

**Supplementary Note for Information  
on 16 December 2010**

**LEGISLATIVE COUNCIL  
PANEL ON DEVELOPMENT**

**Planning and Engineering Study on  
Development of Lok Ma Chau Loop – Investigation  
Stage One Public Engagement**

There is a recent enquiry from Members on whether the Administration, in presenting at this meeting the planning proposals of the Planning and Engineering Study on Development of Lok Ma Chau Loop – Investigation, can also update Members on the progress of the North East New Territories New Development Areas (NENT NDAs) Planning and Engineering Study. The purpose of this supplementary note is to provide Members with updated information on the NENT NDAs Planning and Engineering Study as well as the planning and engineering study for the Hung Shui Kui New Development Area (HSK NDA) in the North West New Territories.

**NENT NDAs Planning and Engineering Study**

2. The Stage Two Public Engagement of the NENT NDAs Planning and Engineering Study was carried out between November 2009 and early this year. The aim was to solicit public views on the Preliminary Outline Development Plans (PODPs) of the proposed NDAs. During the said period, we consulted the LegCo Panel on Development and sought Members' views on the PODPs on 24 November 2009. The Stage Two Public Engagement Digest issued to Members at that time is at **Enclosure 1** for easy reference. Besides, we have undertaken a series of public engagement activities to gauge public views on the PODPs. The study consultants is now revising and refining the study proposals in the light of the public comments received, with a view to formulating the Recommended Outline Development Plans (RODPs) and undertaking the necessary detailed technical assessments. We plan to commence the Stage Three Public Engagement early next year to consult the public and Members on the RODPs.

**HSK NDA Planning and Engineering Study**

3. The aim of the HSK NDA Planning and Engineering Study (the Study) is to formulate feasible development proposals for the HSK NDA in addressing the long-term housing, social, environmental and economic needs; and to propose a development scheme and programme for the timely implementation of the HSK NDA project. The Administration is now conducting preparatory work for appointment of consultants to undertake the Study and will seek funding approval from the Legislative Council in May 2011. The Study is scheduled to commence in the third quarter of 2011.

4. In order to collect public views and comments on key issues of the NDA including its vision, strategic role/function and planning principles etc. as early as possible, the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD) commenced the Stage 1 Community Engagement mid last month in advance of the Study so that the views collected can be considered in the Study upon its commencement.

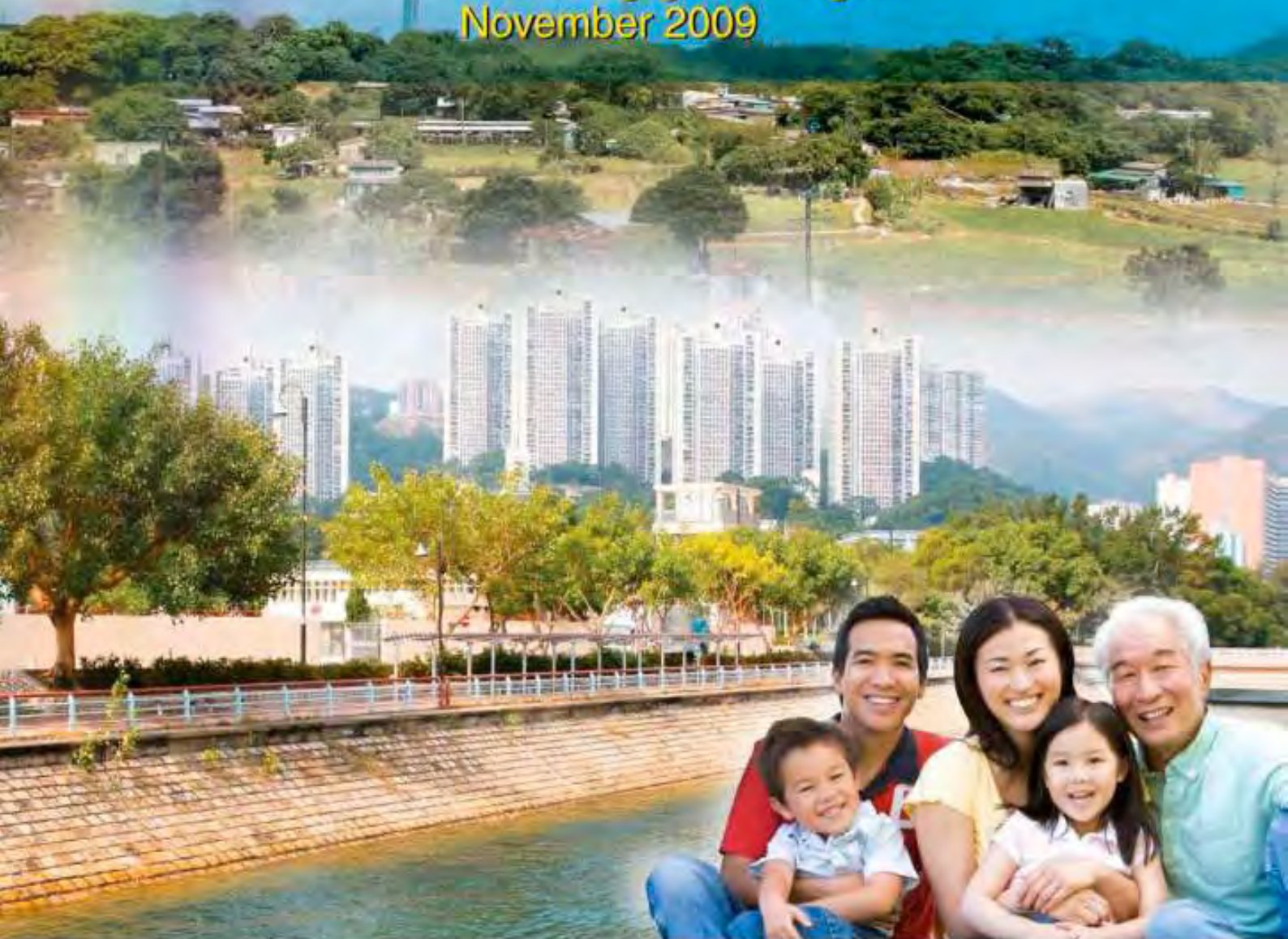
5. During the Stage 1 Community Engagement, PlanD and CEDD will consult the relevant District Councils and Rural Committees, Heung Yee Kuk, Town Planning Board and other relevant statutory and advisory bodies. We plan to consult the LegCo Panel on Development and seek Members' views in January 2011. Consultation materials will also be provided to professional institutions, green groups, village representatives, port back-up/open storage operators and other organisations. For Members' reference, the consultation materials are at **Enclosure 2**, which have also been uploaded onto PlanD's website at <http://www.pland.gov.hk> and CEDD's website at <http://www.cedd.gov.hk>.

**Development Bureau  
December 2010**

# **NORTH EAST NEW TERRITORIES NEW DEVELOPMENT AREAS**

## **Planning and Engineering Study**

**Stage Two**  
**Public Engagement Digest**  
**November 2009**





**MIXED**

**KWU  
TUNG  
NORTH**

DEVELOPMENT  
NODE

**RIVERSIDE**

**Fanling  
North**

TOWNSHIP

**QUALITY**

**Ping Che/  
Ta Kwu Ling**

BUSINESS/  
RESIDENTIAL  
AREA

# CONTENTS

PART 1	Introduction .....	P.2
PART 2	Guiding Principles .....	P.4
PART 3	Preliminary Outline Development Plans .....	P.5
	Strategic Context and Development Concepts .....	P.5
	Kwu Tung North New Development Area .....	P.6
	Fanling North New Development Area .....	P.12
	Ping Che/Ta Kwu Ling New Development Area .....	P.18
	Feasibility of the Development Proposal and Implementation Arrangement.....	P.24
PART 4	Your Views .....	P.25

