

**DRAFT KWU TUNG NORTH OUTLINE ZONING PLAN NO. S/KTN/1  
 CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/KTN/1-11 TO 14, 24, 27, 31-32  
 AND 73 & COMMENTS NO. TPB/R/S/KTN/1-C5550 AND 5597**

**AND**

**DRAFT FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/1  
 CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/FLN/1-10 TO 14, 30 TO 33, 41,  
 44, 45, 53, 57, 78, 80 AND 88 & COMMENTS NO. TPB/R/S/FLN/1-C5564, 5565, 5622,  
5975 TO 5985, 6009 AND 6010**

**(Group One – 26 Representations and 18 Comments)**

<b>Subject of Representations/ Representation Sites</b>	<b>Representers (Annex I)</b>	<b>Commenters (Annex II)</b>
<b>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)</b>		
<i>Representations relating to the East Rail</i>		
<u>Concern</u> on the carrying capacity of the East Rail	<p><b>R11 of KTN OZP and R10 of FLN OZP:</b>            上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝</p> <p><b>R12 of KTN OZP and R11 of FLN OZP:</b>            Transport Planning Alliance</p> <p><b>R14 of KTN OZP and R12 of FLN OZP:</b>            Transport and Infrastructure Concern Group</p> <p><b>R45 of FLN OZP:</b>            An individual</p> <p><i>(Sub-total: 7 representations)</i></p>	<p><b>C5550 of KTN OZP:</b>            Transport and Infrastructure Concern Group</p>

<b>Representations relating to the proposed Northern Link (NOL)</b>		
<p><u>Concern</u> on the implementation programme and alignment of the proposed NOL and/or <u>request</u> for NOL to the KTN and FLN NDAs</p>	<p><b>R11 of KTN OZP and R10 of FLN OZP:</b>            上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝</p> <p><b>R12 of KTN OZP and R11 of FLN OZP:</b>            Transport Planning Alliance</p> <p><b>R12 of FLN OZP:</b>            Transport and Infrastructure Concern Group</p> <p><b>R14 of FLN OZP:</b>            MTR Corporation Limited (MTRCL)</p> <p><b>R13, R45 and R88 of FLN OZP:</b>            3 individuals</p> <p><b>(Sub-total : 9 representations)</b></p>	<p><b>C5550 of KTN OZP:</b>            Transport and Infrastructure Concern Group</p>
<p><u>Concern</u> on not optimizing the development potential of the FLN NDA due to lack of railway facilities</p>	<p><b>R10 of FLN OZP:</b>            上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝</p> <p><b>R11 of FLN OZP:</b>            Transport Planning Alliance</p> <p><b>R13 of FLN OZP:</b>            An individual</p>	<p>Nil</p>
<p><u>Concern</u> on whether sufficient space has been reserved on the OZP for the future NOL station in the KTN NDA</p>	<p><b>R13 of KTN OZP:</b>            MTRCL</p>	<p>Nil</p>
<b>Representations relating to the road traffic</b>		
<p><u>Concern</u> on adverse traffic impact of the proposed NDAs development</p>	<p><b>R12 of KTN OZP and R11 of FLN OZP:</b>            Transport Planning Alliance</p> <p><b>R13 and R45 of FLN OZP:</b>            2 individuals</p>	<p>Nil</p>
<b>Representations relating to the KTN OZP</b>		
<b>Representation relating to the railway operation</b>		

<p><u>Concern</u> on the zoning boundaries of the “Other Specified Uses” (“OU”) annotated “Railway Associated Facilities” and the vibration issues of the Lok Ma Chau Spur Line to the future developments and <u>request</u> for provision of park-and- ride facilities at the “OU” site in KTN Planning Area 25</p>	<p><b>R13 of KTN OZP:</b> MTRCL</p>	<p>Nil</p>
<p><b><i>Representations relating to the proposed Rural Road R1</i></b></p>		
<p><u>Request</u> for alternative alignment of Rural Road R1</p>	<p><b>R24 of KTN OZP:</b> 馬草壟村村代表黃煥全</p>	<p>Nil</p>
<p><u>Request</u> for realigning the Rural Road R1 and rezoning part of KTN Planning Area 2 to “Green Belt” (“GB”)</p>	<p><b>R27, R31 and R32 of KTN OZP:</b> 2 individuals (<b>R27 and R31 of KTN OZP</b> are submitted by the same person)</p>	<p>Nil</p>
<p><b><i>Representation relating to the other Transport Issues</i></b></p>		
<p><u>Object</u> the open space in KTN Planning Areas 25, 29 and 30, and location of the public transport interchange; <u>request</u> for connecting Road L1 and Road L2, and rezoning of KTN Planning Area 25 for commercial use.</p>	<p><b>R73 of KTN OZP:</b> An individual</p>	<p>Nil</p>
<p><b>Representations relating to the FLN OZP</b></p>		
<p><b><i>Representations relating to the Provision of Railway Service in the FLN NDA</i></b></p>		
<p><u>Comment</u> that the provision of railway service will greatly benefit the FLN NDA.</p>	<p><b>R11 of FLN OZP:</b> Transport Planning Alliance</p> <p><b>R13 of FLN OZP:</b> An individual</p>	<p>Nil</p>
<p><b><i>Representations relating to the proposed Fanling Bypass and roundabout</i></b></p>		
<p><u>Request</u> for relocation, realignment and/or redesign of the proposed Fanling Bypass and/or its roundabout; or delete/postpone the concerned project.</p>	<p><b>R30 to R33, R44, R53, R57, R78, R80 of FLN OZP:</b> 9 individuals</p> <p><b>R41 of FLN OZP:</b> 香港中旅（集團）有限公司</p> <p><b>(Sub-total : 10 representations)</b></p>	<p><b>C5985 of FLN OZP:</b> An individual</p>
<p><b>Comments related to traffic issues</b></p>		

		<p><b>C5550 of KTN OZP and C5622 of FLN OZP:</b> Transport and Infrastructure Concern Group</p> <p><b>C5597 of KTN OZP and C6010 of FLN OZP:</b> Transport Planning Alliance</p> <p><b>C5564, C5565, C5975 to C5979, C5981 to C5984 and C6009 of FLN OZP:</b> 12 individuals</p> <p><b>C5980 of FLN OZP:</b> Bee Fung Chi Mak (Shek Wu Lutheran Community Development Project)</p> <p><b>(Sub-total : 17 comments)</b></p>
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*Note:* <sup>1</sup> A CD-ROM containing names of all the representers and commenters<sup>1</sup> as well as their submissions is enclosed at **Annex VIII** of **TPB Paper No. 9748** (for TPB 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**.

<sup>1</sup> 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](http://www.info.gov.hk/tpb/en/plan_making/submission_insp.html#fsy)

1.2 The representations and comments<sup>2</sup> would be considered in four groups:

**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.<sup>3</sup>

**Group Two**

(b) Collective hearing of 8 representations (**R16-R17, R93-R94 of KTN OZP and R16-R17, R541-R542 of FLN OZP**)<sup>4</sup> 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 One**. The overall planning consideration and assessments on the representations and comments are provided in this paper. A full set of the representations and comments are attached at **Annexes I and II** respectively. A summary of the representations with the Planning Department's (PlanD) responses and major points of representations are at **Annexes III-1 and III-2** respectively. A summary of the comments with PlanD's responses and major points of comments are at **Annexes IV-1 and IV-2** respectively.

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

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

<sup>3</sup> 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.

<sup>4</sup> 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) was 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 medium and long-term housing, economic and environmental needs of Hong Kong. The recommendations of the NENT NDAs Study were promulgated on 4.7.2013. Briefings and meetings with relevant bodies, including the Legislative Council Panel on Development, Land Development Advisory Committee, North District Council (NDC) and relevant rural committees, local concerns groups and other stakeholders had 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) had 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) had been conducted to confirm that the proposed KTN and FLN NDAs development was 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. An 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 preserved 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 NDA 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 NDA development, some existing rural industries would inevitably be affected. The Government would provide assistance to the affected business operators in accordance with the 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) The 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 26 representations (**R11 to R14, R24, R27, R31, R32 and R73 of KTN & R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88 of FLN OZP**) related to general rail, road infrastructure or traffic issues. The 26 representations are attached at **Annex I**.
- 3.1.2 9 representations (**R11 to R14, R24, R27, R31, R32 and R73 of KTN**) are in respect of the KTN OZP, which are submitted by 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝, Transport Planning Alliance, the MTRCL, Transport and Infrastructure Concern Group,



馬草壠村村代表黃煥全, a group of 8 individuals and 3 other individuals (**R27** and **R31 of KTN OZP** are submitted by the same person). The 9 representations mainly submitted views and proposals related to the East Rail, the proposed NOL alignment and implementation programme, the potential traffic impacts of the NENT NDAs development and the railway associated and parking facilities in the KTN NDA (**Plan KTN-2a**).

