

**TPB Paper No. 9748
For Consideration by the
Town Planning Board on 13.10.2014**

**DRAFT KWU TUNG NORTH OUTLINE ZONING PLAN NO. S/KTN/1
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/KTN/1-1 TO 4, 15, 18 TO 23, 25
TO 26, 28 TO 30, 33 TO 50, 52 TO 72, 74 TO 92, 95 TO 165, 167 TO 20727, AND 20729 TO
20779 & COMMENTS TO TPB/R/S/KTN/1-1 TO 5549, 5551 TO 5594, 5596 AND 5598**

AND

**DRAFT FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/1
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/FLN/1-1 TO 3, 15, 18 TO 27, 29,
34, 39 TO 40, 42 TO 43, 47 TO 52, 54 TO 56, 58 TO 77, 81 TO 87, 89 TO 99, 539 TO 540, 543
TO 612, AND 614 TO 21229, & COMMENTS TO TPB/R/S/FLN/1-1 TO 5563,
5986 TO 5996, AND 5998 TO 6008**

(Group Four)

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 TO 612, AND 614 TO 21229, & COMMENTS NO. TPB/R/S/FLN/1-1 TO 5563,
5986 TO 5996, AND 5998 TO 6008
 (Group Four)**

Subject of Representations/ Representation Sites	Representers	Commenters
Representation relating to both the draft Kwu Tung North Outline Zoning Plan No. S/KTN/1 (KTN OZP) and the draft Fanling North Outline Zoning Plan No. S/FLN/1 (FLN OZP)		
Generally <u>support</u> the draft Kwu Tung North Outline Zoning Plan (OZP) and the draft Fanling North OZP (the Plans)	<i>Individuals</i> R1 to R4 of KTN OZP R1 to R3 of FLN OZP (Sub-total : 7 representations)	<i>Individual</i> C5598 of KTN OZP Support representation R1 of KTN OZP (Sub-total : 1 comment)
Generally <u>oppose</u> to and <u>offer comments</u> on the Plans	<i>Concern Groups and Related Organisations</i> R15 of KTN OZP & R15 of FLN OZP: 環保觸覺 Green Sense R74 of KTN OZP & R89 of FLN OZP: Hong Kong Critical Geography Group R91 of KTN OZP & R539 of FLN OZP: 新民主同盟 R92 of KTN OZP & R540 of FLN OZP: 社會民主連線	<i>Concern Groups and Related Organisations</i> C82 of KTN OZP & C82 of FLN OZP: 持續智庫 C83 of KTN OZP & C83 of FLN OZP: 民建聯北區支部 C88 of KTN OZP & C88 of FLN OZP: 皇府山業主委員會

Subject of Representations/ Representation Sites	Representers	Commenters
	<p>R129 of KTN OZP & R577 of FLN OZP: 梁玉祥(東北策略召集人)</p> <p>R136 of KTN OZP & R584 of FLN OZP: 皇府山業主委員會</p> <p>R162 of KTN OZP & R609 of FLN OZP: Greeners Action</p> <p>R210 of KTN OZP & R657 of FLN OZP: Ho Pui Han (Chairperson Association for Tai O Environment & Development)</p> <p>R227 of KTN OZP & R674 of FLN OZP: 香港天主教正義和平委員會</p> <p>R18 of FLN OZP: 虎地坳村發展區關注組</p> <p>R19 of FLN OZP: 粉嶺北新發展區寮屋居民關注組</p> <p>R20 of FLN OZP: 馬屎埔環境關注組</p> <p>R21 of FLN OZP: 石湖新村(河北段)街坊組</p> <p>R22 of FLN OZP: 天平山村街坊組</p> <p>R23 of FLN OZP: 石湖新村街坊組</p> <p><i>Individuals/Other Organisations</i> R18-R23, R25-R26, R28-R30, R33-R50, R52-R72, R75-R90, R95-R128, R130-R135, R137-R161, R163-R165, R167-R209, R211-R226, R228-R20727, R20729-R20779</p>	<p>C170 of KTN OZP & C170 of FLN OZP: H15重建關注組</p> <p>C175 of KTN OZP & C175 of FLN OZP: 坪洲新聞</p> <p>C178 of KTN OZP & C178 of FLN OZP: H15關注組</p> <p>C199 of KTN OZP & C199 of FLN OZP: 古洞商廠聯會</p> <p>C5338 of KTN OZP & C5338 of FLN OZP: 香港本地農業發展關注組</p> <p>C5541 of KTN OZP & C5541 of FLN OZP: 粉嶺北農村及居民聯席</p> <p>C5555 of KTN OZP: 土地正義聯盟</p> <p><i>Individuals/Other Organisations</i> C1-C81, C84-C87, C89-C169, C171-C174, C176-C177, C179-C198, C200-C5337, C5339-C5549, C5551-C5594, C5596 of KTN OZP and C1-C81, C84-C87, C89-C169, C171-C174, C176-C177,</p>

Subject of Representations/ Representation Sites	Representers	Commenters
	<p>of KTN OZP and R24-R27, R29, R34, R39-R40, R42-R43, R47-R52, R54-R56, R58-R77, R81-R87, R90-R99, R543-R576, R578-R583, R585-R608, R610-R612, R614-R656, R658-R673, R675-R21229 of FLN OZP</p> <p>(Sub-total : 41,505 representations)</p>	<p>C179-C198, C200-C5337, C5339-C5563, C5986-C5996, C5998-C6008 of FLN OZP</p> <p>(Sub-total : 11,179 representations)</p>

Note: The representations and comments made by concern group and related organisations and samples of some standard letters/emails are attached at **Annex I-1** to **Annex I-17** and **Annex II-1** to **Annex II-12**. A CD-ROM containing names of all the representers and commenters¹ as well as their submissions is enclosed at **Annex IX** of **TPB Paper No. 9748** (for Board Members only).

1. Introduction

1.1 On 20.12.2013, the draft Kwu Tung North Outline Zoning Plan (KTN OZP) No. S/KTN/1 and the draft Fanling North Outline Zoning Plan (FLN OZP) No. S/FLN/1 were exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). During the two-month exhibition period, a total of 42,006 representations were received, among which, 20,778 representations were for KTN OZP and 21,228 representations were for FLN OZP. On 15.4.2014, the representations were published for three weeks for public comments. A total of 11,608 comments were received, among which, 5,598 comments were related to the KTN OZP and 6,010 comments were related to the FLN OZP. However, 3 representers of each OZP subsequently wrote to the Town Planning Board (the Board) withdrawing their representations, 82 and 83 representers of the KTN OZP and FLN OZP respectively indicating that they had not submitted the representations, and 25 representations of each OZP were duplicated. The total number of valid representations submitted to the Board for consideration should be 20,668 and 21,117 for KTN OZP and FLN OZP respectively. Besides, 1 commenter of the KTN OZP and 2 commenters of the FLN OZP wrote to the Board indicating that they had not submitted the comments and 1 comment of each OZP was duplicated. The total number of valid comments submitted to the Board for consideration should be 5,596 and 6,007 for KTN OZP and FLN OZP respectively. A summary table listing out the representations and comments of each OZP that had been taken out is at **Annex VIII**.

1.2 The representations and comments² would be considered in four groups:

¹ The names of all representers and commenters can be found at the Board's website at http://www.info.gov.hk/tpb/en/plan_making/submission_insp.html#fsy

² Exclude the 221 representations and 5 comments as listed in **Annex VIII**, which were withdrawn, duplicated or had indicated no submission.

Group One

(a) Collective hearing of 26 representations (**R11-R14, R24, R27, R31-32 and R73 of KTN OZP and R10-R14, R30-R33, R41, R44-R45, R53, R57, R78, R80, R88 of FLN OZP**) and 18 comments (**C5550, C5597 of KTN OZP and C5564-C5565, C5622, C5975-C5985, C6009-C6010 of FLN OZP**) related to proposals on rail, road infrastructure or traffic issues in respect of the OZPs.³

Group Two

(b) Collective hearing of 8 representations (**R16-R17, R93-R94 of KTN OZP and R16-R17, R541-R542 of FLN OZP**)⁴ regarding the comments and proposals related to specific conservation issues in respect the OZPs.

Group Three

(c) Collective hearing of 460 representations (**R5-R10, R51, R20728 of KTN OZP and R4-R9, R28, R35-R38, R46, R79, R100-R538 of FLN OZP**) and 410 comments (**C5595 of KTN OZP and C5566-C5621, C5623-C5974, C5997 of FLN OZP**) related to the comments and proposals in respect of land use zonings or alternate land use proposals for the OZPs.

Group Four

(d) Collective hearing of 41,512 representations (**R1-R4, R15, R18-R23, R25-R26, R28-R30, R33-R50, R52-R72, R74-R92, R95-R165, R167-R20727, R20729-R20779 of KTN OZP and R1-R3, R15, R18-R27, R29, R34, R39-R40, R42-R43, R47-R52, R54-R56, R58-R77, R81-R87, R89-R99, R539-R540, R543-R612, R614-R21229 of FLN OZP**) and 11,180 comments (**C1-C5549, C5551-C5594, C5596, C5598 of KTN OZP and C1-C5563, C5986-C5996, C5998-C6008 of FLN OZP**) in respect of the comments and proposals in general related to the OZPs.

1.3 This paper is to provide the Board with information for the consideration of **Group Four**. The overall planning consideration and assessments on the representations and comments are provided in this paper. Many of the representations and comments are submitted in similar emails/letters. The samples of standard letters/emails together with the submissions from concern groups and organisations are attached at **Annex I-1 to Annex I-17** and **Annex II-1 to Annex II-12** respectively. A full set of the representations and comments are saved in the CD-ROM attached at **Annex IX** for Members' reference. A set of hard copy is also deposited at the Secretariat of the Board for Members' inspection. A summary of the representations with the Planning Department's (PlanD) responses and major points of adverse representations are at **Annexes III-1, III-2a and III-2b** respectively. A summary of the comments with PlanD's responses and major points of adverse comments are at **Annexes IV-1, IV-2a and IV-2b** respectively.

1.4 The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

³ Representation nos. R27, R31, R32 and R73 of KTN OZP (*in bold and italic*) have been moved to Group One from the originated Group Three to facilitate more focused discussion.

⁴ Representation nos. R166 of KTN OZP and R613 of FLN OZP are duplicated entries of R94 of KTN OZP and R542 of FLN OZP respectively and have been skipped.

2. Background

- 2.1 The North East New Territories New Development Areas Planning and Engineering Study (the NENT NDAs Study) has been commissioned jointly by the Civil Engineering and Development Department (CEDD) and PlanD with a view to formulating a planning and development framework for the New Development Areas (NDAs) to meet long-term housing, economic and environmental needs of Hong Kong. The results of the NENT NDAs Study were promulgated on 4.7.2013 and have recommended to proceed with the implementation of KTN and FLN NDAs. Briefings and meetings with relevant bodies, including the Legislative Council Panel on Development, Land Development Advisory Committee, North District Council (NDC) and relevant rural comments, local concerns groups and other stakeholders have been held.
- 2.2 On 26.7.2013, Members were briefed on the Recommended Outline Development Plans (RODPs) formulated for the KTN and FLN NDAs and the arrangements for implementing the proposals prepared under the NENT NDAs Study, including the implementation approach for development proposals and the compensation and rehousing arrangements for the affected households and farmers.
- 2.3 Detailed technical assessments (including transport and traffic, drainage and sewerage, ecology, environment, engineering, sustainability, and air ventilation assessments) have been carried out to confirm the feasibility of the proposals under the RODPs.
- 2.4 An Environmental Impact Assessment (EIA) prepared under the Environmental Impact Assessment Ordinance (EIAO) has been conducted to ascertain the proposed KTN and FLN NDAs development is environmentally acceptable. On 9.9.2013, the Advisory Council on the Environment (ACE) considered and endorsed the NENT NDAs Study EIA Report (the EIA Report) with conditions and recommendations. Approval of the EIA Report was given by the Director of Environmental Protection (DEP) on 18.10.2013.
- 2.5 Taking into account ACE's conditions of endorsement and recommendations in its consideration of the EIA Report, the Outline Development Plans for the KTN and FLN NDAs had been prepared and two new draft KTN and FLN OZPs were prepared to take forward the recommendations of the NENT NDAs Study. The OZPs provide the statutory land use framework for the NDAs. On 6.12.2013, the Board agreed that the KTN and FLN OZPs were suitable for exhibition for public inspection under s.5 of the Ordinance.

