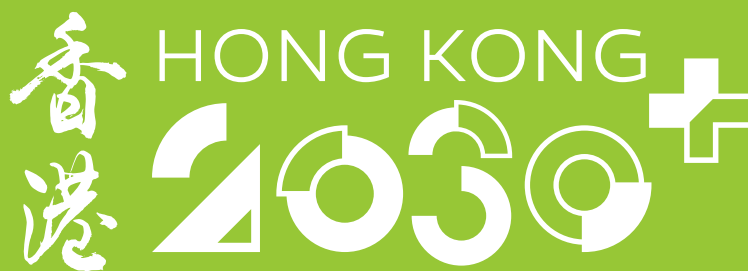




NTN



Towards a Planning Vision and
Strategy Transcending 2030

Preliminary Concepts for the
New Territories North Development





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Background

- 1.1 According to the latest population projection, Hong Kong's population would continue to grow, from 7.24 million in 2014 to 8.22 million by 2043. There is a continuous demand for land for economic development to sustain our competitiveness. There are also increasing community aspirations for a better living environment.
- 1.2 To maintain a steady land supply, the Government is looking into various initiatives, including exploring further development opportunities in the New Territories (NT) with a view to developing a modern new town there of a similar scale as the Fanling (FL)/Sheung Shui (SS) New Town, as announced in the 2013 Policy Address.
- 1.3 The "Preliminary Feasibility Study on Developing the New Territories North" (the Study), jointly commissioned by Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) in early 2014, aims at formulating a broad planning framework for the New Territories North (NTN) through optimising the use of land released from the Closed Area and other undeveloped areas in the region, conserving worthy natural and cultural heritage, capturing opportunities that may be brought by new transport infrastructure under planning, and tackling the various environmental issues existing in the area caused by the proliferation of brownfield sites and the associated problem of inefficient use of scarce land resources.
- 1.4 The Study adopts a comprehensive and integrated approach to formulate the optimal scale of development in the NTN. It has explored the potential of building new communities and vibrant employment and business nodes in the area to contribute to the long-term social and economic development of Hong Kong.
- 1.5 The Study is a preliminary feasibility study which has examined the baseline conditions of the NTN covering about 5,300 hectares (ha) of land (**Plan 1**) to identify potential development areas (PDAs) and formulate an overall planning approach and broad land use concepts. The findings of the Study are presented in the following sections.
- 1.6 The Fanling Golf Course held under the Private Recreational Lease (PRL) falls within the NTN study area and is subject to the Review of Policy on PRL currently undertaken by the Home Affairs Bureau.

Vision

- 1.7 The NTN and East Lantau Metropolis are two strategic growth areas proposed under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+) to meet the long-term social and economic needs of Hong Kong beyond 2030.
- 1.8 Through comprehensive planning and more efficient use of those abandoned agricultural and brownfield land in the NT, the development of the NTN would be a significant source of land supply for building up new communities and developing modern industries and industries preferring a boundary location while improving the living environment of the existing area.



Plan 1: New Territories North Study Area (For Indication Only)

2 Existing Conditions

- 2.1 A large area of the NTN was situated in the former Closed Area, and thus it has remained largely natural and rural (**Plan 2**). In contrast, the FL/SS New Town has already been developed with a population over 250,000 which will further increase to about 290,000. The planned Kwu Tung (KT) North and FL North New Development Areas (NDAs) will accommodate an additional population of about 170,000, making up a total population of 460,000 for the FL/SS/KT New Town.
- 2.2 The NTN directly abuts the boundary with Shenzhen and comprises four Boundary Control Points (BCPs), including the Lok Ma Chau (LMC) and LMC Spur Line BCPs in the west which are served by San Tin (ST) Highway, and Man Kam To (MKT) and Lo Wu BCPs in the east served by MKT Road.
- 2.3 To the further east, the Liantang (LT)/Heung Yuen Wai (HYW) BCP and its Link Road are under construction and will be completed in 2018. The HYW area is now served by Lin Ma Hang Road. The area of Ping Che (PC), Ta Kwu Ling (TKL) and Queen's Hill is currently accessed via Sha Tau Kok Road and PC Road.

Topography and Natural Resources

- 2.4 The NTN is characterised by its natural topography with a mixture of hilly terrain and river valleys. There is the natural landscape of the Lam Tsuen and Pat Sin Leng Country Parks in the south, the wetland at Hoo Hok Wai in the north as well as the Hung Fa Leng countryside area in the east. Its rich natural assets include woodlands, watercourses, marshes, ponds and agricultural land. There are flat lands intermingled with rural settlements.

Population and Employment

- 2.5 According to the 2011 Population Census, the NTN (excluding the FL/SS/KT New Town) has a total population of about 45,000 mainly concentrated in and around village settlements. The existing working population of the NTN is about 20,000 persons. Since the area is rural in nature, there are only about 4,200 jobs.

