

**TPB Paper No. 9747
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/1-5 TO 10, 51 AND 20728
& COMMENTS NO. TPB/R/S/KTN/1-C5595**

AND

**DRAFT FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/1
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/FLN/1-4 to 9, 28, 35 to 38, 46, 79,
100 to 538 & COMMENTS NO. TPB/R/S/FLN/1-C5566 TO 5621, 5623 TO 5974, AND 5997
(Group Three)**

**DRAFT KWU TUNG NORTH OUTLINE ZONING PLAN NO. S/KTN/1
 CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/KTN/1-5 TO 10, 51 AND 20728
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AND

**DRAFT FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/1
 CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/FLN/1-4 to 9, 28, 35 to 38, 46, 79,
100 to 538 & COMMENTS NO. TPB/R/S/FLN/1-C5566 TO 5621, 5623 TO 5974, AND 5997
 (Group Three – 460 Representations and 410 Comments)**

Subject of Representations/Representation Sites	Representers	Commenters
Representations 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)		
<u>Request</u> for including the whole Lot 834 in D.D. 96 into the coverage of OZP	<i>Individual:</i> R5 of KTN OZP	Nil
<u>Request</u> for including the whole Lot 104 in D.D. 100 into the coverage of OZP	<i>Individual:</i> R6 of KTN OZP and R4 of FLN OZP	Nil
Generally <u>support</u> the approach to the comprehensive planning for the creation of KTN and FLN new towns; and <u>comment</u> on the general planning principles adopted in the OZPs and their implementation mechanism; and <u>request</u> for more lenient height / plot ratio (PR) / zoning restrictions for various zones.	R9 of KTN OZP and R9 of FLN OZP: The Real Estate Developers Association of Hong Kong (REDA)	Nil
Representations relating to the KTN OZP		
<i>Representation relating to the KTN OZP in general</i>		
<u>Request</u> for an alternative layout for the north-eastern part of the Kwu Tung North (KTN) with a view to increasing the land area for “Residential (Group A)” (“R(A)”) zone, reducing the ‘Road’ area with alternative pedestrian and cycle track connections and open space network.	R8 of KTN OZP: Jaff Investment Ltd	Nil
<i>Representation relating to the Areas around Yin Kong</i>		
<u>Object</u> to the zoning of the Lot Nos. 750 (part), 751 (part), 752 and 753 and adjoining government land in D.D. 92 and <u>request</u> for rezoning these lots from “Other Specified Uses” (“OU”) annotated “Nature Park” to “Village Type Development” (“V”).	R7 of KTN OZP: The Light Corporation Limited	Nil

Subject of Representations/Representation Sites	Representers	Commenters
<i>Representations relating to the Town Centre and Community Facilities Area</i>		
<u>Request</u> for rezoning a site comprising part of the KTN Planning Areas 24, 28 and 29 to “Comprehensive Development Area(1)” (“CDA(1)”) or “Residential (A)1” (“R(A)1”) and “Government, Institution or Community(3)” (“G/IC(3)”), more lenient building height and PR restrictions for the site.	R10 of KTN OZP: The Estate of the late Mr Fok Ying Tung Henry	Nil
<u>Request</u> for rezoning part of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” to “R(A)1”	R20728 of KTN OZP: Team Glory Development Ltd	Nil
<i>Representation relating to the Business and Technology Park</i>		
<u>Object</u> to “OU” annotated “Business and Technology Park”	<i>Individual:</i> R51 of KTN OZP	Nil
<i>Comment related to land use issues</i>		
		C5595 of KTN OZP: 輝煌發展有限公司
<i>Representations relating to the FLN OZP</i>		
<i>Representations relating to the FLN District Centre in FLN Planning Areas 13, 15, 16 and 18</i>		
<u>Request</u> for more lenient restrictions on development intensity and/or building height for domestic / non-domestic uses; and/or provision of elevated and underground pedestrian connections; and/or <u>comment</u> on the land use proposals of the FLN District Centre and/or implementation mechanism.	R5 of FLN OZP: Charter Rank Limited R6 of FLN OZP: Joy Cultivation Co. Limited R7 of FLN OZP: Double Gain Limited R8 of FLN OZP: Best Galaxy Limited	Nil
<i>Representation relating to the “OU” annotated “Amenity Area” Zone along Ma Sik Road</i>		
<u>Oppose</u> to the “OU” annotated “Amenity Area” zone along Ma Sik Road in FLN Planning Area 14.	R28 of FLN OZP: Sun Prosper Company Limited	Nil

Subject of Representations/Representation Sites	Representers	Commenters
<i>Representations relating to Fu Tei Au</i>		
<u>Oppose</u> to the proposed construction of police driving and traffic training facilities at Fu Tei Au.	<i>Individuals:</i> R35 to R38 and R46 of FLN OZP <i>(Sub-total: 5 representations)</i>	Nil
<i>Representation relating to the proposed park at Shek Wu San Tsuen area</i>		
<u>Oppose</u> to the proposed park development (at Shek Wu San Tsuen area) (FLN Planning Area 12).	<i>Individual:</i> R79 of FLN OZP	Nil
<i>Representations relating to the proposed residential development under the FLN OZP</i>		
<u>Oppose</u> to over-concentration of public housing developments in a small locality.	<i>Individual:</i> R276 of FLN OZP R301 of FLN OZP: Or Sin Yi (North District Councilor)	Nil
<i>Representations relating to the areas near Tin Ping Shan Tsuen</i>		
<u>Request</u> for reducing public housing developments near Tin Ping Shan Tsuen to achieve a public and private housing ratio of 50:50 or 40:60.	<i>Individuals:</i> R100 to R275, R277 to R300 and R302 to R538 of FLN OZP <i>(Sub-total: 437 representations)</i>	Nil
<i>Comments related to land use issues</i>		
		<i>Individuals:</i> C5566 to C5621 and C5623 to C5974 of FLN OZP C5997 of FLN OZP: 張玉清, 周華達, 胡偉雄 (圓夢北區-社福界關注組) <i>(Sub-total: 409 comments)</i>

Note: A CD-ROM containing names of all the representers and commenters¹ as well as their submissions is at **Annex**

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

IX 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**.

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

Group One

(a) Collective hearing of 26 representations (**R11-R14, R24, R27, R31, R32, R73 of KTN OZP and R10-R14, R30-R33, R41, R44-R45, R53, R57, R78, R80, R88 of FLN OZP**) and 18 comments (**C5550, C5597 of KTN OZP and C5564-C5565, C5622, C5975-C5985, C6009-C6010 of FLN OZP**) related to proposals on rail, road infrastructure or traffic issues in respect of the OZPs.³

Group Two

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

Group Three

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

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

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

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

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 Three**. The overall planning consideration and assessments on the representations and comments are provided in this paper. The representations and comments made by organization, consultants / companies, and individuals including samples of some representations (**R100 to R275, R277 to R300 and R302 to R538 of FLN OZP**) and comments (**C5566 to C5621 and C5623 to C5974 of FLN OZP**) made by individuals regarding the area near Tin Ping Shan Tsuen are attached at **Annexes I-1 to I-41 and Annexes II-1 to II-25** respectively. A summary of the representations with the Planning Department's (PlanD) responses are at **Annexes III-1 and III-II** 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.

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 NDAs development was intended to integrate with the existing Fanling/Sheung Shui new towns, including the provision of infrastructure, G/IC and transport facilities as well as the connection of roads and cycle tracks, and thus the facilities in the NDAs would serve the residents of both the new and old areas. According to the traffic impact assessment, upon completion of the improvement works to the road networks in NDAs and Sheung Shui Town Centre, the road capacities in the Fanling/Sheung Shui/Kwu Tung would be able to meet the transport demand. In addition, a study to review and update the Railway Development Strategy 2000 (RDS-2 Review) was being undertaken to enhance the capacity of the railway lines. As for additional community facilities such as medical services, they would be provided in both KTN and FLN at appropriate locations for easy access by the public.
- (d) In the process of implementing the NDAs development, some existing rural industries would inevitably be affected. The Government would provide assistance to the affected business operators in accordance with existing policy.
- (e) In response to the public view, the proposed sewage treatment works had been relocated beside the existing sewage treatment works. New technology would also be adopted to reduce the area requirement for the

sewage treatment works and the existing facilities would be upgraded by providing a cover and enhancing the deodorising functions to minimize potential environmental nuisance to nearby residents.

- (f) Development Bureau (DEVB) together with the Labour and Welfare Bureau will continue to liaise with the operators of the Elderly Homes at Dills Corner Garden, Kwu Tung and proper arrangements would be made to minimize impact on the residents.
- (g) Various policy bureaux were examining the issue of compensation and rehousing arrangements taking account the needs of affected residents and stakeholders. The Government would provide necessary assistance to those people affected by the NDAs development.

3. The Representations

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

- 3.1.1 There are 460 representations (**R5 to R10, R51 and R20728 of KTN & R4 to R9, R28, R35 to R38, R46, R79, R100 to R538 of FLN OZP**) related to land use issues. The representations made by organization, consultants / companies, a North District Councilor and individuals (**R5 to R10, R51 and R20728 of KTN OZP & R4 to R9, R28, R35 to R38, R46, R79, R276 and R301 of FLN OZP**) including samples of some representations made by individuals regarding the area near Tin Ping Shan Tsuen (**R100 to R275, R277 to R300 and R302 to R538 of FLN OZP**) are attached at **Annexes I-1 to I-41**. A full set of hardcopy is deposited at the Secretariat of the Board for Members' inspection. Also, a CD-ROM containing names of all the representers and commenters as well as their submissions is at **Annex IX of TPB Paper No. 9748** (for TPB Members only).
- 3.1.2 8 representations (**R5 to R10, R51 and R20728 of KTN**) are in respect of the KTN OZP, which are submitted by REDA, Jaff Investment Ltd, The Light Corporation Limited, The Estate of the late Mr Fok Ying Tung Henry, Team Glory Development Ltd. and 3 individuals. The 8 representations mainly submitted comments and proposals related to land use zonings or alternative land use proposals to the KTN OZP (**Plans KTN-2a and KTN-2b**).
- 3.1.3 452 representations (**R4 to R9, R28, R35 to R38, R46, R79, R100 to R538 of FLN OZP**) are in respect of the FLN OZP, which are submitted by REDA, Charter Rank Limited, Joy Cultivation Co. Limited, Double Gain Limited, Best Galaxy Limited, Sun Prosper Company Limited, a North District Councilor and 445 individuals. The 452 representations mainly submitted comments and proposals related to land use zonings or alternative land use proposals to the FLN OZP (**Plans FLN-2a and FLN-2b**).
- 3.1.4 The major grounds of representations, 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 KTN

and FLN OZPs (Plans KTN-2a and FLN-2a)

3.2.1 **Representation No. R5 of KTN OZP**
(An individual)

R5 of KTN OZP requests for including the remaining 1/5 of the Lot 834 in D.D. 96 into the coverage of OZP (**Annex I-1**). The whole Lot 834 in D.D. 96 is currently used for temporary purposes. If land were resumed for development in the future, the remaining 1/5 of the lot would not be able to be used efficiently. Hence, it is considered that the whole lot should be included in the coverage of OZP (**Plan KTN-2a**).

3.2.2 **Representations No. R6 of KTN OZP and R4 of FLN OZP**
(An individual)

R6 of KTN OZP and **R4 of FLN OZP** (both submitted by the same presenter) request for including the remaining 1/5 of the Lot 104 in D.D. 100 (**Annex A**) into the coverage of OZP (**Annexes I-2 and I-13**). The concerned lot is currently used for temporary purposes. If land were resumed for development in the future, the remaining 1/5 of the lot would not be able to use efficiently. Hence, it is considered that the whole lot should be included in the coverage of OZP.

3.2.3 **Representations No. R9 of KTN OZP and R9 of FLN OZP**
(REDA)

R9 of KTN OZP and **R9 of FLN OZP** generally support the approach to the comprehensive planning for the creation of a new town at KTN / extension of the FLN New Town; comment on some general planning principles adopted in the OZPs and its implementation mechanism; and ask for more lenient restrictions on height / PR / uses and rezoning of various zones (**Annexes I-5 and I-18**)(**Plans KTN 2a and FLN 2a**). The major grounds / proposals of the representations are as follows:

Supportive Comments

Support the comprehensive planning approach

- (1) In general, the proposals on the draft KTN and FLN OZPs provide the basis for the development of a high quality environment for the future residents of KTN / FLN with a good mix of land for housing, open space, employment and community facilities. This comprehensive form of plan provides a good basis for the planning and implementation of various forms of public infrastructure. This must be coordinated with the increase of new residents moving to the areas, and should not lag behind as happened before in other places.

Adverse Comments in General

Unreasonably low development intensity

Unreasonably low PR for residential zonings

- (2) The permitted PR for the respective “R(C)”, “Residential (Group B)” (“R(B)”) and “R(A)” zones are below the PR for R3, R2 and R1 stipulated under the Hong Kong Planning Standards and Guidelines (HKPSG). The unreasonably low PR adopted for the NDAs is a misuse of the scarce land resources and will miss the opportunity for a long term solution to housing land supply.

Low PR for commercial zonings / uses

- (3) The commercial uses in the NDAs are restricted to the lowest two floors of the “R(A)1”, “R(A)2” and “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zones at PR 1 and 0.5 respectively, or permitted in the “R(B)” and “R(C)” zones by planning application. These are considered inadequate to create vibrancy in the town centre and inconsistent with the flexible mixed residential and commercial PRs provided in the Building (Planning) Regulations composite formula.

Artificially low building height restriction

- (4) For KTN NDA, given the Fanling Highway and Castle Peak Road are about 40m wide, the height profile stepping down towards this road/highway in the southern periphery is not necessary. For FLN NDA, the building height profile stepping down towards the south-eastern periphery towards the existing high rise developments across the 4-lanes Ma Sik Road is also not justified and will not have any significant visual amenity merit.
- (5) The maximum building height at 35 storeys in both KTN and FLN NDAs is arbitrarily low if comparing to the common height of residential buildings at 40 storeys in Hong Kong. The stringent building height restriction will affect the development capacity for housing.

Insufficient layout and use of land

Inefficient layout

- (6) The NDAs are much traversed by roads and open space resulting in a high proportion of non-developable land in the NDAs.

Inefficient use of land for open space

- (7) For KTN NDA, the large number of open spaces scattered around the OZP is an inefficient use of land as they are largely undevelopable for active and meaningful recreational facilities. These open spaces including the ones through the town centre and open space spines in KTN Planning Areas 24 and 26 (**Annex VI(a)**) do not contribute significantly to the townscape.

- (8) For FLN NDA, large portions of the open space provision are in strips along the riverside promenade, or form part of the green spine at the focal points. They are mere landscaped area and not functional recreational space and with no health benefits for people.

Non-building area (NBA)

- (9) There are NBAs proposed inside development sites but fronting open space zones. They place unnecessary restrictions on building design. If spaces between buildings are required, they should be rezoned to “O”.

Planned shopping streets are not well integrated

- (10) The planned shopping streets should be integrated at grade and basement levels with adjoining private land development in the land grant so that they can be designed, constructed, managed and maintained in a holistic manner.

Public and private housing distribution

Public-private housing ratio

- (11) The proposed public and private housing ratio of 60:40 is not a balanced housing mix for social interaction, social mobility, and variety of building design. The reduced number of private housing units will stifle housing market expansion and public aspirations for home ownership. It will also result in a long term under-supply and high housing price.

Geographical distribution

- (12) The public and private housing are clearly segregated and located in the eastern and western parts of the NDAs respectively. This may result in concentrated populations of similar socio-economic background and large scale identical buildings with little design differentiation.

Implementation considerations

Planning layout should align with land ownership patterns

- (13) Some land under consolidated ownership is traversed by the proposed roads, open spaces and “G/IC” zones, and requires resumption and clearance, preventing an efficient implementation. The zoning layout should align with land ownership patterns to avoid the need for resumption and clearance for a timely delivery of land.

Additional implementation approaches

- (14) With reference to the implementation issues mentioned in paragraph 17 of the Explanatory Statements of the OZPs, as 60% of the developable land in the NDAs is in private ownership, additional approaches to the

Conventional New Town Approach in land assembly should be considered such as the minimum site area for land exchange application should include interspersed Government land amongst the private land holdings; clear guidelines should be devised in the application of the Land Resumption Ordinance; and the New Territories Ordinance should be amended to lower the administrative threshold of unanimous agreement in the sale of Tso/Tong lands.

Unrealistic target time frame for land exchange

- (15) The two years target time frame for preparation is unrealistic, effectively allowing one year for the OZP processing and one year for considering land administrative matters, with no time for premium appeal.
- (16) The Lands Department (LandsD) has indicated that it would only accept land exchange applications for Phase 1 of the draft OZPs but there is no material difficulties in proceeding applications for Phases 2 and 3 now, which would ensure their early consideration within the given time frame.
- (17) To ensure the timely provision of facilities and early population intake in the NDAs, LandsD should accept surrender of lots involving roads, open spaces and “G/IC” before resumption.

An overall taskforce to coordinate public facilities provision

- (18) Given the various Government departments with different levels of resources and priorities involved in the implementation of the NDAs, an overall taskforce should be formed to ensure a coordinated and fast tracked implementation so that public facilities can be made available prior to the population intake.

Adverse Comments specifically related to KTN OZP

Commercial functions of the “OU” zone annotated “Business and Technology Park”

- (19) The cluster of “OU” sites towards the southeast KTN NDA (“OU” annotated “Business and Technology Park”) is reserved for commercial, research, office and hotel, which are generally higher level commercial activities serving the future development in the Lok Ma Chau Loop and the proposed Development Corridor, but not for providing jobs for the local communities .

Overly specified commercial land uses

- (20) The numerous commercial sub-zones are considered overly unnecessarily specific and restrictive which will affect the market mechanism in timely response to the changing needs of the community. Specific types of commercial uses could be determined by the market which will facilitate early implementation.

Adverse Comments specifically related to FLN OZP

Connectivity with the adjacent areas

- (21) The facilities in the FLN NDA will be shared with Fanling and Sheung Shui New Town while the road network around Sheung Shui area is reaching its capacity. Therefore, above and underground pedestrian walkway system and cycle track network should be provided. Services available at the public transport interchange should be studied in detail.

Transport provision

- (22) Sha Tau Kok Road and Po Shek Wu Road are busy roads and Po Shek Wu Interchange and Fanling and Sheung Shui Mass Transit Railway (MTR) Stations are near or at their capacity. With FLN NDA predominately relies on road-based feeder services connecting to the two MTR stations, it will aggravate the road congestion. A traffic study of the impact on the surrounding road network and the two concerned MTR stations' capacity in catering for the increased usage appears not having been carried out.
- (23) The proposed Northern Link (NOL) should be extended as: (a) provision of rail service would allow more efficient use of the land resources; (b) mass transit facilities at FLN will supplement the existing Fanling and Sheung Shui MTR Stations and help alleviate the congestions; and (c) MTR stations should be provided to facilitate movements and interactions for the residents and visitors in the local region of FLN, Fanling and Sheung Shui, which is consistent with the planning objective.

Proposals specifically related to KTN OZP (P-K3)

(Plan KTN-2b)

Rezoning the "O" at KTN Planning Areas 24 and 26 to residential use

- (24) The proposed rezoning will result in an additional 16,540m² site area for development which can accommodate 1,700 - 2,250 units and 4,850 - 6,450 persons at PR 6-8. In rezoning open spaces, the created development sites should generally align with land ownership patterns.

More lenient PR restrictions for various zones

- (25) Maximum PRs for the "R(A)1", "R(A)2", "R(A)3", "R(A)4", "R(B)" and "R(C)" should be increased to 8, 5 and 3 respectively. Maximum PRs for "OU" annotated "Commercial/Residential Development with Public Transport Interchange" zone and "CDA" zones should be increased to 8 and 3 respectively (**Drawing KTN-3**).

More lenient building height restrictions for various zones

- (26) The building height restrictions for the “R(A)1”, “R(A)2”, “R(A)3”, “R(B)”, “R(C)”, “OU” annotated “Commercial/Residential Development with Public Transport Interchange” and “CDA” zones should be increased by 20m to 35m (**Drawing KTN-3**). The building height for the “OU” zones along the southern-eastern periphery of the NDA should be increased to 140mPD.

Rezoning of “OU” annotated “Commercial/Residential Development with Public Transport Interchange”, “Mixed Use”, “Business and Technology Park”, “Research and Development” zones to “OU” annotated “Business” zone

- (27) The proposed rezoning will allow flexibility for use ensuring the development can accommodate changes in market needs. It will also provide a noise buffer between the residential development and Fanling Highway (**Drawing KTN-3**).

