

**For discussion
on 9.12.1999**

LegCo Panel on Planning, Lands and Works

Planning and Development Studies on North East and North West New Territories – Development Proposals for Kwu Tung North, Fanling North, Ping Che/Ta Kwu Ling and Hung Shui Kiu

PURPOSE

1. This paper seeks Members' views and comments on the development proposals of the Planning and Development Studies on North East and North West New Territories (NENT and NWNT Studies).

BACKGROUND

2. As a follow-up of the Territorial Development Strategy Review (TDSR), in early 1998 Planning Department and Territory Development Department jointly commissioned the captioned Studies to identify new development areas to accommodate Hong Kong's fast growing population, estimated to rise from the current level of about 6.8 million to 8.3 million by the year 2011.
3. The Studies are broadly divided into two stages, namely the planning and engineering feasibility stages. In the planning stage, new development areas are identified and land use proposals for the areas formulated. The planning stage of the Studies has now been substantially completed and the findings are available for public consultation. Subject to public views, the land use proposals will then be taken forward for detailed engineering feasibility study in the next stage.

NEW DEVELOPMENT AREAS

Initial Search

4. The Studies have undertaken a comprehensive search for new urban development opportunities in NENT and NWNT. Based on a review of the physical constraints and opportunities, the following have initially been identified as possible areas for major urban development (see location plan at Annex A) :

<u>North East New Territories</u>	<u>North West New Territories</u>
(a) Kwu Tung North	(a) Hung Shui Kiu
(b) Fanling North	(b) Tin Shui Wai South
(c) Ping Che/Ta Kwu Ling	(c) Kam Tin
(d) Ping Kong	(d) Au Tau
(e) Ma On Shan	(e) San Tin
(f) Tai Po Kau	(f) Ngau Tam Mei
(g) Tai Po North	(g) Yuen Long South
(h) Lam Tsuen Valley	(h) Lam Tei Quarry
(i) Lung Yeuk Tau	
(j) Ting Kok	

Selection Criteria

5. The Studies then evaluated these possible areas against the following criteria with a view to selecting the most suitable areas for priority development :
- (a) easy access to existing and planned railway networks ;
 - (b) should avoid as far as possible areas of high ecological and landscape value ;
 - (c) should be of a sufficient size, preferably with a capacity of at least 50,000 persons, for optimization and efficient provision of infrastructure ;
 - (d) should preferably be undivided by physical obstacles to enable the development of a coherent urban area ;
 - (e) should contain as few constraints on development and implementation (including capital, environmental and social costs and programming requirements) as possible ; and
 - (f) should preferably tap into the dynamics of the increasing cross-boundary interactions between Shenzhen and Hong Kong.

Recommended New Development Areas

6. Amongst the potential development areas, the following have come out clearly in the evaluation, and are recommended to be adopted as priority new development areas (see location plan at Annex B):

Location	Key Reasons for Selection
(a) Kwu Tung North	<ul style="list-style-type: none"> - Adjoining the Lok Ma Chau Spur Line ; - take advantage of proposed Kwu Tung North Rail Station ; - proximity to the Lo Wu and Lok Ma Chau crossings ; - opportunity to tidy-up haphazard developments ; and - sizable development area.
(b) Fanling North	<ul style="list-style-type: none"> - Contiguous to the Fanling/Sheung Shui New Town, hence more cost-effective in provision of infrastructure and facilities ; - substantial development areas of limited physical constraints ; and - possible integration with the countryside to create a green neighbourhood.
(c) Hung Shui Kiu	<ul style="list-style-type: none"> - adjoining the West Rail Phase 1 ; - take advantage of proposed Hung Shui Kiu Rail Station ; - possible integration with Tin Shui Wai New Town ; - proximity to the proposed Hong Kong-Shenzhen Western Corridor ; and - well-connected to the Urban Area by strategic road links.

7. In addition, Ping Che/Ta Kwu Ling has been identified as a suitable area to

accommodate the open storage and rural industrial uses, including those to be displaced by the above new development areas. Since there are already existing open storage and rural industrial uses in Ping Che/Ta Kwu Ling, there should be benefits and scope for consolidation and re-planning of the area.

8. Areas which have not been recommended for priority development are mainly due to such reasons as uncertainty and cost-effectiveness in provision of essential transport and other infrastructures, extent of ecological impacts, cost-effectiveness in the implementation of a coherent urban development etc. These are nevertheless potential areas which could be developed in the longer term when required.

