

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/NE-LYT/842

- Applicant** : Construction Division, Water Supplies Department (WSD) represented by Townland Consultants Limited
- Site** : Government Land (GL) at Tai Wo Service Road East, Tong Hang, Fanling, New Territories
- Site Area** : About 2,997m²
- Land Status** : GL
- Plan** : Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/19
- Zonings** : (i) “Other Specified Uses” annotated “Amenity Area” (“OU(Amenity Area)”) (about 60% of the Site)
- (ii) “Other Specified Uses” annotated “Petrol Filling Station” (“OU(PFS)”) (about 20% of the Site)
- (iii) “Agriculture” (“AGR”) (about 20% of the Site)
- Application** : Proposed Public Utility Installation (Fresh Water Pumping Station) and Associated Filling of Land

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed public utility installation (PUI) (Fresh Water Pumping Station (FWPS)) and associated filling of land at the application site (the Site), which falls within an area mainly zoned “OU(Amenity Area)” (about 60%), partly zoned “OU(PFS)” (about 20%) and partly zoned “AGR” (about 20%) on the OZP (**Plans A-1 and A-2**). According to the Notes of the OZP, ‘Public Utility Installation’ is a Column 2 use within the three said zones, which requires planning permission from the Town Planning Board (the Board). Filling of land within the “AGR” zone also requires planning permission from the Board. The Site is currently partly occupied by a construction works site for the Fanling Bypass, and partly vacant with some vegetation, with a portion encroaching onto the existing cycle track and footpath to the north. Part of the Site is located underneath the Fanling Bypass under construction (**Drawing A-1 and Plans A-4a to A-4c**).

- 1.2 According to the applicant, the proposed FWPS forms part of the Public Works Project (PWP) No. 9377WF 'Improvement of Water Supply to Northern New Territories'. The proposed Tong Hang FWPS at the Site will serve as a booster pumping station to transfer fresh water from Tai Po Water Treatment Works (TPWTW) to various existing/planned fresh water service reservoirs (FWSRs) in the North District (such as Tong Hang FWSR, Tong Hang No. 2 FWSR, Tong Hang No. 3 FWSR (under construction), Table Hill FWSR and Ping Che FWSR etc.) via existing/planned fresh water trunk mains by increasing the water pressure (**Drawing A-9**). Those FWSRs will then distribute fresh water to the corresponding water supply zones serving various areas in the North District.
- 1.3 The proposed development comprises two single-storey building blocks (excluding basement), namely a pump house and an electrical facilities building, with total gross floor area (GFA) of about 760m² and building heights (BHs) ranging from about 5.41m to 8m (**Drawings A-1 to A-8**). The pump house at the western part of the Site will accommodate pump motors with pumping capacity of 404,000m³/day at 65m head, whilst the electrical facilities building at the eastern part of the Site will provide ancillary facilities in support of the operation of the pumping station. Not less than 5.29m of vertical clearance is reserved within the Site for the purpose of inspection and maintenance of the Fanling Bypass in future (**Drawing A-6**). The proposed development also involves associated filling of land at the Site for site formation. Master layout plan, floor plans, section plans, master landscape plan and artist impressions submitted by the applicant are shown at **Drawings A-1 to A-8, A-11 and A-12**. Major development parameters of the proposed scheme are summarised below:

| Major Development Parameters ^[1] | Proposed Scheme | |
|---|---------------------------|--------------------------------|
| | Pump House | Electrical Facilities Building |
| Site Area | About 2,977m ² | |
| GFA | 440m ² | 320m ² |
| Site Coverage | About 27% | |
| BH | About 8m | About 5.41m |
| Accommodation Schedule | | |
| • B/F | Pump Motors | N/A |
| • G/F | Pump Motors | E&M |

^[1] The proposal is indicative in nature. The major development parameters of the proposed FWPS are subject to further review at the detailed design stage.

