

Minutes of 1069th Meeting of the Town Planning Board
held on 8.10.2014, 13.10.2014, 14.10.2014, 15.10.2014, 20.10.2014, 21.10.2014,
22.10.2014, 27.10.2014, 28.10.2014, 29.10.2014, 3.11.2014, 4.11.2014, 5.11.2014,
10.11.2014, 12.11.2014, 17.11.2014, 18.11.2014, 19.11.2014, 24.11.2014,
25.11.2014, 26.11.2014, 1.12.2014, 2.12.2014, 3.12.2014, 8.12.2014, 9.12.2014,
10.12.2014, 15.12.2014, 16.12.2014, 17.12.2014, 5.1.2015, 6.1.2015, 7.1.2015, 12.1.2015,
13.1.2015, 19.1.2015, 20.1.2015, 21.1.2015, 26.1.2015, 27.1.2015, 28.1.2015, 2.2.2015,
3.2.2015, 2.3.2015 and 4.3.2015

Present

Permanent Secretary for Development
(Planning and Lands)

Mr Thomas T.M. Chow

Chairman

Mr Stanley Y.F. Wong

Vice-Chairman

Mr Roger K.H. Luk

Professor S.C. Wong

Professor P.P. Ho

Professor Eddie C.M. Hui

Dr C.P. Lau

Mr Clarence W.C. Leung

Mr Laurence L.J. Li

Ms Anita W.T. Ma

Dr W.K. Yau

Ms Bonnie J.Y. Chan

Professor K.C. Chau

Mr H.W. Cheung

Dr Wilton W.T. Fok

Mr Ivan C.S. Fu

Mr Sunny L.K. Ho

Mr Lincoln L.H. Huang

Ms Janice W.M. Lai

Mr Dominic K.K. Lam

Ms Christina M. Lee

Mr H.F. Leung

Mr Stephen H.B. Yau

Mr F.C. Chan

Mr Francis T.K. Ip

Mr David Y.T. Lui

Mr Frankie W.C. Yeung

Mr Peter K.T. Yuen

Principal Assistant Secretary (Transport) 3, Transport and Housing Bureau; Assistant Commissioner for Transport/Urban, Chief Traffic Engineer/Hong Kong, Chief Traffic Engineer/Kowloon and Chief Traffic Engineer/New Territories East, Transport Department

Miss Winnie M.W. Wong, Mr Albert W.B. Lee, Mr C.Y. Chan, Mr Wilson W.S. Pang, and Mr K.C. Siu

Assistant Director (2), and Chief Engineer (Works), Home Affairs Department

Mr Eric K.S. Hui, Mrs Ho Wong Nga Kiu, Ann (5.1.2015 only), Mr Frankie W.P. Chou (from 8.10.2014 to 17.12.2014) and Mr Martin W.C. Kwan (from 6.1.2015 to 4.3.2015)

Deputy Director of Environmental Protection (1), Assistant Director (Environmental Assessment), Principal Environmental Protection Officer (Metro Assessment), and Principal Environmental Protection Officer (Strategic Assessment), Environmental Protection Department

Mr C.W. Tse, Mr K.F. Tang, Mr Ken Y.K. Wong, Mr Johnson M.K. Wong and Mr Victor W.T. Yeung

Director of Lands, Deputy Director of Lands (General), and Assistant Director/Regional 3,
Lands Department
Ms Bernadette H.H. Linn, Mr Jeff Y.T. Lam, and Mr Edwin W.K. Chan

Director of Planning
Mr K.K. Ling

Deputy Director of Planning/District
Mr Raymond K.W. Lee

Secretary

Absent with Apologies

Ms Julia M.K. Lau

Mr Patrick H.T. Lau

Dr Eugene K.C. Chan

In Attendance

Assistant Director of Planning/Board
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board

Ms Lily Y.M. Yam (morning sessions on 8.10.2014, 13.10.2014, 15.10.2014, 20.10.2014, 22.10.2014, 27.10.2014, 29.10.2014, 4.11.2014, 12.11.2014, 17.11.2014, 19.11.2014, 25.11.2014, 2.12.2014, 8.12.2014, 10.12.2014, 15.12.2014, 16.12.2014, 6.1.2015, 12.1.2015, 20.1.2015, 26.1.2015, 28.1.2015, 2.2.2015, 4.3.2015 and afternoon sessions on 17.12.2014, 5.1.2015, 3.2.2015)

Mr Louis K.H. Kau (afternoon sessions on 8.10.2014, 13.10.2014, 22.10.2014, 10.12.2014, 13.1.2015, 4.3.2015 and morning sessions on 14.10.2014, 21.10.2014, 28.10.2014, 3.11.2014, 5.11.2014, 10.11.2014, 18.11.2014, 24.11.2014, 26.11.2014, 1.12.2014, 3.12.2014, 9.12.2014, 17.12.2014, 5.1.2015, 7.1.2015, 13.1.2015, 19.1.2015, 21.1.2015, 27.1.2015, 3.2.2015, 2.3.2015)

Mr Jerry J. Austin (morning session on 15.12.2014)

Senior Town Planners

Ms Doris S.Y. Ting (morning session on 8.10.2014)

Mr Jerry J. Austin (afternoon session on 8.10.2014)

Mr T.C. Cheng (morning sessions on 13.10.2014, 19.11.2014 and afternoon session on 10.12.2014)

Ms Amy M.Y. Wu (afternoon session on 13.10.2014 and morning session on 13.1.2015)

Ms Caroline T.Y. Tang (morning session on 14.10.2014)

Ms Donna Y.P. Tam (morning sessions on 15.10.2014 and 7.1.2015)

Mr Stephen K.S. Lee (morning session on 20.10.2014)

Ms Johanna W.Y. Cheng (morning session on 21.10.2014)

Mr K.K. Lee (morning session on 22.10.2014)

Miss Jessica Y.C. Ho (afternoon session on 22.10.2014)
Miss Isabel Y. Yiu (morning sessions on 27.10.2014 and 21.1.2015)
Ms Margaret H.Y. Chan (morning sessions on 28.10.2014 and 2.2.2015)
Mr Tony Y.C. Wu (morning session on 29.10.2014)
Mr L.K. Wong (morning session on 3.11.2014 and afternoon session on 13.1.2015)
Mr Anthony K.O. Luk (morning sessions on 4.11.2014 and 20.1.2015)
Ms S.H. Lam (morning sessions on 5.11.2014 and 19.1.2015)
Mr Terence W.C. Leung (morning sessions on 10.11.2014 and 2.3.2015)
Ms Miranda C.Y. Yue (morning session on 12.11.2014 and afternoon session on 3.2.2015)
Ms Stephanie P.H. Lai (morning sessions on 17.11.2014, 2.12.2014 and 27.1.2015)
Mr Wallace W.K. Tang (morning sessions on 18.11.2014 and 18.1.2015)
Miss Stella Y. Ng (morning session on 24.11.2014)
Ms Polly O.F. Yip (morning sessions on 25.11.2014 and 3.2.2015)
Ms Wendy W.L. Li (morning sessions on 26.11.2014 and 5.1.2015 and afternoon session on 4.3.2015)
Ms Irene W.S. Lai (morning sessions on 1.12.2014 and 26.1.2015)
Ms Helen S.H. Lau (morning session on 3.12.2014)
Ms Paulina L.S. Pun (morning sessions on 8.12.2014 and 4.3.2015)
Mr Derek W.O. Cheung (morning session on 9.12.2014)
Ms Annie K.W. To (morning session on 10.12.2014)
Ms Fannie F.L. Hung (morning session on 15.12.2014 and afternoon session on 5.1.2015)
Mr K.W. Ng (morning session on 16.12.2014)
Mr Philip K.S. Chang (morning session on 17.12.2014)
Ms Karen F.Y. Wong (afternoon session on 17.12.2014)
Ms Jessica H.F. Chu (morning session on 6.1.2015)
Mr Raymond H.F. Au (morning session on 12.1.2015)

1. The following Members and the Secretary were present in the morning session on 8.10.2014:

Mr Thomas T.M. Chow

Chairman

Mr Stanley Y.F. Wong

Vice-Chairman

Professor S.C. Wong

Professor P.P. Ho

Professor Eddie C.M. Hui

Mr Clarence W.C. Leung

Ms Anita W.T. Ma

Dr W.K. Yau

Ms Bonnie J.Y. Chan

Mr Ivan C.S. Fu

Mr Lincoln L.H. Huang

Ms Janice W.M. Lai

Ms Christina M. Lee

Mr F.C. Chan

Mr Francis T.K. Ip

Mr David Y.T. Lui

Mr Peter K.T. Yuen

Principal Assistant Secretary (Transport) 3, Transport and Housing Bureau
Miss Winnie M.W. Wong

Assistant Director (2), Home Affairs Department
Mr Eric K.S. Hui

Deputy Director of Environmental Protection (1)
Mr C.W. Tse

Director of Lands
Ms Bernadette H.H. Linn

Director of Planning
Mr K.K. Ling

Agenda Item 1

[Open Meeting]

Matters Arising

[The meeting was conducted in Cantonese.]

1. The Secretary reported that there were no matters arising.

Fanling, Sheung Shui and Yuen Long East District

Agenda Item 2

[Open Meeting (Presentation and Question Sessions only)]

Consideration of Representations and Comments in Respect of
the Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1 and the Draft Fanling North
Outline Zoning Plan No. S/FLN/1

(TPB Papers No. 9745, 9746, 9747 and 9748)

[The meeting was conducted in Cantonese and English.]

Hearing for Group 1 (TPB Paper No. 9745)

Draft Kwu Tung North Outline Zoning Plan (OZP) No. S/KTN/1

Representations

R11 to R14, R24, R27, R31, R32 and R73

Comments

C5550 and C5597

Draft Fanling North OZP No. S/FLN/1

Representations

R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88

Comments

C5564, C5565, C5622, C5975 to C5985, C6009 and C6010

Presentation and Question Sessions

2. The following representatives of the Planning Department (PlanD), the Civil Engineering and Development Department (CEDD), the Highways Department (HyD), the Agriculture, Fisheries and Conservation Department (AFCD), the consultant, and the representers or their representatives were invited to the meeting at this point:

Ms Maggie M.Y. Chin	- District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FS&YLE), PlanD
Mr Otto K.C. Chan	- Senior Town Planner/Fanling, Sheung Shui 1, PlanD
Mr Kevin C.P. Ng	- Senior Town Planner/Fanling, Sheung Shui 2, PlanD
Mr M.T. Law	- Chief Engineer/New Territories East 4 (CE/NTE4), CEDD
Mr C.M. Chan	- Chief Engineer/Railway Development 2-2 (CE/RD2-2), HyD
Mr K.W. Cheung	- Senior Nature Conservation Officer (North) (SNCO (North)), AFCD
Mr Desmond Wong	- Ove Arup & Partners Hong Kong Limited

FLN-R10, KTN-R11 – 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主

席: 侯志強、李國鳳、李冠洪、陳崇輝

Mr Lau Yuen Ping	- Representer's representative
------------------	--------------------------------

FLN-R11, KTN-R12 – Transport Planning Alliance

Mr Ian Brownlee	- Representer's representative
-----------------	--------------------------------

FLN-R12, KTN-R14 – Transport and Infrastructure Concern Group

Mr Denis Li	- Representer's representative
-------------	--------------------------------

FLN-R45 – Tsang Hing Lung

Mr Tsang Hing Lung

- Representer

3. The Chairman extended a welcome and requested the Secretary to brief Members on the number of representations and comments received in respect of the two OZPs.

4. The Secretary said that on 20.12.2013, the draft Kwu Tung North OZP No. S/KTN/1 (KTN OZP) and the draft Fanling North OZP No. S/FLN/1 (FLN OZP) were exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). During the plan exhibition period, a total of 42,006 representations (20,778 for KTN OZP and 21,228 for FLN OZP) were received. The representations were published for public inspection and a total of 11,608 comments (5,598 for KTN OZP and 6,010 for FLN OZP) were received. Subsequently, three representers of each OZP (KTN-R1310, R9475, R10018 and FLN-R1760, R9925 and R10468) wrote to the Town Planning Board (the Board) withdrawing their representations, 82 and 83 representers of the KTN OZP and FLN OZP¹ respectively indicating that they had not submitted the representations, and 25 representations of each OZP² were duplicated. The total number of valid representations submitted to the Board for consideration should be 41,785 (20,668 for KTN OZP and 21,117 for FLN OZP). Besides, one commenter of KTN OZP and two commenters of FLN OZP wrote to the Board indicating that they had not submitted the comments, and one comment of each OZP was duplicated. The total number of valid

¹ The following representations which had not been made were taken out : KTN- R449, R765, R2183, R2426, R2469, R3401, R3656, R3664, R3684, R3687, R3857, R3869, R4078, R4143, R4336, R4501, R4525, R4701, R4949, R4974, R5316, R5513, R5925, R6300, R6760, R7187, R7922, R7985, R8594, R8672, R9340, R9662, R10170, R10763, R10850, R11053, R11473, R11716, R11725, R11819, R12098, R12438, R12570, R12595, R13155, R13254, R13427, R13560, R13609, R13771, R13869, R13895, R14118, R14433, R14947, R15226, R15512, R15529, R15626, R15671, R16242, R16269, R16448, R16730, R16910, R17165, R17468, R17548, R17567, R17608, R17634, R17688, R17874, R18198, R18622, R19515, R19897, R20223, R20247, R20306, R20388 and R20540; and FLN- R364, R896, R1211, R2633, R2876, R2919, R3851, R4106, R4114, R4134, R4137, R4307, R4319, R4528, R4593, R4786, R4951, R4975, R5151, R5399, R5424, R5766, R5963, R6375, R6750, R7210, R7637, R8372, R8435, R9044, R9122, R9790, R10112, R10620, R11213, R11300, R11503, R11924, R12167, R12176, R12270, R12550, R12890, R13021, R13046, R13606, R13705, R13878, R14011, R14060, R14222, R14320, R14346, R14569, R14884, R15398, R15677, R15963, R15980, R16077, R16122, R16693, R16720, R16899, R17181, R17361, R17616, R17919, R17999, R18018, R18059, R18085, R18139, R18325, R18649, R19073, R19966, R20348, R20674, R20698, R20757, R20839 and R20991

² The following duplicated representations were taken out : KTN-R1227 R1229 R1228 R1230 R1624 R1623 R1625 R1733 R1737 R8124 R8119 R3290 R3295 R3294 R3310 R3309 R3311 R3299 R3289 R3284 R6080 R5970 R6372 R18960 R17522; and FLN- R1684 R1686 R1685 R1687 R2047 R2045 R2048 R2182 R2186 R8574 R8569 R3740 R3745 R3744 R3759 R3761 R3749 R3739 R3734 R6530 R6420 R6822 R1924 R19411 R17973

comments submitted to the Board for consideration should be 11,603³ (i.e. 5,596 for KTN OZP and 6,007 for FLN OZP).

5. The Chairman explained the procedure of the hearing. He said that the meeting would be conducted in accordance with the “Guidance Notes on Attending the Meeting for Consideration of the Representations and Comments in respect of the Draft KTN OZP No. S/KTN/1 and the Draft FLN OZP No. S/FLN/1” (Guidance Notes) which had been provided to all representers/commenters prior to the meeting. In particular, he highlighted the following main points:

- (a) in view of the large number of representations and comments received and more than 3,400 representers/commenters had indicated that they would either attend in person or send an authorised representative to make oral submission, it was necessary to limit the time for each oral submission;
- (b) each representer/commenter would be allotted a 10-minute speaking time. However, to provide flexibility to representers/commenters to suit their needs, there were arrangements to allow cumulative speaking time for authorised representatives, swapping of allotted time with other representers/commenters and requesting an extension of time for making the oral submission;
- (c) the oral submission should be confined to the grounds of representation/comment in the written representations/comments already submitted to the Board during the exhibition period of the OZP or the publication period of the representations; and
- (d) to ensure a smooth and efficient conduct of the meeting, the representer/commenter should not repeat unnecessarily long the same points which had already been presented by others earlier at the same meeting. Representers/commenters should avoid reading out or repeating

³ The following comments which had not been made (KTN-C788, FLN-C88 and C5624) or were duplicated (KTN-C162 and FLN-C162) were taken out .

statements contained in the written representations/comments already submitted, as the written submissions had already been provided to Members for their consideration.

6. The Chairman said that each presentation, except with time extension allowed, should be within 10 minutes and there was a timer device to alert the representers and representers' representatives 2 minutes before the allotted time was to expire and when the allotted time limit was up.

7. The Chairman said that the representations and comments would be heard in four groups, namely Group 1 on transport and traffic-related issues, Group 2 on conservation issues, Group 3 on specific land use proposals and Group 4 on general issues. The representations of Groups 1 and 2 would be heard in today's morning session while the representations of Group 3 would be heard in today's afternoon session. Representations of Group 4 would be heard from next week onwards. The comments of Groups 1, 3 and 4 would be heard after the completion of the hearing of all the representations.

8. The Chairman said that the representatives of PlanD would first be invited to make a presentation. After that, the representers/authorised representatives would be invited to make oral submissions following the reference number of the representer. After all attendees had completed their oral submissions, there would be a question and answer (Q & A) session in which Members could direct question(s) to any attendee(s) of the meeting. Lunch break would be from about 1:00 p.m. to 2:00 p.m. and there might be one short break in the morning and one to two short breaks in the afternoon, as needed.

9. Mr Ian Brownlee expressed concern that it was unfair to set a presentation time limit of 10 minutes for those representers who had submitted representations in respect of two OZPs given that the subject matter for each OZP was different. Moreover, it was also unfair for PlanD's representative to be given unlimited time to make the presentation while the representers were not given the same treatment to provide their responses to PlanD's views. He therefore requested for a presentation time of 10 minutes for each representation to each OZP and imposing a time limit on PlanD's presentation.

10. The Chairman explained that in view of the large number of representers and commenters had indicated that they would attend the meeting, a total of 38 meeting sessions, on top of the Board's regular meetings, had been tentatively arranged which would span over a period of five months until February 2015. To meet the statutory time limit for submission of the OZPs to the Chief Executive in Council for approval in accordance with the Ordinance, there was a genuine need to impose a maximum time limit on the oral submission by each representer/commenter. Moreover, the oral submission should only elaborate or highlight the essential points in the written representations/comments already made to the Board. Past experience demonstrated that a presentation time of 10 minutes was sufficient for most representers/commenters if the presentations were concise without repetitions. In the event that the representers/commenters wished to have additional presentation time, flexibility was allowed for them to make such request and the Board might grant further time should there be strong justifications and where other circumstances also permitted. Those meeting arrangements had been discussed in detail and agreed by the Members and set out in the Guidance Notes. Members also considered it necessary for DPO to briefly introduce the paper and highlight the major issues to set out the background. The estimated presentation time by DPO would take about 15 minutes.

[Mr Clarence W.C. Leung arrived to join the meeting at this point.]

11. The Secretary reported that the following Members had declared interests on this item:

For Groups 1 to 4

Ms Julia M.K. Lau - being a representer and a commenter in respect of FLN OZP (FLN-R13 and FLN-C6009)

Mr Patrick H.T. Lau - his company had involved in the submission of proposals for a consultancy study on the Development of KTN and FLN New

Development Areas (NDAs), Phase 1 – Design
and Construction

12. As the interests of Ms Julia M.K. Lau and Mr Patrick H.T. Lau were considered direct, Members noted that Ms Lau had not been invited to attend the meeting in the capacity as a Member and Mr Lau, who would be invited to leave the meeting, had tendered apology for not being able to attend the meeting.

For Group 1

Mr Dominic K.K. Lam	]	having current business dealings with MTR
Mr Ivan C.S. Fu	]	Corporation Limited (MTRCL) (KTN-R13 and
Ms Janice W.M. Lai	]	FLN-R14) which was a representer of KTN and
Mr Patrick H.T. Lau	]	FLN OZPs

Professor S.C. Wong - being the Chair Professor and Head of Department of Civil Engineering, University of Hong Kong which had received sponsorship from MTRCL for organising some activities and MTRCL was a representer of KTN and FLN OZPs

13. As the interests of Mr Dominic K.K. Lam, Mr Ivan C.S. Fu, Ms Janice W.M. Lai and Mr Patrick H.T. Lau were direct, Members considered that they should be invited to temporarily withdraw from the meeting. Members noted that Mr Lam had tendered apology for not being able to attend the meeting session and Mr Lau, who would be invited to leave the meeting, had tendered apology for not being able to attend the meeting. Members considered that the interest of Professor S.C. Wong was indirect and he was allowed to stay in the meeting.

[Mr Ivan C.S. Fu and Ms Janice W.M. Lai left the meeting temporarily at this point.]

14. The Chairman then invited the representative of PlanD to brief Members on the representations and comments in respect of the draft KTN OZP and the draft FLN

OZP.

15. With the aid of a Powerpoint presentation, Ms Maggie M.Y. Chin, DPO/FS&YLE, made the following main points as detailed in TPB Paper No. 9745:

The Representations

- (a) Group 1 consisted of 26 representations and 18 comments which were mainly related to proposals on rail, road infrastructure or traffic in respect of the two OZPs;
- (b) among the 26 representations, nine representations (KTN-R11 to R14, R24, R27, R31, R32 and R73) were made in respect of the KTN OZP. They were submitted by 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝, Transport Planning Alliance, MTRCL, Transport and Infrastructure Concern Group, 馬草壟村村代表黃煥全, a group of eight individuals and three other individuals (KTN-R27 and R31 were submitted by the same person). Those representers mainly submitted views and proposals related to the East Rail, the proposed alignment and implementation programme of the Northern Link (NOL), the potential traffic impacts of the North East New Territories (NENT) NDAs development and the railway associated and parking facilities in KTN NDA;
- (c) the remaining 17 representations (FLN-R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88) were made in respect of the FLN OZP. They were submitted by 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝, Transport Planning Alliance, Transport and Infrastructure Concern Group, MTRCL, 香港中旅(集團)有限公司, and 12 individuals. The 17 representations mainly submitted views and proposals similar to those made for the KTN OZP with additional concern on the lack of railway facilities reserved in the FLN NDA, and the proposed Fanling

Bypass and its roundabout;

Transportation Networks for KTN and FLN NDAs

KTN NDA

- (d) a proposed railway station would be developed in the KTN NDA. 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 the catchment of the railway station;
- (e) while primary and main distributors were planned at the periphery of the town centre of the KTN NDA to minimise the air and noise pollution, a comprehensive road network was also proposed to connect the various areas within the NDA;

FLN NDA

- (f) two public transport interchanges (PTIs) would be developed within the two district nodes at the eastern and western portions of the FLN NDA;
- (g) Fanling Bypass was proposed as a regional highway linking the FLN NDA and Fanling Highway which provided direct access to the strategic road network. Moreover, three road interchanges would be formed to provide better road linkage with the town centre areas;
- (h) detailed technical assessments (including environmental, transport and traffic, drainage and sewerage) had concluded that the development of the NDAs was technically feasible;
- (i) traffic and transportation impact assessment (TIA) covered future transport demand by the NDAs development; demand and traffic

impact on the strategic, regional and local road networks; and the proposed improvement/widening of road. The TIA had confirmed that the proposed highway improvement/widening works could address the traffic demand of the NDAs. The NDAs development would not have adverse impact from the traffic and transportation point of view;

Major Grounds and Proposals of Representations Relating to Both KTN OZP and FLN OZP and Responses

- (j) the main grounds of the representations as detailed in paragraph 3.2 of the Paper were summarised below:

Carrying capacity of the already overloaded East Rail

- (i) the carrying capacity of the existing East Rail was already saturated. The East Rail was unable to take up the additional population in the NDAs;

The proposed NOL alignment and implementation programme

- (ii) implementation of the proposed NOL would serve the KTN and FLN NDAs and unleash development potential of the areas, and would help divert the overcrowded East Rail traffic. Therefore, the proposed NOL was necessary and the Government should provide an implementation timetable;

Potential adverse traffic impact on the surrounding areas

- (iii) as the capacity of the East Rail was saturated, there would be an undesirable overflow of commuters of the NDAs development to road-based transportation which would have a negative knock-on impact on road network, particularly on Tolo Highway;

- (iv) the proposed road-based Environmental-Friendly Transport System (EFTS) connecting the FLN NDA with the MTR Sheung Shui and Fanling Stations would induce significant pressure to the existing congested road network, particularly the areas around the concerned MTR stations;
- (k) responses to the main grounds and proposals of representations as detailed in paragraph 5.4 of the Paper were summarised as below:

Carrying capacity of the already overloaded East Rail

- (i) although the number of cross boundary passengers was expected to increase in future, it was anticipated that the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and Hung Hom Through Train (Through Train) would help relieve the loading of the cross-boundary service and the East Rail service;

