



33/F, Revenue Tower, 5 Gloucester Road, Wan Chai, Hong Kong
香港灣仔告士打道 5 號稅務大樓 33 樓

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Hung Shui Kiu New Development Area Planning and Engineering Study Recommended Outline Development Plan and Stage 3 Community Engagement

PURPOSE

As part of the Stage 3 Community Engagement of the Hung Shui Kiu New Development Area Planning and Engineering Study (the Study), this paper seeks Members' views on the Recommended Outline Development Plan (RODP) formulated for the Hung Shui Kiu (HSK) New Development Area (NDA).

BACKGROUND

2. The NDA is one of the ten major infrastructure projects announced in the 2007-08 Policy Address. It aims to meet the long-term development needs of Hong Kong. The Study is jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department.
3. A three-stage Community Engagement programme is adopted to foster consensus building. The Stage 1 Community Engagement was carried out in two rounds. The first round was held prior to the commencement of the Study in November 2011 to initiate early public discussion on the key relevant issues, and the second round took place in December 2011 to discuss topics relating to the strategic roles of the NDA, building people-oriented communities, and promoting a green living and working environment.
4. The Stage 2 Community Engagement commenced on 15 July 2013 to seek public views on the Preliminary Outline Development Plan (PODP) formulated for the NDA. We briefed the Advisory Council on the Environment (ACE) during the Stage 2 Community Engagement on 9 December 2013 (ACE Paper 19/2013). Members gave views and suggestions on various aspects of the PODP including improving the quality of public spaces and use of social space to develop a people-oriented community; connecting the river channels, green belts, open spaces and natural reserves; promoting community farming to improve the nature-human relationship; protecting the existing

egretry and retaining its associated flight path; responding to climatic requirements; promoting energy efficient designs and green infrastructure/buildings for sustainable development; and relocating the port back-up and open storage (PBU/OS) areas away from the HSK NDA to minimise environmental impacts to residents.

MAJOR PUBLIC VIEWS

5. The public views collected in Stage 2 Community Engagement and our responses under the Study are set out in the Stage 2 Community Engagement Report, which can be viewed at the Study website www.hsknda.gov.hk. Both supporting and objecting views on the NDA project were received. The major public comments are summarised below –

- (a) Many supporting the NDA development considered that the NDA would help meet the long-term housing and development needs of Hong Kong. There were also comments highlighting the strategic location of the NDA and its potential to enhance the economic interaction between Hong Kong and Shenzhen.
- (b) Some commenters advocated that the Government should capitalise on the opportunity brought by the proposed HSK Railway Station to create a critical mass for commercial activities and providing a large hotel-cum-shopping complex. Some commenters opposed mega shopping facilities, considering that such developments would not be conducive to nurturing local small and medium-sized businesses. There was a suggestion to introduce more commercial activities in Lau Fau Shan to complement the tourism activities.
- (c) Some commenters considered that the NDA should allow for a diverse community with a balanced public-private housing mix. There was a general support for an appropriate public-private housing mix to help redress the dominance of public housing in Tin Shui Wai (TSW) New Town.
- (d) Many respondents considered that the West Rail was already congested and more public transportation support in the North West New Territories (NWNT) district would be required to support new developments. There was grave concern that the additional population would exacerbate the traffic problem. Some stressed that the NDA should be well connected with the existing TSW, Tuen Mun and Yuen Long New Towns and there should be better east-west road connections within the district.
- (e) Some commented that green living, energy conservation and sustainable drainage should be promoted.
- (f) Some villagers of Yick Yuen Tsuen, Tin Sum San Tsuen, San Sang San Tsuen, Shek Po Road Mei Tsuen and Sha Chau Lei (II) requested “no removal and no demolition”. They alleged that the project discriminated against non-indigenous villagers. They also urged for early announcement of the

compensation and rehousing arrangements.

- (g) The relevant PBU/OS and industrial operators raised grave concern over the displacement of their existing businesses. They alleged that the displacement of the PBU/OS uses in HSK would affect the whole chain of container movement and livelihood of existing workers. They requested for reservation of suitable relocation sites for them to continue their businesses. They also urged for early communication with the Government on the compensation and relocation arrangements.
- (h) There were comments that the proposed “Agriculture” zone on the PODP was not appropriate. Also, some suggested that more assistance be given to the affected farmers to allow them to continue farming.

