

**RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

RNTPC Paper No. 5/22

For Consideration by

the Rural and New Town Planning Committee on 23.9.2022

PROPOSED AMENDMENTS TO

THE APPROVED FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/2

**PROPOSED AMENDMENTS TO THE
APPROVED FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/2**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Fanling North (FLN) Outline Zoning Plan (OZP) No. S/FLN/2 (**Attachment I**) as shown on the draft OZP No. S/FLN/2A (**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 16.6.2015, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft FLN OZP, which was subsequently renumbered as S/FLN/2. On 31.5.2022, the CE in C referred the OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

3. Background

- 3.1 The FLN New Development Area (NDA) is being implemented in two phases - the First Phase and the Remaining Phase developments. General layout of the First Phase and Remaining Phase developments is in **Attachment VI**. The construction of the First Phase development was commenced in September 2019 and the detailed design of the Remaining Phase development was started in December 2019 by Civil Engineering and Development Department (CEDD) and is going to complete shortly. The detailed design study includes a land use review mainly for two "Government, Institution or Community" ("G/IC") sites and one "Other Specified Uses" annotated "Parking and Operation Facilities for Environmentally Friendly Transport System" ("OU(POFEFTS)") site, which are no longer needed for the government/transport facilities as originally contemplated in the NDA.
- 3.2 With due considerations of technical assessments under the detailed design study, review of the land uses for the above three sites and other "G/IC" sites in the NDA

has been conducted, which necessitates amendments to the OZP. Two sites along Man Kam To Road in Area 3 are proposed for rezoning for logistics facility and bus depot uses respectively (**Items A and B**) and one site to the south of Ng Tung River in Area 5 is proposed for rezoning for public housing development and government/community facilities uses (**Items C1 to C4**). The proposed public housing development in Area 5, when materialised, will provide a total of about 2,400 public housing units for a total population of about 6,100.

- 3.3 A planned public housing site located at the southwest corner of Area 6 will be combined with the adjoining area, which was originally planned for Road L7 and is no longer required, to form a larger site for housing development (**Item C5**). The proposed public housing development in the site, when materialised, will provide a total of about 1,900 public housing units for a total population of about 4,800. Furthermore, to allow more design flexibility and to include a planned Public Transport Interchange (PTI) with other GIC uses in a “G/IC” site in Area 11, the building height restriction (BHR) of this site is to be relaxed (**Item D**).
- 3.4 To accommodate the new and intensified developments in the NDA, the Government has also reviewed the planned road network and some refinements or upgrading would be necessary (**Items E1 to E3**). While the gazette of road works for supporting the Remaining Phase development of the NDA is also planned to be carried out under the Roads Ordinance in Q3 2022, corresponding changes to some of the land use zonings would be necessary.

4. Proposed Amendments

Items A and B - Rezoning of two “G/IC” sites in Area 3 (Plans 1a, 2a and 3a)

The Sites and Surroundings

- 4.1 Two "G/IC" sites to the north of Ng Tung River, on eastern and western side of Man Kam To Road, are proposed to be rezoned for logistics facility (**Item A**) and bus depot with public goods vehicle parking uses (**Item B**) respectively (**Plans 1a, 2a and 3a**). Currently, the area to their west is an “Agriculture” zone with active/fallow farmlands. To the north and east are a cluster of warehouses/storage yards, domestic structures and vacant land largely zoned “OU(Port Back-up Uses)” on the Fu Tei Au and Sha Ling OZP. The two "G/IC" sites are currently reserved for the Hong Kong Police Force (HKPF). As the reserved HKPF facilities will be consolidated and relocated to Kong Nga Po, the sites can be freed up for other uses.

Rezoning Proposals

- 4.2 **Item A** involves a site of about 5.22ha in Area 3 to the west of Man Kam To Road. In view of the surrounding planning context and having considered its direct access to Man Kam To Road and Fanling Bypass, the site is proposed for development of multi-storey buildings for logistics facility with a view to housing brownfield operations in the territories. It is proposed to rezone the site from "G/IC" and 'Road' area to "OU(Logistics Facility)" with a proposed maximum plot ratio (PR) of 7 and a maximum building height (BH) of 100mPD. The rezoning proposal is also in line with the Northern Metropolis Development Strategy announced in

October 2021 to promote upgrading of the logistics industry as well as creating employment opportunities.

