

**PROPOSED AMENDMENTS TO  
THE APPROVED FANLING/SHEUNG SHUI  
OUTLINE ZONING PLAN NO. S/FSS/24**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Fanling/Sheung Shui Outline Zoning Plan (OZP) No. S/FSS/24 (**Attachment I**) as shown on the draft OZP No. S/FSS/24A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) (**Attachment IV**) of the draft OZP should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for publication together with the draft OZP and its Notes.

**2. Status of the Current OZP**

On 7.1.2020, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Fanling/Sheung Shui OZP, which was subsequently renumbered as S/FSS/24. On 2.6.2020, the CE in C referred the approved Fanling/Sheung Shui OZP No. S/FSS/24 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

**3. Background**

- 3.1 According to the 2013 Policy Address, the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. It was reaffirmed in the 2014 Policy Address that the Government would continue to review various land uses and rezone sites as appropriate for residential use. This includes reviews on the Government land (GL) currently vacant, under Short Term Tenancies or different short-term or government uses. In this regard, some 150 potential housing sites (including **Amendment Items (Items) B (Ching Hiu Road Site) and D1 (Choi Shun Street Site)** mentioned below) were identified. In the 2017 Policy Address, through the on-going land use reviews, 26 additional potential housing sites (including **Items A1 to A3 (Fanling Area 17 Sites A, B1 and B2) and C1 (Tai Tau Leng Site)**) have been further identified. As stated in the 2020 Policy Address, it is imperative for the Government to increase land supply and develop land resources for housing

development in a resolute and persistent manner to meet the keen housing demands of the public and to prevent the acute problem of land shortage from emerging again.

- 3.2 As announced in the 2014 Policy Address, the Government considers that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, it is feasible to generally increase the maximum domestic plot ratio (PR) currently permitted for the other density zones in the territory by around 20% as appropriate. Furthermore, in view of the increasing acute demand for public housing, the Executive Council agreed in December 2018 to allow further increase of domestic PR for public housing sites by 10% (i.e. up to 30% in total) where technically feasible.
- 3.3 The current proposed amendments to the OZP involve one public housing site and two private housing sites in Fanling (**Items A1 to A3**) and three public housing sites in Sheung Shui (**Items B, C1 and D1**), with domestic PR of 6.5 (for public housing sites) or 6.0 (for private housing sites) to facilitate the above policy directives.
- 3.4 The proposed public and private housing developments as elaborated in paragraphs 4 to 7 below, when materialized, will provide a total of about 14,600 and 1,600 public housing and private housing units for a total population of about 45,300. The Civil Engineering and Development Department (CEDD) has conducted a series of Engineering Feasibility Study (EFS) for the proposed public and private housing developments to assess the potential impacts on traffic, visual, landscape, air ventilation, environmental and other aspects. The findings of the EFSs confirm that the proposed developments are technically feasible with no insurmountable technical problem. The various impact assessments are set out in the Planning Report for Rezoning Exercise under the EFSs (the Planning Report) at **Attachments V to VIII** and are summarized in the paragraphs below. The individual reports of relevant technical assessment under the EFSs would be deposited at the meeting for Members' information.
- 3.5 On 19.11.2021, the Board considered and noted the rezoning proposals involving industrial land in the territory arising from the latest area assessments of industrial land (**Attachment IX**), which include, among others:
  - (a) to rezone the southern part of the industrial area in Sheung Shui Area 30 comprising three industrial buildings (IBs) from "Industrial" ("I") to "Commercial" ("C") to reflect the committed/approved commercial proposals (**Item D3**); and
  - (b) to rezone Sheung Shui Area 4 from "I" to "Other Specified Uses" annotated "Business" ("OU(B)") to facilitate land use restructuring and provide more flexibility (**Item D4**). It can also help address the potential industrial / residential (I/R) interface problems.
- 3.6 Opportunity has been taken to amend the OZP to reflect other current as-built developments (**Items C2 and D2 (part)**).

## **Proposed Amendments**

### **4. Items A1 to A3 – Rezoning of one Potential Public Housing Site (Fanling Area 17 Site A) and two Potential Private Housing Sites (Fanling Area 17 Sites B1 and B2)**

#### ***Rezoning Proposal***

- 4.1 Three potential housing sites, including one public housing site to be developed by Hong Kong Housing Authority (HA), namely Fanling Area 17 Site A (**Item A1**), and two private housing sites, namely Fanling Area 17 Site B1 (**Item A2**) and Site B2 (**Item A3**) respectively, are located at the areas generally sandwiched between Jockey Club Road and Fan Leng Lau Road (**Plans 1a, 1c and 2a**). The sites are mainly zoned as “Government, Institution or Community” (“G/IC”) and with small portions zoned as “Residential (Group C)1” (“R(C)1”). The “G/IC” portion is being used by the Hong Kong Police Force (HKPF) at present. Upon relocation of the HKPF facilities to Kong Nga Po, the sites can be freed up for housing development. A maximum domestic PR of 6.5 has been adopted for the proposed public housing development with maximum non-domestic PR of 0.5 for retail use. For the proposed private housing developments, a maximum total PR of 6 has been adopted. Social welfare facilities with no less than 5% of the domestic GFA will be provided within the public housing development.
- 4.2 To take forward the proposed housing developments, it is proposed to rezone the sites from “G/IC” and “R(C)1” to “Residential (Group A)7” (“R(A)7”) and “R(A)8” respectively. The conceptual schemes of these three sites are at **Plans 5a and 5b** and their main development parameters are summarized below:

	<b><u>Item A1</u></b> <b>Fanling Area 17</b> <b>Site A</b> <b>(public housing)</b>	<b><u>Item A2</u></b> <b>Fanling Area 17</b> <b>Site B1</b> <b>(private housing)</b>	<b><u>Item A3</u></b> <b>Fanling Area 17</b> <b>Site B2</b> <b>(private housing)</b>
<b>Proposed Zoning</b>	<b>“R(A)7”</b>	<b>“R(A)8”</b>	<b>“R(A)8”</b>
<b>Site Area</b>	6.35ha <sup>(1)</sup>	0.87ha	0.73ha
<b>Total PR</b>	7.0	6.0	6.0
<b>- Domestic PR</b>	6.5	6.0	6.0
<b>- Non-domestic PR</b>	0.5	/	/
<b>Maximum Building Height (BH)</b>	170mPD	135mPD	145mPD
<b>No. of Flats (about)</b>	8,300	870	730
<b>Estimated population (about)</b>	23,500	2,350	1,970
<b>Non-domestic facilities<sup>(2)</sup></b>	- Social welfare facilities <sup>(3)</sup> & <sup>(4)</sup> - Community hall <sup>(3)</sup> - Kindergartens - Retail facilities	/	/

	<u>Item A1</u> Fanling Area 17 Site A (public housing)	<u>Item A2</u> Fanling Area 17 Site B1 (private housing)	<u>Item A3</u> Fanling Area 17 Site B2 (private housing)
Proposed Zoning	“R(A)7”	“R(A)8”	“R(A)8”
Parking and Transport Facilities	Ancillary car parking spaces and loading/unloading bays will be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)		
	Public Transport Interchange (PTI) <sup>(3)</sup>	/	
Target Completion Year	2030/31 by phases		

Notes

- (1) PR calculation will be based on Net Site Area of about 5.43ha which excludes the adjoining public roads and footpaths, and is subject to change at the detailed design stage.
- (2) The actual provision of non-domestic facilities will be subject to confirmation by relevant Government departments at the detailed design stage.
- (3) Public transport facilities and GIC facilities as required by the Government, may be exempted from PR calculation.
- (4) Gross floor area (GFA) equivalent to about 5% of the domestic GFA of the public housing development will be reserved for the provision of social welfare facilities, including elderly, child care and rehabilitation services. The location, type and actual provision of social welfare facilities will be subject to the advice from Social Welfare Department (SWD) and Housing Department (HD) at detailed design stage.