6. Other than comments on the PODP, we also received comments on issues relating to the implementation of the NDA project. Some respondents supported adoption by the Government of the Conventional New Town (CNT) approach, while some stakeholders recommended leaving the NDA to be developed through market forces or implementing it by way of public-private partnership, allowing land exchange for development.

RECOMMENDED OUTLINE DEVELOPMENT PLAN

7. Taking into consideration the Council’s comments and the public views and aspirations expressed, we have revised the planning proposals to further promote a green and healthy living within the HSK NDA. We have further examined the introduction of various new green initiatives into the NDA to promote sustainable development. Various technical assessments have been undertaken in formulating the RODP. The preliminary findings of these assessments confirm that the proposed development is broadly feasible without causing insurmountable planning and engineering problems.

8. The planning and design proposals contained in the RODP are summarised in the Stage 3 Community Engagement Digest at **Appendix 1**. The key development parameters of the NDA are summarised as follows –

Total NDA Area (hectare (ha))	714
Development Area⁽¹⁾ (ha)	442
Total Population	215 000 (including population from existing and committed developments of 42 000)
No. of New Flats	About 60 100
Housing Mix	Public ⁽²⁾ 51% : Private 49% Public 69% : Private 31% (together with TSW)

Employment Opportunities	About 150 000
Plot Ratio (PR)	Maximum domestic PR : 6 Maximum non-domestic PR : 9.5

Notes:

- (1) Development Area refers to the area with planned new developments and infrastructure on the RODP. This excludes areas that are already occupied by existing developments/roads which will be retained in future and areas that will be kept intact such as those zoned or to be zoned “Green Belt”, “River Channel”, etc.
- (2) This includes Public Rental Housing (PRH) and Home Ownership Scheme (HOS).

HIGHLIGHTS OF THE PROPOSALS

9. We aspire to turn the existing vast extent of container storage, construction material/machinery storage, car repair workshops, recycling yards, rural workshops, etc., which have created considerable environmental, traffic, visual, and other problems, to more optimal uses and better land utilization for future development of Hong Kong. The major development proposals are highlighted as follows –

Positioning of the NDA

- (a) The NDA will be the next generation new town for Hong Kong. Being strategically located in the NWNT, it is positioned 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. According to the land use proposals under the RODP, the number of employment opportunities has increased to about 150 000 through a mix of commercial, business, industrial, community and government land uses. This would help to address the over-concentration of commercial activities and employment opportunities in the main urban areas, boost the vibrancy of local communities, meet the shortfall of jobs in TSW, as well as ease congestion at the commuting corridors between the New Territories and the urban areas.

Fostering Economic Vibrancy

- (b) The development intensity of the commercial sites at the proposed HSK Station and the existing West Rail TSW Station has been increased to reinforce their respective functions as “Regional Economic and Civic Hub” and “District Commercial Node”. The proposed commercial development around the two stations would generate a total GFA of about 1 939 000m² for office, retail and hotel uses. This would help relieve the already congested town centres of nearby Yuen Long and Tuen Mun new towns. In each individual residential neighbourhood, street shops and local retailing services

will be provided to meet the residents' daily necessities and enhance street vibrancy.

- (c) The proposed uses in "Logistics, Enterprise and Technology Quarter" at the north-western part of the NDA has been restructured. This area will become another major employment cluster in the NDA. About 37 ha of land are reserved for high value-added modern logistics and 9 ha are reserved for uses such as innovation and technology, testing and certification, data centre and other related business and non-polluting industrial activities. Moreover, an industrial zone of 13 ha in area is proposed at the western fringe of the NDA.
- (d) About 24 ha of land at the northern fringe of the NDA are reserved for port back-up, storage and workshop uses. This area may accommodate some of the existing brownfield operations affected by the NDA project through the possible development of multi-storey industrial compounds or other land-efficient means. New roads will be provided to directly connect this area to Kong Sham Western Highway so as to minimise movements of heavy vehicular traffic within the NDA.

