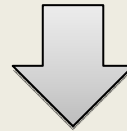


洪水橋新發展區規劃及工程研究  
**Hung Shui Kiu New Development Area  
Planning and Engineering Study**

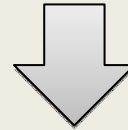
初步發展大綱圖及第二階段社區參與  
**Preliminary Outline Development Plan and  
Stage Two Community Engagement**

## 背景 Background

**1990s** : 於「全港發展策略檢討」內首次提出新界西北地區的策略性增長潛力  
Potential for strategic growth in the North West New Territories first raised in the 'Territorial Development Strategy Review'



**1997** : 「新界西北規劃及發展研究」選定洪水橋為新發展區  
Hung Shui Kiu (HSK) was identified as a New Development Area (NDA) in the 'Planning and Development Study on North West New Territories'



**2007** : 「香港 2030：規劃遠景與策略」建議推展新發展區  
'Hong Kong 2030: Planning Vision and Strategy' recommended proceeding with NDAs

2007-08年度《施政報告》宣布新發展區計劃為十大建設之一  
NDA was included as one of the ten major infrastructure projects in the 2007-08 'Policy Address'

# 洪水橋新發展區 Hung Shui Kiu New Development Area

鐵路及公路連接天水圍、元朗及屯門新市鎮、香港市中心及深圳 Strategic railway systems & road networks linking Tin Shui Wai, Yuen Long & Tuen Mun New Towns, main urban areas & Shenzhen



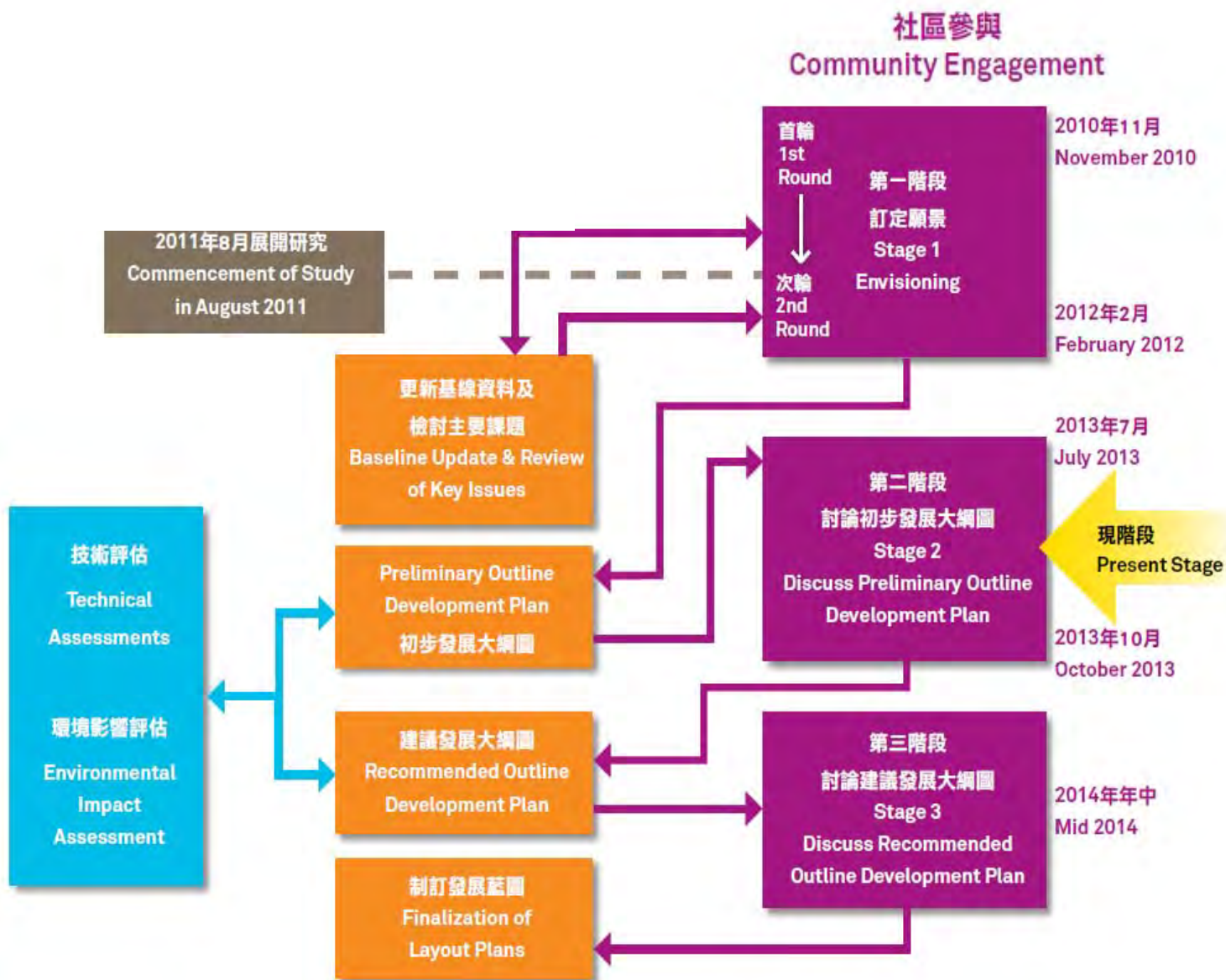
現時港口後勤及露天儲存倉運作 (棕土地) 主要散落在新發展區北面, 對鄰近居民及環境帶來影響 Existing PBU/OS uses (brownfield sites) scattered mainly in the northern part of the NDA & affect nearby residents & environment



