

Legislative Council Panel on Development

**Follow-up Actions arising from Meetings
on 20 December 2017 and 23 January 2018**

**Implementation Arrangements
for the Hung Shui Kiu New Development Project**

Members raised various questions and concerns on the planning and implementation arrangements for the Hung Shui Kiu (HSK) New Development Area (NDA) project at the Panel meetings on 20 December 2017 and 23 January 2018 as summarised in Appendices I and II to the List of Follow-up Actions issued by the Panel Secretariat on 29 January 2018. The Government's responses are set out below.

Positioning of the NDA

2. The HSK NDA is positioned to be developed as the next generation new town. Upon full development, the NDA will provide about 61,000 homes accommodating about 218,000 residents. The provision of public and private housing will not only address housing demand, but will also help redress the issues arising from the imbalanced housing mix of the Tin Shui Wai New Town. Together with Tin Shui Wai, 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.

3. Apart from housing supply, given the strategic location of the HSK NDA in the Northwest New Territories (NWNT) well connected to the Hong Kong International Airport and areas of Hong Kong and Shenzhen, the HSK NDA is also envisaged to serve as a 'Regional Economic and Civic Hub' for the NWNT, accommodating a mass of diverse economic activities serving as impetus to the economic development of the region. About a quarter of land (over 100 ha) within the development area of HSK NDA has been planned for various economic uses including modern logistics, office, retail, hotel, innovation and technology, testing and certification and other industries.

4. It is estimated that the diverse and vibrant economic, social and public activities in HSK NDA could generate about a total of about 150,000 employment opportunities of diversified types requiring different skillsets which help create a balanced community in the NWNT. The additional employment opportunities will not only bring jobs closer to the residents of the NDA but also those in the NWNT. In addition, it will help reduce the

imbalance in the spatial distribution of population and jobs in the territory, thus relieving traffic congestion and enhancing environmental conditions.

Economic Land and Employment Opportunities

Economic Land

5. The HSK NDA is located at a strategic location in the NWNT and well connected to the Hong Kong International Airport and areas of Hong Kong and Shenzhen. It is envisaged to be the 'Regional Economic and Civic Hub' for the NWNT. Capitalizing on the strategic location, various economic land uses of different scale have been planned, including offices, retail, hotels and special industrial uses, with a view to creating a mass of diverse economic activities serving as impetus to the economic development of the NWNT and helping leverage the development opportunities of the Guangdong - Hong Kong-Macao Bay Area. To this end, about 105 ha of land have been planned for commercial and industrial uses, including 83 ha for general and special industrial uses and 22 ha for commercial (office, hotel and retail) on the Revised Recommended Outline Development Plan (Revised RODP) for the HSK NDA.

6. According to the 'Consolidated Land Requirement and Supply Analysis' report prepared under the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030' (Hong Kong 2030+ Study), special industries currently have a shortfall of about 2.37 million m² in terms of gross floor area (GFA). The shortfall is expected to increase due to an anticipated significant increase in demand, mainly driven by growth in modern logistics. The logistics industry is one of the pillar industries of Hong Kong. It has key contributions to Hong Kong's economy and in providing job opportunities. The Strategic Development Plan for Hong Kong Port 2030 Study published in December 2014 recommended developing logistics facilities to foster Hong Kong's development as a regional logistics hub and a supply-chain base. On the supply side, only limited new land would be available, except for a few logistics sites in Tsing Yi and Tuen Mun as well as some new sites for data centres. In light of the above, about 37 ha of land has been reserved on the Revised RODP for modern logistics facilities, together with another 9 ha for enterprise and technology park and 24 ha for port back-up, storage and workshop uses.

7. The strategic location of the HSK NDA and the planned extensive industrial developments would enable the development of a commercial hub for the NWNT in the NDA. The provision of office space will support and work in synergy with various commercial and industrial operations in the NDA. It will also help generate office jobs, which are generally in shortfall in the NWNT, providing office workers living in the region with choices to work near their homes.

8. Based on the previous experiences of new town development, the development of commercial and general industrial sites in HSK NDA would be taken up by the private sector. For the special industrial sites in the NDA which are planned to cater for policy-driven industrial land uses, the implementation models and mechanisms would be subject to considerations by bureaux in the context of their policies for the respective sectors/industries. The relevant bureaux/departments have been participating in the planning of the NDA and will continue to complete the detailed design and development of these special industrial sites at the implementation stages of the NDA project.

9. A detailed implementation programme with phasing and packaging of works for the HSK NDA project is now being formulated. Other preparatory work associated with the development project will follow. In preparing the detailed development programme, we will closely liaise with various bureaux/departments such that site provision and infrastructure will be timely provided to facilitate the implementation of the developments.

Employment Opportunities

10. Through the provision of diversified commercial, industrial, community and government land uses, the HSK NDA will offer spaces for accommodating various economic and social activities. According to the Revised RODP for the HSK NDA, it is estimated about 150,000 employment opportunities will be created. The estimation of the employment opportunities has taken account of the proposed GFA for various economic and residential uses and the provision of community and government facilities, as well as employment assumptions adopted from the Hong Kong Planning Standards and Guidelines and other reference cases. Breakdown of the proposed employment opportunities is summarised in the table below.

Types of Jobs	Employment Opportunities (Approx.)
Commercial	
Office	32 000
Hotel	2 000
Retail, Dining, Entertainment & Others	41 000
Industry and Special Industry	
Industrial Use	5 000
Enterprise & Technology Park	19 000
Logistics Facilities	23 000
Port Back-up, Storage and Workshop Uses	14 000

Types of Jobs	Employment Opportunities (Approx.)
Community Facilities	
Community and Government Facilities	12 000
Other Services	2 000
TOTAL	150 000

11. Amongst the 150,000 employment opportunities, about 75,000 jobs are expected to be generated from the commercial operations, such as office, hotel and retail (including those at residential developments). About 61,000 jobs are expected to be generated from the industrial and special industrial operations of various nature involving high value-added logistics operations, enterprise and technology park and also brownfield operations. In addition, it is estimated that there would be about 14,000 jobs for the community services in the HSK NDA, including those from schools (including the proposed post-secondary institute), social welfare facilities (e.g. residential care home for the elderly, child care centre, etc.) and community facilities (e.g. hospital, police station, sports and recreational facilities, etc.), as well as residential developments (e.g. property management) and other public services (e.g. refuse collection, sewage treatment works, etc.).

12. The employment opportunities generated by the NDA would help address the issue of the limited availability and choice of jobs in the NWNT. It will not only bring jobs closer to the NDA residents, but also benefit those of Tin Shui Wai, Tuen Mun, Yuen Long and other areas of the NWNT. According to the Hong Kong 2030+ Study, about 41% of the total population in Hong Kong resides in the New Territories, but only 24% of employment is provided in the New Territories. The imbalance in the spatial distribution of the population and jobs has resulted in congestion of key commuting corridors, longer home-to-work journeys and also larger commuting expenses. The development of the NDA to provide a large amount of jobs will not only help address the demand of the local residents, but will also help reduce the imbalance in the spatial distribution of population and jobs in the territory.

13. The timing of the availability of the employment opportunities will depend on factors such as the development programme of the NDA, market conditions and related government policies. In this connection, we are formulating a detailed implementation programme with phasing and packaging of works for the NDA project. Regarding the cost information on the job creation in HSK NDA, a separate estimate of such costs is not available as the engineering infrastructure works for HSK NDA, such as the road works, sewerage, drainage and water supply, are planned to support the whole NDA.

Housing Mix

14. One of the planning objectives of the NDA is to achieve a balanced community. To this end, different types of residential developments meeting different needs, aspirations and affordability have been planned in the NDA including Public Rental Housing (PRH), Subsidised Sale Flats (SSF) and private housing. Whilst a ratio of public to private housing units of 51:49 is proposed for the HSK NDA, the ratio would become 69:31 if Tin Shui Wai New Town is also included. This arrangement will help redress the current imbalanced housing mix of the Tin Shui Wai New Town (ratio of public to private units of 80:20) and achieve a more balanced mix of public and private housing in the regional context.

15. About 69.44 ha of land have been reserved for “Residential (Group A)” uses on the draft HSK and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/1, out of which about 39 ha of land (including the existing Hung Fuk Estate) are reserved for PRH or SSF or a mix of them to cater for future demand for subsidised housing. The provision of PRH and SSF units within individual sites would be subject to the detailed design to work out the provision of different public housing type upon implementation of the development.

Planning and Design

Overall Planning and Design

16. The proposed development densities in the HSK NDA are determined through balancing various considerations, including the efficient use of land resources, provision of adequate community and government facilities and open space, capacity of infrastructures, and quality urban design framework etc. It has optimised the use of scarce land resources within various constraints and considerations to serve the housing and economic needs of Hong Kong. In drawing up the Revised RODP, a compact city development form with a gradation of building height and development intensities has been adopted. In formulating the building height restrictions for the HSK NDA, due regard has been given to the Air Ventilation Assessment conducted under the HSK NDA Study, the Hong Kong Planning Standards and Guidelines and the Urban Design Guidelines for Hong Kong to cater for better building design and visual effects. The overall building height profile is planned to step down from the town centre around the proposed HSK station (Town Centre) and the district commercial node near the Tin Shui Wai Station (District Commercial Node) towards the northern part of the NDA to achieve a variation in the overall building height of the NDA and to ensure a better integration with the surroundings. Maximum building heights of 200mPD (about 47 storeys) and 180mPD (about 45 storeys) are proposed for the Town Centre developments, and stepping down towards the other areas. This urban design concept will

help create landmark buildings at the location.

17. For the plot ratio, the maximum plot ratios of sites at the Town Centre are proposed to be 9.5 for the “Commercial” (“C”) sites and 7 for “Other Specified Uses” annotated “Commercial & Residential” (“OU(C&R)”) sites. A maximum plot ratio of 8 is proposed for the “C” sites at the District Commercial Node. The two nodes will provide a total commercial GFA of over 1.7 million m², which is sufficient to create a critical mass for commercial uses. According to the Revised RODP, the development intensity will gradually descend to the north in the NDA.

Commercial Facilities of HSK NDA and Site Area

18. To provide development sites of different scale at the Town Centre, “C” and “OU(C&R)” sites of different size have been designated on the Revised RODP and the proposal has been reflected on the more detailed Hung Shui Kiu and Ha Tsuen Outline Development Plan (ODP). As shown on the ODP, the two anchor sites around the proposed HSK Station would enable comprehensive developments with larger site sizes to create a critical mass and provide major public facilities such as public transport interchange, supplemented by smaller “C” and “OU(C&R)” sites with “C” sites ranging from about 1 to 1.4 ha.

19. Shopping streets have also been designated in the vicinity of HSK Station as well as at other locations to provide retail frontage at grade. This would promote street vibrancy and provide different shopping experience and choice for residents.

