

規劃宜居新市鎮

Planning for Liveable New Towns



Tin Shui Wai and Hung Shui Kiu



規劃署
Planning Department

2025

1. Tin Shui Wai New Town

Geographical Context

Tin Shui Wai (TSW) New Town (Figure 1) is situated in the northwestern part of the North West New Territories (NWNT). It covers an area of about 406 hectares (ha) bounded by Mong Tseng Tsuen and Mong Tseng Wai to the north, the Inner Deep Bay Site of Special Scientific Interest (SSSI) and Tin Tsz Road to the northeast and east, Sheung Cheung Wai to the south, the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) to the west and Lau Fau Shan to the northwest.

TSW New Town consists of flat land which was reclaimed from fish ponds, and is divided into southern and northern portions by Tin Wah Road. The Hong Kong Wetland Park (HKWP) Special Area is situated in the northeastern part of the New Town serving as a buffer to the environmentally and ecologically sensitive Mai Po area.

TSW is one of the third generation New Towns in Hong Kong. According to the 2021 Population Census, the total population of TSW New Town was about 277 700.

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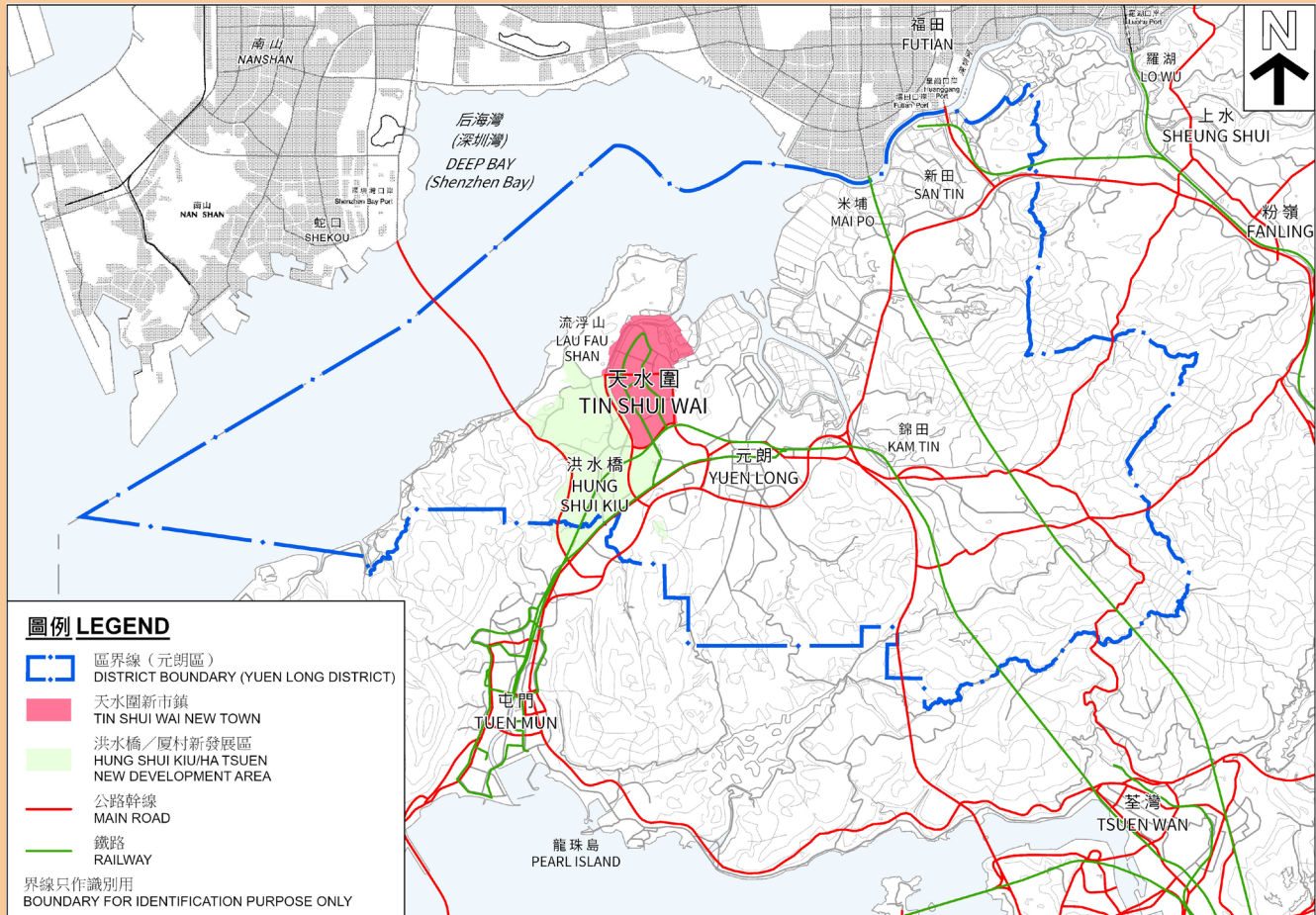


Figure 1: Location of TSW New Town

Historical Background

TSW New Town was formerly part of the wetland system in Inner Deep Bay. Ponds were later formed by the local villagers for fish farming (Figure 2) and duck farming. For the purpose of developing a self-contained urban development, a joint venture agreement was reached between the Government and a private developer in 1982 to develop TSW for residential use to house a population of 135 000 initially.

The development initially concentrated within the southern portion of 169 ha (or known as Development Zone) and the balance of the site was held as a land bank to the north of Tin Wah Road (as Reserve Zone) to cater for strategic growth. The northern portion was subsequently identified by the Government as a solution space to meet the demand for public and private housing in Hong Kong in 1994 (Figure 3).



Figure 3: Tin Shui Wai New Town in 1994



Figure 2: Fish ponds in Tin Shui Wai in the old days

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Planning Concept

Being one of the third generation New Towns, TSW New Town is mainly planned for residential use which aims to provide a mix of private and public housing to meeting the forecasted demand for housing in Hong Kong. In view of the pressing demand for public housing, the northern portion, which was identified as a land bank, has mainly been developed for public housing purpose since early 2000 (Figures 4 to 6). Sufficient Government, Institution and Community ("GIC") facilities and open spaces are also planned to cater for the district needs. TSW has been developed principally as a residential town with no major employment centres, while employment opportunities are available in the nearby new towns such as Tuen Mun and Yuen Long as well as the HSK/HT NDA.