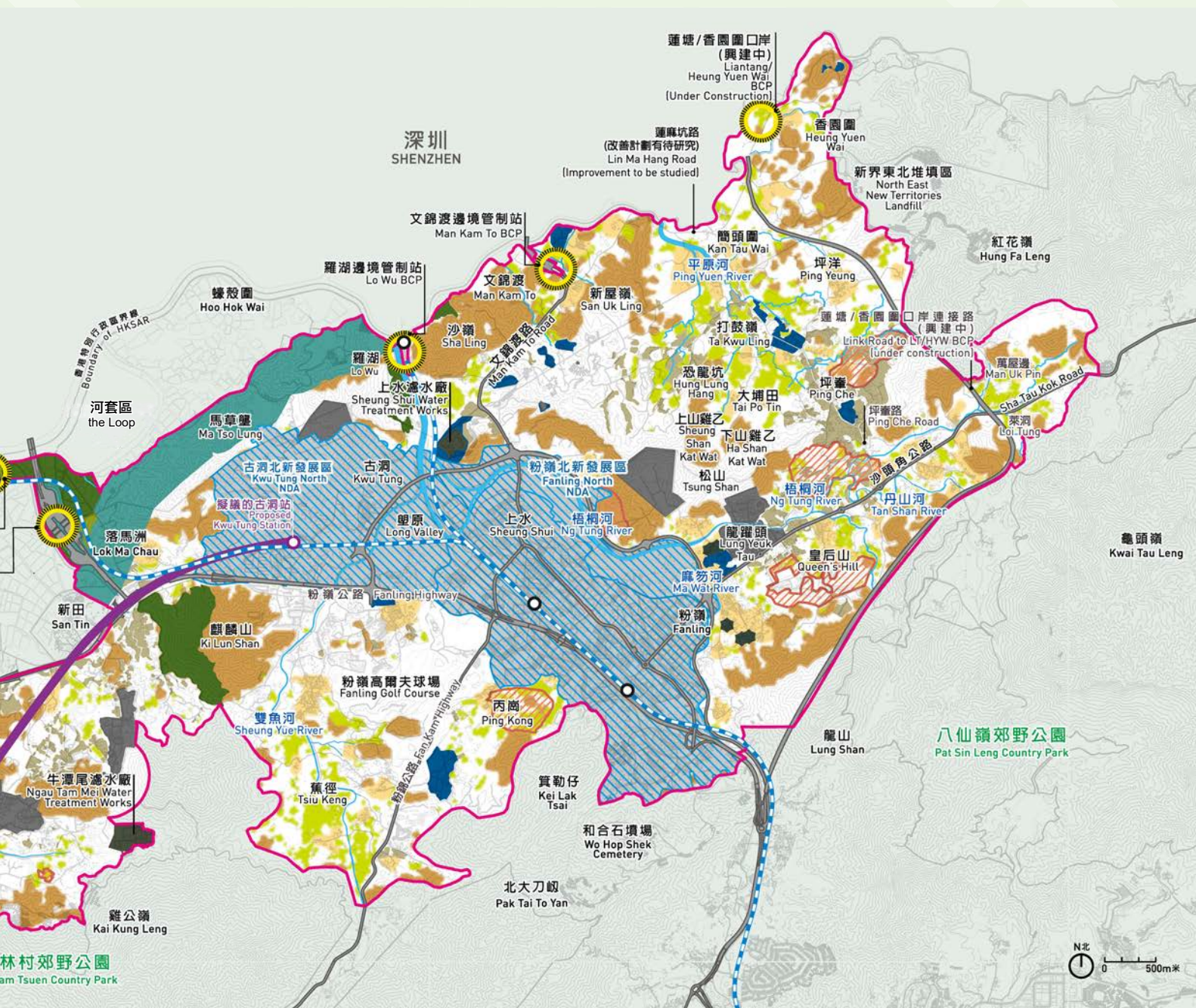
圖示 LEGEND

- 新界北研究範圍
New Territories North Study Area
- 粉嶺/上水/古洞新市鎮
Fanling / Sheung Shui / Kwu Tung New Town
- 邊境管制站 / 口岸
Boundary Control Points
- 主要道路 (現有及興建中)
Major Roads (Existing and Under Construction)
- 東鐵線
East Rail Line
- 現有鐵路站
Existing Railway Stations
- 擬議的鐵路站
Proposed Railway Station
- 擬議的北環線
Proposed Northern Link
- 棕地
Brownfield Sites
- 墓地 / 墳場
Burial Grounds / Cemeteries
- 常耕農地
Active Agricultural Land
- 鄉村式發展地帶
Village Type Development Zone
- 具考古研究價值的地點
Sites of Archaeological Interest
- 濕地緩衝區
Wetland Buffer Area
- 自然保育區及濕地保育區
Conservation Area & Wetland Conservation Area
- 具有潛在危險裝置
Potential Hazardous Installations
- 主要河流
Major Rivers
- 主要政府及社區設施
Major Government and Community Facilities
- 軍事用地/練靶場
Military Sites/Firing Ranges
- 法定古蹟
Declared Monuments



Plan 2: Existing Conditions
(For Indication Only)

2. Existing Conditions



(修訂版)
(Revised)

2 Existing Conditions

- 2.6 The NTN is predominantly occupied by rural plots with over 80 indigenous/non-indigenous villages, low-rise residential estates and other scattered rural settlements.
- 2.7 The NTN was once occupied by extensive agricultural activities. Since the 1960-70s, there has been rapid decline in agricultural activities. Vast tracts of farmland have gradually turned into open storage yards, container yards, open car parks, warehouses/logistics or other rural industrial uses, with particular concentration of brownfield operations in ST, LMC, Hung Lung Hang (HLH) and PC/TKL areas. The proliferation of brownfield sites in the NTN has created considerable environmental, traffic, visual, flooding and other problems. Nevertheless, there are still about 260 ha of active agricultural land and about 20 livestock farms scattered in the NTN.



Upland and Green Land

© CEDD



Agricultural Land

© CEDD



Open Storage Yards and Rural Workshops

© CEDD



Villages

© CEDD

Strategic Location

3.1 Commanding a strategic boundary location, the NTN has easy access to Shenzhen and the eastern part of Guangdong. The existing BCPs, namely Lo Wu, MKT, LMC and LMC Spur Line handle a large volume of cross-boundary traffic which is expected to grow further. The LT/HYW BCP together with the Link Road, both under construction, will enhance connection between Hong Kong and Shenzhen east and other parts of eastern Guangdong.

Transport and Other Infrastructure

- 3.2 Currently, only part of the NTN is served by the East Rail, ST Highway and FL Highway. With the strategic transport infrastructure, including the LT/HYW BCP Link Road under construction and the proposed Northern Link (NOL)[#], connectivity of the NTN is expected to be enhanced.
- 3.3 The NTN is subject to constraints of the existing capacity for various infrastructure. Additional transport, sewerage, water supply and drainage infrastructure will be required to cater for new developments.

Land Resources

3.4 Since the Security Bureau's announcement in 2008, about 2,400 ha of land has been released from the Closed Area in phases. While a large portion of land within the former Closed Area such as Deep Bay, nearby wetlands and woodlands in Hung Fa Leng are worthy of conservation as recommended in the study on "Land Use Planning for the Closed Area", development opportunities can still be found in areas along the major cross-boundary transport corridors such as those near LMC, MKT and the future LT/HYW BCPs.

3.5 It is important to preserve active and good quality farmland where possible. While the extensive abandoned agricultural land and brownfield sites may serve as new land supply, the active and good quality farmland could be conserved, rehabilitated or integrated with new developments in a holistic manner.

Local Constraints

3.6 There are scattered indigenous and non-indigenous villages, burial grounds, planned large scale columbarium and crematorium (in Sha Ling and near Mai Po Lung Tsuen), military sites, hilly terrain, high voltage overhead transmission (400kV) cables, potentially hazardous installations (such as water treatment works), North East NT Landfill and its planned extension, historic buildings, archaeological sites, active agricultural land and agricultural land with potential for rehabilitation, etc. imposing different development constraints.

[#] Please refer to the Railway Development Strategy 2014 (RDS2014) (Highways Department's website - <http://www.hyd.gov.hk>). It is proposed that the NOL will be a railway line between the Kam Sheung Road Station on the existing West Rail Line and a new station at KT on the LMC Spur Line.

4 Overall Planning Approaches

A Fostering Urban-Rural-Nature Integration

- 4.1 Conventional urban development in the NT has resulted in an urban-rural dichotomy situation, under which urban and rural forms of developments are distinctly separated. When planning for the NTN, in view of the scattered patches of active farmland intermingled with brownfield sites, we propose adopting a more harmonious approach to foster urban-rural-nature integration. The rural and natural features in the NTN, comprising topographic landmarks, village type developments, cultural heritage and farming activities should be preserved where possible and well integrated with newly planned residential and employment nodes. Key potential directions include:

Embracing the Natural Characters: Green and Blue Corridors

- 4.2 Natural characters in the NTN will help define the limit of development and can be reinforced to create an urban-rural-nature integrated environment. The existing natural areas can form green corridors with the new urban greens, allowing close contact with the nature by urban dwellers. Several channelised rivers in the NTN, including Ng Tung River (River Indus), Ma Wat River, Tan Shan River (River Jhelum), Sheung Yue River (River Beas) and Ping Yuen River (River Ganges) could be revitalised with green and eco-hydraulics measures to enhance biodiversity and create riverine open space and blue and green corridors.



