logistics, technology and special industrial uses. In doing so, the HSK NDA will create about 150,000 new employment opportunities in the NWNT, bringing jobs closer to residents not only in HSK but also TSW, Tuen Mun and Yuen Long. The development of the NDA will help address the imbalance in the spatial distribution of population and jobs in the territory.
- (b) The HSK NDA will also be the next generation new town of Hong Kong. Upon full development, the NDA will accommodate about 218,000 residents, including 176,000 new population. Together with TSW, Yuen Long, Tuen Mun New Towns, and the Yuen Long South development under planning, it will form a major new town development cluster in the western part of the territory. Taking into account the relatively high proportion of public housing at TSW, only about half of the new homes at the NDA will be public housing to achieve a better overall balance in housing mix.

### Regeneration of Degraded Land

- (c) The HSK NDA project has included some 190 ha brownfield sites being used for container storage, warehouse, construction materials/machinery storage, car repair workshops, recycling yards and rural workshops, and intermingled with some licenced structures, squatters and other temporary structures. Through comprehensive planning and provision of enhanced infrastructure, the NDA project will incorporate land occupied by brownfield and other uses including squatters and abandoned and spoilt farmland as part of the new town development and transform the chaotic and damaged rural lands into optimal land uses.

### Planning and Urban Design Framework

- (d) The overall planning of the HSK NDA has adhered to the planning principles to build a sustainable, people-oriented and balanced living, working and business community, and to create a “Regional Economic and Civic Hub” for the NWNT. Key activity nodes and residential communities of

different intensities are planned with regard to the existing context and landscape resources, including the surrounding green backdrop of Yuen Tau Shan and the natural and rural environment of Deep Bay and Lau Fau Shan to the west and north, the built-up areas to the east and south, as well as the TSW River Channel that runs through the NDA as a spine.

- (e) To promote a compact rail-based city concept, developments of higher density are clustered around the railway stations with a maximum PR for pure commercial and mixed commercial / residential zones up to 9.5 and 7 respectively. The development intensities descend towards the Lau Fau Shan and Deep Bay areas with a maximum PR of 2.5 to 3.5 for residential zones in the northern part of the NDA.
- (f) Principal visual, air and green corridors are well-defined through the introduction of green open spaces, amenity strips and pedestrian streets. A north-south running open space spine following the TSW River Channel creates a continuous riverside promenade. The open space spine will connect the Regional Park in the central and Regional Plaza in the south. The two existing fung shui lanes have been preserved and enhanced with open space provision to connect the Ping Shan heritage precinct and Ha Tsuen.

#### *Catalyst for Economic Growth and Job Creation*

- (g) The town centre is planned around the proposed HSK Station, including offices, commercial facilities, various GIC facilities, and Regional Plaza, and will form the “Regional Economic and Civic Hub”. The hub around the proposed HSK Station will be buttressed by two anchor developments, with one (3.5 ha) for office, hotel and retail uses and the other one (4.3 ha) for commercial/residential uses, and supplemented by less sizable commercial and commercial/residential sites, having regard to the experience of successful retail developments across the territory especially in new towns. Each of the two anchor sites will be able to provide a critical mass of shop and service uses, and include such facilities as public transport interchange and public carpark. The “District Commercial Node” around the existing West Rail TSW Station will be the secondary commercial node of the NDA. The proposed developments around the two stations would generate respective commercial GFAs of about 1.1 million m<sup>2</sup> and 0.6 million m<sup>2</sup>. Shopping streets are proposed along TSW River Channel, to the southeast of the proposed HSK Station and along the GTC near the station with retail frontages for shops and services to promote a thriving local economy, and to improve walkability and street vibrancy.

- (h) The “Logistics, Enterprise and Technology Quarter” (the Quarter) at the northwestern part of the NDA will become another major employment cluster in the NDA. About 37 ha of land has been reserved for modern logistics facilities and about 9 ha is designated for an Enterprise and Technology Park to accommodate a variety of innovation and technology uses, including research centres, testing and certification use, data centres, modern industries and other related business and non-polluting industrial uses. Moreover, an industrial zone of about 13 ha in area is planned at the western fringe of the NDA for modern industries and general industrial uses.
- (i) About 24 ha of land at the northern fringe of the Quarter is reserved for port back-up, storage and workshop uses, including the proposed multi-storey buildings for accommodating some of the affected brownfield operations. The area has direct access to strategic highways which can minimise movements of heavy vehicular traffic within the NDA.
- (j) The above robust economic activities clusters would provide about 150,000 new employment opportunities in the NWNT, which span across a wide spectrum of economic sectors and provide jobs requiring a range of skills and different educational attributes. The proposed job opportunities are summarised below:

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

### *A Supportive Community*

- (k) The planning for the NDA is people-oriented. A wide range of GIC facilities will be provided in the HSK NDA to support the future residents living within and near the NDA and create a family-friendly and age-friendly community. The requirements of the surrounding areas including TSW have been taken into account in the provision of GIC facilities. The development programme of the NDA will ensure timely site provision for the community facilities in tandem with the population intake.
- (l) On a regional and district basis, a civic hub comprising performance venue, government offices, magistracy, community hall, post office, youth facilities and higher education institute is planned to form part of the “Regional Economic and Civic Hub” near the proposed HSK Station. A hospital is planned around the “District Commercial Node” near the existing TSW Station to provide public health and medical services to the district. A “Local Service Core” is added at the northern part of the NDA to provide local support for the future residents and the TSW neighbourhood as suggested by the public. It comprises a commercial development and a proposed GIC complex (including community hall, clinic and refuse collection point). There are also other GIC facilities provided in different parts of the NDA, including sports ground, sports centres, schools, community hall, markets, clinics, police station, fire station and other social facilities.

### *Optimising Transport Infrastructure and Improving Mobility*

- (m) The proposed HSK Station together with the TSW Station will provide railway connection to the NDA. The progressive enhancement of the West Rail service through enhancement of the signalling system to increase train frequency and addition of train compartments in the years ahead will generally be able to meet the demand of NDA and other new developments in the NWNT region.
- (n) For sustainable development of the NDA, one of the key planning concepts is to minimise traffic generation. The substantial and diversified employment opportunities within the NDA will provide the working population of the NWNT including the NDA with more jobs closer to homes, reducing the external traffic between the region and the urban area. Moreover, additional highway linkages to the NWNT are under planning. The Government is planning the Tuen Mun Western Bypass which will connect the Tuen Mun - Chek Lap Kok Link with Tsing Tin Road in Tuen

Mun and the Kong Sham Western Highway. The Government will continue to monitor the changing needs of the NWNT traffic road network and carry out a feasibility study on Route 11 connecting North Lantau and Yuen Long to improve the accessibility of the NWNT.

- (o) Land for a GTC has been reserved in the Revised RODP to provide rapid intra-district transport service. Subject to further study, the GTC will include highly efficient Environmentally Friendly Transport Services (EFTS), pedestrian walkways and cycle tracks to support the internal movement between the development clusters. The GTC is also designed to be separated from the vehicular road system to avoid junction conflicts. In response to public comments, the EFTS has been adjusted with some sections closer to existing villages for ease of access.
- (p) Comprehensive primary, district and local road networks, cycle tracks, pedestrian walkways and pedestrian streets will be provided to facilitate internal vehicular and pedestrian movements. The transport function of Tin Ying Road will be replaced by the widened Ping Ha Road and the newly introduced roads. This would release land along the TSW River Channel for more efficient uses and better pedestrian connectivity with TSW New Town together with two additional footbridges planned. In addition, a local road in the Lau Fau Shan area has been extended to Deep Bay Road to address public concern on the congestion along Lau Fau Shan Road.

*A Smart and Green City for Living, Working and Doing Business*

- (q) The NDA will be a green city adopting a sustainable and energy saving strategy in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living. Green mobility is promoted through the use of mass transit and public transport, as well as the introduction of the GTC and a comprehensive cycle track and pedestrian walkway network.
- (r) We will also actively pursue a series of green initiatives including reuse of reclaimed water; community green station for environmental education and collection of recyclables; revitalisation of the existing river channel system; promotion of energy efficient buildings and installations; use of district cooling system for non-domestic developments; and the establishment of an information and communication technology platform to coordinate different city functions for enhancing city operation and management.

## Handling of Brownfield Operations

9. Releasing land occupied by brownfield sites is one of the main directions in the Government's multi-pronged land supply strategy alongside other land supply initiatives and sources. Priority is accorded to developing areas concentrated with large-scale brownfield sites by way of new town development approach, so as to release the land for high density development through comprehensive planning and infrastructure upgrading. Given the origin and history of brownfield sites, they are primarily on private agricultural land in the rural New Territories (NT) and their distribution is scattered. Large clusters of brownfield sites are concentrated in the north and north-western NT where there are large amount of private agricultural land at locations relatively accessible by the road network. These brownfield sites are also often intermingled with existing villages, squatters, unauthorised structures, farmland and other rural uses.

10. HSK NDA is the largest development project in the pipeline aiming at releasing brownfield sites through a new town development approach. Upon full implementation it will transform some 190 ha of brownfield sites into an integral part of a new generation new town, removing such brownfield sites and their incompatibilities and releasing the land they occupied for new town development, thereby greatly enhancing land use efficiency and improving the overall environment. The planning of NDA enables rationalisation of land uses and provision of adequate infrastructure and community facilities for the 714 ha HSK NDA as a whole, and facilitates implementation through land resumption and clearance with appropriate compensation and relocation arrangements in a holistic manner. Given the relatively large clusters of brownfield sites involved, this NDA approach is also efficient and cost-effective in releasing land occupied by brownfield sites for development, considering the substantial costs required for infrastructure and development.

11. In order to better understand the nature and operation of the affected brownfield operations within the HSK NDA boundary, a questionnaire survey on these operations was carried out as part of the Study from August to November 2015. The questionnaire survey successfully interviewed representatives of 250 brownfield sites. A summary of the current situation of the surveyed brownfield sites is provided at **Enclosure 2**. In terms of area occupied by these brownfield sites, container storage presents the largest category (26%), followed by warehouses (23%), logistics operations (15%) and open storage (14%). It is recognised that many of these operations are serving support functions for various economic sectors or industries such as port back-up, logistics, recycling, construction industry, vehicle repairing/body building, etc., which are considered still necessary in Hong Kong.

There is thus a need to consider how to provide space to accommodate such operations needed locally in a land efficient manner.

12. As announced in the 2014-15 Budget and 2015 and 2016 Policy Addresses, the Government would improve land utilisation by exploring feasible measures to accommodate brownfield operations through land efficient means such as multi-storey buildings (MSBs), taking HSK NDA as a pilot case. To this end, CEDD has commissioned feasibility studies on MSBs for accommodating brownfield operations in HSK NDA. The studies will cover the conceptual design, planning, engineering, environmental and financial assessments, and explore possible mode of operation and management of the proposed multi-storey buildings. Findings of the aforementioned survey would be further analysed in the studies. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the feasibility studies in order to understand their operational needs and listen to their views. The studies are targeted for completion by mid-2018. Apart from MSBs, we also would not rule out the possibility and need for accommodating certain operations which could not be practically feasible to move into MSBs on suitable open-air sites with provision of proper infrastructure and segregation from sensitive receivers. Meanwhile, we have reserved about 24 ha of land in the northern part of the HSK NDA in the Revised RODP for such purpose. We would also explore other sites in the nearby areas which may be suitable for accommodating brownfield operations.

13. Looking forward, in order to obtain a fuller picture of brownfield sites in the territory and the brownfield operations thereon, PlanD will commission a study in early 2017 on the existing profile and operations of brownfield sites in the NT. The study findings will provide more detailed information about brownfield sites and operations thereon over the territory. This would be useful inputs to the Government in formulating appropriate policies for tackling brownfield sites, including devising appropriate planning and consolidation strategy for brownfield sites in different areas, and exploring feasible and viable measures to accommodate brownfield operations still needed locally, with a view to achieving the objectives of optimising land utilisation, releasing brownfields potential and improving the rural environment.

### **Technical Assessments**

14. The relevant technical assessments, including the EIA prepared under the EIA Ordinance, demonstrate that the HSK NDA is technically feasible in traffic and transport, drainage and sewerage, ecology, environment, water supply and public utilities, air ventilation, landscape and visual, and sustainable development aspects.

## **Implementation Programme and Way Forward**

15. A detailed implementation programme with phasing and packaging of works for the HSK NDA project is being formulated. The EIA report of the Study has been submitted for approval under the EIA Ordinance and the decision on the application may be available around end 2016. The amendments to the relevant Outline Zoning Plans (OZPs) based on the Revised RODP will proceed within 2017. Other preparatory work associated with the development project will follow. In parallel, the work in relation to brownfields in the rural NT as mentioned in paragraphs 9-13 above will continue to be taken forward, with a view to formulating appropriate policies and strategies for handling the brownfield sites and operations including those in HSK NDA. Subject to resources availability, the detailed design for the initial phase of HSK NDA is scheduled to commence in 2017 and the related construction works are tentatively scheduled to commence in 2019 for the first population intake expected in 2024. Other works will be carried out progressively. The whole HSK NDA project is expected to be completed by 2037/38.

## **Implementation Arrangements**

16. Taking into account public comments on the implementation issues of the HSK NDA project received during the Stage 3 CE, we are working on the details of the implementation arrangements. As indicated in paragraph 12 above, studies are being undertaken for accommodating some of the affected brownfield operations. We are also working on the implementation mode and the compensation and rehousing arrangements for eligible households. We are mindful of the concerns of the affectees and making our best effort to formulate the detailed implementation arrangements. Details will be announced in due course.

## **Advice Sought**

17. Members are invited to note the HSK NDA Revised RODP and other related information.



## **Attachments**

**Enclosure 1** Information Digest on Hung Shui Kiu New Development Area  
([http://www.hsknda.gov.hk/files/rodp/Information\\_Digest.pdf](http://www.hsknda.gov.hk/files/rodp/Information_Digest.pdf))

**Enclosure 2** Summary of Current Situation of Brownfield Operations in Hung Shui Kiu New Development Area

**Development Bureau  
Planning Department  
Civil Engineering and Development Department  
November 2016**



資料摘要  
INFORMATION DIGEST


二零一六年九月  
SEPTEMBER 2016

洪水橋新發展區  
規劃及工程研究

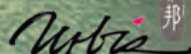
**HUNG SHUI KIU**  
NEW DEVELOPMENT AREA  
PLANNING AND ENGINEERING STUDY



 規劃署  
Planning Department

 土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

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雅邦





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# 1 引言 Introduction

「洪水橋新發展區規劃及工程研究」（以下簡稱「本研究」）旨在為洪水橋新發展區擬訂一個規劃及發展框架，以應付香港在房屋、經濟及其他土地用途方面的中長遠需要。

在締造一個可持續發展、以人為本和均衡社區的整體願景下，洪水橋新發展區將會是一個理想的生活、工作、遊樂和營商的地方。透過整體規劃及發展，洪水橋新發展區將改造大範圍現時被用作棕地作業的荒廢農地，成為香港的新一代新市鎮，更有效地使用土地及改善環境質素。新發展區亦會促進本港的經濟增長，成為新界西北的「區域經濟及文娛樞紐」。

The "Hung Shui Kiu (HSK) New Development Area (NDA) Planning and Engineering Study" (the Study) is to establish a planning and development framework for the HSK NDA to meet the medium to long term housing, economic and other land use needs of Hong Kong.

Under the overall vision for creating a sustainable, people-oriented and balanced community, the HSK NDA will be developed as a desirable place to live, work, play and do business. Through comprehensive planning and development, the HSK NDA will transform the vast extent of deserted agricultural land being used for brownfield operations into a new generation new town of Hong Kong with enhanced land use efficiency and environmental quality. The NDA will also give impetus to foster our city's economic growth and become the "Regional Economic and Civic Hub" for the North West New Territories (NWNT).

