

**CONSIDERATION OF REPRESENTATIONS AND COMMENTS  
 IN RESPECT OF THE DRAFT HUNG SHUI KIU AND HA TSUEN  
 OUTLINE ZONING PLAN NO. S/HSK/1**

Subject of Representations	Representers (Total no. of Representations: 117)	Commenters (Total no. of Comments: 338)
Generally <u>support</u> the Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) to guide the implementation of HSK NDA and <u>offer comments</u> on the OZP	<i>Individuals:</i> <b>R1</b> and <b>R3</b>	<i>Individuals:</i> <b>C1-C4, C5(Part), C7, C8(Part) and C33(Part) - C241(Part)</b>
Generally <u>support</u> the designation of logistics land use on the OZP and <u>offer comments</u> on the OZP	<b>R2:</b> Hong Kong Logistics Association	
Refuse collection point (RCP) site between Hung Yuen Road and Hung Ping Road	<b>R4:</b> <u>Support:</u> Mr. Cheung Muk Lam (Yuen Long District Council (YLDC) member) <b>R9:</b> Yuen Long Ping Shan District Residents Association <u>Oppose:</u> <i>Individuals:</i> <b>R95-R101</b>	<i>Individuals:</i> <b>C6(Part), C8(Part), C21(Part), C32, C33(Part) - C241(Part) and C242 - C329</b>
<u>Oppose</u> and/or <u>offer comments</u> on the OZP	<b>R5:</b> Hon Gary Chan Hak-kan (Legislative Councillor) <b>R6:</b> Hong Kong Seek Road <b>R7:</b> The Real Estate Developers Association of Hong Kong (REDA) <b>R14:</b> MTR Corporation Limited (MTRC) <i>Individuals:</i> <b>R108 and R109</b>	<i>Individuals:</i> <b>C5(Part), C6(Part), C12(Part), C18(Part) and C28(Part)</b>
	<b>R13:</b> Village Representative (VR) of Shun Fung Wai <b>R32:</b> Tuen Mun Rural Committee (TMRC) <b>R33:</b> Mr. To Shek Yuen (Tuen Mun District Council (TMDC) member) <b>R34:</b> Ha Tsuen Rural Committee (HTRC) <b>R106:</b> Hung Uk Tsuen Merchants Associations <i>Individuals:</i> <b>R35-R83<sup>1</sup></b>	<b>C9(Part):</b> 土地正義聯盟 <b>C29:</b> Mr. To Shek Yuen (TMDC member) <i>Individuals:</i> <b>C5(Part), C6(Part), C12(Part), C16(Part) - C19(Part), C27, C28(Part) and C30</b>

<sup>1</sup> 49 representations (**R35-R83**) together with 365 signatures submitted by brownfield operators are in the form of standard representations.

Subject of Representations	Representers (Total no. of Representations: 117)	Commenters (Total no. of Comments: 338)
Generally <u>oppose</u> and <u>offer comments</u> on the OZP (Cont'd)	<b>R15:</b> Hon Chu Hoi-dick (Legislative Councillor) <b>R19:</b> 關注洪水橋新發展區聯盟 <i>Individuals:</i> <b>R16, R18 and R20-R31</b>	<b>C9(Part):</b> 土地正義聯盟  <i>Individuals:</i> <b>C13 - C15, C16(Part), C17, C18(Part), C19(Part), C20, C21(Part), C22 - C26 and C33(Part) - C241(Part)</b>
	<b>R102:</b> 監察公營街市發展聯盟	---
	<b>R8:</b> World Wide Fund for Nature Hong Kong <b>R17:</b> Designing Hong Kong Limited <b>R117:</b> The Conservancy Association	<b>C11:</b> Hong Kong Bird Watching Society  <i>Individuals:</i> <b>C6(Part), C9(Part), C16(Part) and C19(Part)</b>
	<b>R84:</b> Mr. Tang Hing Ip (YLDC member) <b>R85:</b> VRs of Kiu Tau Wai <b>R86:</b> VRs of Hung Uk Tsuen <b>R87:</b> VR of San Sang Tsuen <b>R88:</b> VRs of Shek Po Tsuen <i>Individuals:</i> <b>R12</b>	---
	<b>R10:</b> Hung Shui Kiu Merchants' Association <b>R112:</b> CNEC Good Tidings Church  <i>Individuals:</i> <b>R11, R89-R94, R103-R104, R107, R110, R111, R113-R116 and R118</b>	<b>C10:</b> Green Sense  <b>C383:</b> Tuen Mun Rural Committee <b>C384:</b> VR of Fung Ka Wai Tsuen <b>C385:</b> VRs of Ping Shan Heung  <i>Individuals:</i> <b>C6(Part), C31, C330-C332 and C380-C382</b>

Note : A CD-ROM containing names of all representers and commenter as well as their submissions is enclosed at **Annex VII [for TPB Members only]**. A set of the hard copy of all the submissions is also deposited at the secretariat of the Town Planning Board for Members' inspection.

## 1. Introduction

- 1.1 On 26.5.2017, the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (HSK OZP) No. S/HSK/1 (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The new draft OZP was prepared for the HSK New Development Area (NDA). Development of the NDA is of territorial significance and it would be the main source of land supply to meet Hong Kong's long-term development needs. During the two-month exhibition period, 117 valid representations<sup>2</sup> were received. On 25.8.2017, the representations were published for public comments for 3 weeks and 338<sup>3</sup> valid comments on the representations were received.
- 1.2 On 1.12.2017, the Board agreed to consider the representations and comments collectively in one group.
- 1.3 This paper is to provide the Board with information for the consideration. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. The Representations

### Subject of Representations

- 2.1 The 117 valid representations are submitted by Legislative Councillors, District Council members, rural committees, green groups, concern groups, organisations, consultants, landowners/their representatives, brownfield operators and individuals. A summary of representations and responses is at **Annex III**. The location plan of the representation sites is at **Plan H-1**.

### Major Grounds of Representations

#### **(I) Representations on general issues of HSK NDA**

##### *Supportive Representations*

- 2.2 Generally, **R1** and **R3** support the new draft OZP to guide the implementation of HSK NDA, and **R2** supports having logistics land use on the OZP and the proposed Logistics Park.

##### *Adverse Representations and Representations Providing Views*

- 2.3 The major grounds and proposals of the adverse representations and representations providing views are summarised below.

<sup>2</sup> On 22.9.2017 and 17.1.2018 respectively, **R119** submitted by Hong Kong and China Gas Limited Co. Ltd. and **R105** submitted by an estate company were subsequently withdrawn by the representers.

<sup>3</sup> Since **R105** has been withdrawn, 47 related comments (**C333-C379**) are also considered invalid.

**A. Role and Positioning of HSK NDA**

- 2.4 There is a need to clarify the role and positioning of HSK NDA in the long-term development of Hong Kong and Pearl River Delta Greater Bay Area. Also, there is doubt whether the NDA would become the “Regional Economic and Civic Hub” when compared its development area and planned population with those of other new towns (**R6**).

**B. Economic Development and Employment Opportunity**

- 2.5 To maximise the land utilisation (with ramps on each floor) and generate the highest return rate and highest profit, 4ha in size for logistic land is the most cost-effective for the Multi-Storey Building (MSB). Besides, the minimum size of the single-storey/ MSB should be not less than 1 ha. Hence, the land parcel should range from 1ha to 4ha (**R2**).
- 2.6 There is query on the development of logistics operations, port back-up and Enterprise and Technology Park as Kong Sham Western Highway (KSWH) is the only infrastructural link between Shenzhen and Hong Kong. The possible changes in logistics and port back-up operation due to the “One Belt, One Road” initiatives of Mainland China and “Guangdong-Hong Kong-Macau Greater Bay Area” should be assessed (**R6**).
- 2.7 There is a need to ensure that the land reserved for “Other Specified Uses” annotated “Enterprise and Technology Park” (“OU(Enterprise and Technology Park)”) is a suitable development strategy and how to complement with Shenzhen (**R6**). HSK is not considered as a strategic location for Enterprise and Technology Park, noting that there are similar uses e.g. Science Park. Hence, Enterprise and Technology Park does not necessary to be built in HSK NDA (**R30**).
- 2.8 The development intensity for Logistics Facilities, and Enterprise and Technology Park is low when compared with the similar Port Back-up, Storage and Workshop uses. In relaxing the development parameters for the Logistics Facilities and the Enterprise and Technology Park, some of the land on the periphery could be released for housing and other appropriate uses (**R7**).
- 2.9 There are queries on the estimation of the 150,000 new employment opportunities as the employment figure in the consultancy report is inaccurate and unreliable and there is no detail on how this figure was estimated (**R19, R22, R26, R29, R31 and R117**).
- 2.10 Major proposals are as follows (**Plan H-3**):
- (a) Increase the PRs for “Other Specified Uses” annotated “Logistics Facility” (“OU(Logistics Facility)”) and “OU(Enterprise and Technology Park)” from 5 to 8 (**R2 and R108**) and “Industrial” (“I”) from 3 to 7 (**R7**).
  - (b) Relax the building height restriction (BHR) for “OU(Logistics Facility)” from 110mPD to 140mPD and “OU(Enterprise and Technology Park)” from 90mPD to 140mPD (**R7**).
  - (c) Rezone “OU(Logistics Facility)”, “OU(Enterprise and Technology Park)” and “OU(Port Back-up, Storage and Workshop Uses)” to “OU(Business)” with a PR of 7 to better capitalise on the land resources in the NDA (**R7**).

- (d) The “OU” zones are overly deterministic and will interfere with the market mechanism in responding to changing economic needs. More uses<sup>4</sup> should be always permitted in the Logistics, Enterprise and Technology Quarter. The potentially offensive uses, such as asphalt plant/ concrete batching plant, dangerous goods godown; open storage of cement/ sand/ chemical products/ dangerous goods, should always require Section 16 application. Some unsuitable and uneconomic uses like library, place of entertainment, place of recreation, sports or culture, private club, public clinic, religious institution, school and the like, should not be permissible in the Logistics, Enterprise and Technology Quarter (**R7**).
- (e) Move ‘Petrol Filling Station’ (PFS) and ‘Social Welfare Facilities’ uses from Column 2 to Column 1 in the Notes of “OU(Logistics Facility)” (**R2**).

### C. Development Intensity

2.11 Development density and building height (BH) should be optimised to better utilise land resources. In particular, taking the transit-oriented development approach, high density development should be within 500m radius from the railway stations to maximise the development potential. Also, an increase in residential PR of all residential zones and “Other Specified Uses” annotated “Mixed Use” (“OU(Mixed Use)”) zone would help to meet the continual housing need of Hong Kong (**R1, R3, R7 and R108**) (**Plans H-4a to H-4c**).

2.12 Major proposals are as follows :

#### Increase PR and BHR (Plans H-4a to H-4c)

- (a) Increase the PRs of all residential and commercial sites in the NDA by 20% (**R108**) (**Plan H-4a**);
- (b) Increase the PRs and building height restriction (BHR) of those sites within 250m radius of the HSK Station by 20% (**R3**) (**Plan H-4b**);
- (c) Increase the PRs of the HSK Regional Centre. Increase PR of the commercial sites on the western side of the Regional Centre closest to the HSK Station from 8 / 9.5 to 10 with a BHR of 200mPD; increase PR of the two prime locations from 9.5 to 12 and increase BHR from 200mPD to 250mPD for iconic buildings; increase PR of other commercial sites further away from the HSK Station from 8 / 9.5 to 9.5; and increase the PR of the “OU(Mixed Uses)” on the eastern side of the Regional Centre from 7 to 9.5 (**R1**) (**Drawing H-2 and Plan H-4c**);
- (d) Relax the BHR of “Commercial (1)” (“C(1)”) and “Commercial (2)” (“C(2)”) zones in Planning Areas 32A, 32B and 32D from 200mPD to ‘not more than 300mPD’ (**R109**) (**Plan H-4c**);

<sup>4</sup> **R7** proposes to include creative industries, exhibition or convention hall, research design and development centre, wholesale trade, office, information technology and telecommunication industries, training centre, recyclable collection centre, cargo handling and forwarding facility, container storage, repair yard, container vehicular park/ container vehicle repair yard, open storage (not elsewhere specified), vehicle repair workshop, vehicle stripping/ breaking yard, warehouse (excluding dangerous goods godown) and the like as always permitted uses.

- (e) Rezone “C(2)” in Planning Area 17A to “C(1)” and “C(3)” in Planning Area 16C to “C(2)” (with a higher PR and BH) **(R7) (Plan H-4a)**;
- (f) Increase the PRs of “C(3)” from 5 to 6.5, “C(4)” from 3.5 to 5, “C(5)” from 1.5 to 3.5; “Residential (Group A)5” (“R(A)5”) from 3.8 to 4.5, “Residential (Group B)1” (“R(B)1”) from 3.5 to 4, “R(B)2” from 2.5 to 3.5, “R(B)3” from 1.26 to 3, and “Residential (Group C)” (“R(C)”) from 0.4 to 2.5 **(R7) (Plan H-4a)**; and
- (g) Amend development density to accord with the Hong Kong Planning Standards and Guidelines (HKPSG) and the mixed use intensity to follow the Building (Planning) Regulations (B(P)R) composite building formula without any cap on the domestic PR **(R7 and R108) (Plan H-4a)**.

#### Zoning amendments for optimising the development opportunities

- (h) Rezone “Open Space” (“O”) in Planning Area 34C to Residential, Commercial or “OU(Mixed Uses)” **(R7) (Plan H-4a)**;
- (i) Co-locate the proposed youth facilities in Planning Area 31B with the Regional Government Complex in “Government, Institution or Community” (“G/IC”) zone in Planning Area 26A and rezone the “G/IC” site in Planning Area 31B to “C(2)” for retail/office/hotel development **(R109) (Plan H-4c)**; and
- (j) Relocate the proposed tertiary education and related uses from Planning Area 31A to “OU(Enterprise and Technology Park)” in Planning Areas 44A, 44B and 46 and revise the zoning to “OU(Education, Enterprise and Technology Park)”. Moreover, to rezone the “G/IC” site in Planning Area 31A to “R(A)1” **(R109) (Plan H-4c)**.

### **D. Urban Design and Land Use Issues**

#### Housing mix

- 2.13 More land should be provided for private housing so as to achieve a ratio of 63:37, or 60:40 when taking into account Tin Shui Wai (TSW) **(R7)**. All residential developments should be designated for affordable housing including public housing, Home Ownership Scheme, social housing and co-opt housing **(R15 and R16)**. More land should be reserved for subsidised housing and to specify the provision of elderly housing in planning documents to facilitate aging in place **(R6)**.

#### Pedestrian walkway and cycle track networks

- 2.14 The framework of the NDA is fragmented. The eastern node which would be the extension of TSW new town, and the Regional Plaza in the west are separated by “Village Type Development” (“V”) and “OU(Logistics Facility)” in the middle **(R6)**.
- 2.15 The pedestrian linkage around the HSK Regional Plaza is not well-planned. Except for the Regional Plaza and the shopping streets, there are no further proposals for pedestrian linkages to extend to other commercial and mixed uses areas **(R5) (Plan H-5)**.
- 2.16 The pedestrian walkways serve to connect the open space to the north, and that between Planning Areas 59 and 60, and the Regional Park and sports ground. However, the walkway network is considered excessive, diverting pedestrians to the various routes

and preventing the network from achieving a sense of vibrancy (**R7**).

2.17 There is need for a more comprehensive pedestrian walkway network connecting TSW Locwood Court and HSK shopping street so as to create an accessible and walkable neighborhood (**R118**) (**Plan 6**).

2.18 Major proposals are as follows:

- (a) Construct east-west pedestrian corridors, shopping streets and green paths connecting the Regional Plaza and the commercial/mixed use developments, to form different nodes and create a vibrant neighborhood in the Town Centre (**R5**) (**Plan H-5**); and
- (b) Provide sufficient cycle tracks connecting major trunk roads and linking up the heritage trail in the area (**R34**). Construct elevated green deck that consist of jogging trail and pedestrian walkway connecting TSW Locwood Court and HSK shopping street, so as to provide a walkable neighborhood (**R118**) (**Plan 6**).
- (c) Reserve the area around the pedestrian street connecting LRT Chung Uk Tsuen station and HSK Station as commercial area (**R29**) (**Plan H-4a**).

#### Preservation of Existing Non-indigenous Villages (Plan H-6)

2.19 Non-indigenous village should not be sacrificed because of an over-provision of hotels, commercial land and private housing sites. Yuen Long and Tuen Mun is already overcrowded and there is abundant supply of commercial land in Kowloon East. The six proposed hotels in the HSK Town Centre are considered excessive (**R15 and R16**).

2.20 It is not fair to the non-indigenous villagers, given that all indigenous villages would be retained while the five non-indigenous villages<sup>5</sup> have to be removed (**R19, R20, R24-R27, R30 and R31**).

2.21 The major proposals to preserve the existing non-indigenous villages are summarised below:

- (a) Reduce the land planned for commercial and private residential developments in order to preserve the existing five non-indigenous villages (**R15 and R16**);
- (b) Retain the Sha Chau Lei Tsuen (II) (**R25**) (**Plan H-6**); and
- (c) “Village Type Development (1)” (“V(1)”) zone should be extended to accommodate the village houses and temporary structures to be resumed in Yick Yuen Tsuen (**R32 and R33**) (**Plan H-6**).