Public Consultation

- 2.6 The two draft OZPs were presented to the NDC on 12.12.2013. Extract of the minutes of the concerned meeting is attached at **Annex V**. Major views / concerns of the NDC and Government responses made at the meeting are summarized as follows:

2.6.1 Major views / concerns of NDC

NDC generally had no objection to the OZPs in respect of the NENT NDAs but considered that their following views / concerns should be addressed:

- (a) The “Village Type Development” (“V”) zones and the village environs of affected villages in Sheung Shui should be reviewed and properly expanded.
- (b) Green and agricultural lands should be reserved in the NDAs as far as possible and the development intensity for the “Residential (Group C)” (“R(C)”) areas should be lowered in order not to affect the views to ridgelines.
- (c) The Government was urged to consider improving the connection of cycle tracks and re-planning the road network of Shek Wu Hui and Luen Wo Hui. The proposed Northern Link (NOL) should also be constructed as soon as possible as both the existing MTR East Rail Line and the existing road network in Fanling/Sheung Shui had reached their capacities and could not cope with demand arising from the proposed NENT NDAs development. Opportunity should also be taken to provide more community facilities in North District as the demand for community facilities of Hong Kong people living in the Mainland should also be taken into account.
- (d) The proposed NENT NDAs development should take into consideration the needs of local industries and promote the development of local economy. The proposed science and research centre at Lok Ma Chau Loop was not in line with the existing industrial developments of North District. Appropriate sites should be identified for relocation of the affected factories.
- (e) There was strong objection to the proposed expansion of the sewage treatment works near Sheung Shui Heung as it was hazardous to environmental hygiene and the local residents’ health.
- (f) The existing elderly homes at Dills Corner Garden, Kwu Tung should be retained so that their residents could continue to enjoy their twilight years comfortably.
- (g) The rehousing and compensation arrangements for the affected residents, villagers and factories were the most concerned issue. The Government should follow up closely on this matter and announce concrete proposals as soon as possible.

2.6.2 Major Responses of the Government

- (a) The Small House policy was under review by the Government and the existing Village Expansion Areas were thus subject to review pending further policy directive.
- (b) In addition to retaining agricultural land at Long Valley, Kwu Tung, the Government was also exploring the potential for agricultural rehabilitation in Kwu Tung South to allow farming activities to continue. With regard to the development density of “R(C)” zones, it should be noted that ridgeline protection was one of the key considerations in the urban design

concept for the proposed NDAs development and appropriate stepped building height and non-building areas would be provided to preserve the views to ridgelines.

- (c) The proposed NDAs development was intended to integrate with the existing Fanling/Sheung Shui new towns, including the provision of infrastructure, G/IC and transport facilities as well as the connection of roads and cycle tracks, and thus the facilities in the NDAs would serve the residents of both the new and old areas. According to the traffic impact assessment, upon completion of the improvement works to the road networks in NDAs and Sheung Shui Town Centre, the road capacities in the Fanling/Sheung Shui/Kwu Tung would be able to meet the transport demand. In addition, a study to review and update the Railway Development Strategy 2000 (RDS-2 Review) was being undertaken to enhance the capacity of the railway lines. As for additional community facilities such as medical services, they would be provided in both KTN and FLN at appropriate locations for easy access by the public.
- (d) In the process of implementing the NDAs development, some existing rural industries would inevitably be affected. The Government would provide assistance to the affected business operators in accordance with existing policy.
- (e) In response to the public view, the proposed sewage treatment works had been relocated beside the existing sewage treatment works. New technology would also be adopted to reduce the area requirement for the sewage treatment works and the existing facilities would be upgraded by providing a cover and enhancing the deodorising functions to minimize potential environmental nuisance to nearby residents.
- (f) Development Bureau (DEVB) together with the Labour and Welfare Bureau will continue to liaise with the operators of the Elderly Homes at Dills Corner Garden, Kwu Tung and proper arrangements would be made to minimize impact on the residents.
- (g) Various policy bureaux were examining the issue of compensation and rehousing arrangements taking account the needs of affected residents and stakeholders. The Government would provide necessary assistance to those people affected by the NDAs development.

3. The Representations

3.1 Subject of Representations (Plan KTN-1 and Plan FLN-1)

- 3.1.1 There are 41,512 representations (**R1-R4, R15, R18-R23, R25-R26, R28-R30, R33-R50, R52-R72, R74-R92, R95-R165, R167-R20727, R20729-R20779 of KTN OZP and R1-R3, R15, R18-R27, R29, R34, R39-R40, R42-R43, R47-R52, R54-R56, R58-R77, R81-R87, R89-R99, R539-R540, R543-R612, R614-R21229 of FLN OZP**) related to general issues.

- 3.1.2 Among 41,512 representations, 7 representations support the two draft Plans (**R1-R4 of KTN and R1-R3 of FLN**). The 7 representations, which are submitted by individuals, are attached at **Annex I**.
- 3.1.3 The remaining representations (**R15, R18-R23, R25-R26, R28-R30, R33-R50, R52-R72, R74-R92, R95-R165, R167-R20727, R20729-R20779 of KTN OZP and R15, R18-R27, R29, R34, R39-R40, R42-R43, R47-R52, R54-R56, R58-R77, R81-R87, R89-R99, R539-R540, R543-R612, R614-R21229 of FLN OZP**) either object to development of the NDAs or offer comments on different proposals of the OZPs. Many of the representations are submitted in similar emails/letters, of which the samples together with the submissions from concern groups and organisations are attached at **Annexes I-1 to Annex I-17**. A full set of the representations are saved in the CD-ROM attached at **Annex IX** for Members' reference. A set of hard copy of the representations is also deposited at the Secretariat of the Board for Members' inspection. A summary of representations with PlanD's response are at **Annexes III-1, III-2a and III-2b**.
- 3.1.4 The major grounds of representations and the representers' proposals are summarised in **paragraph 3.2** below.

3.2 Major Grounds of Representations / Concerns and Representers' Proposals relating to both the KTN and FLN OZPs

Representations supporting the draft OZPs or offering general comments

- 3.2.1 **R1 to R4 of KTN OZP and R1 to R3 of FLN OZP** support the two draft OZPs. Their main grounds of the representations are briefly summarised below:

A. The NENT NDAs plan is necessary

- (1) The NENT NDAs development is necessary as it would offer long-term benefits and conserve the ecology.

B. Provision of residential development and employment opportunities

- (2) There are not many land available for development in Hong Kong. The NENT NDAs plan would release more land for a better rural area in future, and the development could create more job opportunities for Hong Kong citizens. As there are lots of low-income people living in subdivided flats and long queue for public rental flats, the Government should provide more public housing to improve the living environment for those in need.

- (3) Shek Wu San Tsuen is one of the affected villages under the NENT NDAs development plan. The once prosperous village has been ruined by the developers, so the NENT NDAs plan which provides better living environment is supported.

C. The NENT NDAs plan should be implemented immediately

- (4) The NENT NDAs plan should be implemented immediately as it would generate more housing supply and job opportunities.

D. Existing local industries should have moved to designated industrial area

- (5) In order to protect and develop local industry and agriculture, the existing local industries should have moved to designated industrial area.

E. Village reprovisioning

- (6) The Government should reserve some land for the affected villagers to rebuild their homes with special characteristic.

Representations objecting to developments of the NDAs or offering comments on the draft OZPs

3.2.2 **R15, R18-R23, R25-R26, R28-R30, R33-R50, R52-R72, R74-R92, R95-R165, R167-R20727, R20729-R20779 of KTN OZP and R15, R18-R27, R29, R34, R39-R40, R42-R43, R47-R52, R54-R56, R58-R77, R81-R87, R89-R99, R539-R540, R543-R612, R614-R21229 of FLN OZP** objects to the developments of the NDAs or provide comments on the draft OZPs. The main grounds of the representations are summarised below:

A. Needs for NDA / Intention of the Plans / Land utilisation / Development intensity / Urban design

General

- (1) There are still a lot of developable land in the urban area with sufficient facilities, and urban regeneration should be considered for housing development. Available vacant land or underutilized land should be systematically assessed. These alternative options should be considered before exploiting the NENT.
- (2) The NENT NDAs plan is essentially to integrate Hong Kong with Shenzhen. NENT is a crucial green buffer between Shenzhen and Hong Kong, and rivers in Fanling, Sheung Shui and Kwu Tung which linked with Long Valley is a green barrier against urban sprawl.
- (3) The NENT NDAs plan is suspected to benefit the high-income class, developers, investors and people from the mainland and will not solve the housing problem.

Social Impact/Impact on RCHEs at Dills Corner Garden

- (4) The harmony, peaceful life style and the social network of the local community will be destroyed by the NENT NDAs development. The representers stated that many generations of their families have been living in the area and requested 'no removal, no clearance'. The elderly home in Dills Corner Garden should also be retained.

Public-private housing ratio

- (5) The ratio of Public / Private housing of the NDAs development is 40:60 only. All “Residential (Group A)” (“R(A)”) and “Residential (Group B)” (“R(B)”) sites in the NDAs should be used for public housing development only.

Development Intensity

- (6) The plot ratio of the whole new development area should be increased so as to maximise the development potential of the area.
- (7) The maximum plot ratio of “Government, Institution or Community” (“G/IC”) zone should be stipulated in the OZPs. Land should be preserved in “G/IC” zone for building residential care home for the elderly, clinic, international school, community college and waste recycling facilities.
- (8) The high density development of Business and Technology Park is incompatible with the adjacent Long Valley nearby.

Urban Design / Landscape

- (9) The NDAs development has no local character and design but with monotonous build-forms. The green field of Fanling North will be changed to high-rise developments and the scenic view along Ng Tung River will be altered. The development will result in poor air quality within the NDAs.
- (10) Building height and density should be restricted in order to preserve the ridgelines. Shek Wu Hui (**Drawing FLN-3**) and Tin Ping Shan Tsuen will be blocked by tall buildings which adversely affect the air ventilation in the area.
- (11) The green/open recreational space and supporting facilities are insufficient to serve the increasing population.
- (12) Plenty of trees will be destroyed for the development of the NDAs. There would be flooding risk in the NDAs due to poor urban design and felling of trees.

B. Preservation on local agriculture and local industry

- (13) Arable land is important for local agricultural development, which can enhance local food supply, public education, recreation, diversity of lifestyle, and livelihood of farmers. Agriculture policy should be formulated and local agriculture should also be promoted together with organic farming. Assistance to farmers and support on agriculture is currently insufficient.

- (14) Land proposed for agricultural rehabilitation/resite is not suitable for agricultural use. Therefore, existing agricultural land should be retained and protected. Some proposals are as follows:
- (i) Mapopo community farm in Ma Shi Po should be regarded as a model for agricultural planning as the sustainable system supports a diverse group of birds. Ma Shi Po should be rezoned to agricultural use.
 - (ii) Agricultural land in the FLN NDA (in particular Fu Tei Au) should be rezoned as agricultural priority area for promoting agricultural activities and education purposes.
 - (iii) Cultivated land in Wa Shan should be preserved as it is not the core of the NDA.
 - (iv) Ng Tung riverside should be planned for organic agricultural activities.
- (15) There is insufficient land for industrial uses. Local business and rural industries should be preserved and current land use should be maintained. Diversification of local industries should be encouraged.

C. Land Acquisition / Reprovisioning, Rehousing and Compensation Issues

- (16) The current development mode raises suspicion of collusion between the Government and business sector, and the NDAs development may benefit developers most. Moreover, there is no monitoring on how the residents' land would be acquired by the developers. The residents were forced to sell the land without any alternative.
- (17) As land has been amalgamated by private developers for high-end housing developments which will be vacant for many years, thus, the NENT NDAs will become a "ghost town" similar to Valais and Shek Wu San Tsuen.
- (18) Most affected residents are living in squatters as the Government has deliberately avoided indigenous villages in the planning of the NDAs so as to reduce the cost of land resumption and compensation.
- (19) The compensation is not enough for the affected residents to buy another flat and local people could not afford the housing developments in the future NENT NDAs.
- (20) In-situ reprovisioning of public housing and Home Ownership Scheme (HOS) flats should be considered. Under the OZP, no land is reserved for the affected residents to rebuild their villages and squatters.

D. Transport concerns

- (21) The capacity of the planned transport network is not enough to support the increased population generated by the NENT NDAs development. In particular, the capacity of Sha Tau Kok Highway and Tolo Highway is already overloaded and the NDAs would induce significant pressure to the existing congested road network. The increase in traffic will also induce environment impact.
- (22) A section of road within the FLN NDA included in the advance works will generate environmental nuisance to the residents of Tin Ping Shan Tsuen and Shek Wu San Tsuen and pollute the farmland in the area. Given the above, the road construction within the FLN NDA should be carried out together with the nearby developments to reduce the overall construction time and therefore disturbance to the residents nearby.
- (23) The roundabout of the Fanling Bypass is located at the centre of Shek Wu San Tsuen where there are some graves and temples. The residents proposed that the roundabout of the Fanling Bypass should be relocated to a piece of vacant land away from the existing village clusters; and the alignment should be constructed in the form of viaduct near Ng Tung River and above the maintenance access of the Drainage Services Department (**Drawing FLN-1**).
- (24) To avoid substantial air pollution and flooding, the construction of road should be implemented in phases.
- (25) There are concerns on the capacities of the MTR stations at Shatin, Tai Po, Sheung Shui and Fanling to cope with the future population.

E. Sustainability / Ecological concern

- (26) Natural resources and the ecological / sustainable system of the area would be destroyed. The rural area should be preserved for next generation. Urban and rural can be co-existed and balance should be maintained. Mutual growth of rural and urban areas should be promoted for a truly sustainable development. The balance between agricultural/rural and urban/city developments should be maintained in order to retain diversification.
- (27) This area can be a place for eco-tourism, cycling, bird-watching, hiking and providing high quality agricultural produce. It is also one of the vital elements of low-carbon city. The NDAs development will cause a domino effect of more destruction in the rural New Territories.
- (28) “Green Belt” (“GB”), “Conservation Area” (“CA”), “Agriculture” (“AGR”) zones, natural environment / habitat and Country Park / countryside area should be preserved for providing diversified economy and protection of habitat for various species. Country Park and countryside is valuable to Hong Kong citizen.