The proposed NOL alignment and implementation programme

- (ii) according to the Study on Hong Kong 2030: Planning Vision and Strategy (HK2030 Study), the proposal of the KTN NDA as a rail-based town was recommended to address the medium to long-term housing demand and provide more job opportunities. Implementation of the proposed NOL Kwu Tung Station would tie in with the population intake of the KTN NDA;
- (iii) in the Railway Development Strategy (RDS) 2014, the NOL, together with the Kwu Tung Station, was to be implemented from 2018 to 2023 to tie in with the first population intake of the KTN NDA. The implementation of the NOL and the Kwu Tung station would be subject to the outcome of detailed

engineering, environmental and financial studies relating to the project, as well as updated assessment of passenger transport demand and availability of resources at the time;

Potential adverse traffic impact on the surrounding areas

- (iv) TIA had been conducted to assess comprehensively the future transport demand to be generated by the proposed developments and the traffic impact on the road network. With the proposed road upgrading/improving works including Fanling Highway/Tolo Highway widening and Po Shek Wu interchange Improvement Works, the traffic demand of the NDAs would be accommodated and would not lead to insurmountable adverse traffic impacts on the surrounding areas;
- (v) a number of road enhancement and upgrading works had 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) would be completed by 2019-2023, which would help relieve the congestion problem in the North District. Also, the existing Po Shek Wu Interchange would be improved by constructing a right-turning bypass slip road which could help resolve the interchange capacity problem. The proposed Fanling Bypass (linking Man Kam To Road and Sha Tau Kok Road) would not only provide the external traffic link for the FLN NDA but would also help relieve traffic congestion of the existing Fanling/Sheung Shui New Town;

- (1) the main grounds and proposals of the representations as detailed in paragraph 3.3 of the Paper were summarised below:

Zoning boundaries of the “Other Specified Uses” (“OU”) annotated “Railway Associated Facilities” zone

- (i) the zoning boundaries of the four sites along the existing Lok Ma Chau (LMC) Spur Line zoned “OU” annotated “Railway Associated Facilities” were not in line with the Vesting Plans gazetted under the Kowloon-Canton Railway Corporation Ordinance (Cap 372). Some of the vested land, which was required for railway operation use, fell outside the concerned “OU” zone;

Provision of park-and-ride facilities

- (ii) a PTI would be provided in the “OU” annotated “Commercial/Residential Development with Public Transport Interchange” at KTN Planning Area 25 to the south of the proposed Kwu Tung Station. To encourage residents outside the railway station catchment area to use the railway, provision of park-and-ride facilities at this “OU” site was recommended;

Vibration issue of the LMC Spur Line to the future development

- (iii) the existing LMC Spur Line currently ran underground in a generally rural area in Kwu Tung. According to the KTN OZP, the concerned rural area had been rezoned for urban development. Special attention should be paid to vibration issues, including ground-borne noise, in the future planning and design of the development;

Proposed Rural Road R1

- (iv) the proposed Rural Road R1 was too close to the existing village houses in Ma Tso Lung Tsuen area and the villagers' health would be threatened by traffic noise, air and water pollutions. Natural habitat would also be destroyed. The "Green Belt" ("GB") zoning at KTN Planning Area 2 did not cover the river plain, and water quality would deteriorate due to the construction nearby;
- (v) proposals – (i) Rural Road R1 should be moved eastward to mitigate the potential impact on the existing village; and (ii) the section of Rural Road R1 should be relocated to avoid disturbing the precious nature and livelihood of villagers and the original area be rezoned to "GB";

Possibility to accommodate future Shenzhen metro line/ phase 2 of Guangzhou-Shenzhen Railway

- (vi) the width of the open space running in north-south direction in KTN Planning Areas 25, 29 and 30 was too narrow. It did not provide the flexibility to accommodate possible future extension of Shenzhen metro line as additional cross boundary facilities which would increase the commercial value of KTN town centre and employment opportunities in the North District;
- (vii) there was concern on whether the phase 2 of Guangzhou-Shenzhen Railway would pass through KTN NDA;

Location of PTI and Functions of Roads L1 and L2

- (viii) the PTI located at the dead end of Road L1 would lower the

efficiency of bus services;

- (ix) due to the lack of linkage between Roads L1 and L2, mini-bus service would not cover the KTN NDA as the route would be ineffective;
 - (x) proposals - Roads L1 and L2 should be connected for the existing bus and mini-bus routes;
- (m) responses to main grounds and proposals of the representations as detailed in paragraph 5.5 of the Paper were summarised below:

Zoning boundaries of the “OU” annotated “Railway Associated Facilities” zone

- (i) four sites in KTN Planning Areas 25, 27 and 35 were designated “OU” annotated “Railway Associated Facilities” to accommodate the existing railway associated facilities. The boundaries of those “OU” sites were drawn up having regard to the existing use of the railway facilities as well as the operational feasibility instead of the Vesting Plans;
- (ii) the zonings on the KTN OZP had not precluded the provision of railway facilities, including MTR station entrance and MTR structure below ground level, which were always permitted in most of the development zones. Relevant government departments would further study the design of the future Kwu Tung Station and its associated facilities at the detailed design stage;

Provision of park-and-ride facilities

- (iii) about 80% of the proposed population in the KTN NDA would

be within the 500m walking distance from the proposed Kwu Tung Station. For areas further away from the Kwu Tung Station, bus/shuttle services would be provided. Since the majority of the residents in the NDAs would live within the service catchment area of the proposed Kwu Tung Station, park-and-ride was considered not a necessary transport facility. Nonetheless, the need of the park-and-ride facilities to serve the more remote residents in the rural areas would be further examined at the detailed design stage;

Vibration issue of the LMC Spur Line to the future development

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

Proposed Rural Road R1

- (v) the proposed Rural Road R1 would provide access to the LMC Loop Area and the proposed sports ground/sports complex, research and development use and sewage pumping station at the north-western tip of the KTN NDA. The road could also improve the connectivity of the existing rural settlement in Ma Tso Lung area with the town centre of the KTN NDA;
- (vi) in formulating the alignment of the proposed Rural Road R1, a series of factors had been taken into consideration, including the highway standards, road safety, environmental and ecological impacts. In the course of the North East New Territories New Development Areas Planning and Engineering Study (NENT NDAs Study), the concerns of the local villagers on the impacts of the proposed road were carefully examined.

The proposed alignment had been revised to minimise its ecological impacts and impacts on the existing villages;

- (vii) the proposed alternative road alignment did not fulfil the highway standard on the minimum desirable turning radius. Moreover, it would be connected to the existing Ma Tso Lung Road, which passed through the existing facilities of Lo Wu Firing Range. There was insufficient space to accommodate Road R1. The proposal would be considered in greater detail during the detailed design of Road R1;

Possibility to accommodate future Shenzhen metro line/ phase 2 of Guangzhou-Shenzhen Railway

- (viii) according to RDO, HyD, there was no plan for extension of Shenzhen metro line or Guangzhou-Shenzhen-Hong Kong Express Rail Link to the KTN NDA;

Location of the PTI and Functions of Roads L1 and L2

- (ix) the proposed Kwu Tung PTI would route through Pak Shek Au interchange to Kwu Tung South. The PTI was planned to provide public transport services for the NDA. Detailed transport services would be worked out at the detailed implementation stage;
- (x) the cul-de-sac design of Roads L1 and L2 aimed to divert east-west through traffic effectively away from the town centre of the KTN NDA so as to improve the air quality in the town centre. It would also allow a continuous green connector from Town Plaza to the southern gateway of the NDA;

Major Grounds and Proposals of Representations Relating to the FLN OZP and

Responses

- (n) the main grounds and proposals of the representations as detailed in paragraph 3.4 of the Paper were summarised below:

Provision of railway facility in the FLN NDA to benefit the planned community

- (i) the concerned MTR stations and adjoining road network were already extremely congested at present. Provision of railway infrastructure for the FLN NDA would greatly benefit both the residents of Fanling/Sheung New Town and the FLN NDA;

Optimisation of development potential of the FLN NDA

- (ii) if railway facility was provided, many sites in the FLN NDA could be zoned with a higher plot ratio for a more efficient use of the scarce land resources;

Proposed Fanling Bypass and/or the roundabout

- (iii) the proposed Fanling Bypass would affect the existing Shek Wu San Tsuen;
- (iv) the proposed Fanling Bypass and its roundabout should be relocated/realigned and/or redesigned to minimise impacts on the local residents;
- (v) the proposed Fanling Bypass project should be deleted/postponed for the reasons that the NENT NDAs were still at the planning stage, and their future population and the traffic impact were yet to be confirmed. Moreover, the existing Ma Sik Road to So Kwun Po Road and to Sha Tau

Kok Road / Jockey Club Road could also be used to connect the NDA to the urban area or Mainland;

- (vi) representation FLN-R41 was concerned that the proposed Fanling Bypass connecting to Fanling Highways would occupy/sub-divide the land currently used for farming and storage purposes. Such land had potential to be converted into residential developments within a short period of time. The proposed Fanling Bypass should be realigned / relocated to land with fewer landowners and should avoid sub-division of large pieces of land which might affect the development potential of the land;
- (o) responses to the main grounds and proposals of the representations as detailed in paragraph 5.6 of the Paper were summarised below:

Provision of railway facility in the FLN NDA to benefit the planned community

- (i) although no railway station was planned within the FLN NDA at present, two PTIs were planned in FLN Planning Areas 10 and 15 to serve the future population. External road connection of the FLN NDA would also be strengthened, including widening of Fanling Highway and construction of Fanling Bypass linking Man Kam To Road and Sha Tau Kok Road. The proposed Fanling Bypass had been proposed not only to cope with the additional traffic generated from the new developments but also help relieve the traffic congestion in the existing Fanling/Sheung Shui New Town;

Optimisation of development potential of the FLN NDA

- (ii) the NDAs development had made the best use of scarce land

resources to serve the housing and economic needs of Hong Kong. In response to the public requests received at the public engagement for optimising the development potential of NDAs, the development intensity of various housing sites had been increased after balancing different considerations including efficient use of land resources, provision of sufficient government, institution or community (GIC) facilities, capacity of planned infrastructure and good urban design framework. High-density residential developments around the District Centre in FLN NDA were generally subject to a total plot ratio of 6. Such development intensity was commensurate with those of the KTN NDA and other New Towns;

Proposed Fanling Bypass and/or its roundabout

- (iii) the proposed Fanling Bypass would bring benefits to the highway network by: (1) giving direct access to the FLN NDA from the strategic road network; (2) preventing overload of Fanling Highway Sheung Shui Section and its interchanges (So Kwun Po Interchange and Po Shek Wu Interchange); and (3) allowing traffic from FLN NDA and Sha Tau Kok Road northeast of Lung Yeuk Tau to bypass Fanling town centre;
- (iv) the currently proposed design and alignment of Fanling Bypass was a balance among road safety, transport functioning, existing uses, visual and noise impacts, and interfaces with the connected roads and other infrastructure. Having considered the relevant concerns of Shek Wu San Tsuen residents in the course of the NENT NDAs Study, the proposed alignment of Fanling Bypass had been shifted slightly southward to reduce its impact on the existing residents;

- (v) the TIA under the NENT NDAs Study had confirmed the need for Fanling Bypass. It was considered that the proposed Fanling Bypass project should not be deleted;
- (vi) according to the proposed implementation programme, the proposed infrastructure would need to be provided by 2029 to tie in with the overall development programme. It was considered that the proposed Fanling Bypass project should not be postponed;
- (vii) an alignment option for the proposed Fanling Bypass (Eastern Section) to be constructed along Ng Tung River had been investigated in the NENT NDAs Study and was presented in the EIA Report. It would, however, induce significant drainage and environmental impacts on Ng Tung River, including ecological impact on a flight-line used by large waterbirds. Besides, the visual, noise and air impact on the proposed housing developments were also significant;
- (viii) in determining the alignment of the bypass, it should be planned in accordance with principles of road safety, transport functioning and impacts on environment and landscape. Detailed alignment of the proposed Fanling Bypass would be further examined at the detailed design stage;
- (ix) the concerned land mentioned by FLN-R41 fell outside FLN OZP No. S/FLN/1 and was within an area zoned "Recreation" on the draft Lung Yeuk Tau and Kwan Tei South OZP No. S/NE-LYT/14;

Comments on Representations

- (p) a total of 18 comments on the representations had been received;

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

- (q) the main grounds of comments relating to both the KTN and FLN OZPs as detailed in paragraph 4.2 of the Paper were summarised below:

East Rail

- (i) the Government had admitted that the East Rail was operating at 100% capacity and there was no residual capacity for the East Rail to accommodate additional passengers. There was a need to provide adequate transport infrastructure in a timely manner to ensure that the existing and future communities were properly catered for;

The proposed NOL

- (ii) the Government's transit-oriented development mode with high density developments planned around railway station was supported;
- (iii) the implementation of the proposed NOL should tie in with population intake of NDAs and could resolve the transportation problem of the North District;
- (iv) the NOL should be extended into the FLN NDA. The lack of railway provision on the FLN OZP would result in under-utilisation of valuable land;

Road Traffic

- (v) additional population from the NENT NDAs would add

further pressure to the road network of the North District to an extent that minor improvement measures would not be able to help address the problem;

- (vi) the proposal under the FLN OZP to shuttle additional planned population to and from the MTR Sheung Shui and Fanling Stations would induce additional traffic pressure as well as associated environmental impact on the Sheung Shui / Fanling New Town. The only practical solution was to provide alternative rail infrastructure for the FLN NDA;

Major Grounds of Comments relating to the FLN OZP

- (r) the main grounds of comments relating to the FLN OZP as detailed in paragraph 4.3 of the Paper were similar to the grounds of representations as stated above;
- (s) the responses to the major grounds of the comments were similar to the responses to the representations above;

Consultation

- (t) in December 2013 and January 2014, the North District Council (NDC) and relevant Rural Committees (RCs) were consulted on the two OZPs respectively. The major views / concerns of the NDC and the government's responses made at the meeting were summarised in paragraph 2.6 of the Paper;
- (u) relevant government bureaux/departments had been consulted and their comments had been incorporated into the Paper, where appropriate;

[Professor P.P. Ho left the meeting temporarily at this point.]

PlanD's Views

- (v) the representations No. KTN- R11 to R14, R24, R27, R31, R32 and R73; and FLN-R10 to R14, R30 to R33, R41, R44, R45, R53, R57, R78, R80 and R88 in Group 1 were not supported and no amendment should be made to the two draft OZPs to meet these representations.

16. The Chairman invited the representers and the representers' representatives to elaborate on their representations.

FLN-R10, KTN-R11 – 上水區、粉嶺區、沙頭角區及打鼓嶺區鄉事委員會主席: 侯志強、李國鳳、李冠洪、陳崇輝

17. With the aid of the visualiser, Mr Lau Yuen Ping made the following main points:

- (a) the current planning of the railway and transport network for the NDAs development had not taken into account the planned population (more than 30,000) of the proposed Queen's Hill development in the vicinity of the FLN NDA;
- (b) the carrying capacity of the East Rail was already saturated. In order to meet the future demand generated by the NDAs and the Queen's Hill developments, the proposed NOL should be extended to the FLN NDA. The proposed railway extension would also help relieve the existing road congestion of the area;
- (c) according to RDS 2014, there was a long-term proposal to extend the NOL to the FLN area. In view of the long lead time of implementation which would take more than 15 years, the Government was urged to commit to the development of the NOL extension at the present juncture;

- (d) the proposed junction improvement works and the Fanling Bypass to be implemented under the NDA project could not effectively resolve the existing road congestion of the area if Sha Tau Kok Road was not widened;
- (e) with the planned population intake of the Queen's Hill and the NDAs development by 2020 and 2025 respectively, the current overloaded situation of the East Rail and the existing road congestion problem of the area, in particular along Sha Tau Kok Road, would be further worsened. Prior to the completion of the NOL extension by 2030 (if any), there was an urgent need to widen Sha Tau Kok Road in order to help relieve the road congestion in the interim period.

[Actual speaking time : 5 minutes]

FLN-R11, KTN-R12 – Transport Planning Alliance

18. With the aid of a Powerpoint presentation, Mr Ian Brownlee made the following main points:

- (a) the alliance was formed by a group of professionals who were interested in integration of land use and transport planning, particularly on the topic of how the transport-oriented development concept would be beneficial to Hong Kong;
- (b) the proposal to adopt a Comprehensive New Town Development approach for NENT NDAs was supported. However, there was concern on the inadequate provision of transport infrastructure facilities to support the existing and future population. They therefore requested that the important railway infrastructure serving the areas should be shown on the OZPs and two stations be proposed in FLN to serve the future population. Similar request to have the

future railway facility shown on the OZP was also made by MTRCL (FLN-R14);

- (c) the Government's policy to use railway as the backbone for new developments was reconfirmed by the recently released RDS 2014. The development strategy was not followed in the planning of the two NDAs. There was no reservation for railway facility under the current scheme of FLN NDA, and the planned NOL alignment and station in the KTN NDA were not shown on the OZP. However, railway stations were proposed in other newly planned areas such as Tung Chung West, Wah Fu and Kam Tin South;
- (d) the existing residents of the Fanling and Sheung Shui area relied heavily on the East Rail and the carrying capacity of the East Rail had already been saturated. With the development of the two NDAs, the total planned population for the Fanling/Sheung Shui/Kwu Tung New Town would increase to about 0.5 million and the current overloaded situation of the East Rail would be further worsened. Infrastructure should be carefully planned and provided to ensure that the existing and planned population would be properly served by public transport;
- (e) the recently released RDS 2014 had recommended the extension of NOL and the provision of a station in the KTN NDA to tie in with the population intake of the area. Moreover, flexibility was retained to extend the NOL to serve the potential developments in the New Territories such as FLN and Ping Che/Ta Kwu Ling;
- (f) the road-based improvement measures proposed in the Traffic Report would unlikely cope with the new population of the NENT NDAs. The Government's concern on the financial viability for a railway extension in the FLN NDA could be addressed in many ways such as concentrating high-density developments within 500m from the railway stations, increasing the development intensity for those sites,

and integrating the railway facilities with private developments. The exclusion of the provision of railway alignment and station in FLN NDA was not adopting the transport-oriented development approach which was fundamental to the good planning for Hong Kong;

- (g) the Board should take into account the additional information available after the gazettal of the OZPs, including RDS 2014, to make a good planning decision to develop the NDAs into a railway-based new town;
- (h) similar to the approach adopted for the proposed South East Kowloon Line and the North Island Line (NIL), the railway reserve of which had been incorporated into the relevant OZPs for many years, the Board was urged to include the indicative railway alignment and station locations on the KTN and FLN OZPs to provide certainty for the implementation of the railway facilities in the long term.

[Actual speaking time : 10 minutes]

FLN-R12, KTN-R14 – Transport and Infrastructure Concern Group

19. Due to the large amount of presentation materials, Mr Denis Li requested the Chairman to grant him a total presentation time of 15 minutes for the two representations. As Mr Tsang (FLN-R45), the remaining representer yet to make an oral submission, had no objection to such request, the Chairman suggested and Members agreed to accede to Mr Li's request for further time.

20. With the aid of a Powerpoint presentation, Mr Denis Li made the following main points:

- (a) he echoed the views of the two preceding representers that the East Rail, which was already operating at full capacity, could not cater for the increased transport demand of the 0.5 million planned population

in the New Territories North;

- (b) the draft OZPs were fundamentally flawed in that they had failed to address the traffic problems that would be generated by the transportation need of the future population;
- (c) the Government had admitted in its report to the Legislative Council in February 2014 that the East Rail was operating at full capacity. Hence, the East Rail would not be able to take up an additional planned population of over 170,000 from the NDAs development;
- (d) the over-reliance on the East Rail had resulted in frequent breakdown of the East Rail with at least six incidents in the past six months. When the Sha Tin and Central Link (SCL) commenced operation, the number of train cars would be reduced from 12 to 9 and the carrying capacity of the East Rail would be reduced;
- (e) around 80% of the planned population who lived within walking distance to the proposed KTN Station would rely on East Rail for transportation. Moreover, as a number of sites generating employment were also proposed in close proximity to the planned station, the workers would likely use East Rail as their primary mode of transportation;
- (f) railway infrastructure was considered a prerequisite and a key component of new development areas. The Government's principle of using railways as the backbone for development was upheld in the planning of all new development areas including Kai Tak, Anderson Road Quarry, Tung Chung West, Hung Shui Kiu and Wah Fu Estate Redevelopment;
- (g) the RDS announced in September 2014 had included a proposal to build the NOL. However, no train station was proposed within the

FLN NDA. The traffic review conducted by NDC had concluded that the transport need of the planned population in FLN could not be met even with the planned strategic road improvement such as Fanling Bypass,

- (h) the existing and planned population of the FLN NDA had a legitimate expectation that the Government would provide sufficient transport infrastructure and railway services to meet their demand;
- (i) if the Government acknowledged the likelihood of NOL serving the FLN NDA, the future alignment and station reserves of the NOL should be indicated on the draft OZP, following the practice adopted for the NIL on the North Point OZP, as the railway facilities would have major impact on the land use planning of its surrounding area;
- (j) the Government needed to state clearly in the Explanatory Statement of the OZP that the implementation of NOL and the station should tie in with the population intake of the KTN NDA;
- (k) if the Board agreed to the proposals on the draft FLN OZP without providing the essential transport infrastructure, the Board would be in breach of its duty by failing to take into consideration the safety, convenience and general welfare of the community; and
- (l) the Government must review the planning under the FLN OZP and revise the plan to take into account the NOL and its related facilities holistically. It would be Wednesbury unreasonable and irrational for the Board to approve the draft FLN and KTN OZPs in the present form without ensuring the provision of essential transport infrastructure of NOL in a timely manner.

[Actual speaking time : 10 minutes]

FLN-R45 – Tsang Hing Lung

21. Mr Tsang Hing Lung made the following main points:

- (a) he had been living in the FLN area next to Tin Ping Estate for more than a decade and had been working in Luen Wo Hui for a few years. He was familiar with the existing traffic situation of the Fanling area. He considered that the carrying capacity of the existing transport network had reached its threshold;
- (b) according to DPO's presentation, it was anticipated that the XRL and Through Train would help relieve the loading of the cross-boundary service and the East Rail Line. However, he was doubtful how the congestion of the East Rail could be relieved as XRL and Through Train were to serve the long haul passengers while the East Rail served mainly the short haul passengers. To resolve the overloading of the East Rail, it would be more effective to extend the proposed NOL to the FLN NDA and build a station there;
- (c) the proposed Queen's Hill development located in the vicinity of the FLN NDA was served by Sha Tau Kok Road. In view of the existing severe traffic congestion at Sha Tau Kok Road, the NDC had requested the Government to carry out widening works for Sha Tau Kok Road for 10 years;
- (d) the existing capacity of Sha Tau Kok Road was insufficient to support the planned population of the proposed public housing development at Queen's Hill (about 30,000). As the new population together with the future residents of a number of public housing developments in the FLN NDA would primarily rely on public transport for daily commuting, there was an essential need to provide a railway facility in this area to meet the transport demand of the existing and planned population;

- (e) the existing commuting pattern of the residents of Luen Wo Hui in the Fanling area which had to rely on short-trip public transport for travelling to and from the existing MTR Fanling Station was undesirable as it had aggravated the traffic congestion of the local road network; and
- (f) in view of the above, the Government should carefully consider extending the proposed NOL to FLN or Queen's Hill area in order to provide the essential infrastructure to meet the transport need generated by the new development areas.

[Actual speaking time : 4 minutes]

22. As the presentations by the representer and the representer's representatives were completed, the Chairman invited questions from Members.

East Rail and Proposed NOL Extension

23. Noting that all the four representer/representers' representatives had expressed concern on the insufficient capacity of the existing East Rail to cater for the additional demand generated by the NDAs development and had requested provision of the NOL Extension to the FLN NDA, the Chairman invited the government representatives to provide more information on the proposed NOL extension.

24. Mr C.M. Chan, CE/RD2-2, HyD, said that according to the RDS 2014, the NOL was recommended to be implemented with an indicative timeframe from 2018 to 2023 to tie in with the development programme of KTN NDA. While flexibility had been reserved to allow the NOL extension in the FLN NDA, the detailed design of the NOL extension would be subject to the recommendations of the ongoing Preliminary Feasibility Study on Developing the New Territories North (NTN Study) as the railway extension would be targeted to support the future development in the New Territories North (NTN) area. The current proposal of NOL started from the Kam Sheung Road

Station to the proposed Kwu Tung Station in KTN NDA which was also a future station of the LMC Spur line. The proposed NOL, which would connect the existing West Rail and LMC Spur Line, would help re-distribute the passenger flows in the northern New Territories and divert some of the passenger loading of the East Rail.