#### Integration with existing villages

2.22 There is concern on the adverse air ventilation impact on Ha Tsuen area caused by the NDA development. The surrounding highrise buildings (about 40 to 60 storeys) would

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<sup>5</sup> The five non-indigenous villages include Yick Yuen Tsuen, Tin Sam Sun Tsuen, San Sang San Tsuen, Sha Chau Lei (II) and Shek Po Road Mei Tsuen (**Plan H-6**).

affect the breezeways/wind corridors, rural landscape and ‘fung shui’ of Ha Tsuen villages. Land resumption process will result in the loss of graves for the villagers **(R34)**.

2.23 The proposed high-density developments in Planning Area 19B to the north and west of Kiu Tau Wai with BHR of 160mPD is too close to the villages, affecting the rural landscape and environment **(R84 and R85) (Plan H-7a)**.

2.24 Major proposals include:

- (a) Widen the district open space, local open space and amenity areas around Ha Tsuen village and adopt a stepped BH profile ascending away from the villages **(R34) (Plan H-7b)**.
- (b) Only low-density residential development of 3-storey high would be acceptable in Planning Area 19B **(R85) (Plan H-7b)**.
- (c) Swap the Regional Park in Planning Area 49 with the residential, open space and “G/IC” sites in Planning Areas 57B, 58A, 58B, 58C, 59A, 59B, 59C and 59D along riverside promenade to maintain the Ha Tsuen view corridor (‘fung shui lane’) **(R34) (Plan H-7b)**.
- (d) Preserve the Ping Shan view corridor (‘fung shui lane’) extending to the Tang Ancestral Hall in Ping Shan and rezone “OU(Mixed Uses)” in Planning Area 19A to “O” **(R84) (Plan H-7a)**.
- (e) Preserve road access leading to the burial ground of Kiu Tau Wai **(R84 and R85) (Plan H-7a)** and the burial ground of Hung Uk Tsuen<sup>6</sup> should not be affected **(R86) (Plan H-7a)**, and preserve all the graves at the knoll to the southeast of San Wai Sewage Treatment Works (Lot 1245RP in DD 125) **(R34) (Plan H-7b)**.
- (f) Allowing car park use by villagers of Tsing Chuen Wai and Fung Kong Tsuen in “V(1)” zone in Planning Areas 24A and 63 **(R12) (Drawing H-13, Plans H-6 and H-7b)**.

## **E. Traffic and Transportation**

### Internal road layout

2.25 The road network in the Regional Centre is not comprehensive and lacks subdivided roads to divert the traffic. The Regional Centre relies only on Road D7 to connect with the KSWH. Such road layout would lead to traffic congestion due to limited capacity of Road D7. More, the risk of single entry point at Road D7 for the Regional Centre should be avoided **(R1, R3 and R5) (Plan H-4c)**. Proposals for an additional access include **(Plan H-4c)**:

- (a) An additional access in Planning Area 32C connecting the internal road to Road P1 (only left in/out turning) to address single entry concern **(R1 and R3)**;

<sup>6</sup> including the grave of 鄧繼美 as proposed by **R86**



(b) A new road to connect Roads D7 and D6 underneath the Regional Plaza to enhance the accessibility of the commercial district and relieve the traffic congestion (**R5 and R109**);

(c) A new road to connect Roads D7 and D8 (**R5 and R109**); and

(d) Additional roads and junctions to the east of HSK Station (**R1**).

2.26 The cul-de-sac road connecting to district distributor roads, where vehicular speed is high, could be dangerous. The design of the cul-de-sac roads in the NDA need to be reviewed (**R6**). The transport infrastructure, such as car park and road network for the NDA, should be comprehensively planned (**R87**).

#### Opposition to the deletion of Tin Ying Road (Plan H-6)

2.27 Tin Ying Road is one of the major access roads to the northern part of TSW. With the expected increase in population in the area, deletion of Tin Ying Road would bring adverse traffic impact to the already congested road network in the area and hence Tin Ying Road should be retained (**R34, R84 and R87**).

#### Provision of Environmentally Friendly Transport Services (EFTS) (Plan H-6)

2.28 Whilst EFTS is supported, it is necessary that the EFTS should be made available concurrent to the population intake of the NDA and should serve the four public transport interchanges and West Rail (WR) Stations and the northern part of the NDA. It should be in the form of Light Rail Transit, so as to enable extension beyond HSK, and connect with the TSW and future Yuen Long South and the rest of the existing network (**R7**).

2.29 There is reservation on the EFTS as its passenger capacity is limited. Also, elevated design would have implication in maintenance cost while at-grade design would occupy road space. Noise impact of the EFTS and visual impact of the elevated electricity cable should be considered (**R6**).

2.30 There should be public consultation on the EFTS prior to implementation. No vehicular roads should be deleted because of the EFTS (**R15 and R16**).

#### External road network and capacity of the West Rail

2.31 The external transport of HSK NDA and the whole Northwest New Territories (NWNT) depend on the WR. According to the statistics, the WR currently exceeds its capacity by 104% during the peak hours. There is insufficient capacity to cope with any additional population, not to mention the cross-district population. Even with the increase in the frequency of WR (to 28 times per hour), the WR could still not meet the traffic demand between Kam Sheung Road and Tsuen Wan West (**R5, R15, R16, R19-R29, R34 and R117**).

2.32 The proposed HSK station should be deleted and the railway stations in the NWNT should be re-planned by reducing the planned population in the NDA, redistributing the planned new jobs in HSK NDA to other new residential development areas in Tuen Mun, Yuen Long South and Kam Tin South (**R19**). Resolve the traffic issues before

implementing any new plans (**R29**); and not to continue the HSK NDA project (**R20**).

- 2.33 It is proposed to develop a new mass transit system to connect HSK with other districts and to construct the Tuen Mun-Tsuen Wan Railway and Tuen Mun-Ting Kau Railway (**R22 and R84**).

#### **F. Provision of GIC Facilities**

- 2.34 The increase in population will have more demand on the public services e.g. medical services, fire, police, elderly and youth needs, and basic community facilities should be particularly provided for Ha Tsuen Heung (**R87**). Residential developments in the NDA would aggravate the existing shortfall in medical services (**R30**).
- 2.35 Since there are many “G/IC” sites in HSK NDA, specific uses of some undesignated “G/IC” site should be indicated (**R32 and R33**) (**Plan H-8**).
- 2.36 The location of the proposed market in Planning Area 26A is not supported as it is located at the south of HSK and cannot serve the residents in northern part of TSW. Besides, there is concern on the management of the markets in the proposed public housing developments in Planning Areas 16B and 52B. Hence, it is considered necessary to identify a market site in TSW area and the proposed markets in the public housing developments in HSK should be managed by the Housing Department (**R102**) (**Plan H-8**).

#### **G. Environmental and Ecological Considerations**

##### Protection of flight corridor for the San Sang Sun Tsuen egret in Planning Area 45

- 2.37 A flight corridor is likely to be established as the egret is connected with the proposed “O” to its south and another “Green Belt” (“GB”) to its northeast ranging from 100m to 160m in width in Planning Area 45. However, tall buildings in close proximity to the nesting colony may discourage the ardeids from attempting to nest and potentially block the flight paths for the ardeids to the feeding grounds in the eastern side of the development areas (**R8**) (**Plan H-9**).
- 2.38 The egret will be surrounded by high-rise buildings and the nearby open space might attract human activities. Since there are some agricultural lands to the south of San Sang Tsuen and to the north of Tsing Chuen Wai and an egret in San Sang San Tsuen near Yuen Tau Shan, these areas are not suitable for large scale residential development and should be reserved as buffer zone from the Town Centre. Besides, these agricultural lands serve as the feeding ground and should be retained as one of the flight path for the egret (**R117**) (**Plan H-9**).
- 2.39 It is proposed to adopt a stepped BH profile and retain agricultural lands in Planning Areas 44A, 44B and 46 to protect San Sang San Tsuen egret (**R8 and R117**) (**Drawing H-1 and Plan H-9**).

##### Protection of surrounding farmland and environment

- 2.40 Without local reprovisioning for brownfield operators, it is possible that the brownfield operators would spread to the nearby farmland and result in damages to the rural environment (**R15, R16, R17 and R117**).

## H. Coverage and Naming of OZP

2.41 Proposals to extend the coverage of the OZP are as follows (**Plan H-10**):

- (a) Include areas between Castle Peak Road and Yuen Long Highway in order to maximise the development potential of land around the railway station (**R6**).
- (b) Include Ngau Hom Shek, Sha Kong Tsuen, Hang Tau Tsuen and Deep Bay Grove into the OZP and to review the land uses of the local area so as to safeguard the conservation and agriculture areas from brownfield operations (**R17**) (**Drawing H-3**).
- (c) Incorporate the area covered by Ha Tsuen Fringe OZP into the planning scheme area of the HSK and Ha Tsuen OZP, and adopt uniform compensation rate in land resumption (**R34**).

2.42 Rename the OZP as “Ha Tsuen OZP” to reflect its geographical location, given that 80% of the land covered by the OZP falls within the area of Ha Tsuen Heung (**R34**).

## I. Miscellaneous

2.43 There is opposition to the lack of social, environmental and economic impact assessments in the preparation of the OZP (**R17**).

2.44 Relax the development restrictions for areas surrounding the NDA such as Ha Pak Nai and Deep Bay to provide development sites for the brownfield operators in the interim (**R34-R83**).

2.45 The consultant of HSK NDA Study received the Hong Kong Institute of Planners award, which enables it to gain more government consultancy contracts. The representer states that he has reported the case to the Independent Commission Against Corruption (ICAC) and proposes that prior to the outcome of such investigation, the Board should stop processing the OZP immediately (**R18**).

## (II) Representations in respect of specific land use proposals

### J. Location of RCP between Hung Yuen Road and Hung Ping Road

#### *Supportive Representations*

2.46 **R4 and R9** support the proposed location of the RCP near Hung Fuk Estate as the existing RCP (No. YL96) located at Hung Tai Road is a village type design. There is insufficient capacity to cope with the increasing demand brought by the increasing population. Hence, there is a need for the relocation of the RCP with a new enclosed design at the proposed location between Hung Yuen Road and Hung Ping Road (**R4 and R9**) (**Drawing H-4 and Plan H-11a**).

### *Adverse Representations*

2.47 The major grounds and proposals of the adverse representations on the location of RCP (**R95-R101**) are summarised below:

- (a) There are concerns on the visual impact of the RCP, short distance to Hung Fuk Estate, air pollution, odour and insect, health, hygiene and environmental problems (**R95-R101**) (**Plan H-11a**).
- (b) Planning Area 8 is designated for RCP without sufficient public consultation with the affected residents, particularly residents of Hung Fuk Estate (**R95, R96 and R98**).
- (c) The location of RCP should be reconsidered or swapped with the planned school adjacent to Shek Po Tsuen in Planning Area 15 (**R95 and R100**) (**Plan H-11a**).

### **K. Expansion of “V” zone**

2.48 There is insufficient land in the “V” zone for Small House development and the “V” zone could not satisfy the future demand for Small House development of indigenous villagers and their right/views have not been respected (**R84, R85, R87 and R88**). More land should be provided for Small House development by indigenous villagers (**R89**).

2.49 Oppose the land use in Planning Areas 27C and 28B as there is a large portion of land owned by indigenous villagers (**R92**) and the ‘VE’ of Tin Sam Tsuen in Planning Area 29 (**R89 and R92**) (**Plan H-7b**).

2.50 The proposals are summarised below:

- (a) Rezone an area to the west of Hung Uk Tsuen from “O” and “G/IC” (including the site of 美珍醬園) to “V”/ “V(1)” or partly for car parking purpose; with shifting the proposed road to the west of Hung Uk Tsuen to further west with a connection to Kiu Fat Street and constructing a new road connecting Hung Chi Road and Ping Kwai Road; and also rezone an area from “G/IC” zone and shown as “Road” in Planning Area 20 to “O”(R84 - R86) (**Drawings H-14 to H-16 and Plan H-7a**).
- (b) Rezone part of Shek Po Tsuen from “O”, “G/IC”, “OU(WR Line Emergency Access Point)” and area shown as ‘Road’ to “V” zone (**R88**) (**Drawing H-5 and Plan H-7a**).
- (c) Rezone a government (reserve) site near San Sang Tsuen and an area designated as “OU(Logistics Facility)” to the west of Sik Kong Wai and San Uk Tsuen to “V” (**R87**) (**Drawing H-12 and Plan H-7b**).
- (d) Extend the ‘Village Environs’ (‘VE’)/”V” of Tin Sam Tsuen to the south by 50m since many lands in the north of Planning Areas 27C and 28B are owned by indigenous villagers (**R92**) (**Plan H-7b**).
- (e) Extend the ‘VE’/ “V” of Tin Sam Tsuen, preferably to government land in Planning Area 27C, and to relocate the ancestral houses and Small Houses in Planning Area 34C to the extended ‘VE’/ “V” (**R93**) (**Plan H-7b**).

**L. Individual Sites**

**Representation No. R6**

- 2.51 Swap the Regional Park in Planning Area 49 with the logistics sites in Planning Areas 42 and 43B to provide a wider buffer for Ha Tsuen area; and rezone the Regional Park site into a number of smaller “Commercial” (“C”) or “OU(Mixed Use)” to facilitate their development (**R6**) (**Plan H-7b**).

**Representation No. R103**

- 2.52 Oppose the “R(A)2” zoning of the site at Lot 2842 S.A, 2846, 2851 RP, 2852 RP and 2943 in D.D.124 in Planning Area 27A for Public Rental Housing (PRH) or Subsidised Sale Flats (SSF) (**R103**) (**Plan H-12**). Propose to either designate a new sub-area (Planning Area 27D) in the “R(A)2” for SSF/ private residential development with a PR of 6 and BHR of 160mPD ; or designate the “OU(Mixed Use)2” sub-zone in Planning Area 27D with a PR of 6 and BHR of 160mPD (**R103**).

**Representation No. R104**

- 2.53 Oppose the boundary of the “C(2)” zone in Planning Area 17B and “OU(Mixed Use)” zone in Planning Area 19C (existing Kiu Tau Wai industrial area) for unnecessarily cutting the representer’s site at Lot 423 in D.D. 127 (Site K) (**Plan H-13a**) into two and not respecting private land ownership rights. Propose to shift the EFTS alignment to the west to avoid Site K and to adjust the zoning boundaries such that Site K will be covered by a single land use zoning (either “C” or “OU(Mixed Use)”). Also oppose the phasing plan demarcation for the advance works and stage 3 areas passing through Site K. Propose to remove the small portion of advance works from the Site K; and include as part of the Stage 3 works (**R104**) (**Plan H-13a**).
- 2.54 Oppose the PR of 3 and BHR of 80mPD for the “I” zone at the representer’s site at Lot 1308RP, 1510RP, 1511, 1513, 1514, 1515, 1521, 1524, 3937 and 3938 in D.D. 124 in Planning Area 36 (San Sang San Tsuen) (Site S). Propose to rezone the site from “I” to “I(1)” subject to a maximum PR of 5 and a BHR of 100mPD (**R104**) (**Plan H-13b**).

**Representation No. R107**

- 2.55 Oppose “G/IC” zoning for the representer’s sites (Lots 2353 RP, 2354 RP, 2363, 2364, 2366 RP, 2367, 2368 and 2373 RP in D.D. 124 in Planning Area 8) (**R107**). Propose to rezone the “G/IC” portion of the site to “G/IC(1)” with corresponding amendments to the Notes of the OZP (proposed Notes of “G/IC” zone at **Annex VIa**) to facilitate provision of Residential Care Home for the Elderly (RCHE) development under private initiatives (**Drawing H-11 and Plan H-15**). In addition, propose to delineate the site in Planning Area 10 from “R(A)2” into two subzones (a) and (b) and amend the Notes and ES of the OZP to specify that local rehousing in subzone (b) will be taken forward through private sector participation (**R107**) (**Drawing H-11 and Plan H-15**).