Existing Channelised River in Ta Kwu Ling

© CEDD

Integrating “Old” and “New” Communities: Preserving Established Rural Settlements

- 4.3 The “old” and “new” communities could be planned to coexist. Due consideration should be given to integrate the established villages and rural settlements with new developments. We shall consider a new form of urban development intermingled with rural settlements, which could be the special character for our future NTN.



Graded Buildings in Established Villages

© PlanD

Encouraging Social Integration: Integrated Provision of New Public and Community Facilities

- 4.4 New urban development could improve the existing rural environment through integrated provision of public and community facilities, new information and other technologies to enhance convenience, connectivity and quality of life.

Preserving Agriculture

- 4.5 There is a fair amount of agricultural activities in the NTN. Apart from preserving active and good quality farmland where possible, we can also encourage local residents, local businesses and those who work or live in the urban areas to participate in leisure farming. Opportunities to improve farming practices and technologies as advocated under the Government's New Agriculture Policy, such as organic farming, hydroponic farming, etc. would be further explored.



© Arup



© Arup

B Creating Opportunities for People and Businesses: New Industries New Employment

- 4.6 The economic development in the NTN could be promoted through the enhanced infrastructure and taking the advantage of convenient cross-boundary linkages in the area. Extensive brownfield sites are found in the NTN, particularly in and around HLH. Although open storage and other port back-up uses help support economic activities, fragmented and unplanned development of these activities has generated negative

impacts. Consolidating and upgrading these activities will help address their negative impacts, including visual blight, flooding risks, environmental pollution and traffic stress. The process of consolidation would free up land for new economic activities.

- 4.7 The planning for new industries and employment in the NTN benefits all Hong Kong residents by helping address the over-concentration of employment in the urban area. It also helps provide local employment, boost economic vitality of local communities, reduce long distance commuting, as well as ease congestion caused by the growing traffic from the NT to the urban area.

4 Overall Planning Approaches



Science Park

© Ken Chan/Arup



Ecology Centre

© Arup

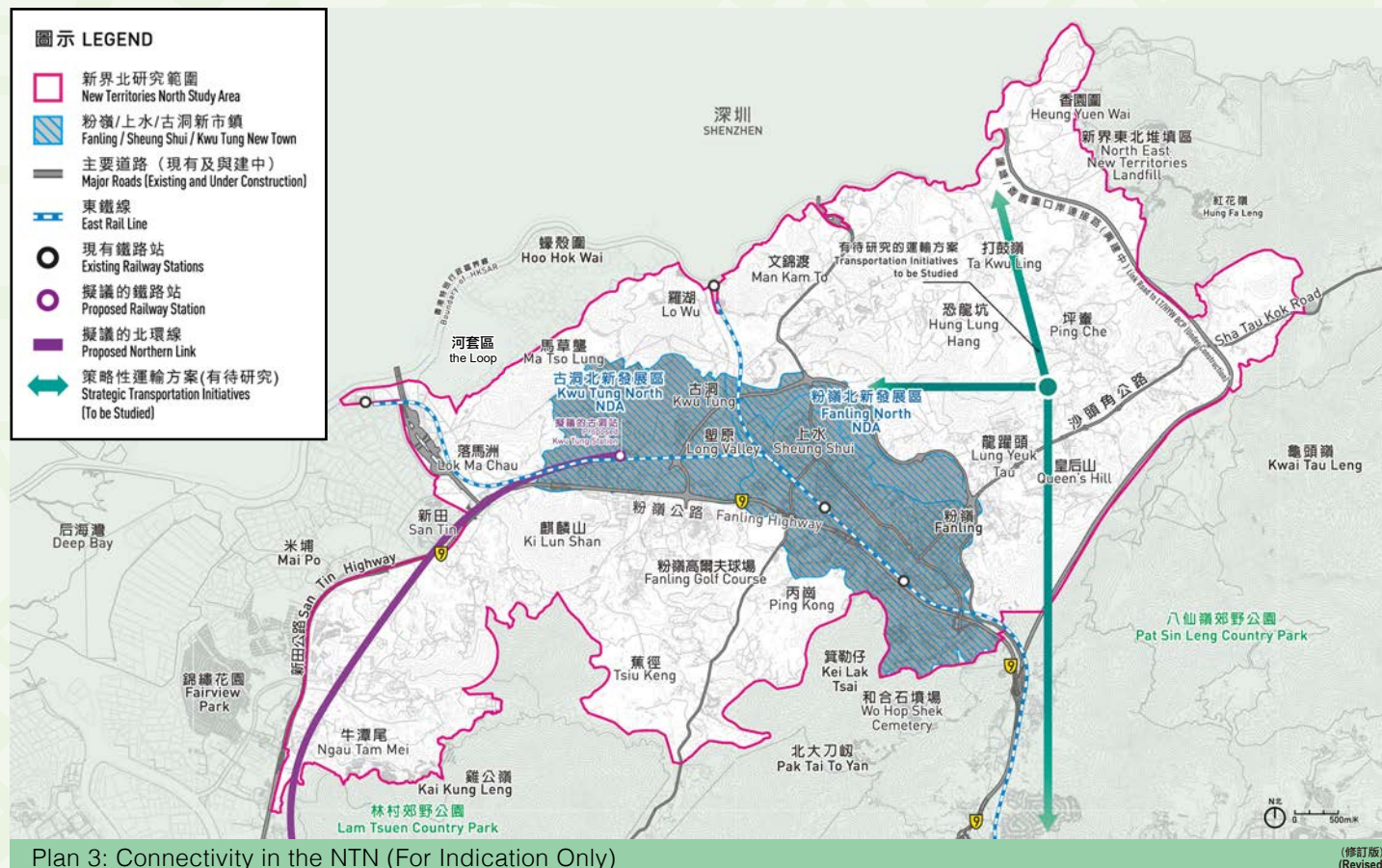
4.8 Having regard to Hong Kong's economic edges, the advantage of strategic boundary location, and the presence of extensive undeveloped or abandoned land resources, suitable industries could be developed in the NTN to foster Hong Kong's long-term economic growth:

- High Value-added Logistics Hub: Capitalising on the enhanced transport connections and proximity to BCPs, the NTN could be developed with specialised logistics facilities to cater for increasingly complex regional supply chains and high value-added production in the Pearl River Delta (PRD). Rapidly evolving cross boundary e-commerce also requires value-added logistics services to handle the growing freight volumes.
- Innovation and Technology Industries: Situated on the Eastern Knowledge and Technology Corridor proposed under Hong Kong 2030+, the NTN could be an ideal location for a new science park/industrial estate to support the development of research and development and high-tech industries. The boundary location benefits the complementary functions and tech ecosystems of Hong Kong and Shenzhen.
- Professional Services, Producer Services and Testing and Certification: Hong Kong has clear advantages in marketing, product development and testing and certification. Due to its proximity to the Mainland and the BCPs, the space in the NTN would be a good choice for professional services, producer services and testing and certification service providers.
- Food Trade and Retail/Outlet/Wholesale: With the abundant local fresh produce, proximity to the MKT BCP and food control centre, and customers' demand for safe and healthy food, the NTN could be a hub for quality food certification and distribution integrated with food-related industries. Apart from conventional retail and outlet stores that could be developed, a "Grown or Certified Food in Hong Kong"-themed food market, including farm produce from local farming and food trade, could be developed into a unique attraction and an anchor for further development. It could also serve as a distribution facility to support the agricultural and local urban farming sector.
- Knowledge-based Green Industries: The proposed integrated smart, green and resilient infrastructure system for the NTN would facilitate reuse and recycling activities. Recycling of food waste/composting would create synergies with the agricultural sector.
- Eco/Cultural/Heritage Tourism: The NTN has a rich stock of historic villages, frontier heritage and cultural/historic interest. It also houses many organic and traditional/leisure farms, as well as biodiversified rural areas. These resources could be harnessed and connected by heritage trails, cycle tracks, etc. for eco/cultural/education-oriented recreation and tourism promotion.

C Enhancing Accessibility and Connectivity

- 4.9 At present, the NTN is connected with the urban area and other parts of the NT via the East Rail and ST/FL Highways. We will explore a comprehensive transport system to improve external and internal accessibility and connectivity.
- 4.10 In the NTN, we will pursue a Transit-Oriented Development (TOD) concept. Adopting railway as the

backbone of the passenger transport system, land uses and railway development will be planned in an integrated manner. We will examine possible new railway lines to enhance the accessibility of the NTN to unleash the potential for development. The proposed developments will be clustered around railway stations, including the possible intermediate stations of the proposed NOL, with a view to optimising coverage and encouraging use of public transport (**Plan 3**). We will also explore opportunities for strategic transportation initiatives and better connectivity with the urban area.



4 Overall Planning Approaches

D Smart, Green and Resilient City

4.11 Urbanisation and climate change around the world have generally led to resources depletion. This has prompted a re-think of the development mode to pursue a more sustainable path for the NTN. Taking advantage of the global trend and new technologies, we should employ the concept of smart, green and resilient city to tackle the potential challenges.



Tram Priority with Real-Time Display of Traffic Information

© CEDD

4.12 A smart, green and resilient city is the integration of the following components:

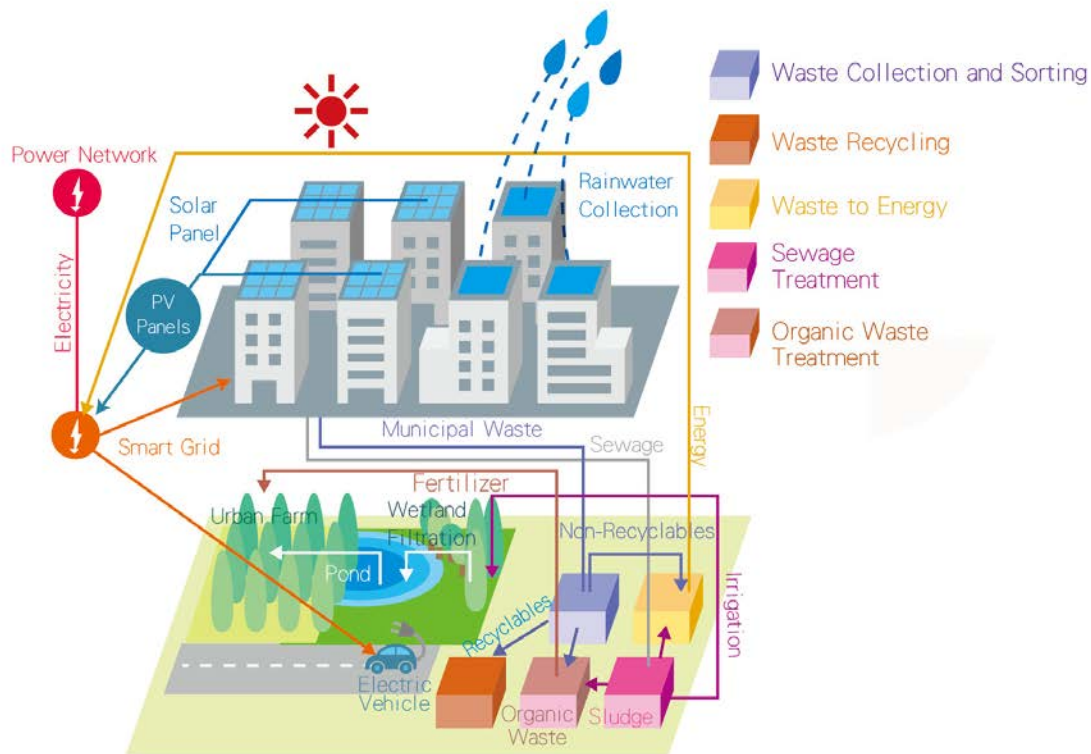
- **Smart:** Technology is an enabler to facilitate resource optimisation, smart growth and smart urban living. With the use of information and communication technology (ICT), a smart city collects, integrates and uses information/data to manage and optimise the city operation to improve quality of life.
- **Green:** A green city embeds technology into urban infrastructure (e.g. energy, transport, water and waste) to increase resource efficiency, reduce consumption, reduce carbon emissions while maintaining biodiversity and enhancing liveability.
- **Resilient:** In order to deal with natural and man-made uncertainties, notably climate change, a resilient city invests in enhancing the resilience of its interrelated systems to adapt and rebound quickly from economic, social and physical shocks.

4 Overall Planning Approaches

Integrated Smart, Green and Resilient Infrastructure System

4.13 An integrated smart, green and resilient infrastructure system is a strategically planned network of physical infrastructure such as waste collection and sorting facility, sewage treatment works, sustainable urban drainage, smart water resources management, etc. **(Plan 4)** These utility and public services facilities are symbiotically connected together, such that by-products for disposal at one facility become resources of another to achieve more efficient use of resources as well as a

more low carbon and green community. One example would be treated sewage effluent for flushing and irrigation. Another example would be turning waste to energy. The integrated smart, green and resilient infrastructure system through the use of ICT such as smart grid could better manage resources. It also enhances the overall capacity of facilities to withstand and recover from natural or man-made disasters. We will explore the opportunity to incorporate the integrated smart, green and resilient infrastructure system in the NTN development.



Plan 4: Conceptual Diagram of an Integrated Smart, Green and Resilient Infrastructure System

4 Overall Planning Approaches

Smart Use of Land Resources

4.14 With steep hilly terrain, cavern and underground space has been used extensively in Hong Kong for MTR stations, rail tunnels, utilities and highway tunnels, property basements, sewage treatment works, salt water service reservoirs and refuse transfer stations. Some “Not-in-My-Backyard” facilities possibly being unsightly, and emitting odours and noise could be placed in rock cavern and underground space to bring significant benefits to the community and the environment. Moreover, enhancing the use of cavern and underground space can create additional useable space to house suitable facilities, which can save surface land for other beneficial uses.