3.1.3 17 representations (**R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88 of FLN OZP**) are in respect of the FLN OZP, which are submitted by 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝, Transport Planning Alliance, Transport and Infrastructure Concern Group, the MTRCL, 香港中旅(集團)有限公司, and 12 individuals. The 17 representations mainly submitted views and proposals related to the East Rail, the proposed NOL alignment and implementation programme, the potential traffic impacts of the NENT NDAs development, the lack of railway facilities reserved in the FLN NDA, and the proposed Fanling Bypass and roundabout (**Plan FLN-2**).

3.1.4 The major grounds of representations and the representers' proposals are summarized in paragraphs 3.2 to 3.4 below.

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

#### *Representations relating to the East Rail*

3.2.1 **R11 of KTN OZP** and **R10 of FLN OZP** (both submitted by 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝), **R12 of KTN OZP** and **R11 of FLN OZP** (both submitted by Transport Planning Alliance), **R14 of KTN OZP** and **R12 of FLN OZP** (both submitted by Transport and Infrastructure Concern Group), and **R45 of FLN OZP** (submitted by an individual) have concern on the carrying capacity of the East Rail (**Plans KTN-2a** and **FLN-2**). Their main grounds of the representations are summarized below:

#### Carrying capacity of the already overloaded East Rail (G1)

- (a) The carrying capacity of the existing East Rail has already saturated. Its current overloaded condition will be worsen due to: (1) the increase of cross-boundary activities at Lok Ma Chau and Lo Wu boundary crossing points; and (2) the reduction of train cars from 12 to 9 nos. upon the operation of the Shatin to Central Link in 2018. The overcrowding situation could not be addressed through increase in train frequency as the line signalization system has reached its limit. The East Rail is unable to take up the additional population of over 170,000 in the NDAs.
- (b) The proposed NDAs development will aggravate the overloaded problem as: (1) the NDAs will only provide 37,700 new jobs and hence majority of the future population are expected to rely on public transport for daily commuting to and from work; (2) majority of the planned new jobs will be located around the proposed Kwu Tung Station. It will attract people

from other parts of the territory to the NDAs via the Lok Ma Chau Spur Line and East Rail as the primary mode of public transport; and (3) FLN NDA will be connected with the MTR Sheung Shui and Fanling Stations, which will encourage the FLN population using the East Rail.

- (c) The overload of the East Rail carrying capacity will affect its passengers' safety as many of the East Rail station platforms are already congested and unable to expand.

### ***Representations relating to the proposed NOL***

3.2.2 **R11 of KTN OZP and R10 of FLN OZP** (both submitted by 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝), **R12 of KTN OZP and R11 of FLN OZP** (both submitted by Transport Planning Alliance), **R13 of KTN OZP and R14 of FLN OZP** (both submitted by the MTRCL), **R12 of FLN OZP** (submitted by Transport and Infrastructure Concern Group), **R13, R45 and R88 of FLN OZP** (submitted by 3 individuals) oppose the lack of committed NOL alignment / development to serve the NDAs, and/or concern that the development potential of the FLN NDA would not be optimized due to the lack of railway infrastructure provision, and/or has concern on the sufficiency of space reserved for future NOL station at the KTN NDA (**Plans KTN-2a and FLN-2**). Their main grounds of the representations are summarized below:

#### ***The proposed NOL alignment and implementation programme (G2)***

- (a) Railway infrastructure is a key and essential component in major development plans. The 2014 Policy Address has again stipulated this development principle. The KTN and FLN NDAs without the proposed NOL have failed to uphold this strategic policy and principle.
- (b) The concept of NOL was explored in the Railway Development Strategy 2000 (RDS-2). It was proposed to connect the East Rail Line with the West Rail Line by providing connection to the Lok Ma Chau Spur Line at Kam Shueng Road Station. The RDS-2 concluded that the implementation of the proposed NOL would be dependent on the development programme of the strategic growth in the NENT as well as the growth of cross-boundary traffic.
- (c) The gazettal of the draft KTN and FLN OZPs has confirmed the strategic growth in the NENT. Implementation of the proposed NOL would serve the KTN and FLN NDAs and unleash development potential of the areas. Apart from serving the NDAs, the NOL will help divert the overcrowded East Rail traffic. Therefore, the proposed NOL is necessary and the Government should provide an implementation timetable.
- (d) The proposed NOL alignment and its stations (as shown in **Drawings KTN-1 and FLN-1**) should be included in the draft KTN and FLN OZPs. The planned population of 71,400 in FLN NDA has legitimate expectation for essential railway services.

Optimisation of development potential of the FLN NDA (G3)

- (e) Without rail service, the development potential of the housing sites in the FLN NDA has not been optimised. If railway facility is provided, many sites thereat could be zoned with higher plot ratio for a more efficient use of the scarce land resources.

Space reserved for the proposed NOL at KTN NDA (G4)

- (f) Sufficient design and planning flexibility and spatial provision should be allowed to facilitate the provision of the proposed NOL station at Kwu Tung and its implementation should tie in with the population intake. Dialogue between the MTRCL and relevant government departments is useful.

***Representations relating to the road traffic***

- 3.2.3 **R12 of KTN OZP** and **R11 of FLN OZP** (both submitted by Transport Planning Alliance), **R13** and **R45 of FLN OZP** (submitted by 2 individuals) have concerns on the potential traffic impact of the NENT NDAs development on the surrounding areas (**Plans KTN-2a** and **FLN-2**). Their main grounds of the representations are summarized below:

Potential adverse traffic impact on the surrounding areas (G5)

- (a) As the capacity of the East Rail is saturated, there would be an undesirable overflow of commuters of NDA development to road-based transportation which would have a negative knock-on impact on road network, particularly on Tolo-Highway.
- (b) For the FLN NDA, the proposed road-based Environmental-Friendly Transport System (EFTS) services would connect the FLN NDA with the MTR Sheung Shui and Fanling Stations. This will induce significant pressure to the existing congested road network, particularly the areas around the concerned MTR stations. Given that the East Rail is already saturated and road network in the vicinity of the two concerned MTR stations are already congested, the feasibility of the proposed EFTS is doubtful.

3.3 Major Grounds of Representations and Representers' Proposals relating to the KTN OZP

***Representations relating to the railway operation***

- 3.3.1 **R13 of KTN OZP** (submitted by the MTRCL) concern the zoning boundaries of the railway associated facilities, provision of parking facilities in the KTN NDA and the vibration issues of the existing Lok Ma Chau Spur Line to the future development (**Plan KTN-2a**). Their main grounds of the representations are summarized below:

Zoning boundaries of the "Other Specified Uses" ("OU") annotated "Railway

Associated Facilities” zone (G-K1)

- (a) Four sites along the existing Lok Ma Chau Spur Line are zoned “OU” annotated “Railway Associated Facilities”. Their zoning boundaries are not in line with the Vesting Plans gazetted under Kowloon-Canton Railway Corporation Ordinance (Cap 372). Some of the vested land, which is required for railway operation use, falls outside the concerned “OU” zone. Close coordination between MTRCL and relevant government departments on the land issue is required in order not to compromise the operation of existing and future planned railway lines.

Provision of park-and ride facilities (G-K2)

- (b) A Public Transport Interchange (PTI) will be provided in the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” at KTN Planning Area 25 to the south of the proposed Kwu Tung Station (**Annex VI(a)**). To encourage residents outside the railway station catchment area to use the railway, provision of park-and-ride facilities at this “OU” site is recommended. Similar park-and-ride facilities are provided at Sheung Shui which attract those living in the rural area to use the railway in Fanling/Sheung Shui.

Vibration issue of the Lok Ma Chau Spur Line to the future development (G-K3)

- (c) The existing LMC Spur Line currently runs underground in a generally rural area in Kwu Tung. According to the KTN OZP, the concerned rural area has been rezoned for urban development. In this regard, special attention shall be paid to vibration issues, including ground-borne noise, in the future planning and design of the development.

***Representations relating to the proposed Rural Road R1***

- 3.3.2 **R24, R27, R31 and R32 of KTN OZP** (R27 and R31 of KTN OZP are submitted by the same person) request for alternative alignment of Rural Road R1 and rezoning part of KTN Planning Area 2 to “GB”(Plan KTN-2a). The main ground / proposal of the representations are summarized below:

Rural Road R1(G-K4)

- (a) The proposed Rural Road R1 will affect the existing villages. Since the proposed Rural Road R1 is too close to the existing village houses in Ma Tso Lung Tsuen area, which have been settled for more than 50 years, villagers’ health is threatened by traffic noise, air and water pollutions. Natural habitat will also be destroyed. The “GB” zoning at KTN Planning Area 2 (**Annex VI(a)**) does not cover the river plain, and water quality is deteriorated due to the construction nearby.