Representation No. R113

- 2.56 Oppose “G/IC” site at Lot 793 in D.D. 124, and Lots 70, 71, 72(Part), 73 to 76, 77 (Part) and 216 (Part) in D.D. 127 in Planning Area 20 in Kiu Tau Wai for hospital development. Propose to rezone the site to “G/IC(1)” for development of a private RCHE cum senior citizen housing (about 180-200 elderly in the elderly homes on lower floors and about 50-80 self-contained units on upper floors). Such proposal would only reduce the proposed hospital site from 7.3 ha to 7.1 ha and would not have significant implications to the proposed hospital with specialist clinic/ polyclinic (**R113**) (**Drawing H-6 and Plan H-14**).
- 2.57 Other specific land use proposals opposing the removal of existing structures/change of land use affecting the followings:
- (a) Hung Shui Kiu Merchants’ Association 洪水橋商會 in Planning Area 6A (**R10**) is rezoned to “G/IC” for government reserve (**Drawing H-8, Plans H-15a and H-15b**);
  - (b) Tin Sam San Tsuen No. 1A in Planning Area 27B (**R11**) (**Drawing H-9, Plans H-15a and H-15b**);
  - (c) CNEC Good Tidings Church in Shun Fung Wai, Tuen Mun (**R112**) (**Plans H-15a and H-15b**);
  - (d) Residence at 110-A, East District, Ha Tsuen San Sang Tsuen by extending “CA” zone to cover the representation site (**R116**) (**Drawing H-7, Plans H-15a and H-15b**);
  - (e) Village office, archway and pavilion of Yick Yuen Tsuen (**R32 and R33**) (**Plans H-15a and H-15b**);
  - (f) Village houses, temporary houses, ancestral halls, Well God and shrines, village landscape and ‘fung shui’ in Sun Fung Wai (**R32 and R33**) (**Plans H-15a and H-15b**); and
  - (g) Ancestral houses and Small Houses, Well God and shrine, removal of ‘fung shui woodland’ in Tin Sam Tsuen in Planning Area 34C (**R93**) (**Plan H-15a**).
- 2.58 Oppose the change of land use zoning in Planning Area 20 that would affect the future business expansion plan of the land owner of Lot 32 S.A RP (Part) in D.D. 127 (**R110**) (**Plan H-14**).
- 2.59 Oppose the rezoning of the representers’ lands in the northern part of the HSK NDA to “O”, which would lower the land value and affect the existing brownfield operations and the representers’ livelihood (**R114 and R115**) (**Plan H-8**).
- 2.60 Oppose the zonings of the representers’ sites (Lot 1456 and 1660 in D.D. 124 in Planning Area 34C and Lot 2035 in D.D. 124 in Planning Area 29) which will affect land resumption of their lots (**R89, R90 and R91**) and the ‘fung shui woodland’ in Planning Area 34C (**R93**) (**Plan H-15a**).

**(III) Other Views/Proposals not directly related to the OZP****M. Concerns on the land exchange criteria under the Enhanced Conventional New Town Approach (ECNTA) for the HSK NDA**

- 2.61 There is concern on the stringent requirement for in-situ land exchange under the ECNTA which requires the future project proponent to acquire all land for developing commercial and commercial / residential development. Besides, the sizes of most of such sites are too large for one single development. There is no reason why a small size development cannot fit into the development site of layout should no adverse impacts be demonstrated. Hence, owners of smaller parcels should not be barred from developing their land (**R1, R3, R5, R6, R7, R34, R108 and R109**).
- 2.62 The general criteria prohibit land application from current land owners in many of the zones and land parcels<sup>7</sup>. It is considered that the criteria is overly stringent, stifling land applications and precluding involvement of the private sector, which affects the land owner's right. Land owners should have the priority to develop their lots and public-private participation should be encouraged for early implementation of the OZP (**R1, R3, R6, R7, R34, R87, R108 and R109**).
- 2.63 They propose to reduce the block size<sup>8</sup> in the Hung Shui Kiu and Ha Tsuen Outline Development Plan (ODP) so as to facilitate public-private participation and amend the criteria for considering lease modification, including, inter alia, permitting land exchange application for other uses, in addition to private residential uses, mixed residential and commercial or commercial uses (**R1, R3, R5, R6, R7, R34, R108 and R109**).

**N. Compensation package and relocation of affected brownfield / industrial operators, villagers and land owners****Brownfield / industrial operators**

- 2.64 Some brownfield operators consider that the 24 ha of land designated for open storage and port back-up uses would not be sufficient for accommodating the over 190 ha of affected brownfield sites in HSK. They also request for identification of alternative relocation sites since most of them could not be accommodated in MSBs and they are concerned about the implementation and management mode of the proposed MSBs (**R6, R34 - R83**).

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<sup>7</sup> Surrender of lots within other sites in the Hung Shui Kiu and Ha Tsuen Outline Development Plan (ODP) will not be accepted which include, inter alia, sites earmarked for "OU" annotated "Enterprise and Technology Park", "Logistics Facility", or "Port Back-up, Storage and Workshop Uses", "I", GIC use, public facility, open space, and public/subsidised housing, local rehousing, village resite etc.

<sup>8</sup> Reduce block size

- (a) There should not be an arbitrary minimum site area requirement as removing the size requirement will encourage participation of more private owners and developers from a wider spectrum (**R7**).
- (b) Sites for private development should not be too large (**R6**). Divide some of the bigger development sites into smaller ones (**R1 and R5**), each of not more than 2 ha to integrate with village settlements (**R5**). Sites of 4,000 m<sup>2</sup> are sufficient to allow a reasonable level of public-private participation (**R1 and R3**) (**Plan H-4c**).
- (c) Reduce the size of development parcels within Planning Areas 28A, 28B, 32A, 32B, 32C and 32D (around HSK Station) to about 1 ha each to ensure materialisation of smaller development site area and grid pattern development (**R109**) (**Plan H-4c**).
- (d) Identify development site for Public Transport Interchange (PTI) with a minimum size of about 10,000 m<sup>2</sup> (**R1**). Two public transport interchange sites would be 12,000 m<sup>2</sup> (**R3**) (**Plan H-4c**).

- 2.65 There is also request for reasonable compensation for the brownfield operators before land resumption and the prevailing ex-gratia allowance compensation package for brownfield operators should be reviewed (**R6, R34 - R83**).
- 2.66 Some operators in Hung Uk Tsuen concerns that removal expenses are high and it will incur substantial costs to re-establish or rebuild the fixtures and equipment in the new premises. Besides, application for the relevant licenses and permits would require a long time and they will not be able to apply for a new license to operate their business after relocation. The affected owners and tenants should be entitled to receive compensation in market value as well as compensation for loss of fixtures and equipment and removal expenses (**R106 and R111**) (**Plan H-14**).

Villagers / Residents/ land owners

- 2.67 Villagers of the affected non-indigenous village, Yick Yuen Tsuen, oppose the unjust land resumption and request proper compensation and rehousing and indicate their preference for 'house for house' (**R94**).
- 2.68 The land resumption process will demolish a number of villages. However, the compensation scheme is not reasonable to many villagers who lose their homes. They request, inter alia, proper compensation and rehousing and exemption of means test (**R34 and R87**). Besides, more compensation should be provided to the owners of those private lands that were already resumed for expansion of San Wai Sewage Treatment Works and Letter A/B scheme in land exchange should be re-introduced (**R34**).
- 2.69 It is not fair to deprive the development right of the non-indigenous villagers by the development of HSK NDA, which is against their fundamental rights under the Basic Law (**R19, R20, R27, R30, R87 and R94**).

**O. Other Issues on Implementation Arrangement**

- 2.70 A coordinated development office should be established to implement the NDA project, and the land exchange system should be streamlined (**R7**).
- 2.71 More flexibility of implementation phasing should be allowed. If infrastructural facilities to serve some sites are available or can be provided by the developer, development should be allowed to go ahead to enable timely development (**R1 and R108**). The proposed developments should be implemented at the same time instead of separating into phases (**R32 and R33**).
- 2.72 More public consultation on the NDA development and appropriate compensation and reprovisioning proposals (e.g. MSBs) should be conducted before implementation of the NDA and resumption of brownfield sites (**R6, R31, R34-R83 and R87**).
- 2.73 Conduct a detailed noise review and implement appropriate mitigation measures where necessary for sites in close proximity to the rail lines and conduct supplementary reviews and assessments on potential noise impacts should there be a mismatch in the programme implementation (**R14**) (**Plan H-17**).
- 2.74 Since the level of details in the urban design studies have not been specified and the mechanism is unclear, which may inhibit imagination, innovation and creativity, the requirement of urban design study for the Regional Centre should be deleted (**R1**).



Detailed urban design studies should be commissioned as soon as possible to ensure timely commencement of construction work at the NDA to serve its population intake (R7). When preparing the urban design studies in future, it should provide more pedestrian streets to promote walkability and connectivity, secondary commercial alleyways and green linkages within Planning Areas 28A and 32A (R109).

- 2.75 A refuse collection tunnel from HSK NDA to the NWNT Refuse Transfer Station should be built (R32 and R33) (Plan H-6).
- 2.76 The 400kV overhead cables should be converted into underground cables (R32 and R33) (Plan H-6).
- 2.77 Part of the LRT from Lam Tei LRT station to HSK LRT station should be elevated (R32 and R33) (Plan H-6).
- 2.78 The existing Sik Kong Wai Road should be widened (R34) (Plan H-7c).
- 2.79 Construct another heritage trail connecting Tin Sam Tsuen and San Lei Uk Tsuen; and construct a museum of squatters to the east of Planning Area 27C, preserve the squatters in the southwestern portion of the Planning Area 27C for exhibition, and the area in the northern portion should be for exhibition of squatters (R92) (Drawing H-10 and Plan H-15a).
- 2.80 The relocation of residents would cause abandon of animals. There is a need to review the treatment of abandoned animals (R15 and R16).

### 3. Comment on Representations

- 3.1 There are a total of 338 valid comments which mainly express similar views to the representations. The major comments are summarised as follows:
  - (a) 8 comments (C1-C4, C7 and C330-C332) are mainly on the better utilisation of land resources and the need to facilitate the implementation of HSK NDA and private sector participation in the NDA project.
  - (b) 21 comments (C5, C6, C9 (土地正義聯盟), C12-C20 and C22-C30) are mainly related to traffic and infrastructural concern to cope with the increasing population, concern on compensation and rehousing package and the need to retain/preserve the non-indigenous villages, permanent and temporary houses, earth god and shrine.
  - (c) 300 comments (C8, C21 and C32-C329) are mainly objecting to the location of the proposed RCP near Hung Fuk Estate.
  - (d) One comment submitted by C11(The Hong Kong Bird Watching Society) mainly provides comments on the need to preserve an unobstructed flight corridor for the ardeids of the San Sang San Tsuen egretty.
  - (e) One comment (C31) requests more land for Small House development.
  - (f) Seven comments (C10(Green Sense), C380-C382, C383(Tuen Mun Rural

Committee), **C384**(VR of Fung Ka Wai Tsuen) and **C385**(VRs of Ping Shan Heung)) do not indicate the related representations. They are mainly related to the concern on development and population density, the need to retain non-indigenous villages and land for recycling industries, cycling network, the need to expand “V” zone and site-specific comments.

- 3.2 Among the 338 comments, most of them provide views that are generally the same or similar to the representations. **C10 (Part)** proposes to rezone “OU” sites to conservation zonings to compensate the loss of wetland. (**C10(Part)** and **C382(Part)**) support the local recycling industries and request to reserve land in HSK NDA for recycling industries in order to achieve sustainable development and provide local job opportunities. **C33(Part)** - **C35(Part)** propose to preserve some agricultural land in HSK NDA. **C381** proposes to provide education facilities in Kiu Tau Wai.
- 3.3 A summary of the comments and Planning Department (PlanD)’s responses are at **Annex III**.

#### 4. **Background**

- 4.1 The Hung Shui Kiu New Development Area Planning and Engineering Study (the HSK NDA Study) was commissioned jointly by the Civil Engineering and Development Department (CEDD) and the PlanD with a view to formulating a planning and development framework for the implementation of the NDA. Three stages of community engagement (CE) were conducted from 2011 to 2015 and a Revised Recommended Outline Development Plan (RODP) was formulated under the HSK NDA Study. Briefings and meetings with relevant bodies, including the Yuen Long District Council (YLDC), Tuen Mun District Council (TMDC) and relevant rural committees, local concerns groups and other stakeholders were held.
- 4.2 On 23.9.2016, Members were briefed on the Revised RODP formulated for the HSK NDA. Comprehensive technical assessments (including transport and traffic, drainage and sewerage, ecology, environment, water supply and utilities, geotechnical, air ventilation assessments (AVA), landscape and visual, green initiatives and sustainable and socio-economic assessments) were carried out to confirm the feasibility of the proposals under the Revised RODP.
- 4.3 An Environmental Impact Assessment (EIA) prepared under the Environmental Impact Assessment Ordinance (EIAO) was conducted to ascertain the proposed HSK NDA development is environmentally acceptable. On 14.11.2016, the Advisory Council on the Environment (ACE) considered and endorsed the HSK NDA 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 15.12.2016.
- 4.4 Taking into account ACE’s conditions of endorsement and recommendations in its consideration of the EIA Report, the ODP for the HSK NDA had been prepared and a new draft HSK OZP was prepared to take forward the recommendations of the HSK NDA Study. The objective of the OZP is to set out the broad land use zonings and major road network within the planning scheme area. The OZP provides the statutory land use framework for the NDA. On 5.5.2017, the Board agreed that the HSK OZP was suitable for exhibition for public inspection under s.5 of the Ordinance.

## 5. Public Consultation

- 5.1 Ping Shan Rural Committee (PSRC), Ha Tsuen Rural Committee (HTRC), Working Group on HSK NDA under YLDC, Tuen Mun Rural Committee (TMRC) and TMDC were consulted on the draft OZP on 24.5.2017, 1.6.2017, 14.6.2017, 24.6.2017 and 4.7.2017 respectively.

### Working Group on HSK NDA under YLDC

- 5.2 The Working Group on HSK NDA under YLDC considered that it was procedurally improper for PlanD to gazette the OZP without consulting the Working Group beforehand, and passed a motion objecting the draft HSK OZP and the proposed amendments to the relevant OZPs, and requesting further consultation with YLDC before re-gazetting the OZPs. PlanD responded that before submitting the draft plan to the Board for consideration and gazetting, the district council has been consulted in the three stages of CE of the HSK NDA Study. The draft OZP was exhibited for public inspection for a period of two months in accordance with the provisions of the Ordinance. The exhibition process is a public consultation to seek representations and comments on the draft OZP. The meeting minutes of the Working Group is in **Annex IIa**. On 15.11.2017, the Working Group submitted a letter to the Board objecting the draft HSK OZP. The letter is attached at **Annex IIIb**.

### PSRC

- 5.3 Their major concerns/comments are summarised below :
- (a) They expressed the need for a 6-meter buffer zone reserved for “non-building area” to minimise disturbances to the village environment in Kiu Tau Wai and Hung Uk Tsuen. The high-density residential developments near Kiu Tau Wai residents would have an impact to the village and there is a need to modify its density. The proposed hospital is too close to the residential development nearby.
  - (b) The Government had not taken into accounts the indigenous villagers’ request to enlarge the “V” boundaries. The development rights of indigenous villagers should be respected, and disruptions to village environment should be avoided.

### HTRC

- 5.4 Their major concerns/comments are summarised below :
- (a) More compensation should be provided to the affected landowners for the expansion of San Wai Sewage Treatment Works. The local brownfield operators should be consulted on the MSB. Given that 80% of the land covered by the OZP falls within the area of Ha Tsuen Heung, it is proposed to rename the “HSK and Ha Tsuen OZP” as “Ha Tsuen OZP”. Meanwhile, they request to relax the development potential of Sheung Pak Lai, Ha Pak Lai and Deep Bay for brownfield operation.
  - (b) There is opposition to the deletion of Tin Ying Road as it would bring adverse traffic impact to the already congested road network. There is concern on the adverse air ventilation impact on Ha Tsuen area caused by the NDA development.

TMRC

5.5 Their major concerns/comments are summarised below:

- (a) There is a request to properly relocate the Yick Yuen Tsuen and retain their village office, archway and pavilion of Yick Yuen Tsuen and to extend the “V(1)” zone to accommodate the village houses and temporary structures to be resumed in Yick Yuen Tsuen. There is a need to preserve the permanent and temporary houses, ‘fung shui’, the Earth god and shrine of Sun Fung Wai. The planning process for the NDA should be implemented at the same time.
- (b) It is proposed to elevate part of the LRT from Lam Tei LRT station to HSK LRT station; to build a refuse collection tunnel from HSK NDA to the NWNT Refuse Transfer Station; and to convert the 400kV overhead cables into underground cables.

TMDC

5.6 Their major concerns/comments are summarised below:

- (a) Various members expressed general support to the HSK NDA, but stated that the Government should provide adequate compensation arrangement to the affected residents/villagers. A member expressed particular concern on the clearance of Yick Yuen Tsuen and requested enlarging a village resite for its relocation.
- (b) The medical and health facilities, transport infrastructure, schools, and community facilities should be established in tandem with the population intake. More information on the estimation of the proposed employment figures of the HSK NDA should be provided. The shopping street concept should be extended to other area so as to increase vibrancy.
- (c) Traffic congestion was serious in the NWNT at present and doubted that the existing and proposed traffic infrastructures would be sufficient to cater for the population of the HSK NDA and Tuen Mun area. The current LRT in Tuen Mun new town should be extended to the HSK NDA and the proposed EFTS should be well integrated with the existing LRT. Some sections of LRT along Castle Peak Road should be elevated.