Examples of Underground Parking of Vehicles and Cycles

© PlanD



Example of Cavern Development:
Water Service Reservoir

© CEDD



Example of Cavern Development:
Sports Stadium

© Norconsult



Example of Cavern Development:
Sewage Treatment Works

© Arup

4 Overall Planning Approaches

Green and Walkable Environment

- 4.15 Blue-Green Infrastructure: Integrate drainage infrastructure with the surrounding environment to enhance flood resilience, create clean and beautiful streams, rivers and lakes with landscape for public enjoyment as well as create or rehabilitate ecological habitats to support biodiversity and achieve an ambience of harmony with nature.

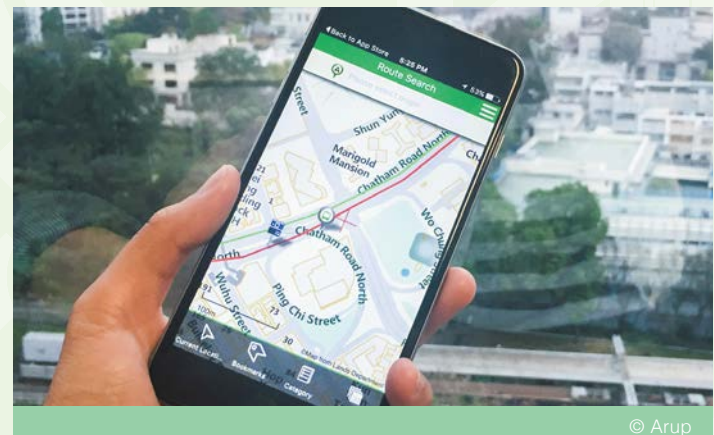


- 4.16 Walkable and Car-Free Communities: Set up a safe, connected, accessible and pleasant pedestrian network and adopt urban design features to enhance walking experience, and promote walking as a preferred transport mode, along with other green modes of transport, e.g. cycling.



ICT Platform Enabling Smart Mobility, Urban Living and Businesses

- 4.17 Smart Mobility-Transport Information Platform: Utilise internet or smart phone applications as a one-stop platform for providing transport information, including route map, shortest route recommendation, real time service updates, latest traffic conditions, car parking availability and the location and availability of cycles so as to encourage the use of public and low carbon transport. This technology is increasingly common in many cities across the world to enhance urban living and create opportunities for innovative businesses.



5 Overall Planning & Design Framework

Landscape and Ecological Resources Framework

- 5.1 Given the abundance of natural resources, any new development in the NTN should not only respect these resources and the natural characters but also enhance them by linking them through landscape attributes such as greenery and riverine open space corridor.
- 5.2 A holistic framework of landscape and ecological resources is formulated to ensure conservation, integration and enhancement of these natural resources and to help define possible developable areas (**Plan 5**).
- 5.3 In this framework, existing quality natural and landscape resources such as Fung Shui woodlands, upland hillslopes, active agricultural land, etc. are connected to form green corridors. Blue corridors are formed with natural or revitalised watercourses. These corridors link up segregated habitats and provide green and blue connectors for future developments.
- 5.4 Future developments should cluster away from quality natural and landscape resources, including breezeways and air-paths, and take into account the urban climatic characteristics in the NTN as well as the green backdrop in the south and the wetland belt in the northwest and the north. Future developments should vary in scale to respect local characteristics.

圖示 LEGEND

- 新界北研究範圍
New Territories North Study Area
- 粉嶺/上水/古洞新市鎮
Fanling / Sheung Shui / Kwu Tung New Town
- ▲ 鷺鳥林
Egretty
- 風水林地
Fung Shui Woodland
- 綠色走廊
Green Corridor
- 藍色走廊
Blue Corridor
- 主要具有生態價值的水道
Major Watercourses with Ecological Value
- 自然保育區及濕地保育區
Conservation Area & Wetland Conservation Area
- ~ 濕地緩衝區
Wetland Buffer Area
- ⇄ 濕地地帶
Wetland Belt
- ⇄ 綠色山景
Green Backdrop
- ⇄ 主要鳥類飛行路線
Major Bird Flightline



Plan 5: Landscape and Ecological Resources Framework
(For Indication Only)

5. Overall Planning & Design Framework



5 Overall Planning & Design Framework

Strategic Planning Framework and Potential Development Areas (PDAs)

- 5.5 Having regard to the landscape and ecological resources framework, the overall planning approaches of the NTN, local development opportunities and constraints and having undergone a mapping process of relevant local conditions (including assessment of natural landscape and ecological resources, existing topography, visual and landscape aspects, land uses, proximity to the existing/planned/possible transport and infrastructure networks, environmental and urban climatic conditions, geotechnical conditions, etc.), a strategic planning framework and three PDAs are proposed. These include the ST/LMC Development Node, MKT Logistics Corridor, and NTN New Town at PC, TKL, HYW, HLH and Queen's Hill (**Plan 6**).
- 5.6 While there are various development constraints, our preliminary assessments suggest that developable land could be found within these PDAs for possible housing, economic and employment generating developments to meet some of the territory's long-term population and economic growth. The planned public housing development at Queen's Hill that will trigger further developments in its surrounding areas should be taken into account in a comprehensive manner as well.

Development Scenarios

- 5.7 Two development scenarios with different population and employment levels have been formulated for the NTN having regard to Hong Kong's long-term housing, economic and other development needs, population and job balance, and transport and other infrastructure requirements.