新發展區的中部及南面有一些已發展的社區, 包括二十多條現有鄉村及一些中低密度住宅發展 There are well established communities located in the centre & southern part of the NDA including over 20 villages



# 社區參與 Community Engagement



## 第一階段社區參與的主要公眾意見

### Major Public Comments – Stage One Community Engagement

	主要課題 Key Issue
1.	洪水橋新發展區的策略性角色 Strategic Role of HSK NDA
2.	以人為本社區 People-Oriented Communities
3.	可持續發展 Sustainable Development
4.	落實發展機制及補償和安置 Implementation Mechanism, Compensation and Rehousing

## 新發展區的遠景

### Vision of the HSK NDA

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

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



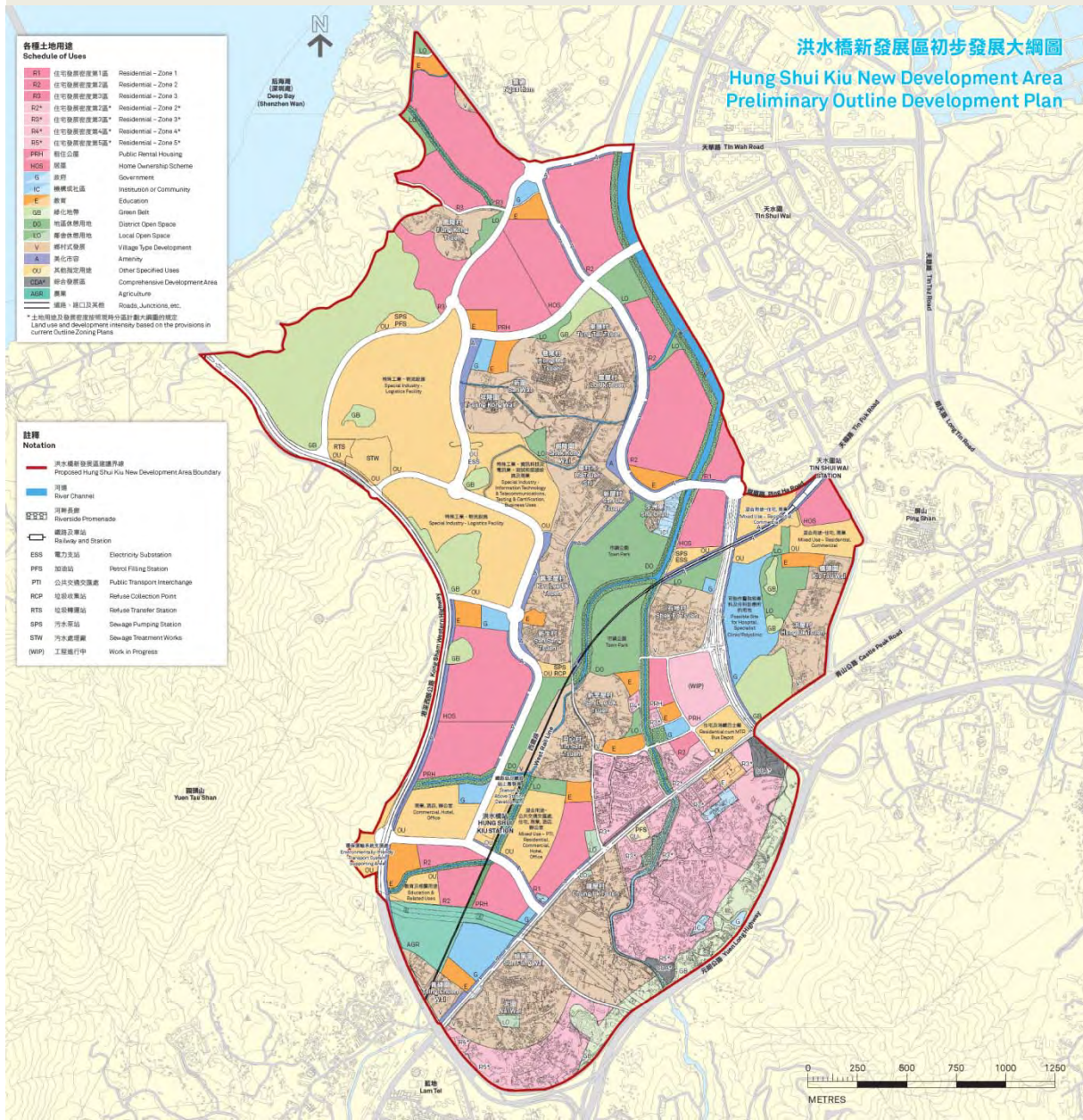
## 新發展區的角色 Role of the HSK NDA



- 地理位置優越，促進建基於與內地互動的經濟活動  
geographically favourable location helps promote economic activities which build upon interaction with the Mainland
- 未來土地供應主要來源，應付香港中、長期的房屋需要  
major source of land supply to meet the housing needs of Hong Kong in the medium to long term
- 結合鄰近的新市鎮，有效地共用基礎設施及政府、機構及社區設施及就業機會，並改善現有房屋組合  
integrate with neighbouring new towns especially Tin Shui Wai to enable effective sharing of infrastructure, GIC facilities, job opportunities, and to improve existing housing mix



