

**PROPOSED AMENDMENTS TO THE  
APPROVED FU TEI AU AND SHA LING  
OUTLINE ZONING PLAN (OZP) NO. S/NE-FTA/16**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Fu Tei Au and Sha Ling Outline Zoning Plan (FTA OZP) No. S/NE-FTA/16 (**Attachment I**) as shown on the draft FTA OZP No. S/NE-FTA/16A (**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) of the FTA OZP (**Attachment IV**) 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 FTA OZP, and is suitable for exhibition together with the draft FTA OZP and its Notes.

**2. Status of the Current OZP**

On 5.12.2017, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft FTA OZP, which was subsequently renumbered as S/NE-FTA/16. On 8.11.2022, CE in C referred the approved FTA OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 18.11.2022, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

**3. Background**

- 3.1 As promulgated in 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 of Hong Kong. It was reaffirmed in the 2019 Policy Address that the Government would continue to review various land uses and rezone sites as appropriate for residential use, and optimization of the development potential of brownfield sites is one of the key strategies.
- 3.2 In November 2019, the Planning Department (PlanD) promulgated the findings of the "Study on Existing Profile and Operations of Brownfield Sites in the New Territories" (the "Brownfield Study"), which has identified a total of 1,579ha of brownfield sites in the territory. Based on the study findings, PlanD has shortlisted

450ha of brownfield sites with relatively higher development potential in view of proximity to existing new towns/new development areas and major highways/transport infrastructures, and larger size of land, etc. In light of the 2019 Policy Address, PlanD has kick-started the first phase review of 160ha of those brownfield sites with a view to identifying clusters suitable for public housing developments. Taking into account various planning considerations, including the overall development strategy, land use compatibility, transport accessibility, infrastructure provision and broad environmental implications, eight priority clusters with a total area of about 35.7ha in Yuen Long, Tuen Mun and Tai Po with higher development potential for public housing developments have been shortlisted. Adopting the same approach of the first phase review, PlanD completed the second phase review on the remaining 290ha of brownfield sites in 2021. Among these sites, a cluster of about 2ha in Wa Shan, Sheung Shui was identified. Through amalgamation with intermingling land parcels to rationalize the site boundary, a total area of about 3.8ha (the Site) is earmarked for carrying out an engineering feasibility study (EFS).

- 3.3 In parallel, it is the Government's intention to generally increase the maximum domestic plot ratio (PR) in the territory in view of the increasingly acute demand for public housing. The Government announced in December 2018 to allow further increase in domestic PR by up to 30% to a maximum permissible domestic PR of 6.5, where technically feasible. Such maximum permissible PR is also adopted for housing land in the Northern Metropolis as a general principle, as promulgated in the 2022 Policy Address.
- 3.4 The current proposed amendments to the OZP involve rezoning of a site in Wa Shan, Sheung Shui (**Items A1** and **A2**, as shown on **Plan 1**) for public housing development with a proposed total maximum PR of 6.7 (including domestic PR of 6.5 and non-domestic PR of 0.2); and a site for reprovisioning of existing refuse collection point (RCP) and public toilet (PT) affected by the proposed public housing development (**Item B**, as shown on **Plan 1**).
- 3.5 The proposed public housing development, when materialized, will provide about 4,200 public housing units for a population of about 12,000 by 2031/2032 tentatively<sup>1</sup>. To assess the implications of the proposed development on the traffic, environmental, visual, landscape, air ventilation and other technical aspects, the Civil Engineering and Development Department (CEDD) has completed the EFS which confirms that the proposed development is technically feasible with no insurmountable problem, with implementation of the recommended infrastructure works and mitigation measures. The major findings of the EFS are set out in the Planning Report at **Attachment V** and summarized in the ensuing paragraphs. The Final Report of the EFS would be deposited at the meeting for Members' information.

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<sup>1</sup> For infrastructural planning purpose, an assumption of 4,800 public housing units with a population of 12,981 was adopted in the relevant EFS conducted for the proposed development. The parameters stated in this Paper are lower than the above figures to reflect the latest design as advised by the Housing Development (HD).

