

North East New Territories New Development Areas Planning and Engineering Study

Stage Two
Public Engagement Report



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CONTENTS

	Page
1 Introduction	1
1.1 Background	1
1.2 Stage Two Public Engagement: Preliminary Outline Development Plans	2
1.3 Stage Two Public Engagement	3
1.4 Written Submissions	5
1.5 Purpose of this Report	5
2 OVERVIEW OF PUBLIC COMMENTS	6
2.1 Introduction and Report Structure	6
2.2 Overall Comments	6
2.3 Feasibility of the Recommended Development Proposals and Implementation Arrangements	15
2.4 Kwu Tung North New Development Area	17
2.5 Fanling North New Development Area	23
2.6 Ping Che/ Ta Kwu Ling New Development Area	30
3 Way Forward	34

Highlights of Public Engagement

Appendices

Appendix I	Summary of Views from the Meeting with Chairmen and Representatives of the North District Council and Rural Committees
Appendix II	Summary of Views from the Ta Kwu Ling District Rural Committee
Appendix III	Summary of Views from the Legislative Council Panel on Development
Appendix IV	Summary of Views from the Sheung Shui District Rural Committee
Appendix V	Summary of Views from the Town Planning Board
Appendix VI	Summary of Views from the Meeting with Villagers of Kwu Tung Village
Appendix VII	Summary of Views from the Hong Kong Institute of Planners
Appendix VIII	Summary of Views from the Meeting with Green Group Representatives
Appendix IX	Summary of Views from the Fanling District Rural Committee
Appendix X	Summary of Views from the North District Council
Appendix XI	Summary of Views from the Heung Yee Kuk New Territories
Appendix XII	Summary of Views from the Public Forum
Appendix XIII	Summary of Views from the Advisory Council on the Environment
Appendix XIV	Summary of Views from the Meeting with North District Secondary School Principals

Appendix XV	Summary of Views from the Planning Sub-Committee of the Land and Building Advisory Committee
Appendix XVI	Summary of Views from the Meeting with Village Representatives of Sheung Shui Heung
Appendix XVII	Summary of Views from the Meeting with Villagers of Fu Tei Au Village, Tin Ping Shan Tsuen, Shek Wu San Tsuen, Ma Shi Po and Ling Shan Tsuen
Appendix XVIII	Summary of Views from the Meeting with Village Representatives of Tsung Pak Long and Tai Tau Leng Village
Appendix XIX	List of of Written Submissions

1 Introduction

1.1 Background

- 1.1.1 The Planning and Development Study on North East New Territories (NENT Study), launched in 1998, identified Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/Ta Kwu Ling (PC/TKL) as New Development Areas (NDAs). However, in light of slower population growth and reduced housing demand, the plan for developing these NDAs was shelved in 2003. The “Hong Kong 2030: Planning Vision and Strategy” (the HK2030 Study), completed in 2007, revisited the need for strategic development areas in the New Territories and recommended proceeding with the NDA developments to address the long-term housing demand and to create more employment opportunities.
- 1.1.2 In the 2007-2008 Policy Address, the Chief Executive announced the planning for NDAs as one of the ten major infrastructure projects for economic growth.
- 1.1.3 To kick-start of the NDAs project, the Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) jointly commissioned the North East New Territories New Development Areas Planning and Engineering Study (NENT NDAs Study) in June 2008. The overall objective of the NENT NDAs Study is to formulate a planning and development framework for the NDAs in the light of the latest planning circumstances, community aspirations and development needs.
- 1.1.4 In order to allow the public to participate in the planning of the NDAs and ensure timely incorporation of public views into the planning and design of the NDAs, the Study include three stages of public engagement:
- Stage One Public Engagement:** Appreciation of Existing Context and Formulation of Visions for the NDAs
- Stage Two Public Engagement:** Discussion on the Preliminary Outline Development Plans (PODPs).
- Stage Three Public Engagement:** Discussion on the Recommended Outline Development Plans (RODPs).
- 1.1.5 The Stage One Public Engagement process was launched in November 2008, which aimed to engage members of the public in discussions on key issues relating to the development of the NDAs. To facilitate more focused discussions, the key issues/concerns were categorised under four topics, namely: Strategic Roles of NDAs; People-Oriented Communities; Sustainable Living

Environment; and Implementation Mechanism. The Stage One Public Engagement ended in February 2009 and culminated with a large number of public responses. The public comments, suggestions and responses are set out in the Stage One Public Engagement Report. We have distributed the Report to relevant parties and uploaded it the Study website.

1.2 Stage Two Public Engagement: Preliminary Outline Development Plans

- 1.2.1 Based on the public comments received on the four focus topics during the Stage One Public Engagement, we had set out a series of guiding principles and formulated the PODPs. The main purpose of the Stage Two Public Engagement was to collect comments from the public, relevant organisations and stakeholders on the PODPs through an open exchange of views, and seek consensus on the land use planning and development framework for KTN, FLN, and PC/TKL NDAs so as to prepare the RODPs and Layout Plans in the next stage of the Study.
- 1.2.2 The Stage Two Public Engagement process commenced on 17 November 2009 and lasted approximately two months.
- 1.2.3 We prepared and widely distributed the Stage Two Public Engagement Digest to members of the public in order to facilitate public engagement and discussions. An explanatory video was also produced to facilitate public understanding of the PODPs, development themes, and proposed land uses of the NDAs.
- 1.2.4 Advertisement was made in newspapers and invitation letters and posters were sent to residents in the northeast New Territories, relevant organisations, District Councils and Rural Committees, etc. in order to publicise the details of the Stage Two Public Engagement. Members of the public were invited to express their views and attend a public forum. Moreover, exhibition panels were set up at various Government venues to introduce the planning of the NDAs. In the meanwhile, the Study website (<http://www.nentnda.gov.hk>) has continued to disseminate information relating to the background of the Study as well as public consultation documents, video clips and executive summaries of technical reports for public viewing.

1.3 Stage Two Public Engagement

- 1.3.1 A range of activities, including a number of briefing sessions and public forum, were held during the Stage Two Public Engagement in order to collect public comments and to outreach to different sectors of the community. Press briefings as well as press and radio interviews were also held to distribute information through the media.
- 1.3.2 A public forum was held at Luen Wo Hui Community Hall, Fanling on 12 December 2009 with approximately 500 attendees, including local residents, North District Council Members, relevant Rural Committee Members, as well as representatives from relevant organisations and parties. In the public forum, the public actively expressed their opinions on the Study proposals. Video clips of the public forum have been uploaded to the Study website for public viewing.
- 1.3.3 The Study Team attended the meetings with villagers of Kwu Tung Village on 29 November 2009 and villagers of Fu Tei Au Village, Tin Ping Shan Tsuen, Shek Wu San Tsuen, Ma Shi Po and Ling Shan Tsuen on 23 January 2010. Over 300 villagers participated in the meetings and expressed their opinions on the NDA proposals.
- 1.3.4 The Study Team also consulted relevant statutory committees, local organisations, professional bodies and stakeholders through more than a dozen briefing sessions on the proposed PODPs. Below is a list of the Stage Two Public Engagement activities. Details of these activities as well as a summary of the comments received are set out at Appendices I to XVII.

