

**Confirmed Minutes of the 208<sup>th</sup> Meeting of  
the Advisory Council on the Environment (ACE)  
held on 7 September 2015 at 2:30 pm**

**Present:**

Prof Paul LAM, SBS, JP (Chairman)

Prof CHAU Kwai-cheong, BBS, JP (Deputy Chairman)

Dr Billy HAU

Dr HUNG Wing-tat, MH

Dr Michael LAU

Prof Albert LEE

Ir Prof Irene LO

Mr Anthony LOCK

Ir MA Lee-tak, SBS

Prof John NG

Prof Nora TAM, BBS, JP

Dr Carrie WILLIS, SBS, JP

Ir Conrad WONG, BBS, JP

Mr Luther WONG, JP

Prof Jonathan WONG, MH, JP

Ms Pansy YAU

Mr Andrew LAI (Secretary)

**Absent with Apologies:**

Ir Cary CHAN

Prof FUNG Tung

Miss Yolanda NG, MH

Dr Eric TSANG

Mr Stanley WONG, SBS, JP

**In Attendance:**

Ms Anissa WONG, JP

Permanent Secretary for the Environment / Director  
of Environmental Protection

Mr Simon CHAN

Acting Assistant Director (Conservation),  
Agriculture, Fisheries and Conservation Department  
(AFCD)

Mr Wilson CHAN

Assistant Director of Planning / Technical Services,  
Planning Department (PlanD)

Ms Esther LI

Principal Information Officer, Environmental

Miss Evelyn LEUNG	Protection Department (EPD)
Miss Dora CHU	Chief Executive Officer (CBD), EPD
Ms Daicie TONG	Executive Officer (CBD), EPD
	Executive Manager (CBD), EPD

**In Attendance for Item 3:**

Mr H M WONG	Assistant Director (Waste Reduction & Recycling), EPD
Mr K K LI	Assistant Director (Operations)1, Food and Environmental Hygiene Department (FEHD)

**In Attendance for Item 4:**

<i>Civil Engineering and Development Department (CEDD)</i>	Mr Michael FONG, Chief Engineer / New Territories 3 (NTW) Mr Edward CHAN, Senior Engineer / 5 (NTW) Mr Dennis FUNG, Engineer / 13 (NTW)
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<i>Planning Department (PlanD)</i>	Ms April KUN, Chief Town Planner / Studies & Research Ms Janet CHEUNG, Town Planner / Studies & Research 8
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<i>AECOM Asia Company Ltd.</i>	Mr Igor HO, Project Manager Ms Sharne McMillan, Associate, Environment
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<i>Urbis Limited</i>	Mr Alan Macdonald, Director, Planning and Urban Design
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The Chairman informed Members that apologies of absence had been received from Ir Cary Chan, Prof Fung Tung, Miss Yolanda Ng, Dr Eric Tsang and Mr Stanley Wong.

**Item 1 : Confirmation of the draft minutes of the 207<sup>th</sup> meeting held on 13 July 2015**

2. The draft minutes were confirmed without amendment.

**Item 2 : Matters arising**

3. The Chairman reported that subsequent to the discussion of the “Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (the SkyPier Plan)” at the last meeting, the Airport Authority Hong Kong (AAHK) arranged a visit to SkyPier on 23 July and 13 Members participated. It also provided supplementary information on the plan on 7 August in response to Members’ views on further reducing the impacts on Chinese White Dolphins in the vicinity of the airport island. The Chairman said that the Secretariat had collated Members’ comments on the supplementary information for EPD to follow up with AAHK. Members would be informed accordingly when AAHK reverted with AAHK their further response.

4. A Member said that he was not fully satisfied with the supplementary information given by AAHK. He stressed that as one of the approval conditions of the Environmental Permit of the third runway project, AAHK had to obtain ACE's comments on the SkyPier Plan. The Chairman confirmed that while Members had expressed various views on the plan at the last meeting, ACE had yet to give its official view to EPD as required under the project Environmental Permit. He proposed and Members agreed that ACE would wait for further information from AAHK before deciding the way forward.