- (29) Special species of fish was found in Ng Tung River but no consideration was made in relation to such concern. There are also more than 200 bird species. Among them, 11 species are endangered and threatened birds. The existing large patch of farmland at Ma Shi Po should be retained as much as possible for a diverse group of birds.

F. Environmental nuisance and toxic substance

- (30) There will be environmental nuisance, including potential hazards, noise and traffic impacts to be created by the Police Driving and Traffic Training Complex in Fanling, affecting both residents and birds.
- (31) The NENT NDAs development would generate significant waste/pollution and daily waste. In particular, the toxic substance (Arsenic) in the development area will cause environmental health and food safety problems. Such problems are considered inevitable despite proper construction management.

G. Insufficient information for public inspection and discussion

- (32) The procedure of proposing the NENT NDAs development is not transparent enough. Detailed explanations of the plan and justification for the proposal should be well published for public inspection. Stakeholder engagement is insufficient and there is no information on the statutory planning process of the plan which should be broadcasted on the radio.

H. Other representations in general or related to social/political perspective

- (33) It is requested to review the policies on housing, lands, population and agriculture, and *Buildings Ordinance*.

Proposals (Plans KTN-2 and FLN-2)

P1. Long Valley and its adjacent areas should be rezoned to 'CA'

- (34) For preserving agricultural land to the north area of Long Valley, the area should be rezoned as "Conservation Area" or Long Valley Nature Park (LVNP).
- (35) The land originally reserved for Police Driving and Traffic Training Complex and the use of Water Supplies Department (WSD), areas to the south of Ng Tung River and to the north of Sheung Shui Heung, and the Nature Park of Long Valley should be combined for conservation purpose (**Drawing FLN-2**).

P2. Central Park in Fanling North

- (36) As the proposed Central Park (to the west of Shek Wu San Tsuen) in Fanling North is very close to the North District Park, the proposed Central Park is not necessary and should be removed (**Drawing FLN-1**).

The representer proposes to rezone the proposed Central Park (to the west of Shek Wu San Tsuen) to facilitate organic farming use.

P3. Traffic network near MTL Stream

- (37) The proposed road network near MTL Stream should be deleted from the NDAs development for better protection of the stream.

P4. Inclusion of residual area of Tin Ping Shan Tsuen in the NENT NDAs

- (38) As there will be severe environmental nuisance during the construction of NDAs, the residual area of Tin Ping Shan Tsuen should be included in the NENT NDAs development.

4. The Comments

- 4.1 There are 11,108 comments (**C1 to C5549, C5551 to C5594, C5596 and C5598 of KTN OZP** and **C1 to C5563, C5986 to C5996, and C5998 to C6008 of FLN OZP**) in general in respect of the OZPs. Many of the comments are submitted in similar emails/letters, of which the samples together with the submissions from concern groups and organisations are attached at **Annexes II-1 to II-12**. A full set of the comments are saved in the CD-ROM attached at **Annex IX** for Members' reference. A set of hard copy is also deposited at the Secretariat of the Board for Members' inspection. A summary of comments on representations with PlanD's response are at **Annexes IV-1, IV-2a and IV-2b**. The major grounds of the comments are summarized in paragraph 4.2 below.

4.2 Major Grounds of Comments relating to both the KTN and FLN OZPs

Comments supporting the draft OZPs

- 4.2.1 **C5598 of KTN OZP** supports the NENT NDAs plan as it would provide housing for Hong Kong residents.

Comments objecting to developments of the NDAs or offering comments on the draft OZPs

- 4.2.2 **C1-C5549, C5551-C5594, C5596 of KTN OZP** and **C1-C5563, C5986-C5996, C5998-C6008 of FLN OZP** have concerns in general in respect of the OZPs. Their main grounds of comments are briefly summarized below:

A. Needs for NDA / Intention of the Plans / Land utilisation / Development intensity / Urban design

- (1) The NDAs development should be withdrawn. Clearance of existing structures should be avoided and village/housing reprovisioning should be provided. Other alternative options should be considered including using other developable land in urban area and other vacant land or underutilized land before exploiting the NENT. The NENT NDAs plan will cause impacts on local culture and heritage.

- (2) The area including Kwu Tung and Sheung Shui/Fanling as well as Long Valley is an important green buffer between Hong and Kong and Shenzhen as well as a barrier to prevent excessive urbanization.
- (3) Countryside would be beneficial in various aspects including tourism, public education, research and micro-climate.
- (4) The NENT NDAs development should be more sustainable, it should not unduly favour commercial and economic growth. The current development mode raises suspicion of collusion between the Government and the business sector. The NDAs development would benefit the high-income class, the developers and/ or the Mainland community more than general Hong Kong citizens. The intention of the plan is for the integration of Shenzhen and Hong Kong.
- (5) The livelihood, living standard, lifestyle, social network or bonding of the local community will be affected and villages will be destroyed. Social impact assessments on the relationship between human and land should be included in the Study and these assessments should be accessible by the public. There are concerns that the housing provided the NDAs will be unaffordable, and the job supply will be insufficient.
- (6) The urban design of the NDAs will be monotonous and similar to other new towns. The local characteristics will be lost and living space of residents will be reduced. The NDAs development would have adverse impacts on air quality.
- (7) Height restriction should be relaxed and plot ratio should be increased to optimize use of new development area, especially for increase in public and private housing production.

B. Preservation on local agriculture and industry

- (8) Agricultural policy such as food waste collection and composting should be considered. Local and comprehensive agricultural development plan for Hong Kong should be derived before exploiting existing farmland. Local organic food production is beneficial to health and the environment and should be encouraged.
- (9) Farmland in the NENT is worth preserving as local farming can enhance local food supply and thus local economy. It is difficult to have arable soil suitable for farming and rehabilitation may not be successful. Farmland will also provide a field for local students to study ecology and ecosystem.
- (10) There is only a small piece of government land in Kwu Tung South, which makes it impractical for agricultural rehabilitation in the area. To increase incentive for farming, the government should consider resuming the farmland from the owners and lease it to farmers.

- (11) Compensation and in-situ reprovisioning, and rehabilitation for agriculture and traditional industry should be better provided for. The government should assist in finding suitable land for allocation of these local industries. Land should be reserved for local industry development, including small business and arts creation. This helps implement the diversified development promoted by the government. Some comment that the research and development industry cannot ease unemployment problem or improve the local economy.
- (12) The Ma Shi Po farmland should be preserved. Leisure and sports elements can be included. This allows the farmers to keep their farmlands and at the same time the public can enjoy the facilities.

C. Land acquisition / Reprovisioning, rehousing and compensation issues

- (13) There are requests for reprovisioning of the existing clusters of squatters/villages in the KTN NDA. Some request that residents should be allowed to choose a smaller amount of compensation in return for exemption from assets test in applying for subsidized housing. Others request different options e.g. preservation of villages, compensation, and relocation of existing villages including Ma Shi Po Village and Kwu Tung Village
- (14) Transport facilities, community facilities and housing for relocating local residents should be made available prior to relocation.

D. Transport concerns

- (15) The design of the NDAs has emphasized on development but not the transportation network, particularly the capacity of East Rail and Sheung Shui/ Fanling Road, is not enough to support the increased population.
- (16) Bus and minibus services will not be able to cope with the demand arising from the increased population. Bus Rapid Transit (BRT) system linking the residential areas in the East and West, and the railway station, is recommended. Transport facilities in the existing town should also be improved.
- (17) The East Rail should be extended and its capacity should be increased. The Northern Link should be extended and should include two stations at Fanling North, as there will be many residents working outside the district. The proposed rail linkage will relieve the burden on the East Rail.
- (18) Roads for the FLN NDA should be constructed in phases and together with other developments over the same period.
- (19) The construction of Fanling Bypass should be postponed/ withdrawn. Some commenters propose that the alignment site of Fanling Bypass should be relocated far away from residential area/relocated closer to Ng

Tung River. Preferably it should be built over Ng Tung River to reduce the impact on residents. The whole Fanling Bypass should be built in the form of a viaduct. The roundabout of Fanling Bypass should be relocated closer to the open area on the riverside.

E. Sustainability / Ecological concerns

- (20) The countryside and ecologically valuable land should be preserved for balanced and diversified development of Hong Kong. Developments should consist of both country and urban elements. Protection of green belts and farmland should be strengthened.
- (21) The land originally planned for police training and Water Supplies Department, together with south of Ng Tung River and north of Sheung Shui Heung, and Long Valley in Kwu Tung North, should be planned for conservation purposes. Fu Tei Au Tsuen should be planned for agricultural land use and the whole Fu Tei Au area should be reserved for conservation. The proposed police driving training facilities at Fu Tei Au should be relocated.

F. Environmental nuisance and toxic substance

- (22) Construction work will expose the soil containing high portion of toxic substance (Arsenic), which will cause environmental nuisance and health problems in the NDAs. The pollutant may diffuse into air, underground water/drinking water and the adjacent Sheung Yue River, which causes disastrous environmental and health impact as well as adversely affect farmland.
- (23) The government should restore the land from carpark, scrapyard and container yard as soon as possible as rehabilitation and soil decontamination takes time.
- (24) The EIA cannot objectively assess aspects such as ecology, fishery, landscape, visual impact and cultural heritage and many construction procedures cannot be managed and monitored closely.
- (25) There will be environmental nuisance, including hazard, noise and traffic impacts created by the Police Driving Training and Traffic Complex in Fanling. Part of the site should be used for welfare services purpose.

G. Insufficient information for public inspection and discussion

- (26) There has not been adequate consultation with the villagers. More public engagement, especially bottom-up engagement, and community planning, discussion in the public, disclosure of information, avoidance of conflict of interest in committee formation for the NDA Plans are proposed.
- (27) The NDAs development has not incorporated the public views collected during the three rounds of public engagement.

- (28) The funding application for advance works of the NDAs is unreasonable as the Board has not approved the OZPs yet.
- (29) The Board and the plan making process should be more transparent. All discussions should allow public hearing and online broadcast. Review of meeting should also be provided. Publishing newsletter to inform the public on updated information was suggested.
- (30) There may be conflict of interest in the decision-making party and the officials of DEVB should not lead the decision-making process. All the Board members should declare interest before making decisions, and they should not participate in decision-making in case of such conflict.
- (31) A Task Force on the NENT development should be formed to collect public opinion on the NDAs development.

H. Other comments in general or related to social / political perspective

- (32) Population policy, holistic land research and/ or long-term plans should be conducted prior to the NENT NDAs development. Some commenters consider population and housing issues not as urgent as predicted, so the NDAs development is unnecessary and should not be implemented hastily. Others believe the NENT NDAs development cannot solve housing and population issues at all.

5. Planning Consideration and Assessment

5.1 Overall Planning of the KTN and FLN NDAs

5.1.1 The KTN and FLN NDAs are major sources of land supply to meet the medium- to long-term housing, as well as other social and economic development needs of Hong Kong. In planning of NDAs, ‘Green New Town’ concept has been adopted with a view to integrating the existing natural resources such as Ng Tung River, River Beas, Long Valley, etc., together with the new town development. The NENT NDAs Study has been carried out to formulate the development proposals for the areas based the following guiding principles:

- (i) Strategic Roles of NDAs: to reserve land in the NDAs for the industries where Hong Kong enjoys clear advantages to promote the economic development of Hong Kong;
- (ii) People-oriented Communities: to respect the existing and surrounding communities; adopt a balanced mix of public and private housing; ensure timely provision of community facilities and diversified employment opportunities to establish balanced, harmonious communities;
- (iii) Sustainable Living Environment: to respect, preserve and optimize the use of the existing valuable natural and cultural resources as well as adopt green and energy-saving initiatives; and

- 5.1.2 A traffic and transport impact assessment study (the TIA) under the NENT NDAs Study has been conducted to assess the future transport demand to be generated by the proposed NDAs development and the traffic impact on the strategic, regional and local road networks. The highway infrastructure required to support the NDAs development has been identified and preliminary designs are also proposed. The assessment also identified the requirements of public transport facilities including railway station, public transport interchange, cycle track and pedestrian walkway for inclusion in the NDAs. The TIA under the NENT NDAs Study has confirmed that with the proposed highway improvement, the highway system can address the traffic demand from the NDAs. Flexibility for provision of environmentally friendly transport facilities has been allowed. It has concluded that the NDAs development is technically feasible from the traffic and transportation point of view.
- 5.1.3 The design of the road networks is to ensure the KTN and FLN NDAs will be served by a comprehensive road network to connect them with the surrounding areas and also to connect the various areas within the NDAs. However, while maintaining connectivity for the NDAs, measures have been adopted for creating a green living environment. Therefore, under the KTN and FLN OZPs, primary and main distributors are planned at the periphery of the town centre of the NDAs to minimize the air and noise pollution. High-density residential and commercial developments are clustering within 500m catchment of the proposed railway station at KTN or in close proximity to the PTIs. Comprehensive open space, pedestrian walkway and cycle track systems are provided to link up the residential areas with the proposed railway station or PTI and major activity nodes within the NDAs as well as the Fanling/Sheung Shui New Town and the nearby villages. The proposed pedestrian connections, cycle track network and transport network of the KTN and FLN NDAs are indicated in **Plans KTN-5 to KTN-7** and **FLN-5 to FLN-7**.
- 5.1.4 The EIA under the NENT NDAs Study has concluded that the proposed development would be environmentally acceptable with the implementation of the proposed mitigation measures for construction and operation phases. On 18.10.2013, the EIA Report for the KTN and FLN NDAs (which includes appropriate mitigation measures to avoid and reduce the ecological impact of the NDAs) was approved by DEP subject to conditions, including the submission of regular progress reports to DEP regarding the fulfillment of the approval conditions and requirements of the environmental monitoring and audit (EM&A) manual. The approved EIA Report has carefully considered the potential ecological impacts of the proposed developments and devised appropriate measures.