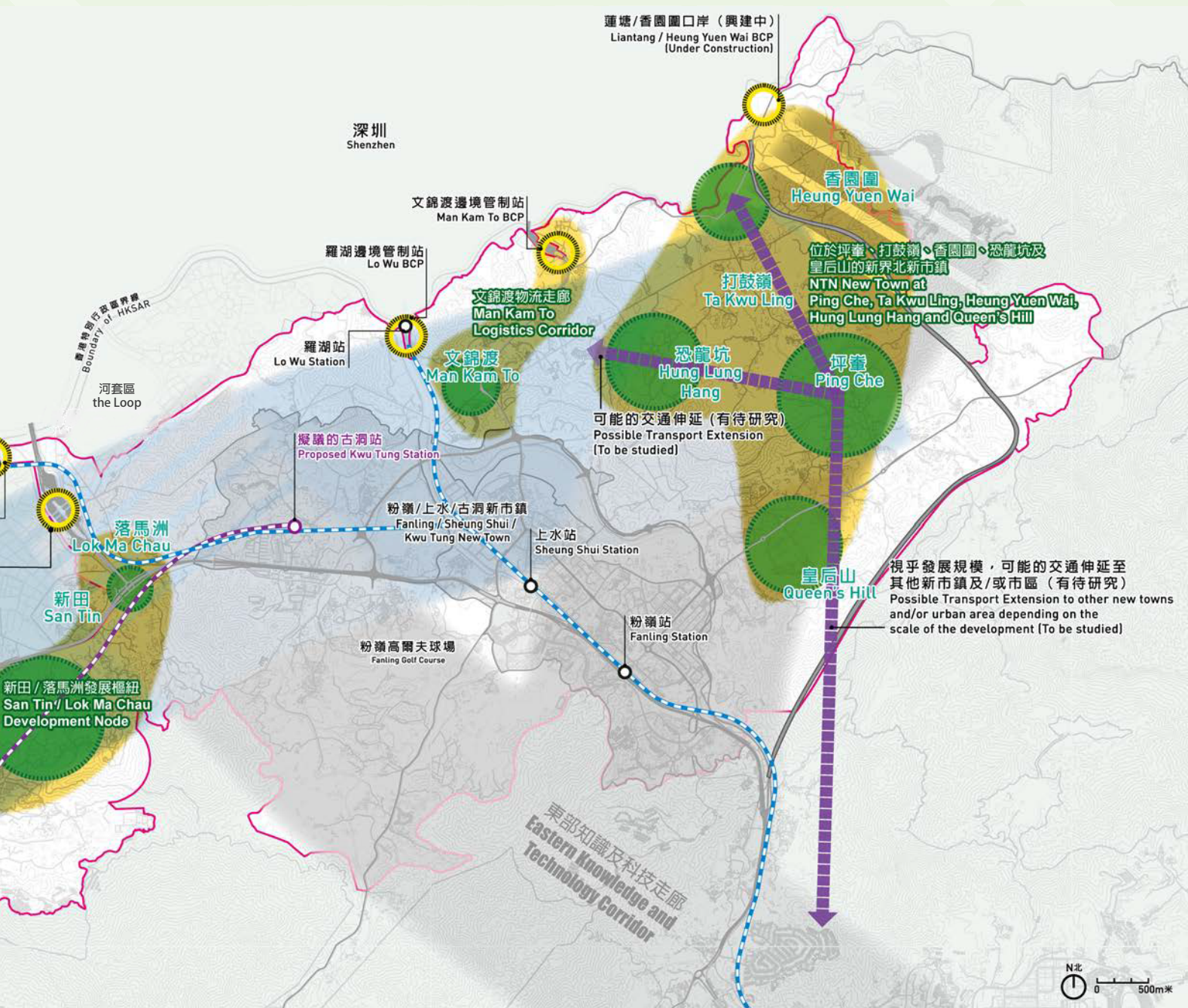
圖示 LEGEND

-  新界北研究範圍
New Territories North Study Area
-  邊境管制站/口岸
Boundary Control Points
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Major Roads (Existing and Under Construction)
-  東鐵線
East Rail Line
-  擬議的北環線
Proposed Northern Link
-  現有鐵路站
Existing Railway Stations
-  擬議的鐵路站
Proposed Railway Station
-  可能的運輸連接 (有待研究)
Possible Transport Connection (to be studied)
-  具發展潛力地區
Potential Development Areas
-  具發展潛力區內的主要活動中心
Key Focal Points within Potential Development Areas



Plan 6: Strategic Planning Framework and Potential Development Areas (For Indication Only)

5. Overall Planning & Design Framework



(修訂版)
(Revised)

6 Broad Land Use Concepts

Scenario I	Scenario II	
<p>Balanced Population High Employment to Population Ratio Minimum Infrastructure Requirement</p> <p>Development Area about 720ha Population 255,000 Employment 215,000</p>	<p>High Population Low Employment to Population Ratio Higher Infrastructure Requirement</p> <p>Development Area about 720ha Population 350,000 Employment 215,000</p>	Development Characteristics
<p>The intention is to achieve the best performance in terms of self sustainability of population and employment with diversity of land use at appropriate development intensity</p>	<p>The intention is to increase the population. The employment to population ratio will be lower. Features a mix of population and employment level with higher development intensity which is beyond the balanced one under Scenario I</p>	Intention
<p>The balanced population and employment mix helps relieve the directional traffic demand, thereby minimising the transport infrastructure required and reduce the average distance of travel by commuters to achieve transport sustainability and work-life balance</p>	<p>More biased towards population increase and thus may give rise to more commuting trips to the urban area</p>	Traffic Impact
<p>Mainly make use of the NOL proposed under RDS 2014 to serve the developments in the west. Possible transport extensions to the other new towns and/or urban area depending on the scale of the development (to be studied) to support the developments in the east. The required additional infrastructure is lower than that of Scenario II</p>	<p>More transport infrastructure requirements including making use of the NOL proposed under RDS 2014 to serve the developments in the west, possible transport extensions to other new towns and/or urban area depending on the scale of the development (to be studied) to support the developments in the east and improvement on the north-south road network</p>	Infrastructure Requirement
<p>Achieve the planning principle of maximising opportunities for jobs and businesses by generating employment clusters to help alleviate the territorial spatial imbalance of jobs and capitalise on the development potential of the boundary location</p>	<p>With higher population, the improvement in the overall employment to population ratio of the NTN is not significant</p>	Population/ Job Balance
<p>With a balanced population and employment mix, the proposed population density is comparable to that of Sha Tin New Town</p>	<p>With the increased population level and residential land, the proposed population density would be higher than that of Sha Tin New Town and comparable to that of Tseung Kwan O New Town</p>	Population Density
<p>The new developments would blend in well with the existing rural environment. Scenario I achieves the best performance of fostering urban-rural-nature integration among the two scenarios</p>	<p>With higher density development, there would be impact on integration with rural settlement and the setting of the northern NT as developments of significantly different scales would be in close proximity in this scenario</p>	Urban-Rural-Nature Integration

6 Broad Land Use Concepts

6.1 For the two development scenarios, broad land use concepts have been formulated under the concept of smart, green and resilient city for a balanced, diverse and sustainable development in the NTN. These concepts cover the three PDAs, namely the ST/LMC Development Node, MKT Logistics Corridor and NTN New Town (**Plan 7**) with a total development area of about 720ha[#].