5. There was no other matter arising from the minutes of the last meeting.

**Item 3 : Strengthening Regulation of Recycling of “Waste Cooking Oils”**  
***(ACE Paper 10/2015)***

6. The Chairman informed that the paper introduced legislative proposals for strengthening the regulation on recycling of “waste cooking oils” (WCO) and the interim administrative control. A three-month public consultation on the proposed regulation was currently underway until 6 October 2015. The discussion would be divided into the open Presentation and Question-and-Answer Sessions while the Internal Discussion Session would remain closed. There was no declaration of interest from Members.

*[The presentation team joined the meeting at this juncture.]*

**Presentation and Question-and-Answer Sessions (Open Session)**

7. Mr H M Wong gave a powerpoint presentation on the background of strengthening the regulation on recycling of WCO, definition of WCO as well as the current situation on recycling of WCO. He explained that the proposed legislative control of WCO collection and disposal would require amendments to the Waste Disposal Ordinance (WDO) and hence administrative measures would be adopted prior to amendments of the Ordinance.

8. In response to the Chairman's enquiry about the nature of the proposed legislative control and the administrative measures, Mr H M Wong explained that the proposed administrative control via imposing an additional licensing condition on food premises by the Food and Environmental Hygiene Department (FEHD) was to ensure that WCO produced in food premises would be handed over to a WCO collector, disposer or exporter registered by EPD. WCO collectors, disposers and exporters were encouraged to register with EPD on a voluntary basis pending implementation of the legislative proposals.

9. A Member asked whether the Government would consider establishing a database or electronic platform for WCO collectors and disposers to report the flow of WCO so as to facilitate a more effective tracking system. He stressed that the electronic data collection system with instant reporting could track abnormal transactions and give early alert regarding significant variations of the flow of WCO collection/disposal for speedy follow up by the authorities. Mr H M Wong said that WCO collectors and disposers would be required to make proper labelling and tagging on the WCO containers in the course of delivery, and to keep proper records including information of the volume of WCO and details of the collectors/disposers/exporters involved for 12 months for inspection and monitoring by EPD. WCO traders of sizeable operation were encouraged to develop a more systematic reporting mechanism to facilitate better management and monitoring of the flow of WCO.

10. A Member suggested the development of a uniform smart tagging system and centralized database as the technology required was readily available in the market and would not involve substantial investment. Mr H M Wong advised that about 20 active collectors were in the local market which collected WCO from restaurants and food factories. EPD had established close communication with them. Since WCO and edible oils were often transported together in the delivery chain, this delivery arrangement would not be allowed in future to avoid cross

contamination or mis-handling of these two categories of oils.

11. In reply to the question from a Member on adopting a “Trip Ticket System” for WCO similar to the collection of chemical wastes and the handling capacity of local plants in processing WCO for biodiesel, Mr H M Wong informed that the trip ticket system would not be used on the collection of WCO. Instead, parties involved should keep proper records of the flow of WCO for inspection by EPD. He stressed that the WCO handling process would be effectively monitored by regular inspection and checking of the transaction records as the collectors and disposers were required to keep these records for 12 months. Mr Wong advised that according to a previous consultancy study, an annual volume of around 16 000 tonnes of WCO were produced locally, majority of which was used for production of biodiesel. He added that WCO handling capacity of the existing biodiesel plants exceeded the volume of WCO produced locally, and some plants had to import materials to sustain their operation.

12. A Member enquired about the liaison channels with WCO importers/organizations, disclosure of relevant information for public reference and monitoring of output by the relevant authorities. Mr H M Wong said that according to the current proposal, all WCO importers and exporters would be required to hold an import/export license issued under the WDO. They would also be required to apply for a permit for individual consignments/shipments under the WDO. Approval from EPD would be granted for the export of WCO subject to confirmation by the receiving parties.

13. In response to a Member’s enquiry on the handling of imported edible oils, Mr H M Wong said that edible oils were regulated under the statutory safety standards for edible fats and oils outside the WDO. For public health consideration, the Government would closely monitor the import of WCO to prevent them from re-entering the food chain.