Briefing Sessions

Date	Organisations/Occasions	Appendices
18 November 2009	Meeting with Chairmen and Representatives of the North District Council and Rural Committees	Appendix I
19 November 2009	Ta Kwu Ling District Rural Committee	Appendix II
24 November 2009	Legislative Council Panel on Development	Appendix III
25 November 2009	Sheung Shui District Rural Committee	Appendix IV
27 November 2009	Town Planning Board	Appendix V
29 November 2009	Meeting with Villagers of Kwu Tung Village	Appendix VI
2 December 2009	Hong Kong Institute of Planners	Appendix VII
7 December 2009	Meeting with Green Group Representatives	Appendix VIII
9 December 2009	Fanling District Rural Committee	Appendix IX
10 December 2009	North District Council	Appendix X
11 December 2009	Heung Yee Kuk New Territories	Appendix XI
12 December 2009	Public Forum	Appendix XII
14 December 2009	Advisory Council on the Environment	Appendix XIII
15 December 2009	Meeting with North District Secondary School Principals	Appendix XIV
11 January 2010	Planning Sub-Committee of the Land and Building Advisory Committee (LBAC)	Appendix XV
12 January 2010	Meeting with Village Representatives of Sheung Shui	Appendix XVI
23 January 2010	Meeting with Villagers of Fu Tei Au Village, Tin Ping Shan Tsuen, Shek Wu San Tsuen, Ma Shi Po and Ling Shan Tsuen	Appendix XVII
3 March 2010	Meeting with Village Representatives of Tsung Pak Long and Tai Tau Leng Village	Appendix XVIII

1.4 Written Submissions

- 1.4.1 Up to March 2010, PlanD and CEDD received 257 written comments, including those from individuals (mainly local residents) and various organisations (e.g. Rural Committees, academic institutes, professional bodies, green groups and other local organisations). The comments and suggestions have been analysed as part of the Study and all written submissions have been uploaded onto the Study website for public viewing. The list of written submissions from the public is at Appendix XIX.

1.5 Purpose of this Report

- 1.5.1 This Report documents the Stage Two Public Engagement and contains a summary of the public comments received (including suggestions relating to the PODPs) as well as showing the relevant responses provided by the Study Team.

2 OVERVIEW OF PUBLIC COMMENTS

2.1 Introduction and Report Structure

- 2.1.1 During the Stage Two Public Engagement, the public comments on the NDA proposals and PODPs were mainly related to the impacts on local residents and land resumption, compensation and relocation/rehousing arrangements. There were also comments on land use planning and development proposals.
- 2.1.2 This chapter summarises the comments received during the Stage Two Public Engagement, including verbal comments/suggestions collected at the public forum and briefing sessions, as well as written comments collected by Comments Collection Forms and emails. This chapter sets out the overall responses of the Study Team to the public comments.
- 2.1.3 Comments received from the Stage Two Public Engagement are categorised as follows:
 - Overall comments;
 - Comments on the feasibility of the recommended development proposals and implementation arrangements of; and
 - Comments on various aspects of the three NDAs.

2.2 Overall Comments

The NDA Proposals

- 2.2.1 There were diverse comments both for and against the NDA proposals.
- 2.2.2 Some Villagers currently residing within the NDAs strongly demanded for “no removal and no demolition” and raise objection against the NDA proposals in various public engagement activities e.g. at meetings with the Sheung Shui District Rural Committee and villagers, and public forum etc.). Some residents of the existing housing estates in Fanling also objected to further urban development in Fanling and Sheung Shui on the grounds that the area covered by the FLN NDA is currently zoned “Green Belt” and this green buffer should be retained.
- 2.2.3 On the other hand, some written submissions were of the view that with the development of the NDAs, the current situation of the NENT area which comprises abandoned farmlands and haphazard squatter settlements would be improved. In addition, some of the comments expressed that the diversified development of the NDAs would cater

for the need arising from the increasing population and social and economic development in Hong Kong.

Response: The key objective of implementing the NDAs is to meet the future housing and employment needs arising from population growth. It also aims to take advantage of the developments of and enhance integration with the adjoining areas through timely provision of infrastructure.

The Government has undertaken detailed studies and consulted the public regarding the siting and development proposals of the NDAs. The “HK 2030 Study” recommended to proceed with the NENT NDAs first. One of the reasons is that as these areas adjoin the existing new town, thus allowing more efficient provision of infrastructure.

The NENT NDAs play a significant role in meeting the long-term housing needs of Hong Kong. According to the RODPs, the NENT NDAs will provide about 54,000 residential units that can accommodate an additional population of some 152 000. According to the proposed implementation programme, these residential units will be completed from year 2022 onwards.

The NDAs will not only offer housing choices to the community in future, but also provide land for strategic purposes, such as the “Special Industries Area” in the PC/TKL NDA, “Commercial, Research and Development Zone” in the KTN NDA and the land reserved for provision of supporting facilities for higher education uses in Lok Ma Chau Loop (the LMC Loop/the Loop). The NENT NDAs will create approximately 52,000 job opportunities.

The planning of the NDAs has taken full account of the basic needs of residents. In addition, adequate community and transport facilities will be provided in a timely manner. The design of the NDAs will integrate new and existing developments. New community facilities will be located adjacent to the existing communities for the use of residents from both the new and existing communities. The proposed land uses of the NDAs have taken need of the surrounding natural and ecological environment, including preservation of the Long Valley wetland, Ho Sheung Heung fung shui woodland, Fung Kong Shan woodland and the man-made ecological meanders at Ng Tung River in Fu Tei Au. Within the FLN NDA, both sides of Ng Tung River are proposed for open space. With the emphasis on “green” and “sustainable” design, the NENT NDAs will provide the public with a quality living environment and an alternative choice of living space.

In previous public engagement exercises, the Study Team visited various areas to collect views from the residents and understood the concerns of the villagers on the clearance and relocation arrangements. In formulating proposals for the NDAs, we have endeavoured to minimise impacts on the existing developments. However, the implementation of the NDA

proposals will inevitably affect some of the existing land owners and residents. The Government will strive to ensure that those affected are reasonably compensated or re-housed under a fair and impartial mechanism.

Overall Strategic Development Concept

- 2.2.4 Some members of the public agreed that the NDAs should adopt a diversified development approach to promote the economic development of Hong Kong. A number of members of the Legislative Council (Legco) Development Panel, North District Council and the public were of the view that connection and interaction between the three NDAs and Shenzhen should be enhanced to capitalise on the geographical advantage of these NDAs which are in close proximity to the boundary between Hong Kong and Shenzhen. This will help the NDAs develop into a backup centre serving the various commercial and industrial sections.
- 2.2.5 Some members of the public are of the view that the PODPs have demonstrated that the three NDAs are comprehensive and integrated and that the linkage between the three NDAs should be strengthened.

Response: The National Development and Reform Commission promulgated the “Framework for Development and Reform Planning for Pearl River Delta Region (2008 – 2020)” (the Framework) in January 2009. The Framework provides guidelines on promoting closer cooperation with Hong Kong and Macau to strengthen integration of urban planning and cooperation of industries as well as strengthen Hong Kong’s role as an international finance, trading, shipping, logistics and high value-added services centre. To enhance Hong Kong’s competitiveness in the provision of scientific and technological infrastructure and advancement of innovative science and technology, the 36-hectare “Special Industries” Area in PC/TKL NDA will provide space for the development of high value-added non-polluting industries and the logistics industry. Along Fanling Highway within the KTN NDA, about 14 hectares of land is earmarked for “Commercial, Research and Development” with potential to develop into offices and research and development uses, providing more space for industries where Hong Kong enjoys clear advantages.

The planning of the NENT NDAs has taken into account the proposed developments in the surrounding areas, including the progressive opening of the Frontier Closed Area (FCA), the proposals on the future development of the FCA under the Land Use Planning for the Closed Area Study, the planned Liantang/Heung Yuen Wai Boundary Control Point (BCP) and the LMC Loop Development with higher education as a leading

use supported by high-tech research and development facilities and cultural and creative industries. To support the LMC Loop Development, about 10 hectares of land in the KTN NDA has been reserved for research and development to support the long-term development of the LMC Loop. Due consideration has been given to the road networks serving the NDAs, new BCP, LMC Loop and new FCA. Land is reserved for provision of roads in the KTN NDA and PC/TKL NDAs to connect to the LMC Loop and new BCP respectively.

The planning of the NENT NDAs will capitalise on the uniqueness and geographical advantages of KTN, FLN and PC/TKL. Through different development themes, the NDAs will not only perform their own functions but also complement each other. The key objectives of the NDAs will be achieved with diversified development, i.e., to meet the future housing and employment needs arising from population growth, and strengthen integration with the developments in adjacent areas.

Development Scale

- 2.2.6 At the meeting of the Legco Development Panel and Town Planning Board (TPB), some members considered that the Government should expand the development scale of the NDAs so as to better cope with future housing demand and provide more employment opportunities.
- 2.2.7 Some considered that land resources in Hong Kong are precious and should be well utilised. Therefore, the Government should increase the development intensity (especially in areas proposed for low-density residential development) to increase housing supply.