Social Mix and Community Facilities

- (e) The NDA will provide about 60 100 new flats, with about half for public housing. Suitable sites will be reserved to facilitate local rehousing of eligible households affected by the NDA project. The proposed public/private housing mix in the NDA will help to redress the existing imbalance of public/private housing in the TSW New Town. Taking both the NDA and the TSW new town together, the public/private housing mix is estimated to be 69:31.
- (f) The planning for the NDA is people-oriented. The requirements of the surrounding areas including TSW have been taken into account in the provision of GIC facilities. The NDA will provide a wide range of social and community facilities including hospital, clinics, magistracy, community halls, educational facilities, residential care homes for the elderly, and sports and recreation facilities.

Enhancing the Transport Network to Improve Accessibility and Promote Green Mobility

- (g) The proposed HSK Station will help enhance the accessibility of the NDA. The progressive enhancement of the West Rail service through enhancement of the signalling system, addition of train compartments and increase of train frequency in the years ahead will generally be able to meet the demand of NDA and other new developments in the NWNT region.
- (h) For sustainable development of the NDA, one of the key planning concepts is to minimise traffic generation. The provision of diversified employment opportunities within the NDA will facilitate local employment, thus helping to reduce demand of external traffic. Moreover, possible new strategic highways

connecting the NDA with Tuen Mun New Town and with the urban area will be planned to cope with the anticipated traffic growth in the NWNT region in the long term.

- (i) A grade-separated Green Transit Corridor (GTC) would be introduced in the NDA to provide rapid intra-district transport service. The GTC will include a rail-based or road-based environmentally friendly transport service, pedestrian walkways and cycle tracks to provide feeder services to connect the residential clusters and commercial nodes with the “Logistics, Enterprise and Technology Quarter”, rail stations and key community facilities to minimise vehicular traffic and carbon emission.
- (j) New primary and district distributors to facilitate east-west and north-south movements within the NDA will be provided to enhance the internal connectivity of the NDA. A comprehensive local road networks, cycle tracks, pedestrian walkways and pedestrian streets will also be provided to facilitate internal vehicular and pedestrian movements.

Creating a Green City

- (k) The NDA will be a green city adopting a sustainable and energy saving strategy in respect of town planning, urban design, transportation and green infrastructure to achieve efficiency, carbon emission reduction and sustainable living. Major population, economic activities and community facilities will be concentrated within walking distance of mass transit and public transport nodes. Green mobility is promoted within the NDA through the introduction of the GTC and a comprehensive cycling and pedestrian network. To promote sustainable use of water, we will explore reusing treated sewage effluent and harvested rainwater for non-potable purposes such as toilet flushing and irrigation within the NDA.
- (l) To enrich the NDA as a green city, we will actively pursue a series of other green initiatives including the provision of community green station for environmental education and collection of recyclables from the local community; and promotion of energy efficient buildings and installations. We will also explore the use of district cooling system for non-domestic developments, and the establishment of an information and communication technology platform to coordinate different city functions for enhancing city management and convenience of residents and businesses.

Redefining the NDA as a Place for Restorative Nature

- (m) The HSK NDA will be a place for leisure pursuits integrated with natural, cultural and landscape resources, which is intended to foster healthy, wellness and human-nature integration. Natural features within and in the surroundings of the HSK NDA such as knolls, mountain backdrop of Yuen Tau Shan, woodlands, the San Sang San Tsuen Egretty and its associated flight path, and wetland compensation area for the Deep Bay Link project have been preserved,

incorporated under appropriate land use zones and connected by integrated open space and green network. With respect to the rich natural resources in the NDA, an eco-trail is proposed under the RODP for public enjoyment. The eco-trail will start at the proposed regional town park, permeates through the existing traditional villages of Ha Tsuen linking with the hiking trails at Yuen Tau Shan, which leads to Ling To Monastery.