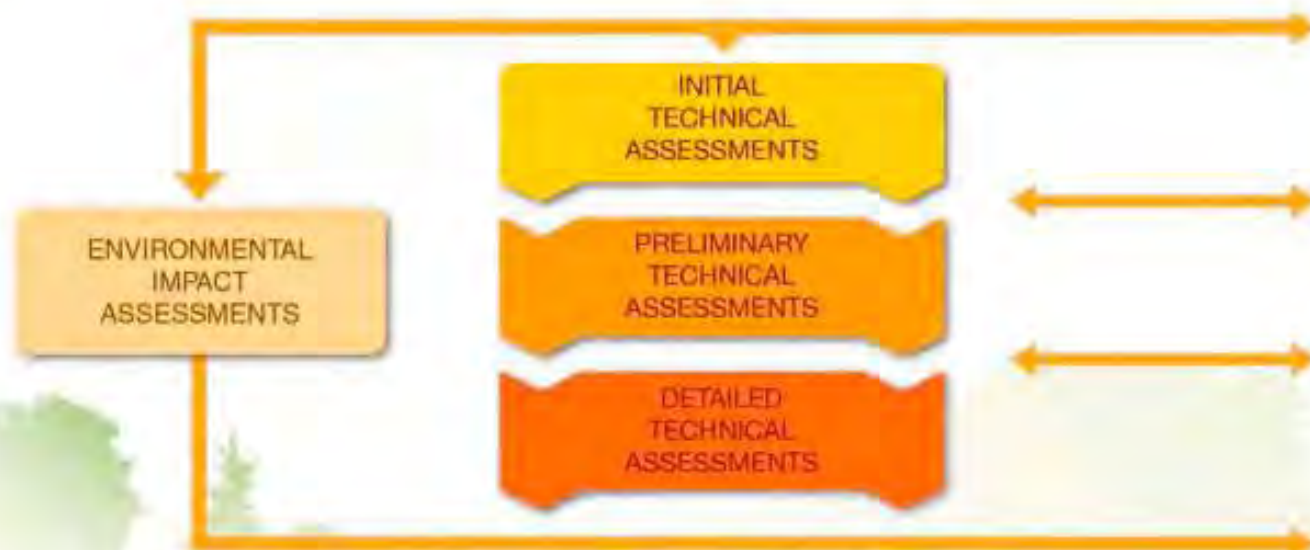




# Introduction

The Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned the North East New Territories New Development Areas Planning and Engineering Study (the Study) in June 2008 to formulate a land use framework and provide guidelines for the development of the North East New Territories New Development Areas (NENT NDAs) (including Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/Ta Kwu Ling (PC/TKL) NDAs). The Stage One Public Engagement of the Study commenced in November 2008 to solicit views from the public on their visions and aspirations for the NDAs through discussion on four topics, namely (1) Strategic Roles of NDAs, (2) People-Oriented Communities, (3) Sustainable Living Environment and (4) Implementation Mechanism. The public views and suggestions collected prior to March 2009 have been analysed and summarised in the Stage One Public Engagement Report (<http://www.nentnda.gov.hk/>).

Taking into account the public views received in the Stage One Public Engagement and the analysis of baseline information with the initial technical assessments conducted, we have formulated the Preliminary Outline Development Plans (PODPs) for the NDAs. We would like to invite you to participate in the Stage Two Public Engagement to express your views on the PODPs to facilitate the revision of the plans and the formulation of the recommended outline development plans in the next stage.







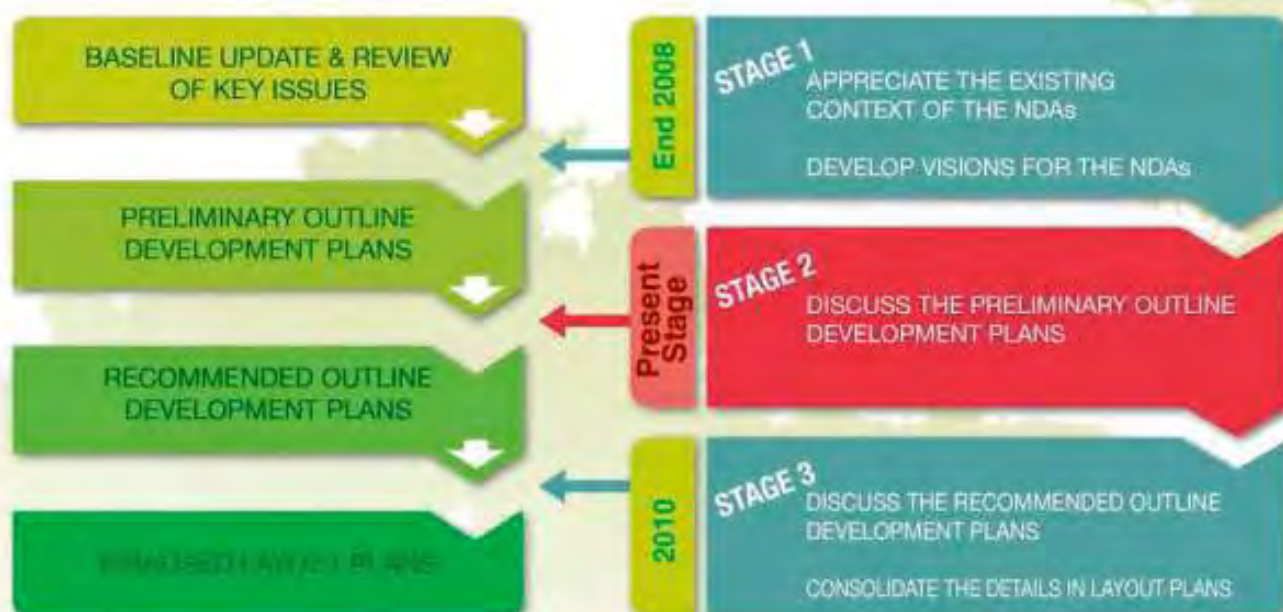
## Study Process

Previous  
NENT  
Study



## Public Engagement Programme

A comprehensive public engagement programme has been carried out in parallel with the NENT NDAs Study to ensure timely incorporation of public views into the planning and design of the NDAs.





# Guiding Principles

To meet public aspirations is the basic principle for planning the NDAs. Taking into account the public views received in the Stage One Public Engagement, we have formulated the following guiding principles for preparing the PODPs.

## Public Comments

## Guiding Principles

### 1 Strategic Roles of NDAs

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Coordinate with the long-term development of the Pearl River Delta and promote integration with the development of Shenzhen</li> <li>• KTN NDA could be developed for mixed or regional uses</li> <li>• FLN NDA could provide a quality living environment with green space</li> <li>• PC/TKL NDA could foster diversified development, with the setting up of high value-added industries</li> </ul> | <ul style="list-style-type: none"> <li>• Coordinate with regional development and capitalise on the opportunities provided by the Lok Ma Chau (LMC) Loop development and the Liantang / Heung Yuen Wai Boundary Control Point (BCP) to support the planning and development of the NDAs</li> <li>• Reserve suitable land for special industries, scientific research and development, creative industries, commercial, educational and hospital/ medical facilities</li> </ul> |
|--|--|

### 2 People-Oriented Communities

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Minimise impacts on existing communities and enhance integration between existing and new communities</li> <li>• Ensure a balanced mix of public and private housing</li> <li>• Avoid high-density development, "wall effect" or "concrete jungles"</li> <li>• Provide more open space and green areas</li> <li>• Ensure timely provision of adequate community facilities</li> <li>• Create sufficient employment opportunities</li> </ul> | <ul style="list-style-type: none"> <li>• Review the boundary and coverage of the NDAs, with consideration of the existing indigenous villages and due respect for the burial grounds</li> <li>• New community facilities should be located close to the existing settlements as appropriate for the enjoyment of new and existing residents</li> <li>• The overall ratio of public and private housing is 35%-45% to 55%-65%</li> <li>• Restrict development density with plot ratio ranging from 0.75 to 5</li> <li>• Restrict building height to not more than 35 storeys</li> <li>• Protect ridgelines, introduce view/ green corridors and wind corridors</li> <li>• A mixture of land uses to provide more diversified employment opportunities</li> </ul> |
|--|---|

### 3 Sustainable Living Environment

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Conserve natural ecology, natural landscape and cultural heritage resources within the NDAs</li> <li>• Conserve Long Valley with due consideration of landowners' property right</li> <li>• Improve existing transport infrastructure</li> <li>• Minimise the use of non-renewable energy resources</li> </ul> | <ul style="list-style-type: none"> <li>• Preserve existing villages, Fung Shui woodland and cultural heritage</li> <li>• Conserve an area of Long Valley with high ecological value and consider development that can integrate with the natural ecological environment through private sector participation</li> <li>• Reduce reliance on road transport by introducing cycling tracks and comfortable pedestrian walkways to encourage walking</li> <li>• Introduce green buildings, district cooling systems, water-saving strategies and measures for the re-use of treated effluent</li> </ul> |
|---|---|

### 4 Implementation Mechanism

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• The prevailing compensation arrangement for land resumption could not meet landowners' expectations</li> <li>• Local re-housing to retain long established social networks</li> <li>• Support the introduction of private sector participation provided that it is fair and transparent</li> </ul> | <ul style="list-style-type: none"> <li>• Continue to listen to the public and consider their views carefully</li> <li>• Further explore the arrangements for land resumption, compensation and re-housing with relevant bureaux and Government Departments</li> <li>• Further examine the feasibility of introducing private sector participation under the prevailing legislative framework based on the principles of fairness, openness and equity to achieve early implementation of the NDAs</li> </ul> |
|---|--|



Other than providing housing land, the NDAs can serve to meet other strategic land use requirements and offer development spaces for the six industries promoted under the 2009 - 2010 Policy Address, i.e. testing and certification services, medical services, innovation and technology, cultural and creative industries, environmental industries and educational services. Taking advantage of their proximity to boundary crossing facilities, the NDAs can integrate with the development of the Pearl River Delta to enhance the overall competitiveness of Hong Kong and to generate different employment opportunities.