## 洪水橋新發展區研究過程 Process of the HSK NDA Study

1990年代  
1900s

「全港發展策略檢討」首次提出新界西北策略發展區  
The Territorial Development Strategy Review first proposed the strategic growth area in the NWNT

1997年底  
End-1997

展開「新界西北規劃及發展研究」，選定洪水橋為具潛力的新發展區，以滿足本港長遠發展需要  
Commenced the "Planning and Development Study on NWNT", which identified HSK as a potential NDA to cater for long-term development needs of Hong Kong

2007年  
2007

「香港2030：規劃遠景與策略」研究建議落實洪水橋新發展區，以應付香港長遠的住屋需求及提供就業機會  
The "Hong Kong 2030: Planning Vision and Strategy" Study recommended proceeding with the HSK NDA to address long-term housing demand and provide employment opportunities

2010年底  
End-2010

《2007-08年施政報告》宣布在洪水橋籌劃開拓新發展區，作為促進繁榮經濟的十大基建項目之一  
The "2007-08 Policy Address" announced the HSK NDA as one of the ten major infrastructure projects for economic growth

2011年中  
Mid-2011

展開「洪水橋新發展區研究」  
Commissioned the HSK NDA Study

2011年底  
End-2011

進行第一階段社區參與的次輪諮詢，收集對新發展區整體願景的意見  
Conducted Stage One Community Engagement (CE1) 2<sup>nd</sup> Round to solicit views on the overall vision of the NDA

2013年中  
Mid-2013

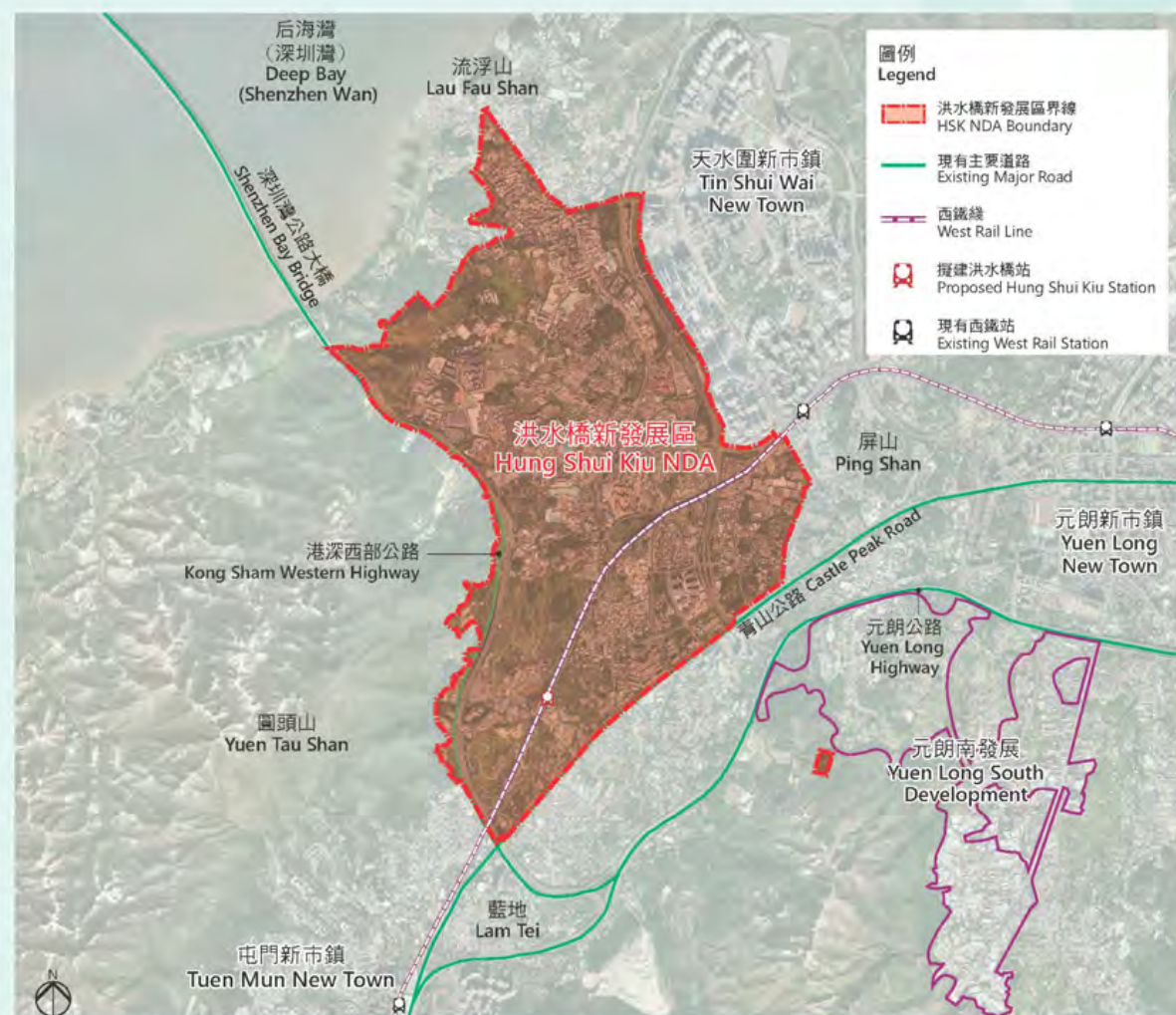
進行第二階段社區參與，收集公眾對初步發展大綱圖的意見  
Conducted Stage Two Community Engagement (CE2) to seek public's views on the Preliminary Outline Development Plan (PODP)

2015年中  
Mid-2015

進行第三階段社區參與，了解公眾對建議發展大綱圖的看法  
Conducted Stage Three Community Engagement (CE3) to gauge public views on the Recommended Outline Development Plan (RODP)

2016年九月  
September 2016

公布經修訂的建議發展大綱圖  
Promulgate the Revised RODP



# 2 社區參與 Community Engagement

在規劃洪水橋新發展區的整個過程中，我們一直與社區保持夥伴關係。本研究已進行了三個階段的社區參與，透過公眾論壇、社區工作坊、簡報會、焦點小組會議和書面意見收集公眾意見。公眾普遍支持發展洪水橋新發展區，以提供新土地應付香港的住屋和經濟發展需要。在第三階段社區參與收集到的主要公眾意見已撮要於第33至34頁。

The community has been our partner in the planning for the HSK NDA. The Study has gone through a three-stage Community Engagement Programme. Public views were gathered through public forums, community workshops, briefing sessions, focus group meetings and written submissions. The public generally supported the HSK NDA to provide new land to meet the housing and economic development needs of Hong Kong. A summary of the key public views received in Stage 3 Community Engagement is provided at pages 33 to 34.





# 3 新發展區的定位 Positioning of the NDA

## 我們的新市鎮和新界西北的區域經濟及文娛樞紐 Our New Town and Regional Economic and Civic Hub for the NWNT

洪水橋新發展區位處新界西北的策略性位置，與天水圍、屯門和元朗緊密連繫，將成為新界西北的「區域經濟及文娛樞紐」。此外，新發展區連接策略性運輸基建，包括港深西部公路、擬議屯門西繞道，以及興建中的屯門至赤鱗角連接路和港珠澳大橋。它亦鄰近深圳，並與大嶼山的新發展樞紐和大珠三角地區連接。基於其策略性位置，新發展區將提供大量空間作辦公室、零售、酒店及特殊工業等經濟用途，以應付對經濟用地日益增加的需求，並成為整個新界西北地區的「區域經濟及文娛樞紐」。

洪水橋新發展區將創造約**150,000**個就業機會，為洪水橋以及天水圍、屯門和元朗的居民提供就近的工作機會。新發展區將有助改善全港人口和職位的不均分布。

洪水橋新發展區將成為香港的新一代新市鎮。在落實所有發展後，新發展區將容納約**218,000**人，當中包括新增人口約**176,000**。新發展區將有助改善天水圍新市鎮公私營房屋組合及設施提供的不均情況。連同天水圍、元朗、屯門新市鎮，以及規劃中的元朗南發展，形成香港西部一個主要的新市鎮發展群，有助促進集聚經濟和提升設施及基建的效率。

洪水橋新發展區會提供一系列文娛和政府、機構及社區設施。整個新發展區亦會設有連貫的行人和休憩用地網絡，以建立一個優質及可持續的生活、工作和營商環境，並能便捷地前往附近已發展地區。

Strategically located in the NWNT and well connected to Tin Shui Wai (TSW), Tuen Mun and Yuen Long, the HSK NDA will serve as a "Regional Economic and Civic Hub" for the NWNT. Moreover, the NDA is conveniently connected to the strategic transport infrastructure including the Kong Sham Western Highway, the proposed Tuen Mun Western Bypass, as well as the Tuen Mun - Chek Lap Kok Link and the Hong Kong-Zhuhai-Macao Bridge under construction. It is also close to Shenzhen, and efficiently linked with the new development nodes at Lantau and the Greater Pearl River Delta region. Given its strategic location, the NDA will provide plenty of solution spaces in the NWNT to meet the surging demand for various economic land uses, including land for offices, retail, hotels and special industrial uses, and positioned to become the "Regional Economic and Civic Hub" for the whole NWNT region.

The HSK NDA will provide about **150,000** new employment opportunities, bringing jobs closer to residents not only in HSK but also TSW, Tuen Mun and Yuen Long. The development of the NDA will also help reduce the imbalance in the spatial distribution of population and jobs in the territory.

The HSK NDA will be the next generation new town of Hong Kong. Upon full development, the NDA will provide homes for about **218,000** residents, including **176,000** new population. The NDA will help redress the imbalanced housing mix and facilities provision of the TSW New Town. Together with TSW, Yuen Long, Tuen Mun New Towns, and the Yuen Long South development under planning, it will form a major new town development cluster in the western part of the territory, further promoting agglomeration of economies and efficiency in facility and infrastructure provision.

A series of civic and Government, Institution and Community (GIC) facilities will be provided in the HSK NDA. There will also be an integrated pedestrian and open space network for the whole NDA, creating a good quality and sustainable living, working and business environment with easy access to the surrounding established development areas.



# 4 規劃願景，整體規劃概念和城市設計框架 Planning Vision, Overall Planning Concept and Urban Design Framework

## 規劃願景 Planning Vision

“ 建立一個可持續發展、  
以人為本及均衡的生活、工作及商業社區，  
並作為**區域經濟及文娛樞紐**，促進香港經濟繁榮增長。  
To build a **SUSTAINABLE, PEOPLE-ORIENTED AND BALANCED LIVING, WORKING AND BUSINESS COMMUNITY** and  
to create a **REGIONAL ECONOMIC AND CIVIC HUB** ,  
fostering Hong Kong's economic growth.”

## 規劃原則 Planning Principles

- 經濟 Economy**  
加強經濟發展和就業多樣化  
Reinforce economic development and employment diversity
- 房屋 Housing**  
採用適當的公私營房屋比例以應付不同的房屋需求  
Adopt an appropriate housing mix to address different housing needs
- 生活、工作、遊樂和營商 Live, Work, Play and Do Business**  
為生活、工作及商業社區提供社區設施和休憩用地及其他支援設施  
Provide community facilities and open space and other supporting facilities for the well-being of the living, working and business community
- 連接性 Connectivity**  
建立一個相連、易達、以行人為主和便於使用單車的社區  
Create a connected, accessible, pedestrian-oriented and cycle-friendly community
- 城市結構 Urban Structure**  
採用合理布局來建立獨特、富活力及可持續的都市結構  
Introduce a sensible layout to create a distinctive, vibrant and sustainable urban fabric
- 融合 Integration**  
尊重現有的生態、自然和文化資源，並融入規劃及設計  
Respect and integrate existing ecological, natural and cultural resources in planning and design



## 整體規劃及城市設計概念 Overall Planning and Design Concept

洪水橋新發展區的規劃已遵循規劃原則，建立一個可持續發展、以人為本及均衡的生活、工作及商業社區，並作為新界西北的「區域經濟及文娛樞紐」。為了建立獨特的城市特色及創造連貫和清晰的城市結構，我們已考慮現有背景及景觀資源，包括新發展區西面及北面的圓頭山山景及后海灣和流浮山的自然及鄉郊環境、東面及南面已發展的地區，以及貫通新發展區及可作為主幹的天水圍河道，並以此背景來規劃主要活動中心和不同密度的住宅社區。

### 城市結構

- ▶ 擬建洪水橋站周邊將規劃為新發展區市中心，包括辦公室、商業設施、各類政府、機構及社區設施及區域廣場，形成「區域經濟及文娛樞紐」。
- ▶ 位於現有西鐵天水圍站周邊的「地區商業中心」及醫院將成為新發展區的第二個中心區。
- ▶ 將於新發展區北部建立「本區服務中心」，支援當地社區。
- ▶ 位於新發展區西北部的「物流、企業和科技區」將成為整個新界西北區的經濟及就業中心，主要作特殊工業用途。

**流浮山商業中心**  
Lau Fau Shan  
Commercial Centre

**本區服務中心**  
Local Service  
Core

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

**區域經濟及文娛樞紐**  
Regional Economic  
and Civic Hub

**地區商業中心**  
District Commercial  
Node

The overall planning of the HSK NDA has adhered to the planning principles to build a sustainable, people-oriented and balanced living, working and business community, and to create a "Regional Economic and Civic Hub" for the NWNT. To create a distinctive townscape character and develop a coherent and legible urban structure, key activity nodes and residential communities of different intensities are planned with regard to the existing context and landscape resources, including the surrounding green backdrop of Yuen Tau Shan and the natural and rural environment of Deep Bay and Lau Fau Shan to the west and north, the built-up area to the east and south, as well as the TSW River Channel that runs through the NDA as a spine.

### Urban Fabric

- ▶ The town centre is planned around the proposed HSK Station, including offices, commercial facilities, various GIC facilities, and Regional Plaza, and will form the "Regional Economic and Civic Hub".
- ▶ The "District Commercial Node" around the existing West Rail TSW Station, together with a hospital, will be the secondary node of the NDA.
- ▶ A "Local Service Core" is created in the northern part of the NDA to provide local support for the neighbourhood.
- ▶ The "Logistics, Enterprise and Technology Quarter" in the northwestern part of the NDA will be the economic and employment node of the whole NWNT with the dominant provision of special industries.

## 土地用途框架 Land Use Framework



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



**層遞漸進的發展密度**

我們建議提供不同密度的住宅社區。為了推廣「集約城市」的規劃概念，較高密度的住宅發展會集中在鐵路站附近，住宅及混合商業/住宅用地的最高地積比率分別達6.5倍及7倍；而發展密度將逐漸往流浮山及后海灣地區降低，新發展區北面的最高地積比率為2.5至3.5倍。

**維持景觀**

為保持景觀及空氣流通，建議利用綠化休憩用地、美化市容地帶及行人道，作為主要的觀景廊及通風廊。沿天水圍河道的南北向休憩用地幹道將連接區域公園和區域廣場，貫通區域公園和市中心之間的視野，亦保留兩條可在視覺上連繫屏山文物區和廈村的風水帶，並在其交界關設休憩用地。

**提升可達性及可步行性**

建議規劃完善的行人網絡，以提升新發展區內的可達性和可步行性。行人網絡亦會結合休憩用地及美化市容地帶系統，以建立一個舒適的步行環境。為增添街道活力，建議沿天水圍河道及於擬建洪水橋站附近規劃設有臨街商店的商店街。

**規劃和城市設計概念**  
Planning and Urban Design Concepts



**Gradation of Development Intensity**

Residential communities of different intensities are proposed. To promote the compact city concept, residential developments of higher density are clustered around the railway stations with a maximum Plot Ratio (PR) for residential and mixed commercial/residential zones up to 6.5 and 7 respectively. The development intensities descend towards the Lau Fau Shan and Deep Bay areas with a maximum PR of 2.5 to 3.5 in the northern part of the NDA.

**Celebrating Views**

To maintain views and air ventilation, principal visual and air corridors are maximised through the green open spaces, amenity strips and pedestrian streets. The north-south running open space spine following the TSW River Channel connects the Regional Park and Regional Plaza, providing a long-range view in between. The two fung shui lanes have been preserved to connect the Ping Shan heritage precinct and Ha Tsuen, and enhanced with the introduction of the open spaces at the point of intersection.