Response: In planning the NDAs, the Study Team deliberately aims to strike a balance between maximising the use of our precious land resources and maintaining a healthy living environment. Apart from meeting the future housing and employment needs arising from population growth, the NDA planning also takes into account various factors including public aspirations for quality living space, natural environment, ecological conservation and urban design, etc.

Having considered various factors, the scale of development proposed in the PODPs is considered largely appropriate. In terms of urban design, the previously proposed plot ratio of 5 for Residential Zone 1 (R1) is compatible with the overall development of the nearby Fanling/Sheung Shui New Town. However, the previously proposed plot ratio of 3 for Residential Zone 2 (R2) and plot ratio of 1 for Residential Zone 3 (R3) have been increased to 3.5 and 2 respectively in order to increase the development potential of the NDAs.

On the aspect of housing supply, the NENT NDAs will provide approximately 54,000 additional residential units, which is slightly more than the 46,000 units under the PODPs. This is the result of changes to the development intensity of the R2 and R3 zones, as well as other land use proposals. Provision of infrastructure in the RODPs has also been adjusted to meet the needs of the additional population.

Urban Design

- 2.2.8 As regards the urban design of the NDAs, some members of the public supported the stepped building height concept in the PODPs, which would allow integration of the proposed developments with existing rivers and adjacent rural developments. However, some members of the TPB and Land and Building Advisory Committee (LBAC) were of the view that the NDAs lack uniqueness and there is room for improvement. Some members hoped that the building height restrictions would be adjusted to create more innovative urban profiles and avoid blocking the views of existing buildings in the vicinity. Some members also suggested that no podium should be allowed in the NDAs.

Response: The stepped building height and development intensity concepts will enhance spaciousness and enrich the urban profile. It will also have positive effects on visual amenity, natural lighting and air ventilation. As such, these concepts are still adopted in the RODPs. Taking into consideration of the physical environment and prevailing wind directions, the tallest buildings in the KTN and PC/TKL NDAs are at the town centres with the building heights gradually descending towards the peripheral areas. In the FLN NDA, the building heights reduce gradually from the eastern and western fringes towards the centre and from the south to of Ng Tung River in the north. The maximum building height of the KTN and FLN NDAs will not exceed 35 storeys and that of the PC/TKL NDA will not exceed 10 storeys. We totally agree that flexibility should be allowed in implementing the stepped building height concept to accommodate innovative and landmark buildings. This can be achieved by incorporation of a minor relaxation clause for building height in the relevant Outline Zoning Plans (OZPs).

In formulating the RODPs, due regard has been given to preservation of views. Therefore, view corridors have been introduced to avoid blockage of important views to the surrounding areas, for example, views of the natural landscape of Pak Shek Au, Fung Kong Shan and Long Valley, etc. in the KTN NDA; and views of Wutongshan in Shenzhen from most areas in the PC/TKL NDA. The proposed building heights have been determined with reference to the Air Ventilation

Assessment of the NENT NDAs Study, Hong Kong Planning Standards and Guidelines (HKPSG) and Urban Design Guidelines for Hong Kong.

Distinctive urban design has been adopted according to the geographical location of each NDA. For the KTN NDA, the town centre is designed to integrate with the Mass Transit Railway (MTR) station and connect to its surrounding areas by cruciform green corridors. As for the FLN NDA, developments will be erected along Ng Tung River and connected to promenade and Central Park. Developments in the PC/TKL NDA will be compatible with the existing rural developments in the vicinity. To illustrate the urban design concepts of the NDAs, a series of photomontages and illustrations (including 3-D drawings) have been prepared. Detailed explanation of the urban design features in the RODPs will be provided to the public at the Stage Three Public Engagement.

Podium structures are not entirely inappropriate. These structures will have positive effects on pedestrian/vehicular separation, pedestrian linkage and collective provision of facilities, etc. They will also bring convenience to residents. However, the proposed scale of such development should not be excessive or air ventilation and outlook will be obstructed. In formulating the RODPs, consideration has been given to various aspects of the development sites, including land uses, design model, development intensity and building height, in order to minimize podium structures.

Cultural Heritage, Ecology and Environmental Conservation

- 2.2.9 The Advisory Council on the Environment (ACE) supported the sustainable development and environmental conservation principles of in this Study as it is essential to maintain and enhance the ecological value and integrity of the affected areas.
- 2.2.10 Many members of the public expressed that in developing the NDAs, local history and culture should be respected. In addition, existing villages should be retained and local fung shui should not be disturbed. They also pointed out that ecological and environmental conservation is extremely important. Some of them considered that the concept of sustainable development should be implemented to develop a quality living environment in the NDAs.
- 2.2.11 We also received written submissions from the public which suggested that the NDAs should adopt the latest environmentally-friendly technologies (e.g. solar panels, solar water heaters, wind power and other renewable energy), provide green roofs/rooftops, use environmentally-friendly construction materials, adopt

waste separation scheme and carry out energy assessments or carbon audits.

Response: Sustainable development and environmental conservation are the major areas of study in planning the NDAs. In the planning process, every effort has been made to achieve a balance between development and conservation. The Study Team has conducted a baseline survey of the Study Area and identified “Conservation Area” and “Green Belt” zones from the ecological conservation and greening perspectives. The NDA proposals have retained the Long Valley wetland and Fung Kong Shan woodland, etc. as well as indigenous villages and their cultural heritage. The Ho Sheung Heung fung shui woodland will be preserved as green belt. All declared monuments and graded historic buildings in the Study Area will be retained and integrated into the new developments.

We recognise the public aspirations for a better living environment. Therefore, the NDAs will emphasise ‘Green Design’, ‘Green Transport’ and ‘Green Infrastructure’.

‘Green Design’ – the layout of the NDAs is intended to concentrate the population within walking distance of the mass transit station. Comprehensive pedestrian and cycle track networks will be provided to reduce reliance on vehicles and roads. View corridors and wind corridors are incorporated to protect visual amenity and enhance air ventilation. Continuous landscaped areas will be provided to increase the greening ratio, reduce ‘heat island’ effects, and complement the existing natural resources, such as woodlands, rivers and streams.

“Green Transport” – The NDAs adopt the rail-based approach and residents are encouraged to walk. Cycling tracks and ancillary facilities will be provided at appropriate locations to facilitate cycling for short distance trips. In addition, we are also investigating the feasibility of adopting non-fossil-fuel-based road transport such as liquefied natural gas/electric vehicles.

“Green Infrastructure” – Investigation has been undertaken to examine various energy-saving infrastructures in the NDAs, which include the sewage reuse system and district cooling system.

We also advocate the adoption of green building design (such as green roofs and vertical greening that help reduce heat island effects) in the NDAs. Sustainable building design and green construction methods are also encouraged.

In addition, carbon audits have been conducted under the Study to assess the greenhouse gas emissions in the three NDAs. Appropriate measures have been proposed to reduce carbon emission.

The NDAs development is a designated project under the

Environmental Impact Assessment (EIA) Ordinance and shall undergo the EIA process. Currently, a number of assessments are being conducted according to the EIA Study Brief. The EIA Report will be submitted to the Director of Environmental Protection at a later stage of the Study. The public may raise comments on the report by then.

Transport Facilities

- 2.2.12 Some members of the public were of the view that public transport services between the NDAs and the existing communities should be strengthened so as to enhance connections within the communities. Some suggested that an elevated railway should be built to connect the three NDAs with the LMC Loop and the land released from the FCA. In addition, some written comments suggested that the Government should consider adopting dedicated bus lanes, bus rapid transit system, electric buses, trolley buses, light rail, automated people movers, medium-sized railway, etc. In view of the physical constraints of the built-up areas, some members of the public suggested that transport corridors should be accommodated underground as far as possible to save space. However, elevated or at-grade transport corridors could be built if circumstances permit, to minimize construction costs.
- 2.2.13 Many members of the public agreed with the provision of a comprehensive walkway and cycling track network in the NDAs. They believed that such network will support the future development of the land released from the FCA and promote local tourism. However, comprehensive supporting facilities and bicycle parking areas should be provided.