## 4. Proposed Amendments

### *The Site and Its Surrounding Areas*

- 4.1 The Site, with an area of about 3.8ha, is located to the north of Fanling/Sheung Shui New Town (FSS New Town) and Fanling North New Development Area (FLN NDA) (**Plans 2a and 4a**). It is mainly occupied by brownfield operations (such as storage yards and workshops) and some scattered temporary domestic structures. Some active farmlands are found in the southeastern corner of the Site (**Plans 2b to 4c**). The Site is accessible via a vehicular-cum-pedestrian bridge leading to the extension of Lung Sum Avenue from its south (**Plan 7**).
- 4.2 The surrounding areas of the Site have the following characteristics (**Plans 2a to 4c**):
- (a) to its immediate north, northwest and east are areas zoned “Green Belt” (“GB”) on the OZP which comprise mainly hillslopes and graves/urns within the permitted burial ground No. N/S/1 (**Plan 2b**);
  - (b) to its immediate southeast and west are areas zoned “Agriculture” (“AGR”) on the OZP which comprise mainly low-rise temporary domestic structures of Shek Wu San Tsuen, temporary structures and vegetated areas (**Plan 2b**); and
  - (c) to its south and southeast across Ng Tung River are “G/IC” sites reserved for various GIC uses; a planned FLN Central Park zoned “Open Space”; and a planned cluster of medium to high-density residential developments zoned “R(A)” and “R(B)” in FLN NDA. To its further southwest are some existing low to high-rise residential estates (including On Kwok Villa, Woodland Crest and Noble Hill) in FSS New Town (**Plan 2a**).

### *Rezoning Proposals*

#### Items A1 and A2 – Rezoning of a Site in Wa Shan for Public Housing Development

- 4.3 The Site covering **Items A1 and A2** (about 3.7 ha) is mainly zoned “AGR” (about 3.3ha, or 89%) with a minor portion zoned “GB” (about 0.4ha, or 11%) on the OZP (hereafter referred to as **Item A Site**). It is proposed to be rezoned to “Residential (Group A)” (“R(A)”) for public housing development, subject to a maximum PR of 6.7 and a maximum building height (BH) of 170mPD (**Plans 1 and 2b**). The indicative layout and section plans of the proposed public housing development are shown on **Plans 5 to 6b**, and its major development parameters are summarized below:

<b>Development Site Area</b>	about 3.14ha <sup>(1)</sup>
<b>Total Maximum PR</b>	6.7
- Domestic PR	6.5
- Non-domestic PR	0.2
<b>Maximum BH<sup>(2)</sup></b>	170mPD
<b>No. of Blocks</b>	5 blocks (including 1 Public Transport Terminus (PTT))

	with ancillary carparking storeys atop)
<b>No. of Flats (about)</b>	4,200 units
<b>Population (about)</b>	12,000
<b>Supporting Facilities<sup>(3)</sup></b>	<ul style="list-style-type: none"> <li>• Kindergarten</li> <li>• Retail Facilities</li> <li>• Social Welfare Facilities<sup>(4)</sup></li> </ul>
<b>Parking and Transport Facilities</b>	<ul style="list-style-type: none"> <li>• PTT</li> <li>• Ancillary carparking spaces and loading/unloading bays in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)</li> </ul>
<b>Target Completion Year</b>	2031/2032

Notes:

- (1) The total area of the proposed “R(A)” zone is about 3.7ha which also covers a proposed internal road, footpaths and other roadside amenity areas. The development site area is subject to change at detailed design stage.
- (2) Maximum BH has catered for additional GFA concession for adoption of Modular Integrated Construction under Joint Practice Note No. 8 promulgated in July 2022.
- (3) The actual provision of non-domestic facilities (including kindergarten and retail facilities) will be subject to confirmation by relevant government departments at detailed design stage.
- (4) Public transport facilitates and government, institution and community (GIC) facilities (including elderly and rehabilitation service facilities) as required by the Government may be exempted from PR calculation. Details of these facilities are subject to the advice of relevant government departments. 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. The type and actual provision of social welfare facilities will be subject to the advice of the Social Welfare Department (SWD) and HD at detailed design stage.