Considering the uniqueness of the NDAs in terms of their local characteristics and geographical locations, different development themes will be adopted for each of the NDAs so that they will be able to perform their distinctive functions while complementing each other. The needs and demands of the existing villages and communities will be considered in the formulation of the PODP for each NDA to ensure compatibility between the NDAs and the surrounding areas (including Fanling/Sheung Shui New Town) and to enable the sharing of facilities among existing and new residents.





# Kwu Tung North New Development Area PODP

## Major Development Concept

To take advantage of its strategic location near the Lo Wu BCP, LMC BCP, LMC Loop, Fanling Highway and the proposed Kwu Tung Railway Station, the KTN NDA is planned according to the theme of a "Mixed Development Node" in order to capture the development potential of the existing and proposed transportation network.

<b>Development Theme</b>	Mixed Development Node
<b>Major Land Uses</b>	Residential, Commercial, Research & Development and Long Valley Ecological Area
<b>Population</b>	Approximately 65,000
<b>Number of Residential Units (Public/Private Housing)</b>	Approximately 22,000 (54:46)
<b>Employment Opportunities</b>	Approximately 26,000
<b>Plot Ratio</b>	1 - 5
<b>Building Height</b>	Maximum Height of 35 Storeys

Land Use	Area (Ha)	%
Residential	63	14.0
Government, Institution or Community Uses	51	11.3
Open Space	34	7.6
Commercial	1	0.2
Comprehensive Development Area	7	1.6
Other Specified Uses (Commercial, Research & Development)	16	3.6
Other Specified Uses (Comprehensive Development & Nature Conservation Enhancement Area)	84	18.7
Others	194	43.0
<b>Total</b>	<b>450</b>	<b>100%</b>

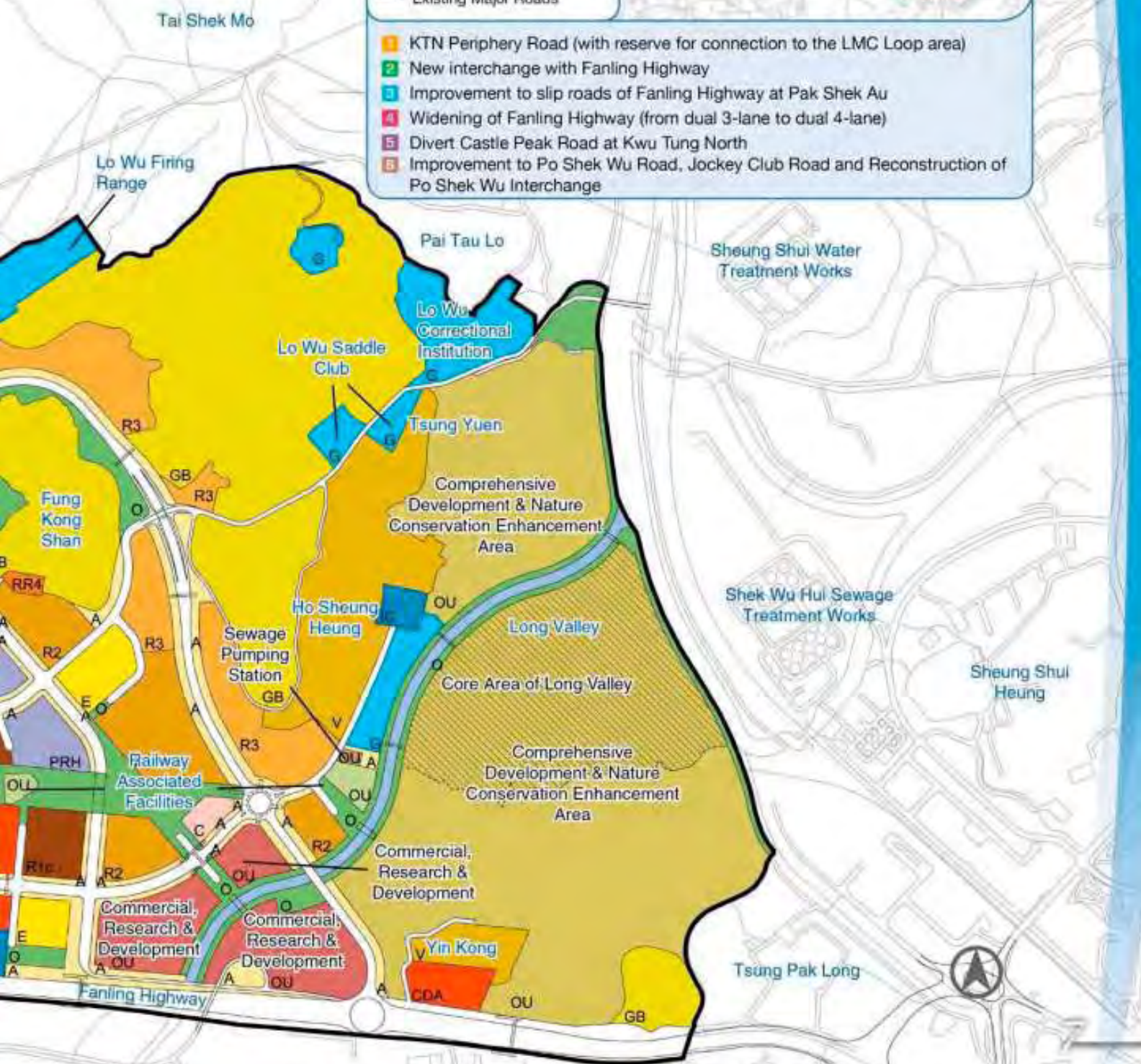
### Legend

- Proposed NDA Boundary
- Proposed Kwu Tung Railway Station
- Public Rental Housing
- Commercial
- Government (Recreational)
- Government
- Institution and Community
- Educational
- Open Space
- Green Belt
- Other Specified Uses (Comprehensive Development and Nature Conservation Enhancement Area)
- Other Specified Uses (Commercial, Research & Development)
- Other Specified Uses (Sewage Pumping Station)
- Other Specified Uses (Railway Associated Facilities)
- Comprehensive Development Area
- The Long Valley Ecological Area provides wetland bird habitat. The area is proposed to be designated as "Comprehensive Development and Nature Conservation Enhancement Area". The "core area" of this zone is of particular importance for wetland birds and supports a high diversity of bird species.
- Residential Zone 1 (with Commercial)
- Residential Zone 2
- Residential Zone 3
- Rural Residential Zone 4
- Amenity
- Village Development Area
- River
- Public Transport Interchange





## Proposed Road Improvement Works





## Kwu Tung North New Development Area

### Land Use Profile

The KTN NDA has eight small areas with different characteristics.

- 1 Town Centre:** The design of the proposed Kwu Tung railway station will be integrated with the Town Park and the adjacent Comprehensive Development Area with the provision of a public transport interchange. It will become the core area, with a wide range of retail, entertainment, community and leisure facilities.
- 2 Residential Area:** Medium-density public and private residential areas are located around the proposed Kwu Tung railway station and the Town Park, with schools and open space to create a quality living environment.
- 3 Commercial, Research & Development (R&D) Zone:** A commercial, R&D zone planned along Fanling Highway has the potential to develop into various types of office and hotel uses. It will provide development space to support the six industries of Hong Kong. A piece of land along Fanling Highway will provide indoor community welfare and recreational facilities (including libraries) for residents.
- 4 Long Valley Ecological Area:** Long Valley is designated as "Other Specified Use" annotated "Comprehensive Development and Nature Conservation Enhancement Area" ("OU(CDNCEA)") In order to realise the intention of conserving and enhancing the ecological value and function of the area, to make the best use of land resources, and to

achieve a balance between conservation and development needs, consideration will be given to allow low-density development (such as low-density residential, eco-lodge, etc.) that can integrate with the natural ecological environment through private sector participation.

- 5 Rural, Cultural and Conservation District:** The existing indigenous villages (Ho Sheung Heung and Yin Kong) and cultural relics will be preserved. The tung shui woodland of Ho Sheung Heung will be retained as a green belt. To enhance the preservation of cultural resources, a piece of land will be reserved for related facilities such as a museum cum education centre on agricultural development.
- 6 Recreational Belt:** Provision of recreational activities is essential for building a harmonious community. Residents can enjoy recreational facilities within walking distance.
- 7 Public Utilities Zone:** Hospital, police station and fire station will be provided to meet development needs.
- 8 Land Reserve Zone:** Land is reserved for development of related facilities in line with the development of LMC Loop with higher educational facilities as the leading use.