OTHER ENVIRONMENTAL ISSUES

10. In parallel with the formulation of the RODP, detailed technical assessments, including environmental, engineering, sustainability and air ventilation assessments have been carried out to examine the feasibility of the various proposals. The findings and recommendations of technical assessments have been incorporated into the RODP. The results have demonstrated that the HSK NDA development is broadly feasible. While the preliminary environmental assessment studies for the RODP have not identified any technically insurmountable problems, an Environmental Impact Assessment (EIA) Study under the EIA Ordinance will be carried out further to consolidate the results of various on-going environmental assessment studies to avoid adverse environmental impacts and adopt appropriate mitigation measures if necessary. The major issues of assessment on environmental aspects are summarised in the following –

Ecology

- (a) Habitats identified with high or moderate to high ecological value (including mangrove and mudflat/coastal water body, and fishponds along the Deep Bay Shore) are located outside the NDA and are therefore unlikely to be impacted by the development proposals. Other habitats of moderate or low to moderate ecological value, which include the San Sang San Tsuen egret, wetland compensation areas, and majority of woodland and shrubland would be retained within the “Green Belt” zone in the RODP to avoid habitat loss. To minimise fragmentation of habitats retained in the “Green Belt” zone, opportunities for linkage have been included in the RODP by designated green corridors as far as practicable.
- (b) The San Sang San Tsuen egret will be protected from direct impacts through its designation as “Green Belt” in the RODP. A corridor, to the east of the egret, has been designated as “Local Open Space” to help preserve the egret flight path. During the construction phase, disturbance impacts can be avoided by undertaking any major construction works outside the breeding season of the egrets (i.e. March to August), and by providing screening to minimise disturbance (e.g. hoarding will be set-up along the boundary of the works areas to protect the egret from physical disturbance).

Landscape

- (c) The river channel system of the HSK NDA will be revitalised by removing Tin Ying Road abutting the channel and adopting comprehensive regeneration design along the whole system. Options to enhance the river ecology are being explored including vegetating the channel banks with appropriate planting. The regenerated river channels and high quality riverside promenades will improve the visual amenity and provide more leisure spaces for public enjoyment, and be the major green spines, breezeways and view corridors and enhance better integration between different neighbourhoods and with the adjacent TSW New Town. It will also form the spine of the open space framework from which a series of ancillary open spaces developed.
- (d) The regional town park will become a regional landmark, which will be integrated with the riverside promenade for providing leisure and recreational uses. A retention lake will be located within the regional town park as a regulating measure for overall drainage system and as a micro-climate cooling mechanism through integrated design with the open space system for public enjoyment.
- (e) As part of the landscape impact assessment under the Study, a tree survey to identify the species and numbers of trees affected by the proposed developments has been carried out. To meet the EIAO requirement, compensatory planting will be provided to address the loss of woodland/plantation. The affected trees which are suitable for transplantation will be moved to suitable locations. .

Air Quality

- (f) The RODP has concentrated the population, key economic activities and major community facilities within walkway distance of mass transit and public transport nodes. Community neighbourhoods will also be created with easily accessible daily necessities to promote walking. Comprehensive pedestrian and cycling networks are planned for walkability and cycle friendliness. A GTC for environmentally friendly transport services will be provided within NDA. With the above planning, road traffic and associated carbon emission will be minimised.
- (g) The RODP layout also removes existing interface problem between PBU/OS activities and the adjoining residential developments and will minimize movements of heavy vehicles traffic within the HSK NDA by diverting the traffic to the new primary distributor underneath Kong Sham Western Highway.
- (h) The proposed removal of Tin Ying Road will improve the air quality of the residential developments along the TSW Channel and minimise present pollutants generated from the current and likely future increases in road traffic in the area. Existing traffic using Tin Ying Road to TSW and Lau Fau Shan

area will be diverted to the new road networks within and around the NDA such as along Long Tin Road, Tin Tsz Road, new primary distributor underneath Kong Sham Western Highway and Ping Ha Road.

Noise Mitigation

- (i) As stated above, the HSK NDA has been carefully planned to minimise road traffic and associated emission and noise by promoting walking and cycling, providing GTC within the NDA, and locating PBU/OS sites away from residential areas as far as practicable. The GTC will also be grade-separated from future roads to minimise traffic disturbance, and the depressed sections at road junctions will also shield some of the traffic noise. Noise impacts to a significant number of residents in Tin Shui Wai will also be ameliorated through removal of Tin Ying Road. Non-noise sensitive uses and set back from roads have also been proposed as far as practicable in order to avoid excessive noise barrier or sterilizing too much land. In some cases, provision of single aspect building design which would reduce noise level for facades, and provision of air conditioning and fixed window at schools next to strategic roads will be required. However, in some difficult sites (such as sites facing Kong Sham Western Highway and Ping Ha Road), erection of roadside noise barriers may be inevitable.
- (j) Railway noise would also contribute to traffic noise in the NDA. It is expected that potential impacts could occur to the noise sensitive receivers close to the railway alignment and railway stations. Mitigation at source (i.e. noise barriers along railway viaduct and railway stations) as noise mitigation measures would be considered.

