

**For discussion
on 28 June 2012**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**North East New Territories New Development Areas
Planning and Engineering Study -
Recommended Outline Development Plans and
Stage Three Public Engagement**

Purpose

This paper seeks Members' views on the Recommended Outline Development Plans (RODPs) formulated for the Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/Ta Kwu Ling (PC/TKL) New Development Areas (NDAs) under the North East New Territories New Development Areas Planning and Engineering Study (the Study).

Background

2. The Study adopts a three-stage Public Engagement (PE) Programme to foster consensus building. The Stage One PE (PE1) to solicit public views on the visions and aspirations for the NDAs and the Stage Two PE (PE2) to consult the public on the Preliminary Outline Development Plans (PODPs) of the NDAs were completed in early 2009 and early 2010 respectively. A gist of the major public views received in PE2 is provided in paragraph 3 below. We consulted the Panel on 25 November 2008 and 24 November 2009 (LC Paper Nos. CB(1)232/08-09(12) and CB(1)396/09-10(09)) in PE1 and PE2. Members provided comments at the November 2009 meeting on a number of issues, including connectivity between the NDAs and Shenzhen, planning for suitable land uses to enhance Hong Kong's competitiveness, private land ownership and rehousing/relocation issues, timely provision of sufficient community facilities and open space, and expanding the scale of the NDAs development to cope with future housing needs and create more job opportunities.

Major Public Views

3. The public views collected in PE2 are set out in the PE2 Report at **Enclosure 1** and can be viewed at the Study website at www.nentnda.gov.hk. The major public comments are summarised below:

- (a) there were both supportive and opposing views on the NDAs project. Objections were mostly from the existing residents in the areas who demanded “no removal and no demolition” while some residents in FLN also objected to any further urban development in Fanling and Sheung Shui. On the other hand, there were views suggesting that the development intensity should be increased to make more efficient use of land resources. There were comments that the NDAs should not be overwhelmingly used for development of public housing;
- (b) some respondents considered that the proposed “Comprehensive Development and Nature Conservation Enhancement Area” (“CDNCEA”) zone for Long Valley would open the floodgate for development and fail to safeguard conservation of the ecological value of the Long Valley area. On the other hand, there were criticisms, mainly from landowners, that the proposed zoning would freeze their development right without compensation;
- (c) most of the comments received were related to implementation, particularly on land resumption, compensation and re-housing/re-provisioning arrangements. Generally speaking, the affected locals objected to the proposed NDAs project in the absence of an improved package for land resumption, compensation and re-housing/re-provisioning; and
- (d) several written submissions advocated private sector participation. However, there were also criticisms that the discussion of private sector participation had prompted private landowners to evict their tenants making them homeless even before confirmation of the development plans.

4. Taking account of the public views and aspirations expressed, we have looked into the feasibility of increasing development intensity while ensuring a

quality living environment in the NDAs. We have also examined the appropriate mechanism for conservation of Long Valley as well as the possibility of incorporating new green initiatives into the NDAs to promote sustainable development. Various technical assessments have been undertaken after PE2 in formulating the RODPs for the NDAs having regard to these aspects. Implementation issues, including the adoption of the “Conventional New Town Approach” and the proposal to facilitate local rehousing for those affected by the NDAs project, are set out in paragraphs 10 and 11 below.

Recommended Outline Development Plans

5. The development themes of the NDAs as incorporated into the PODPs, i.e. ‘Mixed Development Node’ for KTN, ‘Riverside Township’ for FLN and ‘Quality Business/Residential Area’ for PC/TKL, were generally supported by the respondents in PE2. They have thus formed the basis for the formulation of the RODPs.

6. The major amendments to individual PODPs and the recommended development proposals are summarised in the PE3 Digest at **Enclosure 2**. The former are set out on pages 2 and 3 while the RODPs for KTN, FLN and PC/TKL NDAs are shown on pages 6-9, 10-13 and 14-17 of the Digest respectively.

7. The development theme, major land uses and key development parameters of each of the NDAs are summarised as follows –

	KTN NDA	FLN NDA	PC/TKL NDA	Total
Development Theme	Mixed Development Node	Riverside Township	Quality Business/ Residential Area	-
Major Land Uses	Residential; Commercial, Research & Development; Long Valley Nature Park	Residential; Government Facilities	Residential; Special Industry; Government Facilities	-
Total Area (ha)	450	166	171	787
Developable Area^(a) (ha)	251	129	153	533
(% Total)	(56%)	(78%)	(90%)	(68%)
New Population^(b)	81,900	52,100	17,600	151,600
New Residential Units	28,700	18,600	6,500	53,800
Housing Mix (Public:Private)	55:45	39:61	0:100	43:57

	KTN NDA	FLN NDA	PC/TKL NDA	Total
Plot Ratio	2 – 5	2 – 5	0.75 – 2.5	-
Maximum Height	35 storeys	35 storeys	10 storeys Special Industry: 35m	-
New Employment	35,400	6,000	10,700	52,100

(a) Referring to areas with new developments on the RODPs, excluding areas zoned “Village Type Development”, “Conservation Area”, “Green Belt”, “Agriculture” and “River Channel”, as well as those already occupied by existing/committed developments which have to be retained in future.

(b) Excluding those in indigenous villages and existing/committed developments.

8. The RODPs have responded to the public comments by making the following changes:

Increase in Development Intensity to Better Meet Long-term Housing Needs

- (a) the NDAs are a major source of land supply and will play an important role in addressing Hong Kong’s long-term housing needs. According to the RODPs, the NDAs will provide about 150 hectares of housing land supply for a total of 53,800 new residential units to accommodate about 151,600 persons;
- (b) in response to some respondents’ suggestion in PE2 to increase flat supply to satisfy housing needs, the plot ratios of the “Residential Zone 2” (“R2”) and “Residential Zone 3” (“R3”) sites in the KTN and FLN NDAs have been increased from 3 to 3.5 and from 1 to 2 respectively in the RODPs after balancing different factors such as efficient use of infrastructure and scarce land resources, as well as the growing public aspirations for a quality living environment. This will give rise to an estimated increase of about 8,000 flats, thus bringing the total flat supply from 45,800 to 53,800 as per the RODPs;
- (c) for the PC/TKL NDA, while the proposals on the RODP are based on the capacity of the currently planned infrastructure, there would be scope to increase the development intensity should the proposed long-term extension of the Northern Link come into fruition in the light of the results of the review and update of the Railway Development Strategy now in progress. As the implementation of the PC/TKL NDA will commence later, a review of its development intensity can be undertaken as a separate exercise in future;

More Robust Zonings to Promote Economic Development

- (d) taking advantage of their proximity to a number of existing and new boundary control points (BCPs) and Shenzhen, the NDAs will serve to meet different strategic land use requirements. A cluster of “Commercial, Research and Development” sites (about 14 hectares) along Fanling Highway in the KTN NDA has potential to be developed into various types of office and research uses as well as to provide development spaces to support the Six Industries¹ which Hong Kong enjoys clear advantages. In the northwestern part of the KTN NDA, about 10 hectares of land for research and development uses are also reserved to support the development of Lok Ma Chau Loop. The Special Industries Area in the PC/TKL NDA (about 36 hectares) will provide development space for high value-added non-polluting special industries, logistic uses, as well as the Six Industries;
- (e) the NDAs will also provide employment in support of the local needs, including retail, services and community facilities. About 52,100 new jobs will be created;

Mixture of Different Housing Types and Timely Provision of Facilities

- (f) a balanced housing mix will help create a socially integrated community. With this in mind, some 43% of the new residential units are planned for public rental housing and the remaining 57% for various types of private housing in overall terms. Subject to further study, suitable sites for the new Home Ownership Scheme developments may be identified among the proposed private housing sites. Higher density public and private housing developments will be concentrated near the railway station in the KTN NDA and the public transport interchanges in the two centres of FLN NDA, which can easily be connected to the existing Fanling and Sheung Shui railway stations. Medium to low density private housing will be developed in the fringe of the KTN NDA, along Ng Tung River in FLN and in the southern part of the PC/TKL NDA;

¹ The ‘Six Industries’ are testing and certification services, medical services, innovation and technology, cultural and creative industries, environmental industries and education services.

- (g) land has also been reserved on the RODPs for a comprehensive range of commercial, retail, open space and government, institution and community (G/IC) uses. We will ensure timely provision of sufficient G/IC facilities in tandem with the population build-up through a well-coordinated implementation programme;

Designating Long Valley as Nature Park

- (h) some 37 hectares of land in the core area of Long Valley generally of high ecological value are designated as a Nature Park to be implemented by the Government as part and parcel of the NDAs project. It will become a “green lung” contributing to a quality living environment for the KTN and FLN NDAs. It will conserve and enhance the ecologically important environment which supports a diverse bird community, and compensate for the wetland loss due to the NDAs development. A visitor centre will be provided in the southern end of the park to demonstrate the ecological importance of Long Valley. As the ecological value of this area is closely related to the existing wet farming practice, part of the Nature Park may allow such use based on guidelines and requirements to be prescribed by the Government. The Nature Park will showcase the harmonious blending of farming activities with nature conservation. The “Agriculture” zoning of the land in the north and south of the Nature Park will be retained to allow continuation of the current use;

Pursuing Greener Living Environment

Rail/Public Transport Based Development

- (i) under the rail-based development approach, more than 80% of the population in the KTN NDA will reside within 500 m of the proposed railway station. Similarly, for the FLN NDA, population will concentrate mainly around the public transport nodes to reduce road traffic. This concept will be supplemented by a comprehensive pedestrian and cycling network with supporting facilities, such as cycle parking areas, to promote walking and cycling;

District Cooling System (DCS) for Non-domestic Developments

- (j) DCS using cooling tower as heat rejection mode is about 20% more energy efficient than conventional air-cooled system. Land in the vicinity of the

government and commercial facilities in the KTN and PC/TKL NDAs has been reserved for the purpose. A further study will be carried out to provide a detailed analysis on the financial viability, sustainability and implementation of DCS in the NDAs;

Reuse of Treated Sewage Effluent (TSE) for Non-potable Purposes

- (k) reuse of TSE will have positive contributions to conserving water and reducing water pollution. Preliminary assessment has demonstrated the cost-effectiveness of using TSE for non-potable purposes such as toilet flushing, landscape irrigation and make-up water for DCS;

Better Urban Design and More Greenery

- (l) breezeways along major prevailing wind directions are provided to allow effective air movements into the NDAs. View corridors are also planned to protect the long-range views towards the green backdrop and other natural scenery. A comprehensive open space system is planned to provide greenery and reduce heat island effect;

Improving Transport Network and Better Linkage with the Mainland

- (m) the planned Kwu Tung Station on the Lok Ma Chau Spur Line will enhance the accessibility of the Kwu Tung area, serving the new residents in the NDA and also the existing residents in nearby areas;
- (n) in the KTN NDA, an outer ring road is proposed to connect Fanling Highway at the east and west ends. Land is also reserved for a proposed road connecting to the Lok Ma Chau Loop development;
- (o) in the FLN NDA, the proposed Fanling Bypass (between Fanling Highway near Wo Hop Shek Interchange and Man Kam To Road) can help improve the traffic condition in the Fanling and Sheung Shui area; and
- (p) in the PC/TKL NDA, a new road will be constructed to link to the future Liantang/Heung Yuen Wai BCP connecting road to provide convenient and direct connection to Shenzhen and other parts of Hong Kong.

9. In parallel with the formulation of the RODPs, detailed technical assessments (including environmental, engineering, sustainability, and air ventilation assessments) have been carried out to examine the feasibility of the

various proposals. The findings and recommendations of technical assessments have already been incorporated into the RODPs. Overall, the NDAs project is technically feasible and will comply with the statutory requirements under the Environmental Impact Assessment Ordinance.

Implementation Mechanism and Programme

10. Diverse views on possible implementation approaches were received during PE1 and PE2. After careful consideration of the public comments and balancing all relevant considerations, we consider an approach which can ensure timely and well-coordinated development of the NDAs crucial to increasing land supply including housing land in Hong Kong in a timely manner. The “Conventional New Town Approach”, which has been used before in implementing our existing new towns such as Sha Tin, Fanling/Sheung Shui and Tseung Kwan O New Towns, will be adopted for implementing the NDAs. Under this approach, the Government will resume and clear all the private land planned for public works projects, public housing and private developments, carry out site formation works and provide infrastructure before allocating land for various purposes including disposal of the land planned for private developments in the market. The affected parties will be compensated and/or rehoused according to the prevailing Government’s policy. This approach will enable synchronisation of various developments with provision of supporting infrastructure and public facilities. It will also ensure balanced development with appropriate mix of public and private housing, commercial and business uses, open spaces and G/IC facilities.

11. To help maintain the social fabric of the existing communities and to provide more rehousing options, a site of about 3.2 hectares in the southwestern part of the KTN NDA has been reserved for development of public housing (which may include subsidised housing subject to further study) to facilitate local rehousing of eligible households affected by the NDAs project. We propose to develop this site early as part of the advance works for the NDAs in order to better meet the aspirations for local rehousing and help smoothen the process of clearance. In addition, the Administration is reviewing the existing compensation and rehousing arrangements with a view to facilitating smooth clearance of sites for implementation of major projects such as the NDAs.

12. The NDAs will be developed in phases. Upon completion of the required statutory and funding approval procedures, construction works are anticipated to

commence in 2017, with the first population intake in 2022. The entire NDAs project is expected to be completed by 2031.

Public Engagement Programme

13. PE3 will last for about two and a half months between June and August 2012. We will consult the relevant Boards/Committees, including the Town Planning Board, Advisory Council on the Environment, North District Council and related Rural Committees. Briefings will be provided to other stakeholders, including green groups and local concern groups.

14. The public views received from PE3 will be taken into account in refining the recommended development proposals before finalising the Study.

Advice Sought

15. Members are invited to note the PE2 Report at **Enclosure 1**, provide comments on the RODPs in the PE3 Digest at **Enclosure 2** and note the Government's plans relating to the implementation of the NDAs as described in paragraphs 10 and 11.

Attachments

Enclosure 1	Stage Two Public Engagement Report
Enclosure 2	Stage Three Public Engagement Digest

Development Bureau
Civil Engineering and Development Department
Planning Department
June 2012

North East New Territories New Development Areas Planning and Engineering Study

Stage Two Public Engagement Report



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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



Appendices

Summary of Views from the Meeting with Chairmen and Representatives of the North District Council and Rural Committees

A briefing to the chairmen and representatives of the North District Council and Rural Committees was held on 18 November 2009. Views of attendees expressed at the meeting are summarised as follows:

Major Comments
The three NDAs should complement with one another and there should be interactions between the old and the new development areas. They hoped that a road network could be provided for linking up the three NDAs and connecting to Sha Tau Kok as well as Shenzhen across the boundary to enhance the interactions between the NDAs and Shenzhen. The use of environmentally friendly transport modes (such as trams etc.) was recommended to promote these linkages.
The residents needed comprehensive transport facilities to commute between the three NDAs. For the convenience to future residents and pedestrians, it was suggested that the footbridge at Fanling Railway Station should be connected to Luen Wo Hui/Ma Shi Po to allow pedestrian access to the Station. There were also suggestions that land should be reserved in Ma Shi Po for a public transport interchange and a railway spur line to FLN to ease local traffic and facilitate residents commuting to other districts. Furthermore, it was also suggested that roads in PC/TKL should be widened.
Bicycles or private cars would not be the main mode of transport. Therefore, it was suggested that more public transport connections should be provided. Some consultees appreciated the design emphasis of the three NDAs on pedestrian and cycling tracks. However, better supporting facilities and cycle parking areas should be provided.
The NDAs should be developed with diversity. However, most of the proposed land uses were for residential developments while there was a lack of recreational and commercial uses. There were concerns that such development proposal would lead to social problems such as those in Tin Shui Wai.
Despite additional population growth from the development of NDAs, no government offices had been proposed in the NDAs to facilitate handling of associated matters by residents in the North District. It was suggested that government offices should be located in KTN to capitalise on the convenience offered by the railway. It could also bring convenience to Hong Kong residents living in Shenzhen who needed the services.
The proposed PRH developments in the FLN NDA were higher than 30 storeys and might affect the views and living environment of the residents of Belair Monte / Wing Fai Centre. It was hoped that changes to the plan could be made, or green space could be increased to act as a buffer.
As the NDAs had great potential for commercial and industrial developments (such as computer software development etc.), a "cross-boundary permit free special / access zone" could be set up in places nearest to the boundary (such as Liantang Boundary Control Point, Lo Wu, Man Kam To and Ping Che / Ta Kwu Ling) to attract mainland professionals to work in Hong Kong and Shenzhen residents to shop in the area, thus boosting the overall economic development through consumption. It

was suggested that old houses be converted into artistic buildings, with reference to the new town planning experiences in the Mainland and overseas. These buildings could be designed by artists/designers so that the cultural ambience of the local communities would be enhanced.

The large piece of land in Long Valley (including Ho Sheung Heung) was not wetland, and designation of which for nature conservation would be a waste of resources and land owners might sustain losses. Therefore, it was hoped that the Government could provide reasonable compensation for the land owners.

There was a strong demand for expansion of the boundary of Ho Sheung Heung Village to meet the needs of the villagers.

No details on arrangement for rehousing and compensation had been provided in the project. As most rural land was privately owned, the Government had to provide proper rehousing and reasonable compensation for the affected residents in case of land resumption/clearance. Also, the affected residents should be exempted from any means test and the associated complicated procedures. Some PRH units should be constructed in advance for local rehousing of the affected residents.

Summary of Views from the Ta Kwu Ling District Rural Committee

We attended the meeting of Ta Kwu Ling District Rural Committee dated 19 November 2009 to seek views from committee members and village representatives. Views of attendees expressed at the meeting are summarized as follows:

Major Comments
It was hoped that the NDAs would have comprehensively planned supporting facilities to meet the demand rising from growth of population in the district. The Government should place more resources in the Ta Kwu Ling District to improve local facilities, roads and transport services etc.
It was hoped that the NDAs would include more social and recreational facilities as well as gathering places to allow existing residents to retain their traditional lifestyles after implementation of the NDAs.
A more comprehensive and convenient transport network should be planned. The village roads should also be improved. It was suggested that environmentally friendly tram be provided to link the three NDAs and the proposed Liantang Boundary Control Point to facilitate commuting. It was hoped that there would be a continuous cycling track between Sheung Shui and Ta Kwu Ling through the three NDAs.
It was hoped that upon implementation of the NDAs development, the number of open storages would be reduced so as to avoid environmental impacts. However, the key to resolving the problems of open storage was whether the outline development plan could be thoroughly implemented.
It was suggested that the Government should take the lead in providing recreational facilities (such as leisure farms etc.), to attract visitors for the promotion of local development and economy.

Summary of Views from the Legislative Council Panel on Development

A briefing to the Legislative Council Panel on Development was held on 24 November 2009. Views of the members expressed at the meeting are summarized as follows:

Major Comments
<i>Connectivity with Nearby Districts</i>
As the three NENT NDAs were in separate locations, how to improve the linkage to achieve synergy effect would be an important issue. It is suggested that the road infrastructure of the NENT NDAs should be further strengthened in all directions, especially northwards, because the connection between Hong Kong and Shenzhen would be much closer by 2030. Furthermore, the Administration should consider the feasibility of a railway spur line to the Ping Che/ Ta Kwu Ling NDA.
A railway station had been planned at the Kwu Tung North NDA. The Administration should also consider the feasibility of a railway spur line passing through the Fanling North NDA and terminating at the Liantang/Heung Yuen Wai Boundary Control Point.
On connectivity and integration, the NENT NDAs were close to the land to be released from the Closed Area and the Futian central business district in Shenzhen. It is queried whether there would be sufficient connection and integration between these areas.
<i>Proposed Zoning and Land Uses</i>
In view of the lower land premium at the NENT NDAs, the Administration should consider the feasibility of developing those NDAs into a large scale logistics base for the financial and commercial industrials, like Qianhai in Shenzhen, so as to enhance Hong Kong's competitive edge and reduce the pressure on those industries to relocate their logistics base to the Mainland.
It is queried that whether the Administration would reserve land in the NENT NDAs to meet the demand for small houses and whether the Administration would capitalize on the implementation of the NDAs to tackle issues related to small house policy.
The proposed public rental housing site between Wing Fai Centre and Belair Monte should be swapped with the Residential Zone 3 site adjoining the Open Space site to the south of Ng Tung River so as to reduce the development density at the town centre. Otherwise, there would be strong objections from the residents concerned. For the proposed sewage treatment plant, the odour problem had to be solved before implementation.
For the Ping Che/Ta Kwu Ling NDA, residents were concerned whether the proposed special industries would cause any pollution. It was asked whether the Administration would have any difficulty to resume the land currently occupied for such uses as car parks and scrap yards, because if such uses continued to exist, high-end industries might be reluctant to move in.
For the Kwu Tung North NDA, there should be sufficient greening facilities at the town centre. The Administration was urged not to relocate the existing private elderly homes in the area and allow them to continue to operate. In implementing the NENT NDAs, the Administration should ensure that rehousing and relocation issues would be handled properly. The NDAs should be designed based on the

concept of an eco-city.
<i>Community Facilities</i>
There was concern if sufficient community facilities for public rental housing residents moving into the NENT NDAs during the early stage. There was also concern on how Sheung Shui and Fanling could support the development of the NENT NDAs because the two districts also lacked sufficient community, leisure and entertainment facilities themselves. The lack of sufficient facilities would lead to social problems. The public rental housing should be developed in tandem with the necessary community and other facilities.
<i>Scale of Development</i>
The Administration was urged to try its best in resolving private land ownership issues, which would be a challenge in implementing the NENTNDA. As the projected population in Hong Kong would be 8.4 million by 2030 and the NENT NDA would only accommodate some 131,000 people, the Administration should consider expanding the scale of NDA development so as to create more jobs opportunities.
It was agreed that the development scale of NENT NDA should be further expanded to create more employment opportunities.