- 1.4 The Site is accessible from Fanling Highway via Tai Wo Service Road East (**Plans A-1 and A-2**). The proposed ingress/egress is located at the eastern-end of the Site and an emergency vehicular access (EVA) will be provided along the northern edge of the Site (**Drawing A-1**). No parking space nor loading/unloading space is proposed on-site. In view of the encroachment onto the existing cycle track and footpath along the northern fringe of the Site due to the EVA requirement for the proposed FWPS, the applicant has proposed a realignment proposal for reprovisioning of the concerned section of cycle track and footpath (**Drawing A-10**). Upon completion of the reprovisioning works by the applicant, the Transport Department (TD) and Highways Department (HyD) will take up the responsibility for management and maintenance respectively.

- 1.5 Landscape proposals, including planting areas with trees and shrubs along the periphery of the Site and vertical greening along the fence wall, are proposed for the development (**Drawings A-11 and A-12**). No Old and Valuable Tree (OVT), tree of particular interest (TPI) or protected species is identified within the Site. Nine trees, i.e. *Garcinia subelliptica*, will be planted within the Site to compensate the nine existing trees to be felled¹, achieving a compensatory ratio of about 1:1. A minimum greenery coverage of 20% will be achieved for the proposed development.
- 1.6 Upon completion of Fanling Bypass (Eastern Portion), the Civil Engineering and Development Department (CEDD) is anticipated to hand over the works area to the Lands Department (LandsD) in Q3 2025. The proposed development is scheduled to commence in Q3 2025 with a tentative competition date of Q3 2029 to align with the anticipate date for the first population intake in Fanling North New Development Area (FLN NDA).
- 1.7 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 30.12.2024 (Appendix I)
 - (b) Planning Statement received on 30.12.2024 (Appendix Ia)
 - (c) Supplementary Information (SI) received on 6.1.2025 (Appendix Ib)
 - (d) Further Information (FI) received on 7.2.2025[^] (Appendix Ic)
 - (e) FI received on 10.2.2025[^] (Appendix Id)

[^] accepted and exempted from the publication and recounting requirements

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Application Form, Planning Statement, SI and FIs at **Appendices I to Id**, as summarised below:

- (a) the proposed development forms part of the improvement works under the PWP No. 9377WF, which aims to catering the rising fresh water demand in the Northern Metropolis. Upon the completion, it could allow fresh water to be transferred from Tai Po District to various areas in the North District such as Kwu Tung North (KTN)/FLN NDAs, the Loop and other public housing developments;
- (b) based on the following considerations, the Site is the most suitable location in the surrounding areas and no alternative sites are available:
 - (i) to maximise energy efficiency and cost-effectiveness, FWPS is preferable to be located in proximity to FWSR or water treatment works. The Site, which is situated along the existing water mains between TPWTW and Tong Hang FWSRs, is considered as a desirable location for the proposed FWPS as the relevant rerouting works could be minimised;
 - (ii) the Site is entirely GL which would not require further land resumption

¹ Including seven trees within the Site (except one tree of an invasive and undesirable species) and two trees affected by the mainlying works outside the Site.

process, and the FWPS could timely commence to meet the planned population intake programme of various developments in the North District; and