# Kwu Tung North NDA Preliminary Landscape Design Plan



CENTRAL PIAZZA

SUNKEN PLAZA AND ENTRANCE OF THE PROPOSED KWU TUNG RAILWAY STATION

CENTRAL PIAZZA



Artist's Impression of Kwu Tung North Town Centre



Photomontage of Kwu Tung North Town Centre



# Kwu Tung North New Development Area

## Design Characteristics

The distinct town centre design and the green corridors connecting the Long Valley Ecological Area are the two focus areas of the KTN NDA.

- 1 Distinct Town Centre Design:** The town centre is designed to integrate with the proposed Kwu Tung railway station and serve as a focal point of the KTN NDA. The adjacent piazza and the Comprehensive Development Area will be harmonised with each other to create a regional landmark. The commercial buildings along Fanling Highway will also mark the gateway to the KTN NDA.
- 2 Enriched Urban Profile:** The maximum plot ratio has been reduced from the previously proposed 6.5 to 5. A stepped building height and density concept is adopted to enhance spaciousness and to enrich the urban profile. The building height and density will reduce gradually from

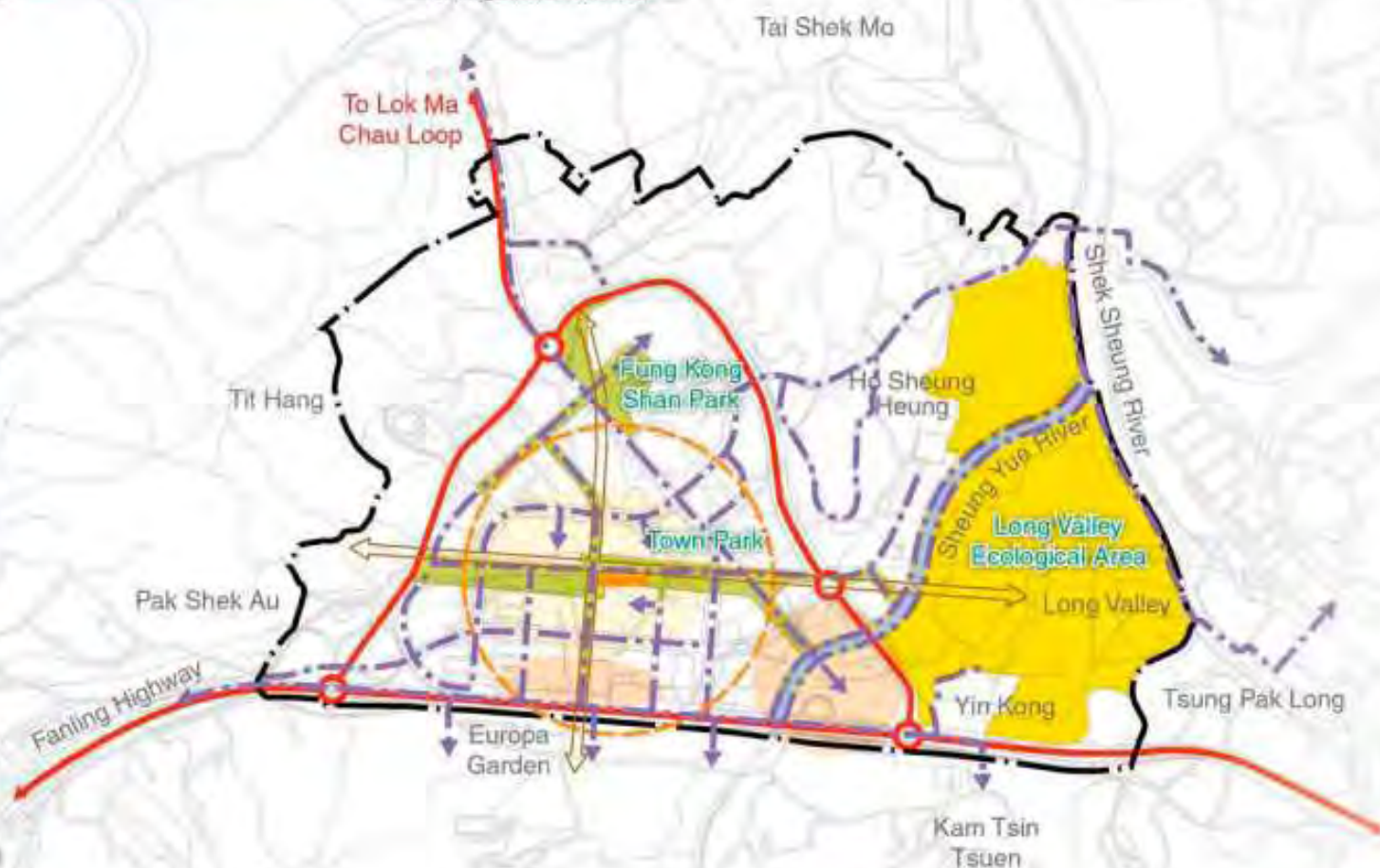
the town centre to the periphery. The building height in the centre will be restricted to not more than 35 storeys. The lower density residential development at the periphery of the KTN NDA will integrate with the existing rural villages and this can help protect the ridgelines and the view of the natural landscape of Fung Kong Shan and Tai Shek Mo.

- 3 Pedestrian-Friendly Environment:** More than 80% of the population will reside within 500m of the proposed Kwu Tung railway station. This will encourage residents to use mass transport and reduce the demand for road traffic. A comprehensive pedestrian network connecting major activity nodes, recreational facilities and green spaces is planned. It will segregate pedestrians from vehicular traffic, provide convenient access, bring in vibrancy to the streets and hence enhance the attractiveness of the pedestrian linkages. A comprehensive cycling track network will also be provided. The main road connecting

### Legend

- |   |   |
|---|---|
| —•— Proposed NDA Boundary                               | Commercial, Research & Development Area |
| — Major Road  | Long Valley Ecological Area             |
| — Proposed Cycling Track and Pedestrian Linkages        | Open Space                              |
| — Major Green Corridor, Wind Corridor and View Corridor | 500m Walkable Distance                  |
| — Town Centre   | Proposed Kwu Tung Railway Station       |
|   | River                                   |

Drawing below is not to scale.





the KTN NDA with other areas will be constructed on the periphery of the KTN NDA and with the promotion of environmentally-friendly vehicles, noise and air pollution can be reduced. Land will be reserved for a proposed road connecting to the LMC Loop area. In addition, part of the Fanling Highway at Kwu Tung will be widened and the Castle Peak Road (Kwu Tung Section) will be diverted northward accordingly.

- 4 Connecting Long Valley Ecological Area:** Long Valley and the surrounding forest highlands provide a natural setting for the KTN NDA. Public open space and amenity areas account for 21% of the developable land of the KTN NDA. The Town Park stretching from west to east and the pedestrian

area / amenity area running from south to north form bisecting green corridors linking up the residential areas with Long Valley Ecological Area. These corridors will provide an attractive barrier-free walking environment for residents to reach the Long Valley Ecological Area from various locations conveniently.

- 5 View and Wind Corridors:** View corridors can help reduce visual impact associated with development density and wind corridors can improve air ventilation. The above-mentioned bisecting green corridors will bring positive effects in terms of visual and ventilation. In addition, view and wind corridors are preserved from Long Valley to Fung Kong Shan/Tai Shek Mo to allow wider view and provide better air quality for the residents.



Artist's Impression of Kwu Tung North Town Centre



# Fanling North New Development Area PODP Major Development Concept

The FLN NDA is located next to Ng Tung River which possesses a beautiful scenery with Wah Shan as a backdrop. Thus, the urban design concept is to make the best use of and to beautify the local environment. The FLN NDA will adopt the development theme of a 'Riverside Township' and accommodate mixed residential uses in a linear design layout.