- 4.3 In addition, according to the advices of Education Bureau, the remaining part of the “G/IC” zone to the south of Site B2 (**Plan 2a**) will be reserved for the two primary schools to meet the local demand arising from the proposed housing developments as well as other demand of Fanling/Sheung Shui New Town. No rezoning is required for the reservation and provision of the primary schools.

***The Sites and Surroundings (Plan 1a, 1c, 2a, 3a, 4a to 4d)***

- 4.4 Fanling Area 17 Sites A, B1 and B2 and the proposed primary schools to the south of Site B2 (**Plans 2a and 5a**), with a total area of 8.9ha, are located amidst in the northeast of the Fanling/Sheung Shui New Town sandwiched between Fan Leng Lau Road to the east and Jockey Club Road to the west. The sites are mainly occupied by HKPF’s Weapons Training Division and Police Driving and Traffic Training Division as a police training compound with supporting facilities (**Plans 2a, 3a and 4a**), which will be consolidated and relocated to the planned Police Facilities at Kong Nga Po. The remaining parts of the sites include private land at the northern part of Fanling Area 17 Site A being occupied by domestic structures mixed with workshops, agricultural land, open-air car park and vacant vegetated land; and vacant Government land (GL) of vegetated slopes at the strips of land abutting Fanling Garden at the eastern part of Fanling Area Site B2.
- 4.5 To the south and southeast of the sites are Hong Kong Housing Society’s (HKHS’s) subsidized housing development which is zoned “R(A)4” with maximum PR and BH of 6.6 and 100mPD respectively, a cluster of GIC facilities including the

planned New Territories East Cultural Centre and a high-density high-rise public housing estate (i.e. Cheung Wah Estate). To the immediate east across Fan Leng Lau Road is high-rise residential developments of Wing Fok Centre and Union Plaza with building height ranging from about 80mPD to 90mPD (23 storeys to 29 storeys). To the immediate northwest of the sites are a rehabilitation centre and a staff quarter of Custom and Excise Department (the Nest), and immediate north are low-density residential settlements/squatters, open vehicle park, and a proposed houses cum RCHE development (under approved application No. A/FSS/276); further northwest is a high-density high-rise public housing estate (i.e. Tin Ping Estate). Low-rise and low-density residential developments, village settlements and open spaces are also found to the south-east, south and west of the sites. The existing PRs and BHs of these adjacent residential developments including Fanling Garden, La Verte and Kensington Green are around 0.8 to 1.2 and 25mPD to 32mPD (3 storeys to 4 storeys) respectively.

### ***Technical Assessments***

#### ***Traffic Aspect***

- 4.6 Traffic impact assessment (TIA) (paragraph 3.1 at **Attachment V**) has been conducted to assess the traffic impact arising from all the proposed housing developments under the current OZP amendments and other housing developments in the North District.
- 4.7 The sites will be served by Jockey Club Road, Fan Leng Lau Road and Ling Shan Road. To enhance the accessibility of Site A, a new one-way eastbound access road connecting Ling Shan Road and Fan Leng Lau Road is proposed (**Plan 6a**). In addition, it is proposed to widen the existing Ling Shan Road with modification of the junction of Jockey Club Road and Ling Shan Road (**Plan 6a**). The access arrangement for the sites are shown in **Plans 6a and 6b**. To avoid overloading, junction improvement schemes are proposed to be carried out by CEDD at the junctions of (a) Fan Leng Lau Road and Ma Sik Road; (b) Jockey Club Road and Sha Tau Kok Road; and (c) Jockey Club Road, So Kwun Po Road and Ma Sik Road (**Plans 6c to 6e**). With the implementation of the above improvement works, the associated junctions along the access/leaving routes of the proposed developments in Fanling Area 17 would operate satisfactorily.
- 4.8 A PTI is proposed in the public housing development at Site A (**Item A1**) (**Plans 5b and 6a**) to provide public transport services, including three proposed bus routes operating between the site and metro area, for the additional population in-take subject to further consideration of TD nearer the time. The existing bus layby at San Wan Road is also proposed to be modified to cope with the anticipated increase in demand on bus services (**Plan 6f**).
- 4.9 To enhance the pedestrian connectivity, a comprehensive pedestrian network between the proposed housing developments at Fanling Area 17 and Fanling Station is formulated. It comprises the existing/proposed footbridges across San Wan Road and Jockey Club Road, 24-hour public passageways within the HKHS's subsidised housing development and the New Territories East Cultural Centre, and a proposed sheltered pedestrian walkway along Jockey Club Road (**Plan 6g**). In addition, a east-west pedestrian corridor within Site A (**Plans 5a and 6g**) and 10m

wide public pedestrian corridor at the southern periphery of Site B1 (**Plans 5a and 6g**) are proposed for cross-site pedestrian access between Jockey Club Road and Fan Leng Lau Road. Commissioner for Transport (C for T) has no in-principle objection to the proposed developments from traffic perspective.

#### *Visual Aspect*

- 4.10 Landscape and Visual Impact Assessment (LVIA) has been conducted to assess the visual impact of the proposed developments in Fanling Area 17 (paragraph 3.2 at **Attachment V**) (**Plans 7a to 7j**). According to the LVIA, the proposed developments in Fanling Area 17 would inevitably result in some changes to the existing neighbourhood visual amenity. In order to reduce the visual impact, mitigation measures, such as BH variation ranging from 160mPD to 170mPD, careful design and façade treatment of the buildings etc. will be adopted in the public housing development.
- 4.11 The LVIA concluded that, with the design mitigation measures, the proposed developments in Fanling Area 17 will not cause unacceptable visual impact to the vicinity. The Chief Town Planner / Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the LVIA. HA and the future developers of the private housing sites are advised to explore means to further enhance the visual quality of the proposed developments at the detailed design stage.

#### *Landscape Aspect*

- 4.12 A total of 1,035 trees are surveyed and all in fair to poor health, form and condition. There is no Old and Valuable Tree (OVT) nor rare/protected plant species identified. However, there are 14 trees with DBH greater than 1m.
- 4.13 Among the 1,035 trees surveyed, 158 trees are recommended to be retained, while the remaining 877 trees are recommended to be felled, including 8 trees with DBH greater than 1m. About 350 new trees are proposed within the future public housing development (**Plan 8b**). Since there is limited space within the sites for compensatory planting, an off-site location near Tong Hang (**Plan 8a**) has been identified for compensatory planting of about 505 trees. In addition, compensatory planting of about 22 trees are proposed along the new road connecting Fan Leng Lau Road and Ling Shan Road (**Plan 8b**). The compensatory ratio will achieve 1:1 upon all these replanting efforts. At least 20% overall green coverage shall apply on the public housing development (**Plan 8b**). Local open space will be provided at a minimum of 1m<sup>2</sup> per person. The conceptual landscape plan is shown at **Plan 8b**.

#### *Air Ventilation Aspect*

- 4.14 A preliminary air ventilation assessment – expert evaluation (AVA(EE)) has been conducted for the proposed developments (paragraph 3.4 at **Attachment V**). One N-S and two E-W 15m-wide wind corridors (**Plan 9a**) are proposed across the whole development to maximize the air ventilation and mitigate any adverse ventilation impacts on the surrounding pedestrian areas. The 15m wide N-S wind

corridor is proposed along the site boundary between Site A (**Item A1**) and Site B1 (**Item A2**) with 7.5m wide non-building area from the site boundary of each side to facilitate air ventilation (**Plan 9a**). Besides, the proposed pedestrian connection between Jockey Club Road and Fan Leng Lau Road through Site A and Site B1, and the proposed building separation between the two primary school sites also serve as E-W wind corridors to allow wind penetrate through the developments (**Plan 9a**).