Summary of Views from Sheung Shui District Rural Committee

We attended the meeting of Sheung Shui District Rural Committee dated 25 November 2009 to seek views from committee members and village representatives. Views of the attendees expressed at the meeting are summarized as follows:

Major Comments
The Kwu Tung Village was the most affected in the plan. However, the Government had not put forward any proposals for redevelopment or rehousing. Therefore, they opposed to the NDAs development and emphasized the standpoint of „no removal, no demolition“.
To minimise the impact on villagers of Kwu Tung Village, the Government should offer them both compensation for land resumption and local rehousing arrangements.
It was unfair to preserve only the indigenous villages. Non-indigenous villages should be treated in the same way.
With the continuous increase of population in the villages, it was inadequate to use the next 10 years“ demand for estimating the need for village expansion. Ho Sheung Heung, therefore, had submitted a written request for the expansion of the village boundary towards the end of the riverside at Tsung Yuen. It was hoped that the authority could approve the request and pay special attention to the same issue in other villages. Some were of the view that land surrounding Ho Sheung Heung was zoned “Green Belt” and “Conservation Area”, and there was insufficient land for Small House development.
Objection was raised to the proposed road near Tsung Pak Long and Tai Tau Leng villages as it would segregate the two villages, resulting in inadequate land supply for future Small House developments. It was suggested that the Green Belt between Tsung Pak Long Village and Tin Kwong Po Village should be included in the village boundary.
Sheung Shui Heung was already surrounded by the existing treatment works and slaughter house. The proposed extension of the sewage treatment works at the north of Sheung Shui Heung was opposed as it would cause nuisances to the villagers and was not people-oriented planning. The Sheung Shui Sewage Treatment Works extension should be moved to the Government land in Man Kam To or the sewage pump house in the Closed Area, while Sheung Shui Heung should be extended to the land proposed for the extension of the sewage treatment works. It was dissatisfied that the Government had declined many previous written requests for village and Small House development, while placing the sewage treatment facilities in the periphery of Sheung Shui Heung. It was dissatisfied that while a large piece of land to the north of Ng Tung River was designated for Government uses, Sheung Shui Heung in the south was surrounded by sewage treatment works.
The proposed road at the roundabout at Ho Sheung Heung should be extended to the town centre of the NDA to facilitate the future development of the area. However, as the road would pass through the existing soya product factory, the Government

should seriously consider realigning the road to the riverside to avoid affecting the factory's operation.

Some consultees, while agreeing to ecological conservation in principle, opposed the Long Valley would remain as a back garden of urban dwellers free of charge. The Government should respect the land owners' interests and offer reasonable compensation to the land owners in Long Valley. Some consultees opposed to zoning Long Valley as "Conservation Area".

There was a shrine and a To Ti Temple near Yin Kong. Future developments should keep a distance from the shrines and *fung shui* specialists should be consulted before commencement of construction works.

To reduce the loss of the villagers, land resumption should cover the entire lot rather than part of it.

The plan focused on the road networks within the NDA while the traffic in the surrounding areas had not been considered. It was hoped that Fan Kam Road would be widened.

A large integrated community hall should be built in the North District to meet the population growth.

Summary of Views from the Town Planning Board

A briefing to the Town Planning Board was held on 27 November 2009. Views of the members expressed at the meeting are summarized as follows:

Major Comments
<i>Overall Planning Considerations</i>
In view of the increasing cross-boundary activities, development of the northern part of the New Territories was supported.
In planning and designing of the NDAs, effort should be made to avoid repeating the problems of Tin Shui Wai New Town.
The Stage Two Public Engagement Digest had only set out the general development themes and the broad land use proposals, but not the special design features and detailed land use proposals of the NDAs. As the Study was already at its Stage Two Public Engagement, such information should have been provided for public consultation.
Major roads planned for the NDAs would cause adverse noise and visual impacts which should be duly addressed at the early planning stage.
The proposed green design to provide quality living environment was supported.
<i>Development Parameters</i>
The proposed low to medium development intensity of the NDAs was appropriate, taking into account the general rural setting of the NDAs.
The proposed mix of public rental housing and private housing to provide a wide choice of housing types and enhance social integration was supported.
Whether consideration would be given to increase the development intensity of the KTN NDA to meet the housing demand of those who worked in the Mainland but would like to reside in Hong Kong?
<i>Land Use Proposals</i>
The proposed NDA development should tie in with the progressive opening of the Frontier Closed Area as well as the plan for Lok Ma Chau Loop area.
Adequate bicycle parking spaces should be provided in the NDAs. Flexibility should be allowed in planning and provision of supporting facilities (such as conversion of vacant car park to bicycle parking spaces) to meet the changing needs of the local community.
What was the reason for concentrating the NDA development only at the southern part of Ng Tung River?
At present, the 46-hectares of Special Industries Area in PC/TKL NDA was mainly occupied by open storages uses. How would the special industries be attracted to move to the NDA?
Being in close proximity to the cross-boundary points, there might be advantages to develop factory outlets in the NDAs.

Whether there was any plan to develop private hospital and higher educational institutes in the NDAs?
Whether there was any plan to reserve land for columbarium use in the areas?
<i>Transportation Facilities</i>
It was noted that more than 80% of the population in KTN NDA would reside within 500 meters of the proposed railway station. Would FLN NDA also be served by mass transit railway system?
The PC/TKL NDA was currently connected to Sha Tau Kok Road via Ping Che Road. Could these road links support the NDA development and whether there were other proposed road networks to enhance the accessibility of the NDA?
Whether the local road networks within the three NDAs would be improved to cope with the future development?
Whether alternative environmentally friendly mode of transport would be provided to enhance the connectivity of respective sub-areas within the NDAs?
<i>Long Valley</i>
It is noted that Long Valley was designated as "Long Valley Core Area" and "Other Specified Uses" annotated "Comprehensive Development and Nature Conservation Enhancement Area". What was the difference between these two land use designations?
There were two "Village Type Development" ("V") zones in Yin Kong and Ho Sheung Heung. If land in these two "V" zones could not meet the Small House demands, would extension of the "V" zones into the Long Valley be permitted?
<i>River Courses</i>
Ng Tung River with artificial hard-paving and low water level had lost its natural state. In planning and designing the NDAs, the stream courses should be preserved in its natural state as far as possible to blend in with the adjoining natural green setting.

Summary of Views from the Meeting with Villagers of Kwu Tung Village

Upon invitation, we attended the meeting with Kwu Tung Village on 29 November 2009. Views of the villagers expressed at the meeting are summarized as follows:

Major Comments
I Kwu Tung Village existed before the establishment of Heung Yee Kuk in 1926. The Government should not regard Kwu Tung Village as a squatter area.
Kwu Tung Village would be most affected in the NDA development. However, the Government had not taken the villagers' interests into account. The Government had not given any response to the demands of the villagers since the First Stage Public Engagement and had not reserved land for reprovisioning of Kwu Tung Village within the NDA. Neither had the Government considered reprovisioning of the rural industries. It was hoped that the Government would reserve land for the development of local industries such as soy sauce factories, sawmills, breweries, machine maintenance plants, recycling material recovery industries, logistics and warehouses etc.
Objection was raised to the demolition of Kwu Tung Village. The villagers' interests had not been taken into account by the Government and no land had been reserved for reprovisioning the village. In some other projects, some non-indigenous villagers could have their villages reprovisioned. Not reprovisioning of Kwu Tung Village would be unfair to its villagers.
The Government should plan Kwu Tung North and Kwu Tung South together. The Government should listen to public opinions instead of holding "token consultations" and cleaning the villages intently. It was also hoped that the Government could reprovision Kwu Tung Village in the NDA or in-sites.
The planned population in KTN NDA was only about 60 000. It was unfair to sacrifice the interests of the existing villagers' solely for the sake of only 60 000 people.
The Government had only focused on the long-term integration between Hong Kong and Shenzhen while neglecting the interests of the existing communities. Clearance of Kwu Tung Village was a denial to the villagers' efforts in establishing the existing village. The Kwu Tung villagers' sense of belonging to their village could not be measured in monetary terms. The clearance of Kwu Tung Village would destroy the close community networks established by the villagers. It was hoped that the Government could retain Kwu Tung Village and allow the villagers (especially the elderly villagers) to have a peaceful life at the old age.
It was improper for the Government not to put forth any compensation schemes and consult the villagers before planning the NDAs. The development of NDAs was one of the ten major infrastructural projects. Why Kwu Tung Village had not been treated the same as Choi Yuen Tsuen? Therefore, they opposed to the current proposal and asked for "no removal and no demolition". If any clearance was involved, the principle of "like-for-like reprovisioning" should be adopted. In addition, some villagers requested that the compensation schemes should follow that for Choi Yuen Tsuen in Shek Kong and Chuk Yuen Village in TKL. The Government should have a detailed and fair proposal for land resumption.

It was hoped that the Government would provide housing to every affected household and offer and compensation at market prices.

They wanted to know whether clearance and development works for the NDAs would be implemented simultaneously. The rehousing arrangement While the proposed clearance of Kwu Tung Village had been put forward a long time ago, the implementation programme was still not available. It was suggested that rehousing should be provided before development.

The Government had decided a long time ago to commence development at Kwu Tung Village around 2014. It was unbelievable that the Government still did not have any development schedule.

It was unfair to the land owners for the Government to assist developers in acquiring land at low prices and auction the resumed land at high prices. The Government should directly address the request of the villagers and should not favour the major developers at the expense interests of the villagers and factory owners.

The Government's concept of conserving wetland was acceptable but the cost of conservation should not be borne by the private land owners.

Summary of Views from the Hong Kong Institute of Planners

Upon invitation, a briefing for the Hong Kong Institute of Planners (HKIP) was held on 2 December 2009. Views of the HKIP members expressed at the meeting are summarized as follows:

Major Comments
There were concerns about the potential problems and impacts on the residents arisen from the interface of special industries and residential areas in the PC/TKL NDA. They wanted to know whether any special design had been proposed to relieve the situation.
Ng Tung River at Fanling North has a beautiful environment and should be utilised. It was suggested that water transport facilities be provided for the convenience of the residents.
The people-oriented planning concept does not mean that vehicular traffic within the NDAs should not be allowed. No transport and vehicular parking had been proposed in the PODP. It was suggested that parking spaces be provided next to the railway station, shuttle bus services be provided in the NDA and traffic management measures such as "Park and Ride" scheme be considered.
The planning of the NDAs should be people-oriented instead of focusing on rail transport. Rail transport should match with the first population intake to meet the residents' transportation needs.
More details on implementation were requested. It was hoped that provision of facilities such as hospitals and schools could match with the first population intake.
They would like to know whether the employment estimate in the Study included only the employment opportunities during the development phase of the NDAs. It was hoped that provision of employment opportunities would match with the first population intake. It was worried that the under-employment issue in Tin Shui Wai would occur in the NDAs, and as a result the residents would have to travel a long distance to and from the urban areas for work.

Summary of Views from the Meeting with Green Group Representatives

Upon invitation, we met the representatives from various green groups on 7 December 2009 to seek their views. Views of the representatives expressed at the meeting are summarized as follows:

Major Comments
They disagreed that the area protected under the New Nature Conservation Policy (NNCP) should be turned into development area. Long Valley was recognised as an important conservation area both in Hong Kong and in the world. The information provided by the Hong Kong Bird Watching Society also showed that the area had a high conservation value. It was worried that the development of NDAs would damage the ecological environment of Long Valley. Thus, there was strong opposition against zoning Long Valley as "Comprehensive Development and Nature Conservation Enhancement Area" ("CDNCEA") in the PODP. Although developments would be confined to areas with less ecological value and there was a pledge to conserve the remaining areas, the NDA developments would indeed encroach into the most important area of conservation. If the area outside the core of Long Valley was properly managed, its ecological value could be very high.
The Long Valley as shown in the PODP was incorrect. The area between Yin Kong Village and the proposed "Commercial, Research and Development" zone was wetland as well. The area to the north of the River should also be part of Long Valley.
The "Priority Site" in Long Valley should be larger than the "Other Specified Uses (CDNCEA)" zone in the PODP. Intrusion of developments into the conservation areas was not supported. Both the land in the north and the south of the area should be of equal conservation values. Any development within the "Other Specified Uses" area would violate the "NNCP". They wanted to know whether Long Valley had been designated as one or two "Other Specified Uses" zones or two, and whether one single developer would be allowed to develop the entire Long Valley.
The extent of the "Priority Sites" was not in line with the boundary of the conservation areas in the KTN PODP. While KTN and Ho Sheung Heung area had been designated as "Priority Site" in the "NNCP", the area of the Priority Site had been reduced on the PODP, with part of it even zoned for "Commercial, Research and Development" uses, resulting in disturbance to the "Priority Site". It was suggested that the KTN PODP should be reviewed, in particular, with reference to the original boundary of the "Priority Site".
Ho Sheung Heung should be part of the Long Valley core area. According to a research in 2008 funded by AFCD, one third of the egrets foraged in Ho Sheung Heung.
While the Government would resume land in KTN for NDA development, they should also resume the entire Long Valley for conservation. As land owners would be entitled to develop their land without obligation to conserve them, it was suggested that the Government should resolve the conflicts between development and conservation through land resumption.
Long Valley was not only high in ecological value, but would also represent Hong

Kong's environmental protection concept. It was regrettable that the Government had refused to resume land for conservation. It was suggested that the Government should consider land exchange as compensation should there be opposition against conservation due to private interest.

"Public-Private Partnership" policy was only for managing sensitive areas and involved land use and financial issues. It should not be adopted at this stage to resolve the land ownership issues.

Summary of Views from the Fanling District Rural Committee

We attended the meeting of Fanling District Rural Committee dated 9 December 2009. Views of the attendees expressed at the meeting are summarized as follows:

Major Comments
Whether the NDAs would cover the area of Siu Hang San Tsuen?
The affected villages had not been clearly indicated in the illustrations in the Public Engagement Digest.
It was noticed from the Public Engagement Digest that several major roads would likely pass through some villages. Relevant government departments should consult the village representatives in order to avoid any unpleasant events after implementation.
According to the Public Engagement Digest the proposed roads might pass through On Lok Tsuen and Shung Him Tong Village. The Government should liaise with the village representatives as soon as possible if the roads would pass through these villages. Although the land to be used for building roads was government land, they might still affect the surrounding villages and then <i>fung shui</i> . It was hoped that the concerned departments could carry out on-site inspections.
It was hoped that the Government departments could have more communications with the affected villagers and their representatives, and refrained from coercing them with oppressive policies.
If implementation of the NDA development would not be entirely through land resumption, how would compensation and rehousing be arranged? Would the affected villagers be rehoused in the same district and would there be any other arrangements?
The people-oriented principle should be adopted, with local rehousing provided and compensation settled in advance. The best arrangements should be made to the villagers in Ma Shi Po.
They hoped that in implementing the development of NDAs, the Government could truly understand the actual situation and public views, and take into consideration the feelings of the affected villagers and make arrangements for them as early as possible.
The Government was expected to commit to provision of transport facilities. In the development of the NDAs, transport between Fanling and Sha Tau Kok should also be improved.
It was worried that the future transport facilities would be insufficient, which would consequently cause adverse traffic impacts on Sha Tau Kok Road.
Using Kan Tau Tsuen as an example, villagers found it difficult at all times to get on board public transport to travel to Fanling because the vehicles were already filled up after departing from Sha Tau Kok. This had caused serious nuisances to the villagers. Therefore, some considered that the most important issue of NDA development was not the number of people to be rehoused or the provision of supporting facilities, but the transport problem.

Given the predicted heavy traffic, the Government should consider providing covered walkways to the Fanling MTR Station to help alleviate the traffic problems.

The FLN NDA would have the lowest population to employment ratio among the 3 NDAs in future.

The PRH developments were concentrated, just across the river from Lung Yeuk Tau Village. Over concentration of population was not proper.

Summary of Views from the North District Council

We attended the meeting of North District Council held on 10 December 2009 to seek the views of the members. Views of the attendees expressed at the meeting are summarized as follows:

Major Comments
<p>At the Kwu Tung Village meeting, villagers unanimously opposed to the development of KTN and requested for “no removal and no demolition. Kwu Tung Village had a history of nearly 100 years. The villagers had already settled and had deep affections to the land. They were anxious about the development of KTN and pointed out the status of Kwu Tung Village as a recognised village endorsed by the Heung Yee Kuk. The Government was requested to respect the villagers’ request for no removal and no demolition. In addition, there were many factories in Kwu Tung Village, providing numerous employment opportunities to the villagers as well as people outside the area, and contributing to the economy of Hong Kong. Many people would become unemployed upon clearance of Kwu Tung Village. It was reiterated that the District Council supported the residents’ request and opposed to the KTN development. It was hoped that the Government would understand and respect the rights of local villagers.</p>
<p>The residents in KTN would bear the brunt of the Government’s development plans and they would be deprived of their homes and land. The Government was requested to rehouse the residents of Kwu Tung Village in the NDA and to develop a detailed plan before construction. While the Government would jointly develop the NDAs with private consortiums, a lot of details were yet to be negotiated. The Government should handle the matter carefully. Also, the Government should provide appropriate supporting facilities and properly rehouse the residents.</p>
<p>Over 90% of land in FLN was green space prior to development. The proposed greening coverage in the NDA was greatly reduced. Provision of greening areas should be increased and a large riverside park should be provided. Riverside Town should be adopted as the development theme of the FLN NDA. It was suggested that green features such as green roofs in both private and public housing developments be incorporated to achieve a green coverage of 25% in the NDA.</p>
<p>Part of the in FLN NDA was proposed for public housing with a height limit of 35 storeys. As Belair Monte was only 32 to 33 storeys high, it was worried that the new public housing estates would block the views of Belair Monte and affect the residents. The proposed building heights near Wing Fai Centre and Belair Monte should not exceed 18 storeys to reduce the impact on the residents nearby.</p>
<p>A sewage treatment works was proposed in the FLN NDA. As the proposed site was in close proximity to residential areas, there were concerns that the odour discharged from the sewage treatment works would affect the surrounding environment. An alternative site should be identified for the sewage treatment works.</p>
<p>The proposed transport facilities in the 3 NDAs were not connected. The Government should reserve land for developing a monorail to run through Fanling North and Fanling South, and connect with Ping Che, Ta Kwu Ling and Kwu Tung, Liantang boundary control point, etc., to cater for the future development of the NENT.</p>

Introduce environmental protection features and provide more cycle tracks to connect the old districts such as Shek Wu Hui and Luen Wo Hui.
A new interchange would be built in KTN. It was suggested that the interchange should be elevated to alleviate traffic congestion.
Land had been reserved in KTN for medical facilities, elderly facilities had become increasingly insufficient due to the continuous increase in elderly population. It was hoped that more land could be reserved in the NDA for elderly centres to support the elderly in the community.
The population in North District should exceed the threshold for provision of an additional library. With the implementation of the NDAs, the Government was requested to provide more community facilities to meet the needs of the residents.
The Liu clan in Shaun Shun Heung had a population of over 6 000 and there were more than 10 000 other residents. To the west of Shaun Shun Heung was Po Wan Road where sewage treatment works and Sheung Shui Slaughter House were located. These two facilities had caused a certain degree of environmental pollution to the area. In the current PODP, the proposed extension of sewage treatment works was located to the north of Sheung Shui Heung where there were a few hundred-thousand square feet of private agricultural land. The ecological environment of Sheung Shui Heung would be affected. These facilities should not be placed near Sheung Shui Heung.
At the Kwu Tung Village meeting, residents had clearly expressed their request for no removal and no demolition. The Government departments concerned should consider the residents' request. In addition, it was suggested that an elevated railway be built to connect the whole district and to meet the future development needs. The Government should take the opportunity to carry out a comprehensive study and introduce new features to improve the transport network in North District.
<p>The Government had planned to resume land in FLN for a long time while the land use proposals for KTN and PC were under consultation.</p> <p>The problems of Chuk Yuen Tsuen in Heung Yuen Wai were handled very well because the indigenous village was resited in the locality. Land resources in Hong Kong were very precious. The government should plan comprehensively the land resumed for development. Lessons should be learnt from the Choi Yuen Tsuen case.</p>
The major roads were on the periphery of the NDAs. An elevated monorail system could facilitate the NDA residents to change to other modes of transport and improve the air quality.
Apart from adopting environmentally friendly architectural design in the future new town, environmentally friendly building materials should also be used.
Provide more barrier-free accesses to facilitate for the disabled to use the facilities in the NDAs.
Owing to the better air quality and higher greening coverage in the NDAs, the Government should address the issue of aging population by introducing more elderly residential areas and elderly housing, such that the elderly could help one another.
The rail-based transport policy was supported. There was no railway connection between FLN and the new boundary control points in the Study. The Government should consider in detail the transport arrangements for cross-boundary passengers

and the residents. Low-noise trackless rail should be introduced in the NDAs. On the other hand, in view of the green environment (being the habitat of migratory birds flying south) at the fringes of Kwu Tung and Long Valley wetland, the greening features in the NDAs should be strengthened. With regard to medical services, some services provided by North District Hospital had already been overloaded. The Study had not mentioned how to increase the provision of medical services to cope with the hundreds of thousands of additional population. In addition, the proposed sewage treatment works was in close proximity to residential areas, there was question as to how the odour discharged from the sewage treatment works would be treated. The Government had to consider the impact of the sewage treatment works on the surrounding environment.