# 初步發展大綱圖 Preliminary Outline Development Plan



人口 Population  
約 About 218,000

新就業機會  
New Employment Opportunities  
約 About 100,000

特殊工業 Special Industry : 50,000  
商業、零售、酒店、政府、教育、  
社會福利及公共機構用途  
Commercial, Retail, Hotel & GIC uses :  
50,000

新住宅單位 New Housing Units  
約 About 60,000

房屋組合 Housing Mix  
公營 私人

Public 51% : Private 49%  
(+天水圍 Tin Shui Wai 69% : 31%)

地積比率 Plot Ratio  
3.5 – 8

工程展開日期  
Commencement of Works  
2019

首批人口入伙 First Population Intake  
2024

工程項目完成 Project Completion  
2034



# 整體規劃及設計框架

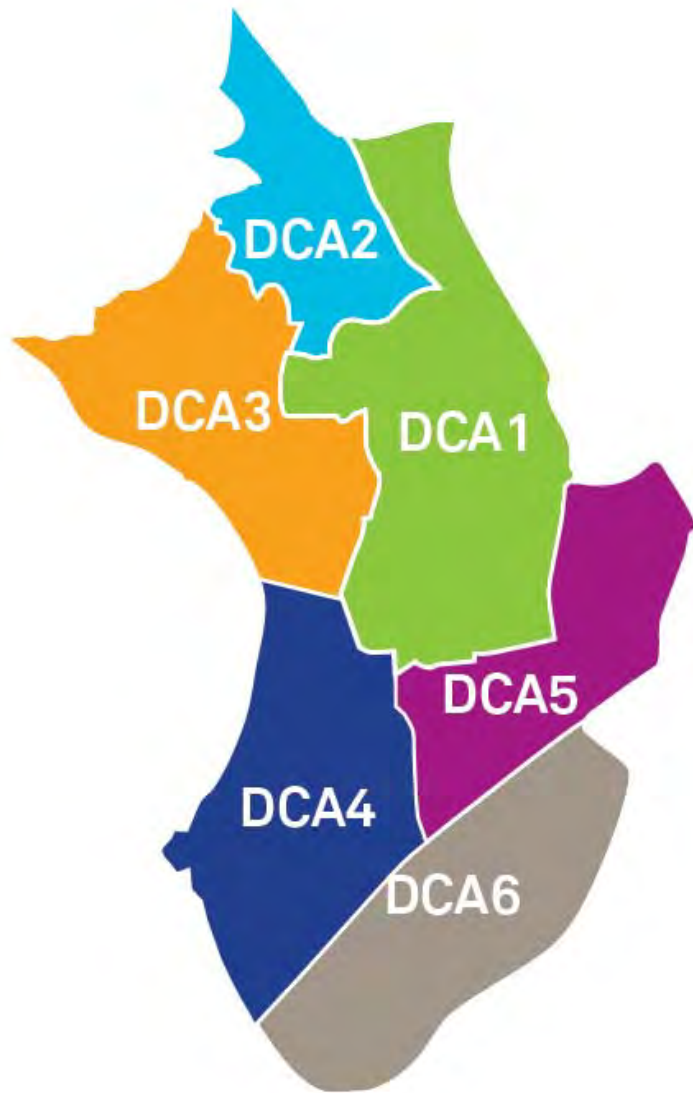
## Overall Planning & Design Framework



- 主要市中心及次中心分別位於西鐵洪水橋站、天水圍站附近  
major town centre and secondary hub around West Rail HSK Station, and Tin Shui Wai (TSW) Station respectively
- 改造河道貫通南北及增強與天水圍的融合  
regeneration of north-south river channels system and integration with TSW
- 東部和北部為住宅區  
residential areas at the east and north
- 物流和科技區在西北部鄰近港深西部公路  
Logistics and Technology Quarter at the north west near Kong Sham Western Highway
- 綜合設計的休憩用地網絡包括市鎮公園  
integrated open space network with a town park
- 全面的單車徑及行人網絡  
comprehensive cycle track and pedestrian networks
- 設置觀景廊，適當的樓宇後退及不同樓宇高度  
visual corridors, appropriate building setback and varied building heights