- (iii) the proposed FWPS is generally in line with the location guidelines for pumping station as set out in the Chapter 7 of Hong Kong Planning Standards and Guidelines (HKPSG) in that (1) the Site is located within a close proximity to the existing/planned Tong Hang FWSRs which will maximise the energy efficiency; (2) the Site has adequate vehicular access via Tai Wo Service Road East to facilitate maintenance of the proposed FWPS; (3) except the planned public housing development to the further south across the Fanling Highway, there is no major residential development or other sensitive receiver at the immediate nearby areas; (4) landscaping has been incorporated to blend with the surrounding areas as detailed in paragraph 1.5 above; and (5) the maximum development potential of the Site has been generally achieved as it is not feasible to co-locate the FWPS with other use(s) due to technical constraints;
- (c) the Site is located within an area of rural fringe landscape character which is predominated by village settlements and various transport infrastructures such as railway, highway and footpath/cycle track. The proposed FWPS, a low-rise development with landscape provisions, sensitive façade treatment and/or aesthetic painting finishes, is considered not incompatible with the surrounding land uses. Due to design requirements, there are constraints on vertical greening at the façade of the buildings, fence greening has been proposed at the Site instead;
- (d) various technical assessments including traffic impact assessment (TIA)², drainage impact assessment (DIA) and tree preservation and landscape proposal (TPLP) have demonstrated that the proposed FWPS would not induce significant adverse traffic, drainage, landscape and visual impacts on the surrounding areas. Relevant mitigation measures shall be proposed in the detailed design stage as appropriate;
- (e) WSD has been proactively liaising with various parties to address the interfacing issues arising from the proposed development:
 - (i) upon completion of the Fanling Bypass (Eastern Portion), WSD will take over the Site from LandsD for commencement of the proposed FWPS in Q3 2025;
 - (ii) WSD will also closely liaise with TD and HyD for the provisioning of the footpath/cycle path at the detailed design stage; and
 - (iii) sufficient vertical clearance is reserved within the Site for the purpose of inspection and maintenance of the Fanling Bypass as required by HyD; and
- (f) the District Facilities and Works Committee of Tai Po District and North District Councils were consulted on 8.1.2025 and 3.2.2025 respectively. While the Members of Tai Po District Council generally had no adverse comment on the proposal, the Members of North District Council supported the improvement works.

² The concerned TIA was submitted under 'the Agreement No. CE 47/2023 (WS) – Updated Layout of Proposed Tong Hang Fresh Water Pumping Station'.

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

As the Site only involves GL, the ‘owner’s consent/notification’ requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) are not applicable.

4. Background

Improvement of Water Supply to Northern New Territories

- 4.1 The existing Sheung Shui Water Treatment Works (SSWTW) with treatment capacity of 180,000m³/day is currently providing fresh water supply to the North District. Due to the planned/potential developments in the Northern Metropolis including KTN NDA, FLN NDA, the Loop and various housing projects in the North District, it is anticipated that the water demand within the supply zone of SSWTW would exceed its existing design treatment capacity by 2030, and therefore a transfer system to convey fresh water from TPWTW to the North District is required to cater for the increased fresh water demand. The proposed works under PWP No. 9377WF will increase the total fresh water supply to the North District from 180,000m³/day to about 480,000m³/day by 2030.

Land Use Zonings

- 4.2 The Site was zoned “Comprehensive Development Area” (“CDA”) and “AGR” on the draft OZP No. S/NE-LYT/1 gazetted on 1.7.1994. The planning intention of the then “CDA” zone was for development of a petrol filling station with plant nursery³. Subsequently, two applications (No. A/NE-LYT/197 and 220) for development of an additional petrol and liquefied petroleum gas (LPG) filling station with amenity area at the then “CDA” site were approved with conditions by the Rural and New Town Planning Committee (the Committee) on 17.3.2000 and 4.5.2001 respectively. To reflect the existing PFS and the proposed petrol and LPG filling station and the intention of developing nursery garden/landscape/amenity area, the concerned “CDA” zone was then rezoned to the “OU(PFS)” and “OU(Amenity Area)” respectively on the draft OZP No. S/NE-LYT/6 gazetted on 3.5.2002. The subject “OU(PFS)” and “OU(Amenity Area)” zones have remained unchanged since then.
- 4.3 The proposed petrol and LPG filling station has not yet been materialised. The majority of the “OU(PFS)” and “OU(Amenity Area)” zones was resumed by the Government in 2019 for the works area for construction of Fanling Bypass (Eastern

³ Before the designation of the “CDA” zone, the concerned site, which was zoned “Unspecified Use”, was the subject of a previously approved application (No. DPA/NE-LYT/46) for petrol filling station with associated approach road and nursery gardens within the “Unspecified Use” area on the draft Lung Yeuk Tau and Kwan Tei South Development Permission Area Plan No. DPA/NE-LYT/1. The application was approved with conditions by the Board upon review on 8.10.1993. In view of its considerable size and close proximity to Fanling Highway and Mat Wat River (which was an open stream-course), the site was rezoned to “CDA” on the draft OZP No. S/NE-LYT/1, which could ensure that the proposed development be implemented in a co-ordinated and comprehensive manner and that it would not have adverse impact on the environment, traffic and drainage conditions of the area.