14. A Member said that while the catering industry was generally in support of regulation of WCO, caterers were concerned about the impact particularly for those small-to-medium restaurants and food premises. They were also worried about the implementation details such as the definition of WCO in the context of food production process, licensing and monitoring mechanism for the operation of collectors and disposers, capabilities of the WCO collectors, potential environmental problems as well as provision of supporting facilities. Mr H M Wong advised that the legislative proposals aimed to tackle systematic illegal

collection of WCO for re-use in the food chain. Issues related to public nuisance and pollution problems caused by WCO collectors could be regulated and managed more effectively under the WDO regime. Mr Wong further clarified that under the proposed control regime, oils would be treated as WCO when they were abandoned from the cooking process regardless of whether they had been used for its original purpose, save for those household-used oils. He said that the Centre for Food Safety (CFS) had separately initiated discussions with the catering industry to address their concerns on health and safety standards for edible oils being used. Mr K K Li undertook to relay Members' comments and those from FEHD the catering industry to CFS for consideration and follow up.

15. A Member asked whether there was a mechanism to detect irregularities when checking the aggregate volume of oil production against the volume of WCO generated. Mr H M Wong said that when the revised WDO was implemented, the authorities could command more detailed data from WCO disposers/collectors for assessing and analyzing the flow of WCO generated from individual food premises as well as having an overall picture on the operation of the WCO trade.

16. In response to a Member's enquiry on the consumption pattern and market of biodiesel in Hong Kong, Mr H M Wong said that biodiesel produced locally by WCO was not fully consumed in Hong Kong and some were exported to other countries. He informed that the Government had taken the lead to create a local market for biodiesel by introducing the use of B5 diesel since 2012, i.e. a blend of 95% ordinary diesel and 5% biodiesel on government vehicles, marine vessels and machinery. The average annual B5 diesel consumption by the Government was expected to increase from 2.6 million litres in 2012 to the anticipated 5.7 million litres in 2015. The use of biodiesel would be further promoted in public works projects and the private sector. Mr Wong advised that by regulating the handling of WCO, it would open up the market of biodiesel production in Hong Kong, which in turn would encourage the development of the local WCO recycling industry.

17. Responding to the suggestion of a Member that a benchmark on the re-use of cooking oils should be drawn up for public health consideration, Mr H M Wong explained that CFS was the authority to prescribe the quality and safety standards of edible oils. CFS would publish a set of guidelines with regard to the good manufacturing practice on the use of re-used cooking oils for reference by the food trades. As regards the tracking of the flow of WCO, Mr Wong said that apart from EPD's inspections of the transaction records of collection and delivery of WCO, FEHD would assess the rationality of the volume of WCO produced viz. the nature

of business and scale of operation of the food premises concerned. Mr K K Li added that as food premises generally offered a wide range of food types requiring different processing methods, it was not practicable for CFS to set a definite safety rule on the maximum number of times for the re-use of cooking oils. Nonetheless, CFS was undertaking studies and testing on selected food types and would formulate a set of guidelines for reference by the food trades. Mr Li assured Members that FEHD would work closely with EPD to ensure the smooth implementation of both the legislative and administrative controls on the collection and disposal of WCO, and would take follow up/enforcement actions against offences as necessary.

18. Answering a Member's enquiry on the prevailing regulation on the disposal of WCO, Mr H M Wong said that oils and grease removed from grease traps, which could not be separated from other kitchen wastes, should be properly handled and disposed of alike other kitchen wastes. As for local production and consumption level of biodiesel, Mr Wong advised that if biodiesel was to be extensively used in Hong Kong, import of WCO would be needed as the level of WCO currently generated from food premises locally was not sufficient to meet the production needs. Mr K K Li stressed that under the proposed licensing requirement, WCO generated from food premises must be collected or disposed of by licensed WCO collectors or disposers under the WDO, lest their operation would be subject to enforcement actions.

19. In response to the Chairman's enquiry on the definition of "large quantity" of WCO, Mr K K Li said that while it would be difficult to give a simple quantifiable definition, the nature and scale of business of the food premises in question could be a useful indicator. He cited an example that WCO generated by a dessert outlet could not be compared with that from a restaurant offering deep fried food.