**Enhanced Accessibility and Walkability**

A comprehensive pedestrian walkway network is planned to enhance the accessibility and walkability within the NDA, which will integrate with the open space and amenity area systems to create a pleasant pedestrian environment. To promote street vibrancy, shopping streets lined with retail frontages are proposed along TSW River Channel and near the proposed HSK Station.









# 6 亮點 Highlights

## A 促進經濟增長和創造就業 Catalyst for Economic Growth and Job Creation

考慮到洪水橋新發展區的策略性位置，我們已預留土地作多樣化的經濟活動，包括一般商業用途至特殊工業。這些經濟活動會提供約**150,000**個新就業機會，涉及不同行業範圍及不同教育背景及技能的從業員。

Taking advantage of the strategic location of the HSK NDA, land has been reserved to accommodate diversified economic uses ranging from general commercial uses to special industrial uses. These robust economic activities clusters would provide about **150,000** new job opportunities which span across a wide spectrum of sectors, and cater for labour force of different educational attributes and skills.

### 商業發展

洪水橋新發展區會提供約2,055,000平方米的商業樓面面積，主要集中於三個商業活動中心區。住宅區內亦設有其他零售設施，而沿天水圍河道和在擬建洪水橋站東南面及附近的環保運輸走廊亦建議規劃設有臨街商店的商店街，提供商店及服務以促進蓬勃的地區經濟。

### Commercial Developments

The HSK NDA will provide a total of about 2,055,000 sqm commercial floor area, mainly concentrated at three commercial development nodes. Other retail facilities are provided within residential clusters, and shopping streets are proposed along TSW River Channel, to the southeast of the proposed HSK Station and along the Green Transit Corridor (GTC) near the station with retail frontages for shops and services to promote a thriving local economy.

#### ▶ 洪水橋區域經濟及文娛樞紐的商業發展

擬建洪水橋站周邊用地將規制作區域樞紐，為新界西北提供辦公室、酒店、零售和其他商業用途。這區域樞紐以位於鐵路兩旁的兩個重點發展項目為主，可提供具相當規模的零售設施及設有公共運輸交匯處和公共停車場，並輔以面積較小的商業和商業/住宅用地。為實現一個完整、協調而具特色的區域樞紐，我們必須採用全面及完善的設計。

#### ▶ Commercial Developments at Hung Shui Kiu Regional Economic and Civic Hub

Areas around the proposed HSK Station are planned to become a regional hub for offices, hotels, retail and other commercial uses for the NWNT. The regional hub is buttressed by two anchor developments located immediately adjacent to the proposed HSK Station, each of which should be able to provide a critical mass for decent retail facilities and planned with a public transport interchange (PTI) and public carpark. They are supplemented by less sizable commercial and commercial/residential sites. A comprehensive design for the sites will be crucial to achieving the planning intention for realising an integrated, coherent and distinctive regional hub.

非住用樓面面積  
Non-domestic GFA  
約 **1,108,000** 平方米  
About **1,108,000** sqm

#### ▶ 天水圍地區商業中心的商業發展

同時，現有水圍站周邊用地的規劃將包括辦公室、酒店和零售用途，以鞏固現有商業群及建立一個全面及完善的地區商業中心，服務新發展區和毗鄰的天水圍新市鎮。

#### ▶ Commercial Developments at Tin Shui Wai District Commercial Node

Similarly, areas around the existing TSW Station have been planned with offices, hotels and retail uses to enhance the existing commercial mass and to provide a district centre with comprehensive design serving the NDA and the neighbouring TSW New Town.

非住用樓面面積  
Non-domestic GFA  
約 **635,000** 平方米  
About **635,000** sqm

#### ▶ 洪水橋北部本區服務中心和流浮山商業發展

新發展區北部規劃了兩個主要作地區零售連公共停車場的商業發展，其中一個將配有公共運輸交匯處。這些發展亦可服務天水圍北部的居民，及配合流浮山的旅遊和康樂活動。

#### ▶ Commercial Developments at Local Service Core and Lau Fau Shan in HSK North

Two commercial developments providing mainly local retail services with public carpark are planned at the northern part of the HSK NDA, where one of them will be planned with a PTI. They will also support residents in TSW North, and complement the tourism and recreation activities in Lau Fau Shan.

非住用樓面面積  
Non-domestic GFA  
約 **74,000** 平方米  
About **74,000** sqm



「區域經濟及文娛樞紐」毗鄰擬建洪水橋站，建議採用優質設計，連繫擬建洪水橋站和區域廣場，及其周邊商業和混合商業/住宅發展，包括兩旁的兩個重點發展項目和公共運輸交匯處。

The "Regional Economic and Civic Hub" is planned around the proposed HSK Station. Good design integration between the proposed HSK Station, Regional Plaza and the surrounding commercial and mixed commercial/residential developments including the two anchor sites and PTI at both sides will be encouraged.



### 物流、企業和科技區

新發展區西北部可直接連繫港深西部公路及其他策略性公路基建，將規劃作「物流、企業和科技區」，提供約4,312,000平方米的總建築樓面面積。

### Logistics, Enterprise and Technology Quarter

The northwestern part of the NDA with direct access to the Kong Sham Western Highway and other strategic highways is planned as a "Logistics, Enterprise and Technology Quarter", providing a total GFA of about 4,312,000 sqm.

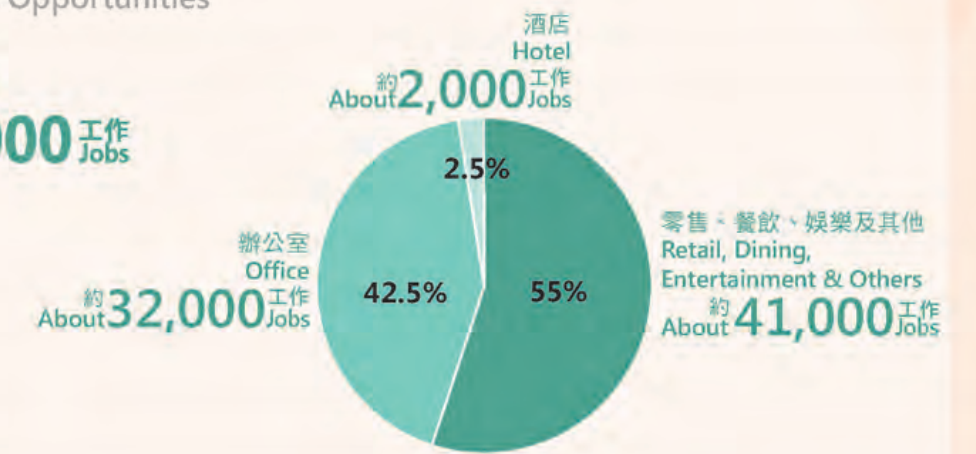


### 多元經濟用途及就業機會

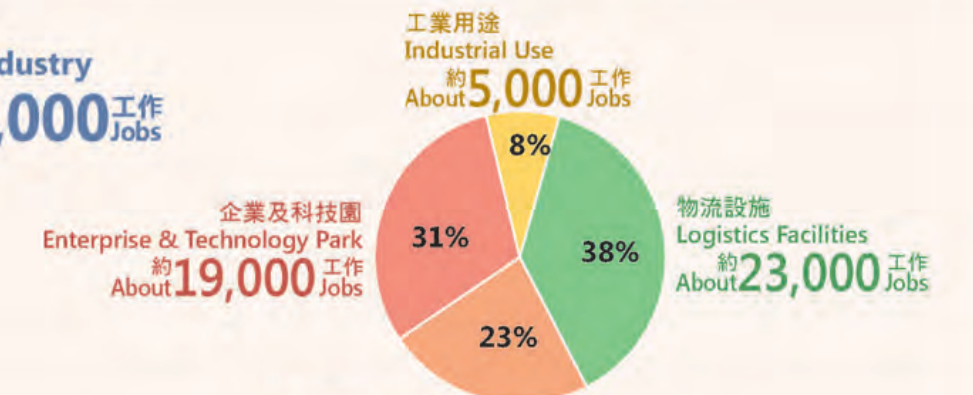
### A Diversity of Economic Uses and Jobs

就業機會數目  
Employment Opportunities

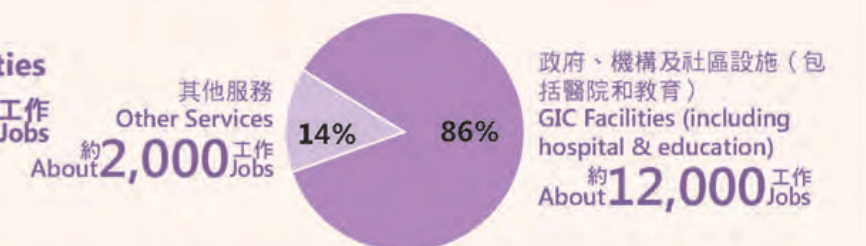
商業  
Commercial  
約75,000工作  
About 75,000 Jobs



特殊工業  
Special Industry  
約61,000工作  
About 61,000 Jobs



社區設施  
Community Facilities  
約14,000工作  
About 14,000 Jobs



就業機會總數  
Total Employment Opportunities  
約150,000  
About 150,000

### 企業和科技園 Enterprise and Technology Park



在擬建洪水橋站周邊商業中心區附近，規劃約9公頃土地作企業和科技園，提供多種創新科技用途，包括研究中心、檢測認證、數據中心、現代工業和其他相關業務，以及非污染工業用途。

About 9 ha of land close to the commercial node around the proposed HSK Station is designated for Enterprise and Technology Park to accommodate a variety of innovation and technology uses, including research centre, testing & certification use, data centre, modern industries and other related businesses and non-polluting industrial uses.

### 物流設施 Logistics Facilities



在企業和科技園以北，預留約37公頃土地作現代物流設施，以配合香港發展為區域配送中心及物流樞紐。地塊面積介乎3.5公頃至4.8公頃，以確保其運作效率。

Further north to the Enterprise and Technology Park, about 37 ha of land has been reserved for modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre and Logistics Hub. Sizeable sites from 3.5 ha to 4.8 ha are planned to ensure operational efficiency.

### 港口後勤、貯物及工場用途 Port Back-Up, Storage and Workshop Uses



在新發展區北面邊緣，預留約24公頃土地作港口後勤、貯物及工場用途，包括擬建多層樓宇以容納部分受影響的棕地作業。此地區可直接連接策略性公路，減少重型車輛在新發展區內行駛。

About 24 ha of land at the northern fringe of the NDA is reserved for port back-up, storage and workshop uses, including proposed multi-storey buildings for accommodating some of the affected brownfield operations. The area has direct access to strategic highways which could minimise movements of heavy vehicles within the NDA.

### 工業區 Industrial Zone



另外，在新發展區西面邊緣靠近港深西部公路，規劃約13公頃的工業區作現代工業及一般工業用途。

In addition, an approximately 13 ha industrial zone is planned at the western fringe of the NDA near Kong Sham Western Highway for modern industries and general industrial uses.





## B 融和自然和文化的城市生活 Urban Living in Balance with Nature and Culture

洪水橋新發展區將規劃由綠地與水體結合而成的網絡，並會連結至新發展區內及其周邊的文化和生態資源，締造融和自然和文化的城市生活。

The planning of HSK NDA has integrated a green and blue network, which will connect to the cultural and ecological assets within and near the NDA. It will be a place for urban living in balance with nature and culture.

**1 河畔長廊  
Riverside Promenade**  
沿活化後的河道關設連貫的**河畔長廊**（長約5公里），作為整個休憩用地架構的南北幹道。  
A continuous **Riverside Promenade** (about 5 km in length) along the revitalised river channel forming a north-south spine of the open space framework.

**2 區域公園  
Regional Park**  
**區域公園**（面積約16公頃）位於新發展區的心臟地帶，是南北綠化幹道的重要特色。  
A **Regional Park** (about 16 ha in size) at the heart of the NDA forming the key feature of the north-south green spine.

**3 區域廣場  
Regional Plaza**  
休憩用地幹道往南伸延至位於擬建洪水橋站前方的**區域廣場**（面積約4.7公頃），廣場作為高密度區域經濟及文娛樞紐中的重要休閒空間，並附設消閒、零售和餐飲設施。

The spine of open space extends towards the south where the **Regional Plaza** (about 4.7 ha in size) is located in front of the proposed HSK Station. The Plaza will be an important public space for leisure amidst the high density regional economic and civic hub complemented by leisure, retail, food and beverage facilities.

**5 完善行人網絡及美化市容地帶  
Comprehensive Pedestrian Network and Amenity Area**  
沿**完善的行人網絡**，包括步行街、商店街及環保運輸走廊進行綠化及優化景觀。另外，沿行人道和行車道路亦會劃設**美化市容地帶**，以改善市容及作為各發展項目之間的緩衝。  
Greening and landscaping along the **comprehensive pedestrian network**, including pedestrian streets, shopping streets and along the GTC. **Amenity strips** along pedestrian walkways and vehicular roads for enhancing cityscape and buffering between developments.

**6 社區園圃及農墟  
Community Farming and Farmers' Markets**  
鼓勵於指定休憩用地設立**社區園圃和農墟**，推廣綠色生活。  
**Community Farming and Farmers' Markets** to be encouraged in designated open spaces to promote green living.

**4 其他休憩用地  
Other Open Spaces**  
整個新發展區內的住宅區和就業區亦設有**其他休憩用地**，為居民和就業人口提供康樂及休閒空間。  
**Other open spaces** within residential areas and employment nodes throughout the NDA providing recreational and leisure spaces for residents and workforce.



**生態及文物徑  
Eco and Heritage Trails**  
在規劃洪水橋新發展區時，已考慮區內及其附近地區的豐富歷史和文化遺產，保留區內的法定古蹟和其他已評級的歷史建築，並建議以文物徑連繫不同的文物景點。另建議增設生態徑，連接區域公園和圓頭山的遠足徑。這些生態及文物徑可鋪設適當的特色地面、設置標誌，並在兩旁種植樹木。

**Eco and Heritage Trails**  
The HSK NDA and its environs have a rich history and heritage which have been respected in the planning of the NDA. Declared monuments and other graded historic buildings within the area would be preserved. A heritage trail is proposed to link up the heritage features. An eco-trail is proposed to connect the Regional Park with the hiking trails in Yuen Tau Shan. Appropriate paving, signage and tree planting could be applied to both trails.





## C 設施齊備的社區 A Supportive Community

洪水橋新發展區將提供一系列文娛和政府、機構及社區設施，支援日後新發展區內及周邊的居民，並創造家庭及長者友善的社區。

### 區域經濟及文娛樞紐和地區商業中心

在區域和地區層面，建議規劃一個文娛中心，包括表演場地、政府辦公室、裁判法院、社區會堂、郵政局、青年設施及高等教育機構等，作為「區域經濟及文娛樞紐」的一部分。另外，亦將在現有天水圍站周邊的「地區商業中心」設立醫院，為地區提供公共健康和醫療服務。

### 本區服務中心

建議於新發展區北部沿天華路增設「本區服務中心」，作商業發展及設立綜合政府及社區設施，包括社區會堂、診療所和垃圾收集站，及其他社會設施。

### 其他政府、機構及社區設施

整個新發展區內的住宅社區亦設有其他政府、機構及社區設施，包括幼稚園、學校、運動場、體育中心、社區會堂、診所、警署、消防局及其他社會設施。此外，為了滿足日後居民的日常所需，新發展區內會增設三個新街市，包括在一個方便易達的「政府」用地內設立大型街市以服務有關區域。我們會就這些街市的確實位置作進一步研究。

An array of civic and GIC facilities will be provided in the HSK NDA to support the future residents living within and near the NDA, and create a family-friendly and age-friendly community.