5.7 The general responses to PSRC, TMRC, HTRC, TMDC provided by Development Bureau (DevB), PlanD and CEDD are summarised below:

- (a) The ECNTA would be adopted as the implementation mode for the HSK NDA. Under the ECNTA, the Government would resume and clear the private land planned for development. However, modification of lease, including in-situ land exchange applications meeting specified criteria and conditions will also be allowed.
- (b) Whilst the OZP provided a broad land use proposal, detailed urban design studies would be undertaken for the future Town Centre near the proposed HSK Station, the District Commercial Node near the existing TSW Station, and the riverside promenade near the existing TSW Main Channel, and detailed pedestrian linkage, connections and vibrancy, among others, would be taken into account in future in detailed design stages. Since the development of HSK NDA would take years for

implementation, the provision of relevant infrastructures, GIC facilities and employment opportunities would be closely monitored and implemented, taking into account various changing circumstances;

- (c) One primary road, eight district distributors, 4 PTIs (3 proposed PTIs and 1 existing PTI) and an 8km-long EFTS together with pedestrian link and cycle tracks would be provided in the HSK NDA. Besides, a study on future development of EFTS together with its mode of operation was being undertaken and its interfaces with the existing LRT would be properly addressed in the study. The meeting minutes of the TMDC is in **Annex IIc**.

5.8 Subsequently, two YLDC members (**R4** and **R84**), a TMDC member (**R33** and **C29**), TMRC (**R32**) and HTRC (**R34**) submitted representations and comments during the public inspection periods. Their representations and comments are incorporated in paragraphs 2 and 3 above.

## **6. Planning Considerations and Assessment (Plans H-1 to H-2)**

### **The Representation sites and their surrounding areas**

6.1 The location of representation sites are shown in **Plans H-1 and H-2**.

#### Planning Scheme Area

6.2 The Planning Scheme Area (the Area) covers a total area of about 707 ha. The Area is surrounded by the mountain ridge of Yuen Tau Shan in the west and northwest, Lau Fau Shan in the north and TSW New Town/Ping Shan in the east.

6.3 Located between TSW and Tuen Mun, the Area is currently characterised as a transitional area between rural and urban New Towns. Land in the north has been formed mainly for port back-up and open storage uses. There are existing village developments and some low to medium density residential developments in the central and southern parts of the Area and particularly located to the north of Castle Peak Road. Kiu Tau Wai industrial area is located to the south of the WR and LRT TSW Stations which comprised of a number of low-rise industrial buildings mainly of one to three storeys in height. There is a network of channel/nullah running from the south to the northeast. Small amount of active farmlands are located in the south west of the Area. There are a total of 16 indigenous villages in the northern and central parts of the Area.

### **Strategic Planning Context**

6.4 HSK NDA would be an important component in the overall development strategy for Hong Kong in the medium-to long-term. HSK NDA will be the next generation new town to house a population of about 218,000 (including 176,000 new population); and an integrated community with wide-ranging commercial, retail, community, recreational and cultural facilities providing about 150,000 employment opportunities serving the NDA as well as the adjacent areas of Tuen Mun, TSW and Yuen Long New Towns. Being strategically located in the NWNT and well connected to the Hong Kong International Airport and the Shenzhen areas, the HSK NDA will provide development spaces in the NWNT to meet the surging demand for various commercial and economic land uses and position to become the Regional Economic and Civic Hub for the whole NWNT region.

- 6.5 Under the Conceptual Spatial Framework for “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+), the HSK NDA falls within the Western Economic Corridor which seeks to capitalise on the international and regional gateway and strategic transport infrastructure in West Hong Kong.

### **Major Planning Themes**

- 6.6 The major planning theme of the HSK NDA are as follows:

#### Positioning of the HSK NDA

- (a) It will serve as a regional economic and civic hub for the NWNT apart from being a major source of housing land supply in Hong Kong in the medium to long term.

#### Creating distinctive nodes (Plan 2)

- (b) It is important to create strong nodes within the NDA. The Town Centre is planned around the proposed HSK Station and will form the Regional Economic and Civic Hub. The District Commercial Node around the TSW WR Station will be the secondary node of the NDA. A Local Service Core is proposed in the northern part of the NDA and a Local Commercial Centre is planned near Lau Fau Shan.

#### Fostering Economic Vibrancy and Employment (Plan 2)

- (c) Mixed commercial and residential sites with higher development intensity are planned around the proposed HSK Station and the existing TSW WR Station to reinforce their respective functions as Regional Economic and Civic Hub and District Commercial Node. The Logistics, Enterprise and Technology Quarter and industrial zone is planned in the western part of the NDA near KSWH which will grasp the locational advantages of being linked by existing and planned highways to different parts of Hong Kong and Shenzhen.

#### Social Mix and Supportive Community Facilities (Plans 2 and 3)

- (d) A mix of housing land has been allocated for public/subsidised housing and various types of private housing to provide a wide range of housing choices for different social sectors. HSK NDA is planned for a people-oriented and balanced community. It will provide a wide range of social and community facilities serving not only residents of the NDA but also residents of the nearby areas.

#### Integration with Villages (Plans 2 and 3)

- (e) The existing recognised villages are to be retained and suitable land for Small House development have been reserved. Sufficient buffer areas have been incorporated at suitable locations to address concerns of villagers on high rise developments enclosing the existing villages.

#### Comprehensive Connectivity and Enhancement of Walkability (Plans 5, 6 and 7)

- (f) One of the key planning concepts is to minimise traffic generation. A comprehensive road network has been designed within the NDA to facilitate east-west and north-south movements within the NDA. A GTC comprising a rail-based or

road-based EFTS, pedestrian walkways and cycle tracks is planned to provide rapid intra-district transport service and green mobility. The north-south running open space connecting the Regional Plaza as well as the Regional Park serve as major connecting green spines between new and existing communities in the NDA and the surrounding areas. A comprehensive pedestrian walkway and cycle network will be provided to promote walkability and cycle friendliness.

### Environment and Conservation (Plan 3)

- (g) The existing mitigation ponds for Deep Bay Link Project and an active egretty at San Sang San Tsuen are to be conserved and protected through proper planning and land use zoning designation. HSK NDA and its environs have rich historical and cultural heritages which would be retained and preserved accordingly. Future development along and/or falling within the view corridors ('fung shui lanes' facing Ha Tsuen Shi and extending to Tang Ancestral Hall in Ping Shan) should maintain and incorporate the corridors in their design.

- 6.7 The planning intention for various land use zonings of the HSK OZP are outlined in **Annex V**.

## **Responses to Grounds of Representations and Representers' Proposals**

### *Supportive Representations*

- 6.8 The supportive views and proposals of **R1-R4** and **R9** are noted.

### *Adverse Representations and Representations Providing Views*

#### **(I) Responses on general issues of HSK NDA**

##### **A. Role and positioning of HSK NDA**

- 6.9 The role and position of HSK NDA has been fully considered in the context of territorial and regional development. The Study on "Hong Kong 2030: Planning Vision and Strategy" has recommended the implementation of the NDAs, including HSK NDA, to address Hong Kong's long-term housing and economic development needs and to provide job opportunities. Under the Conceptual Spatial Framework for Hong Kong 2030+, the HSK NDA falls within the Western Economic Corridor which seeks to capitalise on the location advantage of being the international and regional gateway and connected by strategic transport infrastructure in West Hong Kong (**R6**).
- 6.10 The HSK NDA is therefore positioned as the "Regional Economic and Civic Hub" for the whole NWNT region. At the territorial level, the HSK NDA will give impetus to foster Hong Kong's economic growth. Apart from providing about 61,000 new flats for about 218,000 population to meet the medium to long-term housing need, it will also provide land to meet the surging accommodation demand for various economic activities. In this regard, a substantial scale of economic land development is proposed, with about 6.37 million m<sup>2</sup> GFA of economic use providing about 150,000 new employment opportunities, when compared with currently about 176,000 jobs in Yuen Long, Tuen Mun and TSW New Towns. This will bring more jobs closer to residents in the NWNT region and help redress the current imbalance in the spatial distribution of population and jobs in the territory (**R6**).

## **B. Economic Development and Employment Opportunity**

- 6.11 The logistics industry is one of the pillar industries of Hong Kong; and has significant contributions to Hong Kong's economy and in providing job opportunities. The Strategic Development Plan for Hong Kong Port 2030 Study published in December 2014 also recommended developing logistics facilities to foster Hong Kong's development as a regional logistics hub and a supply-chain base (**R2**).
- 6.12 In response to the feedback from logistics operations during the Stage 3 CE of the HSK NDA Study, the size of individual logistics sites on the Revised RODP has been enlarged ranging from 3.5 ha to 4.8 ha. The "OU(Logistics Facility)" on OZP is designated on the basis on Revised RODP (**R2**).
- 6.13 The HSK NDA is close to Shenzhen and efficiently linked with the Greater Pearl River Delta regions. The Government is planning for Tuen Mun Western Bypass which will connect the HSK NDA to Tuen Mun-Chek Lap Kok Link, the Hong Kong International Airport, the Hong Kong-Zhuhai-Macao Bridge, and its Boundary Crossing Facilities. Given its strategic location on major freight and passenger routes between Hong Kong and Shenzhen, the NDA is considered as a suitable location for accommodating economic uses including modern logistics, innovation and technology, and testing and certification to foster Hong Kong's development as a regional logistics hub and a supply-chain base. To serve the purpose, land has been reserved for modern logistics (37ha) and enterprise and technology park (9ha) development. Besides, about 24 ha of land has been reserved for port back-up, storage and workshop uses. The Government is exploring the development of Multi-Storey Buildings to accommodate some of the brownfield operations affected by the NDA development. (**R6, R7 and R30**).
- 6.14 Among the estimated 150,000 employment opportunities, 75,000 are in commercial sector, 61,000 are in special industry, and 14,000 are in community services sector. The estimation of the employment opportunities in the HSK NDA Study has taken account of the proposed GFA for various economic, residential and GIC uses, as well as employment assumptions adopted from the HKPSG (**R19, R22, R26, R29, R31 and R117**).
- 6.15 Regarding the proposals to increase the PRs and BHRs for "OU(Logistics Facility)" and "OU(Enterprise and Technology Park)" and PR for "I", the proposed PR and BH of the "OU(Logistics Facility)", "OU(Enterprise and Technology Park)", "OU(Port Back-up, Storage and Workshop Uses)" and "I" sites have taken into account the development constraints and opportunities of the area, the physical setting, good planning and urban design, public infrastructure, particular transport, provisions and constraints as well as the public views received in HSK NDA Study. The development parameters as currently stipulated in the OZP have been adopted after going throughout the relevant technical assessment and statutory EIA processes; and are therefore considered appropriate. Further increase of the PRs and BHRs may overload the capacity of the planned infrastructure and create adverse visual and air ventilation impacts on the surrounding areas (particularly the "V" zones). The proposal by the representer is not substantiated by any technical assessments to ascertain the feasibility and possible impacts (**R2, R7 and R108**) (**Plan H-3**).
- 6.16 Regarding the proposal by the representer to rezone "OU(Logistics Facility)", "OU(Enterprise and Technology Park)" and "OU(Port Back-Up, Storage and Workshop Uses)" to "OU(Business)" with a PR of 7, it should be noted that "OU(Business)" is



intended primarily for general business uses comprising information technology and telecommunications industries, non-polluting industrial, office and other commercial uses. However, the aforesaid three “OU” zones in HSK NDA are intended to serve different purposes which are not the same as that of “OU(Business)”. The “OU(Port Back-Up, Storage and Workshop Uses)” is mainly for the proposed MSBs to accommodate some of the affected brownfield operations. The “OU(Logistics Facility)” sites are intended for high value-added modern logistics facilities to make use of the locational advantage of the NDA. The “OU(Enterprise and Technology Park)” sites are intended for accommodating uses particularly innovation and technology, testing and certification and data centre uses. The Innovation and Technology Bureau (ITB) does not support the rezoning of “OU(Enterprise and Technology Park)” to “OU(Business)” as it would affect the provision of development space for accommodating innovation and technology uses in Hong Kong. In addition, the “OU(Enterprise and Technology Park)” and “OU(Logistics Facility)” are subject to a maximum PR of 5. The proposal by the representer to rezone them to “OU(Business)” with a higher PR is not subject to any technical assessment. On the other hand, there are about 37 ha of land zoned “C” and “OU(Mixed Use)” in the NDA which could accommodate the general business uses except non-polluting industrial uses (**R7**) (**Plan H-3**).

- 6.17 Regarding the proposal by the representer to revise the lists of permissible uses in the “OU(Logistics Facility)”, “OU(Enterprise and Technology Park)” and “OU(Port Back-Up, Storage and Workshop Uses)” to allow greater flexibility, the Schedule of Uses of these zones have been specifically formulated to tie in with the intended development of each zones as stated above while at the same time allowing due flexibility in land use. In particular regard, industrial uses like uses relating to cargo handling, container storage/repair yard, container vehicle park, open storage, warehouse (excluding dangerous goods godown) etc. are considered incompatible with the planned development in the “OU(Enterprise and Technology Park)” zone. Similarly, innovation and technology uses and uses related to creative industries, information technology and telecommunications industries are included as Column 1 of “OU(Enterprise and Technology Park)”. Suitable government and recreational uses, such as ‘Place of Recreation, Sports and Culture’ and ‘Public Clinic’, are included as Column 1 or 2 in “OU(Enterprise and Technology Park)” or “OU(Logistics Facility)” to provide flexibility. Such uses may be permitted on their individual merits through planning application (**R7**).
- 6.18 Regarding the proposal by the representer to move PFS and ‘Social Welfare Facilities’ uses from Column 2 to Column 1 in the Notes of “OU(Logistics Facility), it should be noted that ‘Social Welfare Facilities’ may include environmentally sensitive uses such as residential care facility which may not be compatible with the logistics development. On the other hand, PFS will create environmental and traffic impacts on the surrounding areas. Therefore, it is considered appropriate to keep these two uses in Column 2 such that each case could be considered by the Board based on individual merits through the planning application process (**R2**).

### **C. Development Intensity**

- 6.19 On balance of the need to optimise the land utilisation and to create a distinctive townscape character as well as a coherent and legible urban structure, key activity nodes and residential communities of different intensities are planned with regard to the existing context and landscape resources. A gradated development intensity and BH is adopted, which is intended to enrich the spatial and urban profile and help maintain the visual amenity, natural lighting and air ventilation. The developments of the highest height and

density are concentrated at the two distinctive nodes around HSK station and TSW station. The development scale descend towards the Lau Fau Shan and Deep Bay areas where are more rural in nature (**R1, R3, R7, R108 and R109**) (**Plans H-4a to H-4c**).

- 6.20 The proposed PRs of development sites have taken into account the prevailing density zoning (maximum non-domestic PR of 9.5 and maximum domestic PR of 6 for Density Zone 1 in new towns), infrastructure capacities, urban design concept, findings of the relevant technical assessments conducted, as well as public comments received in the 3 stages of CE in the HSK NDA Study. In this regard, two “C” sites with a PR of 9.5 are planned in the Town Centre adjacent to the proposed HSK Station. These two sites, together with other commercial developments, are planned to support the positioning of “Regional Economic and Civic Hub” and the proposed PR and BH (200mPD) will encourage the creation of landmark buildings at the gateway of the NDA. A “C” site with a maximum PR of 8 is planned at the District Commercial Node (the secondary node in the NDA) around TSW Station. The PR of other commercial or mixed commercial/residential sites will descend from the rail stations to 5. Residential developments of the highest density (maximum total PR of 6.5) are clustered around the railway stations to capitalise on the accessibility provided by the railway services. The development intensities then descend towards the Lau Fau Shan and Deep Bay areas with a maximum PR of 2.5 to 3.5 in the northern part of the NDA to complement the rural character of the area (**R1, R3, R7, R108 and R109**) (**Plans 4, H-4a to H-4c**).
- 6.21 The proposed BHs are formulated having regard to the proposed PR, the urban design concept for NDA, allowing due flexibility for good building design and findings of relevant technical assessments including Visual Impact Assessment (VIA) and AVA. To the west of the Regional Plaza at the HSK Station where Yuen Tau Shan serving as the backdrop, highest commercial buildings (200mPD) are allowed to help create a landmark at the Town Centre. To the immediate east of the station, a 60m area has a lower BH of 60mPD to maintain a sense of openness at the Regional Plaza. The commercial and mixed commercial/residential developments to the east have a BH ranging from 180mPD (closer to the station) to 160mPD taking into account the character of the development in the area across Castle Peak Road (**R1, R3, R7, R108 and R109**) (**Plans H-4a to 4c**).
- 6.22 The PR and BHRs on the OZP are formulated on the basis of the urban design framework as explained above and have been adopted after going throughout the technical assessment and statutory EIA processes. Further increase in the development intensity may overload the capacity of the planned infrastructure, create adverse visual and air ventilation impacts and jeopardise the urban design framework. It should be noted that the submitted proposals by the representers for an uplift of the PR and BHRs are not supported by any technical assessments or justifications covering planning, environment, traffic and transport, infrastructure and other technical aspects to ascertain the feasibility and possible impacts (**R1, R3, R7, R108 and R109**) (**Plans H-4a to 4c**).
- 6.23 In addition, CTP/UD&L, PlanD also points out that the “Commercial(1)” (“C(1)”) and “Commercial(2)” (“C(2)”) zones at the Town Centre are subject to a maximum BH of 200mPD, which should already allow sufficient flexibility to achieve interesting townscape with descending BH profile towards the fringe. On the proposal by the representers to increase the BH from 200mPD to 300mPD for the two commercial sits at “C(1)” and “C(2)” zones, CTP/UD&L, PlanD advises that the proposed BH is considered excessive in the context of HSK NDA and out of context when compared to the existing BHs of nearby TSW (maximum 122 mPD) and Tuen Mun New Town (maximum 156 mPD) (**R1, R3 and R109**) (**Plan H-4c**).