20. Replying to a Member's question about the increase in operating costs for WCO collectors/disposers, Mr H M Wong said that the costs of record keeping and development of reporting system would inevitably drive up their operating costs. Nevertheless, traders had considered the cost increase and raised no major objection during the consultations, taking into account that WCO had economic value in both local and international markets.

21. A Member reiterated that the increase in operating costs on restaurants and food premises should be not ignored. He requested that the implementation details

be further discussed with the Food Business and Related Services Task Force before the Government took forward the proposals.

22. The Chairman thanked Mr H M Wong and Mr K K Li on their replies to Members' concerns and comments. He concluded that the Council was supportive of the legislative proposals on regulation of recycling of WCO as well as the interim administrative control for safeguarding public health and safety.

**Item 4 : Hung Shui Kiu New Development Area Planning and Engineering Study – Recommended Outline Development Plan and Stage Three Community Engagement**

*(ACE Paper 11/2015)*

23. The Chairman said that ACE was briefed on 9 December 2013 during the Stage 2 Community Engagement. Members gave views and suggestions on various aspects of the Preliminary Outline Development Plan including developing a people-oriented community; connecting the river channels, green belts, open spaces and natural reserves; promoting energy efficient designs and green infrastructure/buildings; protecting the existing egret; promoting community farming; and re-locating the port back-up and open storage areas. Comments of the Council and other public feedback had been incorporated by the Civil Engineering and Development Department (CEDD) where appropriate in the current development proposals under the Recommended Outline Development Plan (RODP).

24. The Chairman said that the discussion would be divided into the open Presentation and Question-and-Answer Sessions while the Internal Discussion Session would remain closed. A Member declared that he was a member of PlanD's Expert Panel of the captioned planning study. The meeting agreed that he could stay on and take part in the discussion.

*[The presentation team joined the meeting at this juncture.]*

**Presentation and Question-and-Answer Sessions (Open Session)**

25. Mr Michael Fong informed Members that the presentation would focus on the key land use planning and environmental issues of the RODP for the Hung Shui Kiu (HSK) New Development Area (NDA) and a project video was shown to give Members an overview of the planning proposals. Mr Alan Macdonald briefed

Members on the urban design framework and highlights of the RODP development proposals. Ms Sharne McMillan elaborated on the environmental aspects of the RODP.

26. In answering the Chairman's enquiry about the changes made in the planning proposals which allowed for increase in jobs cum intake of residents and the incorporation of more greening features in the development proposals, Mr Alan Macdonald said that it was made possible by increasing the plot ratio of various developments with greening facilities in the RODP.

27. A Member asked about the planning rationale in locating the proposed “Logistics, Enterprise and Technology Quarter” in the northern fringe of the HSK NDA but not Lantau Island which was much closer to the proposed Logistics Park at Siu Ho Wan and the Hong Kong International Airport, which together with the Kwai Tsing Container Terminals could better form a conglomerate for logistics and related industry. He also considered the land use for “port back-up, storage and workshop uses” incompatible with residential and commercial clusters in the south of the NDA in view of the concerns on air and noise pollution. The Member further asked about the connectivity of the cycling and pedestrian networks and requested the illustration by overlays on the RODP to better explain the design. He stressed that cycle tracks and pedestrian walkways should be well-connected, and that the major sections of pedestrian walkways should preferably be weather-proof and so designed that pedestrians would not have to go up and down the walkways frequently. A Member suggested that information on the expected travelling time between key activity nodes should also be shown to clearly indicate the connectivity within the NDA.