- 4.15 To further minimize air ventilation impacts on the surrounding sensitive receivers and improve the wind environment of the sites, it is recommended that mitigation and improvement measures should be considered at later detailed design stages of both public and private developments. These measures include building permeability of at least 20% to enhance ventilation performance at pedestrian levels in accordance with APP-152 Sustainable Building Design Guidelines, planting trees with appropriate sized canopies in frequently accessed outdoor spaces for solar shading, cooling and pollutant filtering, while causing insignificant wind obstruction to the pedestrian level, adoption of cool materials in pavements and building facades to reduce solar absorption and to improve outdoor thermal comfort, and provision of cool sinks such as trees and water body, where appropriate.
- 4.16 In addition, the AVA(E) has recommended that a further quantitative AVA would be conducted for assessing the effectiveness of the above recommended mitigation measures at the detailed design stage for public housing development. The requirements will be incorporated in the subsequent planning brief / land grant documents for the public housing development where appropriate.

#### *Environmental Aspect*

- 4.17 Preliminary Environmental Reviews (PERs) have been conducted for all proposed housing developments (including Fanling Area 17 Sites A, B1 and B2 (**Items A1 to A3**), Ching Hiu Road (**Item B**), Tai Tau Leng (**Item C1**) and Choi Shun Street (**Item D1 and D2 (part)**)) and noise and air quality are identified to be the major environmental concerns for the proposed housing developments.
- 4.18 To mitigate the potential air quality impacts from vehicular emission, sufficient buffer distances from the road kerb to the nearest air sensitive uses are proposed for the proposed developments (20m for Primary Distributor (i.e. Jockey Club Road); and 5m for Local Distributor (i.e. Fan Leng Lau Road and Ling Shan Road)). Three chimneys are identified but the buffer distances (over 200m) are considered sufficient. Significant adverse air quality impact due to vehicular and chimney emission is not anticipated. With proper design, operation and maintenance of ventilation systems, adverse air quality impact arising from the proposed PTI is not anticipated.
- 4.19 In respect of noise, with the implementation of the noise mitigation measures, significant adverse traffic noise impact on proposed housing developments is not anticipated. Detailed assessment should be carried out and appropriate noise mitigation measures should be considered in detailed design stage. For the proposed PTI, it will be provided within a podium (**Plan 5b**), such that there will be no direct line-of-sight between the PTI and the planned NSRs. Adverse noise impact from the PTI is not anticipated with appropriate design of the PTI.

- 4.20 Regarding other environmental aspects, including water quality, waste and land contamination, with the implementation of appropriate mitigation measures, no significant environmental impacts is anticipated. The Director of Environmental Protection (DEP) has no adverse comment on the proposed developments and HA will conduct a detailed Environmental Assessment Study (EAS) for the proposed public housing at later stage.

*Cultural Heritage Aspect*

- 4.21 No declared monument, graded historic buildings or government historic sites identified by Antiques and Monument Office (AMO) are located within the sites. However, there are three Grade 3 historic buildings (namely Sam Shing Temple, ELCHK Gloria Lutheran Church and Former Fanling Magistracy) and one New Item (the Nest) for grading assessment by Antiquities Advisory Board (AAB) lies outside the sites, but within 50m of the sites (**Plan 2a**). With mitigation measures to be adopted at construction stage, there will be no insurmountable impact on these buildings.
- 4.22 The buildings and structures at the Police Driving & Traffic Training Centre and Fan Garden Mock Town within Site A, which are not historical buildings/structures, will be demolished for the proposed developments. The buildings and structures will be preserved by 3D scanning and photo records. In this regards, AMO has no adverse comments on the proposed developments.

*Other Technical Aspects*

- 4.23 The EFS conducted has also covered other technical aspects. With the implementation of mitigation measures and improvement works proposed, it is concluded that the proposed development will not result in insurmountable problems in terms of geotechnical, sewerage, drainage, water supply etc. aspects. Relevant departments, including Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD), DEP, Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD), Chief Engineer/Construction, Water Supplies Department (CE/C of WSD) etc. have no adverse comments on the proposed developments.

**5. Item B – Rezoning of one Potential Public Housing Site (Ching Hiu Road)**

***Rezoning Proposal***

- 5.1 The potential housing site (**Item B**) is located at Ching Hiu Road, Sheung Shui (**Plans 1b, 1c and 2b**). The site is being used as an open air temporary carpark. A maximum domestic PR of 6.5 has been adopted for the proposed public housing development with maximum non-domestic PR of 0.1. Social welfare facilities with no less than 5% of the domestic GFA will be provided within the public housing development.
- 5.2 To take forward the proposed housing development, it is proposed to rezone the sites from primarily “Green Belt” (“GB”) and a small portion of “G/IC” to “R(A)9”.



The conceptual scheme of the site is at **Plan 5c and 5d** and its main development parameters are summarized below:

<b>Proposed Zoning</b>	<b>“R(A)9”</b>
<b>Site Area</b>	0.43ha
<b>Total PR</b>	6.6
<b>- Domestic PR</b>	6.5
<b>- Non-domestic PR</b>	0.1
<b>Maximum BH</b>	140mPD
<b>No. of Flats (about)</b>	620
<b>Estimated population (about)</b>	1,750
<b>Non-domestic facilities<sup>(1)</sup></b>	- Social welfare facilities <sup>(2)</sup> & <sup>(3)</sup>
<b>Parking and Transport Facilities</b>	Ancillary car parking spaces and loading/unloading bays will be provided in accordance with HKPSG
<b>Target Completion Year</b>	2029/30

Notes

- (1) The actual provision of non-domestic facilities will be subject to confirmation by relevant Government departments at the detailed design stage.
- (2) GIC facilities as required by the Government, may be exempted from PR calculation.
- (3) GFA equivalent to about 5% of the domestic GFA of the public housing development will be reserved for the provision of social welfare facilities, including elderly, child care and rehabilitation services. The location, type and actual provision of social welfare facilities will be subject to the advice from SWD and HD at detailed design stage.

***The Site and Surroundings (Plans 1b, 1c, 2b, 3b, 4e and 4f)***

- 5.3 With a total area of 0.43ha, the site lies to the north of Ching Hiu Road in the southwest of the Fanling/Sheung Shui New Town. The site is mainly occupied by an open air car park.
- 5.4 To the immediate east of the site are existing medium-rise private residential developments, namely Royal Green, Glorious Peak and 8 Royal Green; to the south and southwest across Ching Hiu Road are high-rise public housing development of Ching Ho Estate and Cheung Lung Wai Estate, primary schools (including Tsang Mui Millennium School and Buddhist Wisdom Primary School) and a secondary school (Elegantia College); to the northwest is Little Sisters of the Poor St. Joseph’s Home of the Aged, further northwest is North District Hospital; and to the north are a permitted burial ground and Ng Uk Tsuen, with is Tai Ping Estate lies to the further north.

***Technical Assessments***

*Traffic Aspect*

- 5.5 The site will be accessible from Ching Hiu Road (**Plan 6h**). Improvement measures, including widening of the westbound of Pak Wo Road (**Plan 6i**), and

modification of the junction of Pak Wo Road and Ching Hiu Road (**Plan 6i**). With the implementation of the proposed improvement works, the associated junctions along the access/leaving routes of the proposed development at Ching Hiu Road would operate satisfactorily. C for T has no in-principle objection to the proposed development from traffic perspective.

#### *Visual Aspect*

- 5.6 The development intensity of the proposed public housing is generally compatible with the adjacent developments (**Plans 7k to 7o**), such as Royal Green and Ching Ho Estate. With design mitigation measures such as careful building design and façade treatment of the building and reinstatement of streetscape elements, the proposed development at Ching Hiu Road will not cause unacceptable visual impact to the vicinity. CTP/UD&L, PlanD has no adverse comment on the LVIA. HA shall continue to explore at the detailed design stage to further enhance the visual quality.

