

**APPLICATION FOR PERMISSION  
 UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/KTN/54**

**Applicant** Civil Engineering and Development Department (CEDD), HKSAR Government represented by AECOM Asia Company Limited

**Sites** Sites F1 – F2 in Fanling North New Development Area (FLN NDA), New Territories (Various Lots in D.D.51 and D.D.83 and Adjoining Government Land)

Sites K1 – K6 in Kwu Tung North New Development Area (KTN NDA), New Territories (Various Lots in D.D. 95 and D.D. 96 and Adjoining Government Land)

*Note: List of lots involved in the Sites are at **Appendix II**, and land status plans are at **Appendix H of Appendix Ib**.*

**Site Area** About 283,900 m<sup>2</sup> (including about 126,700 m<sup>2</sup> of Government land)

**Lease/  
Land Status** (a) Private lots (about 55.4% of the Sites); and  
 (b) Government land (about 44.6% of the Sites)

**Plans** Approved Fanling North (FLN) Outline Zoning Plan (OZP) No. S/FLN/2 and Approved Kwu Tung North (KTN) OZP No. S/KTN/2

**Zoning**

Site	Zoning	Area (ha) (about)	Development Restrictions
<b>FLN NDA</b>			
F1	OU (CRDPTI)1	4.54	Max. PR 5 (Max. domestic PR 4.5) Max. BH 105/125mPD
F2	R(B)	1.89	Max. PR 3.5 Max. BH 75mPD
<b>KTN NDA</b>			
K1	R(A)2	6.81	Max. PR 5 (Max. domestic PR 4.5) Max. BH 130/135mPD Terraced Podium
	Road	0.06	No restriction
K2	R(A)2	2.70	Max. PR 5 (Max. domestic PR 4.5) Max. BH 135mPD Terraced Podium

Site	Zoning	Area (ha) (about)	Development Restrictions
K3	R(A)2	5.25	Max. PR 5 (Max. domestic PR 4.5) Max. BH 135mPD
K4	R(A)2	2.24	Max. PR 5 (Max. domestic PR 4.5) Max. BH 135mPD
K5	R(A)3	2.56	Max. PR 5 (Max. domestic PR 4) Max. BH 125mPD Terraced Podium
K6	R(A)3	2.34	Max. PR 5 (Max. domestic PR 4) Max. BH 110mPD Terraced Podium

Note:

- OU(CRDPTI)1: “Other Specified Uses” annotated “Commercial/ Residential Development with Public Transport Interchange (1)”
- R(B): “Residential (Group B)”
- R(A)2: “Residential (Group A)2”
- R(A)3: “Residential (Group A)3”
- Max. PR – Maximum Plot Ratio; Max. BH – Maximum Building Height
- Terraced Podium: restricted to a maximum BH of 5m on a strip of land (10m in width) along the planned Town Plaza in KTN

## Application

Proposed Minor Relaxation of PR and/or BH Restrictions for 8 Sites in FLN and KTN NDAs and Proposed Residential, Commercial, Government, Institution or Community (GIC) and Market Development in 2 Areas Shown as ‘Road’ in Site K1

## 1. The Proposal

1.1 The applicant seeks planning permission for minor relaxation of PR and/or BH restrictions for 8 application sites (the Sites), i.e. 2 sites (F1 and F2) in Fanling North (FLN) New Development Area (NDA) and 6 sites (K1 to K6) in Kwu Tung North (KTN) NDA, and for the proposed residential, commercial, GIC and market development in 2 areas shown as ‘Road’ (about 630 m<sup>2</sup>) in Site K1. The Sites fall within areas zoned “OU(CRDPTI)1” and “R(B)” on the approved FLN OZP No. S/FLN/2, and “R(A)2”, “R(A)3” and area shown as ‘Road’ on the approved KTN OZP No. S/KTN/2<sup>1</sup> (**Plans A-1a to A-1c**). The Sites are subject to different PR and BH restrictions as set out in the table of paragraph 1.3 below. According to the Notes of the OZPs, based on the individual merits of a development or redevelopment proposal, minor relaxation of PR and/or BH may be considered by the Town Planning Board (the Board). For Site K1, due to realignment of adjoining planned road, 2 pieces of ‘Road’ areas, which are no longer required for road use, are proposed to be included in Site K1 for development (**Plan A-1c**). According to the covering Notes of the KTN OZP, the proposed development on the ‘Road’ areas requires permission from the Board.

<sup>1</sup> According to the Notes of the OZPs, ‘Flat’, general commercial uses such as ‘Shop and Services’ and ‘Eating Place’ on the lowest two floors of a building excluding basements or in a free-standing purpose-designed non-domestic building up to five storeys, and ‘Market’ are always permitted within the “OU(CRDPTI)1”, “R(A)2” and “R(A)3” zones. For “R(B)” zone, ‘Flat’ is always permitted.

1.2 In line with the Government’s policy of optimisation of the use of scarce land resources to meet the pressing housing need, the applicant (CEDD) proposes minor relaxation of the PR (from 3.5–5 to 3.9–6) (**Drawing A-2**) and/or BH restrictions (75–135 mPD to 85–145 mPD) (**Drawing A-3**) for the Sites for public housing development. To allow flexibility, the applicant seeks permission to relax the maximum PR without restricting the maximum domestic and non-domestic PRs so that the actual domestic and non-domestic PRs can be finalised at detailed design stage<sup>2</sup>. It is estimated that the proposed minor relaxation under this application will provide about 4,300 additional flats accommodating an additional population of about 11,000. Corresponding additional retail and GIC facilities will be provided to serve the additional population generated. The proposed increase in development parameters of individual site has taken consideration of infrastructure capacity (e.g. traffic and sewerage capacity), and established planning and urban design framework of NDAs.