5.2 The Major Planning Theme and Key Features of the KTN OZP (Plan KTN-3)

Planning Scheme Area

- 5.2.1 The Planning Scheme Area of the KTN OZP covering about 447 hectares (ha), is bounded by Shek Sheung River in the east, Castle Peak Road and Fanling Highway in the south, Tit Hang in the west and Tai Shek Mo (Crest Hill) in the north.

Planning Theme and Key Features

5.2.2 The KTN NDA would be developed as a 'Mixed Development Node' comprising residential, commercial, Research & Development and agricultural uses as well as retail and services, community and government facilities and land for natural and ecological conservation.

5.2.3 The key features of the KTN NDA are as follows:

- (a) Rail-based transit oriented development - high-density residential development, commercial and GIC facilities would be developed around the proposed railway station where more than 80% of the population would reside within its 500m catchment area.
- (b) Balanced and socially integrated community – a balanced mix of housing land for public/subsidized housing and private housing developments is planned to provide a wide range of housing choices for different social sectors.
- (c) Environmental-friendly design – a compact city form with the majority of the new population concentrating around the town centre would minimize road traffic. Comprehensive pedestrian and cycle track network has been planned to ensure good connectivity between major activity nodes and the new and existing developments.
- (d) Town plaza and green spine - a 1.2km long east-west running town plaza is an important public open space of Kwu Tung North NDA. Pedestrian shopping street on both sides of the town plaza will add vibrancy to the town centre. A north-south running green spine will connect the town centre with the existing local communities in Kwu Tung South.
- (e) Respecting nature and integrating urban and rural uses – natural and landscape features including the Long Valley, Sheung Yue River, fung shui woodland would be preserved to reduce disturbances to environment and provide a diversified townscape.
- (f) Robust economic and employment clusters – the business and technology park at the southeastern part of the NDA and land earmarked for research and development uses are important economic and employment nodes.

5.2.4 The planning intention for various land use zonings of the KTN OZP are outlined in **Annex VII**.

5.3 The Major Planning Theme and Key Features of the FLN OZP (Plan FLN-3)

Planning Scheme Area

5.3.1 The Planning Scheme Area of the FLN OZP covering about 165 ha, is bounded by Wa Shan and Cham Shan in the north, Ma Wat River in the east, Ma Sik Road in the south, Ng Tung River to the south-west, and Sheung Yue River in the

west.

Planning Theme and Key Features

5.3.2 The FLN NDA would be developed into a ‘Riverside Community’ making the best use of its beautiful riverside scenery and hilly backdrop to provide a quality living environment with a mix of residential, commercial and agricultural uses as well as retail and services, community and government facilities.

5.3.3 The key features of the FLN NDA are as follows:

- (a) District nodes around public transport interchanges (PTIs) – two district nodes with a mix of high-density residential development, commercial and GIC facilities would be developed around the two proposed PTIs at the eastern and western portions of the NDA. Feeder services would be provided from the NDA to the Fanling and Sheung Shui railway stations.
- (b) Balanced and socially integrated communities – a balanced mix of housing land for public/subsidized housing and private housing developments is planned to provide a wide range of housing choices for different social sectors.
- (c) Environmental-friendly design – a compact city form with majority of the new population concentrating around the PTIs to minimize road traffic. Comprehensive pedestrian and cycle track network along east-west running riverside promenade and north-south running green spines has been planned to ensure good connectivity between major activity nodes and the new and existing developments.
- (d) Green civic and recreation cores - the Central Park and the riverside promenade serve as green civic and recreation cores linking up the residential areas. The cruciform open space spine in the town centre will serve as the major public open space in the NDA. The mitigated meanders in the western part of the NDA would be retained and integrated into the design of the regional open space as important landscape features.
- (e) Integration of new and old communities – four green spines are provided extending from the riverside promenade to the Fanling/Sheung Shui New Town to enhance the connectivity and integration of the NDA with the existing new town.

5.3.4 The planning intention for various land use zonings of the FLN OZP are outlined in **Annex VII**.

5.4 Responses to Grounds of Representations/Concerns and Representers’ Proposals relating to both the KTN and FLN OZPs (**Annexes III-1, III-2a and III-2b**)

Representations supporting the draft OZPs or offering general comments

5.4.1 The responses to the grounds of representations of **R1 to R4 of KTN OZP** and **R1 to R3 of FLN OZP** are as follows:

A. The NENT NDAs development is necessary

- (a) The supportive views are noted.

B. Provision of residential development and employment opportunities

- (b) The KTN and FLN NDAs together will provide a total of about 60,000 new flats including 36,600 subsidised housing units and 23,300 private housing units to accommodate a new population of about 173,000. The ratio of subsidised and private housing is about 60:40.
- (c) In addition to providing housing land supply for Hong Kong, the NDAs development will also provide land for economic uses. The two NDAs will offer new floorspaces for various commercial, office, retail and services, and research and development uses (with a total gross floor area of about 837,000 m²) and provide about 37,700 new employment opportunities.
- (d) The Shek Wu San Tsuen area is currently mainly occupied by temporary domestic structures, active and fallow agricultural land. It is located at the centre of the FLN NDA in between two district nodes, namely District Centre and Residential Area South of the River. The area would be the future civic and recreational core of the NDA, with the Central Park at FLN Planning Area 12 which serves as a major recreational area in the FLN NDA, and social services and recreational facilities in FLN Planning Area 11. The park and community facilities will serve both the new population and existing residents in Fanling/ Sheung Shui.

C. The NENT NDAs plan should be implemented immediately

- (e) To achieve early delivery of land to meet the housing and economic needs and ensure timely provision of a comprehensive range of commercial, retail, open space and G/IC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the NDAs development has been formulated. Detailed design for site formation and engineering infrastructural works for part of the housing and supporting facilities included in the Advance Works Package is planned to commence in 2014, to enable construction to start in 2018 and first population intake in 2023. Other major works will start after the commencement of the advance works and the development of the NDAs is expected to be fully completed by 2031.

D. Existing local industries should have moved to designated industrial area

- (f) There are about 51 ha of existing open storage and rural industrial uses in KTN and FLN NDAs. Most of them are concentrated in the central part of the KTN NDA and along Man Kam To Road in FLN NDA. The concerned areas have been planned as the Town Centre of KTN New Town and mostly zoned as residential area for housing development. These open storage and rural industrial uses will not be compatible with

the future NDAs development.

- (g) However, it is recognised that the rural industrial uses and open storage/port back-up activities have an important role in the economic development of Hong Kong. Sufficient land at appropriate locations such as those in proximity to the cross boundary points and strategic road links have been designated as “Industrial (Group D)”, “Open Storage” (“OS”) and “OU” annotated “Port Back-up Uses” zones on respective statutory town plans to meet the demand for such uses.

E. Village reprovisioning

- (h) It is necessary to proceed with the development of the NDAs to supply land for accommodating various land uses to meet Hong Kong’s medium- to long-term housing, economic and social needs. Under the NDAs development, the Government will resume and clear 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. Land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.
- (i) To help maintain the social fabric of the existing communities, two sites have already been reserved (i.e. a “R(A)2” site in KTN Planning Area 24 and an “OU (Commercial/Residential Development with Public Transport Interchange (1))” in FLN Planning Area 15) for local rehousing of eligible clearances affected by the NDAs development.

Representations objecting to developments of the NDAs or offering comments on the draft OZPs

5.4.2 The responses to the grounds of representations and representers’ proposals of **R15, R18-R23, R25-R26, R28-R30, R33-R50, R52-R72, R74-R92, R95-R165, R167-R20727, R20729-R20779** of KTN OZP and **R15, R18-R27, R29, R34, R39-R40, R42-R43, R47-R52, R54-R56, R58-R77, R81-R87, R89-R99, R539-R540, R543-R612, R614-R21229** of FLN OZP objecting to the developments of the NDAs or providing comments on the draft OZPs are as follows:

A. Needs for NDA/Intention of the Plans/Land utilisation/Development Intensity/Urban Design

General

- (1) Hong Kong’s population is expected to increase from 7.1 million by 2011 to 8.47 million by 2041 (i.e. an increase of about 1.4 million in the coming 30 years). With declining average household size, rising aspiration for better living environment, continuing robust economic activities and increasing public housing demand, demand for housing land and various

economic uses will be intense in future.

- (2) To address the housing issue, the Government has adopted a multi-pronged approach in identifying potential housing sites in the short, medium and long terms. NENT NDAs is a major source of land supply for accommodating various land uses to meet Hong Kong's medium- to long-term housing, economic and social needs. Developing NDAs is the most efficient way to supply land for meeting our housing needs, especially public housing needs. Apart from providing housing land supply to cater for increasing population, KTN NDA, being strategically located in proximity to the Lo Wu Boundary Control Point (BCP), Lok Ma Chau and Lok Ma Chau BCP, LMC Loop, proposed railway station and Fanling Highway, can provide land for the development of Hong Kong industries and capitalize on the economic interaction with the Mainland. Various economic uses will be provided in the area to help meet Hong Kong's economic needs as well as generate employment opportunities for the local residents.
- (3) A comprehensive planning and urban design framework optimizing opportunities afforded by the NDA and the adjoining Fanling/Sheung Shui New Town and the surrounding natural and landscape features has been formulated to create a quality and green living environment and socially integrated communities. The KTN and FLN NDAs are planned as extension of the Fanling / Sheung Shui New Town.

Green Buffer

- (4) As mentioned in para. 5.4.2(2) above, NENT NDAs is a major source of land supply for accommodating various land uses to meet Hong Kong's medium- to long-term housing, economic and social needs. In particular, there will be public housing including public rental and HOS developments provided within the NDAs to cater for the needs of Hong Kong people. The KTN and FLN NDAs has been designed with due respect to their surrounding natural environment, including the Fung Kong Shan and Cheung Po Tau as the mountain backdrop, and Sheung Yue River and Ng Tung River. About 128 ha of land (about 21% of land area in KTN and FLN NDAs) falls within an area zoned "Green Belt" ("GB"), which would serve as buffer zone in both KTN and FLN OZPs and helps prevent urban sprawl. The planning intention of "Green Belt" ("GB") is primarily for defining the limits of urban and sub-urban development areas by natural features. There is a general presumption against development within this zone.

Social Impact / Impact on RCHEs at Dills Corner

- (5) As mentioned above, it is necessary to proceed with the NDAs development to supply land for accommodating various land uses to meet Hong Kong's medium- to long-term housing, economic and social needs. While the planning of the NDAs has minimized the impacts on the existing residents as far as possible, it is unavoidable to clear/resume the land for

the provision of road infrastructure, public housing, public facilities as well as residential and commercial developments. To help maintain the social fabric of the existing communities, a site in KTN Planning Area 24 and a site in FLN Planning Area 15 have been reserved for local rehousing for eligible clearerees affected by the NDAs development.

- (6) The Dills Corner Garden (DCG) is located to the immediate south of the proposed Kwu Tung Station, where the future Town Centre of KTN NDA is located. Keeping the existing premises at DCG in-situ will adversely affect the planning and implementation of the KTN NDA Town Centre and will not be an optimal use of land resources. Nevertheless, taking into account the wish of the existing elderly residents at DCG for preserving their communities and relocating them in the vicinity, relevant bureau and departments have been examining possible arrangements, including the provision of a purpose-built complex of elderly homes with 1,100 places in KTN in the vicinity of DCG.

Public-private housing ratio

- (7) Under the current proposals, the overall public-private housing ratio of the two NDAs is 60:40 to ensure a balanced and socially integrated community. The said housing split is in line with the Long Term Housing Strategy. Besides, it is in line with the 2014 Policy Address that the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming 10 years, with public housing accounting for 60% of the new production. To provide a balanced population profile for the KTN and FLN areas, a mix of housing land has been allocated for subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. The mix of PRH and HOS units within individual sites would be further considered upon implementation of the developments.