28. Mr Alan Macdonald informed that there would be comprehensive well-connected networks linking cycle tracks and pedestrian walkways with major residential clusters, recreational facilities such as the Regional Town Park as well as commercial, government, institutional or community facilities in the region, Tin Shui Wai in the east and Deep Bay/Lau Fau Shan in the north. Pedestrian walkways and cycle tracks within the exclusive Green Transit Corridor were also planned to enhance the north-south movements between activity nodes in a safe environment after the last stage of consultation. While there were practical difficulties in connecting the networks through some of the existing villages, further improvement/adjustments could be made after collecting feedback from the Stage 3 Community Engagement including those from ACE. An overlay of the cycle tracks and pedestrian walkways on the RODP would be provided for

Members' reference after the meeting. Regarding the land use of the logistics and port back-up areas, Mr Macdonald said that taking into account the new transport route of Tuen Mun-Chek Lap Kok Link which would enhance linkage of North West New Territories with the airport as well as comments from the logistics trade, the logistics clusters as currently planned were strategically located to serve as backup areas for the airport and other cross-boundary logistics activities. With the lesson learnt from the development of Tin Shui Wai, it was a conscious planning to ensure the provision of sufficient job opportunities in the HSK NDA with specified land uses such as technology and research facilities as well as logistics and storage activities. This would help provide diversified jobs within the NDA to facilitate local employment.

*[Post meeting notes: The overlays prepared by PlanD were circulated to Members for information on 7 October 2015.]*

29. Ms April Kun supplemented that they had discussions with relevant stakeholders including the Hong Kong Logistics Development Council and Hong Kong Logistics Association on the planning proposals. Some representatives supported the proposed “enterprise and logistics uses” in different clusters in the northwestern part of the HSK NDA as currently planned with the following benefits –

- (i) The Kong Sham Western Highways, the proposed Tuen Mun Western Bypass and the Tuen Mun-Chek Lap Kok Link would enable the area to be closely connected to the airport;
- (ii) As logistics activities required labour support, logistics clusters should not be far away from residential developments. Residents of Tin Shui Wai New Town and the future HSK NDA would provide sufficient labour to support the logistics facilities planned in the northwest side of the NDA;
- (iii) A Green Transit Corridor was also planned to accommodate the rapid environmentally friendly transport services, cycle tracks and pedestrian walkways to provide good commuting means to bring labour to the proposed “Logistics, Enterprises and Technology Quarter” where substantial and sustained employment opportunities availed; and
- (iv) The logistics trade had advised that land for logistics uses should be planned in different clusters over the territory as different logistics activities would serve different functions, e.g. the cross-boundary activities to serve the Mainland while some were to serve air freight needs for the airport.

Ms Kun further advised that the strategic location of the proposed logistics clusters in the HSK NDA, together with other sites in Tsing Yi, Tuen Mun and Lantau Island were in line with the “Strategic Development Plan for Hong Kong Port 2030” in supporting Hong Kong to become a regional logistics hub and distribution centre.

30. In answering a Member’s further query on accommodating some of the brownfield operations in multi-storey buildings, Mr Michael Fong informed that about 24 hectare of land in the northern fringe of the HSK NDA were reserved for accommodating some of the existing brownfield operations affected by the NDA project through possible development of multi-storey industrial compounds or other land-efficient means. Mr Fong said that while they were aware of the stakeholders’ concern on rental in future, he assured Members that they would conduct financial and technical viability studies on the proposed arrangement and the findings were expected in 2-3 years’ time.

31. A Member suggested the Government to adopt a more macro perspective in planning developments with regional importance. Careful consideration should be given to provide tourist attractions and supporting facilities in the HSK NDA, especially for the design of the promenade along the re-generated river channels. He said that the heritage value of traditional villages should be studied so as to develop the NDA into an important tourist attraction supplemented with innovative design and commercial support. This in parallel could help resolve the compatibility issue between traditional villages and new developments in the NDA. The Member also remarked on the visual impact on the clusters of existing villages which would be encircled by high-rise residential blocks. He suggested that sufficient setback of the buildings with staggered height profile should be considered. This visual concern was shared by three Members.

32. A Member expressed appreciation to the project team for their efforts in incorporating innovative design and planning principles in the RODP. He suggested that an action plan with measurable indicators and objectives be devised so as to show how the design concepts could be realized. As the initial intake of residents to the HSK NDA would be in 2024, the project team should have time to introduce pioneering concepts and technologies in the plan on top of the common conventional ancillary facilities. The Member opined that in developing the NDA into a sustainable, people-oriented and green community, further consideration should be given on designing energy efficient buildings as buildings accounted for 90% of the overall electricity consumption in Hong Kong. He further opined that

there should be effective spatial allocation to effect the integration of the NDA with the surrounding natural environment, e.g. an ecological link between the riverside promenade, the Regional Town Park and other open spaces. In echoing his concern on high-rise residential buildings around the existing villages, the Member said that while the current RODP had incorporated certain degree of permeability including the creation of visual corridors and breezeways, the landscape and visual impacts, including on the villages, should be further investigated in the subsequent Environmental Impact Assessment (EIA) study.

