

**PROPOSED AMENDMENTS TO THE
APPROVED SHA TIN OUTLINE ZONING PLAN NO. S/ST/34**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Sha Tin Outline Zoning Plan (OZP) No. S/ST/34 (**Attachment I**) as shown on the draft Sha Tin OZP No. S/ST/34A (**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 OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings on the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current Sha Tin OZP

- 2.1 On 29.5.2018, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Sha Tin OZP No. S/ST/33, which was subsequently renumbered as S/ST/34. On 8.6.2018, the approved Sha Tin OZP No. S/ST/34 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 22.6.2021, the CE in C referred the approved Sha Tin OZP No. S/ST/34 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 2.7.2021, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

- 3.1 According to the 2013 Policy Address, the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. It was reaffirmed in the 2014 Policy Address that the Government would continue to review various land uses and rezone sites as appropriate for residential use. To meet and expedite housing land supply in the short and medium terms, the Government has been carrying out various land use reviews on an on-going basis. To meet the housing demand identified under the Long Term Housing Strategy, Hong Kong Housing Authority (HKHA) has been

invited to explore the feasibility of redeveloping its factory estates for public housing use according to 2019 Policy Address.

- 3.2 HKHA has completed the feasibility study in Q1 2021 and concluded that four flatted factories sites including Sui Fai Factory Estate (SFFE) in Fo Tan (**Amendment Item A**), Yip On Factory Estate in Kowloon Bay, Wang Cheong Factory Estate in Cheung Sha Wan, and Kwai On Factory Estate in Kwai Chung, are technically feasible for housing development. To facilitate the development proposals of HKHA, relevant rezoning exercises will be carried out accordingly.
- 3.3 Opportunity has been taken to take forward two section 12A applications (Nos. Y/ST/42 and 47) agreed by the Rural and New Town Planning Committee (the Committee) of the Board on 4.12.2020 and 10.9.2021 to rezone a site to the south of Che Kung Miu Road from “Village Type Development” (“V”) to “Government, Institution or Community” (“G/IC”) to continue the existing religious institution use and to make provision for application for the existing columbarium use (**Amendment Item C**), and to rezone a site to the south-west of Fo Tan Road from “V” and “Green Belt” (“GB”) to “Other Specified Uses” annotated “Columbarium (1)” (“OU(Columbarium(1))”) to make provision for the existing columbarium use (**Amendment Item B**) respectively.
- 3.4 In addition, it is also proposed to amend the OZP to rezone a completed “Comprehensive Development Area (1)” (“CDA(1)”) site to a suitable residential zoning to reflect its as-built conditions (**Amendment Item D**).
- 3.5 Apart from the corresponding amendments to the Notes in connection with the above proposed amendments, technical amendments to other parts of the Notes of the OZP have also been made to incorporate the latest revision of the Master Schedule of Notes to Statutory Plans.

4. Proposed Amendments

Amendment Item A – Proposed Redevelopment of Sui Fai Factory Estate (Plans 1a, 2a, 3a, 4a, 5 to 10e)

The Site and its Surroundings

- 4.1 The Item A site is a piece of Government land for public housing development (about 0.90 ha) currently occupied by SFFE built in 1982 under a vesting order managed by HKHA, and is zoned “Industrial” (“I”) on the approved OZP. The existing 23-storey SFFE with a building height of about 92mPD, has a total internal floor area (IFA) for industrial use of about 39,700m² (equivalent to a GFA of about 52,900m²ⁱ) and a total of 1,596 factory rental units. As advised by HKHA, the overall occupancy rate for SFFE is about 97.6% as of August 2021. According to the Reference Trade List in HKHA Factory Building, there are 12 generic groups to define the light industries which factory units can accommodate. For

ⁱ Based on a conversion factor of 1m² IFA to 1.3333m² GFA.