Development intensity

- (8) Under the NENT NDAs Study, the NDAs development has made the best use of scarce land resources to serve the housing and economic needs of Hong Kong. In response to the public requests received at the public engagement to optimize the development potential of NDAs, opportunities have been taken to review the development intensity of the housing sites. After balancing different considerations including efficient use of land resources, provision of sufficient G/IC facilities, capacity of the planned infrastructure, good urban design framework, etc., the development intensity for various housing sites have been increased. The plot ratios of residential sites at the future town centres of the KTN and FLN NDAs have been increased from 3.5 or 5 to 6 for high-density developments. Such development intensity is commensurate with those of other New Towns. In addition, most of the low-density sites, i.e. residential density zone R3, have been upzoned to R2 with a plot ratio of 3.5. These together with other changes in housing mix will bring about an increase of about 12,700 flats, thus bringing the total flat supply from 47,300 to

60,000.

Provision of G/IC Facilities

- (9) Adequate G/IC facilities including residential care home for the elderly, clinic, school, etc. have been planned in accordance with the HKPSG requirements. In the FLN and KTN OZPs, a total of about 67 ha of land (10.9%) are designated as “G/IC” zone for the provision of a wide range of government and/or community facilities. As these G/IC uses are of different functions and requirements in terms of building design, layout, etc., it is considered appropriate not to restrict the maximum plot ratio for “G/IC” sites so as to allow greater design flexibility. However, building height restriction in terms of number of storeys or mPD have been stipulated on the OZP to ensure the concerned development are in line with the building height profile in the area. This approach is in line with the “G/IC” sites in other areas.

Business and Technology Park

- (10) An EIA including ecological impact assessment had been conducted under the NENT NDAs Study to assess the potential ecological and environmental impacts arising from development of the proposed Business and Technology Park. According the EIA Report, the proposed Business and Technology Park is considered environmentally acceptable and with all the proposed measures in place, no significant adverse impacts on LVNP and fauna are predicted. Mitigation measures including building design guidelines as well as erection of noise/visual barrier during construction stage to minimize mortality and light and glare impacts and wetland compensation in LVNP, have been proposed and specified in the EM&A manual that the project proponents have to follow. As agreed by AFCD, the proposed administrative measures are considered adequate for protecting the LVNP for any future development in the Business and Technology Park.

Urban design/Landscape

- (11) KTN and FLN NDAs would be developed into a ‘Mixed Development Node’ and a ‘Riverside Community’ taking into account the natural landscape, water features, mountain and farmland, etc., of the area. In KTN NDA, stepped building height concept has been adopted and building height restrictions are imposed descending from the Town Centre towards the periphery and riverside so as to preserve the visual corridors to the ridgelines. In the FLN NDA, in order to respect Ng Tung River and the natural ridgelines to the north, the building heights reduce gradually from the eastern and western fringes towards the centre and from the south to Ng Tung River in the north. The maximum building height of the KTN and FLN NDAs will not exceed 135mPD (about 35 storeys). Ng Tung River and the natural ridgelines to the north have been respected in the layout design of the FLN NDA.

- (12) To meet the necessary population of the NDAs, sufficient open space in accordance to the Hong Kong Planning Standards and Guidelines requirement has been reserved in the KTN and FLN OZPs. For KTN NDA(Plan KTN-3), riverside promenade will be provided along Sheung Yue River and Shek Sheung River for the enjoyment of the residents and visitors. A comprehensive network of recreation and green spaces comprises regional, district and local open spaces. The Town Plaza and Fung Kong Shan will be conveniently located for the enjoyment of residents. Heritage features within the open space will also be incorporated in the layout and design of opens space to enhance local identity and character (Plan KTN-3).
- (13) For FLN NDA, the Central Park and the riverside promenade serve as green civic and recreation core linking the residential areas. Major green corridors and secondary green corridors are designed in the form of tree avenues, boulevards, pedestrian streets and green walkways which make the FLN NDA visually coherent in terms of the continuity of tree and shrub planting and allow where possible continuous and safe pedestrian access throughout the FLN NDA (**Plan FLN-3**).
- (14) According to the Landscape and Visual Impact Assessment under the EIA, a broad brush tree survey has been carried out within the NDA. Based on a very broad brush estimate, 17,000 trees will be affected by the NENT NDAs project of which 30% will be retained/transplanted. Existing trees to be retained within the NENT NDAs project will be carefully protected during construction. Trees unavoidably affected by the works would be transplanted while compensatory tree planting for felled trees would be provided and the required numbers and locations of compensatory trees would be determined at the detailed design and implementation stages.
- (15) A comprehensive breezeway system is introduced in the NDAs to promote better ventilation and urban climate. A number of major air paths have been incorporated in the layout to facilitate wind permeability in the forms of non-building area (NBA), open space, terraced podium design and building height profiles etc. To further improve the wind penetration at pedestrian level, large and bulky podium development is discouraged in the NDAs. In terms of building height, stepped height profile is adopted which was formulated after taking into considering the air ventilation factors such as prevailing wind directions. In addition, the north-east/south-west and east/west local roads also serve as important breezeways/air paths for the NDAs.

B. Preservation on local agriculture and local industry

Preservation of local agriculture

- (16) With a view to promoting urban-rural integration and recognizing the importance of agriculture to Hong Kong, agricultural land has been retained within the two NDAs to allow continuation of farming practices in the areas. In the KTN and FLN OZPs, a total of 95 ha of land

including about 58 ha of land zoned as “AGR” and “AGR(1)” and 37 ha of land reserved for LVNP will allow continuation of current farming activities.

- (17) To take forward the NDAs development to meet Hong Kong’s housing, economic and environmental needs, it is unavoidable that some existing farmland would be affected. It is estimated that about 4 ha of active agricultural land in the KTN NDA and about 24 ha in FLN NDA will be affected i.e. about 28 ha in total, which accounts for less than 4% of total active agricultural land in Hong Kong.
- (18) The farmers affected by the proposed NDAs development could purchase or rent farmland at suitable locations to continue farming. To facilitate agricultural resite / rehabilitation for affected farmers, the agricultural land in Kwu Tung South (about 103 ha) has been surveyed, of which about 34 ha (including about 5 ha of Government land) are fallow agricultural land that have potentials for agricultural resite/ rehabilitation. The Government would endeavour to assist the affected farmers to rehabilitate farming and to offer them with reasonable arrangements and compensation.
- (19) To further assist and facilitate relocation of affected farmers, a special agricultural land rehabilitation scheme will be introduced. Priority assistance will be offered by the Government to match with those landowners who are willing to lease out/sell out their land to the farmers affected by the NDAs development. Suitable government land falling within these areas can also be offered to the affected farmers on short-term tenancy basis as part and parcel of this special scheme.
- (20) Regarding the concerns of reserving agricultural land in Fu Tei Au, it should be noted that in FLN OZP, about 12 ha of land at Fu Tei Au are retained as “AGR” zone and another 46ha of land zoned ‘AGR’ and ‘AGR(1)’ in KTN to allow for continuation of the existing farming practices. There is no justification for the Government to reserve further land in Fu Tei Au for agricultural purpose.
- (21) For the suggestion of retaining Mapopo community in Ma Shi Po of FLN NDA for agricultural use, it should be noted that Planning Areas 13, 15, 16 and 17 on FLN OZP at Ma Sai Po area is the District Centre of the FLN NDA and are planned for medium to high density residential development. Private land will be resumed for the NDAs development according to current lands policy. As mentioned above, there is a total of 58 ha of land zoned for agricultural purpose in the KTN and FLN NDAs for farmers to continue farming activities. A special agricultural land rehabilitation scheme will also be introduced to assist and facilitate relocation of the affected farmers.
- (22) For the proposal of preserving the cultivated land in Wa Shan, it should be noted that except the ex-Wa Shan Public School (which is partly zoned as

“Village Type Development” (“V”) and partly zoned as “Residential (Group C)”, most of land area near Wa Shan within the FLN OZP is zoned as either “GB” or “CA”. Generally, agricultural uses are always permitted within the “GB” and “CA” zones respectively.

- (23) For the suggestion of planning the Ng Tung Riverside for organic agricultural activities, it should be noted that the FLN NDA would be developed into a ‘Riverside Community’ to provide a quality living environment by making the best use of the beautiful Ng Tung riverside scenery and hilly backdrop. The riverside is zoned as “O” to provide a continuous strip of open space for the public enjoyment.

Local business/industries and employment

- (24) In implementing the NDAs development, it is inevitable that some existing rural industries / businesses in the area would be affected. Apart from providing residential sites to meet the housing demand, the NDA would also provide land to enhance the economic development of Hong Kong. Taking advantage of its strategic location near the Lo Wu and Lok Ma Chau Boundary Control Points, Lok Ma Chau Loop, Fanling Highway and the proposed railway station, about 17.5ha of land is zoned as “OU” annotated “Business and Technology Park” and “Research and Development” (R&D) in the KTN NDA to provide land for business, office and R&D uses. These sites would provide land for those industries where Hong Kong enjoys clear advantages, such as innovative and high-technology industries and cultural/creative industries, which would generate employment opportunities for both existing and future residents in the areas.
- (25) However, it is recognised that the rural industrial uses and open storage/port back-up activities have an important role to play in the economic development of Hong Kong. Sufficient land at appropriate locations such as those in proximity to the cross boundary points and strategic road links have been designated as “Industrial (Group D)”, “Open Storage” (“OS”) and “OU” annotated “Port Back-up Uses” zones on respective statutory town plans to meet the demand for such uses.
- (26) For the existing rural industries, businesses and workshops to be affected by the NDAs development, the Government will continue to communicate with the stakeholders to further explore feasible solutions to cater for their needs in a fair and reasonable manner, balancing the public interest and proper use of public resources. Notwithstanding this, compensation and reprovision of affected business are matters outside the scope of the subject OZPs.
- (27) The economic and social facilities such as retail, service industry and community facilities, which support residential development, will also be available to provide different types of job and a large amount of employment opportunities, including some with lower skill level

requirements. It is believed that these economic activities will help promote the local economy and provide a certain amount of job opportunities for the existing and new population in the area. It is expected that the KTN and NDAs will generate 37,700 job opportunities for both existing and future residents in the areas.

C. Land acquisition/Reprovisioning, rehousing and compensation issues

- (28) To take forward the NDAs development to meet Hong Kong's housing, economic and environmental needs, it is unavoidable that some existing business and residents within the area would be affected. Private land will be resumed for the NDAs development according to current lands policy. However, the concerns on land acquisition/exchange would be dealt with at the implementation stage of the NENT NDAs and are not related to the OZPs, which are to show the broad land use framework and planning intention for the area.
- (29) There are reprovisioning arrangements for eligible clearerees affected by NDAs development. To help maintain the social fabric of the existing communities, two sites have already been reserved (i.e. a "R(A)2" site in KTN Planning Area 24 and an "OU (Commercial/Residential Development with Public Transport Interchange (1))" in FLN Planning Area 15) for local rehousing of eligible clearerees affected by NDAs development.
- (30) In response to the concerns on the possible over-provision of high-end private housing resulting in NENT NDAs becoming a 'ghost town', it should be noted that among the total 60,000 new flats to be provided in KTN and FLN NDAs, 60% of them, i.e. 36,000 units will be subsidized housing units. To achieve early delivery of land to meet the housing and economic needs and ensure timely provision of a comprehensive range of commercial, retail, open space and G/IC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the NDAs development has been formulated. Detailed design for site formation and engineering infrastructural works for part of the housing and supporting facilities included in the Advance Works Package is planned to commence in 2014, to enable construction to start in 2018 and first population intake in 2023.

D. Transport concerns

Overloaded highway's capacity in general and insufficient transportation nodes

- (31) As stated in **para. 5.1.2** above, the TIA under the NENT NDAs Study has confirmed that with the proposed highway improvement, the highway system can address the traffic demand from the NDAs. Flexibility for provision of environmentally friendly transport facilities has been allowed. It has confirmed that the NDAs development is technically feasible from the traffic and transportation point of view.

Capacity of Sha Tau Kok Highway and Tolo Highway

- (32) In planning the NDAs development, a number of road enhancement and upgrading works have been identified to accommodate the traffic demand. The Fanling Highway / Tolo Highway widening (including the section of Fanling Highway from Pak Shek Au to Po Shek Wu to be widened from dual 3-lane to dual 4-lane carriageways) will be completed by 2019 - 2023, which will help relieve the congestion problem in the North District. Also, the existing Po Shek Wu Interchange will be improved by constructing a right-turning bypass slip road which can help resolving the interchange capacity problem. The proposed Fanling Bypass (linking Man Kam To Road and Sha Tau Kok Road) will not only provide the external traffic link for the FLN NDA but will also help relieve traffic congestion of the existing Fanling/Sheung Shui New Town. As stated in **para. 5.1.2**, the TIA under the NENT NDAs Study has confirmed that with the proposed highway improvement, the highway system can address the traffic demand from the NDAs.