#### *Landscape Aspect*

- 5.7 A total of 173 trees are surveyed. No OVT nor rare/protected species is identified, but there is one tree with DBH greater than 1m. 100 trees are in direct conflict with or will be affected by the proposed development and are recommended to be felled due to poor condition and/or low suitability to be transplanted. The remaining 73 trees are recommended to be retained.
- 5.8 About 20 new trees are proposed within the future public housing development (**Plan 8c**). Since there is limited space within the site for compensatory planting, about 80 trees are proposed to be compensated at the off-site location near Tong Hang (**Plan 8a**). The compensatory ratio will achieve 1:1 upon all these replanting efforts. At least 20% overall green coverage shall apply on the public housing development. Local open space will be provided at a minimum of 1m<sup>2</sup> per person. The conceptual landscape plan is shown at **Plan 8c**.

#### *Air Ventilation Aspect*

- 5.9 The two proposed minimum 15m-wide building separations in conjunction with St. Joseph's Home and Royal Green respectively allow wind penetration through the site to the surrounding areas and sensitive receivers (**Plan 9b**). To further minimize air ventilation impacts on the surrounding sensitive receivers and improve the wind environment of the sites, mitigation and improvement measures as suggested for Fanling Area 17 in paragraph 4.15 are also recommended for Ching Hiu Road.
- 5.10 The AVA(E) has also recommended that a further quantitative AVA would be conducted for assessing the effectiveness of the above recommended mitigation measures. The requirements will be incorporated in the subsequent planning brief / land grant document where appropriate.

### *Environmental Aspect*

- 5.11 Since at least 5m buffer distance from the road kerb of Ching Hiu Road (local distributor) to the proposed development will be provided, and there is sufficient buffer distance between the site and the three chimneys at North District Hospital, adverse air quality impact due to vehicular and chimney emissions to the proposed developments is not anticipated.
- 5.12 Adverse noise impact on proposed housing development is not anticipated with mitigation measures. For the proposed carpark block, the carpark will be screened with planting as much as possible that there will be no direct light-of-sight between the noise source inside the carpark and the adjacent NSR. As such, adverse noise impact generated from the carpark is not anticipated.
- 5.13 Regarding other environmental aspects, including water quality and waste management, with the implementation of appropriate mitigation measures, no significant environmental impacts is anticipated. DEP has no adverse comment on the proposed development and HA will conduct a detailed EAS at later stage.

### *Other Technical Aspects*

- 5.14 The EFS conducted has also covered other technical aspects. With the implementation of mitigation measures and improvement works proposed, it is concluded that the proposed development will not result in insurmountable problems in terms of sewerage, drainage, water supply etc. aspects. Relevant departments, including DEP, CE/MN of DSD, CE/C of WSD etc. have no adverse comments on the proposed developments.

## **6. Items C1 & C2 – Rezoning of one Potential Public Housing Site (Tai Tau Leng) and the adjoining residual “GB” zone**

### ***Rezoning Proposal***

- 6.1 The potential housing site (**Item C1**) is located at the Junction of Castle Peak Road – Kwu Tung and Fan Kam Road, near Tai Tau Leng, Sheung Shui (Tai Tau Leng) (**Plan 1b, 1c and 2c**). The site is occupied by domestic structures and brownfield operators. A maximum domestic PR of 6.5 has been adopted for the proposed public housing development with maximum non-domestic PR of 0.3 (for retail facilities and kindergarten). Social welfare facilities with no less than 5% of the domestic GFA will be provided within the public housing development.
- 6.2 To take forward the proposed housing development, it is proposed to rezone the sites from “GB” and “G/IC” to “R(A)10”. The remaining strip of land is proposed to be rezoned from “GB” to an area shown as ‘Road’ to reflect the existing Fanling Highway and adjacent slope. The conceptual scheme of the proposed development is at **Plans 5e and 5f** and its main development parameters are summarized below:

<b>Proposed Zoning</b>	<b>“R(A)10”</b>
<b>Site Area<sup>(1)</sup></b>	2.85ha
<b>Total PR</b>	6.8
<b>- Domestic PR</b>	6.5
<b>- Non-domestic PR</b>	0.3
<b>Maximum BH</b>	130mPD
<b>No. of Flats (about)</b>	3,300
<b>Estimated population (about)</b>	8,900
<b>Non-domestic facilities<sup>2</sup></b>	- Social welfare facilities <sup>(3) &amp; (4)</sup> - Kindergarten - Retail facilities
<b>Parking and Transport Facilities</b>	Ancillary car parking spaces and loading/unloading bays will be provided in accordance with HKPSG
<b>Target Completion Year</b>	2032/33

#### Notes

- (1) PR calculation will be based on Net Site Area of about 2.435ha which excludes the adjoining public roads and footpaths, and is subject to change at the detailed design stage.
- (2) The actual provision of non-domestic facilities will be subject to confirmation by relevant Government departments at the detailed design stage.
- (3) GIC facilities as required by the Government, may be exempted from PR calculation.
- (4) GFA equivalent to about 5% of the domestic GFA of the public housing development will be reserved for the provision of social welfare facilities, including elderly, child care and rehabilitation services. The location, type and actual provision of social welfare facilities will be subject to the advice from SWD and HD at detailed design stage.

### ***The Site and Surroundings (Plans 1b, 1c, 2c, 3c, 4g to 4i)***

- 6.3 With a total area of 2.85ha, the site located in the southwest of the Fanling/Sheung Shui New Town and is sandwiched between Castle Peak Road- Kwu Tung and Fanling Highway. The site is mainly occupied by domestic structures and brownfield operators. An existing nullah is located at the western part of the site (**Plans 2c and 4g**).
- 6.4 To the south of the site across Castle Peak Road – Kwu Tung is a medium rise residential development, Eden Manor, with Fanling Golf Course lies in the further south; to the immediate west is a proposed comprehensive residential development (under approved s.16 application No. A/FSS/156); to the north is the low-rise village settlements of Tai Tau Leng and Tsung Pak Long; to the northeast and east are high-rise residential developments of Choi Po Court and Choi Yuen Estate, a cluster of GIC uses including Fanling Waterworks Depot, Towngas Fanling West Office Station and North District Hospital and its Expansion.

### ***Technical Assessments***

#### *Traffic Aspect*

- 6.5 The site will be accessible from Castle Peak Road – Kwu Tung. Bus layby and taxi stands are proposed along the Castle Peak Road – Kwu Tung (**Plan 6j**) to

provide public transport services. A new pedestrian footpath along Castle Peak Road – Kwu Tung with signalized crossing is proposed to provide pedestrian connection to the site (**Plan 6j**). To avoid overloading, junction improvement schemes are proposed to be carried out by CEDD at these junctions (**Plans 6k and 6l**), namely (a) Tai Tau Leng Interchange; (b) Junction of Castle Peak Road – Kwu Tung and Fan Kam Road; and (c) Junction of Po Kin Road and Fan Kam Road. With the implementation of the above junction improvement works, the TIA concluded that the critical junctions associated with the proposed development at Tai Tau Leng would operate satisfactorily. C for T has no in-principle objection to the proposed development from traffic perspective.

#### *Visual Aspect*

- 6.6 In order to reduce the visual impact, mitigation measures as stated in paragraph 5.7 above are also relevant and hence recommended for the proposed development at Tai Tau Leng. The LVIA concluded that the visual impact of the proposed development on the visual sensitive receivers are found to be acceptable with mitigation measures (**Plans 7p to 7u**). CTP/UD&L, PlanD has no adverse comment on the LVIA. HA shall continue to explore at the detailed design stage to further enhance the visual quality.