- 4.3 **Item B** involves a site of about 3.27ha in Area 3 to the east of Man Kam To Road. Having considered its distance from the planned residential area of FLN NDA to the south with Ng Tung River as buffer, the site is proposed primarily for development of permanent multi-storey bus depots, including the reprovisioning of a planned bus depot in the district. Recognising the shortfall of parking spaces of heavy goods vehicles in North District, it is also proposed to co-locate public goods vehicle parks within the site. It is, therefore, proposed to rezone the site from "G/IC" and 'Road' area to "OU(Bus Depot)" with a proposed maximum BH of 60mPD.

Items C1 to C4 - Rezoning of the “OU” and “G/IC” Sites in Area 5 (Plans 1a, 2a and 3a)

The Sites and Surroundings

- 4.4 The concerned sites to the south of Ng Tung River are located in Area 5 and in the western part of the OZP, which have direct access to Jockey Club Road and/or the planned Road L4 (**Plans 1a, 2a and 3a**). To the east of the sites is a cluster of planned public housing sites zoned “Residential (Group A)” (“R(A)”) and “Residential (Group B)” (“R(B)”). To the immediate north of the sites is a planned open space/promenade along Ng Tung River. To the west and south of the sites are “Green Belt” and “G/IC” zones respectively under the Fanling/Sheung Shui OZP.

Rezoning Proposals

- 4.5 **Item C1** involves a site of about 2.15ha to the south of Ng Tung River in Area 5, which is proposed for rezoning from “OU(POFEFTS)”, “G/IC” and ‘Road’ area to “R(A)5” for public housing development. Having considered the stepped building height profile of the NDA (stepping down towards Ng Tung River) and the adjacent planned public housing sites, BHRs of 95mPD (northern portion) and 110mPD (southern portion) are proposed for the site. Making reference to the adjacent planning context (i.e. “R(B)” zone with maximum domestic PR of 3.5) fronting Ng Tung River, a maximum domestic PR of 4.55 to take into account the government’s policy in 2018 to increase domestic PR by 30% for public housing sites, where feasible, to increase housing supply will be proposed. To provide retail and other support facilities, a maximum non-domestic PR of 0.3 is proposed. A non-building area (NBA) will be stipulated on the originally planned Road L7 area within the site to maintain the wind corridor extending across Ng Tung River to the north. The main development parameters are summarised below:

Proposed Zoning	“R(A)5”
Site Area	2.15ha
Total PR	4.85
- Domestic PR	4.55
- Non-domestic PR	0.3

Proposed Zoning	“R(A)5”
Maximum BH	95mPD (northern portion) 110mPD (southern portion)
No. of Flats (about)	2,400
Estimated population (about)	6,100
Non-domestic facilities⁽¹⁾	- Social welfare facilities ⁽²⁾ , retail facilities

Notes

- (1) The actual provision of non-domestic facilities will be subject to confirmation by relevant government departments at the detailed design stage.
- (2) 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 location, type and actual provision of social welfare facilities will be subject to the advice from SWD and HD at detailed design stage.

4.6 **Item C2** involves a site of about 0.14ha at the southwest corner of Area 5, which is proposed for rezoning from “OU(POFEFTS)” to “OU(Sewage Pumping Station)” with a maximum BH of 15mPD for expansion of the adjoining planned sewage pumping station to address the future demand due to increasing population in the area.

4.7 **Item C3** involves a site of about 0.76ha at the southern portion of Area 5 and to the north of planned Road L4, which is proposed for rezoning from "OU(POFEFTS)" to "G/IC" with a maximum BH of 8 storeys for provision of a new sports/leisure centre together with other possible GIC uses to address the future district demand and relocation of a planned refuse collection point (RCP).

4.8 **Item C4** is proposed for rezoning the residual portion of the originally planned Road L7, which is no longer required, to “Open Space” (“O”). This residual land of about 0.03ha will be merged with the planned open space along Ng Tung River.