Figure 4: Southern part of Tin Shui Wai New Town in 2001



Figure 5: Tin Shui Wai New Town in 2006



Figure 6: Aerial view of Tin Shui Wai New Town in 2015

Large district parks are located in the central parts of the southern and northern parts of TSW New Town. The town centre with major commercial development is planned next to the southern district park (known as TSW Park). Taller buildings are developed around the town centre with lower residential developments spreading across the town.

The northern part of TSW New Town is in close proximity to the environmentally and ecologically sensitive areas of Inner Deep Bay and Mai Po Nature Reserve (MPNR) to the north. Sites for lower-rise and lower-density residential developments and conservation areas including the HKWP are located adjacent to the north and east, with a view to providing a buffer to the ecologically sensitive areas. Higher density developments are concentrated in the southern and western parts.

In order to achieve an open character of the New Town and to maximise views of the residential units, residential developments are built around the district parks (Figure 7) which provide ample opportunities for both passive and active recreation. Open space corridors are planned running across the central areas of the southern and northern parts of TSW, which also serve as visual corridors. Moreover, amenity areas are provided at the sides of the drainage channel to maximize the use of the water features for recreational purposes.



Figure 7: TSW Park

Taking the advantage of flat terrain, a system of at-grade pedestrian and cycle routes have been developed as wide avenues in TSW to provide safe and pleasant means of movement as well as to encourage easy pedestrian movement around the New Town. Extensive tree planting is provided along the routes to segregate pedestrian from light rail transit (LRT) and vehicular traffic, and to provide shading for pedestrian comfort. These intensively landscaped routes form an important urban design feature in TSW New Town.

Development in Tin Shui Wai New Town

Housing

TSW New Town provides a variety of housing to meet a range of income levels and housing aspirations. In order to provide a buffer to the ecologically sensitive areas, lower density housing developments are located at the north and east, whilst higher density housing developments are concentrated to the south and west in the northern part of the New Town. Upon completion of the planned development, the overall flat mix ratio of the New Town will be about 75:25 between public (including public rental housing and subsidised sale flat¹) and private permanent housing. The planned population in TSW New Town will be about 299 900.

¹ Including all subsidised sale flats such as Housing Authority's Home Ownership Scheme flats, Private Sector Participation Scheme flats, Buy-or-Rent Option Scheme flats, and Housing Society's Flat-for-Sale Scheme flats.

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At present, there are 10 existing Public Rental Housing (PRH) estates, including Tin Heng Estate, Tin Chak Estate, Tin Yat Estate, Tin Yan Estate, Tin Yuet Estate, Tin Ching Estate (Figure 8), Tin Wah Estate, Tin Shui Estate, Tin Yiu Estate and Tin Tsz Estate. There are also six Home Ownership Scheme developments (namely Tin Fu Court (Figure 9), Tin Chung Court, Tin Oi Court, Tin Shing Court, Tin Yau Court and Tin Lai Court), one Private Sector Participation Scheme (PSPS) development (namely Grandeur Terrace) (Figure 10), and six private residential developments (namely Wetland Seasons Bay, Wetland Seasons Park and Vianni Cove in the northern part; as well as Central Park Towers, YOHO WEST and the large-scale private residential development of Kingswood Villas (Figure 11) in the southern part) in TSW New Town.



Figure 8: Public housing development of Tin Ching Estate



Figure 9: Housing Ownership Scheme of Tin Fu Court



Figure 10: Private Sector Participation Scheme of Grandeur Terrace



Figure 11: Private residential development of Kingswood Villas

Economic Activities

There are two commercial activities nodes in the New Town, a major one near the TSW Park and a smaller one near the Tin Sau Road Park (Figures 12 to 14). The larger-scale commercial development, comprising a hotel providing 1 102 rooms and a shopping mall with over 61 300 m² retail floor space, was developed in the late 1990s in the town centre fronting the TSW Park. It is in a convenient location serving the immediate local residents as well as the whole New Town. Another smaller-scale commercial development, currently comprising a shopping mall with about 18 600 m² retail floor space, was developed in 2017 in the northern part of TSW near the Tin Sau Road Park. It mainly serves the residents living in the northern part of TSW. In addition, retail facilities serving the immediate neighbourhood are also provided in the public/private housing developments.



Figure 12: +WOO Shopping mall at the town centre



Figure 13: Harbour Plaza Resort City Hotel at the town centre



Figure 14: One Sky Mall shopping mall

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Community Facilities

In TSW New Town, a number of community facilities are planned and developed in accordance with the requirements stipulated under the Hong Kong Planning Standards and Guidelines for provision of medical, education and community facilities to serve the local residents. Major community facilities include:

- TSW Hospital (Figure 15) (including 300 beds) is located in the western part of the New Town and has commenced service by phases since the first quarter of 2017;
- two medicine centre/clinic, namely TSW (Tin Yip Road) Family Medicine Integrated Centre and TSW (Tin Shui Road) Family Medicine Clinic are located in the northern and southern parts of the New Town respectively;
- two public libraries, namely TSW North Public Library (Figure 16) and Ping Shan TSW Public Library (Figure 17), are located in the northern part and in Ping Shan area to the immediate south of the New Town respectively. The latter is the second largest public library in Hong Kong and the first public library where people can read in an outdoor courtyard; and
- 46 primary and secondary schools and two special schools are provided in different parts of the New Town to serve the community.



Figure 15: Tin Shui Wai Hospital



Figure 16: Tin Shui Wai North Public Library



Figure 17: Ping Shan Tin Shui Wai Public Library

Recreation and Open Space

Adequate land has been reserved for the development of recreation and open space uses to meet the community needs. TSW Sports Ground (Figure 18) and TSW Swimming Pool (Figure 19) are located adjoining the district park in the southern part of TSW New Town, i.e. TSW Park (Figure 20). Four sports centres, namely TSW Sports Centre (Figure 21), Tin Fai Road Sports Centre, Ping Shan TSW Sports Centre and Tin Shui Sports Centre are located in the TSW New Town.