### Regional Economic and Civic Hub and District Commercial Node

On a regional and district basis, a civic node comprising performance venue, government offices, magistracy, community hall, post office, youth facilities and higher education institute is planned to form part of the "Regional Economic and Civic Hub". A hospital is also planned around the "District Commercial Node" near the existing TSW Station to provide public health and medical services to the district.

### Local Service Core

A "Local Service Core" is added at the northern part of the NDA along Tin Wah Road. It comprises a commercial development and a proposed GIC complex. The GIC complex will include community hall, clinic and refuse collection point, as well as other social facilities.

### Other GIC Facilities

There are also other GIC facilities within the NDA, including kindergartens, schools, sports ground, sports centres, community hall, clinics, police station, fire station and other social facilities. To cater for the daily needs of the future residents, three new markets would be provided within the NDA including a market of reasonably large size to be provided on a "Government" site with a convenient and easily accessible location to serve the community in the region. Specific locations of these markets will be subject to further assessment.

## D 智慧及綠色的居住、工作及營商城市 A Smart and Green City for Living, Working and Doing Business

### 1. 綠色運輸

#### 集約發展及易於步行的城市

- ▶ 擬建洪水橋站和現有水圍站將會是新發展區的公共運輸樞紐。大部分人口、主要經濟活動和主要社區設施都集中在集體運輸和公共運輸樞紐的步行範圍內。
- ▶ 將在社區的便利地點提供日常生活所需設施，輔以完善、方便和具吸引力的行人及單車網絡，以推廣便於步行和使用單車的新發展區。

#### 環保運輸走廊

- ▶ 規劃環保運輸走廊，當中包括高效的環保運輸服務、行人道和單車徑，以便往返新發展區內不同地區。

### 2. 全面水資源管理

- ▶ 擬建洪水橋污水處理廠會將部分污水作三級處理，處理後的再生水可作沖廁和灌溉之用。

### 3. 可持續的排水系統

- ▶ 替代天影路及採用河道活化設計，活化天水圍河道，並沿河道闢設主要綠化幹道、通風廊和觀景廊。
- ▶ 區域公園的擬建蓄洪湖和其他蓄洪設施，有助為毗鄰鄉村調節雨水收集及排放，亦可作為重要的消閒和特色景觀。亦會研究收集雨水作為非飲用水用途，如灌溉和沖廁。

### 4. 固體廢物管理

- ▶ 探討採用自動垃圾收集系統和有機廢物管理設施。建議設立社區環保站，作環保教育及方便收集回收物料。

### 5. 環保節能

- ▶ 鼓勵興建節能建築物。
- ▶ 探討使用地區供冷系統。
- ▶ 設立資訊與通訊科技平台。

### 1. Green Mobility

#### Compact and Walkable City

- ▶ The proposed HSK Station and the existing TSW Station will serve as the public transport hubs of the NDA. The majority of the population, key economic activities, and major community facilities will be concentrated within walking distance of the mass transit and public transport nodes.
- ▶ To promote a walkable and cycle-friendly NDA, local communities will be created with easily accessible daily necessities, and will be supported by a comprehensive, convenient and attractive pedestrian and cycling network.

#### Green Transit Corridor

- ▶ A GTC comprising a highly efficient Environmentally Friendly Transport Services (EFTS), pedestrian walkways and cycle tracks is planned to support the internal movement between the development clusters.

### 2. Total Water Management

- ▶ The proposed HSK Sewage Treatment Works will treat part of the sewage to tertiary treatment level. After treatment, the reclaimed water will be used for toilet flushing and landscape irrigation.

### 3. Sustainable Drainage System

- ▶ The TSW River Channel will be revitalised by replacing Tin Ying Road and adopting revitalisation design. Major green spines, breezeways and view corridors would be introduced along the riverside.
- ▶ The proposed flood retention lake in the Regional Park and other planned flood retention facilities will serve to regulate storm water for adjacent villages and as an important leisure and landscape feature. Rainwater harvesting will also be explored to collect rainwater for non-potable uses like irrigation and toilet flushing.

### 4. Solid Waste Management

- ▶ The use of automatic refuse collection system and organic waste management facilities will be explored. There will be a Community Green Station for environmental education purposes and collection of recyclables.

### 5. Green Energy Saving

- ▶ To encourage energy efficient buildings.
- ▶ To explore the use of district cooling system.
- ▶ To establish an Information and Communication Technology Platform.







## E 善用運輸基礎設施和便利出行 Optimising Transport Infrastructure and Improving Mobility

### 區外連接

透過擬建洪水橋站和現有天水圍站，洪水橋新發展區會以集體運輸系統連接市區，區內亦有四個公共運輸交匯處。在道路網絡方面，建議在港深西部公路下方興建一條主要幹道，分流「物流、企業和科技區」的車輛，避免重型車輛使用住宅區內的道路。另一方面，政府正籌劃屯門西繞道，把屯門40區以隧道形式連接至屯門青田路及港深西部公路，為新發展區提供多一條對外道路。政府亦會繼續監察新界西北道路網絡不斷變化的需求，及爭取資源就興建連接北大嶼山和元朗的十一號幹線進行可行性研究，加強新界西北對外交通的暢達性。

### 區內連接

區內設有完善的交通網絡，包括八條區域幹道和多條地方道路，以及多種環保運輸模式，包括一條專用的環保運輸走廊。有關環保運輸走廊會與行車道路分隔，以免在交界路口出現衝突情況。這個交通網絡將促進新發展區內東西向及南北向連接，亦可方便天水圍的居民前往各就業區。為進一步連繫天水圍，建議替代天影路，並相應擴闊屏廈路和增加新行車道。

### 單車徑和行人道網絡

洪水橋新發展區將提供完善的單車徑和行人道系統，創造具吸引力和有路旁植物的街道景觀，以美化市容、廣布綠蔭，及提供安全和方便的地面過路設施。

### External Connectivity

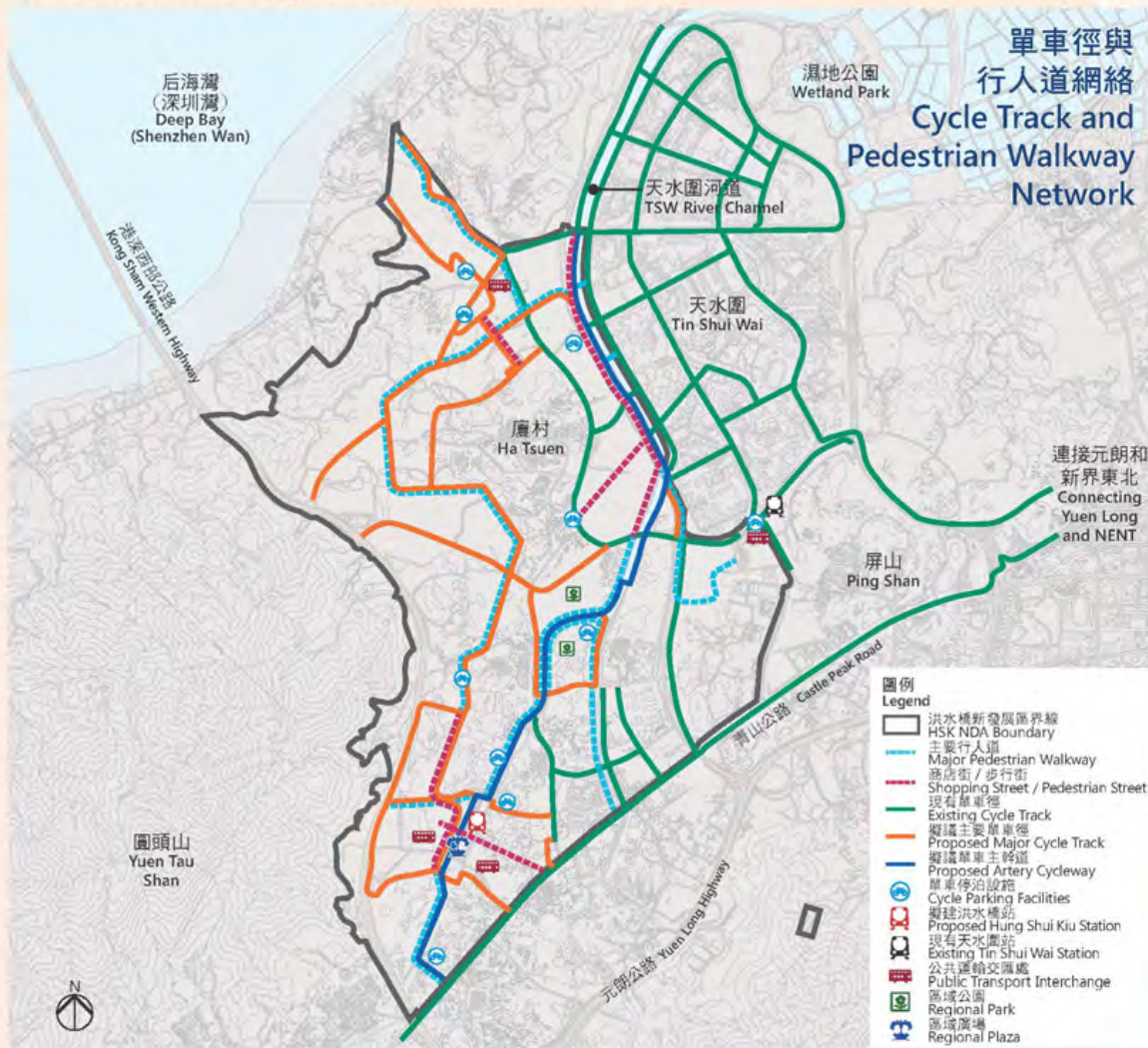
The HSK NDA will be connected with the urban area through mass transit with the proposed HSK Station and the existing TSW Station. There will also be four PTIs. For the road network, a new primary distributor is planned underneath Kong Sham Western Highway which would divert traffic from the "Logistics, Enterprise and Technology Quarter", avoiding heavy vehicles to use the roads within the residential neighbourhood. In addition, the Government is planning the Tuen Mun Western Bypass which will connect Tuen Mun Area 40 with Tsing Tin Road in Tuen Mun and the Kong Sham Western Highway by tunnels. This would help provide the NDA with an additional external transport linkage. The Government will continue to monitor the changing needs of the NWNT traffic road network and seek resources to carry out a feasibility study on Route 11 connecting North Lantau and Yuen Long to improve the accessibility of the NWNT.

### Internal Connectivity

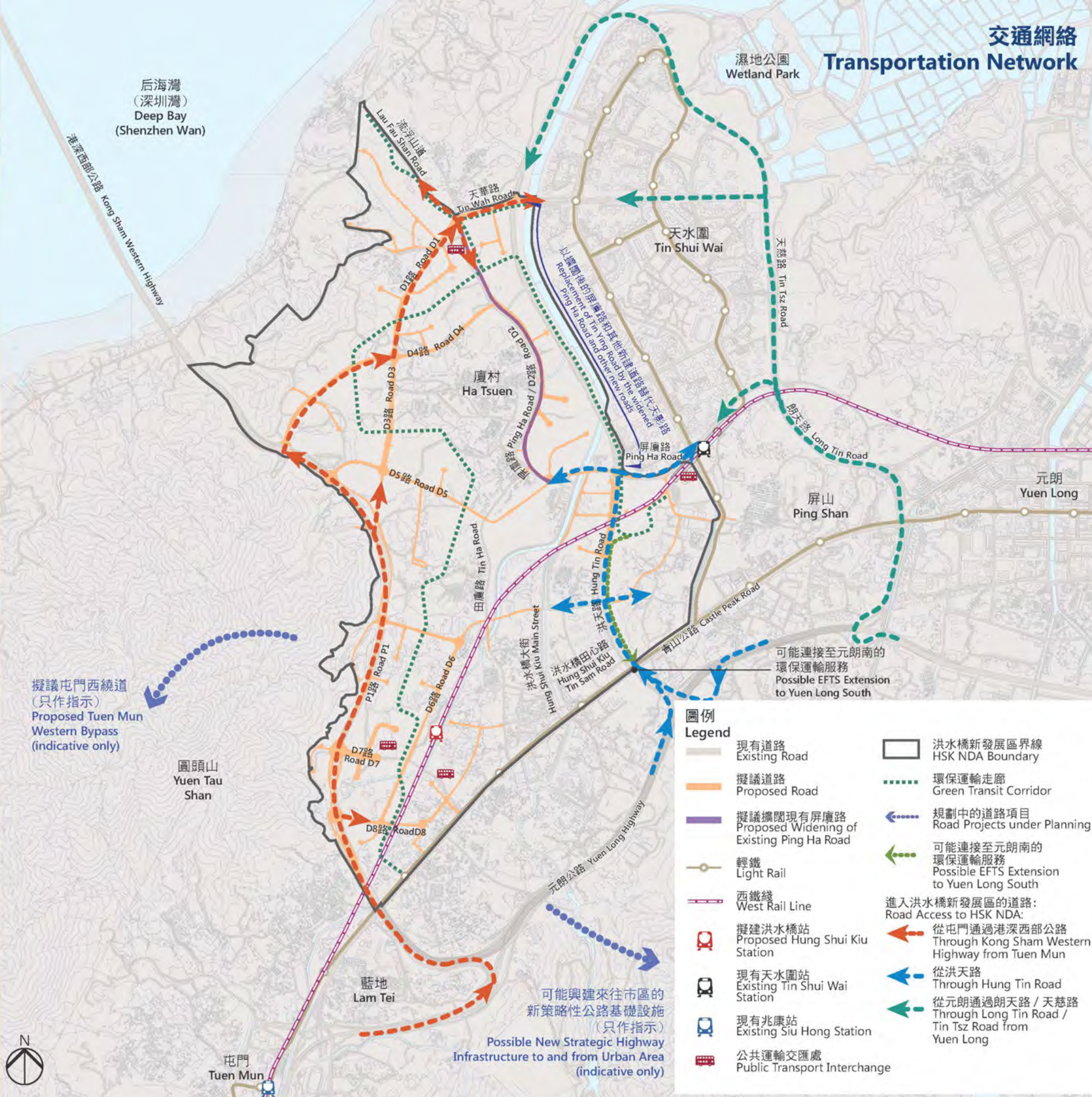
A comprehensive transport network comprising eight district distributors and a number of new local roads with various green transport modes including an exclusive GTC will serve internal vehicular movements. The proposed GTC is also designed to be separated from the vehicular road system to avoid junction conflicts. This transport network can facilitate east-west and north-south movements within the NDA, and provide access for TSW residents to travel to various employment zones. To better integrate with TSW, Tin Ying Road will be replaced while its function would be supplemented by the widened Ping Ha Road and other newly planned vehicular roads.

### Cycle Track and Pedestrian Facilities

A comprehensive cycle track and pedestrian walkway system will be provided in the HSK NDA. Attractive streetscapes with roadside planting will be created to provide amenity and shade, and safe and convenient at-grade crossings will be provided.



## 交通網絡 Transportation Network





# 7 發展特色分區 Development Character Areas

## 區域經濟及文娛樞紐 Regional Economic and Civic Hub

「區域經濟及文娛樞紐」位置優越，毗鄰擬建洪水橋站並享有公路交通之便，將提供辦公室、零售及酒店用途，連同擬建洪水橋站周邊的區域廣場及文娛中心成為洪水橋新發展區的主要市中心及新界西北的區域經濟及文娛樞紐。這區的主要規劃及城市設計目標是要營造區域樞紐的形象、創造清晰分明的城市結構、提供方便的交通連繫及加強城市活力。



Taking advantage of the location of the proposed HSK Station and easy highway access, the "Regional Economic and Civic Hub" will cater for office, retail and hotel uses. Together with the planned Regional Plaza and civic node around the station, it will be the major town centre of the HSK NDA as well as the regional economic and civic hub of the NWNT. The key planning and urban design objectives for the area are to foster identity of the regional hub, legible urban structure, convenient access and urban vibrancy.