33. Mr Alan Macdonald supplemented that a shopping street with retail frontages at the section of the riverside promenade along the Tin Shui Wai Channel was proposed to enhance street vibrancy. A heritage trail linking the historic sites within traditional villages would also be introduced to enable visitors to appreciate heritage resources and promote heritage tourism. He agreed that there could be stronger connectivity between the nature and new developments. He advised that the villagers were consulted in all stages of community engagement activities. Adoption of a staggered height profile for buildings, provision of amenity areas as a green buffer and planning of non-building area/setback between new developments and the existing villages had also been proposed. Regarding the implementation of green measures, he shared his experience in designing the urban design parameters for the Kai Tak development which specified the scale and extent of greening required. A similar approach could be considered for the HSK NDA. A series of green initiatives including the promotion of energy efficient buildings and installations would also be pursued.

34. A Member welcomed the green design and facilities to be introduced in the HSK NDA. He suggested that benchmarks such as water and energy consumption should be established for future planning purposes, and that the “Smart City” concept should be integrated in the overall design. Another Member echoed that the NDA should be well-connected, walkable and user-friendly to all age groups. He suggested that street shops and local retail services with tints of local culture and heritage should be introduced to meet needs of local residents while promoting local tourism in parallel.

35. Mr Alan Macdonald said that various pedestrian-oriented and cycle-friendly measures were proposed, which included comprehensive pedestrian walkways and cycle tracks along the river channels. There would also be separation of pedestrians and cyclists from vehicular road system to avoid junction conflicts. He advised local retail services would be provided in each

neighbourhood to meet the needs of daily life. Ms April Kun added that car-free zones had been designated in the Regional Plaza and the adjoining commercial area around the planned HSK Station, with room for expansion to be further investigated in the next planning stage. A Green Transit Corridor was also planned to run through the entire NDA and to link up the two railway stations of HSK and Tin Shui Wai, the residential clusters and the commercial and employment nodes.

36. In response to a Member's comment on the need for facilities for higher education, Ms April Kun explained that with the support of the Education Bureau, a piece of land to the southwest of the proposed HSK Station had been reserved for post-secondary education use.

37. Ms April Kun informed that the development of the HSK NDA had encountered physical constraints including 190 hectares of brownfield operations, 1 500 structures probably with residents and 17 traditional villages which called for careful planning and discussions with different stakeholders. In response to a Member's earlier comments concerning the land use of the "Logistics, Enterprise and Technology Quarter", Ms Kun explained that the quarter was arranged broadly in three consecutive rings radiating from the town centre, with the Enterprise and Technology Park strategically planned near the commercial node and the logistics facilities adjacent to the enterprise and technology development nodes to develop synergy. She added that "port back-up, storage and workshop uses" was purposely reserved in the northern fringe of the NDA which would be distant from the residential clusters. With regards the visual and landscape issues between the existing villages and new developments raised by a Member, Ms Kun said that discussions with villagers had resulted in the planning of more and wider amenity areas around the villages as a green buffer, and that there would be further setback of the new developments with staggered height profile. She added that retail frontages would be provided along the riverside promenade to enhance street vibrancy. There were existing footbridges across the river channels, and further footbridges would be proposed where appropriate to enhance connectivity. This riverine spine ran through the HSK NDA in a south-north direction interspersed with the existing villages and would link up with Deep Bay and Tin Shui Wai.