Water Quality, Sewage Treatment and Re-use of Treated Effluent

- (k) In order to meet the effluent discharge requirements, all sewage generated within the HSK NDA will be collected and conveyed by sewers via sewage pumping stations to San Wai Sewage Treatment Works (SWSTW) for treatment before disposal. The SWSTW will be expanded and partially upgraded such that part of the sewage will be treated at tertiary level for possible reuse in toilet flushing and irrigation within the HSK NDA, thus minimizing the need for long-distance effluent export. There would be no direct discharge of sewage or treated sewage into Deep Bay and hence no adverse water quality impact due to sewage generation from the development would be expected.

Cultural Heritage

- (l) The formulation of the RODP has paid full respect to the culture and history of HSK and the precious heritage resources. The seven built heritage resources including two declared monuments and five graded historic buildings (two Grade 2 and three Grade 3 historic buildings) within the HSK NDA will be retained and preserved in-situ in the “Village Type Development” zone. The

network of heritage trails proposed under the PODP has been reviewed, taking into account the public comments that the built heritage are generally scattered over the NDA, not accessible within walking distance and difficult to locate. The proposed cultural heritage trail under the RODP will focus in Ha Tsuen to allow public to appreciate the precious heritage resources by walking. The trail is proposed to start at the West Rail TSW Station, which will also link with the existing Ping Shan heritage trail to promote cultural tourism of the Yuen Long district. The proposed trail will pass through two declared monuments, Tang Ancestral Hall and Yeung Hau Temple, and three graded historic buildings, Shi Wan Study Hall, Kwan Tai Temple and Gate Tower of Ha Tsuen, Ha Tsuen Shi. The trail helps promote the historical features in the area. It provides a safe and efficient amenity for visitors to explore and appreciate many of the culturally significant areas. There are also other historic buildings and cultural significant areas scattered in the HSK NDA. Visitors could make use of the comprehensive cycle track and pedestrian network to travel around the NDA and visit these attractions.

Brownfield Operations

- (m) At present, a vast amount of land, about 190 ha, in the HSK NDA is occupied by active open storage, container yards and industrial workshops. In the 2015 Policy Address, the Government is studying feasible measures, including accommodating some of the users in multi-storey buildings and taking the brownfield sites inside the HSK NDA as a pilot case. Land contamination issues for these brownfield sites would need to be addressed.

STAGE 3 COMMUNITY ENGAGEMENT PROGRAMME

11. The three-month Stage 3 Community Engagement of the Study commenced on 17 June 2015. We have consulted relevant Boards/Committees, including the LegCo Panel on Development, Town Planning Board, Tuen Mun and Yuen Long District Councils and the relevant Rural Committees, Heung Yee Kuk, and major local concern groups. Briefing sessions are being held with interested professional bodies and other organisations including green groups. A Public Forum was held on 8 August 2015. Over 550 participants attended.

12. In order to enhance the communication with the potentially affected households and to enhance their understanding about the development proposals, a community liaison team has been set up. Other than providing relevant updated information of the NDA, the community liaison team will also collect the views and concerns of the affected households and provide appropriate assistance to the affected households.

TENTATIVE IMPLEMENTATION PROGRAMME

13. The public views, including those of the ACE, received during Stage 3 Community Engagement will be taken into account in refining the recommended

development proposals before finalising the Study. An EIA Report, based on the revised RODP, will be prepared under the EIAO for approval in 2016. CEDD will then undertake detailed engineering design consultancies for the required site formation and engineering infrastructure. Subject to completion of the required statutory and funding approval procedures, the first phase of the site formation and engineering infrastructure works is planned to commence in 2020 with the first population intake targeted in 2024.

ADVICE SOUGHT

14. Members are invited to give views on the RODP as detailed in the Stage 3 Community Engagement Digest and on the environmental issues highlighted in the paper.

ATTACHMENT

Appendix 1 Stage 3 Community Engagement Digest

**Civil Engineering and Development Department
Planning Department
September 2015**