- 1 **重點發展:**「區域經濟及文娛樞紐」將包括在擬建洪水橋站兩旁的兩個重點發展項目，一個將作商業發展，而另一個將作混合商業/住宅用途。它們將提供具相當規模的零售設施並配以公共運輸交匯處。重點發展項目的周邊會輔以面積較少的商業及商業/住宅用地，創造更多元和具活力的區域樞紐。  
**Anchor Developments:** The "Regional Economic and Civic Hub" is characterised by two anchor developments on both sides of the proposed HSK Station, with one for commercial development and the other for mixed commercial/residential use. They will both provide a reasonable scale of retail facilities and be complemented by a PTI. The anchor developments will be supplemented by less sizable commercial and commercial/residential sites in the surrounding areas to create diversity and vibrancy within the regional hub.
- 2 **區域廣場:**區域廣場位於擬建洪水橋站旁並橫跨市中心，將成為區域樞紐的重要通風及消閒空間，並設有各種消閒、零售和餐飲設施。  
**Regional Plaza:** Located in front of the proposed HSK Station, the Regional Plaza stretching across the town centre will become an important breathing and leisure space within the regional hub, complemented by leisure, retail and food and beverage facilities.
- 3 **文娛中心:**位於擬建洪水橋站南面的文娛中心將提供多種設施，例如政府辦公室、社區會堂、裁判法院和表演場地。此外，建議在擬建鐵路站的西南面預留土地，作青年設施及教育和相關用途。  
**Civic Node:** The civic node, located south of the proposed HSK Station, provides various facilities such as government offices, community hall, magistracy, and performance venue. Sites for youth facilities and education and related uses are also reserved to the southwest of the proposed station.
- 4 **商店街及步行街:**建議沿環保運輸走廊及於擬建洪水橋站周邊規劃設有臨街商店的商店街及步行街，以鼓勵步行、增添街道活力及提升地區經濟。  
**Shopping Streets and Pedestrian Streets:** Shopping streets and pedestrian streets with shop frontages are planned along the GTC and near the proposed HSK Station to promote walkability, street vibrancy and local economy.



建議規劃設有臨街商店的步行街以連接擬建洪水橋站至青山公路沿線的輕鐵車站。為了改善視覺景觀，建議採用台階式設計，把發展項目的第一層沿步行街兩旁後移。  
A pedestrian street with retail frontage is planned to connect the proposed HSK Station with the Light Rail Stations along Castle Peak Road. To enhance visual amenity, terrace design requiring setback of the first floor of development along the pedestrian street is recommended.



## 地區商業中心 District Commercial Node

位於現有西鐵和輕鐵天水圍站南面的「地區商業中心」，是洪水橋新發展區的第二中心點，提供辦公室、零售及酒店用途。連同擬建醫院，亦可為天水圍新市鎮提供更多商業和社區設施。

Located in the immediate south of the existing West Rail and Light Rail TSW Station, the "District Commercial Node" will be developed as a secondary focal point of the HSK NDA, providing offices, retail and hotel uses. Together with the proposed hospital, it can also serve the needs of TSW New Town for additional commercial and community facilities.

**1 現有橋頭圍工業區：**現有橋頭圍工業區的規劃意向是要重建工業區為商業和住宅混合發展。建議在新發展和現有鄉村之間設置非建築用地，減少新舊發展為鄰所帶來的影響。

**Existing Kiu Tau Wai Industrial Area:** The planning intention of the existing Kiu Tau Wai Industrial Area is to redevelop the industrial area into a mixed commercial and residential development. Non-building area between the new development and existing villages is proposed to minimise interface issues.

**2 河畔發展：**位於洪天路以西的住宅和商業發展將俯瞰活化後的天水圍河道及區域公園。

**Riverfront Development:** The residential and commercial development located to the west of Hung Tin Road will be overlooking the revitalised TSW River Channel and the Regional Park.

**3 醫院：**建議設立附設專科及分科診所的醫院，服務洪水橋新發展區和鄰近社區。

**Hospital:** A hospital with specialist clinic/polyclinic is provided to serve the HSK NDA and surrounding communities.

**4 綠色空間：**保留洪屋村和橋頭圍旁邊現有的小山丘，亦會規劃休憩用地供市民享用。

**Green Space:** The existing knolls will be preserved and open space will be planned next to Hung Uk Tsuen and Kiu Tau Wai for public enjoyment.



現有小山丘及擬議休憩用地將為現時及未來的居民提供紓緩及聚會空間。  
The existing knolls together with proposed open spaces will create a breathing space, and a gathering space for the existing and future residents.



## 河畔和鄉村區 Riverine and Village Neighbourhood

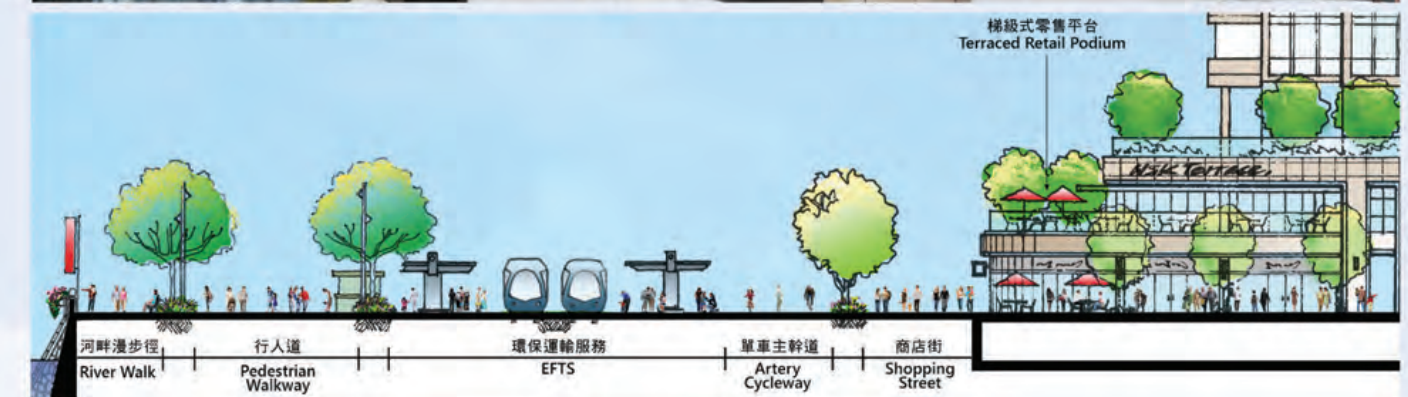
「河畔和鄉村區」位於經活化的天水圍河道旁，是五個發展特色分區中最大的一區。這區提供優質住宅和河畔環境，並設有消閒、零售和社區設施。

Being the largest District Character Area among all five, the "Riverine and Village Neighbourhood" will be developed along the revitalised TSW River Channel. It will be a quality residential and riverine environment combined with leisure, retail and social elements.

- 1 河畔長廊:**沿天水圍河道規劃連貫的河畔長廊，沿河的住宅發展可坐擁河畔美景。  
**Riverside Promenade:** A continuous riverside promenade is planned along TSW River Channel. Residential developments along the promenade will command riverside scenic views.
- 2 商店街及休憩用地網絡:**區內規劃行人道，連接休憩用地網絡和風水帶，當中包括沿河畔長廊的商店街。  
**Shopping Street cum Open Space Network:** Pedestrian walkways interconnecting with the open space network and fung shui lanes are planned, including the designation of shopping streets along the riverside promenade.
- 3 區域公園:**區域公園（面積約16公頃）將為當地居民和訪客提供廣闊的休閒及康樂空間，成為整個新發展區的區域地標。  
**Regional Park:** The Regional Park (about 16 ha) is planned to provide a large leisure and recreational space that serves the wider needs for local residents and visitors. It will become a regional landmark for the whole NDA.
- 4 運動場:**區域公園南面規劃有運動場和室內體育中心。  
**Sports Ground:** A sports ground and indoor sports centre are planned to the immediate south of the Regional Park.



現時被天影路佔用的地方將改成河畔長廊，並沿長廊提供商店街及單車徑。  
 The existing areas occupied by Tin Ying Road will be turned into a riverside promenade. Shopping Street and cycle track will be provided along the promenade.



此剖面圖只供參考  
This cross section is indicative only





現況  
Existing Conditions



現時，大片的港口後勤、露天貯物及鄉郊工業用地破壞現有鄉郊景觀及帶來負面的環境和視覺影響。洪水橋新發展區是把這區改為更好的土地利用，並改善其整體環境。部分棕地作業對本地經濟仍有貢獻，政府正在積極探討以較善用土地的方式來容納它們。

The existing extensive port back-up, open storage and rural industrial uses have degraded the rural landscape and resulted in negative environmental and visual impacts. The HSK NDA project is to transform the area into more optimal land uses and improve the overall environment. Some of these brownfield operations are still contributing to our local economy. The Government is actively exploring means to accommodate them in a more land efficient manner.

擬建區域公園  
Proposed Regional Park

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

「灣景區」位於新發展區北部，遠眺后海灣和圓頭山美景。採用梯級式建築物密度和高度輪廓，以調和與流浮山和后海灣地區周邊的自然和鄉郊環境。

The "Bayview Neighbourhood" is located at the northern extent of the NDA, overlooking the beautiful scenery of Deep Bay and Yuen Tau Shan. A stepped development intensity and building height profile are adopted to harmonise with the surrounding natural and rural environment near Lau Fau Shan and Deep Bay.

- 1 本區服務中心：建議規劃商業發展和綜合政府及社區設施，服務新發展區北部和附近天水圍新市鎮。  
**Local Service Core:** Commercial development and a GIC complex are planned to serve the residents of the northern part of the NDA and the nearby TSW New Town.
- 2 流浮山商業發展：於毗鄰流浮山迴旋處規劃一個連停車場的地區商業中心，配合該區的旅遊和康樂活動。可連接西鐵線各車站的環保運輸服務終站亦設於此，提升流浮山的整體可達性。  
**Lau Fau Shan Commercial Development:** Adjacent to Lau Fau Shan roundabout, a local commercial centre with car parking facilities is planned to complement the tourism and recreation activities in the area. The EFTS linking the West Rail stations will also terminate at this point, enhancing the overall accessibility of Lau Fau Shan.
- 3 住宅發展：在北面規劃低密度的私人發展，並延伸至南面密度較高的公營房屋發展，建議採用梯級式建築物高度輪廓。  
**Residential Developments:** A stepped building height profile is adopted with low-density private developments in the north and higher density public housing developments towards the south.
- 4 地區休憩用地：建議規劃一個大型地區休憩用地，並在低於地面的道路上設園景平台和步行街連接至住宅區。  
**District Open Space:** A large District Open Space is planned which would directly connect to the residential communities through a landscape deck above a depressed road and a pedestrian street.





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

「物流、企業和科技區」與策略性運輸走廊連接，指定作現代物流設施、企業及科技園和工業區，並提供土地作整合港口後勤、貯物及工場用途。這是洪水橋新發展區的主要就業機會來源，幫助擴闊香港的經濟基礎。

Easily accessible by strategic transport corridors, the "Logistics, Enterprise and Technology Quarter" is designated for modern logistics facilities, an Enterprise and Technology Park and an industrial zone, as well as to provide land for consolidating port back-up, storage and workshop uses. These uses will be a major source of employment generation within the HSK NDA and help widen the economic base of Hong Kong.

- 港深西部公路：**「物流、企業和科技區」可直接連接多條策略性道路，包括港深西部公路，享有便捷的交通之餘，亦可避免影響住宅區。  
**Kong Sham Western Highway:** The "Logistics, Enterprise and Technology Quarter" enjoys direct access to strategic roads including Kong Sham Western Highway, which could avoid disturbance to residential areas while allowing good accessibility.
- 物流設施：**新發展區會以多層樓宇的形式提供足夠空間作現代物流設施，並提供較大地塊面積以促進其運作效率。周邊亦會設有適當的緩衝地帶種植樹木，以增加該區綠化。  
**Logistics Facilities:** The NDA is planned to provide land for multi-storey modern logistics facilities. The large land parcels would enhance the operational efficiency of the industries. Adequate buffer area will be provided along the periphery for intensive amenity planting to bring greenery to the area.
- 企業和科技園：**園區的布局框架可令各用地產生協同效應，形成一個緊密連結而具競爭優勢的企業和科技園區。  
**Enterprise & Technology Park:** The layout of the park is shaped to provide the physical framework within which each site is enabled to generate synergies among themselves to form a tightly-knit enterprise and technology community with a competitive edge.



- 港口後勤、貯物及工場用途：**視乎詳細研究，部分受影響的棕地作業（大多與港口後勤、貯物及工場用途相關）可能被整合至擬建多層樓宇內及其附設的露天貯物空間。  
**Port Back-Up, Storage and Workshop Uses:** Subject to detailed studies, some of the affected brownfield operations, mostly related to port back-up, storage and workshop uses, may be consolidated and accommodated in proposed multi-storey buildings and open-air storage space.
- 工業區：**新發展區西面邊緣的地方將規劃為工業區，作現代工業及一般工業發展。  
**Industrial Zone:** An industrial area is introduced at the western fringe of the NDA to provide land for modern industries and general industrial development.
- 鷺鳥林：**現有的鷺鳥林會保留於「綠化地帶」內，配以擴大的休憩用地走廊，藉此加強保護鷺鳥林及鷺鳥飛行路徑。  
**Egretry:** The existing egretry will be retained and preserved in the "Green Belt" zone, complementing the expanded open space corridor to further protect the egretry and the flight paths of the ardeid.





# 8

## 技術評估及發展時間表

### Technical Assessments and Development Schedule

#### 技術評估

根據相關的技術評估，包括按照環境影響評估條例擬備的環境影響評估，新發展區的發展計劃在交通及運輸、排水及排污、生態、環境、供水及公用設施、通風、景觀和視覺以及可持續發展各方面，是技術上可行的。

在交通和運輸方面，建議興建洪水橋站，並提供完善的交通網絡，包括建造主要幹道、地區幹道、地方道路和擴闊現有道路，以及環保運輸服務。在排水和排污方面，建議採用適當的地盤平整工程、排水系統、蓄洪設施和新建污水處理廠。在生態方面，為了保護鷺鳥林和河道的生態價值，已規劃適當的土地用途作適當的保護及改善措施。有關噪音方面，將採用直接噪音緩解措施，例如為路面鋪設低噪音物料、裝設垂直式及懸臂式隔音屏障，以及間接噪音緩解措施，例如隔音窗及安裝空調方式。其他包括水質、文化遺產、景觀和視覺等，將採用適當措施，以符合環境影響評估條例的要求。總括而言，新發展區的發展會達至各方面的標準和要求，並採取適當的緩解措施，確保不會造成任何不可接受的影響。

#### Technical Assessments

The relevant technical assessments, including the Environmental Impact Assessment (EIA) prepared under the EIA Ordinance, demonstrate that the NDA development is technically feasible in traffic and transport, drainage and sewerage, ecology, environment, water supply and public utilities, air ventilation, landscape and visual, and sustainable development aspects.