Response: Transport planning, linkage with the existing communities and impacts on the existing transport network are the major issues under the Study. In the Stage Two Traffic and Transport Assessment, further investigation was conducted in respect of the public transport network, environmentally-friendly transport system and cycle track design. The Study has taken into account public views and achieved a balance amongst various factors including transportation, environmental protection, landuse, finance, technology and impacts on the public, etc.

The NDAs adopt the rail-based development approach that encourages the use of the existing railway system, such as the East Rail (including LMC Spur Line) for commuting to and from the NDAs. The Study suggests that this planning approach is the most efficient and environmentally-friendly. Upon completion of the Shatin to Central Link, the capacity of the existing railway

system will be sufficient to meet the needs of the NDAs.

Under the planning of the NDAs, residents are encouraged to walk. Safe and convenient cycle tracks connecting to the MTR stations will be provided to encourage cycling for short distance trips. Sufficient cycle parking spaces will also be provided at the MTR stations and public transport interchanges.

The provision of automated people mover system in the FLN and PC/TKL NDAs to connect the existing MTR stations has been examined. The findings show that the system is technically feasible but there are considerable limitations and difficulties in the built-up areas where some existing developments will possibly be affected. The construction cost of the system is very high. It will be difficult to run in the absence of government subsidy. The revenue and expenditure have to be assessed. The Study is of the view that environment friendly buses (e.g. hybrid or full electric buses) the railway network are most suitable transport mode for the NDA. This will avoid the impacts generated by the railway construction on the old communities.

The technology of environment friendly buses has been rapidly developed in recent years. The Government and bus operators are undertaking trial tests of operating electric vehicles in Hong Kong. Land has been reserved in the NDAs to allow flexible operation of various types of vehicles.

Community Facilities

2.2.14 Member of the public had different expectations of community facilities in the NDAs. Some would like to have a new hospital to alleviate the current situation of the North District Hospital which has already reached full capacity. Others wanted new libraries, community halls, elderly homes, etc. The public also hoped for timely provision of these community facilities to meet the future needs of the residents and workers, avoiding the social problems that exist in the Tin Shui Wai New Town.

2.2.15 Some secondary school principals of the North District pointed out that recreational and sports facilities in the district were inadequate. The schools need to hold the sports events in other districts, which caused great inconvenience. Therefore, they hoped that standard sports facilities, especially swimming pools and large football pitches, would be provided for the youth.

Response: Timely provision of community facilities is a key objective in planning for the NDAs. In formulating the RODPs, the Study Team has made reference to the planning previous new towns and taken into account comments from the public and relevant government departments. Requests from various parties have to be balanced under the concepts of sustainable

development and people-oriented approach as well as the actual situation.

To accommodate the population growth, a site has been reserved at the south-western part of the KTN NDA for a new hospital to provide medical services. We will continue to liaise closely with the relevant government departments such as Hospital Authority and Fire Services Department, on the details of development.

The three NDAs will provide approximately 77 hectares of open space, more than the requirement of 34 hectares stipulated in the HKPSG. In addition, the three NDAs will provide kindergartens, primary schools and secondary schools according to the relevant standards of the HKPSG⁽¹⁾. A public library will be provided in the KTN NDA and an indoor sports complex will be provided in both the KTN and FLN NDAs. Land has also been reserved within the KTN NDA for a large outdoor sports ground equipped with a number of standard sport facilities including an athletic field a football pitch and a public swimming pool. In addition, the NDAs will also provide other community facilities, including integrated children and youth service centres, integrated family service centres, district elderly community centres, neighbourhood elderly centres and residential care homes for the elderly, etc. to serve the residents of the NDAs and neighbouring communities.

2.3 Feasibility of the Recommended Development Proposals and Implementation Arrangements

Resumption, Compensation, Site Clearance and Relhousing

- 2.3.1 Although the PODPs were the focus of the Stage Two Public Engagement, many of the comments were related to implementation arrangements, especially issues of land resumption, compensation, site clearance and rehousing. In general, the affectees objected to the NDA development proposals as there was no information on land resumption, compensation and clearance/rehousing arrangements.
- 2.3.2 Most of the affected villagers and business operators strongly requested that local rehousing/re-provisioning and reasonable compensation should be given prior to site clearance in many public engagement activities (e.g. meetings with the Sheung Shui District Rural Committee, meeting of villagers of Kwu Tung Village and villagers of Fanling North, and public forum). To preserve the existing social networks to ensure a comfortable life for the elderly, some villagers requested for village resites.

⁽¹⁾ According to HKPSG, the standard provision of District Open Space and Local Open Space is 2 m² per person. As for industrial and commercial areas, the standard provision of Local Open Space is 0.5m² per worker.

Some members of the public also requested that if the affected villagers/residents have to be re-housed to public housing, they should be exempted from the means test and allowed to buy residential flats at a cost lower than that of the Home Ownership Scheme. In addition, a number of villagers residing in Kwu Tung Village, Ma Shi Po Village and Fu Tei Au Village requested for “no removal and no demolition” of their villages.

Response: In the past two stages of the public engagement process, the Study Team has obtained views from residents in different areas and is fully aware of the villagers’ concerns on the relocation/clearance proposals. In formulating the NDA proposals, we have aimed to minimise the impacts of the proposals on the existing developments. However, implementation of the NDAs will inevitably affect some of the existing landowners and residents. The Government will ensure that the affectees will have reasonable compensation or rehousing arrangements according to the prevailing legislation and policy prior to land clearance. Public housing is a valuable resource of the society. The Government has the responsibility to ensure that public housing resources are utilised in a fair and reasonable manner by allocating them fairly to people in genuine need.

From of the public views collected from the Stage One and Stage Two Public Engagement, it is understood that some affectees considered that the current land resumption and compensation schemes fail to meet their needs.

In response to the concerns of the affectees, a local rehousing scheme is proposed to assist those affected and displaced by the NDAs development. A site has been reserved in the KTN NDA to provide public housing for local rehousing of eligible clearers. The site is to the west and within walking distance of the proposed Kwu Tung railway station and close to the town centre of the NDA. Details of the proposal are being worked out. The Government will continue to liaise with the affected parties in order to reach a mutually acceptable solution.

Development Programme

- 2.3.3 Many members of the public would like to know about details of the development programme of the NDAs so that they will understand the development progress. Also, it will allow the affected parties to make proper arrangements for their living and property-related matters (such as renovation and tenancy.).

Response: The Study Team has formulated a development programme for the NENT NDAs. It is estimated that the first

phase of construction works will commence in 2017 and development of the NDAs will take about 15 years to complete. The development of the NDAs will be carried out in phases. Areas near the MTR station in the KTN NDA as well as the eastern portion of the FLN NDA will be developed first. The first phase of housing development is expected to be completed in 2022.

Implementation Mechanism

- 2.3.4 As regards implementation mechanism, several written submissions advocated private sector participation in the NDA developments. However, some villagers of Fanling North pointed out that promotion of private sector, participation will encourage landowners to terminate the leases/tenancies and clear the sites, rendering the villagers homeless.

Response: More than half of the developable land in the NENT NDAs is privately owned. The implementation of the NDA proposals is a key issue and also a subject of public concern. In the Stage One Public Engagement, members of the public were invited to express their views on implementation mechanism and the private sector participation approach was raised for public discussion.

To ensure orderly implementation of the NDAs according to the RODPs and timely provision of various public facilities and housing units, the Government will adopt the Conventional New Town Approach (CNTA) to implement the NDAs. Under this approach, the Government will assemble land according to the prevailing land policy, carry out clearance and site formation works and provide infrastructures before disposing of land for various developments. Over the past few decades, the CNTA has been used effectively in the implementation of new towns.

2.4 Kwu Tung North New Development Area

- 2.4.1 The views on the KTN NDA PODP mainly focused on the two keys issues of how to rehouse the villagers of Kwu Tung Village and how to conserve the Long Valley wetland.