Fanling Bypass

- (33) Fanling Bypass is proposed as a regional highway linking FLN NDA and Fanling Highway. It has been proposed not only to cope with the additional traffic generated from the new developments but also help relieve the traffic congestion of the existing Fanling/Sheung Shui New Town. Besides, the road interchanges to be formed along Fanling Bypass/Sha Tau Kok Road, Ma Sik Road and Jockey Club Road will provide better road linkage among the major roads in the town centre areas. The TIA under the NENT NDAs Study has confirmed the need for Fanling Bypass.
- (34) The design and alignment of Fanling Bypass is a subject of concern during the public engagement exercises of the NENT NDAs Study. The currently proposed design and alignment is a balance between road safety, transport functioning, existing uses, visual and noise impacts, and interfaces with the connected roads and other infrastructure, etc. In the course of the NENT NDAs Study, the concerns of Shek Wu San Tsuen residents on the impact of Fanling Bypass are noted. Having considered the relevant comments, the proposed alignment of Fanling Bypass has been shifted slightly southward to reduce its impact on the existing residents.
- (35) With regard to the representers' proposals to realign the proposed Fanling Bypass to be near Ng Tung River, an alignment option for the proposed Fanling Bypass (Eastern Section) to be constructed along Ng Tung River has been investigated in the NENT NDAs Study and was presented in the EIA Report. According to the assessments on such alignment option, although environmental impacts on the northern bank of Ng Tung River can be avoided, piers and the superstructure of the proposed Fanling Bypass (Eastern Section) along Ng Tung River would induce significant drainage and environmental impacts on Ng Tung River, including ecological impact on a flight-line used by large waterbirds. Besides, the

visual, noise and air impact to the proposed housing developments are also significant. Moreover, the proposed alternative alignment could hinder the existing maintenance access road and therefore affect the daily maintenance of Ng Tung River. With regard to the representers' proposed elevated design for the Fanling Bypass roundabout, the supporting structures such as columns of elevated roundabout, will obstruct the flow of Ng Tung River. In view of the above, such alignment option is considered not acceptable.

- (36) The detailed design and alignment of the proposed Fanling Bypass will be further considered / explored at detailed design and implementation stage.

Implementation of Highway Infrastructure

- (37) The implementation programme of the proposed highway infrastructure recommended in the TIA under the NENT NDAs Study will take into consideration a number of factors, including the programme of population intake and the capacity of the existing road networks.
- (38) Regarding the concerns on dust impact during the construction stage, the EIA has concluded that adverse construction dust impact is not anticipated with the implementation of practical mitigation measures (such as regular watering under good site practice, and the dust levels would be monitored and managed during an EM&A Manual programme). The air impact after the operation of the road is also found acceptable in the EIA. In addition, the procedures and requirements under the Air Pollution Control (Construction Dust) Regulation will be followed.

Flood Risk due to road construction

- (39) Concern on flooding risk due to road construction is noted. A drainage impact assessment has been conducted for the NDAs development under the NENT NDAs Study. To improve the drainage conditions, necessary site formation works will be carried out for the NDAs and an independent drainage system will be established to provide flood protection for the NDAs. Detailed drainage works and its implementation programme would be examined and worked out in the detailed planning and implementation stage.

Overloaded capacity for MTR

- (40) Some representers were concerned that the capacity of the East Rail would be overloaded by the increasing cross-boundary passengers. Although the number of cross boundary passengers is expected to increase in future, it is anticipated that the Guangzhou-Shenzhen-Hong Kong Express Rail Link and Hung Hom Through Train will help relieve the loading of the cross-boundary service and the Tai Wai to Kowloon Section of the East Rail Line respectively.

- (41) To meet the future need, the Government has commissioned the Railway Development Strategy 2014 ('RDS 2014') to explore the conceptual proposals of new railway schemes including the proposed NOL to connect the existing West Rail Line and Lok Ma Chau Spur Line. According to RDO, HyD, the proposed NOL, which connects the existing West Rail Line and Lok Ma Chau Spur Line, will enhance east-west connectivity, serve the KTN NDA, improve network robustness and facilitate cross-boundary movements. It is expected that NOL could help to re-distribute the railway passenger flows in the northern New Territories.

E. Sustainability / Ecological concern

Sustainability concerns and urban-rural coexistence

- (42) In planning the NDAs, 'Green New Town' concept has been adopted with a view to integrating the existing natural resources such as the Long Valley, Sheung Yue River, fung shui woodland to the west of HSH together with the new town development..
- (43) As mentioned in **para. 5.4.2(16)** above a total of 58 ha of land is zoned AGR' within the two NDAs to allow continuation of farming practices in the areas. Besides, a total of about 128 ha of land (about 21% of the area of KTN and FLN NDAs) are zoned "GB" in both KTN and FLN OZPs which is to define the limits of development areas and preserve existing natural features. In FLN NDA, the mitigation meanders in FLN, Planning Areas 2 and 7 are designated as "Conservation Area" ("CA"). They were formed as a result of the channelisation of Ng Tung River and are reserved for retaining the uncommon fish species called 'Rose Bitterling' and for the provision of a habitat suitable re-location of the Man Kam To Road egret. Therefore, natural resources are preserved according to the assessment of the character and ecological value of the areas.
- (44) An Ecological Impact Assessment has been conducted to address the potential ecological impacts arising from the development of the NDAs. The Ecological Impact Assessment of the EIA Report confirmed that there are **low** or **low to moderate** severity of impacts to birds arising from the NDAs development in the absence of mitigation measures. Nevertheless, after implementation of mitigation measures, no significant adverse residual ecological impacts are predicted. Disturbance impacts to the more sensitive species on the Sheung Yue and Ng Tung River channels will be mitigated in full by provision and management of compensatory wetland habitat within Long Valley while mitigation measures to reduce disturbance impacts would be proposed for the other waterbirds.
- (45) In order to minimize its impact on the lower section of the MTL Stream, the proposed Rural Road R1 will cross the stream on viaduct and a buffer zone of 15-30m has been allowed on both sides of MTL Stream. In addition, a 1.2m high permanent solid faunal barrier will be built along the at-grade portion of proposed Rural Road R1 to minimize mortality impacts of terrestrial meso-fauna. According to the EIA Report, the above

measures are sufficient to protect the MTL Stream from the proposed Rural Road R1. The EIA Report has also concluded that the proposed “GB” zoning with implementation of proposed mitigation measures would be environmentally acceptable.

F. Environmental nuisance and toxic substance/health risk

- (46) The concerns of the representers that the greenery and natural / ecological environment or buffer would be affected by the proposed sites for Police Driving and Traffic Training Complex, and Weapons Training Division development are noted. The planning intention of the “G/IC” zone is primarily for provision of the GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. The two proposed “G/IC” sites for Police Driving and Traffic Training Complex, and Weapons Training Division development at Fu Tei Au in FLN Planning Area 3 are located to the north of Ng Tung River and at some distance from the major residential areas. They fall within the 1km Consultation Zone of the Sheung Shui Water Treatment Works which is a potentially hazardous installation (PHI). Development thereon is subject to environmental constraint. Hence, low-density non-domestic uses at the sites are considered more compatible with the adjacent developments and can provide buffer to the residential developments in the vicinity against the Sheung Shui Water Treatment Works.
- (47) The subject sites are intermixed with squatters, open storage, plantation, farmland, a pond and a mitigation meander with mitigation plantation around. It is only used by a low diversity of wetland species in small numbers. Overall, there are no habitats with high ecological value at the subject sites. The ecological function of this area will be compensated in the LVNP. According to the EIA Report, the proposed police facilities would not have adverse environmental impacts on the areas.
- (48) Having considered the above-mentioned site constraints and characteristics, the subject sites are retained for the Police Driving and Traffic Training Division and Weapons Training Division from Fan Garden, Fanling.

Toxic substance/Health risk

- (49) High level of Arsenic (i.e. ranged from 24 mg/kg to 430 mg/kg) were identified at 3 government sites in KTN and is naturally occurring. A detailed Health Risk Assessment (HRA) on Arsenic has been conducted to determine the acceptable level of Arsenic and devise appropriate and feasible treatment methods for soil with higher Arsenic level. Based on the ground investigations conducted during the EIA study, the extent of potential contamination are relatively localised, likely contaminants area generic and easily remediated, remediation methods available in the market are well established and nature of the possible contaminants can be dealt with by sufficient local remediation experience. The requirements for conducting the detailed survey and submission of detailed Arsenic management plan have been included as one of the approval conditions of

the EIA Report. As such, it is considered that there is no insurmountable contamination issue within the KTN NDA.

G. Insufficient information for public inspection and discussion

- (50) The draft outline zoning plans for KTN and FLN are derived from the recommendations of the NENT NDAs Study which has adopted a three-stage Public Engagement (PE) Programme to facilitate public discussions and foster consensus building. The Stage 1 PE (PE1) to solicit public views on the visions and aspirations for the NDAs, the Stage 2 PE (PE2) to engage the public on the Preliminary Outline Development Plans (PODPs) and PE3 to gauge public views on the RODPs of the NDAs. Subsequently, the revised RODP was prepared having regard to the public views collected in PE3 and promulgated in July 2013. During the consultation period, surveys, public forums, focus groups meetings with different stakeholders were held to engage more stakeholders.
- (51) After the promulgation of the revised RODP, two new draft OZPs were prepared to take forward the recommendations of the NENT NDAs Study for the KTN and FLN NDAs. The KTN and FLN OZPs were gazetted on 20.12.2013, and they were exhibited for public inspection under s.5 of the Town Planning Ordinance (the Ordinance). Under the Ordinance, the plan-making process is open and transparent. The draft OZPs are exhibited for public inspection for a period of 2 months. The exhibition process itself is a public consultation to seek representations and comments on the draft OZPs. Relevant information on the draft OZPs, including the relevant Board Paper and minutes of the relevant Board meeting, are available on the Board's website and Planning Enquiry Counters for public inspection.
- (52) The Board will consider the representations and comments in accordance with the provisions of the Ordinance. For matters relating to the consideration of representations and comments in respect of the draft KTN and draft FLN OZPs, a dedicated link, which includes a notice board, has been set up under What's New on the Board's website. Information posted on the notice board will be updated as and when necessary.
- (53) In addition, regarding the results of the NENT NDAs Study and the new draft OZPs for KTN and FLN, the NDC and relevant Rural Committees have also been consulted.

H. Other representations in general or related to social/political perspectives

- (54) The concerns on various policies and ordinances are outside the scope of the OZPs, which is to show the broad land use framework and planning intention for the area.

5.4.3 With regard to the proposals raised by **R15, R18-R23, R25-R26, R28-R30, R33-R50, R52-R72, R74-R92, R95-R165, R167-R20727, R20729-R20779 of KTN OZP** and **R15, R18-R27, R29, R34, R39-R40, R42-R43, R47-R52, R54-R56, R58-R77, R81-R87, R89-R99, R539-R540, R543-R612, R614-R21229 of FLN OZP** in general in respect of the draft KTN and FLN OZPs (**Plans KTN-2 and FLN-2**), the responses are as follows:

P1. Long Valley and its adjacent areas should be rezoned to 'CA'

- (1) The area to the north of LVNP, which includes a significant proportion of wet agricultural land, has been assessed as being of high ecological value in the EIA Report. The current "AGR(1)" zoning of the farmlands to the north of LVNP has reflected the existing agricultural use, characters and ecological values of the areas. It is also intended to protect the area under the flight path of birds between HSH egrettry and Long Valley. Moreover, to ensure that the ecological importance of the area will be maintained by continuing the existing wet agricultural activities, more stringent planning control has been imposed by limiting the development and activities which could normally be permitted in "AGR" zone, including requiring filling of pond/land of land up to 1.2m, construction of New Territories Exempted Houses (NENTs), etc in the area to obtain planning permission from the Board. It is considered that the "AGR(1)" zone is sufficient to protect the existing ecological value of the concerned area.
- (2) Regarding the proposal of combining the land originally reserved for Police Driving and Traffic Training Complex and the use of WSD, areas to the south of Ng Tung River and to the north of Sheung Shui Heung, and the Nature Park of Long Valley for conservation purpose, overall, there are no high ecological value habitats at these sites. For the WSD facilities in FLN Planning Area 1, they are to reflect the existing use and reserve for the future pumping station of the nearby Sheung Shui Water Treatment Works (**Plan FLN-8**). For the Police Driving and Traffic Training Complex site, the response stated in para. 5.4.2 (46) to (48) is relevant. For the area to the south of Ng Tung River and to the north of Sheung Shui Heung, the land is zoned "Green Belt" in the Fanling/Sheung Shui OZP. The Agriculture, Fisheries and Conservation Department (AFCD) confirmed that these areas are not of high ecological or conservation value. A "CA" zoning would not be justified.

P2. Central Park in Fanling North

- (3) To pursue quality living environment and provide adequate recreational facilities, the current Shek Wu San Tsuen area in FLN Planning Area 12, which is centrally located in the FLN NDA, is proposed to be developed into a Central Park with recreational facilities. It is easily accessible by most of the future population in FLN NDA and located in the vicinity of social welfare and other public facilities in the adjoining FLN Planning 11 to the north, forming a civic and recreational core of FLN for the enjoyment of new and existing communities. Besides, the Central Park will provide visual and spatial relief in the FLN NDA. The Central Park

and the north-south running open space spines together also serve as major view corridors to protect the long-range views towards the green backdrop in the north. Having considered the central location and functions of the proposed Central Park in the Shek Wu San Tsuen area, the provision of this open space is considered necessary and appropriate.

- (4) It should be noted that the North District Park is a district open space to serve the existing/planned population of Fanling/Sheung Shui New Town. The park generally falls outside the walking distance of the residential development in the FLN NDA.
- (5) The Leisure and Cultural Services Department (LCSD) has launched the “Community Garden Programme” at selected parks in all districts by phases with the objective to encouraging the public to participate in greening activities. Community farming activities could be further examined at detailed design and implementation stage.