## 發展特色區

### Development Character Areas (DCAs)



DCA 1

河畔和鄉村區

Riverine and Village Neighbourhood

DCA 2

灣景區

Bayview Neighbourhood

DCA 3

物流和科技區

Logistics and Technology Quarter

DCA 4

商業及住宅綜合區

Commercial-Residential Hub

DCA 5

東部住宅區及商業中心

Eastern Residential Neighbourhood cum  
Commercial Centre

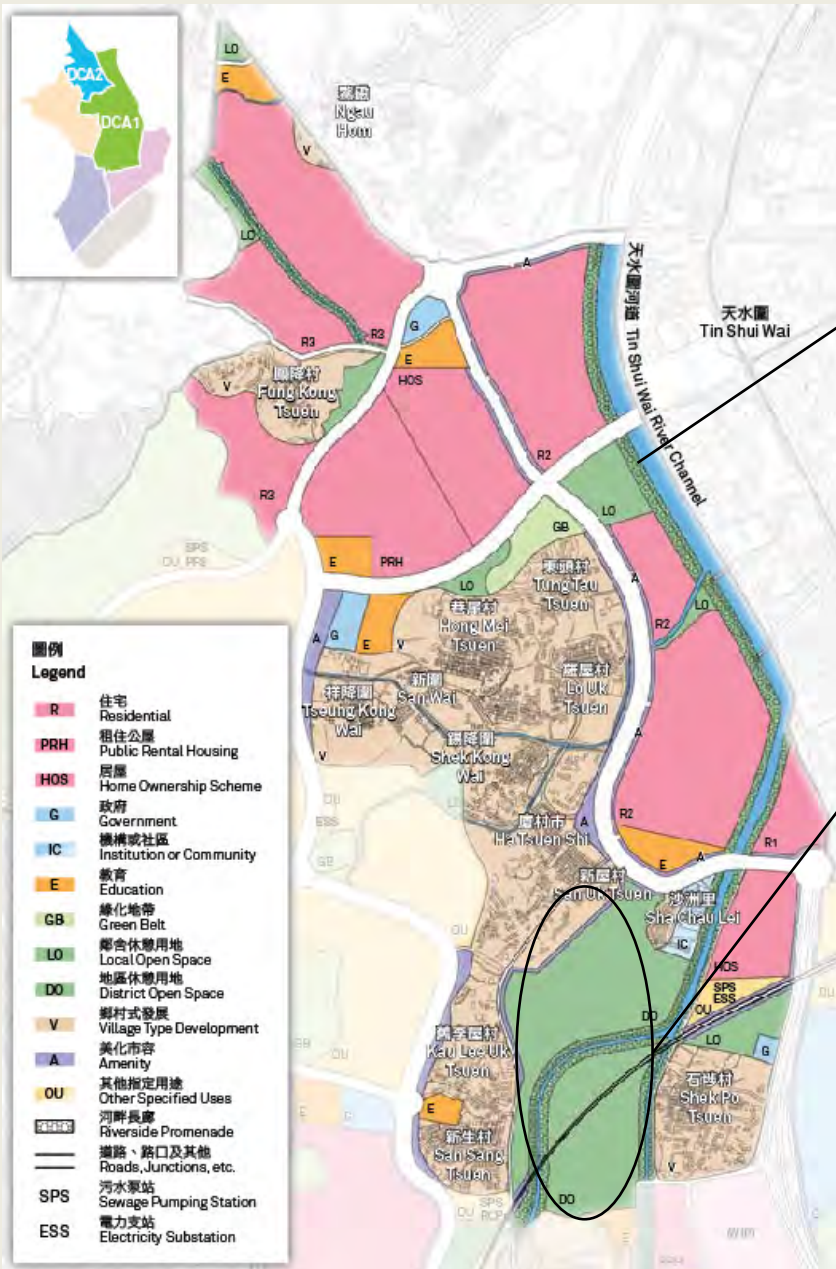
DCA 6

南面住宅區

Southern Residential Neighbourhood

# DCA 1 - 河畔和鄉村區 Riverine and Village Neighbourhood

## DCA 2 - 灣景區 Bayview Neighbourhood



河道與河畔長廊  
River Channel & Riverside Promenade

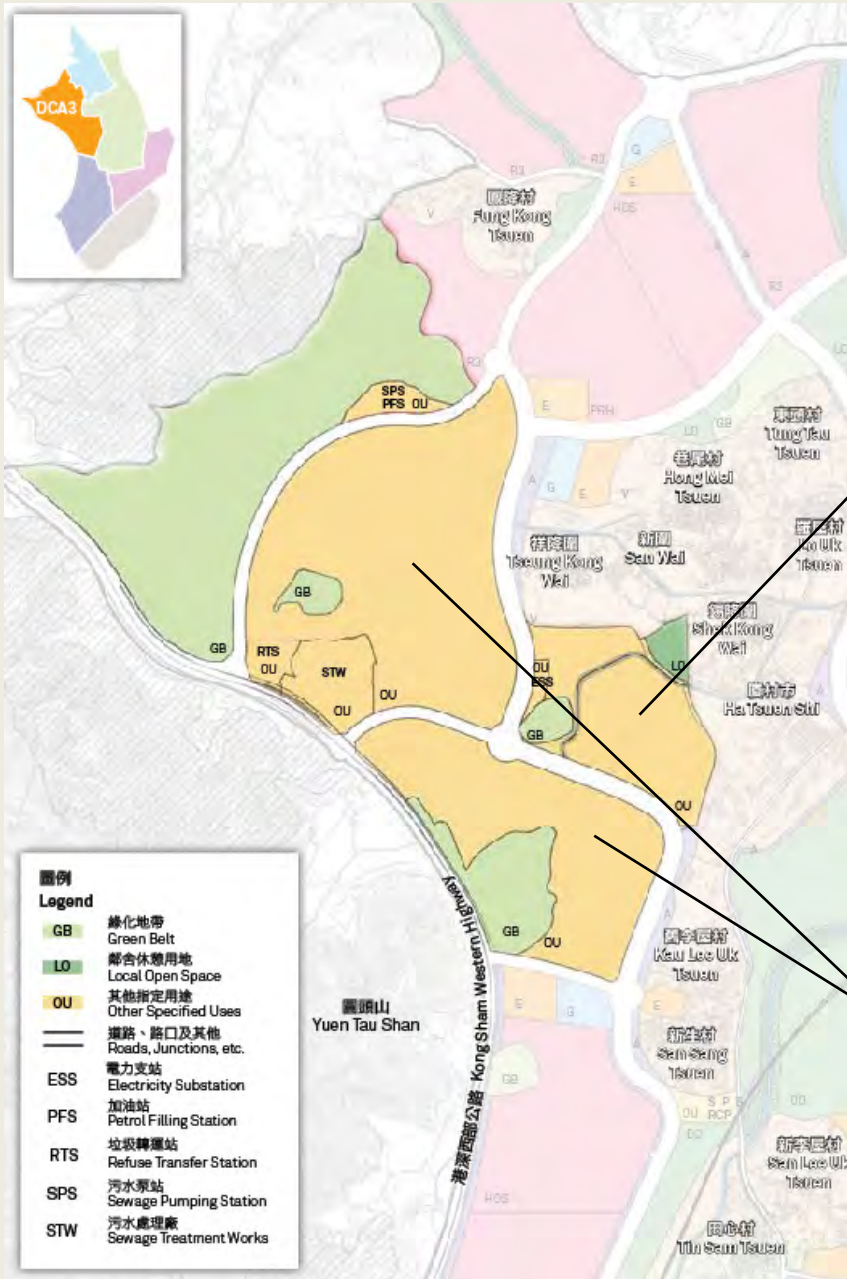


市鎮公園 Town Park



	<u>DCA 1</u>	<u>DCA 2</u>
地積比率 Plot Ratio	5.5 – 6.5	3.5 – 6.0
建築物高度 Building Height	20 – 35 層 Storeys	14 – 35 層 Storeys

# DCA 3 - 物流和科技區 Logistics and Technology Quarter



資訊科技及電訊業、測試和認證設施及商業用途  
 Information Technology and Telecommunications industries including data centre uses, testing & certification facilities & business uses