The villagers were unwilling to move out of Kwu Tung Village. It was hoped that consensus between the Government and the residents could be reached at the consultation stage and the aspirations of the villagers could be considered. On the other hand, there were no railway systems for FLN and TKL. In order to achieve the principle of using railway as the backbone and to provide mass transit transport to the residents in the NDAs, it was suggested that light rail be introduced to run through FLN and TKL and connect to the railway station.

In addition, despite the Government's plans to develop cycle tracks to promote cycling as a mode of transport, bicycle parking facilities were not indicated on the PODPs. The bicycle parking in Fanling Station and Sheung Shui Station had already caused serious problems. As cycling was being promoted, there was a greater need to provide bicycle parking facilities. On the other hand, the existing sewage treatment works in Sheung Shui Heung was already in close proximity to the residential areas.

The Government should strike a balance between development, conservation and the vested interests of the local residents.

There were concerns of whether adequate facilities would be provided during the planning of the NDAs. The departments concerned were requested to provide information on the ratios of institutions of higher education, secondary schools and primary schools. Whether there would be adequate provision of medical services (such as increasing the geriatric and the obstetrics services) as well as cultural and recreational facilities in the NDA to cope with the population changes in the area.

It was suggested that elevated rail be introduced as an internal transport network for the area. The population of North District would increase by 130 000 upon completion of the 3-in-1 NDAs. The overall population of North District would exceed 450,000 (i.e. more than 25% population growth were from NDAs) Therefore development of transport connecting to other districts would also be very important.

The North District was located at the boundary area. A transport system relying solely on railway as the backbone would be insufficient to meet the needs in North District, as both Mainland tourists under Individual Visit Scheme and Hong Kong citizens would cross the boundary via the North District. It was suggested that more bus and minibus routes between the urban and rural areas should be introduced.

There were concerns about whether the existing industrial areas such as On Lok Tsuen would be vanished after the development of NDAs due to change of land use, and whether the Government would encourage entrepreneurs to use the land to increase employment opportunities.

There was disappointment to the PODPs at the Stage Two Public engagement.

Although the Government had extensively collected views of different parties during the Stage One Public Engagement, there were still no appropriate rehousing arrangements for the local residents. The request expressed by the Kwu Tung villagers was supported. The Government should set out the rehousing arrangements for Kwu Tung villagers prior to the development of NDAs.

The NDA population intake would commence in 2019 in KTN and the construction works would commence from 2013 to 2014. As such, Kwu Tung villagers should be rehoused before 2013. Their anxiety and sense of insecurity were understandable. It was emphasized that the villagers hoped to retain Kwu Tung Village. It was hoped that the Government could adopt the people-oriented principle and address the concerns of Kwu Tung villagers. It was requested that detailed rehousing arrangement be offered after the completion of Stage Two Public Engagement. Regarding PC / TKL, it had been predicted that the flow of heavy transport vehicles would be very high. It was hoped that the Government would carefully consider the transport arrangements; otherwise, traffic accidents would be likely. There were concerns about the issue of the sewage treatment works. The Government should closely liaise with the affected residents to reach a consensus.

The Government should consider connecting the East Rail Lok Ma Chau Spur Line and the West Rail to divert the traffic.

Miami in the US was a tourist area and had an elevated monorail connecting the whole city. The monorail could reduce vehicle carbon emissions, take up less space on ground, and provide connection between the three NDAs. The Government should consider the proposal of elevated monorail.

Summary of Views from the Heung Yee Kuk, New Territories

Upon invitation, a briefing for the Heung Yee Kuk, New Territories was held on 11 December 2009. Views from members of Heung Yee Kuk, New Territories expressed at the meeting are summarised as follows:

Major Comments
There was still a lot of unused space in Fanling, KTN and TKL, which should be fully utilised by the Government.
Due to the close proximity to Shenzhen, the North District Hospital had reached its full capacity. With an additional population of 130 000 after the completion of NDAs, and the total population in the North District would increase to 400 000 – 500 000. Whether the Government had any plan to meet the growing demand of medical services by provision of 1 or 2 new hospitals in the North District, or by upgrading/expanding the existing hospitals?
The majority of the residents in North District were grass-roots. They would not be benefited if land was reserved for private hospitals in KTN because they would not be able to afford the high charges. The Government should understand that a public hospital would be needed in North District. The services provided by the North District Hospital to the local residents had been reduced since it had to serve the cross-boundary visitors as well.
The KTN NDA was close to the Long Valley wetland. Whether environmental assessment had been conducted and whether the result of the assessment had shown any adverse impact on the ecology value of Long Valley?
The two major roads in the North District (Jockey Club Road and San Wan Road) had already reached their full capacities. Whether the Government had plans to widen the two roads?
Transport facilities were the most important issue in the planning of the NDA. Traffic accidents had been very frequent in the section of Fan Kam Road between North District Hospital and Ha Che Tsuen. Flooding was also very common in rainy days. The road was narrow and dark, without any pedestrian footpath. The Government should consider widening the road first. Sheung Shui District Rural Committee and the representatives from five associated villages had jointly submitted a written proposal to the authority concerned regarding the improvement works for Fan Kam Road. Yet, response was still pending.
It was suggested that connection between the NDAs be strengthened by providing a quiet elevated railway through FLN, the shopping centre of Man Kam To, KTN, Ma Tso Lung, Lo Wu, Hoo Hok Wai and TKL, PC etc. This railway system would not only improve road traffic, but could also allow tourists to view the scenery in the frontier closed area and boundary control points. As the train would be mainly for tourists with reference to the cable car service in San Francisco in the U.S. and Ngong Ping 360 in Hong Kong, the speed needed not be fast.
The three NDAs would be emission-free towns in principle. There should be an electric, emission-free mass transit system to link the NDAs.
Once the proposed road between Tai Tau Leng Village and Tsung Pak Long was completed, Tai Tau Leng Village would be surrounded by the road. Whether the

Government had consulted the villagers of the two villages? It was noted that the villagers strongly opposed to this proposal.
The consultation period for the NENT Study was already very long but the proposed scheme still failed to meet standards. Although the Government had stated that more land would be earmarked for village type developments for the indigenous villagers to build Small Houses, no details had been released so far. However, the “V” zone for Ho Sheung Hueng had been reduced while the land near the village was no longer available to expand the “V” zone. It was unreasonable to use a period of 10 years to assess the population growth of indigenous villages in the New Territories and the Small House demand. Instead, the period of 30 to 50 years should be used for assessment. Otherwise, the size of “V” zone would be diminished, reducing the chance of expanding the “V” Zone.
Regarding the expansion of the “V” zone, the representatives of the villages were willing to provide the relevant data whenever government officers visited the village to collect data for the estimation of the 10 years’ Small House demand. However, it was noticed that such data had not been used.
The consultants should visit every village to discuss the issue of land reservation for the “V” zone.
Rather than just expanding the “V” zone, it would be more important for the Government to focus on providing more comprehensive planning for the villages. For example, a road should be provided for every 1 000 ft ² of land.
The Government should plan according to the views of each village.
The development programme of the 3 NDAs had not been included in the consultation paper. They wanted to know whether implementation of the NDAs would be in phases or in one go, as well as the year of completion.
The NENT NDAs development was a large scale planning project. It was unreasonable that the development programme was not yet available as the Government had put forward the “Emission-free City” Project many years ago.
The Government should allow participation of land owners and small businesses in developing the NDAs so that they could benefit from the development. The Government should avoid letting the large consortia and large developers to benefit exclusively from the NDAs development.

Summary of Views from the Public Forum

A public forum was held at the Luen Wo Hui Community Hall in Fanling on 12 December 2009, with about 500 participants from the local communities, North District Council, Rural Committees, and concerned institutions and organisations. Views of the participants expressed at the Forum are summarised as follows.

Major Comments
<i>Overall Development of the NDAs</i>
More communication and coordination with the mainland China were needed. However, it was frustrated that no detailed proposal had been provided.
The NDAs were not a “three-in-one” but a “two-plus-one” scheme. Development of the PC/TKL NDA was separated from the other two NDAs.
Consideration should be given on how to better utilise the railway system to connect Shenzhen and the NDAs as the latter would act as the focal point between Shenzhen and Hong Kong.
The existing population in Fanling and Sheung Shui was about 300,000. The railway system in the New Territories would be overloaded as there would be additional population from the NDAs and FCA.
With no specific development details in the proposal, it was worried that the job opportunities provided would be inadequate for the large population and residents would have to commute a long distance to work in the urban area.
The NDAs were not connected to the existing New Town. With the population increase, it was hoped that the Government would have proper arrangements in provision of transport and community facilities (such as increasing the number of bus routes and libraries).
The current proposal would involve large-scale land resumption and tree felling which would not be in line with the “Action Blue Sky”.
KTN NDA
The Government was urged to preserve Kwu Tung Village. It was dissatisfied that the Government had not reserved land for the relocation of Kwu Tung Village. It was believed that the villagers of Kwu Tung Village should not be sacrificed for the development of Hong Kong. The villagers would also have employment problems.
It was hoped that the Government could consider the co-existence of Kwu Tung Village and the NDA. If this was not feasible, the reasons should be given. The Government should allocate land for resiting Kwu Tung Village in-situ.
The standpoint of “no removal and no demolition” was expressed. It was hoped that Kwu Tung Village would not be transformed into a luxury residential area while the villagers could not enjoy the benefits from NDA development. It was hoped that the Government could consider the interests of the villagers and development simultaneously.
Kwu Tung Village should be listed as a recognised village, instead of a squatter area. They were dissatisfied that the villagers would be evicted by the Government, making them unable to enjoy the benefits NDA development.

It was hoped that public views would not be ignored by the Government. The Government should properly address issues such as private property rights and rehousing before development. The current plan would not bring any benefit to the villagers of Kwu Tung Village and they were dissatisfied that the living and housing needs of the villagers had not been considered in the NDA development. The authority concerned should put forth proposals to resolve rehousing, tenants and housing issues etc., so that the villagers of Kwu Tung Village could express their opinions for consideration by the Administration.
Villagers of Kwu Tung Village were also Hong Kong citizens. It was hoped that the Government would respect the aspirations of the villagers by retaining Kwu Tung Village. The NDA development should ensure that villagers could feel secured. Their reasonable rights should also be protected.
The Government should provide justifications for choosing Kwu Tung Village for NDA development. The Government should choose a less populated area for development. The villagers strongly requested for no removal and no demolition as the villagers had already adapted to the living environment in the area. It would be difficult for them to adapt to the environment in public housing or rehousing area.
It was hoped that the authority concerned could have empathy with the villagers and respect their attachment to and relationship with their land. The villagers requested relocation of Kwu Tung Village and preservation of "Pui Yau Kindergarten" rather than compensation.
It was hoped that the Government would provide reasonable compensation to the villagers of Kwu Tung Village and resite the Kwu Tung Village in the same area.
It was dissatisfied that no rehousing and compensation schemes had been proposed. There were concerns that the clearance of Kwu Tung Village would result in employment problems in future.
It was dissatisfied that the Government had not considered the views of the villagers in KTN but had clung obstinately to its course.
The Government should give priority to improving the living environment of the villagers in Kwu Tung Village.
It would be unfair to the land owners to plan Long Valley as the back garden of property developers.
Local villagers would be affected by the development in KTN. It was hoped that the boundary of the indigenous village would be expanded. It was suggested that a time period of at least 50 years should be used for estimating the growth of village population.
The "Commercial, Research and Development" use in KTN was distant from the Railway Station, which would not be beneficial to commercial developments. There was doubt that locating all the private residential sites around the Railway Station was in favour of property developers.
The North District Hospital and the existing public bus routes in the North District would not have the spare capacity to accommodate the additional population of 130 000.
FLN NDA
It was suggested that the Government should provide local rehousing for the affected squatters in FLN prior to clearance. The residents should be exempted

from any means test. Some would like to know if the living of local residents would be affected during the construction stage. It was hoped that the authority concerned could provide the development programme of the FLN NDA. Some would like to know whether the development would be implemented in phases and whether the Government would carry out land resumption process. It was also hoped that the authority concerned could hold a separate consultation meeting with the FLN squatters.

The Government had not consulted the villagers prior to demolition works in Ma Shi Po. It was dissatisfied that businessmen were dominating the planning process. The Government had neglected the feelings of the villagers because plans had been formulated even before buying the land from the villagers. The villagers protested against the development plan as their years of efforts would become in vain. It was hoped that local agriculture could be preserved.

The affected residents love their homes and dissatisfied that they had to be evicted and hoped that Ma Shi Po would be retained.

The agricultural land in Ma Shi Po had been sold involuntarily and two-thirds of the villagers in the area had already moved out. The Government was urged to provide proper rehousing arrangements for the villagers as the elder villagers were not used to live in high-rise apartments. The villagers could have a stable and happy life without development.

It was dissatisfied that the Government was to evict villagers of Shek Wu San Tsuen without proper rehousing arrangements. Some farmers had requested for continuing their agricultural activities in the Stage One Public Engagement, but no land had been assigned for such purpose. It was hoped that the Government would plan and reserve land for agricultural proposes. It was also hoped that the Government would not take the villagers' views lightly but promise to follow up on their aspirations.

It was dissatisfied that there was a lack of consultation in planning. It was hoped that the original appearance of the Fu Tei Au Village would be preserved.

The Government had neglected Fu Tei Au Village as the local villagers had not been consulted. It was dissatisfied that Fu Tei Au Village had been planned for Government use and the villagers had to be evicted.

The development would change Tin Ping Shan Tsuen completely. It was dissatisfied that private developers had invaded the land of the villagers, forced them to sell their land below market prices and made them homeless. The villagers were not willing to leave the village. It was hoped that the Government would consult the residents in the squatter areas in Fanling. It was hoped that the planning process was fair and impartial. The Government urged to provide the implementation programme.

It was stressed that the relationships among the villagers could not be measured in monetary terms. It was dissatisfied that the Government had not listened to demands of the villagers and had ignored the affection among the villagers. The established relationships between the villagers would be destroyed by the development of the NDA.

Sheung Shui Heung had over 10 000 residents and was surrounded by Jockey Club Road and Po Wan Road. The Shek Wu Hui Sewage Treatment Works (SWH STW) and Sheung Shui Slaughter House was located nearby. It was dissatisfied that tens of thousands of hectares of villagers' farmland, was proposed for the

expansion of the STW, police training facilities and Government farm. Such planning was inappropriate and the STW should be relocated to Hung Lung Hang or Sha Ling.
The proposed STW extension would be located very close to SWH STW and Sheung Shui Slaughter House were located to the west. It was suggested that the proposed STW be relocated to an area near Tak Yuet Lau beside Lo Wu Station to reduce the impacts on residents.
It was suggested to swap the locations of the proposed STW extension in the FLN NDA and the Government Kennels to reduce the impacts on the villagers in surrounding areas.
Sheung Shui Heung had a few graded 2 historic buildings (i.e. Man Ming Temple, Tai Wong Temple and Small Houses over two hundred years old). There were objections to the proposal to accommodate the STW, training grounds of Police Tactical Unit and Ta Kwu Ling Operation Centre adjacent to these historic buildings. These uses would ruin the <i>fung shui</i> and heritage of Sheung Shui Heung.
It was dissatisfied that the Government had reserved land for village expansion in the less populated San Uk Ling Tsuen and Wah Shan Tsuen, but not for Sheung Shui Heung which had a higher population. It was hoped that the Government would reserve land for Village Type Development in Sheung Shui Heung. The villagers of Sheung Shui Heung had applied to use the land adjacent to their village for "Village Type Development", but to their resentment, the Government had proposed to earmark the land for STW and Government uses. The existing planning was not environmentally viable as Sheung Shui Heung would be surrounded by the STW works, with public housing located in the vicinity. It was hoped that the authority concerned could give prudent consideration to this.
It was suggested that land adjacent to Po Wan Road be zoned "Village Type Development" for expansion of Sheung Shui Heung.
The villagers were willing to co-operate with the Government on planning issues. However, they hoped that the Government could respect the aspirations of the villagers in Sheung Shui Heung as well as their local history and culture. The Government was urged to communicate with the villagers and consider their interests.
It was dissatisfied that land owned by developers were proposed for luxury residential developments whereas land of the villagers were zoned "Green Belt" or "Road". It was believed that the Government was in favour of private developers while ignoring the aspirations of the villagers.
There was objection to construct the Central Park adjacent to private developments while public housing sites were located near the STW. It was believed that the current planning process had involved collusion between Government and businesses and transfer of benefits.
Ma Sik Road should not be used for public housing as it would block the view of Belair Monte.
PC / TKL NDA
The comprehensive planning of the Ta Kwu Ling area was appreciated. They glad that the Government would allow public-private partnership in the area so that land owners could participate in the development.
There was no public transport interchange in the PC / TKL NDA. It was suggested

that a bus terminus be provided in the Special Industries area.
<i>Land Resumption, Compensation, Clearance and Rehousing</i>
There was objection to the current plan. The Government was urged to quickly rehouse the affected villagers and offer reasonable compensation soonest possible.
It was hoped that the Government was people-oriented and resolved the problems of rehousing and compensation prior to clearance.
The Government should exempt the affected villagers from means test, so that villagers unable to afford private housing could be re-housed in public housing prior to clearance.
Land resumption would undermine the interests of land owners living in their private properties or those who had rented out their private properties. Compensation might not be able to cover their future living costs.
It was suggested that the Government should introduce the "Letter B" scheme to allow individual developers to buy land from the villagers if the problems of land interests could not be resolved.

Summary of Views from the Advisory Council on the Environment

A briefing to the Advisory Council on the Environment was held on 14 December 2009. Views presented at the meeting are summarised as follows:

Major Comments
The principles of sustainable development and conservation in the development of the NDAs were supported. The maintenance and enhancement of ecological function and integrity of the affected areas were of paramount importance.
Instead of developing the FLN NDA, it was suggested that Fanling Old Town and Luen Wo Hui be revitalised to enhance the overall and local economic development of Fanling.
Given the large scale of the Study, more time should be spent on careful planning and implementation of details in order to avoid the problems brought about by the rapid development of new towns in the 1970s and 1980s.
The concept of preserving the Long Valley as a Nature Park was dropped. The proposed rezoning of the Long Valley as "Other Specified Uses (Comprehensive Development and Nature Conservation Enhancement Area)" which allowed mixing of the development element into nature conservation was not supported. The proposed zoning would endanger the natural treasure of the Long Valley. It would also open up opportunities and expectations for private sectors to develop the areas, causing confusion to the public and developers.
It was considered that the proposed zoning was not clearly specified and it would be difficult to achieve the intention of conservation.
The areas affected were ecologically important and the Government should be very cautious on the instruments to be used to achieve the planning intentions. However, there was insufficient information on the instruments to be used for achieving the goal of comprehensive conservation and long-term management in the area. It was suggested that alternative instruments should be considered in the event that public-private partnership (PPP) could not work.
It was suggested to designate the Long Valley as a nature reserve and it was considered worthwhile for the Government to preserve the nature reserve of the Long Valley with public financial resources in the interest of the public.
Given that a majority of the Long Valley involved private ownership, the Government would be the only party which could have the resources to preserve the area as a Nature Park.
Land owners in the area could be allowed to have small-scale development outside the Long Valley. Otherwise, batches of development would be found within the Long Valley.
A substantial change was noted between the proposed plan and a map of the AFCD in 2004 regarding the demarcating line between the Long Valley and Ho Sheung Heung.
It was considered that the non-in-situ land exchange approach had not been sufficiently explored in the Study even though this measure had been successfully implemented in other countries. In view of the multiple ownership of the Long

Valley, it would be difficult for private owners to propose a comprehensive management plan. Piece-meal conservation would not be meaningful and the abandoning of the Nature Park proposal would set a bad precedent. In the past, the community had been disappointed that the Government had not made use of the non-in-situ land exchange approach to preserve ecologically important areas.

Besides the ecological integrity of the area, the hydrological regime should also be maintained as the loss of water would affect the wetland. Construction works, including sewage and drainage channel works would disrupt the hydrological regime of the region.

Urban agriculture should be promoted in the area to produce safe and quality fish and crops which would help create employment opportunities.

The new cycle track design in the NDA was appreciated. It was hoped that the cycle tracks would not be limited to recreational and tourism-promotion purposes, but also for use by the local residents. The inconvenient cycle track designs in other new towns, e.g. Tseung Kwan O, which did not facilitate the use of residents, should be avoided.

The Administration was urged to consider the views presented at the meeting and design and build a sustainable community for the NDAs. This should include minimizing impacts to the hydrological regime, promoting urban farming, building cycle tracks for residents, as well as putting in place enforceable mechanism to deal with illegal dumping and land filling, with a view to minimizing adverse environmental impacts and striking a balance between conservation and development.

Summary of Views from the Meeting with North District Secondary School Principals

Upon invitation, we met the principals of the North District Secondary Schools on 15 December 2009. Views presented by the principals at the meeting are summarised as follows:

Major Comments
There was concern on whether the proposed number of schools had taken into consideration the existing surplus school places in North District.
There was concern on whether the school implementation programme in the NDAs would match the population intake.
There was concern on whether the proposed locations, number and development programme of schools had sufficient flexibility for changes to match the actual situation and needs.
There was concern on whether sufficient recreational and community facilities for the youth would be provided in the NDAs to cater for the needs of the students. The recreational facilities in North District had failed to meet the needs of the youth. It would be essential to seize the opportunity of NDA development to provide additional soccer fields, swimming pools and cycle parks. In addition, to tie in with education development in the district, a performance venue and a cultural exhibition venue of sufficient scale should be provided.
In planning for the supporting community facilities for the NDAs, consideration should be given not only to the additional population, but also to the existing population in the area, the surrounding developments (for example, the development of Hung Lung Hang) and the needs of the cross-boundary students.
There was concern on the transport facilities in the NDAs. In particular, Ping Che Road and Sha Tau Kok Road were quite congested.
It was suggested that the Government should extensively promote the NDAs development to secondary school students in order to encourage them to participate in the planning process and to establish a sense of belonging to the community.