- 6.24 In response to the proposal by the representer to increase the PR of “R(A)5” from 3.8 to 4.5, it should be noted that the PR of “R(A)5” zone on the OZP is to reflect the PR of the existing Hung Fuk Estate. The PR of the “R(B)3” zones is also to reflect the existing/committed developments mainly along Castle Road with a maximum PR of 1.26. There is only one “R(C)” zone covering an existing residential development and the PR on the OZP is to reflect its existing development intensity. The current PRs on the OZPs for these zones are considered appropriate (**R7**).
- 6.25 On the proposal by the representers to amend the development density to accord with HKPSG, the development intensities for the NDA have taken into account, amongst others, the maximum domestic PRs for new towns as laid down in HKPSG, i.e. maximum domestic PRs of 6, 5, 3.6 and 0.8 for density zones R1, R2, R3 and R4. In gist, the R1 and R2 sites in HSK NDA are subject to a maximum total PR of 6.5 or 6; and 5.5 or 5. R3 sites in HSK NDA are zoned “R(B)” with a maximum PR ranging from 3.5 to 2.5. As to the proposal by the representers to remove the maximum domestic PR of 4.5 for the “OU(Mixed Use)” zone (with a total maximum total PR of 7), it should be noted that the “OU(Mixed Use)” zones are planned around the two rail stations and intended to provide commercial GFAs, together with the “C” zones in the area, to support the role of the NDA as an economic hub. There is a need to impose a cap on the domestic PR otherwise the aforesaid planning intention may be jeopardised (**R7 and R108**).
- 6.26 There is no strong planning justification to support the zoning amendment proposals for the following reasons :
- (a) The “O” zone in Planning Area 34C is located amidst the residential cluster to serve the local residents and to provide a visual relief. Moreover, mature trees are recorded in this open space. It is therefore considered appropriate to maintain the “O” zoning for the site. Further, the proposed rezoning of the site for additional developments is not supported by any technical justification or assessment (**R7**) (**Plan H-4a**).
  - (b) Regarding the proposal by the representer to relocate the proposed youth facilities (in Planning Area 31B) to the “G/IC” site in Planning Area 26A and release the former site for retail/office/hotel development, the “G/IC” site at Planning Area 26A is planned as a civic hub. It would accommodate government offices, a magistracy, a community hall, a performance venue and a market. There might not be sufficient space for co-locating the proposed youth facilities at Planning Area 31B which are intended to serve a regional catchment. Moreover, the proposal, which will further increase the commercial development scale in the area, is not supported by any technical justifications or assessment (**R109**) (**Plan H-4c**).
  - (c) For the proposed co-location of the proposed tertiary education site in Planning Area 31A with the Enterprise and Technology Park so as to release the tertiary education site for “R(A)” development, it should be noted that the proposed location for the tertiary educational site is considered suitable which would be easily accessible by the WR from a wider catchment, and would be convenient to the students, staff and visitors. Also, given the substantial size (of about 5.35 ha) of the tertiary education site, the “OU(Enterprise and Technology Park)” zone may not have sufficient room to accommodate the development without affecting the provision of a variety of innovation and technology uses. Furthermore, the proposal by the representer to develop the sizable tertiary education site for “R(A)” development amounts to a major review of the land uses in the Town Centre; and will likely have impact on the planned infrastructure, GIC provision and visual environment and air ventilation of

the area. However, the proposal by the representer is not supported by any technical assessments or justifications to ascertain the feasibility and possible impacts (**R109**) (**Plan H-4c**).

#### **D. Urban Design and Land Use Issues**

##### Housing mix

6.27 To develop a harmonious community, different types of residential developments meeting different needs, aspirations and affordability have been planned in the NDA including PRH, SSF and private housing. One of the planning objectives of the NDA is to achieve a balanced community and avoid creating a homogenous residential character dominated by public housing. As such, the ratio of public to private housing units has been maintained as 51:49 (together with TSW New Town, the ratio would be 69:31). This arrangement is to achieve a proper balance in the regional context (**R6, R7, R15 and R16**). In the HSK NDA Study, comments on housing mix had also been received during the CE exercises. The formulation of the Revised RODP, which forms the basis of the OZP, had duly considered these and other public comments. Regarding the proposal by the representer for the Board to take extra step to promote elderly housing, ageing at home and inter-generational harmony (**R6**), it should be noted that the current residential zoning can cater for different types of housing including elderly housing.

##### Pedestrian walkway and cycle track networks

- 6.28 Various activities nodes within the NDA will be well connected. Other than the local road network, a comprehensive cycle track and pedestrian network comprising walkways, pedestrian streets and open space will be provided to facilitate convenient and pleasant linkages amongst different development clusters in the HSK NDA. A Green Transit Corridor (GTC) comprising a road or rail-based EFTS, pedestrian walkway and cycle track will also form part of the intra-district transport service (**R6**) (**Plans 5 and 6**).
- 6.29 A vibrant and pleasant east-west running pedestrian corridor has already been planned for the Town Centre. The pedestrian corridor mainly comprises a 15m-wide pedestrian street from Castle Peak Road extending to the west of Regional Plaza, the Regional Plaza and the riverside promenade along TSW Main Channel. The pedestrian street will be lined with shop frontage to form a shopping street with commercial and leisure facilities so as to enhance the at-grade vibrancy and walkability within the Town Centre (**Plans 6 and H-5**). Additional pedestrian connections at various levels between different sites in the Town Centre will also be explored in the urban design study (**R5**).
- 6.30 The pedestrian network at Planning Areas 58, 59 and 60 mainly comprises a riverside promenade running along the TSW Main Channel and further connecting to the southern part of the NDA. The riverside promenade, which will be a shopping street lined with shop frontage, will provide a pleasant and vibrant pedestrian environment at this part of NDA (**R7**) (**Plan 6**).
- 6.31 There are three existing footbridges over the TSW Main Channel that could connect the proposed shopping street at the riverside promenade with the TSW New Town (**Plan 6**). In addition, two additional pedestrian footbridges to connect the shopping street at the riverside promenade with TSW New Town are proposed. The “Fostering a Pedestrian and Bicycle-friendly Environment in HSK NDA and Yuen Long South Development - Feasibility Study” will also explore the enhancement of the walking environment in this

part of the NDA (**R118**).

- 6.32 A comprehensive cycle track network together with the cycle track within GTC has been planned for the NDA (**Plan 7**). Enhancement to the layout design of the cycle track network system will be examined under the “Fostering a Pedestrian and Bicycle-friendly Environment in HSK NDA and Yuen Long South Development - Feasibility Study” being undertaken by CEDD (**R34**).
- 6.33 Regarding the proposal by the representer to reserve the area around the pedestrian street connecting LRT Chung Uk Tsuen station and HSK Station (i.e. pedestrian street in the eastern part of Town Centre) as commercial area, the development sites along the concerned pedestrian street are already zoned “C”, “OU(Mixed Use)” or “R(A)”, which are intended for commercial developments in whole/ part of the site or lower floors of the buildings. A shopping street with retail frontage is also designated along the pedestrian street to enhance its walkability and vibrancy (**R29**) (**Plan H-4a**).

#### Preservation of Existing Non-indigenous Villages

- 6.34 The planning of the HSK NDA has minimised impact on the existing developments as far as possible. Impact on certain existing communities, including 5 villages, is unavoidable due to their locations in the proposed Town Centre of the HSK NDA. Tin Sam San Tsuen, San Sang San Tsuen and Yick Yuen Tsuen are located within 500m of the proposed HSK Station which would be the Town Centre for high density development. Shek Po Road Mei Tsuen and Sha Chau Lei (II) are also located in the central areas of the NDA and would be developed into the Regional Park and sports facilities for serving the entire NWNT. As the affected structures are rather dispersed, it is difficult to preserve them in any consistent manner without adversely affecting the coherence of the plan. However, there are re-provisioning arrangements for eligible clearances affected by NDAs development. To help maintaining the social fabric of the existing communities, two local rehousing sites to the west of Hung Fuk Estate have been planned for the eligible affectees (**R15, R16, R19, R20, R24-R27, R30 and R31**) (**Plan H-6**).
- 6.35 For the proposal by the representers to extend the “V(1)” zone to accommodate the village houses and temporary structures to be resumed in Yick Yuen Tsuen, the planning intention of “V(1)” zone is to provide land for re-provisioning the affected village houses eligible under the Village Removal Terms (VRT) due to the NDA development. According to the HSK NDA Study, the land area of the “V(1)” zones near Fung Kong Tsuen and Tsing Chuen Wai could accommodate the estimated numbers of affected lots subject to compensation under VRT<sup>9</sup>. In addition, two local rehousing sites to the west of Hung Fuk Estate, which should be able to provide about 2,100 housing units, have also been planned for other eligible affectees (**R32 and R33**) (**Plan H-6**).

#### Integration with existing villages

- 6.36 Integration with villages is one of the main planning themes for HSK NDA. To maintain views and air ventilation of Ha Tsuen area, principal visual and wind corridors are maximised through the introduction of green open spaces, amenity strips and pedestrian streets (**Plans 3 and 6**). An AVA has been conducted in the HSK NDA Study to ensure

<sup>9</sup> The number of houses entitled to compensation under the New Territories Village Removal Term will be ascertained upon freezing survey.

that proper mitigation measures will be adopted to minimise the air ventilation impact. To enhance the amenity and to serve as visual buffers between existing villages and new developments, amenity areas, which are zoned “O” on the OZP, to separate the major roads and/or high-rise developments with the “V” zones. A 5m setback and a 6m NBA from the “V” zone is also imposed on residential sites along Ping Ha Road and the “OU(Mixed Use)” sites in Kiu Tau Wai respectively to create buffer between existing villages and adjacent high-rise buildings. The two existing “fung shui” lanes have been preserved to connect the Ping Shan heritage precinct and Ha Tsuen, and enhanced with the introduction of the open space at the intersect point (**R34, R85 and R86**) (**Plans 3, 6, H-7a and H-7b**).

6.37 Responses to various proposals are as follows:

- (a) The “O” planned in front of the declared monument Tang Ancestral Hall in Ha Tsuen have been expanded to further protect the ‘fung shui lanes’ and also to provide a larger public space to allow village rituals, festive events and cultural activities to take place. Sufficient open space has been planned to serve the villagers of Ha Tsuen. Moreover, a stepped BH profile has also been adopted with higher BHR of 140mPD along TSW Main Channel, and lower BHRs of 120mPD and 100mPD towards the villages and the Regional Park (**R34**) (**Plans 3, 6 and H-7b**).
- (b) Planning Area 19B forms part of the District Commercial Node around the TSW WR Station and is intended for high-density mixed commercial and residential development. The proposal by the representer to restrict the BH in this area to 3 storeys will jeopardise the realisation of the District Commercial Node and its development potential (**R85**) (**Plan H-7a**).
- (c) The Regional Park is planned at the heart of the HSK NDA to serve the future residents of the NDA and the neighbouring communities. Its central location will form a key feature of the north-south green spine that connects different part of the HSK NDA. The Regional Park can also help maintain an open view and the air ventilation of the “V” zones of Shek Po Tsuen, Kau Lee Uk Tsuen and the villages in Ha Tsuen Heung. As such, it is considered inappropriate to swap the Regional Park site with the residential, open space and G/IC development sites. Furthermore, the land use swapping proposals submitted are not substantiated by any technical justifications or assessments to ascertain the feasibility or impacts (**R34**) (**Plan H-7b**).
- (d) The view corridor (‘fung shui lane’) extending to the Tang Ancestral Hall in Ping Shan has already been incorporated and would be maintained in the future design of the development of sites around TSW Station (**R84**) (**Plan H-7a**).
- (e) Adequate open space provision is planned for the NDA. An “O” zone of 1.6 ha in area has already been planned in Planning Area 20 to serve the Hung Uk Tsuen area. The proposals to rezone additional sites in Kiu Tai Wai area for open space development is unnecessary and may jeopardise the realisation of the planned District Commercial Node and the development potential of the area (**R84 and R86**) (**Plan H-7a**).
- (f) Access to the permitted burial ground at Kiu Tai Wai is already available through Hung Tin Road (**R84 and R85**). The permitted burial ground to the southwest of Hung Uk Tsuen is retained under the “GB” zone near Hung Tin Road and Castle Peak Road (**R86**) (**Plan H-7a**). However, it is unavoidable that some graves, including those at the knoll to the southeast of San Wai Sewage Treatment Works, will be

affected due to their locations. Compensation for the affected graves will be arranged according to the prevailing policy **(R34) (Plan H-7b)**.

- (g) Allowing residents' car parking use in the "V(1)" in Planning Areas 24A and 63 will defeat its planning intention for re-provisioning the affected village houses affected eligible under the VRT. Besides, 'Public Vehicle Park' is a Column 2 use of "V" zone which could be allowed subject to the Board's consideration on individual merits **(R12) (Plan H-7b)**.

## **E. Traffic and Transportation (Plan 5)**

### Internal road layout

- 6.38 A comprehensive local road network will be provided to enhance the connectivity of the NDA and to facilitate vehicular movements. A traffic and transport impact assessment study (TTIA) under the HSK NDA Study has been conducted to assess the future transport demand to be generated by the proposed NDA development and the traffic impact on the strategic, regional and local road networks. The TTIA under the HSK NDA Study has concluded that the HSK NDA development is technically feasible from the traffic and transportation point of view; and that the proposed road network will be able to cope with the future traffic demand **(R1, R3, R5 and R87) (Plan H-4c)**.
- 6.39 For the traffic to/from the Town Centre, it will make use of the proposed Road D7 (which is a dual-two lane district distributor road) and the proposed P1 Road (which is a dual-three lane primary distributor road) underneath KSWH then reaching the strategic highway to the other parts of the territory. According to the findings of the TTIA, Road P1 and Road D7 would have sufficient capacity to accommodate the traffic generated by the developments in the Town Centre **(R1, R3 and R5) (Plan H-4c)**.
- 6.40 On the concern of risk of relying solely Road D7 to access Town Centre, Road D7 is a dual-two lane road of standard design. Regarding the specific proposals to provide an additional access to the Town Centre, they are found infeasible for the following reasons:
- (a) Regarding the proposal by the representers to have an additional access to Road P1 **(R1 and R3)**, CEDD advises that the existing columns of the KSWH are constraints to the design of the proposed additional junction at Road P1, which make the junction design not able to meet the requirement as laid down in the Transport Planning and Design Manual (TPDM). Also, the distance between the proposed additional access and the Road P1/D7 roundabout is less than the minimum spacing stipulated in TPDM **(Plans H-4c and H-4d)**.
- (b) Regarding the proposed additional road connecting Road D7 (at-grade) and submerged Road D6 (underneath Regional Plaza) **(R5 and R109)**, CEDD advises that the gradient of the proposed road would exceed the requirement in the TPDM. The sightline at the junction of the proposed road / Road D6 would be inadequate and would induce road safety issue **(Plans H-4c and H-4e)**.
- (c) For the additional road connecting Road D7 and Road D8, CEDD advises that the alignment of GTC would be affected. Moreover, the pedestrian connectivity and the land use at the Town Centre would be adversely affected **(R5 and R109) (Plans H-4c and H-4f)**.

(d) Regarding the proposed additional roads and junctions in the eastern part of Town Centre, CEDD advises that the curvature of an additional road would be too sharp and the sightline at the sharp bend would be inadequate and would induce road safety issues. Besides, too many junctions within a short section of road would be undesirable and adversely affect the traffic circulation (**R1**) (**Plan H-4g**).

6.41 For the concern about the safety of “cul-de-sac” design, most of them are adopted in the local roads to reduce the speed of the vehicles. Speed limit would be imposed to ensure a safe driving speed. Such “cul-de-sac” design is intended to make most of the local roads as non-through roads to discourage bypassing traffic so as to minimise the environmental impact to nearby air and noise sensitive receivers (**R6**).

Opposition to the deletion of Tin Ying Road (**R34, R84 and R87**)

6.42 The existing Tin Ying Road is built next to the TSW Main Channel on an elevated embankment which is causing certain noise and air pollution and has also separated the NDA from the TSW areas. With the re-planning of Tin Ying Road, this will release land resources for more efficient land uses, including the provision of residential land and a continuous riverside promenade with cycling and pedestrian facilities along the TSW Main Channel and facilitate a better integration between TSW and the NDA. The TSW Main Channel would also be regenerated to enhance the river landscape and ecology. The riverside promenade will become a natural resource that could be accessed by TSW residents as well as future residents of the NDA. The noise and air pollution impact to neighbouring residents will also be reduced with the re-planning of Tin Ying Road (**Plan H-6**).