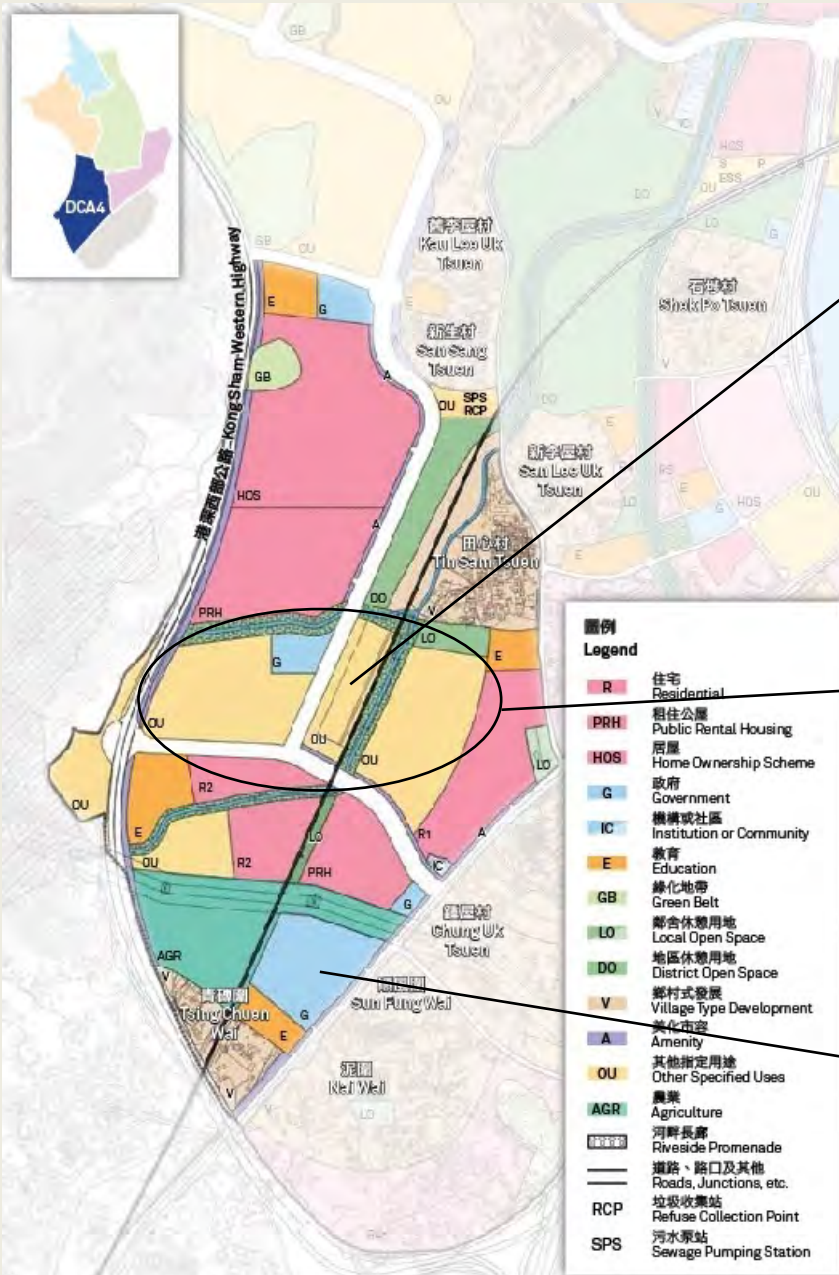


物流用途  
 Logistics Facilities



地積比率 Plot Ratio 5  
 建築物高度 Building Height 10 - 15 層 Storeys

# DCA 4 - 商業及住宅綜合區 Commercial-Residential Hub



建議的西鐵洪水橋站  
Proposed West Rail HSK Station



洪水橋新發展區的商業中心  
Commercial Core of HSK NDA

運動場地  
Sports Ground

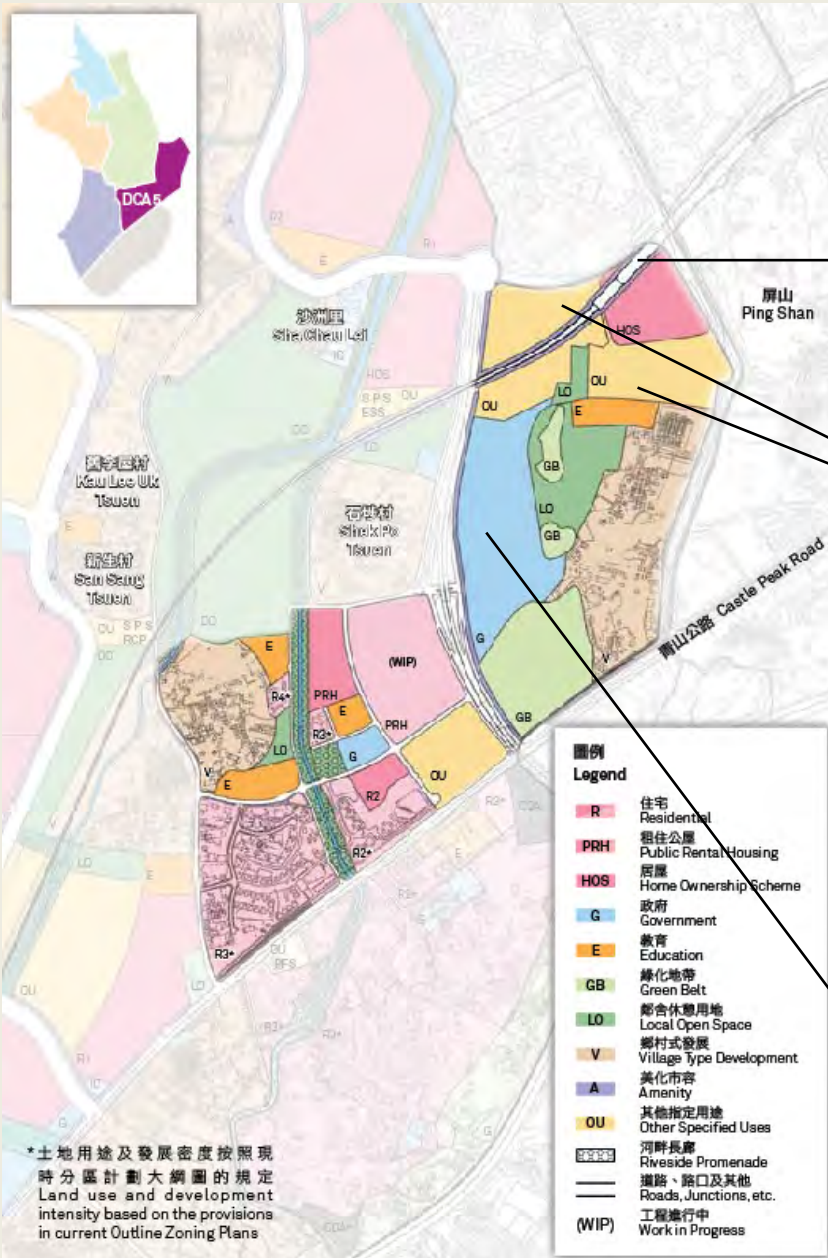


地積比率  
Plot Ratio 5 - 8

建築物高度  
Building Height 2 - 40 層 Storeys

# DCA 5 - 東部住宅區及商業中心

## Eastern Residential Neighbourhood cum Commercial Centre



西鐵天水圍站  
West Rail TSW Station

住宅和商業發展  
Residential & Commercial Development



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



地積比率  
Plot Ratio 5.5 – 8

建築物高度  
Building Height 20 - 40 層 Storeys

# DCA 6 - 南面住宅區 Southern Residential Neighbourhood



發展按現時分區計劃大綱圖的規定，並會為該區建議適合的環境和基建改善工程。