LAND USE PROPOSALS

9. The formulation of land use proposals for the three new development areas at Kwu Tung North, Fanling North and Hung Shui Kiu has been an integrated and iterative process. Preliminary proposals were first prepared based on a number of key planning principles (as further explained in para. 11 below). They were then subject to a series of technical assessments covering the traffic and transport, engineering, environmental, landscape and socio-economic aspects. Based on the findings of these assessments, the preliminary land use proposals were refined to form the development plans for these areas.
10. Copies of the Consultation Digests comprising development plans for the new development areas at Kwu Tung North, Fanling North, Ping Che/Ta Kwu Ling and Hung Shui Kiu are at Annexes C and D respectively. The key features are briefly described in paras. 11 to 13 below.

Planning Principles

11. The following planning principles have been adopted in formulation of the land use proposals for Kwu Tung North, Fanling North and Hung Shui Kiu :-

Rail-based Development

- (a) Hung Shui Kiu and Kwu Tung North will be served by the West Rail Phase 1 and Sheung Shui to Lok Ma Chau Spur Line respectively scheduled for operation by 2003 and 2004. To capitalize the provision of the railway projects, developments are proposed to cluster around the new Kwu Tung North and Hung Shui Kiu railway stations.

- (b) Fanling North is essentially an extension of the Fanling/Sheung Shui New Town, with convenient access to the existing East Rail (Fanling and Sheung Shui Stations) through feeder transport services.

Maximization of Development Potential

- (c) The high density residential developments are proposed to be located on top of the railway stations or within their walk-in catchments, which are roughly the areas within 500m from the stations.
- (d) For Kwu Tung North and Hung Shui Kiu, a maximum plot ratio of 8 (domestic plot ratio of 6.5 and non-domestic plot ratio of 1.5) is proposed for these development sites. Over 80% of the population will be accommodated within the walking distance of the railway stations. Domestic plot ratios ranging from 5 to 6.5 are recommended for Fanling North.
- (e) Outside the high density cores, extending from 500m to about 1.5km from the railway stations, are bands of medium-density residential developments with proposed domestic plot ratios between 2.1 and 5.

Balanced Community

- (f) To enable the development of balanced communities, education, recreation and other GIC facilities as well as open space are provided in accordance with the standards laid down in the Hong Kong Planning Standards and Guidelines. Opportunity is also taken to provide GIC facilities to redress existing shortfalls and to serve the needs of the wider region.

Networks of Open Space and Pedestrian Walkways

- (g) Integrated networks of open space and grade-separated walkways are proposed to link up residential areas, major transport nodes in the town centres and essential GIC facilities. Landscaped pedestrian precincts are also proposed at the town centres of Hung Shui Kiu and Kwu Tung North.

Existing Villages and Burial Grounds

- (h) All existing villages, burial grounds and buildings and features of historical and/or cultural significance are retained as far as possible.

Provision of Cross-Boundary Supporting Facilities

- (i) In recognition of the increasing cross-boundary activities between Hong Kong and Shenzhen, land has been reserved in the new development areas to support cross-boundary activities including distribution and import/export activities, port back-up and open storage uses.

Land-use Budgets

12. The land use proposals for the three new development areas are summarized in the following table :

Land Use Zone	Kwu Tung North		Fanling North		Hung Shui Kiu	
	Area (ha)	%	Area (ha)	%	Area (ha)	%
Residential	55.0	11.0	42.2	20.8	111.6	25.7
Village Type Development	14.5	2.9	6.4	3.2	68.9	15.8
GIC	36.2	7.3	17.0	8.4	32.7	7.5
Business Use	20.0	4.0	0	0	21.2	4.9
Industrial (Group D)	2.4	0.5	8.4	4.1	0	0
Open Space/Amenity	17.2	3.5	26.2	12.9	40.5	9.3
Other Specified Uses	0.8	0.2	35.8	17.7	56.1	12.9
Green Belt	161.1	32.3	0	0	17.7	4
Agriculture	75.0	15.0	0	0	0	0
Roads, Railway & Drainage	116.4	23.3	66.8	33	86.3	20
Total	498.5	100	202.7	100	435	100

(Ping Che/Ta Kwu Ling is not included in the above table as majority of land in the area is for industrial and open storage uses only and hence not contributing to population growth)

Population and Employment

13. Based on the land use proposals, the levels of population and job opportunities to be generated are shown in the following table :

Priority New Development Areas	Land Area	Population Capacity	Employment
Kwu Tung North	499 ha	100,000	17,000
Fanling North	203 ha	80,000	1,600
Hung Shui Kiu	435 ha	160,000	27,000
Ping Che/Ta Kwu Ling	124 ha	-	2,200
Total	1261 ha	340,000	47,800

Development Feasibility

14. As mentioned in para. 9 above, all the development proposals in the new development areas have been subject to a range of assessments covering the traffic and transport, engineering, infrastructure, environment, landscape, visual and socio-economic aspects. The proposals are found to be feasible and no major practical problems have been identified. These technical assessments are available for inspection upon request.
15. More detailed assessments of the above aspects and the mechanisms and programmes for implementing the land use proposals will be undertaken in the next stage of the Studies.