***Proposals***

- (b) The proposals of **R24, R27, R31 and R32 of KTN OZP** with regard to the alternative alignment of Rural Road R1 and zoning of the “GB” at KTN

Planning Area 2 are summarized as follows (**Plan KTN-2b**):

- (i) The Rural Road R1 should be realigned (**P-K1**) (**Plan KTN-2b**) (**Drawing KTN-2** indicates the proposed alternative alignment of Rural Road R1 as proposed by **R24 of KTN OZP**) (**P-K1**).
- (ii) The section of Rural Road 1 should be relocated to avoid disturbing the precious nature and livelihood of villagers and the “GB” zone in KTN Planning Area 2 should be extended so that the natural habitat and more living creatures can be protected (**Drawing KTN-3** indicates the proposed alternative alignment of Rural Road R1 as proposed by **R27, R31 and R32 of KTN OZP**) (**P-K2**).

***Representation relating to the other Transport Issues***

3.3.3 **R73 of KTN OZP** objects to the open space in KTN Planning Areas 25, 29 and 30, and location of the PTI at “OU” annotated “Commercial/Residential Development with Public Transport Interchange”; requests for connecting Road L1 and Road L2, and rezoning KTN Planning Area 25 for commercial use (**Plan KTN-2a**). The major grounds / proposals of the representation are as follows:

***Possibility to accommodate future Shenzhen metro line (G-K5)***

- (a) The width of the open space running in north-south direction in KTN Planning Areas 25, 29 and 30 (**Annex VI(a)**) is too narrow. There may not be sufficient space to accommodate the future extension of Shenzhen metro line which may result in the cross boundary facilities not being provided in this area. It will reduce the commercial value of KTN town centre and employment opportunities in the North District.

***Location of the PTI (G-K6)***

- (b) PTI (zoned “OU” annotated “Commercial/Residential Development with Public Transport Interchange) located at the dead end of the Road L1 will lower the efficiency of bus services.

***Functions of Roads L1 and L2 (G-K7)***

- (c) Mini-bus service will not cover the KTN NDA as the route will be ineffective due to the discontinuity between the Roads L1 and L2.

***Phase 2 of Guangzhou-Shenzhen Railway (G-K8)***

- (d) The representer concerns whether the phase 2 of Guangzhou-Shenzhen Railway will pass through KTN NDA.

***Proposals***

- (e) The proposals of **R73 of KTN OZP** with regard to Road L1 and Road L2, and rezoning KTN Planning Area 25 for commercial use are summarized as follows (**Plan KTN-2b**):

- (i) Connecting Road L1 and Road L2 for the existing bus and mini-bus routes (**P-K3**).
- (ii) Rezoning buildings of KTN Planning Area 25 (**Annex VI(a)**) for commercial use to increase the employment opportunities for Fanling/Sheung Shui residents (**P-K4**).

3.4 Major Grounds of Representations and Representers' Proposals relating to the FLN OZP

*Representations relating to the Provision of Railway Service in the FLN NDA*

3.4.1 **R11 and R13 of FLN OZP** (submitted by Transport Planning Alliance and an individual respectively) concern the well-being of the planned community in the FLN NDA in relation to the lack of provision of railway facilities thereat (**Plan FLN-2**). Their main grounds of the representations are summarized below:

*Provision of railway facility in the FLN NDA to benefit the planned community (G-F1)*

- (a) A complete lack of railway and station reserve in the FLN NDA would pre-empt any railway to be introduced at a later date.
- (b) Due to the lack of employment opportunities and reliance of the proposed road-based EFTS to provide shuttle services to and from the MTR Sheung Shui and Fanling Stations, the future residents in the FLN NDA would have to interchange between the proposed EFTS and East Rail on a daily basis. This would significantly prolong the commuting time and cause inconvenience to the future residents.
- (c) The population growth in Sheung Shui and Fanling and additional commuters from the FLN NDA will aggravate crowd and traffic congestion for concerned MTR stations and adjoining road network, which are already extremely congested at present. Provision of railway infrastructure for the FLN NDA would greatly benefit both the residents of Fanling/Sheung New Town and the FLN NDA.
- (d) Should the FLN NDA be planned with the NOL extension with two associated stations (at the District Centre in FLN Planning Area 16 and at the Residential Area South of the River in FLN Planning Area 6 respectively) (**Annex VI(b)**), there is an opportunity for proper transit-oriented developments, which would benefit the FLN NDA community.

*Representations relating to the proposed Fanling Bypass and the roundabout*

3.4.2 **R30 to R33, R44, R53, R57, R78 and R80 of FLN OZP** (submitted by 9 individuals) oppose / have concerns on the proposed Fanling Bypass and/or the roundabout (**Plan FLN-2**). Their main grounds of the representations are summarized below:

The proposed Fanling Bypass and/or the roundabout should be relocated, realigned and redesigned and/or deleted/postponed to minimize impacts to the residents and environment of the area (G-F2)

- (a) The proposed Fanling Bypass roundabout to the north of Shek Wu San Tsuen should be relocated to the vacant land near the riverside to the south to minimize impacts on the local residents.
- (b) The alignment of the proposed Fanling Bypass should be relocated close to/along Ng Tung River or near Queen's Hill or far away from the residential areas to minimize impacts on the local residents.
- (c) The proposed Fanling Bypass should be designed and constructed in the form of viaduct and/or converted from the proposed 4-lane to 2-lane to minimize impacts on the environment at ground level. Adequate measures should be adopted to minimize the noise, air and traffic impacts of the proposed development during construction period. **Drawing FLN-2** indicates the relocation, realignment and redesigned layout of the proposed Fanling Bypass and roundabout as proposed by **R44 of FLN OZP**.
- (d) There are also views that the proposed Fanling Bypass project should be deleted / postponed. The major grounds are that: (1) the NENT NDAs are still at planning stage and their future population and the traffic impact are yet to be confirmed; and (2) the existing Ma Sik Road to So Kwun Po Road and Ma Sik Road to Sha Tau Kok Road / Jockey Club Road can also be used to connect the NDA to the urban area or Mainland.

3.4.3 **R41 of FLN OZP** (submitted by 香港中旅（集團）有限公司) has concerns on the section of the proposed Fanling Bypass connecting to Fanling Highway, which is outside the coverage of the NENT NDAs (**Plan FLN-2**). The main grounds of the representation are summarized below:

The section of the proposed Fanling Bypass connecting to Fanling Highway (G-F3)

- (a) The concerned section of the proposed Fanling Bypass will occupy / sub-divide the land currently used for farming and storage purposes (including Lot No. 2836RP, 2837, 2838, 2840, 2846 and 2847 in D.D. 51; Lot No. 2835RP, 2848RP, 2859RP, 2858, 2855RP and 2857RP in D.D. 51; and Lot No. 2860RP, 2903, 2904RP, 2902, 2862RP in D.D. 51, etc. (the concerned lots)) (**Annex A**). Such land has potential to be converted into residential developments within short period of time. Besides, the design of the concerned section of the proposed Fanling Bypass is constrained by the nearby villages and completed developments. In view of this, the proposed Fanling Bypass should be realigned / relocated to land with fewer landowners and should avoid sub-division of large pieces of land which may affect the development potential of the land.

(Note: The concerned lots fall within an area zoned as "Recreation" on the draft Lung Yeuk Tau and Kwan Tei South OZP No. S/NE-LYT/14.)

#### 4. The Comments

4.1 There are 18 comments (**C5550 and C5597 of KTN OZP and C5564, C5565, C5622, C5975 to C5985, C6009 and C6010 of FLN OZP**) mainly related to rail, road infrastructure or traffic issues (**Plans KTN-2a and FLN-2**). The 18 comments are attached at **Annex II**. These comments are submitted by Transport and Infrastructure Concern Group (**C5550 of KTN OZP and C5622 of FLN OZP**), Transport Planning Alliance (**C5597 of KTN OZP and C6010 of FLN OZP**), Bee Fung Chi Mak (Shek Wu Lutheran Community Development Project (**C5980 of FLN OZP**), and 13 individuals (**C5564, C5565, C5979, C5981 to C5985 and C6009 of FLN OZP**). The major grounds of the comments are summarized in paragraphs 4.2 and 4.3 below.

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

##### *Comments relating to the East Rail*

4.2.1 **C5550 and C5597 of KTN OZP & C5622, C6009 and C6010 of FLN OZP** have concerns on the carrying capacity of the East Rail (**Plans KTN-2a and FLN-2**). Their main grounds of comments are summarized below:

##### *Timely provision of transport infrastructure (C-G1)*

- (a) There is a need to provide adequate transport infrastructure in a timely manner to ensure that the existing and future communities are properly catered for. The planned population at the KTN and FLN NDAs would inevitably bring pressure to the carrying capacity of the East Rail and that transportation services for the whole area will be paralyzed if the East Rail experiences signal failures.