6.43 To meet the traffic demand, the existing Ping Ha Road will be widened to a dual-two lane road. Traffic to/from northern TSW could make use of Tin Wah Road and widened Ping Ha Road (Road D2) to reach TSW Station. In addition, there will be a new connection via Tin Wah Road, Road D1 and Road D3 to KSWH so as to reach other parts of the territory. Replanning of Tin Ying Road would only be carried out after the proposed major road network of HSK NDA (including Road P1 and district distributor roads) are in operation. Tin Ying Road will be replanned for GTC with the proposed EFTS to provide convenient and pleasant transport service to the residents of HSK NDA and TSW New Town subject to further study (**Plan H-6**).

Provision of Environmentally Friendly Transport Services (EFTS) (**R6, R7, R15 and R16**) (**Plan H-6**)

6.44 On the need for the EFTS, it will form an important part of the GTC to enhance the connectivity within the NDA and further to the surrounding areas. The TTIA reveals that the EFTS is required to meet the traffic demand of the NDA developments .

6.45 On the form of the EFTS, it could be a road-based system like electric buses or a rail-based system. Currently, a feasibility study on EFTS has commenced in March 2017. The study covers the schematic design and alignment, operation, construction and operation cost etc. of the EFTS system and its possible extensions to in the surrounding areas, such as Yuen Long South. It will also assess various impacts, including noise and visual impacts, of the recommended form of EFTS and propose appropriate mitigation measures to ensure no insurmountable adverse impact on the surrounding areas. Upon availability of the study findings, the stakeholders will be duly consulted.



External road network and capacity of the West Rail (R5, R15, R16, R19-R29, R34 and R117) (Plan 5)

- 6.46 The carrying capacity of the WR will eventually be increased by 60%, with train frequency increased from 20 to 28 per hour, and the addition of train compartment from 7 to 8. It is expected that the WR will be able to cope with the demand, but slightly congested. For the longer term, the Government will carry out studies on the need for a new heavy rail to directly connect NWNT to urban areas beyond 2031<sup>10</sup>. Apart from the above, the Government will consider the planning of other public transport services to tie in with the developments in the NWNT. Regarding the demand for cross-district movements, CEDD advises that TTIA is carried out by adopting traffic models which have taken into account cross-district movements (**R5, R15, R16, R19-R29, R34 and R117**).
- 6.47 Moreover, additional highway linkages to NWNT are under planning. The Government is planning the Tuen Mun Western Bypass which will connect the Tuen Mun - Chek Lap Kok Link with Tsing Tin Road in Tuen Mun and the KSWH. The Government will continue to monitor the changing needs of the NWNT traffic road network and carry out a feasibility study on Route 11 connecting North Lantau and Yuen Long to improve the accessibility of NWNT (**R5, R15, R16, R19-R29, R34 and R117**).
- 6.48 Regarding the view that the proposed HSK Station is not necessary, the proposed HSK Station is one of the railway schemes recommended in the Railway Development Strategy 2014, providing a framework for planning the expansion of Hong Kong's railway network up to 2031. Furthermore, HSK station is essential to developing the NDA as a "Regional Economic and Civic Hub". The TTIA under the HSK NDA Study has concluded that the HSK NDA development is technically feasible from the traffic and transportation point of view. Without HSK station, the increasing passenger demands in HSK NDA would overload the existing TSW station (**R19**).
- 6.49 TTIA has indicated the proposed traffic networks in HSK NDA are feasible. Also, there is an essential need to develop HSK NDA to address Hong Kong's long-term housing and economic development needs and to provide job opportunities. Traffic and basic infrastructure will be provided timely to commensurate with the population intake of the NDA by phases. As such, there is no ground to stop the implementation of HSK NDA for traffic reason (**R20 and R29**).
- 6.50 Regarding the proposal by the representers to develop a new mass transit system to HSK from other district and extend the WR from Tuen Mun to Tsuen Wan, this proposal had been examined under the consultancy study for the formulation of the RDS 2014. It was concluded that the implementation of TM-TWL would create negative visual and environmental impacts along the scenic coastal areas and the cost was expected to be very high due to the technical difficulties involved. The cost-effectiveness of the

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<sup>10</sup> The Government is planning to take forward strategic studies on railways and major roads beyond 2030. Based on the latest planning data in Hong Kong, the Study will examine the transport needs of the whole territory beyond 2031 holistically. It will study the necessary strategic transport infrastructure network for meeting the traffic needs of the Strategic Growth Areas (SGAs) recommended by the Hong Kong 2030+ on one hand, while improving the traffic conditions of the existing transport corridors on the other hand. There would be a significant growth in population in the NWNT beyond 2030. The Government will focus on the loading of the heavy rails in the NWNT beyond 2030 according to the planning data up to 2041. The study will be divided into the railway section and major road section commissioned by Highways Department (HyD) and Transport Department (TD) respectively.

proposed railway line was hardly established at the time of the study (**R22 and R84**).

#### **F. Provision of GIC Facilities (Annex VI)**

- 6.51 The planning for the NDA is people-oriented. A series of civic and GIC facilities, including hospital, clinics, markets, police station, fire station, post office, youth facilities, magistracy, community halls, higher education institute, schools, RCHE, sports and recreation and other social facilities, will be proposed in the HSK NDA with reference to the HKPSG, advice of the concerned bureaux/departments and public views received from CE of the HSK NDA Study. In general, there will be sufficient facilities to serve the future population in the NDA according to the HKPSG, except hospital beds (-199 beds), primary school (-19 classes), Kindergarten/ Nursery (-41 classes), library (-1.09) and swimming pool(-0.76) (**R30 and R87**).
- 6.52 The planning for hospital beds is based on the New Territories West (NTW) Cluster. In fact, sites for development of a hospital and clinics have been reserved in HSK NDA, which will operate in coordination with the hospitals in the NTW Cluster to serve the residents of HSK, TSW, Yuen Long, Tuen Mun, and the proposed Yuen Long South development. In order to ensure that the medical needs of the community are met, the Hospital Authority regularly reviews the service capacity and physical conditions of its healthcare facilities for planning the redevelopment or expansion of existing hospitals and the development of new hospitals. In anticipation of significant growth in demand for healthcare services in the New Territories region and ageing in the TM and YL districts, the Hospital Authority intends to expand the capacity of the new TSW Hospital<sup>11</sup> in the long run to address the demand in the area (**R30 and R87**) (**Plan H-8**).
- 6.53 In terms of swimming facilities, there are three existing swimming pools in Yuen Long District, namely Yuen Long Swimming Pool, TSW Swimming Pool and Ping Shan TSW Swimming Pool, and a proposed swimming pool complex in Area 107 of TSW. In terms of libraries, there are three existing libraries in Yuen Long District, namely Yuen Long Public Library, TSW Public Library and Ping Shan TSW Public Library. LCSD will keep monitoring the demand and quality of library and swimming facilities (**R30 and R87**) and, if needed, consideration will be given to providing new library and swimming facilities.
- 6.54 The reservation of kindergarten and primary school sites has also been based on EDB's advice. There are existing kindergarten and primary school sites to the south of Castle Peak Road. (**R30 and R87**) (**Plan H-8**).
- 6.55 The full development of the HSK NDA will span a long period of time. There is a need to reserve undesignated "G/IC" sites on the OZP to allow flexibility to cater for any unforeseeable need arise in the future. As such, the specific uses for the seven undesignated "G/IC" sites in the NDA are yet to be confirmed at this stage and will be reviewed in future having regard to the prevailing circumstances (**R32 and R33**) (**Plan H-8**).
- 6.56 Three new markets are proposed within the NDA. Two of them (one in the northern part in Planning Area 52B and the other to the south of WR TSW Station in Planning Area

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<sup>11</sup> The construction of the new TSW Hospital was completed in September 2016 and the first phase of patient services commenced in January 2017 which will provide 300 beds in-patient and day-patient services upon full services.

16B) will be provided within PRH sites subject to detailed design. Besides, a public market of a reasonably large size will be provided at the “G/IC” site in Planning Area 26 located adjacent to the proposed HSK Station, which would be a convenient and easily accessible location to serve the community in the region, including TSW New Town. However, the management and mode of operation of the proposed markets fall outside the scope of the OZP (**R102**) (**Plan H-8**).

## **G. Environmental and Ecological Considerations**

- 6.57 An EIA including ecological impact assessment has been conducted under the HSK NDA Study. The EIA report was approved with conditions and recommendations under the EIA Ordinance on 15.12.2016. The EIA report concludes that the proposed development would be environmentally acceptable with the implementation of the proposed mitigation measures for construction and operation phases. It has also carefully considered the potential ecological and environmental impacts of the proposed developments and devised appropriate mitigation measures. (**R8 and R117**) (**Plan H-9**).
- 6.58 The potential impacts on the San Sang San Tsuen Egretty (the Egretty) have been examined and assessed in the approved EIA report. A number of mitigation measures are proposed, including but not limited to the retention of the Egretty in the “GB” zone and the provision of a 100m wide eco-corridor comprising “O” and “GB” to the northeast of the Egretty to protect the majority of the flight paths. The “O” in this eco-corridor would only be used for passive recreational uses (e.g. local park, plant nursery) and with vegetation which are in favour of the egrets (e.g. trees and bamboo). The eco-corridor will also be flanked by lower developments (90mPD) while higher buildings (e.g. 200mPD in Town Centre and 110mPD for the logistics sites) will be farther away. Agriculture, Fisheries and Conservation Department (AFCD) considers that these mitigation measures are adequate to protect the Egretty (**R117**) (**Plan H-9**).
- 6.59 AFCD advises that according to the breeding ardeids flight path survey conducted under the HSK NDA Study, almost all of the ardeids were recorded flying northeast of the Egretty towards the major watercourses such as TSW Main Channel. Only a few ardeids were observed flying south along the KSWH. In addition, only a low abundance of ardeids were recorded within the agricultural lands to the south of the Egretty during the bird survey. As such, the agricultural land to the south of the Egretty does not appear to be the major feeding ground nor flight path of the breeding ardeids (**R117**) (**Plan H-9**).
- 6.60 On the concern that the lack of reprovisioning may displace the brownfield operations elsewhere thus damaging the rural environment, CEDD has commissioned feasibility studies to consolidate brownfield operations in a land-efficient manner at MSBs. The Government has reserved about 24 ha of land in the northern part of the HSK NDA and another 3.8 ha of land in Yuen Long Area for such purpose. In addition, it has been the Government's established practice to let out suitable vacant government sites for various industrial uses through short term tenancies (STTs). From the angle of overall industrial land supply, the Government would explore if more government land could be let out for temporary industrial uses through STTs as well as the provision of proper infrastructure to ensure that the operations would not create nuisance to the neighbourhood. The programme of clearance of the brownfield operations will also time in with the relocation arrangement. On the other hand, the surrounding areas, including Ha Tsuen, Ping Shan and Lau Fau Shan, are currently covered by rural OZPs. Should any unauthorised development be found in the area concerned, planning enforcement action will be undertaken under the Ordinance as appropriate (**R15, R16, R17 and R117**) (**Plan H-9**).

## H. Coverage and Naming of OZP

6.61 Responses to the proposals are as follows:

- (a) Given the well-established communities and limited available land for further major developments in the area to the southeast of Castle Peak Road, substantial intensification of development is not contemplated. In view of the public comments received during the Stage 2 CE of the HSK NDA Study, this part of area which will not be affected by the NDA development works had been excluded from the NDA boundary. As such, it is considered inappropriate to extend the HSK OZP to cover this area (**R6**) (**Plan H-10**).
- (b) The area, including Ngau Hom Shek, Sha Kong Tsuen, Hang Hau Tsuen and Deep Bay Grove, is currently covered by HTF OZP and mainly zoned “GB”, “Agriculture” (“AGR”), “Conservation Area” (“CA”) and “Coastal Protection Area” (“CPA”). The area will be protected under the respective land use zonings. For conservation zonings, there is a general presumption against development. Any works relating to filling of land/pond or excavation of land (within “GB” and “CPA”) or filling of land or excavation of land (within “CA”) require planning permission from the Board. Besides, for pond filling/land filling of 1.2m or more in thickness within the “AGR” zone will also require permission from the Board. Any illegal filling of land/pond or excavation of land in respective zones would be subject to enforcement action under the Ordinance. The current zonings are appropriate to conserve and reflect the existing natural landscape and rural setting in the area (**R17**) (**Plan H-10**).
- (c) The Ha Tsuen fringe area does not fall within the NDA boundary. In fact, it is largely hilly area covered by dense vegetation and coastal flat land not suitable for major development. As such, it is considered inappropriate to cover the area by the HSK OZP for compensation consideration (**R34**) (**Plan H-10**).
- (d) About 420 ha of land falling within the previous Ha Tsuen OZP has been incorporated into the HSK OZP. To reflect the geographical coverage, the previous Ha Tsuen OZP is therefore renamed as “Ha Tsuen Fringe OZP”. It is not necessary for the name of the OZP to align with the administrative demarcation of the area (**R34**) (**Plan H-10**).

## I. Miscellaneous

- 6.62 In the HSK NDA Study, comprehensive technical assessments on those aspects including traffic and transport, drainage and sewerage, ecology, environment, water supply and utilities, geotechnical, air ventilation, landscape and visual, green initiatives and sustainable development have been conducted and confirmed the feasibility of the NDA development. A socio-economic impact assessment has also been undertaken to identify the potential social-economic impacts and mitigation measures required (**R17**).
- 6.63 The Pak Nai and Deep Bay area is situated in the western part of NWNT along the south-western coast of outer Deep Bay. Given the extensive and unspoiled natural Deep Bay Coast and a hilly backdrop in the area, it is considered appropriate to preserve the scenic and rural area from urban sprawl (**R34-R83**).

6.64 Regarding the request to stop processing the HSK OZP prior to the outcome of the ICAC's investigation, the representer fails to demonstrate how this matter will affect the land use proposals for the NDA. There is no justification to accede to such request (**R18**).

## **(II) Representations in respect of specific land use proposals**

### **J. Location of RCP between Hung Yuen Road and Hung Ping Road**

6.65 The responses to the grounds and proposals of **R4, R9 and R95 - R101** regarding the proposed RCP are as follows:

- (a) The support on the proposed location of the RCP with a new enclosed design between Hung Yuen Road and Hung Ping Road is noted (**R4 and R9**) (**Plan H-11a**).
- (b) The concerned RCP cum office uses site near Hung Fuk Estate is for relocating the existing RCP at Hung Tai Road and incorporating office uses of Food and Environmental Hygiene Department (FEHD). The existing RCP at Hung Tai Road is a village type design RCP and has been the subject of public complaints. According to the FEHD, the existing RCP is considered insufficient to cope with the increasing demand due to the increasing population in the area. However, there is no land available to expand/improve the existing RCP in-situ. The concerned FEHD's office cum RCP site is the only available and suitable Government land in the area to facilitate an early relocation (**Plans H-11a and H-11b**).
- (c) On the concern of the impacts of the RCP on the surrounding areas, the proposed RCP will adopt the latest enclosed design, which will meet the relevant hygiene standards. It will be separated from the nearest domestic block in Hung Fuk Estate by about 30m. As most refuse collection vehicles have already adopted fully enclosed design, the nuisance caused by the operations of the RCP should be minimised (**R95 - R101**).
- (d) During the Stage 3 CE under the HSK NDA Study commenced in June 2015, the proposed RCP site had been incorporated into the RODP and put forward for YLDC consultation on 15.7.2015 (**R95, R96 and R98**).
- (e) Regarding **R95 and R100's** proposal to swap the RCP site with the planned school adjacent to Shek Po Tsuen, the concerned FEHD's office cum RCP site is only about 500 m<sup>2</sup> in size and would not be sufficient to accommodate the proposed school (**Plan H-11a**).

### **K. Expansion of "V" zone**

6.66 The boundaries of the "V" zones are drawn around existing village clusters with regard to the 'VE', the local topography, the existing settlement pattern, site characteristics, the approved applications for Small House development, the outstanding Small House applications, as well as the estimated Small House demand. Areas of difficult terrain, dense vegetation, burial grounds, streamcourses and infrastructures have been avoided where possible. The planning of the HSK NDA has minimised impact on the existing residents by retaining the existing villages within the NDA as far as possible. All existing "V" zones falling within the HSK NDA, are retained in-situ and reflected in the HSK OZP. Minor adjustments in some of the "V" zone boundaries have been made to include

some existing houses with building right falling marginally outside the “V” zone boundaries and to cater for the realignment of a river channel near Tin Sam Tsuen. These “V” zones generally encompass their respective ‘VE’, and there is still land within the “V” zones for Small House developments (**R84-R89, R92 and R93**) (**Plan H-7b**).