ST / LMC

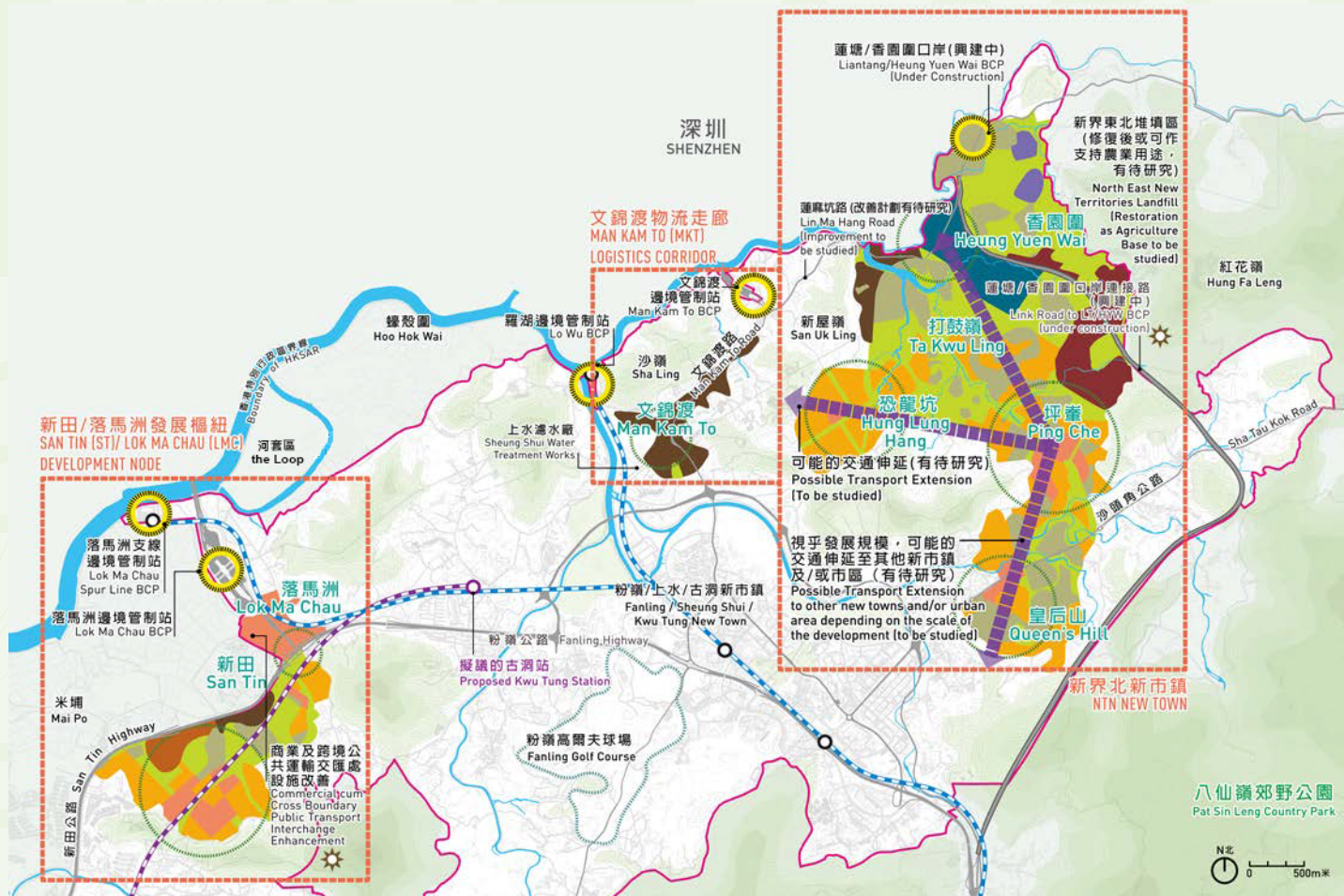
6.2 Among the three PDAs, ST/LMC Development Node and MKT Logistics Corridor share the same broad land use concepts and scale of development under the two development scenarios. For NTN New Town, different development intensities, land use mixes and scales of development are proposed for the two development scenarios. Each of the PDAs is further discussed in the following pages.



MKT

[#] Excluding areas not for development such as proposed agriculture zone , green belt, villages and existing government, institution and community facilities

6 Broad Land Use Concepts



圖示 LEGEND

新界北研究範圍 New Territories North Study Area	現有鐵路站 Existing Railway Stations	住宅 Residential	企業園 Enterprise Park
邊境管制站/口岸 Boundary Control Points	擬議的鐵路站 Proposed Railway Station	商業 Commercial	物流 Logistics
主要道路及交通設施 (現有及興建中) Major Roads and Transport Facilities (Existing and Under Construction)	可能的運輸連接(有待研究) Possible Transport Connection(to be studied)	可能的科學園 / 工業邨 Possible Science Park / Industrial Estate	綠地/康樂用地/農地/原有鄉郊民居 Greenery / Recreation / Agricultural Land / Established Rural Settlements
東鐵線 East Rail Line	可能的岩洞發展作基礎設施用途(有待研究) Possible Cavern Development for Infrastructure (to be studied)	東部知識及科技走廊的新重點用途 (產城融合區) New Anchor Uses of Eastern Knowledge and Technology Corridor (Integrated Community of New Industrial Productions and Urban Living)	現有 / 已計劃 / 已承諾的發展 Existing / Planned / Committed Development
擬議的北環線 Proposed Northern Link	交通樞紐 Transport Hubs	旅遊 / 消閒 Tourism / Leisure	
	主要河流 Major Rivers		

* The boundaries and broad land uses of PDAs would be subject to change

Plan 7: Broad Land Use Concepts (For Indication Only)

(修訂版)
(Revised)