ADVICE SOUGHT

16. Members are invited to comment on the development proposals for the new development areas at Kwu Tung North, Fanling North, Ping Che/Ta Kwu Ling and Hung Shui Kiu as presented in Annexes C and D and summarized in paras. 9 to 13.

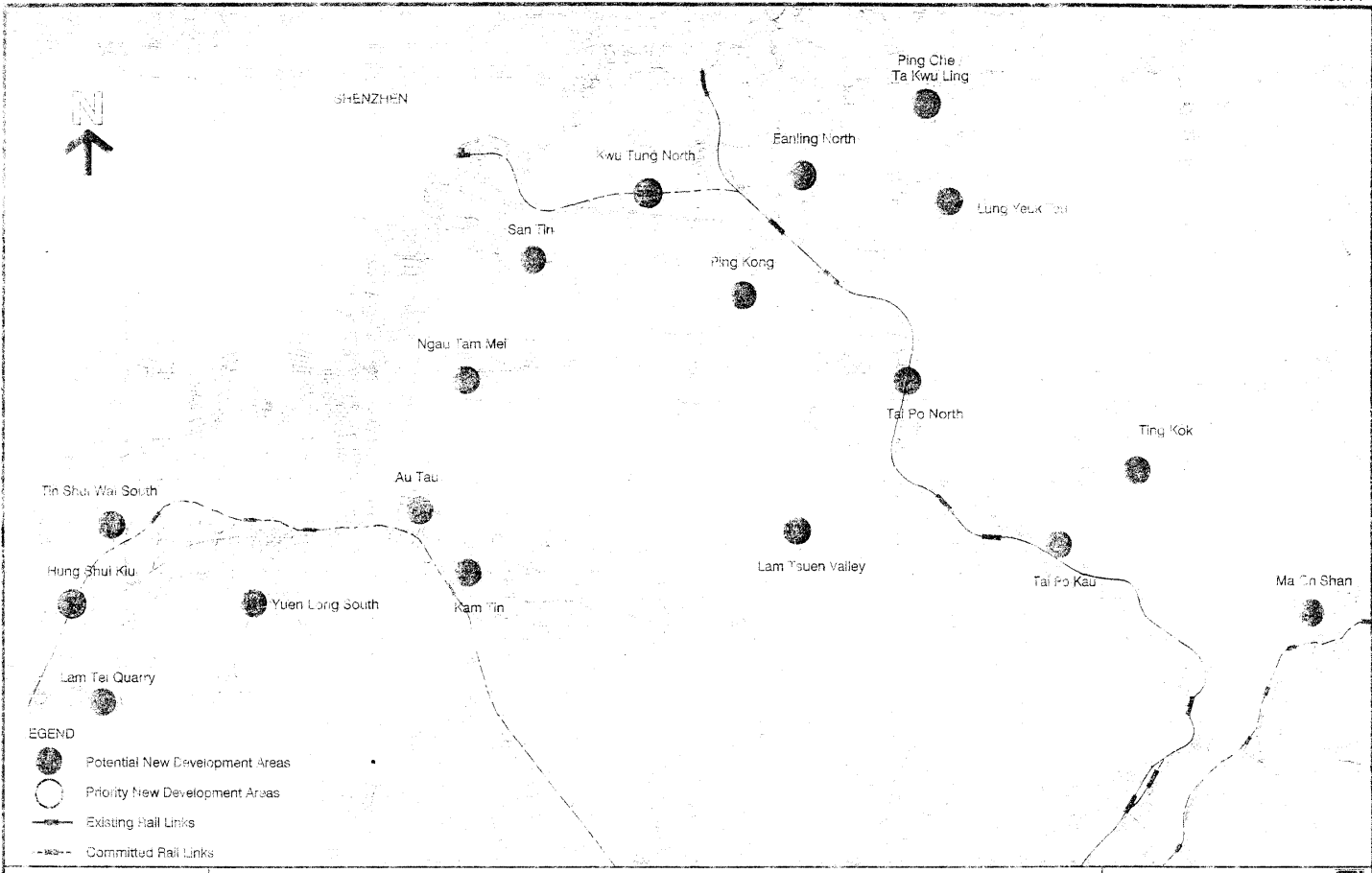
ATTACHMENTS

- Annex A Location of Potential New Development Areas
- Annex B Priority New Development Areas
- Annex C Consultation Digest for Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling in NENT
- Annex D Consultation Digest for Hung Shui Kiu in NWNT

PRESENTATION

A 10-minute video on the priority new development areas will be presented at the meeting.