1.3 The proposed increase in development parameters for the Sites is summarized below (**Drawings A-2 and A-3**):

Site	Zoning	Site Area (ha) (about)	Maximum Total PR			BH Restrictions		
			OZP	Proposed	Change (+)	OZP	Proposed	Change (+)
<b>FLN NDA</b>								
F1*	OU (CRDP TI)1	4.54	5	6	20%	105/125	120/130	4-14%
F2#	R(B)	1.89	3.5	3.9	10%	75	85	13%
<b>KTN NDA</b>								
K1*	R(A)2 & Road	6.87	5	6	20%	130/135	140/145	7-8%
K2*	R(A)2	2.70	5	5.1	2%	135	135	-
K3#	R(A)2	5.25	5	5.8	16%	135	135	-
K4#	R(A)2	2.24	5	5.8	16%	135	135	-
K5#	R(A)3	2.56	5	5.8	16%	125	130	4%
K6#	R(A)3	2.34	5	5.8	16%	110	120	9%

Remarks:

\* The site falls within Advance Works Phase of the NDAs.

# The site falls within Remaining Phase of the NDAs.

Technical Assessments

1.4 Indicative schemes for the Sites are prepared for technical assessment purposes (all technical assessment reports are at **Appendix Ib**). Based on the indicative schemes, the total domestic and non-domestic GFAs of the Sites are about 1,408,800m<sup>2</sup> and 204,900m<sup>2</sup> respectively. The Traffic and Transport Impact Assessment (TTIA) demonstrates that with the proposed highway infrastructure works (including Fanling Bypass Eastern Section, Po Shek Wu Road Flyover, widening of existing Fanling

<sup>2</sup> For technical assessment purpose, the applicant has prepared indicative schemes with domestic and non-domestic PRs (**Appendix III**). However, they are subject to change at detailed design stage, and flexibility should be allowed to accommodate various types of public housing unit (each with specific GFA standard) and community facilities that can only be finalised at detailed design stage.

Highway – Kwu Tung Section), improvement schemes to local road junctions and possible rearrangement of traffic routes of franchised buses/green mini-buses upon completion of a possible PTI in Sheung Shui Area 30, upon full completion of the NDAs development in design year 2036, the performance of road junctions in Sheung Shui/Fanling and Kwu Tung North, in general, will be acceptable and the traffic condition at major road links near the NDAs will be at a manageable degree.

- 1.5 For sewerage impact, the Sewerage Impact Assessment (SIA) shows that the proposed additional population would not have adverse impact on Shek Wu Hui Sewage Treatment Works (SWHSTW) which is planned to be upgraded and expanded, and would not overload the treatment capacity reserved for the FLN and KTN NDAs. The Water Supply Impact Assessment (WSIA) and Drainage Impact Assessment (DIA) show that the proposed relaxation of development restrictions is acceptable in terms of water supply and drainage.
- 1.6 As shown in Environmental Assessment (EA), with the adoption of mitigation measures, such as building set back, adoption of non-sensitive use at particular façade or acoustic insulation, no unacceptable traffic noise and vehicular emissions at the sensitive uses are anticipated.
- 1.7 Landscape Master Plans and photomontages are at **Drawings A-9 to A-14**. There would not be any discernible adverse change in landscape and visual impacts due to minor relaxation of development restrictions. For air ventilation, for FLN NDA, the wind environment maintained by the indicative scheme is generally better or comparable to the OZP-compliance scheme (i.e. scheme based on OZP development restrictions) in most of the interested areas near Sites F1 and F2. For KTN NDA, the indicative scheme has generally maintained a similar wind environment with the OZP-compliance scheme. Despite a decline of wind velocity ratio in Sites K1, K2 and K4 during annual season and Sites K1 and K2 during summer season, it is anticipated with the incorporation of ventilation improvement measures such as providing additional permeability in the Sites (e.g. aligning the building orientation and placement along the prevailing wind directions, providing setbacks, etc.) during the detailed design stage, the wind performance of the areas could be enhanced.

Implementation

- 1.8 The FLN and KTN NDAs will be implemented in phases with estimated flat production from 2023 to 2031 under Advance Works Phase and Remaining Phase. Land resumption for Advance Works Phase is tentatively scheduled for 2019. Sites F1, K1 and K2 are to be implemented under the Advance Works Phase of the NDAs Project, whereas the remaining 5 sites are under Remaining Phase. The latest planned public and private housing mix in the NDAs will be 68 : 32. The implementation plan of the NDAs, the plans indicating the proposed minor relaxation of PR and/or BH restrictions, indicative layout plans for the Sites, Landscape Master Plans of the NDAs and photomontages from key viewpoints submitted by the applicant are at **Drawings A-1 to A-14**.
- 1.9 In support of the application, the applicant has submitted the following documents:
  - (a) Application form received on 24.9.2018 **(Appendix I)**
  - (b) Supplementary Planning Statement (Volume 1) – Main Report **(Appendix Ia)**

- (c) Supplementary Planning Statement (Volume 2) – Technical Assessments and Land Status Plans **(Appendix Ib)**
- (d) Letter dated 28.9.2018 **(Appendix Ic)**
- (e) Further Information dated 8.11.2018 **(Appendix Id)**