Development follows provisions of the current Outline Zoning Plans. Suitable environmental and infrastructural improvement for the area will be proposed.

# 單車徑網絡及文物徑

## Cycle Track Network and Cultural Heritage Trails





# 交通設施 Transportation Facilities



約45%居民在兩個鐵路站500米範圍內  
about 45% of population within 500m of the West Rail Stations

現有輕鐵  
existing light rail transit

考慮採用環保運輸系統作接駁  
consider using environmentally-friendly transport system for feeder services

策略性公路包括港深西部公路、青山公路和元朗公路  
strategic highways including Yuen Long Highway, Castle Peak Road and Kong Sham Western Highway (KSWH)

在港深西部公路下興建一條主幹道提供便捷連繫至物流科技區  
build a primary distributor under the KSWH for convenient access to the Logistics and Technology Quarter

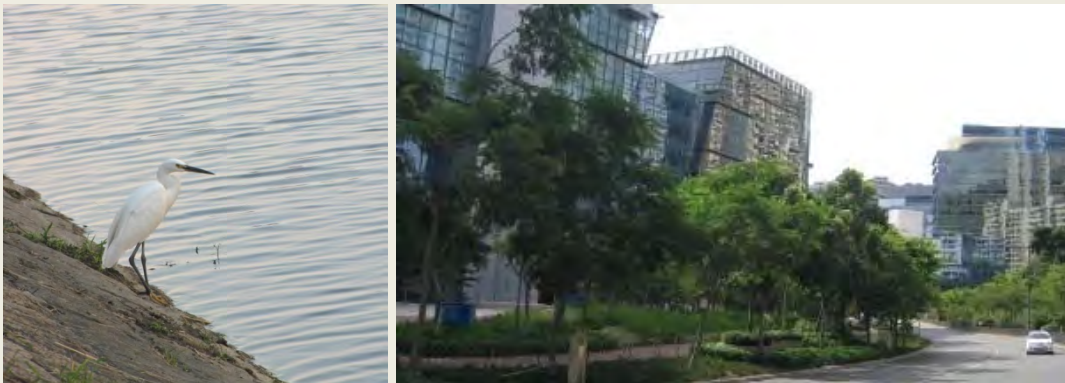
北部擬建一條地區幹路，供東西方向來往的車輛使用  
another main district distributor is proposed in the northern part to facilitate east-west traffic movements