Figure 18: Tin Shui Wai Sports Ground



Figure 19: Tin Shui Wai Swimming Pool



Figure 20: Tin Shui Wai Park

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In addition to the recreational facilities, about 43 ha of land has been zoned as "Open Space" on the Tin Shui Wai Outline Zoning Plan (OZP) for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The open space also forms part of the major pedestrian linkage in TSW New Town.

The open spaces also form major visual corridors to provide a visual linkage between TSW New Town and the surrounding rural landscape. Major open space provision includes the existing TSW Park, Tin Yip Road Park and Tin Sau Road Park, incorporating a visual corridor running in a northwest to southeast direction to provide the visual link with Lau Fau Shan and Wang Chau.



Figure 21: Tin Shui Wai Sports Centre

Local open spaces (Figure 22) and amenity areas are provided within developments in the residential or commercial zones to enhance the landscape character of TSW New Town.

Moreover, some existing ponds have been preserved in TSW New Town as landscape features and incorporated into the Hong Kong Wetland Park to minimise the adverse impact on the wetland habitats of these existing ponds.



Figure 22: Open space in Tin Ching Estate

Conservation and Natural Environment

HKWP Special Area (Figures 23 and 24), located in the northeast portion of TSW New Town, is an ecological mitigation area with 61 ha of land under "Country Park" zone on the OZP. It is proposed as a replacement habitat for the wetland lost from the engineering works in the northern portion of the New Town and acts as a buffer to minimise human disturbance to the ecologically sensitive areas of the Inner Deep Bay SSSI, the adjoining fish ponds and MPNR to its east and northeast which have been designated for inclusion in the Ramsar List of Wetlands of International Importance (Ramsar Site).



Figure 23: Hong Kong Wetland Park Special Area



Figure 24: Hong Kong Wetland Park Special Area

The HKWP Special Area was designated under the Country Parks Ordinance (Cap. 208) and its development is under the monitoring of the Country and Marine Parks Board. All uses and developments within the area require consent from the Country and Marine Parks Authority. The HKWP was one of the Millennium Projects and opened to the public in May 2006, now becoming a world-class conservation, education and tourism facility.

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Transport

TSW New Town is well served by public transport facilities including buses, green minibuses (GMBs), LRT (Figure 25) and Tuen Ma Line, connecting the New Town to Tuen Mun, Yuen Long and other urban areas such as Tsim Sha Tsui, Central and Causeway Bay. The Tuen Ma Line (formerly West Rail), with a station at Tin Fuk Road (Figure 26), has been in operation since 2003 and linked up with other parts of TSW New Town through LRT. A number of distributor roads (e.g. Tin Ying Road, Tin Tsz Road, Tin Wah Road and Tin Fuk Road) provide primary means of vehicular access to TSW New Town.



Figure 25: TSW Light Rail Transit Station



Figure 26: TSW Tuen Ma Line Station at Tin Fuk Road

Looking Ahead

Most of the planned development sites in TSW have been developed. The Government will take forward the planned open space and GIC developments in a progressive manner. In addition, the planned HSK/HT NDA to the west of TSW New Town will bring more economic activities and job opportunities, as well as commercial and civic facilities, which will also benefit the residents of TSW New Town.

2. Hung Shui Kiu/Ha Tsuen New Development Area

Geographical Context

The HSK/HT NDA (Figure 27) covers about 725 ha of land. It is located in the northwestern part of the New Territories, midway between the Tuen Mun and TSW New Towns and covering HSK and HT areas. It is surrounded by the ridgeline of Yuen Tau Shan in the west and northwest, Lau Fau Shan in the north and TSW New Town in the east. The area is generally bounded by the existing Tin Ying Road, Ping Ha Road and Kiu Hung Road to the east, Castle Peak Road to the south, knolls of Yuen Tau Shan and Kong Sham Western Highway (KSWH) to the west and Lau Fau Shan Road and hill slope along Deep Bay Road to the north. According to the 2021 Population Census, the existing population of the area was about 44 600.