Item B – Rezoning of a site for Re-provisioning of Government Facilities

- 4.4 The Site covering **Item B** (about 0.1ha) is proposed to be rezoned from “AGR” to “Government, Institution or Community” (“G/IC”) for reprovisioning of the RCP and PT currently located in the western part of **Item A Site (Plans 2b and 3)**. The provision details, including the exact development parameters, layout and design will be subject to further planning and assessment by relevant departments.

**5. Land Use Compatibility and Development Intensity**

The Site is located in an area intermixed with hillslopes, temporary low-rise domestic structures, brownfield operations and vegetated areas. To its south across Ng Tung River is FLN NDA comprising a mixture of residential, commercial and GIC facilities, etc (**Plan 2a**). Among various land uses, area adjacent to the Site are mainly two planned medium-rise GIC buildings; a planned Central Park and a cluster of medium to high-density residential developments to be implemented under the FLN NDA project by phases, subject to BH restrictions ranging from 80mPD to 140mPD; and some existing low to high-rise residential estates (i.e. On Kwok Villa, Woodland Crest and Noble Hill). The Site is currently served by a vehicular-cum-pedestrian bridge across Ng Tung River connecting to the planned road networks in FLN NDA to the south. The proposed public housing development (subject to a maximum PR restriction of 6.7 and a maximum BH of 170mPD) is expected to form an extension of FLN NDA and FSS New Town. The proposed public housing development at the Site is considered not entirely incompatible with the surrounding profile of the existing/planned developments. Besides, it should

be noted that the proposed housing development is generally in line with the housing policy of optimizing land use and increasing housing supply for public housing development. As mentioned in paragraph 3.3 above, a maximum permissible domestic PR of 6.5 would be allowed, where technically feasible. The proposed development intensity (i.e. a domestic PR of 6.5 and non-domestic PR of 0.2) is considered appropriate and technically feasible.

## **6. Technical Assessments**

- 6.1 An EFS with technical assessments on various aspects has been conducted by CEDD for the proposed public housing development and zoning amendments as mentioned above. The EFS confirms that there is no insurmountable technical problem for the proposed housing development. The Planning Report of the EFS is at **Attachment V**.

### Traffic and Transport Aspects

- 6.2 A traffic and transport impact assessment (TTIA) has been conducted under the EFS (Section 3 at **Attachment V**) and traffic improvement measures are proposed to ensure that adequate traffic capacity will be available to address the anticipated demand arising from the proposed public housing development. Taken into consideration the improvement measures to the planned/existing junctions as proposed under other government projects in the vicinity<sup>2</sup>, traffic improvement measures proposed in the TTIA include improvements to three junctions, viz. Tin Ping Road/ Lung Sum Avenue Junction (J4), Jockey Club Road/Lung Sum Avenue Junction (J5) and Road L3/ Road L4 Junction (J11) (**Plan 7**). Regarding the public transport services in the area, a total of four franchised bus and one green mini-bus (GMB) routes are proposed to cater for the additional public transport demand from the proposed development. Furthermore, a PTT<sup>3</sup> with lay-by facilities for franchised bus and GMB will be provided within the Site to cater for the needs of the future population in the proposed development. To enhance accessibility of the proposed development, a pedestrian-cum-cycle bridge of about 10m wide is proposed to the south of the Site across Ng Tung River<sup>4</sup> (**Plan 8**). The proposed pedestrian and cycle track networks will be connected to the planned networks in FLN NDA as well as the existing networks in FSS New Town areas.
- 6.3 The TTIA demonstrates that in the design year of 2035, the performance of critical road junctions within the assessed area will be generally acceptable and the traffic conditions at major road links near the proposed development will be generally manageable. Having regard to the findings and recommendations of the TTIA under the EFS, Commissioner for Transport (C for T) has no in-principle objection to the proposed development.

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<sup>2</sup> Other planned junction improvement measures will be implemented under different government projects including Queen's Hill Development, Police Training Facilities in Kong Nga Po, Kwu Tung North and FLN projects, etc.