Summary of Views from the Planning Sub-Committee of the Land and Building Advisory Committee

We consulted the Planning Sub-Committee of the Land and Building Advisory Committee on 11 January 2010. Views of the members expressed at the meeting are summarised as follows:

Major Comments
A member reiterated the position of the REDA that the NDAs Study was supported. But the efforts of the private sector made in the long land-assembly process in the area should be respected while formulating the NDA proposals. Allowing private sector participation in the implementation of the NDA was the right direction. Non in-situ land exchange as one of the means to facilitate the development of the NDA should also be considered. There should be some practical implementation guidelines to which the private sector could make reference.
The connectivity between the three NDAs and the neighbouring established new towns was inadequate and could be further enhanced.
A public-private housing mix of 30:70 was appropriate for the NDAs. The public housing proportion in the existing new towns such as Tin Shui Wai was too high. A more balanced approach should be adopted for the NDAs.
As a more compact development form could reduce the overall carbon emissions. The proposed plot ratio, especially for low-density developments such as Residential Zone 3, should be fine-tuned.
High-density living could result in lower carbon emission per hectare and allow for more green space. On the other hand, more land would be required to accommodate the same population in medium- and low-density developments.
Adequate job opportunities should be provided within the NDAs.
There was concern on the demand for land for special industries in PC / TKL. The need for such land should be determined by the market.
Stringent control on building height and density should be incorporated into the relevant Outline Zoning Plan to avoid “walled effect”.
The Study should consider the actual design constraints in implementation if stringent planning control was to be introduced in the NDAs.
There was inadequate impact assessment on urban space. Also, the design intent/planning intent was not clear.
There was concern on the greening ratio.
The consultation document had not indicated whether there was sufficient landscaping along the major roads and utility corridors, and whether cycle tracks would be provided within the NDAs.
Regarding sustainable development, more compact development would have less carbon footprint. New generation building developments needed more innovative ideas in reducing waste and use of renewable energy. “No carbon” developments were the ultimate goal.

Summary of Views from the Meeting with Representatives of Sheung Shui Heung Village

Upon invitation, we met the Sheung Shui Heung village representatives on 12 January 2010. Views from the village representatives expressed at the meeting are summarised as follows:

Major Comments
There was opposition to expand the sewage treatment works (STW) near Sheung Shui Heung. Planning should take into account the mental health of the villagers and environmental conditions.
It was suggested the proposed STW be relocated to Sha Ling and the village boundary of Sheung Shui Heung be extended to cover site proposed for the extension of Shek Wu Hui STW. The STW would affect <i>fung shui</i> .
It was suggested that land to the north of Sheung Shui Heung be released for expansion of the village so that villagers could develop the land freely.
It was dissatisfied that the Government had located the STW close to Sheung Shui Heung as this would cause nuisances to the villagers.
People-oriented planning was not adopted as Sheung Shui Heung was already surrounded by a STW, a water treatment works and a slaughterhouse.
The STW would destroy the environment in Sheung Shui Heung and cause significant negative impacts to the villagers.
The Government should not use a period of only 10 years to assess the indigenous villagers' demand for Small Houses. Expansion of the village boundary of Sheung Shui Heung was suggested.

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

Upon invitation, we met the Fu Tei Au Development Concern Group, Tin Ping Shan Tsuen Residents Group, Shek Wu San Tsuen Residents Group, Ma Shi Po Environment Concern Group and Ling Shan Tsuen Villagers Livelihood Concern Group on 23 January 2010. Views from the attendees at the meeting are summarised as follows:

Major Comments
There was dissatisfaction that the Government would tear the villagers apart from their homes and destroy their sense of belonging to land. The large-scale shopping malls and offices would alienate people from their land and there would be no protection of private property rights. The villagers were worried about land resumption for the development of FLN NDA by the Government as their hard work in the past would be ruined. There were many elderly people in the villages and most of them had deep attachments to the villages and their neighbours. They would not be able to adapt to living outside the village. Thus, they requested for no removal and no demolition.
There was dissatisfaction that the Government neglected the agricultural industry, destroyed the villagers' homes and transforming the villages into a "concrete jungle". While the Chinese Government offered help to the farmers, the Hong Kong Government focused only on constructing high-rise buildings and destroying the agricultural industry. It was hoped that the Government could support local organic farming and allow the farmers to make a living. There was strong demand for no removal and no demolition.
There was dissatisfaction to the proposed location of sewage treatment works (STW) which was beside Sheung Shui Heung and Fu Tei Au Village. This would cause serious health impacts to the villagers. It was suggested that the STW be located further north (such as Lo Wu), away from the residential dwellings.
The proposed development would have negative impacts on the ecology of Long Valley as Fanling North and Long Valley were closely related in ecological terms. Fu Tei Au Village had high ecological value as fish ponds in the village often attracted migratory birds. Furthermore, Tin Ping Shan Tsuen also had a beautiful natural environment which often attracted migratory birds, amphibians and insects.
The current plan was not up to the environmental standards as the new developments would increase the impermeable layer, leading to green house effects. Therefore, the "concretising" of the New Territories was opposed.
Currently, the residents had the right to express concerns but no right to choose. No Social Impact Assessment had been carried out for this Study and there was dissatisfaction with the Government for "making decisions without studies". The Government was urged "to rein in at the edge of the cliff and to engage and discuss with the public". Social Impact Assessment, Environmental Impact Assessment and Land Quality Impact Assessment should be carried out. Furthermore, various planning options should be provided and Public Engagement should be undertaken properly before finalising the planning proposal, so that the public would have a share in making decisions. Moreover, eviction of residents had to be stopped

immediately to reduce the impacts on villagers.
The Government had been neglecting the wind and flood disasters in Fu Tei Au Village for decades. Villagers were deeply dissatisfied that their land had to be resumed for development of the NDA. They requested for no removal and no demolition.
There was dissatisfaction with the lack of consultation by the Government. The villagers had not been notified in advance that Fu Tei Au Village would be affected by the NDA development. They requested for no removal and no demolition.
There was dissatisfaction that the conditions of Tin Ping Shan Tsuen had been ignored in the development proposal. The levels of land surrounding the village would be higher than the village upon completion of site formation works. The village would be enclosed by tall buildings, thus giving rise to wall effect and even flooding.
There was dissatisfaction with the collusion between Government and businesses. The current proposal was to facilitate the development schemes of the private developers. There was also dissatisfaction with the location of the proposed Town Park which was in the vicinity of Noble Hill and Woodland Crest, but not for the enjoyment by local villagers.
The proposed development was not "people-oriented" as local villagers were sacrificed for the future development. It was hoped that the Government could consider both private land as well as developers' land in the planning process, or else it would be subject to suspected collusion between Government and businesses.
There was allegation that the "public-private partnership" was in fact collusion between Government and businesses. The current proposal was planned by major property developers while the Government would take the lead and resume land in a conventional way. The villager's homes were destroyed as their land was resumed by developers.
There was dissatisfaction that no rehousing arrangements had been put forward. The developers were blamed for their acquisition of land without any benefits to the villagers.
The developers had engaged in extensive land resumption and turned agricultural land into container yards, and there was no control from the Government at all. Although the current plan was only preliminary, the living of the villagers had already been affected. It was recommended that the Government should stop the developer from acquiring the land of the villagers and halt unreasonable eviction.
It was hoped that the Government could monitor and control the private developers in land acquisition
The Government should be people-oriented and sympathise with the people. The Government should be considerate by adopting the "rehouse first, develop later" approach so that the villagers would not feel worried and helpless.
The housing problems of the villagers should be resolved prior to commencement of development. It was hoped that the Government could entertain the villagers' request for no removal and no demolition or provide reasonable rehousing / compensation.
The planning process was unreasonable. The villagers' interests (i.e., in-situ relocation) should be addressed at the current stage, rather than at the last. Villagers should be allowed to participate in the development process.

It was worried that the economic model of developing the six industries in the NDAs would not be suitable for the local residents.

Summary of Views from the Meeting with Village Representatives of Tsung Pak Long and Tai Tau Leng Village

Upon invitation, we met with the village representatives of Tsung Pak Long and Tai Tau Leng on 3 March 2010. Views from the attendees expressed at the meeting are summarised as follows:

Major Comments
There was opposition to the construction of a highway near Tai Tau Leng Village. Tai Tau Leng Village had already been surrounded by three highways. There was strongly demand for realigning the proposed highway. (The Village Representative of Tai Tau Leng Village left before the end of the meeting to express dissatisfaction.)
The improvement works for Po Shek Wu Interchange had by far not brought any noticeable improvement or assistance to Tsung Pak Long Village. It was hoped that the elevated road could be built elsewhere.
The Lok Ma Chau Spur Line was not allowed to develop near Tsung Pak Long Village in the past. There was a query as to why at-grade highways were allowed in the current proposal. Compensation to Tsung Pak Long Village due to highway construction should be provided.
It was hoped that the Government could consult the villagers as soon as other alignments were proposed.
The KTN NDA development was right next to Tsung Pak Long, and would affect the tranquillity of the village environment. It was suggested that developments be concentrated in KTN. There should be a balanced village development and integration of the living environment of existing and new residents.
There were concerns over the proposed elevated road development in front of Hak Ka Wai. It was requested that the <i>fung shui</i> of Hak Ka Wai should also be taken into account in considering the proposed road alignment.
There were suggestions to relocate the interchange improvement works to Tin Kwong Po or expand the existing interchange at KTN. The burial ground of Tsung Pak Long and Yin Kong Village was near the river bank of Tin Kwong Po. Road works should not be carried out in that area.
The Castle Peak Road was already overloaded. Would the existing village ingress and egress of Tsung Pak Long be blocked? Other road works to improve the existing conditions and traffic would be welcomed, but it would also be necessary to consider if the road works would affect the existing village development area.
The Green Belt area between Tsung Pak Long and Tai Tau Leng was excessive in size and therefore unreasonable. It was hoped that the NDA development would not hinder village development and could improve transport in rural area.

Appendix XIX

List of Written Submission (Up to 31 March 2010)

No.	Date	Commenters
1	14.11.2009	李木元先生, 吳金基先生, 葉迪榮先生 (虎地坳村發展區關注組)
2	19.11.2009	羅照洪 (鳳崗花園業主立案法團)
3	19.11.2009	彭貞 (新界上水古洞民生促進會)
4	23.11.2009	曹啓樂校長 (風采中學)
5	25.11.2009	H.T. Liu
6	27.11.2009	盧忠耀 John (上水區鄉事委員會顧問)
7	27.11.2009	簡石璘,簡炳培,簡金樂 (大頭嶺村村代表) (大頭嶺村村公所)
8	27.11.2009	廖家聲
9	28.11.2009	劉兆雄
10	30.11.2009	廖富壽,廖駿駒,廖漢強 (上水鄉鄉代表)
11	1.12.2009	廖灶興 (上水鄉原居民 天平山村寮屋業主)
12	2.12.2009	黃荷
13	2.12.2009	ST Lam
14	3.12.2009	Thomas HO Lung
15	3.12.2009	LAI Kwai SANG
16	4.12.2009	杜樹海
17	4.12.2009	侯金林 (北區區議員)
18	8.12.2009	廖富壽 (上水區鄉事委員會執行委員)
19	9.12.2009	侯志強

		(上水區鄉事委員會主席)
20	10.12.2009	鍾鋒 (香港禽畜業聯會)
21	10.12.2009	Anonymous
22	10.12.2009	廖榮輝
23	10.12.2009	Au Vivian
24	10.12.2009	廖崇興 (上水鄉原居民)
25	11.12.2009	盧忠耀 John (上水區鄉事委員會顧問)
26	12.12.2009	周志成 (一群受影響之原住民)
27	12.12.2009	梁惠心 (天平山村街坊組)
28	12.12.2009	Eddie Wong
29	12.12.2009	Wong Kwok Wa
30	12.12.2009	Elaine Cheung
31	12.12.2009	Wong Kwok Fai
32	12.12.2009	Wong Fai
33	12.12.2009	Cheung Ching Yau
34	12.12.2009	郭英東
35	12.12.2009	Winnie Law (HKU)
36	12.12.2009	賴貴生 Lai Kwai Sang
37	12.12.2009	簡拾仁 (松柏塑村居民代表)
38	12.12.2009	黃冠球
39	12.12.2009	Kan Cheuk Lam Cheung Kai Sang
40	12.12.2009	古洞村原住居民
41	12.12.2009	Yip Cheuk Yuen
42	12.12.2009	Yip Wai Hon
43	12.12.2009	Cheung Man Yee (馬屎埔環境關注組)
44	14.12.2009	黃偉業(村代表) (上水松柏塑村村公所)
45	16.12.2009	廖伯敏,馬紹良

		(署理主席及行政總裁)(鳳溪公立學校)
46	16.12.2009	Anonymous
47	17.12.2009	劉伯俊
48	18.12.2009	鍾春暉
49	20.12.2009	廖親安
50	20.12.2009	Yau Hei Cheng
51	20.12.2009	上水居民
52	21.12.2009	James
53	21.12.2009	彭貞 (古洞民生促進會)
54	21.12.2009	梁女
55	21.12.2009	廖家聲及家人 (上水鄉原居民)
56	21.12.2009	鍾曉晴
57	22.12.2009	Chan Pui Yu
58	22.12.2009	Chan Pui Yu
59	22.12.2009	Lam Wan Chung
60	23.12.2009	黃志賢 Stanley Wong
61	23.12.2009	Ben Lai
62	23.12.2009	Liu Hiu Yu
63	23.12.2009	萬達明
64	23.12.2009	廖親安
65	24.12.2009	Teddy Chua
66	24.12.2009	K C Kong
67	24.12.2009	Mark Leung (The Kowloon Motor Bus Co.(1993) Ltd.)
68	27.12.2009	Ka Tsun Cheng
69	27.12.2009	洪銘倫
70	28.12.2009	Betty S.f. Ho (PlanArch Consultants Ltd.)
71	28.12.2009	(古洞蔬菜產銷貸款有限責任合作社)
72	28.12.2009	謝穎詩 Patty Tse
73	29.12.2009	Lai Kwai Sang
74	29.12.2009	Dickson Wong 黃志俊
75	29.12.2009	何來生

		(力生機械工程公司)
76	29.12.2009	Lee Koon Shing Ho Fung Ying Written by Lee Wai Sum (Residents of Sing Ping Sun Tsuen, Ta Kwu Ling)
77	29.12.2009	James Tsang
78	29.12.2009	Louis Loong (The Real Estate Developers Association of Hong Kong)
79	29.12.2009	Submission Withdraw on 6.1.2010
80	30.12.2009	謝達仁 Tse Tat Yan
81	30.12.2009	王學思
82	30.12.2009	藍少虎, 姚榮來 (古洞村村代表)
83	31.12.2009	Mike Kilburn (HKBWS)
84	31.12.2009	李君宇 (上水奕翠園居民)
85	31.12.2009	Hidy Tsang
86	2.1.2010	陳濤 Chan To
87	3.1.2010	鄧生
88	3.1.2010	張鈞豪
89	4.1.2010	楊君
90	4.1.2010	廖嘯雄 Liu Siu Hung
91	4.1.2010	簡逸峰
92	4.1.2010	侯志強 (上水區鄉事委員會主席)
93	4.1.2010	李炳耀 (綠悠軒業主立案法團)
94	5.1.2010	Lau Kai Yan
95	6.1.2010	Mandy Chan
96	6.1.2010	王有蘭 (務農)
97	6.1.2010	楊潤喜先生
98	6.1.2010	張如
99	6.1.2010	Wesley Homoya
100	6.1.2010	Li Siu Fun

101	7.1.2010	S.P. Fung
102	7.1.2010	Wong Chun Ho
103	7.1.2010	Jacky Chan
104	7.1.2010	John and Jemi Holmes
105	7.1.2010	Kenny Fung
106	7.1.2010	Tsang Hin For
107	7.1.2010	楊莉琪
108	7.1.2010	Lo Wan-yee
109	7.1.2010	Manfred Ho
110	7.1.2010	Samson Poon
111	7.1.2010	Grace Leung
112	7.1.2010	隼亞穆爾
113	7.1.2010	Simon Chan
114	7.1.2010	廖興洪
115	7.1.2010	K Y Shum
116	7.1.2010	Roger Muscroft
117	7.1.2010	周志成, 郭偉強
118	7.1.2010	梁建榮
119	8.1.2010	Sonia & Kenneth Fung
120	8.1.2010	李振偉, 李嘉儀, 李慧心 (打鼓嶺昇平新村居民)
121	8.1.2010	Tracy
122	8.1.2010	Chan Ying Chi
123	8.1.2010	何錦榮
124	8.1.2010	劉智鵬 (嶺南大學香港與華南歷史研究部主任, 屯門區議員, 新界鄉議局執行委員會, 古物諮詢委員會委員)
125	8.1.2010	Clive Noffke (Green Lantau Association)
126	9.1.2010	許淑君
127	9.1.2010	林梅琪 Lam Hollis
128	9.1.2010	林文華 James Lam
129	9.1.2010	William Wong and his family
130	9.1.2010	Chan Wing Lee, Hardy
131	9.1.2010	Ricky
132	11.1.2010 (and	李樹堅

	9.1.2010)	(奕翠園業主委員會主席) (包括林允中意見及 comment from an owner of Woodland Crest)
133	10.1.2010	Ho Chun Wah
134	10.1.2010	關偉強
135	10.1.2010	Rick Lee
136	10.1.2010	劉水清, 丘偉南 塘坑村村代表
137	10.1.2010	陳和娣
138	11.1.2010	W.C. Sun
139	11.1.2010	謝明志
140	11.1.2010	Lee Yat Ming
141	11.1.2010	(環保觸覺)
142	11.1.2010	張玉良 Andy Cheung
143	11.1.2010	Christina Chan
144	11.1.2010	林傲麟
145	11.1.2010	李慧嫻 (打鼓嶺)
146	11.1.2010	林超英 Lam Chiu Ying SBS, CMet, FRMetS, Hon FCIWEM
147	11.1.2010	燕崗村村務委員
148	11.1.2010	周俊賢
149	11.1.2010	Ailsa Yuen
150	11.1.2010	Hendrix To
151	11.1.2010	Fung Yee Mei
152	11.1.2010	Christian Wong
153	11.1.2010	Clive Yip
154	11.1.2010	鄧先生
155	11.1.2010	Mike Koo
156	11.1.2010	Aidan Mak
157	11.1.2010	林傲麟
158	11.1.2010	葉劉淑儀 (匯賢智庫政策研究中心有限公司)
159	11.1.2010	Ruy Barretto S.C. (Temple Chambers)
160	12.1.2010	Ricky Chan
161	12.1.2010	Tony Hung

		(Mphil student in HKU)
162	12.1.2010	呂德恒 Henry Lui
163	12.1.2010	廖曉暉 Raymond Liu
164	12.1.2010	Teresa Ma
165	12.1.2010	Winnie Wong
166	12.1.2010	Geoffrey Leung
167	12.1.2010	Nora Hung
168	12.1.2010	Community Sports (展能運動村)
169	12.1.2010	Chung Pui Kai (R&U Planning and Development Consultants Ltd.)
170	12.1.2010	吳偉文 Raymond Ng
171	12.1.2010	Kitty Au Fung Kwan
172	12.1.2010	Betty S.F. Ho (PlanArch)
173	12.1.2010	SK Leung
174	12.1.2010	K.H. Chan
175	12.1.2010	吳希文 Roy Ng (長春社)
176	12.1.2010	Alan Leung (WWF)
177	12.1.2010	洪國偉
178	12.1.2010	Cindy Leung
179	12.1.2010	Chan Sau Chu (Student of HKU)
180	12.1.2010	Chan Ka Shun (an ecologist and bird watcher)
181	12.1.2010	Ng Chim-kuen, Jimmy
182	12.1.2010	廖榮輝
183	12.1.2010	W.C. Sun
184	12.1.2010	Flora Liu
185	12.1.2010	Liu Wai Kit
186	12.1.2010	廖榮安
187	12.1.2010	廖威龍
188	12.1.2010	Karen Lam
189	12.1.2010	Irene Fung

190	12.1.2010	H.T. Liu (North District Local Resident)
191	12.1.2010	Simmi Liu
192	12.1.2010	Lo Wai Yan
193	12.1.2010	羅世恩 (區議員)
194	12.1.2010	蔣偉安 Owen Chiang
195	12.1.2010	Jacky Leung
196	12.1.2010	陳佳偉 Peter Chan
197	12.1.2010	Gary Chow
198	12.1.2010	Chan Chak Wing
199	12.1.2010	Tsui Kwan-kin
200	12.1.2010	黃嘉慧 Wong Ka Wai
201	12.1.2010	Chow Pik Ling, Linda
202	12.1.2010	廖若蘭
203	12.1.2010	廖興洪
204	12.1.2010	鄭玉英
205	12.1.2010	廖駿豪
206	12.1.2010	廖若茹
207	12.1.2010	羅文雪 Law Man Suet, Michelle
208	12.1.2010	簡志強 Brian Kan
209	12.1.2010	Ms Thong Phui Ying
210	12.1.2010	Vivian Cheung
211	12.1.2010	蕭秉康 Siu Ping Hong
212	12.1.2010	廖漢強, 廖駿駒, 廖富壽, 廖興洪, 廖國華 (新界上水鄉公所)
213	12.1.2010	Dr. Andrew Chan (PDI Consultants Limited)
214	12.1.2010	陳劍安 (弘域城市規劃顧問有限公司 Vision Planning Consultants Ltd.)
215	12.1.2010	Phill Black (Pro Plan Asia Ltd.)
216	12.1.2010	L.C. Wong (Kadoorie Farm & Botanic Garden Corporation)
217	12.1.2010	侯志強