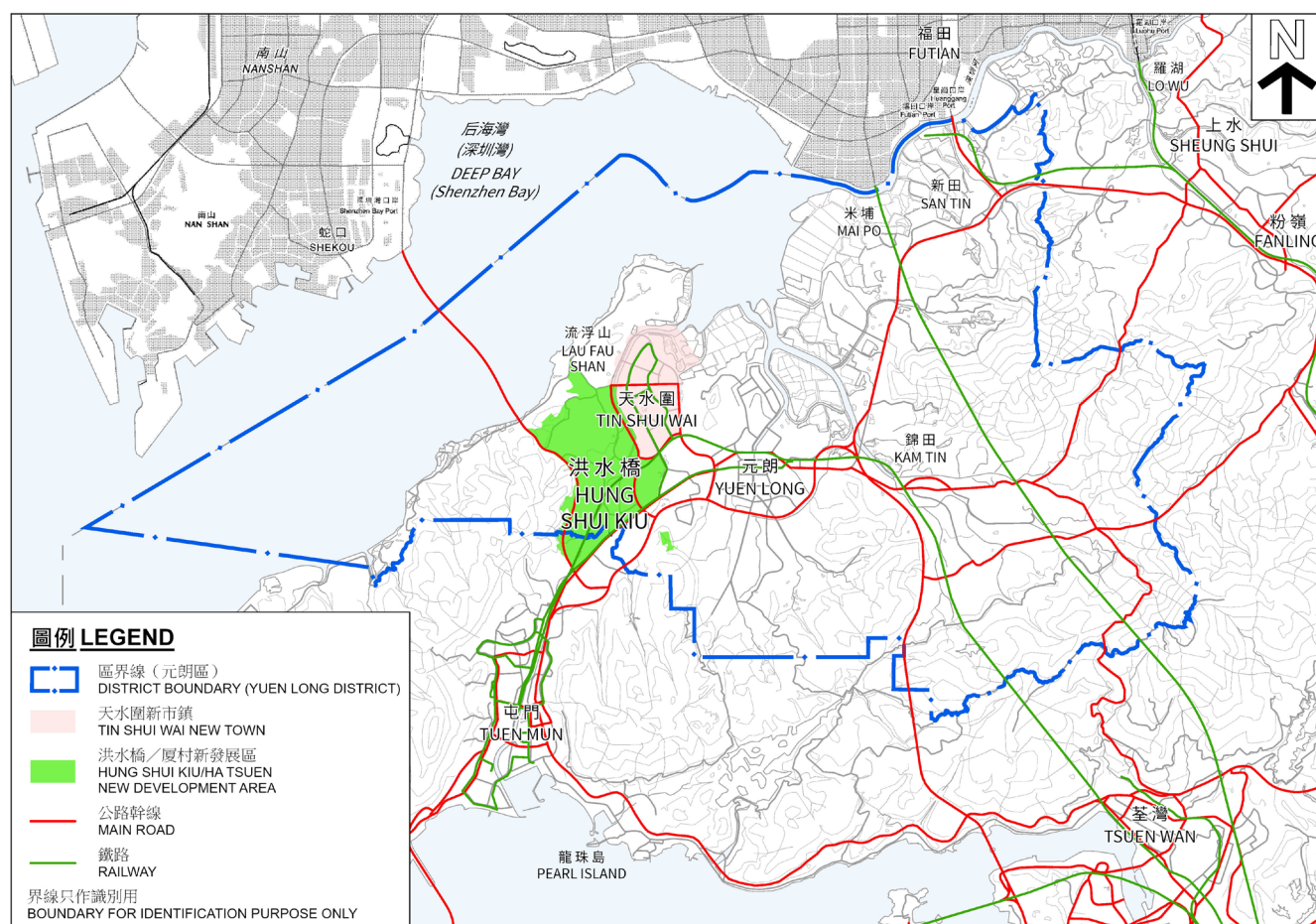


Figure 27: Location of Hung Shui Kiu/Ha Tsuen New Development Area

Historical Background

The Territorial Development Strategy Review in 1990s first identified the potential of HSK area for strategic growth in the North West New Territories (NWNT). The Planning and Development Study on NWNT commissioned in 1997 identified the HSK area as suitable for NDA development (Figure 28).

The 'Hong Kong 2030 Planning Vision and Strategy', promulgated in 2007, recommended to proceed with the HSK NDA² development to address the long-term housing demand and provide employment opportunities. Following the announcement of the development of the HSK NDA and the North East New Territories NDAs as one of the ten major infrastructure projects for economic growth in the 2007-08 Chief Executive's Policy Address, the HSK NDA Planning and Engineering Study (the Study) was commissioned jointly by the Civil Engineering and Development Department (CEDD) and the Planning Department in 2011 with a view to formulating a planning and development framework for the implementation of the NDA. The Recommended Outline Development Plan (RODP) for the NDA was revised and finalised under the Study and was promulgated in 2016.

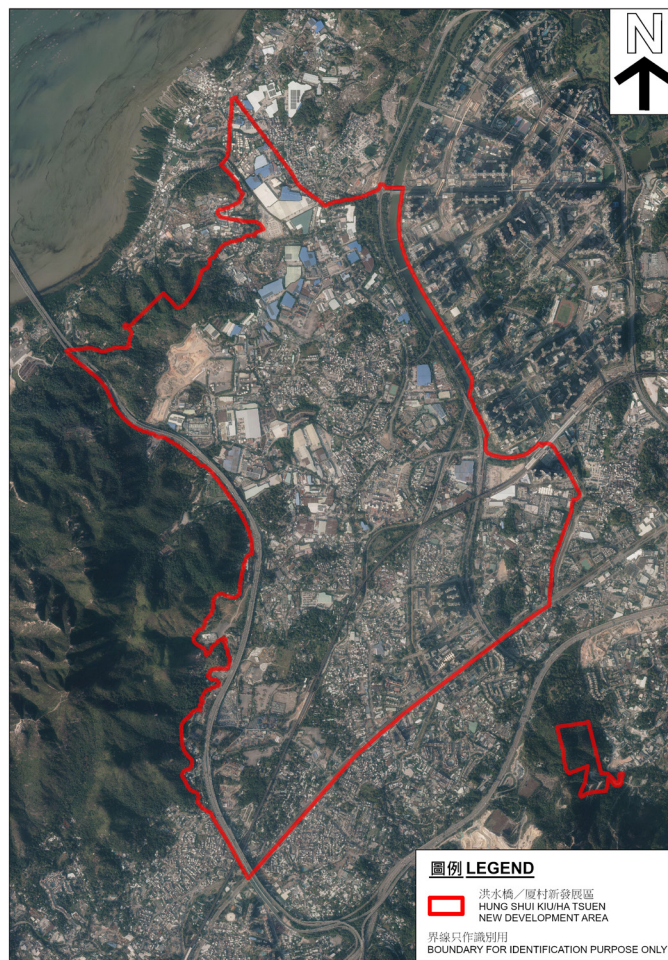


Figure 28: Aerial view of Hung Shui Kiu/Ha Tsuen New Development Area

In view of the opportunity to optimise the development potential of some housing sites in the NDA to provide more flats, CEDD has carried out the Housing Mix Review for the Second and Remaining Phases of the NDA. The NDA will be developed into a new town with a total population of about 231 800 (new population of about 184 000) and will provide about 66 700 new flats. According to the Northern Metropolis Action Agenda published in 2023, the NDA and Lau Fau Shan vicinity can work with the Qianhai Cooperation Zone and Nanshan District in such areas as finance, professional services and logistics services, promoting and deepening high-end economic cooperation. The NDA can also be transformed into a “modern service centre” and a hub for talents travelling frequently between Hong Kong and Shenzhen, serving the entire Greater Bay Area.

2 Later renamed as HSK/HT NDA

Planning Concept

HSK/HT NDA (Figure 29) will be the latest generation New Town of Hong Kong. It has adhered to the planning principles to build a sustainable, people-oriented and balanced living, working and business community, and to create a regional 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, and the built up area to the east and south, as well as the TSW Drainage Channel that runs through the NDA as a spine.