Item C5 - Expansion of a planned public housing development in Area 6 (Plans 1a, 2a and 3a)

The Site and Surroundings

4.9 A planned public housing site currently zoned “R(A)2” is proposed to be rezoned and expanded to increase the housing supply. The “R(A)2” site is one of the public housing sites in the residential cluster located in Area 6 to the north of planned Road L4 (**Plans 1a, 2a and 3a**). The site is sandwiched between the planned “O” to the east and Road L7 (which is no longer required) to the west.

Rezoning Proposal

4.10 **Item C5** involves this “R(A)2” site located at the southwest corner of Area 6 and the remaining portion of the originally planned Road L7 (i.e. southern portion). There is no change in the planning intention of the site for public housing development, but to increase the development intensity of the enlarged site with combination of Road L7. The whole site of about 1.5ha is, therefore, proposed to be rezoned as “R(A)6” with a proposed maximum total PR to be relaxed from 5 to 6.5 and BHR to be relaxed from 120mPD to 145mPD in view of the surrounding

planning context and the government's policy in 2018 to allow intensification of development intensity of public housing sites by 30%, where feasible. Similar to the site of Item C1 above, a NBA will also be mainly stipulated on the originally planned Road L7 area within the site to maintain the wind corridor extending across Ng Tung River to the north. The main development parameters are summarised below:

Proposed Zoning	“R(A)6”
Site Area	1.5ha
Total PR	6.5 (+30% from the original “R(A)2”)
- Domestic PR	5.2
- Non-domestic PR	1.3
Maximum BH	145mPD
No. of Flats (about)	1,900
Estimated population (about)	4,800
Non-domestic facilities⁽¹⁾	- Social welfare facilities ⁽²⁾ , retail facilities

Notes

- (1) The actual provision of non-domestic facilities will be subject to confirmation by relevant government departments at the detailed design stage.
- (2) 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 location, type and actual provision of social welfare facilities will be subject to the advice from SWD and HD at detailed design stage.

Item D - Revision of the BHR of a “G/IC” site in Area 11 (Plans 1b, 2b and 3b)

The Site and Surroundings

4.11 **Item D** involves a "G/IC" site of about 1.21ha at the western portion of Area 11 and to the north of a planned "O" (i.e. FLN Central Park) (**Plans 1b, 2b and 3b**). The site is located at a central location of the NDA and is reserved for various GIC uses including government clinic/health centre, community hall, PTI, RCP, social welfare facilities and sports/leisure centre. The "G/IC" zone is currently subject to a maximum BH of 5 storeys.

Proposed Amendment

4.12 To allow more design flexibility and to cater for provision of additional government services and facilities, including a newly planned PTI, to serve the increasing population in the NDA, the maximum BH of the site is proposed to be revised to 8 storeys. The relaxed BHR is in line with the BHR (i.e. 8 storeys) of the adjacent “G/IC” zone to the east.

Items E1 to E3 - Amendments arising from the revised road layout (Plans 1c, 2c and 3c)

4.13 The alignment of Fanling Bypass (Eastern Section) in the NDA First Phase development project is under construction. To reflect the approved major road layout and design, corresponding zoning amendments are required:

Item	Original Zoning	Proposed Zoning and Use	Site Area
Gazetted alignment of Fanling Bypass (Eastern Section) (Plan 2c)			
E1	“G/IC” and ‘Road’	“OU(Amenity Area)”	about 0.08ha
E2	“O” and ‘Road’	“G/IC” (for reprovisioning of government facilities including public toilet and RCP)	about 0.11ha
E3	‘Road’	“G/IC” (for reprovisioning of the North District Temporary Wholesale Market for Agricultural Products and On Lok Mun Street Playground)	about 0.64ha

Minor Zoning Boundary Adjustment

4.14 Opportunity is taken to incorporate minor zoning boundary adjustments to some zones on the OZP mainly to align the zoning boundary to the adjoining road. These adjustments would not have any material implications on the land use zoning.