38. A Member suggested that underground land use should be explored, in particular for logistics or industrial uses. Consideration could also be given to co-locate some of the public facilities, e.g. San Wai Sewage Treatment Works and Flushing Water Service Reservoir, for optimal land use. The Member also commented on the protruding ramps in buildings in the "Logistics, Enterprise and

Technology Quarter” which would affect the aesthetics of the vicinity and generate noise problems. Mr Alan Macdonald replied that it was the preliminary plan to put car parks and cycle parks underground. Further use of underground space could be investigated in the next stage of planning. As regards the aesthetic and noise issues, he said that the nuisances could be mitigated if the ramps were well-designed. The visual and noise impacts would be further investigated in the subsequent EIA report.

39. A Member noted that there was a broken section of the riverside promenade at Tin Sam Tsuen and San Lee Uk Tsuen between the Regional Plaza and the Regional Town Park. He asked if the Government could consider exchanging open space nearby with the affected villagers for their agreement to align the promenade through their private land. The Member opined that vegetation principally of native species should be planted along the entire riverside promenade so as to enhance connectivity and ecological unity. Considering that native vegetation had very limited supply both in species and quantity, he suggested that a mechanism should be drawn up at this early stage to ensure adequate supply of native plants for use when the NDA was ready for residential intake in 2024. The Member also reiterated his concern as previously raised in the Stage 2 Community Engagement that there should be a sustained management and maintenance efforts for “green belt” areas, lest the land would be abandoned and gradually be turned into dumping ground.

40. In reply, Mr Alan Macdonald advised that they had faced great challenges to acquire the land entrenched in the two villages in question, and the cost for re-aligning the river channel through adjacent open space had been assessed to be prohibitively high. As regards vegetation along the river bank along the entire riverside promenade, Mr Macdonald said that consideration could be given for setting up a local nursery to prepare for adequate supply of native species. Ms April Kun supplemented that the study team would have further discussions with the villagers concerned to explore the viability of providing a continuous promenade through the villages. She also advised that guidelines could be drawn up on the maintenance mechanism of green belt areas.

41. A Member opined that the new developments in the HSK NDA should be in sync with the existing villages and to cater for the needs of both the local and new populations. Reference could be made to the study conducted by the Drainage Services Department on river revitalization in exploring the practical use and ecological value of open spaces and the re-generated river channels in addition

to their aesthetic value. He suggested that some of the open spaces could be developed for community farming which was becoming popular in Hong Kong. The Member also suggested a staggered height profile for buildings should be adopted around the San Sang San Tsuen Egretty, and to widen the corridor currently incorporated in the “Local Open Space” in the RODP to better serve the flight path for ardeid. Ms April Kun in reply said that there were land earmarked in the RODP, including the proposed amenity area and open spaces, which could be explored for promoting community farming. Ms Sharne McMillan also clarified that the corridor as currently planned was over 60 metres wide, and alternative options could be considered in the next stage of planning to further widen the path.

42. A Member asked about the mechanism in mitigating the environmental impact caused by development of industrial/special industrial land uses in the HSK NDA. He also enquired the likelihood for these land uses including the Enterprise and Technology Park and logistics facilities that could command potential creation of 60 000 job opportunities. Ms April Kun explained that one of the key planning objectives of the HSK NDA was to create a sizeable employment node in North West New Territories to better balance the job distribution pattern in the territory and provide new employment opportunities for the adjacent Tin Shui Wan New Town, and hence easing the burden on the transport system. In this context, sufficient land had to be reserved for developing economic activities in the NDA to create sufficient sustained job opportunities in the area. Ms Kun reiterated that the HSK NDA project was still at the planning stage, and the Government would work out the implementation details in the next phase and keep on reviewing the market situation.

43. A Member suggested that research and development of new agricultural technology could be considered in the Enterprise and Technology Park, supported by knowledge on traditional agricultural activities which were readily available in the existing villages. The Member shared the earlier comments of another Member that the aesthetics of the existing villages would be severely disturbed by the new high rises blocking the view of the river channels in the east and by the various industrial land uses shielding the landscape in the west. He suggested that the residential clusters along the riverside promenade could be planned elsewhere so as to return the original visual harmony of the existing villages along the river channels. He also suggested the NDA could be better integrated with the rural and tourism activities in Deep Bay and Lau Fau Shan to develop synergy and create more job opportunities in the area.