<sup>3</sup> The design of the PTT will be subject to coordination amongst relevant government departments at detailed design stage. The final operation plan of the public transport services will be subject to future demand and will be reviewed by relevant operators and departments.

<sup>4</sup> The design and details of the proposed pedestrian-cum-cycle bridge is subject to review at detailed design stage.

## Visual Aspect

- 6.4 The proposed development comprises four residential blocks and a PTT cum carparking block, with a podium under two residential blocks and a maximum BH of 170mPD (**Plan 6b**). Although the overall visual impact of the proposed development to some VPs is considered as ‘substantially adverse’ (i.e. VPs 2, 3, 4 and 9) (**Plans 9a, 9b and 9e**) and that it will inevitably alter the existing visual context and visual amenity of its locality, the proposed development, when materialized, is expected to form as the extension of the urban context of FSS New Town in the wider context. According to the Landscape and Visual Impact Assessment (LVIA), visual impact could be relieved by adopting visual mitigation measures where feasible, such as variation in building height profile (from 50mPD to 167mPD), sufficient spacing between high-rise buildings (minimum 15m), building setback from the site boundary (about 20m wide from the south), and careful design and façade treatment of buildings to enhance visual permeability and visual relief (Table 4.7 at **Attachment V** and **Plan 10**).
- 6.5 With the implementation of the above measures and additional design measures to be considered at detailed design stage, including permeable podium design and designs in compliance with Sustainable Building Design Guidelines, the overall visual impact arising from the proposed development would be alleviated. More detailed consideration on the required design measures will be given by HD at detailed design stage. It should be noted that the proposed housing development is generally in line with the housing policy to optimize the land use and increase housing supply for public housing development.

## Landscape Aspect

- 6.6 A total of 577 trees (excluding undesirable species) are identified within the Site and the areas to be affected by the associated infrastructural works<sup>5</sup>. Most of these trees are in poor and average conditions, with no Old and Valuable Tree was identified. Among the surveyed trees, 261 trees will be felled and 280 trees will be retained in-situ<sup>6</sup>. The remaining 36 trees which overlaps with the Remaining Phase Development of FLN NDA will be felled and compensated under the FLN NDA project.
- 6.7 To mitigate the overall landscape impact, a total of 254 new trees are proposed to be planted within the Site and near the infrastructural works areas<sup>7</sup>. An overall compensatory ratio of about 1 to 1 could be achieved. Furthermore, a minimum of 20% overall greenery coverage<sup>8</sup> and local open space at a minimum of 1m<sup>2</sup> per person will be provided in the public housing development to ensure that a desirable landscape setting will be achieved in the development (**Plans 11 to 12b**). With the implementation of various landscape mitigation measures, such as at grade and

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<sup>5</sup> Excluding those undesirable species (i.e. 65 trees), a total of 232 trees are identified within the Site and another 345 trees are identified within areas to be affected by the related infrastructural works.

<sup>6</sup> Including two Trees of Particular Interest (i.e. an undersized *Aquilaria sinensis* with diameter at breast height (DBH) 40mm (WS-A01)) (**Plan 2b**) and a *Ficus microcarpa* with DBH over 1m (WS-T251) identified outside the Site to be retained in-situ.

<sup>7</sup> About 239 trees and 15 trees are proposed to be planted within the Site and along the road respectively under the EFS by CEDD/HD.

<sup>8</sup> An overall 30% greenery coverage is targeted to be achieved for the proposed public housing development.

podium greening, the landscape impact induced by the proposed development is considered acceptable.