Development Theme	Riverside Township
Major Land Uses	Residential, Government Facilities
Population	Approximately 48,000
Number of Residential Units (Public: Private Housing)	Approximately 17,500 (41:59)
Employment Opportunities	Approximately 6,200
Plot Ratio	1 - 5
Building Height	Maximum Height of 35 Storeys

Land Use	Area (Ha)	%
Residential	46	25.6
Government, Institution or Community Uses	25	13.9
Open Space	41	22.8
Other Specified Uses (Port Backup Use)	4	2.2
Others	64	35.5
Total	180	100%

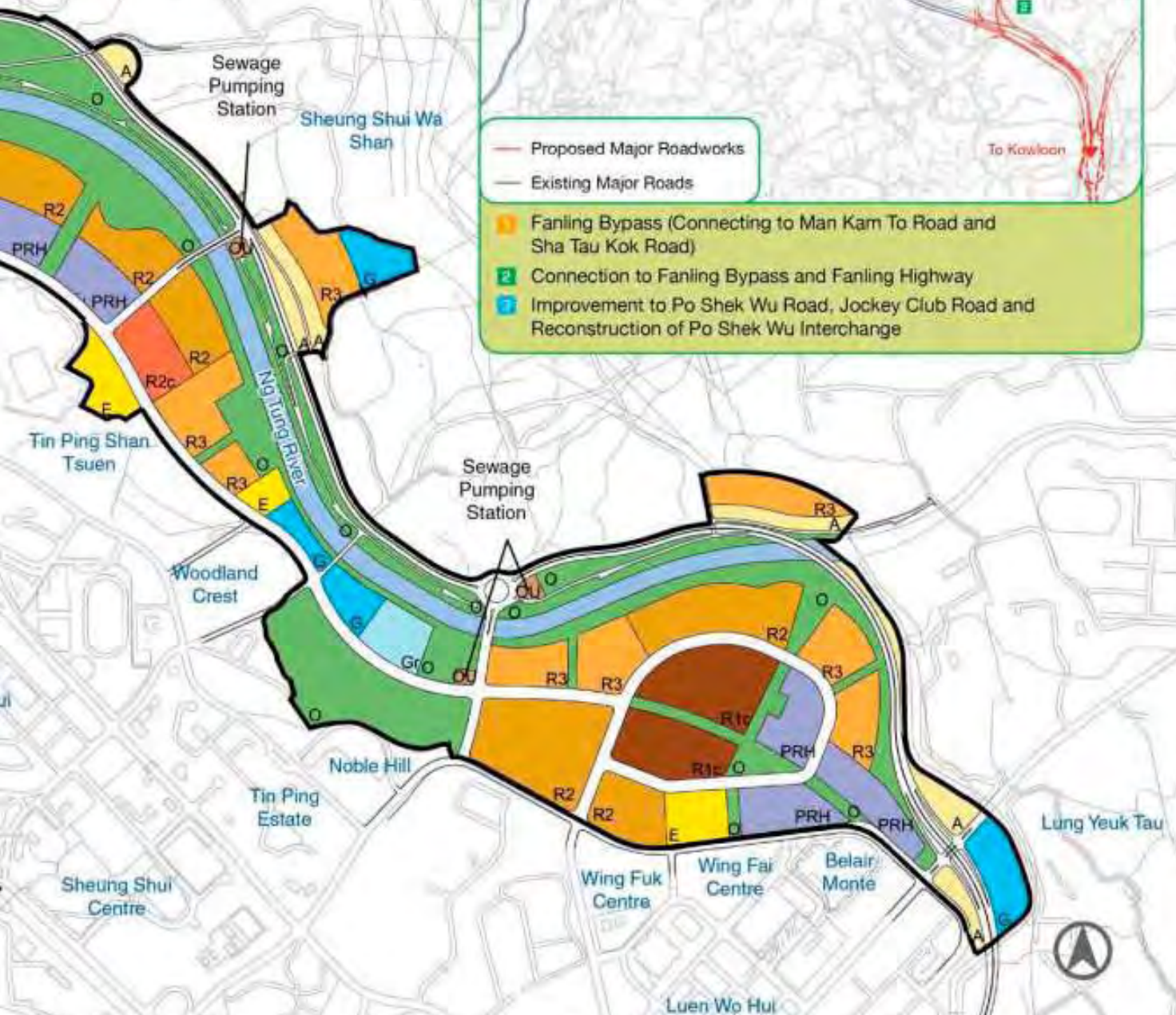
## Legend

- Proposed NDA Boundary
- Existing Railway Station
- Residential Zone 1 (with Commercial)
- Residential Zone 2
- Residential Zone 2 (with Commercial)
- Residential Zone 3
- Public Rental Housing
- Government (Recreational)
- Government
- Institution and Community
- Educational
- Open Space
- Other Specified Uses (Port Backup Use)
- Other Specified Uses (Public Transport Depot)
- Other Specified Uses (Sewerage Treatment Plant)
- Other Specified Uses (Sewage Pumping Station)
- Amenity
- River





## Proposed Road Improvement Works





## Fanling North New Development Area

### Land Use Profile

As an extension to Fanling/Sheung Shui New Town, the FLN NDA comprises four small areas with different characteristics:

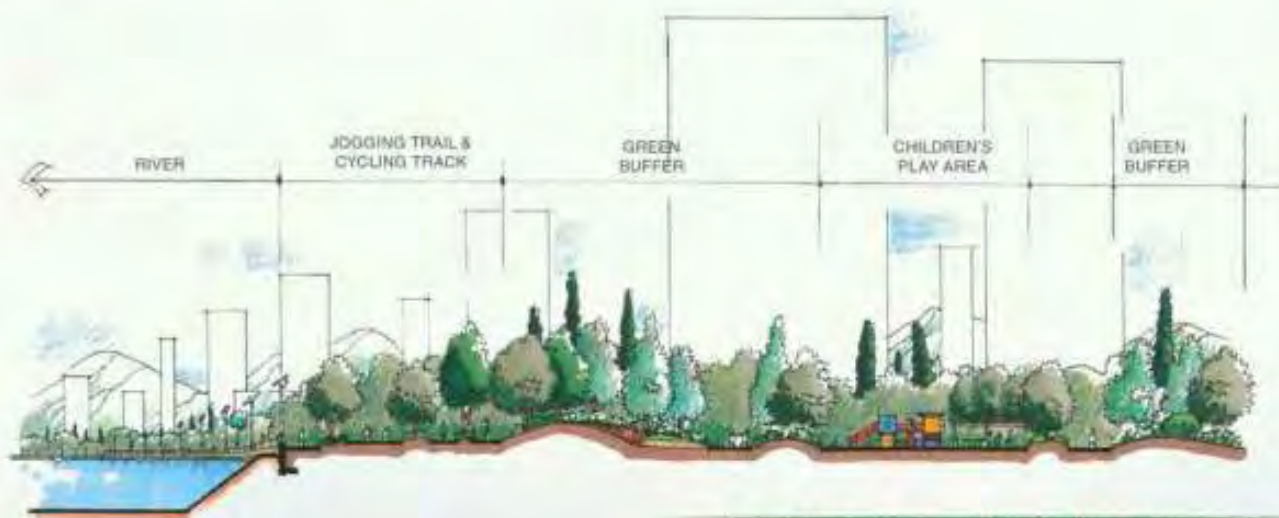
- 1 Central Residential Area** : The current Ma Shi Po area will become the core area of the FLN NDA and comprise predominately a mix of public and private housing. Schools, retail and community facilities will also be provided to serve the residents.
- 2 Residential Area**: Residential buildings will be developed at the riverside along Ng Tung River. Residents will be able to enjoy the spacious scenic view of the Riverside Park against a green mountain backdrop.
- 3 Civic/Recreational Area**: The current Shek Wu San Tsuen area will be developed into a Central Park providing public open space for the community. There will be social welfare and recreational facilities in the vicinity serving the residents of both the FLN NDA and Fanling/Sheung Shui.
- 4 Government Facilities Zone**: The Shek Wu Hui Sewage Treatment Works and the Sheung Shui Slaughter House are currently located in the western portion of the FLN NDA. This area will be reserved for uses including the future expansion of the Sewage Treatment Works, The Police Driving and Traffic Complex, the Urban Tactical Training Complex, the

Weapon Training Division and the re-provisioning of part of the Ta Kwu Ling Government Farm facilities may also be established within this zone.





# Fanling North NDA Preliminary Landscape Design Plan



Artist's Impression of Fanling North Riverside



Photomontage of Fanling North Riverside



## Fanling North New Development Area Design Characteristics

The design for the FLN NDA is to make use of Ng Tung River to shape the architectural profile and to emphasise integration of the existing and new developments to complement the adjacent Sheung Shui New Town.

**1 Ng Tung River Riverside Park:** The Riverside Park built along Ng Tung River is the salient design of the FLN NDA. The Riverside Park will function as a view corridor and wind corridor to protect the long-range views towards Tai Shek Mo and Sheung Shui Wa Shan, as well as to improve air ventilation. Within the Riverside Park, there will be pedestrian walkways and cycling tracks connecting different residential areas to encourage walking and cycling.

**2 Connecting Sheung Shui New Town:** The Central Park is designed in accordance with the wind direction (i.e. northeast to southwest) to allow the wind to permeate into Sheung Shui New Town, and to provide a green backdrop for visual purpose. The Central Park will become the green gateway of the FLN NDA. Together with the Riverside Park along Ng Tung River, the Parks will form a series of public open spaces so that residents can enjoy the beautiful scenery of Ng Tung River. The public open space and amenity areas account for 28% of the developable land area of the FLN NDA.

### Legend

- |   |   |   |                          |
|---|---|---|--------------------------|
|    | Proposed NDA Boundary                                 |    | Open Space               |
|    | Major Road  |    | Central Residential Area |
|    | Proposed Cycling Track and Pedestrian Linkages        |   | Residential Area         |
|  | Major Green Corridor, Wind Corridor and View Corridor |  | River                    |

Drawing below is not to scale





**3 Riverside Development:** The residential buildings will be built along the Ng Tung River. To blend in with the existing developments in Sheung Shui New Town, the maximum plot ratio has been reduced from the previously proposed 6.5 to 5. A stepped building height and density concept is adopted. Buildings in the two nodes in the east and west will not exceed 35 storeys. The building height and density will gradually reduce from the east and west nodes to the center and from south to north towards the riverside. The lower density developments near the Central Park can allow the natural wind to penetrate into Sheung Shui New Town.