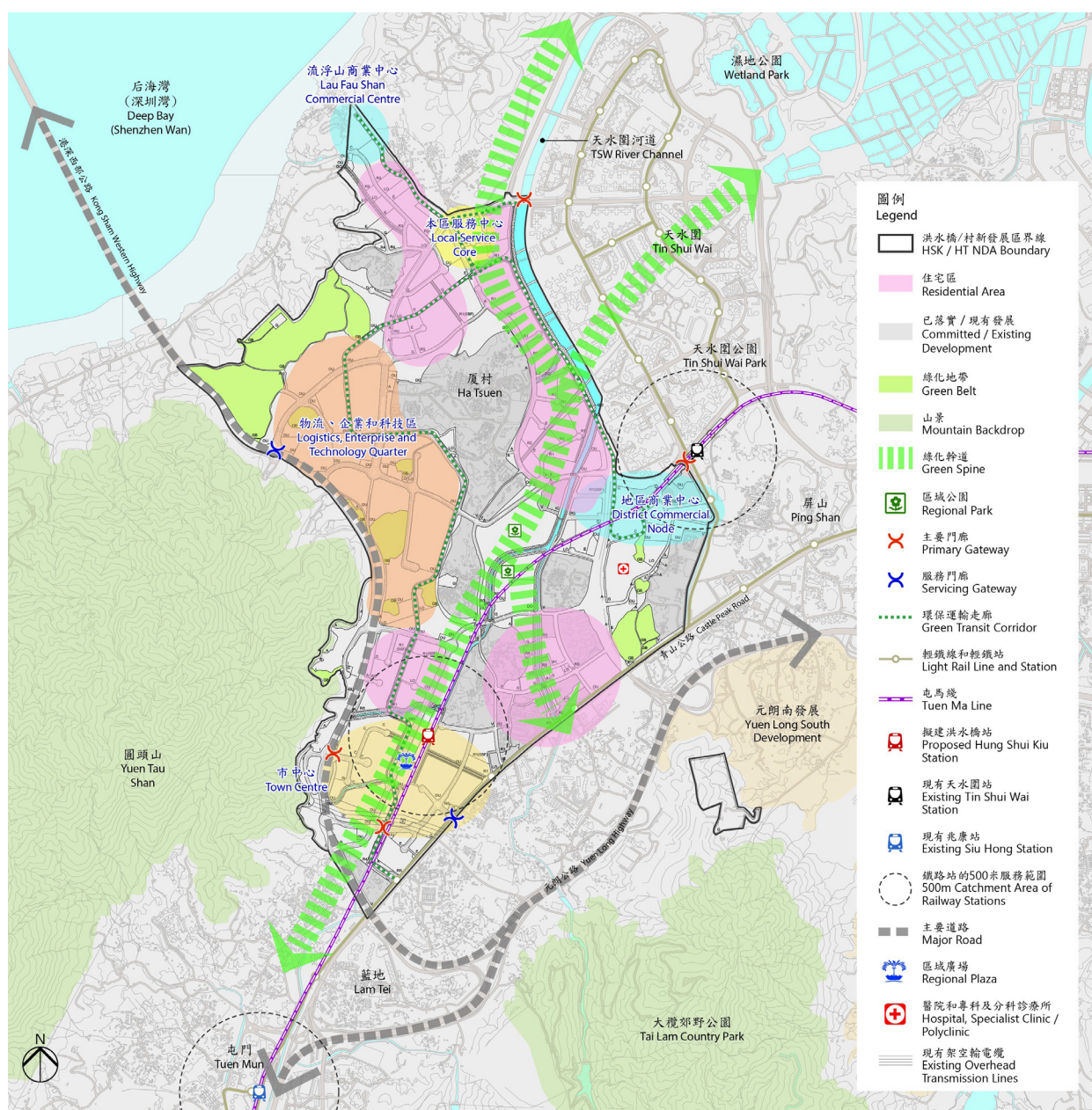


Figure 29: Planning Concept of Hung Shui Kiu/Ha Tsuen New Development Area

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The area around the planned HSK Station will be the future town centre of the NDA and the regional hub for NWNT. A District Commercial Node will be located near the existing Tuen Ma Line TSW Station. A Logistics, Enterprise and Technology Quarter at the northwestern part of HSK/HT NDA constitutes an important economic and employment node of the whole NWNT with the dominant provision of modern industries (Figure 30). About 150 000 employment opportunities will be generated in the NDA through a mix of commercial, business, industrial, community and government land uses.