Proposals specifically related to FLN OZP (P-F1)
(Plan FLN-2b)

More lenient PR restrictions for various zones

- (28) Maximum PRs for the “R(A)”, “R(B)” and “R(C)” should be increased to 8, 5 and 3 respectively. Maximum PRs for “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” zone and “OU” annotated “Commercial/Residential Development with Public Transport Interchange (2)” zone should be increased to 8 and 5 respectively (**Drawing FLN-5**).

More lenient building height restrictions for various zones

- (29) The building height restrictions for the “R(A)1”, “R(A)2”, “R(A)3”, “R(A)4”, “R(B)”, “R(C)”, “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” and “OU” annotated “Commercial/Residential Development with Public Transport Interchange (2)” zones should be increased by 15m to 50m (**Drawing FLN-5**).

3.3 Major Grounds of Representations and Representers’ Proposals relating to the KTN OZP (Plan KTN-2a)

Representation relating to the areas around Yin Kong

3.3.1 Representation No. R7 of KTN OZP
(The Light Corporation Limited)

R7 of KTN OZP objects to the zoning of the Lot Nos. 750 (part), 751 (part), 752 and 753 and adjoining government land in D.D. 92 and requests for

rezoning these lots from “OU” annotated “Nature Park” to “Village Type Development” (“V”) (**Annex I-3**)(**Plan KTN 2a**). The major grounds / proposals of the representation are as follows:

Physical and social connection/Land use compatibility/ Facilitation of the implementation of the Long Valley Nature Park (LVNP)

- (1) The site is located adjacent to the “V” zone of Yin Kong Village and shares the same road. It also falls within the “Village Environ” (‘VE’) of Ying Kong Village where most of its VE are zoned for other uses not allowing small houses development. It is currently used for open storage of construction materials. The proposed “V” zone compatible with the village type neighbourhood in terms of land use and built form and it will facilitate early removal of the incompatible open storage and allow for more amenity planting for visual and landscape enhancement. It will also respect the existing trees and provide about 1,100m² local open space.
- (2) As the LVNP intends to showcase the harmonious blending of farming activities with nature conservation, it will be appropriate to accommodate local indigenous villagers who practice farming in the adjoining LVNP. It will assist the affected farmers to re-establish their farming practices while supporting the conservation of the ecological integrity of the wetland habitats and therefore help materialize the planning intention and practice of farming within the nature park.

Insufficient land to meet the Small House demand for Ying Kong Village

- (3) Land within ‘VE’ is not adequate for Small House development by indigenous villagers. Since the development of Yin Kong Village is restricted by the “CDA” zone to its south and the “OU” annotated “Nature Park” zone to its north and east, the site which could provide 23 Small Houses is the only suitable expansion area or land reserve to compensate the loss of developable land in the village environ. The proposal will also facilitate to resolve the concerns of LandsD on the use of land within the VE, which is one of the critical considerations in approving the land exchange application for implementing the planning application (No. A/NE-KTN/131) for comprehensive residential development with preservation of a Grade 2 Historic Building, i.e. Enchi Lodge (located within the ‘CDA’ zone to the south of the subject representation site).

Proposal (P-K1)
(Plan KTN-2b)

Rezoning the site from “OU” annotated “Nature Park” to “V”

- (4) Rezoning the site from “OU” annotated “Nature Park” to “V” (**Drawings KTN-1a and KTN-1b**)

Representation relating to the KTN OZP in general

3.3.2 **Representation No. R8 of KTN OZP**
(Jaff Investment Ltd)

R8 of KTN OZP requests for an alternative layout for the north-eastern part of the Kwu Tung North (KTN) with a view to increasing the land area for “Residential (Group A)” (“R(A)”) zone, reducing the ‘Road’ area with alternative pedestrian and cycle track connections and open space network (**Annex I-4**)(**Plan KTN-2a**). The major grounds / proposals of the representation are as follows:

Merits of the alternative road alignments/land use pattern

- (1) The alternative alignments will release more land for housing development and optimises the use of land resources to meet the needs of the community. By increasing the number of private residential units, it will increase the volume of passengers for the proposed railway station, strengthen the rail-based transit orientated NDAs development and help balance the public and private housing ratio and thus strengthen the social-economic structure of the whole NDAs development. By adopting a simple and short cul-de-sac design concept and two cycle track systems, it will reduce traffic carbon emission for sustainability and increase the degree of privacy and sense of belonging within each residential cluster. The road hierarchy system to serve the NDA is basically unaffected and the open space networks will form an integrated and symmetrical greenery network.

Proposal (P-K2)
(Plan KTN-2b)

Alternative layout

- (2) The details of the alternative layout are as follows (**Drawings KTN-2a to KTN-2d**):
 - (a) The alignment of Road D3 is proposed to be shifted northward slightly.
 - (b) The alignments of Roads L3, L6 and L7 are proposed to be shifted eastward. The northern part of the Road L6 will be combined with Road L7. The southern part of Road L6 will be shortened. The length of Road L3 will be shortened slightly. The proposed new alignment of Roads D3, L6 and L7 will form two simple cul-de-sacs to serve the development clusters on the two sides of Road D3.
 - (c) The junction between Road D3 and Road P2 is proposed to be shifted northward slightly.
 - (d) The northern tip section of the Road L6 to be deleted while a new road will be placed between the “Residential (Group B)” (“R(B)”)”

zone to the north of the new section of Road D3.

- (e) For areas to the south of the new section of Road D3, a new section of Road L6 is proposed.
- (f) A strip of “O” alongside and to the west of Road P2 and a strip of “OU” annotated “Amenity Area” on the two sides of Road P2 are proposed to strengthen the green network.
- (g) A short strip of “O”, “OU” annotated “Business and Technology Park” and “OU” annotated “Amenity Area” is adjusted slightly.
- (h) An “O” zone is extended to provide a continuation of the primary communal open space, i.e. the horizontal and vertical greenery axes can be fully integrated without barrier.

Representations relating to the Town Centre and Community Facilities Area

**3.3.3 Representation No. R10 of KTN OZP
(The Estate of the late Mr Fok Ying Tung Henry)**

R10 of KTN OZP requests for rezoning part of the KTN Planning Areas 24, 28 and 29 (**Annex VI(a)**) to “Comprehensive Development Area (1)” (“CDA(1)”) or “R(A)1” and “G/IC(3)”, and more lenient building height and PR restrictions for the proposed site (**Annex I-6(Plan KTN-2a)**). The major grounds of the representation are as follows:

Supportive Comments

- (1) It is appreciated that the draft OZP in providing the basis for the development of a high quality environment for the future residents of KTN NDA, with a good mix of land for housing, open space, employment and community facilities. This comprehensive form of planning provides a good basis for the planning and implementation of various forms of public infrastructure.

Adverse Comments

Underutilising the development potential around the transport node

- (2) According to the HKPSG, PR 8 is recommended for residential developments in new towns. The proposed PR at 5 and 6 of the site are unreasonably low especially for the sites around the transport node.
- (3) The draft OZP takes no reference to the Policy Address 2013 and 2014 which has mentioned extensively the need to provide additional housing.
- (4) The commercial uses in the “Residential” zonings around the transport node are restricted to the lowest two floors at PR of 1. This will underutilise the development potential around the transport node. The proposed rezoning will facilitate transit oriented development, street

activity and pedestrian movements to achieve a vibrant town centre.

- (5) The open space at the northern part of the representation site is an inefficient use of land. It is largely undevelopable in terms of providing active public recreational facilities and is insignificant to the townscape or to long distance views.

Artificially low building height restrictions

- (6) The very steep step-down of building height towards the southern periphery of the draft OZP is not justified. The 6-lane-wide Fanling Highway and Castle Peak Road are about 40m wide, effectively separating the low rise development across the road and hence the proposed building height restriction is considered not necessary.
- (7) An increased building height restriction at the southern part of the site will be commensurate with that of the “OU” zone to the east, and form a consistent character for this boundary. It will also help provide noise mitigation between the road traffic noise from Fanling Highway and the residential development located towards the town centre.

Land ownership and Implementation

- (8) The site is under a consolidated ownership, and this was recognised by the CDA zoning under the previous OZP. It is unnecessarily bisected into several pieces under the draft OZP. The owner’s development rights, economies of scale, and the implementation process were adversely and unnecessarily affected.
- (9) Regarding the implementation mentioned in paragraphs 17.1 to 17.3 of the Explanatory Statement, where appropriate, reference should be made to the private sector implementing community facilities to complement those provided by the Government. Early development of the site is possible as it already has access provided by Castle Peak Road. The residential development and the combination of G/IC facilities could be provided in advance, or in parallel, with the Government proceeding to develop the area and provide infrastructure.

Proposals (P-K4)
(Plan KTN-2b)

Option 1

- (10) To rezone the site from “R(A)1”, “Residential (A)2” (“R(A)2”), “Open Space” (“O”) and “Government, Institution or Community” (“G/IC”) to “Comprehensive Development Area (1)” (“CDA(1)”) with more lenient restrictions on building height and PR (**Drawing KTN-4a**). Details of Option 1 are as follows:
 - (a) Rezone the “G/IC”, “R(A)1”, “R(A)2” zones and the areas shown as ‘Road’ to “CDA(1)”.

- (b) A specific “CDA” subzone, “CDA(1)” would be created to cover the site with the planning intention of providing a mix of uses including residential, community facilities, open space, retail and business uses.
- (c) A minimum domestic PR of no less than 5 should apply with an overall maximum PR of 8 applying to the zone.
- (d) The provision of community facilities, such as school, public library, and social welfare facilities would be excluded from PR calculation.
- (e) The function provided by Roads D1 and L1 would be incorporated within the CDA zone master layout plan.
- (f) A maximum building height of 135mPD should apply across the whole site, which is based on that of the “R(A)2” zone.
- (g) The development would be subject to the submission of a master layout plan by way of planning application for approval by the Board in accordance with the Notes to the “CDA(1)” zone.

Option 2

- (11) To rezone the site to (“R(A)1”) and “G/IC(3)” with more lenient restrictions on building height and PR (**Drawing KTN-4b**). Details of the Option 2 are as follows:
 - (a) Expand the “R(A)1” zone to the north of Roads D1 and L1 to replace the “O” zone and part of the “R(A)2” zone. The alignment of north-south portion of Road D1 is moved to the east so that it does not bisect the site.
 - (b) The maximum building height of 135mPD on the “R(A)1” zone is proposed, based on that of the adjacent “R(A)2” zone.
 - (c) The maximum PR of 8 with minimum domestic PR of 6 is proposed for “R(A)1” zone.
 - (d) The open space requirement in the HKPSG will be met by other zones in the vicinity and the amount of open space will not be significantly reduced.
 - (e) Relocate the north-south alignment of Road D1 to the east of the site so that the remaining portions of the site can be consolidated.
 - (f) The “G/IC” site should be rezoned to a new subzone “G/IC(3)” with a planning intention to specifically relate to the provision of a private hospital and/or for the provision of a private school(s). The lot owners would provide appropriate development proposals in

due course.

- (g) A maximum PR of 9 would apply to the “G/IC(3)” with a maximum building height restriction of 110mPD, which is the same height of the “OU” annotated “Mixed Use” zone to the east.

3.3.4 **Representation No. R20728 of KTN OZP**
(Team Glory Development Ltd)

R20728 of KTN OZP requests for rezoning part of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” to “R(A)1” (**Annex I-12**)(**Plan KTN-2a**). The major grounds / proposals of the representation are as follows:

Layout of the KTN NDA limiting the development potential

- (1) The northern portion of the representer’s lot, i.e. Lot No. 2030 s.A in D.D. 95, is divided into 2 parts. The two split sites physically cannot be implemented on their own. If the representer cannot work together with the owners of the adjoining land within the same zoning, these two sites will be meaningless to the Government’s objective to fast track the housing supply and is unfair to the landowner. If the lot is not divided into two sites, the representer can prepare and submit the general building plans within a short period to speed up the development process. Besides, with smaller site area, number of residential units will be smaller. It represents a waste of scarce land resources.
- (2) It is indicated in the development schedule of the NENT NDA Study that the site falls within an Advance Works Package. There is a legitimate expectation that both the subject “R(A)1” zone and “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zone are stage 1 developments. However, their actual planning intentions are quite different from each other. The current zoning boundary in the draft OZP will bring adverse implications on the implementation of the lot and hinder the objective for increasing housing supply.

Land exchange application

- (3) According to paragraph 2 of the General Planning Criteria set out in the Criteria for Lease Modification Applications (including In-situ Land Exchange) in the KTN and FLN NDAs, the size and ownership of any “Sites to be surrendered should have an area of not less than 4,000m² and all private lots contained therein should be under the ownership of an single owner...”. Under such circumstance, the two split sites are not eligible for the early phase private development.

Implementation programme

- (4) As mentioned in paragraph 12.8.3 in the Explanatory Statement, it is required for the proponent to submit to the Director of Lands a master

layout plan of the site zoned “OU” annotated “Commercial/Residential Development with Public Transport Interchange” before development proceeds. It will hinder early implementation of the site under Advance Works Package.

- (5) The optimum provision of residential units on the entire northern site can be secured within the targeted implementation programme. It is the most effective use of land resources to achieve the planning objective of the area without compromising the other planned uses in this NDA and helps meet the Government’s objective for providing new residential units within a short period of time.

Proposal (P-K5)
(Plan KTN-2b)

Rezoning part of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” to “R(A)1”

- (6) Rezoning the site from the area zoned “OU” annotated “Commercial/Residential Development with Public Transport Interchange” to “R(A)1” will only result in a reduction in the land area of 12.9% of the said zone. There is no significant impact on the provision of the public transport interchange (**Drawings KTN-6a** and **KTN-6b**). The proposed rezoning only involves minor boundary adjustment to the draft OZP and will not cause any negative effect on the planned provision of residential units as the domestic PR of the “R(A)1” zone is the same as that in the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zone.

Representations relating to the Business and Technology Park

3.3.5 Representation No. R51 of KTN OZP
(An individual)

R51 of KTN OZP objects to “OU” annotated “Business and Technology Park” (**Annex I-10**)(**Plan KTN-2a**). The major grounds of the representation are as follows:

Importance of agricultural land

- (1) Given that active agricultural land is scarce in Hong Kong, it is paramount for the Board to preserve the remaining agricultural land. Same as that the Board rejecting planning applications in “R” zone for the sake of increasing housing supply, it is reasonable for Board to retain the agricultural land in KTN NDA.

Capacity of the East Rail

- (2) Although the traffic assessment shows that the East Rail still have capacity to accommodate the future population of the NDAs, it did not take the general comfort of the passengers into account.

Unsustainable Commuting

- (3) Given the existing economic structure that most service industries are located in the city centre, low skilled workers living in KTN NDA will need to commute long distance to the city centre, increasing the carbon footprint.

Fluctuation of economy of Mainland China

- (4) It is assumed that close proximity to the Mainland China will bring strategic advantages to the NDA. However, any fluctuation in the economy of Mainland China will undermine NDA's economic viability.

3.4 Major Grounds of Representations and Representers' Proposals relating to the FLN OZP (Plan FLN-2a)

Representations relating to the FLN District Centre in FLN Planning Areas 13, 15, 16 and 18

3.4.1 **Representations No. R5, R6, R7 and R8 of FLN OZP (Charter Rank Limited, Joy Cultivation Co. Limited, Double Gain Limited and Best Galaxy Limited)**

R8 of FLN OZP covers various aspects of the FLN District Centre including comments on the land use proposals of the FLN District Centre and requests for more lenient restrictions on development intensity and/or building height for domestic / non-domestic uses, and provision of elevated and underground pedestrian connections (**Annex I-17**)(**Plan FLN-2a**). **R5, R6 and R7 of FLN OZP (Annexes I-14 to I-16)**(**Plan FLN-2a**) make comments and land use proposals for specific areas of the FLN District Centre (**R6 and R7 of FLN OZP**) and also request for: (i) more lenient restrictions on development intensity (**R5 and R6 of FLN OZP**); and/or (ii) building height (**R5 of FLN OZP**); and (iii) provision of elevated and underground pedestrian connections (**R5 of FLN OZP**). The major grounds / proposals of the representation are as follows:

(1) More lenient restrictions on development intensity for domestic uses

In addition to a clear policy mandate, there are strong grounds calling for the use of land in FLN to be optimized to meet housing demand, in particular in the core area:

Increase housing supply in FLN District Centre involving the "R(A)1" sites and the "O" in between

- (a) To optimize housing supply, the "R(A)1" zones and the intervening "O" zone can be combined and formed a consolidated piece of land for comprehensive housing / shopping street setting (the 'proposed combined "R(A)" sites) (**Drawing FLN-4a**). The proposed zoning configuration can provide additional residential GFA (about

26,500m²) with no adverse impact as the intervening open space will be retained for public use (**R8 of FLN OZP**).

- (b) The FLN OZP has not fully utilized the land resources and does not maximize the population within 500m distance. A higher development density of domestic PR of 6 is required to support the TOD in the FLN District Centre (**R5 of FLN OZP**).

Increase housing supply in the “R(B)” zones in FLN Planning Areas 13 and 18

- (c) The “R(B)” site in FLN Planning Area 13 (**Annex VI(b)**) fronting the promenade of Ng Tung River lies immediately alongside two planned public housing sites (Home Ownership Scheme (HOS) sites) to the east. These two housing sites have domestic PRs of 4.0 to 4.5. Therefore, the development intensity of the “R(B)” site should be increased to the same level (domestic PR of 4.0) of the HOS sites to contribute to more sustainable housing provision (**R8 of FLN OZP**).
- (d) The “R(B)” site in FLN Planning Area 18 (**Annex VI(b)**) can be combined with the adjoining “OU” annotated “Amenity Area” fronting Ma Sik Road (**Drawing FLN-4b**). With such proposal, the planning intention of the “OU” annotated “Amenity Area” zone can still be maintained by designating it as NBA and specified as amenity use under the lease upon incorporating it into the adjoining “R(B)” zone. The proposal will effectively extend the subject “R(B)” zone to Ma Sik Road, which will become a ‘road’ for the purpose of general building plan calculations for lighting and ventilation compliance under the Buildings Ordinance. Besides, the subject “R(B)” zone is an early phase development site for which ingress/egress will be required off Ma Sik Road (**R8 of FLN OZP**).

Sufficient infrastructure to accommodate the additional population

- (e) The infrastructure is sufficient to accommodate the additional population as per the increase of the housing supply mentioned above. Detailed engineering reports to this effect on water supply, drainage and sewerage and traffic, will be provided upon request (**R8 of FLN OZP**).
- (2) More lenient restrictions on development intensity / provision for non-domestic uses

Non-domestic uses in the FLN District Centre

- (a) The commercial area in the FLN District Centre is separated into four development sites zoned “R(A)1”. The separation between the northern and southern parcels is considerable (about 56m in width) and presents a barrier to permeability, connectivity and

District Centre identity (**Drawing FLN-4c**). The following key initiatives can address the adverse impacts of the OZP on the FLN District Centre:

Pedestrian area

- (i) The “O” zone in between the proposed combined “R(A)” sites should be designated as ‘pedestrian area’ and counted for non-domestic PR (**Drawing FLN-4c**) as its primary role is more ‘pedestrian shopping streets’ than ‘open space’. Such proposal will bring about benefits of an integrated space design, management and maintenance by commercial operator, improved access, parking and servicing arrangements as well as an increase in commercial use, which in turn will benefit job opportunities for future residents and add ‘diversity’ and ‘vibrancy’ to the area (**R8 of FLN OZP**).
- (ii) The four individual “R(A)1” sites in FLN Planning Area 16 should be combined into two larger sites with pedestrian area to replace the intervening “O” there so that an efficient and environmentally friendly development could be achieved (**Drawing FLN-2**)(**R6 of FLN OZP**).

Allow ‘Hotel’ use within the proposed consolidated “R(A)1” sites to the north and to the south of the FLN District Centre (Plan FLN-2a)

- (iii) To add vibrancy and ancillary accommodation to the FLN District Centre, hotel use within the non-domestic portion of the “R(A)” sites in the FLN District Centre should be allowed (**R8 of FLN OZP**).

Promote a public focal point – Town Square Concept

- (iv) To add vibrancy in the FLN District Centre, **R8 of FLN OZP** requests for rezoning the “O” zone between the northern and southern parts of the FLN District Centre to “OU” annotated “Town Square with Open Space for Recreation and Commercial Uses and Underground for Commercial Uses and Car Park” (**Drawing FLN-4d**). Such proposal will utilize its location advantage at the town centre, potential for public venues/festivals and outdoor displays, and thus help create a public focus to heighten the community’s sense of place and belonging. A set of Notes for the proposed “OU” zoning is prepared by **R8 of FLN OZP (Drawing FLN-4e)**.
- (v) **R7 of FLN OZP** made similar comments that the concerned “O” zone should be rezoned to a similar zoning as “OU” annotated “Open Space for Recreation and Community Uses and Underground Commercial Uses and Car Park” (**Drawing FLN-3**).