**4 Pedestrian and Road Network:** A comprehensive pedestrian and cycling track network is planned. A main road to the north of Ng Tung River will be constructed, linking Man Kam To and the old areas of Fanling/Sheung Shui. The main road will be constructed along the periphery of the FLN NDA in order to reduce noise and air pollution. Improvement works are proposed for the Po Shek Wu Interchange leading to the Fanling Highway.

#### Fanling North NDA Townscape Cross-Section



Artist's Impression of Fanling North Riverside



# Ping Che/Ta Kwu Ling New Development Area PODP Major Development Concept

Taking advantage of its strategic location close to Shenzhen and the proposed Liantang/Heung Yuen Wai BCP, the PC/TKL NDA provides land to support different strategic land uses. To maintain the competitiveness of Hong Kong in technological infrastructure and promotion of innovative technology, the PC/TKL NDA will reserve land for special industries and provide development spaces to support the six industries, as well as the port back-up and logistics industries. These land uses will generate different employment opportunities. The PC/TKL NDA will adopt the theme of "Quality Business/Residential Area", with medium to low density residential developments to create a quality living environment.

<b>Development Theme</b>	Quality Business/Residential Area
<b>Major Land Uses</b>	Special Industries, Six Industries, Residential
<b>Population</b>	Approximately 18,000
<b>Number of Residential Units (Public: Private Housing)</b>	Approximately 6,500 (0:100)
<b>Employment Opportunities</b>	Approximately 13,000
<b>Plot Ratio</b>	0.75 – 2.5
<b>Building Height</b>	Maximum Height of 10 Storeys

Land Use	Area (Ha)	%
Residential	57	32.5
Government, Institution or Community Uses	11	6.3
Open Space	18	10.3
Commercial	1	0.6
Other Specified Uses (Special Industry)	46	26.3
Others	42	24.0
Total	175	100%

## Legend

- Proposed NDA Boundary
- RR2 Rural Residential Zone 2
- RR2C Rural Residential Zone 2 (with Commercial)
- RR3 Rural Residential Zone 3
- C Commercial
- G Government
- IC Institution and Community
- E Educational
- OS Open Space
- GB Green Belt
- OSI Other Specified Uses (Special Industry)
- OSTP Other Specified Uses (Sewerage Treatment Plant)
- OSPS Other Specified Uses (Sewage Pumping Station)
- VDA Village Development Area
- A Amenity
- D Drainage/River





### Proposed Road Improvement Works

The map illustrates the proposed road improvement works in the Ping Che area. The Ping Che New Village is highlighted in yellow. The map shows the following roads and locations:

- Lun Ma Hang Road
- Ping Che Road
- Fung Wong Wu
- Lei Uk
- Wun Chuen Sin Koon
- Tai Po Tin
- Ha Shan Kai Wat
- Ping Che New Village
- Sha Tau Kok Road
- Wong Mei Teng
- Wo Keng Shan
- Connecting Road to Liantang/Heung Yuen Wai BCP
- Connection to Sha Tau Kok Road

**Legend:**

- Proposed Major Roadworks
- Existing Major Roads

**Key Features:**

- 1. Diversion of a section of Ping Che Road
- 2. Connection to proposed LT/HYW BCP Road
- 3. Improvement at the junction of Sha Tau Kok Road and Ping Che Road





## Ping Che/Ta Kwu Ling New Development Area Land Use Profile

The PC/TKL NDA comprises four small areas with different characteristics:

- 1 Special Industries Area:** The northern portion of the PC/TKL NDA will be reserved for high value-added non-polluting special industries, the six industries (including testing and certification services, innovation and technology, cultural and creative industries, environmental industries, etc.) as well as logistic uses. Land within the Special Industries Area will also be reserved for ancillary commercial development.
- 2 Residential Area:** The southern portion will be developed into a medium to low density residential area with a mix of housing types to provide alternative quality living space.
- 3 Cultural Area:** The existing Ping Che Yuen Ha Tsuen, the Rural Committee Office, Caritas Fung Wong Fung Ting Home and Wun Chuen Sin Koon will be preserved. The tree cluster next to Wun Chuen Sin Koon will be maintained as Green Belt.

- 4 Green Recreational Zone:** A Central Park with various recreational facilities will be developed at the location of the existing Ta Kwu Ling Government Farm. The existing stream courses will be enhanced and the river banks will be converted into a continuous riverside promenade to provide green space for leisure/recreational facilities.



Wun Chuen Sin Koon



Ping Che/Ta Kwu Ling  
Existing Condition





# Ping Che/Ta Kwu Ling NDA Preliminary Landscape Design Plan



Artist's Impression of  
Ping Che/Ta Kwu Ling Riverside





## Ping Che/Ta Kwu Ling New Development Area Design Characteristics

The design of the PC/TKL NDA is to blend in with the surrounding rural developments and to maintain and improve the existing stream courses within the area.

- Quality Medium To Low Density Development:** To blend in with the surrounding rural developments, the plot ratio will be restricted to not more than 2.5. Using a stepped building height and density concept, the building height of the residential area in the centre will be limited to not more than 10 storeys and the building height in the Special Industries Area will be restricted to not more than 35m. Building heights and densities gradually reduce from the centre to the periphery near the hillside to enhance the feeling of spaciousness.

- Green Environment:** The Central Park located at the location of the existing Ta Kwu Ling Government Farm is the main green space of the PC/TKL NDA. Most of the valuable trees in the existing farm will be preserved. In addition, the design of the drainage channel will make use of the existing stream courses to preserve the original state and ecology of the stream courses. Along the stream courses, there will be amenity and open spaces forming two green corridors running from south to north and from east to west.

### Legend

- |   |                           |
|---|---------------------------|
| —•— Proposed NDA Boundary                               | ○ Open Space              |
| — Major Road  | ○ Residential Centre      |
| — Proposed Cycling Track and Pedestrian Linkages        | ○ Special Industries Area |
| — Major Green Corridor, Wind Corridor and View Corridor | — Drainage/River          |

Drawing below is not to scale





③ **View Corridors and Wind Corridors:** The two green corridors will serve as the main view and wind corridors of the PC/TKL NDA to enhance the landscape amenity and improve air circulation. As only medium to low density development is planned in the PC/TKL NDA, most of the areas will maintain the scenic view towards Wutongshan in Shenzhen.

④ **Pedestrian and Road Network:** There will be a road linking up the PC/TKL NDA with the Liantang/Heung Yuen Wai BCP road. This will greatly enhance the connectivity of the PC/TKL NDA with other districts. The PC/TKL NDA will also link up with the existing Ping Che Road and Sha Tau Kok Road. Along the two green corridors and main roads, there will be comfortable pedestrian walkways and cycling tracks linking up the entire NDA. This will encourage walking and cycling.

Ping Che/Ta Kwu Ling NDA Townscape Cross-Section



Photomontage of Ping Che/Ta Kwu Ling Residential Area



## Feasibility of the Development Proposal and Implementation Arrangement

### Technical Assessments

The study consultant has conducted initial technical assessments on traffic and transport, infrastructure, environmental and socio-economic aspects for the PODPs and concluded that the proposals are technically feasible. After collecting public views on the PODPs, our consultant will conduct further technical assessments in formulation of the detailed development proposals. This NDAs development project is a designated project under the Environmental Impact Assessment Ordinance, and so it must comply with the statutory procedures of the Environmental Impact Assessment. In the next stage, we will submit an Environmental Impact Assessment Report to the Director of Environmental Protection and public comments will be invited.

### Creating a Sustainable Living Environment

In the next stage, we will further examine the feasibility of various energy-efficient measures, which include the effluent reuse system and the use of renewable energy in all the NDAs, the District Cooling System in the Commercial, Research and Development Zone of the KTN NDA and the Special Industries Area of the PC/TKL NDA, for creating the sustainable living environment. In addition, the green building design (for example, green roof design and vertical greening to reduce the heat island effect and energy efficient and water saving design) can minimise adverse impacts on the environment, reduce the use of natural resources and achieve the target of low carbon emission.

### Development Timetable

A development timetable will be set in the next stage of the Study. Drawing on the experiences of other new towns, particular attention will be paid to ensure timely provision of various community facilities in tandem with the population intake of the NDAs.

### Implementation Mechanism

More than half of the developable land in the NENT NDAs is privately owned. How to implement the proposals of the NDAs is an important issue and also a matter of public concern. In the Stage One Public Engagement, we invited the public to express their views on the implementation mechanism through discussion on the eight private sector participation approaches.