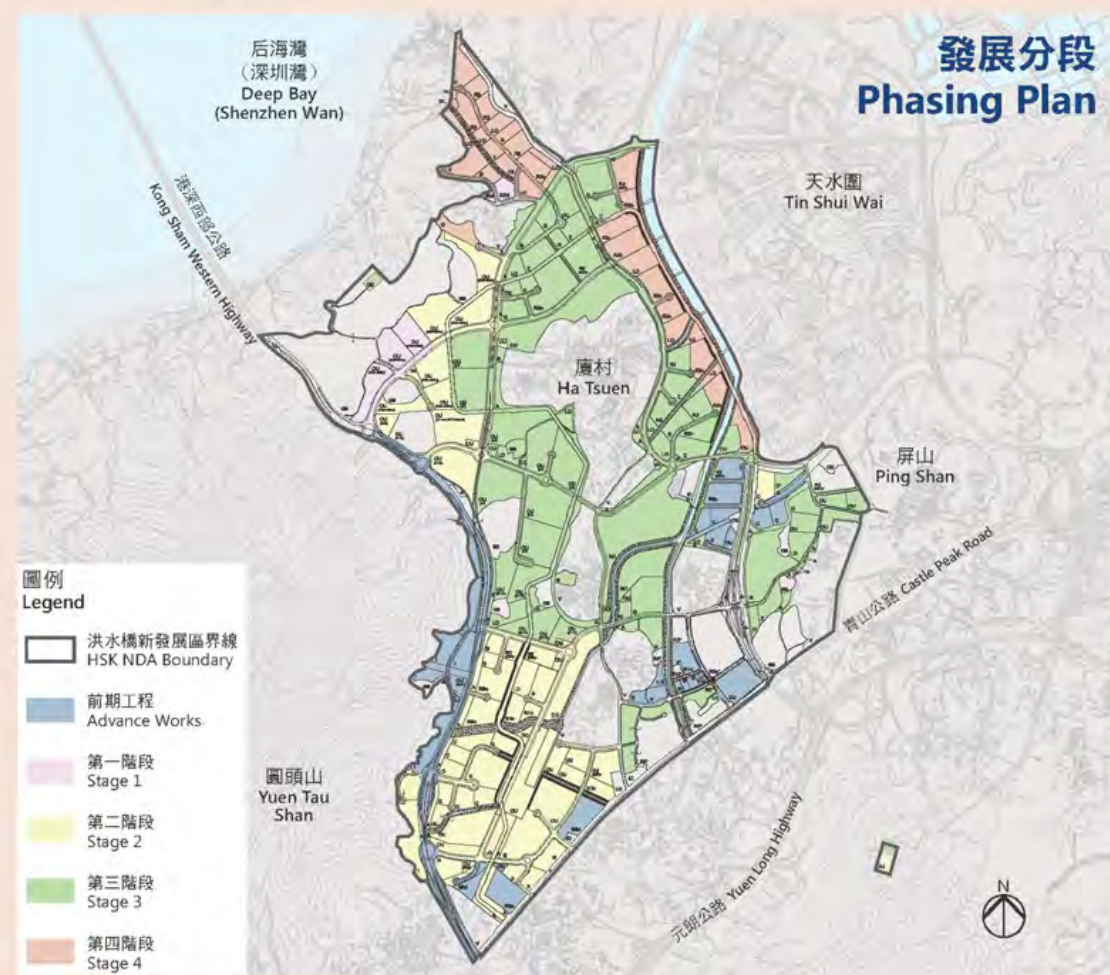
For traffic and transport, it is proposed to construct the HSK Station and provide a comprehensive transport network with primary and district distributors, local roads and widened existing roads as well as an EFTS. For drainage and sewerage aspect, appropriate site formation, drainage works, flood retention facilities and new sewage treatment works are proposed. For ecology, to safeguard the ecological value of the egretty and river channels, appropriate land use zonings are proposed for their protection, and where appropriate, enhancement. For noise impact, direct noise mitigation measures such as low noise road surfacing, vertical and cantilever noise barriers, and indirect noise mitigation measures such as the provision of noise insulation windows and air conditioning will be adopted. For other aspects, including water quality, cultural heritage, landscape and visual, we will adopt appropriate measures and comply with the requirements of the EIA Ordinance. In sum, the NDA development will meet the standards and requirements in various aspects and with appropriate mitigation measures, there will be no unacceptable impacts.

#### 發展時間表

我們正制定新發展區發展各階段的詳細實施時間表。環境影響評估條例的相關程序現已展開，修改相關法定分區計劃大綱圖的程序亦將在2017年進行。其他與發展工程相關的準備工作亦會接著進行。視乎資源許可，部分工程將會納入為前期工程，有關工程詳細設計預計於2017年開始，而建築工程則暫定在2019年開展並分階段完工，預計首批居民可於2024年入住。其他主要工程亦會相繼動工，預計整個洪水橋新發展區計劃將於2037/38年完成。

#### Development Schedule

A detailed implementation programme with phasing and packaging of works for the NDA project is being formulated. The EIA Ordinance procedures have commenced and the amendment of relevant statutory Outline Zoning Plans will be proceeded within 2017. Other preparatory work associated with the development project will follow. Subject to resources availability, part of the works will be undertaken as Advance Works Package and its detailed design is scheduled to commence in 2017. Construction works are tentatively scheduled to commence in 2019 and will be completed by phases with the first population intake expected in 2024. Other major works will start after the commencement of the Advance Works. The whole HSK NDA project is expected to be completed by 2037/38.



# 9

## 實施安排

### Implementation Arrangement

為確保能適時有序地發展洪水橋新發展區，政府正考慮採用「加強版的傳統新市鎮發展模式」。根據該模式，政府會收回新發展區所需要的土地，同時，在符合相關準則及條件的情況下，容許個別被劃作私人發展用地的土地業權人進行換地申請，並會作適當處理。

洪水橋新發展區的規劃已盡量減少對現有發展可能造成的影響。然而，部分現有構築物仍難免因所處位置而受到影響，估計涉及約1,600住戶。為保持現有社區網絡，洪福邨西面已為合資格的受影響人士預留土地作原區安置。政府正為洪水橋新發展區擬訂補償和安置細節，將於適當時候公布。

洪水橋新發展區將改造大範圍的棕地成新一代新市鎮，以更有效地使用土地及改善環境質素，估計約190公頃棕地會受計劃影響。我們已在洪水橋新發展區北面邊緣預留約24公頃土地以整合部分受影響的棕地作業，並會在適當時候公布有關安排。政府亦正進行在多層樓宇經營棕地作業的可行性研究，並會積極邀請業界參與，以適切考慮他們的需要。

洪水橋新發展區的規劃已盡量減少對常耕農地的影響。然而，約7公頃的常耕農地仍難免因所處位置而受影響。為協助受影響農戶，政府會積極推行特殊農地復耕計劃，主動和優先協助農戶與農地業權人進行配對。

政府明白受影響居民、作業經營者和農戶的關注，包括對補償、安置、重置和復耕的要求。現正研究有關對受影響人士的詳細安排，並會在適當時候公布有關安排。

To ensure timely and orderly implementation of the HSK NDA, the Government is considering the Enhanced Conventional New Town approach as the implementation mode for the HSK NDA, under which the Government will resume land required for the NDA while allowing processing of land owners' application for land exchange over individual sites planned for private developments subject to meeting specified criteria and conditions.

The planning of the HSK NDA has minimised impact on the existing developments as far as possible. However, impact on some existing structures is unavoidable due to their locations. It is estimated that about 1,600 households would be affected. To help maintain the social fabric of the existing communities, a local rehousing site to the west of Hung Fuk Estate has been reserved on the Revised RODP. The Government is working on the details of compensation and rehousing arrangements for the HSK NDA and will announce the packages in due course.

The HSK NDA will transform a vast extent of brownfield sites into a new generation new town with enhanced land use efficiency and environmental quality. It is estimated that some 190 ha of brownfield sites would be affected by the project. We have reserved about 24 ha of land in the northern fringe of the HSK NDA for the consolidation of some of the affected brownfield operations. Suitable arrangements will be announced in due course. The Government is also carrying out feasibility studies on proposed multi-storey buildings for brownfield operations and will actively engage the trade to take into account their needs.

The planning of the HSK NDA has minimised impact on the active agricultural land as far as possible. Approximately 7 ha of active farmland will, however, be affected by proposed developments due to their locations. To assist the farmers affected by the project, the Government will actively pursue the special agricultural land rehabilitation scheme by providing proactive and priority assistance in matching of farmers and agricultural land owners.

The Government is fully aware of the concerns of the affected residents, business operators and farmers, including their demand for appropriate compensation, rehousing, relocation and rehabilitation packages. Detailed arrangements for the affectees are under study and will be announced in due course.





### 第三階段社區參與收集到的主要公眾意見及回應 Key Public Views Received in Stage 3 Community Engagement and Responses

#### 1 定位和經濟發展 Positioning and Economic Development

- ▶ 新發展區應配合香港市民的需要。  
The NDA should cater for the needs of Hong Kong people.
- ▶ 新發展區應發揮其地理優勢，促進香港與內地的經濟交流，及香港的可持續經濟發展。  
The NDA should capitalise on its geographical advantage to foster economic interaction with Mainland and economic sustainability of Hong Kong.
- ▶ 應在擬建洪水橋站附近和新發展區北部引入更多商業發展。  
More commercial development should be introduced near the proposed HSK Station and in the northern part of the NDA.



洪水橋新發展區將成為香港新一代新市鎮。為了善用新發展區的策略性位置及帶動經濟發展，我們已規劃各類經濟土地用途，包括辦公室、零售設施、酒店和各種特殊工業，亦已優化在擬建洪水橋站附近的土地用途，以締造一個「區域經濟及文娛樞紐」。新發展區北部亦新增了一個「本區服務中心」，服務當地社區和鄰近的天水圍社區。

The HSK NDA will be the next generation new town of Hong Kong. To capitalise on the strategic location of the NDA and foster economic development, a wide array of economic uses including offices, retail, hotels and various special industrial uses have been planned. Land uses near the proposed HSK Station have been enhanced to create a "Regional Economic and Civic Hub". A "Local Service Core" has been added in the northern part of the NDA to support the local community and the TSW neighbourhood.

#### 2 公私營房屋比例 Housing Mix

- ▶ 應提供更多私人房屋，以平衡天水圍現時公營房屋比例較高的情況。  
There should be more private housing to balance the high public housing ratio in TSW.
- ▶ 應提供更多公營房屋以滿足全港需要。  
More public housing should be provided to fulfil the territorial needs.



新發展區內已規劃了不同類型的住宅發展，以應付市民的不同需要、期望和負擔能力。新發展區的公營與私人房屋比例為51:49，有助改善天水圍新市鎮公私營房屋的比例失衡情況，連同天水圍新市鎮一併考慮，整體的公營與私人房屋比例將調整為69:31。

A variety of residential developments have been planned in the NDA to meet different needs, aspirations and affordability. With a ratio of 51:49 public to private housing units, the NDA will help redress the imbalanced housing mix of the TSW New Town. The overall public-to-private housing ratio will become 69:31 with TSW New Town included.

#### 3 城市設計及發展密度 Urban Design and Development Intensity

- ▶ 應在區內提供連貫的河畔長廊。  
A continuous riverside promenade should be provided.
- ▶ 應小心設計新住宅項目的發展密度，以免影響現有發展和傳統鄉村的景觀和通風。  
The development intensity for new housing should be carefully designed to avoid adverse visual and air ventilation impacts on the existing developments and traditional villages.



新發展區將設有完善的休憩用地網絡，形成連貫的河畔長廊。其中，在經修訂的建議發展大綱圖中新增了休憩用地，並調整了沿天水圍河道的發展項目的分布，以改善通風和視覺景觀。亦在現有鄉村和新發展項目之間闢設美化市容地帶和非建築用地作為緩衝。

A comprehensive open space network is planned for the NDA to create a continuous promenade. Additional open spaces are introduced on the Revised RODP with corresponding changes to the spatial layout of the developments along TSW River Channel to further enhance air ventilation performance and visual porosity. Buffer distance in the form of amenity areas and non-building areas are incorporated between existing villages and new developments.

#### 4 政府、機構及社區設施 Government, Institution and Community Facilities

- ▶ 應在擬建洪水橋站附近和新發展區北部提供更多文娛和政府、機構及社區設施。  
More civic and GIC facilities should be provided around the proposed HSK Station and in the northern part of the NDA.
- ▶ 應配合新發展區的人口增長情況，適時提供社區及基礎設施。  
Community facilities and infrastructure should be provided in tandem with the population intake of the NDA.



新發展區內的政府、機構及社區設施，不但服務未來的居民，亦會供附近地區居民使用。其中，擬建洪水橋站附近的「區域經濟及文娛樞紐」已規劃了多種文娛設施。新發展區北部亦新增了一個「本區服務中心」，服務新發展區和毗鄰的天水圍地區。按新發展區的人口增長，適時有序地提供土地以興建各項社區及基礎設施。

The planning of GIC facilities in the NDA will not only serve the future residents in the NDA but also those in the adjoining areas. In particular, a variety of civic facilities is planned at the "Regional Economic and Civic Hub" around the proposed HSK Station. A "Local Service Core" is added in the northern part of the NDA to serve the NDA and adjoining TSW areas. Timely site provision for various community facilities and infrastructure will be in tandem with the population intake of the NDA.

#### 5 運輸基建 Transport Infrastructure

- ▶ 關注新增人口可能造成的交通影響，特別是西鐵線載客量的問題。  
There were concerns over the traffic impacts brought by the new population especially on the capacity of West Rail Line.
- ▶ 關注道路網絡，特別是移除天影路的建議。亦有建議擴闊流浮山道。  
There were concerns over the transport road network especially the removal of Tin Ying Road. Suggestion to widen Lau Fau Shan Road was also received.
- ▶ 應改善環保運輸服務的覆蓋範圍，為村民提供更便捷的交通服務。  
Coverage of the EFTS should be improved to enable more efficient commuting of villagers.
- ▶ 應改善與天水圍新市鎮的聯繫和融合。  
Connectivity and integration with TSW New Town should be enhanced.



根據本研究的交通運輸影響評估結果，在落實各項規劃中的交通基礎設施後，新發展區不會帶來不可接受的交通影響。而天影路的功能，會由擴闊後的屏慶路和新建的道路替代，同時騰出沿河道的土地作更好的土地利用，配合兩條新增的行人橋樑，進一步加強與天水圍新市鎮的融合。此外，建議延伸一條擬建連接路至深灣道，加強流浮山一帶的交通連接。環保運輸服務的走線亦已調整至較接近鄉村的位置，方便村民乘搭。

The traffic and transport impact assessment of the Study has confirmed that with the implementation of various planned transport infrastructure, the NDA will not cause unacceptable traffic impacts. The transport function of Tin Ying Road would be replaced by the widened Ping Ha Road and the newly introduced roads. It would release land along the river channel for more efficient uses, where connectivity with TSW New Town could be further enhanced with the two additional footbridges planned. In addition, a local road has been extended to Deep Bay Road to enhance the connectivity in the Lau Fau Shan area. The EFTS has been shifted closer to the villages for convenient access.

#### 6 受影響居民的關注 Concerns of Affected Residents

- ▶ 部分受影響居民要求「不遷不拆」，亦有居民要求提供補償/安置方案和更佳安排。  
Some affected residents indicated their preference for "no removal and no demolition", while some requested for compensation/rehousing options and more lenient packages.



洪水橋新發展區的規劃已盡量減少對現有發展的影響。然而，部分現有建築物仍難免因所處位置而受影響，估計涉及約1,600住戶。為保持現有社區網絡，已在洪福邨西面為合資格的受影響人士預留一幅土地用作原區安置，並在經修訂的建議發展大綱圖中擴大。政府正為洪水橋新發展區擬訂補償及安置細節，將於適當時候公布。

The planning of the HSK NDA has minimised impact on the existing developments as far as possible. However, impact on some existing structures is unavoidable due to their locations and it is estimated about 1,600 households would be affected. To help maintain the social fabric of the existing communities, a local rehousing site to the west of Hung Fuk Estate is planned for eligible affectees and the site has been expanded on the Revised RODP. The Government is working on the details of compensation and rehousing arrangements for the HSK NDA and will announce the packages in due course.

#### 7 受影響棕地作業經營者的關注 Concerns of Affected Brownfield Operators

- ▶ 受影響棕地作業經營者關注補償和安置的安排，以及擬建多層樓宇的發展模式。  
Affected brownfield operators were concerned about the compensation and relocation arrangement, as well as the implementation of the proposed multi-storey buildings.