25. Given that the total planned population for the FLN NDA and the Queen's Hill development would amount to about 100,000, the Vice-chairman asked why an additional station of the NOL extension was not planned in the FLN NDA.

26. Mr Chan said that flexibility had been reserved to allow future extension of the NOL alignment and station in the FLN NDA. The detailed alignment and the optimal location of its stations would have to be carefully planned to complement future development and transport network of the NTN area.

27. Ms Maggie M.Y. Chin also said that the proposed NOL would serve not only the future KTN NDA, its extension would also provide a linkage among various development nodes of KTN, FLN and NTN area. In formulating the overall development strategy of the NTN area, it was important to ensure that the NOL extension would be timely implemented to link up various development nodes.

28. Two Members asked if the MTRCL had any proposal to increase the frequency and carrying capacity of the East Rail services.

29. Mr Chan said that it was understood that the upgrading of the signalling system of the East Rail had been included as part of the SCL project. Upon completion of the upgrading of the signalling system, the frequency of train services could be increased and the carrying capacity of the East Rail as part of the future North South Line would be enhanced.

Transport Infrastructure

30. Noting that the existing Sha Tau Kok Road was very congested, the Vice-chairman asked the government representative whether any detailed survey or study

had been conducted to demonstrate that the additional transport demand generated by the future population of 200,000 in the area (i.e. about 70,000 for FLN NDA, 100,000 for KTN NDA and about 30,000 for Queen's Hill development) would have to be borne by the existing East Rail and the proposed NOL, and whether the currently planned provision of transport infrastructure for the area was sufficient to cope with the future demand.

31. Mr M.T. Law, CE/NTE4, CEDD, said that during the course of the NENT NDAs Study, a comprehensive TIA for the KTN and FLN NDAs was conducted to assess the future transport demand to be generated by the additional residential and employment population, and their impacts on the existing road networks in the area and its surrounding areas. After conducting an assessment on the modal split of transport demand generated by the additional population, a number of strategic road infrastructure and local road enhancement and upgrading works were proposed. At the strategic level, the proposed Fanling Bypass, which would effectively connect the FLN NDA with the Fanling Highway, would not only provide the external traffic link for the FLN NDA but would also help relieve traffic congestion of the existing Fanling/Sheung Shui New Town. On the local level, other road improvement works were also proposed including a proposed slip road at Po Shek Wu Road Interchange which would help to divert the westbound traffic from Po Shek Wu Road to the Fanling Highway. The TIA concluded that with the timely implementation of the proposed improvement works, the proposed NDAs would unlikely cause adverse traffic impacts on the surrounding areas. As the proposed Queen's Hill development was only initiated at a late stage of the NENT NDAs Study, the traffic impact of the proposed project was not taken into account in the TIA. Nevertheless, CEDD had engaged a consultant to conduct a separate TIA for the Queen's Hill development and appropriate road improvement works would be implemented to cope with the additional transport demand.

32. Ms Chin supplemented that various uses and facilities were planned within the two NDAs. Apart from the provision of various GIC facilities to serve the future population, employment opportunity of about 37,700 new jobs for the future residents would be provided within the NDAs. The ratio of employment to population was about 22%, which was on par with that of other new towns such as the existing Fanling/Sheung Shui New Town. The estimated traffic demand of various land uses had been taken into

account in the NENT NDAs Study. As the NDAs would be implemented by phases, the proposed transport facilities and infrastructure provision would be timely provided to tie in with the population intake of the NDAs.

Railway Reserve on the OZP

33. At the request of Mr Ian Brownlee, the Chairman invited him to elaborate on the need to show a railway reserve on the OZP. Mr Brownlee said that there was no need for the Board to include detailed design of the railway alignment on the OZP at this plan-making stage. With the aid of an extract plan of the North Point OZP showing the indicative alignment of the NIL which had been reserved on the plan for many years, he said that similar approach could be adopted for the NOL extension having regard to the advice of RDO and PlanD that the railway extension would be provided in the FLN NDA in future. The indicative NOL alignment and possible locations of the stations should be shown on the FLN OZP to guide future development of the area and provide a reserve to ensure that the proposed railway facilities would not be jeopardised by other developments in its vicinity.

34. As requested by the Chairman, Ms Chin said that the OZP was a statutory plan to reserve land for various uses and relevant considerations had to be taken into account in site reservation. Flexibility had been allowed for the future NOL extension in the FLN NDA as associated road network and underground space had been carefully planned in the area to cater for any possible extension of NOL. In the absence of a more detailed proposal for the NOL extension, it was considered premature to have the railway facilities shown on the OZP. She clarified that although the proposed NOL extension was not shown on the current FLN OZP, the possibility of providing the extension in the area would not be precluded.

35. A Member asked the government representative to elaborate on how flexibility had been allowed for in the FLN NDA to cater for the potential NOL extension, and whether there was any specific reason for not showing the NOL extension on the FLN OZP as compared to the North Point OZP which incorporated a railway reserve for the proposed NIL.

36. Mr Chan explained that the designation of a railway reserve on the OZPs would normally be required for those planned railways which would pass through the existing built-up areas or when a more definite railway alignment was available after detailed study. Given that the northern part of Hong Kong Island including North Point was an existing built-up area and there was limited design flexibility for the NIL alignment which had been drawn up many years ago, the incorporation of a railway reserve on the North Point OZP was considered appropriate. Regarding the NOL extension, as the design of the NOL extension was still subject to further study pending the finalisation of the future planning and development of the NTN area, it would not be appropriate to include the proposed railway alignment and its associated station(s) on the FLN OZP at this early stage in order not to adversely affect the future design flexibility of the NOL extension. As the planned Kwu Tung Station of the NOL was an underground station, it was likely that the future NOL station(s) within the FLN NDA would also be located underground.

37. Ms Chin said that apart from the FLN NDA, the NOL extension was also planned to serve the NTN area including other development areas such as Queen's Hill, Ping Che/Ta Kwu Ling and Hung Lung Hang. The potential development areas to be served by the NOL extension would need to be identified first before the alignment could be finalised. In the planning of the FLN NDA, sufficient flexibility had been allowed for different alignment options of the NOL extension to run underground along the road network, open space corridor or other agricultural land in the north. As the final alignment would be subject to change upon further planning under NTN Study, it was considered premature at the present stage to include an indicative railway alignment on the OZP.

Widening of Sha Tau Kok Road

38. As the existing Sha Tau Kok Road was already heavily congested and its traffic condition might be worsened upon the development of the NDAs and Queen's Hill, a Member asked if there was any road widening proposal for Sha Tau Kok Road.

39. Mr Law said that Sha Tau Kok Road was the major road corridor in NTN. The proposed Fanling Bypass linking the FLN NDA and Fanling Highway would help divert the traffic from Fanling/Sheung Shui to Fanling Highway. An interchange at Sha Tau Kok Road and Fanling Bypass had also been planned to help relieve the traffic problem at Sha Tau Kok Road. Regarding the Queen's Hill development, CEDD's consultant had conducted a TIA and proposed widening of some sections of Sha Tau Kok Road was being studied.

40. As the representer and representers' representatives of Group 1 had finished their presentations and Members had no further question to raise, the Chairman informed them that the hearing procedure had been completed. The Chairman thanked the government representatives, the representer and representers' representatives for attending the hearing. They left the meeting at this point.

41. The meeting was adjourned for a short break.

[Mr Ivan C.S. Fu and Ms Janice W.M. Lai returned to join the meeting, Mr David Y.T. Lui arrived to join the meeting and Professor Eddie C.M. Hui left the meeting temporarily at this point.]

Hearing for Group 2 (TPB Paper No. 9746)

Draft KTN OZP No. S/KTN/1

Representations

R16, R17, R93 and R94

Draft FLN OZP No. S/FLN/1

Representations

R16, R17, R541 and R542

Presentation and Question Sessions

42. The following representatives of PlanD, CEDD, HyD, AFCD, the consultant, and the representers or their representatives were invited to the meeting at this point:

Ms Maggie M.Y. Chin	-	DPO/FS&YLE, PlanD
Mr Otto Chan	-	STP/FS1, PlanD
Mr Kevin Ng	-	STP/FS2, PlanD
Mr M.T. Law	-	CE/NTE4, CEDD
Mr C.M. Chan	-	CE/RD2-2, HyD
Mr K.W. Cheung	-	SNCO(N), AFCD
Mr Desmond Wong	-	Ove Arup & Partners Hong Kong Ltd.

FLN-R16, KTN-R16 – Worldwide Fund - Hong Kong (WWF)

Mr Andrew Chan	-	Representer's representative
----------------	---	------------------------------

FLN-R17, KTN-R17 – The Hong Kong Bird Watching Society (HKBWS)

Ms Jocelyn Ho	-	Representer's representative
---------------	---	------------------------------

FLN-R541, KTN-R93 – Designing Hong Kong Limited (DHK)

Mr Paul Zimmerman	-	Representer's representative
-------------------	---	------------------------------

FLN-R542, KTN-R94 – The Conservancy Association (CA)

Mr Leung Tak Ming	-	Representer's representative
-------------------	---	------------------------------

43. Members noted that replacement pages of the Paper (p.9 and 27 of the main paper and p.25 of Annex II-1) were tabled at the meeting for Members' reference and distributed to the representers' representatives.

44. The Chairman extended a welcome and informed Members that three requests for additional presentation time were received from HKBWS, DHK and CA. In response to the Chairman's enquiry on their reasons for additional presentation time, Ms Jocelyn Ho of HKBWS said that a presentation time of 20 minutes was required for her to share with Members the findings of the ecological survey of Long Valley (LV) that had been carried out by HKBWS during the past eight years. Mr Leung Tak Ming of CA requested to have

a presentation time of 20 minutes to brief Members on the ecological survey of LV jointly conducted by CA and HKBWS as well as the latest development on preservation of agricultural land in Hong Kong. The Chairman suggested and Members agreed that the two requests could be acceded to. As the representative of DHK had left the meeting temporarily, his request for further time would be separately dealt with at a later stage.

45. The Chairman explained the procedure of the hearing and said that the representatives of PlanD would first be invited to make a presentation to set out the background. After that, the representers/authorised representatives would be invited to make oral submissions. After the oral submissions, there would be a Q & A session which Members could direct question(s) to any attendee(s) of the meeting. To ensure a smooth and efficient conduct of the meeting, the Chairman reminded the representers not to repeat unnecessarily long the same points which had already been presented by others earlier at the same meeting. Representers/commenters should avoid reading out or repeating statements contained in the written representations/comments already submitted, as the written submissions had already been provided to Members for their consideration.

46. The Chairman said that the current hearing session was related to Group 2 representations which mainly involved conservation issues.

47. The Chairman then invited the representatives of PlanD to brief Members on the representations and comments in respect of the draft KTN OZP and the draft FLN OZP.

48. With the aid of a Powerpoint presentation, Ms Maggie M.Y. Chin, DPO/FS&YLE, made the following main points as detailed in TPB Paper No. 9746:

Background

- (a) Group 2 consisted of eight representations which were related to specific conservation issues;
- (b) in planning the KTN and FLN NDAs, 'Green New Town' concept had

been adopted with a view to integrating the existing natural resources such as Ng Tung River, River Beas, Long Valley, together with the new town development;

- (c) one of the guiding principles of the KTN and FLN NDAs was to establish sustainable living environment in order to respect, preserve and optimise the use of the existing valuable natural and cultural resources. Ecological surveys and studies were conducted to identify the conservation areas from the ecological conservation point of view;
- (d) 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;
- (e) taking into account ACE's conditions of endorsement and its recommendations in the consideration of the EIA report, the Outline Development Plans for the KTN and FLN NDAs were prepared and two new draft KTN and FLN OZPs were prepared to take forward the recommendations of the NENT NDAs Study. The OZPs provided the statutory land use framework for the NDAs;

Overall Planning of the KTN NDA

- (f) the KTN NDA would be developed as a 'Mixed Development Node' comprising residential, commercial, research & development and agricultural uses as well as retail and services, community and government facilities and land for natural and ecological conservation;

- (g) a rail-based transit oriented development strategy was adopted. High-density residential development, commercial and GIC facilities would be developed around the proposed railway station with a plot ratio of about 6;
- (h) a comprehensive pedestrian, cycle track and open space networks linking the residential areas and major activity nodes with the public transport hub had been planned;
- (i) the overall building height profile of the KTN OZP was planned to step down from town centre 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;
- (j) the proposed Business and Technology Park (BTP) at the southeastern part of the NDA was an important economic and employment node. Different height restrictions were imposed on these sites to establish a stepped building height profile decreasing towards Sheung Yue River and Long Valley Nature Park (LVNP);

Overall Planning of the FLN NDA

- (k) the FLN NDA would be developed into a 'Riverside Community' making the best use of its beautiful riverside scenery and hilly backdrop to provide a quality living environment with a mix of residential, commercial and agricultural uses as well as retail and services, community and government facilities;
- (l) 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; and
- (m) a stepped building height concept was recommended with overall

development intensity and building height profile stepping down from district nodes towards the periphery and riverside to ensure variety in height and massing of new developments, and to ensure better integration with the adjacent rural setting;

The Representations

- (n) the four representations in respect of the KTN OZP were submitted by WWF, HKBWS, DHK and CA. They mainly submitted comments and proposals related to specific conservation issues such as safeguarding the LV and preservation of the Ma Tso Lung (MTL) Stream;
- (o) these four representers also submitted four representations in respect of the FLN OZP, mainly related to the protection of the meanders at Ng Tung River and Rose Bitterling thereat, the retention of the Man Kam To Road Egret, the concerns on the loss of agricultural land/farmland in the area, and concerns on the adequacy of green public area;

Major Grounds and Proposals of Representations Relating to Both the KTN OZP and FLN OZP and Responses

- (p) the main grounds of the representations as detailed in paragraphs 3.2 of the Paper were summarised below:

Importance of Agriculture in Hong Kong

- (i) agriculture offered an opportunity for diversification of culture and lifestyles, and contributed to food safety and security for Hong Kong. The current planning policy was unfavourable to agricultural industries. Potential farmland was diminishing due to Small House and open storage developments. A strict and positive policy should be sought to preserve agricultural land

through protective zoning;

Segregation of Development Areas by Roads

- (ii) sites in the NDAs were segregated by roads which would adversely affect the vibrancy and connectivity of the development areas. There was a lack of comprehensive cycling and pedestrian plan;
- (q) responses to the grounds of representations as detailed in paragraph 5.4 of the Paper were summarised as below:

Importance of Agriculture in Hong Kong

- (i) with a view to promoting urban-rural integration and recognising the importance of agriculture to Hong Kong, agricultural land had 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 “Agriculture” (“AGR”) and “AGR(1)” and 37 ha of land reserved for LVNP, would allow continuation of current farming activities;

Segregation of development areas by roads

- (ii) a comprehensive road network, pedestrian connection and cycle track system had been planned for the KTN and FLN NDAs to connect them with the surrounding areas and also to connect the various areas within the NDAs;
- (iii) the areas designed for ‘Road’ use had only taken up about 10% and 17% of the total land area of the KTN and FLN NDAs respectively, which were similar to other new towns such as

Yuen Long, Tin Shui Wai and Tsuen Wan;

Major Grounds and Proposals of Representations Relating to the KTN OZP and Responses

- (r) the main grounds and proposals of the representations as detailed in paragraphs 3.3 of the Paper were summarised below:

Zoning of MTL Stream and its Marsh

- (i) the proposed “GB” zoning of MTL Stream and its marsh was not sufficient to protect Three-banded Box Terrapin and other associated wildlife. The MTL Stream and marsh should be zoned as “Conservation Area” (“CA”) to avoid adverse ecological impacts;
- (ii) the eastern side of the MTL stream would be adversely affected by Rural Road R1. The proposed road should be deleted and the concerned area should be zoned as “CA” to serve as a buffer zone for the MTL Stream;

Zoning of LVNP and its Surrounding Areas

- (iii) the planning intention of the “Other Specified Uses” (“OU”) annotated “Nature Park” zone should be revised to acknowledge the importance of maintaining habitat diversity and agricultural practice;
- (iv) the zoning to the north (zoned “AGR(1)”) and south (zoned “AGR”) of LVNP were incompatible with the land use at LVNP;
- (v) proposal - the areas to the north and south of LVNP, which

were zoned “AGR(1)” and “AGR” respectively, should be rezoned to “OU” annotated “Nature Park”, “CA” or “GB”;

Residential Development and Business and Technology Park

- (vi) the development layout and land use of the proposed Business and Technology Park and residential development in KTN Planning Areas 32, 33, 34 and 36 near LVNP were not appropriate and should be reconsidered;
- (vii) the proposed building height restrictions of 40mPD to 55mPD in Areas 33 and 34 for the Business and Technology Park near LVNP would cause light disturbance and discourage birds from landing in LVNP;
- (viii) proposals – (i) KTN Planning Areas 32, 33, 34 and 36 should be rezoned from “OU” annotated “Business and Technology Park” / “Village Type Development (1)” (“V(1)”) to “CA” or “GB” to discourage development in these areas; and (ii) a more stringent building height restriction, similar to that of the adjacent village type development, should be imposed on the Business and Technology Park especially in KTN Planning Area 33;

Zoning of the Fung Shui woodland

- (ix) given its ecological value, the Fung Shui woodland in KTN Planning Area 16 should be rezoned to “CA”;
- (s) responses to the main grounds and proposals of the representations as detailed in paragraphs 5.5 of the Paper were summarised below:

Zoning of MTL Stream and its Marsh

- (i) the land area along MTL Stream was designated as “GB” to protect the habitats for wildlife associated with the MTL Stream. There was a general presumption against development within the “GB” zone which had provided sufficient planning control on the concerned area;
- (ii) in order to minimise its impact on the lower section of the MTL Stream, the proposed Rural Road R1 would cross the stream on viaduct and a buffer zone of 15-30m had been allowed on both sides of MTL Stream. In addition, a 1.2m high permanent solid faunal barrier would be built along the at-grade portion of Rural Road R1 to minimise impacts of terrestrial meso-fauna;
- (iii) the EIA Report had also concluded that the proposed “GB” zoning with implementation of proposed mitigation measures would be environmentally acceptable;
- (iv) on the proposal of abandoning the proposed Rural Road R1 and rezoning the concerned area to “CA”, the proposed Rural Road R1 was essential for providing access to the proposed sports ground/sports complex, research and development use and sewerage pumping station at the north-western tip of the KTN NDA. In formulating the alignment of the proposed Rural Road R1, a series of factors had been taken into consideration, including the highway standards, road safety, environmental and ecological impacts;

Zoning of LVNP and its Surrounding Areas

- (v) LV was currently zoned “OU” annotated “Nature Park”, which was intended primarily for the development of a nature park to

protect and enhance existing wetland habitats. The “OU” zoning had recognised the high ecological value of the area;

- (vi) according to the EIA, the areas to the north and south of LVNP were not of the same ecological value. The area to the north of LVNP, which included a significant proportion of wet agricultural land, had been assessed as being of high ecological value in the EIA Report. For the area to the south of LVNP, it was largely a mosaic of plantation, orchard, grassland, dry agriculture and domestic structures, which was of low ecological value in general;
- (vii) the planning intention of the “AGR(1)” zone was to serve as a buffer to give added protection to the proposed LVNP, and to protect the area under the flight path of birds between Ho Sheung Heung (HSH) egrettry and LV. Only uses related to agricultural uses and rural facilities serving the local community were permitted as of right. As filling of pond/land would have adverse environmental impacts on the area, planning permission from the Board was required for such activities including the filling of land up to 1.2m which was normally permitted in “AGR” zone. The proposed “AGR(1)” zone would provide sufficient planning control over the area;

Residential Development and Business and Technology Park

- (viii) the cluster of sites zoned “OU” annotated “Business and Technology Park” in KTN Planning Areas 32, 33 and 34 would have easy access to the Fanling Highway and the proposed Kwu Tung Station. The concerned areas were mainly formed land currently occupied by open storage use, workshops and squatters. The concerned areas had no

significant ecological and conservation value;

- (ix) according to the EIA Report, the proposed development in the Business and Technology Park was considered environmentally acceptable and would not have significant adverse impacts on LVNP;
- (x) the overall building height profile of the KTN OZP was planned to step down from the town centre 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 proposed low-rise and low-density village type development (subject to a maximum building height of 3 storeys), which was separated from the western side of LV by Sheung Yue River (about 60m in width), would have no significant adverse ecological impacts on the LVNP;
- (xi) KTN Planning Area 34 was about 70m away from LVNP. The proposed development in the Business and Technology Park would be guided by an urban design plan to ensure the adoption of innovative building design and special landscape treatment. Due consideration would be given to minimise any adverse impacts on LVNP;
- (xii) as for KTN Planning Area 33, green buffers had been provided along the western side of LVNP to further mitigate possible impacts from the Business and Technology Park;
- (xiii) in order to create a pleasant park-like environment for this business and technology cluster, an urban design and landscape framework would be formulated to guide the future development for all the Business and Technology Park sites in

KTN Planning Areas 31, 32, 33 and 34;

- (xiv) development on individual sites within the Business and Technology Park should be guided by a master layout plan to ensure an integrated and compatible layout;

Fung Shui woodland

- (xv) according to the EIA Report, the concerned fung shui woodland had no significant ecological value. Under the “GB” zoning, there was a general presumption against development which should have provided the necessary planning protection;

Major Grounds and Proposals of Representations Relating to the FLN OZP and Responses

- (t) the main grounds and proposals of the representations as detailed in paragraphs 3.4 of the Paper were summarised below:

Supportive Representation

- (i) FLN-R542 supported the “CA” zones in both Fu Tei Au and area near Wa Shan to reflect the ecological importance of these meanders;

Adverse Representations

Meanders and their Riparian of Ng Tung River

- (ii) Rose Bitterling, an ecological valuable and rarely seen freshwater fish, had been spotted along Ng Tung River meander within FLN. Relocation of Rose Bitterling from the

meander at Ng Tung River to that at Sheung Yue River had been proposed as a mitigation measure. However, detailed relocation plan was not available at the current stage;

- (iii) proposals – the meanders and their riparian zones in FLN Planning Area 6 should be zoned as “CA” to reflect their ecological value. All other affected meanders should be zoned as “Undetermined” (“U”) before the proposed relocation of Rose Bitterling was proven effective. If the trial was proven unsuccessful, those affected meanders and their associated riparian zones should be retained and zoned as “CA” to protect the habitats of Rose Bitterling and safeguard their population;

Man Kam To Road egretty

- (iv) the proposed relocation of the Man Kam To Road egretty to Fu Tei Au due to the construction of new road junction had to be proven successful prior to the commencement of works. However, there was not yet any scientific evidence to prove that the proposed relocation would be successful;
- (v) proposal - the Man Kam To Road egretty should be retained and zoned “CA”;

Agricultural land/farmland/villages in FLN

- (vi) the existing agricultural land of FLN should be retained as many as possible, especially the large patch of farmland at Ma Shi Po;
- (vii) agricultural land with good quality and high potential for rehabilitation should be resumed by the Government and then

leased to tenants through new planning and management scheme, similar to the arrangement of LVNP;

- (viii) proposals - the agricultural land at Ma Shi Po, the “Open Space” (“O”) zone in FLN Planning Area 12 and the agricultural land adjacent to the mitigation meander between FLN Planning Areas 13 and 15 should be zoned as a new “OU” annotated “Agricultural Priority Area” zone;

Public green area

- (ix) there was inadequate public green area and no area under “GB” zoning in the FLN OZP. There was only one small open space in the southern area and one narrow open space along Ng Tung River. In view of the small area and irregular shape, it was doubtful whether the concerned areas could be used effectively for open space purpose;
- (u) responses to the main grounds of the representations and proposals as detailed in paragraphs 5.6 of the Paper were summarised below:

Supportive representation

- (i) the supportive view was noted;

Adverse representations

Meanders and their Riparian Zones of Ng Tung River

- (ii) under the NENT NDAs Study, detailed surveys on all meanders had been conducted which showed the presence of Rose Bitterling in only four retained meanders of Ng Tung Rivers (namely one each in FLN Planning Areas 2, 7, 10 and a

‘double’ meander in FLN Planning Area 6) in the FLN NDA. According to the EIA Report, these meanders were of low to moderate ecological value as they were small areas of semi-natural habitat highly disturbed by people and were used by small numbers of fauna of conservation significance;