##### *Carrying capacity of the already overloaded East Rail (C-G2)*

- (b) The Government has admitted that the East Rail is operating at 100% capacity. There is no residual capacity for the East Rail to accommodate additional passengers. When the current 12 cars East Rail train is reduced to 9 cars in 2020, the loading capacity of the East Rail will be reduced, and the already overloaded problem will become more acute.

##### *Comments relating to the proposed NOL*

4.2.2 **C5550 and C5597 of KTN OZP & C5622, C6009 and C6010 of FLN OZP** have concerns on the proposed NOL and its alignment and implementation programme in the NDAs (**Plans KTN-2a and FLN-2**). Their main grounds of comments are summarized below:

##### *The proposed NOL alignment and implementation programme (C-G3)*

- (a) It is flaw not to involve the MTRCL in the planning of the KTN and FLN NDAs resulting in the proposed NOL and its associated facilities not



being properly planned and reserved. The Government should properly plan the railway associated facilities and to make all the necessary revisions to the OZPs. Lack of railway infrastructure and station reserve in the draft KTN and FLN OZPs would result in valuable land not being developed into their optimum. The Government is urged to commit to build the proposed NOL to reach the KTN and FLN NDAs, and to add sufficient railway associated facilities including platforms and stations in the OZPs after consulting the MTRCL.

- (b) The Government's transit-oriented development mode with high density development planned around railway station is supported. The pressure of the proposed NDAs development on the carrying capacity of the East Rail can be addressed if the proposed NOL is implemented concurrently with the new town development.
- (c) Implementation of the proposed NOL concurrently with population intake can resolve the transportation problem of the North District. The draft OZPs should be reviewed to provide adequate land reserve for the NOL as well as to commit the completion of the railway in-time with the population build-up.

*Extension of the proposed NOL to serve the FLN NDA (C-G4)*

- (d) The NOL should be extended into the FLN NDA so that good integration of land uses and transportation infrastructure can be achieved contributing to sustainable development for the NDA. The lack of railway provision for the FLN NDA, sole reliance on the already saturated East Rail, and overcrowding of the MTR Sheung Shui and Fanling Stations will compromise passenger's safety as well as traffic congestion and its associated environmental impacts on Sheung Shui / Fanling New Town.
- (e) Hong Kong Island North Island Line (NIL) and its stations, which are only a proposed line similar to the status of NOL, have been incorporated into the Wan Chai North OZP and the Central District (Extension) OZP. However, an alignment for the NOL and possible stations are not shown in the draft FLN OZP. Inconsistent approaches have been applied in preparing the OZPs.

*Optimization of development potential of the FLN NDA (C-G5)*

- (f) The lack of railway and station reserve on the FLN OZP has failed to optimize the development potential of the scares and valuable land resources.

***Comments relating to the road traffic***

4.2.3 **C5597 of KTN OZP & C6009 and C6010 of FLN OZP** have concerns on the potential adverse impact of the proposed NENT NDAs development on the road traffic of the surrounding areas (**Plans KTN-2a and FLN-2**). Their main grounds of comments are summarized below:

Potential adverse traffic impact on the surrounding areas (C-G6)

- (a) The NDC has issued a traffic report which has concluded that some road junctions and roundabouts in Fanling and Sheung Shui area are already operated at or exceeding capacity during weekday peak hours. Additional population from the NENT NDAs will add further pressure to the road network of the North District to an extent that minor improvement measures would not be able to help address the problem.
- (b) The proposal under the FLN OZP to shuttle additional planned population to and from the MTR Sheung Shui and Fanling Stations would induce additional traffic pressure as well as associated environmental impact to the existing community of the Sheung Shui / Fanling New Town. The only practical solution is to provide alternative rail infrastructure for the FLN NDA, thus minimizing potential conflicts between the existing community at Sheung Shui / Fanling and that of the future FLN NDA.

4.3 Major Grounds of Comments relating to the FLN OZP

*Comments relating to the proposed Fanling Bypass and the roundabout*

- 4.3.1 **C5564, C5565, C5975, C5976, C5980 to C5985 of FLN OZP** have concerns on the proposed Fanling Bypass and/or the roundabout (**Plan FLN-2**). Their main grounds of comments are summarized below:

*The proposed Fanling Bypass and/or the roundabout should be relocated, realigned and/or redesigned (C-F1)*

- (a) The proposed Fanling Bypass roundabout to the north of Shek Wu San Tsuen should be relocated to the vacant land near the riverside to the south.
- (b) The proposed Fanling Bypass should be relocated close to / along Ng Tung River.
- (c) The whole proposed Fanling Bypass should be constructed in the form of viaduct.
- (d) The road works related to the section of the proposed road across Shek Wu San Tsuen Road should be postponed from early stage to the latest stage of the NDAs development.
- (e) The proposed Fanling Bypass project should include measures protecting the environment.
- (f) Adequate mitigation measures should be adopted to ensure that the villagers will not be subject to adverse noise and air impacts.

*The proposed Fanling Bypass Project should be deleted / postponed (C-F2)*

- (g) The proposed Fanling Bypass project should be deleted / postponed. The commenter opine that Stage One of the proposed FLN NDA development mainly involves construction of highways for transporting heavy machinery to the development area. To this end, it would only require to construct one section of the proposed Fanling Bypass, i.e. from Cloudy Hill to Luen Wo Hui at On Kui Street, so that construction vehicles can enter the development area from urban area via Fanling Bypass and Ma Sik Road. Such arrangement can also resolve the traffic congestion problem at Sha Tau Kok Road. Upon Stage One population intake and subject to traffic impact assessment, the Government can decide whether to construct the section of the proposed Fanling Bypass from Man Kam To Road to Luen Wo Hui at On Kui Street as second phase.

*Comments relating to other aspects (C-F3)*

4.3.2 **C5980, C5977, C5978 and C5979 of FLN OZP** have provided views relating to the proposed park in FLN Planning Area 12 (**Annex VI(b)**), the implementation schedule of the proposed NDAs development and village resite (**Plan FLN-2**). Their main grounds of comments are summarized below:

- (a) As open space is already provided at the North District Park nearby, the proposed park at Shek Wu San Tsuen in FLN Planning Area 12 should be excised from the development area so that Shek Wu San Tsuen can be retained.
- (b) It is considered that timely implementation of roads should tie in with the nearby developments. Besides, it should ensure that the residents living in temporary structures in the area will not be adversely affected by the proposed development.
- (c) It is considered that land within or near the FLN NDA should be reserved for relocation of the affected villagers. Consideration can be given to include the area at Tin Ping Shan Tsuen which is currently fall outside the FLN NDA.

## **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 on 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 and 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
- (iv) **Implementation Mechanism:** to adopt appropriate development approach to ensure timely provision of infrastructures and completion of developments and explore appropriate arrangements to rehouse the affected residents.

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, PTI, 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-1)

### *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-1)

#### *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 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 and Representers' Proposal relating to both the KTN and FLN OZPs (Annexes III-1 and III-2)

*Representations relating to the East Rail*

5.4.1 The responses to the grounds of representations of **R11, R12 and R14 of KTN OZP & R10, R11, R12 and R45 of FLN OZP** regarding the carrying capacity of the East Rail are as follows (**Plans KTN-2a and FLN-2**):

*Carrying capacity of the already overloaded East Rail (G1)*

- (a) As mentioned in paragraph 5.1.2 above, the TIA under the NENT NDAs Study has concluded that the NDAs development is technically feasible from the traffic and transportation point of view.
- (b) 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.
- (c) To meet the future need, the Government has commissioned the 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.
- (d) According to the Study on Hong Kong 2030: Planning Vision and Strategy (HK2030 Study), the proposal of KTN NDA as a rail-base town was recommended to address the medium- to long-term housing demand and provide more job opportunities. In order to facilitate a comprehensive development of the KTN NDA, implementation of the proposed NOL Kwu Tung Station would tie in with the population intake of the KTN NDA.
- (e) As regards the crowd control, safety of station platform and management /

operation of railway stations, they are under the management purview of the MTRCL, which would adopt appropriate measures to cope with the passenger flow.