洪水橋新發展區會改造大範圍的棕地成為新一代新市鎮，以更有效地使用土地及改善環境，估計涉及約190公頃棕地。政府會積極探討以多層樓宇來容納部分受影響棕地作業的可行性，並正進行在多層樓宇經營棕地作業的可行性研究，探討擬建多層樓宇的概念設計、規劃、工程、環境和財務評估，以及經營和管理的模式。政府會積極邀請業界參與，以適切考慮他們的需要。

The HSK NDA will transform a vast extent of brownfield sites into a new generation new town with enhanced land use efficiency and environmental quality. It is estimated that some 190 ha brownfield sites would be affected. The Government will actively explore the feasibility of accommodating some of the affected brownfield operations in proposed multi-storey buildings. Feasibility studies on the proposed multi-storey buildings for brownfield operations, covering conceptual design, planning, engineering, environmental and financial assessments, and mode of operation and management are in progress. The Government will actively engage the trade to take into account their needs.

#### 8 受影響農戶的關注 Concerns of Affected Farmers

- ▶ 受影響農戶關注失去農地的問題，並要求當局協助，讓他們可以繼續耕種。  
Affected farmers were concerned about loss of agricultural land and requested for assistance to continue farming.



洪水橋新發展區的規劃已盡量減少對常耕農地的影響。然而，約7公頃的常耕農地仍難免因所處位置而受影響。為協助受影響農戶，政府會積極推行特殊農地復耕計劃，主動和優先協助農戶與農地業權人進行配對。

The planning of the HSK NDA has minimised impact on the farmland under active cultivation as far as possible. However, some 7 ha active agricultural land will be affected inevitably due to their locations. To assist the farmers affected by the project, the Government will actively pursue the special agricultural land rehabilitation scheme by providing proactive and priority assistance in matching of farmers and agricultural land owners.

關於在第一、第二及第三階段收集的詳細公眾意見及相關回應，請於本研究的網站 ([www.hsknda.gov.hk](http://www.hsknda.gov.hk)) 參閱三個階段的社區參與報告。  
For details of public comments collected in CE1, CE2 and CE3 and the relevant responses, please refer to the CE1, CE2 and CE3 Reports on the Study Webpage at [www.hsknda.gov.hk](http://www.hsknda.gov.hk).



## 第三階段社區參與後就建議發展大綱圖的主要修訂 Key Changes to RODP Pursuant to CE3

### 優化規劃布局 Improving Planning Layout

- 1 重組區域經濟樞紐內的地塊作重點發展，並輔以面積較小的發展用地  
Reconfigure the land parcels in the Regional Economic Hub to create anchor developments supplemented by less sizable development sites
- 2 規劃更多休憩用地，並對沿天水圍河道旁的發展布局作出相應修改  
Introduce additional open spaces with corresponding changes to the spatial layout of the developments along TSW River Channel
- 3 在橋頭圍旁邊的商業/住宅用地內加入非建築用地  
Introduce non-building area within the Commercial/Residential site near Kiu Tau Wai
- 4 調整醫院用地的界線  
Adjust the boundary of the hospital
- 5 把環保運輸服務車廠設於一幅劃作物流設施的用地內  
Incorporate the EFTS depot into a site planned for logistics facilities
- 6 預留用地作環保運輸服務停泊及營運設施  
Reserve a site for parking and operational facilities for the EFTS
- 7 增加「其他指定用途（港口後勤、貯物及工場用途）」和「其他指定用途（物流設施）」用地的地塊面積  
Increase size of land parcels within "OU (Port Back-up, Storage and Workshop Uses)" and "OU (Logistics Facilities)" zones
- 8 增設鄉村重置用地  
Include additional village resite land
- 9 擴大原區安置用地  
Expand the site for local rehousing

### 改善商業設施及政府、機構及社區設施的供應 Ameliorating Provision of Commercial and GIC Facilities

- 10 改劃為「政府」用地作綜合政府及社區設施  
Rezone to "Government" for a GIC complex
- 11 改劃為「其他指定用途（商業發展暨公共運輸交匯處及公共停車場）」  
Rezone to "OU (Commercial cum PTI and Public Carpark)"
- 12 擴大政府用地以容納表演場地  
Enlarge the Government site to accommodate performance venue

### 改善自然及景觀資源 Enhancing Natural and Landscape Resources

- 13 擴大休憩用地和修訂河道，以建立連貫的河畔長廊，相應調整田心村「鄉村式發展」用地界線  
Expand open space and realign river channel to create a continuous riverside promenade, and adjust "Village Type Development" zone boundary of Tin Sam Tsuen
- 14 擴闊休憩用地並形成走廊，以加強保護鷺鳥林及鷺鳥飛行路徑  
Widen open space to form a corridor to further protect the egret and flight path for the ardeid
- 15 擴大位於風水帶交界的休憩用地  
Expand open space located at the intersecting point of the fung shui lanes
- 16 在休憩用地中指定部分作社區園圃和農墟之用  
Designate some areas in open spaces for community farming and farmers' markets

### 改善連接和交通暢達程度 Improving Connectivity and Accessibility

- 17 把環保運輸走廊的走線移近至現有鄉村  
Realign GTC closer to existing villages
- 18 連接擬建的區內道路至深灣路  
Connect the proposed new local road to Deep Bay Road
- 19 新增區內道路以連接屏廈路和洪天路  
Introduce a new local road to connect Ping Ha Road with Hung Tin Road
- 20 增加行人橋樑以連接天水圍新市鎮  
Add pedestrian footbridges to connect with TSW New Town







您亦可瀏覽本研究的網頁，了解更詳盡的背景資料：  
For details of the Study, please visit our Study website:  
**[www.hsknda.gov.hk](http://www.hsknda.gov.hk)**





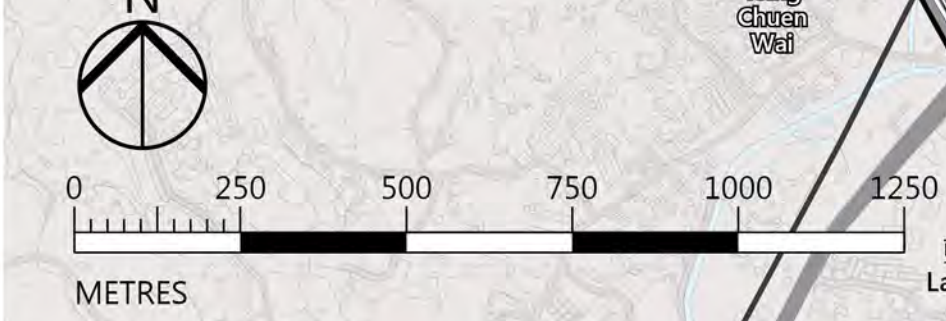
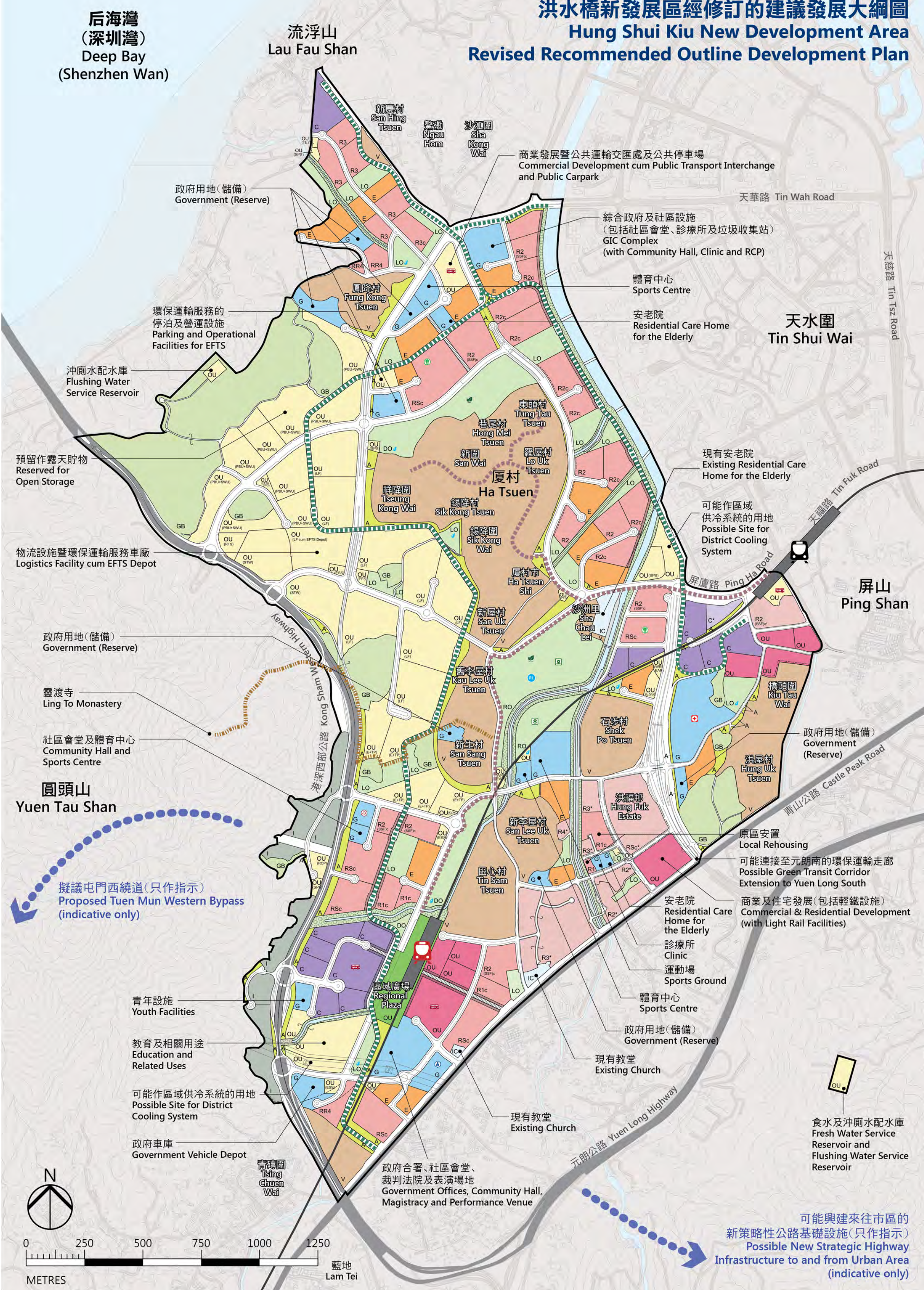
註釋  
Notation

- 洪水橋新發展區界線  
Hung Shui Kiu New Development Area Boundary
- 河畔長廊  
Riverside Promenade
- 西鐵綫  
West Rail Line
- 道路、路口及其他  
Roads, Junctions etc.
- 擬建洪水橋站  
Proposed Hung Shui Kiu Station
- 現有天水圍站  
Existing Tin Shui Wai Station
- 環保運輸走廊  
Green Transit Corridor
- 規劃中的道路項目  
Road Projects under Planning
- 擬議文物徑  
Proposed Heritage Trail
- 擬議生態徑  
Proposed Eco Trail
- 非建築用地  
Non-Building Area (NBA)
- 公共運輸交匯處  
Public Transport Interchange (PTI)
- 醫院和專科及分科診療所  
Hospital, Specialist Clinic / Polyclinic
- 區消防局暨救護站及職員宿舍  
Divisional Fire Station cum Staff Quarters
- 警區警署及已婚警察宿舍  
District Police Station and Married Quarters
- 擬議街市  
Proposed Market

各種土地用途 Schedule of Uses	地積比率 Plot Ratio
C 商業 Commercial	1.5 / 5 / 8 / 9.5
R1 住宅發展密度第一區(原區安置) Residential - Zone 1 (Local Rehousing)	5.5
R1c 住宅發展密度第一區(原區安置)(包括商業用途) Residential - Zone 1 (Local Rehousing) (with commercial)	6
R1c 住宅發展密度第一區(包括商業用途) Residential - Zone 1 (with commercial)	6 / 6.5
R2 住宅發展密度第二區 Residential - Zone 2	5
R2c 住宅發展密度第二區(包括商業用途) Residential - Zone 2 (with commercial)	5.5
R3 住宅發展密度第三區 Residential - Zone 3	2.5
R3c 住宅發展密度第三區(包括商業用途) Residential - Zone 3 (with commercial)	3.5
R4 住宅發展密度第四區 Residential - Zone 4	--
RR4 鄉郊住宅發展密度第四區 Rural Residential - Zone 4	--
RSc 公共屋宇 - 租住公屋(包括商業用途) Special Residential - Public Rental Housing (with commercial)	6
R2(SSF)c 住宅發展密度第二區(資助出售房屋)(包括商業用途) Residential - Zone 2 (Subsidised Sales Flat) (with commercial)	5.5
I 工業 Industry	3
OU 其他指定用途 - 商業及住宅發展 Other Specified Uses - Commercial & Residential Development	7
OU 其他指定用途 - 商業及住宅發展(包括輕鐵設施) Other Specified Uses - Commercial & Residential Development (with Light Rail Facilities)	5
OU(LF) 其他指定用途(物流設施) Other Specified Uses (Logistics Facility)	5
OU(E+TP) 其他指定用途(企業和科技園) Other Specified Uses (Enterprise and Technology Park)	5
OU(PBU+SWU) 其他指定用途(港口後勤、貯物及工場用途) Other Specified Uses (Port Back-up, Storage and Workshop Uses)	
OU 其他指定用途 Other Specified Uses	
OU 其他指定用途 - 區域廣場 Other Specified Uses - Regional Plaza	
V 鄉村式發展 Village Type Development	
G 政府 Government	
IC 機構或社區 Institution or Community	
E 教育 Education	
GB 綠化地帶 Green Belt	
RO 區域休憩用地 Regional Open Space	
DO 地區休憩用地 District Open Space	
LO 鄰舍休憩用地 Local Open Space	
A 美化市容地帶 Amenity Area	

\*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

# 洪水橋新發展區經修訂的建議發展大綱圖 Hung Shui Kiu New Development Area Revised Recommended Outline Development Plan



可能興建來往市區的  
新策略性公路基礎設施(只作指示)  
Possible New Strategic Highway  
Infrastructure to and from Urban Area  
(indicative only)



**Summary of Current Situation of Brownfield Operations  
in Hung Shui Kiu New Development Area<sup>1</sup>**

Under the Hung Shui Kiu New Development Area (HSK NDA) Planning and Engineering Study, the CEDD invited the brownfield operators within the HSK NDA to participate in a questionnaire survey from August to November 2015 to better understand the nature and operation of the concerned brownfield operations.

**Number and Estimated Area of Existing Brownfield Sites within HSK NDA Boundary**

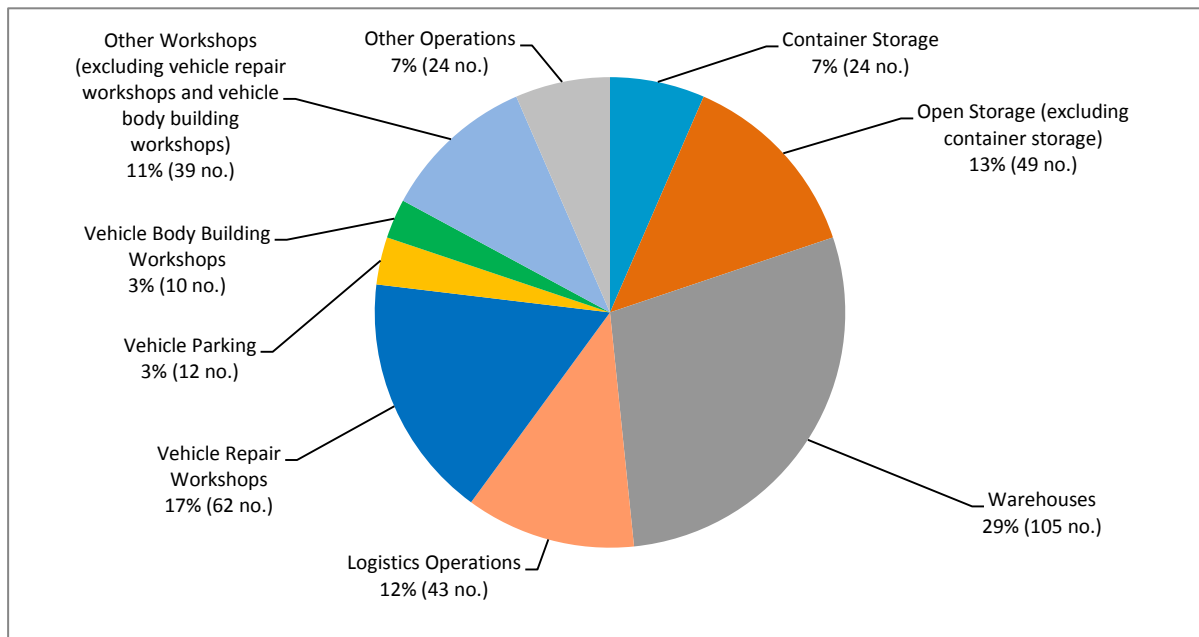
2. A total of 368 brownfield sites of a total area of about 200 ha were identified within the HSK NDA boundary. Among them, about 190 ha would be affected by the works of the HSK NDA project. The brownfield operations identified within the HSK NDA boundary could be broadly classified into nine main categories. In terms of number of operators, the most common operations were warehouses (29%), vehicle repair workshops (17%), open storage (excluding container storage) (13%) and logistics operations (12%). In terms of area occupied, container storage occupied the largest area (26%), followed by warehouses (23%), logistics operations (15%) and open storage (14%). Please refer to **Figure 1** and **Figure 2** for details.
  