More design flexibility / lenient provision for commercial uses in “R(A)” zone

- (vi) It is proposed that commercial uses should be allowed in the lowest three floors of a building (including basement), the major grounds are: (I) to bring it in line with the restrictions in “R(A)” zone under the Master Schedule of Notes; (II) a third commercial floor in the form of a basement will not undermine the intention to avoid bulky structures and minimize any possible adverse air ventilation and visual impacts; and (III) basement retail premises will not affect the pedestrian level or interrupt the ‘coherency’ of the pedestrian street profile but can contribute to ‘street vibrancy’ (**R6 and R8 of FLN OZP**).

More lenient restriction on the terraced podium design fronting the “R(A)” sites in the FLN District Centre

- (vii) It is uncertain whether the 5m maximum building height for the terraced podium in the Remarks under the Notes for the “R(A)” zone refers to the roof level of the ground storey of the podium, excluding the parapet height at the roof level (**R8 of FLN OZP**).
- (viii) The restriction on a maximum building height of 5m and setback of a maximum width at 1/F level of 10m for the terraced podium does not encourage the architectural diversity and visual interest. With a 56m wide separation between these two commercial frontages in Planning Area 16 (**Drawing FLN-4c**), it presents an expansive visual context in which a podium setback at 1/F level of 5m wide would be visually acceptable and would not adversely affect air flow. (**Drawing FLN-4f**) (**R8 of FLN OZP**).

Extend the coverage of the terraced podium along the eastern frontages of the proposed combined “R(A)” sites in the FLN District Centre

- (ix) The District Centre ‘shopping street’ concept should extend to the eastern podium edge of the “R(A)” zoning in the FLN Planning Area 16 which interfaces with the North-South Park (**Drawing FLN-4g**) as these terrace edges have considerable potential to enliven the adjoining public open space (**R8 of FLN OZP**).

Non-domestic uses in the “R(B)” zones in FLN Planning Areas 13 and 18

- (b) ‘Shop and Services’ and ‘Eating Place’ uses should be allowed in

“R(B)” zones in FLN Planning Areas 13 and 18 as they are the key pedestrian routes connecting either to the planned riverside promenade or the existing town settlement across Ma Sik Road (**Drawing FLN-4g**) (**R8 of FLN OZP**).

(3) More lenient building height restrictions

The building height restrictions for the FLN District Centre

- (a) The building heights of the four “R(A)1” sites in the FLN the District Centre should be increased to reflect the planning intention that “development sites in the central area generally have higher building heights” as stated in the Explanatory Statement (**Plan FLN-2a**) while respecting the overall stepped height profile promoted by the FLN OZP (**Drawings FLN-4h** and **FLN-4i**) (**R8 of FLN OZP**).
- (b) The building height of the developments should be increased so that landmark building can be seen from the distance (**R5 of FLN OZP**).

The building height restrictions for the “R(B)” zones in FLN Planning Areas 13 and 18 (R8 of FLN OZP)

- (c) On certain sites including the concerned “R(B)” zones where there are no pressing urban design or air ventilation requirements, residential building heights could be relaxed by way of a minor relaxation as permitted under the Notes to offer greater design flexibility and visual variety.
- (d) The proposed increase in building height for the “R(B)” zone in Planning Area 13 (**Annex VI(b)**) will have no impact on visual corridors under the FLN OZP given the adjoining proposed HOS developments fronting the same stretch of riverside promenade is set at 90mPD (**Plan FLN-2a**)(**Drawing FLN-4j**).
- (e) The proposed building heights for the concerned “R(B)” zone in FLN Planning Area 18 (**Annex VI(b)**) should be increased. Such proposal introduces a greater step-down in height profile (**Drawing FLN-4j**) and has taken into consideration the existing and planned building heights in the surrounding (**Plan FLN-2a**) including, the proposed public transport interchange development in FLN Planning Area 15 to the north (with heights ranging from 105mPD to 125mPD), the existing “R(A)” zone to the south of Ma Sik Road (115mPD). The proposed height is also in the same height band of the planned HOS site in the “R(A)” zone further west along Ma Sik Road.

(4) Implementation mechanism

- (a) The Notes for the proposed terraced podium in “R(A)1” zones in

the core of the area do not cover certain implementation matters, which are critical to the success of the statutory planning framework. This is particularly important for the terraced podium edges which open out onto the planned “O” zones in the core area (**R8 of FLN OZP**).

- (b) One land grant should be offered to the major landowner to design and construct the proposed pedestrian areas and “OU” annotated “Town Square with Open Space for Recreation and Commercial Uses and Underground for Commercial Uses and Car Park” zone (**Drawing FLN-4d**). By doing so, the pedestrian street concept and town square can be planned, designed, constructed and operated holistically to achieve good urban design, architectural appeal, sustainable engineering and environmental-conscious operations (**R8 of FLN OZP**).
- (c) There will be interface problems at various stages of the whole proposed development. A new approach should be considered to have a single land grant so as to entrust the implementation works to an agent for design, building and transfer. This will reduce a lot of unnecessary administrative process. This can be done since land can be assembled by joint venture (**R5 of FLN OZP**).

Proposals

(Plan FLN-2b)

(5) Proposals of R5, R6, R7 and R8 of FLN OZP (P-F2 to P-F5)

- (a) More lenient restrictions on development intensity for domestic uses
 - (i) **R8 of FLN OZP** considers that the two “R(A)1” sites and the “O” zone in between to the north of the FLN District Centre should be combined into “R(A)5” zone with the “O” zone designated as ‘pedestrian area’. The “R(A)5” zone will be subject to a maximum domestic PR of 5 and a maximum domestic gross floor area of 125,690m². The proposed ‘pedestrian area’ should be counted for non-domestic PR and the maximum non-domestic gross floor area is 42,735m². While the two “R(A)1” sites and the “O” zone in between to the south of the FLN District Centre should be combined into “R(A)6” zone with the “O” zone designated as pedestrian area. The “R(A)6” zone will be subject to a maximum domestic PR of 5 and a maximum domestic gross floor area of 129,290m². The proposed ‘pedestrian area’ should be counted for non-domestic PR and the maximum non-domestic gross floor area is 43,959m² (**Drawings FLN-4a, 4c and 4d**).
 - (ii) **R8 of FLN OZP** also considers that for the “R(B)” zone in FLN Planning Area 13, it should be rezoned to “R(B)2”

subject to a maximum domestic gross floor area of 88,772m². ‘Shops and Services’ and ‘Eating Place’ abutting the pedestrian walkway with a maximum non-domestic gross floor area of 420m² should be permitted.

- (iii) **R8 of FLN OZP** also considers that for the “R(B)” zone in FLN Planning Area 18, **R8 of FLN OZP** requests for enlarging it to incorporate the adjoining “OU” annotated “Amenity Area” site and rezoned the proposed amalgamated site into “R(B)1” subject to a maximum domestic gross floor area of 67,123m². ‘Shops and Services’ and ‘Eating Place’ abutting the pedestrian walkway with a maximum non-domestic gross floor area of 750m² should be permitted. The original “OU” annotated “Amenity Area” site should be designated as non-building area under the proposed new “R(B)1” zone.
 - (iv) **R5 of FLN OZP** opines that for the FLN District Centre, higher domestic PR of 6 is required to support the development in the FLN District Centre.
- (b) More lenient restrictions on development intensity / provision for non-domestic uses

Commercial uses in “R(A)” zone

- (i) **R6 and R8 of FLN OZP** consider that within “R(A)” zone, commercial uses should be allowed on the lowest three floors (including basements) of a building with a maximum non-domestic PR of 2; and ‘Hotel’ use should be put under Column 1 under the Notes for the “R(A)” zone.

Terraced podium in the FLN District Centre

- (ii) **R8 of FLN OZP** opines that on land designated ‘Terraced Podium’ in the proposed “R(A)5” and “R(A)6” zones, it should specify that the terraced podium is subject to a maximum building height of 5m measured “at roof level of the ground level storey (excluding the parapet height at roof level”, and the north-south and east-west frontages of the terraced podium should be subject to two different terraced podium setback control at the first floor (either 5m-wide or 10m-wide setback). Also, the designation of terraced podium and pedestrian area should be extended to the eastern edge of the “R(A)5” and “R(A)6” zones (**Drawing FLN-4c**).

Rezone the “O” zone in the FLN District Centre to “OU” zone and/or “O(1)” zone

- (iii) **R8 of FLN OZP** considers that the “O” zone in the FLN District Centre should be rezoned to “OU” annotated “Town

Square with Open Space for Recreation and Community Uses and Underground for Commercial Uses and Car Park” (a set of Notes for the said new “OU” zone as proposed by **R8 of FLN OZP** is in **Drawing FLN-4e**) while the north-south strip on the eastern portion of the “O” zone should be rezoned to “O(1)” to link up the FLN District Centre, major activity nodes and the proposed public transport interchange in FLN Planning Area 15 (**Drawings FLN-4d** and **4e**). The Notes for the “O(1)” zone under the draft KTN OZP No. S/KTN/1 should be adopted in the draft FLN OZP (**Annex B**).

- (iv) **R7 of FLN OZP** has another proposal of rezoning the “O” to “OU” annotated “Open Space for Recreation and Community Uses and Underground Commercial Uses and Car Park” where open air design can be maintained and more community activities be encouraged. The underground commercial uses and carpark could connect all individual sites and integrate with other future land uses through s.16 application.

(c) More lenient building height restrictions

Building height restrictions in respect of the FLN District Centre

- (i) **R8 of FLN OZP** considers that the maximum building height restrictions for the western and eastern portions of the concerned “R(A)1” sites should be 130mPD and 145mPD respectively (**Drawings FLN-4h** and **FLN-4i**).
- (ii) **R5 of FLN OZP** requests for a stepped height profile with landmark buildings in the “R(A)1” sites in FLN Planning Area 16 at a maximum building height of 165mPD should be adopted (**Drawing FLN-1**).

Building height restriction in respect of the “R(B)” zone in FLN Planning Areas 13 and 18 (R8 of FLN OZP)

- (iii) For the building height restriction in respect of the “R(B)” zone in FLN Planning Area 13, the maximum building height restriction should be increased to 90mPD (**Drawing FLN-4j**).
- (iv) For the building height restriction in respect of the “R(B)” zone in FLN Planning Area 18, the maximum building height restriction should be increased to 105mPD (western portion) and 85mPD (eastern portion)(**Drawing FLN-4j**).

(d) Pedestrian circulation connection

Elevated and basement pedestrian connections

- (i) **R8 of FLN OZP** requests for construction of elevated pedestrian walkways and underground pedestrian connections from the riverside in FLN Planning Area 19 through the planned new road connection/roundabout to cross over Ma Sik Road to Fanling Sheung Shui Town Lot (FSSL) No. 177, to the “R(B)” zone in FLN Planning Area 18, the “R(A)1” (**Drawing FLN-4k**).
- (ii) **R5 of FLN OZP** proposed that it is most desirable to have 3-level connections from Luen Wo Hui to the FLN District Centre / riverside. Elevated walkways from Belair Monte to the “R(B)” site in FLN Planning Area 18, the “R(A)1” sites in FLN Planning Area 16 and the “R(B)” site in FLN Planning Area 13 should be constructed together with underground basement among individual “R(A)1” sites within FLN Planning Area 16 (**Drawing FLN-1**).

Combine the “R(A)1” sites in FLN Planning Area 16

- (iii) **R6 of FLN OZP** requests for combining the 4 individual “R(A)1” sites in FLN Planning Area 16 into 2 larger sites with pedestrian area to replace the intervening “O” zone (**Drawing FLN-2**).

Representation relating to the “OU” annotated “Amenity Area” Zone along Ma Sik Road

**3.4.2 Representation No. R28 of FLN OZP
(Sun Prosper Company Limited)**

R28 of FLN OZP opposes to the “OU” annotated “Amenity Area” zone along Ma Sik Road in FLN Planning Area 14 (**Annex I-19**)(**Plan FLN-2a**). The major grounds / proposals of the representation are as follows:

- (1) The “OU” annotated “Amenity Area” along Ma Sik Road will segregate the land from directly abutting Ma Sik Road. While the land is zoned “R(A)”, the residential tower blocks will need to be set back considerably from the land boundary parallel to the new “OU” annotated “Amenity Area” strip to fulfil the prescribed window requirement under the Buildings Ordinance, resulting in congestive block layout. (**Plan FLN-2a**).

**Proposals (P-F6)
(Plan FLN-2b)**

- (2) To include the “OU” annotated “Amenity Area” zone at Ma Sik Road into the area shown as ‘Road’; or to clarify whether the “OU” annotated “Amenity Area” zone can be considered as non-building area under the Buildings Ordinance.

Representations relating to Fu Tei Au

3.4.3 **Representations No. R35 to R38 and R46 of FLN OZP**
(5 individuals)

R35 to R38 and R46 of FLN OZP oppose to the proposed construction of police driving and traffic training facilities at Fu Tei Au (**Annexes I-20 to I-24**)(**Plan FLN-2a**). The major grounds of the representations are as follows:

- (1) The proposed provision of police driving and traffic training facilities at Fu Tei Au will affect the greenery and natural / ecological environment or buffer.
- (2) The site is not going to be developed into public housing and it would not ease the acute shortage of housing supply.
- (3) There are many types of different bird species within the site which have high conservation value.
- (4) There should be other better alternate sites for the proposed provision of police driving and traffic training facilities.

Representation relating to the proposed park at Shek Wu San Tsuen area

3.4.4 **Representation No. R79 of FLN OZP**
(An individual)

R79 of FLN OZP opposes to the proposed park development (at Shek Wu San Tsuen area)(**Annex I-25**)(**Plan FLN-2a**). The major grounds of the representation are as follows:

- (1) The proposed park (at Shek Wu San Tsuen area)(FLN Planning Area 12) is not necessary as there is open space within 10 minutes walking distance (**Plan FLN-2a**).

Representations relating to the proposed residential development under the FLN OZP

3.4.5 **Representations No. 276 and R301 of FLN OZP**
(An individual and Or Sin Yi (North District Council))

R276 and R301 of FLN OZP oppose to over-concentration of public housing developments in a small locality (**Annexes I-26 and I-27**)(**Plan FLN-2a**). The major grounds of the representations are as follows:

- (1) Public housing developments are concentrated in a small locality at the western part of the FLN NDA, i.e. north of Sheung Shui (**Drawings FLN-6 and FLN-7**). There are concerns on over-concentration of public housing development in a small and remote locality which would generate pressure on the already deficit provision of community facilities

in the area and may have potential social problems. Besides, there will be lack of district visual characteristics if an area is concentrated with identical high density public housing buildings. The current public housing proportion of the FLN NDA is about 64% which is not in line with the long term housing strategy of targeting at 60% in public housing proportion.

- (2) Comparing with the FLN NDA, the KTN NDA has more advantage for public housing development. Consideration should be given to strengthen the railway-based development by slightly increase the PR of the public housing developments around the proposed Kwu Tung Station.

Representation relating to the areas near Tin Ping Shan Tsuen

3.4.6 Representations No. R100 to R275, R277 to R300 and R302 to R538 of FLN OZP (437 individuals)

R100 to R275, R277 to R300 and R302 to R538 of FLN OZP requests for reducing public housing developments near Tin Ping Shan Tsuen while increasing private housing to achieve a public and private housing ratio of 50:50 or 40:60. Samples of some representations are at **Annexes I-28 to I-41 (Plan FLN-2a)**. The major grounds of the representations are as follows:

Over-concentration of public housing development near Tin Ping Shan Tsuen

- (1) Over-concentration of public housing will lead to convergence of low-income class which will result in slum development and may cause social problems and poverty over generations.

Private housing development should be increased

- (2) Private housing development should be increased because: 1) it can attract young professional / capable buyers (from the area) which can benefit the economy; 2) it can ease the insufficient private housing problem in urban area and diversify population within the area; 3) it will allow capable buyer to move from public housing to private housing; 4) it will bring about better development on other aspects e.g. transport, consumption power and employment. In this regards, harmony in the community can be achieved with increased private housing

Inadequate job opportunities in the area

- (3) The area has shortage in job opportunities and thus low-income group should not be moved to such area. High unemployment rate will bring along other social issues or crime rate within the area. Low purchase power of the whole area due to high concentration of public housing may further increase the unemployment rate in the area. On the other hand, residents from private housing can increase the purchase power in the area and subsequently raise the employment opportunity.

Inadequate transportation node(s) / network

- (4) Insufficient transportation nodes in the area which will put residents of public housing in great disadvantage with high transportation cost. Being at a remote location with insufficient transportation services, the residents in these public housing developments will become more isolated.

Insufficient community, amenity and other facilities

- (5) Private housing development will provide amenities such as, club, community garden and so on. This can ease insufficiency of such facility within the area. Current facilities / proposed facilities such as, schools, hospitals are inadequate for the additional population.

4. The Comments

- 4.1 There are 410 comments (**C5595 of KTN OZP & C5566 to C5621, C5623 to C5974 and C5997 of FLN OZP**) mainly related to general land use issues (**Plans KTN-2a and FLN-2a**). These comments are submitted by 輝煌發展有限公司(**C5595 of KTN OZP**), 張玉清, 周華達, 胡偉雄 (圓夢北區-社福界關注組)(**C5997 of FLN OZP**), and 408 individuals (**C5566 to C5621, C5623 to C5974 of FLN OZP**).
- 4.2 The comments made by company and concern group (**C5595 of KTN OZP and C5597 of FLN OZP**) and samples of some comments made by individuals regarding the areas near Tin Ping Shan Tsuen (**C5566 to C5621 and C5623 to C5974 of FLN OZP**) are attached at **Annexes II-1 to II-25**. A full set of hardcopy is deposited at the Secretariat of the Board for Members' inspection. Also, a CD-ROM containing names of all the representers and commenters as well as their submissions is at **Annex IX of TPB Paper No. 9748** (for TPB Members only). The major grounds of the comments are summarized in paragraphs 4.3 and 4.4 below.
- 4.3 Major Grounds of Comments relating to the KTN OZP

Comments relating to the Development Right of Private Land Owners

C5595 of KTN OZP concerns on the development right of private land owners in KTN (**Annex II-1**)(**Plan KTN-2a**). Their major grounds of comments are summarized as follows:

Development right of the private land owners in KTN Planning Area 21 is not respected (C-K1)

- 4.3.1 The commenter objects to the proposed public housing under "R(A)3" zone in KTN Planning Area 21 (**Annex VI(a)**) because even though he owns a piece of private land with 4,000m² there, his land will be resumed for public housing use, which defeats Government's agreement on land assembly objective that land owner with a piece of land of 4,000m² is eligible to apply for development.

Development right of private land owners in "G/IC" zone (C-K2)

4.3.2 Government should allow the private land owners to apply for privately operated GIC facilities in “G/IC” zone in KTN Planning Areas 8 and 29 (**Annex VI(a)**).

4.4 Major Grounds of Comments relating to the FLN OZP

Comments relating to the areas near Tin Ping Shan Tsuen

4.4.1 **C5566 to C5621, C5623 to C5974 of FLN OZP** have concerns on the areas near Tin Ping Shan Tsuen (samples of some comments are at **Annexes II-2 to II-24**)(**Plan FLN-2a**). Their major grounds of comments are summarized as follows:

Over-Concentration of public housing development near Tin Ping Shan Tsuen (C-F1)

- (1) The areas near Tin Ping Shan Tsuen (the Area) are concentrated with public housing developments. Public housing residents are normally from low income group with low education background. Unbalance public/private housing development with convergence of low-income residents in the Area will result in slum development, various social problems, unemployment and poverty / even poverty over generations. The Area will become another Tin Shui Wai.

Private housing development should be increased (C-F2)

- (2) The Area should be provided with more private housing developments as:
(1) Sheung Shui is overcrowded and its housing property price is high comparing to Fanling. Provision of more private housing in the Area can help lowering / stabilize the property price and ease housing shortage of the Area. It can also help reduce the burden of the Government to provide housing for the young generation; (2) more private housing development in the Area can help achieve a balanced community, improve the living environment and image of the area; and (3) more private housing residents in the Area can increase the purchasing power of the whole area, stimulating economic activities and thus providing more job opportunities.
- (3) There are suggestions that private development in the Area should be increased by converting part of the public housing land in FLN Planning Areas 6 and 8 into private housing development and/or a Public/Private Housing Ratio of 50:50 or 40:60 should be adopted.

Inadequate job opportunities in the area (C-F3)

- (4) There are insufficient commercial facilities to provide jobs, and hence unemployment rate of this area is higher than in other places. With the mass transit railway station being far away, there will be only 10% or less of the local residents can find jobs in the local area. Provision of low local job opportunities and insufficient transport network have reduced people’s motivation to work, which may lead to concentration of unemployment group, and affect these people climbing up the social

ladder from lower income class to upper income class.