SFFE, around 80% of the tenancies involves manufacturing and repairing of equipment, machinery, electrical appliances, lamps/lights, upholstered furniture, fabricated metal products and casting of metals, products of wood, rattan bamboo, paper, cork, straw, lacquer-wares and plaiting materials.

- 4.2 Amendment Item A site is located at the southern fringe of Fo Tan Industrial Area, bounded by Shan Mei Street to its north-east, existing slope features to its south-west, village houses and temporary structures to its south-east and south, and an industrial building (i.e. Supreme Industrial Building) and Sui Fung Lane to its north-west. It is accessible to Fo Tan Road – the primary distributor of Fo Tan area via Shan Mei Street and Min Fong Street (**Plan 1a**). To the north-east of the site along Shan Mei Street is Sha Tin Galleria with retail and commercial uses under the zoning of “Commercial” (“C”). The existing public transport interchange (PTI) providing various public transport services to the locality, is located on the opposite side of Shan Mei Street to the north-east of the Site. East Rail Line Fo Tan Station is within walking distance of around 500m.
- 4.3 Major residential developments nearby include Yuk Wo Court under the zoning of “R(A)5” (about 400m), the Au Pui Wan Street comprehensive development site under the zoning of “CDA(1)” currently under construction (about 400m), Chun Yeung Estate under the zoning of “R(A)2” (about 550m), The Palazzo under the zoning of “OU” annotated “Railway Depot Comprehensive Development Area” (about 700m), Sui Wo Court under the zoning of “R(A)” (about 750m), and Choi Wo Court under the zoning of “R(A)3” (about 800m). The plot ratios (PR) of these developments range from 3.6 to 6.1 (**Plan 7**).

Rezoning Proposal

- 4.4 As announced in the 2014 Policy Address, the Government considers that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, it is feasible to generally increase the maximum domestic PR currently permitted for the other density zones in the territory by around 20% as appropriate. Furthermore, in view of the increasing acute demand for public housing, the Executive Council agreed in December 2018 to allow further increase of domestic PR for public housing sites by 10% (i.e. up to 30% in total) where technically feasible.
- 4.5 Taking into account the above policy directive for intensification of the maximum PR for public housing sites, the site context and the results and recommendations of the feasibility study, it is proposed to rezone the site from “I” to “Residential (Group A) 8” (“R(A)8”) for public housing development subject to a maximum PR and BH restrictions of 6.7 and 140mPD respectively.
- 4.6 The preliminary major development parameters are as follows (the conceptual layout plan and elevation plan are at **Plans 5** and **6** respectively):

Site Area	About 0.90 ha
Net Site Area	About 0.90 ha
Maximum PR ⁽¹⁾	6.7
Maximum BH	140mPD
Number of Building Blocks	2
Estimated No. of Flats (Estimated Population)	1,360 (3,700)
Target Completion Year	2031
Social Welfare Facilities (SWFs) ⁽²⁾	GFA equivalent to about 5% of the total attainable domestic GFA will be reserved for the provision of SWFs, including elderly, child care and rehabilitation facilities ⁽²⁾
Parking Facilities	Ancillary car parking spaces and loading/unloading bays to be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)

Note:

(1) The total PR of 6.7 includes a domestic PR of 6.5, and a non-domestic PR of about 0.2.

(2) SWFs will be exempted from PR calculation. The location, type and actual provision of SWFs will be subject to detailed design by the Housing Department in consultation with relevant Government departments including the Social Welfare Department.

4.7 The proposed public housing development will be guided by an administrative planning brief as stated in the ES of the OZP (paragraph 7.4.2 of **Attachment IV**), which sets out the planning parameters, and the design requirements as well as technical assessments to be conducted for the proposed development.