5. Intensification of Planned Housing Sites in Remaining Phase

In addition to the two proposed public housing sites under **Items C1 and C5**, in order to increase housing supply, the government has reviewed the development intensity of the planned housing sites in the Remaining Phase. In accordance with the existing policy, the planned public and private housing sites will be relaxed by 30% and 20% respectively from the maximum PR stipulated on the OZP. CEDD has submitted a s.16 application (No. A/FLN/30) for minor relaxation of PR and/or BHR of the housing sites, which would be considered by the Committee at this meeting. With the above rezoning and intensification proposals, the total new flat and new population in the FLN NDA would be about 36,300 flats and 95,060 persons. Within the FLN OZP area, there are existing domestic dwellings/structures not to be affected by the NDA project. The total planned population in the FLN OZP area is, therefore, estimated to be about 95,300 persons.

6. Technical Assessments

6.1 In the detailed design study, CEDD has conducted various technical assessments on the proposed zoning amendments and intensification of the housing sites as mentioned in paragraph 5 above. The assessments have assessed the overall impact of the proposed developments to the FLN NDA. As demonstrated in the summary of the technical assessments (**Attachment VII**), the proposed developments would not generate unacceptable impact or insurmountable problems. No adverse comments are received upon departmental circulation. The proposed OZP amendments are technically acceptable. Findings of some major assessments are summarised as follows:

Traffic

- 6.2 With the proposed improvement schemes to the planned road junctions, e.g. providing an additional traffic lane at Jockey Club Road northbound section, etc., the Traffic and Transport Impact Assessment (TTIA) review has demonstrated that in the design year 2041, the performance of critical road junctions within FLN NDA, in general, will be acceptable and the traffic conditions at major road links near the NDA will be generally maintained at a manageable degree. The proposed public transport terminus/PTIs at FLN NDA will be able to cater for the additional population, providing adequate public transport services both within FLN NDA and for accessing the external areas. The pedestrian and cycle track network will be well connected within FLN NDA and also to the existing networks in Fanling/Sheung Shui area, and will be able to take on the additional population. In conclusion, based on the TTIA review, the rezoning proposals are technically feasible from the traffic and transport point of view.

Environmental

- 6.3 An Environmental Assessment review has been conducted, which demonstrates that the rezoning proposals are acceptable in environmental perspective. Sufficient separation distance(s) between the residential building blocks and the nearby roads have been adopted to meet the setback distance(s) requirements as set out in the Hong Kong Planning Standards and Guidelines (HKPSG). With the implementation of proposed at-source and at-receiver end traffic noise mitigation measures, e.g. architectural fins, acoustic windows, etc., the predicted traffic noise levels at all of the residential sensitive uses would comply with the stipulated noise criterion of 70 dB(A). Based on the assessment, no adverse traffic noise impact arising from the rezoning proposal is anticipated with the adoption of proposed mitigation measures. Furthermore, for the proposed bus depot site (**Item B**), a full Environmental Impact Assessment (EIA) in accordance with the EIA Ordinance to confirm the environmental acceptability will be undertaken by the future project proponent.

Visual

- 6.4 The Visual Impact Assessment review was conducted to assess the impact on the spatial relationship between the proposed developments and its surrounding context. Two viewpoints have been selected. According to the assessment (**Plans 4a and 4b**), the proposed developments are perceived as visually compatible to surrounding context and no significant alteration to planned urban context of the area would be resulted. The stepped building height profile in NDA can be maintained. There would not be any significant change in visual obstruction and permeability that would create any insurmountable adverse visual impact. There are minor changes in skylines and openness and would not be any significant adverse impact on existing visual resources and visual amenity. There would be no discernible change on the impact to local and district visually sensitive receivers anticipated from the proposed developments. As a whole, the proposed changes would not create any discernible adverse change in visual impact.

Landscape

- 6.5 The landscape impacts arising from proposed amendments are considered slight. There would be no change to the scope of the site formation works. There is no additional impacted landscape areas. For the amendments relating to road works, the government will implement mitigation measures, e.g. landscaping shall be provided along roads, etc., to minimise the possible landscape impact during the construction and operation phase. As a whole, the proposed changes would not impose adverse change in the landscape impact.