## 2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in **Appendix Ia**. They are summarized as follows:

- (a) *Policy of Increasing Development Intensity to Optimise Land Resources*  
To address the acute housing problem in Hong Kong, the Government has adopted a multi-pronged approach to increase land supply in recent years, and increasing development intensity of planned housing sites by around 20% is one of the means to increase housing supply under the current Government policy, subject to availability of infrastructural capacities (such as traffic and sewerage capacities), environmental and other technical constraints as well as urban design considerations.
- (b) *Opportunity for Increasing Development Intensity*  
The applicant (CEDD) has conducted a review to explore the opportunity in optimising the development potential of the NDAs. With the relocation of some planned and existing government facilities out of the NDAs and a review on the latest design and developments of various GIC facilities and public housing sites within the NDAs, some allowance of sewage treatment capacity to accommodate additional population in the NDAs is identified. Notwithstanding this, the overall development potential is still limited by the sewage treatment capacity. Besides, the traffic capacity of concerned interchanges in the district also constrains the distribution of the additional development potential between FLN and KTN NDAs and between Advance Works Phase and Remaining Phase. The proposed increase in PR by 2% to 20% will make optimum use of the planned infrastructural capacities identified in the review.
- (c) *In Line with Government Policy for More Public Housing Units*  
The identified additional development potential is proposed to be accommodated in 8 public housing sites and priority is given to those sites in Advance Works Phase to meet the acute demand for public housing.
- (d) *Respecting Established Planning and Design Framework of the NDAs*  
The proposed minor relaxation respects the established planning and design framework of NDAs as stipulated on the OZPs that maintains the highest development intensity at the town centre/district centre with PR not exceeding 6. The proposed BH restrictions also maintains the BH profile adopted in the OZP that steps down from the town centre/district centre towards the periphery and riverside so as to enhance variety in height and massing of new developments and to ensure a better integration with the adjacent rural setting. As such, the proposed minor relaxation will not undermine the planning intention and urban design concepts as set out on the OZPs.
- (e) *No Significant Adverse Impacts*  
The applicant has conducted various technical assessments to ascertain that the proposed increase in development intensity would not have significant adverse

impacts on traffic, sewerage, drainage, water supply, environmental, visual, landscape, air ventilation aspects, and the proposal is technically feasible.

*Adequate Provision of Open Space and GIC Facilities*

- (f) According to the applicant, there will be sufficient provision of GIC facilities and open space in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) to serve the increased planned population in the NDAs. The detailed requirement and planned provision are at **Annexes IA and IB of Appendix Ia**.

*No Adverse Comment from North District Council Members*

- (g) On 14.6.2018, the North District Council was reported of the intended submission of the application for proposed minor relaxation of PR and/or BH restrictions, amongst others, and no adverse comments received.

### **3. Compliance with the “Owner’s Consent/Notification” Requirements**

The applicant is not the current land owner but has complied with the requirements as set out in the Town Planning Board (TPB) Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No.31A) by publishing the notices of the application on local newspapers specified by the Board, posting site notices at/near the Sites, and sending notices to Sheung Shui District Rural Committee (SSDRC) and Fanling District Rural Committee (FLDRC) by local registered post. Detailed information would be deposited at the meeting for Members’ inspection. For the Government land, the “Owner’s Consent/Notification” Requirements as set out in TPB PG-No.31A are not applicable.

### **4. Background**

- 4.1 The North East New Territories New Development Areas Planning and Engineering Study (NENT NDAs Study) was completed in 2013. Taking into account public views consolidated from three stages of extensive public engagement exercises and the technical assessments on the planning and engineering feasibility, FLN and KTN NDAs was identified as an extension to the existing Fanling/Sheung Shui (FSS) New Town. The two NDAs are planned to accommodate a total new population of about 173,000 upon full development. The overall public to private housing ratio in terms of flat number for the NDAs is about 60:40. A comprehensive planning and urban design framework (including stepping height profile, major breezeways, view corridors, non-building areas (NBAs), landscaped shopping streets/terraced podiums, open space/pedestrian/cycle track systems, etc.) was established under the NENT NDAs Study and subsequently incorporated to the respective OZPs which were approved by ExCo in 2015 to facilitate the implementation of FLN and KTN NDAs.
- 4.2 In view of the relocation of some Government facilities out of the NDAs, the CEDD commissioned a Planning and Engineering Review (P&E Review) for Accommodating Additional Population in KTN and FLN NDAs in 2015 to explore the opportunity to optimise the development potential of the NDAs. It is found that with the relocation of some planned and existing Government facilities out of the NDAs and the latest design and developments of various G/IC facilities and public housing

sites within the NDAs, some allowance of sewage treatment capacity is identified to accommodate additional residential development potential. Nevertheless, the sewage treatment capacity available from SWHSTW for the NDAs still limits the overall development potential. The Review also identified that the traffic capacity of proposed Lung Yeuk Tau Interchange (**Drawing A-1**) will pose constraints to the additional residential development potential at FLN NDA. Besides, the additional development potential under Advance Works Phase at FLN and KTN NDAs will still be governed by the traffic capacities at So Kwun Po Road Interchange and Pak Shek Au Interchange respectively (**Drawing A-1**). The above traffic capacity constraints determine the split of the additional development potential between FLN and KTN NDAs and between Advance Works Phase and Remaining Phase.