Building Height at Kiu Tau Wai

20. Kiu Tau Wai is located in proximity to the West Rail Tin Shui Wai Station. The planning intention is to develop the areas around the Tin Shui Wai Station as the ‘District Commercial Node’ of the HSK NDA with mixed residential and commercial developments which could provide offices, retail and hotel uses. The areas include Planning Area 19B, which is planned for commercial and residential development, located to the immediate north of the “Village Type Development” (“V”) zone of Kiu Tau Wai in Planning Area 22. In response to villagers’ concerns about the building height of new developments, a 6m wide setback has been designated at the southern boundary of Planning Area 19B. Together with the existing pond in the “V” zone of Kiu Tau Wai, a buffer of about 20m will be provided between the new development and the main cluster of village houses.

Village Type Development

Area of “V” Zone

21. The “V” zones on the Revised RODP are largely the same as the “V” zones designated under the relevant OZPs, with minor changes involved mainly as set out below.

22. As a whole, according to the draft HSK and Ha Tsuen OZP No. S/HSK/1 (**Plan 1**), the total area of “V” zones within the HSK NDA has slightly increased from 114.65 ha under the previous OZPs to 118.08 ha under the current HSK and Ha Tsuen OZP. The slight increase of the total area of the “V” zone by 3.43 ha is mainly for the reprovisioning of potential village houses that are affected by the HSK NDA project and eligible under the Village Removal Terms. The Revised RODP has reserved about 2.52 ha of land for “Rural Residential – Zone 4” uses which are zoned “V(1)” on the draft HSK and Ha Tsuen OZP No. S/HSK/1. Besides, minor amendments of some “V” zone boundaries were made to incorporate existing houses that fall marginally outside the “V” zone (including New Grant Lots with building licenses or permit to construct Small Houses), involving a total land area of 0.91 ha.

23. Apart from the above, in response to comments from villagers of Tin Sum Tsuen and the Advisory Council on Environment, a continuous north-south riverine green open space is proposed along the river channel connecting Tin Shui Wai to the southern part of the NDA. For the open space provision, the “V” zone for Tin Sum Tsuen has been adjusted but the total area of the zone has remained unchanged. In addition, the part of the “V” zone for Tsing Chuen Wai (about 4.07 ha) is within the HSK NDA but covered by the Lam Tei and Yick Yuen OZP. The area of the “V” also remains unchanged.

24. The HSK proposal of 1999 mentioned by Hon Kwok Ka-ki is presumed to be the development proposals for HSK under the ‘Planning and Development Study on North West New Territories’ included in the consultation digest published in 1999 for that study (hereinafter referred as the ‘The 1999 proposal’). While the 1999 proposal indicated that the area covered by “V” zones amounted to 68.9 ha, the coverage of the Study Area was in fact different from that of the Revised RODP (**Plan 2**). The Study Area of the 1999 proposal was of 435 ha and included only a portion of land along the Kong Sham Western Highway and Castle Peak Road. On the other hand, the HSK NDA boundary as shown on the Revised RODP has an area of about 714 ha and includes a significant area covered by “V” zones in Ha Tsuen, Fung Kong Tsuen, Shek Po Tsuen, Kiu Tau Wai and Hung Uk Tsuen (about 80 ha in total) but not included in the 1999 proposal. Moreover, the Study Area of the 1999 proposal included an area to the south of Castle Peak Road, which is not included in the current HSK NDA boundary. As such, the areas covered by

“V” zones under the two proposals are not directly comparable.

Relation between “V” Zone and ‘Village Environ’

25. ‘Village Environ’ (‘VE’) normally refers to a 300-foot distance surrounding a recognised village measuring from the edge of the last village type house built before the implementation of the Small House Policy on 1 December 1972. ‘VE’ boundaries have been drawn up for some of the recognised villages within the HSK NDA. Normally, there would be no change to the ‘VE’ boundaries since their first delineation. The ‘VE’ boundaries of seven of the recognised villages in the HSK NDA, namely Shek Po Tsuen, Ha Tsuen Shi, San Lei Uk Tsuen, San Sang Tsuen, Hung Uk Tsuen, Kiu Tau Wai and Tsing Chuen Wai (which shares the same ‘VE’ boundary with Tuen Tsz Wai and San Hing Tsuen), are shown in **Plans 3a to 3f**. There is no change to these ‘VE’ boundaries since their first delineation. For the remaining recognised villages within the HSK NDA, ‘VE’ boundaries have not been drawn up.

26. In drawing up the boundaries of the “V” zones, considerations will generally be taken with regard to the ‘VE’, the local topography, the existing settlement pattern, site characteristics, the approved applications for Small House development, the outstanding Small House applications, as well as the estimated Small House demand. Areas of difficult terrain, dense vegetation, burial grounds, stream courses and infrastructures will be avoided where possible. “V” zones within the HSK NDA were previously covered under the Ha Tsuen OZP, the Ping Shan OZP and the Lam Tei & Yick Yuen OZP. Please refer to **Plans 4a to 4c** for the first OZPs of these three areas gazetted in 1994, 1996 and 1996 respectively. Subsequently, the draft HSK & Ha Tsuen OZP No. S/HSK/1 was gazetted in May 2017 incorporating the HSK NDA proposal, and is shown in **Plan 1**.

Other Land Uses

Site for Educational Use at the Tow Centre near HSK Station

27. In response to public comments requesting further capitalising on the strategic location of the proposed HSK Station for promoting economic growth as received during Stage 3 Community Engagement under the HSK NDA Study, the land uses surrounding the station have already been re-arranged on the Revised RODP to enhance the scale of commercial uses and to facilitate connection between the residential and commercial developments. The concerned site reserved for education and related uses has been shifted southwards away from the proposed HSK Station on the Revised RODP. The original site next to the station was rezoned partly to “C” to increase the scale of the commercial hub and further enhance the economic and commercial activities near the station, and partly rezoned to “Government” mainly for the

development of youth facilities.

28. Being one of the few sites for post-secondary education institutes in the NWNT, the new proposed location for the post-secondary educational facility should be easily accessible by rail to serve a wider catchment, and should be convenient to the students, staff and visitors. Hence, the proposed location which is about 200m from the rail station is considered suitable.

Refuse Collection Point near Hung Fuk Estate

29. The concerned refuse collection point (RCP) site near Hung Fuk Estate is for relocating an existing RCP at Hung Tai Road. The existing RCP at Hung Tai Road is a village type design RCP and has been the subject of public complaints. According to Food and Environmental Hygiene Department, the existing RCP at Hung Tai Road is considered insufficient to cope with the increasing demand due to the increasing population in the area. However, there is no land available to expand / improve the existing RCP in-situ. Taking into account the catchment area of the existing RCP, the concerned RCP site near Hung Fuk Estate is the only currently available and suitable Government land in the catchment area that can facilitate an early relocation.

30. On the concern of the impacts of the RCP on the surrounding areas, the proposed RCP will adopt the latest enclosed design, which will meet the relevant hygiene standards. It will be separated from the nearest domestic block in Hung Fuk Estate by about 30m. As most refuse collection vehicles have already adopted fully enclosed design, the nuisance caused by the operations of the RCP should be minimised. The relevant departments also have no objection to the proposed RCP.

Transport Infrastructure

General

31. A comprehensive road network including primary, district and local roads, cycle tracks and pedestrian walkways is planned within HSK NDA to facilitate movements within the NDA and to the surrounding areas. The NDA will be connected with strategic routes to the urban areas via the Kong Sham Western Highway, Road P1 and Hung Tin Road, etc.

32. In addition, land has been reserved for provision of Environmentally Friendly Transport Services (EFTS), a highly efficient rapid intra-district transport service, to support the movement between development clusters of the NDA including the commercial nodes near railway stations and the residential developments located at the northern portion of HSK NDA.

Tin Ying Road

33. The existing Tin Ying Road running along the Tin Shui Wai Main Channel is constructed on embankment higher than both sides. It is a major source of noise and air pollution in the area and separates the residents on both riversides. A preliminary study on the re-provisioning of Tin Ying Road in the form of tunnel has been conducted. The findings indicate that the tunnel option is not feasible because it is not practical for the tunnel to connect to the existing roads given the constraints imposed by the existing infrastructure including river channels and underground utilities. In view of this, Tin Ying Road will be replanned as a Green Transport Corridor and riverside promenade based on the current alignment. Ping Ha Road would also be widened and new roads are proposed to minimise obstruction to traffic flow for both HSK NDA and northern part of Tin Shui Wai. It is estimated that the revised traffic network could achieve a more effective performance in serving the residents of both HSK NDA and Tin Shui Wai. The noise and air pollution impacts to the two areas would be reduced as a result of the revised traffic network. It would also enable the revitalization of the riverbank into a much more vibrant riverside promenade.

Environmentally Friendly Transport Services

34. A feasibility study on the EFTS in HSK NDA and adjacent areas is being undertaken to evaluate various green public transport modes, alignments, station locations, operational arrangements, estimated construction and operation costs, etc. We will consult the public about the initial findings of the study in 2018. The travel time between railway stations and housing developments will be taken into account in the feasibility study.

Railway Transport

35. The Government will undertake a study on the loading of the heavy rails in NWNT beyond 2030 according to the planning data up to 2041. Based on the forecast demand, the Government will study whether it is necessary to construct a new heavy rail to directly connect the region to urban areas. If needed, we will consider adjustments to the land uses within the HSK NDA for railway provision.

Implementation Arrangements

Affected Households

36. We announced on 13 April 2017 the special compensation and rehousing arrangements for eligible households affected by the HSK NDA project. The announced special arrangements include the Special Rehousing

Scheme, Special Ex-gratia Cash Allowance and extension of the coverage of the Domestic Removal Allowance, in addition to the prevailing general compensation and rehousing arrangements. We will continue to listen to Members' views on the compensation and rehousing arrangements for the affected households.

Arrangements for Brownfield Operations

Ex-Gratia Allowance (EGA) Arrangement for Business Undertakings Affected by Government's Development Clearance Exercises

37. Under the Government's proposal announced in April 2017, the minimum operational requirement of at least ten years immediately preceding the date of Pre-Clearance Survey is to assist those business undertakings deeply rooted in the affected areas, whilst preventing abuse and ensuring prudent use of public money. Eligible business operators with operations less than ten years immediately preceding the date of the Pre-Clearance Survey may still make statutory claims for disturbance payments in accordance with the applicable ordinances.

38. Separately, outdoor/open-air business operations may be expanded easily. If the operational period and qualifying areas of business undertakings with less than ten years of operations in newly expanded/relocated areas can be combined with business undertakings in other areas (regardless of their operational period), the Government has to consider carefully whether it may result in prevalent abuses of the EGA. In any event, eligible business operators suffering losses due to land resumption (albeit with operations for less than ten years at the same location) may still make statutory claims for disturbance payments in accordance with the applicable ordinances.

39. In considering the eligibility of business operators for EGA, documentary proofs of business operations such as business registration certificates, tax returns and insurance policies for employees are usually accepted as evidence. Each case will be considered on its own merits. Separately, business operators or other concerned parties not eligible for EGA may still be eligible for making statutory claims for disturbance payments in accordance with the applicable ordinances.