#### Air Ventilation Aspect

- 6.8 According to the Air Ventilation Assessment – Expert Evaluation (AVA – EE) conducted under the EFS (Section 5 at **Attachment V**), the proposed development would potentially block some winds to its immediate surroundings. Various key design features are proposed to enhance air ventilation including building separations of minimum 15m wide aligned with the prevailing wind directions (i.e. NNE, E, SE, ESE and SSW), building setbacks from site boundary (about 20m wide from the south and about 30m wide from the west), etc (**Plans 13a to 13e**). The AVA – EE concludes that, with incorporation of mitigation measures, overall no significant adverse air ventilation impact is anticipated from the proposed development to the surrounding wind environment. Other design features, such as enhancing building and podium permeability, could be considered at detailed design stage. Besides, it is also recommended that a quantitative AVA shall be conducted to assess the effectiveness of the proposed mitigation measures to optimize the building arrangements at detailed design stage. Where appropriate, the requirement of the mitigation measures and a quantitative AVA will be incorporated into the Planning Brief for implementation.

#### Environmental Aspect

- 6.9 According to the Preliminary Environmental Review (PER) conducted under the EFS (Section 6 at **Attachment V**), the proposed development will unlikely be subject to adverse air quality impact arising from vehicular emission as sufficient buffer separation from the roads/carriageways to the nearest air sensitive uses (i.e. 10m for District Distributor and 5m for Local Distributor) are allowed in accordance with the HKPSG. Besides, no chimney was identified within the 500m assessment area. The proposed development will unlikely subject to chimney emission.
- 6.10 To mitigate potential noise impact, suitable noise mitigation measures such as acoustic fin/windows, fixed glazing window and enhanced acoustic balcony will be adopted for those residential blocks vulnerable to noise exceedance. Significant adverse traffic noise impact on the proposed development is not anticipated.
- 6.11 The PER confirms that, with the implementation of appropriate mitigation measures, no significant adverse impacts on other environmental aspects, including water quality, waste and land contamination is anticipated. Director of Environmental Protection (DEP) has no adverse comment on the proposed development. More detailed assessment will be carried out at detailed design stage to formulate appropriate mitigation measures.

### Other Technical Aspects

- 6.12 The EFS conducted has also covered other technical aspects including cultural heritage, ecological, geotechnical, sewerage, drainage, water supply, etc. With the implementation of mitigation measures and improvement works proposed, the EFS concludes that the proposed development will not result in insurmountable problems in technical terms. Relevant departments, including Antiquities and Monuments Office, DEVB (AMO, DEVB), DAFC, 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 Services Department (CE/C of WSD), etc. have no adverse comment on the proposed development.

## **7. Provision of GIC Facilities and Open Space**

- 7.1 Taking into account the proposed public housing development, the planned population of the Fu Tei Au and Sha Ling (FTA) area would be increased to about 13,500 persons. As shown in **Attachment VI**, the planned provision of GIC facilities in the FTA area is generally adequate to meet the demand in accordance with the requirements of the HKPSG, except for the followings:
- (a) there will be shortfall in the planned provision of primary school in FTA area (-18 classrooms), which could be absorbed by the surplus in the planned provision in the North District (+55 classrooms). There will also be shortfalls in the planned provision of secondary schools and hospital beds, which will be monitored and addressed by the Education Bureau and the Hospital Authority respectively, on a wider regional basis;
  - (b) there is about 1.41ha of planned local open space in FTA area, which would be sufficient to meet the public demand. While there will be a shortfall in the provision of planned district open space in FTA area, the demand of district open space could be addressed by the planned district open space in KTN/FLN NDA areas, which would be implemented by phases; and
  - (c) there will be shortfalls in child care centres, community care services facilities and rehabilitation services in the FTA 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. To meet the demand, social welfare facilities, including elderly and rehabilitation service facilities, with no less than 5% of the domestic GFA of the proposed public housing development will be provided (details in paragraph 4.3 above). The types and actual provision will be worked out in due course at detailed design stage.



## 8. Proposed Amendments to Matters shown on the OZP

8.1 The proposed amendments as shown on the draft FTA OZP No. S/NE-FTA/16A (**Attachment II**) are as follows:

(a) Items A1 and A2 (about 3.7ha)

Rezoning of a site in Wa Shan, Sheung Shui from “AGR” and “GB” zones to “R(A)” zone, subject to a total maximum PR of 6.7 and maximum BH of 170mPD for public housing development.