改動天影路及交通分流  
diversion of Tin Ying Road and some traffic redistribution

## 環境及保育

### Environment and Conservation

- 鼓勵在建築發展方面，使用各式具能源效益的設計及技術  
encourage the use of various energy efficient designs and technologies for building development
- 探討使用再生能源的機會  
opportunities of using renewable energy being explored
- 港深西部公路計劃的濕地補償區會保留  
existing areas of wetland compensation under KSWH project will be retained
- 在新生新村的鷺鳥林納入「綠化地帶」內，避免受到直接影響  
an egretty at San Sang San Tsuen will be protected from direct impacts through “Green Belt” zoning



## 第二階段社區參與

### Stage Two Community Engagement

- 為期3個月的第二階段社區參與已在7月15日展開  
Stage 2 Community Engagement (CE2) commenced on 15 July 2013 for 3 months
- 已諮詢相關的議會/委員會，及為區內關注團體和其他感興趣的團體/組織安排簡介會  
consulted relevant Boards/Committees, and local concern groups as well as interested bodies/organizations
- 公眾論壇已在2013年9月7日舉行，出席的參與者約有470人  
public forum was held on 7 September 2013 and attended by about 470 participants
- 接獲的書面意見超過1,000份  
Over 1,000 public views were received

## 第二階段主要公眾意見

### Major CE2 Public Comments

1. 支持新發展區策略性功能

新發展區的地理位置優越，適當的土地運用及運輸規劃，能開拓經濟發展機遇，推進香港與深圳的跨界基建合作及經濟互動

**Support the Strategic Function of the NDA**

The NDA can capitalize on locational advantage to enhance economic interaction between Hong Kong and Shenzhen through appropriate land use and transport planning

2. 支持新發展區提供更多就業機會

但關注新發展將收回百多公頃的現時港口後勤及露天儲存倉用地，影響現時居住附近地區的從業員。又關注擬議的物流中心被大財團營運時，中小企業營運者面臨經營困難

**Support the NDA to Provide More Future Employment Opportunities**

However, concerns on the impact on existing residents who may lose their jobs if the over 100ha of land for existing PBU/OS uses are resumed for the NDA development. Also concern on the proposed logistics centres be run by large consortium and small and medium enterprises will face difficulties due to high cost

3. 應提供足夠基建配套

要求改善排污設施和排水系統，提供垃圾處理設施，完善交通配套包括全面的單車徑及行人網絡及提供輕鐵服務。關注天影路改動會使重型車輛使用屏廈路及其他道路，影響附近民居

**Provision of Adequate Infrastructure Support**

Requested improvement to drainage and sewerage systems, provision of waste handling facilities, comprehensive transport network including cycle track and pedestrian networks and extension of LRT to the NDA. Concern that diversion of Tin Ying Road would increase heavy vehicle trips using Ping Ha Road and other roads, which would affect surrounding residents

## 第二階段主要公眾意見

### Major CE2 Public Comments

#### 4. 減少對現有村落的影響

要求擴大現時的「鄉村式發展」地帶，以滿足原居民對小型屋宇的未來需求。擬建的規劃發展太靠近現有村落，要求預留空間作興建小型屋宇之用。保留廈村現有的風水里。支持保留丹桂村及和平新村

#### **Minimize Impact on Existing Villages**

Requested extension to existing “Village Type Development” zone to meet Small House demand from indigenous villagers. The proposed developments are too close to existing villages. More land for future Small Houses should be allocated. Fung shui lane of Ha Tsuen should be retained. Support retaining Tan Kwai Tsuen and Wo Ping San Tsuen

#### 5. 規劃佈局及土地用途

需詳細考慮公私營房屋比例和擬議發展的位置、密度/地積比率。部分受影響人士要求不遷不拆。現時區內的港口後勤及露天儲存倉營運者詢問有關所規劃的62公頃物流設施用地，是否可容納現時在該區的港口後勤及露天儲存倉用途。

#### **Planning, Layout & Land Use**

Should carefully consider the public and private housing mix, location and development intensity of proposed developments. Some affected residents requested ‘no removal no demolition’. The existing PBU/OS operators of the NDA enquired about the proposed 62ha of logistics use, and whether the land can accommodate the existing PBU/OS operations in the area

## 第二階段主要公眾意見

### Major CE2 Public Comments

#### 6. 減少環境影響

應保留現有的鄉村環境和具生態價值的地方，同時提供緩衝帶以減少對生態敏感地方的影響。關注興建高密度發展會影響區內通風

#### **Minimise Environmental Impact**

Should retain existing village environment and areas with high ecological value, also to provide buffer zone to minimize ecological impact to ecological sensitive areas. High density development would affect air ventilation

#### 7. 補償安置和落實安排

部分受影響人士要求原區/原村安置。很多現有工業需要以露天形式運作。部分受影響廠商要求重置工業用地。如要搬遷，要有充分時間做準備及有適當的交接期。一些人士提出應考慮公私營合作，包括透過換地進行私人發展