- 4.3 Having taken into account the above infrastructural capacity constraints, CEDD submits the current application for minor relaxation of PR and/or BH restrictions to capture the additional development potential. Priority is given to optimise the development potential of public housing sites under the Advance Works Phase to meet the acute demand for public housing and expedite the housing supply. Also, to encourage public transport use for external commuting and promote sustainable lifestyle, sites located within 500m catchment of the planned railway station and the planned public transport interchanges under Advance Works Phase are preferred. Besides, larger housing sites are preferred to allow higher site layout design flexibility to accommodate the additional housing units.
- 4.4 With the proposed minor relaxation, an increase of about 4,300 units is anticipated. Together with other land utilisation enhancement of public housing sites through revised design<sup>3</sup> and enhanced site utilization<sup>4</sup>, a total increase of about 12,000 public housing units is anticipated in the NDAs. The latest planned new flats and population (including public and private housing sites) in the NDAs are about 72,000 flats and 188,000 population, and the overall public to private housing ratio will increase from about 60 : 40 to about 68 : 32.

## 5. Previous Application

There are about 40 previous applications involving Sites K2 – K6 (in part), of which a majority were for temporary or permanent warehouse, storage, rural workshop, recycling collection centre uses, etc. As these applications are not relevant to this application for minor relaxation of PR and/or BH restrictions, they would not be presented in this section.

## 6. Similar Application

There is no similar application for minor relaxation of PR and/or BH restrictions within FLN and KTN OZPs boundaries.

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<sup>3</sup> According to Housing Department (HD)'s latest public housing unit design, the latest assumed average flat size of Public Rental Housing (PRH) and Subsidised Sale Housing (SSH) have been revised from 45 m<sup>2</sup> and 54 m<sup>2</sup> in the NENT NDAs Study to 40 m<sup>2</sup> and 45 m<sup>2</sup> respectively, whereas the assumed persons per flats of PRH and SSH have been revised from 2.97 and 3.2 to 2.5 and 3.08 respectively.

<sup>4</sup> Upon review of the layout design of individual sites, the development site area for some sites within "R(A)2", "R(A)3" and "R(B)" zones have increased to achieve better site utilisation.

7. **The Site and Its Surrounding Areas (Plans A-2a to A-2e, aerial photos on A-3a to A-3b, site photos on A-4a to A-4f)**

The Sites comprises a total of 8 sites, of which 2 sites are in FLN NDA (i.e. Sites F1 and F2) and 6 sites are in KTN NDA (i.e. Sites K1 to K6). The Sites and their surrounding areas are described below. However, it should be noted that all the Sites will be cleared and formed for the NDA development in future.

- (a) At present, Sites F1 and F2 are mainly occupied by active/fallow farmlands and some temporary domestic structures in Ma Shi Po and Wu Nga Lok Yeung. These sites are located within the future Eastern District Centre of FLN bounded by Ng Tung River to the north, Ma Wat River and the proposed Fanling Bypass Eastern section to the east and Ma Sik Road to the south. The Eastern District Centre will serve as one of the major activity nodes of the area, with a mix of residential use, retail, social and community facilities, public transport interchange (PTI) and public open space. A cluster of high-density residential developments zoned “R(A)1” intermixed with the FLN Town Plaza zoned “Open Space” (“O”) is sandwiched between Sites F1 and F2. To the south of the sites is the existing FSS New Town with some high-rise residential buildings known as Wing Fok Centre and Belair Monte.
- (b) At present, except for the western portion of Site K1 largely covered by vegetation, Sites K1 to K6 are mainly occupied by brownfield uses (e.g. temporary warehouse, open storage, rural workshop, recycling collection centre, etc.) intermixed with some temporary domestic structures in Luen Sang, Tung Fong, Fung Kong, Tong Kok and Shek Tsai Leng. These sites are located within the future Town Centre of KTN NDA bounded by Fung Kong Shan to the north, planned Road L6 to the east, Castle Peak Road – Kwu Tung/Chau Tau to the south and planned Road P1 to the west. The Town Centre will accommodate a mix of residential use, retail and social and community facilities around the proposed Kwu Tung railway station and PTI. The Sites will be well connected and integrated into the open space/pedestrian system of Town Plaza to create a pleasant walking environment. To the north of Sites K3 and K4 are mainly Fung Kong Shan Park zoned “O” and police stations/quarters and sports centre zoned “Government, Institution or Community” (“G/IC”). To the south of Sites K2 and K6 are “G/IC” cluster mainly for hospital, clinic and other community facilities, and “OU(Mixed Use)” and “OU(Business and Technology Park)” zones intended for the commercial/residential uses and business park development respectively.

8. **Planning Intentions**

- 8.1 For Site F1, the planning intention of the “OU(CRDPTI)1” zone is primarily for the provision of commercial and residential uses with public transport interchange. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to five storeys.
- 8.2 For Site F2, the planning intention of the “R(B)” zone is primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the TPB.



8.3 For Sites K1 to K6, the planning intention of the “R(A)” zone is primarily for high-density residential developments. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to five storeys. Two ‘Road’ areas (about 630 m<sup>2</sup>) in Site K1 was intended for road development. However, according to the latest gazetted plan for the realigned Road P1, these 2 pieces of ‘Road’ will no longer be used for road. Thus, these 2 areas are proposed to be included in Site K1 for public housing and market development.