- (iii) as required under an approval condition of the EIA Report, the two meanders at Ng Tung River in FLN Planning Areas 2 and 7 should be retained as habitats for Rose Bitterling. They were zoned “CA” on the OZP. Submission of a detailed proposal on the relocation plan of the Rose Bitterling and subsequent monitoring was required to demonstrate that the mitigation measures proposed were effective prior to commencement of construction works;
- (iv) the ‘double’ meander in FLN Planning Area 6 forming part of the riverside promenade would be retained and integrated into the design of the regional open space as important landscape features for enjoyment of the residents and the general public;
- (v) the remaining meander in FLN Planning Area 10 zoned “O”, “Residential (Group B)” (“R(B)”) and “Government, Institution or Community” (“G/IC”) under the FLN OZP was small and of low ecological value. There was no strong justification to rezone the concerned areas into “CA” zone;

Man Kam To Road egretty

- (vi) two mitigation meanders on the northern side of Ng Tung River in FLN Planning Areas 2 and 7 would be reserved for creation of egretty nest site habitat to compensate the loss of the Man Kam To Road egretty. Those mitigation meanders were zoned “CA” in which there was a general presumption

against development;

- (vii) a detailed Egret Habitat Creation and Management Plan on the establishment of alternative egret sites and a monitoring programme to assess and confirm the effectiveness of the relevant mitigation measures would be submitted prior to commencement of the construction of the relevant works;
- (viii) the proposal to retain Man Kam To Road egret and zone it as “CA” was not a practical option as it would adversely affect the proposed Fanling Bypass. According to the EIA Report, the current Man Kam To Road Roundabout with the proposed mitigation measures was environmentally acceptable;

Agricultural land/farmland/villages in FLN

- (ix) with a view to promoting urban-rural integration and recognising the importance of agriculture to Hong Kong, about 95 ha of agricultural land had been retained within the two NDAs to allow continuation of farming practices in the areas;
- (x) to take forward the NDAs development to meet Hong Kong’s housing, economic and environmental needs, it was unavoidable that some existing farmland would be affected. It was estimated that about 4 ha and 24 ha of active agricultural land in the KTN NDA and FLN NDA would be affected respectively. The 28 ha of affected agricultural land accounted for less than 4% of total active agricultural land in Hong Kong;
- (xi) the agricultural land in Kwu Tung South (about 103 ha) had been surveyed, of which about 34 ha (including about 5 ha of Government land) were fallow agricultural land that had

potentials for agricultural resite/rehabilitation. The Government would endeavour to assist the affected farmers to rehabilitate farming and to offer them with reasonable arrangements and compensation under the prevailing policy;

- (xii) the FLN NDA was a natural extension of the Fanling/Sheung Shui New Town. FLN Planning Areas 13, 15, 16 and 17 at Ma Shi Po area, which was immediately adjoining the Fanling town, would be the town centre of the FLN NDA planned for medium- to high-density residential development. FLN Planning Area 12 was proposed to be developed into a Central Park with recreational facilities. FLN Planning Area 7 was reserved for the provision of GIC facilities necessary to serve the future NDAs development;

Public green area

- (xiii) about 25 ha of land had been zoned “O” on the FLN OZP for the provision of a network of interconnected public open spaces of different sizes and functions, namely regional, district and local open spaces. Besides, there were a total of about 2.5 ha of land under “GB” zoning which was intended primarily for defining the limits of urban and sub-urban development areas by natural features as well as to provide an ecological buffer for adjacent meander;

Consultation

- (v) in December 2013 and January 2014, the NDC and relevant RCs were consulted on the two OZPs respectively. Major views / concerns of the NDC and the government’s responses made at the meeting were summarised in paragraph 2.6 of the Paper;

- (w) relevant government bureaux/departments had been consulted and their comments had been incorporated into the Paper, where appropriate;

PlanD's Views

- (x) the representations No. KTN- R16, R17, R93, R94 and FLN-R16, R17, R541 and R542 in Group 2 were not supported and no amendment should be made to the two draft OZPs to meet these representations.

49. The Chairman invited the representers and the representers' representatives to elaborate on their representations.

FLN-R16, KTN-R16 – WWF

50. With the aid of a Powerpoint presentation, Mr Andrew Chan made the following main points:

- (a) WWF objected to both the KTN and FLN OZPs;

KTN OZP

MTL Stream

- (b) MTL Stream was of conservation importance for the reasons that the stream bottom and banks in the lower section were largely natural and its riparian zone was an important ecological corridor. Such kind of stream with limited level of human activity in Hong Kong was uncommon and declining in number due to channelisation;
- (c) according to the EIA report, the upper and middle section of MTL Stream were of high ecological value due to the presence of

Three-banded Box Terrapin (the Terrapin) while the lower section of the stream was of moderate to high ecological value;

- (d) the Terrapin was on the list of ‘critically endangered’ species of the International Union for Conservation of Nature (IUCN). Its global population was declining due to excessive hunting and habitat degradation. The Terrapin was widely distributed in Hong Kong but it was still rare. While it preferred mountain streams in broadleaf woodland or secondary forest liked the upper section of MTL Stream, it was highly mobile and might also be found in marshy/wooded area or lower part of a mountain and stream. The lower section of MTL Stream was a potential habitat for the Terrapin;
- (e) the “GB” zoning was not adequate to protect MTL Stream and its riparian area. While there was a general presumption against development within the “GB” zone, limited developments might be permitted on application to the Board as set out in the Explanatory Statement of the OZP. Due to its high ecological and conservation value, the whole MTL Stream and its 30m wide riparian zone should be zoned “CA”;

Rural Road R1

- (f) the proposed Rural Road R1 would be connecting to the proposed LMC Eastern Connection Road (ECR). However, the proposed ECR had been excluded from the EIA report of LMC Loop and a separate EIA would be carried out. As ECR and Road R1 should be assessed together in the future EIA report, prior to the completion and approval of the EIA report for ECR, Road R1 should be taken out from the draft OZP at the moment;
- (g) the concerned area of Road R1 should be zoned as “CA” to serve as a buffer zone for the MTL Stream;

FLN NDA

Meanders of Ng Tung River

- (h) Rose Bitterling, an uncommon freshwater fish species, was of conservation concern according to AFCD's assessment. Due to its specific ecology which required freshwater mussel *Anodonta woodiana* for reproduction, Rose Bitterling was recorded only in a few streams in Hong Kong;
- (i) according to a detailed survey, Rose Bitterling was found in four retained meanders of Ng Tung River in Planning Areas 2, 6, 7 and 10 of FLN. Under the FLN OZP, the meanders in Planning Areas 2 and 7 were zoned "CA", the double meanders in Planning Area 6 were zoned "O" while the one in Planning Area 10 was zoned "O", "R(B)" and "G/IC";
- (j) the meander in Planning Area 10 where juvenile fish were observed was not of low ecological value. The current zoning of the meander was not appropriate and was inconsistent with the conservation approach adopted for the meanders in Planning Areas 2 and 7. The meander should be zoned "CA" to protect the breeding site for Rose Bitterling;
- (k) the current "O" zoning could not provide sufficient protection for the double meanders in Planning Area 6. Some recreational facilities which were permitted as of right under the "O" zone might cause adverse ecological impact on the meanders. Moreover, there was no restriction on filling and excavation under the "O" zone. To be consistent with the conservation approach adopted for the meanders in Planning Areas 2 and 7, the meanders in Planning Area 6 should be rezoned to "CA" for better protection.

[Actual speaking time : 10 minutes]

FLN-R17, KTN-R17 - HKBWS

51. With the aid of a Powerpoint presentation, Ms Joyceln Ho made the following main points:

- (a) she supported the points made by the representative of WWF;

Ecological value of LV and HSH

- (b) the Nature Conservation Management Agreement Project (Management Agreement) for LV was jointly conducted by HKBWS and CA and the former was responsible for carrying out ecological survey and habitat management;
- (c) the high ecological value of LV and Ho Sheung Heung (HSH) were widely recognised both internationally and locally:
 - (i) the Inner Deep Bay and Shenzhen River catchment was internationally recognised by Birdlife International as an important bird area (IBA). LV including the agricultural land to the east of HSH was the only piece of sizeable farmland within the whole IBA;
 - (ii) LV and HSH area was included as one of the Priority Sites for Enhanced Conservation under the New Nature Conservation Policy;
 - (iii) previous studies like the EIA reports for Sheung Shui to LMC Spur Line project and the NENT NDAs Study as well as other academic studies demonstrated that LV was of high ecological

value and its agricultural land were of high biodiversity value;

[Professor P.P. Ho returned to join the meeting at this point.]

- (d) according to the habitat map of the EIA Report, the habitats of LV and HSH were similar, comprising mainly of wet and dry agricultural land in different proportion. The egretty flight-line survey conducted in the same EIA also showed that most of the egrets would forage at the fish ponds within 4km of the HSH egretty which existed before 2000 and remained to be an important foraging sites for egrets;
- (e) the freshwater/brackish wetland, which was classified by AFCD as a kind of high value ecological habitat, was rarely found in Hong Kong as it covered less than 1% of the total land area of the territory;
- (f) there was a total of 526 bird species in Hong Kong and more than 50% of them could be found in LV. Based on the ecological survey, out of 296 bird species including waterbirds and wetland-dependent species that were spotted in LV and HSH, 135 were of conservation importance. Hence, the bird diversity and abundance of LV was high;
- (g) some important bird species were also found in the area including one 'Critically Endangered', three 'Endangered' (e.g. Black-faced Spoonbill and Yellow-breasted Bunting) and eight 'Vulnerable' species listed in IUCN Red List;

Extension of LVNP boundary to HSH

- (h) HSH was a known breeding site for 17 bird species including locally concerned Little Grebe and other waterbird species. Due to a higher proportion of wet agricultural land in HSH providing a more favourable foraging ground, some species such as Common

Kingfisher, Pied Kingfisher, were found only to breed in HSH but not in LV. In recent years, increased number of bird species, such as Greater Painted-snipes, Pipits and White Wagtail, used HSH for foraging and breeding;

- (i) since the proportion of wet and dry agricultural land in LV and HSH was different, the two areas would serve as the foraging and breeding sites for different birds;
- (j) in accordance with the 'Edge Effect' concept in ecology, the larger the protected area, the larger the interior habitat which could provide a suitable foraging and breeding ground for the birds. Theoretically speaking, if LVNP, with an area of 37 ha, was in circular shape, the percentage of interior habitat available for this protected area would be about 33% (i.e. 12 ha). However, as LVNP was not in circular shape, the amount of edge would increase and the interior habitat area would decrease correspondingly. Moreover, the amount of interior habitat might be further affected by the proposed developments to the west of LVNP. In this regard, the protected area should be further enlarged in order to provide more interior habitat for the birds;
- (k) the extent of wetland and agricultural land in the LV and HSH area had been reduced over the years, some were due to channelisation of Sheung Yue River in the past and some were lost to other developments in recent years. She was worried that the proposed Small House or the business and technology park developments in the NDA would affect the flight path of the migratory birds;
- (l) the future KTN Station was located in the vicinity of LVNP. The improved accessibility of the LVNP would result in more human disturbance of the natural habitats. Moreover, if the proposed coach parking spaces for LVNP were located within the nature park boundary, the area of natural habitats would be further reduced;

- (m) with a view to sufficiently protect the existing ecological condition of LV and HSH, further loss of wetland habitat should be prevented and the protected area (i.e. LVNP) should be enlarged to include the existing agricultural land in the surrounding areas. Moreover, a buffer area should be created and its rural character be maintained. Appropriate zonings should be given to the existing agricultural land at HSH and LV to provide long-term protection. The currently proposed “AGR” and “AGR(1)” zonings, which might allow Small House development through planning application, might pose future threat to the natural habitats in LV and HSH;
- (n) the proposed business and technology park developments which were located near the LVNP should be relocated and the concerned area should be rezoned from “AGR” to “CA” to provide sufficient protection; and

Conclusion

- (o) the Board was requested to note the scientific evidence showing the ecological importance of HSH and LV in carrying out proper planning; to extend the boundary of LVNP to cover the existing agricultural land in HSH or to rezone the concerned area from “AGR(1)” to “CA”; and to relocate the proposed business and technology park and residential developments near LVNP and that the concerned area be rezoned to “GB” or “CA”.

[Actual speaking time : 16 minutes]

FLN-R542, KTN-R-94 – CA

52. With the aid of the Powerpoint presentation, Mr Leung Tak Ming made the following main points:

Ecological Importance of LV and its surrounding area

- (a) ACE's recommendation to rezone the agricultural land to the north of LVNP from "AGR(1)" to "CA" was supported;
- (b) according to the EIA Report, the agricultural land to the north of Sheung Yue River was of high ecological value. It was located under the flight path of the migratory bird between LV, HSH egretty and wetlands in the Deep Bay area and formed an integral part of the IBA of the Inner Deep Bay and Shenzhen River Catchment Area. The proposed "AGR(1)" zone did not reflect the ecological importance of this area and might affect the ecological linkage. CA considered that the agricultural land to the north of LVNP should be rezoned to "CA" or "OU(Nature Park)" to better protect the area;
- (c) the agricultural land to the north and south of LVNP under the "AGR(1)" and "AGR" zonings respectively might not be able to serve as the buffer area for the LVNP. Under these zonings, Small House development might be permitted on application to the Board. As some of the existing agricultural land fell within the village 'environs' of HSH, the existing zonings might create a false hope to the indigenous villagers that Small Houses could be built. That might encourage the villagers to intentionally adopt a 'destroy first, develop later' approach for the development of Small Houses, resulting in degradation of the ecological value of the area;

Preservation of agricultural land in FLN

- (d) due to the importance of agricultural land in maintaining the ecological integrity of the area, ACE strongly recommended that the Government should take initiatives to identify suitable farmland and to proactively match the farm sites for those affected farmers who wanted to continue

farming in the NDAs. However, the effectiveness of AFCD's agricultural rehabilitation programme was in doubt as some of the agricultural land might have been acquired by developers or some land owners might not prefer to sell/lease their land for agricultural activities. As such, the existing active agricultural land within the NDAs should be preserved;

- (e) Wa Shan which was located at the periphery of FLN NDA was currently occupied by active agricultural land. The proposed road, sewage pumping station, and roadside amenity should be relocated to avoid encroachment on agricultural land. The existing active agricultural land in Wa Shan should be preserved and rezoned to "GB" or "OU" annotated "Agriculture Priority Area" for sustainable agriculture and education;
- (f) the agricultural activities at Ma Shi Po had a long history for more than 100 years. The existing farmland under active cultivation was of good quality and should be preserved. In view of its close proximity to the urban area, the preservation of farming activities at Ma Shi Po could achieve 'urban-rural integration'. Moreover, the agricultural activities in Ma Shi Po would boost the local economy and could make better use of the compost produced from the Organic Waste Treatment Facilities in Siu Ho Wan. The agricultural land in the area was worthwhile for preservation and should be rezoned to "GB" or "OU" annotated "Agriculture Priority Area";
- (g) agricultural land with good quality and high potential for rehabilitation should be resumed by the Government and then leased to tenants through new planning and management scheme;

Retained Meanders of Ng Tung River

- (h) according to the recommendations of 'Main Drainage Channels for

Fanling, Sheung Shui and Hinterland EIA Report' (1998), a number of abandoned meander management measures including hydroseeding along the river embankment, and tree plantings on both sides of the river were proposed. It was anticipated that these management measures would bring a number of benefits to the ecology of the area, such as creation of pond habitat on the floodplain and provision of habitats for dragonfly breeding and foraging. Despite the implementation of the meander management measures, the ecological value of these retained meanders of Ng Tung River and their mitigation plantations remained to be of low to moderate value, as assessed in the EIA Report;

- (i) in view of the above, it was considered that the management strategy for those retained meanders should be shifted from purely ecological to restoring its function to agricultural purpose;
- (j) the meander near Ma Shi Po, which was mostly occupied by flat land with some landscape plantings, was of low ecological value. With the presence of field bund and irrigation facilities, the fallow agricultural land in the area had high potential for agricultural rehabilitation;
- (k) despite existing trees were retained and bamboos were planted for providing a breeding site for egrets, as recommended under the EIA report of the drainage project, the ecological value of the meander near Shek Wu San Tsuen remained limited. Currently, a few orchards and active farmland were found on both sides of the meander. While the area was proposed for the development of a Central Park for the FLN NDA, consideration should be given to using the land for both recreational and sustainable agricultural uses, instead of designing urban park similar to that of other new towns and urban areas;

Others

- (l) the proposed 'business and technology park' developments in the vicinity of LVNP would have light disturbance and generate additional vehicular and pedestrian traffic to the area. Moreover, its proposed building height would discourage birds from landing in LVNP and adversely affect the ecological value of LV. In that regard, a more stringent building height restriction should be imposed on the 'business and technology park' sites. Moreover, as LV itself had already served as a landmark for the KTN area, there was no need to build another 10-storey landmark building in Area 33; and
- (m) the proposed Road P2 abutting LVNP to the west would affect the ecology of LVNP. The road should be realigned or deleted.

[Actual speaking time : 16 minutes]

FLN-R541, KTN-R-93 - DHK

53. Mr Paul Zimmerman, the representer's representative, made the following main points:

- (a) the views presented by CA, WWF and HKBWS were supported;
- (b) while the development of New Town in the New Territories was supported, there was concern on its impact on the biodiversity of the area;

Impact on Biodiversity

- (c) a lot of existing small local industries and businesses would be affected by the NDAs development. There was an absence of an economic policy for rehabilitation and relocation of existing industries affected by the NDAs development other than

compensation for loss of property. Moreover, there was a lack of analysis on how the existing employment and businesses would be affected and whether the proposed commercial areas in other parts of the territory were suitable relocation sites for those displaced industries;

- (d) the displacement of the affected industries would have a ‘spillover effect’ onto other green or agricultural land in the surrounding areas. Moreover, large-scale construction activities associated with the NDAs development might use some agricultural land for parking of construction vehicles. The adverse impact of loss of existing agricultural land on biodiversity had not been properly studied or addressed;
- (e) the Government had only limited control on the abusive uses of private land which might cause adverse environmental impact on the surrounding area. Increased human activities in the area resulting in more pollution on the environment would affect the biodiversity of the area;

[Mr Clarence W.C. Leung left the meeting temporarily at this point.]

- (f) the Board was urged to ensure that the ‘spillover effect’ would be properly addressed by requesting the concerned government bureaux/departments to conduct some detailed analyses on the impact of the NDAs on the existing local industries within the NDAs;

Integrated planning for the NDA and its immediate environment

- (g) the interface between the large-scale public works carried out for the NDAs and the minor rural improvement works for its immediate adjacent areas should be carefully planned and coordinated to ensure that the design and layout of both projects were compatible with each

other;

- (h) the Government should recognise the need to reserve funding for carrying out some enhancement works for those areas in the vicinity of the proposed development areas. The planning and engineering studies undertaken or planned by the Government should delineate a larger study area to facilitate better integration of public works between the future development areas and their surrounding environment;
- (i) should the Board consider it necessary to address this interface issue, it would be more appropriate for such concern to be recorded in the minutes of the Board's meeting. It was hoped that the Board's concern would be duly considered by the concerned departments in planning for the future public works projects for the new development areas and their immediate surrounding areas such that the works would be implemented in a holistic and coordinated manner;

Provision of Cycle Tracks

- (j) there was a lack of comprehensive planning for the cycling network in the NDAs. The existing cycling network which merely included a network of tracks was inadequate and not conducive to promoting cycling as a mode of public transport. There was a need to formulate a comprehensive plan consisting of track, shared road surface, shared promenades, and parking facilities at housing, retail and transport nodes, etc. to link up the residential neighbourhood with other major activity nodes in the area; and

[Ms Anita W.T. Ma left the meeting temporarily at this point.]

- (k) the Board should recognise the need for a comprehensive cycle track networks for the NDAs and the concern should be properly recorded

in the minutes of the Board's meeting such that there would be a better chance for better planning of the cycle track network in future.

[Actual speaking time : 10 minutes]

54. As the presentations by the representers' representatives were completed, the Chairman invited questions from Members.

Agricultural land in LV

55. Noting that some of the agricultural land had been zoned "O" on the OZPs, a Member asked if there was provision to allow some form of agricultural activities such as Community Garden within the "O" zone. Ms Maggie M.Y. Chin, DPO/FS&YLE, PlanD, said that from her understanding, the Community Garden Programme organised by the Leisure and Cultural Services Department was being promoted in some selected areas. There was room for promoting the Programme in the NDAs and the Government could further study its feasibility at the detailed implementation stage.

56. The same Member expressed appreciation to CA and HKBWS for their long-term commitment in carrying out the Management Agreement in LV. The Member then asked the two representers whether they were responsible for deciding the appropriate proportion of wet and dry agricultural land in LV and HSH, and whether there were any existing crowd control measures for the visitors of LV and HSH apart from the guided tours organised by them.

57. Ms Jocelyn Ho of HKBWS said that not all farmers in LV had entered into management agreement with them. They could only work in collaboration with those farmers who had agreement with them to decide on the types of crops, timing for cultivation and the proportion of wet and dry agricultural land in the area. Ms Ho continued to say that apart from the guided tours organised under the Management Agreement project, LV and HSH were frequently visited by various groups of bird watchers and photographers who were very familiar with the area. She was concerned that with the improved accessibility of the LV and HSH areas in future, a new group of

visitors, mainly the general members of public who were unfamiliar with nature conservation, would be attracted to the areas.

58. The Chairman said that LV was considered of high ecological value due to the existing practice of wet farming in the area which had provided a suitable habitat for a number of bird species. Under the existing agricultural policy, structures were permitted to be constructed on the farm for dwelling/storage purposes, hence human disturbance to the environment was inevitable. He asked the representers for their views on the above.

59. Ms Jocelyn Ho said that under the Management Agreement programme, the farmers and birds co-existed harmoniously in the LV area. Farmers learnt that the birds would not feed on their crops and since only a small number of farmers worked in the area, human disturbance on the existing environment was limited. Moreover, there was an existing practice to preserve a small area exclusively as a bird foraging ground and the area would be free from human disturbance. The location of the foraging ground would be rotated from time to time to tie in with the farming season of different crops. The adoption of a holistic management approach for the area would minimise the potential impact of human activities on the natural environment.

Agricultural resite / rehabilitation

60. The Vice-chairman asked DPO to explain the rationale of preserving 95 ha of land including 37 ha in LV for agricultural use in the NDAs. Moreover, it was noted from the Paper that 28 ha of the affected farmland would not be compensated in the NDAs and to facilitate agricultural resite / rehabilitation for affected farmers, about 34 ha of fallow agricultural land in Kwu Tung South was identified as having potentials for agricultural resite/rehabilitation. He enquired about the agricultural resite scheme and whether there were any successful cross-district resite cases in the past.

61. Ms Maggie M.Y. Chin said that a total of 28 ha of existing active agricultural land would be affected by the NDAs development. In the KTN NDA, three large areas, namely the LVNP and the areas to its north and south, had been preserved for agricultural use to allow the continuation of farming in the area including the wet farming in LV.

Areas to the north of LVNP, which was characterised by existing active agricultural land in HSH, was proposed to serve as a buffer area of LVNP and to protect the flight path of birds at LV. The area was zoned “AGR(1)” with more stringent development control. Planning permission from the Board was required for such activities including the filling of land up to 1.2m which was normally permitted in “AGR” zone. Moreover, some uses such as ‘Picnic Area’ which were permitted as of right under the “CA” zone might not be allowed in order to preserve the current condition of wet farmland. The area to the south of LVNP, largely a mosaic of plantation, orchard, grassland and fallow agricultural land was zoned “AGR” with the planning intention to retain and safeguard good quality agricultural land for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural uses. In the FLN NDA, agricultural land in Fu Tei Au with rehabilitation potential was also designated as “AGR” zone.

62. Mr K.W. Cheung, SNCO(North), AFCD, said that under the current rehabilitation scheme, AFCD would help those farmers in need to identify suitable farmland for agricultural activities. As farming was a kind of economic activity, successful matching would depend on whether the land owners and farmers could come up with a mutually acceptable lease term and the negotiation process could be lengthy. The success rate of the rehabilitation scheme was not very high. He understood that there was a rather long waiting list for the rehabilitation scheme.

Proposed Business and Technology Park and other developments in the vicinity of LVNP

63. Noting CA’s comments regarding the landmark building and the alignment of the proposed Rural Road P2 in the vicinity of LVNP, the Chairman requested DPO to elaborate on the justifications for constructing a 10-storey landmark building in this area and whether Rural Road P2 could be realigned farther away from the LVNP.