Rehousing Affected Villagers

- 2.4.2 Some villagers pointed out that Kwu Tung Village had existed prior to the establishment of the Heung Yee Kuk in 1926 and that the Government should not treat the village as a typical squatter area. Since most villagers of Kwu Tung Village are elderly, clearance of the Village

would be tantamount to destroying their community network. Therefore, the villagers expressed strong opposition against the clearance of Kwu Tung Village and requested for “no removal and no demolition” in various public engagement activities, particularly at meetings with the Sheung Shui District Rural Committee and villagers of Kwu Tung Village, as well as in public forum. They considered that the Government had not taken their interests into account and did not reserve any land for re-siting Kwu Tung Village in the NDA. They also requested that the Government should give sympathetic consideration in the light of the special circumstances of Kwu Tung Village and compensate them by re-siting the entire village.

- 2.4.3 At the meeting with villagers of Kwu Tung Village, some villagers pointed out that the Government had not considered the problems of clearance and relocation of rural industries. It was hoped that the Government would reserve land for developing rural industries (such as soya source factory, sawmill, wine brewery, machine repair workshop, recycling industry, logistics industry and warehouse, etc.).
- 2.4.4 Some members of the public suggested considering developing Tai Shek Mo and using only Government land for implementation of the KTN NDA, therefore to minimising impacts on villagers of the Kwu Tung Village.

Response: In the past two public engagements, the Study Team visited a number of local communities to collect villagers’ views and is fully aware of their concerns on clearance. In putting forward the NDAs proposal, we have strived to minimise the impacts of the proposals on the existing developments.

Kwu Tung Village is located next to the proposed Kwu Tung railway station, which is an ideal location for town centre and is suitable for higher density developments. In order to be consistent with the overall planning of the KTN NDA, it is necessary to incorporate the area of Kwu Tung Village into the NDA. Land at Tai Shek Mo is largely hilly terrain. Due to topographical constraints, only a small area is suitable for development. Therefore, this area has not been included as part of the NDA.

Implementation of the NDA will inevitably affect some existing landowners and residents. According to Government’s information, Kwu Tung Village is not included in the list of recognised villages prepared by the Lands Department. However, the Government will endeavour to ensure those affected will be reasonably compensated or rehoused under a fair and impartial mechanism.

From the public views collected from the Stage One and Stage

Two Public Engagement, it is understood that some affectees considered that the current land resumption and compensation schemes fail to meet their needs.

In response to the concerns of the affectees, a local rehousing scheme is proposed to assist those affected and displaced by the NDAs development. A site has been reserved in the KTN NDA to provide public housing for local rehousing of eligible clearerees. The site is to the west and within walking distance of the proposed Kwu Tung railway station and close to the town centre of the NDA. Details of the proposal are being worked out. The Government will continue to liaise with the affected parties in order to reach a mutually acceptable solution.

According to the prevailing land policy, rural industries, open storage yards etc. affected by the NDA developments will not be reprovisioned. Instead, the Government will provide compensation according to the prevailing legislation and policies. The proposed “Other Specified Uses” annotated “Special Industries” (“OU (SI)”) area in PC/TKL NDA is available for rural industrial uses and open storage in the short to medium run. Affected persons can find a site in that area by themselves for temporary rural industrial open storage and temporary rural industrial uses according to the prevailing legislation.

Conservation of the Long Valley wetland

- 2.4.5 Conservation of the Long Valley wetland was another key issue at the Stage Two Public Engagement. Green groups as well as the ACE members considered that the proposed “Comprehensive Development and Nature Conservation Enhancement Area” (“CDNCEA”) at Long Valley would encourage large-scale development rather than preserving the ecological value of the area. They believed that it would eventually lead to the loss of the ecological value of Long Valley and suggested the Government to consider resumption of the land for conservation instead of leaving such a responsibility to landowners. The ACE members requested that the Long Valley area be designated as a nature park as part of the NDA.
- 2.4.6 Written comments from the public pointed out that there are two to three special species of butterflies and various species of birds in Long Valley and Ho Sheung Heung. Therefore, they opposed the zoning of Long Valley as “CDNCEA”. These comments stated that in the absence of specified building height restrictions, the Long Valley wetland would likely be “isolated” and “blocked” by high-rise buildings in the surroundings, thus restraining birds from foraging in the wetland. They proposed to rezone the area as a “Conservation Area” or “Site of Special Scientific Interest” (SSSI) to restrict the land use to

agriculture. They pointed out that the proposed “Priority Sites for Enhanced Conservation” in Long Valley under the “New Nature Conservation Policy” (NNCP) should be larger than the proposed “CDNCEA”. Areas to the north and south of the “CDNCEA” also possess the same level of conservation value. Therefore, it was suggested that the PODP for the KTN NDA should be reviewed with reference to the boundary of the “Priority Site for Enhanced Conservation” area.

- 2.4.7 At the same time, the locals and landowners also opposed to the “CDNCEA” zoning for the Long Valley. They considered that the designation of the proposed wetland conservation area would freeze the development rights of landowners without compensation from the government and deprive them of development rights. They also pointed out that converting Long Valley into a “back garden” of urban dwellers without compensation was unfair to landowners and hoped that the Government would provide them with reasonable compensation. To conclude, many stakeholders were of the view that the Government should resume the land in Long Valley and take up a proactive role in conservation.

Response: The Stage One Public Engagement was undertaken at the end of 2008, during which conservation of Long Valley was widely discussed. Indeed, some stakeholders did not agree to the ecological value of Long Valley or the need for preservation. However, green groups and some local people considered that the wetland is of high ecological value and should be well protected. On the other hand, we received strong views and demands (including views from the North District Council) which considered apart from conservation, that due regard should also be given to the aspirations and rights of landowners. If landowners are reluctant to co-operate with green groups, it will be difficult to achieve conservation in the end. There was a general view that the Government should take the opportunities of the NDAs development to address the problems of conservation in Long Valley, whilst balancing the needs of different stakeholders.

The Study Team conducted a comprehensive ecological survey in Long Valley from mid 2008 to mid 2009. The survey results show that Long Valley comprises a wide diversity of wetland habitats, including active and fallow wet/dry agricultural land, ponds, marshes, mitigation meanders, green dikes, etc. With the presence of these habitats, Long Valley has developed into a diverse eco-system having strong ecological linkages with the surrounding wetlands, rivers and the Deep Bay wetland. These features reaffirmed that Long Valley has high ecological value.

The Long Valley and Ho Sheung Heung area is one of the 12 Priority Sites for Enhanced Conservation under the NNCP

announced in 2004. The NNCP introduced a “public-private partnership” approach, which allows a landowner or organisation to develop the ecologically less sensitive areas of a Priority Site. However, the scale of development is subject to Government approval, and the project proponent is responsible for the long-term conservation and management of the other parts of the Priority Site that is more ecologically sensitive.

Having considered the public comments on conservation of Long Valley at the Stage One Public Engagement, results of the ecological survey and experiences from implementing the “public-private partnership” approach, the Study Team has proposed to zone the Long Valley area as a “CDNCEA”. It aims to allow landowners or organisations to use areas of lower ecological value for comprehensive low-density developments through the planning application mechanism in exchange for enhanced protection and conservation for areas of higher ecological value. This proposal was reflected on the PODP and public consultation was conducted during the Stage Two Public Engagement.

Nevertheless, views received at the Stage Two Public Engagement generally opposed such proposal. After reviewing various options, the Study Team has decided to set aside the proposed designation of “CDNCEA” for Long Valley and recommended to rezone it to “Other Specified Uses (Nature Park)” (“OU(NP)”) (about 37 hectares). The ecological value of the wetland in the “OU(NP)” will be enhanced as compensation to wetlands affected by the NDA developments. In order to allow members of the public to understand the ecological value of Long Valley, a visitor centre is proposed at the southern periphery of this zone.

The OZP zoning of “Agriculture” for the areas to the north and south of the “OU(NP)” zone will be retained. The planning intention of the “Agriculture” zone is to retain good quality agricultural land and to encourage agriculture-related activities.