Section)⁴ (**Plan A-2**).

5. Previous Applications

- 5.1 The Site under the then “CDA” zone is the subject of two previous applications (No. A/NE-LYT/197 and 220) for proposed petrol and LPG filling station with amenity area, which were approved by the Committee with conditions on 17.3.2000 and 4.5.2001 respectively. Their considerations are not relevant to the current application which involves a different use.
- 5.2 Details of the applications are summarised at **Appendix II** and their locations are shown on **Plan A-1**.

6. Similar Application

There is no similar application within the “OU(Amenity Area)”, “OU(PFS)” or “AGR” on the OZP.

7. The Site and Its Surrounding Areas (Plans A-1 to A-4c)

7.1 The Site is:

- (a) located on the fringe of Fanling/Sheung Shui New Town and sandwiched between Fanling Highway to the southwest and Ma Wat River and East Rail Line to the northeast;
- (b) comprising construction works area for Fanling Bypass (Eastern Section), a section of cycle track and footpath to the north and largely vacant land with some vegetation;
- (c) partly located underneath the Fanling Bypass under construction; and
- (d) accessible from Fanling Highway via Tai Wo Service Road East.

7.2 The surroundings areas have the following characteristics:

- (a) to the immediate south are some plant nurseries and to the west is an existing PFS;
- (b) to the further north and further northeast across Ma Wat River and East Rail Line are the village settlements/domestic structures of Tong Hang Tsuen and Tong Hang Tung Chuen respectively;
- (c) Tong Hang FWSR, Tong Hang No. 2 FWSR and planned Tong Hang No. 3

⁴ The subject works area under PWP Item No. 7747CL ‘Advance Site Formation and Engineering Infrastructure Works at Kwu Tung North New Development Area and Fanling North New Development Area (Road Works)’ is part of the first phase of KTN and FLN NDAs development which comprises various engineering infrastructure works, amongst others, the construction of the Fanling Bypass (Eastern Section) connecting the FLN NDA to Fanling Highway.

FWSR under construction are located to the further northeast at a higher site formation platform; and

- (d) to the south of the Site is Fanling Highway. To the further southwest and south across Fanling Highway are a planned public housing development at Area 48, Fanling zoned “Residential (Group A)3” and the village settlement of Wo Hop Shek Village mainly falling within the “Village Type Development” zone on the approved Fanling/Sheung Shui OZP No. S/FSS/28.

8. Planning Intentions

- 8.1 The planning intention of the “OU(Amenity Area)” is to designate land for the development of nursery garden, landscape and amenity area.
- 8.2 The planning intention of the “OU(PFS)” is to allocate land for petrol filling station use.
- 8.3 The planning intention of the “AGR” zone is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
- 8.4 According to the Explanatory Statement of the OZP, planning permission from the Board is required for filling of land within the “AGR” zone, as the activity may cause adverse drainage and environmental impacts on the adjacent areas.

9. Comments from Relevant Government Departments

- 9.1 The following government bureau/departments have been consulted and their views on the application are summarised as follows:

Land Administration

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

- (a) she has no objection to the application;
- (b) the Site comprises (i) GL allocated to CEDD under Simplified Temporary Land Allocation (STLA) TDN No. 4207 for site formation and infrastructural works for PWP Item No. 7747CL – Advance Site Formation and Engineering Infrastructure Works at Fanling North New Development Area and Fanling Bypass Eastern Section; (ii) GL allocated to WSD under STLA No. STLA – TTP 250 for site investigation works at Tong Hang for PWP No. 9377WF Improvement of Water Supply to Northern New Territories – Tai Po Station; (iii) a section of cycle track and public footpath; and (iv) unleased and unallocated GL;

- (c) the area of the Site has not been verified and will be subject to detailed site survey;
- (d) if the application is approved, the applicant should submit to her office a Permanent Government Land Allocation application of the Site for implementing the proposed fresh water pumping station which will be subject to such terms and conditions as considered appropriate (if approved); and
- (e) her advisory comments are at **Appendix III**.