***Representations relating to the proposed NOL***

5.4.2 The responses to the grounds of representations of **R11, R12 and R13 of KTN OZP** and **R10, R11 R12, R13, R14, R45 and R88 of FLN OZP** regarding the lack of committed NOL alignment / development to serve the NDAs, and/or the concern that the development potential of the FLN NDA would not be able to optimize due to the lack of railway infrastructure provision, and/or the concern on the sufficiency of space reserved for future NOL station at the KTN NDA are as follows (**Plans KTN-2a and FLN-2**):

***The proposed NOL alignment and implementation programme (G2)***

- (a) In the RDS 2014, it is proposed that the NOL, together with the Kwu Tung Station, be implemented from 2018 to 2023 to tie in with the first population intake of the KTN NDA. The implementation of the NOL (and the Kwu Tung station) will be subject to the outcome of detailed engineering, environmental and financial studies relating to the project, as well as updated assessment of passenger transport demand and availability of resources at the time.
- (b) According to the TIA under the NENT NDAs Study, it is not financially viable to provide rail-based connection to connect the FLN NDA with the existing East Rail Sheung Shui / Fanling Stations. Instead, road-based environmentally friendly transport mode is found to be more cost-effective. In this regard, two PTIs have been planned at both the eastern and western parts of the FLN NDA. Long haul public transport services would provide direct connection of FLN NDA with the urban area as well as shuttle services to the existing East Rail Fanling and Sheung Shui Stations to serve the future population. Nevertheless, in the FLN NDA, design flexibility is allowed for possible new rail infrastructure.
- (c) Close liaison and coordination among government bureaux/departments and MTRCL will be maintained to ensure the railway development and NDAs are being planned and implementation in a coordinated manner. In taking forward any railway project associated with NDAs, the development programme of the adjoining residential and commercial developments will be taken into consideration

***Optimisation of development potential of the FLN NDA (G3)***

- (d) Under the NENT NDA 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 for optimizing 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 and good urban design framework, the development intensity of various housing sites has been increased. High density residential developments around the District Centre in FLN NDA are generally subject to a total plot ratio of 6. Such development intensity is commensurate with those of the KTN NDA and other New Towns.

- (e) In the event that NOL Extension or rail service is provided to serve the FLN NDA, it might have some implications on the traffic modal choices, but not necessarily on increasing the development intensity in FLN NDA due to other environmental and infrastructure constraints.

*Space Reserved for the proposed NOL at KTN NDA (G4)*

- (f) As mentioned in the responses in paragraphs 5.4.2(a) to (c) under Item **G2** above, according to the RDS 2014, the proposed NOL, which connects Lok Ma Chau Spur Line via Kwu Tung Station to West Rail Line, will be implemented from 2018 to 2023 to tie in with the first population intake of the Kwu Tung North NDA. Subject to the findings of the detailed technical studies of the RDS 2014, sufficient spatial provision will be allowed in the detailed design of the NOL station at Kwu Tung.

***Representations relating to the road traffic***

- 5.4.3 The responses to the grounds of representations of **R12 of KTN OZP** and **R11, R13 and R45 of FLN OZP** on the potential traffic impact of the NENT NDAs development on the surrounding areas are as follows (**Plans KTN-2a and FLN-2**):

*Potential adverse traffic impact on the surrounding areas (G5)*

- (a) In planning the NDAs, TIA has been conducted to assess the future transport demand to be generated by the proposed developments and the traffic impact on the road network. With the proposed road upgrading/improving works including Fanling Highway/Tolo Highway widening and Po Shek Wu interchange Improvement Works, the traffic demand of the NDAs would be accommodated and would not have adverse traffic impacts on the surrounding areas. Besides, flexibility for environmentally friendly transport facilities has been allowed in the NDAs. Proposals for the public transportation, cycling and pedestrian networks have also been put forward. The NDAs development is technically feasible from traffic and transportation point of view.

*Traffic impact on the North District / the areas near MTR Sheung Shui and Fanling Stations*

- (b) 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.

- (c) The TIA has concluded that a road-based environmentally friendly transport mode should be implemented in the FLN NDA. The Government and bus operators are undertaking trial tests of operating electric vehicles in Hong Kong. Subject to the findings of the trial tests, the provision of such transport modes would be considered at the detailed design stage. A site in Planning Area 5 of FLN NDA has been reserved to cater for the provision of electric vehicles services if required and space will be reserved on road for flexible installation of electric vehicle parking space and electric vehicle charging stations.
- (d) The exact bus routing will be subject to further study at detailed design stage. The provision of electric bus corridor / bus-bus interchange if considered preferable would be further examined at the detailed design and implementation stages.

#### 5.5 Responses to Grounds of Representations and Representers' Proposal relating to the KTN OZP (Annexes III-1 and III-2)

##### *Representations relating to the railway operation*

- 5.5.1 The responses to the grounds of representations of **R13 of KTN OZP** regarding the concern on the zoning boundaries of the railway associated facilities, provision of parking facilities in the KTN NDA and the vibration issues of the existing Lok Ma Chau Spur Line to the future development are as follows (**Plan KTN-2a**):

##### *Zoning boundaries of the "Other Specified Uses" ("OU") annotated "Railway Associated Facilities" zone (G-KI)*

- (a) Four "OU" annotated "Railway Associated Facilities" sites were designated in KTN Planning Areas 25, 27 and 35 (**Annex VI(a)**) to accommodate the existing railway associated facilities such as the emergency access point of the Lok Ma Chau Spur Line and plant rooms of the proposed Kwu Tung railway station. The boundaries of the "OU" sites were drawn up having regard to existing use of the railway facilities as well as the operational feasibility instead of the Vesting Plans. This is to ensure an efficient layout in the adjacent areas. However, the zonings on the KTN OZP has not precluded the provision of railway facilities, including Mass Transit Railway station entrance and Mass Transit Railway structure below ground level which are always permitted in most of the development zones. In view that there is potential development for Kwu Tung Station, the existing railway offices located in KTN Planning Area 25 could be considered as an interim facility and would likely be integrated with the railway facilities of the future Kwu Tung Station

development. Liaison with MTRCL will be maintained for the design of the future Kwu Tung Station and its associated facilities at the detailed design stage.

*Provision of park-and-ride facilities (G-K2)*

- (b) About 80% of the proposed population in the KTN NDA is within the 500m walking distance from the proposed Kwu Tung Station. For areas further away from the Kwu Tung Station, bus/shuttle services will be provided to connect to the Kwu Tung Station. A PTI would be provided within the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” site in KTN Planning Area 25 adjacent to the proposed Kwu Tung Station (**Annex VI(a)**). Since the majority of the residents in the NDAs will live within the service catchment area of the proposed Kwu Tung Station, park-and-ride is considered not a necessary transport facility. Nonetheless, the need of the park-and-ride facilities to serve the more remote residents in the rural areas will be further examined at the detailed design stage.
- (c) Comprehensive pedestrian walkway and cycle tracks network linking the Town Centre and the proposed railway station/PTI to the proposed residential areas and major activity nodes within the NDA will be provided. The Town Centre will be pedestrianised to provide a motor vehicle-free walking environment and cycle parking areas are proposed close to the railway station/PTI and major activity centres to encourage the use of public transport.

*Vibration issue of the Lok Ma Chau Spur Line to the future development (G-K3)*

- (d) In preparing detailed layout for respective development sites, the alignment of the Spur Line and any possible vibration issue would be taken into consideration. Measures to address the vibration issue would then be examined in details.

***Representations relating to the impact of the proposed Rural Road R1***

5.5.2 The responses to the grounds and proposals of representations of **R24, R27, R31 and R32 of KTN OZP** regarding the request for alternative alignment of Rural Road R1 and rezoning part of KTN Planning Area 2 to “GB” are as follows (**Plan KTN-2a**):

*Rural Road R1 (G-K4)*

- (a) The proposed Rural Road R1 will provide access to the Lok Ma Chau Loop Area and proposed sports ground/sports complex, research and development use and sewage pumping station at the north-western tip of the KTN NDA. The road can also improve the connectivity of the existing rural settlement in Ma Tso Lung area with the town centre of the KTN NDA.
- (b) The proposed alternative road alignment does not fulfil the highway

standard on the minimum desirable turning radius. Moreover, it connects to the existing Ma Tso Lung Road, which passes through the existing facilities of Lo Wu Firing Range. There is insufficient space to accommodate the Road R1. In sum, the proposed alternative alignment does not fulfil the highway standard for providing effective and safe access for the future development at the north-western tip of the KTN NDA.

- (c) 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, environmental and ecological impacts. In the course of the NENT NDA Study, the concerns of the local villagers on the impacts of the proposed road were noted. The proposed alignment has been revised to minimize its ecological impacts and to the existing villages.

### ***Proposals***

- (d) With regard to the proposals raised by **R24, 27, 31 and 32 of KTN OZP** requesting to realign the Rural Road R1 and rezone part of KTN Planning Area 2 to “GB”, the responses are as follows (**Plan KTN-2b**):
- (1) For the proposal to realign the Rural Road R1, the responses in paragraphs 5.5.2 (a) to (c) above are relevant. The proposed alternative road alignment does not fulfil the highway standard on the minimum desirable turning radius. Moreover, it connects to the existing Ma Tso Lung Road, which passes through the existing facilities of Lo Wu Firing Range. There is insufficient space to accommodate the Rural Road R1. In sum, the proposed alternative alignment does not fulfil the highway standard for providing effective and safe access for the future development at the north-western tip of the KTN NDA (**P-K1**).
- (2) For the proposal to extend the “GB” zone, the responses in paragraph 5.5.2 (c) above are relevant (**P-K2**).