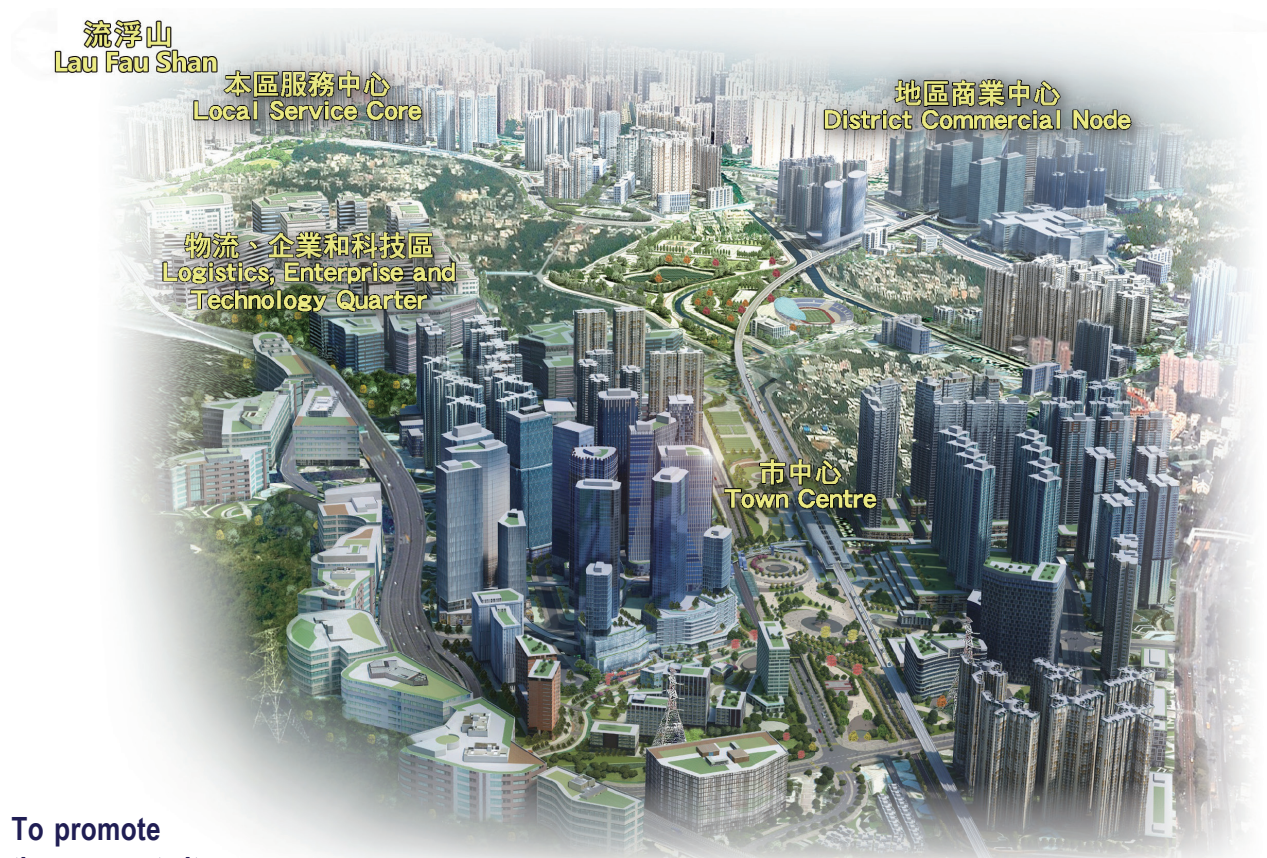


Figure 30: Artist Impression of key activity nodes of Hung Shui Kiu/Ha Tsuen New Development Area

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 zones and mixed commercial/residential zones of up to 6.8 and 7 respectively in the Hung Shui Kiu and Ha Tsuen OZP. To maintain views and air ventilation, principal visual and air corridors are maximised through the green open spaces, amenity strips and pedestrian streets. The riverside promenades planned along the river channels together with the north-south running open space corridor connecting the Regional Plaza and the Regional Park serve as major connecting green spines between new and existing communities in the NDA and the surrounding areas. A comprehensive pedestrian walkway and cycling network will be provided in HSK/HT NDA to promote walkability and cycle friendliness. In order to strengthen street vibrancy and contribute to local character, the concept of retail frontage primarily at-grade is adopted. Shopping streets are planned in the town core and along major open spaces in the NDA. Continuous retail frontage and provision of a mix of commercial and leisure facilities along the shopping streets would enhance the vibrancy and vitality of the areas.

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. Major population, economic activities and community facilities will be concentrated within walking distance of mass transit and public transport nodes. Green mobility is promoted within the NDA through the introduction of the Green Transport Corridor (GTC) and a comprehensive cycling and pedestrian network. To promote sustainable use of water, reusing treated sewage effluent and harvested rainwater for non-potable purposes such as toilet flushing and irrigation within the NDA will be explored. Sustainable Drainage System and blue-green infrastructure will also be pursued.

Development in Hung Shui Kiu/Ha Tsuen New Development Area

In planning the development of the HSK/HT NDA, suitable sites have been reserved for various types of land uses including residential, commercial, industrial, open space and the provision of different types of community and infrastructural facilities to meet the needs of the population.

Housing

Residential sites with higher development intensity are planned around the planned HSK Station and the existing Tuen Ma Line TSW Station to reinforce their respective functions as town centre and District Commercial Node. The proposed public/private housing ratio in HSK/HT NDA will help achieve a proper balance in the regional context. Existing village clusters within the NDA (Figure 31) will be retained where possible and the historical relics and monuments will be preserved. Upon completion of the planned development, the overall flat mix ratio of the HSK/HT NDA will be about 55:45 between public (including public rental housing and subsidised sale flat) and private permanent housing (including village housing). The planned population in the HSK/HT NDA will be about 231 800.



Figure 31: Existing village clusters within the NDA

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Commercial Uses

Taking advantage of the strategic location of the HSK/HT NDA, land is reserved to accommodate diversified economic uses ranging from general commercial uses to special industrial uses. These robust economic clusters span across a wide spectrum of sectors, and cater for labour forces of different educational attributes and skills. The provision of commercial floor area is mainly concentrated at the commercial development nodes of the town centre (Figure 32) and District Commercial Node.



Figure 32: Artist Impression of Town Centre

Retail Activities

Retail facilities are provided within residential clusters, and shopping streets are proposed around the planned HSK Station, along the GTC near the station and along TSW Drainage Channel with retail frontages for shops and services (Figure 33) to promote a thriving local economy.



Figure 33: Artist Impression of Pedestrian street with retail frontage

Industrial Uses

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. About 9 ha of land close to the commercial node around the planned HSK Station is designated for Enterprise and Technology Park to accommodate a variety of innovation and technology uses, including research centre, testing and certification use, data centre, modern industries and other related businesses and non-polluting industrial uses. About 36 ha of land is reserved for modern logistics facilities to complement the development of Hong Kong into a Regional Distribution Centre and Logistics Hub. About 23 ha of land at the northern fringe of the NDA is reserved for port back-up, storage and workshop uses, including the proposed multi-storey buildings for accommodating some of the affected brownfield operations. In addition, approximately 13 ha of land under "Industrial" zone is planned at the western fringe of the NDA near Kong Sham Western Highway for modern industries and general industrial uses.

Major Community Facilities

An array of GIC facilities will be provided in the HSK/HT NDA to support the residents living within and near the NDA, and create a family- and age-friendly community. On a regional and district basis, a Regional Government Complex comprising government offices, magistracy, community hall, post office, sports centre and market, together with the development of Northern Metropolis University Town are planned to form parts of the town centre. A hospital is also planned around the District Commercial Node near the existing Tuen Ma Line TSW Station to provide public health and medical services. There are also a wide range of other GIC facilities within the NDA, including kindergartens, schools, community hall, clinics, police station, fire station, markets, residential care homes for the elderly, and sports and recreation facilities meeting the needs of different age and families. They will serve not only residents of the NDA but also residents of the nearby area.

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Recreation and Open Space

The planning of HSK/HT NDA has integrated a green and blue network, which will connect to the cultural and ecological assets within and near the NDA. The NDA will be a place for urban living in balance with nature and culture. A coherent green framework with a hierarchy of active and passive open spaces is proposed in the area covering riverside channel, planned open spaces as well as natural knolls. Two green landscape spines are proposed as landscape corridors through the area and create an integrated landscape system and open space network system (Figure 34).