There are views that the NDA proposals should be formulated on the basis of the exact boundary of the Long Valley and Ho Sheung Heung Priority Site for Enhanced Conservation. Nevertheless, the boundary of the Priority Site for Enhanced Conservation covers a wider area including Ho Sheung Heung Village and the adjacent fung shui woodland. These areas have been zoned as “Village Type Development” and “Green Belt” on the RODP based on the actual situation. The Survey also indicated that part of the land within the western part of the Priority Site for Enhanced Conservation has been developed (such as open storage and vehicle parking), where no unique ecological features are found. Since this part of the land has no linkage with the areas of high ecological value in Long Valley and is subject to the constraints posed by the existing developments and planned infrastructure, the Study Team proposes to incorporate it into the NDA for comprehensive

development.

Village Development

- 2.4.8 Some indigenous villagers pointed out that there is a lack of land for Small House development. They were disappointed that the land reserved for Small House development in the PODP is insufficient. In addition, some villagers were of the view that the 10-year forecast of the demand for small houses is inadequate and that reference should be based on the demand for the next 30 to 50 years.

Response: The “Village Type Development” (“V”) zone is primarily intended to reflect the existing recognised villages and to reserve land suitable for use by indigenous villagers for development of Small Houses and associated facilities. In designating “V” zone, the Government will take into account the Village Environs, the 10-year demand forecasts for Small Houses collected by District Lands Officers from Village Representatives, and other factors such as topography, public facilities, environmental constraints, etc.

According to the 10-year demand forecasts for Small Houses provided by the Lands Department and Village Representatives, The Consultants have assessed the needs for expansion of recognised villages within the NDAs. The assessment shows that the existing “V” zone of Yin Kong Village is sufficient to meet the projected demand. Therefore, in formulating the RODP for the NDA, only minor amendments have been made to that “V” zone to reflect the actual distribution of the existing Small Houses and domestic structures. As for Ho Sheung Heung Village, the assessment revealed that besides the existing “V” zone of Ho Sheung Heung Village, additional land should be provided for future expansion. Therefore, in preparing the RODP, approximately 2.2 hectares of land that is suitable for village expansion (mainly land with planning approval for Small House development and land within the Village Environs) is designated as “V” zone. Minor amendments have also been made to the “V” zone of Ho Sheung Heung Village according to the lot boundaries and actual situation.

Transportation

- 2.4.9 On the aspects of road-based transport and traffic, some members of the public suggested that Fanling Highway and Castle Peak Road (Sheung Shui Section) should be improved to cope with the future population growth and demand. In addition, suggestions were made to construct a connecting road to enhance accessibility between Long Valley and the Kwu Tung North town centre.

Response: Impacts of the NDA development on the existing transportation network is one of the key assessment items of the Traffic and Transport Assessment. The planning of the KTN NDA is supported by a series of proposed road improvement works, which include the widening of Fanling Highway (i.e. the section between San Tin Interchange and Po Shek Wu Interchange) from a dual three-lane carriageway to a dual four-lane carriageway. As regards the vehicular and pedestrian links between Long Valley and Kwu Tung North town centre, sufficient roads connecting villages such as Ho Sheung Heung and Yin Kong have been planned. The proposed road networks have been reflected in the RODP. The cycle track network serving the NDA will be connected to the cycle track network of the North West New Territories proposed by the Government. It could enhance convenience of people travelling between the NDA, Long Valley and Fanling/Sheung Shui New Town.

Voluntary Organisation Services

- 2.4.10 Some Voluntary organisations providing services to the area requested for land within or outside the NDA to continue their services.

Response: The Study Team has consulted the affected voluntary organisations and understood their concerns. Subject to policy support, relevant government departments will continue to assist the voluntary organisations to identify suitable land for continuation of their services within or outside the NDA.

2.5 Fanling North New Development Area

- 2.5.1 In general, public comments on the FLN PODP were mainly about rehousing arrangements for the affected villagers; whether FLN should be further developed; proposed extension of the Shek Wu Hui Sewage Treatment Works; proposed improvement works at Po Shek Wu Interchange; future traffic arrangement for the NDA; and the proposed public housing use at the eastern part of the NDA.

Rehousing for Affected Villagers and Implementation Mechanism

- 2.5.2 Some non-indigenous residents in FLN who may be directly affected were of the view that the NDA development will destroy the long established community network and the elderly will be mostly affected. Therefore, a number of villagers expressed the request for “no

removal and no demolition” at the meeting with the villagers of FLN and public forum. Some villagers suggested that the Government should provide local rehousing arrangements and reasonable compensation should clearance eventually take place.

- 2.5.3 Some villagers were of the view that the proposed land uses in the PODP may involve “collusion between business and the Government” and “transfer of benefits”. Some also commented that promotion of the private sector participation would only encourage landowners to terminate the leases/tenancies and clear the sites, thus rendering the villagers homeless.

Response: In developing the RODP for the NDA, consideration has been given to a number of factors, including land use requirement, physical environment, provision of transport and infrastructure, etc. The land uses in the RODP have struck a balance among different planning considerations and are based on professional planning and engineering advice. There is absolutely no twist to match the ownership of any land owners.

In the past two public engagements, the Study Team visited a number of communities to understand their views and concerns about the clearance and relocation. In response to the concerns of the affectees, a local rehousing scheme is proposed to assist those affected and displaced by the NDAs development. A site has been reserved in the KTN NDA to provide public housing for local rehousing of eligible clearers. The site is to the west and within walking distance of the proposed Kwu Tung railway station and close to the town centre of the NDA. Details of the proposal are being worked out. The Government will continue to liaise with the affected parties in order to reach a mutually acceptable solution.

To ensure orderly implementation of the NDAs according to the RODPs and timely provision of various public facilities and housing units, the Government will adopt the Conventional New Town Approach (CNTA) to implement the NDAs. Under this approach, the Government will assemble land according to the prevailing land policy, carry out clearance and site formation works and provide infrastructures before disposing of land for various developments. Over the past few decades, the CNTA has been used effectively in the implementation of new towns.

Development of the Fanling North NDA

- 2.5.4 Some residents of the existing housing estates in Fanling were in opposition to further urban development at FLN as most of the area in the NDA has been zoned “Green Belt” and this green buffer should be retained. Some members of the public suggested that more open space and amenity area should be provided to compensate for the loss of the Green Belt in order to enhance the living quality of the NDA.

Response: The key objective of implementing the NDAs is to meet the future housing and employment needs arising from population growth. The Government has undertaken detailed studies and consulted the public regarding siting and development proposal of the NDAs. The “HK 2030” Study recommended to proceed with the NENT NDAs first mainly because they are located adjacent to the existing new towns and will ensure more efficient provision of infrastructure. The areas in the vicinity of Tin Ping Shan Tsuen and Woodland Crest are adjacent to the Fanling/Sheung Shui New Town and therefore incorporated into the NDA. In formulating the RODP, consideration has been given to the integration with the surrounding areas, e.g. proposed provision of open space along both sides of Ng Tung River in FLN NDA. Focusing on the “green” and “sustainable development” design, the NENT NDAs will provide a quality living environment and choice for alternative living space.

The FLN NDA will provide approximately 27 hectares of open space, which is greater than the required 10.7 hectares stipulated in the HKPSG. About 24% of the developable area of the NDA is planned for public open space and amenity area, which is the highest percentage among the three NDAs.

In addition, any development of site area between 1,000 and 20,000 m² and over 20,000 m² should comply with the minimum green coverage requirement of 20% and 30% respectively as required by the Buildings Department

Extension of the Shek Wu Hui Sewage Treatment Works

- 2.5.5 A number of villagers from Sheung Shui Heung and FLN were against the proposed location for the extension of the Shek Wu Hui Sewage Treatment Works (SWH STW). The site was considered too close to residential areas and odour and exhausted gases from the sewage treatment works would affect the physical and psychological health of nearby residents. Therefore, villagers requested the Government to reconsider the location of the sewerage extension works. There were some suggestions that the extension works should be relocated to the government land at Man Kam To, Sandy Ridge or the vicinity of the Sewage Pumping Station in Hung Lung Hang within the FCA. Some villagers also suggested that land in Fu Tei Au should be reserved for agriculture or village expansion uses instead of government facilities.