### Concerns about the Affected Persons

Implementation of the NDAs will inevitably affect some of the existing land owners and residents. The Government will have to play an important role in implementing the NDAs, including the resumption of land for the construction of public infrastructure and other supporting facilities. From the public views collected in the Stage One Public Engagement, we understand that some people who might be affected indicated that the Government's prevailing land resumption and compensation arrangements would not be able to meet their demands. We shall carefully deal with the matter and further study the land resumption, compensation and rehousing arrangements with the relevant policy bureaux and Government departments. In any case, according to the prevailing legislation and policy, we shall ensure that the affected residents will get reasonable compensation or resettlement before clearance.

### Private Sector Participation

The introduction of private sector participation in implementing NDA proposals will tie in with the objective of early implementation of the NDAs. We shall further explore feasible options under the prevailing legislation and applicable mechanism and in accordance with the principles of fairness, openness and equity. Preliminary studies have shown that Land Pooling and Re-adjustment, Development Share/Convertible Bond and Development Entitlement involve the enactment/amendment of legislation and lengthy consultation and administrative procedures and thus create uncertainty on the development timetable of the NDAs. Other modes such as Land Exchange, Negotiation Approach and Time Limited Approach, may be adopted under appropriate circumstances. The feasibility of other modes will be examined in greater detail. The next stage of the Study will also examine whether priority will be given to any proposals to be developed as Pilot Projects or whether the Government should provide infrastructure to promote private development. Whether the Government will assist in the resumption of problematic land to facilitate private sector participation will require further study, due to the complexity of the processes involved.



## Your Views

Your views are very important for our planning works in the next stage to confirm the various land uses for the NDAs. We sincerely invite you to express your views on the Preliminary Outline Development Plans.





Please send your views to the Planning Department or the Civil Engineering and Development Department before **12 January 2010**.

**Mailing Address :** **Planning Department**  
16/F, North Point Government Offices,  
333 Java Road, North Point,  
Hong Kong.

(Attn : Studies and Research Section)

**Civil Engineering and Development Department**  
9/F, Sha Tin Government Offices,  
1 Sheung Wo Che Road,  
Sha Tin, New Territories.

(Attn : New Territories North and  
West Development Office)

**Tel :** 2231 4731

2158 5680

**Fax :** 2522 6524

2693 2918

**E-mail :** [srpd@pland.gov.hk](mailto:srpd@pland.gov.hk)

[paulng@cedd.gov.hk](mailto:paulng@cedd.gov.hk)

For details of the study background, please visit the study website : (<http://www.nentnda.gov.hk/>)

#### **Note:**

The names and comments / proposals (except personal information) provided by any individuals or groups to CEDD or PlanD in the course of the Study will be disclosed, either entirely or partially to the public (including disclosure on relevant websites). If you do not wish such information to be disclosed, please advise at the time of submission.



## 主要規劃原則

### KEY PLANNING PRINCIPLES

- 充份利用洪水橋新發展區優越的地理位置，透過適當的土地運用及運輸規劃，開拓經濟發展機遇，以及推進香港與深圳的跨界基建合作，促進港深兩地經濟融合。
- 採用可持續發展原則進行規劃，建立符合環保原則、以人為本和均衡的社區。
  - 規劃合適的土地用途及發展密度，採納優質的城市設計，並推動資源節約及低碳型生態城市發展，以提供優質的生活環境
  - 提供均衡的公私營房屋組合、充足的社區設施和休憩用地，以便便捷的交通方便就業，加強與現有鄉村融合，締造和諧共融社區
- 透過綜合規劃，檢討區內露天貯物和港口後勤用地的需求，並解決土地用途不協調所引致的環境及交通問題。
- 採用適合的機制以落實發展項目。任何落實發展模式必定會在公平、公正、切合公眾利益、合法及符合新發展區整體規劃構想的原則下進行。
- Capitalize on the locational advantage of HSK NDA to explore economic development opportunities and enhance economic integration between Hong Kong and Shenzhen through appropriate land use and transport planning as well as cooperation in cross-boundary infrastructure planning.
- Adopt sustainable development principles to plan for an environmentally friendly, people oriented and balanced community.
  - Enhancing a quality living environment through appropriate land use mix and development density, good urban design, and promoting resources saving and low carbon eco-city development
  - Promoting a harmonious community with appropriate public/private housing mix, adequate community facilities and open space, easy accessibility to employment opportunities and better integration with existing villages
- Review the demand for open storage/port back-up land in the area and tackle the environmental and traffic problems arising from incompatible uses through comprehensive planning.
- Implement development projects through appropriate mechanisms. The implementation approach to be considered must be fair and equitable, in the public interest and in line with the legislative framework and the overall planning concept of the NDA.

### 研究過程及時間表 Study Process and Programme



### 研究過程及時間表 STUDY PROCESS AND PROGRAMME

## 您的意見

### YOUR VIEWS

歡迎就洪水橋新發展區發表意見，尤其是關於下述兩方面：

- 對新發展區及其策略性角色的願景
- 有關發展新發展區的主要規劃原則/考慮因素

You are welcome to express your views on the HSK NDA, particularly on:

- Vision for the NDA and its strategic role
- Key planning principles/considerations for the development of the NDA

請將您的意見／建議送交規劃署或土木工程拓展署。我們會在二零一一年第三季委聘顧問進行洪水橋新發展區研究，並在進行研究時仔細考慮所有收集到的意見。

You may send your comments/suggestions to the Planning Department or the Civil Engineering and Development Department. All views collected will be considered in the HSK NDA Study to be commissioned in the 3rd quarter of 2011.

地址：香港北角渣華道333號北角政府合署16樓  
規劃署規劃研究組  
電話：2231 4731  
傳真：2522 8524  
電郵：srpd@pland.gov.hk

地址：新界沙田上禾輦路1號沙田政府合署9樓  
土木工程拓展署新界西及北拓展處  
電話：2158 5680  
傳真：2693 2918  
電郵：paulng@cedd.gov.hk

Address : Planning Department  
Studies and Research Section  
16/F, North Point Government Offices  
333 Java Road, North Point, Hong Kong  
Telephone : 2231 4731  
By Fax : 2522 8524  
By Email : srpd@pland.gov.hk

Address : Civil Engineering and Development Department  
New Territories North and West Development Office  
9/F, Sha Tin Government Offices, No. 1 Sheung Wo Che Road  
Sha Tin, New Territories, Hong Kong  
Telephone : 2158 5680  
By Fax : 2693 2918  
By Email : paulng@cedd.gov.hk

備註：凡個人或團體就洪水橋新發展區研究提供意見，均會視作同意規劃署和土木工程拓展署使用或公開(包括上載於合適的網站)該人士或團體的姓名或名稱和所提供的全部或部分意見；否則請在提供意見時說明。

Note : Any person or organization providing comments and views for the HSK NDA Study shall be deemed to have given consent to the Planning Department and the Civil Engineering and Development Department to use or publish, including posting onto an appropriate website, the name of the person or the organization, and the whole or part of the comments and views. If you object to having your comments and views used or published in this way, please state so when providing them.

## 附件二 Enclosure 2

# 洪水橋

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

### Stage 1 Community Engagement

## 洪水橋新發展區規劃及工程研究 第一階段社區參與

### 第一階段社區參與





背景  
BACKGROUND

在2003年完成的「新界西北規劃及發展研究」(下稱「新界西北研究」)中，洪水橋被鑒定為適合規劃成新發展區，以應付本港長遠發展的需求。根據當時的研究，洪水橋新發展區面積約為450公頃。研究建議把該區發展成「門廊市鎮」，以容納160,000人及提供48,000個就業機會。其後，由於當時預期人口增長將會放緩，該些建議於研究完成後擱置。

及後，「香港2030:規劃遠景與策略」研究重新審視在新界拓展新發展區的需要，並建議落實新發展區的發展，以應付長遠的住屋需求和創造就業機會。行政長官隨後在2007-2008年度《施政報告》中，宣布籌劃洪水橋新發展區及新界東北新發展區，以作為促進經濟增長的十大基礎建設項目之一。

The “Planning and Development Study on North West New Territories” (the NWNT Study), which was completed in 2003, identified Hung Shui Kiu (HSK) as suitable for new development area (NDA) purpose to cater for long-term development need in Hong Kong. With a site area of about 450 ha, the HSK NDA was proposed to be developed as a ‘gateway town’ to accommodate a population of 160,000 and to provide 48,000 jobs upon full development. These proposals were subsequently shelved upon the completion of the NWNT Study because of an anticipated slower population growth at that time.

Afterwards, the “Hong Kong 2030: Planning Vision and Strategy” has revisited the need for NDAs in the New Territories and recommended proceeding with the NDA developments to address the long-term housing demand and provide employment opportunities. The Chief Executive then announced in his 2007-2008 Policy Address the planning for the HSK NDA and the North East New Territories NDAs as one of the ten major infrastructure projects for economic growth.