P3. Traffic network near MTL Stream

- (6) According to the Ecological Impact Assessment of the EIA Report, the upper and middle sections of MTL Stream is of high ecological value because of the presence of Three-banded Box Terrapin, whereas the lower section of the stream is of moderate to high ecological value because of the presence of several species of conservation significance and importance of the riparian corridor. In view of the above, the land area along the MTL Stream in KTN Planning Areas 2 and 8 (**Annex VI(a)**) are designated as “GB” to protect the habitats for wildlife associated with the MTL Stream.
- (7) The proposed “GB” zoning should have adequate planning protection as there is a general presumption against development within the “GB” zone. It is the statutory requirement under the Notes of the OZP that any diversion of stream, filling of land/pond or excavation of land shall not be undertaken without the permission from the Board (**Annex VII**). It is considered that the current “GB” zoning has provided sufficient planning control on the concerned area.
- (8) The proposed Rural Road R1 is essential for providing access to the Lok Ma Chau Loop Area and the proposed sports ground/sports complex, research and development use and sewerage pumping station at the north-western tip of the KTN NDA. The road can also improve the connectivity of the existing rural settlement in MTL area with the town centre of the KTN NDA. In formulating the alignment of the proposed Rural Road R1, a series of factors have been taken into consideration, including the highway standards, road safety and environmental impacts.
- (9) In order to minimize its impact on the lower section of the MTL Stream, the proposed Rural Road R1 will cross the stream on viaduct and a buffer zone of 15-30m has been allowed on both sides of MTL Stream. In addition, a 1.2m high permanent solid faunal barrier will be built along the at-grade portion of proposed Rural Road R1 to minimize mortality impacts

of terrestrial meso-fauna. According to the EIA Report, the above measures are sufficient to protect the MTL Stream from the proposed Rural Road R1. The EIA Report has also concluded that the proposed “GB” zoning with implementation of proposed mitigation measures would be environmentally acceptable.

P4. Possible Environmental Impacts and Inclusion of residual area of Tin Ping Shan Tsuen in the NENT NDAs

- (10) The EIA Report has concluded that with implementation of proposed mitigation measure, the NDAs development would be environmentally acceptable. Details of the road construction design will be further examined in the detailed design stage. The Government will ensure that appropriate mitigation measures will be taken to mitigate the adverse environmental impacts arising from the relevant construction works. It should be noted that Tin Ping Shan Tsuen falls within the area of the Fanling/Sheung Shui OZP rather than the FLN OZP.

5.5 Responses to Grounds of Comments relating to both the KTN and FLN OZPs (Annexes IV-1, IV-2a and IV-2b)

Comments supporting the draft OZPs

- 5.5.1 **C5598 of KTN OZP** supporting the draft OZPs is noted.

Comments objecting to developments of the NDAs or offering comments on the draft OZPs

- 5.5.2 The responses to the grounds of comments of **C1-C5549, C5551-C5594, C5596 of KTN OZP** and **C1-C5563, C5986-C5996, C5998-C6008 of FLN OZP** concerning the draft OZPs in general are as follows:

A. Needs for NDA / Intention of the Plans / Land utilisation / Development intensity/Urban design

- (1) As stated in **para. 5.4.2(1)** above, given the increasing housing demand and scarcity of land resources, it is necessary to make all efforts to identify and take forward suitable land for housing development.
- (2) As stated in **para. 5.4.2(2)** above, it is necessary to proceed with the development of the NDAs to supply land for accommodating various land uses to meet Hong Kong’s medium- to long-term housing, economic and social needs. Private land will be resumed for the NDAs development according to current lands policy. However, the concerns on land acquisition/exchange would be dealt with at the implementation stage and not related to the OZPs, which are to show the broad land use framework and planning intention for the area.
- (3) To help maintain the social fabric of the existing communities, two sites have already been reserved (i.e. a “R(A)2” site in KTN Planning Area 24

and an “OU (Commercial/Residential Development with Public Transport Interchange (1))” in FLN Planning Area 15) for local rehousing of eligible clearances affected by NDAs development.

- (4) In order to help the affected residents and provide information on NDAs, a social service team of KTN and FLN NDAs respectively has been set up. The social service team will approach the affected residents and provide relevant updated information on the NDAs for facilitating the local residents to understand the development proposal and progress.
- (5) Regarding the comments on preserving the greenery buffer between Hong Kong and Shenzhen, please refer to **para. 5.4.2(4)** above.
- (6) Please refer to **paras. 5.4.2 (11) - (13)** above. In sum, the urban design of the NDAs has fully considered the natural landscape, water features, mountain and farmland, etc., of the area. The design layout provides view corridors and green corridors to connect the major development and landscape zone with convenient and pleasant pedestrian environment.
- (7) A comprehensive breezeway system is introduced in the NDAs to promote better ventilation and urban climate. Please refer to **para. 5.4.2(15)** above.
- (8) Regarding the height restriction and plot ratio in KTN and FLN NDAs, please refer to **paras. 5.4.2(8), (11) and (15)** above.

B. Preservation on local agriculture and industry

- (9) The concerns on agricultural policy are noted. However, the concerns on policy issue are not related to the OZPs, which is to show the broad land use framework and planning intention for the area.
- (10) Regarding preserving agricultural land for local farming, there is land retained under the two NDAs. Please refer to **para. 5.4.2 (16)** above. Regarding the proposal of allowing agricultural land to be used for education and recreation purposes, there is provision for application of such uses to the Board under the OZPs.
- (11) Regarding the comments on Ma Shi Po, please refer to **para. 5.4.2 (21)** above. In sum, the proposed FLN NDA is a natural extension of the Fanling/Sheung Shui New Town. Planning Areas 13, 15, 16 and 17 at Ma Sai Po area are planned for medium to high density residential development. It is estimated that 24 ha of active agricultural land will be affected. Private land will be resumed for the NDAs development according to current lands policy.
- (12) To support organic farming, in terms of land use zoning under KTN and FLN OZPs, ‘Agricultural Use’ is always permitted in “AGR” (including “AGR (1)”) zone.

- (13) With regard to promoting and supporting farmers to develop organic farming, AFCD actively encourages and supports local farmers to develop organic farming. Through the Organic Farming Support Service, AFCD provides technical advice and support to those farmers who wish to switch to organic farming from traditional farming practice. In addition, AFCD promotes the production and sale of local organic agricultural products jointly with the Vegetable Marketing Organisation (VMO) and the Federation of Vegetable Marketing Co-operative Societies Ltd. Besides, AFCD supports the Hong Kong Organic Resource Centre in its endeavours to educate the public on organic farming and promote the certification of organic products.
- (14) Regarding agricultural rehabilitation/resite and assistance to affected farmers, please refer to **paras. 5.4.2(18) – (19)** above.
- (15) Regarding the proposals of reserving land for local industry development, please refer to **paras. 5.4.2(24) - (26)** above.

C. Land acquisition/Reprovisioning, rehousing and compensation issues

- (16) Comments on compensation and rehousing arrangements are noted. Please refer to **paras. 5.4.2 (28)-(29)** above.
- (17) The concern on reserving land for village reprovisioning is noted. Please refer to **para. 5.4.2 (29)** above.

D. Transport concerns

- (18) Regarding the capacity of road-based transport, please refer to **paras. 5.4.2 (32) & (37)** above. In sum, the Traffic and Transport Assessment Study under the NENT NDAs Study (the TIA) has been conducted to assess the future transport demand to be generated by the proposed developments and the impact on the capacity of highway and local road network and it has confirmed that with the proposed highway improvement, the highway system can address the traffic demand from the NDAs and the NDAs development is technically feasible from traffic and transportation point of view.
- (19) Regarding the capacity of rail-based transport, please refer to **paras. 5.4.2 (40) to (41)** above.
- (20) Regarding the implementation schedule of Fanling Bypass, please refer to **para. 5.4.2 (37)** above.
- (21) Regarding the alignment of Fanling Bypass, please refer to **paras. 5.4.2 (33) to (36)** above.
- (22) Regarding the impacts to the nearby residents during the construction of roads, please refer to **paras. 5.4.2(38) – (39)**.

E. Sustainability / Ecological concerns

- (23) The area with high ecological value in KTN and FLN NDAs has been preserved. Please refer to **paras. 5.4.2 (43) – (44)** above.
- (24) The KTN and FLN NDAs have been designed with due respect to the surrounding natural environment, including the Fung Kong Shan and Cheung Po Tau as the mountain backdrop, and Sheung Yue River and Ng Tung River. The existing farmlands at Long Valley would be designated "OU(Nature Park)" to preserve the wetland habits. The open space network including the Central Park and riverside promenade along Ng Tung River would further enhance the landscape characters of the NDAs. Both FLN and KTN NDAs would be a good place for eco-tourism. In addition, a comprehensive pedestrian walkway and cycle track network has been planned to ensure good connectivity between the major activity nodes and the surrounding areas.
- (25) Please refer to **para. 5.4.3 (2)** above. In sum, rezoning the proposed areas for conservation purposes is considered not appropriate.

F. Environmental nuisance and toxic substance

- (26) As mentioned in **paras. 2.4 to 2.5** above, the EIA prepared under the EIAO has confirmed that the proposed KTN and FLN NDAs development is environmentally acceptable. The EIA was considered and endorsed by ACE with conditions and recommendations, and approval was subsequently given by DEP.
- (27) The NENT NDAs Study which covers KTN and FLN NDAs is a designated project (DP). The EIA Report is to address the environmental impacts arising from the works proposed under the NENT NDAs. One of the objectives of the EIA Study is to identify and assess air quality impact, noise impact, water quality impact, waste management, land contamination, hazard to life, ecological impact, fisheries impact, landscape and visual impact, impacts on sites of cultural heritage, quantify emission sources and determine the significance of impacts on sensitive receivers and potential affected uses.
- (28) For the toxic substance, please refer to the **para. 5.4.2 (49)** above.

Insufficient information for public inspection and discussion

- (29) Public engagement has been carried out under both the NENT NDAs Study and in accordance to the prevailing Town Planning Ordinance. Please refer to **paras. 5.4.2 (50) to (53)** above for details.
- (30) Regarding concerns on the funding application for advance works of the NDAs, the responses are as follows:

- (i) In order to meet the medium term housing needs with the target for the first population intake in 2023 and provision of community facilities, it is necessary to proceed with the detailed design and site investigation of the advance works for KTN and FLN NDAs, including site formation for housing and community facilities and related engineering infrastructure works.
 - (ii) To ensure timely provision of adequate infrastructure, the detailed design and site investigation for site formation and engineering infrastructural works for housing and supporting facilities included in the Advance Works Package have to commence in end 2014.
 - (iii) In line with the usual arrangements for works projects, these technical preparations would be proceeded in parallel with other implementation steps, including statutory planning process and land clearance preparation. It is also necessary to proceed with the technical preparations while the Government continues to communicate with the affected local stakeholders regarding the project.
- (31) Under the Ordinance, the plan-making process is open and transparent. The draft OZPs are exhibited for public inspection for a period of 2 months in accordance with the provisions of the Ordinance. The exhibition process itself is a public consultation to seek representations and comments on the draft OZPs.
- (32) The Board will consider the representations and comments in accordance with the provisions of the Ordinance. Based on the legal advice, the Chairman's capacity as an official member of the Board does not constitute conflict of interest. All Members of the Board would also have to declare interests in accordance with the Board Procedure and Practice.
- (33) Relevant information on the draft OZPs, including the relevant Board Paper and minutes of the relevant Board meeting, are available on the Board website and Planning Enquiry Counters for public inspection. For matters relating to the consideration of representations and comments in respect of the draft KTN and draft FLN OZPs, as dedicated link, which includes a notice board, has been set up under the What's New on the Board website. Information posted on the notice board will be updated as and when necessary.

Other comments in general or related to social/political perspective

- (34) The concerns on lands and population policies are noted. However, the concerns are outside the scope of the OZPs.
- (35) Regarding the comments on population and housing issues, please refer to **paras. 5.4.2 (1) – (2)**.

6. Consultation

6.1 The following government departments have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Development;
- (b) Project Manager/New Territories East, Civil Engineering and Development Department;
- (c) Commissioner for Transport;
- (d) Chief Engineer/Railway Development 2-2, Railway Development, Highways Department;
- (e) Chief Engineer/Mainland North, Drainage Services Department;
- (f) Director of Environmental Protection
- (g) Director of Agriculture, Fisheries and Conservation;
- (h) Director of Housing; and
- (i) Chief Town Planner/Studies & Research, Planning Department.

6.2 The following government bureaux and departments have been consulted and they have no major comment on the representations:

- (a) Secretary for Transport and Housing;
- (b) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
- (c) Chief Engineer/Development (2), Water Supplies Department;
- (d) Secretary for Education;
- (e) Chief Building Surveyor/New Territories West, Buildings Department;
- (f) Chief Highway Engineer/New Territories East, Highways Department;
- (g) Director of Fire Services;
- (h) Director of Food and Environmental Hygiene;
- (i) Director of Leisure and Cultural Services (Antiquities and Monuments Office);
- (j) Director of Leisure and Cultural Services;
- (k) Director of Electrical and Mechanical Services;
- (l) Government Property Administrator;
- (m) Commissioner of Police;
- (n) District Officer (North), Home Affairs Department;
- (o) District Lands Officer/North, Lands Department; and
- (p) Director-General of Communications.