## **9. Comments from Relevant Government Departments**

9.1 The following Government bureaux / departments have been consulted and their views on the application are summarized as follows:

### **Policy Aspect**

9.1.1. Comments of the Secretary for Development (SDEV):

the FLN and KTN NDAs are one of the major sources of housing land supply in medium to long-term. Moreover, according to the Policy Address 2018, the Government will increase the ratio of public housing, allocate more land to public housing development and undertake that 70% of the housing units on Government's newly developed land will be for public housing. The application for minor relaxation of development restrictions of the 8 public housing sites, which would increase the supply of public housing units in the NDAs, is considered in line with the aforesaid policy initiatives and is supported by the Development Bureau (DEVB).

### **Land Administration**

9.1.2. Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

the various private lots within the Sites would be resumed by the Government.

9.1.3. Comments of the Chief Estate Surveyor/Acquisition, LandsD (CES/A, LandsD):

he has no comment on the application from land acquisition point of view. The Sites, which involve private lots and Government land, would be timely resumed and cleared by LandsD to be handed over to CEDD upon CEDD's advice on the site requirement dates for the implementation of the public housing developments.

### **Traffic**

9.1.4. Comments of the Commissioner for Transport (C for T):

- (a) Traffic Engineering (NTE) Division has no comment on the application and the assessment results of the TTIA (**Appendix A of Appendix 1b**) submitted by the applicant; and
- (b) Transport Operations (NT) Division has no comment on the application.

### **Environment**

#### 9.1.5. Comments of the Director of Environmental Protection (DEP):

he has no objection to the application. The SIA and EA (**Appendices B and E of Appendix 1b**) have demonstrated that with the adoption of mitigation measures, the proposed minor relaxation of development restrictions would have no adverse environmental impact.

### **GIC Facilities**

#### 9.1.6. Comments of the Director of Social Welfare (DSW):

- (a) he has no objection to the application. The provision of social welfare facilities contained in the GIC tables for FLN and KTN NDAs (**Annexes IA and IB of Appendix Ia**) are in order; and
- (b) however, to cater for the potential increase in service demand in the future, the applicant and concerned Government departments should explore the feasibility of providing additional welfare facilities and increase in service capacity of planned facilities at a later development stage.

### **Urban Design and Landscape**

#### 9.1.7. Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

##### **Visual and Urban Design Aspect**

- (a) according to the submitted photomontages in the VIA (**Appendix F of Appendix 1b**), the proposed minor relaxation would create changes in BH, footprint and layout resulting minor obstruction to some of the viewpoints. However, the developments with the proposed relaxation of PR and/or BH restrictions are considered compatible in scale and height with the planned developments of the area. The stepped BH profile of FLN and KTN NDAs would also be maintained. As such, the proposal is unlikely to result in significant visual impact to the surroundings; and

## **Landscape Aspect**

- (b) he has no comment on the application from the landscape planning perspective. Having regard that the proposed development remains within the planned development areas under the OZPs, and there is no change in terms of the extent of site formation works, it is anticipated that the impact on landscape resources generated from the proposed minor relaxation (**Drawings A-9 and A-10**) would remain unchanged.

## **Air Ventilation**

### 9.1.8. Comments of the CTP/UD&L, PlanD:

- (a) AVA Initial Study (IS) Reports for FLN and KTN NDAs (**Appendices G1 and G2 of Appendix 1b**) using computational fluid dynamic modelling have been carried out to support the application. Two scenarios, i.e. OZP-compliance scheme and indicative scheme, have been studied;
- (b) for FLN, according to the simulation results, the overall performances of the OZP-compliance scheme and indicative scheme on pedestrian wind environment are comparable under both annual and summer conditions. In general, the indicative scheme would bring localised improvement to pedestrian areas (i.e. the periphery of Sites F1 and F2 under annual and summer wind conditions) when compared with the OZP-compliance scheme. However, the indicative scheme would also create potential impact on some specific areas (i.e. to the east of Site F1 along Ma Wat River under both annual and summer wind conditions) when compared with the OZP-compliance scheme. It is not anticipated that the indicative scheme under the application would generate any significant adverse impact on the pedestrian wind environment when compared to the OZP-compliance scheme;
- (c) for KTN, according to the simulation results, the overall performances of the OZP-compliance scheme and indicative scheme on pedestrian wind environment are comparable under both annual and summer conditions. In general, the indicative scheme would bring localised improvement to pedestrian areas (i.e. Site K1(West), Site K3, and Site K6 under annual wind condition; and around Site K4, Site K5, and Site K6 under summer wind condition) when compared with the OZP-compliance scheme. However, the indicative scheme would also create potential impact on some specific areas (i.e. Site K1(East), Site K2 and Site K4 under annual wind condition; and Site K1(East), Site K1(West) and Site K2 under summer wind condition) when compared with the OZP-compliance scheme. It is not anticipated that the indicative scheme under the application would generate any significant adverse impact on the pedestrian wind environment when compared to the OZP-compliance scheme; and

- (d) in addition, the AVA IS Reports have recommended that further quantitative AVAs would be conducted to update and fine-tune building design within the each Site at future development stages. As such, he has no further comment on the AVA IS Reports.

### **Local Views**

#### 9.1.9. Comments of the District Officer/North, Home Affairs Department (DO/N, HAD):

he has consulted the locals from 5.10.2018 to 23.10.2018.