40. We noted Hon Frankie Yick Chi-ming's views and would consider them, together with those from relevant parties, stakeholders and the public, when preparing for the submission of the subject EGA proposal to the Legislative Council for approval.

Other Arrangements for Brownfield Operations

41. Unleashing the development potential of brownfield sites is one of the

main directions of the Government's multi-pronged land supply strategy. Upon full implementation, HSK NDA will transform about 190 ha of brownfield sites into a sustainable, green and liveable community with improvement to the existing environment, demonstrating the Government's determination and commitment to optimising the use of brownfield sites in the New Territories to increase land supply.

42. The continuation of open-air economic operations in their current form is not sustainable and efficient use of scarce land resources. The Government would endeavour to identify suitable sites for consolidating brownfield operations still needed in Hong Kong through land-efficient measures, with the objective of rationalising rural land uses. CEDD has commissioned feasibility studies to consider how to consolidate these operations into multi-storey buildings (MSBs) in the 24 ha of land reserved in HSK NDA and another site in Yuen Long earmarked as pilot cases in future. The consultants have reached out to trade representatives on the technical requirements and feasibility of the MSBs, and are working on preliminary planning, engineering, environmental and financial assessments for some initial design proposals. Further engagement with locals and existing operators on brownfields will be conducted under these feasibility studies. The studies are expected to be completed within 2018, and the findings would be used to gauge the public's support for a policy case of using MSBs to release the development potentials of rural land resources.

43. In addition to MSBs, the provision of suitable open-air sites with proper infrastructure would be explored to provide space for some industrial operations practically not feasible for moving into MSBs, such as open storage of heavy construction machinery.

44. The above measures are based on the overall land use planning of the relevant industries in Hong Kong in anticipation of the displacement of brownfield sites under various NDA projects in the pipeline. They are not guaranteed 'one-to-one' reprovisioning or resettlement arrangements for individual affected brownfield operators. We understand that the consolidation of current operations to MSBs would likely drive up business costs of industries taking advantage of cheap rents of brownfield sites over the past few decades, and might prompt some of them to move up the value chain. Some operations might discontinue in their current form of land usage inevitably in view of the business considerations. We would keep close dialogue with the trades and the relevant policy bureaux to facilitate willing operators to consolidate, transform and re-establish their businesses in a land-efficient manner in future.

Mode of Implementation

Legal Basis for Land Resumption

45. According to the Lands Resumption Ordinance (the Ordinance), the Government may invoke the Ordinance to resume private land, having regard to the Government's need, only for an established “public purpose” pursuant to the Ordinance. Generally speaking, land resumption exercises for “public purpose” cover new town developments. As HSK NDA is a new town project, the Government can invoke the Ordinance to resume the private land.

Adopted Implementation Mode

46. Drawing reference to the Kwu Tung North and Fanling North NDAs project, the enhanced Conventional New Town (CNT) approach will be adopted for HSK NDA. Under the approach, the Government would, as a general rule, resume and clear all private land planned for developments, and dispose of the land planned for private developments in the market. Prior to the resumption and clearance of land, the Government may allow in-situ land exchange applications from land owners of sites planned for private developments, subject to their meeting the specified criteria and conditions. This approach is similar to the one adopted for the development of new towns, such as Sha Tin, Fanling/Sheung Shui and Tseung Kwan O New Town, in the past when the Government undertook most of the work of private land resumption, while allowing at the same time private land owners to apply for modification of lease (including in-situ land exchange) for private developments. Compared with the original CNT approach, the enhanced approach imposes more stringent requirements for lease modification applications, including those concerning the site area, development timetable, and compensation offered to tenants or occupiers by applicants.

47. For HSK NDA, the enhanced CNT approach is formulated on the basis of that applied to the Kwu Tung North and Fanling North NDAs, with the criteria for processing land exchange applications in HSK NDA formulated and refined taking into consideration the planning context of the project. The refinements are to realise the planning vision to create a ‘Regional Economic and Civic Hub’ of the NWNT in the NDA for the economic development and employment generation in the region. Specifically, for sites earmarked for “Commercial”, “OU” annotated “Commercial & Residential”, or “OU” annotated “Commercial cum Public Transport Interchange and Public Carpark” primarily located at the Town Centre of HSK and the District Commercial Node near Tin Shui Wai Station, the land area of land exchange application shall not be less than the total area of the private land within the corresponding development site designated in the ODP, but allowing minor adjustments of the development site boundary that will not cause adverse impacts.

48. For other development sites for residential use, the criteria of HSK NDA are largely same as those of the Kwu Tung North and Fanling North NDA, with the site area not less than 4 000 m² to ensure that the developments to be carried out by the landowner would have some greening and ancillary facilities (such as recreation facilities and carparks) without being too fragmented or deviating from the appropriate form of development envisaged in a NDA.

49. General and special industrial sites are excluded from in-situ land exchange. General industrial sites are designated to provide opportunity for industrial operators affected by the NDA project to bid for these “I” sites through open-bidding for relocating their operations, if they wish to do so. Special industrial zones are planned to cater for policy-driven industrial land uses. The implementation models and mechanisms would be subject to considerations by the relevant bureaux in the context of their policies for the respective sectors/industries.

Land Resumption Cost

50. The Government will not resume private land involved in approved land exchanges. As it is not possible to estimate the area and type of the relevant private land, we are not able to assess the expenditure on land resumption required for the implementation of HSK NDA.