64. Ms Maggie M.Y. Chin said that the landmark building was proposed at KTN Planning Area 33 along the Fanling Highway so as to form a major gateway to the KTN NDA. An EIA had been conducted to assess the potential impact of the proposed landmark building on LV and a green buffer comprising areas zoned as “OU” annotated

“Amenity Area”, “O” and ‘Road’ had been proposed as a mitigation measure. To further address the potential impact, the proponent for the development at KTN Planning Area 33 would also need to submit an urban design plan to ensure the building disposition and façade of the development would not have adverse impacts on the nearby Nature Park.

65. Mr M.T. Law, CE/NTE(4), CEDD, said that Road P2 was planned to run along the periphery of the NDA to form an interchange with the existing Fanling Highway. As there was a requirement on the optimal distance between the proposed interchange and other nearby interchanges, the alignment of Road P2 could not be changed. Ms Chin supplemented that the EIA Report had assessed the impact of the proposed Road P2 on Sheung Yue River and its surrounding developments and considered it acceptable. There were technical difficulties to relocate the junction of Road P2 at Fanling Highway due to the minimum separation distance of 1,000m between this junction and the two nearby junctions at San Tin and Pak Shek Au.

66. Noting that various sections of the same river had been designated for different uses under different zonings, a Member asked whether such zoning arrangement would affect the existing habitats of the area. Moreover, as LV and HSH were of conservation value, the Member asked whether the proposed developments in the vicinity of LVNP, in particular the proposed business and technology parks, would pose significant adverse ecological impact on these areas.

67. Ms Chin said that the overall planning concept of the KTN NDA was to concentrate high-density developments around the railway station while the proposed Business and Technology Park, which was essential for the future economic development of Hong Kong, was planned near the strategic road network and close to the railway station and PTI. She further said that the ecological study under the EIA of the NENT NDAs Study had also assessed the impact of proposed developments on the river meanders. Green area was planned alongside the river to protect these meanders. A large area of 37 ha in LV was designated as a Nature Park and the areas to the north and south of LV were planned as the buffer area of the LVNP with appropriate zonings having regard to their existing conditions and ecological values. Sufficient buffer areas along Ng Tung River were zoned as “O”. Moreover, the EIA had also recommended a series of mitigation

measures to protect the meanders.

[Mr Lincoln L.H. Huang left the meeting temporarily at this point.]

68. In response to the same Member's question on the need to reserve land for 'Business and Technology Park' developments in the KTN NDA where the sites were in close proximity to LVNP, Ms Chin said that the NDAs development were to meet the medium and long-term housing, economic and environmental needs of Hong Kong. In the KTN OZP, five pieces of land, with a total area of 11.7 ha, were zoned "OU" annotated "Business and Technology Park" and a site in the northern part of the NDA were reserved for "OU" annotated "Research and Development" use. Those sites would be developed in phases to tie in with the development needs of the area and the territory. Further studies including urban design, development layout and implementation framework of these sites would be carried out in future. The proposed scale of development for these uses, which was formulated taking into consideration various assessments including transport and infrastructure provisions in the NENT NDAs Study, was considered appropriate. The 11.7ha of land did not include those commercial floor areas in the town centre of the KTN NDA. To minimise the impact of the proposed business and technology park on the adjacent LVNP, a 70m-wide buffer area would be provided. Moreover, an EIA had been conducted in the NENT NDAs Study to assess the potential environmental and ecological impacts arising from development of the Business and Technology Park. With the implementation of mitigation measures, no significant adverse impact on LVNP was anticipated.

Man Kam To Road egretty

69. A Member asked about the existing situation of Man Kam To Road egretty and its current zoning under the OZP. Ms Maggie M.Y. Chin said that the Man Kam To Road egretty fell within an area currently shown as 'Road' and was proposed to be a roundabout at Man Kam To Road in future. Mr K.W. Cheung, SNCO(N), AFCD, said that the Man Kam To Road egretty was located near a road junction and in recent years, egrets were found nesting on the bamboos and trees near the roadside. As the egretty was in close proximity to some open storage uses, the existing egrets were subject to human

disturbance. AFCD had commissioned HKBWS to conduct annual survey on the number of egrets' nests in all the egrettries in the territory. It was revealed that the number of nests of Man Kam Road egrettry had decreased in recent two years.

70. The same Member continued to ask whether it was possible to retain the existing Man Kam To Road egrettry in the future proposed roundabout.

71. Ms Chin said that the Man Kam To Road egrettry was currently located on roadside next to a few open storage yards. The alternative alignment of the concerned road was assessed to be not technically feasible in terms of traffic safety and potential impacts on the egrettry. The current scheme together with the alternative road alignment, as well as the proposal to relocate the egrettry, were considered by ACE. ACE approved the relocation proposal and a number of mitigation measures were proposed including the effective relocation of the egrettry prior to commencement of construction works.

72. The Member then invited HKBWS to provide comments on the feasibility of the proposal to relocate the egrettry. Ms Jocelyn Ho said that HKBWS did not support the relocation proposal as it was unprecedented in Hong Kong and she was not aware of other successful cases overseas. She was uncertain about the effectiveness of the recreated egrettry in a designated location as the egrets' behaviour was beyond human control. There was a past incident that a new nesting place of egrets was found in an area about 500m away from the original egrettry which had been destroyed by illegal land filling activities. While it was understood that egrets would normally prefer a habitat where suitable wetlands were found in the vicinity for foraging, the feasibility and effectiveness of the relocation proposal was yet to be proven.

Others

73. In response to a Member's question on whether the 'spillover effect' as mentioned by DHK (FLN-R541 and KTN-R91) had been considered and could be properly addressed, Ms Chin said that to address the concern that the proposed NDAs would affect the existing rural industries and open storage yards in the area and might cause 'spillover effect' on the green area of the surrounding, land at appropriate locations such as those in

proximity to the cross boundary points and strategic road links had been reserved for industrial and port back-up uses on various statutory town plans in order to meet the demand for such uses and to ensure that these industrial activities would be put under proper control. For those incompatible industrial/open storage uses within the NDAs, they might be subject to appropriate planning control or enforcement in accordance with the provisions of the OZP.

74. Another Member asked whether there was any proposal for a comprehensive cycle track network in the NDAs so as to promote cycling as a mode of public transport as proposed by DHK. Ms Chin said that a comprehensive cycle track network had been planned within the NDAs. The alignment of the cycle track, parking and associated facilities would be further studied in the detailed design stage.

75. The Chairman invited Mr Zimmerman of DHK to provide comment on the subject. Mr Zimmerman said that the future cycle track system should be properly planned to link up the residential areas with the proposed railway station, PTI and major activity nodes within the NDAs. It was important for the concerned departments to examine the route network instead of track network in the detailed design stage. He continued to say that while land at appropriate locations had been designated by the Board for rural industrial, open storage and vehicle repair workshops uses etc., there was no study to demonstrate that these sites were suitable for the existing rural industries/open storage/workshops affected by the NDAs development. The possibility of these affected industrial operations over-spilling to other green area might be inevitable.

76. As the representers' representatives of Group 2 had finished their presentations and Members had no further question to raise, the Chairman informed them that the hearing procedure had been completed. The Chairman thanked the government representatives and the representers' representatives for attending the hearing. They left the meeting at this point.

77. The meeting was adjourned for lunch break at 12:50 p.m.

78. The meeting was resumed at 2:00 p.m. on 8.10.2014.

79. The following Members and the Secretary were present at the resumed meeting:

Mr Thomas T.M. Chow	Chairman
Mr Stanley Y.F. Wong	Vice-Chairman
Professor S.C. Wong	
Professor P.P. Ho	
Ms Bonnie J.Y. Chan	
Professor K.C. Chau	
Mr Ivan C.S. Fu	
Mr Sunny L.K. Ho	
Ms Janice W.M. Lai	
Mr F.C. Chan	
Mr Francis T.K. Ip	
Mr David Y.T. Lui	
Mr Peter K.T. Yuen	
Deputy Director of Environmental Protection (1)	
Mr C.W. Tse	
Deputy Director of Lands (General)	
Mr Jeff Y.T. Lam	
Director of Planning	
Mr K.K. Ling	

Hearing for Group 3 (TPB Paper No. 9747)

Draft Kwu Tung North Outline Zoning Plan (OZP) No. S/KTN/1

Representations

R5 to R10, R51 and R20728

Comments

C5595

Draft Fanling North Outline Zoning Plan (OZP) No. S/FLN/1

Representations

R4 to R9, R28, R35 to R38, R46, R79 and R100 to R538

Comments

C5566 to C5621, C5623 to C5974 and C5997

Presentation and Question Sessions

80. The Secretary said that some public housing sites were the subject of site-specific representations. Other than Ms Julia M.K. Lau and Mr Patrick H.T. Lau who had declared interest on this item as reported in the morning session of the meeting, the Secretary said that the following Members had declared interests for having business dealings/affiliation with the Hong Kong Housing Authority (HKHA):

- | | | |
|----------------------|---|--|
| Mr Stanley Y.F. Wong | - | being a member of HKHA and Chairman of the Subsidised Housing Committee of HKHA |
| Professor P.P. Ho | - | being a member of the Building Committee of HKHA |
| Ms Julia M.K. Lau | - | being a member of the Commercial Properties Committee and Tender Committee of HKHA |

Ms Janice W.M. Lai)	
Mr Dominic K.K. Lam	)	having current business dealings with
Mr Patrick H.T. Lau	)	HKHA
Mr H.F. Leung	-	having current business dealings with the Housing Department and being a member of the Tender Committee of HKHA
Mr K.K. Ling (as Director of Planning)	-	being a member of the Strategic Planning Committee and Building Committee of HKHA
Mr Jeff Y.T. Lam (as Deputy Director of Lands)	-	being an alternative member of HKHA for the Director of Lands
Mr. Eric K.S. Hui (as Assistant Director (2), Home Affairs Department)	-	being an alternative member for the Director of Home Affairs who is a member of the Strategic Planning Committee and Subsidised Housing Committee of HKHA
Miss Winnie M.W. Wong (as Principal Assistant Secretary (Transport) 3, Transport and Housing Bureau)	-	being the representative of the Secretary for Transport and Housing who is a member of the Strategic Planning Committee of HKHA

81. Members noted that as the representations in Group 3 were concerned with housing policy in general and not specific housing projects to be undertaken by HKHA, a direct conflict of interest did not arise. The meeting agreed that the above Members should be allowed to stay at the meeting. The meeting noted that Ms Julia M.K. Lau had not been invited to attend the meeting in the capacity as a Member and Mr Patrick H.T. Lau, who would be invited to leave the meeting, had tendered apology for not being able to attend the meeting. The meeting also noted that Mr Eric K.S. Hui had already left the meeting temporarily while Mr Dominic K.K. Lam, Mr H.F. Leung and Miss Winnie M.W. Wong had

tendered their apologies for not attending the meeting.

82. The Secretary then referred Members to two letters which had been tabled for Members' consideration requesting the deferral of oral submission. The letter dated 30.9.2014 was submitted by Pro Plan Asia Ltd for representations FLN-R5 to FLN-R8 while the letter dated 6.10.2014 was submitted by Vision Planning Consultants Ltd for representations KTN-R8 and KTN-R20728. As the representers were subsidiaries of Henderson Land Development Co. Ltd. (HLD), the following Members had declared interests as follows:

Mr Dominic K.K. Lam)	
Mr Ivan C.S. Fu	)	having current business dealings with HLD
Mr Patrick H.T. Lau)	
Ms Janice W.M. Lai)	
Mr Clarence W.C. Leung	-	being a Director of a Non-Government Organisation (NGO) that received a private donation from a family member of the Chairman of HLD
Mr Roger K.H. Luk	-	being a member of the Council of the Chinese University of Hong Kong (CUHK) which received a donation from a family member of the Chairman of HLD
Professor P.P. Ho	)	being employees of CUHK which received
Professor K.C. Chau	)	a donation from a family member of the
	)	Chairman of HLD
Dr W.K. Yau	-	being a Director of a NGO which received a donation from HLD
Professor S.C. Wong	)	being employees of the University of Hong
Dr Wilton W.T. Fok	)	Kong (HKU) which received a donation

Mr H.F. Leung) from a family member of the Chairman of
) HLD

Dr Eugene K.K. Chan - his spouse being an employee of a
 subsidiary company of HLD; and being a
 convenor of the Hong Kong Metropolitan
 Sports Events Association which received
 sponsorship from HLD

Ms Christina M. Lee - being Secretary-General of the Hong Kong
 Metropolitan Sports Events Association
 which received sponsorship from HLD

83. Members considered that the interests of Mr Dominic K.K. Lam, Mr Patrick H.T. Lau, Ms Janice W.M. Lai, Mr Ivan C.S. Fu and Dr Eugene K.K. Chan were direct while the interests of Mr Clarence W.C. Leung, Mr Roger K.H. Luk, Professor P.P. Ho, Professor K.C. Chau, Dr W.K. Yau, Professor S.C. Wong, Dr Wilton W.T. Fok , Mr H.F. Leung and Ms Christina M. Lee were indirect as the donations made by HLD or the family member of the Chairman of HLD were made to their respective organizations only. As the current item was only to consider the deferral of the submission of oral presentation, the meeting agreed that the above Members should be allowed to stay at the meeting. Those Members with direct interests should, however, refrain from participating in the discussion on the deferral request. The meeting noted that Mr Patrick H.T. Lau, who would be invited to leave the meeting, had tendered apology for not attending the meeting while Mr Dominic K.K. Lam, Mr Roger K.H. Luk, Dr Wilton W.T. Fok, Mr H.F. Leung and Dr Eugene K.K. Chan had tendered apologies for not attending the meeting session. The meeting also noted that Mr Clarence W.C. Leung, Dr W.K. Yau, Ms Christina M. Lee and Mr Ivan C.S. Fu had already left the meeting temporarily while Professor K.C. Chau had not yet arrived at the meeting.

84. The Secretary continued to say that the main grounds for the request for deferral of oral submission was that the authorised representatives of representations KTN-R8, KTN-R20728 and FLN-R5 to FLN-R8, who were the main presenters, could not attend the meeting on medical grounds. After deliberation, Members agreed to accede to the deferral requests and that another date would be arranged for the representers to make their oral

presentation.

85. As the representations that were related to HLD would not submit their oral presentation at this session, the meeting agreed that those Members who had declared interests with regard to HLD should be allowed to stay at the meeting.

[Mr Ivan C.S. Fu returned to join the meeting at this point.]

86. The following representatives of the Planning Department (PlanD), Civil Engineering and Development Department (CEDD), Agriculture, Fisheries and Conservation Department (AFCD), Highways Department (HyD) and the consultants for the government were invited to the meeting:

Ms Maggie M.Y. Chin	- District Planning Officer/Fanling, Sheung Shui and Yuen Long East (DPO/FS&YLE), PlanD
Mr Otto K.C. Chan	- Senior Town Planner/Fanling, Sheung Shui 1, PlanD
Mr Kevin C.P. Ng	- Senior Town Planner/Fanling, Sheung Shui 2, PlanD
Mr M.T. Law	- Chief Engineer/New Territories East 4 (CE/NTE4), CEDD
Mr K.W. Cheung	- Senior Nature Conservation Officer (North), (SNCO/N), AFCD
Mr C.M. Chan	- Chief Engineer/Railway Development 2-2 (CE/RD2-2), HyD
Mr Desmond Wong	- Ove Arup & Partners Hong Kong Limited

87. The following representers and representers' representatives were also invited to the meeting:

KTN-R7 – The Light Corporation

Ms Betty S.F. Ho (PlanArch Consultants Ltd.) - Representer's representative

KTN-R9, FLN-R9 – The Real Estate Developers Association of Hong Kong (REDA)

Mr Ian Brownlee (Masterplan Limited) - Representer's representative

KTN-R10 – The Estate of the late Mr. Fok Ying Tung, Henry

Ms Cynthia Chan (Masterplan Limited) - Representer's representative

FLN-R46 – Lit On Pong

Mr Lit On Pong - Representer

FLN-R118 – Chung Yin Kuen

Ms Ip Wai Yan - Representer's representative

FLN-R291 – Liu Kit Man

Ms Liu Kit Man - Representer

FLN-R301 – Or Sin Yi (North District Councillor)

Ms Or Sin Yi - Representer

88. The Chairman extended a welcome to the attendees. He then referred Members to an email from REDA (representer KTN-R9, FLN-R9) and a letter from Masterplan Limited (authorised representative of KTN-R10), which had been tabled for Members' reference, requesting further time for oral presentation. The Chairman requested the authorised representative of these representers to elaborate on the reasons for requiring additional time. In response, Mr Ian Brownlee (KTN-R9, FLN-R9) said that as the two representations were concerned with the overall planning of the two New Development Areas (NDAs) instead of individual sites, he would need to elaborate on several issues and a total presentation time of 15 minutes would be required. For representation KTN-R10, Mr Brownlee said that more time was required in order to better explain the complicated history of the representation site. He requested a total presentation time of 15 minutes for KTN-R10. After deliberation, the meeting agreed to allow a presentation time of 15 minutes for representations KTN-R9 and FLN-R9 as well as representation KTN-R10.

89. The Chairman then explained the procedure of the hearing. He said that the meeting would be conducted in accordance with the “Guidance Notes on Attending the Meeting for Consideration of the Representations and Comments in respect of the Draft Kwu Tung North Outline Zoning Plan No. S/KTN/1 and Draft Fanling North Outline Zoning Plan No. S/FLN/1” (Guidance Notes) which had been provided to all representers/commenters prior to the meeting. In particular, he highlighted the following main points:

- (a) in view of the large number of representations and comments received and that more than 3,400 representers/commenters had indicated that they would either attend in person or send authorised representatives to attend the meeting, it was necessary to limit the time for making oral submissions;
- (b) each representer/commenter would be allotted a 10-minute speaking time. However, to provide flexibility to representers/commenters to suit their situations, there were arrangements to allow cumulative speaking time for authorized representatives, swapping of allotted time with other representers/commenters and requesting an extension of time for making oral submissions;
- (c) the oral submission should be confined to the grounds of representation/comment in the written representations/comments already submitted to the Town Planning Board (the Board) during the exhibition of the respective OZPs or the publication period of the representations; and
- (d) to ensure a smooth and efficient conduct of the meeting, the representer/commenter should not to repeat unnecessarily long the same points which had already been presented by others earlier at the same meeting. Representers/commenters should avoid reading out or repeating statements contained in the written representations/comments already submitted, as the written submissions had already been provided to Members for their consideration. Representers/commenters should make use of the time to highlight or elaborate on the points in the written submissions concerned as they wished.

90. The Chairman said that each presentation, except with time extension allowed, should be within 10 minutes and there was a timer device to alert the representers and representers' representatives 2 minutes before the allotted time was to expire and when the allotted time limit was up.

91. The Chairman said that the representatives of PlanD would first be invited to make a presentation and the issues to be considered under Group 3. After that, the representers/authorised representatives would be invited to make oral submission following the reference number of each representer who had registered with the Secretariat on the day. After all attendees had completed their oral submissions, there would be a question and answer (Q&A) session in which Members could direct enquiries to any attendee(s) of the meeting.

92. The Chairman then invited the representatives of PlanD to brief Members on the representations and comments on the draft Kwu Tung North (KTN) OZP and the draft Fanling North (FLN) OZP under Group 3.

93. Ms Maggie M.Y. Chin, DPO/FS&YLE informed Members that replacement pages for pages 50, 69 and 73 to 76 of the English version of TPB Paper No. 9747 and pages 70, 96 and 101 to 104 of the Chinese version had been tabled for Members' reference. With the aid of a Powerpoint presentation, Ms Chin made the following main points as detailed in the Paper:

Background

- (a) on 20.12.2013, the draft KTN OZP No. S/KTN/1 and the draft FLN OZP No. S/FLN/1 were exhibited for public inspection under the Town Planning Ordinance (the Ordinance);
- (b) during the public inspection period, 41,785 valid representations and 11,603 valid comments were received;
- (c) the representations and comments would be considered in 4 groups, and

Group 3 was related to comments and proposals in respect of site-specific land use zonings or alternative land use proposals for the OZPs. This group comprised 460 representations and 410 comments;

The Representations and Comments

- (d) 8 representations in respect of the KTN OZP were submitted with views and proposals related to site-specific land use zonings or alternative land use proposals to the KTN OZP. They were submitted by The Light Corporation Limited (KTN-R7), Jaff Investment Ltd (KTN-R8), REDA (KTN-R9), The Estate of the late Mr Fok Ying Tung Henry (KTN-R10), Team Glory Development Ltd. (KTN-R20728) and 3 individuals (KTN-R5, KTN-R6 and KTN-R51);
- (e) 452 representations in respect of the FLN OZP were submitted with views and proposals related to site-specific land use zonings or alternative land use proposals to the FLN OZP. They were submitted by Charter Rank Limited (FLN-R5), Joy Cultivation Co. Limited (FLN-R6), Double Gain Limited (FLN-R7), Best Galaxy Limited (FLN-R8), REDA (FLN-R9), Sun Prosper Company Limited (FLN-R28), a North District Councillor (FLN-R301) and 445 individuals (FLN-R4, FLN-R35 to FLN-R38, FLN-R46, FLN-R79, FLN-R100 to FLN-R300 and FLN-R302 to FLN-R538);
- (f) 410 comments were submitted in relation to the above representations. These included comments submitted by 輝煌發展有限公司 (KTN-C5595), 張玉清, 周華達, 胡偉雄 (圓夢北區-社福界關注組) (FLN-C5997) and 408 individuals (FLN-C5566 to FLN-C5621 and FLN-C5623 to FLN-C5974);

Grounds of Representations, Representers' Proposals and Government's Responses

- (g) the major grounds of representations and representers' proposals were detailed in paragraphs 3.2, 3.3 and 3.4 of the Paper. Concerned government bureaux/departments had been consulted on the representations and the responses were set out in paragraphs 5.4, 5.5 and 5.6 of the Paper. Those views and responses were summarised below;

Representation KTN-R5

- (h) representation KTN-R5 claimed that Lot 834 in D.D. 96 was currently used for temporary purposes and about one fifth of the lot was not covered by the KTN OZP. If land was resumed for development in the future, the remaining one fifth of the lot would not be able to be used efficiently;
- (i) the representer proposed that the remaining one fifth of Lot 834 in D.D. 96 should be included in the OZP;
- (j) responses to representation KTN-R5 were as follows:
 - (i) the whole Lot 834 in D.D. 96 was already within the KTN OZP; and
 - (ii) the Government would resume 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 KTN-R6 and FLN-R4

- (k) representations KTN-R6 and FLN-R4 claimed that Lot 104 in D.D. 100 was currently used for temporary purposes and about one fifth of the lot was not covered by the OZP. If land was resumed for development in the future, the remaining one fifth of the lot would not be able to be used efficiently:

- (l) the representer proposed that the remaining one fifth of Lot 104 in D.D. 100 should be included in the OZP;
- (m) response to representations KTN-R6 and FLN-R4 was as follows:
 - (i) the whole Lot 104 in D.D. 100 fell within the approved Kwu Tung South OZP and was completely outside the KTN and FLN NDAs;

Representations KTN-R9 and FLN-R9

- (n) the main grounds of representations KTN-R9 and FLN-R9 were summarized as follows:

Support the comprehensive planning approach

- (i) the comprehensive planning for the creation of a new town at KTN/ extension of the Fanling New Town was generally supported as it provided a good basis for the planning and implementation of various forms of public infrastructure;

Unreasonably low development intensity

- (ii) the permitted plot ratio (PR) for the respective “Residential (Group C)” (“R(C)”), “Residential (Group B)” (“R(B)”) and “Residential (Group A)” (“R((A)”) zones was below the PR for the Residential Density Zones of R3, R2 and R1 stipulated under the Hong Kong Planning Standards and Guidelines (HKPSG). The unreasonably low PR adopted for the NDAs was a misuse of scarce land resources and would miss the opportunity for a long term solution to the housing land supply problem;
- (iii) commercial uses in the NDAs were restricted to the lowest two floors of the “R(A)1”, “R(A)2” and “Other Specified Uses”

annotated “Commercial/Residential Development with Public Transport Interchange” (“OU(C/R with PTI)”) zones at a PR of either 1 or 0.5, or permitted in the “R(B)” and “R(C)” zones on application to the Board. Those were inadequate to create vibrancy in the town centre and were inconsistent with the flexible mixed residential and commercial PRs provided in the composite formula of the Building (Planning) Regulations (B(P)R);

Artificially low building height restriction

- (iv) for the KTN NDA, the building height profile stepping down towards Fanling Highway and Castle Peak Road was not necessary, given that the two roads were 40m wide. For the FLN NDA, the building height profile stepping down towards the existing high rise developments across the 4-lane Ma Sik Road was also not justified;
- (v) the maximum building height of 35 storeys stipulated in both the KTN and FLN NDAs was arbitrarily low when compared with the common height of residential buildings in Hong Kong of about 40 storeys. The stringent building height restriction would affect the development capacity for housing;