Traffic

9.1.2 Comments of the Commissioner for Transport (C for T):

she has no comment on the application from traffic engineering perspective given that:

- (a) the TIA submitted under ‘the Agreement No. CE 47/2023 (WS) – Updated Layout of Proposed Tong Hang Fresh Water Pumping Station’ demonstrates that the traffic impact arising from the proposed development is acceptable; and
- (b) the proposed vehicular access for the proposed development and re-alignment arrangement of the cycle track and footpath are considered acceptable.

9.1.3 Comments of the Chief Highways Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- (a) he has no adverse comment from the highways maintenance perspective;
- (b) the proposed vertical clearance distance reserved for the maintenance of the Fanling Bypass is considered acceptable; and
- (c) his advisory comments are at **Appendix III**.

Environment

9.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) he has no objection to the application from environmental planning perspective; and
- (b) his advisory comments are at **Appendix III**.

Drainage

9.1.5 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) she has no objection in principal to the application from public

drainage perspective; and

- (b) her advisory comments are provided at **Appendix III**.

Fire Safety

9.1.6 Comments of the Director of Fire Services (D of FS):

- (a) he has no specific comment on the application; and
- (b) his advisory comments are provided at **Appendix III**.

Urban Design, Visual and Landscape

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

Urban Design and Visual

- (a) she has no adverse comment on the application from urban design perspective;
- (b) the Site is located at the fringe of Fanling/Sheung Shui New Town and sandwiched between Fanling Highway on its southwest and Ma Wat River and East Rail Line to its northeast. Its immediate locality predominantly comprises a PFS (with a BH of about 17.7mPD) and a number of temporary structures, Fanling Bypass under construction (which will traverse the western portion of the Site) and road works; while village settlements and temporary structures (with BHs ranging from about 17.4mPD to 35.9mPD) are located to the south of Fanling Highway and north of East Rail Line. There is a planned public housing development with a maximum BH restriction of 175mPD to its southwest. Given its low-rise in nature with BHs of about 5.41m (or 23.31mPD) and about 8m (or 25.9mPD), the proposed development is considered not incompatible with the surrounding context;
- (c) based on the landscape proposal and artist impression submitted (**Drawings A-11 and A-12**), the proposed development has incorporated various design measures, including planting along the periphery of the Site and vertical greening along the fence wall, etc. to mitigate the potential visual impact, and no significant adverse visual impact is anticipated;

Landscape

- (d) she has no adverse comment on the application from landscape planning perspective;
- (e) the Site is situated in an area of miscellaneous rural fringe landscape character comprising railways, temporary structures, scattered tree groups, small houses, and woodlands within the “Green Belt” zone to the further north. Based on the site photos taken on 15.1.2025,

the Site is mostly vacant with few trees observed within and at the periphery of the Site; and

- (f) based on the TPLP submitted by the applicant (**Appendix Ia**), eight trees (including one of undesirable species) are identified within the Site and all the trees are proposed to be felled. No OVT, TPI or protected species has been identified. Nine trees, i.e. *Garcinia subelliptica*, are proposed within the Site to compensate the loss of seven of trees within the Site and two outside the Site, achieving a 1:1 compensation ratio in terms of number of tree felled. Shrubs and groundcover with evergreen species, and vertical greening are proposed at the planting areas along the periphery and along the fence wall of the Site. A minimum greenery coverage of 20% is proposed.

9.1.8 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

he has no comment from architectural and visual impact perspective as the proposed development may not be incompatible with the surrounding areas.