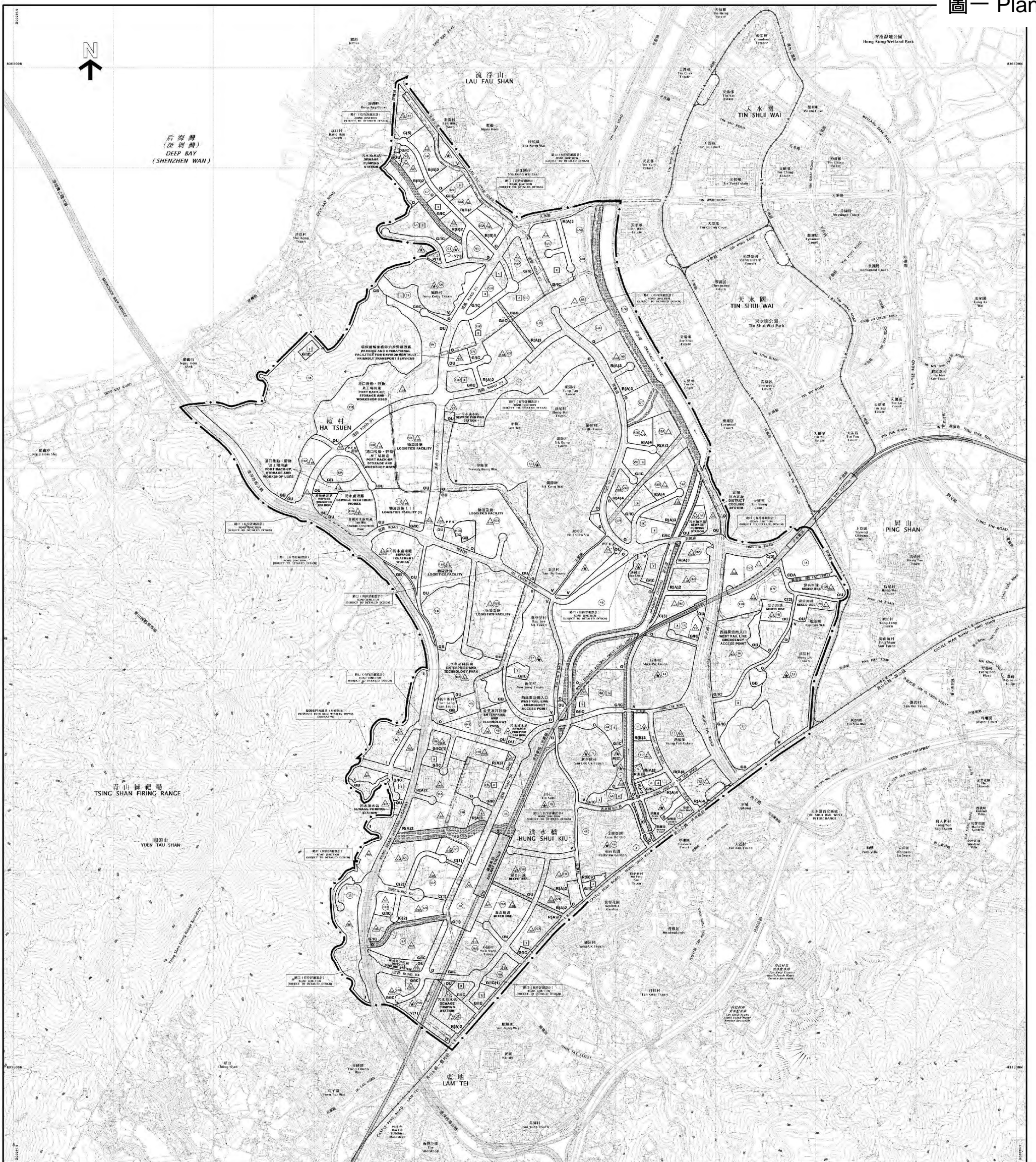
Development Bureau

Lands Department

Planning Department

Civil Engineering and Development Department

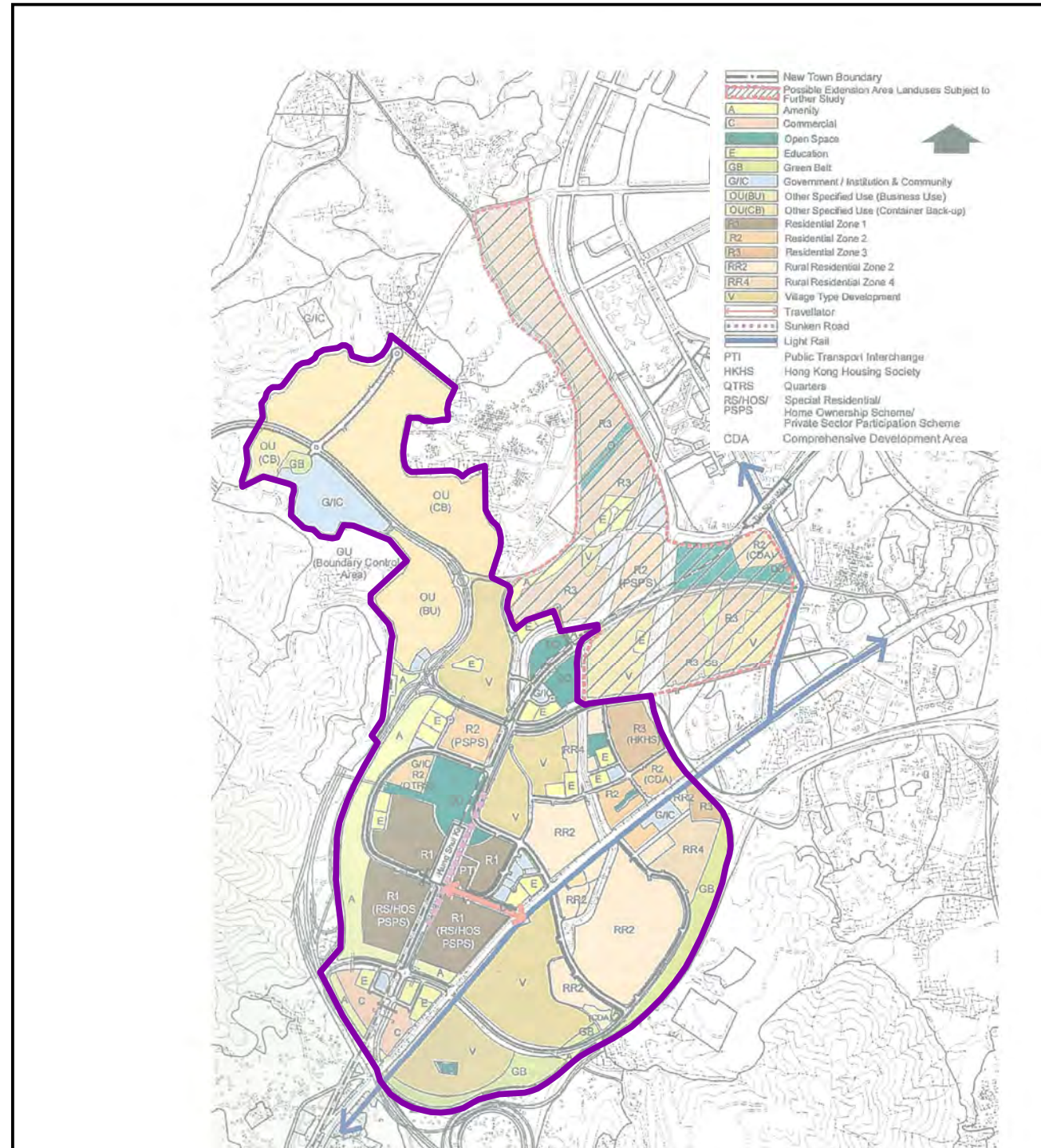
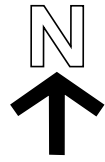
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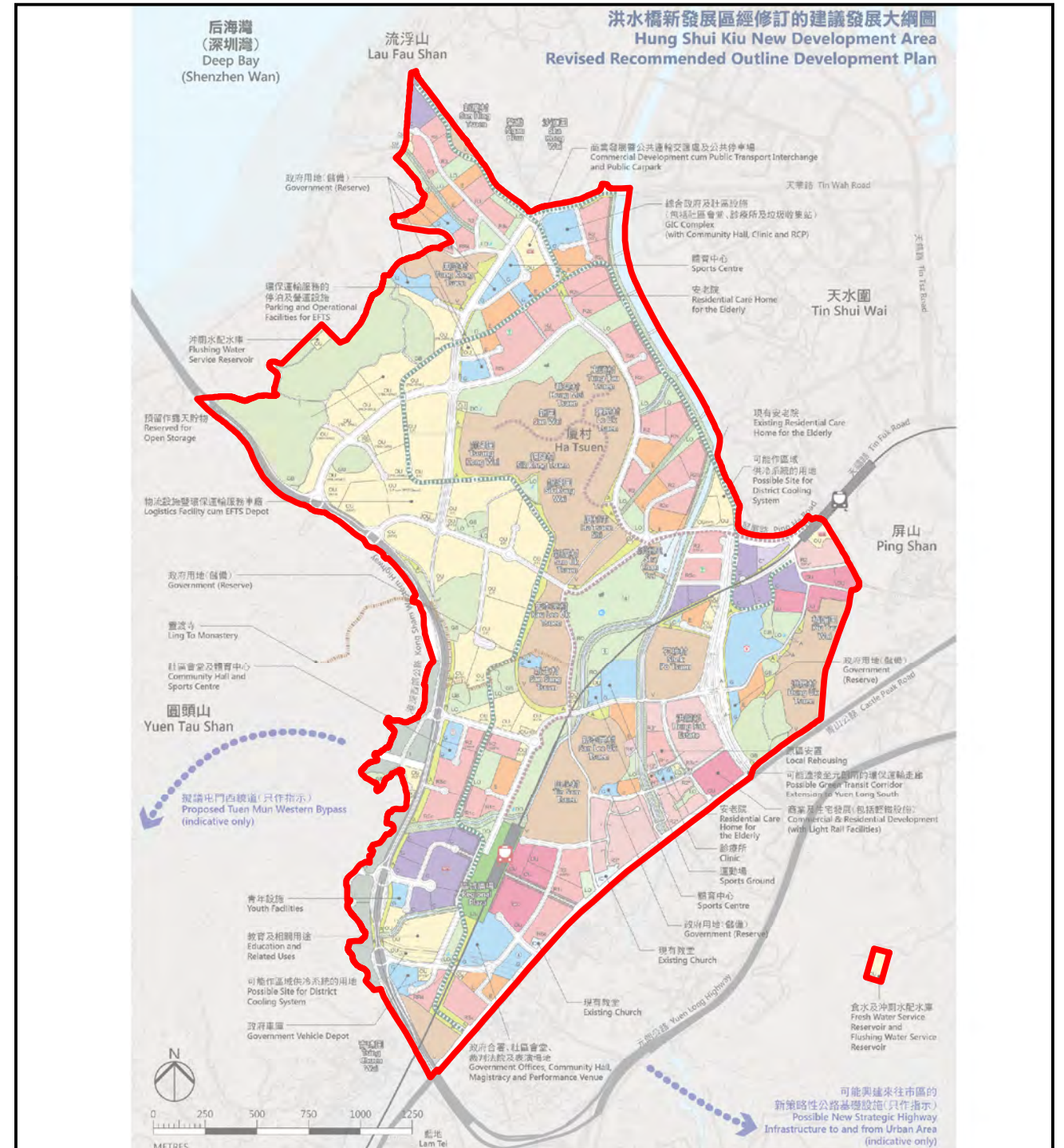
圖例 NOTATION		土地用途及面積一覽表 SCHEDULE OF USES AND AREAS		
ZONES	地帶	COMMUNICATIONS	交通	用途
COMMERCIAL	C	RAILWAY AND STATION (ELEVATED)	鐵路及車站 (高架)	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	LIGHT RAIL	輕鐵	綜合發展區
RESIDENTIAL (GROUP A)	RA(A)	INHERENTLY/INCIDENTALLY/REINFORCING TRANSPORT SERVICES	屬本服務/屬附服務	住宅 (甲類)
RESIDENTIAL (GROUP B)	RA(B)	MAJOR ROAD AND JUNCTION	主要道路及路口	住宅 (乙類)
RESIDENTIAL (GROUP C)	RA(C)	ELEVATED ROAD	高架道路	住宅 (丙類)
VILLAGE TYPE DEVELOPMENT	V	PEDESTRIAN PROMINENT STREET	行人專用或街道	鄉村式發展
INDUSTRIAL	I	MISCELLANEOUS	其他	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	BOUNDARY OF PLANNING SCHEME	規劃範圍界線	政府、機構或社區
OPEN SPACE	O	PLANNING AREA NUMBER	規劃區編號	休憩用地
OTHER SPECIFIED USES	OU	BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線	其他指定用途
GREEN BELT	GB	MAXIMUM BUILDING HEIGHT (ON METRES ABOVE PRINCIPAL DATUM)	最高建築物高度 (在主要基準面上若干米)	綠化地帶
		MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	《註釋》內訂明最高建築物高度限制 (層數限制)	
		MAXIMUM BUILDING HEIGHT (ON NUMBER OF STOREYS)	最高建築物高度 (層數限制)	
		PETROL FILLING STATION	加油站	
		AREA DESIGNATED FOR TRIVERSIDE PROMENADE	指定為「河畔長廊」的區域	

USES	APPROXIMATE AREA %		用途
	公頃 HECTARES	百分比 %	
COMMERCIAL	24.12	3.41	商業
COMPREHENSIVE DEVELOPMENT AREA	3.65	0.52	綜合發展區
RESIDENTIAL (GROUP A)	68.44	9.82	住宅 (甲類)
RESIDENTIAL (GROUP B)	18.10	2.58	住宅 (乙類)
RESIDENTIAL (GROUP C)	5.40	0.76	住宅 (丙類)
VILLAGE TYPE DEVELOPMENT	118.08	16.69	鄉村式發展
INDUSTRIAL	15.07	2.13	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	68.52	9.69	政府、機構或社區
OPEN SPACE	58.11	8.21	休憩用地
OTHER SPECIFIED USES	104.81	14.83	其他指定用途
GREEN BELT	55.82	7.90	綠化地帶
DRAINAGE CHANNEL	15.04	2.13	排水道
MAJOR ROAD ETC.	115.06	16.25	主要道路等
TOTAL PLANNING SCHEME AREA	707.42	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN



1999年發展建議 1999 Proposal



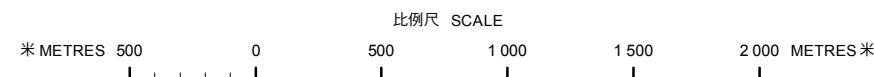
現時洪水橋新發展區的「經修訂的建議發展大綱圖」
Revised Recommended Outline Development Plan
of the current Hung Shui Kiu New Development Area

圖例 LEGEND

 洪水橋發展藍圖上的新市鎮界線
New Town boundary on the proposed
Hung Shui Kiu Development Plan
(摘自1999年《新界西北發展研究洪水橋發展
建議諮詢摘要》)
(Extracted from 'Planning and Development Study
on North West New Territories Development Proposals
for Hung Shui Kiu Consultation Digest', 1999)

 洪水橋新發展區界線
Hung Shui Kiu NDA boundary
(根據2017年完成的洪水橋新發展區
規劃及工程研究的「經修訂的建議發展大綱圖」)
(Based on the Revised Recommended Outline
Development Plan under the Hung Shui Kiu
New Development Area Planning and
Engineering Study completed in 2017)

1999年發展建議與現時洪水橋新發展區的比較
Comparison of the 1999 Proposal and the Current Hung Shui Kiu New Development Area