#### **Compensation, Rehousing and Implementation Mechanism**

Some affected residents requested to be rehoused within the NDA/provision of village resite. Most of the existing industrial uses would need open air operation. Some affected operators requested reprovision of industrial land. If relocation is required, adequate time should be allowed for preparation and transition. Some suggested that public-private partnership including private land exchange should be considered

## 下一階段 Next Stage

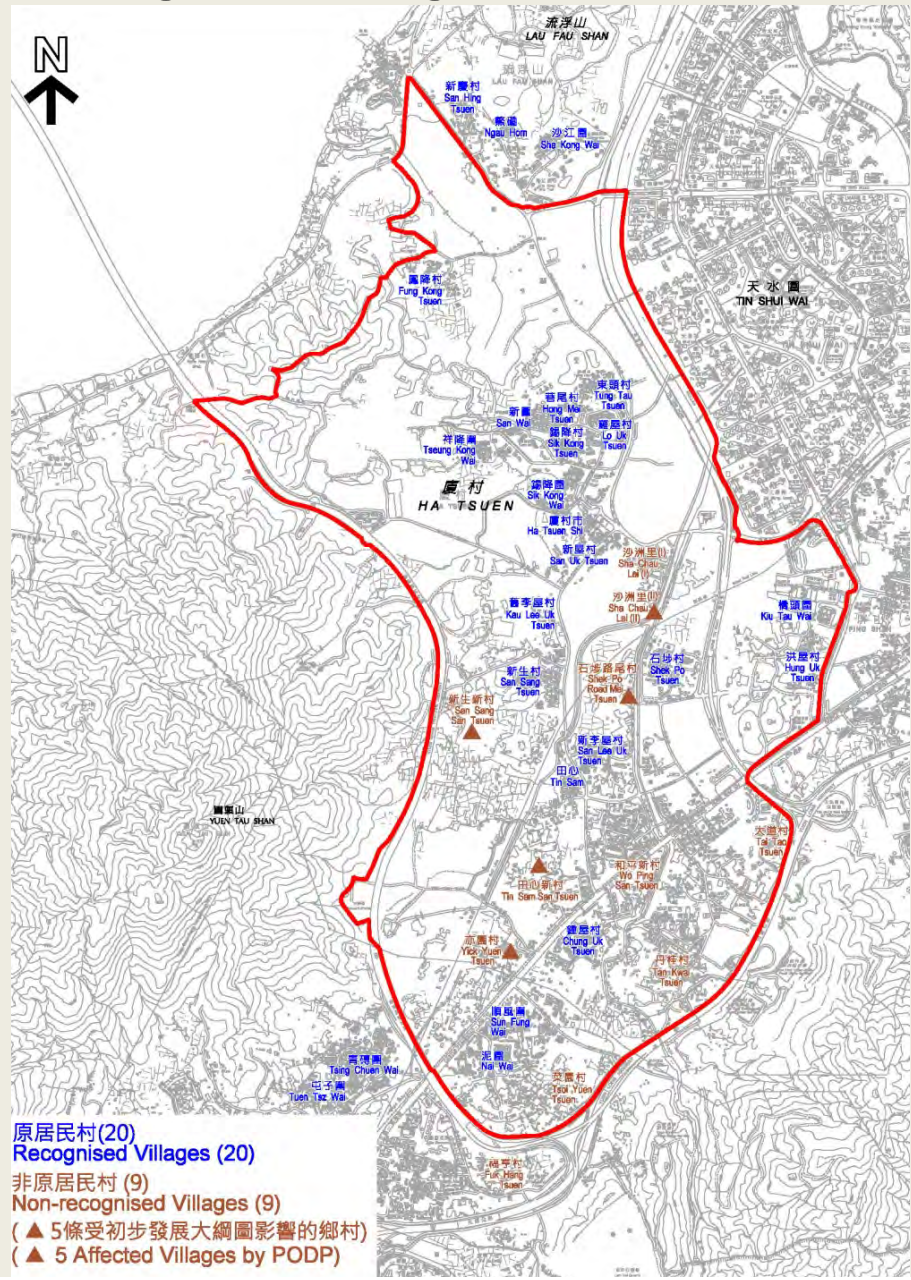
- 在收集公眾對初步發展大綱圖的意見後，我們會展開進一步的技術評估，以制定建議發展大綱圖及詳細發展建議  
After collecting public views on the PODP, further technical assessments for the formulation of the Recommended Outline Development Plan and detailed development proposals will be conducted
- 下一階段會制定較詳細的發展時間表。我們會特別關注適時提供各項社區及基礎設施，確保能與新發展區陸續遷入的人口互相配合  
A more detailed development timetable will be set out at the next stage. Attention will be paid to ensure timely provision of various GIC facilities and infrastructure in tandem with the population intake of the NDA
- 政府會在下一階段小心考慮落實發展的詳細安排  
The Government will carefully consider the implementation arrangements at the next stage

多謝  
**Thank You**



# 洪水橋新展區內的原居民及非原居民鄉村

## Indigenous and Non-Indigenous Villages within the HSK NDA



- 原居民村(20)
- Recognised Villages (20)
- 非原居民村 (9)
- Non-recognised Villages (9)
- (▲ 5條受初步發展大綱圖影響的鄉村)
- (▲ 5 Affected Villages by PODP)

# 港口後勤及露天貯物用途 Port Back-up and Open Storage Uses