#### *Landscape Aspect*

- 6.7 A total of 515 trees are surveyed (280 trees within the site). All trees are common species and in poor to fair health, form and condition. There is no OVT identified. However, there are 10 trees with DBH greater than 1m. 371 trees, including seven with DBH greater than 1m, are in direct conflict with or will be affected by the proposed development and are recommended to be felled due to poor condition and/or low suitability to be transplanted. The remaining 144 trees are proposed to be retained.
- 6.8 About 130 new trees are proposed within the future public housing development (**Plan 8d**). Since there is limited space within the site for compensatory planting, about 230 trees are proposed to be compensated at the off-site location near Tong Hang (**Plan 8a**). In addition, 11 trees are proposed to be planted along Castle Peak Road – Kwu Tung for compensation (**Plan 8d**). The overall compensatory ratio will achieve 1:1 upon all these replanting efforts. At least 20% of green coverage shall apply on the public housing development. Local open space will be provided at a minimum of 1m<sup>2</sup> per person. The conceptual landscape plan is shown at **Plan 8d**.

#### *Air Ventilation Aspect*

- 6.9 With the provision of building separations of at least 15m (**Plan 9c**), wind penetration through the proposed development will be enhanced and adverse air ventilation impact on the site and surrounding area is minimized. Mitigation and improvement measures as suggested for Fanling Area 17 in paragraph 4.15 are also recommended for Tai Tau Leng to further minimize air ventilation impacts on the surrounding sensitive receivers and improve the wind environment of the site. A further quantitative AVA is recommended to be conducted for assessing the

effectiveness of the above recommended mitigation measures. The requirements will be incorporated in the subsequent land grant document.

#### *Environmental Aspect*

- 6.10 For the air quality aspect, sufficient buffer distance, i.e. at least 20m (for Fanling Highway) or 5m (for Castle Peak Road – Kwu Tung and the proposed Tai Tau Leng Flyover), will be provided from the road kerb to the proposed development. The three chimneys identified at North District Hospital are about 490m southeast from the site. Adverse air quality impact due to vehicular or chimney emission to the proposed development is not anticipated.
- 6.11 To alleviate the traffic noise from Fanling Highway, retrofitting of noise barriers and provision of full enclosure along the adjacent section of Fanling Highway are being considered in the design and construction stage of Development of Kwu Tung North (KTN) and Fanling North (FLN) New Development Areas (NDAs). With the implementation of the noise mitigation measures, adverse traffic noise impact on proposed housing development is not anticipated.
- 6.12 Since the proposed carpark is under the podium (**Plan 5f**), there will be no direct line-of-sight between the carpark and adjacent NSRs. The potential noise impact arising from the proposed carpark is therefore alleviated.
- 6.13 Regarding other environmental aspects, including water quality, waste management and land contamination, with the implementation of appropriate mitigation measures, no significant environmental impacts is anticipated. DEP has no adverse comment on the proposed development and HA will conduct a detailed EAS at later stage.

#### *Ecological Aspect*

- 6.14 Ecological Impact Assessment (EcoIA) covering an area within 500m from the site boundary has been conducted for the proposed development due to its proximity with the Long Valley. Long Valley is the only site of recognised ecological/conservation interest within the study area and it will not be directly or indirectly affected by the proposed development because the nearest distance between the core area (i.e., the mosaics of river/ wetland/ agricultural habitats) and boundary of the Long Valley is about 500m and 300m respectively from the site; and the Long Valley would be buffered from the disturbance generated from the project by the Fanling Highway and the roadside plantation. Unacceptable residual ecological impact would not be resulted from the proposed development. Director of Agriculture, Fisheries and Conservation (DAFC) has no adverse comment on the proposed development.

#### *Other Technical Aspects*

- 6.15 The EFS conducted has also covered other technical aspects. With the implementation of mitigation measures and improvement works proposed, it is concluded that the proposed development will not result in insurmountable problems in terms of geotechnical, sewerage, drainage, water supply etc. aspects.

Relevant departments, including H(GEO) of CEDD, DEP, CE/MN of DSD, CE/C of WSD etc. have no adverse comments on the proposed developments.

## **7. Item D1 & D2 (Part) – Rezoning of one Potential Public Housing Site (Choi Shun Street) and a Proposed Primary School Site**

### ***Rezoning Proposal***

- 7.1 The potential housing site (**Item D1**) is located at Choi Shun Street in Sheung Shui Area 30 (**Plans 1b, 1c and 2d**). The site is vacant GL being used as temporary open-air carpark. A maximum domestic PR of 6.5 has been adopted for the proposed public housing development with maximum a non-domestic PR of 0.2 (for retail facilities and kindergarten). Social welfare facilities with no less than 5% of the domestic GFA will be provided within the public housing development. Flexibility has also been provided in the Notes to allow provision of public vehicle park (PVP) for heavy goods vehicles (HGVs) subject to further discussion between concerned departments.
- 7.2 To take forward the housing development, it is proposed to rezone the sites from “Industrial” (“I”) to “R(A)11”. The conceptual scheme of the site is at **Plans 5g and 5h** and its main development parameters are summarized below:

<b>Proposed Zoning</b>	<b>“R(A)11”</b>
<b>Site Area<sup>(1)</sup></b>	1.96ha
<b>Total PR</b>	6.7
<b>- Domestic PR</b>	6.5
<b>- Non-domestic PR</b>	0.2
<b>Maximum BH</b>	160mPD
<b>No. of Flats (about)</b>	2,400
<b>Estimated population (about)</b>	6,800
<b>Non-domestic facilities<sup>(2)</sup></b>	- Social welfare facilities <sup>(3)</sup> & <sup>(4)</sup> - Kindergarten - Retail facilities
<b>Parking and Transport Facilities</b>	Ancillary car parking spaces and loading/unloading bays will be provided in accordance with HKPSG
<b>Target Completion Year</b>	2030/31

### **Notes**

- (1) PR calculation will be based on Net Site Area of about 1.56ha which excludes the adjoining public roads and footpaths, and is subject to change at the detailed design stage.
- (2) The actual provision of non-domestic facilities will be subject to confirmation by relevant Government departments at the detailed design stage.
- (3) PVP and GIC facilities as required by the Government, may be exempted from PR calculation.
- (4) GFA equivalent to about 5% of the domestic GFA of the public housing development will be reserved for the provision of social welfare facilities, including elderly, child care and rehabilitation services. The location, type and actual provision of social welfare facilities will be subject to the advice from SWD and HD at detailed design stage.

- 7.3 A site adjoining the proposed public housing development to the southeast with a maximum net site area of 7,000m<sup>2</sup> (**Plan 5g**) will be reserved for one primary school to meet the demand of the proposed housing developments as well as other demand of Fanling/Sheung Shui New Town as advised by the Education Bureau. As such, it is proposed to rezone the primary school site from “I” to “G/IC” to reserve the site.

### ***The Site and Surroundings (Plans 1b, 1c, 2d, 3d, 4j and 4k)***

- 7.4 The proposed public housing and primary school are located in the northwest of the Fanling/Sheung Shui New Town and bounded by Choi Shun Street, Choi Yuen Road and Dongjiang Watermains (**Plan 2d**). Part of the site is currently vacant, while the remaining part of the site is occupied by PVP under short term tenancies.
- 7.5 To the immediate northwest of the site is a temporary site (**Plan 2d**) for reprovisioning the existing Shek Wu Hui bus depot at Po Shek Wu Road Site, which will be vacated for planned public housing development and currently zoned as “R(A)5” (**Plan 2d**). However, such reprovisioning is also an interim measure as it is proposed to relocate the bus depot to FLN NDA permanently before the population intake of the public housing development at Choi Shun Street, subject to the technical feasibility. It will avoid the interface issue between the temporary bus depot and the Choi Shun Street public housing development.
- 7.6 To the north and northeast of the site across the railway and/or Dongjiang Watermains are the industrial area at Sheung Shui Area 4 (**Plan 2d**), which is proposed to be rezoned to “OU(B)” (paragraph 9 below refers), Shek Wu Hui Sewage Treatment Works and Sheung Shui Ventilation Building, further north is the low-rise village settlements of Sheung Shui Heung; to the east and southeast are three industrial buildings with planning permission for wholesale conversion and proposed to be rezoned to “C” (paragraph 9 below refers), and the planned public housing developments (Sheung Shui Areas 4 & 30 Sites 1 & 2) respectively; and to the south across Shek Sheung River is the low-rise village settlements of Tai Tau Leng and Tsung Pak Long.