- (a) the North District Council (NDC) member of Tin Ping East Constituency (in Sheung Shui Town) objected to the application since the additional flats will put pressure on the existing traffic and transport facilities as well as community facilities in the area, unless there are improvement measures in place;
- (b) the Chairman of Sheung Shui District Rural Committee and Fanling District Rural Committee, the NDC members of Luen Wo Hui and Queen's Hill Constituencies (in Sheung Shui Town) as well as Sheung Shui Rural Constituency, the Indigenous Inhabitant Representative (IIR) of Siu Hang San Tsuen, the Resident Representative (RR) of Kwu Tung (North), the RR of Kwu Tung (South) and the Owners' Corporation Chairman of Wing Fok Centre had no comments on the application; and
- (c) the RR of Siu Hang San Tsuen, the IIRs and RRs of Lung Yeuk Tau (except for the IIR of Lung Yeuk Tau who is also the NDC member of Queen's Hill Constituency as mentioned above), 粉嶺北新發展區寮屋居民關注組, 馬屎埔環境關注組, the Lutheran Shek Wu Community Development Project did not reply to the consultation.

#### 9.2 The following Government departments have no objection/adverse comment on the application. Their comments, if any, are at **Appendix V**.

- (a) Secretary for Transport and Housing (STH);
- (b) Secretary of Education (SED);
- (c) District Lands Officer/Yuen Long, LandsD (DLO/YL, LandsD);
- (d) Director of Housing (DoH);
- (e) Chief Highway Engineer/NT East, Highways Department (CHE/NTE, HyD);
- (f) Chief Engineer/Railway Development 2-2, Railway Development Office, HyD (CE/RD 2-2, RDO, HyD);
- (g) Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD);
- (h) Chief Engineer/New Territories East, Water Supplies Department (CE/NTE, WSD);
- (i) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);

- (j) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (k) Director of Fire Services (D of FS);
- (l) Director of Food and Environmental Hygiene (DFEH);
- (m) Director of Leisure and Cultural Services (DLCS); and
- (n) Director of Agriculture, Fisheries and Conservation (DAFC).

## 10. Public Comments Received During Statutory Publication Period

- 10.1 On 2.10.2018, the application was published for public inspection. During the first three weeks of the statutory public inspection period, a total of about 1,399 public comments were received. Of the 1,399 comments, 2 from the general public indicate no comment (**Appendices IV-1 and 2**), 3 support the application (**Appendices IV-3 to 5**), 10 object to the application (**Appendices IV-6 to 15**). The remaining 1,384 comments (**Appendices IV-16 to 31**) are not directly relating to the application but mainly objecting to the NDAs development and providing views on other relevant issues. A full set of public comments would be deposited at the meeting for Members' inspection.
- 10.2 The 3 supportive comments from the Real Estate Developers Association of Hong Kong (REDA) and 2 members of general public support, in general, the application mainly on the grounds that the proposed minor relaxation will optimise the land resources and increase public housing supply. REDA considers that as the proposed changes to development parameters are large in scale, amendment to the OZPs under Section 7 of Town Planning Ordinance should be a more appropriate channel. Besides, the proposed increase in PR is unreasonably low and should be increased to 6-6.5 in accordance with HKPSG. It also provides other comments which are summarised in paragraph 10.4 below.
- 10.3 The 10 objecting comments are from 馬屎埔環境關注組, 石湖新村(河北段)街坊會 and other members of the general public. Their major views are summarised as follows:
- (a) There is concern about adverse traffic impact on North District.
  - (b) Railway should be provided to serve the FLN NDA.
  - (c) The proposed increase in development intensity is considered not minor in nature. The population increase will cause problems on road traffic, job opportunity, community and medical facilities, security, environment and urban-rural integration.
  - (d) There should be no high-rise buildings causing wall effect. Public housing of 35 storeys at Lung Yeuk Tau will block light, wind and *fung shui*, and will affect nearby villagers. Development should be in balance.
  - (e) The proposed increase of BH should not affect the views to ridgelines.
- 10.4 Of the other 1,384 comments from the general public not directly related to the application, there are a total of 1,369 comments in standard letters objecting to the NDAs development. Their major views are summarised as follows:
- (a) Job opportunity should be increased in northern New Territories.
  - (b) There is concern over the 60:40 public and private housing distribution. While

there is an acute demand for public housing, there is also shortage in private units.

- (c) The land area for public housing in the NDAs should be further increased. Excluding land for public facilities, the remaining land should be used for public and private housing at a ratio of 5:5. However, the current proposal is 30% land for private housing and 70% land for public housing resulting in congested public housing developments.
- (d) Object to the NDAs development.
- (e) The NDAs development will intensify the existing problems in North District including traffic congestion and should be set aside. There is no planning for the long-term and sustainable development of North District.
- (f) Consideration should be given to increasing the development density of private housing sites.
- (g) There should be no land resumption and clearance of the existing villages. The NDAs development with proposed high-rise public housing and roads and re-diversion of Ng Tung River will damage the *fung shui* and traditional customs and livings of existing villages as well as water sources for residents and farming.
- (h) 志記鏢木廠 and Kwu Tung Village should be preserved. The factory has contributed to environmental protection activities.