Project Interface

9.1.9 Comments of the Project Manager/North, Civil Engineering and Development Department (PM/N, CEDD);

- (a) she has no objection to the application from the project interface perspective;
- (b) considering that her office is anticipated to hand over the works area to LandsD in Q3 2025, there should not be any significant interfacing issue between the construction works for Fanling Bypass (Eastern Section) and the proposed Tong Hang FWPS; and
- (c) should there be any other outstanding works, the applicant is advised to further liaise with and coordinate with her office.

Town Gas Safety

9.1.10 Comments of the Electrical and Mechanical Services Department (DEMS):

- (a) he has no adverse comment on the application; and
- (b) his advisory comments are provided at **Appendix III**.

Agriculture and Nature Conservation

9.1.11 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) he does not support the application from agricultural perspective as

the “AGR” portion of the Site possesses potential for agricultural rehabilitation. There are available agricultural infrastructures such as road access and water source. The “AGR” portion of the Site can be used for agricultural activities such as greenhouses, plant nurseries; and

- (b) he has no comment on the application from nature conservation perspective.

9.2 The following government bureau/departments have no objection to/no comment on the application:

- (a) Secretary for the Environment and Ecology (SEE);
- (b) District Officer (North), Home Affairs Department (DO(N), HAD);
- (c) Director of Leisure and Cultural Services (DLCS);
- (d) Director of Food and Environmental Hygiene (DFEH);
- (e) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD); and
- (f) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD).

10. Public Comments Received During Statutory Publication Period

On 7.1.2025, the application was published for public inspection. During the statutory public inspection period, three public comments were received (**Appendix IV**). One comment from an individual querying the hard paving ratio of the Site, car parking and loading/unloading arrangement for the proposed development; rooftop and façade treatments for the proposed structures; as well as the rationale of the selection of species to be planted on-site. Two comments from a member of North District Council and an individual indicate no comment on the application.

11. Planning Considerations and Assessments

The Proposal

- 11.1 The application is for the proposed FWPS and associated filling of land at the Site mainly zoned “OU(Amenity Area)” (about 60%) and partly zoned “OU(PFS)” (about 20%) and zoned “AGR” (about 20%) on the OZP. The proposal, which forms an essential part of the improvement works for the trunk transfer system to convey fresh water to the North District, comprises two single-storey building blocks (a pump house and an electrical facilities building) with a total GFA of about 760m² and BHs of about 5.41m to 8m (**Drawings A-1 to A-8**). The applicant also submits a realignment proposal for reprovisioning of the concerned section of the existing cycling track and footpath adjoining the Site to the north (**Drawing A-10**).

Planning Intentions and Site Selection

- 11.2 The Site is a piece of GL located to the southwest of the existing/planned Tong Hang FWSRs, and connected to Fanling Highway via Tai Wo Service Road East (**Plans A-1 and A-2**). According to the applicant, the existing fresh water supply

system in the North District will be overloaded due to the various developments in the future, and the proposed FWPS is essential to meet the increase in the fresh water demand from new housing developments in the area and to enhance the reliability of the water supply system. Majority of the subject “OU(PFS)” and “OU(Amenity Area)” zones have been resumed by the Government for construction of Fanling Bypass (Eastern Section) (**Plan A-2**). Besides, though the proposed development is not entirely in line with the planning intentions of the Site and DAFC does not support the application from agricultural perspective, the current location of the proposed FWPS is the result of a site-selection process carried out by the applicant. The applicant has demonstrated in the submission that the Site is the most suitable site in the surrounding areas; the site selection complies with the relevant requirements for location of pumping station set out in the Chapter 7 of HKPSG as detailed in paragraph 2(b)(iii) above; and no alternative sites are available.