Response: In view of response to the public comments, the extension of the SWH STW has been further reviewed. Having considered various factors, the STW extension is now proposed at the government land to the north of Chuk Wan Street in addition to its original site. This proposal will better utilise land resources and integrate with the existing sewage treatment process. The Green Belt areas to the south of Ng Tung River and immediately north of Sheung Shui Heung will be retained. The areas at Fu Tei Au Village to the north of Ng Tung River, which was originally proposed for re-provisioning of the Ta Kwu Ling Operational Centre (Ta Kwu Ling Farm) of the Agriculture, Fisheries and Conservation Department and police facilities, will be designated as "Agriculture" to accord with the existing OZP. The proposed government facilities, including the police driving and traffic training complex, Police Tactical Unit training complex and weapon training field will be moved eastward to the land on both sides of Man Kam To Road which was originally reserved for port back-up uses.

A preliminary EIA has been conducted on the potential impacts of the SWH STW extension on the surrounding environment. The findings of the EIA show that with the implementation of appropriate mitigation measures, the SWH STW extension will meet the air quality standards in the technical memorandum of the EIA procedures. Proposed mitigation measures include installation of odour control system and relocation of odour emitting devices away from air sensitive receivers to minimise odour nuisance. The proposed STW has a treatment capacity of more than 15,000m³ per day, which is a designated project that requires an environmental permit under the EIAO.

Road Works and Transport Facilities

- 2.5.6 With regard to road works and transport facilities, some members of the North District Council, Heung Yee Kuk and Sheung Shui District Rural Committee, Village Representatives of Tai Tau Leng and Tsung Pak Long Villages, as well as the local people opposed the proposed improvement works of the Po Shek Wu Interchange and its connecting roads. They were of the view that such road facilities were too close to Tai Tau Leng Village and Tsung Pak Long Village and would cause air and noise pollution.
- 2.5.7 In addition, some members of the Fanling District Rural Committee and the local people were also concerned with the alignment of the proposed Fanling Bypass. They considered that the Bypass would run near the existing villages, such as Shung Him Tong Village, and would cause pollution, adverse visual impacts, fung shui problems, etc.
- 2.5.8 Many members of the public were also worried that the NDAs would lead to an influx of additional population, aggravating the already congested transport problem in Fanling/Sheung Shui New Town. Therefore, they requested that the existing transport infrastructure should be improved as part of the NDA development. Some members of the public suggested the provision of a light-rail system to connect various developments in the FLN NDA with the existing Fanling/Sheung Shui New Town and MTR stations.

Response: The impact of the NDA development on the existing transportation network is one of the key concerns of the Study. The Po Shek Wu Interchange improvement works and Fanling Bypass proposed in the Study aim to alleviate the existing traffic congestion problems at Po Shek Wu Road and Sha Tau Kwok Road as well as meet the future traffic demand generated from the NDAs.

In formulating the PODP, a detailed study was conducted on the road improvement works for the Po Shek Wu Interchange. This study recommended that the Po Shek Wu Interchange be relocated to the existing junction of Po Shek Wu Road and Choi Yuen Road and connect to Fanling Highway via an elevated slip road. This will more effectively resolve the congestion problem caused by the short weaving distance at the existing Po Shek Wu Interchange and So Kwun Wat Interchange. However, many public comments were received at the Stage Two Public Engagement, in particular, objections from residents of Tai Tau Leng. Therefore, the road improvement works for the Po Shek Wu Interchange has been further reviewed. Having considered various factors, an elevated slip road to Po Shek Wu Road is

proposed to allow southbound traffic to Yuen Long directly bypassing the Po Shek Wu Interchange. Although the traffic capacity of this proposal is slightly less than the previous proposal, it allows for the retention of the green area between Tsung Pak Long and Tai Tau Leng with a lower construction cost. This proposal has already been included in the RODP. We have endeavoured to strike a balance among transport needs, environmental impacts, ecology, planning, road safety, technical constraints and other considerations with a view to reducing the environmental impacts as well as addressing the traffic demands in the North District and minimising any adverse impacts on the surrounding villages and residents.

We are aware of the local concerns about the potential air, noise and visual impacts from the roads. A preliminary EIA has been conducted on the potential impacts of the Fanling Bypass and other proposed roads on the surrounding environment. The findings show that with adoption of a series of appropriate mitigation measures, the area will meet the standards in respect of air quality, noise, landscape and visual impacts set out in the technical memorandum of the EIA Ordinance. Appropriate mitigation measures will be considered in the design of the Fanling Bypass, such as the adoption of depressed road design with noise barriers at the eastern sections of the FLN NDA, and the design of the bridge connecting to Sha Tau Kok Road and Fanling Highway (the area close to the Wo Hop Shek section) to match with the surrounding landscape. Detailed EIA on relating to the Fanling Bypass and other proposed roads will be conducted at the next stage of the Study.

An assessment has been conducted on the provision of a monorail system in the FLN and PC/TKL NDAs for connection to the existing railway stations. The findings show that the system is technically feasible but there are considerable limitations and difficulties in the built-up areas where some existing developments will possibly be affected. The construction cost of the monorail system is very high. It will be difficult to run in the absence of government subsidy. The operational revenue and expenditure of operation will also have to be assessed. The Study is of the view that environment friendly buses (e.g. hybrid or full electric buses) and the railway network are the most suitable transport mode for the NDA. This will avoid the impacts generated by railway construction on the old communities. The technology of environment friendly buses has been rapidly developed in recent years. The Government and bus operators are undertaking trial tests of operating electric vehicles in Hong Kong. Land has been reserved in the NDAs to allow flexible operation of various types of vehicles.

Urban Design

- 2.5.9 Some members of the public raised concerns with respect to building heights, density, plot ratio and various land uses proposed in the FLN PODP of. Some local residents opposed the public housing site in the eastern part of the NDA as it is close to the existing private housing estates, such as Belair Monte, Wing Fai Centre, etc. and will affect the view of residents and air ventilation.
- 2.5.10 Some members of the public agreed to the development theme of “Riverside Township” for the NDA and hoped that the scale of the Riverside Park could be further enlarged and the areas to the north of Ng Tung River could be used for riverside development.
- 2.5.11 Some residents of North District pointed out that the existing open storage of containers at the south of Ng Tung River not only adversely affects the environment and landscape, but also poses danger to the nearby villagers.

Response: The stepped building height and development intensity concepts will enhance spaciousness and enrich the urban profile. It will also have positive effects on visual amenity, natural lighting and air ventilation. As such, these concepts are still adopted in the RODP. Taking into consideration of the physical environment and prevailing wind direction, as well as the design of breezeways, the building height reduces gradually from the eastern and western fringes towards the centre and from the south to Ng Tung River in the north. The building height of the NDA will not exceed 35 storeys. In formulating the RODP, the concept of view corridors was included and open space has been reserved along both sides of Ng Tung River. Developments of the NDA will be built along the River and linked to the Riverside Park, Central Park and open space along both sides of the River. Approximately 27 hectares of open space will be provided in the NDA, which is greater than the required 10.7 hectares in the HKPSG.

In drafting the PODP, an in-depth investigation was carried out on the urban design and the layout of road networks. In the original design, public housing of relatively higher density was along Ma Sik Road to minimise the traffic loading of new developments on local roads. In response to the public comments, amendments were made to the proposed land uses at the eastern part of the NDA. The proposed public housing site has been moved from the area adjacent to Wing Fai Centre and Belair Monte to an area near the Fanling Bypass. The original public housing site has been rezoned to “Residential Zone 2” for developments with lower building height, and plot ratio. These amendments have already been incorporated into the RODP.

Some comments stated that the area to the north of Ng Tung

River should be further developed. However, there are significant development constraints in that area, such as steep slopes, recognised burial grounds, existing villages, etc. In the RODP, the area to the north of Ng Tung River is mainly designated for the Fanling Bypass to divert traffic from the town centre and to minimise impacts of the Fanling Bypass on the NDA.