### ***Representation relating to the other Transport Issues***

- 5.5.3 The responses to the grounds and proposal of representations of **R73 of KTN OZP** regarding the objection to the open space in KTN Planning Areas 25, 29 and 30, and location of the PTI at “OU” annotated “Commercial/Residential Development with Public Transport Interchange”; proposal for connecting Road L1 and Road L2, and rezoning KTN Planning Area 25 for commercial use; and concern about whether the phase 2 of Guangzhou-Shenzhen Railway will pass through KTN NDA are as follows (**Plan KTN-2a**):

#### ***Possibility to accommodate future Shenzhen metro line (G-K5) Phase 2 of Guangzhou-Shenzhen Railway (G-K8)***

- (a) According to RDO, HyD, there is no plan for extension of Shenzhen metro line or Guangzhou-Shenzhen-Hong Kong Express Rail Link to KTN NDA.

Location of the PTI (G-K6)

Functions of Roads L1 and L2 (G-K7)

- (b) The proposed Kwu Tung PTI will route through Pak Shek Au interchange to Kwu Tung South. The PTI is planned to provide public transport services for the NDA. Detailed transport services would be worked out at detailed implementation stage.
- (c) The design of Roads L1 and L2 aims to divert east-west through traffic effectively away from the town centre of KTN NDA so as to improve the air quality in the town centre and also allow a continuous green connector from Town Plaza to the southern gateway of the NDA. Cul-de-sac will be provided in the local distributor road south of KTN station to allow east-west through traffic to be effectively diverted away from the town centre.
- (d) The Town Plaza and the major north-south running open space spine in Area 25 is planned to serve as the major pedestrian connector for residential sites within the Town Centre and linking up the major activity nodes in the NDA to the proposed railway station and PTI.

Employment Opportunities

- (e) The KTN and FLN NDAs would provide a total of about 37,700 jobs for the existing and future population of the area. The “OU (Business and Technology Park)” and “OU(Research and Development)” in KTN NDA is planned to provide land to meet the strategic economic needs of Hong Kong and provide a variety of commercial and industries related job opportunities. Other economic and social facilities such as retail, service industry and community facilities, which support the residential development, will be available to provide different types of jobs including some with lower skill level requirements. These economic activities will help promote the local economy and provide different types of job opportunities.

***Proposals***

- (f) With regard to the proposals raised by **R73 of KTN OZP** requesting for connecting Road L1 and Road L2, and rezoning KTN Planning Area 25 for commercial use, the responses are as follows (**Plan KTN-2b**):
  - (1) For the proposal to connect Road L1 and Road L2, the responses in paragraphs 5.5.3 (b) to (d) above are relevant (**P-K3**).
  - (2) For the proposal to rezone buildings of the KTN Planning Area 25 for commercial use (**P-K4**), the responses are:
    - (i) The Town Plaza and the major north-south running open space spine in Area 25 which zoned “O” on the KTN OZP

are planned to serve as the major pedestrian connector for residential sites within the Town Centre and linking up the major activity nodes in the NDA to the proposed railway station and PTI.

- (ii) As for job opportunities, in the KTN NDA, the “OU” annotated “Business and Technology Park” (about 11.7ha) and “Research and Development” (about 5.8ha) sites will provide land with a view to providing variety of jobs related commercial and industrial uses for the residents of the NDAs and the surrounding. The economic and social facilities such as retail, service industry and community facilities, which support residential developments, will also be available to provide different types of job and a large amount of employment opportunities, including some with lower skill level requirements. 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. The NENT NDAs Study estimated that the KTN and FLN NDAs will provide 37,700 jobs, which is sufficient to create a self-contained new town.

## 5.6 Responses to Grounds of Representations and Representers’ Proposal relating to the FLN OZP (Annexes III-1 and III-2)

### *Representations relating to the Provision of Railway Service in the FLN NDA*

- 5.6.1 The responses to the grounds of representations of **R11** and **R13 of FLN OZP** regarding the well-being of the planning community in the FLN NDA in relation to the provision of railway facilities thereat are as follows (**Plan FLN-2**):

#### *Provision of railway facility in the FLN NDA to benefit the planned community (G-F1)*

- (a) As mentioned in paragraph 5.4.2(a) under Item **G2** above, RDS 2014 will update the long-term railway development blueprint for Hong Kong. However, in the FLN NDA, flexibility is allowed for possible new rail infrastructure.
- (b) Although, at present, no railway station is planned within the FLN NDA, two PTIs are planned in Planning Areas 10 and 15 to serve the future population. The external road connection of the FLN NDA will also be strengthened, including widening of Fanling Highway and construction of Fanling Bypass linking Man Kam To Road and Sha Tau Kok Road. The proposed Fanling Bypass has been proposed not only to cope with the additional traffic generated from the new developments but also help relieve the traffic congestion in the existing Fanling/Sheung Shui New Town. The provision of the above-mentioned transport facilities / measures can enhance the mobility of the future residents in the FLN NDA and allow better connection between the FLN NDA with the main urban areas.

***Representations relating to proposed Fanling Bypass and the roundabout***

- 5.6.2 The responses to the grounds of representations of **R30 to R33, R41, R44, R53, R57, R78 and R80 of FLN OZP**, who oppose / have concerns on the proposed Fanling Bypass and/or the roundabout, are as follows (**Plan FLN-2**):

*The proposed Fanling Bypass and/or the roundabout should be relocated, realigned and redesigned and/or deleted/postponed to minimize impacts to the residents and environment of the area (G-F2)*

*Need of Fanling Bypass Project*

- (a) 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.
- (b) The TIA under the NENT NDAs Study has confirmed the need for Fanling Bypass. The bypass will bring benefits to the highway network by: (1) giving direct access to the FLN NDA from the strategic road network; (2) preventing overload of Fanling Highway Sheung Shui Section and its interchanges (So Kwun Po Interchange and Po Shek Wu Interchange); and (3) allowing traffic from FLN NDA and Sha Tau Kok Road northeast of Lung Yeuk Tau to bypass Fanling town centre.

*Proposed Alignment*

- (c) 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.
- (d) The EIA of the NENT NDAs Study has addressed the environmental impacts arising from the proposed Fanling Bypass and two environmental permits have been issued for the relevant works. It is a statutory requirement under the EIAO for the permit holder to observe the conditions stipulated in these environmental permits during construction and operation of the project. Based on the results of the EIA, appropriate environmental mitigation measures will be provided. With the implementation of appropriate environmental mitigation measures, there

would not be any adverse environmental impact arising from the proposed Fanling Bypass.

- (e) 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 to be adopted, and the dust levels would be monitored and managed under 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.

*The representers' proposal to delete / postpone the Fanling Bypass Project*

- (f) As mentioned in the paragraph 5.6.2(a) under Item **G-F2** above, the proposed Fanling Bypass is proposed not only to cope with the additional traffic to be generated from the new developments but also to help relieve the traffic congestion of the existing Fanling/Sheung Shui New Town. The TIA under the NENT NDAs Study has confirmed the need for Fanling Bypass. In view of these, it is considered that the proposed Fanling Bypass project should not be deleted.
- (g) 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. According to the proposed implementation programme, the proposed infrastructure will need to be provided by 2029 to tie in with the overall development programme. It is considered that the proposed Fanling Bypass project should not be postponed.

*The representers' proposals to relocate, realign and/or redesign the alignment / location of the proposed Fanling Bypass and/or its roundabout*

- (h) With regard to the representers' proposals to relocate, realign and/or redesign the alignment / location of the proposed Fanling Bypass and/or its roundabout, 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. Hence, such alignment option is considered not acceptable.
- (i) As advised by the Drainage Services Department (DSD), the representers' proposal to relocate Fanling Bypass above Ng Tung River 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. Also, EPD has advised that in the absence of proper assessment, the environmental acceptability of the representers' proposal could not be confirmed.