		(上水區鄉事委員會主席)
218	13.1.2010	廖清洪
219	13.1.2010	李少芬
220	13.1.2010	廖國君
221	13.1.2010	Chan Hing Lun
222	13.1.2010	楊蘭
223	13.1.2010	廖國樑
224	13.1.2010	廖若思
225	13.1.2010	廖興旺
226	13.1.2010	Mike Kilburn
227	13.1.2010	陳家強 Isaac Chan
228	13.1.2010	伍素珊
229	13.1.2010	Ma Kit Wah (Member of HKBWS)
230	13.1.2010	Ms. Kwan (Konca Limited)
231	15.1.2010	李振康
232	15.1.2010	So Siu Hei
233	15.1.2010	J Leung
234	15.1.2010	Anna Lam
235	20.1.2010	吳文昌
236	22.1.2010	Dr. Raymond Tse (Hong Kong Institute of Real Estate)
237	22.1.2010	梁惠心,林玉君,關漢貴,毛善良 (粉嶺北新發展區寮屋居民關注組)
238	23.1.2010	廖笑及一羣其他居民等
239	23.1.2010	蕭古麗
240	23.1.2010	毛善良
241	23.1.2010	黎瑞麟 Lai Sui Lun
242	24.1.2010	Wong Koon Wah
243	24.1.2010	Charles Kong 北區居民
244	26.1.2010	池偉強
245	26.1.2010	Ho Lai Yan
246	28.1.2010	Thomas I. Ho Lung Administrator for Yau Chun Wing Estate
247	28.1.2010	Thomas I. Ho Lung

		Member of Wing On Tong
248	1.2.2010	Michael Hung
249	3.2.2010	廖富壽, 廖駿駒, 廖漢強, (上水鄉鄉代表) 廖興洪(上水鄉居民代表), 廖國華(北區區議員) (新界上水鄉公所)
250	8.2.2010	陳愛嫦
251	19.2.2010	陳嘉康
252	25.2.2010	彭貞 (新界上水古洞民生促進會主席)
253	26.2.2010 (letter dated 13.1.2010)	洪銘倫
254	26.2.2010	廖興森
255	3.3.2010	松柏塱村全體村民
256	15.3.2010	甘先生
257	26.3.2010	吳希文 Ng Hei Man, Roy (長春社)

Kwu Tung North New Development Area
“Mixed Development Node” - Making good use of the transportation network to create a new development area with a mix of commercial, residential and R&D uses, as well as land for ecological conservation



Kwu Tung North New Development Area | Pages 6-9

Fanling North New Development Area
“Riverside Township” - A new development area closely integrated with the Fanling/Sheung Shui New Town



Fanling North New Development Area | Pages 10-13

Ping Che / Ta Kwu Ling New Development Area
“Quality Business/Residential Area” - Capitalising on the strategic location to provide development spaces for special industries and the industries where Hong Kong enjoys clear advantages to support economic development, complemented with medium and low-density residential developments to create a quality living environment



Ping Che/Ta Kwu Ling New Development Area | Pages 14-17

North East New Territories New Development Areas Planning and Engineering Study

STAGE 3 PUBLIC ENGAGEMENT DIGEST

Foreword

With the commissioning of several large-scale planning studies and implementation of a number of infrastructure projects, economic integration between Hong Kong and Shenzhen is seen to be on the rise. The North East New Territories New Development Areas (NENT NDAs) will not only offer chances for promoting social and economic developments in Shenzhen and Hong Kong with their strategic locations, but also address the housing and employment demand resulted from population growth by the provision of approximately 533 ha of developable land.

The Recommended Outline Development Plans (RODPs) for the NDAs have taken heed of the long-term development of Hong Kong as a whole, and that of the North East New Territories. Attention is also paid to improving the livelihood of local residents, making appropriate arrangements for the affected residents to minimize any inconvenience, and balancing the interests and requests of various stakeholders.



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 NENT NDAs Study) in June 2008 to establish a planning and development framework for the Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/Ta Kwu Ling (PC/TKL) NDAs to meet the long-term demand for housing and employment. In view of the long-term impacts of the NDA developments on residents of and in proximity to the NDAs, public participation is particularly important for establishing the developments of the NDAs. A series of public engagement activities have been carried out in order to ensure timely incorporation of public views into the planning and design of the NDAs. The Stage One Public Engagement of the Study mainly aimed to solicit public views on the visions and aspirations for the NDAs to build a consensus for future developments. The Stage Two Public Engagement aimed to consult the public on the Preliminary Outline Development Plans (PODPs) of the NDAs. These two stages of public were completed in 2009 and 2010 respectively.

Taking into account the public views received and results and recommendations of the technical assessments, the Study Consultants have formulated the RODPs. We would like to cordially invite you to participate in the Stage Three Public Engagement to express your views on the RODPs of the NDAs to facilitate enhancement of the development proposals for formulating the Layout Plans.

Stage One

Update of Baseline Information and Review of Key Issues

Understand the Current State of the NDAs
Formulate the Vision of the NDAs

Initial Technical Assessments

Formulate the Preliminary Outline Development Plans

Stage Two

Discuss the Preliminary Outline Development Plans

Preliminary Technical Assessments

Formulate the Recommended Outline Development Plans

Environmental Impact Assessments

Stage Three

Present Stage

Discuss the Recommended Outline Development Plans
Finalise Details of Layout Plans




Detailed Technical Assessments

Formulate Layout Plans

Public Comments and Response

The public actively expressed their views on the overall development strategies, development proposals and implementation arrangements of the NDAs in the Stage Two Public Engagement. The public views collected have been consolidated, analysed and summarised in the Stage Two Public Engagement Report.

Both supportive and opposing views on the NDA developments were received from the public. In preparing the RODPs, the Study Consultants strived to balance different suggestions from the public to meet the needs of various stakeholders and public aspirations. We will continue to listen to public views to improve the planning of the NDAs.



MAJOR AMENDMENTS TO THE PODPs

After taking into account the diverse public views and conducting the various technical assessments, we have made appropriate amendments to the land uses in the three NDAs and reflected the proposed land uses on the RODPs. The major amendments to the PODPs are as follows:



Kwu Tung North NDA

- 1

Increase plot ratios of “Residential Zone 2” (“R2”) and “Residential Zone 3” (“R3”) sites to 3.5 and 2 respectively to better utilise infrastructure and increase housing supply.
- 2

Provide large-scale recreation and sports facilities, including a sports ground, a swimming pool and an indoor sports centre. Land is also reserved for the provision of activity centres.
- 3

Provide land for research and development uses in support of the Lok Ma Chau (LMC) Loop development.
- 4

Increase the number of schools to cope with the additional population of the NDA. Revise the location of the school cluster in the southern part of the NDA and consolidate the government, institution and community facilities.
- 5

Designate the former Ma Tso Lung Landfill site as “Open Space” (“O”) to provide more open space for local residents.
- 6

Rezone the “R3” site to “Government Reserve” according to the findings of technical assessments.
- 7

Accommodate service reservoirs in the northern part of the NDA.
- 8

Reserve land for development of public housing for local rehousing of eligible clearsees.
- 9

Reserve land to provide a District Cooling System in the NDA to achieve energy saving.
- 10

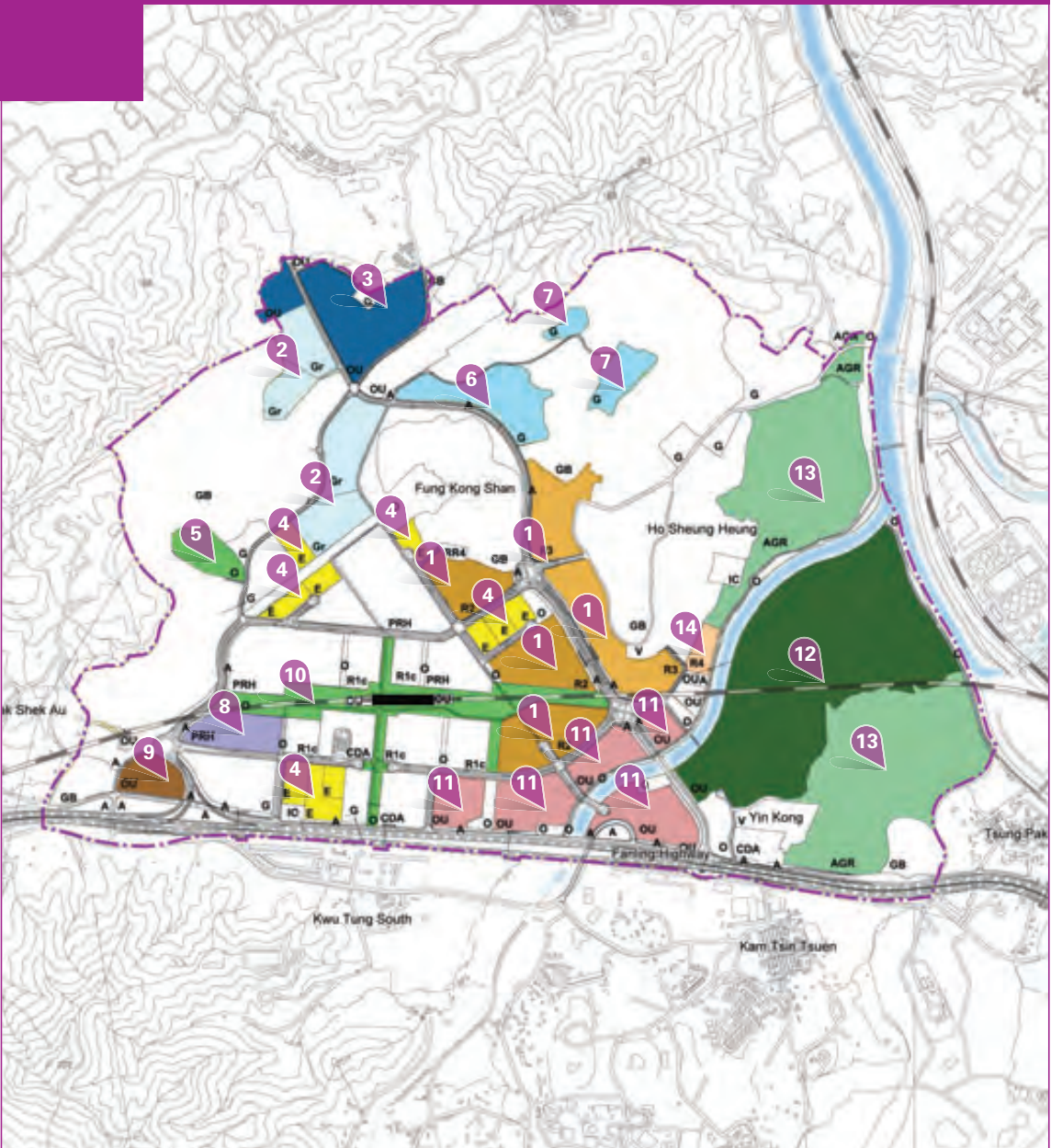
Enhance the layout of the open space in the Town Centre for creating a more comprehensive green network.
- 11

Create a continuous cluster of commercial, research and development sites to form a distinctive development node to promote synergy and to increase the plot ratio from 2.5 to 3 to facilitate more efficient use of land resources.
- 12

Designate Long Valley as a Nature Park to enhance and conserve the existing ecological environment and compensate for the impacts of the NDA development on the wetland.
- 13

Retain the two areas in the south and north of the Nature Park as the “Agriculture” (“AGR”) zone to continue the existing agricultural activities.
- 14

Reserve land near the existing indigenous village as “R4” for low-density housing development, which may also be used for reprovisioning the affected village houses/building lots under the Village Removal Terms



Major Amendments to the PODP of the Kwu Tung North New Development Area

Fanling North NDA

- 1 Retain the current “AGR” zone in accordance with the prevailing Outline Zoning Plan (OZP).
- 2 Designate an existing mitigation meander in the north of Ng Tung River as “Conservation Area” (“CA”) to provide a habitat suitable for egrets to replace the one affected by the NDA developments.
- 3 Preserve the “Green Belt” (“GB”) zone to the south of Ng Tung River and north of Sheung Shui Heung rather than designating the site for sewage treatment works expansion, and exclude it from the NDA boundary.
- 4 Rezone the land previously reserved for port backup uses and open space to “Government” use for accommodating police facilities.
- 5 Increase plot ratios for “R2” and “R3” sites to 3.5 and 2 respectively to better utilise infrastructure and increase housing supply.
- 6 Reserve the government land at the hillslope of Cheung Po Tau and Tong Hang to accommodate service reservoirs for the NDA.
- 7 Restructure the land uses of this area to reserve more land for PRH development.
- 8 Reserve more sites for school development to cope with the additional population of the NDA.
- 9 Exclude the previously proposed low-density residential area in the north of Ng Tung River from the NDA according to the recommendations of the technical assessments.
- 10 Construct a new road connecting Wo Tai Street and Fan Leng Lau Road to enhance the linkage between the NDA and the existing New Town.
- 11 Redesign the section of the elevated Fanling Bypass near Belair Monte as a depressed road with underpass to mitigate impacts on the nearby environment.
- 12 Rezone the originally proposed PRH site in the immediate north of Ma Sik Road to “R2” with lower development intensity and building height to enhance the spaciousness.
- 13 Revise the Po Shek Wu Road improvement works by widening the existing Po Shek Wu Road and construct a new elevated slip road above it to avoid impacts on the “GB” zone between Tai Tau Leng and Tsung Pak Long.
- 14 Reserve land near the existing indigenous village as “R4” for low-density housing development, which may be used for reprovisioning the affected village houses/building lots under the Village Removal Terms.



Major Amendments to the PODP of the Fanling North New Development Area

Ping Che/Ta Kwu Ling NDA

- 1 Revise the land use of the area to the west of Ping Yuen River due to changes to the river alignment.
- 2 Provide sewage treatment facilities within the NDA.
- 3 Reserve land for “Government Reserve” to meet long-term development needs.
- 4 Reserve land to provide a District Cooling System in the NDA to achieve energy saving.
- 5 Relocate the existing Ta Kwu Ling Operation Centre (Ta Kwu Ling Farm) of the Agriculture, Fisheries and Conservation Department.
- 6 Rezone a “Special Industry” site to “Government” use to accommodate a fire station and an ambulance depot.
- 7 Rezone the site originally reserved for a fire station and an ambulance depot to “O” for better planning of open space.
- 8 Excise the area within the village environs from the NDA.
- 9 Rezone a “Rural Residential Zone 3” site to “Rural Residential Zone 2” with a higher development intensity to better utilise of infrastructure and increase housing supply.
- 10 Reserve government sites on the hillslope in the south of the NDA for accommodating the required service reservoirs for the NDA.
- 11 Exclude an area comprising mainly wetland from the NDA.
- 12 Reserve land near the existing indigenous village as “R4” for low-density housing development, which may be used for reprovisioning the affected village houses/building lots under the Village Removal Terms.



Major Amendments to the PODP of the Ping Che/Ta Kwu Ling New Development Area

RECOMMENDED OUTLINE DEVELOPMENT PLANS

Guiding Principles

The ROPDs are prepared according to the following guiding principles:

Strategic Roles of the NDAs

Reserve land in the NDAs for special industries and the industries where Hong Kong enjoys clear advantages in support of regional development and integration with the Pearl River Delta to promote the economic development of Hong Kong.

People-oriented Communities

Respect the existing and surrounding communities, adopt a balanced mix of public and private housing and ensure timely provision of community facilities and diversified employment opportunities to establish balanced and harmonious communities.

Sustainable Living Environment

Respect, preserve and optimise the use of the existing valuable natural and cultural resources as well as adopt green and energy-saving initiatives.

Implementation Mechanism

Adopt appropriate development approach to ensure timely provision of infrastructures and completion of developments; explore appropriate arrangements to rehouse the affected residents.

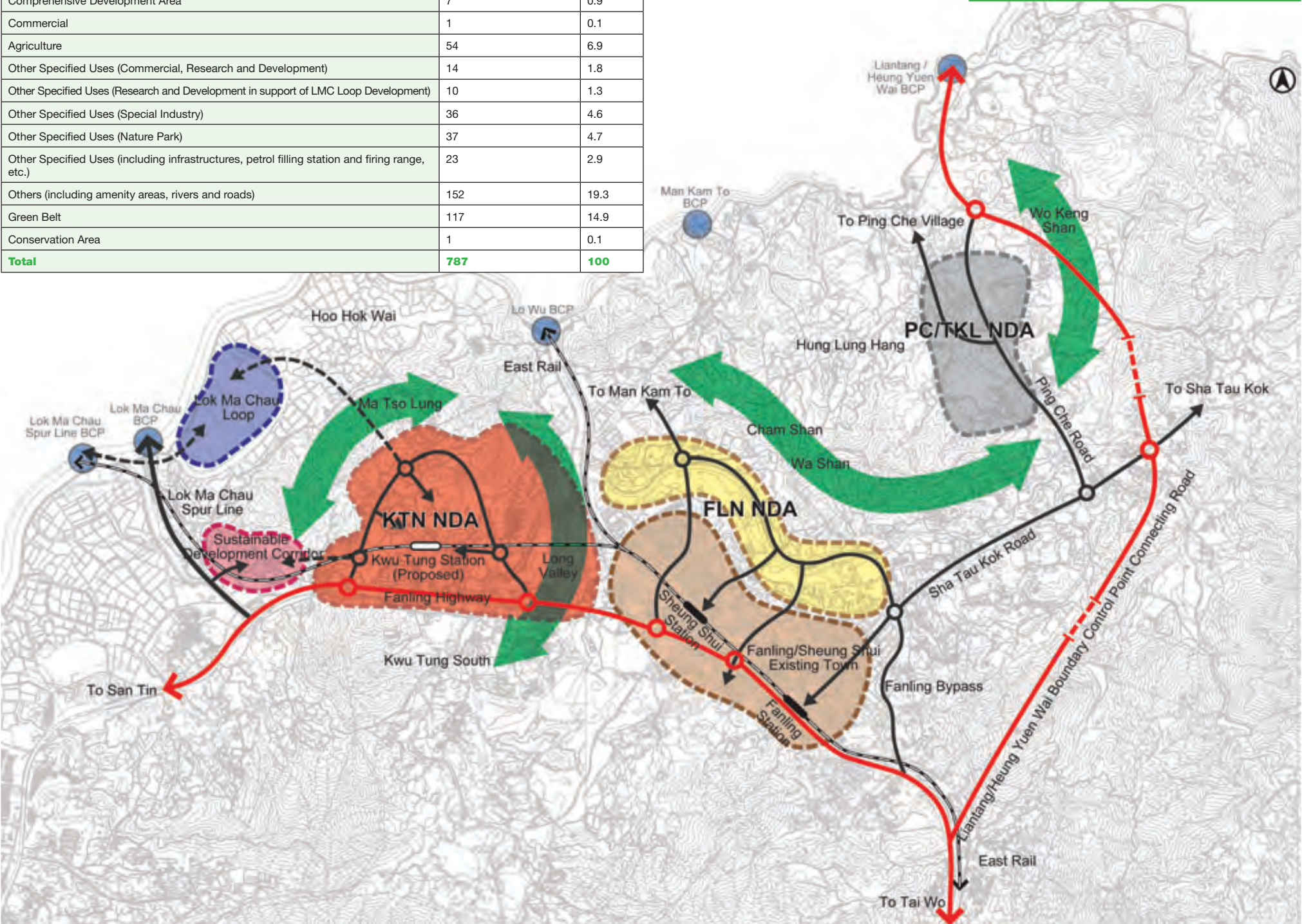
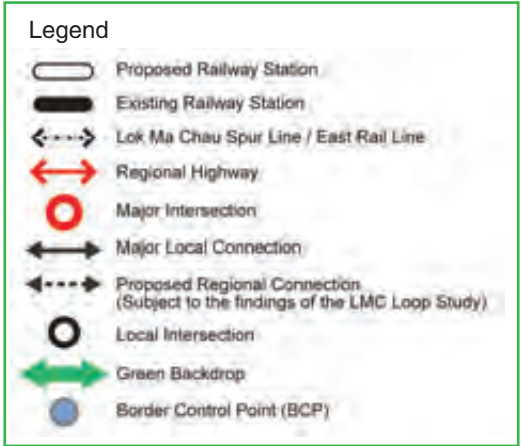
Overall Development Strategies

The NENT NDAs will provide about 54,000 new housing flats (about 40% of which is PRH) to accommodate an additional population of about 152,000. The three NDAs will provide more than 52,000 new employment opportunities. In light of the increasing cross-boundary

activities and new developments in the peripheral areas, the NDAs will offer development spaces for the industries where Hong Kong enjoys clear advantages to boost the social and economic development of the New Territories and Hong Kong.

Land Use Overview

Land Use	Area (Ha)	%
Residential and Village Type Development	167	21.2
Government, Institution or Community	91	11.5
Open Space	77	9.8
Comprehensive Development Area	7	0.9
Commercial	1	0.1
Agriculture	54	6.9
Other Specified Uses (Commercial, Research and Development)	14	1.8
Other Specified Uses (Research and Development in support of LMC Loop Development)	10	1.3
Other Specified Uses (Special Industry)	36	4.6
Other Specified Uses (Nature Park)	37	4.7
Other Specified Uses (including infrastructures, petrol filling station and firing range, etc.)	23	2.9
Others (including amenity areas, rivers and roads)	152	19.3
Green Belt	117	14.9
Conservation Area	1	0.1
Total	787	100



Planning Concept

CREATE A GREEN LIVING ENVIRONMENT

Green design is the main planning concept for developing the NENT NDAs. The Study Consultants have completed a carbon appraisal for the three NDAs. In order to create a green living environment, we have developed a series of energy saving and carbon reduction strategies in respect of town planning, urban design, transportation and green infrastructure to achieve the target of reducing carbon emission.