Land Use Compatibility

- 11.3 The Site is located at the fringe of Fanling/Sheung Shui New Town and is sandwiched between Fanling Highway to the southwest and Ma Wat River and East Rail Line) to the northwest (**Plans A-1 and A-2**). The immediate locality of the Site predominantly comprises a PFS, plant nurseries, temporary structures and cycle track/footpath. To the north and the further north across East Rail Line are the village settlements and the existing/planned Tong Hang FWSRs at a higher site formation platform. The proposed development is considered generally compatible with the surrounding land uses.

Visual and Landscape Aspects

- 11.4 The proposed development is generally low-rise in nature and partly located underneath the Fanling Bypass under construction (which will traverse the western portion of the Site) (**Drawing A-12**). CTP/UD&L, PlanD and CA/ACS, ArchSD have no comment on the application from urban design and architectural perspectives respectively, and consider that significant adverse visual impact is not anticipated. Regarding the landscape impact, a compensatory ratio of 1:1 will be adopted to compensate the trees felled. Given that the proposed development has also incorporated landscape proposal with a minimum greenery coverage of 20%, CTP/UD&L, PlanD has no adverse comment on the application from landscape planning perspective.

Other Technical Aspects

- 11.5 The application involves associated filling of land within the “AGR” portion of the Site, which requires planning permission from the Board as it may cause adverse drainage and environmental impacts on the adjacent area. In this regard, CE/MN, DSD and DEP have no objection to the land filling proposal, which is intended for site formation of the proposed structures of the development. PM/N, CEDD has no objection to the application from project interfacing perspective and advises that there would not be any significant interfacing issue between the construction works for Fanling Bypass (Eastern Section) and the proposed FWPS. C for T and CHE/NTE, HyD have no comment on or no objection to the application from traffic engineering and highways maintenance perspectives respectively, and both consider that, the realignment proposal for reprovisioning

of the cycle track and footpath to the north, as well as the vertical clearance distance reserved at the Site to cater for the inspection and maintenance of Fanling Bypass, are acceptable.

- 11.6 Other concerned government departments consulted, including DEP, CE/MN, DSD and D of FS have no objection to or no comment on the application from environmental, drainage, and fire safety aspects respectively. Relevant technical requirements of concerned government departments could be addressed separately at the subsequent land grant stage. Should the application be approved, the applicant will also be advised to strictly comply with relevant pollution control ordinances and follow appropriate mitigation measures as set out in the Recommended Pollution Control Clauses for Construction Contracts and ProPECC PN 2/24 “Construction Site Drainage” to minimise any potential environmental impacts during construction stage. Besides, the applicant will also be advised to observe the Electrical and Mechanical Services Department’s requirements on the “Avoidance of Damage to Gas Pipes 2nd Edition”.

Public Comments

- 11.7 Regarding the public comments mentioned in paragraph 10 above, the applicant’s justifications in paragraphs 2(c) and 2(d) above, the government department’s comments and planning assessments above are relevant.

12. Planning Department’s Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 14.2.2029, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses are at **Appendix III**.
- 12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

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

14. Attachments

| | |
|----------------------------|---|
| Appendix I | Application Form received on 30.12.2024 |
| Appendix Ia | Planning Statement received on 30.12.2024 |
| Appendix Ib | SI received on 6.1.2025 |
| Appendix Ic | FI received on 7.2.2025 |
| Appendix Id | FI received on 10.2.2025 |
| Appendix II | Previous Applications |
| Appendix III | Recommended Advisory Clauses |
| Appendix IV | Public Comments |
| Drawing A-1 | Master Layout Plans |
| Drawings A-2 to A-5 | Floor Plans |
| Drawings A-6 to A-8 | Section Plans |
| Drawing A-9 | Proposed Water Supply Scheme |
| Drawing A-10 | Realignment Proposal of Existing Footpath and Cycle Track |
| Drawing A-11 | Master Landscape Plan |
| Drawing A-12 | Artist Impression |
| Plan A-1 | Location Plan |
| Plan A-2 | Site Plan |
| Plan A-3 | Aerial Photo |
| Plans A-4a to A-4c | Site Photos |

**PLANNING DEPARTMENT
FEBRUARY 2025**