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

*The section of the proposed Fanling Bypass connecting to Fanling Highway (G-F3)*

- (l) The representation site of **R41** (including Lot No. 2836RP, 2837, 2838, 2840, 2846 & 2847 in D.D. 51; Lot No. 2835RP, 2848RP, 2859RP, 2858, 2855RP & 2857RP in D.D. 51; and Lot No. 2860RP, 2903, 2904RP, 2902, 2862RP in D.D. 51, etc. (the concerned lots)) fall outside the coverage of the FLN OZP (**Annex A**). The concerned lots fall within an area zoned "Recreation" on the draft Lung Yeuk Tau and Kwan Tei South OZP No. S/NE-LYT/14.
- (m) In determining the alignment of the proposed highway, it should be planned in accordance with the key principles of road safety and transport functioning. Other factors such as impacts on environment and landscape are also crucial in the consideration. Land ownership pattern, i.e. whether private or Government land, is one of the considerations and has been duly considered to minimise as far as practicable, the extent of required land resumption. Detailed alignment of the proposed Fanling Bypass will be further examined at detailed design stage.

5.7 Responses to Grounds of Comments (**Annexes IV-1 and IV-2**)

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

*Comments relating to the East Rail*

- 5.7.1.1 The responses to the grounds of comments of **C5550 and C5597 of KTN OZP & C5622, C6009 and C6010 of FLN OZP** regarding the carrying capacity of the East Rail are as follows (**Plans KTN-2a and FLN-2**):

*Timely provision of transport infrastructure (C-G1)*

- (a) With regard to the provision of transport infrastructure facilities, the responses as stated in paragraphs 5.4.2 (a) to (c) above are relevant.

*Carrying capacity of the already overloaded East Rail (C-G2)*

- (b) With regard to the concern on the carrying capacity of the East Rail, the responses as stated in paragraph 5.4.1 above are

relevant.

***Comments relating to the proposed NOL***

5.7.1.2 The responses to the grounds of comments of **C5550** and **C5597 of KTN OZP & C5622, C6009 and C6010 of FLN OZP** regarding the proposed NOL and its alignment and implementation programme in the NDAs are as follows (**Plans KTN-2a and FLN-2**):

***The proposed NOL alignment and implementation programme (C-G3)***

(a) On the need for the proposed NOL and its alignment and implementation programme, the responses as stated in paragraphs 5.4.2 (a) to (c) above are relevant. It is concluded that the NDAs development is technically feasible from traffic and transportation point of view.

***Extension of the proposed NOL to serve the FLN NDA (C-G4)***

(b) For the comments that the proposed NOL should be extended to serve the FLN NDA, the responses as stated in paragraphs 5.6.1 (a) to (b) above are relevant.

(c) For the concern on passenger safety at station platforms, the responses as stated in paragraph 5.4.1(e) above are relevant.

(d) As the extension of the proposed NOL to the FLN is still subject to further study, there is no indicative proposal on any possible alignment and stations on the OZP at this stage. Notwithstanding that, design flexibility is allowed in the FLN NDA for possible provision of new rail infrastructure.

***Optimization of development potential of the FLN NDA (C-G5)***

(e) With regard to the concern that the development potential of the FLN NDA could not be optimized due to the lack of railway facilities provision, the responses as stated in paragraphs 5.4.2 (d) to (e) above are relevant.

***Comments related to the road traffic***

***Potential adverse traffic impact on the surrounding areas (C-G6)***

5.7.1.3 With regard to the comments of **C5597 of KTN OZP & C6009 and C6010 of FLN OZP** regarding the potential adverse impact of the proposed NENT NDAs development on the road traffic in the surrounding areas (**Plans KTN-2a and FLN-2**), the responses as stated in paragraphs 5.4.3 (a) to (d) above are relevant.

5.7.2 **Major Grounds of Comments relating to the FLN OZP**

***Comments relating to the proposed Fanling Bypass and/or the roundabout***

- 5.7.2.1 The responses to the grounds of comments of **C5564, C5565, C5975, C5976, C5980 to C5985 of FLN OZP** regarding the proposed Fanling Bypass and/or the roundabout are as follows (**Plan FLN-2**):

*The proposed Fanling Bypass Project should be deleted / postponed (C-F2)*

- (a) The proposed Fanling Fanling Bypass is not proposed for transportation of heavy machinery for the NDAs development but to serve NDAs developments as well as the residents of the Fanling/Sheung New Town. The responses as stated in paragraphs 5.6.2 (f) to (g) above are relevant.

*The proposed Fanling Bypass and/or the roundabout should be relocated, realigned and/or redesigned (C-F1)*

- (b) With regard to the proposals and comments to relocate, realign and/or redesign the alignment / location of the proposed Fanling Bypass and/or the roundabout, the responses as stated in paragraphs 5.6.2 (h) to (j) are relevant.

***Comments relating to other aspects (C-F3)***

- 5.7.2.2 The responses to the grounds of comments of **C5980, C5977, C5978 and C5979 of FLN OZP** regarding the proposed park in FLN Planning Area 12 (**Annex VI(b)**), the implementation schedule of the proposed NENT NDAs development, the concern that the residents living in the area will be adversely affected by the proposed development, and village resite are as follows (**Plan FLN-2**):

- (a) For the comments that the proposed park at Shek Wu San Tsuen in FLN Planning Area 12 (**Annex VI(b)**) should be excised from the development area so that the Shek Wu San Tsuen can be retained, the responses are as follow:

- (i) The current Shek Wu San Tsuen area (in FLN Planning Area 12)(**Annex VI(b)**), 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 Area 11 to the north) (**Annex VI(b)**), 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 (FLN Planning Area 12(**Annex VI(b)**)), the provision of this open space is considered necessary and appropriate.

- (ii) The North District Park serves the existing population in the Fanling/Sheung Shui New Town. Most of the population of the existing new town is within walking distance to the North District Park. However, the said park is located farther away from the future residential clusters of the FLN NDA. Besides, the facilities provided in the North District Park are predominately passive in nature which are different from that in the proposed Central Park with various active recreational facilities (such as ball courts and playing fields)). While both North District Park and the proposed Central Park in FLN NDA can enhance the open space network of the Fanling/Sheung Shui and FLN areas, these two parks will complement each other in having different functions and serving different catchment of populations.
- (b) For the concerns on implementation programme and impacts on the residents in the area, the responses are as follow:
- (i) To ensure timely provision of a comprehensive range of commercial, retail, open space and GIC 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.
  - (ii) According to the approved EIA Report for the NENT NDAs Study, to minimize the potential environmental nuisance during construction phase, suitable phasing of construction programme has been proposed. In addition, good site practices for air quality, noise and water quality would be adopted. In operational phase, provision of vertical noise barriers, vertical barriers with cantilevered arm, low noise surfacing, semi-enclosures / full enclosures and controlled to acceptable noise levels are proposed so as to minimize the nuisance.
- (c) Regarding the concerns on the affected villages, 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.

- (d) The Government has been following up on the demands of various affected groups including the local villagers and will continue to communicate with the stakeholders to further exploring feasible solutions to cater for their needs under a fair and reasonable manner, balancing public interest and proper use of public resources.

## **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) Secretary for Transports and Housing;
- (c) Director of Environmental Protection;
- (d) Project Manager/New Territories North and West, CEDD;
- (e) Commissioner for Transport;
- (f) Chief Engineer/Railway Development 2-2, Railway Development, Highways Department;
- (g) Chief Highway Engineer/New Territories East, Highways Department; and
- (h) Chief Town Planner/Studies & Research, PlanD.

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

- (a) Chief Engineer/Mainland North, Drainage Services Department;
- (b) District Lands Officer/North, Lands Department;
- (c) Head of Geotechnical Engineering Office, CEDD;
- (d) Chief Engineer/Development (2), Water Supplies Department;
- (e) Secretary for Education;
- (f) Chief Building Surveyor/New Territories West, Buildings 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 Housing;
- (l) Director of Electrical and Mechanical Services;
- (m) Government Property Administrator;
- (n) Commissioner of Police;
- (o) District Officer (North), Home Affairs Department;
- (p) Director-General of Communications; and
- (q) Director of Agriculture, Fisheries and Conservation.

## **7. Planning Department's Views**

- 7.1 Based on the assessments in paragraph 5 and for the following reasons, PlanD does not support the Representation Nos. **R11 to R14, R24, R27, R31, R32 and R73 of KTN OZP & R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88 of FLN OZP** as well as the Comment Nos. **C5550 and C5597 of KTN OZP & C5564, C5565, C5622, C5975 to C5985, C6009 to C6010 of FLN OZP**, and considers that the OZPs should not be amended to meet the representations and comments:

### **General**

#### *Overall*

**(R11 to R14, R24, R27, R31, R32 and R73 of KTN OZP and R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88 of FLN OZP)  
(C5550 and C5597 of KTN OZP & C5564, C5565, C5622, C5975 to C5985, C6009 to C6010 of FLN OZP)**

- (a) In preparing the KTN and FLN OZPs, the Board has taken account of all relevant planning considerations including the traffic and transport matters. The two OZPs are to facilitate the development of the KTN and FLN NDAs which are major sources of land supply to meet the medium- to long-term housing, social and economic development needs of Hong Kong. According to the TIA carried out under the NENT NDA Study, the development of the NDAs is technically feasible from the traffic and transportation point of view.