### ***Technical Assessments***

#### *Traffic Aspect*

- 7.7 To provide unrestricted access to the Sheung Shui Ventilation Building and Dongjiang Watermains for DSD/WSD’s maintenance, new access road encircling the proposed public housing site and primary school site is proposed (**Plan 6m**). With the implementation of the proposed junction/road improvement works under other projects including KTN/FLN NDA, Kong Nga Po development, improvement to So Kwun Po Interchange etc., the critical junctions associated with the proposed development would operate satisfactorily. C for T has no in-principle objection to the proposed development from traffic perspective.

#### *Visual Aspect*

- 7.8 LVIA has been conducted to assess the visual impact of the proposed development



at Choi Shun Street (paragraph 5 at **Attachment VIII**) (**Plans 7v to 7ad**). With the implementation of mitigation measures, such as stepped BH, tree planting, careful design on building orientation etc., no insurmountable visual impact is anticipated. CTP/UD&L, PlanD has no adverse comment on the LVIA. HA shall continue to explore at the detailed design stage to further enhance the visual quality.

#### *Landscape Aspect*

- 7.9 A total of 148 trees are surveyed. There is no OVT identified, and all species are relatively common to very common in Hong Kong and none of them are of conservation importance. The condition of the trees ranges from average to poor. A total of 123 trees will be affected by the proposed development and proposed to be felled as the trees are not suitable for transplanting. The remaining 25 existing trees will be retained. About 90 new trees will be provided within the public housing development (**Plan 8e**). 44 compensatory trees are proposed outside the public housing site boundary (**Plan 8e**). The compensatory ratio will achieve 1:1 upon all these replanting efforts. An overall at least 20% of green coverage shall apply on the public housing development. Local open space will be provided at minimum 1m<sup>2</sup> per person. The conceptual landscape plan is shown at **Plan 8e**.

#### *Air Ventilation Aspect*

- 7.10 A preliminary AVA(E) has been conducted for the proposed development. With the building separations of at least 15m between the housing blocks (**Plan 9d**) and/or the primary school, wind penetration through the proposed development will be enhanced and adverse air ventilation impact on the site and surrounding area is minimized. To further minimize ventilation impacts on the surrounding sensitive receivers and improve the wind environment of the sites, it is recommended that open spaces may be linked and aligned in a way to form breezeways or wind corridors; stepped BH profile may be adopted in the detailed design stage; provision of adequately wide building gaps; and the building blocks should be oriented to align the wind direction etc. In addition, the AVA(E) has recommended that a further quantitative AVA would be conducted for assessing the effectiveness of the above recommended mitigation measures as well as optimizing the development schemes at the detailed design stage.

#### *Environmental Aspect*

- 7.11 To alleviate the noise impact, for the public housing development, mitigation measures including but not limited to acoustic fins/ windows/ balconies and fixed windows could be provided. For the proposed primary school, it should be properly designed and provided with appropriate noise mitigation measures such as air-conditioning system with suitable window type for noise insulation and siting of noise sensitive rooms away from nearby roads.
- 7.12 Regarding other environmental aspects, including air quality, water quality, waste management and land contamination, with the implementation of appropriate mitigation measures, no significant environmental impacts is anticipated. DEP has no adverse comment on the proposed development and HA will conduct a

detailed EAS at later stage.

#### *Ecological Aspect*

- 7.13 Long Valley, about 260m from the site, is the only site of recognised ecological/conservation interest within the assessment area of ecological impact (500m from the site). Long Valley will not be directly or indirectly affected by the proposed development because the most significant waterbird flight-line is northwards along Ng Tung River / Shek Sheung River to Shenzhen River and Deep Bay, which is unlikely affected by the proposed development situated to the east of Long Valley. Unacceptable residual ecological impact would not be resulted from the proposed development. DAFC has no adverse comment on the proposed development.

#### *Other Technical Aspects*

- 7.14 The EFS has also covered other technical aspects. With the implementation of mitigation measures and improvement works proposed, it is concluded that the proposed development will not result in insurmountable problem in terms of sewerage, drainage, water supply, geotechnical, cultural heritage, utilities etc. aspects. Relevant departments, including DEP, CE/MN of DSD, CE/C of WSD, H(GEO) of CEDD etc. have no adverse comments on the proposed developments.

### **8. Planning Briefs**

The above proposed public housing developments will be guided by individual planning brief which would set out planning parameters, design requirements as well as any further technical assessments to be conducted for the developments.

### **9. Items D3 and D4 – Sheung Shui Areas 4 and 30 Industrial Area**

- 9.1 Sheung Shui Areas 4 and 30 Industrial Area (the Area) is located at the north-western periphery of the Sheung Shui New Town with Kwu Tung North/ Fanling North New Development Areas (KTN/FLN NDA) to the north. The Area is surrounded by Choi Yuen Road, Po Shek Wu Road, Po Wan Road and San Wan Road. Adjoining its south and southeast boundaries are two planned public housing sites zoned “R(A)4” on the OZP (**Plans 1b, 1c and 2d**). The proposed public housing site (**Item D1**) as discussed in para. 7 above lies in the southwest of the Area.
- 9.2 Sheung Shui Area 30 comprises three IBs (including one under conversion works). All these IBs in Area 30 have obtained planning permission for wholesale conversion to retail uses (eating places, office and/or shop and services uses) (Applications Nos. A/FSS/209, 241 and 246). The three IBs in Area 30 are at different stages of wholesale conversion (**Plan 2d**).

#### ***Rezoning Proposal***

- 9.3 To follow up with the rezoning proposals recommended under the latest area assessments of industrial land (**Attachment IX**) (as detailed in para. 3.3 (a) to (b))

above), it is proposed to rezone the three IBs in Sheung Shui Area 30 with wholesale conversion in progress from “I” to “C” to reflect the committed / approved commercial developments (**Item D3**); and rezone Sheung Shui Area 4 comprising six IBs from “I” to “OU(B)” to facilitate land use restructuring and help address the potential industrial/residential interface problems (**Item D4**).

- 9.4 In tandem with the rezoning proposal, PlanD has undertaken a review on the BH restriction of the industrial area. The Area has been zoned “I” with restrictions of maximum PR of 5 and BH of 25m since 1987. In formulating these development parameters, due consideration had been given for the adjacent rural settings and the low to medium-rise development in Shek Wu Hui at that time. Such restrictions have, however, resulted in a relatively low BH profile with most of the existing IBs having a large site coverage. With the planned KTN/FLN NDA and the proposed/planned public housing developments in the surroundings, it is considered that BH restriction could be relaxed to reflect the changes in planning circumstances. The relaxation of BH would allow a greater flexibility to incentivise building conversion for the commercial and/or non-polluting industrial uses with more spacious street environment. There is a provision for minor relaxation of the PR and BH restrictions under the OZP. Each case would be considered by the Board based on individual merits and/or site circumstances through the planning application process.
- 9.5 Taking into account the BH profile of the adjacent planned public housing developments (ranging from 130mPD to 160mPD), it is considered that the maximum BH for proposed “C” and “OU(B)” zones in Sheung Shui Areas 4 & 30 could be increased from 25m to 75mPD (equivalent to about 65m above ground with site formation level at about 10mPD). The proposed BH increase would enable individual sites within the Area to accommodate the maximum PR of 5 upon redevelopment in accordance with the Sustainable Building Design Guidelines. The proposed maximum BH of 75mPD could generally be integrated with the overall BH profile stepping down from the high-rise development in the southeast to the low rise village settlement of Sheung Shui Heung and no insurmountable visual and air ventilation impacts to the surrounding area is anticipated.
- 9.6 With the proposed rezoning from “I” to “R(A)11” (**Item D1**), “G/IC” (**Item D2**), “C” (**Item D3**) and “OU(B)” (**Item D4**), only the northwestern portion of Sheung Shui Area 30 will be remained as “I” zone in the area. The existing Shek Wu Hui bus depot will be relocated to this remaining “I” zone as an interim measure until permanent relocation to the FLN NDA, subject to technical feasibility, to avoid the interface issue with the Choi Shun Street public housing site upon population intake. The long term land use planning of the remaining “I” zone will be further reviewed as appropriate at suitable juncture.