(b) Item B (about 0.1ha)

Rezoning of a piece of land to the west of Item A Site from “AGR” zone to “G/IC” zone for reprovisioning of the affected RCP and PT.

## 9. Proposed Amendments to the Notes of the OZP

9.1 The following proposed amendments have been incorporated in the draft Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) at **Attachment III** for Members’ consideration.

“R(A)” zone

9.2 In relation to **Items A1 and A2** as mentioned in paragraph 4.3 above, the Notes and the Remarks for “R(A)” zone of the OZP will be added to incorporate the development restrictions for the “R(A)” zone with a maximum PR of 6.7 and a maximum BH of 170mPD. In determining the maximum PR for the purpose “R(A)” zone on the OZP, any floor space that is constructed or intended for use solely as public transport facilities and GIC facilities, as required by the Government, may be disregarded.

Technical Amendments

9.3 To align with the revised Master Schedule of Notes to Statutory Plan agreed by the Board on 28.12.2018, technical amendments are proposed to the Notes for “G/IC” zone to reflect ‘Market’ as a use subsumed under ‘Shop and Services’.

## 10 Revision to the 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.

## **11 Plan Number**

Upon exhibition for public inspection, the Plan will be renumbered as S/NE-FTA/17.

## **12 Consultation**

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

- 12.1 On 13.12.2022 and 19.1.2023, PlanD, CEDD and HD jointly consulted the NDC and two relevant RCs (i.e. FDRC and SSDRC) respectively on the proposed OZP amendments for the public housing development and its related infrastructural works.
- 12.2 In general, both NDC and RC members were supportive of the proposed public housing development. Nonetheless, there were concerns on the potential traffic issues and displacement of the existing residents and businesses on the land. Their major comments/views are summarized below:
- (a) the current road scheme would aggravate the traffic congestion in FSS New Town areas. The resilience issue of the proposed road scheme in case of traffic jam/ emergency situation should be considered. Relevant government departments should review and revisit the traffic scheme, in particular a direct routing via Fanling Bypass to the Site should be explored;
  - (b) public parking facilities to alleviate the parking demand should be provided within the proposed public housing development; and
  - (c) the proposed development would involve displacement of existing residents and brownfield operations that have been living and operating in the area. The Government should provide appropriate arrangement to the affected operators and residents.

### Responses from Relevant Government Bureaux/Departments

- 12.3 Regarding the concern on adverse traffic impact arising from the proposed development, the findings and recommendations of the TTIA summarized in paragraph 5.2 above are relevant. The proposed public housing development is feasible from traffic point of view. In response to members' request for a direct access road leading to Fanling Bypass from the Site, it should be noted that such road arrangement would involve clearance of existing graves within the permitted burial ground and resumption of additional land of Shek Wu San Tsuen to the southeast of the Site, etc. Based on the findings of the TTIA, the travelling time of the current proposed road scheme (i.e. via road networks in FLN NDA to Fanling Bypass) is considered acceptable. C for T has no adverse comment on the proposed road scheme. For parking facilities, high-end ratio has been adopted in accordance with the HKPSG to provide ancillary car parking spaces within the public housing development in the PTT block. No public parking facilities could be accommodated in the proposed development due to

development constraint.

- 12.4 For those existing residents and brownfield operations to be affected, there are established mechanisms in place regarding rehousing, compensation and ex-gratia allowance arrangements. Lands Department (LandsD) will instigate the relevant arrangement once the scope of clearance is confirmed. For those operators who wish to continue their businesses in other areas, the Government will also offer assistance and facilitation through administrative means such as providing the affected operators with a more concrete departure timeframe; providing advice on planning and land matters (including providing information on suitable relocation sites, offering advice to facilitate submission of planning applications if necessary, prioritizing the processing of short term waiver applications); and restricted tendering of government sites by way of short term tenancy. In addition, the Government will also take forward the development of multi-storey buildings for modern industries so as to assist the affected operators to operate in a more land-efficient manner and facilitate their upgrading.