#### *Representations / Comments relating to the East Rail*

**(R11, R12 and R14 of KTN OZP & R10, R11, R12 and R45 of FLN OZP)  
(C5550 and C5597 of KTN OZP & C5622, C6009 and C6010 of FLN OZP)**

- (b) The East Rail carrying capacity would be enhanced in the long term with the implementation of the proposed Shatin to Central Link, Guangzhou-Shenzhen-Hong Kong Express Rail Link, Hung Hom Trough Train and the provision of NOL.

#### *Representations / Comments relating to the proposed NOL*

**(R11, R12 and R13 of KTN OZP & R10, R11, R12, R13, R14, R45 and R88 of FLN OZP)  
(C5550 and C5597 of KTN OZP & C5622, C6009 and C6010 of FLN OZP)**

- (c) According to the RDS 2014, the proposed NOL has the function of connecting the existing West Rail Line and Lok Ma Chau Spur Line, aiming to enhance east-west connectivity, serve the KTN NDA, improve network robustness and facilitate cross-boundary movements. In the FLN NDA, design flexibility is allowed for possible new rail infrastructure in future.

#### *Representations / Comments relating to the road traffic*

**(R12 of KTN OZP & R11, R13 and R45 of FLN OZP)  
(C5597 of KTN OZP & C6009 and C6010 of FLN OZP)**

- (d) The TIA under the NENT NDAs Study has confirmed that with the proposed highway improvement, the road network can address the traffic demand from the NDAs. Flexibility for environmentally friendly transport facilities has been allowed. Public transportation, cycling and pedestrian networks would also be provided. The KTN and FLN NDAs development is technically feasible from traffic and transportation point of view.

### **The KTN OZP**

#### **Representation relating to the railway operation**

##### **(R13 of KTN OZP)**

- (a) The boundaries of the “OU” sites were drawn up having regard to existing use of the railway facilities as well as the operational feasibility to ensure an efficient layout in the adjacent areas. The zonings on the KTN OZP has not precluded the provision of railway facilities, including Mass Transit Railway station entrance and Mass Transit Railway structure below ground level which are always permitted in most of the development zones.
- (b) There is no strong justification for park-and-ride as a necessary transport facility for residents in KTN and FLN NDAs. Nonetheless, the need of the park-and-ride facilities to serve the more remote residents in the rural areas could be further examined at the detailed design stage.

#### **Representations relating to the proposed Rural Road R1**

##### **(R24, R27, R31 and R32 of KTN OZP)**

- (c) The Rural Road R1 provides an effective access to the KTN NDA. There is no strong justification to revise its alignment. In addition, the proposed alternative alignment is not technically feasible as it does not meet the highway standard.

#### **Representation relating to the other Transport Issues**

##### **(R73 of KTN OZP)**

- (a) There is no planning for extension of Shenzhen metro line and for any extension of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link to KTN NDA.
- (b) The design of Roads L1 and L2 aims to divert east-west through traffic effectively away from the town centre of KTN NDA so as to improve the air quality in the town centre and allow a continuous green connector from Town Plaza to the southern gateway of the NDA.
- (c) The “OU” annotated “Business and Technology Park” and “OU” annotated “Research and Development” sites will provide land in KTN NDA with a view to providing a variety of jobs related commercial and industries. Other economic and social facilities which support residential developments will also be available to provide employment opportunities.

### **The FLN OZP**

Representations relating to the well-being of the planned community in the FLN NDA  
(R11 and R13 of FLN OZP)

- (a) Although, at present, no railway station is planned within the FLN NDA, PTIs are planned to be provided in the future major development clusters of the FLN NDA, with provision of local road-based feeder services for future residents to travel to urban areas via the MTR Sheung Shui and Fanling Stations. Besides, the external road connection of the FLN NDA will also be strengthened to cope with the traffic generated from the new developments and serve the existing residents of Fanling/Sheung Shui New Town. These measures can enhance the mobility of the future residents in the FLN NDA and allow them to be well-connected with the urban areas.
- (b) In the FLN NDA, design flexibility is allowed for possible new rail infrastructure.

Representations / Comments relating to the proposed Fanling Bypass and roundabout  
(R30 to R33, R41, R44, R53, R57, R78 and R80 of FLN OZP)  
(C5564, C5565, C5975, C5976, C5980 to C5985 of FLN OZP)

- (c) The need for Fanling Bypass, linking FLN and Fanling Highway, has been confirmed by the TIA under the NENT NDAs Study. Refinement of its alignment will be further considered / explored at detailed design and construction study.

Comments relating to other aspects  
(C5980, C5977, C5978 and C5979 of FLN OZP)

- (d) The proposed Central Park in FLN Planning Area 12 will serve as a civic and recreational core of the FLN NDA. There is no strong planning justification for the proposed changes to the Central Park.
- (e) The implementation of road works and the provision of community facilities will be phased to tie in with the population intake time table. The Government will endeavour to ensure that the future residents will be served with adequate infrastructure and facilities at the time of moving into the NDAs.
- (f) To help maintain the social fabric of the existing communities, sites have been reserved in the NDAs for local rehousing for eligible clearerees affected by the NDAs development.

## **8. Decision Sought**

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

## **9. Attachments**

### **Annex I**

Representations related to rail, road infrastructure or traffic issues



<b>Annex II</b>	Comments related to rail, road infrastructure or traffic issues
<b>Annex III-1</b>	Summary of Representations in <b>Group 1</b> and PlanD's responses
<b>Annex III-2</b>	Major points of Representations
<b>Annex IV-1</b>	Summary of Comments in <b>Group 1</b> and PlanD's responses
<b>Annex IV-2</b>	Major points of Comments
<b>Annex V</b>	Extract of Minutes for the 13 <sup>th</sup> Meeting of the NDC on 12.12.2013
<b>Annex VI(a)</b>	Planning Areas within the KTN OZP
<b>Annex VI(b)</b>	Planning Areas within the FLN OZP
<b>Annex VII</b>	The Intention for various land use zonings of the KTN and FLN OZPs
<b>Annex VIII</b>	Summary Table of the Representations and Comments of the draft KTN and FLN OZPs that had been taken out
<b>Drawing KTN-1</b>	Drawing submitted by <b>R12 of KTN OZP</b>
<b>Drawing KTN-2</b>	Drawing submitted by <b>R24 of KTN OZP</b>
<b>Drawing KTN-3</b>	Drawing submitted by <b>R27, 31 and 32 of KTN OZP</b>
<b>Drawing FLN-1</b>	Drawing submitted by <b>R11 of FLN OZP</b>
<b>Drawing FLN-2</b>	Drawing submitted by <b>R44 of FLN OZP</b>
<b>Plan KTN-1</b>	Location Plan of the KTN NDA
<b>Plan KTN-2a</b>	Location of the subject of the Representations and Comments in respect of the KTN OZP
<b>Plan KTN-2b</b>	Proposals of Representations in respect of the KTN OZP
<b>Plan KTN-3</b>	Urban Design and Landscape Framework of the KTN NDA
<b>Plan KTN-4</b>	Aerial Photo of the KTN NDA
<b>Plan KTN-5</b>	Pedestrian Connections of the KTN NDA
<b>Plan KTN-6</b>	Cycle Track Network of the KTN NDA
<b>Plan KTN-7</b>	Transport Network of the KTN NDA
<b>Plan FLN-1</b>	Location Plan of the FLN NDA
<b>Plan FLN-2</b>	Location of the subject of the Representations and Comments in respect of the FLN OZP
<b>Plan FLN-3</b>	Urban Design and Landscape Framework of the FLN NDA
<b>Plan FLN-4</b>	Aerial Photo of the FLN NDA
<b>Plan FLN-5</b>	Pedestrian Connections of the FLN NDA
<b>Plan FLN-6</b>	Cycle Track Network of the FLN NDA
<b>Plan FLN-7</b>	Transport Network of the FLN NDA
<b>Annex A</b>	Location of the subject of Representation No. <b>R41 of FLN OZP</b>

**TPB Paper No. 9745  
For Consideration by the  
Town Planning Board on 8.10.2014**

**DRAFT KWU TUNG NORTH OUTLINE ZONING PLAN NO. S/KTN/1  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/KTN/1-11 TO 14, 24 27, 31-32  
and 73 & COMMENTS NO. TPB/R/S/KTN/1-C5550 AND 5597**

**AND**

**DRAFT FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/1  
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/FLN/1-10 TO 14, 30 TO 33, 41,  
44, 45, 53, 57, 78, 80 AND 88 & COMMENTS NO. TPB/R/S/FLN/1-C5564, 5565, 5622,  
5975 TO 5985, 6009 AND 6010**

**(Group One)**