6.67 In addition to the response in Para. 6.66 above regarding the designation of “V” zone, further specific responses to various proposals are as follows:

- (a) The representers’ proposal to expand the “V” zone will affect the planned hospital and open space development as well as a reserve “G/IC” site. In this regard, the proposed road, if to be shifted further west as suggested, will cut through the proposed hospital and commercial sites in the area as well as the reserved alignment for the EFTS. The proposed new road directly connecting Hung Chi Road and Ping Kwai Road will dissect the “V” zone of Hung Uk Tsuen and reduce land available for Small House development. In fact, as the TTIA reveals that the currently proposed road network for HSK NDA could cope with the traffic demand, it is not necessary to provide such a new road. The proposed rezoning of a “G/IC” site in Planning Area 20 to “O” will affect the planned school development. The proposals by the representers are not substantiated by any technical assessments to ascertain its feasibility and possible impacts (**R84 - R86**) (**Plan H-7a**).
- (b) Regarding the proposal by the representer to rezone the area to the north of Shek Po Tsuen to “V”, it will affect the planned school development at the “G/IC” site and the existing WR Emergency Access Point (**R88**) (**Plan H-7a**).
- (c) Regarding the proposal by the representer to rezone a government (reserve) site near San Sang Tsuen and an area designated as “OU(Logistics Facility)” to the west of Sik Kong Wai and San Uk Tsuen to “V”, it will deprive the flexibility of meeting the unforeseeable GIC requirement in future and also jeopardise the planned logistics development in the area (**R87**) (**Plan H-7b**).
- (d) Planning Areas 27C and 28B are part of the Town Centre and are reserved for high-density residential developments capturing the good accessibility to the proposed HSK Station. Extending the “V” zone (or ‘VE’ as claimed by the representer) to these areas would affect flat supply and jeopardise the planning concept for the Town Centre (**R92 and R93**) (**Plan H-7b**).

#### **L. Individual Sites**

6.68 Public comments similar to some of the following representations on individual sites had been received during the CE of the HSK NDA Study. The formulation of the Revised RODP which forms the basis of the OZP had duly considered these and other public comments received. The proposed development and layout for the HSK NDA have also gone through relevant technical assessments (including EIA) with due regards given to various planning considerations, such as the efficient use of land resources, overall housing mix, quality urban design framework, provision of necessary GIC facilities and capacity of planned infrastructures etc.

#### **Representation No. R6**

6.69 The proposal to swap the Regional Park site with the logistics sites and then rezone the original Regional Park site to “C” or “OU (Mixed Use)” will involve relocating the

Regional Park westward and reduction in logistics sites. In this regard, the Regional Park is planned at the heart of the NDA to serve the future residents. Furthermore, as explained in Para. 6.13 above, given its strategic location, the NDA is considered as a suitable location for accommodating modern logistics use to foster Hong Kong's development as a regional logistics hub. There is no strong planning justification to relocate the Regional Park site to the west and develop the site for commercial or mixed development as proposed by the representer. The proposal is also not substantiated by any technical justifications or assessments to ascertain the feasibility or impacts **(R6) (Plan H-7b)**.

Representation No. **R103**

- 6.70 Planning Area 27A is reserved for PRH development on the ODP and its site formation will be part of the advance works. The proposal by the representer to rezone part of the "R(A)2" zone, which is in essence to allow private residential or residential/commercial development on this site, will affect the proposed housing mix and public housing flat production in the NDA. Besides, such proposals will also constrain the design flexibility of the future public housing development in the remaining part of the "R(A)2" zone **(R103) (Plan H-12)**.

Representation No. **R104**

- 6.71 In response to the proposal to adjust the EFTS alignment to avoid Site K, the proposed EFTS alignment has catered for the provision of a station at the northern edge of the proposed hospital site, the minimum length requirement between two bends, and the maximum turning radius requirement etc. The proposal by the representer to shift the alignment to the west will create technical difficulties but no technical justification has been submitted. For the proposal to adjust the zoning boundaries such that Site K would only be covered by one single land use zoning, this will result in an irregular configuration of the "C" and "OU(Mixed Use)" zones. In this regard, the proposed development and layout for the HSK NDA is the outcome of a comprehensive planning and technical assessment exercise and an extensive public consultation process. Whilst the delineation of zoning boundaries will take into account planning factors including physical features, road network, infrastructure, urban design, environmental and technical feasibility, etc., the zoning boundaries do not necessarily have to align with the land ownership pattern. Regarding the concern on the implementation phasing, the response in Para. 6.81 below is relevant **(R104) (Plan H-13a)**.
- 6.72 In response to the proposal for relaxing the PR and BH for the "T" zone, the development scale of the "T" sites has taken into account development constraints and opportunities of the area, the physical setting, good planning and urban design principles as well as the public infrastructure provisions and constraints. Further increasing the PR and BHR may overload the capacity of the planned infrastructure and create adverse impacts on the surrounding areas. However, the proposal by the representer is not substantiated by any technical assessments to ascertain the feasibility or possible impacts **(R104) (Plan H-13b)**.

Representation No. **R107**

- 6.73 The representer site in the "G/IC" zone at Planning Area 8 falls within a site reserved for the development of a clinic and a RCHE. Whether the RCHE should be implemented by private or public initiatives should be a matter of implementation and not related to the land use proposals on the OZP. Besides, the proposal to develop the representation site

for RCHE will also constrain the design flexibility of the future development in the remaining part of the “G/IC” zone. Regarding the proposal by the representer to delineate a portion of the “R(A)2” site in Planning Area 10 as subzone (b) and to specify that the local rehousing proposal in subzone (b) would be implemented through private initiative, this is a matter relating to the Government's compensation and rehousing arrangements which are not directly related to the OZP. That said, any rehousing development under private initiative at the “R(A)2” site is always permitted under the current draft OZP. In addition, RCHE could be provided at the site as of right under the current “R(A)2” zoning regardless of whether the project is taken forward by private initiative or not **(R107) (Plan H-14)**.

Representation No. **R113**

- 6.74 Regarding the proposal by the representer to rezone a part of the “G/IC” site in Planning Area 20 for private elderly home cum senior citizen housing, the “G/IC” site is reserved for a hospital development including polyclinic/specialist clinics with an aim to providing medical services to serve the future population in the NWNT. The proposal by the representer, albeit would slightly reduce the site area (from 7.03 ha to 6.81 ha), will inevitably constrain the design flexibility of the future hospital development. In fact, there is no strong planning justification to excise a part of the proposed hospital site for RCHE use, noting that two 250-places RCHE sites and one 100-place RCHE have been reserved in a proposed public housing development. Should there be further demand, RCHE could also be incorporated into the “R(A)” or GIC developments as appropriate **(R113) (Plan H-14)**.
- 6.75 Responses to opposition to the removal of existing structures/change of land use are as follows:
- (a) The planning of the HSK NDA has minimised impact on the existing developments as far as possible. However, some structures are located within 500m of the proposed HSK Station which would be part of the Town Centre for high density development. It is difficult to preserve them in any consistent manner without adversely affecting the coherence of the plan for the project. Hence, it is unavoidable that some existing structures will be affected due to their locations. Nevertheless, for those developments/structures locating at the fringe of the planned development sites, there may be opportunity to explore retention of them without affecting the integrity and comprehensive planning at the detailed design stage **(R10, R11, R13, R32, R33, R93, R112 and R116) (Plans H-15a and H-15b)**. Regarding the opposition to rezoning the site of Hung Shui Kiu Merchants’ Association to “G/IC” for government reserve, the response in Para. 6.55 is relevant **(R10)**.
  - (b) Regarding the proposal by the representer to rezone extend the “CA” zoning to cover a house falling within in the “T” zone in Planning Area 36, according to the findings of the EIA, the area does not have any significant ecological value deserving a conservation zoning. On the other hand, the subject “T” zone is intended for redistribution of industrial activities in the area so as to free up the original industrial sites at Kiu Tai Wai for developing the area into the District Commercial Node **(R116) (Plans H-15a and H-15b)**.
  - (c) Taking into account the role and positioning of HSK NDA, the existing Kiu Tai Wai industrial area, which has a good accessibility to the TSW Station, is replanned into a District Commercial Node. Therefore, it is necessary to rezone the previous “T” zones



in this area into other land use zonings. In this regard, about 13 ha of land to the west of the KSWH with direct access to Kong Shan Western Highway is zoned ‘I’ on the HSK OZP for redistribution of the industrial activities in the area (**R110**) (**Plans H-15a and H-15b**).

- (d) The land use proposals for HSK NDA are the outcome of a comprehensive planning and technical assessment exercise and an extensive public consultation process. The “O” zones in the NDA including those in the northern part are essential to enhance the living environment of the NDA and their distribution has taken into account relevant planning considerations such as the catchment population or the surrounding land uses. For the impact on existing brownfield operations, the response in Para.6.60 above is relevant (**R114 and R115**) (**Plan H-8**).
- (e) The concerned lots in Planning Area 34C fall within a “G/IC” site for a primary school, a secondary school and an “O” site on the OZP. These education facilities and open space are to serve the surrounding residential developments (**R89, R90 and R91**). As explained in Para. 6.26(a) above, the “O” zone in Planning Area 34 could provide an opportunity to preserve the existing mature trees on site (**R93**) (**Plan H-15a**).
- (f) For Planning Area 29, the representer’s concern on land resumption is related to implementation arrangement. The matter is not directly related to the OZP which is to show the broad land use framework of the NDA. The response in Para. 6.78 below is relevant (**R89 and R90**) (**Plan H-15a**).

### **(III) Other Views/Proposals not directly related to the OZP**

#### **M. Concerns on the land exchange criteria under the ECNTA for the HSK NDA**

- 6.76 Regarding the representers’ concerns and proposals to reduce the site size to facilitate public-private participation and to permit land exchange application for other uses under the criteria of the ECNTA<sup>12</sup>, the matters are not directly related to the OZP which is to show the broad land use framework of the NDA (**R1, R3, R5-R7, R34, R108 and R109**). The detailed development site boundary for land exchange is delineated in the Hung Shui Kiu and Ha Tsuen Outline Development Plan (ODP), rather than the OZP.
- 6.77 The Government will separately consider the views on the land exchange criteria received.

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<sup>12</sup> With reference to the arrangements for the Kwu Tung North/Fanling North (KTN/FLN) NDAs project, the ECNTA will be adopted as the mode of implementation for HSK NDA. Under the ECNTA, the Government will resume land required for the NDA development while allowing landowners’ applications for in-situ land exchange for individual sites planned for private developments subject to meeting specified criteria and conditions. The planning criteria for processing land exchange applications in HSK NDA have been refined taking account of the individual circumstances of the NDA project. While 4,000m<sup>2</sup> remains to be the minimum area of private land to be surrendered for a land exchange for private residential development shown in the ODP, land exchange application for surrender of private land earmarked for commercial or commercial/residential uses in the ODP should cover all private land within the corresponding development site as shown in the ODP, subject to minor adjustment of the development site boundary.

**N. Compensation package and relocation of affected brownfield / industrial operators, villagers and land owners**

- 6.78 The arrangements for affected landowners, households and businesses are outside the scope of the subject OZP, which is to show the broad land use framework and planning intention for the area. The concerns of the affected stakeholders would be dealt with separately by the Government in firming up the implementation arrangements. **(R6, R34-R83, R87, R91, R94, R106, R111, R114 and R117).**
- 6.79 The response in Paras. 6.34 and 6.60 above regarding the provision of “V(1)” zone for reprovisioning the affected village houses eligible under the VRT, two local rehousing sites for eligible affectees and feasibility studies on accommodating brownfield operations are relevant.
- 6.80 Regarding the development right of the non-indigenous villagers and their fundamental rights under the Basic Law, it can be reasonably argued that subjecting the right to build Small Houses to the restrictions imposed by the OZP does not infringe the Basic Law. There is no evidence that the expected resumption of private land in the area covered by the OZP is incongruent with the Basic Law. For the claims of differential treatment between the indigenous and non-indigenous villagers under the draft OZP, the zonings proposed have taken into account the planning circumstances of the individual areas. It is considered that the statutory planning control under the OZP does not appear inconsistent with the protection of lawful rights and interest of indigenous inhabitants of New Territories under the Basic Law **(R19, R20, R27, R30, R87 and R94).**

**O. Other Issues on Implementation Arrangement**

- 6.81 Regarding the various proposals on implementation arrangement, including establishment of a coordinated office, implementation phasing, noise review, widening of Sik Kong Wai Road, construction of refuse collection tunnels and another heritage trail and a museum, the matters are not directly related to the OZP which is to show the broad land use framework of the NDA. They will be further reviewed and refined during the detailed design, construction and implementation stages subject to views of the relevant bureaux/ departments **(R1, R7, R14, R32-R34, R92 and R108).**
- 6.82 Regarding the requests for more public consultation on appropriate compensation and reprovisioning proposals, the HSK NDA Study has already undertaken 3 stages of CE. Public views were also received during the public exhibition periods of the OZP. Besides, the responses in Para. 6.60 above regarding the reprovisioning for brownfield operations is relevant **(R6, R31, R34-R83 and R87).**
- 6.83 In order to achieve a holistic design for key nodes, detailed urban design studies are to be conducted at the future Town Centre near the proposed HSK Station, at the District Commercial Node around the existing TSW Station and around the riverside promenade so as to create a distinct sense of place, foster identity, legible urban structure, convenient access (e.g. multi-level linkages) and urban vibrancy etc. The urban design study for the Town Centre will proceed. It will be jointly commissioned by PlanD and CEDD and cover the urban design of the commercial site, creation of landmark at the gateways and possibility of multi-level pedestrian linkages. The study is tentatively scheduled for commencement in 2018 **(R1, R7 and R109).**

- 6.84 Regarding the proposal by the representers to elevate part of the LRT from Lam Tei LRT station to HSK LRT Station, according to the Public Transport Strategy Study released in January 2017, it is considered technically and practically not feasible to reconstruct the existing LRT tracks or roads/footpaths overhead or underground, mainly due to, inter alia, huge alteration of LRT tracks or road/footpath structures. Besides, a large number of columns or facilities are required for supporting overhead structures. These columns or facilities will likewise take up road surface, which is of permanent nature (**R32 and R33**).
- 6.85 For the existing 400kV overhead cables and towers, they pose no significant constraint to the development of the NDA and it is not necessary to relocate them for the NDA development. Environment Bureau (ENB) advises that the construction of kV underground cables has significant resource implication (**R32 and R33**) (**Plan H-6**).
- 6.86 Regarding the treatment of abandoned animals, it is outside the scope of the OZP and dog control matter in the New Territories is keeping track by AFCD<sup>13</sup>.

### **Responses to Grounds of Comment**

- 6.87 Among 338 comments received, most of comments are either the same or similar to those of the Representations. Responses in Para. 6 above are relevant.
- 6.88 Regarding the proposal by commenters (**C10 (Part) and C382(Part)**) to reserve land in HSK NDA for recycling industries, it is recognised that many of these brownfield operations e.g. recycling, port back-up, logistics, construction industry, vehicle repairing/body building, etc. are serving supportive functions for various economic sectors or industries, which are considered necessary in Hong Kong. For the impact on existing brownfield operations, the response in Para.6.60 above is relevant.
- 6.89 Regarding the proposal by the commenter (**C10 (Part)**) to rezone “OU” sites to conservation zonings to compensate the loss of wetland, according to the findings of the EIA, the area does not have any significant ecological value deserving a conservation zoning.
- 6.90 Regarding the proposals by the commenters (**C33(Part) - C35(Part)**) to preserve some agricultural land in HSK NDA, the planning of the NDA has minimised impact on the existing land users as far as possible. Nevertheless, it is inevitable that some 7 ha of active agricultural land will be affected. These agricultural lands are mainly situated near the existing Yick Yuen Tsuen and San Sang San Tsuen area, in proximity to the proposed HSK Station, which will be the future Town Centre of the HSK NDA. To actively assist the farmers affected by the NDA project, the Government will adopt the special agricultural land rehabilitation scheme to assist farmers affected by the NDA project. The Government will announce the details of the arrangements under the scheme in due course. Currently, a major cluster of abandoned agricultural land zoned “AGR” in Lau Fau Shan / Pak Nai area is found suitable for rehabilitation.

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<sup>13</sup> The treatment of abandoned animals is outside the purview of the Board. However, according to AFCD, dog control matter in the New Territories is keeping track including inspections, promotion of responsible pet ownership, educating owners to abide by relevant legislation and the importance of animal welfare. If a dog keeper is no longer able to keep his/her dog after further consideration the keeper may surrender the dog to one of the AFCD Animal Management Centers. If deemed suitable, dogs will be transferred to animal welfare organisations for adoption. On the other hand, any person, who abandons his/her dog without any reasonable excuse, commits an offence under the Rabies Ordinance Cap.421, and may be liable to a fine and imprisonment.

- 6.91 Regarding the proposal by the commenters (**C8, C21, C33-C329** and **C380**) to relocate the RCP site to the opposite side of Hung Tin Road or Planning Areas 6 or 15, the proposed sites by the commenters are out of the service catchment. Also, Planning Areas 6 and 15 are partly zoned “G/IC” for school development.
- 6.92 Regarding the proposal by the commenter (**C381**) to provide education facilities in Kiu Tau Wai, there are adequate education facilities planned for the HSK NDA and a “G/IC” zone for education purpose has already been planned in Planning Area 21 to the southwest of Kiu Tau Wai. The proposal by the commenter is unnecessary and may jeopardise the realisation of the planned District Commercial Node.
- 6.93 A summary of the Representations, Comments and the corresponding PlanD’s Responses are at **Annex III**.