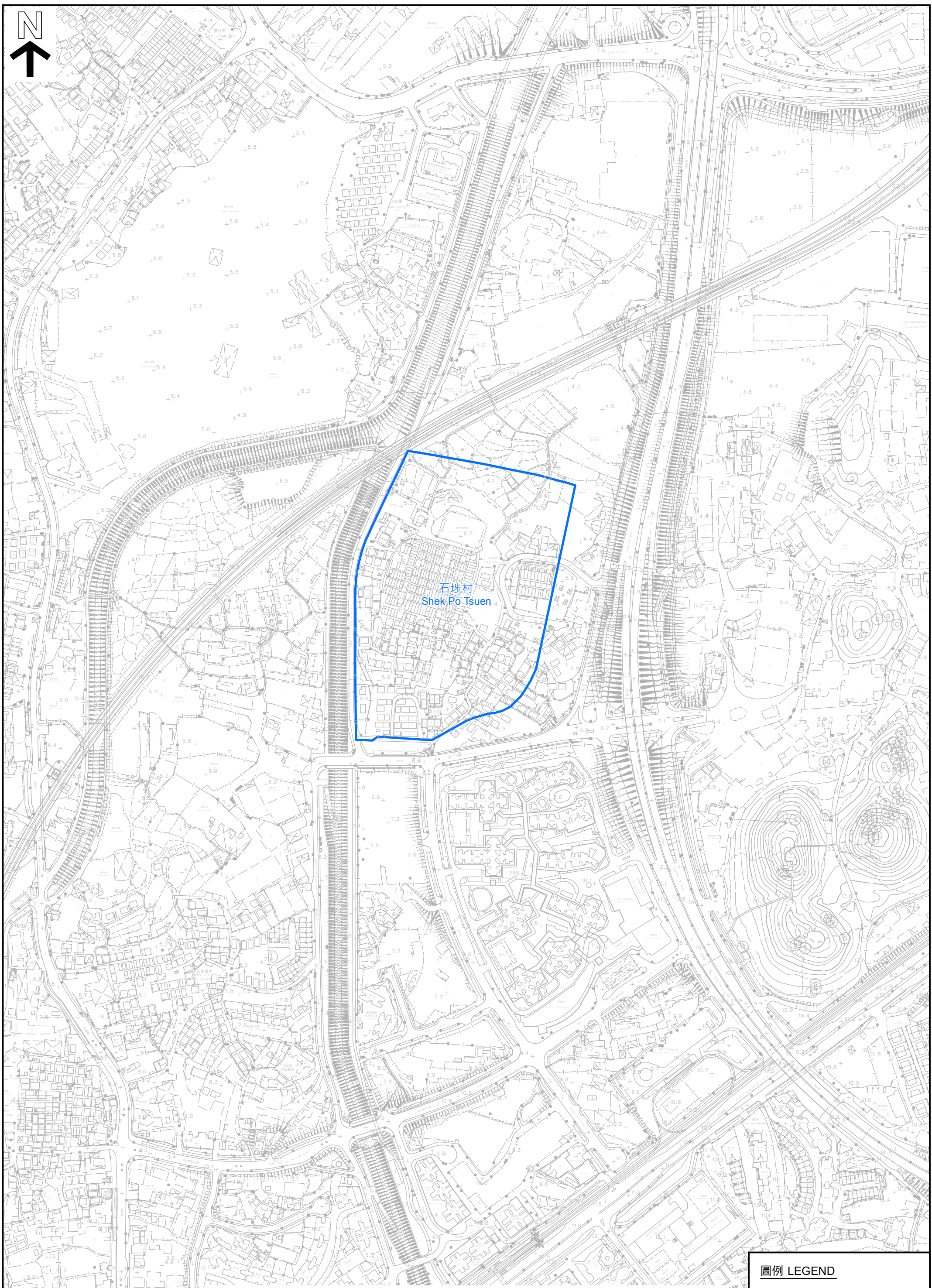
規劃署
PLANNING DEPARTMENT



圖則編號 PLAN No. : M/SR/HSK/18/008a

圖 PLAN

日期 DATE : 05/03/2018

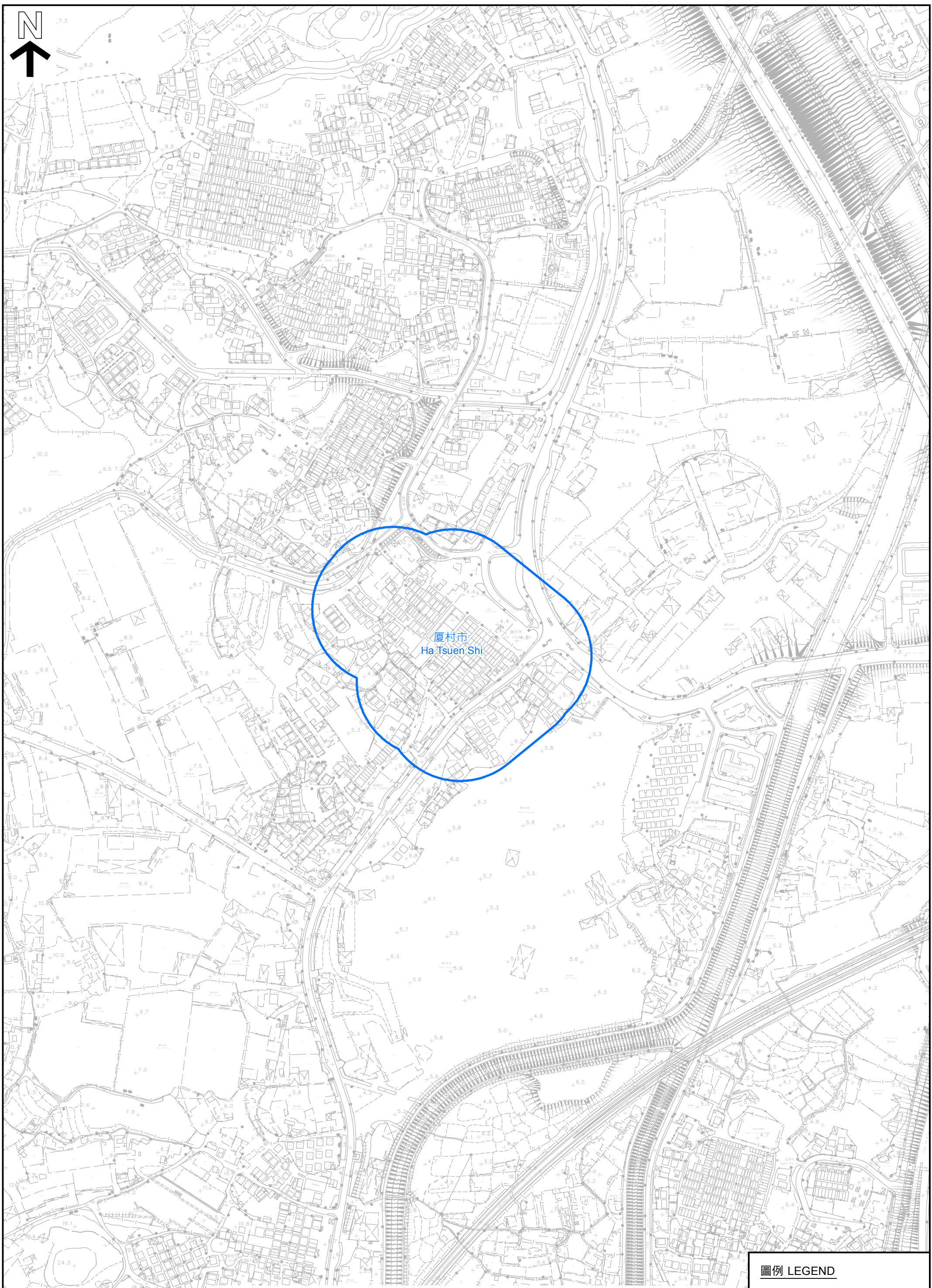
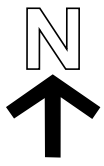