## 11. Planning Considerations and Assessments

11.1 The application involves 8 planned public housing sites in FLN and KTN NDAs. Sites F1 and F2 in FLN NDA are zoned “OU(CRDPTI)1” and “R(B)” respectively. Sites K1 to K6 in KTN NDA are zoned “R(A)2” or “R(A)3” (with Site K1 includes 2 small portions of ‘Road’ area) (**Plan A-1a to A-1c**). Based on the findings of CEDD’s P&E Review for Accommodating Additional Population in KTN and FLN NDAs, the applicant (CEDD) applies for minor relaxation of total PR (from 3.5–5 to 3.9–6) (**Drawing A-2**) and/or BH restrictions (from 75–135 mPD to 85–145 mPD) (**Drawing A-3**) of these sites to optimise the land resources to address pressing demand on public housing in the territory. According to the applicant, given the infrastructural constraints in the district, the proposed increase in total PR by 2% to 20% will make optimum use of the planned infrastructural capacities identified in the Review. The application also covers two ‘Road’ areas (about 630 m<sup>2</sup>) which are in Site K1 and proposed for residential, commercial, GIC and market development. Due to realignment of adjoining planned road, these ‘Road’ areas are no longer required for road development. Thus, it is considered reasonable to include them in Site K1 for development.

### Policy Aspect

11.2 FLN and KTN NDAs project is an important source of Hong Kong’s land and housing supply in the medium and long term. Within the limit of infrastructural constraints, optimising the utilisation of land resources by uplifting the development density within the NDAs is one of the key policy initiatives identified by the Government. With the proposed minor relaxation, an increase of about 4,300 public housing units is anticipated. Together with other land utilisation enhancement of public housing sites, the total number of flat for the NDAs is estimated to increase by 12,000 to 72,000 flats (including public and private flats) accommodating about 188,000 population. The current proposal has made optimal use of the planned infrastructure. The overall

public to private housing unit ratio for the NDAs will increase from about 60 : 40 to about 68 : 32, which is considered in line with the 2018 Policy Address that 70% of the housing units on Government's newly developed land will be for public housing. As such, the current application dovetails with the Government's overall policy of increasing housing supply, in particular public housing. DEVB supports the application from the public housing supply point of view.

Planning Intention, Development Framework and Urban Design Concepts

- 11.3 The current application involves minor increase in PR and/or BH restrictions by not more than 20% and 5–15m respectively. The application does not make any change to the established land use planning and development framework, and will not alter the planning themes, objectives and concepts of the NDAs embedded in the OZPs. There is no change to land use zonings of the Sites. Despite the potential adjustments to the building bulk resulted from the minor relaxation of development restrictions, the indicative layout design for the Sites (**Drawings A-4 to A-8**) submitted by the applicant demonstrates that various urban design concepts of the NDAs such as NBAs, major breezeways, key view corridors landscaped shopping streets/terraced podiums and open space systems (including riverside promenade and cruciform open space of FLN NDA, and the Town Plaza and green spines of KTN NDA) will not be affected, ensuring the pleasant living environment and greenery in the NDAs.
- 11.4 The established PR and BH profile could be maintained under this proposal. Upon approval of the application, the maximum total PR in the NDAs still remains at 6, with higher development intensity sites be located around the town centre/district centre of the NDAs (**Drawing A-2**). Also, the proposed increase of BH generally respects the overall established BH profile stepping down from the town centre/district centre towards the periphery and riverside in order to enhance variety in height and massing, and to ensure a better integration with the adjacent rural setting (**Drawing A-3**). In KTN NDA, housing sites of higher BH are concentrated at the northern and western part of the Town Centre, with BH gradually decreasing towards the medium-density residential areas and Business and Technology Park near Sheung Yue River. In FLN NDA, BH of the developments generally steps down from Eastern District Centre towards Ng Tung River and surrounding rural settlements. As such, the overall townscape and neighbourhood environment of the NDAs could be maintained.

Visual, Landscape and Air Ventilation

- 11.5 On visual aspect, the proposed minor relaxation would create changes in BH, footprint and layout resulting minor obstruction to some of the viewpoints. However, the developments with the proposed relaxation of PR and/or BH restrictions are considered compatible in scale and height with the planned developments of the area. The stepped BH profile of FLN and KTN NDAs would also be maintained. As such, the proposal is unlikely to result in significant visual impact to the surroundings. CTP/UD&L, PlanD has no adverse comment on the VIA (**Appendix F of Appendix 1b**).
- 11.6 On landscape aspect, as the proposed development remains within the planned development areas under the OZPs, and there is no change in terms of the extent of site formation works, it is anticipated that the impact on landscape resources generated from the proposed minor relaxation (**Drawings A-9 and A-10**) would remain unchanged. CTP/UD&L, PlanD has no comment on the application from landscape planning perspective.

- 11.7 On the aspect of air ventilation, the AVAs (**Appendices G1 and G2 of Appendix 1b**) have demonstrated that the air ventilation performance under the indicative scheme generally maintains similar or better performance as compared to the OZP-compliance scheme. Air ventilation at certain areas can be further improved at detailed design stage. CTP/UD&L, PlanD has no adverse comment on the AVAs.

Infrastructural Capacity and Other Technical Aspects

- 11.8 The applicant has conducted various technical assessments (**Appendices A to E of Appendix 1b**) to demonstrate that the proposed minor relaxation of development restrictions is technically feasible in terms of traffic, sewerage, drainage, water supply and environmental aspects. The TTIA demonstrates that with the proposed traffic improvement works/schemes, the performance of road junctions in the district will be acceptable and the traffic condition at major road links near the NDAs will be at a manageable degree upon full completion of the NDAs development. Other technical assessments including SIA, DIA and WSIA indicate that no adverse impact on sewerage, drainage and water supply will be generated by the minor relaxation proposal. The EA also demonstrates that the proposal is considered acceptable in terms of air quality and traffic noise aspects. With the adoption of mitigation measures, no unacceptable traffic noise and vehicular emissions at the sensitive uses are anticipated. Concerned departments, including C for T, CHE/NTE, HyD, DEP, CE/MN, DSD and CE/NTE, WSD have no objection to/no adverse comments on the application.