6 Broad Land Use Concepts

Three Potential Development Areas

A San Tin/Lok Ma Chau Development Node

175 ha

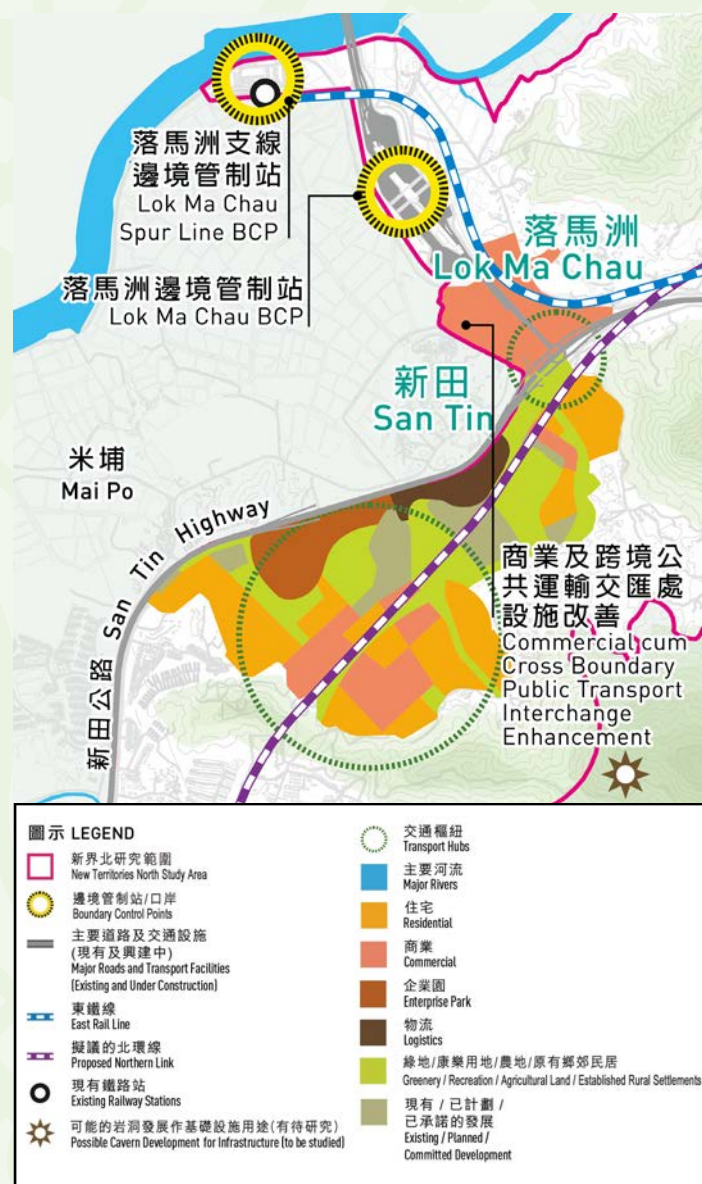
55,000
People

80,000
Jobs

- 6.3 Situated at the western part of the NTN, the area has a concentration of various brownfield operations. ST/LMC is an important gateway with the presence of LMC and LMC Spur Line BCPs. Given the prime location and the high flow of cross-boundary passengers and freight activities, ideas about providing commercial/retail facilities near LMC BCP have been floated. However, as ST/LMC is close to the environmentally sensitive Mai Po, this should be taken into due account when formulating development proposals. The proposed NOL under the RDS 2014 will route through ST to connect the east and west railways.
- 6.4 The ST/LMC Development Node with a development area of about 175ha[#] (**Plan 8**) will capture the potential given by the strategic location and create a slightly job-biased community of 55,000 people and 80,000 jobs with strong economic linkage with the PRD. Key features include:



[#] Excluding cavern development area for utility facilities



* The boundary and broad land uses of PDA would be subject to change

Plan 8: ST/LMC Development Node (For Indication Only)

6 Broad Land Use Concepts

Key Features

- Cross-boundary commercial/retail facilities close to LMC BCP to support activities related to boundaries.
- Enhancement to the connectivity of the LMC BCP.
- Multi-level compounds for the consolidation of existing brownfield operations and distribution activities near the LMC BCP.
- Possible intermediate railway station on the proposed NOL to be considered to capitalise on TOD potential near ST.
- A possible cavern development at the south of the area identified for accommodating supporting utility facilities.
- The development node is common to the two development scenarios and could be developed in the early phase.

B

Man Kam To Logistics Corridor

35 ha

4,000 Jobs

6.5 With the presence of Lo Wu and MKT BCPs, MKT serves as another important gateway in the NTN. MKT is mainly accessed via MKT Road. There are mixed land uses comprising active agricultural land, village settlements, open storage yards and a cluster of government facilities including food control and livestock monitoring facilities near the MKT BCP, Sandy Ridge Cemetery (Sha Ling), San Uk Ling Holding Centre, SS Water Treatment Works and the proposed Phase 2 Organic Waste Treatment Facilities at Sha Ling. Ng Tung River (River Indus) flows through this area and the existing Dongjiang water mains are laid along MKT Road.

6.6 Capitalising on its proximity to the MKT cross-boundary facilities and cross-boundary freight especially related to fresh food produce and livestock, development in the area will adopt the role of a Logistics Centre with a convenient link to the future LT/ HYW BCP (**Plan 9**). Key features include:

Key Features

- Providing about 35ha of agri-logistics consolidation and certification area for storage, testing and certification of food before distribution as well as other modern logistics.
- The Logistics Corridor creating about 4,000 jobs will be linked to the future LT/HYW BCP and HYW of the NTN New Town via MKT Road and Lin Ma Hang Road.



MKT BCP

© CEDD

6 Broad Land Use Concepts



* The boundary and broad land uses of PDA would be subject to change

Plan 9: MKT Logistics Corridor (For Indication Only)

C NTN New Town	510 ha	
	200,000 or 300,000 People	130,000 Jobs

6.7 Situated at the east of the NTN, the NTN New Town will comprise five major areas, namely HYW, PC, TKL, HLH and Queen's Hill (**Plan 10**). The area is currently intermixed with extensive areas of village type development, open storage, rural industrial uses, active and abandoned agricultural land. A public housing site is planned at Ex-Burma Lines Military Site at Queen's Hill. At the north, the LT/HYW BCP under construction is scheduled to complete in 2018. This BCP will connect to the Shenzhen Eastern Corridor and provide an efficient access to the eastern part of Guangdong and beyond.

6.8 Sha Tau Kok Road and PC Road are the major road connection within the area. The accessibility of the area will be further enhanced by the future possible railway and the Link Road of the LT/HYW BCP which is under construction.

6.9 In view of an anticipated increase in the demand for sites for scientific research and new industrial use, the Government will identify sites near the LT/ HYW BCP for the development of science park and industrial estate as announced in the 2016 Policy Address.

6 Broad Land Use Concepts

6.10 The NTN New Town with a development area of about 510ha[#] could accommodate about 130,000 jobs and a population level of 200,000 or 300,000 (including the planned Queen's Hill Development) under two scenarios with the support of different strategic transport infrastructure. Key features of the NTN New Town include:

Key Features

- A vibrant and balanced new town to capitalise on the TOD potential, while respecting the local rural context.
- Possible Science Park and Industrial Estate cluster with new anchor uses of the Eastern Knowledge and Technology Corridor near the LT/HYW BCP.
- An integrated community of new industrial productions and urban living with residential and community facilities in support of new anchor uses of the Eastern Knowledge and Technology Corridor near PC/TKL.
- PC and HLH to serve as new development cores for mixed residential and commercial uses.
- Queen's Hill as another major residential hub with a mix of commercial uses, together with the planned Queen's Hill development, including public housing, private housing and an international school.
- Possible transport extensions to other new towns and/or urban area depending on the scale of the development (to be studied).
- A possible cavern development at the east of the area identified for accommodating supporting utility facilities including refuse transfer station, fresh water service reservoirs, sewage treatment works, etc.
- An agro-tourism area to the east of HYW to preserve the agricultural landscape and maintain the continuity of the rural landscape.
- Multi-level compounds for the consolidation of existing brownfield operations.
- Modern logistics to support the logistics activities near the BCPs and growth in demand for logistics space in Hong Kong.
- Outside the development area, active agricultural land, established settlements, green knolls, stream valleys and other natural features will be preserved and integrated into the planning of the new town so as to achieve the urban-rural-nature integration.

[#] Excluding cavern development area for utility facilities

6 Broad Land Use Concepts



* The boundary and broad land uses of PDA would be subject to change

** More land would be assigned for residential use and higher development intensity for residential and commercial use would be adopted in Scenario II

Plan 10: NTN New Town (For Indication Only)

7 Next Step

- 7.1 Broad technical assessments in terms of engineering, traffic and other infrastructure capacities, environment and ecology, etc. have been conducted and confirmed preliminary development feasibility of the PDAs in the NTN. The findings of the Study related to the development scenarios and the PDAs serve as the basis for evaluation in the territorial context under Hong Kong 2030+.
- 7.2 Further studies on planning and engineering feasibility including environmental concern, Government investment and implementation approach would be conducted prior to taking forward the development proposals, if deemed appropriate. The public will be continuously informed and engaged in the study processes.





NTN



Towards a Planning Vision and
Strategy Transcending 2030

OCTOBER 2016



發展局
Development Bureau



規劃署
Planning Department



土木工程拓展署
Civil Engineering and
Development Department