#### Departmental Consultation

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

- (a) Secretary for Development;
- (b) Secretary for Transport and Logistics;
- (c) Secretary for Education;
- (d) District Land Officer/North, Lands Department;
- (e) AMO, DEVB;
- (f) Chief Building Surveyor/New Territories West, Buildings Department;
- (g) C for T;
- (h) Chief Highway Engineer/New Territories East, Highways Department;
- (i) CE/MN of DSD;
- (j) CE/C, WSD;
- (k) Director of Fire Services;
- (l) Director of Agriculture, Fisheries and Conservation (DAFC);
- (m) DEP;
- (n) Project Manager/North, North Development Office, CEDD;
- (o) H(GEO), CEDD;
- (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) Director of Food and Environmental Health;
- (u) Director of Health;
- (v) Director of Housing;
- (w) Commissioner of Police; and
- (x) CTP/UD&L, PlanD.

- 12.6 DAFC advises that the Site possesses potential for agricultural rehabilitation for activities such as open-field cultivation, greenhouses, plant nurseries, etc. In this regard, it should be noted that the proposed rezoning is to carry forward the government's policy initiative to optimize development potential of brownfield sites for enhancing housing supply. As mentioned in paragraph 3.2 above, the Site was identified under the Brownfield Study completed by PlanD in 2019 as one of the brownfield clusters with high potential for public housing development, in view of its proximity to existing new towns and major highways and other relevant planning considerations. It has been occupied by brownfield operations for years with only a minor portion of the Site (about 1,510m<sup>2</sup>, or equivalent to about 4% of the total site area) is being used for agricultural activities. The area of "AGR" zone proposed to be rezoned is only about 3.34ha, which is insignificant compared with the remaining 125.9ha of "AGR" zone in Fu Tei Au and Sha Ling area upon the proposed rezoning. Furthermore, the proposed public housing development on the Site will not affect the rehabilitation potential of the remaining land within "AGR" zone. It is considered that the proposed rezoning has struck a balance between the needs for agricultural rehabilitation and enhancing land supply to meet the pressing housing and social needs of the community.

#### Public Consultation

- 12.7 If the proposed amendments are agreed by the Committee, the draft FTA OZP No. S/NE-FTA/16A (to be renumbered to S/NE-FTA/17 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. NDC, FLRC and SSRC will be informed of the proposed amendments during the exhibition period of the draft OZP.

### **13 Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved FTA OZP No. S/NE-FTA/16 and that the draft FTA OZP No. S/NE-FTA/16A at **Attachment II** (to be numbered as S/NE-FTA/17 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 FTA OZP No. S/NE-FTA/16A (to be renumbered as S/NE-FTA/17 upon exhibition) 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.

## **14 Attachments**

<b>Attachment I</b>	Approved FTAOZP No. S/NE-FTA/16 (reduced size)
<b>Attachment II</b>	Draft FTA No. S/NE-FTA/16A
<b>Attachment III</b>	Revised Notes of the Draft FTA OZP No. S/NE-FTA/16A
<b>Attachment IV</b>	Revised ES of the Draft FTA OZP No. S/NE-FTA/16A
<b>Attachment V</b>	Planning Report of the EFS Study
<b>Attachment VI</b>	Provision of Open Space and Major GIC Facilities on the FTA OZP
<b>Plan 1</b>	Location Plan
<b>Plans 2a to 2b</b>	Site Plans
<b>Plan 3</b>	Aerial Photo
<b>Plans 4a to 4c</b>	Site Photos
<b>Plan 5</b>	Indicative Layout for Proposed Development
<b>Plans 6a and 6b</b>	Section Plans for Proposed Development
<b>Plan 7</b>	Proposed Traffic Improvement Works
<b>Plan 8</b>	Proposed Pedestrian and Cycle Track Connectivity
<b>Plans 9a to 9e</b>	Photomontages
<b>Plan 10</b>	Mitigation Plan
<b>Plan 11</b>	Landscape Concept Plan
<b>Plans 12a and 12b</b>	Greenery Coverage Plans
<b>Plans 13a to 13e</b>	Prevailing Wind Flow and Proposed Air Ventilation Mitigation Measures

**PLANNING DEPARTMENT  
MARCH 2023**