3. For breakdown in subcategories of the main operation of the identified brownfield sites within the HSK NDA boundary, please refer to **Table 1**.

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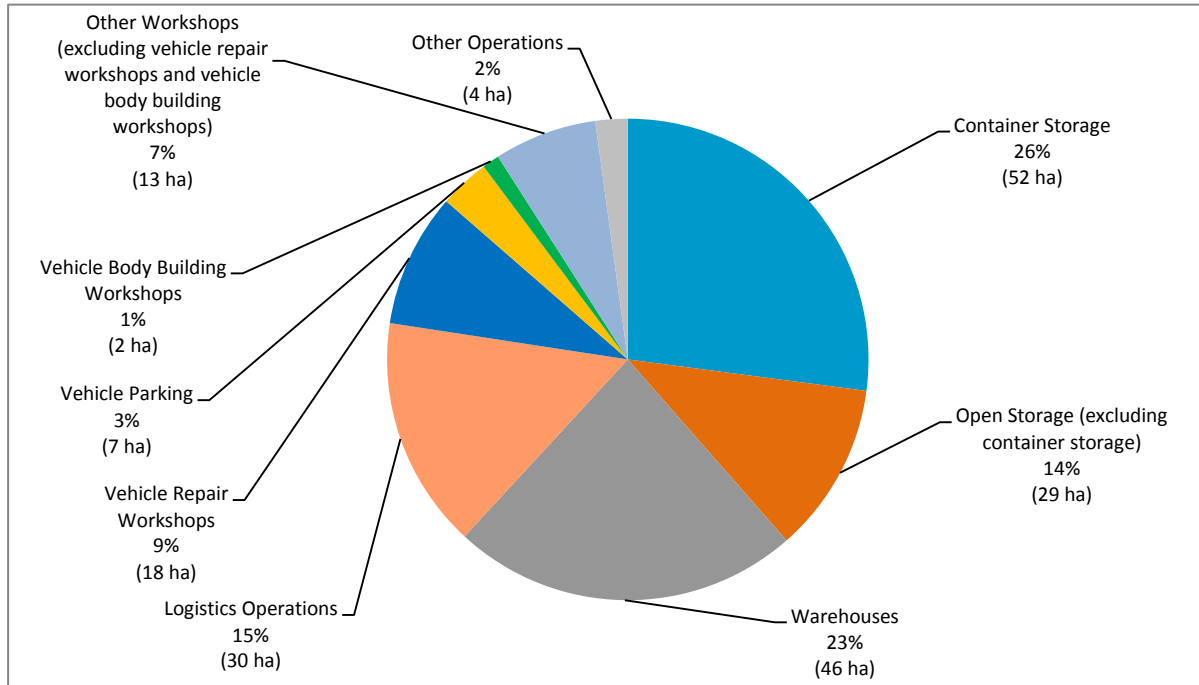
<sup>1</sup> The percentages and areas as shown in the Figures and Tables in this Enclosure may not add up to 100% and the total due to rounding up.



**Figure 1: Number of identified brownfield sites within the HSK NDA boundary  
(Total no.: 368)**



**Figure 2: Estimated area of identified brownfield sites within the HSK NDA boundary  
(Total area: 202 ha based on aerial photos taken in Aug 2015)**



**Table 1: Number and estimated area of identified brownfield sites within the HSK NDA boundary (with breakdown in subcategories)**

Main Operation		No. of Identified Brownfield Sites		Estimated Area of Identified Brownfield Sites (ha)	
Container Storage	Empty Containers	18	24	38.5	52.3
	Laden Containers	6		13.8	
Open Storage	Construction Materials	18	49	11.3	28.5
	Construction Plant / Equipment	15		11.5	
	Vehicles / Vehicle Parts	3		1.1	
	Recycling Materials	13		4.6	
Warehouses	Construction Materials	33	105	9.6	46.3
	Construction Plant / Equipment	13		6.6	
	Vehicles / Vehicle Parts	4		1.9	
	Recycling Materials	14		11.2	
	Dangerous Goods	2		0.6	
	Others	39		16.4	
Logistics Operations		43		29.9	
Vehicle Repair Workshops		62		18.1	
Vehicle Parking		12		6.8	
Vehicle Body Building Workshops		10		2.3	
Other Workshops	Construction Industry	15	39	3.3	13.2
	Vehicle Scrapping	1		0.1	
	Recycling Industry	17		6.3	
	Food Processing	4		3.2	
	Others	2		0.3	
Other Operations		24		4.4	
<b>All Operations</b>		<b>368</b>		<b>202</b>	

### Response Rate

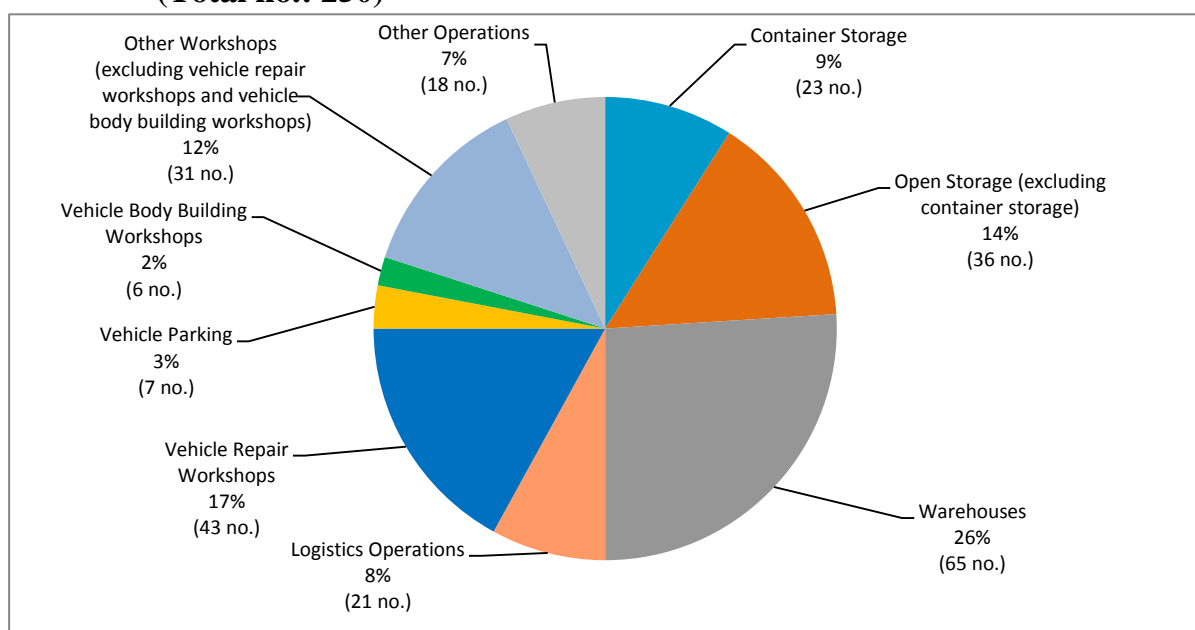
4. The survey successfully interviewed the representatives of 250 brownfield sites of a total area of about 126 ha, giving a response rate at about 68% in terms of number of brownfield sites. Please refer to **Table 2**, **Figure 3** and **Figure 4** for details.

5. For breakdown in subcategories of the main operation of the interviewed brownfield sites, please refer to **Table 3**.

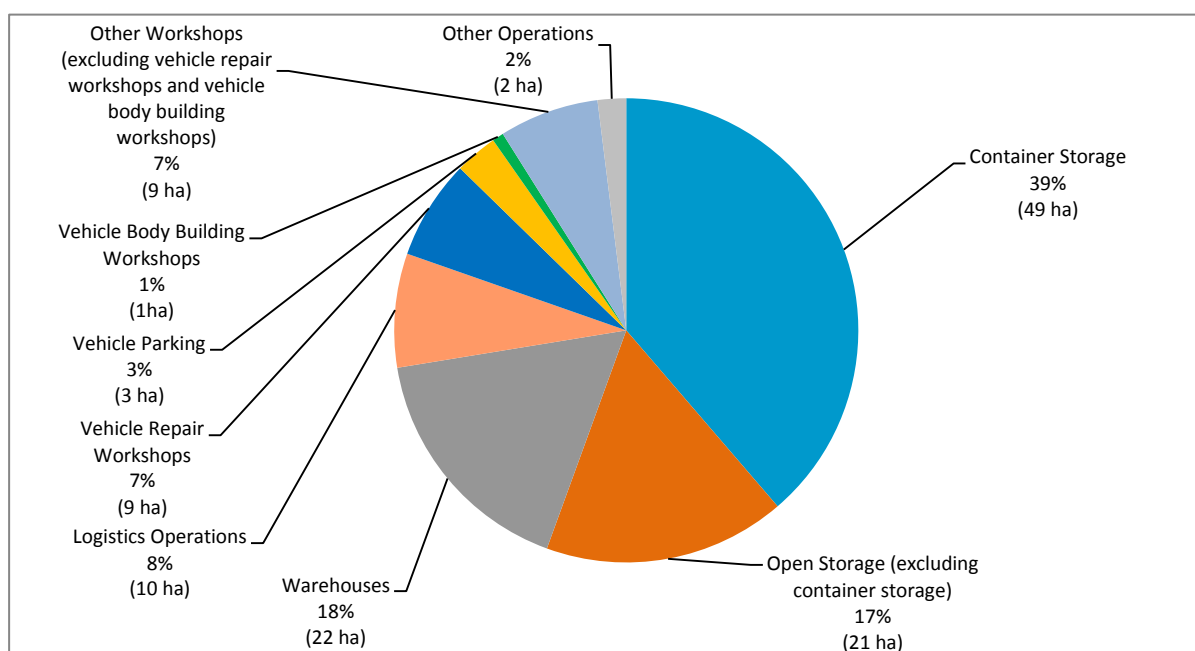
**Table 2: Response rate**

	No. of Identified Brownfield Sites	Estimated Area of Identified Brownfield Sites
<b>Successfully interviewed</b>	250 (Response rate: 68%)	126 ha (Response rate: 63%)
<b>Unsuccessful</b>	118	75 ha
<b>Total</b>	368	202 ha

**Figure 3: Number of interviewed brownfield sites  
(Total no.: 250)**



**Figure 4: Estimated area of interviewed brownfield sites  
(Total area: 126 ha)**



**Table 3: Number and estimated area of interviewed brownfield sites (with breakdown in subcategories)**

Main Operation		No. of Interviewed Brownfield Sites		Estimated Area of Interviewed Brownfield Sites (ha)	
Container Storage	Empty Containers	17	23	35.5	49.3
	Laden Containers	6		13.8	
Open Storage	Construction Materials	14	36	10.2	21.3
	Construction Plant / Equipment	10		6.9	
	Vehicles / Vehicle Parts	2		0.7	
	Recycling Materials	10		3.5	
Warehouses	Construction Materials	25	65	6.1	22.3
	Construction Plant / Equipment	10		5.4	
	Vehicles / Vehicle Parts	4		1.9	
	Recycling Materials	6		2.9	
	Dangerous Goods	1		0.3	
	Others	19		5.7	
Logistics Operations		21		9.7	
Vehicle Repair Workshops		43		8.8	
Vehicle Parking		7		3.5	
Vehicle Body Building Workshops		6		0.8	
Other Workshops	Construction Industry	13	31	3.1	8.8
	Vehicle Scrapping	1		0.1	
	Recycling Industry	13		4.6	
	Food Processing	2		0.7	
	Others	2		0.3	
Other Operations		18		2.1	
<b>All Operations</b>		<b>250</b>		<b>126</b>	

## Current Rent Level

6. Among the 250 respondents, more than 90% (230 respondents) advised that they were tenants. 164 cases provided information on their monthly rent level. The median and average rents were about \$2/ft<sup>2</sup> and \$4/ft<sup>2</sup> per month respectively. Higher average rents were observed for logistics operations, container storage, vehicle body building workshops, warehouses and other workshops while lower rents were observed for open storage, vehicle repair workshops and vehicle parking sites. Please refer to **Table 4** for details.

**Table 4: Monthly rent level<sup>2</sup> for some brownfield sites in HSK NDA  
(in descending order of average rent)**

Main Operation	No. of Sites on Lease	Responded Cases	Minimum Rent (HK\$/ft <sup>2</sup> )	Maximum Rent (HK\$/ft <sup>2</sup> )	Median Rent (HK\$/ft <sup>2</sup> )	Average Rent (HK\$/ft <sup>2</sup> )
Logistics Operations	20	15	0.0012	25.25	4.68	6.28
Other Operations	16	12	0.36	45.12	1.55	5.87
Container Storage	23	14	0.20	29.46	1.61	5.50
Vehicle Body Building Workshops	6	4	1.29	9.29	3.75	4.52
Warehouses	55	38	0.08	33.53	1.90	4.26
Other Workshops (excluding vehicle repair workshops and vehicle body building workshops)	30	19	0.10	17.41	1.95	4.03
Open Storage (excluding container storage)	33	26	0.19	9.32	2.37	2.82
Vehicle Repair Workshops	40	31	0.07	9.98	1.51	2.16
Vehicle Parking	7	5	0.09	5.48	0.55	1.44
<b>All Operations</b>	<b>230</b>	<b>164</b>	<b>0.0012</b>	<b>45.12</b>	<b>1.91</b>	<b>3.94</b>

<sup>2</sup> Calculated based on the monthly rent provided by the respondents and the area of brownfield sites estimated by aerial photos taken in Aug 2015.

## Employment in Brownfield Sites

7. The 250 brownfield sites responded in the questionnaire survey employed a total of around 3 900 employees, including around 3 500 full-time and 400 part-time workers. Please refer to **Table 5** for details.

**Table 5: Number of employees in the responded brownfield sites  
(in descending order of total number of employees)**

Main Operation	No. of Responded Sites	Number of Full-time Employees	Number of Part-time Employees	Total Number of Employees
Container Storage	23	931	40	971
Logistics Operations	21	639	209	848
Warehouses	65	602	37	639
Open Storage (excluding container storage)	36	496	14	510
Other Workshops (excluding vehicle repair workshops and vehicle body building workshops)	31	340	42	382
Vehicle Repair Workshops	43	225	26	251
Other Operations	18	161	25	186
Vehicle Parking	7	44	2	46
Vehicle Body Building Workshops	6	20	2	22
<b>All Operations</b>	<b>250</b>	<b>3 458</b>	<b>397</b>	<b>3 855</b>

**Reasons for Choosing the Current Location for Operation**

8. 66% of the respondents advised that availability of sufficiently large working space was one of the reasons for them to choose the current location for operation. Other major reasons included affordable rent (57%) and good associated logistics facilities (14%). Please refer to **Figure 5** for details.

**Figure 5: Reasons for choosing the current location for operation**