- (5) Massive increase in public housing development will increase population especially new immigrants in the area, this will only increase the competition in job market and further aggravate the unemployment problem.
- (6) Before a comprehensive transport network is developed, private housing should be built in order to improve the standard of living and environment and encourage economic activities. Residents with higher purchasing power can attract business investment (shops and malls) thereby stimulating the local economy and increasing job opportunities.

Inadequate transportation node(s) / network (C-F4)

- (7) As the area is far away from mass transportation network, residents from the area need to bear extra travelling time and cost. This will hinder low income families from finding work outside the area and reduce their employment opportunities. Areas far away from urban area with insufficient transport nodes/network should have more private housing instead as their residents can bear high travelling cost while this will add burdens to the residents of public housing.

Insufficient community, amenity and other facilities (C-F5)

- (8) The residents of the area will suffer from insufficient provision of community facilities within the area.

Comments relating to Fu Tei Au

4.4.2 **C5997 of FLN OZP** has concern on the proposed police driving and traffic training facilities at Fu Tei Au (**Annex II-25**)(**Plan FLN-2a**). The major grounds of comment are summarized as follows:

Delete the proposed police driving and traffic training facilities at Fu Tei Au (C-F6)

- (1) The proposed police driving and traffic training facilities at Fu Tei Au should be deleted as: (1) such facilities are not necessary to be provided in FLN NDA; (2) it is not necessary to demolish the living area of over 30 households, who have been living in the area for over 60 years, to facilitate the proposed development; and (3) the proposed development will generate noise and air pollution with adverse impact on the nature conservation area nearby.
- (2) The land near Man Kam To Road next to Fu Tei Au Road, which is currently used as car repairing purposes, can be converted into community purpose for provision of social welfare facilities in the North District.

5. Planning Consideration and Assessment

5.1 Overall Planning of the KTN and FLN NDAs

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

- (i) Strategic Roles of NDAs: to reserve land in the NDAs for the industries where Hong Kong enjoys clear advantages to promote the economic development of Hong Kong;
- (ii) People-oriented Communities: to respect the existing and surrounding communities; adopt a balanced mix of public and private housing; ensure timely provision of community facilities and diversified employment opportunities to establish balanced, harmonious communities;
- (iii) Sustainable Living Environment: to respect, preserve and optimize the use of the existing valuable natural and cultural resources as well as adopt green and energy-saving initiatives; and
- (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, public transport interchange, cycle track and pedestrian walkway for inclusion in the NDAs. The TIA under the NENT NDAs Study has confirmed that with the proposed highway improvement, the highway system can address the traffic demand from the NDAs. Flexibility for provision of environmentally friendly transport facilities has been allowed. It is 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** respectively.

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.

5.1.5 An Expert Evaluation on Air Ventilation Assessment (AVA) under the NENT NDAs Study has been conducted to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the NDAs on pedestrian wind environment. The AVA has concluded that, with adoption of ventilation measures including air paths/wind corridors, road networks aligning with prevailing wind directions, NBA/building separations/setbacks, staggered building alignment, podium garden, empty bays at G/F of buildings, aerodynamic building profile and terraced podium design, no significant impact on the overall air ventilation performance will be expected. The building height restrictions show on the KTN and FLN OZPs have been taken into the findings of the AVA into consideration.

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 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:

- (1) 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.
- (2) 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.
- (3) 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.
- (4) 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.
- (5) 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.
- (6) 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 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:

- (1) District nodes around public transport interchanges (PTIs) – two district nodes with a mix of high-density residential development, commercial and GIC facilities would be developed around the two proposed PTIs at the eastern and western portions of the NDA. Feeder services would be provided from the NDA to the Fanling and Sheung Shui railway stations.
- (2) 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.
- (3) 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.
- (4) 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.
- (5) 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**)

Representation No. R5 of KTN OZP
(An individual)

5.4.1 The responses to the grounds of representation of **R5 of KTN OZP** regarding the request for including the whole Lot 834 in D.D. 96 into the coverage of OZP (**Annex I-1**) are as follows:

- (1) The whole Lot 834 in D.D. 96 is already within the KTN OZP (**Plan KTN-2a**).
- (2) To take forward the KTN and FLN NDAs development, the Government will resume and clear the private land planned for public works projects,

public housing and private developments, carry out site formation works, and provide infrastructure before allocating land for various purposes. Details of the resumption would be dealt with at the implementation stage.

Representations No. R6 of KTN OZP and R4 of FLN OZP
(An individual)

- 5.4.2 In responses to the grounds of representations of **R6 of KTN OZP** and **R4 of FLN OZP** (both submitted by the same representer) requesting for including the whole Lot 104 in D.D. 100 into the coverage of OZP (**Annexes I-2 and I-13**), it should be noted that the whole Lot 104 in D.D. 100 falls within the approved Kwu Tung South OZP No. S/NE-KTS/14 and is completely outside the KTN and FLN NDAs (**Annex A**).

Representations No. R9 of KTN OZP and R9 of FLN OZP
(REDA)

- 5.4.3 The responses to the grounds of representations and proposals of **R9 of KTN OZP** and **R9 of FLN OZP** (both submitted by REDA) regarding the approach to comprehensive planning for KTN and FLN, comments on some general planning principles adopted in the OZPs and its implementation mechanism, and ask for more lenient height / PR / provision restrictions for various land use zonings / uses and rezoning of various zones (**Annexes I-5 and I-18**)(**Plans KTN-2a and FLN-2a**) are as follows:

Supportive Comments

Support the comprehensive planning approach

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

Adverse Comments in General

Unreasonably low development intensity

Unreasonably low PR for residential zonings

- (2) 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 to optimize the development potential of NDAs, opportunities have been taken to review the development intensity of the housing sites. After balancing different considerations including efficient use of land resources, provision of sufficient G/IC facilities, capacity of the planned infrastructure, good urban design framework, etc., the development intensity for various housing sites have been increased. The PRs of residential sites at the future town centres of the KTN and FLN NDAs have been increased from 3.5 or 5 to 6 for high-density developments. Such development intensity is commensurate with those of other New Towns. In addition, most of the low-density sites, i.e. residential density zone R3, have also been upzoned to R2 with a PR of 3.5. These together with other changes in housing mix will bring about an increase of about 12,700 flats, thus bringing the total flat supply from 47,300 to 60,000.

- (3) According to the HKPSG's standards for New Towns, the maximum domestic PRs for residential density zones R1, R2, R3 and R4 are 8, 5, 3 and 0.4 respectively. While the maximum domestic PR for residential density zone R1 is 8, the existing maximum domestic PR specified for most New Towns except Tseung Kwan O and individual developments in some New Towns is around 5. As stated in the HKPSG, a domestic PR of 8 should only be permitted where there are no infrastructure constraints, e.g. close to high capacity transport systems (such as Tseung Kwan O New Town which is adjoining urban area and served by mass transit railway). HKPSG's recommendations on the maximum PRs for residential zones R2, R3 and R4 respectively (PRs of 6, 3.5 and 0.4) have been adopted for the R1, R2 and R3 sites in the KTN and FLN NDAs.
- (4) **R9 of KTN OZP** and **R9 of FLN OZP** propose blanket increase in development intensity would have implications on the infrastructure provision in the area, especially the sewage treatment and disposal capacity in the Shek Wu Hui Sewage Treatment Works. Besides, Fanling Highway will approach its capacity based on the proposed development scale. It is anticipated that the highway network would exceed its capacity with further increase in development intensity. In terms of urban design/visual perspective, the changes in visual character resulting from the further increase in the bulk and height of the developments would be a concern, in particular, how they as a whole would relate to the wider surrounding context.
- (5) There is a provision for minor relaxation of the PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.

Low PR for commercial zonings/uses

- (6) In determining the optimum scale of commercial facilities to be provided in the KTN and FLN NDAs, various considerations such as area characteristics, the planned population, infrastructural capacities, good

urban design, etc have been taken into account. The current PR restrictions for “R(A)” and “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zonings under the OZPs, i.e. maximum plot of 6 and 5 (of which the domestic PR should not exceed 5 and 4.5) respectively, have allowed flexibility on provision of commercial facilities to meet the needs of the residents as well as to help creating a lively/vibrant town centre. The non-domestic PR can be accommodated in either two storeys terraced podium or in five storeys purpose-designed non-residential buildings.

- (7) With regard to the two-storey terraced podium restriction for commercial uses in development sites along the pedestrianised shopping streets in the core of the Town Centres in the KTN and FLN NDAs, it is primarily based on the recommendations of the Air Ventilation Assessment (AVA) for the NENT NDAs Study. Its purpose is to avoid large and bulky podium development so that downward airflow can reach the pedestrian and thereby improving wind penetration at street level and reduce the canyon effect. Moreover, by adopting more permeable podium design up to two storeys for development sites along the pedestrianised shopping streets in the core of the town centres in KTN and FLN NDAs, it helps to enhance vibrancy in the street level and create a coherent and attractive character for the town centres

Artificial low building height restriction

- (8) In formulating the building height restrictions for the KTN and FLN NDAs, due regard has been given to the AVA of the NENT NDAs Study, HKPSG, and Urban Design Guidelines for Hong Kong. The overall building height profile of the KTN and FLN NDAs is planned to step down towards the periphery and riverside to achieve a variation in building height and massing of new developments and to ensure a better integration with the adjacent rural settings. The stepped building height and development intensity concepts will enrich the spatial and urban profile. It will also have positive effects on visual amenity, natural lighting and air ventilation. The building height restrictions adopted in the KTN and FLN OZPs have already taken into account the development intensity permissible under the OZPs and the flexibility required for incorporating building design features to achieve good quality developments, etc.
- (9) **R9 of KTN OZP** and **R9 of FLN OZP** propose to relax the building height restrictions of the development sites (of KTN NDA) along Fanling Highway and Castle Peak Road and the development sites (of FLN NDA) along Ma Sik Road. The intensity and building height descend from the Town Centre of KTN NDA toward the southern periphery by designating some low to medium rise G/IC facilities and business developments along Fanling Highway is to allow visual relief between the Area and the existing low-rise developments in Kwu Tung South.
- (10) Regarding the proposed increase in building height of “OU” annotated “Business and Technology Park” sites to 140mPD along

Sheung Yue River, the sites are considered not very far from the LVNP, though separated by some buffers (the LVNP is about 70m from the Business and Technology Park), such as Sheung Yue River together with a “O” strip or Road P2 with “OU” annotated “Amenity Area” and NBA. The excessive building height proposed is inappropriate in ecological protection, urban design and landscape terms.

- (11) In the FLN NDA, a stepped building height concept is recommended with overall development intensity and building height profile stepping down from the district nodes towards the periphery and riverside to enhance variety in height and massing of new developments and to ensure a better integration with the adjacent rural setting. In the FLN District Centre, development sites in the central area generally have higher building heights at a maximum of 125mPD. The building heights then descend gradually from the centre at 125mPD towards the east at 90mPD – 110mPD then 75mPD by the river. For the existing housing developments at the south of the FLN District Centre along Ma Sik Road, they are 28-34 storeys and 90-115mPD in building height. The current building height restrictions stipulated on the FLN OZP are considered appropriate.
- (12) For the representer’s views on a blanket relaxation of permissible building heights, it is considered that the current maximum building height stipulated on the OZP is adequate to achieve the planned development intensity and allow sufficient design flexibility.

Inefficient layout and use of land

Inefficient layout

- (13) The open spaces and NBAs contribute to good urban design, pedestrian circulation and air ventilation. The road network in the NENT NDAs have already minimized internal roads as far as possible. Besides, based on the findings of the AVA for the NENT NDAs Study, a number of breezeway/air paths have been incorporated in the layout of the NDAs to facilitate wind penetration. These include major open space spines, local roads and NBAs designated in the KTN and FLN NDAs, which all serve as important unobstructed breezeway/air paths allowing the prevailing winds to penetrate into the built environment of the concerned areas.

Inefficient use of land for open space

- (14) One of the major urban design principles for the KTN and FLN NDAs is to create a “green” new town by providing a strong and attractive landscape framework with linked open spaces, and providing a continuous open space alongside the river and connecting them with open spaces in the new and existing development areas. The open space is to provide both active and passive recreational needs and to provide greening opportunities with a view to enhancing the urban environment.

- (15) For KTN, there is a comprehensive network of recreation and green spaces comprising regional, district and local open spaces. The north-south and 1.2km long east-west open space (the Town Park) across the Town Centre serves as major connecting green spines to the existing communities in Kwu Tung South to the south of the KTN NDA and Ho Sheung Heung and Yin Kong to the east. Major green corridors and secondary green corridors are designed in the form of tree avenues, boulevards, pedestrian streets and green walkways which make the KTN NDA visually cohesive in terms of continuity of tree and shrub planting and allow continuous and safe pedestrian access throughout the NDA. The open spaces designated in KTN Planning Areas 24 and 26 (**Annex VI(a)**) are an integral part of the comprehensive and linked open space network in the NDA. They also provide landscape buffers in between residential sites. As such, they are essential open spaces to be retained.
- (16) For FLN NDA, a network of interconnected riverside promenade and public open spaces of different sizes and functions would be provided including regional, district and local open spaces to connect with the Fanling/Sheung Shui New Town. An indoor recreation centre is also planned to be provided in the “O” zone in FLN Planning Area 11. The district open space (‘DO’) in FLN Planning Area 12 is proposed as the Central Park in the FLN NDA and will provide for various sports activities. Similarly, the ‘DO’ in FLN Planning Area 6 is also sufficiently large in area. To the south-west of Sheung Shui Wa Shan, there are local open spaces in the form of strip which is for the enjoyment of the nearby villagers. Some local open space would serve as open space corridors linking up the residential areas with the riverside promenade.

Non-building area (NBA)

- (17) The function of NBA is, inter alia, to serve as view and/or wind corridors. The NBAs imposed on the KTN and FLN OZPs are mainly based on the recommendations of the AVA for the NENT NDAs Study, taking into consideration the site constraints and restrictions on development potential. The NBAs are essential planning requirements which would improve air ventilation in the KTN and FLN areas.
- (18) Although both “O” zone and NBA may serve as breezeway, they are different in land use function and planning intention. The former is intended to provide open space for public enjoyment while the latter forms part of the building design to free up ground floor space for air ventilation purpose. The designation of an area as NBA will not affect the land use zoning of that area and the land can still be vested with the landowners and the development intensity of the sites would not be affected by the NBA. Should the NBAs be rezoned to “O”, the development potential of the concerned sites would be affected.

Planned shopping streets are not well integrated

- (19) Under both KTN and FLN OZPs, comprehensive pedestrian walkway

system and cycle track network is planned to ensure good connectivity between the major activity nodes and the surrounding areas at grade and will integrate with the commercial facilities in the districts. To add vibrancy and vitality to the area, pedestrian shopping streets with terraced podium lined with retail frontage along site boundaries abutting the cruciform open space at some selected “R(A)” and “OU” annotated “Commercial/Residential Development with Public Transport Interchange” zones (such as that at the KTN Town Plaza and FLN District Centre) would be provided. This terraced design could promote pedestrian experience and enhance air ventilation at street level. ‘Shop and Services’ and ‘Eating Place’ uses could be provided along the site boundary abutting the open space spine to ensure continuous shop frontage and the provision of commercial and leisure facilities such as café, restaurants and retail shops on the side lining the open space. An Urban Design Study (as part of the detailed design and construction study under advanced works of the KTN and FLN NDAs) would further consider / explore how the town plazas (at KTN and FLN NDAs) would be integrated with comprehensive shopping, food and beverage and recreation facilities. The Study will also explore ways to facilitate connectivity and pedestrian access and enhance vibrancy, identity and visual quality of the town plazas and their surrounding areas. The proposal of accommodating commercial uses at basement can be considered based on individual merits through the planning application process.

Public and private housing distribution

Public-private housing ratio

- (20) In view of the public aspiration for more public housing in the NDAs, an appropriate increase in the development intensity of the NDAs has been made at Stage 3 PE of the NENT NDAs Study to provide more public housing flats in the NDAs after detailed technical assessments. Under the current proposals, the overall public-private housing ratio of the two NDAs is 60:40. The said housing split is in line with the Long Term Housing Strategy. Besides, it is in line with the 2014 Policy Address that the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming 10 years, with public housing accounting for 60% of the new production. Also, such ratio is similar to that of the existing Fanling/Sheung Shui New Town of 59:41.
- (21) To provide a balanced population profile for the KTN and FLN areas, a mix of housing land has been allocated for subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. The overall public to private housing ratio in terms number of flats for the KTN and FLN NDAs is about 60:40 to ensure a balanced and socially integrated community. Some sites in FLN Planning Areas 6, 8, 13, 14, 15 and 17 have been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. This allows flexibility for provision of PRH and HOS units

within individual sites. The mix of PRH and HOS units within individual sites would be further considered upon implementation of the developments.

Geographical distribution

- (22) Public housing is planned near the railway station, PTI and town centre to ensure that residents have convenient access to public transport facilities and social and community facilities. A range of compatible non-domestic uses including commercial, social and community uses would be provided to serve the residents. To the north of the proposed Kwu Tung Railway Station in KTN NDA and the two district nodes of FLN NDA (i.e. the FLN District Centre at the eastern side and the Residential Area South of the River at the western side) are proposed for public housing use.
- (23) Some sites in FLN Planning Areas 6, 8, 13, 14, 15 and 17 have been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. This allows flexibility for provision of PRH and HOS units within individual sites. In this regard, many public and private housing sites are located next to each other and are well connected and integrated by cycle track open space and pedestrian network. There is a good mix of private and public housing sites in the NDAs.

Implementation considerations

Planning layout should align with land ownership patterns

- (24) KTN NDA development is formulated based on various considerations including the strategic role of the NDA, effective use of land resource, requirements of various land uses, land use compatibility, road network, GIC requirements, urban design and technical feasibility, etc. The development sites are then drawn up taken into account the planned land uses, open space network, cycle track/road network, major breezeway/air paths, etc. Individual land ownership is not a consideration in planning the respective land use zonings.

Additional implementation approaches/Unrealistic target time frame for land exchange

- (25) Under the NDAs development, the Government will resume and clear the private land planned for public works projects, public housing and private developments, carry out site formation works, and provide infrastructure before allocating land for various purposes. Land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

An overall taskforce to coordinate public facilities provision

- (26) **R9 of KTN OZP and R9 of FLN OZPs'** suggestion of setting up a cross-departmental taskforce with new operation mechanism for the NDAs development is noted but this is not related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

Adverse comments specifically related to KTN OZP

Commercial functions of the "OU" zone annotated "Business and Technology Park"

- (27) 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" annotated "Business and Technology Park" along Fanling Highway 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. This cluster will provide development spaces for the industries where Hong Kong enjoys clear advantage, such as innovative and high-technological industries, cultural and creative industries. 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 job including some with lower skill level requirements to serve the local community. These economic activities will help promote the local economy and provide different types of job opportunities.

Overly specified commercial land uses

- (28) Each "OU" zoning has a specific planning intention for the different needs and functions with a view to facilitating the long term planning and development of the area. There is also a reasonable mix of uses within each "OU" zoning.
- (29) For the cluster of "OU" annotated "Business and Technology Park" sites along Fanling Highway designated on the KTN OZP, its planning intention is for medium-density to provide a mix of commercial, office, design, research and development uses for promoting high technology business. The objective is to meet the strategic land use requirements to enhance Hong Kong's competitiveness and its strategic location near the Lo Wu Boundary Control Point (BCP), Lok Ma Chau (LMC) BCP, LMC Loop, proposed railway station and Fanling Highway. Within the "OU" annotated "Business and Technology Park" zones in KTN Planning Areas 31 and 32 (**Annex VI(a)**), there is a strip of NBA of 10m wide which can function as a buffer to the Road D2 to the north of these "OU" zones.
- (30) For the "OU" annotated "Mixed Use" under the draft KTN OZP, its planning intention is for medium-density development for a mix of commercial/office, hotel, residential uses and social welfare facilities. Located at the centre of KTN, the mixed development will enhance the vibrancy and vitality of the town centre. Flexibility has already been allowed to accommodate various types of office and research uses as well as hotel and residential uses to meet market demand. Within the "OU"

annotated “Mixed Use” zone, there is a strip of NBA of 10m wide which can function as a buffer to the adjacent Road D2 to the north of these “OU” zones.

- (31) On the other hand, the planning intention of the “OU” annotated “Business” zone as proposed by R9 is for general business uses and it is generally applied to existing industrial areas with a view to phasing out the polluting industrial uses. Under such zoning, only less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings whereas new ‘business’ buildings can allow a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses. Given the different planning intentions of the respective “OU” zones as mentioned above, it is considered not appropriate to rezone the “OU” annotated “Business and Technology Park” and “OU” annotated “Mixed Use” to “OU” annotated “Business”.