Items	Carbon Reduction Strategies	Proposed Initiatives/Improved Design
1	Compact City Design	<ul style="list-style-type: none">Concentrate residential developments, workplace, leisure/entertainment and public service facilities within 500m of the public transport nodes to minimise the need for commuting and therefore reduce carbon emission from public transportPlan for mixed land uses to provide diversified employment opportunities and reduce the traffic demand generated by cross-district employment
2	Green Urban Design	<ul style="list-style-type: none">Provide a comprehensive open space network connecting major developments in the areaPropose to adopt green building design (such as green roof and vertical greening)Reserve breezeways and view corridors; provide extensive tree planting to minimise changes in micro-climate
3	Environment-friendly Transport Network	<ul style="list-style-type: none">Encourage the use of low-emission/low-fuel consumption vehicles, electric vehicles etc. and provide electric vehicle charging stationsConstruct main roads on the periphery of the NDAs and provide continuous open space at the town centre to create a car-free living environmentConcentrate the population near the proposed railway stations and public transport interchangesProvide comprehensive pedestrian walkway and cycle track networks to encourage walking and cycling
4	Energy Efficient Buildings	<ul style="list-style-type: none">Encourage the use of environment-friendly building materials and energy-saving installations
5	Provision of District Cooling System	<ul style="list-style-type: none">Propose to adopt District Cooling System for non-domestic developments (subject to detailed feasibility study)
6	Use of Renewable Energy	<ul style="list-style-type: none">Generate electricity by renewable energy (such as solar water heating and photovoltaic systems)Use renewable energy for landscape lighting, road lighting, etc.Use renewable energy for traffic lights and signage
7	Efficient Use of Water Resources	<ul style="list-style-type: none">Encourage the use of highly efficient fresh water installations to minimise fresh water consumption
8	Effluent Reuse System	<ul style="list-style-type: none">Use reclaimed water for non-potable purposes such as toilet flushing, plant irrigation and district cooling system

Recommended Outline Development Plan

KWU TUNG NORTH NEW DEVELOPMENT AREA

Development Theme: “Mixed Development Node” - Making good use of the transportation network to create a new development area with a mix of commercial, residential and R&D uses, as well as land for ecological conservation

1 Land Uses

Major developments of the NDA will be concentrated around the proposed Kwu Tung Railway Station, with Lok Ma Chau (LMC) Loop Development, LMC Border Control Point (BCP) and Lo Wu BCP in the north and Fanling Highway in the south. Taking full advantage of its prominent location, transport facilities and natural resources, the NDA is proposed to mainly accommodate residential, commercial and R&D uses and a Nature Park.

- Higher-density public and private residential developments with a maximum plot ratio of 5 and a maximum building height of 35 storeys will be concentrated around the town centre and the proposed Kwu Tung Railway Station. Medium to low-density residential developments will be located at the periphery of the town centre to achieve better integration with the surrounding rural environment.

- A cluster of “Commercial, Research and Development” (“CRD”) sites with a maximum plot ratio of 3 and a maximum building height of 10 storeys will be located in the southeastern part of the town centre to serve various types of office and research uses, providing development spaces for the industries where Hong Kong enjoys clear advantages. As the gateway of the NDA, a 16-storey landmark building is proposed in a “CRD” site in the south of Sheung Yue River adjacent to the southern entrance of the NDA.
- In the northern part of the NDA, two sites with a total area of 10 ha are earmarked for “Research & Development” (“R&D”) uses

to support the development of LMC Loop.

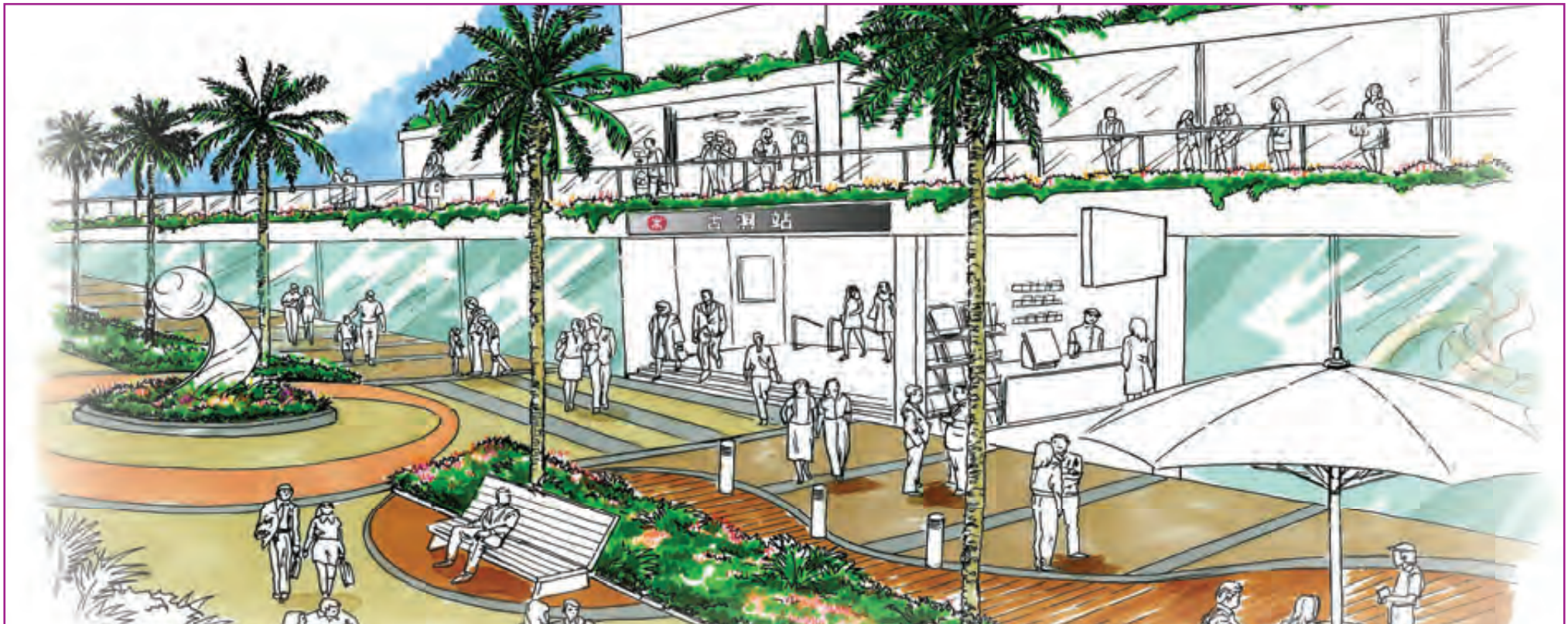
- Preserve the existing “Village Type Development” (“V”) sites and reserve land near the existing indigenous village as “R4” for low-density housing development, which may be used for re-provisioning the affected village houses/building lots under the Village Removal Terms.
- Land has been reserved for development of public housing to facilitate local rehousing of eligible households.
- Long Valley will be designated as “Other Specified Uses (Nature Park)” and a visitor centre will be provided in the southern end to help the public understand the

ecological importance of Long Valley.

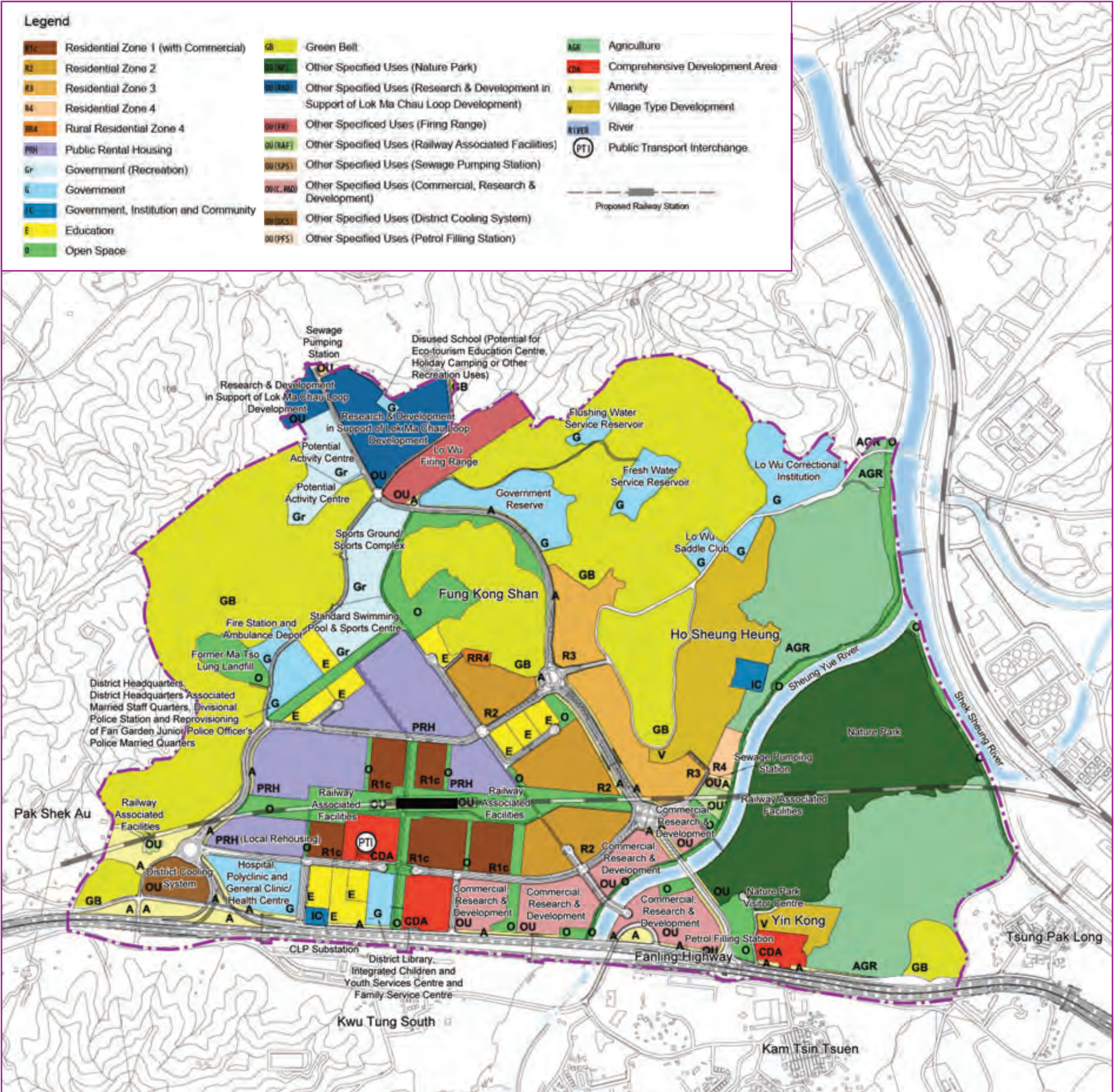
- The zoning of land in the north and south of the Nature Park will be retained as “Agriculture” to continue the existing agricultural activities.
- Open space will be planned with a wide variety of passive and active recreational facilities.
- 46 ha of land will be reserved for government, institution or community uses to support the community and recreational development.
- Main roads will be constructed at the periphery of the NDA to create a car-free environment in the town centre.



Photomontage of Kwu Tung North New Development Area



Artist's Impression of the Town Centre of the Kwu Tung North New Development Area



AGR

Agriculture

CDA

Comprehensive Development Area

A

Amenity

V

Village Type Development

RIVER

River

PTI

Public Transport Interchange

Proposed Railway Station

Development Parameters

Development Theme	Mixed Development Node
Major Land Uses	Residential, Commercial, Research and Developments, and Nature Park
Population	Approximately 81,900
Number of Residential Units (Public - Private Housing Mix)	Approximately 28,700 (55:45)
Employment Opportunities	Approximately 35,400
Plot Ratio	PRH: 5 Private Housing: 2 - 5 OU (CRD): 3 OU (R & D in support of LMC Loop Development): 1.5 - 3 CDA: 3 - 5
Building Height	35 Storeys (Maximum)

Excluding existing and committed developments not affected by the NDA development.

Land Use Overview

Land Use	Area (ha.)	%
Residential and Village Type Development	73	16.2
Government, Institution or Community	46	10.2
Open Space	33	7.3
Comprehensive Development Area	7	1.6
Agriculture	45	10
Other Specified Uses (Commercial, Research and Development)	14	3.1
Other Specified Uses (Research and Development in support of LMC Loop Development)	10	2.2
Other Specified Uses (Nature Park)	37	8.2
Other Specified Uses (including infrastructure, petrol filling station and firing range, etc.)	9	2
Others (including amenity areas, rivers and roads)	65	14.5
Green Belt	111	24.7
Total	450	100

2 Urban Design

Design Principle

Following the sustainable development principle and the Transit Oriented Development approach, pedestrian circulation and activities will be concentrated around the public transport node to create a vibrant town centre. The natural landscape at the periphery will be retained and the ecological habitats of Long Valley conserved.

Design Framework

The proposed railway station will serve as the focal point of the NDA. The cruciform green corridors will run through the town centre to connect the entire NDA for pedestrian circulation. View corridors from the riverside of Sheung Yu River to Ma Tso Lung and from Long Valley to Tai Shek Mo will provide unobstructed views across the NDA.

Design Features

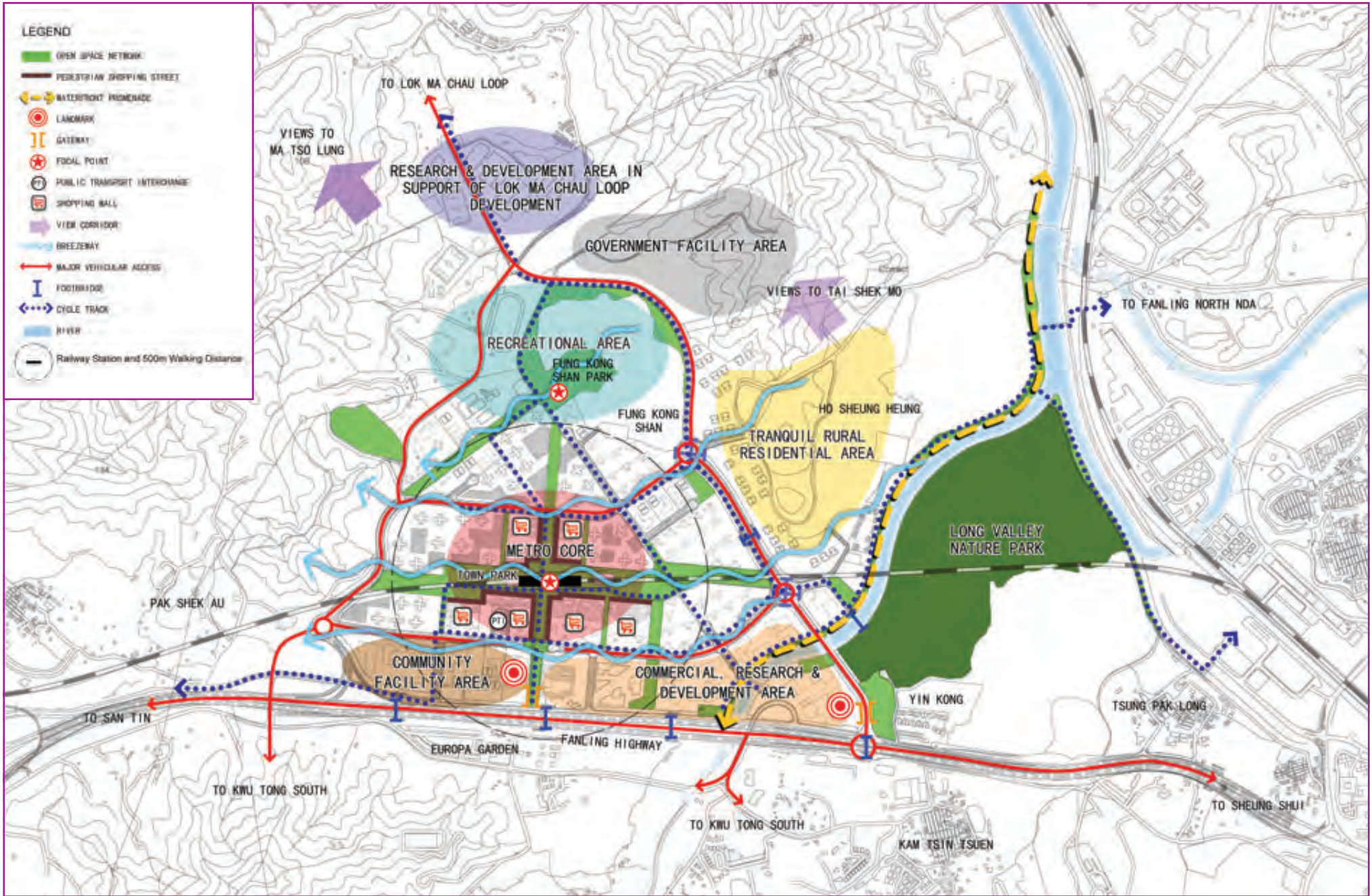
- Major developments of the KTN NDA will be concentrated around the proposed Kwu Tung railway station and Town Park. The sunken plaza located at the centre of the Town Park is designed to integrate with the entrances of the railway station. The 1.2 km long Town Park will serve as the major public open space in the



Sunken Plaza

- NDA with two-storey terraces on both sides lined with retail shops, coffee shops and restaurants, which will add vibrancy to the town centre.
- The east-west and north-south open space forms cruciform green corridors linking up the residential areas and major activity nodes. These corridors will also bring positive visual and ventilation effects and enable the public to see the hilly terrains of Pak Shek Au and Fung Kong Shan in the distance, as well as the Long Valley Nature Park and its surrounding rural landscape.

- A stepped building height and density design is adopted with gradual reduction in building heights and density from the town centre towards the periphery of the NDA to create a varied urban profile.
- Major breezeways are designed in a northeast-southwest direction to facilitate wind penetration into the inner part of the NDA.
- A comprehensive pedestrian and cycle track network covering the entire NDA will be developed to connect major activity nodes, community facilities and open spaces as well as the FLN NDA.



Urban Design Framework

Metro Core

Located at the centre of the NDA, the Metro Core comprises predominately high-density residential developments, Kwu Tung railway station, Town Park, a Public Transport Interchange (PTI), retail shops and community facilities. Stepped building height design will be adopted in this area with building heights gradually descending from 30 storeys near the railway station to between 10 and 20 storeys at the southern periphery. The Town Park at the town centre is the focal point of the NDA. The sunken plaza in the centre of the Town Park is designed to integrate with the entrances of the railway station. Terraced podia along the Town Park will have street fronting retail shops and restaurants to enhance vibrancy and create an attractive open space for the public. The Town Park will also serve as the major view corridor and breezeway between Long Valley and Pak Shek Au, which allows penetration of fresh air into the NDA and allows the public to view the hilly terrains in the distance. A public transport interchange will be provided in the south of the railway station to improve the internal and external transport connection. The "Comprehensive Development Area" (CDA) near the CRD Area is mainly used for commercial, research and residential uses. Footbridges will be provided to connect the Kwu Tung South area.



Kwu Tung North New Development Area – Photomontage of the Metro Core



Kwu Tong North New Development Area – Photomontage of the Commercial, Research and Development Area

Commercial, Research and Development Area

The south-eastern part of the NDA will serve as the commercial, research and development node. This area is closely connected with the Metro Core through a green corridor. The stepped building design will be adopted with height gradually decreasing from 10 storeys to 7 storeys towards Sheung Yue River. A 16-storey landmark building with unique design will be developed at a site south of Sheung Yue River to mark the gateway to the NDA. A site located in the east and close to the Long Valley Nature Park is suitable for hotel development to serve the business and Nature Park visitors.

3 Landscape Design**Major Landscape Design Features****A KTN Town Park**

The design of the Town Park will be integrated with the proposed railway station. This area running from the east to the west of the NDA will not only serve as the centre for business and outdoor leisure activities, but also provide an extensive green space. The featured paving, sculptures and landscaped green corridors in the Town Park will help create a quality open space.

B Commercial, Research and Development Area

This area will be one of the main entrances of the KTN NDA. This important gateway will be marked by a landmark building decorated with a variety of trees. Together with the well-landscaped riverside promenade along the Sheung Yue River, this area will signify the urban design features of the NDA.



A. The Town Park serves as the centre for outdoor activities



B. The landmark building at the main entrance in the south-east



Recommended Outline Development Plan

FANLING NORTH NEW DEVELOPMENT AREA

Development Theme: “Riverside Township”— A NDA closely integrated with the Fanling/ Sheung Shui New Town

1 Land Uses

Located right next to Ng Tung River and the Fanling/Sheung Shui New Town, the NDA will make the best use of its beautiful riverside scenery, hilly backdrop and the surrounding natural landscape to create a comfortable living environment with sufficient community facilities to serve the residents of the existing and new communities.