Inefficient layout and use of land

- (vi) the NDAs were much traversed by roads and open space resulting in a high proportion of non-developable land in the NDAs;
- (vii) for the KTN NDA, the large number of open spaces, including the ones through the town centre and open space spines in KTN Planning Areas 24 and 26, was an inefficient use of land as they would largely be undevelopable for active and meaningful recreational facilities. For the FLN NDA, large portions of the open space were in strips along the riverside promenade or formed

the green spine at focal points, serving merely as landscaped area rather than functional recreational space;

- (viii) non-building areas (NBAs) proposed inside development sites fronting onto open space zones would place unnecessary restrictions on building design. If space between buildings was required, they should be rezoned as “Open Space” (“O”);
- (ix) the planned shopping streets should be integrated at-grade and at basement levels. That requirement should be specified in the lease of adjoining private lots so that the shopping streets could be designed, constructed, managed and maintained in a holistic manner;

Unbalanced public and private housing ratio and distribution

- (x) the proposed public and private housing ratio of 60:40 was not a balanced housing mix for social interaction, social mobility, and variety of building design. The reduced number of private housing units would stifle housing market expansion and public aspirations for home ownership. It would also result in a long term under-supply of housing units, causing higher housing prices;
- (xi) public and private housing were clearly segregated and located in the eastern and western parts of the NDAs respectively. That might result in concentration of population with similar socio-economic background and similar high-rise buildings with little design differentiation;

Implementation Considerations

- (xii) some sites under consolidated ownership were traversed by the proposed roads, open spaces and “Government, Institution or

Community” (“G/IC”) zones which would require resumption and clearance, and that would prevent 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;

- (xiii) as 60% of the developable land in the NDAs were in private ownership, alternatives to the conventional approach to New Town development in land assembly should be considered, such as allowing the minimum site area for land exchange application to include interspersed government land amongst the private land holdings; devising clear guidelines in the application of the Land Resumption Ordinance; and lowering the administrative threshold of unanimous agreement in the sale of Tso/Tong lands;
- (xiv) the two-year target time frame for preparation of land exchange was unrealistic as it would effectively allow only one year for the OZP process, one year for considering land administration matters, and no time for premium appeal;
- (xv) the Lands Department (LandsD) had indicated that it would only accept land exchange applications for Phase 1 of the NDAs but there was no material difficulty in processing applications for Phases 2 and 3 at the moment to ensure their early consideration within the given time frame;
- (xvi) to ensure the timely provision of facilities and early population intake, LandsD should accept surrender of lots zoned as ‘Road’, “O” and “G/IC” before resumption;
- (xvii) an overall task force should be formed to ensure a coordinated and fast-tracked implementation so that public facilities could be made available prior to population intake;

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

- (xviii) the cluster of “OU” sites towards the southeast of the KTN NDA was reserved for commercial, research, office and hotel uses, which were 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 specific commercial land uses

- (xix) the numerous commercial sub-zones were considered unnecessarily specific and restrictive, and would affect the timely response of the market to the changing needs of the community. Specific types of commercial uses could be determined by the market which would facilitate early implementation;

Strengthen connectivity with adjacent areas

- (xx) as the facilities in the FLN NDA would be shared with Fanling/Sheung Shui New Town and the road network around the Sheung Shui area was reaching its capacity, an above-ground and underground pedestrian walkway system and cycle track network should be provided. Services available at the PTI should be studied in detail;

Insufficient transport facilities

- (xxi) Sha Tau Kok Road and Po Shek Wu Road were busy roads and the Po Shek Wu Interchange and the Mass Transit Railway (MTR) Stations at Fanling and Sheung Shui were operating near or at their capacity. With the FLN NDA relying predominantly on road-based feeder services connecting the two MTR stations,

traffic congestion would be aggravated. A traffic study should be conducted on the impact of the increased usage on the surrounding road network and the two concerned MTR stations' carrying capacity; and

- (xxii) the proposed Northern Link (NOL) should be extended as provision of rail service would allow more efficient use of the land resources; mass transit facilities at FLN would supplement the existing MTR stations at Fanling and Sheung Shui and help alleviate congestion; and MTR stations should be provided to facilitate movements and interactions for the residents and visitors in FLN, Fanling and Sheung Shui;
- (o) the proposals of representations KTN-R9 and FLN-R9 were summarized as follows:

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

- (i) to rezone the "O" site at KTN Planning Areas 24 and 26 to residential use so as to release a site of 16,540m² for development to provide 1,700 - 2,250 units housing 4,850 - 6,450 persons at a PR of 6 to 8. In rezoning open spaces to residential use, the created development sites should generally align with land ownership patterns;

More lenient PR restrictions for various zones in KTN OZP

- (ii) the maximum PR of the "R(A)1", "R(A)2" and "R(A)3" zones should be increased to 8 while those of the "R(B)" and "R(C)" zones should be increased to 5 and 3 respectively. The maximum PRs for the "OU(C/R with PTI)" zone and "Comprehensive Development Area" ("CDA") zone should be increased to 8 and 3 respectively;

More lenient building height restrictions for various zones in KTN OZP

- (iii) the building height restriction of the “R(B)” zone should be increased by 20m, that of the “R(A)1” and “OU(C/R with PTI)” zones should be increased by 25m and that of the “R(A)2”, “R(A)3” and “CDA” zones should be increased by 35m. Moreover, the building height for the “OU” zones along the southern-eastern periphery of the NDA should be increased to 140mPD;

Rezoning the “OU(C/R with PTI)”, “OU(Mixed Use)”, “OU(Business and Technology Park)” and “OU(Research and Development)” zones to “OU(Business)” zone

- (iv) to rezone the “OU(C/R with PTI)”, “OU(Mixed Use)”, “OU(Business and Technology Park)” and “OU(Research and Development)” sites to “OU(B)” in order to allow flexibility for use and to ensure the development could accommodate changes in market needs. The proposed “OU(B)” zone would also provide a noise buffer between the residential development and Fanling Highway;

More lenient PR restrictions for various zones in FLN OZP

- (v) the maximum PR of the “R(A)1”, “R(A)2”, “R(A)3” and “R(A)4” zones should be increased to 8 while those of the “R(B)” and “R(C)” zones should be increased to 5 and 3 respectively. The maximum PRs of the “OU(C/R with PTI)1” zone and the “OU(C/R with PTI)2” zone should be increased to 8 and 5 respectively; and

More lenient building height restrictions for various zones in FLN OZP

- (vi) the building height restriction of the “R(C)” zone should be increased by 15m, that of the “R(B)” zone should be increased by 20m, that of the “R(A)1” and “OU(C/R with PTI)2” zones should be increased by 25m, that of the “R(A)2”, “R(A)3” and “OU(C/R with PTI)1” zones

should be increased by 35m and that of the “R(A)4” zone should be increased by 50m;

- (p) responses to representations KTN-R9 and FLN-R9 were as follows:

Support the comprehensive planning approach

- (i) Noted. To achieve early delivery of land to meet the housing and economic needs, an implementation programme with proper phasing and packaging of works for the NDAs development had been formulated;

Unreasonably low development intensity

- (ii) the PRs of residential sites at the future town centres of the KTN and FLN NDAs had been increased from 3.5 or 5 to 6 for high-density developments. In addition, most of the low-density sites, i.e. residential density zone R3, had been upzoned to R2 with a PR of 3.5. Those together with other changes in housing mix would bring about an increase of about 12,700 flats, thus increasing the total flat supply from 47,300 to 60,000;
- (iii) HKPSG’s recommendations on the maximum PRs for residential zones R2, R3 and R4 respectively (PRs of 6, 3.5 and 0.4) had been adopted for the R1, R2 and R3 sites in the KTN and FLN NDAs;
- (iv) a blanket increase in development intensity would have implications on infrastructure provision in the area (especially the sewage treatment and disposal capacity in the Shek Wu Hui Sewage Treatment Works), the capacity of the highway network, urban design and visual impact;
- (v) the current PR restrictions for the “R(A)” and “OU(C/R with PTI)” zones, i.e. maximum PR of 6 and 5 (of which the domestic PR should

not exceed 5 and 4.5) respectively, had allowed flexibility for provision of commercial facilities to meet the needs of the residents and create a lively/vibrant Town Centre. The non-domestic PR could be accommodated in either two-storey terraced podiums or in five-storey purpose-designed non-residential buildings;

- (vi) the two-storey terraced podium restriction for commercial uses in development sites along the pedestrianised shopping streets in the town centres was to avoid large and bulky podium development, enhance vibrancy at the street level and create a coherent and attractive character for the town centres;

Artificially low building height restriction

- (vii) the overall building height profile of the NDAs was 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 building height restrictions adopted in the KTN and FLN OZPs had 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;
- (viii) the intensity and building height descending from the Town Centre of KTN NDA towards the southern periphery was to allow visual relief between the Area and the existing low-rise developments in Kwu Tung South;
- (ix) in the FLN NDA, building heights generally descended from a maximum of 125mPD in the District Centre to 90mPD – 110mPD to the east and 75mPD by the river. As the existing housing developments along Ma Sik Road were 90mPD – 115mPD in height, the proposed building height restrictions were considered appropriate;

- (x) the representer had not substantiated the basis for adopting a building height of about 40 storeys as a suitable reference for the NENT NDAs;
- (xi) a blanket relaxation of permissible building heights was unnecessary as the current maximum building height stipulated on the OZP was adequate to achieve the planned development intensity and allow sufficient design flexibility;

Inefficient layout and use of land

- (xii) the road network in the NDAs had already minimized internal roads as far as possible and a number of breezeways/air paths had been incorporated in the layout to facilitate wind penetration. Those breezeways included major open space spines, local roads and NBAs which allowed the prevailing winds to penetrate into the built environment of the concerned areas;
- (xiii) a major urban design principle was to create a “green” new town by providing a landscape framework with linked open spaces and a continuous open space alongside the river. The open space was to provide both active and passive recreational needs and to provide greening opportunities to enhance the urban environment;
- (xiv) for the KTN NDA, the north-south and east-west open space (the Town Park) across the Town Centre served as major connecting green spines to the existing communities in Kwu Tung South, Ho Sheung Heung and Yin Kong. The open spaces designated in KTN Planning Areas 24 and 26 formed an integral part of the comprehensive and linked open space network in the NDA, serving as landscape buffers between residential sites;

- (xv) for the FLN NDA, an indoor recreation centre would be provided in the “O” zone in FLN Planning Area 11 while the district open space (‘DO’) in FLN Planning Area 12 was proposed as the Central Park to be provided with various sports activities. The local open space strips to the south-west of Sheung Shui Wa Shan were provided to serve the nearby villages. Some local open space would serve as open space corridors linking up the residential areas with the riverside promenade;
- (xvi) the NBAs were mainly based on the recommendations of the air ventilation assessment (AVA) for the NENT NDAs Study and were essential planning requirements to improve air ventilation in the KTN and FLN areas;
- (xvii) although both the “O” zone and NBA might serve as breezeways, the former was intended to provide open space for public enjoyment while the latter would serve to free up ground floor space for air ventilation purpose. Should the NBAs be rezoned to “O”, the development potential of the concerned sites would be affected;
- (xviii) an Urban Design Study 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 would 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 could be considered based on individual merits through the planning application process;

Unbalanced public and private housing ratio and distribution

- (xix) the overall public-private housing ratio of the two NDAs was 60:40. That housing split was in line with the Long Term Housing Strategy

and was mentioned in the 2014 Policy Address, where a total supply target of 470,000 units for the coming 10 years had been adopted with public housing accounting for 60% of the new production. That ratio was similar to the existing ratio of 59:41 for Fanling/Sheung Shui New Town;

(xx) a mix of housing land had been allocated for subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. Sites in FLN Planning Areas 6, 8, 13, 14, 15 and 17 had been reserved for PRH/HOS use to cater for the future demand for subsidised housing. Flexibility was allowed for provision of PRH and HOS units within individual sites and for the possibility of public and private housing sites to be located next to one another;

(xxi) public housing sites were planned near the railway station, PTI and town centre, including land 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 and the residential area south of the river);

Implementation Considerations

(xxii) the KTN NDA development was formulated based on various planning 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 were then drawn up taking into account the planned land uses, open space network, cycle track/road network, major breezeways/air paths, etc. Individual land ownership was not a consideration in planning the respective land use zonings;

(xxiii) the Government would resume and clear the private land planned for public works projects and public housing developments, as well as private land not to be pursued under the land exchange arrangement for private housing development, carry out site formation works, and provide infrastructure before allocating land for various purposes. Land matters would be dealt with at the implementation stage;

(xxiv) the suggestion of setting up a cross-departmental taskforce with new operation mechanism for the NDAs was noted. However, this was not related to the KTN and FLN OZPs which were to show the broad land use framework of the NDAs;

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

(xxv) the “OU(Business and Technology Park)” zone along Fanling Highway in KTN NDA would provide development space for innovative and high-technology industries, and cultural and creative industries. Other economic and social facilities such as retail, service industry and community facilities would also be available to provide different types of jobs including some with lower skill level requirements to serve the local community. Those economic activities would help promote the local economy and provide different types of job opportunities;

Overly specific commercial land uses

(xxvi) each “OU” zoning had 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 was a reasonable mix of uses within each “OU” zoning;

(xxvii) the planning intention of the “OU(Business and Technology Park)” zone was to provide a mix of commercial, office, design, research

and development uses for promoting high technology business. The objective was 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;

(xxviii) the planning intention of the "OU(Mixed Use)" zone was for a mix of commercial/office, hotel, residential uses and social welfare facilities which would 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;

Strengthen connectivity with adjacent areas

(xxix) a comprehensive pedestrian walkway system and cycle track network had been planned to ensure good connectivity between the FLN NDA and the Fanling/Sheung Shui New Town. To enhance the connectivity between the NDAs and the existing new town, measures including feeder services and pedestrian/cycle track networks would be further examined at the detailed planning and implementation stage;

Insufficient transport facilities

(xxx) according to the traffic impact assessment (TIA), a rail-based connection to link up the FLN NDA with the existing East Rail Fanling and Sheung Shui Stations was not financially viable while a road-based environmentally friendly transport mode was found to be more cost-effective. In that regard, two PTIs had been planned at both the eastern and western parts of the FLN NDA and long haul public transport services would provide direct connection between the FLN NDA with the urban area as well as shuttle

services to the existing East Rail Fanling and Sheung Shui Stations. Nevertheless, design flexibility had been allowed for possible new rail infrastructure; and

- (xxxi) a number of road enhancement and upgrading works had 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) would be completed by 2019-23 to help relieve the congestion problem in the North District. The existing Po Shek Wu Interchange would be improved by the construction of a right-turning bypass slip road to help resolve the interchange capacity problem. The proposed Fanling Bypass (linking Man Kam To Road and Sha Tau Kok Road) would not only support the external traffic needs of the FLN NDA but would also serve the residents of the existing Fanling/Sheung Shui New Town and help relieve the traffic burden of the existing road network;

Representation KTN-R7

- (q) the main grounds of representation KTN-R7 were summarised as follows:
- (i) objected to the zoning of Lot Nos. 750 (part), 751 (part), 752 and 753 and adjoining government land in D.D. 92;
 - (ii) the site was located adjacent to the “Village Type Development” (“V”) zone of Yin Kong Village and fell within the village ‘environs’ (‘VE’) of Ying Kong Village. The proposed rezoning of the site to “V” was compatible with the village type neighbourhood in terms of land use and built form, and would facilitate the early removal of the incompatible open storage use;

- (iii) as the Long Valley Nature Park (LVNP) was intended to showcase the harmonious blending of farming activities with nature conservation, it was appropriate to accommodate local indigenous villagers who practised farming in the LVNP. It would assist the affected farmers to re-establish their farming practices while supporting the conservation of the ecological integrity of the wetland habitats and help materialize the planning intention and practice of farming within the LVNP; and
- (iv) land within the 'VE' was inadequate for Small House development by indigenous villagers. Since the development of Yin Kong Village was restricted by the "CDA" zone to its south and the "OU(Nature Park)" zone to its north and east, the site, which could provide 23 Small Houses, was the only suitable expansion area or land reserve to compensate for the loss of developable land in the 'VE'. The proposal would also address the concerns of LandsD on the use of land within the VE, which was one of the critical considerations in approving the land exchange for the implementation of planning application No. A/NE-KTN/131 for the 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 site);
- (r) representation KTN-R7 proposed that Lot Nos. 750 (part), 751 (part), 752 and 753 and adjoining government land in D.D. 92 should be rezoned from "OU(Nature Park)" to "V";
- (s) responses to representation KTN-R7 were as follows:
 - (i) the site was located at the south-western fringe of the LVNP which was intended to conserve and enhance the ecological value of the area. The boundary 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, it could be used for the development and future management of the LVNP, and the incorporation of the site into the LVNP was 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 the LVNP and adjacent to Yin Kong Road, it was a suitable site for the storage of equipment and materials under the LVNP management plan. That would be further studied in the detailed design stage;

- (ii) 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; and
- (iii) while there might not be sufficient land in the “V” zone in Yin Kong Village to meet the 10-year demand of Small Houses, there was still land available within the “V” zone of Yin Kong for Small House development. It was 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;

Representation KTN-R8

- (t) the main grounds of representation KTN-R8 were summarised as follows:
 - (i) more land for housing development could be released by adopting an alternative layout for the north-eastern part of the KTN area which would increase the land area for the “R(A)” zone, reduce the area shown as ‘Road’ and revise the pedestrian and cycle track connections and open space network. The revised layout would optimise the use of land resources to meet the needs of the community;
 - (ii) by increasing the number of private residential units, the alternative

layout would increase the volume of passengers for the proposed railway station, strengthen the rail-based transit orientated NDA development and help balance the public and private housing ratio which would strengthen the socio-economic structure of the whole NDA development; and

- (iii) by adopting a simple cul-de-sac design and two cycle track systems, the alternative layout would reduce traffic carbon emission and increase the degree of privacy and sense of belonging within each residential cluster. The road hierarchy system to serve the NDA would be unaffected and the open space networks would form an integrated and symmetrical greenery network;
- (u) representation KTN-R8 proposed that an alternative layout for the north-eastern part of the KTN area should be adopted;
- (v) responses to representation KTN-R8 were as follows:
 - (i) the alternative layout proposed would 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 would reduce the effectiveness of the use of the remaining portions of the concerned area. The proposed “R(A)1” site to the south of Road D3 in KTN Planning Area 21 would create an undesirable corner and land configuration. Moreover, the proposed reduction in size of a “G/IC” site in KTN Planning Area 22 was not acceptable as the concerned “G/IC” site was planned to accommodate three schools to serve the community;
 - (ii) the alternative layout proposed would affect the comprehensiveness of the NDA. It would jeopardize the comprehensive layout of the KTN NDA and was not in line with the overall planning parameters adopted in the NDA. As the design of the KTN NDA was to provide

a vehicle-free Town Plaza to minimize pedestrian/cycle conflict, it was undesirable to provide a cycle track along the northern boundary of the Town Plaza as proposed in the revised layout; and

- (iii) the proposal of extending “O” zones to the north and south of Road D3 to create a continuous communal open space would essentially cut up Road D3 into two disconnected portions. Traffic from the western part of the KTN NDA would have to go around the periphery of the KTN NDA to reach the eastern part, thereby creating more traffic flow and carbon emission. That was considered unacceptable;

Representation KTN-R10

- (w) the main grounds of representation KTN-R10 were summarised as follows:

- (i) with a good mix of land for housing, open space, employment and community facilities, the draft KTN OZP provided a good basis for the planning and implementation of various forms of public infrastructure;

Underutilising the development potential around the transport node

- (ii) the proposed PR of 5 and 6 at the representation site which covered part of KTN Planning Areas 24, 28 and 29 was unreasonably low, especially given that the site was located near the transport node;
- (iii) the draft OZP did not take into account the Policy Addresses of 2013 and 2014 which mentioned extensively the need to provide additional housing;
- (iv) the commercial uses in the “Residential” zones around the transport node, which were restricted to the lowest two floors at a PR of 1, would underutilise the development potential around the transport

node;

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

Artificially low building height restrictions

- (vi) the very steep step-down of building height towards the southern periphery of the draft OZP was not justified as the 6-lane wide Fanling Highway and Castle Peak Road, which were about 40m in width, had effectively separated the low rise development across the road. The proposed building height restriction was unnecessary;
- (vii) an increase in the building height restriction at the southern part of the site would be commensurate with that of the “OU” zone to the east, forming a consistent character for this area. It would also serve as a noise buffer for the residential developments located towards the town centre against road traffic noise from Fanling Highway;

Land ownership and implementation

- (viii) the site, which was under consolidated ownership, was unnecessarily bisected into several pieces under the draft OZP. The owner’s development rights, economies of scale, and the implementation process would be adversely and unnecessarily affected; and
- (ix) consideration should be given to the implementation of community facilities by the private sector to complement those provided by the Government. As the representation site had access to Castle Peak Road, the early development of the site for residential use with a combination of G/IC facilities should be considered. The site could

be developed at the same time as the Government developed the area and provided the necessary infrastructure;

(x) the main proposals of representation KTN-R10 were summarised as follows:

- (i) Option 1 - to rezone the representation site from “R(A)1”, “R(A)2”, “O” and “G/IC” to “CDA(1)” with more lenient restrictions on building height and PR; and
- (ii) Option 2 - to rezone the representation site and some adjoining land from “R(A)1”, “R(A)2”, “O” and “G/IC” to “R(A)1” and “G/IC(3)” with more lenient restrictions on building height and PR;

(y) responses to representation KTN-R10 were as follows:

Underutilising the development potential around the transport node

- (i) the PRs of residential sites at the future town centre/district nodes of the KTN and FLN NDAs had been increased from 3.5 or 5 to 6 for high-density developments. In addition, most of the low-density sites, i.e. residential density zone R3, had been upzoned to R2 with a PR of 3.5. Those together with other changes in housing mix would bring about an increase of about 12,700 flats, thus increasing the total flat supply from 47,300 to 60,000;
- (ii) a 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 and the capacity of the highway network, as well as urban design and visual implications;
- (iii) the current PR restrictions for the “R(A)” and “OU(C/R with PTI)”

zones, i.e. maximum PR of 6 and 5 (of which the domestic PR should not exceed 5 and 4.5) respectively, had allowed flexibility for provision of commercial facilities to meet the needs of the residents and create a lively/vibrant town centre. The non-domestic PR could be accommodated in either two-storey terraced podiums or in five-storey purpose-designed non-residential buildings;

- (iv) the two-storey terraced podium restriction for commercial uses in development sites along the pedestrianised shopping streets of the town centres was primarily to avoid large and bulky podium development so that downward airflow could reach the pedestrian and to enhance vibrancy at the street level and create a coherent and attractive character for the town centres;
- (v) the open space to the east of KTN Planning Area 24 would serve as part of the continuous green open space network connecting the residential neighbourhoods and offering a safe and comfortable walking environment within the NDA. That open space should be retained;

Artificially low building height restrictions

- (vi) the overall building height profile of the KTN and FLN NDAs was 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 building height restrictions adopted in the KTN and FLN OZPs had 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;
- (vii) the intensity and building height descending from the Town Centre of KTN NDA towards the southern periphery was to allow visual relief

between the NDA and the existing low-rise developments in Kwu Tung South;

- (viii) in the FLN NDA, building heights generally descended from a maximum of 125mPD in the District Centre to 90mPD – 110mPD to the east and 75mPD by the river. As the existing housing developments along Ma Sik Road were 90mPD – 115mPD in height, the proposed building height restrictions were considered appropriate;

Land ownership and implementation

- (ix) in determining the boundaries of various land uses, reference had 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. Individual land ownership was not a consideration in planning the respective land use zonings. Land matters would be dealt with at the implementation stage;

Representer's Proposal - Options 1 and 2

- (x) the representation's proposals (Options 1 and 2) would jeopardize the comprehensive layout of the KTN NDA and were not in line with the overall planning parameters adopted in the NDA. Besides, the proposals were not substantiated by any technical assessments and might induce traffic, sewage and other environmental impacts. For example, sensitive receivers under Option 1 might be subject to adverse traffic noise and emission impacts from Fanling Highway and Castle Peak Road, and the Shek Wu Hui Sewage Treatment Works might not be able to cope with additional flows of the increased population arising from the proposal;

Representation KTN-R51

(z) the main grounds of representation KTN-R51 were summarised as follows:

- (i) opposed the “OU(Business and Technology Park)” zone. As KTN was located far away from the city centre, it was unlikely that it would attract creative and high-end industries and would unlikely be viable;
- (ii) with active agricultural land being scarce in Hong Kong, it was of paramount importance for the Board to preserve the remaining agricultural land;
- (iii) although the traffic assessment showed that the East Rail still had capacity to accommodate the future population of the NDAs, the general comfort of the passengers had not been taken into account;
- (iv) as most service industries were located in the city centre, low skilled workers living in KTN NDA would need to commute long distances to the city centre, thus increasing the carbon footprint; and
- (v) it was assumed that close proximity to the Mainland would bring strategic advantages to the NDA. However, any fluctuation in the economy of the Mainland would undermine the NDA’s economic viability;

(aa) responses to representation KTN-R51 were as follows:

- (i) in planning the NDAs, the ‘Green New Town’ concept had been adopted with a view to integrating the existing natural resources (including the Long Valley, Sheung Yue River, and the fung shui woodland to the west of Ho Sheung Heung) into the new town development. Agricultural land had been retained within the two

NDAs to allow continuation of farming practices in the area. 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 the LVNP had been planned to allow continuation of current farming activities;

- (ii) the TIA under the NENT NDAs Study had concluded that the NDAs were technically feasible from the traffic and transportation point of view. According to RDO, HyD, the proposed NOL, which would connect the existing West Rail Line and Lok Ma Chau Spur Line, would enhance east-west connectivity, serve the KTN NDA, improve network robustness and facilitate cross-boundary movements. It was expected that NOL could help to re-distribute the railway passenger flows in the northern New Territories;
- (iii) the proposal of KTN NDA as a rail-based town was recommended to address the medium to long-term housing demand and to provide more job opportunities;
- (iv) economic and social facilities such as retail, service industries and community facilities would be available in the NDAs to provide different types of jobs and a large amount of employment opportunities, including some with lower skill level requirements, for the local people. Long distance commuting for daily activities was not expected; and
- (v) the NDAs took advantage of its strategic location to provide land for different strategic land use requirements. The sites for “OU(Business and Technology Park)” and “OU(Research and Development)” in the KTN NDA would provide a variety of jobs related to commerce and industries in which Hong Kong enjoyed clear advantages. Those sites would provide development space for different industries and were not specifically catered to businesses related to the economic development of Mainland China;

Representation KTN-R20728

- (bb) the main grounds of representation KTN-R20728 were summarised as follows:

Layout of the KTN NDA limiting the development potential

- (i) the northern portion of the representation site, i.e. Lot No. 2030 s.A in D.D. 95, was split into 2 sites which could not be implemented on their own. If the representer could not work together with the owners of the adjoining land within the same zoning, the two sites would be meaningless to the Government's objective to fast track the housing supply. It was unfair to the landowner as general building plans could be submitted for the immediate development of the site if the lot had not been divided into two sites. Besides, with a smaller site area, the number of residential units that could be developed would be smaller, representing a waste of scarce land resources;

Land exchange application

- (ii) as the representation site fell within different land use zonings, it would not be eligible to apply for land exchange which required a minimum site area of 4,000m²;

Implementation programme

- (iii) the zoning of the site as "OU(C/R with PTI)" would hinder the early implementation of the site under the Advance Works Package;
- (cc) representation KTN-R20728 proposed to rezone the site from "OU(C/R with PTI)" to "R(A)1". Although the proposal would result in a loss of land area covered by the "OU(C/R with PTI)" zone by 12.9%, it would

not cause a significant impact on the implementation of the PTI. The proposed rezoning only involved minor boundary adjustment to the draft OZP and would not cause any negative effect on the planned provision of residential units as the domestic PR would remain unchanged;

(dd) responses to representation KTN-R20728 were as follows:

Layout of the KTN NDA limiting the development potential

- (i) land matters would be dealt with at the implementation stage and were not directly related to the KTN and FLN OZPs which were to show the broad land use framework of the NDAs;
- (ii) the representer's proposal would reduce the effectiveness of the remaining portions of land zoned "R(A)" and "OU(C/R with PTI)". That was particularly so for the PTI which was to be incorporated within the "OU(C/R with PTI)" site and a smaller site area would affect its feasibility. The proposal would also jeopardize the comprehensive development of the NDA;
- (iii) the KTN NDA development was formulated based on 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. The development sites were drawn up taking into account the planned land uses, open space network, cycle track/road network and major breezeway/air paths. Individual land ownership was not a consideration in planning the respective land use zonings;

Land exchange application and implementation programme

- (iv) as the site was located to the immediate south of the proposed Kwu Tung railway station, due consideration would need to be given to

better integrate the future railway station with the design of the PTI to meet the needs of the future population. A master layout plan was required to ensure proper design of the development before development proceeded;

- (v) the Government would resume and clear the private land planned for public works projects and public housing, as well as private land for private housing development not to be pursued under the land exchange arrangement, carry out site formation works, and provide infrastructure before allocating land for various purposes. Land matters would be dealt with at the implementation stage; and

Representer's Proposal

- (vi) the representation's proposal would affect the design feasibility of the "OU(C/R with PTI)" site as the proposed PTI had specific dimension and configuration requirements. The odd shape of the site resulting from the proposed rezoning might affect the comprehensiveness of the two residential developments;

[Mr. Sunny L.K. Ho arrived to join the meeting at this point.]

Representations FLN-R5 to FLN-R8

- (ee) the main grounds of representations FLN-R5 to FLN-R8 were summarised as follows;

More lenient restrictions on development intensity for domestic uses

- (i) to optimize housing supply, the "R(A)1" zones in the FLN District Centre and the intervening "O" zone could be combined to form a consolidated piece of land with a housing/shopping street setting. The proposed zoning configuration could provide an additional

residential gross floor area (GFA) of about 26,500m² while the intervening open space could be retained for public use;

- (ii) the FLN OZP had not fully utilized the land resources and did not maximize the population within 500m of railway stations. A higher development intensity should be adopted to support the Transit-oriented Development in the FLN District Centre;
- (iii) the “R(B)” site in FLN Planning Area 13 fronting the promenade of Ng Tung River was located immediately alongside two planned public housing sites (HOS sites) to the east with domestic PRs of 4.0 to 4.5. The development intensity of the “R(B)” site should be increased to the same level of the HOS sites to contribute to a more sustainable housing provision;
- (iv) the “R(B)” site in FLN Planning Area 18 could be combined with the adjoining “OU(Amenity Area)” site fronting Ma Sik Road with the planned amenity area designated as an NBA and specified for amenity use under the lease. Ma Sik Road would then become a ‘road’ for the “R(B)” site for the purposes of PR calculations under the B(P)R. The “R(B)” site could also become an early phase development site with ingress/egress off Ma Sik Road;
- (v) the infrastructure was sufficient to accommodate the additional population from the proposed increase in housing supply;

More lenient restrictions on development intensity/provision of non-domestic uses

- (vi) the commercial area in the FLN District Centre was formed by four development sites zoned “R(A)1”, with the northern and southern parcels separated by a 56m-wide open space corridor which presented a barrier to permeability, connectivity and District Centre

identity;

- (vii) the four individual “R(A)1” sites should be combined into two larger sites so that an efficient and environmentally friendly development could be achieved. The open space corridor in-between the sites should be designated as ‘pedestrian area’ and counted for non-domestic PR as its primary role was to serve as ‘pedestrian shopping streets’ rather than as open space. That would 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 would in turn enhance job opportunities for future residents and add diversity and vibrancy to the area;
- (viii) to add vibrancy and ancillary accommodation to the FLN District Centre, hotel use within the non-domestic portion of the “R(A)” sites should be allowed;
- (ix) commercial uses should be allowed in the lowest three floors of a building (including basement) for the reasons that the restrictions in the “R(A)” zone should be in line with those under the Master Schedule of Notes; the provision of a commercial floor in the basement which would not undermine the intention to avoid bulky structures and minimize adverse air ventilation and visual impacts; and basement retail premises could contribute to street vibrancy without affecting the coherence of the pedestrian street profile;
- (x) the restriction of a maximum building height of 5m and the setback of a maximum width of 10m at 1/F level for the terraced podium did not encourage architectural diversity and visual interest;
- (xi) the District Centre ‘shopping street’ concept should be extended to the eastern podium edge of the “R(A)” zoning which interfaced with

the North-South Park as those terrace edges had considerable potential to enliven the adjoining public open space;

- (xii) ‘Shop and Services’ and ‘Eating Place’ uses should be allowed in “R(B)” zones in FLN Planning Areas 13 and 18 as they were the key pedestrian routes connecting either to the planned riverside promenade or the existing town settlement across Ma Sik Road;

More lenient building height restrictions

- (xiii) the building height of the four “R(A)1” sites in the FLN District Centre should be increased to reflect the planning intention that development sites in the central area generally had higher building heights and to allow landmark buildings to be seen from a distance;
- (xiv) on sites with 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;
- (xv) an increase in building height for the “R(B)” zone in Planning Area 13 would not impact on visual corridors given that the adjoining proposed HOS developments fronting the same stretch of riverside promenade was at 90mPD;
- (xvi) the proposed building heights for the “R(B)” zone in FLN Planning Area 18 should be increased to introduce a greater stepping down in height, taking into consideration the existing and planned building heights in the surrounding, including the proposed PTI development in FLN Planning Area 15 to the north (with heights ranging from 105mPD to 125mPD) and the existing “R(A)” zone to the south of Ma Sik Road (115mPD);

Implementation mechanism

- (xvii) the Notes for the proposed terraced podium in “R(A)1” zones in the core of the area did not cover certain implementation matters critical to the success of the statutory planning framework;
- (xviii) one land grant should be offered to the major landowner to design and construct the proposed pedestrian areas and open space corridor so that the pedestrian street concept and town square could be planned, designed, constructed and operated holistically to achieve good urban design, architectural appeal, sustainable engineering and environmental-conscious operations; and
- (xix) to avoid interface problems at various stages of the development, a single land grant should be considered with the implementation works entrusted to one agent for design, build and transfer.

[Professor K.C. Chau arrived to join the meeting at this point.]

- (ff) the main proposals of representations FLN-R5 to FLN-R8 were summarised as follows:

More lenient restrictions on development intensity for domestic uses

- (i) to combine the two “R(A)1” sites and the “O” zone in-between to the north of the FLN District Centre into one site and to rezone it as “R(A)5” subject to a maximum domestic PR of 5 and a maximum domestic GFA of 125,690m². The area previously zoned “O” should be designated as ‘pedestrian area’ and should be countable for non-domestic PR, subject to a maximum non-domestic GFA of 42,735m² (FLN-R8);

- (ii) to combine the two “R(A)1” sites and the “O” zone in-between to the south of the FLN District Centre into one site and rezoned as “R(A)6” subject to a maximum domestic PR of 5 and a maximum domestic GFA of 129,290m². The area previously zoned “O” should be designated as ‘pedestrian area’ and should be countable for non-domestic PR, subject to a maximum non-domestic GFA of 43,959m² (FLN-R8);
- (iii) to combine the 4 “R(A)1” sites into two large sites with a ‘pedestrian area’ to replace the intervening “O” zone (FLN-R6) ;
- (iv) to rezone the “R(B)” zone in FLN Planning Area 13 to “R(B)2”, subject to a maximum domestic GFA of 88,772m² and a maximum non-domestic GFA of 420m² for shops abutting the pedestrian walkway (FLN-R8);
- (v) to rezone the “R(B)” and “OU(Amenity Area)” site in FLN Planning Area 18 to “R(B)1” subject to a maximum domestic GFA of 67,123m² and a non-domestic GFA of 750m² for shops abutting the pedestrian walkway. The area previously zoned “OU(Amenity Area)” should be designated as an NBA under the “R(B)1” zone (FLN-R8);
- (vi) to adopt a higher domestic PR of 6 for developments in the FLN District Centre (FLN-R5);

More lenient restrictions on development intensity/provision of non-domestic uses

- (vii) for the “R(A)” zone, to permit commercial uses on the lowest three floors (including basements) of a building subject to a maximum non-domestic PR of 2 and to place ‘Hotel’ use under Column 1 of the Notes (FLN-R6 and FLN-R8);

- (viii) for the “R(A)5” and “R(A)6” zones, to extend the designated terraced podium and pedestrian area to the eastern edge of the two zones and to specify that land designated as ‘Terraced Podium’ would be 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 would be subject to two different terraced podium setback controls at the first floor (either 5m-wide or 10-m wide setback) (FLN-R8);
- (ix) to rezone the “O” zone in the FLN District Centre to “OU(Town Square with Open Space for Recreation and Community Uses and Underground for Commercial Uses and Car Park)” uses (FLN-R7 and FLN-R8);
- (x) to rezone the north-south strip on the eastern portion of the “O” zone to “O(1)” to link up with the FLN District Centre (FLN-R8);

More lenient building height restrictions

- (xi) to relax the maximum building height restrictions for the western and eastern portions of the “R(A)1” sites to 130mPD and 145mPD respectively (FLN-R8);
- (xii) to adopt a stepped building height profile for the “R(A)1” sites in FLN Planning Area 16 up to a maximum building height of 165mPD (FLN-R5);
- (xiii) to relax the maximum building height restriction of the “R(B)” zone in FLN Planning Area 13 to 90mPD (FLN-R8);
- (xiv) to relax the maximum building height restriction of the “R(B)” zone in FLN Planning Area 18 to 105mPD (western portion) and 85mPD

(eastern portion) (FLN-R8);

Pedestrian circulation connection

(xv) to provide elevated pedestrian walkways and underground pedestrian connections from the riverside to Fanling Sheung Shui Town Lot (FSSTL) No. 177, from the “R(B) zone in FLN Planning Area 18 to the existing elevated network near Belair Monte, between the northern and southern portions of the district centre, and between the district centre and the PTI site (FLN-R8); and

(xvi) to provide 3-level connections from Luen Wo Hui to the FLN District Centre/riverside (FLN-R5);

(gg) responses to representations FLN-R5 to FLN-R8 were as follows:

More lenient restrictions on development intensity for domestic uses

- (i) the “O” zoning in the midst of the district centre of the FLN NDA offered a unique opportunity to create a green urban environment that could offer significant benefits to the future community. 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;
- (ii) the PRs of residential sites at the future town centres of the KTN and FLN NDAs had been increased from 3.5 or 5 to 6 for high-density developments;
- (iii) a 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 and the capacity of the highway network, as well as

urban design and visual implications;

- (iv) there was 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;
- (v) though the representer claimed that the NBA could be incorporated into the lease conditions for providing residential open space and roadside amenity planting, appropriate zoning under OZP could provide more transparent control under the Ordinance;
- (vi) Fanling Highway would approach its practical capacity based on the proposed development scale. It was 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 had already been adopted;

More lenient restrictions on development intensity/provision of non-domestic uses

- (vii) the open space corridor stretching from north to south and from east to west across the core area of the FLN District Centre was a key urban design feature in the FLN NDA. The “O” zoning in the midst of the FLN District Centre would create a green urban environment that could bring significant benefits to the future community. To enhance the function and vibrancy of the open space, different kinds of activities including community, arts and culture, alfresco dining, and retail could be considered. The detailed design and construction study (as advanced works of the NENT NDAs Study) would 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;

- (viii) the “R(A)1” sites in the FLN District Centre were primarily intended for high-rise residential developments rather than pure commercial developments, such as hotel use. ‘Hotel’ use would have to be assessed on an individual basis with strong justifications, technical assessments, etc. on application to the Board;
- (ix) the open space corridors stretching from north to south and from east to west across the core area of the FLN District Centre would form the major pedestrian shopping streets of the NDA. That district open space would serve as a major pedestrian passageway and provide active and passive recreational uses. There was no strong justification to rezone the site to “OU(Town Square with Open Space for Recreation and Commercial Uses and Underground for Commercial Uses and Car Park)” zone;
- (x) as commercial uses such as ‘Eating Place’, ‘Place of Entertainment’, and ‘Shop and Services’ might be allowed on application to the Board, there was adequate flexibility under the current “O” zoning;
- (xi) additional commercial developments at basement level(s) would generate additional development intensity and traffic load in the area. Further increase in development intensity could only be ascertained after another comprehensive feasibility study covering planning, environment, traffic and transport, infrastructure and other technical aspects had been undertaken. The proposal of accommodating commercial uses at basement could be considered based on individual merits through the planning application process;
- (xii) the building height restriction specified in the OZP would normally count the height of the building up to the main roof unless it was specified in the OZP that such restriction included roof-top structures and parapets;

- (xiii) it was intended to provide a 1-storey landscaped terrace (with a maximum building height of 5m and a width of 10m) along the pedestrian shopping street for public access to the terrace for enjoyment. To allow for an attractive and spacious public access, a 10m-setback of the terraces should be retained. The 10m-wide terraced podium was an important feature in the FLN District Centre. Design flexibility had been allowed for changing such design feature through the planning application process;
- (xiv) the north-south open space spines would serve as major view corridors to protect the long-range views towards the green backdrop in the north. The coverage of the terraced podium lined with retail frontage in FLN Planning Area 16 did not include the eastern edge of the “R(A)1” zones;
- (xv) the “R(B)” zone was intended primarily for medium-density residential developments. Any commercial uses would require planning permission from the Board. Commercial uses were allowed in the “OU(C/R with PTI)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, a two-storey terraced commercial podium lined with retail frontage along site boundaries abutting the open space would be provided in the core of the FLN District Centre;

More lenient building height restriction

- (xvi) the overall building height profile of the KTN and FLN OZPs was 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. Provision was already made on the FLN OZP for higher building height for the two district nodes within FLN, including the FLN District Centre. 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;

- (xvii) there was 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(C/R with PTI)1” site. There was provision for minor relaxation of building height restrictions under the OZP;
- (xviii) a maximum building height of 75mPD was able to accommodate the permitted development intensity under “R(B)” zone which was intended primarily for medium-density residential developments;
- (xix) the building heights were gradually descending from the landmark building in the “OU(C/R with PTI)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 was increased from 75mPD to 90mPD, the east-west gradual descending building height profile would be affected;
- (xx) the building height of the existing housing developments at the south of the FLN District Centre along Ma Sik Road was about 28 to 34 storeys at 90mPD to 115mPD. In view of that, the building height restriction of 60mPD and 75mPD for the subject “R(B)” site was considered appropriate. The planned HOS site in the “R(A)” zone further west along Ma Sik Road was located much further away from the subject “R(B)” site (separated by Road L1, a “G/IC” site and an “O” site) and had different zonings, planning intention and planned developments;

Implementation mechanism

- (xxi) land exchange/land matters would be dealt with at the implementation stage and were not directly related to the KTN and FLN OZPs;
- (xxii) the KTN and FLN OZPs were prepared to take forward the recommendations of the NENT NDAs Study. The OZPs had made provision for each individual land parcel to be developed on its own. However, the OZPs had not precluded consolidated development of several land parcels by a single developer;

Representation FLN-R28

- (hh) the main ground of representation FLN-R28 was that the “OU(Amenity Area)” along Ma Sik Road would segregate the land from directly abutting Ma Sik Road and result in a congested layout as the residential tower blocks would need to be set back considerably from the site boundary parallel to the new “OU(Amenity Area)” strip to fulfil the prescribed window requirement under the Buildings Ordinance;
- (ii) the main proposal of representation FLN-R28 was to include the “OU(Amenity Area)” zone at Ma Sik Road into the area shown as ‘Road’ or to clarify that the “OU(Amenity Area)” zone could be considered as a NBA under the Buildings Ordinance;
- (jj) responses to representation FLN-R28 were as follows:
 - (i) as the “OU(Amenity Area)” zone and ‘Road’ had different specific planning purposes and planning needs, it was appropriate to retain the current “OU(Amenity Area)” zoning;
 - (ii) the compliance with the prescribed window requirements under the Buildings Ordinance involved detailed building design matters which

could only be firmed up after a detailed building scheme had been drawn up. It would not be possible nor appropriate to draw up detailed building design schemes for individual sites at the OZP preparation stage to check whether the prescribed window requirement under the Buildings Ordinance could be met;

- (iii) there was provision for minor relaxation of the building height and PR restrictions under the OZP;

Representations FLN-R35 to FLN-R38 and FLN-R46

(kk) the main grounds of representations FLN-R35 to FLN-R38 and FLN-R46 were summarised as follows:

- (i) the proposed provision of the police driving and traffic training facilities at Fu Tei Au would affect the greenery and natural/ecological environment or buffer;
- (ii) the proposed use would not ease the acute shortage of housing supply;
- (iii) there were many different types of bird species within the site which had a high conservation value; and
- (iv) alternative sites were available for the proposed provision of police driving and traffic training facilities;

(ll) responses to representations FLN-R35 to FLN-R38 and FLN-R46 were as follows:

- (i) the two “G/IC” sites at Fu Tei Au in FLN Planning Area 3 were located within the 1km Consultation Zone of the Sheung Shui Water Treatment Works which was a potentially hazardous installation (PHI). As the site was subject to environmental constraint, it was necessary

to reserve the sites for low-density non-domestic uses to serve as a buffer to the residential developments in the vicinity;

- (ii) the two sites were intermixed with squatters, open storage, plantation, farmland, a pond and a mitigation meander with mitigation plantation around. They were only used by a low diversity of wetland species in small numbers. There were no habitats of high ecological value at the subject sites. The ecological function of that area would be compensated for by the LVNP;
- (iii) the two sites were suitable for the relocation of the Police Driving and Traffic Training Division and Weapons Training Division from Fan Garden, Fanling;

Representation FLN-R79

(mm) representation FLN-R79 opposed the proposed park at the Shek Wu San Tsuen area on the grounds that the proposed park was unnecessary as open space was available within a walking distance of 10 minutes;

(nn) responses to representation FLN-R79 were as follows:

- (i) the Shek Wu San Tsuen area in FLN Planning Area 12 was proposed to be developed into a Central Park with recreational facilities as it would be easily accessible by most of the future population in the FLN NDA and was located in the vicinity of social welfare and other public facilities in the adjoining FLN Planning 11. The proposed Central Park would also provide visual and spatial relief in the FLN NDA;
- (ii) while most of the population of the existing new town would be within walking distance to the North District Park, the said park would be a longer distance away from the future residential cluster of

the FLN NDA. Besides, the facilities provided in the North District Park were predominately passive in nature which would be different from those in the proposed Central Park. The North District Park and the proposed Central Park had different functions and served different catchments of the population;

Representations FLN-R276 and FLN-R301

(oo) the main grounds of representations FLN-R276 and FLN-R301 were summarised as follows:

- (i) the over-concentration of public housing development in a small locality at the western part of the FLN NDA would generate pressure on the already deficit provision of community facilities in the area and cause potential social problems. The concentration of identical high density public housing buildings in the district would result in a lack of visual characteristics;
- (ii) the public housing proportion in the FLN NDA of about 64% deviated from the target of 60% given in the Long Term Housing Strategy; and
- (iii) as the KTN NDA had more advantage for public housing development, consideration should be given to strengthening the railway-based development by slightly increasing the PR of the public housing developments around the proposed Kwu Tung railway station;

(pp) responses to representations FLN-R276 and FLN-R301 were as follows:

- (i) the overall public-private housing ratio of the two NDAs was 60:40. The said housing split was in line with the Long Term Housing Strategy and the 2014 Policy Address where the Government had adopted 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. That ratio was similar to that of the Fanling/Sheung Shui New Town which was 59:41;

- (ii) to provide a balanced population profile for the FLN NDA, a mix of housing land had been allocated for subsidised housing and various types of private housing to ensure a balanced and socially integrated community. Some sites in FLN Planning Areas 6, 8, 13, 14, 15 and 17 had been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. That would allow flexibility for provision of PRH and HOS units within individual sites;
- (iii) public housing was planned near the railway station, PTI and town centre. 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) were proposed for public housing use. Many public and private housing sites were located next to one another and were well connected and integrated by cycle track and pedestrian network;

Representations FLN-R100 to FLN-R275, FLN-R277 to FLN-R300 and FLN-R302 to FLN-R538

- (qq) the main grounds of representations FLN-R100 to FLN-R275, FLN-R277 to FLN-R300 and FLN-R302 to FLN-R538 were summarised as follows:
 - (i) the over-concentration of public housing would lead to convergence of low-income class resulting in slum development, social problems and poverty over generations;
 - (ii) private housing development should be increased for the reasons that young professionals/capable buyers would be attracted; the insufficient private housing problem would be addressed; capable

buyers would be allowed to move from public housing to private housing; and it would bring about better development on other aspects including transport, consumption power and employment. Harmony in the community could be achieved with increased private housing;

(iii) low-income groups should not be moved to the area which had a shortage of job opportunities. The low purchasing power generated by a high concentration of public housing would exacerbate the unemployment problem in the area;

(iv) insufficient transportation nodes in the area would put residents of public housing at a great disadvantage as transportation costs would be high. Being at a remote location with insufficient transportation services, the residents in those public housing developments would become more isolated; and