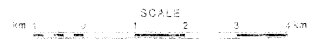
Planning Department
December 1999



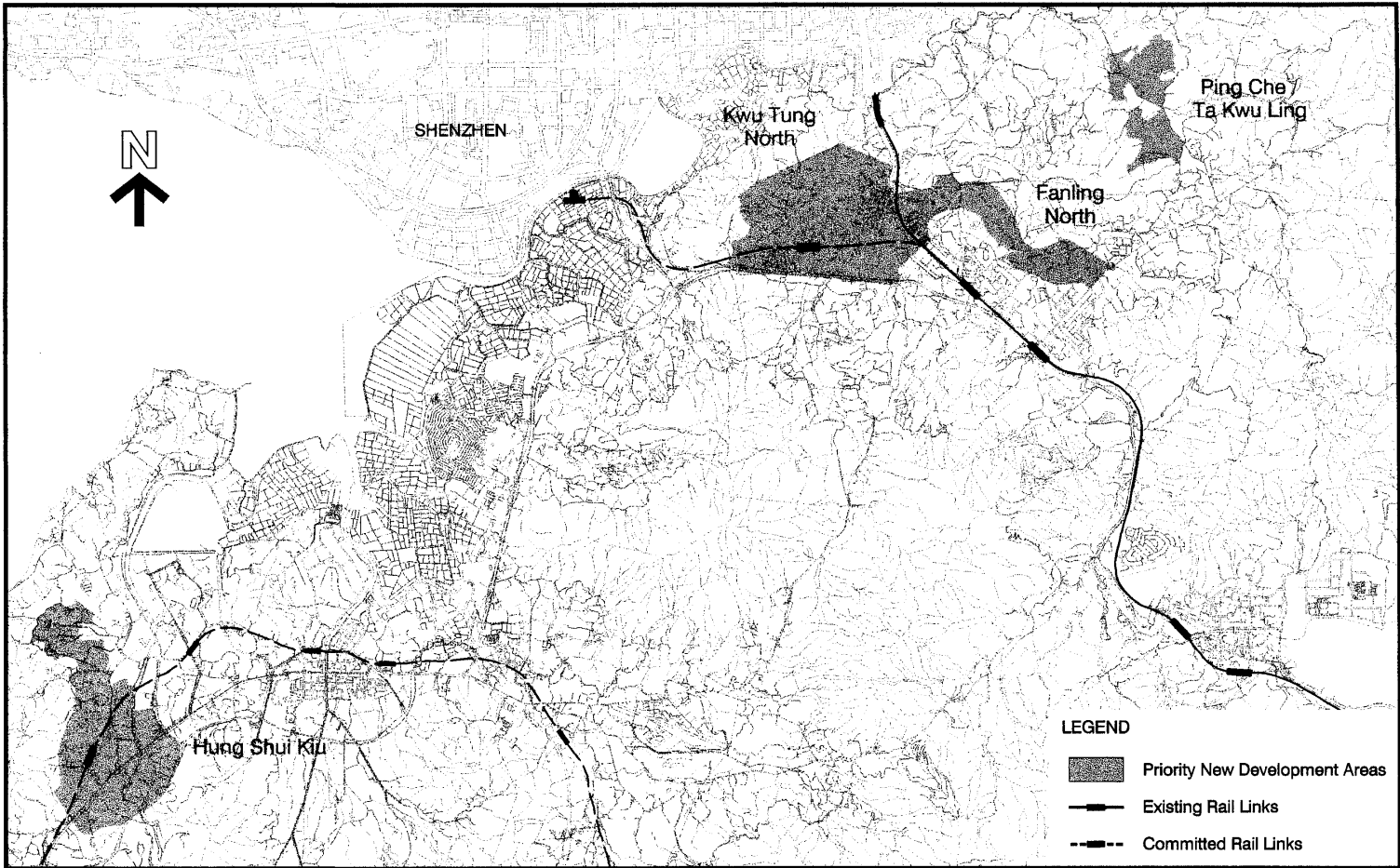
- LEGEND**
- Potential New Development Areas
 - Priority New Development Areas
 - Existing Rail Links
 - - - Committed Rail Links

REFERENCE

Potential New Development Areas

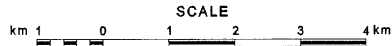


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Priority New Development Areas



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