Adverse comments specifically related to FLN OZP

Connectivity with the adjacent areas

- (32) To take advantage of the geographical proximity of the NDAs to the Fanling/Sheung Shui New Town, the KTN and FLN NDAs will be developed as an extension to the Fanling/Sheung Shui New Town to form the Fanling/Sheung Shui/Kwu Tung New Town for effective sharing of resources. A comprehensive pedestrian walkway system and cycle track network has been planned to ensure good connectivity between the FLN NDA and the Fanling/Sheung Shui New Town. These would promote the shared use of community, recreational and commercial facilities, and enhance employment opportunities within the district. To enhance the connectivity between the NDAs and the existing new town, measures including feeder services, pedestrian/cycle track networks would be further examined at the detailed planning and implementation stage.

Transport provision

- (33) 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 has been allowed for possible new rail infrastructure.
- (34) 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 support the external traffic needs of the FLN NDA but will also serve the residents of the existing Fanling/Sheung Shui New Town and hence help relieve the traffic burden of the existing road network. According to the TIA under the NENT NDAs Study, 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.

Proposals specifically related to KTN OZP (P-K3)
(Plan KTN-2b)

With regard to the proposals raised by **R9 of KTN** and **R9 of FLN OZP** specifically related to KTN OZP, the responses are as follows:

Rezoning the "Open Space" ("O") at KTN Planning Areas 24 and 26 to Residential Use (Drawing KTN-3)

- (35) The open spaces designated in Areas 24 and 26 are an integral part of the comprehensive and linked open space network in the NDA. Their locations are carefully planned as regional open space and local open space. They provide recreational and breathing space for the general public and serve as pedestrian and visual corridors enhancing connectivity and visual amenity, etc. which are beneficial to the public and local community. Besides, they serve the nearby housing sites and provide landscape buffers between residential site. As such, they are essential open spaces and should be retained.

More lenient PR restrictions for various zones (Drawing KTN-3)

- (36) The responses as stated in paragraphs 5.4.3 (2) to (7) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant.
- (37) The proposed relaxation of PR restrictions is not substantiated by any technical assessments to ascertain the feasibility and impacts of the proposals, and the corresponding implications on the building height and massing of developments. There is a provision for minor relaxation of the PR restriction under the OZP. Each case would be considered by the Board based on individual merits. As for the proposal of accommodating commercial uses at basement level, it can also be considered based on individual merits by planning application.

More lenient height restrictions for various zones (Drawing KTN-3)

- (38) Based on the assessments as stated in paragraphs 5.4.3 (8) to (12) under **R9 of KTN OZP** and **R9 of FLN OZP** above, the proposed blanket relaxation of the building height restrictions is not acceptable.
- (39) The representer has not substantiated the basis of adopting a building height of about 40 storeys in Hong Kong as a suitable reference for the NENT NDAs. In determining the building height for the NENT NDAs, various factors have been taken into considerations including local characteristics, existing / planned land uses and developments, topography and site formation levels, and local wind environment. No measure for air ventilation improvements has been proposed by the representer to address the potential impact.
- (40) The building height restrictions on the OZPs could accommodate the permitted development intensity with adequate design flexibility and have struck a proper balance between the public aspirations for a better living environment and maximizing the use of land resources. Hence, the need for a blanket relaxation of the building height restriction for “R(A)1”, “R(A)1”, “R(A)3”, “R(B)”, “R(C)”, “OU” annotated “Commercial/Residential Development with Public Transport Interchange” and “CDA” zones in the range of 20m to 35m is not justified. The representer has not demonstrated that the new building height profile is able to improve the original building height concept under the OZPs. The proposed relaxation of building height restrictions is not substantiated by any technical assessments to ascertain the impacts of the proposals.
- (41) The proposed increased building height of “OU” annotated “Business and Technology Park” sites to 140mPD along Sheung Yue River is considered not acceptable and the responses at paragraph 5.4.3(10) is relevant. Nevertheless, there is a provision for minor relaxation of the building height restriction under the OZP. Each case will be considered by the Board based on individual merits.

Rezoning of “OU” annotated “Commercial/Residential Development with Public Transport Interchange”, “Mixed Use”, “Business and Technology Park”, “Research and Development” zones to “OU” annotated “Business” zone

- (42) The responses as stated in paragraph 5.4.3 (28) to (31) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant.

*Proposals specifically related to FLN OZP (P-F1)
(Plan FLN-2b)*

With regard to the proposals raised by **R9 of KTN** and **R9 of FLN OZP** specifically related to FLN OZP, the responses are as follows:

More lenient PR restrictions for various zones (Drawing FLN-5)

- (43) With regard to the proposed more lenient PR restrictions for various zones, the responses as stated in paragraphs 5.4.3 (36) to (37) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant.

More lenient building height restrictions for various zones (Drawing FLN-5)

- (44) With regard to the proposed relaxation of building height restrictions for various zones, the responses as stated in paragraphs 5.4.3 (38) to (40) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant. Besides, the representer has not provided justification for the proposed specific increment (ranges from 15m to 50m) in building height restriction for the concerned zonings. The representer has not demonstrated that the new building height profile is able to improve the original building height concept under the OZPs. The proposed relaxation of building restrictions is not substantiated by any technical assessments to ascertain the feasibility and impacts of the proposals.

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

Representation relating to the areas around Yin Kong

Representation No. R7 of KTN OZP
(The Light Corporation Limited)

- 5.5.1 The responses to the grounds of representation and proposals of **R7 of KTN OZP** regarding the zoning of the Lot Nos. 750 (part), 751 (part), 752 and 753 and adjoining government land in D.D. 92 and requests for rezoning these lots from "OU" annotated "Nature Park" to "V" (**Annex I-3**)(**Plan KTN 2a**) are as follows:

Physical and social connection / Land use Compatibility /Facilitation of the implementation of the LVNP

- (1) The site is located at the south-western fringe of the LVNP which is intended to conserve and enhance the ecological value of the area. The boundaries of the proposed LVNP was delineated in the EIA Study. Even though the site was assessed as being of low ecological value in the EIA Study, the site could be used for the development and future management of the LVNP, and the incorporation of the site into the LVNP is an integral element in meeting the mitigation requirements for unavoidable impacts to habitats of ecological importance elsewhere in the NDAs, and hence satisfying the requirements of the EIA. Being a formed site located at the fringe of LVNP and adjacent to Yin Kong Road, it is a suitable site for storage of equipment and materials under the LVNP management plans. This will be further studied in the detailed design stage. Besides, village type development in this area would have significant adverse impact on Long Valley due to human disturbance.

- (2) The proposed village type development would adversely affect the habitat and quality of the wetland in Long Valley due to its proximity to the wetland.

Insufficient land to meet the Small House demand for Ying Kong Village

- (3) While there may not be sufficient land in the “V” zone in Yin Kong Village to meet the 10-year demand of Small Houses, there are still land available within the “V” zone of Yin Kong for Small House development. It is considered more appropriate to concentrate the proposed Small House within the “V” zone for orderly development pattern, efficient use of land and provision of infrastructures and services.

Proposals

- (4) With regard to the proposal raised by **R7 of KTN OZP**, the responses are as follows (**Plan KTN-2b**):
 - (a) For the proposal to rezoning the site from “OU” annotated “Nature Park” to “V”, the responses in paragraphs 5.5.1 (1) to (3) above are relevant (**P-K1**).

Representation relating to the KTN OZP in general

Representation No. R8 of KTN OZP
(Jaff Investment Ltd)

5.5.2 The responses to the grounds of representation and proposals of **R8 of KTN OZP** requesting for an alternative layout for the north-eastern part of the KTN mainly with an increase of land area for “R(A)” zone, a reduction of land area occupied by ‘Road’, alternative pedestrian and cycle track connections and open space network (**Annex I-4**)(**Plan KTN-2a**) are as follows:

Merits of the alternative road alignments/land use pattern

- (1) The proposed layout will divide the original development sites into irregular shapes and create unnecessary development constraints. While the proposal might result in the production of additional flats on the sites, it will reduce the effectiveness of the use of the remaining portions of the concerned area. The proposed “R(A)1” site to the south of the Road D3 in KTN Planning Area 21 (**Annex VI(a)**) would create an undesirable corner and land configuration. Moreover, the proposed decrease in area of a “G/IC” site in KTN Planning Area 22 is not acceptable as the concerned “G/IC” site is planned for accommodating three schools to serve the community of the KTN NDA.

Proposal

Alternative layout (P-K2)

- (2) The proposal would affect the comprehensiveness of the NDAs

development. It would jeopardize the comprehensive layout of the KTN NDA and are not in line with the overall planning parameters adopted in the NDA. The urban design of the KTN NDA is to provide a vehicle free Town Plaza to minimize pedestrian/cycle conflict. Therefore, it is not desirable to provide a cycle track along the northern boundary of the Town Plaza as proposed by the representer.

- (3) Road D3 is a connection road linking the western part of the KTN NDA (e.g. Planning Areas 19, 20 and 21) to the eastern portion (e.g. Planning Areas 14 and 22). The proposal of extending 'O' zones to the north and south of Road D3 to create continuous communal open space would essentially cut off Road D3 into two disconnected portions. Traffic from the western part of the KTN NDA to the eastern part will have to go around the periphery of the KTN NDA and thereby creating more traffic flows and carbon emission. The proposal is therefore considered not acceptable.

Representations relating to the Town Centre and Community Facilities Area

Representation No. R10 of KTN OZP **(The Estate of the late Mr Fok Ying Tung Henry)**

- 5.5.3 The responses to the grounds of representation and proposals of **R10 of KTN OZP** requesting to rezone a site comprising part of the KTN Planning Areas 24, 28 and 29 (**Annex VI(a)**) to "CDA(1)" or "R(A)1" and "G/IC(3)", and more lenient building height and PR restrictions for the site (**Annex I-6**)(**Plan KTN-2a**) are as follows:

Supportive Comments

- (1) The support on the OZP for providing a good basis for the planning and implementation of various public infrastructure is noted.

Adverse Comments

Underutilising the development potential around the transport node

- (2) The responses as stated in paragraphs 5.4.3(2) to (7) under **R9 of KTN OZP and R9 of FLN OZP** above are relevant.

Artificially low building height restrictions

- (3) The responses as stated in paragraphs 5.4.3(8) to (12) under **R9 of KTN OZP and R9 of FLN OZP** above are relevant.

Land ownership and Implementation

- (4) In determining the boundaries of various land uses, reference has been made to major planning considerations including physical features, road network, land configuration, requirements on area of various land uses, urban design, technical feasibility, etc. are relevant. Individual land

ownership is not a consideration in planning the respective land use zonings. Besides, land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

Proposals (P-K4)

- (5) With regard to two proposals raised by **R10 of KTN OZP**, i.e. option 1 - rezoning the site from “R(A)1”, “R(A)2”, “O” and “G/IC(3)” to “CDA(1)” with relaxed building height and PR & option 2 - rezoning the site to “R(A)1” and “G/IC” with relaxed building height and PR, the responses are as follows (**Plan KTN-2b**):
- (a) The proposed increase in the land parcel for residential or composite development together with the increase in PR and building height of the site would result in a relatively taller and bulkier development mass. Since the increase in building height also covers sites designated for “G/IC” use, the visual and spatial relief offered by those “G/IC” sites and the building height profile intended for the area will be affected.
 - (b) “R(A)2” zone in KTN Planning Area 24 (**Annex VI(a)**) has been included in the advance works and is planned for local rehousing for those existing households to be affected by the NDAs development. There is no other developable site within the KTN NDA suitable for the said purpose.
 - (c) The “G/IC” zone in KTN Planning Area 28 is reserved for hospital, clinic and health centre whereas Planning Area 29 is reserved for 3 public schools, a library and 2 social welfare centres. Having good access to the future Kwu Tung Railway Station, the public transport interchange and connections to Kwu Tung South, the area will serve as a hub of civic activities and social services serving the NDAs and wider population as well as nearby residents. The schools are also required in accordance with the requirements of HKPSG to meet the local education needs of the future NDA population. There is no information to demonstrate that the originally proposed G/IC facilities in KTN Planning Area 29 can be accommodated in the layout proposed by the representer.
 - (d) The open space to the east of KTN Planning Area 24 serves as part of the continuous green open space network connecting the residential neighbourhoods and offering a safe and comfortable walking environment within the NDA. Therefore, the open space should be retained.
 - (e) KTN NDA development is formulated based on various considerations including the strategic role of the NDA, effective use of land resource, requirements of various land uses, land use compatibility, road network, GIC requirements, urban design and technical feasibility, etc. The development sites are then drawn up

taken into account the planned land uses, open space network, cycle track/road network, major breezeway/air paths, etc. Individual land ownership is not a consideration in planning the respective land use zonings. The representer's proposals would jeopardize the comprehensive layout of the KTN NDA as set out above and are not in line with the overall planning parameters adopted in the NDA. Besides, the proposals may induce traffic, sewage and other environmental impacts, e.g. sensitive receivers under Option 1 may be subject to adverse traffic noise and emission impacts from Fanling Highway and Castle Peak Road, and the Shek Wu Hui Sewage Treatment Works may not be able to cope with additional flows of the increased population arising from the proposal. The proposals are not substantiated by any technical assessments.

Representation No. R20728 of KTN OZP
(Team Glory Development Ltd)

5.5.4 The responses to the grounds of representation and proposals of **R20728** requesting to rezone part of the "OU" annotated "Commercial/Residential Development with Public Transport Interchange" to "R(A)1" (**Annex I-12**)(**Plan KTN-2a**). are as follows:

Layout of the KTN NDA limiting the development potential

- (1) Land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.
- (2) As the site is located to the immediate south of the proposed Kwu Tung railway station, which is at the centre of the KTN NDA, due consideration shall be given to better integrate the future railway station in the design of the PTI to meet the need of future population. A master layout plan is required to ensure proper design of the development before development proceeds. While the proposal might produce more flats on the sites, it will reduce the effectiveness of the remaining portions of the concerned area zoned "R(A)" and "OU" annotated "Commercial/Residential Development with Public Transport Interchange", particular for the PTI site within the "OU" annotated "Commercial/Residential Development with Public Transport Interchange" zone, which is to be incorporated therein and a smaller site area will affect its feasibility. The proposal would also jeopardize the comprehensive development of the NDA.
- (3) KTN NDA development is formulated based on various considerations including the strategic role of the NDA, effective use of land resource, requirements of various land uses, land use compatibility, road network, GIC requirements, urban design and technical feasibility, etc. The development sites are then drawn up taken into account the planned land uses, open space network, cycle track/road network, major breezeway/air paths, etc. Individual land ownership is not a consideration in planning the respective land use zonings.

Land exchange application & Implementation programme

- (4) Under the NDAs development, the Government will resume and clear the private land planned for public works projects, public housing and private developments, carry out site formation works, and provide infrastructure before allocating land for various purposes. Land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

Proposals

- (5) With regard to the proposals raised by **R27028 of KTN OZP** asking for rezoning part of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” to “R(A)1”, the response is as follows (**Plan KTN-2b**):
 - (a) This proposal would affect the design feasibility of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” site as the proposed public transport interchange has specific dimension and configuration requirements. The odd shape of the site resulted from the proposed rezoning may affect the comprehensiveness of the two residential developments (**P-K5**).

Representations relating to the Business and Technology Park

Representation No. R51 of KTN OZP
(An individual)

- 5.5.5 The responses to the grounds of representation of **R51 of KTN OZP** objecting to “OU” annotated “Business and Technology Park” (**Annex I-10**)(**Plan KTN-2a**) are as follows:

Importance of agricultural land

- (1) In planning the NDAs, ‘Green New Town’ concept has been adopted with a view to integrating the existing natural resources such as the Long Valley, Sheung Yue River, fung shui woodland to the west of Ho Sheung Heung, etc. together with the new town development.
- (2) With a view to promoting urban-rural integration and recognizing the importance of agriculture to Hong Kong, agricultural land has been retained within the two NDAs to allow continuation of farming practices in the areas. In the KTN and FLN OZPs, a total of 95 ha of land including about 58 ha of land zoned as “AGR” (including “AGR(1)” zone) and 37 ha of land reserved for LVNP will allow continuation of current farming activities.

Carrying Capacity of the East Rail

- (3) The TIA under the NENT NDAs Study has concluded that the NDAs development is technically feasible from the traffic and transportation point of view.
- (4) To meet the future need, the Government has commissioned a study to review and update the Railway Development Strategy 2000 (RDS-2 Review) 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.
- (5) 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 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.

Unsustainable Commuting

- (6) Economic and social facilities such as retail, service industry and community facilities, which support the residential development, will be available in the NDAs to provide different types of job and a large amount of employment opportunities, including some with lower skill level requirements, for the local people. The KTN NDA is targeted to be a balanced community with sufficient job opportunities and community facilities. Long distance commuting for daily life activities is not expected.

Fluctuation of economy of Mainland China

- (7) The NDAs being in proximity to numerous existing and new boundary control points take advantage of its strategic location to provide land for different strategic land use requirements. The sites for “OU” annotated “Business and Technology Park” and “OU” annotated “Research and Development” in the KTN NDA will provide a variety of jobs related commercial and industries which Hong Kong enjoys clear advantages for the residents of the NDA and nearby new town. Nevertheless, they provide development space for different industries, not specifically cater for businesses related to the economic development of Mainland China.

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 FLN District Centre in FLN Planning Areas 13, 15, 16 and 18

Representations No. R5, R6, R7 and R8 of FLN OZP

(Charter Rank Limited, Joy Cultivation Co. Limited, Double Gain Limited and Best Galaxy Limited)

5.6.1 The responses to the grounds of representation and proposals of **R5, R6, R7 and R8 of FLN OZP** requesting for more lenient restrictions on development intensity and/or building height for domestic / non-domestic uses; and commenting on the land use proposals of the FLN District Centre and/or implementation mechanism (**Annexes I-14 to I-17**)(**Plan FLN-2a**) are as follows:

(1) More lenient restrictions on development intensity for domestic uses

- (a) With regard to the representer's proposal to increase residential development intensity / scale, the responses as stated in paragraphs 5.4.3 (2) to (5) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant.

Increase housing supply in FLN District Centre involving the "R(A)1" sites and the "O" in between

- (b) For the proposal to combine the "O" zone with the "R(A)1" sites in the FLN District Centre (**Drawing FLN-4a**), the responses as follows:

The open space in the FLN District Centre would not form a physical barrier that weakens its permeability and connectivity. The "O" zoning in the midst of the district centre of the FLN NDA offers a unique opportunity to create a green urban environment that could have significant benefit to the future community. Apart from providing recreational and breathing space for the general public, the open space also serves as pedestrian and visual corridors, linking up different land parcels in the district centre. To enhance the function and vibrancy of the open space, different kinds of activities including community, arts and culture, alfresco dining, retail, etc. could be considered. The detailed design and construction study (as advanced works of the NENT NDAs Study) will include an Urban Design Study to further consider / explore how the town plazas at KTN and FLN NDAs would be integrated with comprehensive shopping, food and beverage and recreation facilities.

Increase housing supply in the "R(B)" zones in FLN Planning Areas 13 and 18

- (c) Though the representer claims that the NBA could be incorporated into the lease conditions for providing residential open space and roadside amenity planting, appropriate zoning under OZP can provide more transparent control under the Town Planning Ordinance.
- (d) Under the representer's proposal to combine certain sites for development, the development area of the residential site in FLN Planning Area 18 would be increased, thus resulting in an increase in development intensity in the area. Under such circumstances, the concerns on increasing development intensity as stated in paragraphs 5.4.3 (2) to (5) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant.

Sufficient infrastructure to accommodate the additional population

- (e) The proposed increase in development intensity would have implications on the adequacy of planned infrastructure provision in the area, especially the sewage treatment and disposal capacity in the Shek Wu Hui Sewerage Treatment Works. Further details and justifications should be provided to demonstrate that there would be adequate infrastructure provisions to cater for the proposed increase. Besides, Fanling Highway will approach its practical capacity based on the proposed development scale. It is anticipated that with further increase in development intensity, the highway network would exceed its capacity. Based on the current planned infrastructures, an optimum development scale has been adopted.
- (2) More lenient restrictions on development intensity / provision for non-domestic uses

Non-domestic uses in the FLN District Centre

- (a) The concerned open space corridor stretching from north to south and from east to west across the core area of the FLN District Centre is a key urban design feature in the FLN NDA. The "O" zoning in the midst of the FLN District Centre offers a unique opportunity to create a green urban environment that could have significant benefit to the future community. Apart from providing recreational and breathing space for the general public, the open space also serves as pedestrian and visual corridors, linking up different land parcels in the district centre. To enhance the function and vibrancy of the open space, different kinds of activities including community, arts and culture, alfresco dining, retail, etc. could be considered. The detailed design and construction study (as advanced works of the NENT NDAs Study) will include an Urban Design Study to further consider / explore how the town plazas at KTN and FLN NDAs would be integrated with comprehensive shopping, food and beverage and recreation facilities.