## **7. Consultation**

- 7.1 The following Government bureaux/departments have been consulted and their comments have been incorporated in the above paragraphs where appropriate:

- (a) Secretary for Development
- (b) Secretary for Food and Health
- (c) Secretary for Transport and Housing
- (d) Director of Agriculture, Fisheries and Conservation
- (e) Director of Environmental Protection
- (f) Director of Food and Environmental Hygiene
- (g) Director of Housing
- (h) Director of Leisure and Cultural Services
- (i) Director-General of Trade and Industry
- (j) District Officer/Tuen Mun
- (k) District Lands Officer/Tuen Mun, Lands Department
- (l) District Lands Officer/Yuen Long, Lands Department
- (m) Chief Estate Surveyor/Acquisition, Lands Department
- (n) Commissioner for Tourism
- (o) Commissioner of Police
- (p) Project Manager (West), Civil Engineering and Development Department
- (q) Chief Engineer/Mainland North, Drainage Services Department
- (r) Chief Engineer/Railway Development, Highways Department
- (s) Chief Town Planner/Studies and Research, Planning Department
- (t) Chief Town Planner /Urban Design and Landscape, Planning Department

- 7.2 The following Government departments have no comment on the representations and comments:

- (a) Secretary for Education
- (b) Secretary for Home Affairs
- (c) Secretary for Innovation and Technology
- (d) Commissioner for Transport
- (e) Director of Fire Services
- (f) Director of Health
- (g) Director of Social Welfare
- (h) District Officer/Yuen Long

- (i) Director of Architectural Services
- (j) Director of Electrical and Mechanical Services
- (k) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department
- (l) Chief Building Surveyor/New Territories West, Buildings Department
- (m) Chief Engineer/Construction, Water Supplies Department
- (n) Chief Highway Engineer/New Territories West, Highways Department
- (o) Chief Town Planner/Central Enforcement and Prosecution, Planning Department
- (p) Chief Judiciary Executive (Accommodation), Judiciary
- (q) Chief Engineer/Drainage Projects, Drainage Services Department
- (r) Government Property Administrator

## 8. Planning Department's Views

- 8.1 The supportive view of **R1(Part) - R3(Part), R4 and R9** is noted.
- 8.2 Based on the assessment in Para. 6 above and for the following reasons, PlanD does not support the representation Nos. **R1(Part)-R3(Part), R5-R8, R10-R104, and R106-R118**, and considers that the Plan should not be amended to meet the representations:

### A. Role and Positioning of HSK NDA

- 8.3 The HSK NDA is positioned as the Regional Economic and Civic Hub. Upon full development, it will provide homes for about 218,000 residents and about 150,000 new employment opportunities. The NDA development will be the major source of land supply to meet the development needs of Hong Kong in the medium- to long-term and also help reduce the imbalance in the spatial distribution of population and jobs in the territory (**R6**).

### B. Economic Development and Employment Opportunity

- 8.4 The NDA, located on the major freight and passenger routes between Hong Kong and Shenzhen, is considered as a suitable location for accommodating modern logistics, innovation and technology, and testing and certification uses to foster Hong Kong's development as a regional logistics hub and a supply-chain base (**R6, R7 and R30**).
- 8.5 The estimation of the employment opportunities in the HSK NDA Study has taken account of the proposed GFA for various land uses as well as employment assumptions adopted from the HKPSG (**R19, R22, R26, R29, R31 and R117**).
- 8.6 The "OU(Port Back-Up, Storage and Workshop Uses)", "OU(Logistics Facility)" and "OU(Enterprise and Technology Park)" zones are intended to serve specific purposes but not for general business uses, with Schedule of Uses specifically formulated to tie in with their planning intentions. There is no strong planning justification to rezone these zones to "OU(Business)" or to revise the list of permissible uses as proposed (**R7**).
- 8.7 It is considered inappropriate to move 'Social Welfare Facilities' and "Petrol Filling Station" to Column 1 of the "OU(Logistics Facility)" zone since there is a need to assess the environmental and/or traffic implications of these two uses through planning application system (**R2**).

### **C. Development Intensity**

- 8.8 The PRs and BH profile of the NDA have taken into account relevant planning considerations including land utilisation, infrastructure capacity, visual and urban design considerations, development density as laid down in HKPSG, etc. The development parameters on the OZP are confirmed by relevant technical assessments and statutory EIAO process. However, the proposed increase in the PRs and BHs is not supported by any technical assessments or justifications to ascertain the feasibility and possible impacts. **(R1, R3, R7, R108 and R109)**
- 8.9 The “OU(Mixed Use)” zone is intended to provide commercial GFAs to help support the role of the NDA as an economic hub. There is a need to impose a cap on the domestic PR otherwise the aforesaid planning intention may be jeopardised **(R7 and R108)**.
- 8.10 There is no strong planning justification for rezoning the “O” site in Planning Area 34C, the youth facilities site and the tertiary education site for commercial and/or residential development. The proposal is not supported by any technical justification or assessment to ascertain the feasibility or possible impacts **(R7 and R109)**.

### **D. Urban Design and Land Use Issues**

#### Housing mix

- 8.11 The currently proposed housing mix in the NDA is considered appropriate to provide a wide range of housing choices for different social sectors **(R6, R7, R15 and R16)**.

#### Pedestrian walkway and cycle track networks

- 8.12 A comprehensive, vibrant and pleasant pedestrian walkway and cycle track network has been planned to facilitate good connectivity within the Town Centre, between the major activity nodes and the surrounding areas. The details will be further examined at the detailed design stage. Commercial uses are allowed along the pedestrian street connecting LRT Chung Uk Tsuen station and HSK Station **(R5, R6, R7, R29, R34 and R118)**.

#### Preservation of Existing Non-indigenous Villages

- 8.13 The planning of the HSK NDA has minimised impact on the existing developments as far as possible but impact on some existing uses cannot be avoided due to their locations. There will be reprovisioning arrangements for eligible clearerees affected by NDA development, including two local rehousing sites to the west of Hung Fung Estate for the eligible affectees **(R15, R16, R19, R20, R24-R27, R30 and R31)**.
- 8.14 The “V(1)” zone is to provide land for reprovisioning the affected village houses eligible under the Village Removal Terms (VRT) due to the NDA development and it is considered inappropriate to accommodate the village houses and temporary structures to be resumed in Yick Yuen Tsuen in the “V(1)” zone **(R32 and R33)**.

#### Integration with existing villages

- 8.15 Appropriate measures including buffer areas, visual and wind corridors, view corridor (‘fung shui lanes’), stepped height profile and open space at intersect point will be adopted to facilitate integration with the villages **(R34, R85 and R86)**.

- 8.16 The view corridor ('fung shui lane') extending to the Tang's Ancestral Hall in Ping Shan has been incorporated in the OZP and will be maintained in the future development of the area around TSW Station. The "O" zone in front of the Tang's Ancestral Hall in Ha Tsuen has been expanded to further protect the view corridor. There is no strong planning justification to swap the Regional Park with the development sites in Planning Areas 57, 58 and 59 to maintain the view corridor (**R34 and R84**).
- 8.17 The proposal to restrict the BH in Planning Area 19B to 3 storeys will jeopardise the realisation of the planned District Commercial Node in this area and hinder the efficient use of land resources (**R85**).
- 8.18 Access to the permitted burial ground at Kiu Tai Wai and Hung Uk Tsuen is zoned "GB" on the OZP and will not be affected by the NDA development. Compensation for the graves affected will be arranged according to the prevailing policy (**R34 and R84 -R86**).
- 8.19 To allow residents' car parking use in "V(1)" zone will defeat the reprovisioning the affected village houses eligible under the VRT and is considered inappropriate (**R12**).

### **E. Traffic and Transportation**

#### Internal road layout

- 8.20 The TTIA has confirmed that the proposed road network in the NDA will be able to cope with the future traffic demand. The proposals for additional access to the Town Centre are technically infeasible or will affect the land use layout or pedestrian connectivity within the Town Centre (**R1, R3, R5, R6, R87 and R109**).
- 8.21 Speed limit to the vehicles will be imposed to the "cul-de-sac" at the end of the local roads to ensure a safe driving speed (**R6**).

#### Opposition to the deletion of Tin Ying Road

- 8.22 Re-planning of Tin Ying Road will release land for a more efficient land uses and a better integration between TSW New Town and the NDA, as well as reduce the noise and air pollutions to the neighbouring residents. The transport arrangement in the NDA will be sufficient to cope with the traffic demand after the replanning of Tin Ying Road (**R34, R84 and R87**).

#### Provision of Environmentally Friendly Transport Services (EFTS)

- 8.23 The TTIA has revealed the need for EFTS to cope with the traffic demand of the NDA. The form, detailed design, mode of operation, etc. of the EFTS is subject to an on-going feasibility study. Stakeholders will be duly consulted in due course upon availability of study findings (**R6, R7, R15 and R16**).

#### External road network and capacity of the West Rail

- 8.24 The WR carrying capacity would be enhanced. The anticipated patronage of WR in 2031 has included the existing population and the future new population brought by the developments in Hung Shui Kiu, Yuen Long South, Kam Tin South, etc. Additional highway linkages, including the Tuen Mun Western Bypass and Route 11 connecting North Lantau and Yuen Long to NWNT, are under planning. The feasibility to provide

additional railway linkages in the NWNT in the long run will be further studied (**R5, R15, R16, R19-R29, R34, R84 and R117**).

- 8.25 The proposed HSK Station is essential to developing the NDA as a “Regional Economic and Civic Hub” and meeting the railway passenger demand arising from the NDA development (**R19**).
- 8.26 The TTIA has indicated that the proposed traffic network in the NDA is feasible. There is no ground to withhold the implementation of the NDA for traffic reason (**R20 and R29**).

#### **F. Provision of GIC Facilities**

- 8.27 The GIC facilities in the NDA are proposed with reference to the HKPSG, advice of the concerned bureaux/departments and public views received from CE of the HSK NDA Study. In general, there will be no shortfall in the major GIC facilities for the NDA development, except hospital beds, library and swimming pool the provision of which will be monitored by relevant bureaux/departments (**R30 and R87**).
- 8.28 The undesignated “G/IC” sites reserved on the OZP is to allow flexibility to cater for any unforeseeable need arise in the future (**R32 and R33**).
- 8.29 Three new markets are proposed within the NDA to cater for the daily needs of the future residents. The management and mode of operation however fall outside the scope of the OZP (**R102**).

#### **G. Environmental and Ecological Considerations**

- 8.30 The EIA report approved under the EIAO, including an Ecological Impact Assessment, concludes that the NDA development would be environmentally acceptable with mitigation measures implemented. Mitigation measures are proposed to protect the San Sang San Tsuen Egret, including the provision of a 100m wide building-free eco-corridor to protect the majority of the flight paths and a lower building height for sites near the eco-corridor (**R8 and R117**).
- 8.31 The Government is exploring reprovisioning arrangement for the affected brownfield operations to avoid their proliferation to the rural areas. Any unauthorised development could be subject to planning enforcement action. There is no strong planning justification for allowing brownfield operations in the rural areas in Pak Nai and Deep Bay area (**R15, R16, R17, R34-R83 and R117**).

#### **H. Coverage and Naming of OZP**

- 8.32 The planning scheme area of the OZP is drawn up having regard to the boundary of the HSK NDA development and considered appropriate (**R6, R17 and R34**).
- 8.33 The name of the OZP is to reflect the geographical coverage and not necessarily have to align the name with the administrative demarcation of the area (**R34**).

#### **I. Miscellaneous**

- 8.34 Comprehensive technical assessments have been conducted to confirm the feasibility of the NDA development (**R17**).



8.35 There is no justification to withhold the processing of the HSK OZP pending the outcome of the ICAC's investigation (**R18**).

**J. Location of RCP between Hung Yuen Road and Hung Ping Road (R4, R9 and R95 - R101)**

8.36 The proposed FEHD office cum RCP development near Hung Fuk Estate is to replace the existing village type design RCP at Hung Tai Road. The subject site is the only available and suitable site for the purpose. The site swapping proposal is found not feasible. The operation of the RCP will meet the relevant hygiene standard and will not create unacceptable impacts on the surrounding areas (**R95 - R101**).

**K. Expansion of "V" zone**

8.37 The boundaries of the "V" zones are drawn around existing village clusters with regard to the village 'environs', local topography, existing settlement pattern, site characteristics, approved applications for Small House development, outstanding Small House applications, as well as the estimated Small House demand; and are considered appropriate. There is no strong planning justification to enlarge the "V" zones or the "O" zone as these proposals will affect the public housing production, planned GIC development and/or the planning concept in the NDA (**R84-R89, R92 and R93**).

**L. Individual Sites**

8.38 The Regional Park is located at the heart of the NDA to serve the future residents. There is no strong planning justification to relocate the Regional Park site to the west and develop the site for mixed commercial/residential development. The proposal is also not substantiated by any technical justifications or assessments to ascertain the feasibility or impacts (**R6**).

8.39 Planning Area 27A is reserved for PRH development. To allow private residential or residential/commercial development on this site will affect the proposed housing mix and public housing flat production in the NDA and also constrain the development flexibility of the future public housing development in the area (**R103**).

8.40 The development layout of the HSK NDA is the outcome of a comprehensive planning and technical assessment exercise and an extensive public consultation process. There is no strong planning justification to adjust the zoning boundary in order to align with individual land ownership pattern (**R104**).

8.41 The proposals to implement the planned RCHE in Planning Area 8 and the local rehousing development in Planning Area 10 by private initiatives is a matter of implementation not related to the land use proposals on the OZP (**R107**).

8.42 There is no strong planning justifications to excise a part of the proposed hospital site in Planning Area 20 for RCHE use as this will constrain the development flexibility of the future hospital development (**R113**).

8.43 The possibility of retaining those developments/structures locating at the fringe of the planned development sites could be explored at the detailed design stage (**R10, R11, R13, R32, R33, R93, R112 and R116**).

- 8.44 There is no strong planning justification for the proposal to extend the “CA” zoning to cover the concerned house in Planning Area 36 as the area does not have any significant ecological value deserving a conservation zoning (**R116**).
- 8.45 The existing Kiu Tai Wai industrial area needs to be replanned so as to achieve the intended District Commercial Node around TSW WR Station (**R110**).
- 8.46 The distribution of the “O” zones in the NDA has taken into account relevant planning considerations such as the catchment population or the surrounding land uses (**R114 and R115**).
- 8.47 The “G/IC” and “O” zonings for the concerned lots in Planning Area 34C are to provide education and recreational facilities to serve the residential developments in the area. The “O” zone covering the existing mature trees in Planning Area 34 represents an opportunity to preserve them (**R89, R90, R91 and R93**).

### **(III) Other Views/Proposals not directly related to the OZP**

- 8.48 The matters on the criteria of the ECNTA, compensation and relocation package, and proposals on implementation arrangement are not directly related to the OZP which is to show the broad land use framework of the NDA (**R1, R3, R5-R7, R14, R32-R83, R87, R91, R92, R94, R106, R108, R109, R111, R114 and R117**).
- 8.49 The statutory planning control under the OZP does not appear inconsistent with the protection of lawful rights and interest of indigenous inhabitants of New Territories under the Basic Law (**R19, R20, R27, R30, R87 and R94**).
- 8.50 Feasibility studies have been commissioned to consolidate brownfield operations in land-efficient manner and relevant stakeholders would be consulted in due course (**R6, R31 and R34-R83**).
- 8.51 Extensive public consultation had been conducted for the HSK NDA Study and the HSK OZP has also gone through the statutory public consultation process under the Ordinance (**R87**).
- 8.52 Detailed urban design studies at the Town Centre, the District Commercial Node and the riverside promenade near the existing TSW Main Channel would be conducted during the design and construction stages (**R1, R7 and R109**).

## **9. Decision Sought**

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

**10. Attachments**

<b>Annex I</b>	Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/1
<b>Annex IIa</b>	Extract of Minutes of meeting of the Working Group on HSK NDA under Yuen Long District Council on 14.6.2017 and the motion passed by the working group
<b>Annex IIb</b>	Letter from Working Group on HSK NDA under Yuen Long District Council to the Town Planning Board dated 15.11.2017
<b>Annex IIc</b>	Extract of Minutes of Tuen Mun District Council meeting on 4.7.2017
<b>Annex III</b>	Summary of Representations, Comments and PlanD's responses
<b>Annexes IVa and IVb</b>	Schedules of Uses of "G/IC" and "R(A)" zones (English only) submitted by <b>R107</b>
<b>Annex V</b>	Planning intention for land use zonings of Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/1
<b>Annex VI</b>	Provision of GIC facilities and Open Space
<b>Annex VII</b>	CD-ROM containing names of all representers and commenters as well as submission of all representations and comments ( <b>for Members only</b> )
<b>Drawings H-1 to 16</b>	Drawings submitted by Representers <b>R1, R8-R12, R17, R87, R88, R92, R107, R113 and R116</b>
<b>Plan H-1</b>	Location Plan of representation sites
<b>Plan H-2</b>	Aerial Photo of representation sites
<b>Plans H-3 to H-16</b>	Drawings of representations
<b>Plan 1</b>	Planning Scheme Area
<b>Plan 2</b>	Landscape and Open Space Network Concept
<b>Plan 3</b>	Planning and Urban Design Concept
<b>Plan 4</b>	Building Height Concept
<b>Plan 5</b>	Transportation Network Concept
<b>Plan 6</b>	Pedestrian Walkway Network Concept
<b>Plan 7</b>	Cycling Network Concept
<b>Plan 8</b>	Phasing Plan