- Higher-density developments with a maximum plot ratio of 5 and a maximum building height of 35 storeys are clustered at the two residential areas in the eastern and western parts. Retail and community facilities and PTIs will be provided in these residential areas to create a convenient living environment.
- Low to medium-density residential developments with building heights ranging

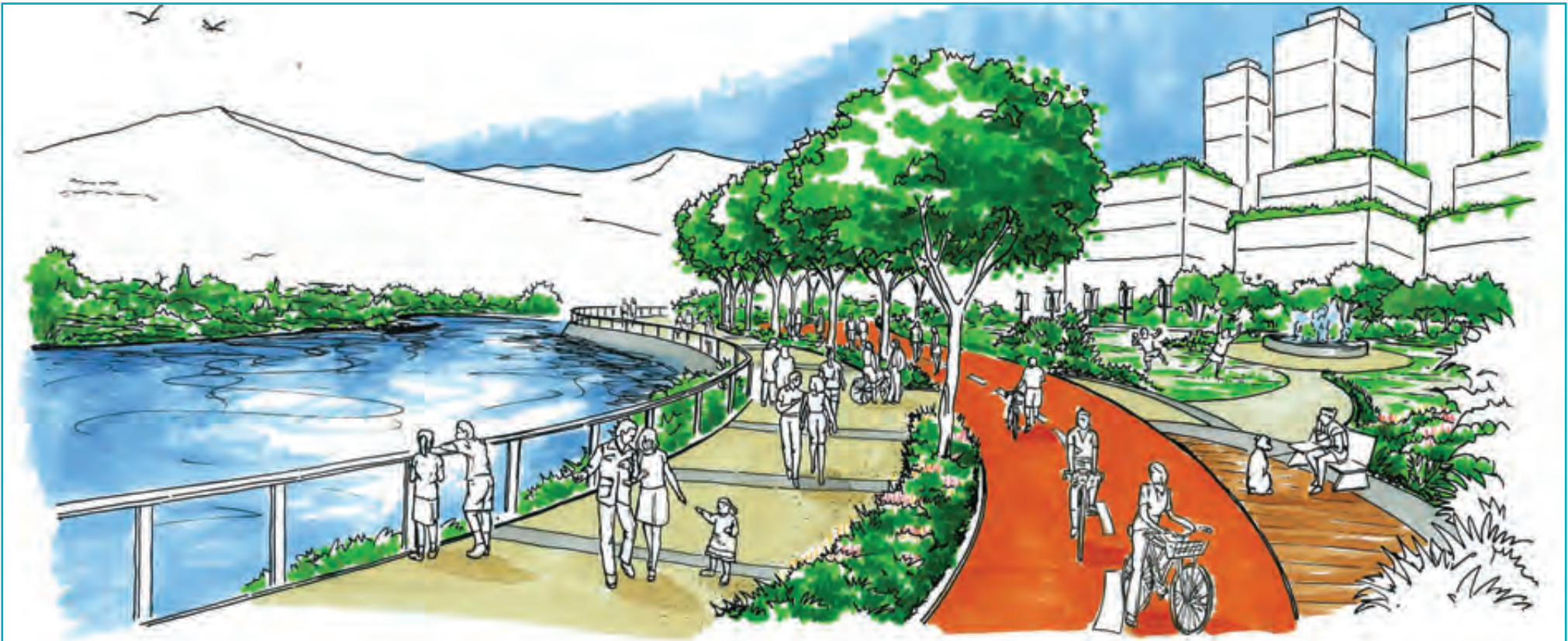
- from 12 to 20 storeys will be located at the periphery of the two residential areas.
- A Central Park and various social welfare and recreational facilities will be developed between the two residential areas for use by residents of both the new and existing communities.
- Low-density residential developments are proposed in the north of Ng Tung River to integrate with the surrounding rural setting.
- A continuous riverside promenade will be provided along the banks of Ng Tung River to allow residents to enjoy the scenic views of the river and hilly backdrop.

- Land near the existing indigenous village as “R4” has been reserved for low-density housing development, which may be used for reprovisioning the affected village houses/building lots under the Village Removal Terms.
- Infrastructure (such as Sewage Treatment Works Extension) and police training facilities will be developed at the western end of the NDA and suitably segregated from the residential areas.
- The existing “Agriculture” zone in the west of the “Conservation Area” will be retained.

- The proposed Fanling Bypass will run along the northern bank of Ng Tung River at some distance from the residential clusters of the NDA. In addition, the section near Belair Monte will be designed as a depressed road with underpass to mitigate environmental impacts on the nearby residents.



Photomontage of the Fanling North New Development Area



Artist's Impression of the Riverside Park and the nearby Residential Area of the Fanling North New Development Area



Development Parameters

Development Theme	Riverside Township
Major Land Uses	Residential, Government Facilities
Population	Approximately 52,100
Number of Residential Units (Public - Private Housing Mix)	Approximately 18,600 (39:61)
Employment Opportunities	Approximately 6,000
Plot Ratio	PRH: 5 Private Housing: 2 - 5
Building Height	35 Storeys (Maximum)

Land Use Overview

Land Use	Area (Ha)	%
Residential	43	25.9
Government, Institution or Community	23	13.9
Open Space	27	16.3
Conservation Area	1	0.6
Agriculture	9	5.4
Other Specified Uses (infrastructures)	6	3.6
Others (including amenity areas, river and roads)	57	34.3
Total	166	100

Excluding existing and committed developments not affected by the NDA development.

2 Urban Design

Design Principle

To make the best use of the natural scenery of Ng Tung River and the surrounding hills, the NDA will be developed into a vibrant riverside township in a linear layout. Continuous green spaces will be provided to connect the Fanling/Sheung Shui New Town with the riverside of Ng Tung River.

Design Framework

The NDA will be built along Ng Tung River, with four green spines stretching from Fung Kai Secondary School, Tin Ping Shan Tsuen, Luen Chit Street and Wo Tai Street to the open space alongside the river. The banks of Ng Tung River will be developed into a unique riverside promenade connecting the Central Park and major developments within the NDA.

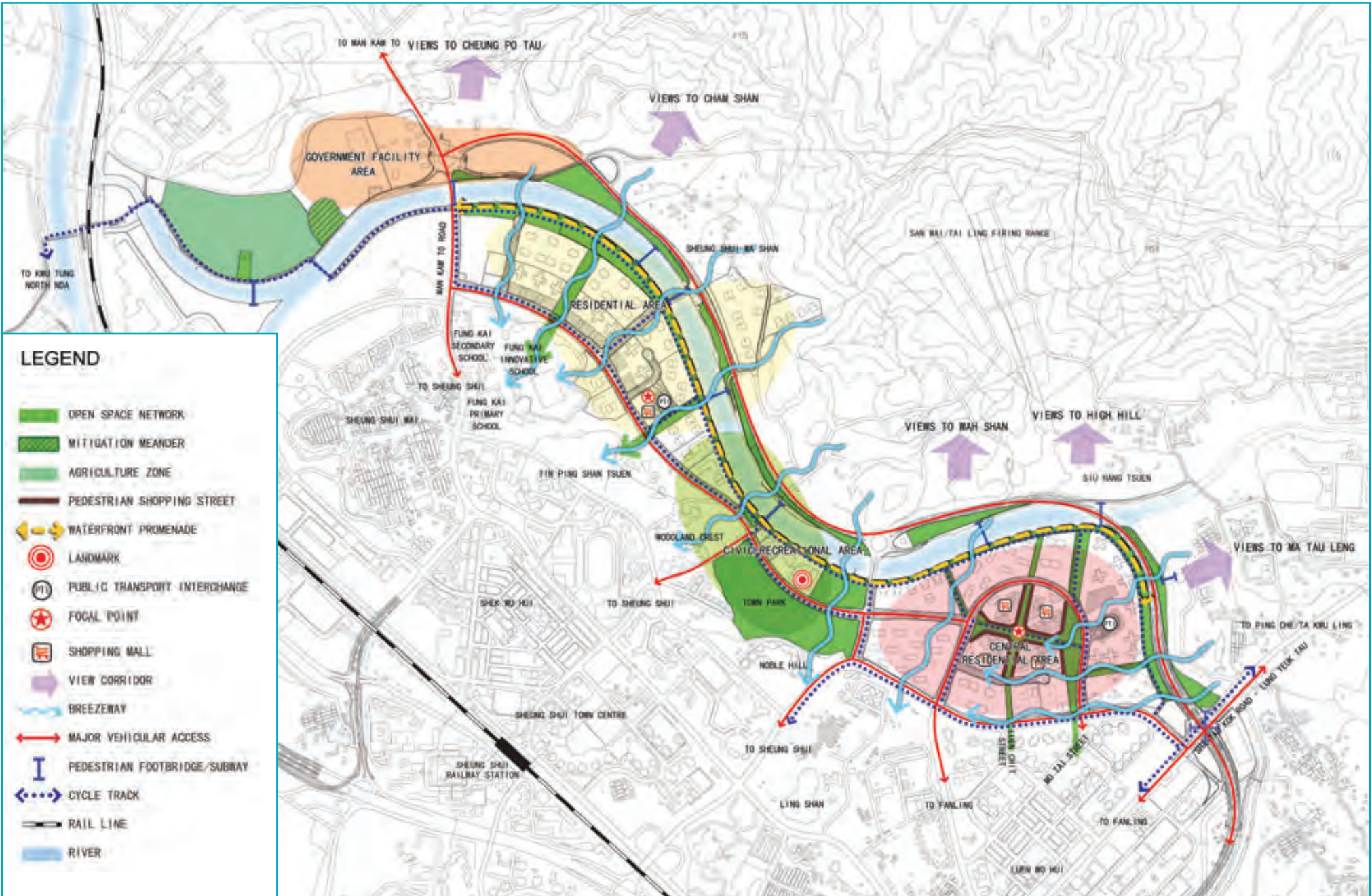
Riverside Park



Terraced Shopping Street

Design Features

- The two residential areas in the eastern and western parts are the focal points of the NDA, which will provide different types of housing and a variety of retail shops, entertainment and community facilities and public transport interchanges. The residential developments will be built along Ng Tung River with building heights and development intensities gradually descending from the east and west ends towards the Central Park and the riverside to create an interesting, undulating urban profile.
- The riverside parks along Ng Tung River and the associated green areas not only provide distinctive open spaces within the NDA, but also serve as the major view corridors to Sheung Shui Wa Shan and Cham Shan as well as the major breezeways for the adjacent Fanling/Sheung Shui New Town.
- A comprehensive pedestrian and cycle track network will be developed along the riverside promenade, which will connect the major activity nodes within the NDA as well as the KTN NDA and Fanling/Sheung Shui New Town. Bicycle parking areas will be provided near the public transport interchanges to encourage walking and cycling, thereby achieving green living.



Urban Design Framework

Central Residential Area

Located in the eastern part of the NDA, the area is predominantly for residential developments with supporting retail and community facilities. Different height bands are adopted to create an undulating profile. The building heights gradually descend from between 30 and 35 storeys in the centre and the eastern part to between 8 and 20 storeys towards the south and north. A cruciform shopping street will be developed at the centre with two-storey terraces on both sides lined with retail shops, cafés and restaurants. In addition, two north-south view corridors will provide the public with views to Ng Tung River and green backdrop in the distant north. The east-west breezeways will allow wind penetrating into the NDA and the existing New Town.



Fanling North New Development Area – Photomontage of Central Residential Area

Residential Area

This area will be located in the western part of the NDA. Building heights gradually decrease from 20 storeys to 12 storeys towards the riverside open spaces along Ng Tung River. The area to the north of the river is mainly for low-density residential developments with a plot ratio of 2 and a maximum building height of 12 storeys to achieve a better integration with the scenery of Ng Tung River and the surrounding rural environment. Green corridors linking up the area with the adjoining areas and promenade will facilitate residents' access to the riverside.



Fanling North New Development Area – Photomontage of Residential Area

3 Landscape Design

Major Landscape Design Features

A Green Corridor within Central Residential Area

Provision of green spaces and a central plaza among buildings to serve as a buffer to minimize visual impacts. The green spaces will be designed with special street paving and tree planting to create a quality open space.

B Riverside Park

Making best use of the beautiful scenery of Ng Tung River, the riverside park will provide space for various outdoor activities and passive recreation facilities, e.g. jogging trail, cycle path and viewing platform. The public can be able to capture views of the natural hilly landscape to the north of the NDA, Wa Shan and Cham Shan, along the riverside park.

C Central Park

Different kinds of ball courts and playgrounds within the Central Park will provide outdoor recreational facilities to the public. Besides active activities, it will also provide passive open spaces with different tree species, grass pitches and sitting-out areas.



Recommended Outline Development Plan

PING CHE/TA KWU LING

NEW DEVELOPMENT AREA

Development Theme: “Quality Business/Residential Area” - Capitalising on the strategic location to provide development spaces for special industries and the industries where Hong Kong enjoys clear advantages to support economic development, complemented with medium and low-density residential developments to create a quality living environment.

1 Land Uses

In proximity to the proposed Liantang/Heung Yuen Wai BCP, the NDA is primarily intended for special industries and low to medium-density residential developments. It will help to promote the economic cooperation between Hong Kong and Shenzhen, strengthening the competitiveness of Hong Kong.

- The Special Industries area in the north of the NDA is primarily reserved for high-

value added and non-polluting special industries, the industries where Hong Kong enjoys clear advantages (including testing and certification services, innovation and technology, cultural and creative industries, environmental industries, etc.) as well as logistics uses. The maximum plot ratio and building height of this area are 2.5 and 35m respectively.

- The southern part will be developed into

a medium to low-density rural residential area with a shopping street in the centre providing retail shops and restaurants. The maximum plot ratio and building height of this area are 2.1 and 10 storeys respectively.

- The central part will comprise the existing Ping Che Yuen Ha Village and Wun Chuen Sin Kwoon as well as the new Central Park and a commercial development with a PTI. It will provide green open space, business and retail facilities and convenient public transport for the residents.

- Stepped building height design will be adopted to enhance spaciousness. The maximum plot ratio will decrease gradually from 2.1 to 0.75 and maximum building heights from 10 storeys to 6 storeys from the centre to the periphery of the NDA.
- Land near the existing indigenous village has been reserved as “R4” for low-density housing development, which may be used for reprovisioning the affected village houses/building lots under the Village Removal Terms.
- Open space will be provided along the banks of Ping Yuen River which serves

as the major green corridor in the NDA.

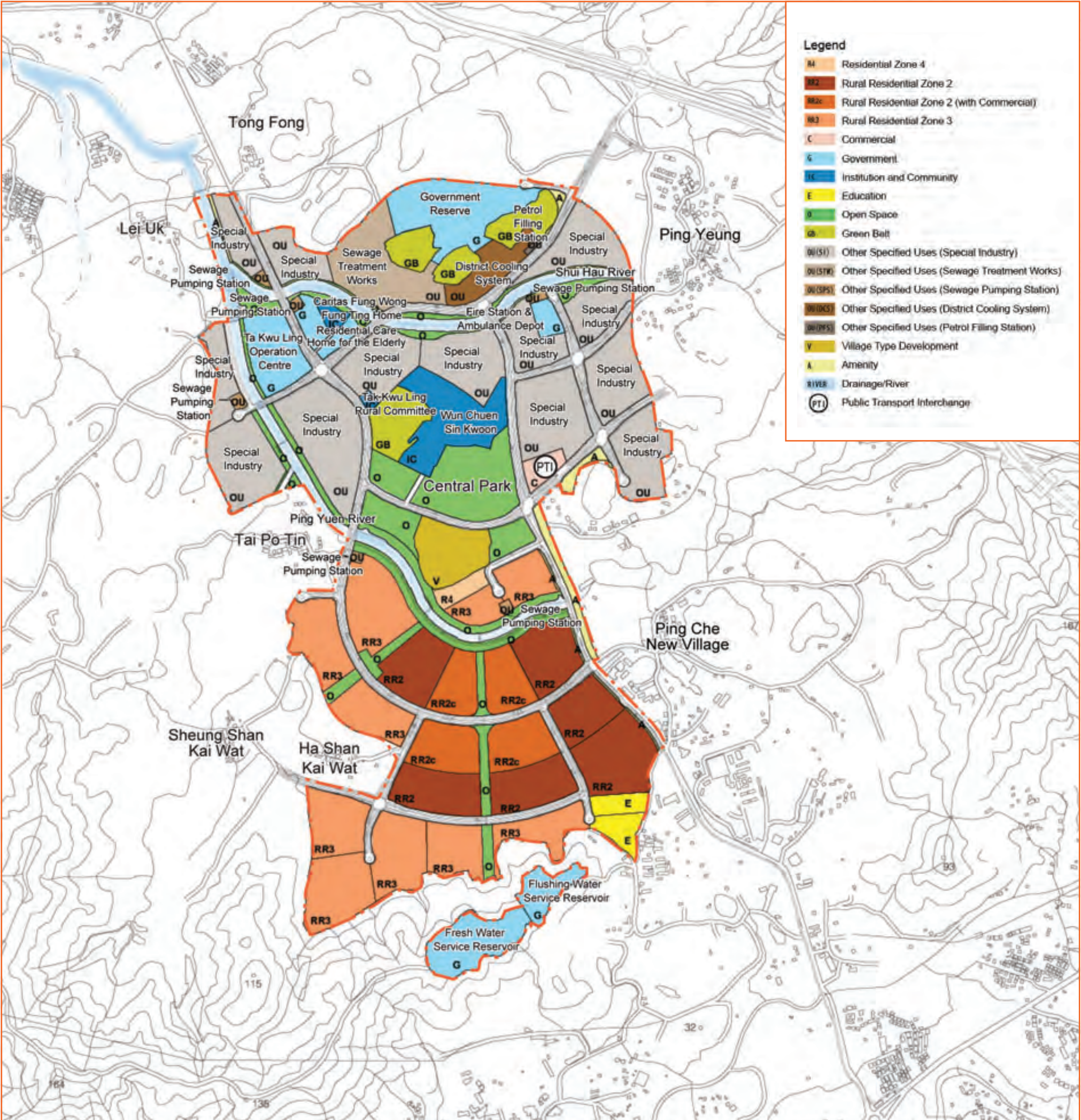
- A road will be provided to connect the NDA with the proposed Liantang/Heung Yuen Wai BCP.
- The proposed District Cooling System plant and Sewage Treatment Works will be located at the northern end of the NDA and suitably segregated from the residential area. These two facilities will be located in close proximity to create synergy as treated sewage effluent can be used for cooling purpose, thereby achieving conservation and reducing energy consumption.



Photomontage of the Ping Che/Ta Kwu Ling New Development Area



Artist's Impression of the Residential Area of the Ping Che/Ta Kwu Ling New Development Area



RODP of the Ping Che/Ta Kwu Ling New Development Area

Development Parameters

Development Theme	Quality Business/ Residential Area
Major Land Uses	Special Industries, Industries where HK enjoys clear advantages, Residential, Government Facilities
Population	Approximately 17,600
Number of Residential Units (Public - Private Housing Mix)	Approximately 6,500 (0:100)
Employment Opportunities	Approximately 10,700
Plot Ratio	Private Housing: 0.75 - 2.1 Special Industries: 2.5 Commercial: 2.5
Building Height	10 Storeys (Maximum) (Special Industries Area: 35m)

Excluding existing and committed developments not affected by the NDA development.

Land Use Overview

Land Use	Area (ha.)	%
Residential and Village Type Development	52	30.4
Government, Institution or Community	21	12.3
Open Space	17	9.9
Commercial	1	0.6
Other Specified Uses (Special Industry)	36	21.1
Other Specified Uses (including infrastructures and petrol filling station)	7	4.1
Green Belt	6	3.5
Others (including amenity areas, rivers and roads)	31	18.1
Total	171	100

2 Urban Design

Design Principle

To take advantage of the Ping Yuen River, Shui Hau River and the surrounding hilly natural landscape and integrate with the existing unique cultural features to create a quality business and residential area compatible with the surrounding rural setting.

Design Framework

The Central Park will be integrated with the green corridor running across the residential area in the south to maintain the longitudinal views. The promenade along Ping Yuen River will be connected with the shopping street in the south to enhance vibrancy of the NDA.