### ***Technical Assessments***

- 9.7 AVA(E) and Visual Appraisal (VA) have been conducted to ascertain that the proposed relaxation in BH restriction from 25m to 75mPD would not have unacceptable adverse impacts on the surroundings.

### ***Visual Aspect***

- 9.8 The VA (**Attachment X** and **Plans 7ae to 7al**) conducted by PlanD indicates that the proposed increase in BH restriction in the Area from 25m to 75mPD is considered not visually incompatible with the surrounding area. While the proposed BH relaxation may diminish some sky views especially when viewed from the vantage points close to the Area, the relaxation of BH restriction would potentially enhance the visual openness and permeability upon redevelopment of the IBs with the adoption of relaxation of BH. Taking into account the development profile of the adjacent existing/planned developments (including the potential public housing development at Choi Shun Street (**Item D1**)), the proposed maximum BH of 75mPD would be compatible with the overall townscape in the area allowing a height profile stepping down from Sheung Shui Town centre to the low-rise village settlement to its north. While there are moderate visual impacts from some of the selected viewpoints due to their close proximity, mitigation measures, such as building setback and building separation, are suggested to be adopted to alleviate the visual impacts. CTP/UD&L, PlanD considers that the overall visual impact acceptable.

*Air Ventilation Aspect*

- 9.9 The AVA(E) (**Attachment XI**) conducted has concluded that the proposed relaxation of BH restriction will not induce major air ventilation issues. Mitigation measures are recommended to avoid potential adverse air ventilation impact on the sensitive receiver (i.e. the proposed primary school (**Item D2**)) and the surrounding, two 15m wide air paths are suggested in the AVA(E) (**Plan 9e**). The future project proponent is recommended to incorporate the air paths and make reference to the design guidelines of building setback, building disposition and building permeability in HKPSG and follow the building separation requirement in the Sustainable Building Design (SBD) Guidelines in the building design stage upon redevelopment.
- 9.10 Relevant departments including C for T and DEP have no adverse impacts on the proposed rezoning and increase in BH restriction from traffic and environment perspectives.

**10. Item D2 (Part) – Technical Amendment to reflect current use and as-built conditions**

Opportunity has been taken to rezone Sheung Shui Ambulance Depot, Sheung Shui Ventilation Building and Dongjiang Watermains in Sheung Shui Area 30 from “I” to “G/IC” to reflect the existing land uses.

**11. Provision of GIC Facilities and Open Space**

- 11.1 Taking into account the four proposed public housing developments and the two proposed private housing developments mentioned above, as well as the proposed public housing development in Lung Yeuk Tau and Kwan Tei South area in the Queen’s Hill’s Extension site (which to be considered at the same meeting), the planned population of the Fanling/Sheung Shui New Town area and North District would be about 335,200 persons and 656,600 persons respectively. Based on the

requirements in HKPSG and the planned population, as shown in **Attachments XII and XIII**, the planned provision for GIC facilities in Fanling/Sheung Shui New Town area and North District is generally sufficient. While there will be shortfall in the provision of planned district open space in Fanling/Sheung Shui New Town area (about 4.04ha), there will be sufficient provision of the planned district open space in the North District (surplus of about 3.39ha). Besides, more planned district open space will be provided within the KTN/FLN NDAs to the north. Regarding the shortfall in planned hospital beds in the North District (1,453 beds), a site has been reserved in KTN NDA for development of a hospital with information on the number of bed to be determined at a later stage. The provision of hospital beds would be monitored and addressed by the Hospital Authority on a regional basis. For the shortfall in planned sports centre in North District, provision of an additional sports centre will be considered in the FLN NDA development.

- 11.2 According to the population-based planning standards for elderly services and facilities recently incorporated into the HKPSG, there will be shortfalls in Child Care Centre, Community Care Services Facilities and Residential Care Homes in Fanling/Sheung Shui New Town area. As the HKPSG requirements for these facilities are long term goals, the provision would be addressed by SWD on a wider district basis, having regard to a number of factors including the distribution of facilities, land supply and service demand as a result of population growth and demographic changes. PlanD and concerned departments will work closely together to ensure that additional GIC facilities requested by SWD will be included in the planned GIC and residential developments in Fanling/Sheung Shui New Town area and KTN/FLN NDA. To meet the demand, social welfare facilities, including child care and elderly facilities, with no less than 5% of the domestic GFA will be provided within the proposed public housing developments under **Items A1, B, C1 and D1**. The type and actual provision will be worked out in due course at detailed design stage.

## **12. Proposed Amendments to the Matters shown on the OZP**

- 12.1 The proposed amendments as shown on the draft Fanling/Sheung Shui OZP No. S/FSS/24A (**Attachment II**) are as follows:

- (a) **Item A1** (about 6.35 ha)

Rezoning Fanling Area 17 Site A from “G/IC” and “R(C)1” to “R(A)7” with a maximum BH of 170mPD for the public housing development.

- (b) **Item A2** (about 0.87ha)

Rezoning Fanling Area 17 Site B1 from “G/IC” and “R(C)1” to “R(A)8” with a maximum BH of 135mPD for the private housing development.

- (c) **Item A3** (about 0.73 ha)

Rezoning Fanling Area 17 Site B1 from “G/IC” and “R(C)1” to “R(A)8” with a maximum BH of 145mPD for the private housing development.

(d) **Item B** (about 0.43 ha)

Rezoning Ching Hiu Road Site from “G/IC” and “GB” to “R(A)9” with a maximum BH of 140mPD for the public housing development.

(e) **Item C1** (about 3.05 ha)

Rezoning Tai Tau Leng Site from “G/IC” and “GB” to “R(A)10” with a maximum BH of 130mPD for the public housing development.

(f) **Item C2** (about 0.72ha)

Rezoning a strip of land in between Fanling Highway and Tai Tau Leng Site from “GB” to an area shown as ‘Road’.

(g) **Item D1** (about 1.96 ha)

Rezoning Choi Shun Street Site from “I” to “R(A)11” with a maximum BH of 160mPD for the public housing development.

(h) **Item D2** (about 3.64 ha)

Rezoning a proposed primary school site adjacent to Choi Shun Street, Sheung Shui Ambulance Depot, Sheung Shui Ventilation Building and a strip of land along Dongjiang watermain from “I” to “G/IC”.

(i) **Item D3** (about 3.11 ha)

Rezoning eastern portion of Sheung Shui Area 30 from “I” to “C” with a maximum BH of 75mPD.

(j) **Item D4** (about 4.22 ha)

Rezoning Sheung Shui Area 4 from “I” to “OU(B)” with a maximum BH of 75mPD.

### **13. Proposed Amendments to the Notes of the OZP**

The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration. The proposed amendments are summarised as follows:

#### **“R(A)” zone**

- 13.1 In relation to the **Items A1, B, C1 and D1**, to allow flexibility for the provision of public vehicle parks at the relevant public housing sites to meet local parking demand, ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)1”, “R(A)4” and “R(A)5” only)’ in Column 1 will be amended to ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)1”, “R(A)4”,

“R(A)5”, “R(A)7”, “R(A)9”, “R(A)10” and “R(A)11” only)’.

13.2 In relation to **Items A1, A2, A3, B, C1 and D1**, the Remarks for “R(A)” zone will be revised to incorporate development restrictions for “R(A)7”, “R(A)8”, “R(A)9”, “R(A)10” and “R(A)11” sub-areas.