- (b) For the representer's views in respect of the development in FLN District Centre, the responses are as follows:

Pedestrian area

- (i) With regard to the representer's proposal of combining the "O" zone with the "R(A)1" sites in FLN District Centre and designate the concerned area as pedestrian area (**Drawing FLN-4c**), the responses as stated in paragraphs 5.6.1 (2) above are relevant. For the proposed increase in non-domestic PR, the responses as stated in paragraphs 5.4.3 (6) to (7) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant.

Allow 'Hotel' use within the proposed consolidated "R(A)1" sites to the north and to the south of the FLN District Centre (Plan FLN-2a)

- (ii) The "R(A)1" sites in the FLN District Centre are primarily intended for high-rise residential developments but not for pure commercial developments, such as hotel use. 'Hotel' use would have to be assessed on individual basis with support of strong justifications, technical assessments, etc. on application to the Board.

Promote a public focal point – Town Square Concept

- (iii) The open space corridors stretching from north to south and from east to west across the core area of the FLN District Centre in FLN Planning Area 16, in which a terraced podium would be provided to enhance vibrancy at the street level, will form the major pedestrian shopping streets of the NDA. This district open space serves as major pedestrian passageway in addition to provide active and passive recreational uses. To promote pedestrian circulation and vibrancy in the FLN District Centre, the cruciform open space spine shall be open to the public 24 hours a day and shall be lit sufficiently to promote a secure environment at night. Having considered the cruciform open space being an important landmark and focal point of the FLN District Centre, and the proposed terraced podium abutting the open space can also enhance vibrancy in the area, there is no strong justification to rezone the site to "OU" annotated "Town Square with Open Space for Recreation and Commercial Uses and Underground for Commercial Uses and Car Park" zone for provision of more community facilities and commercial uses / carpark underground (**Drawing FLN-4d**).
- (iv) In fact, under the Notes for the "O" zone of the FLN OZP,

various, commercial uses (such as ‘eating place’, ‘place of entertainment’, and ‘shop and services’, etc. may be allowed on application to the Board. It is therefore considered that adequate flexibility has been allowed under the current “O” zoning. The detailed design and construction study (as advanced works of the NENT NDAs Study) will include an Urban Design Study to further consider / explore how the town plazas at KTN and FLN NDAs would be integrated with comprehensive shopping, food and beverage and recreation facilities.

- (v) Additional commercial developments at basement level(s) will generate additional development intensity and traffic load in the area. As there are various constraints on the development intensity, further increase in development intensity can only be ascertained after another comprehensive feasibility study covering planning, environment, traffic and transport, infrastructure and other technical aspects has been undertaken.
- (vi) Within “R(A)1”, “R(A)2” and “OU” annotated “Commercial/Residential Development with Public Transport” zones, commercial uses (such as ‘Eating Place’ and ‘Shop and Services’), other than those provided in the lowest two floors of a building (excluding basements) or in a free-standing purpose-designed non-domestic building up to five storeys, may be permitted on application to the Board. Within “R(B)” and “R(C)”, such commercial uses may also be permitted on application to the Board.
- (vii) The proposal of accommodating commercial uses at basement can be considered based on individual merits through the planning application process. Also, there is a provision for minor relaxation of the PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.

More design flexibility / lenient restrictions for the commercial uses in “R(A)” zone

- (viii) With regard to the proposal of allowing for more design flexibility / lenient restrictions for the commercial uses in “R(A)” zone, the responses as stated in paragraphs 5.4.3 (6) to (7) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant. In sum, it is considered that there is no strong justification for the proposed relaxation of PR and provision restrictions for commercial land uses / uses as proposed by the representer. The proposal of accommodating commercial uses at basement can be considered based on individual merits through the planning application process.

Also, there is a provision for minor relaxation of the PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.

Relaxation of design restrictions for the terraced podium fronting the “R(A)” sites in the FLN District Centre (Drawings FLN-4f)

- (ix) For measurement of the top portion of a building, the main roof is normally taken as the height in satisfying the building height restriction on the OZP unless it is specified in the OZP that such restriction includes roof-top structures including parapets.
- (x) It is intended to provide 1-storey (with a maximum building height of 5m and 10m in width) landscaped terrace along the pedestrian shopping street for public access to the terrace for enjoyment. To allow for an attractive and spacious public access, the setback of the terraces at 10m in width should be retained. The 10m-wide terraced podium is an important feature in the FLN District Centre. Nevertheless, design flexibility has been allowed for changing such design feature through the planning application process. Each case would be considered by the Board based on individual merits.

Extend the coverage of the terraced podium along the eastern frontages of the proposed combined “R(A)” sites in the FLN District Centre (Drawing FLN-4g)

- (xi) The north-south open space spines serve as major view corridors to protect the long-range views towards the green backdrop in the north. It is intended that the coverage of terraced podium lined with retail frontage in FLN Planning Area 16 does not include the eastern edge of the “R(A)1” zones. The concerned terraced podium is an important feature in the FLN District Centre. Nevertheless, design flexibility has been allowed for changing such design feature through the planning application process. Each case would be considered by the Board based on individual merits.

Non-domestic uses in the “R(B)” zones in FLN Planning Areas 13 and 18 (Drawing FLN-4g)

- (xii) The “R(B)” zone is intended primarily for medium-density residential developments. Any commercial uses would require planning permission from the Board.
- (xiii) Provision of commercial uses are allowed in the “OU” annotated “Commercial/Residential Development with

Public Transport Interchange (1)” zone adjoining the northern boundary of the “R(B)” site in FLN Planning Area 18, and the “R(A)1” zones in between the concerned “R(B)” sites in FLN District Centre. Besides, two storeys terraced commercial podium lined with retail frontage along site boundaries abutting the open space would also be provided in the core of the FLN District Centre. In view of this, it is considered that adequate opportunities / flexibilities have been allowed for provision of continuous shop frontages and commercial / leisure facilities in the close proximity of the concerned “R(B)” sites, thus contributing to the vibrancy of the area.

(3) More lenient building height restrictions

The building height restrictions for the FLN District centre

- (a) With regard to proposed relaxation of building height restrictions in respect of the FLN District Centre (**Drawings FLN-4h** and **FLN-4i**), the responses are as follows:
- (i) In formulating the building height restrictions for the KTN and FLN OZPs, due regard has been given to the AVA of the NENT NDAs Study, HKPSG, and Urban Design Guidelines for Hong Kong. The building height restrictions adopted in the KTN and FLN OZPs were based on reasonable assumptions, having regard to the development intensity permissible under the OZPs, without precluding the possibility for incorporating building design measures to achieve good quality developments. The overall building height profile of the KTN and FLN OZPs is planned to step down towards the periphery and riverside to enhance a variation in building height and massing of new developments and to ensure a better integration with the adjacent rural settings. The stepped building heights together with the planned development intensities will enrich the urban profile. It will also have positive effects on visual amenity, natural lighting and air ventilation.
 - (ii) Provision is already made on the FLN OZP for higher building height for the two district nodes within FLN, including the FLN District Centre. Generally speaking, location and character of the area and intended land use/function of the relevant site(s) are essential factors in formulating building height restrictions. Given the scale and land use character of this node and ‘Riverside community’ as the development theme for the FLN NDA, a close cluster of well-designed and relatively taller buildings within the “R(A)1” sites (110mPD as per the OZP height restrictions) located around a cruciform open space spine would combine to form a distinct townscape. Besides,

the southern portion of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” site right adjacent to the eastern entrance of the cruciform open space spine with a higher building height of 125mPD will be developed as a landmark building and would provide a visual focus of the east-west pedestrian shopping street.

- (iii) There is no strong planning and/or design justifications for further increase in building height of the “R(A)1” sites around the cruciform open space spine or the “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” site. There is provision for minor relaxation of building height restrictions under the OZP.
- (b) Other responses to the general comments on proposed more lenient building height restrictions in the OZPs are stated in paragraphs 5.4.3 (8) to (12) under **R9 of KTN OZP** and **R9 of FLN OZP** above.

The building height restrictions for the “R(B)” zones in FLN Planning Areas 13 and 18

- (c) Overall speaking, a maximum building height of 75mPD is able to accommodate the permitted development intensity under “R(B)” zone which is intended primarily for medium-density residential developments. Other responses on the proposed more lenient building height restrictions in the OZPs are stated in paragraph 5.4.3 (8) to (12) under **R9 of KTN OZP** and **R9 of FLN OZP** above.
- (d) Based on a stepped building height concept, the building heights are gradually descending from the landmark building in the “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” zone to the east at 125mPD, to the “R(A)4” zone (the HOS site) at 90mPD, to the subject “R(B)” zone at 75mPD towards the “G/IC” zone to the west at 8 storeys in height. If the building height of the subject “R(B)” zone is increased from 75mPD to 90mPD (**Drawing FLN-4j**), the east-west gradual descending building height profile would be affected.
- (e) Based on a stepped building height concept, the building heights are gradually descending from the landmark building in the “OU” annotated “Commercial/Residential Development with Public Transport Interchange (1)” zone to the north at 125mPD towards the periphery. To establish a more noticeable different height bands, maximum building heights of 60mPD (eastern portion) and 75mPD (western portion) are stipulated at the subject “R(B)” site in FLN Planning Area 18. It is noted that the building heights of the

existing housing developments at the south of the FLN District Centre along Ma Sik Road is about 28 to 34 storeys at 90 to 115mPD. In view of this, the building height restriction of 60mPD and 75mPD for the subject “R(B)” site is considered appropriate. For the planned HOS site in the “R(A)” zone further west along Ma Sik Road as quoted by the representer, the said site is located in FLN Planning Area 17 subject to a maximum building height of 105mPD. As the concerned HOS site is located much further away from the subject “R(B)” site (separated by Road L1, a “G/IC” site and an “O” site), and has different zonings, planning intention and planned developments, it is considered that there is no strong justification to adopt the same height band of that HOS site for the subject “R(B)” site.

(4) Implementation mechanism

- (a) Land exchange / land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs..
- (b) The KTN and FLN OZPs were prepared to take forward the recommendations of the NENT NDAs Study. The OZPs have made provision for each individual land parcel to be developed on its own. However, the OZPs have not precluded consolidated development of several land parcels by single developer.

Proposals

(Plan FLN-2b)

(5) With regard to the proposals raised by **R5, R6, R7** and **R8 of FLN OZP (P-F2 to P-F5)**, the responses are as follows:

- (a) More lenient restrictions on development intensity for domestic uses
 - (i) The responses as stated in paragraph 5.6.1 (1) above are relevant. In sum, it is considered that there is no strong justification for the proposed relaxation of domestic PR.
- (b) More lenient restrictions on development intensity / provision for non-domestic uses

Commercial uses in “R(A)” zone

- (i) The responses as stated in paragraph 5.6.1 (2)(b)(viii) above are relevant. In sum, it is considered that there is no strong justification for the proposed relaxation of PR and provision for commercial land uses / uses as proposed by the representer. The proposal of accommodating commercial uses at basement can be considered based on individual

merits through planning application to the Board. Also, there is a provision for minor relaxation of the PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.

Terraced podium in the FLN District Centre (Drawing FLN-4c)

- (ii) The responses as stated in paragraphs 5.6.1(2)(b)(ix) to (xi) above are relevant. In sum, as the concerned terraced podium is an important feature in the FLN District Centre, any changes to such design feature can be considered through planning application to the Board with good planning merits.

Rezone the "O" zone in the FLN District Centre to "OU" zone and/or "O(1)" zone

- (iii) For the proposed "OU" zone, the responses as stated in paragraphs 5.6.1(2)(b)(iii) to (vii) above are relevant. In sum, the proposed "OU" zoning is considered not appropriate.
- (iv) The north-south open space spine serves as major view corridor to protect the long-range views towards the green backdrop in the north. Apart from providing recreational and breathing space for the general public, the open space also serves as pedestrian and visual corridors linking up different land parcels in the concerned areas. The detailed design and construction study (as advanced works of the NENT NDAs Study) will include an Urban Design Study to further consider / explore how the open space spines would be integrated with other areas. There is no strong justification for rezoning the north-south strip on the eastern portion of the "O" zone in the FLN District Centre to "O(1)" zone.

(c) *More lenient building height restrictions*

- (i) The responses as stated in paragraph 5.6.1 (3) above are relevant. In sum, the proposed relaxation of building height restrictions is considered not appropriate.

(d) *Pedestrian circulation connection*

Elevated and basement pedestrian connections

- (i) In FLN NDA, a comprehensive pedestrian walkway system and cycle track network has been planned to ensure good connectivity between major activity nodes and to the adjoining KTN NDA and Fanling/Sheung Shui New Town.

The proposed 3 levels of pedestrian connections (i.e. elevated walkway and underground connection in addition to the originally planned at-grade connection) are considered duplicated in functions. Further detailed traffic impact assessment have to be conducted in order to assess the need and justifications for such provision, the number and alignment of connections based on the latest traffic and pedestrian flow data collected at detailed design stage.

- (ii) The usage rate of this planned district open space may be affected if some of the pedestrian flows are diverted to elevated or underground level. It may also affect the vibrancy of the proposed pedestrian streets along the boundaries abutting the open space.
- (iii) Developments at basement level(s) will generate additional development intensity and traffic load in the area. As there are various constraints on the development intensity, further increase in development intensity can only be justified by another comprehensive feasibility study covering planning, environment, traffic and transport, infrastructure and other technical aspects.
- (iv) The OZP has not precluded the provision of basement / elevated walkway. The proposals of providing elevated and basement connections can be considered on individual merits through planning application process. Each application will be considered based on individual merits.
- (v) There is a provision for minor relaxation of the PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.
- (vi) As for the comments that the urban design concept has adopted a lot of open space in the FLN District Centre and thereby weakening its permeability and connectivity, it should be noted that a comprehensive planning and urban design framework optimising opportunities afforded by the NDA Area and the adjoining Fanling/Sheung Shui New Town and surrounding natural and landscape features has been formulated to create a quality living environment and socially integrated communities.
- (vii) The 'O' zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as general public. A network of interconnected public open space of different sizes and functions are provided in FLN NDA including regional, district and local open spaces. The responses regarding **R9 of FLN OZP** in paragraph

5.4.3 (16) above are relevant.

Combine the “R(A)1” sites in FLN Planning Area 16 (Drawing FLN-2)

- (viii) In view of the cruciform open space being an important landmark and focal point of the FLN District Centre, proper statutory planning control is needed to ensure the provision for the public open space and control over the commercial and parking spaces extending across the open space. As such, the proposal to combine the four “R(A)1” sites into two larger one with pedestrian area to replace the intervening “O” there may not achieve the planning intention.
- (ix) The open space corridors stretching from north to south and from east to west across the core area of the FLN District Centre in FLN Planning Area 16, in which a terraced podium would be provided to enhance vibrancy at the street level, will form the major pedestrian shopping streets of the NDA. This district open space serves as major pedestrian passageway in addition to provide for active and passive recreational uses. To promote pedestrian circulation and vibrancy in the FLN District Centre, cruciform open space spine shall be open to the public 24 hours a day and shall be lit sufficiently to promote a secure environment at night.
- (x) If the concerned “O” sites are incorporated into the adjoining residential sites, they will form part of the private residential development and hence the original intention for public enjoyment under “O” zone may be defeated, and management/maintenance problems of the said facilities may be generated. The representer’s proposal would compromise the comprehensive design of the cruciform open space. Apart from providing recreational and breathing space for the general public, open space also serves as pedestrian and visual corridors, enhancing connectivity and visual amenity, etc. which are beneficial to the community.
- (xi) Furthermore, if the concerned “O” sites are combined with the adjoining residential sites, the development area of the concerned residential sites would be increased, thus resulting in an increase in development intensity in the area. Under such circumstances, the concerns on increasing development intensity as stated paragraphs 5.4.3 (2) to (7) under **R9 of KTN OZP** and **R9 of FLN OZP** above are relevant.

Representation relating to the “OU” annotated “Amenity Area” Zone along Ma Sik Road

Representation No. R28 of FLN OZP
(Sun Prosper Company Limited)

5.6.2 The responses to the grounds of representation and proposals of **R28 of FLN OZP** regarding the “OU” annotated “Amenity Area” zone along Ma Sik Road in FLN Planning Area 14 (**Annex I-19**)(**Plan FLN-2a**) are as follows:

- (1) The concerned “OU” annotated “Amenity Area” strip is part of a landscaped/amenity strip along Ma Sik Road running from the eastern part of the NDA to the Central Park in Planning Area 12. “OU” annotated “Amenity Area” zone and ‘Road’ have different specific planning purposes and planning needs. In this regard, it is appropriate to retain the current “OU” annotated “Amenity Area” zoning.
- (2) With regard to the concern on the compliance with prescribed window requirement under the Buildings Ordinance, it should be noted that the Buildings Ordinance and the OZP restrictions are under two separate regimes, i.e. the building and town planning regimes, although they are complementary. The compliance with the prescribed window requirements under the Buildings Ordinance involves detailed building design matters (such as the shape, form and disposition of the building in relation to the boundary of the site and the adjacent buildings) which can only be firmed up after a detailed building scheme has been drawn up. Without any detailed building design scheme, there is no basis to prove that the concerned “OU” annotated “Amenity Area” zone would make the fulfillment of the prescribed window requirement under the Buildings Ordinance impossible.
- (3) As the OZP is only to show the broad land use framework, it would not be possible, nor appropriate, to draw up detailed building design schemes for individual sites at OZP preparation stage in accordance with the prescribed window requirement under the Buildings Ordinance.
- (4) There is a provision for minor relaxation of the building height and PR restrictions under the OZP. Each case would be considered by the Board based on individual merits.

Proposals (P-F6)
(Plan FLN-2b)

With regard to the proposals raised by **R28 of FLN OZP**, the responses are as follows:

- (5) Based on the assessments as stated in paragraphs 5.6.2 (1) to (4) under **R28 of FLN OZP** above, it is considered that the proposed incorporation of the concerned “OU” annotated “Amenity Area” site into an area shown as ‘Road’ is not appropriate. The compliance of the prescribed window requirements would be checked by the Buildings Department at the

building plan submission stage when detailed building schemes have been formulated / prepared.

Representations relating to Fu Tei Au

Representations No. R35 to R38 and R46 of FLN OZP
(5 individuals)

5.6.3 The responses to the grounds of representations of **R35 to R38 and R46 of FLN OZP** regarding the proposed construction of police driving and traffic training facilities at Fu Tei Au (**Annexes I-20 to I-24**)(**Plan FLN-2a**) are as follows:

- (1) The planning intention of “G/IC” zone is primarily for provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. The two “G/IC” sites at Fu Tei Au in FLN Planning Area 3 (the subject sites of these representations) are located to the north of Ng Tung River and at some distance from the major residential areas. They fall within the 1km Consultation Zone of the Sheung Shui Water Treatment Works which is a potentially hazardous installation (PHI). Development thereon is subject to environmental constraint. Hence, low-density non-domestic uses at the sites are considered more compatible with the adjacent developments and can provide buffer to the residential developments in the vicinity against the Sheung Shui Water Treatment Works.
- (2) The subject sites are intermixed with squatters, open storage, plantation, farmland, a pond and a mitigation meander with mitigation plantation around. It is only used by a low diversity of wetland species in small numbers. Overall, there are no habitats of high ecological value at the subject site. The ecological function of this area will be compensated in the LVNP.
- (3) Having considered the above-mentioned site constraints and characteristics, the subject sites are reserved for relocation of the Police Driving and Traffic Training Division and Weapons Training Division from Fan Garden, Fanling.

Representation relating to the proposed park at Shek Wu San Tsuen area

Representation No. R79 of FLN OZP
(An individual)

5.6.4 The responses to the grounds of representation of **R79 of FLN OZP** regarding the proposed park at Shek Wu Sun Tsuen area (**Annex I-25**)(**Plan FLN-2a**) are as follows:

- (1) To pursue quality living environment and provide adequate recreational facilities, the current Shek Wu San Tsuen area in FLN Planning Area 12, which is centrally located in the FLN NDA is proposed to be developed into a Central Park with recreational facilities. It is easily accessible by most of the future population in FLN NDA and located in the vicinity of

social welfare and other public facilities in the adjoining FLN Planning 11 to the north, forming a civic and recreational core of FLN for the enjoyment of new and existing communities. Besides, the Central Park will provide visual and spatial relief in the FLN NDA. The Central Park and the north-south running open space spines together also serve as major view corridors to protect the long-range views towards the green backdrop in the north. Having considered the centrally location and functions of the proposed Central Park in the Shek Wu San Tsuen area, the provision of this open space is considered necessary and appropriate.