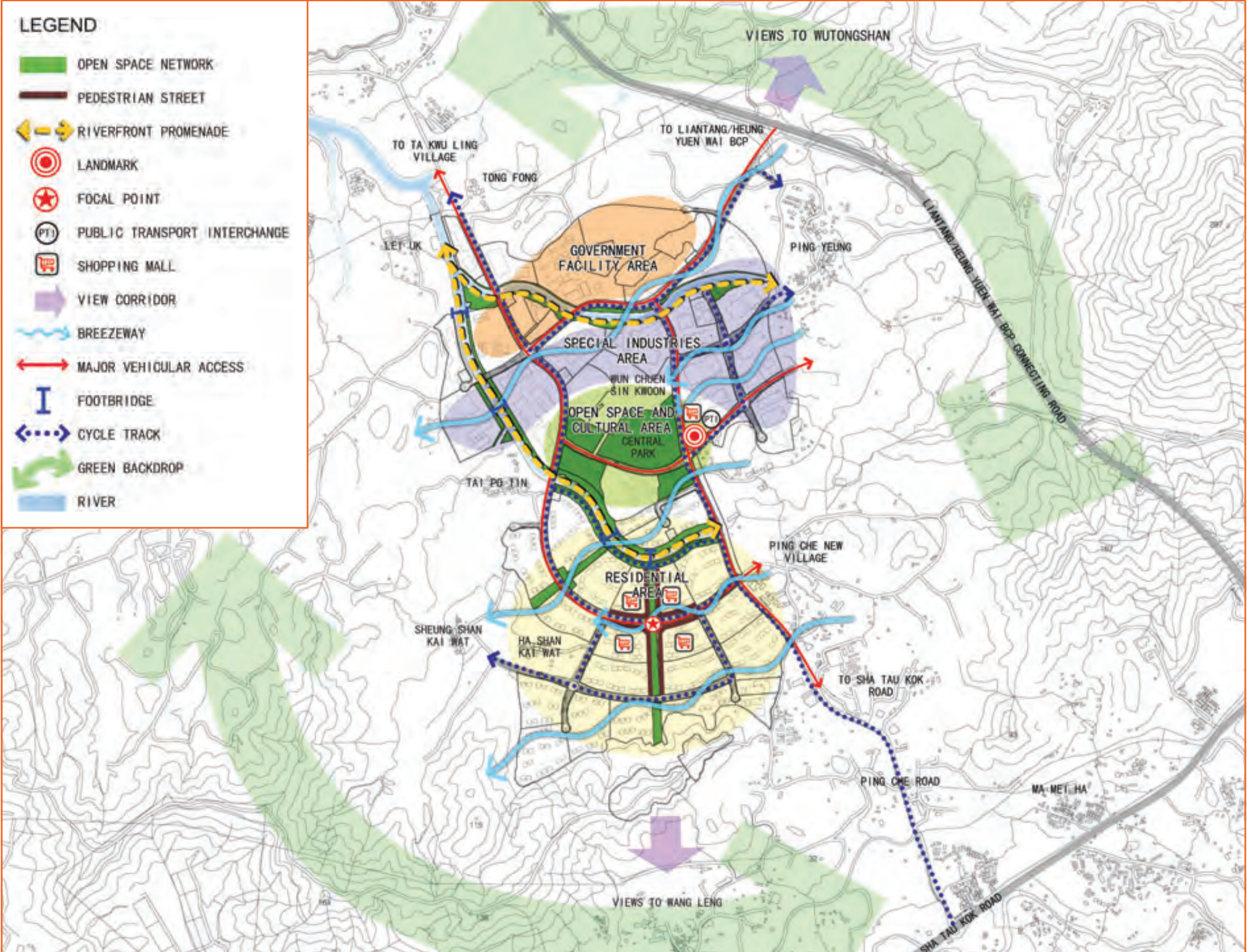
Buildings in the Special Industries Area



Low-density Residential Developments

Design Features

- To integrate with the rural setting of the surrounding area, the NDA is primarily intended for medium to low-density developments with maximum building heights restricted to 35 m for sites planned for special industries and 10 storeys for all other sites
- The stepped building height design will be applied with building heights and development intensity gradually descending from the centre to the periphery.
- A number of green corridors, view corridors and breezeways will be provided. The public will have views of the hilly backdrop of Wu Tong Shan and Wang Leng in the distance.
- Promenades will be provided along Ping Yuen River and Shui Hau River. The promenade along Ping Yuen River will be connected with the shopping street in the south. Residents can reach the Central Park through the riverside promenade and shopping street.
- Pedestrian walkways and cycle tracks connecting the major activity nodes will be provided along green corridors and major roads to encourage walking and cycling.



Urban Design Framework

Residential Area

Located in the southern part of the NDA, the area is mainly for low to medium-density residential developments. The eastern and western portions of this residential area will be linked by an open space and connected with the riverside park of Ping Yuen River in the north and the foothill of Tsung Shan in the south. Two semi-circular plazas at the centre of the open space will form important features of the area. Surrounding the plazas are two-storey podia with a wide variety of street fronting shops and restaurants. The east-west road in the area will serve as the major wind corridor to facilitate wind penetration.



Ping Che/Tak Kwu Ling New Development Area – Photomontage of Residential Area

Open Space and Cultural Area

This area will be located at the central part of the NDA and includes the existing Wun Chuen Sin Kwoon. The Central Park and the adjacent promenade of Ping Yuen River not only provide quality open spaces for public enjoyment, but also function as a green buffer between the Special Industries Area in the north and the Residential Area in the south. This area is the intersection of two view corridors, providing views of Tsung Shan in the south and Wu Tong Shan in Shenzhen in the north. The commercial centre in the east will be developed into a landmark building of the NDA with the provision of commercial and retail services and a PTI.



Ping Che/Tak Kwu Ling New Development Area – Photomontage of Open Space and Cultural Area

2 Landscape Design

Major Landscape Design Features

A Green Corridor

Running in a north-south direction, the green corridor will be located in the medium to low-density residential area at the south. Two semi-circular plazas will be developed at the centre. In order to create a quality outdoor open space, the plazas will be decorated with various street furniture, paving and plantings.

B Central Park

The Central Park will serve as the focal point for outdoor recreational activities, providing a variety of outdoor ball courts and recreational facilities. Tree clusters adjacent to Wun Chuen Sin Kwoon will be preserved to form a green screen between the Central Park and Wun Chuen Sin Kwoon. In order to harmonize with the surrounding natural landscape and increase the greening ratio, extensive tree plantings will be incorporated in the design of the Central Park.

C Riverside Park

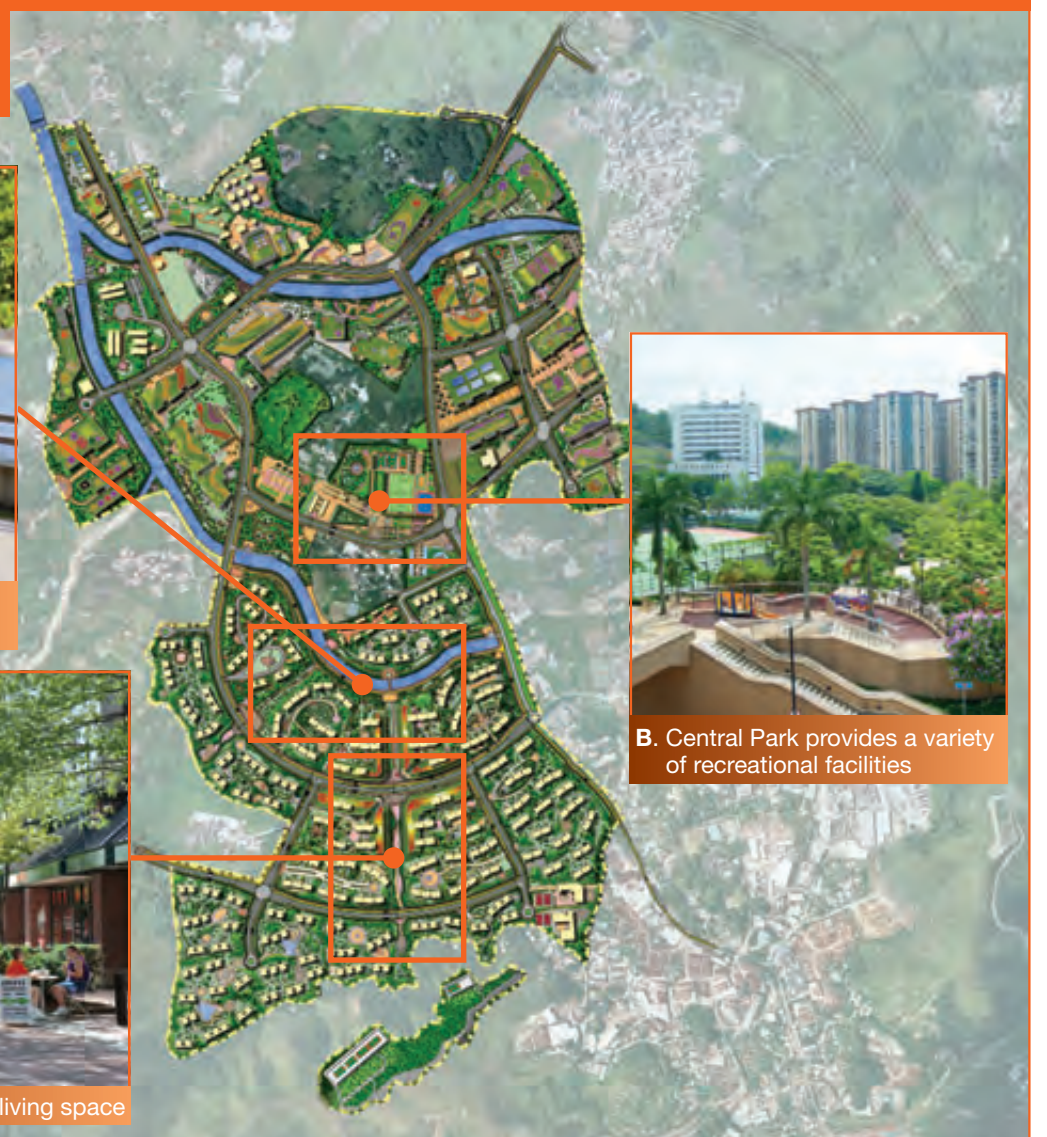
A riverside park along Ping Yuen River is proposed. It will be extensively planted with different species of trees and shrubs with the provision of passive recreational facilities such as benches, walking trails and viewing platforms.



C. Riverside Park near the low-density Residential Area



A. Green Corridor provides a comfortable living space



B. Central Park provides a variety of recreational facilities

ACCESSIBILITY

The three NDAs will be connected with different parts of Hong Kong and Shenzhen by a comprehensive transport network. The proposed developments include:

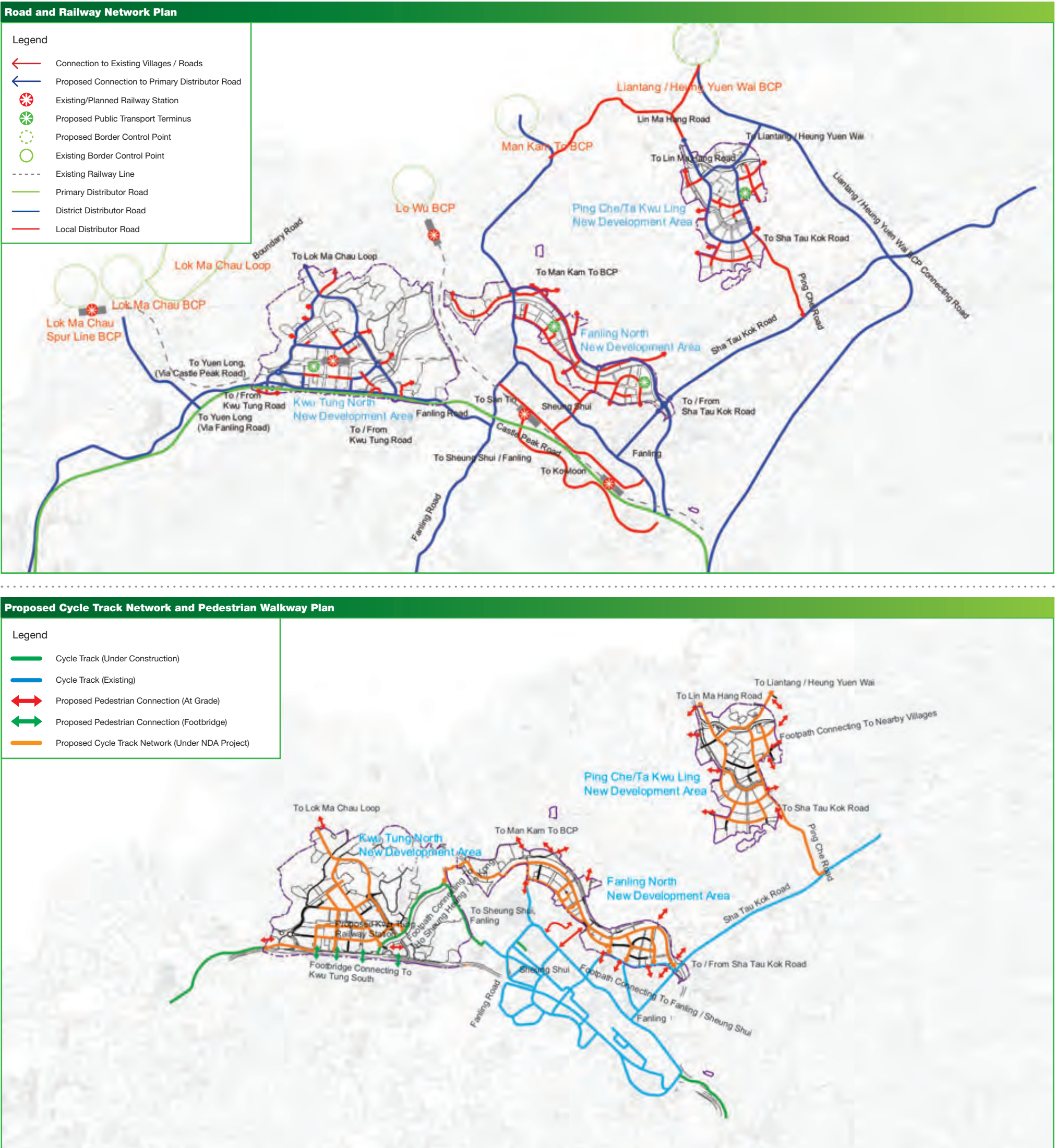
- Construct a railway station on Lok Ma Chau Spur Line within the KTN NDA;

- Provide connecting roads to Lok Ma Chau Loop and the Liantang/Heung Yuen Wai BCP;
- Recommend the use of environmentally friendly buses to provide feeder services within the NDAs and between the NDAs, Fanling/Sheung Shui New Town and the railway stations;

- Provide a comprehensive pedestrian walkway and cycle track network to connect the three NDAs, Fanling/Sheung Shui New Town and the North-East and North-West New Territories cycle tracks currently under construction;

- Construct the Fanling Bypass to connect the FLN NDA with Fanling Highway (Tai Po Section) to reduce the traffic impacts on the Fanling/Sheung Shui New Town;
- Improve the existing road network that connects the three NDAs, including improvement works at Po

- Shek Wu Interchange and widening of a section of Fanling Highway near Kwu Tung;
- Provide connecting roads and pedestrian walkways to connect nearby villages.



Infrastructure, Community and Recreation Facilities

Apart from basic public utilities such as water, sewage treatment, connecting roads and electricity supply system, etc, we also propose a number of green initiatives such as energy-saving street lamps, District Cooling System and sewage reuse system to achieve energy-saving and create a convenient and environmentally-friendly living environment for the existing and future residents.

A wide range of community and recreational facilities such as schools, parks, sports grounds, libraries, swimming pools, etc will be provided according to the Hong Kong Planning Standards and Guidelines (HKPSG) to meet the residents' needs.

Implementation Arrangements

Implementation Mechanism

To ensure orderly implementation of the NDAs according to the RODPs and timely provision of various public facilities and housing units, we will adopt the Conventional New Town Approach to implement the NDAs. Under this approach, the Government will resume and clear all the private land planned for public works projects, public housing and private developments, carry out site formation works, and provide infrastructures before allocating land for various purposes including disposal of the land planned for private developments in the market.



Sport Ground



School



Public Library



Connecting Road



Foot Bridge

Rehousing Arrangements

The Government will ensure that the affected residents will have reasonable compensation or rehousing arrangements according to the prevailing legislation and policy prior to land clearance. A public housing site has been reserved in the KTN NDA for development of public housing to facilitate local rehousing of eligible households affected by the NDA project.

Technical Assessment Results

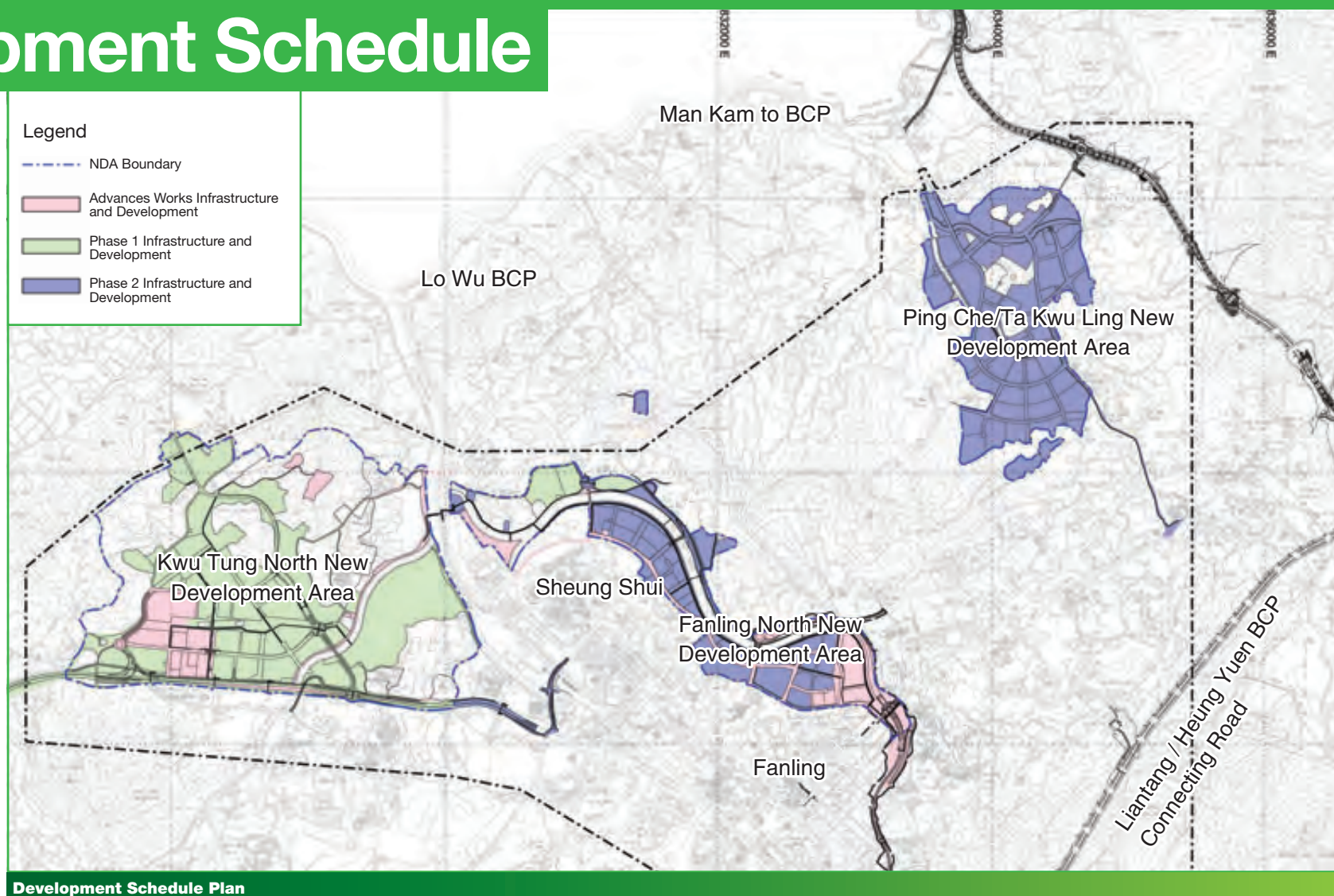
The Study Team has completed the second stage of technical assessments, the results of which demonstrate that the NDAs development is technically feasible. The proposed road works, such as widening of Fanling Highway (Kwu Tung Section), improving Po Shek Wu Interchange, constructing Fanling Bypass etc, will be able to meet the traffic demand arising from the NDAs development. For drainage and sewerage, the proposed measures including appropriate site formation levels, drainage works, new tertiary sewage treatment plants etc, will comply with the relevant standards and requirements. Other aspects such as water supply and air ventilation are also technically feasible. Moreover, the second stage environmental impact assessment (EIA) shows that the development will not induce unacceptable impacts on the surrounding environment. In the site investigation of the Kwu Tung North NDA, a heavy metal, arsenic (As), was found. On the basis of land use records and site investigation results, we believe that As in the area is naturally occurring. Relevant departments have assessed the situation and confirmed that As in the area has no adverse impacts on public health. We are now in the final stage of the EIA work to consolidate the various environmental assessments. We will adopt appropriate mitigation measures to avoid adverse impact of As on the public during construction and operation stages. All engineering works under the NDAs development would strictly comply with the requirements of the EIA Ordinance.

Development Schedule

To tie in with future development, the NDAs will be developed in phases. Some infrastructural works are included in the advance works package. The detailed design of works is scheduled to commence as early as in 2013. Construction works is scheduled to commence in 2017 and will be completed progressively from 2022 for the first population intake.

Other major works will commence in 2 to 3 years after the commencement of the advance works. The entire NENT NDA project is expected to be completed by 2031.

- Legend**
- NDA Boundary
 - Advances Works Infrastructure and Development
 - Phase 1 Infrastructure and Development
 - Phase 2 Infrastructure and Development



Development Schedule Plan

YOUR VIEWS

We will carefully analyse and consider the public views received from the Stage Three Public Engagement in the formulation of the Layout Plans.

We sincerely invite you to express your views on the North East New Territories New Development Areas Planning and Engineering Study.

Please give your views by filling out the attached Comment Collection Form and sending it to the Planning Department or Civil Engineering and Development Department by 31 August 2012.

Mailing Address:	Planning Department	Civil Engineering and Development Department
	Studies and Research Section Planning Department 16/F, North Point Government Offices 333 Java Road, North Point Hong Kong	New Territories North and West Development Office Civil Engineering and Development Department 9/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories
	Tel No.:	2231 4731
	Fax No.:	2522 8524
E-mail Address:	srpd@pland.gov.hk	nentnda@cedd.gov.hk

For detailed information of the study, please visit the website:
<http://www.nentnda.gov.hk>



Note: The names and comments/proposals (except personal information) provided by individuals or groups to the Civil Engineering and Development Department or Planning Department in the course of the Study will be disclosed, either wholly or partly, to the public (including disclosure on the relevant websites). If you do not wish to disclose such information, please advise us at the time of submission.

North East New Territories New Development Areas Planning and Engineering Study

Stage 3 Public Engagement

(if applicable) : _____

Name : _____

Tel : _____

Email Address :

Fax :

Opinion :

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This booklet is prepared by Ove Arup & Partners Hong Kong Limited.