Air Ventilation

- 6.6 A quantitative Air Ventilation Assessment (AVA) – Initial Study (IS) has been conducted to assess the wind performance of the proposed amendments. The study results show that upon implementation of the established air ventilation measures, e.g. breezeway/air paths, NBAs, etc., the proposed development would not result in significant adverse air ventilation impact to the existing surrounding built areas of Fanling/Sheung Shui New Town and nearby FLN NDA sites. To further minimise the possible ventilation impacts, various good air ventilation measures with reference to the Sustainable Building Design Guideline and HKPSG, including building/podium setbacks, terraced podium designs, etc. would be considered to incorporate to the proposed developments at the detailed design stage.

Other Technical Aspects

- 6.7 With the implementation of mitigation measures and improvement works proposed, it is concluded that the rezoning proposal will not result in insurmountable problem in terms of sewerage, drainage, water supply, geotechnical, cultural heritage, utilities etc. aspects. Relevant departments, including Director of Environmental Protection (DEP), Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD), Chief Engineer/Construction, Water Supplies Department (CE/C of WSD), Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD), etc. have no adverse comments on the rezoning proposal.

7. Provision of GIC Facilities and Open Space

- 7.1 As mentioned in paragraph 5, the planned population of the FLN NDA would be about 95,300 persons. As shown in **Attachments VIII**, the planned population for open space and major GIC facilities in FLN NDA are generally adequate to meet the demand in accordance with the requirements of HKPSG, except the following:
- 7.2 According to the population-based planning standards for elderly services and facilities under HKPSG, there will be shortfalls in the areas in child care centre, community care services facilities, residential care homes and rehabilitation services in the FLN NDA. In applying the standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the

Social Welfare Department (SWD) in the planning and development process as appropriate. 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 C1 and C5**. The type and actual provision will be worked out in due course at detailed design stage.

8. Proposed Amendments to the Matters shown on the OZP

A list of the above amendments as shown on the draft FLN OZP at Attachment II is at **Attachment V**.

9. 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 ‘~~erossed-out~~’) are at **Attachment III** for Members’ consideration. The proposed amendments are summarised as follows:

“R(A)” zone

9.1 In relation to **Items C1 and C5** as mentioned in paragraphs 4.5 and 4.10 above, the Remarks of the Notes for “R(A)” zone are proposed to be revised to incorporate the development restrictions of the “R(A)5” and “R(A)6” zones.

“OU” zone

9.2 In relation to **Items A and B** as mentioned in paragraphs 4.2 and 4.3 above, the Notes for “OU(POFEFTS)” zone are proposed to be deleted, and the Notes for the “OU(Logistics Facility)” and “OU(Bus Depot)” zones with the proposed development restrictions as mentioned above are proposed to be incorporated.

Technical Amendments

9.3 To align with the revised MSN agreed by the Board on 28.12.2018, technical amendments are proposed to the Notes for “R(A)”, “R(B)”, “Village Type Development”, “G/IC” and “OU(Commercial/Residential Development with Public Transport Interchange)” zones to reflect ‘Market’ as a use subsumed under ‘Shop and Services’.

10. 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 ‘~~erossed-out~~’) are at **Attachment IV** for Members’ consideration.

11. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/FLN/3.

12. Consultation

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

- 12.1 On 14.7.2022, 26.7.2022 and 2.8.2022, PlanD and CEDD jointly consulted SSDRC, NDC and FDRC respectively on the proposed OZP amendments.
- 12.2 In general, members of both RCs supported the proposed amendments while SSDRC members expressed concerns on the reprovisioning of brownfield operations in the region and potential traffic impacts to the area.
- 12.3 In general, NDC supported the proposed amendments, except that they raised objection to **Item B** for the proposed development of bus depot adjacent to Ng Tung River. Individual NDC members expressed concerns on the potential environmental impact generated from the proposed bus depot use.