(v) private housing development would provide amenities such as club houses and community gardens which could ease the insufficient provision of such facilities in the area. The current/proposed facilities such as schools and hospitals were inadequate for the additional population;

(rr) responses to representations FLN-R100 to FLN-R275, FLN-R277 to FLN-R300 and FLN-R302 to FLN-R538 were as follows:

(i) the overall public-private housing ratio of the two NDAs was 60:40. The said housing split was in line with the Long Term Housing Strategy and the 2014 Policy Address where the Government had adopted 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. That ratio was similar to that of the Fanling/Sheung Shui New Town which was 59:41;

- (ii) a mix of housing land had been allocated for subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. Some sites in FLN Planning Areas 6, 8, 13, 14, 15 and 17 had been reserved for PRH / HOS use or a mix of them to cater for the future demand for subsidised housing. That would allow flexibility for provision of PRH and HOS units within individual sites;
- (iii) the NENT NDAs Study estimated that the KTN and FLN NDAs would provide a total of about 37,700 jobs. In the KTN NDA, the “OU(Business and Technology Park)” and “OU(Research and Development)” sites would provide a variety of jobs for the existing and future population of the area. The economic and social facilities such as retail, service industries and community facilities would provide different types of jobs and employment opportunities, including some with lower skill level requirements. Those economic activities would help promote the local economy and provide job opportunities for the additional population in the future;
- (iv) two district nodes in the FLN NDA with a mix of residential use, retail, social and community facilities, PTIs and public open space were 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;
- (v) the western district node would be served by a PTI with bus/mini bus and taxi. The 500m catchment of the PTI covered most of the residential sites in the subject area to offer the residents convenient public transport; and
- (vi) there was sufficient provision of community facilities, in accordance with the requirements of the HKPSG. Besides, a number of retail and community facilities would be provided in the public housing

developments. Various social welfare facilities, including family services and services for young people, were proposed to be provided in the planned development sites to serve the population;

Comments

(ss) the views of the commenters were similar to those submitted by the representers. The comments were mainly concerned with the development right of private land owners, the zoning proposals in the Tin Ping Shan Tsuen area and the zoning proposals in the Fu Tei Au area;

94. The Chairman then invited the representers and their representatives to elaborate on the representations.

KTN-R7 – The Light Corporation

95. With the aid of a Powerpoint presentation, Ms Betty S.F. Ho made the following main points:

- (a) the representation site covered Lots 750(part), 751(part), 752, 753 and some adjoining government land in D.D. 92. Over 70% of the site fell within the 'VE' of Yin Kong Village;
- (b) she opposed the zoning of the site as "OU(Nature Park)" and proposed that the site should be rezoned as "V". With a site area of 4,600m², a total of 23 Small Houses could be provided;
- (c) the agricultural use of the site had long been abandoned. Since the 1980s, 63% of the site had been used as an open storage area for construction materials. Most of the site had already been paved;
- (d) the representer was the owner of another site to the south of the representation site which was zoned "CDA" for which planning

permission had been granted for a proposed residential development with the conservation of Enchi Lodge (application No. A/NE-KTN/131);

- (e) the approved development scheme could not be implemented as LandsD had reservation on processing the land exchange which involved land within the 'VE' of Yin Kong Village;
- (f) the proposed rezoning of the representation site to "V" would provide a land reserve for the expansion of Yin Kong Village in future and compensate for the land within the 'VE' that fell within the "CDA" zone. That would address the concern of LandsD and would likely enable the land exchange to proceed;
- (g) although PlanD considered that implementation/land exchange/land matters were outside the scope of the OZP, it should be noted that the representer's proposal would enable a site that had been zoned as "CDA" to be developed in accordance with its planning intention as specified on the OZP;
- (h) the implementation problem was caused by an inconsistency in Government's planning and land administration matters. If land was still available for Small House development within the "V" zone of Yin Kong Village, LandsD should not have rejected the land exchange application submitted by the representer for the implementation of the CDA scheme. On the other hand, if there was insufficient land in the "V" zone for Small House development which was of concern to LandsD, the KTN OZP should be amended to provide more land for "V" zone;
- (i) there should be more co-ordination between the Board and LandsD to ensure that the land uses proposed in the OZP could be implemented as planned;
- (j) the Environment Impact Assessment (EIA) Study carried out by the

Government indicated that the representation site was of low ecological value. As the site was a brownfield site which did not form part of the wetland system, the proposed rezoning of the site to “V” would complement the planned nature park development at Long Valley as farmers could return to the village and re-establish their farming practice. Indeed, organic farms adjacent to the representation site were already in existence;

- (k) as a compromise, a revised proposal was suggested with the proposed “V” zone reduced to about 3,100m² (covering most of the private land), and the remaining part of the representation site (about 1,500m²) retained for “OU(Nature Park)” purposes; and
- (l) the revised rezoning proposal would achieve a win-win-win situation as that part of the site retained for “OU(Nature Park)” purposes would enable the provision of management and ancillary facilities to support the operation of the LVNP; the proposed “V” zone would enable the extension of Yin Kong Village and the provision of manpower to practise eco-farming and work on the LVNP; and the proposed rezoning would address LandsD’s concerns on land use within the ‘VE’ and would enable the implementation of the approved scheme for application No. A/NE-KTN/131.

[Actual speaking time: 10 minutes]

KTN-R9, FLN-R9 – REDA

96. With the aid of a Powerpoint presentation, Mr Ian Brownlee made the following main points:

- (a) a layout plan showing the rezoning proposals and a table indicating the proposed increase in PRs and building height and resultant increase in flat production had been submitted in the representation for the KTN and FLN

OZPs. The proposed changes would result in the provision of an additional 29,000 flats;

- (b) the two NDAs were very close to the urban area of Shenzhen and could accommodate a total planned population of 460,000 to 540,000 persons;
- (c) REDA supported the comprehensive planning and implementation of New Town developments as a means to achieve the Government's objective of increasing flat production. The representations were made to optimise the use of scarce land resources in the two NDAs and to achieve a high quality and sustainable urban development;

[Ms Bonnie J.Y. Chan returned to join the meeting at this point.]

- (d) the following principles should be adopted for the two NDAs including provision of more flats by increasing the PR and building height restrictions; better provision of commercial floor space; integration of the development with the support of mass rail transportation; provision of a better mix of public and private housing; and establishment of an efficient implementation process;
- (e) the overall development density of the two NDAs was very low as a large proportion of the land was designated for non-development uses such as river channel, "GB", "AGR", "O" and "OU(Amenity Area)". For the KTN and FLN OZPs, the percentage of land covered by non-development zones were 47.45% and 46.21% respectively;
- (f) as the two NDAs would disrupt the existing communities and require a heavy investment in infrastructure, their development intensity should be optimized to ensure that maximum benefits were reaped from the public expenditure. The NDAs should adopt the maximum PRs permitted in accordance with the HKPSG unless there were physical or practical reasons not to do so;

- (g) while the Long Term Housing Strategy's target was to provide 470,000 flats in 10 years, the contribution from the two NDAs was relatively insignificant as the two OZPs would only provide a total of 60,000 flats. REDA's proposals would increase flat production by 29,000 flats and result in a total flat production of 89,000 flats from the two NDAs;
- (h) it was unreasonable for the Board to arbitrarily reduce flat production from the two NDAs while, at the same time, rezoning "G/IC", "GB" and "O" sites in other areas for residential use, upzoning other development sites and rejecting planning applications for hotel developments in residential zones;
- (i) the proposed addition of 29,000 flats in the two NDAs could be achieved at very small marginal costs. The proposed comprehensive increase in PR and building height restrictions were consistent with the recent Policy Addresses and the urban design themes adopted for the NDAs;
- (j) to seize the opportunity and help address the long term housing supply problem, the PR of the residential sites in the NDAs should be increased to the PR recommended in the HKPSG for R1, R2 and R3 sites;
- (k) infrastructure capacities including sewage treatment and the highway network should be upgraded where necessary to accommodate the increase in population. Technical assessments should be carried out on an iterative basis to determine the maximum development capacity of the two NDAs;
- (l) the Board should not rely on minor relaxation of PR and building height restrictions as a tool to increase the development intensity of individual sites but should plan for the maximum development potential at the outset;

- (m) the building height restrictions were arbitrary and imposed an unnecessary control on flat production. They should be relaxed as they would not cause any significant adverse visual impact;
- (n) the proposed land use mix should facilitate housing choice and avoid the concentration of public housing. The large size of the proposed public housing sites should be divided into smaller sites which would allow better integration between private housing and public/subsidised housing;
- (o) the “OU” zones should be less specific to allow a greater flexibility to meet the changing market needs. Moreover, the PR of the various “OU” zones should be increased to provide more commercial floor space and employment opportunities; and
- (p) the layout and land use zoning should take into account land ownership patterns in order to minimise the need for resumption and clearance and to allow more efficient implementation of the plan.

[Actual speaking time: 15 minutes]

KTN-R10 – The Estate of the late Mr. Fok Ying Tung, Henry

97. With the aid of a Powerpoint presentation, Mr Ian Brownlee made the following main points:

- (a) the representation site consisted of various lots in D.D. 95 and was within 100m to 400m from the planned MTR station at KTN. Based on the concept of Transit-oriented Development, the development intensity of the representation site should be maximised as it was located in a prime location;

- (b) the Government should respect the right of the landowner and the planning history of the representation site. Moreover, the proposed open space covering part of the site should be removed;
- (c) the representer had owned 50% of the shares of the site since the 1960s;
- (d) the site was previously zoned “CDA” and two planning applications for low density residential development at a PR of 0.4 had been approved in 1994 and 1997. Some initial site formation and foundation works had commenced on the site;
- (e) a rezoning application to increase the PR of the representation site was rejected in 2000 on the grounds that the site was partly designated for residential development and partly reserved for business use under the recommendations of the Planning and Development Study on North East New Territories;
- (f) another section 16 application was submitted in 2012 and a decision on the application had been deferred until after the completion of the NENT NDAs Planning and Engineering Study;
- (g) under the current OZP, the representation site was carved up by roads and open spaces and only a very small portion of the site would be retained for private residential development. Almost the whole site would be subject to resumption;
- (h) with plenty of open space proposed near the future transport node, there was no justification to zone a substantial portion of the representation site to “O” and deprive the site of its development potential at a prime location. The “O” zone was contrary to the Transport-oriented Development principle and provided no apparent planning merit;

- (i) the proposed PR of the “R(A)1” site was too low considering its prime location near the future MTR while the building height restrictions of 30mPD and 10 storeys for the two “G/IC” zones covering the southern part of the site would be too restrictive for the future GIC facilities. With the building height restriction of the adjacent sites to the east being up to 110mPD and 130mPD, there was much scope to relax the building height restrictions for the “R(A)1” site;
- (j) the proposed Option 1 was to rezone the entire representation site to “CDA” with the same land use mix as those provided for in the previous OZP but with increased PR and building height. As the “CDA” zoning would require the submission of a master layout plan, the various issues such as road layout and alternative design options could be dealt with at that stage. The proposal would only slightly reduce the size of the adjacent “R(A)2” site and would not affect the proposed GIC uses within the representation site;
- (k) the proposed Option 2 was to rezone the northern part of the representation site to “R(A)1” and to rezone the southern part of the site to “G/IC(3)” while deleting the “O” zone. It was also proposed that the PR and building height of both the “R(A)1” and “G/IC(3)” sites be increased; and
- (l) the proposals were compatible with the OZP and were more productive in terms of housing and GIC facilities provision. As the site already had access from Castle Peak Road, it was ready for immediate implementation but was unnecessarily constrained by the zoning and road layout given in the current OZP.

[Actual speaking time: 12 minutes]

FLN-R46 – Lit On Pong

98. Mr Lit On Pong made the following main points:

- (a) disagreed with PlanD's view that Fu Tei Au was an area of low ecological value;
- (b) Fu Tei Au Village currently stretched over about 3.3 km of land, out of which three-quarters had been zoned as "Conservation Area" ("CA") and the remaining quarter had been reserved for the proposed development of a Police Driving and Traffic Training School. It would be unreasonable to zone large tracts of land as "CA" if the area was of low ecological value;
- (c) the amount of bird sightings at Fu Tei Au Village had been on the increase in the last few years, showing an improvement in the area's ecological habitat; and
- (d) the site that was reserved for the development of the Police Driving and Traffic Training School was comprised of marshes and wetland. He did not agree that the site was of low ecological value.

[Actual speaking time: 3 minutes]

FLN-R118 – Chung Yin Kuen

99. Ms Ip Wai Yan made the following main points:

- (a) there had been a marked increase in population in Sheung Shui in recent years, causing a housing problem in the area;
- (b) there was an over-concentration of proposed public housing development

in the Tin Ping Shan Tsuen area and a lack of public transport facilities to serve the future residents of the public housing estates; and

- (c) the concentration of public housing developments at a particular location would generate other problems such as high public transport fares.

[Actual speaking time: 2 minutes]

FLN-R291 – Liu Kit Man

100. Ms Liu Kit Man made the following main points:

- (a) as an indigenous villager of Sheung Shui Heung, she had lived near Tin Ping Shan Tsuen for over 20 years;
- (b) she agreed that development was necessary and noted that the Tin Ping Shan Tsuen area was mainly planned for public housing development;
- (c) however, the existing provision of public transport to the area was inadequate, with only one bus route (Route No. 73K) serving the area and no public transport providing direct services from Tin Ping Shan Tsuen to the Sheung Shui MTR station, which could take 30 minutes to go on foot;
- (d) the provision of adequate public transport facilities in support of the future population would need to be considered as such facilities were not shown on the OZP;
- (e) with an increase in population in Sheung Shui in recent years but little employment opportunities, it was increasingly difficult for local people to find jobs in the area. There was concern that the substantial increase in population from the public housing estates would generate problems similar to those found in Tin Shui Wai New Town; and

- (f) in order to strike a suitable balance, the public to private housing mix in the Tin Ping Shan Tsuen area should be adjusted to 60:40.

[Actual speaking time: 3 minutes]

FLN-R301 – Or Sin Yi (North District Councillor)

101. Ms Or Sin Yi made the following main points:

- (a) while the development of housing was supported, there was concern on the over-concentration of public housing developments in the FLN area which would generate a large population of low-income households;
- (b) as the FLN NDA was at a peripheral location and the transport costs to the main employment centres such as urban Kowloon would be high, there was concern that low-income households in public housing estates would remain unemployed and face problems similar to those of Tin Shui Wai New Town;
- (c) the proposed public to private housing ratio of 60:40 was supported. However, there was concern whether such a ratio could be maintained; and
- (d) other community facilities such as hospitals and schools should also be provided in an integrated manner in order to support the future community.

[Actual speaking time: 3 minutes]

102. The representers and representer's representatives who attended this session had completed their presentations. The Chairman announced a short break of 10 minutes.

[The meeting was adjourned for a 10-minute break at this point.]

103. When the meeting was resumed, the Chairman invited questions from Members.

104. The Vice-Chairman enquired about the justifications for and suitability of setting an overall PR of 6 for the two NDAs, providing 60,000 flats to house 170,000 people. In response, Ms Maggie M.Y. Chin said that under the NENT NDA Study, the NDAs development had made the best use of scarce land resources to serve the housing and economic needs of Hong Kong. The proposed development intensities for various housing sites were formulated based on various planning considerations including the efficient use of land resources, the provision of sufficient G/IC facilities, the capacity of the planned infrastructure, and the urban design framework. In response to the public requests made during the public engagement exercise to optimize the development potential of NDAs, the opportunity had been taken to review the development intensities of the housing sites. Subsequently, the PRs of residential sites at the future town centre/district nodes of KTN and FLN NDAs had been increased from 3.5 or 5 to 6 for high-density developments. That development intensity was commensurate with those of other new towns, such as Fanling/Sheung Shui New Town. In addition, most of the low-density sites, i.e. "R(B)" sites, had been upzoned with a PR of 3.5. Those together with other changes in the housing mix had resulted in an increase of about 12,700 flats, thus increasing the total flat supply from 47,300 to 60,000 units.

105. Noting that the proposed public to private housing ratio of 60:40 was in line with the housing mix target set by the Long Term Housing Strategy, the Vice-Chairman enquired how the housing ratio could be kept in balance in local areas to prevent the over-concentration of public housing. In response, Ms Chin said that the overall public to private housing ratio in terms of number of flats for the two NDAs was about 60:40. While high density developments were planned near the railway station in KTN NDA, major developments in FLN NDA were planned at two district nodes (one at the east and one at the west) with PTIs. The proposed public housing at Tin Ping Shan Tsuen, which was at the western district node of FLN NDA, would be served by the PTI, schools, GIC facilities and commercial facilities. Sufficient infrastructure would be provided for the local residents. While the existing provision of bus services to the area might be inadequate, the bus routing and public transportation of the NDAs and those of the existing Fanling/Sheung Shui New

Town would be further studied in the next stage. Tin Ping Shan Tsuen, which was in close proximity to the existing Fanling/Sheung Shui New Town, was the only public housing site in the western part of FLN NDA. In 2008, PlanD commissioned the Department of Social Work and Social Administration, The University of Hong Kong, to conduct a study on Tin Shui Wai New Town with a view to identifying lessons learnt and shedding light on future planning of the NDAs in Hong Kong. The investigation concluded that a balanced community should be provided with sufficient community facilities and job opportunities. In planning the NDAs, those factors had been fully considered as lessons were learned from Tin Shui Wai New Town. In that regard, while the public and private housing ratio of Tin Shui Wai New Town was 80:20, the ratio for the two NDAs was 60:40.

106. Noting a representer's concern that land ownership had not been taken into account in the planning of the NDAs, a Member enquired whether that was the normal practice. In response, Ms Chin said that in determining the boundaries of the land use zones, the relevant planning considerations that were taken into account included the physical features, road network, land configuration, total land area requirements of various land uses, urban design and air ventilation. Land ownerships, however, were not a relevant planning consideration. The site mentioned by representation KTN-R10 had been included in the advance works and was reserved for the provision of local rehousing for eligible clearerees affected by the NDA development. The "G/IC" zone covering the representation site was reserved for the development of a hospital, clinic and schools. The representer's proposed Option 2, which was to rezone the northern part of the representation site to "R(A)1" for private housing development, would adversely affect the overall public to private housing ratio for the FLN NDA. Moreover, some of the residual land resulting from the proposed Option 2 would be too small in size for efficient and effective development.

107. In response to the same Member's enquiry on the difference in building height between the Luen Wo Hui area and the Ma Shi Po area, Ms Chin said that the overall building height profile for the FLN NDA was proposed to step down from the district nodes towards the periphery and the riverside. Except for Wing Fai Centre and Wing Fok Centre (with existing building heights of about 100mPD to 110mPD) and a few other buildings which were relatively taller, the proposed stepping down building height profile had been maintained, providing a better integration with the adjacent low-rise buildings. A GIC site with a low-rise building was proposed in the southern part of the FLN NDA to form a north-south view corridor

providing a breezeway and views to the hills in the north.

[Professor P.P. Ho left the meeting temporarily at this point.]

108. In response to a Member's enquiry on the building height restrictions and the development intensity of the NDAs, Ms Chin said that the building height restriction for the area near the FLN District Centre was about 110mPD while the GIC sites were 8 storeys in height. The building heights of the surrounding areas were 75mPD and 60mPD, descending from the FLN District Centre to the Ma Wat River to form a harmonious stepped building height profile. The main purpose of the building height restrictions was to concentrate high-rise developments within the district nodes. On the development intensity of the NDAs, the maximum PR in FLN NDA was 6, which was similar to that of KTN NDA and other new towns in general. Any further increase in development intensity would generate traffic congestion and adversely affect the urban profile of the NDAs.

109. In response to the same Member's concern on the social problems caused by the over-concentration of public housing in the area, Ms Chin said that community facilities would be provided within the public housing estates and the Government would further study the needs of the youth in those areas. The 2008 Study on Tin Shui Wai New Town concluded that the community facilities that were required would change depending on the community's stage of development as well as its population mix. In that regard, PlanD would work closely with the Social Welfare Department and the Housing Department to monitor the situation and cater for the needs of the community at its various stages of development.

110. Noting the proposal of REDA (representations KTN-R9 & FLN-R9) to generally increase the PRs and building height restrictions for the two NDAs, the Chairman enquired whether assessments had been conducted by the representer to demonstrate that the supporting facilities such as the infrastructure and road networks were adequate to cater for the 29,000 additional flats proposed by REDA. In response, Mr Ian Brownlee said that a comprehensive technical assessment in support of REDA's proposals had not been conducted as there was not enough time to do the assessments within the 2-month period for the submission of representations. Nevertheless, he did not envisage any technical

problems to prevent the PRs permitted under the HKPSG to be achieved in the two NDAs. Taking the FLN District Centre as an example, there was no reason for the PRs of the developments to be restricted to 6. Moreover, REDA agreed with the principle of applying a stepped building height profile to the area, only that the building heights of individual sites should be set at a higher level, stepping down from 135mPD to 95mPD. REDA's view was that the development potential of a site should not be forgone for the purpose of maintaining an artificially created stepped building height. In short, REDA considered that the PRs and building height restrictions of sites in the NDAs could be increased in order to make better use of the land.

111. In response to the Chairman's enquiry on whether the use of land in the NDAs had been optimized, Ms Chin said that in determining the optimum scale of the NDAs, various planning considerations such as area characteristics, the planned population and infrastructural capacities had been taken into account. The major considerations/limitations that were constraints to the two NDAs were the capacities of the road network and sewage treatment facilities. The possibility of increasing the capacity of these facilities, which had nearly reached their limits, had already been reviewed. In fact, some road widening and improvement works would be required to match the development in the future. Of equal importance was good urban design, i.e. the relationship of the development with its surroundings. REDA's proposal to increase the overall building heights would jeopardise the planning principle of promoting urban-rural integration. Moreover, a series of factors had been taken into consideration in determining the overall PR of 6 for the NDAs, which was in line with the existing new towns. The building height restrictions adopted in the OZPs had already taken into account the development intensity permitted under the OZPs and the flexibility required for incorporating building design features. In that regard, the proposed development intensity and building height restrictions were considered appropriate.

112. A Member enquired about the total size of the LVNP and the proportion of the site that was proposed by representation KTN-R7 to be rezoned to "V". In response, Ms Betty Ho said that the LVNP covered a total area of about 37 ha and the size of the site that was proposed by representation KTN-R7 to be rezoned from "OU(Nature Park)" to "V" was about 3,100m². In short, the site proposed to be rezoned would affect only 0.8% of the

total site area of the LVNP.

113. In response to the same Member's enquiry about the NDAs impact on an existing 'dawn market' that sold agricultural products from the farms nearby, Ms Chin said the 'dawn markets' would be reprovisioned at a site nearby and would not be affected by the NDAs.

114. The same Member enquired about the ecological value of the site in Fu Tei Au that was reserved for the Police Driving and Training School and Weapons Training School and whether the proposed facility could be accommodated on a piece of vacant land behind the existing police facilities at Fan Garden, Fanling. In response, Ms Chin said that the current proposal was for the existing police facilities at Fan Garden to be relocated to the site in Fu Tei Au. The reprovisioning site for the police facilities was within the 1-km consultation zone of the Sheung Shui Water Treatment Works which was a potentially hazardous installation. The site with high ecological value mentioned by representation FLN-R46 was zoned "CA" and was a mitigation meander formed as a result of the channelisation of Ng Tung River that was reserved for retaining the uncommon fish species Rose Bitterling and for the provision of a habitat suitable for the relocation of the Man Kam To egret. Mr K.W. Cheung (SNC/N, AFCD) said that according to the EIA report under the NENT NDA Study, an egret was found next to a road junction and some rare Rose Bitterling fish was found at the mitigation meander of Ng Tung River. The site for the police facilities was mainly occupied by rural workshops, orchards and dry farmland which were of low ecological value. The site zoned "G/IC" was suitable for some form of development. Some fishponds and wetland were found to the east which were of higher ecological value and were zoned "AGR". The mitigation meanders were zoned "CA" in order to protect the rare Rose Bitterling fish. Moreover, the meanders would be improved to attract egrets for nesting. Any loss in wetland within the NDAs would be compensated by the LVNP or by tree planting nearby.

115. The same Member enquired about the ownership and management of the LVNP. In response, Ms Chin said that the current thinking was that all land within the LVNP would be resumed to form the Nature Park. AFCD would examine the detailed conservation and management of the site in the next stage of the development.

116. As Members had no further question to raise, the Chairman thanked the Government representatives, representers and representer's representatives for attending the meeting. They left the meeting at this point.

117. The meeting was adjourned at 4:40 p.m.