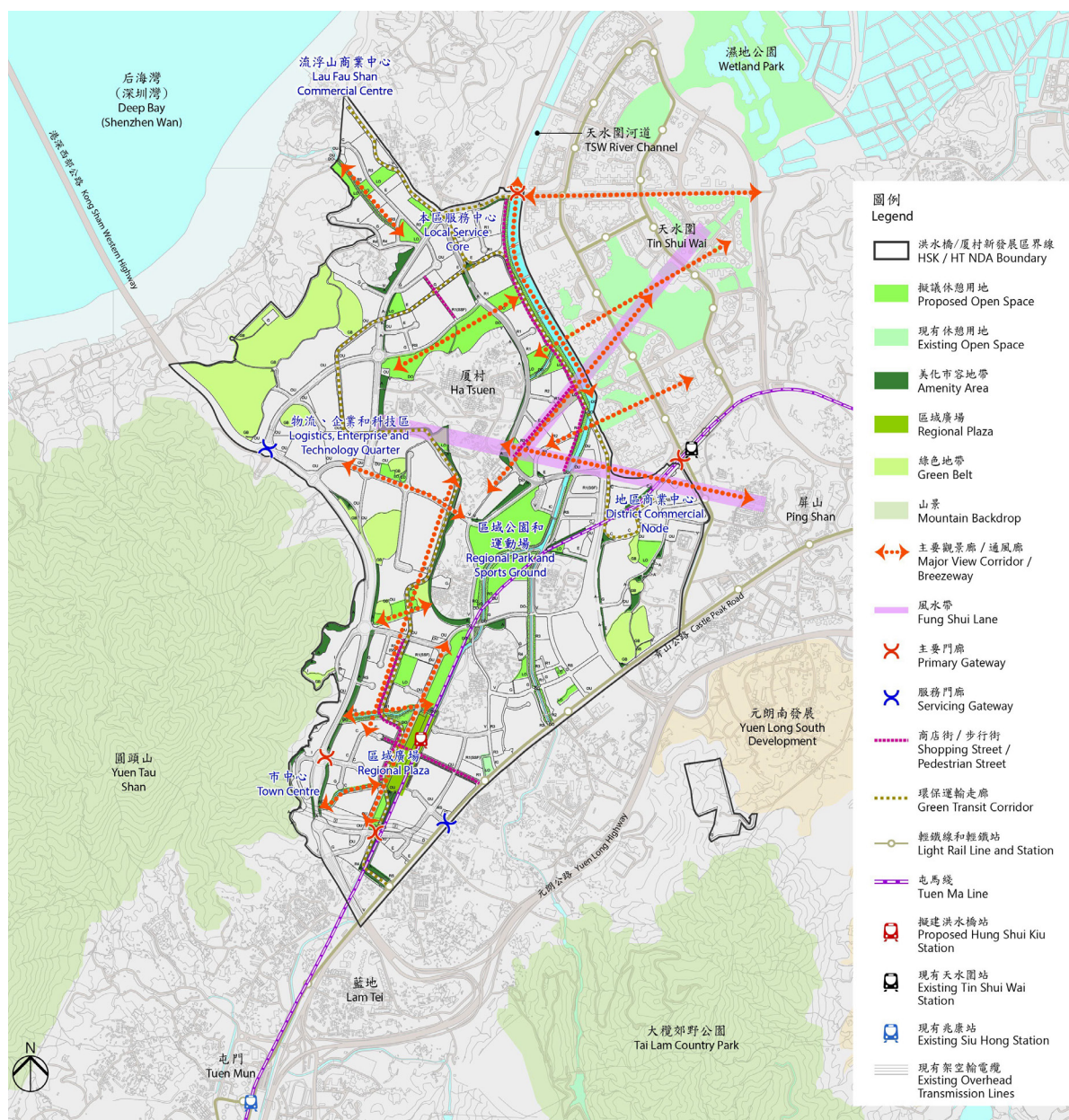


Figure 34: Integrated Landscape and Open Space Network System in Hung Shui Kiu/Ha Tsuen New Development Area

As the open space network is strategically located along the river channels, the riverside promenades (Figure 35) provide a vertebrae of open space framework from which a series of ancillary open spaces are developed. The existing drainage channels would be revitalised to provide a continuous riverside promenade. The Regional Park (Figure 36) together with major recreational facilities is located in the centre of the NDA to create a social and recreational hub. It will be easily accessible by the general public and local residents as it will be linked with the north-south running open space spines and riverside promenade. The Regional Plaza accommodating the planned HSK Station is one of the important 'breathing and leisure' spaces within the high density development area of the Regional Economic and Civic Hub. It provides not just an open space with quality landscape provision connecting the station with the surrounding commercial complexes and Public Transport Interchange (PTI), but also leisure and food and beverage facilities.



Figure 35: Artist Impression of riverside promenades

Other open spaces are also planned within the residential area and employment nodes throughout the NDA providing recreational and leisure spaces for the residents and workforce. A comprehensive pedestrian network and amenity areas are planned to create better urban living. Greening and landscaping along the comprehensive pedestrian network including pedestrian streets, shopping streets along the GTC and amenity strips along the pedestrian walkways and vehicular roads could enhance cityscape and act as buffer between developments. Moreover, community farming and farmers' markets are encouraged in designated open spaces to promote green living.



Figure 36: Artist Impression of the Regional Park

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Transport

The railway system is planned as the backbone of the passenger transport system in the NDA. It comprises the proposed Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) (HSWRL), Tuen Ma Line and Light Rail supplemented by other public transport services. To support the development of the HSK/HT NDA, a number of improvements to the existing road network are necessary. With the implementation of the proposed improvement works, no adverse traffic impact is envisaged.

External Connectivity

The HSK/HT NDA will be connected with Qianhai by the proposed HSWRL. It also connects with the urban areas through mass transit with the planned HSK Station and the existing TSW Station of the Tuen Ma Line. A Strategic Transport Interchange Hub and four PTIs will also be provided in the NDA. 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. 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 with a view to improving 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 movement. The GTC (Figure 37) will include a road-based Smart and Green Mass Transit System (SGMTS), pedestrian walkways and cycle tracks to support the internal movement between the development clusters. A comprehensive pedestrian walkway and cycling network will be provided in HSK/HT NDA to promote walkability and cycle friendliness. Pedestrian walkways will integrate with open space to create a pleasant walking environment. The continuous pedestrian walkways along riverside promenades and under the elevated Tuen Ma Line will provide north-south vehicle-free connections. A cycle track network is planned to provide a more comfortable cycling environment. It is also planned to link up the existing cycle track network in the HSK/HT NDA and TSW New Town to provide convenient connections for the local communities.