擬議的洪水橋新發展區規劃及工程研究  
THE PROPOSED HSK NDA PLANNING AND  
ENGINEERING STUDY

為了推行新發展區計劃，我們預計於二零一一年第三季展開「洪水橋新發展區規劃及工程研究」（下稱「洪水橋新發展區研究」）。由於規劃情況在「新界西北研究」完成後有所轉變，研究將會重新審視新發展區的土地發展建議，並考慮各項相關因素，其中包括公私營房屋、工商業及六項優勢產業的用地需求，以及市民對優質居住環境包括低碳生活的期望。

To initiate the implementation of the NDA, the HSK NDA Planning and Engineering Study (HSK NDA Study) is scheduled to commence in the 3rd quarter of 2011. Given the changes in planning circumstances subsequent to the completion of the NWNT Study, the HSK NDA Study will review and formulate land development proposals for the NDA, taking into account all relevant factors comprising land requirements for public and private housing, commerce and industries particularly the six industries where Hong Kong enjoys clear advantages; and the rising public aspiration for a better quality living environment with low carbon living.



研究範圍 Study Area

研究目標  
STUDY OBJECTIVES

洪水橋新發展區研究旨在：

- (一) 為洪水橋新發展區制定規劃及發展綱領；
- (二) 為洪水橋新發展區擬備建議發展大綱圖及詳細藍圖；
- (三) 確定發展建議之可行性，以應付住屋、社會、經濟和環境方面的長遠需要；以及
- (四) 制定實施時間表。

The HSK NDA Study aims to:

- (a) set out a planning and development framework for the HSK NDA;
- (b) formulate a recommended outline development plan and layout plans for the HSK NDA;
- (c) confirm the feasibility of the proposed developments to meet long-term housing, social, economic and environmental needs; and
- (d) formulate an implementation programme.

現時情況  
EXISTING CONTEXT

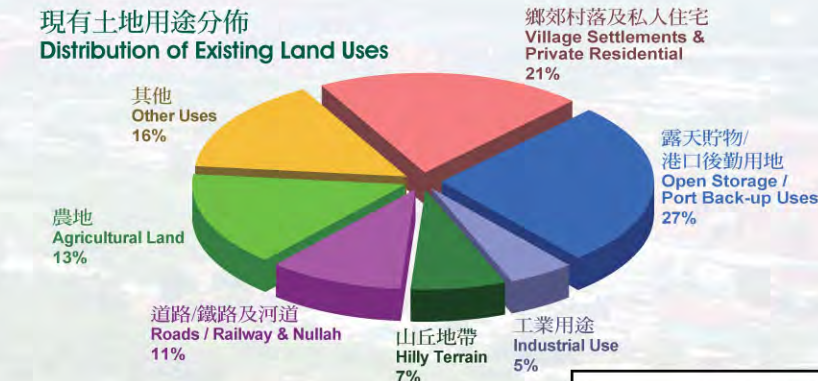
擬議新發展區的現況：

根據現時建議的初步位置，洪水橋新發展區佔地約790公頃，現有人口約25,000人。現有土地用途糅合城市和鄉郊特色，主要為鄉村、低密度私人住宅，以及農業和露天貯物／港口後動用途。約64%的土地由私人擁有。

Site Conditions of the Proposed NDA:

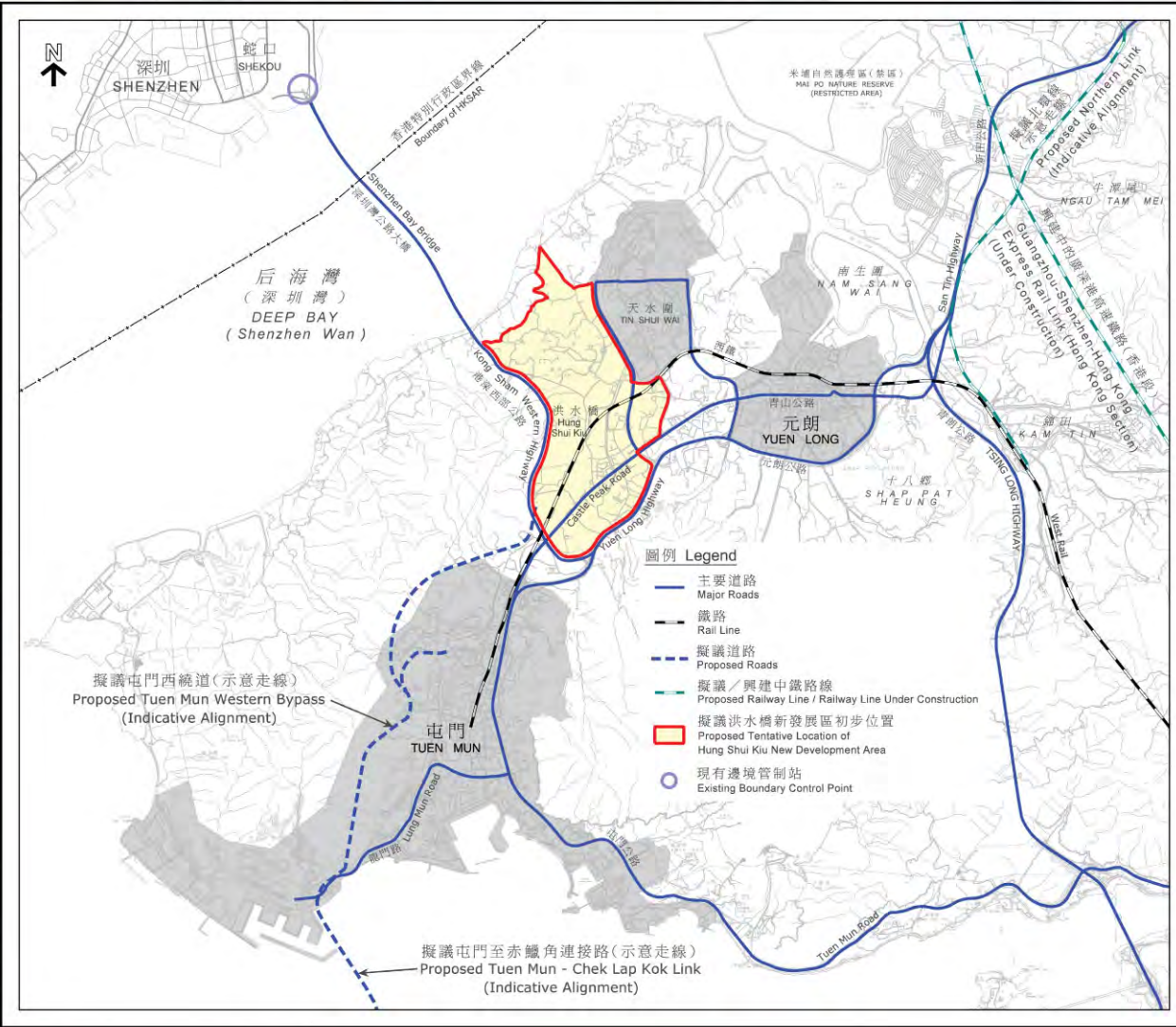
The tentative location of the HSK NDA under the current study covers an area of about 790 ha. The existing population in the area is about 25,000. Its existing land uses have a mixed urban-rural character predominated by village, low density private residential, agricultural and open storage/port back-up uses. About 64% of the land is under private ownership.

現有土地用途分佈  
Distribution of Existing Land Uses



策略性位置 Strategic Location:

- 洪水橋新發展區位於屯門及天水圍新市鎮之間，可與鄰近的新市鎮融合，達至更具效益的社區及基礎建設規劃。
- 透過完善的鐵路及公路網絡，洪水橋新發展區可與市區及新界西的新市鎮有緊密連繫。擬建的北環線、屯門西繞道及屯門至赤鱗角連接路將進一步加強洪水橋新發展區與新界東北、北大嶼山、香港國際機場及擬議的港珠澳大橋香港口岸的連繫。
- 洪水橋新發展區鄰近港深西部公路，配合已發展及規劃中的交通網絡，可發展成為「門廊市鎮」，與深圳現有及已規劃的發展發揮協同效應。
- Located between Tuen Mun and Tin Shui Wai New Towns, there is opportunity for the HSK NDA to integrate with these new towns and achieve economies of scale in social and infrastructure planning.
- It is well served by highways and railways linking to the new towns in the West New Territories and the main urban areas. The proposed Northern Link, Tuen Mun Western Bypass and Tuen Mun-Chek Lap Kok Link will further enhance its connection with the North East New Territories, North Lantau, Hong Kong International Airport and proposed Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities.
- Its proximity to the Kong Sham Western Highway, coupled with the well developed and planned transport network, will enhance the opportunity for it to develop as a ‘gateway town’ and to achieve synergy with existing and planned developments in Shenzhen.



策略性位置 Strategic Location