石埗村
Shek Po Tsuen

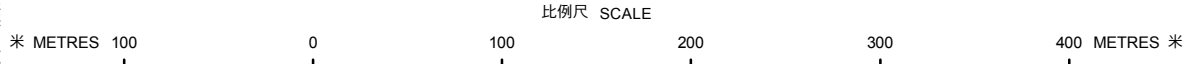
圖例 LEGEND

 鄉村範圍
Village Environ Boundary

比例尺 SCALE
米 METRES 100 0 100 200 300 400 METRES 米

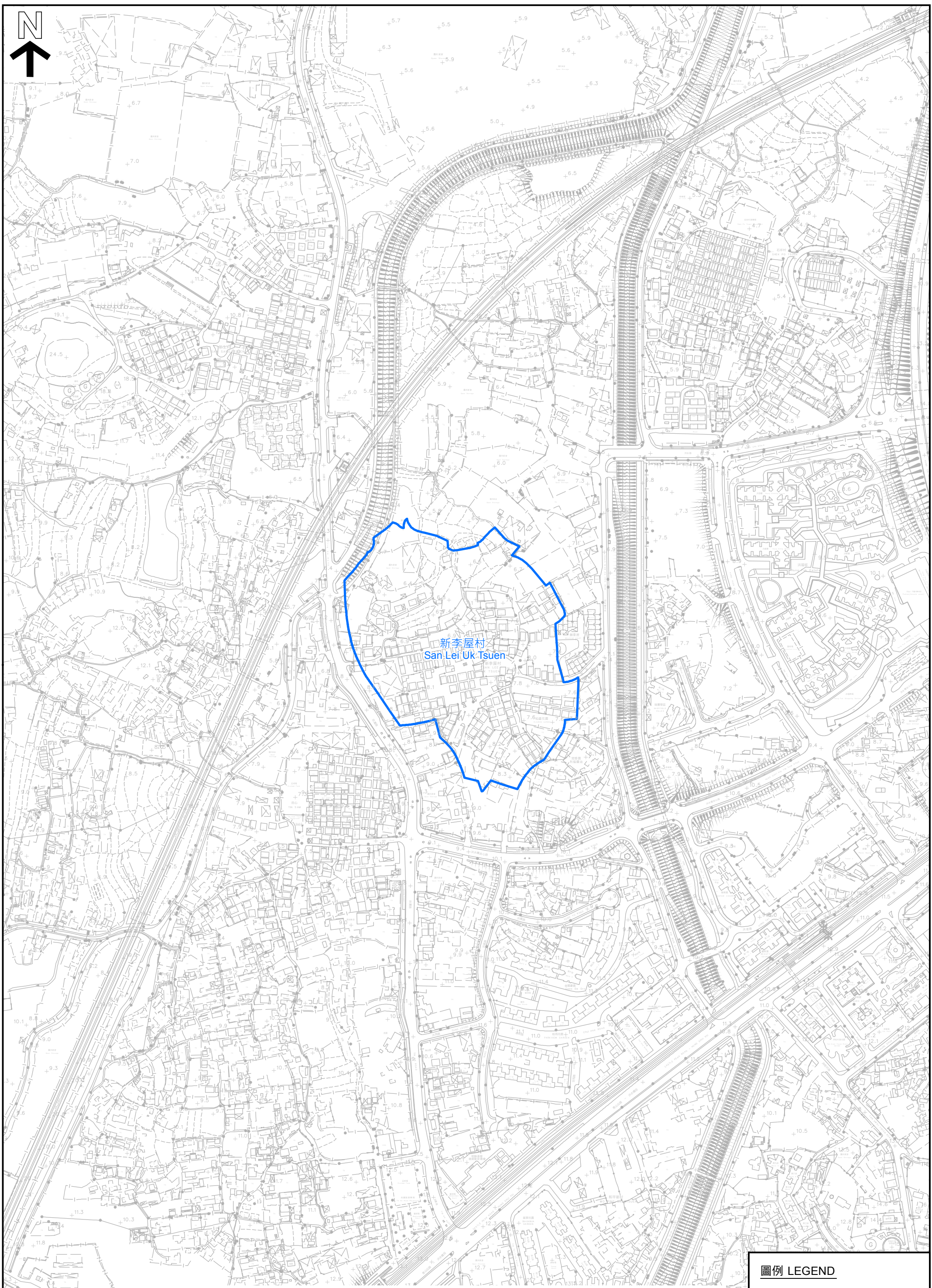


厦村市
Ha Tsuen Shi



圖例 LEGEND

-  鄉村範圍
Village Environ Boundary



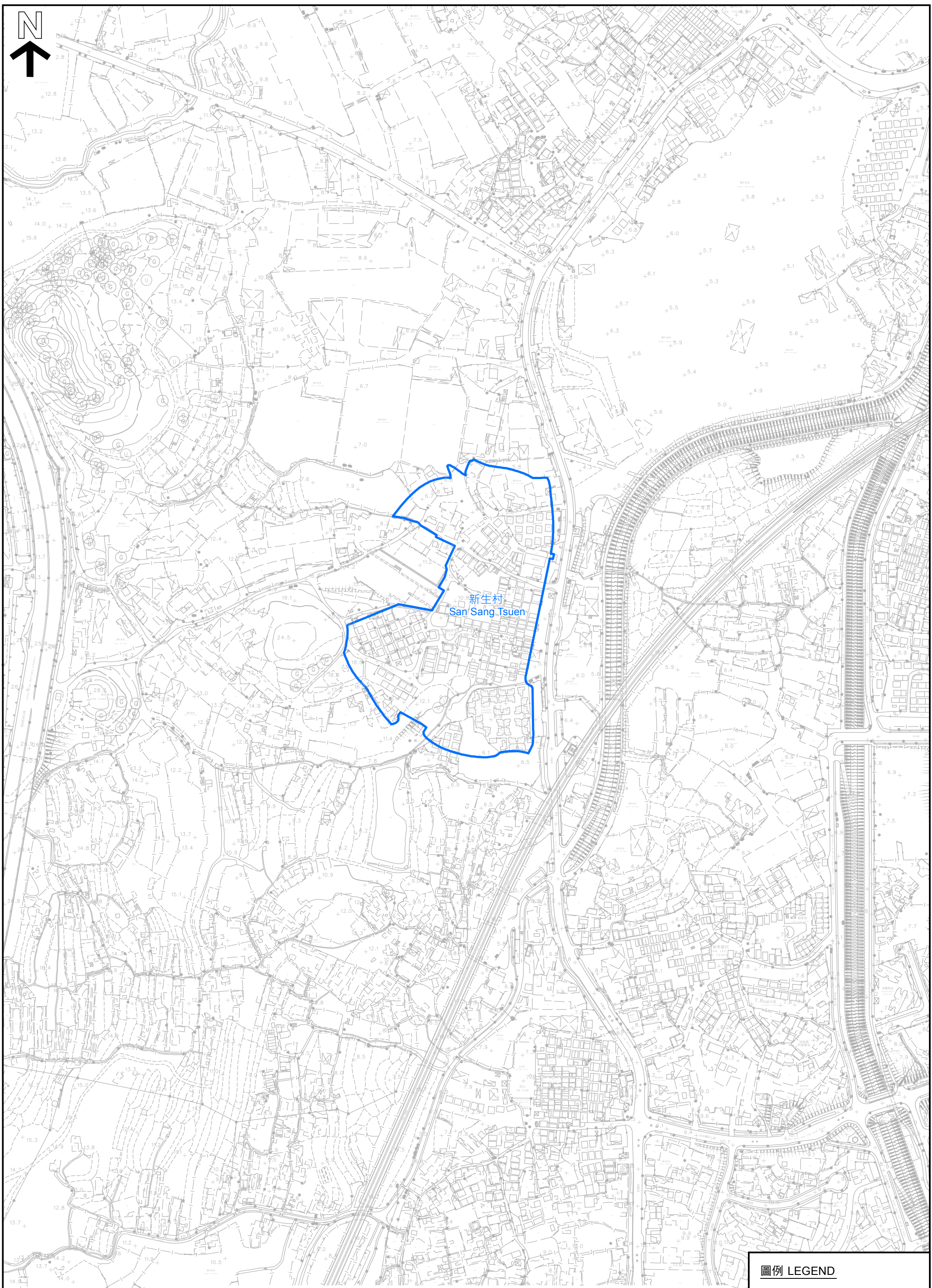
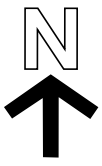
新李屋村
San Lei Uk Tsuen