- (2) **R79 of FLN OZP** mentioned that there is open space within 10 minutes walking distance from the subject site. Presumably, this refers to the North District Park to the south of FLN NDA. 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 will be of a longer distance from the future residential cluster 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 can enhance the open space network of the Fanling/Sheung Shui and FLN areas, these two parks have different functions and serve different catchment of populations.

Representations relating to the proposed residential development under the FLN OZP

Representations No. R276 and R301 of FLN OZP

(An individual and Or Sin Yi (North District Councillor))

5.6.5 The responses to the grounds of representations of **R276 and R301 of FLN OZP** opposing to over-concentration of public housing developments in a small locality (**Annexes I-26 and I-27**)(**Plan FLN-2a**) are as follows:

- (1) With regard to the concerns on the public-private housing provision in the area, the responses are as follow:

Public-private housing ratio

- (a) In view of the public aspiration for more public housing in the NDAs, an appropriate increase in the development intensity of the NDAs has been made at Stage 3 PE of the NENT NDAs Study to provide more public housing flats in the NDAs after detailed technical assessments. Under the current proposals, the overall public-private housing ratio of the two NDAs is 60:40. The said housing split is in line with the Long Term Housing Strategy. Besides, it is in line with the 2014 Policy Address that the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming 10 years, with public housing accounting for 60% of the new production. Also, such ratio is similar to that of the Fanling/Sheung Shui New

Town of 59:41.

- (b) To provide a balanced population profile for the FLN NDA, a mix of housing land has been allocated for subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. The overall public to private housing ratio in terms number of flats for the FLN NDA is about 60:40 to ensure a balanced and socially integrated community. Some sites in FLN Planning Areas 6, 8, 13, 14, 15 and 17 have been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. This allows flexibility for provision of PRH and HOS units within individual sites.

Geographical distribution

- (c) Public housing is planned near the railway station, PTI and town centre to ensure that residents have convenient access to public transport facilities and social and community facilities. A range of compatible non-domestic uses including commercial, social and community uses would be provided to serve the residents. The two district nodes of FLN NDA (i.e. the FLN District Centre at the eastern side and the Residential Area South of the River at the western side) are proposed for public housing use. Many public and private housing sites are located next to each other and are well connected and integrated by cycle track and pedestrian network.

Community facilities provision

- (d) Based on the planned population of the FLN OZP of about 71,400 persons, there is sufficient provision of community facilities according to the requirements of the HKPSG. Besides, a number of retail and community facilities will be provided in the public housing developments in the NDAs to offer both future residents and the general public.
- (e) In order to create a legible urban structure and enliven the FLN NDA, it is important to create strong district nodes within the NDA. Two district nodes with a mix of residential use, retail, social and community facilities, public transport interchanges (PTIs) and public open space are planned in the eastern portion to the immediate north of the existing market town of Luen Wo Hui and in the western portion to the north of Tin Ping Shan Tsuen respectively. The western district node will be served by adequate retail, recreational and G/IC facilities. Three primary schools and one secondary school sites are located in Areas 9 and 10 at the south and east of the western district node respectively in close proximity to residential developments. Regional, district and local open spaces are also designated in the western district node to provide active and passive recreational uses to the future residents and existing Fanling/Sheung Shui communities..

Social aspect

- (f) In the preparation of the development proposal of FLN NDA, reference has been made to the recommendations of an independent study conducted by the University of Hong Kong to plan the NDAs as a harmonious and balanced community. The PlanD commissioned the above study to review the causes of problems in Tin Shui Wai and to make relevant recommendations for the reference of the NDAs. These recommendations include constructing a balanced community (balanced housing mix), developing an economically vital community, providing employment, timely provision of community facilities and planning for a NDA that is adaptive to the life cycle of the community.
- (g) Various social welfare facilities are proposed to be provided in the planned development sites to serve the population with a wide range of social welfare facilities, including family services and services for young people. The planning and provision of these services are usually based on the target group of population, estimated services demand and/or other relevant considerations.

Visual characteristics

- (h) Site-specific and non-standard domestic blocks designs for public housing development according to the site characteristics and neighbourhood environment of the NDAs will be adopted. This design approach will not only optimize the site development potential but will also enhance the housing estate identity and improve diversity.
- (2) The NDAs development has made the best use of scarce land resources to serve the housing and economic needs of Hong Kong. In response to the public requests received at the public engagement to optimize the development potential of NDAs, opportunities have been taken to review the development intensity of the housing sites. After balancing different considerations including efficient use of scarce land, provision of sufficient supporting G/IC facilities, capacity of the planned infrastructure, good urban design framework, etc., the development intensity for various housing sites have been increased.

Representations relating to the areas near Tin Ping Shan Tsuen

Representations No. R100 to R275, R277 to R300 and R302 to R538 of FLN OZP (437 individuals)

- 5.6.6 The responses to the grounds of representations of **R100 to R275, R277 to R300 and R302 to R538 of FLN OZP**, who ask for reducing public housing developments near Tin Ping Shan Tsuen while increasing that of private housing, with the adopt of a public and private housing ratio of 50:50 or 40:60 (samples of some representations at **Annexes I-28 to I-41)(Plan FLN-2a)**, are as follows:

Over-concentration of public housing development near Tin Ping Shan Tsuen

- (1) The responses as stated in paragraph 5.6.5 (1)(c) under **R276** and **R301 of FLN OZP** above are relevant.

Private housing development should be increased

- (2) The responses as stated in paragraphs 5.6.5 (1)(a) to (b) under **R276** and **R301 of FLN OZP** above are relevant.

Inadequate job opportunities in the area

- (3) The NENT NDAs Study estimated that the KTN and FLN NDAs will provide a total of about 37,700 jobs. In the KTN NDA, the “OU” annotated “Business and Technology Park” and “Research and Development” sites will provide variety of jobs for the existing and future population of the area. The economic and social facilities such as retail, service industry and community facilities, which support residential development, will provide different types of job and a large amount of employment opportunities, including some with lower skill level requirements. It is believed that these economic activities will help promote the local economy and provide a certain amount of job opportunities for the additional population in the future.

Inadequate transportation node(s) / network

- (4) The western district node will be served by a PTI with bus/ mini bus and taxi. The 500m catchment of PTI covers most of the residential sites in the subject area to offer the residents convenient public transport.

Insufficient community, amenity and other facilities

- (5) The responses as stated in paragraphs 5.6.5 (1)(d) to (g) under **R276** and **R301 of FLN OZP** above are relevant.

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

5.7.1 Major Grounds of Comments relating to the KTN OZP

Comments relating to the Development Right of Private Land Owners

The responses to the grounds of comments of **C5595 of KTN OZP (Annex II-1)(Plan KTN-2a)** regarding the development right of private land owners are as follows:

- (1) Development right of the private land owners in KTN Planning Area 21 is not respected (C-K1)
- (a) The KTN NDA development is formulated based on various considerations including the strategic role of the NDA, effective use of land resource, requirements of various land uses, land use

compatibility, road network, GIC requirements, urban design and technical feasibility, etc.. Individual land ownership is not a consideration in planning the respective land use zonings.

- (b) In KTN NDA, a balanced mix of public and private housing is proposed.
- (2) Development right of private land owners in “G/IC” zone (C-K2)
 - (a) Land exchange / land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

5.7.2 Major Grounds of Comments relating to the FLN OZP

Comments relating to the areas near Tin Ping Shan Tsuen

- (1) The responses to the grounds of comments of **C5566 to C5621, C5623 to C5974 of FLN OZP** (samples of some comments are at **Annexes II-2 to II-24)(Plan FLN-2a)** regarding the areas near Tin Ping Shan Tsuen are as follows:

Over-concentration of public housing development near Tin Ping Shan Tsuen (C-F1)

- (a) The responses as stated in paragraph **5.6.5(1)(c)** under **R276 and R301 of FLN OZP** above are relevant.

Private housing development should be increased (C-F2)

- (b) The responses as stated in paragraphs **5.6.5(1)(a)** to **(b)** under **R276 and R301 of FLN OZP** above are relevant.

Inadequate job opportunities in the area (C-F3)

- (c) The responses as stated in paragraph **5.6.6 (3)** under **R100 to R275, R277 to R300 and R302 to R538 of FLN OZP** above are relevant.

Inadequate transportation node(s) / network (C-F4)

- (d) The responses as stated in paragraph **5.6.6 (4)** under **R100 to R275, R277 to R300 and R302 to R538 of FLN OZP** above are relevant.

Insufficient community, amenity and other facilities (C-F5)

- (e) The responses as stated in paragraphs **5.6.5 (1)(d)** to **(g)** under **R276 and R301 of FLN OZP** above are relevant.

Comments relating to Fu Tei Au

- (1) The responses to the grounds of comments of **C5997 of FLN OZP (Annex II-25)(Plan FLN-2a)** regarding the proposed police driving and traffic training facilities at Fu Tei Au are as follows:

Delete the proposed police driving and traffic training facilities at Fu Tei Au (C-F6)

- (a) With regard to the proposed police driving and traffic training facilities at Fu Tei Au, the responses as stated in paragraphs **5.6.3** above under **R35 to R38** and **R46 of FLN OZP** are relevant.
- (b) With regard to the land near Man Kam To Road next to Fu Tei Au Road as mentioned by the commenters, since the subject site fall within the 1km Consultation Zone of the Sheung Shui Water Treatment Works which is a potentially hazardous installation (PHI), developments thereon are subject to environmental constraints. The suggestion to convert the site into community purpose for provision of social service facilities in the North District is considered not desirable.

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) Secretary for Education;
- (d) DEP;
- (e) Project Manager/New Territories North and West, CEDD;
- (f) Commissioner for Transport;
- (g) Chief Engineer/Railway Development 2-2, Railway Development, Highways Department;
- (h) Chief Engineer/Mainland North, Drainage Services Department;
- (i) Chief Building Surveyor/New Territories West, Buildings Department;
- (j) District Lands Officer/North, LandsD;
- (k) Director of Housing;
- (l) Chief Highway Engineer/New Territories East, Highways Department;
- (m) Director of Agriculture, Fisheries and Conservation;
- (n) Director of Social Welfare; and
- (o) 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) Head of Geotechnical Engineering Office, CEDD;
- (b) Chief Engineer/Development (2), Water Supplies Department;

- (c) Director of Fire Services;
- (d) Director of Food and Environmental Hygiene;
- (e) Director of Leisure and Cultural Services (Antiquities and Monuments Office);
- (f) Director of Leisure and Cultural Services;
- (g) Director of Electrical and Mechanical Services;
- (h) Government Property Administrator;
- (i) Commissioner of Police;
- (j) District Officer (North), Home Affairs Department; and
- (k) Director-General of Communications.

7. Planning Department's Views

Supportive Representations

- 7.1 The supportive views of Representations No. **R9(part) & R10(part) of KTN OZP** and **R9(part) of FLN OZP** are noted.

Adverse Representations

- 7.2 Based on the assessments in paragraph 5 and for the following reasons, PlanD does not support the remaining part of Representations No. **R9 & R10 of KTN OZP** and **R9 of FLN OZP**, as well as **R5 to R8, R51 and R20728 of KTN OZP & R4 to R8, R28, R35 to R38, R46, R79, R100 to R538 of FLN OZP** and the Comments No. **C5595 of KTN OZP & C5566 to C5621, C5623 to C5974 and C5997 of FLN OZP**, and considers that the OZPs should not be amended to meet the representations:

7.2.1 Overall

(Representations No. **R5 to R(9)(part), R10, R51 and R20728 of KTN OZP & R4 to R9(part), R28, R35 to R38, R46, R79, R100 to R538 of FLN OZP** as well as the Comments No. **C5595 of KTN OZP & C5566 to C5621, C5623 to C5974 and C5997 of FLN OZP**)

The KTN and FLN OZPs had been prepared on the basis of the findings and recommendations of the NENT NDAs Study. The relevant technical assessments, including an EIA prepared under the EIAO, TIA and AVA, etc., have demonstrated that the NDAs development is technically feasible in traffic and transport, drainage and sewerage, ecology, environment, water supply and public utilities, air ventilation and sustainable development aspects. The draft OZPs are to facilitate 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.

Representations relating to both KTN and FLN OZPs

7.2.2 Representation No. R5 of KTN OZP

The whole Lot 834 in D.D. 96 falls within the coverage of the KTN OZP and is zoned "G/IC", "GB" and area shown as 'Road'. Land resumption would be dealt with at the implementation stage of the NENT NDAs and is not under the purview of the Board.

7.2.3 **Representations No. R6 of KTN OZP and R4 of FLN OZP**

The subject lot is outside the KTN and FLN NDAs.

7.2.4 **Representations No. R9 of KTN OZP and R9 of FLN OZP**

Unreasonably low development intensity

- (1) The NDAs development has made the best use of scarce land resources to serve the housing and economic needs of Hong Kong. After balancing different considerations including efficient use of land resources, provision of sufficient G/IC facilities, capacity of the planned infrastructure, good urban design framework, etc., the development intensity for various housing sites have been increased. The propose blanket increase in development intensity would have implications on the infrastructure provision in the area.
- (2) There is a provision for minor relaxation of the PR restriction under the OZP. Each case would be considered by the Board based on individual merits.

Artificially low building height restriction

- (3) In formulating the building height restrictions for the KTN and FLN OZPs, due regard has been given to the AVA of the NENT NDAs Study, HKPSG and Urban Design Guidelines for Hong Kong. The building height restrictions on the KTN and FLN OZPs are based on reasonable assumptions with allowance for design flexibility to accommodate the development intensity permissible under the OZPs. In view of the above, the building height restrictions in the KTN and FLN OZPs are considered appropriate.
- (4) Blanket relaxation of building height restrictions by 20m to 30m in KTN OZP and 15m to 50m in FLN OZP is not substantiated by sufficient justifications / any technical assessment to ascertain its feasibility and impacts.
- (5) There is a provision for minor relaxation of the building height restriction under the OZP. Each case would be considered by the Board based on individual merits.

Insufficient layout and use of land

Inefficient layout

- (6) The road network in the NENT NDAs have already minimized internal roads as far as possible. Besides, based on the findings of the AVA for the NENT NDAs Study, a number of breezeway/air paths have been incorporated in the layout of the NDAs to facilitate wind penetration. These include major open space spines, local roads and NBAs designated

in the KTN and FLN NDAs, which all serve as important unobstructed breezeway/air paths allowing the prevailing winds to penetrate into the built environment of the concerned areas.

Inefficient use of land for open space

- (7) One of the major urban design principles for the KTN and FLN NDAs is to create a “green” new town by providing a strong and attractive landscape framework with linked open spaces, and providing a continuous open space alongside the river and connecting them with open spaces in the new and existing development areas.
- (8) The function of open space is not merely to provide space for active recreational activities but also to meet the passive recreational needs and to provide greening opportunities with a view to enhancing the urban environment to bring about visual and spatial relief.

Non-building Area

- (9) The function of NBA is, inter alia, to serve as view and/or wind corridors. The NBAs imposed on the KTN and FLN OZPs are mainly based on the recommendations of the AVA for the NENT NDAs Study, taking into consideration the site constraints and restrictions on development potential. The NBAs are essential planning requirements which would improve air ventilation in the KTN and FLN areas.

Planned shopping streets are not well integrated

- (10) Under both KTN and FLN OZPs, comprehensive pedestrian walkway system and cycle track network is planned to ensure good connectivity between the major activity nodes and the surrounding areas at grade and will integrate with the commercial facilities in the districts. An Urban Design Study (as part of the detailed design and construction study under advanced works of the KTN and FLN NDAs) would further consider / explore how the town plazas (at KTN and FLN NDAs) would be integrated with comprehensive shopping, food and beverage and recreation facilities. The Study will also explore ways to facilitate connectivity and pedestrian access and enhance vibrancy, identity and visual quality of the town plazas and their surrounding areas. The proposal of accommodating commercial uses at basement can be considered based on individual merits through the planning application process.

Public and private housing distribution

- (11) Under the current proposals, the overall public-private housing ratio of the two NDAs is 60:40. The said housing split is in line with the Long Term Housing Strategy. Besides, it is in line with the 2014 Policy Address that the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming 10 years, with public housing accounting for 60% of the new production.

- (12) To provide a balanced population profile for the KTN and FLN areas, a mix of housing land has been allocated for subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. The overall public to private housing ratio in terms number of flats for the KTN and FLN NDAs is about 60:40 to ensure a balanced and socially integrated community.

Geographical distribution

- (13) Some sites have been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. This allows flexibility for provision of PRH and HOS units within individual sites. In this regard, many public and private housing sites are located next to each other and are well connected and integrated by cycle track open space and pedestrian network. There is a good mix of private and public housing sites in the NDAs.

Implementation considerations

- (14) Land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs .

Specific aspects related to the KTN OZP

Commercial function of the “OU” zone annotated “Business and Technology Park”

- (15) A cluster of “OU” annotated “Business and Technology Park” will provide development spaces for the industries where Hong Kong enjoys clear advantage, such as innovative and high-technological industries, cultural and creative industries. 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 job including some with lower skill level requirements to serve the local community. These economic activities will help promote the local economy and provide different types of job opportunities.

Overly specified commercial land uses

- (16) Given the different planning intentions of the respective “OU” zones as mentioned above, it is considered not appropriate to rezone the “OU” annotated “Business and Technology Park” and “OU” annotated “Mixed Use” to “OU” annotated “Business”.

Specific aspects related to the FLN OZP

Connectivity with the adjacent areas

- (17) A comprehensive pedestrian walkway system and cycle track network is

planned to ensure good connectivity between the FLN NDA and the Fanling/Sheung Shui New Town. These would promote the shared use of community facilities, recreational and commercial facilities, and enhance employment opportunities within the district.

- (18) To enhance the connectivity between the NDAs and the existing new town, measures including feeder services, pedestrian/cycle track networks would be further examined at the detailed planning and implementation stage.

Transport provision

- (19) According to the TIA under the NENT NDAs Study, by providing additional bus bays near the MTR Sheung Shui and Fanling Stations with other traffic and transport mitigation measures, the traffic flow generated by the NDAs would not create insurmountable traffic and transport impact on Sheung Shui / Fanling areas. Nevertheless, in the FLN NDA, design flexibility has been allowed for possible new rail infrastructure.

Representations / Comment relating to the KTN OZP

7.2.5 Representation No. R7 of KTN OZP

- (1) The representation site is to be incorporated into the LVNP as an integral element in meeting the mitigation requirements for unavoidable impacts to habitats of ecological importance elsewhere in the NDAs, and hence satisfying the requirements of the EIA. The proposed village type development would likely damage the habitat and quality of the wetland in Long Valley due to its proximity to the wetland and is not supported.
- (2) It is noted that there is still land within the “V” zone of Yin Kong Village for Small House development, it is considered more appropriate to concentrate the proposed Small House within the “V” zone for orderly development pattern, efficient use of land and provision of infrastructures and services.
- (3) Land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

7.2.6 Representation No. R8 of KTN OZP

- (1) The proposed layout will divide the original development sites into irregular shapes and create unnecessary development constraints. While the proposal might result in the production of additional flats on the sites, it will reduce the effectiveness of the use of the remaining portions of the concerned area. The proposal would affect the comprehensiveness of the NDAs development. It would jeopardize the comprehensive layout of the KTN NDA and are not in line with the overall planning parameters adopted in the NDA.

- (2) The proposal of extending the “O” zone is not acceptable due to its potential impacts on traffic and environment.

7.2.7 **Representation No. R10 of KTN OZP**

Underutilising the development potential around the transport node

- (1) The NDAs development has made the best use of scarce land resources to serve the housing and economic needs of Hong Kong. After balancing different considerations including efficient use of land resources, provision of sufficient G/IC facilities, capacity of the planned infrastructure, good urban design framework, etc., the development intensity for various housing sites have been increased. The propose blanket increase in development intensity would have implications on the infrastructure provision in the area.
- (2) There is a provision for minor relaxation of the PR restriction under the OZP. Each case would be considered by the Board based on individual merits.

Artificially low building height restrictions

- (3) In formulating the building height restrictions for the KTN OZP, due regard has been given to the AVA of the NENT NDAs Study, HKPSG and Urban Design Guidelines for Hong Kong. The building height restrictions adopted in the KTN OZP were based on reasonable assumptions with allowance for design flexibility to accommodate the development intensity permissible under the OZP. In view of the above, the building height restrictions in the KTN OZP are considered appropriate.
- (4) There is a provision for minor relaxation of the building height restriction under the OZP. Each case would be considered by the Board based on individual merits.