Responses from Relevant Government Bureaux/Departments

- 12.4 The proposed bus depot development (**Item B**) is to reprovision an existing bus depot in the district as well as to address future demand. The location is relatively away from residential areas but not too remote for future users. The existing riverside promenade to the south will be maintained. Regarding the concerns on the potential environmental impact arising from the proposed bus depot development, the findings and recommendations of the EA review summarised in paragraph 6.3 above are relevant. For the proposed bus depot development, a full EIA under the statutory process will be undertaken by the future project proponent to confirm its environmental acceptability. In general, the above proposed developments are considered acceptable from the environmental perspective.
- 12.5 For SSDRC's concerns on the potential adverse traffic impact arising from the proposed developments, the findings and recommendations of the TTIA review summarised in paragraph 6.2 above are relevant. Taking into account the proposed improvement schemes in the NDA and other planned/proposed road and traffic improvement works, the proposed developments are considered acceptable from traffic point of view.
- 12.6 Regarding SSDRC's concerns on the reprovisioning of brownfield operations, **Item A** mentioned in paragraph 4.2 above is relevant. The government has established policy in respect of the compensation to the affected business operations. The site (**Item A**) to the west of Man Kam To Road is proposed for development of multi-storey buildings for logistics facility with a view to housing brownfield operations in the territories.

Departmental Consultation

- 12.7 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 Development;
- (b) Secretary for Education;
- (c) Secretary for Transport and Logistics;
- (d) Antiquities and Monuments Office, Development Bureau;
- (e) District Land Officer/North, Lands Department;
- (f) Chief Estate Surveyor/New Development Area, Lands Department;
- (g) Chief Building Surveyor/New Territories West, Buildings Department;
- (h) Commissioner for Transport;
- (i) Chief Highway Engineer/New Territories East, Highways Department;
- (j) Chief Highway Engineer/Railway Development Office, Highways Department
- (k) Chief Engineer/Mainland North, Drainage Services Department;
- (l) Chief Engineer/Construction, Water Supplies Department;
- (m) Director of Fire Services;
- (n) Director of Agriculture, Fisheries and Conservation;
- (o) Director of Environmental Protection;
- (p) Director of Food and Environmental Hygiene;
- (q) Project Manager/North, Civil Engineering and Development Department;
- (r) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
- (s) Director of Electrical and Mechanical Services;
- (t) Director of Leisure and Cultural Services;
- (u) Director of Social Welfare;
- (v) District Officer (North), Home Affairs Department;
- (w) Government Property Administrator;
- (x) Director of Housing;
- (y) Commissioner of Police; and
- (z) Chief Town Planner/Urban Design & Landscape, Planning Department.

Public Consultation

- 12.8 If the proposed amendments are agreed by the Committee, the draft FLN OZP (to be renumbered to S/FLN/3 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.

13. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved FLN OZP No. S/FLN/2 as shown on the draft FLN OZP No. S/FLN/2A at **Attachment II** (to be renumbered to S/FLN/3 upon exhibition) and its Notes at **Attachment III** and that they are suitable for public exhibition under section 5 of the Ordinance; and

- (b) adopt the revised ES at **Attachment IV** for the draft FLN OZP No. S/FLN/2A (to be renumbered as No. S/FLN/3) as an expression of the planning intentions and objectives of the Board for various land use zonings on the OZP and agree that the revised ES is suitable for publication together with the OZP.

14. Attachments

Attachment I	Approved FLN OZP No. S/FLN/2 (reduced to A3 size)
Attachment II	Draft FLN OZP No. S/FLN/2A
Attachment III	Draft Notes for the draft FLN OZP No. S/FLN/2A
Attachment IV	Draft ES of Draft FLN OZP No. S/FLN/2A
Attachment V	List of Proposed Amendments shown on the draft OZP No. S/FLN/2A
Attachment VI	General Layout of the FLN NDA First Phase and Remaining Phase Developments
Attachment VII	CEDD's Technical Assessments
Attachment VIII	Provision of Major Community Facilities and Open Space in FLN NDA
Plans 1a to 1c	Location Plans
Plans 2a to 2c	Site Plans
Plans 3a to 3c	Aerial Photos
Plans 4a and 4b	Photomontages

**PLANNING DEPARTMENT
SEPTEMBER 2022**