Figure 37: Artist Impression of Green Transit Corridor

天水圍及洪水橋

The HSK/HT NDA and its environs have 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 (Figure 38) is proposed to link up the heritage features. An eco-trail (Figure 38) 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.

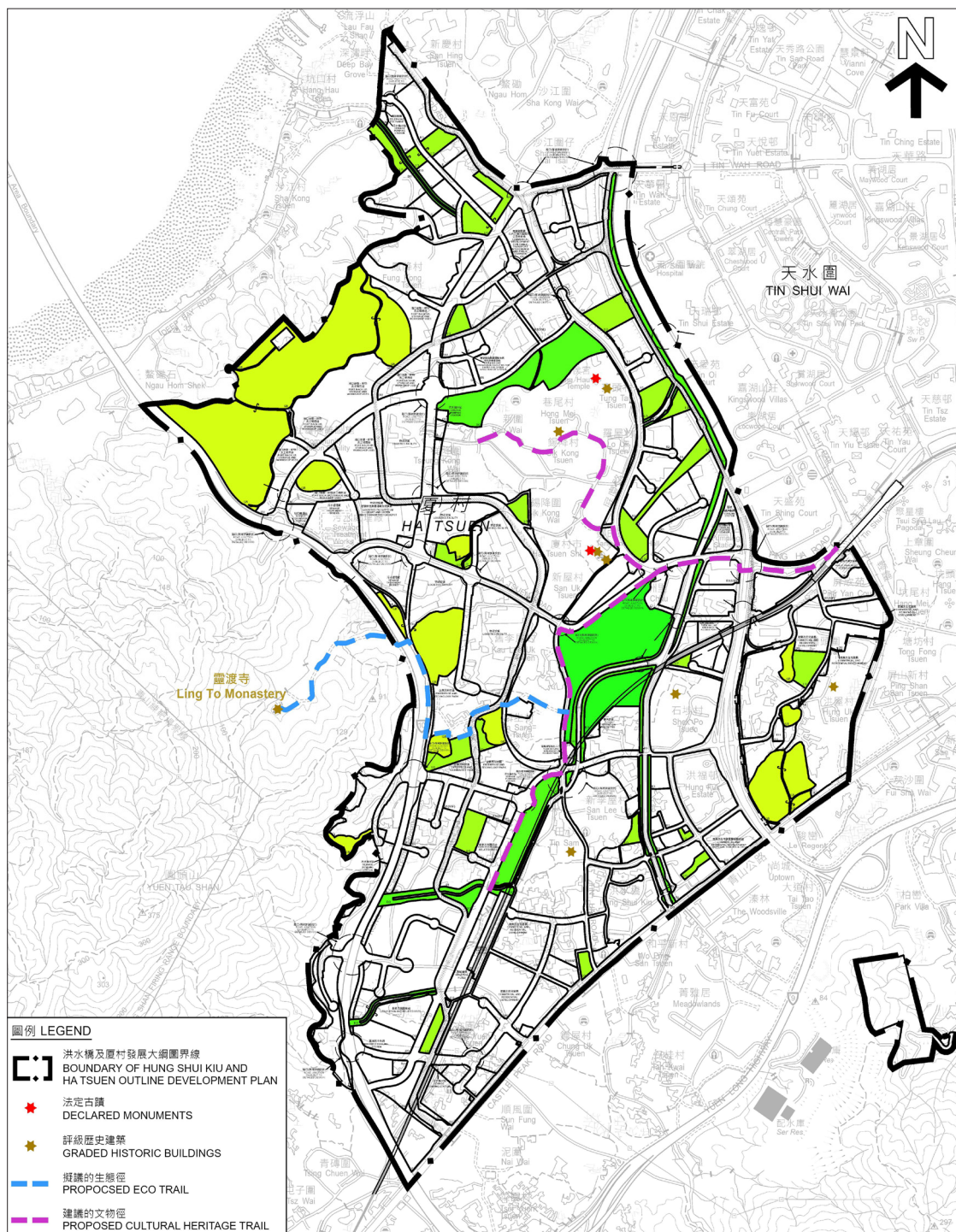


Figure 38: Eco/Cultural Heritage Trail in the NDA

Looking Ahead

Through comprehensive planning and development, the HSK/HT NDA will transform the vast extent of brownfield sites into a new generation new town of Hong Kong with enhanced land use efficiency and environmental quality. To achieve early delivery of land to meet the housing needs and ensure timely provision of a comprehensive range of commercial, retail, open space and GIC facilities in tandem with the population build-up, proper phasing and packaging of works for the HSK/HT NDA development have been formulated. With the implementation of the planned projects for commercial, housing, GIC facilities, infrastructures and other developments, it is envisaged that a balance between development needs and other planning considerations will be maintained to ensure achieving a liveable and sustainable environment for those who live and work in HSK/HT NDA.

The HSK/HT NDA will bring more job opportunities and economic activities to enrich the civic, leisure and community facilities in the NMNT; and contribute to making a more bustling region. Its development will not only benefit the future residents in the NDA, but also the residents in the whole region.

As set out in the Northern Metropolis Action Agenda promulgated in 2023, Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas (collectively referred to as LFS) will be an extension of the HSK/HT NDA. A Broad Land Use Concept Plan for the LFS area covering the northern part of the NDA has been published in 2024. The LFS area is planned taking into account two development themes, i.e. developing digital technology hub and promoting eco-tourism. A RODP for the area is being formulated in the Investigation Study, which will serve as the basis for preparation/revision of the statutory OZP(s).

For Further Information, Please Contact:

Tuen Mun & Yuen Long West District Planning Office

14/F, Sha Tin Government Offices,
1 Sheung Wo Che Road,
Sha Tin, N.T.
Tel: 2158 6301
Fax: 2489 9711
E-mail: tmylwdpo@pland.gov.hk

or

Planning Enquiry Counters

North Point
17/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

Tel: 2231 5000
Fax: 2877 0389
E-mail: enquire@pland.gov.hk

Sha Tin
14/F, Sha Tin Government Offices,
1 Sheung Wo Che Road,
Sha Tin, N.T

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