13.3 In relation to **Item D3**, the Schedule of Uses for “C” zone will be incorporated to the Notes of the OZP.

13.4 In relation to **Item D4**, the Schedule of Uses for “OU(B)” zone will be incorporated to the Notes of the OZP.

#### Technical Amendment

Incorporation of additional PR clause under the provision as set out in Regulation 22(1) or (2) of the Building (Planning) Regulation for “R(A)” zone.

### **14. Revision to the Explanatory Statement (ES) of the OZP**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

### **15. Plan Number**

Upon exhibition for public inspection, the Plan will be renumbered as S/FSS/25.

### **16. Consultation**

***Consultation with North District Council (NDC), Fanling District Rural Committee (FDRC) and Sheung Shui District Rural Committee (SSDRC)***

16.1 On 12.10.2021, 20.10.2021 and 22.10.2021, PlanD and CEDD jointly consulted NDC, FDRC and SSDRC respectively on the proposed housing developments and proposed OZP amendments.

16.2 In general, DC and RCs members were supportive to government efforts to increase housing supply, but concerns were raised on the potential traffic impact and provision of G/IC facilities. Their major comments/views are summarized as follows:

- (a) the potential traffic impact brought by the proposed developments should be properly addressed, a holistic review on transport planning in North District should be taken forward instead of partial junction improvement works to

cope with potential adverse traffic impact;

- (b) besides the traffic infrastructure, more transport options should be explored, such as provision of more direct bus routes to major urban areas to enhance efficacy and alleviate traffic pressure in Fanling/Sheung Shui New Town area;
- (c) more community facilities such as sports centre and swimming pool should be provided in North District to cater for the need of the proposed developments;
- (d) adequate retail facilities should be provided within the proposed public housing development; and
- (e) the proposed public housing development at Choi Shun Street (**Item D1**) and the increase in BH restriction in Sheung Shui Areas 4 and 30 might result in wall effect and create adverse ventilation impacts to the surroundings.

Response from Relevant Government Bureaux/Departments

- 16.3 Regarding the potential adverse traffic impact arising from the proposed developments, the findings and recommendations of the TIA summarized in paragraphs 4 to 7 above are relevant. Taking into account the proposed improvement works under each EFSs and other proposed road improvement works in North District, such as the planned improvement works at Po Shek Wu Road Interchange and So Kwun Po Interchange, adverse traffic impact generated by the proposed development is not anticipated. The proposed development is acceptable from traffic point of view with the implementation of the planned/proposed traffic improvement works.
- 16.4 For the provision of public transport services, a PTI will be provided at the proposed public housing development at Fanling Area 17 Site A (**Item A1**) (**Plan 5b**). Public transport services will also be enhanced for Tai Tau Leng Site (**Item C1**) with provision of bus laybay and taxi stands along Castle Peak Road – Kwu Tung Section (**Plan 6j**). TD would closely monitor the efficiency and demand of the public transport services in the district and provision of additional bus routes will be further reviewed if necessary.
- 16.5 As detailed in paragraph 11 above, the planned provision of GIC facilities and open spaces in Fanling/Sheung Shui New Town area and North District are generally adequate to meet the demand of the planned population in accordance with the requirements of HKPSG. For the shortfall in planned sports centre in North District, provision of an additional sports centre will be considered in the FLN NDA development.
- 16.6 Retail facilities are proposed in the proposed public housing developments, except the proposed public housing development at Ching Hiu Road. The demand from which could be addressed by the retail facilities in Ching Ho Estate. The provision of retail facilities will be further reviewed in detailed design stage.



- 16.7 Regarding the potential adverse ventilation impacts in Sheung Shui Areas 4 and 30, the AVA(EE)s conducted have concluded that adverse air ventilation impact is not anticipated with the implementation of recommended mitigation measures and further quantitative AVA would be conducted for the proposed public housing development.

### ***Departmental Consultation***

- 16.8 The proposed amendments have been circulated to relevant bureaux/departments for comment. Comments from relevant bureaux/departments have been incorporated into the above paragraphs, where appropriate. The following bureaux/departments have no objection to/no comment on the proposed amendments:

- (a) Secretary for Education;
- (b) Antiquities and Monuments Office, Development Bureau;
- (c) District Land Officer/North, Lands Department;
- (d) Chief Building Surveyor/New Territories West, Buildings Department;
- (e) Commissioner for Transport;
- (f) Chief Highway Engineer/New Territories East, HyD;
- (g) Chief Engineer/Mainland North, DSD;
- (h) Chief Engineer/Construction, WSD;
- (i) Director of Fire Services;
- (j) Director of Agriculture, Fisheries and Conservation;
- (k) Director of Environmental Protection;
- (l) Project Manager/North, Civil Engineering and Development Department;
- (m) Project Team Leader/Project, Civil Engineering and Development Department;
- (n) Chief Engineer/ Housing Projects 3, Civil Engineering and Development Department;
- (o) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
- (p) Director of Electrical and Mechanical Services;
- (q) Director of Leisure and Cultural Services;
- (r) Director of Social Welfare;
- (s) District Officer (North), Home Affairs Department;
- (t) Government Property Administrator;
- (u) Director of Health;
- (v) Director of Housing;
- (w) Commissioner of Police;
- (x) Director-General of Trade and Industry; and
- (y) Chief Town Planner/Urban Design & Landscape, Planning Department.

### ***Public Consultation***

- 16.9 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/FSS/25 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. The NDC, FDRC and SSDRC will be informed on the proposed amendments during the exhibition period of the draft OZP.

## **17. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Fanling/Sheung Shui OZP No. S/FSS/24 and that the draft Fanling/Sheung Shui OZP No. S/FSS/24A at **Attachment II** (to be renumbered to S/FSS/25 upon exhibition) and its Notes at **Attachment III** are suitable for public exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Fanling/Sheung Shui OZP No. S/FSS/25 as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

## **18. Attachments**

<b>Attachment I</b>	Approved Fanling/Sheung Shui OZP No. S/FSS/24 (reduced to A3)
<b>Attachment II</b>	Draft Fanling/Sheung Shui OZP No. S/FSS/24A
<b>Attachment III</b>	Revised Notes of Draft Fanling/Sheung Shui OZP No. S/FSS/24A
<b>Attachment IV</b>	Revised Explanatory Statement of Fanling/Sheung Shui OZP No. S/FSS/24A
<b>Attachment V</b>	Planning Report for Proposed Developments at Fanling Area 17
<b>Attachment VI</b>	Planning Report for Proposed Development at Ching Hiu Road
<b>Attachment VII</b>	Planning Report for Proposed Development at Tai Tau Leng
<b>Attachment VIII</b>	Planning Report for Proposed Development at Choi Shun Street
<b>Attachment IX</b>	Extracts of TPB Paper No. 10783 on Rezoning Proposals Involving Industrial Land in the Territory
<b>Attachment X</b>	Visual Appraisal for the Proposed Increase in BH Restriction at Sheung Shui Areas 4 & 30
<b>Attachment XI</b>	AVA(EF) for the Proposed Increase in BH Restriction at Sheung Shui Areas 4 & 30
<b>Attachment XII</b>	Provision of Major Community Facilities and Open Space in Fanling and Sheung Shui District
<b>Attachment XIII</b>	Provision of Major Community Facilities and Open Space in North District
<b>Plan 1a to 1c</b>	Location Plans
<b>Plan 2a to 2d</b>	Site Plans
<b>Plan 3a to 3d</b>	Aerial Photos
<b>Plans 4a to 4m</b>	Site Photos

<b>Plans 5a to 5h</b>	Conceptual Plans
<b>Plans 6a to 6m</b>	Access Arrangements and Traffic Improvement Measures
<b>Plans 7a to 7al</b>	Photomontages
<b>Plans 8a to 8e</b>	Landscape Proposals
<b>Plans 9a to 9e</b>	Air Ventilation Mitigation Measures

**PLANNING DEPARTMENT  
NOVEMBER 2021**