圖例 LEGEND

 鄉村範圍
Village Environ Boundary

比例尺 SCALE

米 METRES 100 0 100 200 300 400 METRES 米

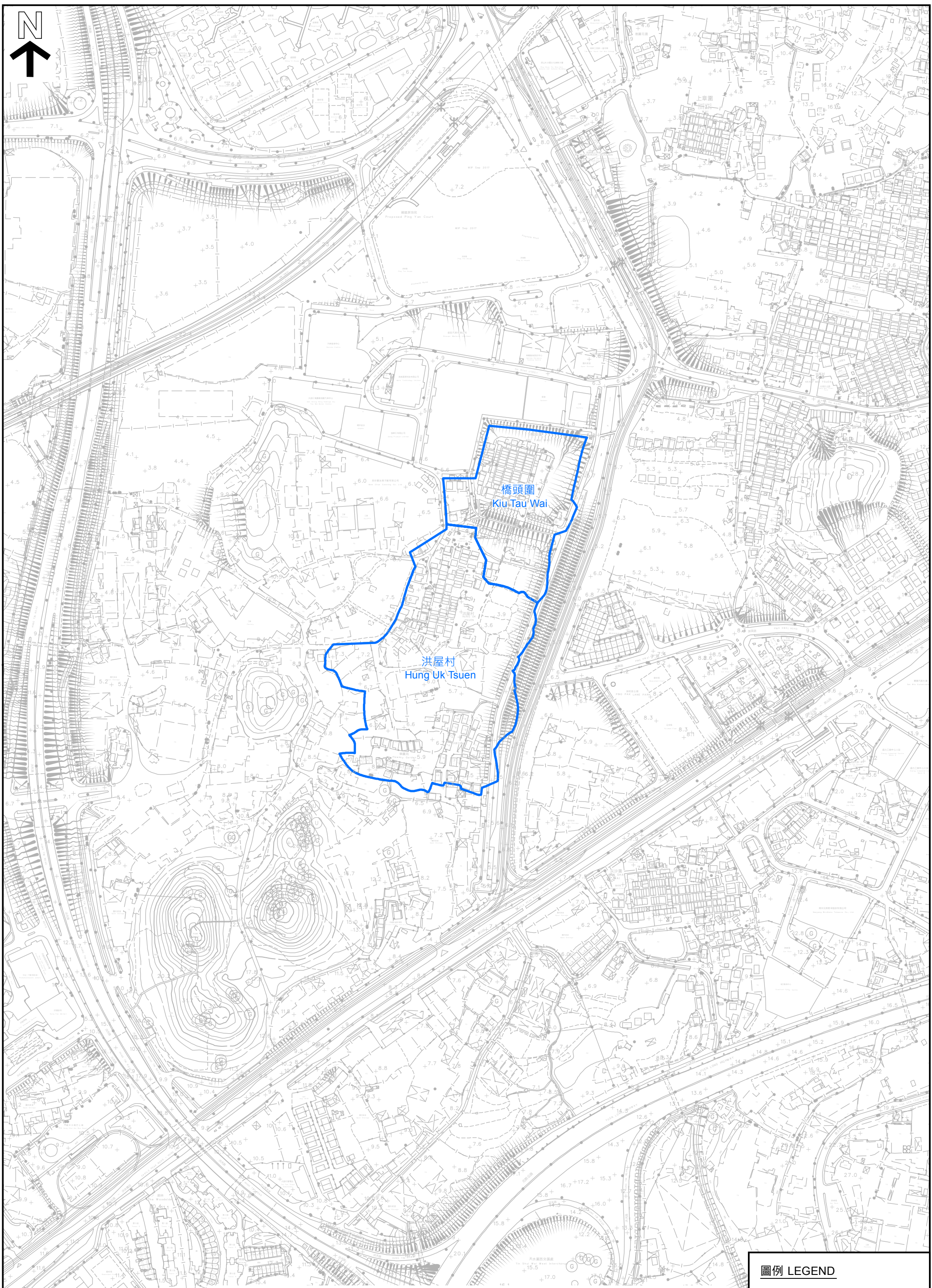


10 新生村
San Sang Tsuen

圖例 LEGEND

 鄉村範圍
Village Environ Boundary

比例尺 SCALE
米 METRES 100 0 100 200 300 400 METRES 米



橋頭圍
Kiu Tau Wai

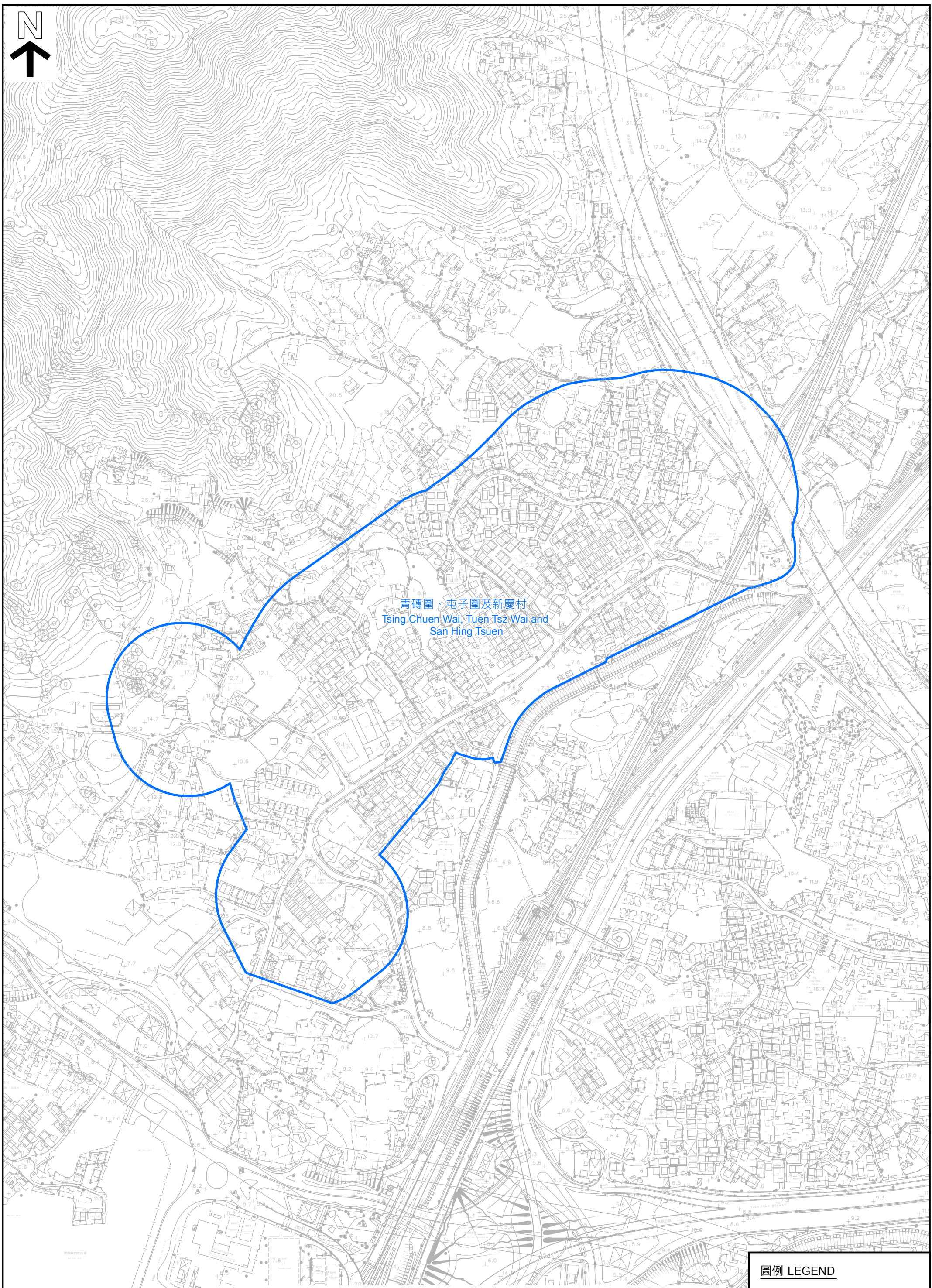
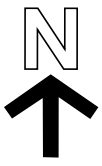
洪屋村
Hung Uk Tsuen

米 METRES 100 0 100 200 300 400 METRES 米

比例尺 SCALE

圖例 LEGEND

 鄉村範圍
Village Environ Boundary



青磚圍、屯子圍及新慶村
Tsing Chuen Wai, Tuen Tsz Wai and
San Hing Tsuen

圖例 LEGEND

 鄉村範圍
Village Environ Boundary

比例尺 SCALE
米 METRES 100 0 100 200 300 400 METRES 米

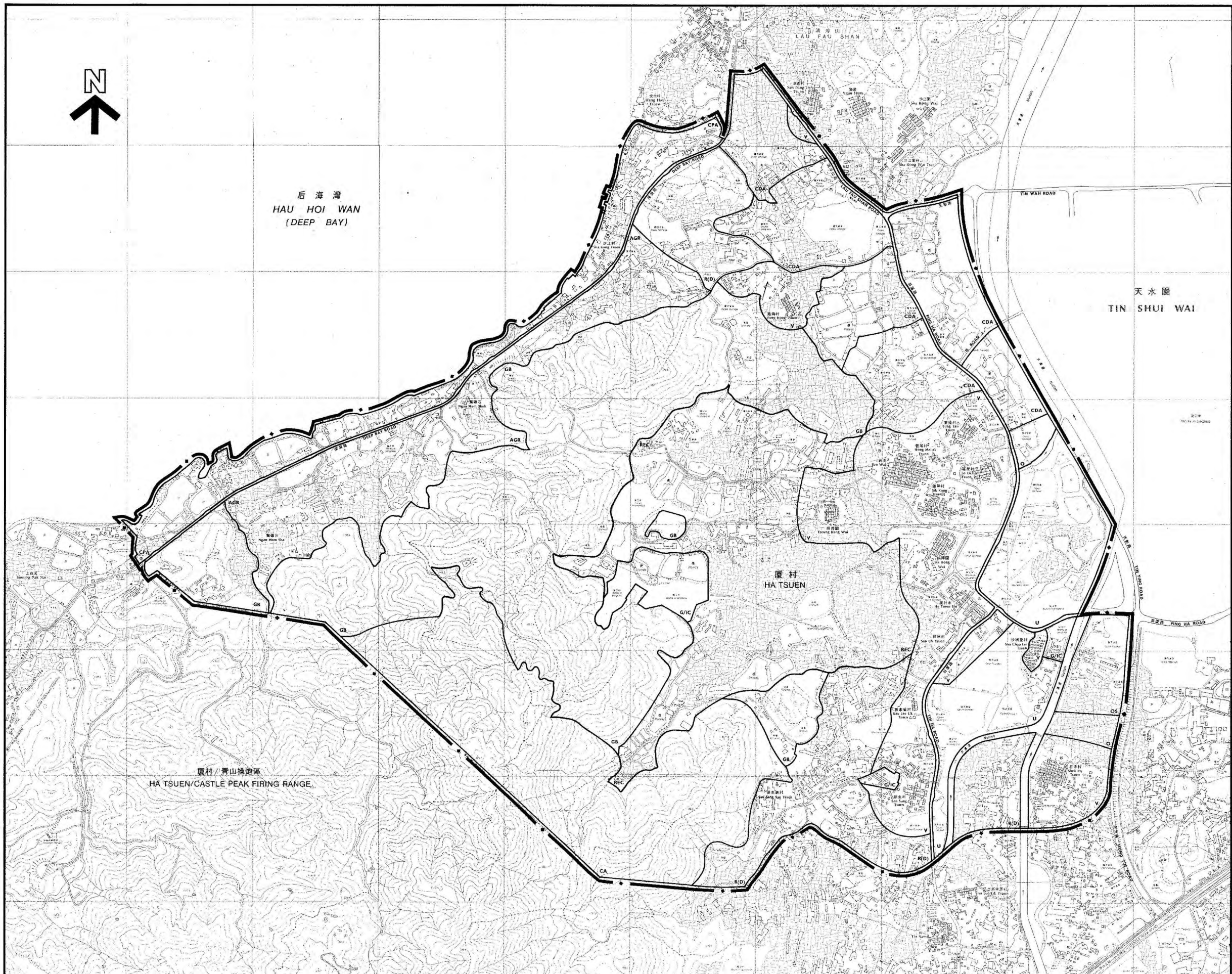
圖例
NOTATI

- ZONES**
- AGRICULTURE AGB 農業
 - COMPREHENSIVE DEVELOPMENT AREA CDA 綜合發展區
 - RESIDENTIAL (GROUP D) R(D) 住宅(丁類)
 - VILLAGE TYPE DEVELOPMENT V 鄉村式發展
 - OPEN STORAGE OS 露天存貨
 - GOVERNMENT/INSTITUTION/COMMUNITY G/I/C 政府/團體/社區
 - OPEN SPACE O 遊憩用地
 - RECREATION REC 康樂
 - UNDETERMINED U 未確定用途
 - GREEN BELT GB 綠化地帶
 - CONSERVATION AREA CA 保護區
 - COASTAL PROTECTION AREA CPA 沿岸保護區
- COMMUNICATIONS**
- MAJOR ROADS AND JUNCTIONS 主要道路及路口
- MISCELLANEOUS**
- BOUNDARY OF PLANNING SCHEME 規劃範圍界線
 - NULLAH 大清渠

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
AGRICULTURE	50.91	7.01	農業
COMPREHENSIVE DEVELOPMENT AREA	76.95	10.59	綜合發展區
RESIDENTIAL (GROUP D)	58.67	8.08	住宅(丁類)
VILLAGE TYPE DEVELOPMENT	83.70	11.52	鄉村式發展
OPEN STORAGE	8.38	1.15	露天存貨
GOVERNMENT/INSTITUTION/COMMUNITY	10.74	1.48	政府/團體/社區
OPEN SPACE	5.23	0.72	遊憩用地
RECREATION	94.84	13.06	康樂
UNDETERMINED	42.19	5.81	未確定用途
GREEN BELT	170.19	23.43	綠化地帶
CONSERVATION AREA	81.30	11.19	保護區
COASTAL PROTECTION AREA	30.49	4.20	沿岸保護區
MAJOR ROAD/NULLAH ETC.	12.80	1.76	主要道路/大清渠等
TOTAL PLANNING SCHEME AREA	726.99	100.00	規劃範圍總面積

隨圖所附的《註釋》亦屬本圖的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN



1994年6月10日按照城市規劃條例第5條的規定公開陳示的草圖。
DRAFT PLAN EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON THE 10th DAY OF JUNE 1994

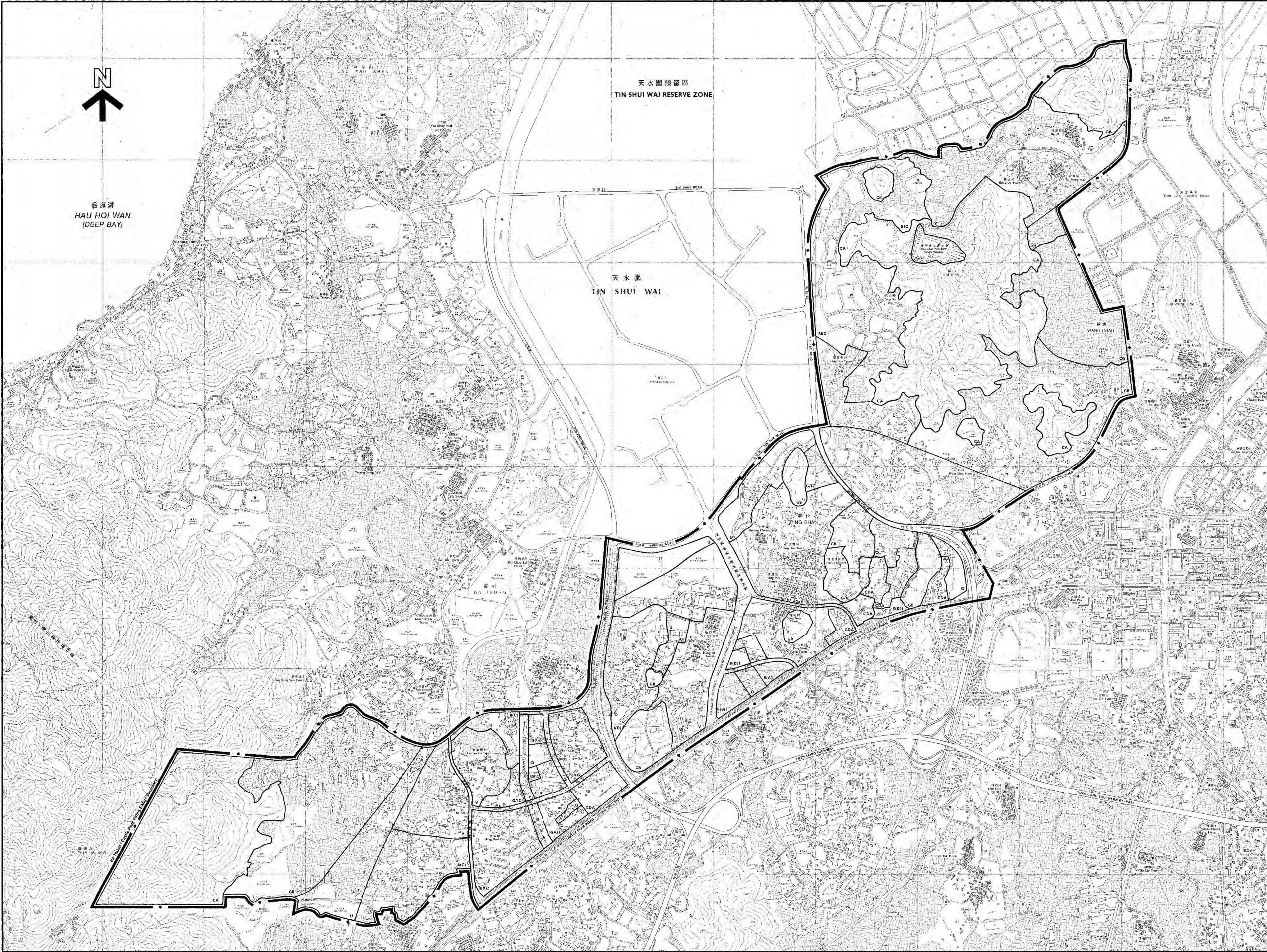
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例制訂的厦村分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HA TSUEN - OUTLINE ZONING PLAN