7. Planning Department's Views

Supportive Representations and Comments

7.1 The supportive views of Representations No. **R1 to R4 of KTN OZP** and **R1 to R3 of FLN OZP** as well as Comment No. **C5598** for the KTN are noted.

Adverse Representations and Comments

7.2 Based on the assessments in paragraph 5 and for the following reasons, PlanD does not support the Representation Nos. **R15, R18-23, R25-26, R28-30, R33-50, R52-72, R74-92, R95-165, R167-20727, R20729-20779 of KTN and R15, R18-27, R29, R34, R39-40, R42-43, R47-52, R54-56, R58-77, R81-87, R89-99, R539-540, R543-612, R614-21229 of FLN OZP** as well as the Comment Nos. **C1-C5549, C5551-C5594, C5596 of KTN OZP and C1-C5563, C5986-C5996, C5998-C6008 of FLN OZP**, and considers that the OZPs should not be amended to meet the representations:

A. **Needs for NDA/Intention of the Plans/Land utilization/Development Intensity/Urban Design**

- (a) NENT NDAs is a major source of land supply to meet the medium- to long-term housing, social and economic development needs of Hong Kong.
- (b) Under the NENT NDAs Study, the NDAs development has made the best use of scarce land resources and opportunities have been taken to review the development intensity of the housing sites. After balancing different considerations, the development intensity for various housing sites have been increased. The overall public-private housing ratio of the two NDAs is 60:40 to ensure a balanced and socially integrated community. The housing split is in line with the Long Term Housing Strategy and the 2014 Policy Address.
- (c) The KTN and FLN NDAs have been designed with due respect to their surrounding natural environment. About 128 ha of land falls within an area zoned (“GB”, which would serve as buffer zone in both KTN and FLN OZPs and helps prevent urban sprawl.
- (d) A comprehensive breezeway system is introduced in the NDAs and a number of major air paths have been incorporated on the OZPs to facilitate wind permeability in the forms of NBA, open space, terraced podium design and building height profiles, etc. The building height restrictions shown on the OZPs have been taken the findings of the AVA into consideration.
- (e) To implement the NDAs, it is unavoidable to clear/resume the land for the provision of road infrastructure, public housing, public facilities as well as residential and commercial developments. To help maintain the social fabric of the existing communities, two sites in KTN and FLN respectively have been reserved for local rehousing.
- (f) The Dills Corner Garden (DCG) is located at the future Town Centre of KTN NDA. Keeping the existing premises at DCG in-situ will adversely affect the planning and implementation of the KTN NDA Town Centre and will not be an optimal use of land resources.
- (g) Adequate G/IC facilities including residential care home for the elderly, clinic, school, etc. have been planned for the NDAs in accordance with the HKPSG requirements. As these G/IC uses are of different functions and requirements, it is not appropriate to restrict the maximum plot ratio for

“G/IC” sites so as to allow greater design flexibility.

- (h) According the EIA Report, the proposed Business and Technology Park is considered environmentally acceptable and with all the proposed measures in place, no significant adverse impacts on LVNP and fauna are predicted.

B. Preservation on local agriculture and local industry

- (a) With a view to promoting urban-rural integration while recognizing the importance of agriculture to Hong Kong, agricultural land has been retained within the two NDAs to allow farmers to continue their farming practices.
- (b) In implementing the NDAs development, it is unavoidable that some existing farmers would be affected by the proposed NDA development. To facilitate agricultural rehabilitation/resite for affected farmers, fallow agricultural land are provided in the proposed LVNP and adjoining areas, as well as Kwu Tung South.
- (c) Regarding the concerns of reserving agricultural land in Fu Tei Au, it should be noted that a total of 58 ha of land have been retained in KTN and FLN OZPs to allow for continuation of the existing farming practices. There is no justification for the Government to reserve further land in Fu Tei Au for agricultural purpose.
- (d) The Mapopo community in Ma Shi Po is planned for medium to high density residential development at the District Centre under the FLN OZP. The proposal of retaining the concerned area for agricultural use is not supported as it will significantly affect the FLN NDA development.
- (e) There is no strong justification for the proposal of preserving the cultivated land in Wa Shan as most of the concerned area is zoned either “GB” or “CA” where agricultural uses are always permitted.
- (f) For the proposal of allowing the Ng Tung Riverside for agricultural activities, the concerned area is zoned as “O” with the intention to provide a continuous strip of open space for the public enjoyment. The proposal is therefore not supported.
- (g) In implementing the NDAs development, it is inevitable that some existing rural industries / businesses would be affected. However, sufficient land at appropriate locations have been designated as “Industrial (Group D)”, “Open Storage” (“OS”) and “OU” annotated “Port Back-up Uses” zones on respective statutory town plans to meet the demand for such uses.
- (h) Given its strategic location, a cluster of sites have been designated for high-technology, innovative and cultural industries where Hong Kong enjoys clear advantages. The retail, service industry and community facilities will also be available to provide different types of job opportunities, including

some with lower skill level requirements. It is estimated that the KTN and FLN NDAs will provide 37,700 jobs.

C. **Land acquisition/Reprovisioning, rehousing and compensation issues**

- (a) The concerns on land acquisition/exchange would be dealt with at the implementation stage of the NENT NDAs and are not related to the OZPs as well as outside the purview of the Board.
- (b) Regarding the concerns on the possible over-provision of high-end private housing, it should be noted that 60% of the total housing units in the NDAs will be subsidized housing. An implementation programme with proper phasing and packaging of works for the NDAs development has also been formulated.

D. **Transport concerns**

- (a) The TIA under the NENT NDAs Study has confirmed that the NDAs development is technically feasible from the traffic and transportation point of view.
- (b) In planning the NDAs development, a number of road enhancement and upgrading works have been identified to accommodate the traffic demand including the proposed Fanling Bypass, the road widening works for Fanling Highway / Tolo Highway, which will help relieve the congestion problem in the North District. The alignment of Fanling Bypass is a balance between road safety, transport functioning, existing uses, visual, noise impacts and local concerns.
- (c) Regarding the concerns on environmental and drainage impacts of road construction, the EIA conducted under the NENT NDAs Study has confirmed that there is no insurmountable environmental and drainage problem and appropriate mitigation measures will be taken during road construction. Details about the road construction will be examined in the detailed design stage.
- (d) The Guangzhou-Shenzhen-Hong Kong Express Rail Link and Hung Hom Through Train will help relieve the loading of the cross-boundary service and the East Rail Line respectively.

E. **Sustainability / Ecological concerns**

- (a) In planning the NDAs, 'Green New Town' concept has been adopted with a view to integrating the existing natural resources such as the Long Valley, Sheung Yue River, fung shui woodland to the west of HSH together with the new town development.
- (b) Land has been zoned on the OZPs as "CA", "GB", "OU (Nature Park)" and "AGR" respectively at appropriate locations for preserving the natural

habitats and resources in accordance with their character and ecological value. Disturbance impacts to the more sensitive species on the Sheung Yue and Ng Tung River channels will be mitigated in full by provision and management of compensatory wetland habitat within Long Valley.

- (c) In order to minimize its impact on the lower section of the MTL Stream, various measures such as a buffer zone on both sides of MTL Stream, the proposed Rural Road R1 crossing the stream on viaduct, a 1.2m high faunal barrier along Rural Road R1, etc. will be adopted. According to the EIA Report, the “GB” zone together with the above measures are sufficient to protect the MTL Stream from the proposed Rural Road R1.

F. Environmental nuisance and toxic substance/health risk

- (a) The EIA prepared under the EIAO has confirmed that the proposed KTN and FLN NDAs development is environmentally acceptable. The EIA was considered and endorsed by ACE with conditions and recommendations, and approval was subsequently given by DEP.
- (b) The EIA has confirmed that the proposed Police facilities at Fu Tei Au in FLN Planning Area 3 would not have adverse environmental impacts on the area. Having considered the constraints and characteristics of these G/IC sites as well as the local, district and regional/territorial needs for such services, the “G/IC” sites should be retained for the Police Driving and Traffic Training Division and Weapons Training Division.
- (c) As confirmed by the detailed Health Risk Assessment on Arsenic, there is no insurmountable contamination issue within the KTN NDA.

G. Insufficient information for public inspection and discussion

- (a) The KTN and FLN OZPs were prepared to take forward the recommendations of the NENT NDAs Study, for which there were extensive public consultations. The KTN and FLN OZPs were also exhibited for public inspection under the Ordinance. The plan-making process is open and transparent.

H. Other representations in general or related to social/political perspectives

- (a) The concerns on various policies and other ordinances are not related to the OZPs and outside the purview of the Board.

Proposals

P1. Long Valley and its adjacent areas should be rezoned to 'CA'

- 7.2.1 For the area to the north of LVNP, there is no planning justification for rezoning it to "CA".
- 7.2.2 Regarding the proposal of combining the land originally reserved for Police Driving and Traffic Training Complex and the use of WSD, areas to the south of Ng Tung River and to the north of Sheung Shui Heung, and the Nature Park of Long Valley for "CA" zone, there is no strong justification for such rezoning.

P2. Central Park in Fanling North

- 7.2.3 Given the central location and functions of the proposed Central Park in the Shek Wu San Tsuen area, there is no planning justification for the proposed rezoning of the 'O' zone.

P3. Traffic network near MTL Stream

- 7.2.4 The proposed "GB" zoning should have adequate protection of the MTL Stream as there is a general presumption against development within the "GB" zone. This is no planning justification for rezoning it to "CA".

P4. Inclusion of residual area of Tin Ping Shan Tsuen in the NENT NDAs

- 7.2.5 Tin Ping Shan Tsuen falls within the area of the Fanling/Sheung Shui OZP rather than the FLN OZP.
- 7.3 In view of the comments made by **R1 to R4 of KTN OZP and R1 to R3 of FLN OZP**, the Board is invited to note the representers' comments and to agree to advise the representers that:
- (a) sufficient land at appropriate locations have been reserved on the respective statutory town plans to meet the demand for agricultural and rural industrial uses;
 - (b) to help maintain the social fabric of the existing communities, sites have been reserved for local rehousing of eligible clearers affected by NDA development;
 - (c) to achieve early delivery of land to meet the housing and economic needs and ensure timely provision of a comprehensive range of commercial, retail, open space and G/IC facilities in tandem with the population build-up, an implementation programme with proper phasing and packaging of works for the NDAs development has been formulated; and
 - (d) declared monuments and graded historic buildings in the KTN and FLN NDAs have been identified and would be preserved. Further detailed

heritage impact assessment would be conducted at the detailed design and implementation stage to assess the conservation value of other potential heritage buildings/structure.

8. Decision Sought

The Board is invited to give consideration to the representations and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

9. Attachments

Annex I Annexes I-1 to I-17	Representations supporting the draft OZPs Representations made by concern groups and organisations as well as samples of some representations in standard letters/emails
Annex II Annexes II-1 to II-12	Comments supporting the draft OZPs Comments made by concern groups and organisations as well as samples of some representations in standard letters/emails
Annex III-1 Annexes III-2a and 2b	Summary of Representations and PlanD's responses Major points of Representations
Annex IV-1 Annexes IV-2a and IV 2b	Summary of Comments and PlanD's responses Major points of Comments
Annex V	Extract of Minutes for the 13 th Meeting of the NDC on 12.12.2013
Annex VI(a) Annex VI(b)	Planning Areas within the KTN OZP Planning Areas within the FLN OZP
Annex VII	The Intention for various land use zonings of the KTN and FLN OZPs
Annex VIII	Summary Table of the Representations and Comments of the draft KTN and FLN OZPs that had been taken out
Annex IX	CD-ROM containing names of all representers and commenters as well as submissions (for Board Members only)
Drawing FLN-1 Drawing FLN-2 Drawing FLN-3	Drawing submitted by R21 of FLN OZP Drawing submitted by R18 of FLN OZP Drawing submitted by R2217 of FLN OZP
Plan KTN-1 Plan KTN-2	Location Plan of the KTN NDA Location of the proposals of Representations in respect of the KTN OZP
Plan KTN-3 Plan KTN-4 Plan KTN-5 Plan KTN-6 Plan KTN-7	Urban Design and Landscape Framework of the KTN NDA Aerial Photo of the KTN NDA Pedestrian Connections of the KTN NDA Cycle Track Network of the KTN NDA Transport Network of the KTN NDA
Plan FLN-1	Location Plan of the FLN NDA

Plan FLN-2	Location of the proposals of Representations in respect of the FLN OZP
Plan FLN-3	Urban Design and Landscape Framework of the FLN NDA
Plan FLN-4	Aerial Photo of the FLN ND
Plan FLN-5	Pedestrian Connections of the FLN NDA
Plan FLN-6	Cycle Track Network of the FLN NDA
Plan FLN-7	Transport Network of the FLN NDA
Plan FLN-8	Location Plan of Sheung Shui Treatment Works

**PLANNING DEPARTMENT
OCTOBER 2014**