44. A Member echoed that the riverside promenade and the Green Transit Corridor should be extended to nearby attractions including the Hong Kong Wetland Park and Lau Fau Shan for developing a new tourist attraction similar to Danshui in Taipei. The Member said that water elements of the riverside promenade should be highlighted to give a unique distinct feature for the HSK NDA. Apart from the missing section between the Regional Plaza and the Regional Town Park, there was another isolated broken section to the southwest of the proposed HSK Station which should also be connected to the main promenade. The Member also pointed out that it was very costly to manage and maintain well-vegetated river channels, and consideration should be given to include the management scheme and associated costs in the development proposals.

45. A Member pointed out that the HSK NDA was the first new town planned with the concept of promoting harmony between urban and rural space, hence it could become a model for future town planning in Hong Kong. He remarked that the existing villages had brought about various benefits to the area, including these villages serving as green corridors and adding aesthetic value to the HSK NDA. With a view to preserving these benefits, it was important to have careful planning and adoption of comprehensive measures such as drawing up sufficient buffer areas, staggering heights profile and development intensity for buildings, as well as setting back building blocks from the existing villages.

46. The Chairman thanked the project team for their presentation and summarized Members' key comments/concerns on the RODP formulated for the HSK NDA as below –

- (a) The Green Transit Corridor, cycle tracks and pedestrian walkways should be well-connected and integrated to facilitate people movements between different activity nodes within the NDA;
- (b) The riverside promenade with vegetation of native species would be the unique distinct feature in the NDA. The design and alignment of the promenade should be carefully planned and maintained to enhance connectivity, including the Regional Plaza, and ecological unity of the river channels;
- (c) Consideration should be given for setting back the new residential developments and staggering their height profile to provide a wider buffer space with the adjacent existing villages; and
- (d) Further consideration should be given to extend the riverside promenade and the Green Transit Corridor to connect with nearby

attractions including Lau Fau Shan for bringing in more tourism attractions, commercial activities and job opportunities to the whole area.

47. The Chairman thanked Mr Michael Fong and his team on the presentation and their detailed replies to Members' concerns and comments on the RODP. He suggested the project team to take Members' views into account when working on the next stage of planning and preparation for the related EIA study.

*[The presentation team left the meeting at this juncture.]*

### **Internal Discussion Session**

48. Following up on the suggestions on connectivity of the river channels and extension of the promenade to neighbouring tourism attractions, a Member stressed that the project team should try incorporating these suggestions in the RODP, lest it would be more difficult to make adjustments to the spatial allocation when the plan moved into the next planning stage.

49. A Member opined that the planning of a new town should be seen as an opportunity for implementing new planning concepts and innovative technologies. She suggested that the project team could make reference of the European framework on solid waste management and to explore, for example, the use of automated waste collection systems and waste classification systems in the HSK NDA.

50. A Member suggested that in facilitating discussions on topics that ACE had considered in previous meetings, the Secretariat could assist by providing a summary of questions/concerns raised during the previous discussions for Members' reference before the meeting. The Secretariat would follow up accordingly. Secretariat

### **Item 4 : Any other business**

#### **EIA report not selected by EIASC for submission to ACE**

51. The Chairperson of EIASC reported that since the last Council meeting, EIASC received the Executive Summary of the EIA report on "Chai Wan Government Complex and Vehicle Depot" submitted by the Hong Kong Police

Force which the Subcommittee had not selected for discussion. The Executive Summary had been circulated to Subcommittee Members, and the relevant hyperlinks copied to non-EIASC Members for information. Members had been reminded to send their comments on the EIA report, if any, to DEP direct within the public inspection period. The EIA report was exhibited for public comments from 31 July to 29 August 2015. Given that the EIA report had not been selected by EIASC for presentation and discussion, EPD would take it that ACE had no comments on the EIA report upon close of the public inspection period.

52. There was no other business for discussion at the meeting.

**Item 5 : Date of next meeting**

53. The next ACE meeting was scheduled on 12 October 2015 (Monday). Members would be advised on the agenda in due course.

**ACE Secretariat**  
**September 2015**