SCALE 1:7,500 比例尺
METRES 200 0 200 400 600 800 1,000 METRES

規劃署遵照城市規劃委員會指示制訂
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/YL-HT/1



NO

ZONES

COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA1	住宅(甲類)
RESIDENTIAL (GROUP B)	RB1	住宅(乙類)
RESIDENTIAL (GROUP C)	RC1	住宅(丙類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL	I	工業
INDUSTRIAL (GROUP D)	ID1	工業(丁類)
OPEN STORAGE	OS	露天存貨
GOVERNMENT/INSTITUTION/COMMUNITY	GIC	政府/機構/社區
OPEN SPACE	O	遊憩用地
RECREATION	REC	康樂
UNDETERMINED	U	未確定用途
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	保護區

COMMUNICATIONS

MAJOR ROADS AND JUNCTIONS

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME

DRAINAGE CHANNEL

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & % 公頃 HECTARES	百分比 %	用途
COMPREHENSIVE DEVELOPMENT AREA	13.23	2.20	綜合發展區
RESIDENTIAL (GROUP A)1	1.20	0.20	住宅(甲類)1
RESIDENTIAL (GROUP A)2	2.54	0.43	住宅(甲類)2
RESIDENTIAL (GROUP A)3	6.60	1.10	住宅(甲類)3
RESIDENTIAL (GROUP B)1	3.03	0.50	住宅(乙類)1
RESIDENTIAL (GROUP B)2	11.80	1.96	住宅(乙類)2
RESIDENTIAL (GROUP C)	19.70	3.11	住宅(丙類)
VILLAGE TYPE DEVELOPMENT	107.46	17.89	鄉村式發展
INDUSTRIAL	12.52	2.06	工業
INDUSTRIAL (GROUP D)	13.11	2.18	工業(丁類)
OPEN STORAGE	19.35	3.22	露天存貨
GOVERNMENT/INSTITUTION/COMMUNITY	14.05	2.44	政府/機構/社區
OPEN SPACE	10.74	1.79	遊憩用地
RECREATION	38.60	6.41	康樂
UNDETERMINED	64.61	10.89	未確定用途
GREEN BELT	115.55	19.25	綠化地帶
CONSERVATION AREA	113.07	18.82	保護區
MAJOR ROAD/DRAINAGE CHANNEL ETC.	43.02	7.16	主要道路/排水渠等
TOTAL PLANNING SCHEME AREA	600.78	100.00	規劃範圍總面積

隨圖所附的《註釋》亦屬本圖的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

1996年6月14日按照城市規劃條例第5條的規定公開展出的草圖。
DRAFT PLAN EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON THE 14th DAY OF JUNE 1996.

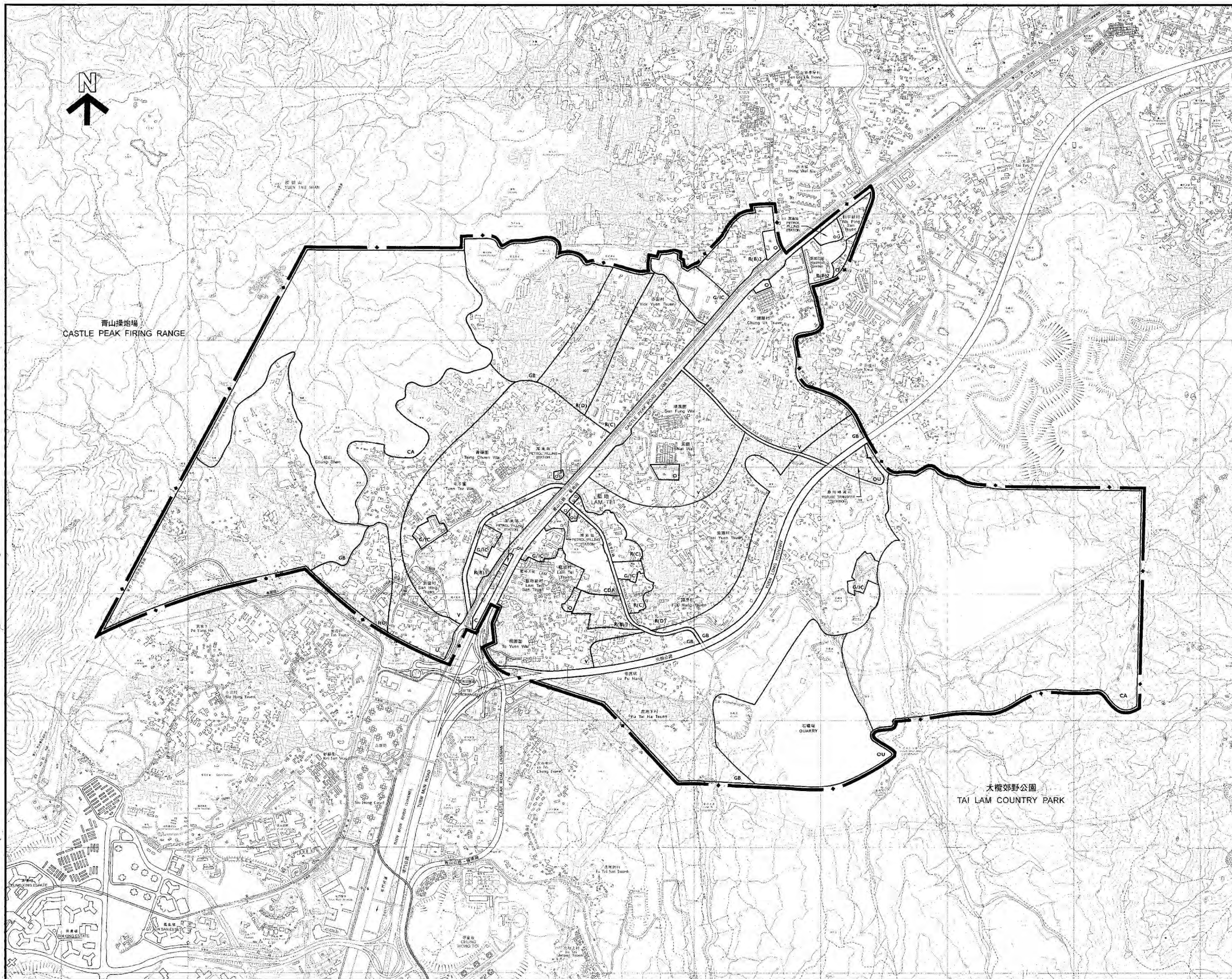
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例制訂的屏山分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
PING SHAN - OUTLINE ZONING PLAN

SCALE 1:7500

製圖遵照城市規劃委員會指示制訂
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/YL-PS/1



圖例
NOTATION

ZONES	圖例	用途分區
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP B)	R(B)	住宅(乙類)
RESIDENTIAL (GROUP C)	R(C)	住宅(丙類)
RESIDENTIAL (GROUP D)	R(D)	住宅(丁類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
INDUSTRIAL (GROUP D)	I(D)	工業(丁類)
GOVERNMENT/INSTITUTION/COMMUNITY	G/I/C	政府/團體/社區
OPEN SPACE	O	遊憩用地
OTHER SPECIFIED USES	OU	其他指定用途
UNDETERMINED	U	未確定用途
GREEN BELT	GB	綠化地帶
CONSERVATION AREA	CA	保護區
COMMUNICATIONS		交通
MAJOR ROADS AND JUNCTIONS	—+—	主要道路及路口
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	—●—	規劃範圍界線
NULLAH	—>—	溝渠

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.74	0.14	商業
COMPREHENSIVE DEVELOPMENT AREA	4.56	0.85	綜合發展區
RESIDENTIAL (GROUP B)1	3.94	0.74	住宅(乙類)1
RESIDENTIAL (GROUP B)2	8.78	1.64	住宅(乙類)2
RESIDENTIAL (GROUP B)3	2.25	0.42	住宅(乙類)3
RESIDENTIAL (GROUP C)	16.03	3.00	住宅(丙類)
RESIDENTIAL (GROUP D)	35.10	6.58	住宅(丁類)
VILLAGE TYPE DEVELOPMENT	90.70	16.90	鄉村式發展
INDUSTRIAL (GROUP D)	6.85	1.28	工業(丁類)
GOVERNMENT/INSTITUTION/COMMUNITY	8.95	1.68	政府/團體/社區
OPEN SPACE	2.17	0.41	遊憩用地
OTHER SPECIFIED USES	28.58	5.54	其他指定用途
UNDETERMINED	21.71	4.07	未確定用途
GREEN BELT	129.65	24.20	綠化地帶
CONSERVATION AREA	153.11	28.98	保護區
MAJOR ROADS, NULLAH ETC	19.70	3.69	主要道路, 溝渠等
TOTAL PLANNING SCHEME AREA	535.83	100.00	規劃範圍總面積

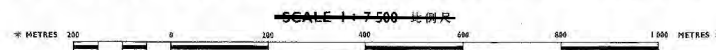
隨圖所附的《註釋》亦屬本圖的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

1996年6月7日按照城市規劃條例第5條的規定公開展出的草圖
DRAFT PLAN EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON THE 7th DAY OF JUNE 1996

香港城市規劃委員會依據城市規劃條例制訂的藍地及亦園分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
LAM TEI AND YICK YUEN - OUTLINE ZONING PLAN

規劃署遵照城市規劃委員會指示制訂
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

P. L. Chan
SECRETARY
TOWN PLANNING BOARD 城市規劃委員會秘書



圖則編號
PLAN No. S/TM-LTYU/1