Regarding the problems of the open storage of containers to the south of Ng Tung River, no enforcement action can be taken under the Town Planning Ordinance since this area has not been covered by any Development Permission Area Plans. As regards the potential adverse environmental, traffic and fire safety-related impacts on the surrounding areas caused by vehicle parks and container yards, relevant Government departments could take enforcement actions if there are any irregularities under the prevailing legislations.

Village Development

- 2.5.12 Some indigenous villagers demanded that more land should be reserved for the requested recognised villages to meet the future demand for Small Houses. Some villagers suggested that the land in Fu Tei Au or the site previously proposed for SWH STW extension in the PODP should be used for expansion of Sheung Shui Heung. There were also suggestions to rezone the land proposed for port back-up uses in the PODP for Small House development by indigenous villagers in the North District.

Response: In response to the objections from the residents of Sheung Shui Heung, a further investigation has been carried out on the feasibility of extending the SWH STW. It is now proposed to extend the Sewage Treatment Works extension at the government land to the north of Chuk Wan Street. The previously selected site (i.e. the area to the immediate north of Sheung Shui Heung, which is currently zoned “Green Belt” on the Fanling/Sheung Shui OZP) has been excluded from the NDA.

Since the land proposed for Small House development does not fall within any Village Environs under and Village Expansion Area under the New Territories Small House Policy but completely within the 1km consultation zone of the Sheung Shui Water Treatment Works which is a potentially hazardous installation, it is not suitable for village type development.

2.6 Ping Che/ Ta Kwu Ling New Development Area

Development of the Ping Che/ Ta Kwu Ling NDA

- 2.6.1 The locals had expressed satisfaction to the PC/TKL NDA proposal. They supported the development of the Special Industries Area in addition to residential and commercial developments with provision of greening and preservation of local cultural features.

Response: The PC/TKD NDA will be developed into a Quality Business Area. Land in the northern part of the NDA will be used for special industries and industries where Hong Kong enjoys clear advantages. The southern portion of the NDA will be used for low to medium-density residential developments to create a quality living environment.

Arrangements for the Affected Villagers

- 2.6.2 Although no comments were received from local residents at consultation meetings, written submissions were received from individuals expressing their concerns about clearance and compensation and request for local rehousing.

Response: In response to the concerns of the affectees, a local rehousing scheme is proposed to assist those affected and displaced by the NDAs developments. A site has been reserved in the KTN NDA to provide public housing for local rehousing of eligible clearerees. The site is to the west and within walking distance of the proposed Kwu Tung railway station and close to the town centre of the NDA. Details of the proposal are being worked out. The Government will continue to liaise with the affected parties in order to reach a mutually acceptable solution.

Transport Facilities

- 2.6.3 Some members of the public suggested that a MTR station, a bus terminus and a public transport interchange should be provided at Ping Che Road to improve the accessibility of the NDA and its connection with other NDAs. In view of the future increase in residential and employment population as well as the existing traffic congestion problems at Ping Che Road and Sha Tau Kok Road, some members of the public requested to widen Ping Che Road and Sha Tau Kok Road.

Response: Transport facilities of the NDA are one of the key aspects of the Study. A connecting road will be constructed from the NDA to provide linkage to the planned roads of the Liantang/Heung Yuen Wai Boundary Control Point. This connecting road will greatly enhance the accessibility and external transport linkage of the NDA as well as alleviating traffic

pressure on Ping Che Road and Sha Tau Kok Road. A Traffic and Transport Assessment has been undertaken for the NDA development, including its impacts on the existing transport network. The results show that the existing Sha Tau Kok Road and Ping Che Road will have adequate capacity to meet future demand arising from population growth as the Liantang/Heung Yuen Wai Boundary Control Point Connecting Road and Fanling Bypass will help divert traffic flow.

The provision of automated people mover system in the PC/TKL NDA to connect the existing MTR stations has been examined. The findings show that the system is technically feasible but there are considerable limitations and difficulties associated in the built-up areas where some existing developments will possibly be affected. The construction cost of the system is very high. It will be difficult to run in the absence of government subsidy. The revenue and expenditure of operation will also have to be assessed. The Study is of the view that the environment friendly buses (e.g. hybrid or full electric buses) and the railway network are the most suitable transport mode for the NDA. This will avoid the impacts generated by the railway construction on the old communities. The technology of environment friendly buses has been rapidly developed in recent years. The Government and bus operators are undertaking trial tests of operating electric vehicles in Hong Kong. Land has been reserved in the NDAs to allow flexible operation of various types of vehicles.

Urban Design

- 2.6.4 Some members of the public pointed out that since the middle portion of TKL is within a basin and surrounded by highlands and hilly terrain, it has often recorded the highest temperature in Hong Kong in summer. In order to help the residents avoid withstanding the hot weather in summer, more breezeways should be incorporated into the NDA design.
- 2.6.5 Some members of the public considered that the greening ratio of the PC/TKL NDA was distinctively lower than that of the other NDAs. They suggested increasing the greening ratio to promote a green living environment.

Response: Due consideration has already been given to air ventilation during the preparation of the PODP. The design of wind corridors in the NDA has been optimised in the RODP with the provision of additional wind corridors for the east-westerly wind. The Urban Design Control Plan is formulated in accordance with the principle of enhancing air ventilation and stipulates design control measures. In addition, the Central Park will provide extensive space for enhancing air circulation and

reducing heat-island effects. Stepped building height profile is also adopted with building heights descending from the centre to the periphery of the NDA to create the 'downwash effect', enhancing air ventilation throughout the NDA. Since air ventilation is constrained by the topography of the NDA, it is proposed to provide open areas and align building blocks with the prevailing wind direction to facilitate wind penetration into the inner parts of the NDA. Development intensity will gradually decrease from 2.1 at the centre to 0.75 at the southern periphery. It will not only improve air ventilation, but also facilitate integration of the NDA with the surrounding rural environment.

The physical environment, neighbouring developments, future needs and development themes of the three NDAs are different. For the PC/TKL NDA, approximately 34% of developable land will be designated for Special Industries, G/IC as well as Commercial uses. These uses are primarily low-density developments with sufficient space for greening. Therefore, the greening provision in the PC/TKL NDA differs from that of the other two NDAs. Nevertheless, approximately 17 hectares of open space will be provided in the NDA, which is greater than the required 4.2 hectares stipulated in the HKPSG.

Cultural Heritage and Environmental Conservation

- 2.6.6 Members of the public were also concerned with cultural and nature conservation, particularly, the valuable trees of approximately 40 years old situated within the TKL Government Farm as well as some historic buildings in the district.

Response: According to the RODP, the TKL Government Farm will be redeveloped into a Central Park with the intention to preserve the trees in the Farm as far as possible. Detailed information of the trees within the NDA has been recorded. In the design of land uses, road alignment and site formation works, the Old and Valuable Trees will be preserved as far as possible. Appropriate mitigation measures for trees that may be affected by the NDA development are being examined and the results will be set out in details in the EIA Report at a later stage. No declared monuments or graded or proposed graded buildings are found in the NDA. However, Wun Tsuen Sin Koon as a building with cultural features in the district will be retained. The newly renovated Rural Committee Building will also be integrated with the NDA. These proposals have already been reflected in the RODP.

3 Way Forward

- 3.1.1 Through the Stage 2 Public Engagement of the NENT NDAs study, we understand the views of members of the public in respect of the overall planning, development parameters, land uses, transport and traffic, community facilities and implementation mechanism, etc. of the NDAs development. These views served as an important basis for formulating the RODPs.
- 3.1.2 The RODPs are formulated with due consideration to the comments received from the Stage 2 Public Engagement and the results of further technical assessments.
- 3.1.3 The public views received from the Stage 3 Public Engagement will be taken into account in refining the planning proposals before finalising The Study.

June 2012

Highlights of Public Engagement

Sheung Shui District Rural Committee



Fanling District Rural Committee



Ta Kwu Ling District Rural Committee



Meeting with Villagers of Kwu Tung Village



Hong Kong Institute of Planners



North District Council



Heung Yee Kuk New Territories



Public Forum