Sufficient Planned Provision of Open Space and Major GIC Facilities

- 11.9 Sufficient land is reserved for open space and GIC facilities generally in accordance with HKPSG or as requested by concerned departments to meet the increased planned population in the NDAs upon approval of the application. In accordance with HKPSG, Local Open Space (“LO”) will be provided within each public housing site to serve the residents. The detailed requirement and planned provision are at **Annexes IA and IB of Appendix 1a**. Concerned departments, including DLCS, DSW and SED have no objection to/no adverse comments on the application. To meet the latest demand, the GIC facilities may be updated at a later stage.

Planning Merit

- 11.10 Uplifting the development intensity through minor relaxation of development restrictions of the Sites is a feasible solution to enhance the housing land supply without compromising the original planning intentions of concerned zonings, development framework, urban design concepts and BH profiles for FLN and KTN NDAs. The application has strong planning merit of better utilisation of land resources in the NDAs to provide additional 4,300 flats for about 11,000 persons to meet the imminent needs of the community.

Implementation

- 11.11 The implementation of FLN and KTN NDAs will be completed in phases with estimated flat production from 2023 to 2031 under Advance Works Phase and Remaining Phase. While Sites F1, K1 and K2 are within the boundary of Advance Works Phase, the other 5 sites (i.e. Sites F2, K3 – K6) are under Remaining Phase. Land resumption for Advance Works Phase is tentatively scheduled for 2019. Subject to the funding availability, the construction works for Remaining Phase is tentatively scheduled for 2024 the earliest.



- 11.12 All Sites are for public housing development, and Planning Briefs setting out the requirements of concerned Government departments will be prepared to guide future development on the Sites. Besides, the implementation agents will be requested to conduct relevant technical assessments as required by concerned departments to their satisfaction at detailed design stage.

Indicative Scheme

- 11.13 It should be noted that the layout plan for the Sites submitted by the applicant is indicative and solely for technical assessments purpose. It is used to illustrate that the proposed increase of PR and BH would have no significant adverse impacts on the environmental, air ventilation and visual quality, etc. Should the Committee approve the application, the approval is for the minor relaxation of total PR and/or BH restrictions of the Sites as proposed under the application. The development scheme of the Sites does not form part of the approval. This is to allow flexibility to accommodate various types of public housing units and community facilities in individual site, which can only be finalised at detailed design stage. Besides, it should be noted that the actual site area are subject to detailed survey at a later stage.

Public Comments

- 11.14 Of the 1,399 public comments received, 3 support and 10 object to the application. The objections are mainly on grounds of traffic, environmental, visual and air ventilation impacts as well as adequacy of GIC facilities to serve increased population. In this regard, paragraphs 11.5 to 11.9 above are relevant. There is also concern on inadequate job opportunities in North District. It should be noted that the NDAs development will also provide a number of employment. For the view that the PR should be further increased, paragraph 11.1 above is relevant. Regarding the view that the proposed increase of PR should be processed by amendment to OZP instead of s.16 planning application, it should be noted that the proposed increase of PR for the Sites ranging from 2% to 20% is considered minor in scale and can be processed by s.16 planning application. There are 1,384 comments not directly related to the application but objecting to/providing views on the NDA development.

**12. Planning Department's Views**

- 12.1 Based on the assessment made in paragraph 11 and having taken into account the local views and public comments in paragraph 9.1.9 and 10, the Planning Department has no objection to the application.
- 12.2 To cater for a longer development timeframe for the Sites, a longer validity period of the planning permission of 6 years is suggested. Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 16.11.2024, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The advisory clauses at **Appendix V** are suggested for Members' reference.
- 12.3 There is no strong reason to recommend rejection of the application.

**13. Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant the permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

**14. Attachments**

<b>Appendix I</b>	Application form received on 24.9.2018
<b>Appendix Ia</b>	Supplementary Planning Statement (Volume 1) – Main Report
<b>Appendix Ib</b>	Supplementary Planning Statement (Volume 2) – Technical Assessments and Land Status Plans
<b>Appendix Ic</b>	Letter dated 28.9.2018
<b>Appendix Id</b>	Further Information dated 8.11.2018
<b>Appendix II</b>	Lots involved in the Application Sites
<b>Appendix III</b>	Detailed Development Restrictions on the Proposed Minor Relaxation of PR and/or BH Restrictions
<b>Appendices IV-1 to IV-31</b>	Public Comments
<b>Appendix V</b>	Advisory Clauses
<b>Drawing A-1</b>	Implementation Plan of FLN and KTN NDAs
<b>Drawings A-2 to A-3</b>	Proposed Minor Relaxation of PR and/or BH Restrictions
<b>Drawings A-4 to A-8</b>	Indicative Layout Plans for the Application Sites
<b>Drawings A-9 to A-10</b>	Landscape Master Plans of FLN and KTN NDAs
<b>Drawings A-11 to A-14</b>	Photomontages from Key Viewpoints
<b>Plans A-1a to A-1c</b>	Location Plans
<b>Plans A-2a to A-2e</b>	Site Plans
<b>Plans A-3a to A-3b</b>	Aerial Photos
<b>Plans A-4a to A-4f</b>	Site Photos

**PLANNING DEPARTMENT  
NOVEMBER 2018**