Land ownership and implementation

- (5) In determining the boundaries of various land uses, reference has been made to major planning considerations including physical features, road network, land configuration, requirements on area of various land uses, urban design, technical feasibility, etc. are relevant. Individual land ownership is not a consideration in planning the respective land use zonings. Besides, land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

Rezoning proposals

- (6) With regard to two proposals raised, i.e. option 1 - rezoning the site from “R(A)1”, “R(A)2”, “O” and “G/IC(3)” to “CDA(1)” with relaxed building height and PR & option 2 - rezoning the site to “R(A)1” and

“G/IC” with relaxed building height and PR, the representer’s proposals would jeopardize the comprehensive layout of the KTN NDA as set out above and are not in line with the overall planning parameters adopted in the NDA. Besides, the proposals may induce traffic, sewage and other environmental impacts.

7.2.8 **Representation No. R51 of KTN OZP**

Importance of agricultural land

- (1) With a view to promoting urban-rural integration and recognizing the importance of agriculture to Hong Kong, agricultural land has been retained within the two NDAs to allow continuation of farming practices in the areas. In the KTN and FLN OZPs, a total of 95 ha of land including about 58 ha of land zoned as “AGR” (including “AGR(1)” zone) and 37 ha of land reserved for LVNP will allow continuation of current farming activities.

Carrying Capacity of the East Rail

- (2) The TIA under the NENT NDAs Study has concluded that the NDAs development is technically feasible from the traffic and transportation point of view.
- (3) 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.

Unsustainable Commuting

- (4) Economic and social facilities such as retail, service industry and community facilities, which support the residential development, will be available in the NDAs to provide different types of job and a large amount of employment opportunities, including some with lower skill level requirements, for the local people. The KTN NDA is targeted to be a balanced community with sufficient job opportunities and community facilities. Long distance commuting for daily life activities is not expected.

Fluctuation of economy of Mainland China

- (5) The sites for “OU” annotated “Business and Technology Park” and “OU” annotated “Research and Development” in the KTN NDA will provide a variety of jobs related commercial and industries which Hong Kong enjoys clear advantages for the residents of the NDA and nearby new town. Nevertheless, they provide development space for different industries, not specifically cater for businesses related to the economic development of Mainland China.

7.2.9 **Representation No. R20728 of KTN OZP**

Layout of the KTN NDA limiting the development potential

- (1) KTN NDA development is formulated based on various considerations including the strategic role of the NDA, effective use of land resource, requirements of various land uses, land use compatibility, road network, GIC requirements, urban design and technical feasibility, etc. The development sites are then drawn up taken into account the planned land uses, open space network, cycle track/road network, major breezeway/air paths, etc. Individual land ownership is not a consideration in planning the respective land use zonings.
- (2) While the proposal might produce more flats on the sites, it will reduce the effectiveness of the remaining portions of the concerned area, which is to be incorporated therein and a smaller site area will affect its feasibility.

Land exchange application & Implementation programme

- (3) Land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

Rezoning part of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” to “R(A)1”

- (4) The proposal may affect the design feasibility of the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” site as the proposed public transport interchange has specific dimension and configuration requirements. The odd shape of the site resulted from the proposed rezoning may affect the comprehensiveness of the two residential developments and is not supported.

Representations / Comments relating to the FLN OZP

7.2.10 **Representation No. R5 of FLN OZP**

Connectivity

- (1) Further study will be undertaken to explore how to facilitate connectivity and pedestrian access and enhance vibrancy, identity and visual quality of the town plazas and their surrounding areas. The OZPs have not precluded the provision of basement / elevated walkway.

Building height restriction / development intensity

- (2) In formulating the building height restrictions for the KTN and FLN OZPs, due regard has been given to the AVA of the NENT NDAs Study, HKPSG, and Urban Design Guidelines for Hong Kong. The building

height restrictions adopted in the KTN and FLN OZPs are based on reasonable assumptions with allowance for design flexibility to accommodate the development intensity permissible under the OZPs. In view of the above, the building height restrictions in the KTN and FLN OZPs are considered appropriate. The proposed relaxation of building height restriction is not substantiated by any technical assessment to ascertain its feasibility and impacts.

- (3) The proposed increase in development intensity would have implications on the adequacy of infrastructure provision in the area. As there are various constraints on the development intensity, further increase in development intensity can only be justified by another comprehensive feasibility study covering planning, environment, traffic and transport, infrastructure and other technical aspects.
- (4) There is a provision for minor relaxation of the building height / PR restrictions under the OZP. Each case would be considered by the Board based on individual merits.

Implementation / Land matter

- (5) Land exchange / land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

7.2.11 Representation No. R6 of FLN OZP

Proposed combining the four “R(A)1” sites into two larger ones in FLN District Centre

- (1) Due to the cruciform open space being an important landmark and focal point of the FLN District Centre, proper statutory planning control is needed to ensure the provision for the public open space and control over the commercial and parking spaces extending across the open space. As such, the proposal by the representer to combine the four “R(A)1” sites into two larger one with pedestrian area to replace the intervening “O” there may not achieve the planning intention and is not supported.

Commercial uses provision restrictions

- (2) The representer’s proposal of accommodating commercial uses at basement can be considered based on individual merits by planning application. There is a provision for minor relaxation of PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.

7.2.12 Representation No. R7 of FLN OZP

Proposed rezoning of the “O” zone to “OU” zone in FLN District Centre

- (1) Having considered the cruciform open space being an important

landmark and focal point of the FLN District Centre, and the proposed terraced podium abutting the open space can also enhance vibrancy in the area, there is no strong justification to rezone the site to “OU” annotated “Open Space for Recreation and Community Uses and Underground Commercial Uses and Car Park” zone for provision of more community facilities and commercial uses / carpark underground.

- (2) The representer’s proposal of accommodating commercial uses at basement can be considered based on individual merits by planning application. There is a provision for minor relaxation of PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.

7.2.13 **Representation No. R8 of FLN OZP**

Development intensity

- (1) The proposed increase in development intensity would have implications on the adequacy of infrastructure provision in the area. As there are various constraints on the development intensity, further increase in development intensity can only be justified by another comprehensive feasibility study covering planning, environment, traffic and transport, infrastructure and other technical aspects.

Commercial provision in the FLN District Centre

- (2) To enhance the function and vibrancy of the open space in between the four “R(A)1” sites in the FLN District Centre, different kinds of activities including community, arts and culture, alfresco, retail, etc. could be considered. Further study will be undertaken to explore how to facilitate connectivity and pedestrian access and enhance vibrancy, identity and visual quality of the town plazas and their surrounding areas.

Commercial uses in the “R(B)” zones in FLN Planning Areas 13 and 18

- (3) The “R(B)” zone is intended primarily for medium-density residential developments. Therefore, commercial uses to be provided therein would require planning permission from the Board.

Building height restriction

- (4) In formulating the building height restrictions for the KTN and FLN OZPs, due regard has been given to the AVA of the NENT NDAs Study, HKPSG and Urban Design Guidelines for Hong Kong. The building height restrictions adopted in the KTN and FLN OZPs were based on reasonable assumptions with allowance for design flexibility to accommodate the development intensity permissible under the OZPs. In view of the above, the building height restrictions in the KTN and FLN OZPs are considered appropriate. The proposed relaxation of building height restriction is not substantiated by any technical assessment to ascertain its feasibility and impacts.

- (5) There is a provision for minor relaxation of the building height / PR restrictions under the OZP. Each case would be considered by the Board based on individual merits.

Proposed rezoning of the “O” zone to “OU” zone in FLN District Centre

- (6) Having considered the cruciform open space being an important landmark and focal point of the FLN District Centre, and the proposed terraced podium abutting the open space can also enhance vibrancy in the area, there is no strong justification to rezone the site to “OU” annotated “Town Square with Open Space for Recreation and Community Uses and Underground Commercial Uses and Car Park” zone for provision of more community facilities and commercial uses / carpark underground.
- (7) The representer’s proposal of accommodating commercial uses at basement can be considered based on individual merits by planning application. There is a provision for minor relaxation of PR and building height restrictions under the OZP. Each case would be considered by the Board based on individual merits.

Proposed rezoning of the “O” zone to “O(1)” zone in FLN District Centre

- (8) The north-south strip on the eastern portion of the “O” zone in the FLN District Centre is planned to provide recreational and breathing space for the general public. It is also an important view corridor to protect the long-range views towards the green background. There is no strong justification to rezone the site to “O(1)” as proposed.

Proposed ‘Hotel’ use in the “R(A)1” sites in the FLN District Centre

- (9) The “R(A)1” sites in the FLN District Centre are primarily intended for high-rise residential developments but not for pure commercial developments, such as hotel use. ‘Hotel’ use would have to be assessed on individual basis with support of strong justifications, technical assessments, etc. on application to the Board.

Terraced podium in the FLN District Centre

- (10) The terraced podium in the FLN District Centre is an important feature in the FLN District Centre. Nevertheless, design flexibility has been allowed for changing such design feature through the planning application process. Each case would be considered by the Board based on individual merits.

Proposed elevated and basement pedestrian connections

- (11) The OZPs have not precluded the provision of basement / elevated walkway provision. The representer’s proposals of providing elevated and basement pedestrian connections can be considered based on

individual merits by planning application.

Implementation / land matters

- (12) Land exchange / land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

7.2.14 Representation No. 28 of FLN OZP

- (1) “OU” annotated “Amenity Area” zone and ‘Road’ are designated for different specific planning purposes and planning needs. For the representation site, “OU” annotated “Amenity Area” zone is considered appropriate, as the site is part of a landscaped/amenity strip along Ma Sik Road.
- (2) As the OZP is only to show the broad land use framework, it would not be possible to raw up detailed building schemes for individual sites in accordance with the requirement under the Buildings Ordinance.
- (3) There is a provision for minor relaxation of the building height and PR restrictions under the OZP. Each case would be considered by the Board based on individual merits.

7.2.15 Representations No. R35 to R38 and R46 of FLN OZP

- (1) The planning intention of “G/IC” zone is primarily for provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. The two “G/IC” sites at Fu Tei Au in FLN Planning Area 3 are reserved for relocation of the Police Driving and Traffic Training Division and Weapons Training Division from Fan Garden, Fanling having considered their site constraints and characteristics as well as traffic impact to be generated from the proposed developments.

7.2.16 Representation No. R79 of FLN OZP

- (1) The current Shek Wu San Tsuen area (in FLN Planning Area 12) will be developed into the Central Park with social and welfare recreational facilities in the vicinity (in the adjoining FLN Planning Area 11 to the north), forming a civic and recreational core of the FLN NDA for the enjoyment of new and existing communities. Besides, the Central Park will provide visual and spatial relief in the FLN NDA. Having considered the centrally location and functions of the proposed Central Park in the Shek Wu San Tsuen area (FLN Planning Area 12), the provision of this open space is considered necessary and appropriate.

7.2.17 Representations No. R276 and R301 of FLN OZP

Public-private housing ratio

- (1) Under the current proposals, the overall public-private housing ratio of the two NDAs is 60:40. The said housing split is in line with that advocated by the Long Term Housing Strategy Steering Committee. Besides, it is in line with the 2014 Policy Address that the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming 10 years, with public housing accounting for 60% of the new production. Also, such ratio is similar to that of the Fanling/Sheung Shui New Town.

Geographical distribution of public housing

- (2) Some sites in FLN OZP have been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. This allows flexibility for provision of PRH and HOS units within individual sites. The mix of PRH and HOS units within individual sites would be further considered upon implementation of the developments, subject to further technical assessments if necessary. In fact, many public and private housing sites are located next to each other and are well connected and integrated by cycle track and pedestrian network.

Community facilities provision

- (3) The provision of community facilities in the NDAs are planned in accordance with the requirements of the HKPSG. Two district nodes with a mix of residential use, retail, social and community facilities, PTIs and public open space are planned in the eastern portion to the immediate north of the existing market town of Luen Wo Hui and in the western portion to the north of Tin Ping Shan Tsuen respectively to serve as major activity nodes of the FLN NDA.

Visual characteristics

- (4) Site-specific and non-standard domestic blocks designs for public housing development according to the site characteristics and neighbourhood environment of the NDAs will be adopted. This design approach will not only optimize the site development potential but will also enhance the housing estate identity and improve diversity.

Social aspect

- (5) Various social welfare facilities are to be provided in the planned development sites to provide public with a wide range of social welfare facilities, including family services and services for young people. The planning and provision of these services are usually based on the target group of population, estimated services demand and/or other relevant considerations.

Geographical distribution of public housing

- (1) Some sites in FLN OZP have been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. This allows flexibility for provision of PRH and HOS units within individual sites. The mix of PRH and HOS units within individual sites would be further considered upon implementation of the developments, subject to further technical assessments if necessary. In fact, many public and private housing sites are located next to each other and are well connected and integrated by cycle track and pedestrian network.

Public-private housing ratio

- (2) Under the current proposals, the overall public-private housing ratio of the two NDAs is 60:40. The said housing split is in line with that advocated by the Long Term Housing Strategy Steering Committee. Besides, it is in line with the 2014 Policy Address that the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming 10 years, with public housing accounting for 60% of the new production. Also, such ratio is similar to that of the Fanling/Sheung Shui New Town.

Job opportunities

- (3) The economic and social facilities such as retail, service industry and community facilities, which support residential developments, will 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 additional population in the future.

Transportation node(s)/network

- (4) The western district node will be served by a PTI with bus/mini bus and taxi. The 500m catchment of PTI covers most of the residential sites in the subject area to offer the residents convenient and public transport.

Community facilities provision

- (5) The provision of community facilities in the NDAs are planned in accordance with the requirements of the HKPSG. Two district nodes with a mix of residential use, retail, social and community facilities, PTIs and public open space are planned in the eastern portion to the immediate north of the existing market town of Luen Wo Hui and in the western portion to the north of Tin Ping Shan Tsuen respectively to serve as major activity nodes of the FLN NDA.

7.2.19 Comments relating to land use issues

(C5595 of KTN OZP & C5566 to C5621, C5623 to C5974 and C5597 of FLN OZP)

Comments of C5595 of KTN OZP

- (1) The KTN NDA development is formulated based on various considerations including the strategic role of the NDA, effective use of land resource, requirements of various land uses, land use compatibility, road network, GIC requirements, urban design and technical feasibility, etc.. Individual land ownership is not a consideration in planning the respective land use zonings.
- (2) In KTN NDA, a balanced mix of public and private housing is proposed.
- (3) Land exchange / land matters will be dealt with at the implementation stage and are not directly related to the KTN and FLN OZPs which are to show the broad land use framework of the NDAs.

Comments of C5566 to C5621, C5623 to C5974 of FLN OZP

Public-private housing ratio

- (1) Under the current proposals, the overall public-private housing ratio of the two NDAs is 60:40. The said housing split is in line with that advocated by the Long Term Housing Strategy Steering Committee. Besides, it is in line with the 2014 Policy Address that the Government has decided to adopt 470,000 units as the new public and private housing total supply target for the coming 10 years, with public housing accounting for 60% of the new production. Also, such ratio is similar to that of the Fanling/Sheung Shui New Town.

Geographical distribution of public housing

- (2) Some sites in FLN OZP have been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. This allows flexibility for provision of PRH and HOS units within individual sites. The mix of PRH and HOS units within individual sites would be further considered upon implementation of the developments, subject to further technical assessments if necessary. In fact, many public and private housing sites are located next to each other and are well connected and integrated by cycle track and pedestrian network.

Community facilities provision

- (3) The provision of community facilities in the NDAs are planned in accordance with the requirements of the HKPSG. Two district nodes with a mix of residential use, retail, social and community facilities, PTIs and public open space are planned in the eastern portion to the immediate north of the existing market town of Luen Wo Hui and in the western portion to the north of Tin Ping Shan Tsuen respectively to serve as major activity nodes of the FLN NDA.

Job opportunities

- (4) The economic and social facilities such as retail, service industry and community facilities, which support residential developments, will 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 additional population in the future.

Transportation node(s) / network

- (5) The western district node will be served by a PTI with bus/ mini bus and taxi. The 500m catchment of PTI covers most of the residential sites in the subject area to offer the majority of future residents' convenient and comfortable access to public transport.

Comments of C5997 of FLN OZP

- (1) Since the subject site fall within the 1km Consultation Zone of the Sheung Shui Water Treatment Works which is a potentially hazardous installation (PHI), developments thereon are subject to environmental constraints. Low-density non-domestic uses at the sites are considered more compatible with the adjacent developments and can provide buffer to the residential developments in the vicinity against the Sheung Shui Water Treatment Works. Overall, there are no habitats of high ecological value at the subject site. The ecological function of this area will be compensated in the LVNP. The suggestion to convert the site into community purpose for provision of social service facilities in the North District is considered not desirable.

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

Annexes I-1 to I-41

Representations related to land use issues made by organization, consultants / companies, and individuals including samples of some representations made by individuals regarding the area near Tin Ping Shan Tsuen

Annexes II-1 to II-25

Comments related to land use issues made by company / concern group and samples of some comments made by individuals regarding the area near Tin Ping Shan Tsuen

Annex III	Summary of Representations in Group 3 and PlanD's responses
Annex IV-1	Summary of Comments in Group 3 and PlanD's responses
Annex IV-2	Major points of Comments
Annex V	Extract of Minutes for the 13 th Meeting of the NDC on 12.12.2013
Annex VI(a)	Planning Areas within the KTN OZP
Annex VI(b)	Planning Areas within the FLN OZP
Annex VII	The Intention for various land use zonings of the KTN and FLN OZPs
Annex VIII	Summary Table of the Representations and Comments of the draft KTN and FLN OZPs that had been taken out
Drawing KTN-1a	Drawing submitted by R7 of KTN OZP
Drawing KTN-1b	Drawing submitted by R7 of KTN OZP
Drawing KTN-2a	Drawing submitted by R8 of KTN OZP
Drawing KTN-2b	Drawing submitted by R8 of KTN OZP
Drawing KTN-2c	Drawing submitted by R8 of KTN OZP
Drawing KTN-2d	Drawing submitted by R8 of KTN OZP
Drawing KTN-3	Drawing submitted by R9 of KTN OZP
Drawing KTN-4a	Drawing submitted by R10 of KTN OZP
Drawing KTN-4b	Drawing submitted by R10 of KTN OZP
Drawing KTN-5a	Drawing submitted by R20728 of KTN OZP
Drawing KTN-5b	Drawing submitted by R20728 of KTN OZP
Drawing FLN-1	Drawing submitted by R5 of FLN OZP
Drawing FLN-2	Drawing submitted by R6 of FLN OZP
Drawing FLN-3	Drawing submitted by R7 of FLN OZP
Drawing FLN-4a	Drawing submitted by R8 of FLN OZP
Drawing FLN-4b	Drawing submitted by R8 of FLN OZP
Drawing FLN-4c	Drawing submitted by R8 of FLN OZP
Drawing FLN-4d	Drawing submitted by R8 of FLN OZP
Drawing FLN-4e	Drawing submitted by R8 of FLN OZP
Drawing FLN-4f	Drawing submitted by R8 of FLN OZP
Drawing FLN-4g	Drawing submitted by R8 of FLN OZP
Drawing FLN-4h	Drawing submitted by R8 of FLN OZP
Drawing FLN-4i	Drawing submitted by R8 of FLN OZP
Drawing FLN-4j	Drawing submitted by R8 of FLN OZP
Drawing FLN-4k	Drawing submitted by R8 of FLN OZP
Drawing FLN-5	Drawing submitted by R9 of FLN OZP
Drawing FLN-6	Drawing submitted by R276 of FLN OZP
Drawing FLN-7	Drawing submitted by R301 of FLN OZP
Plan KTN-1	Location Plan of the KTN NDA
Plan KTN-2a	Location of the subject of the Representations and Comments in respect of the KTN OZP
Plan KTN-2b	Proposals of Representations in respect of the KTN OZP
Plan KTN-3	Urban Design and Landscape Framework of the KTN NDA
Plan KTN-4	Aerial Photo of the KTN NDA
Plan KTN-5	Pedestrian Connections of the KTN NDA
Plan KTN-6	Cycle Track Network of the KTN NDA
Plan KTN-7	Transport Network of the KTN NDA

Plan FLN-1	Location Plan of the FLN NDA
Plan FLN-2a	Location of the subject of the Representations and Comments in respect of the FLN OZP
Plan FLN-2b	Proposals of Representations in respect of the FLN OZP
Plan FLN-3	Urban Design and Landscape Framework of the FLN NDA
Plan FLN-4	Aerial Photo of the FLN NDA
Plan FLN-5	Pedestrian Connections of the FLN NDA
Plan FLN-6	Cycle Track Network of the FLN NDA
Plan FLN-7	Transport Network of the FLN NDA
Annex A	Location of the subject of Representation No. R6 of KTN OZP and R4 of FLN OZP
Annex B	The Notes for the “O(1)” zone of the draft KTN OZP No. S/KTN/1

**PLANNING DEPARTMENT
OCTOBER 2014**