Land Use Compatibility

4.8 Fo Tan is an industrial area in Sha Tin. High-rise residential developments are generally located at the hilly site to the northern fringe with BH ranges from 150mPD to 170mPD, and near the existing Fo Tan Station to the southern fringe of Fo Tan with BH ranges from 140mPD to 165mPD. Existing low-rise village houses of Fo Tan Village, Pat Tsz Wo Village, and Wo Liu Hang are located at the periphery of Fo Tan to its north-east and south-east. Sha Tin Galleria, being the only site zoned “Commercial” with a BH of about 82mPD, is located at the centre of Fo Tan along Shan Mei Street surrounded by other high-rise industrial buildings with BH ranges from about 50mPD to 120mPD.

4.9 Item A site is located in close proximity to the high-rise residential cluster near Fo Tan Station at the southern fringe of Fo Tan with residential and commercial developments including Au Pui Wan Street CDA site, Yuk Wo Court, and Sha Tin Galleria (walking distances of about 100m to 400m) as well as Government,

institution or community (GIC) facilities. In terms of the overall land use compatibility, the proposed development with a building height of 140mPD is considered not incompatible with the surrounding high-rise public and private residential, and commercial developments with BH ranges from 82mPD to 165mPD (**Plan 8**). While there are existing industrial buildings located in the vicinity of the site, the potential impacts as a result of industrial/residential (I/R) interface have been carefully assessed and addressed by the Environmental Assessment Study (EAS) undertaken by HKHA.

Technical Assessments

- 4.10 HKHA has conducted various technical assessments in support of its development proposal, including a Traffic Impact Assessment (TIA), Environmental Assessment Study (EAS), Sewerage Impact Assessment (SIA), Water Works Impact Assessment (WWIA), Visual Appraisal (VA), and Air Ventilation Assessment (AVA). These assessments have confirmed that the proposed public housing development is technically feasible with no insurmountable technical problems. The various technical assessments are set out in the Summary of Technical Assessments at **Attachment V** and are summarised in the ensuing paragraphs. The individual reports of relevant technical assessments would be deposited at the meeting for Members' information.

Traffic Aspect

- 4.11 A TIA has been conducted to assess the traffic impact arising from the proposed housing development. The findings of the TIA are summarized in Chapter 4 – Annex 1 of **Attachment V**.
- 4.12 The proposed public housing development will be served by the existing local road network comprising Shan Mei Street, Fo Tan Road and Sui Wo Road. Major corridors in the area include Tai Po Road (Sha Tin Section), Yuen Wo Road, Tai Chung Kiu Road, and Sha Tin Road. With regard to the road network, critical road junctions/links assessment has indicated that some of the assessed junctions will be operating over their capacities during the design year. According to the TIA, the proposed housing development will only contribute minimal impact to most of the assessed junctions. Junction improvement proposal is recommended at Fo Tan Road / Min Fong Street / Shan Mei Street junction to improve the anticipated traffic condition as a result of the proposed development (**Plan 9**). With the implementation of the above proposed improvement work, the concerned junction could perform within its capacity after occupation of the proposed development as confirmed by the TIA.
- 4.13 The traffic condition at these junctions shall be alleviated by other local traffic improvement measures proposed by the Government such as the road widening works of Tai Po Road (Sha Tin Section) (target completion year as 2023), the construction of Trunk Road T4 (target completion year as 2028), and widening of T6 Bridge of Tate's Cairn.

- 4.14 To further improve local road networks, the measures including the realignment of bus routes from Shan Mei Street to Fo Tan Road, the provision of public car parking spaces at the proposed Fo Tan Joint-user Complex (**Plan 2a**) with enhanced enforcement on illegal car parking by Hong Kong Police Force, as well as the widening of a section of Sui Wo Road northbound between Fo Tan Road and Shan Mei Street would be implemented by relevant departments.
- 4.15 Regarding public transport services in the vicinity of Item A site, the coverage area of the franchised bus services mainly includes Kwun Tong, Kowloon Tong, Tsim Sha Tsui, Kowloon City while green minibus (GMB) services mainly provide short-haul feeder services to Sha Tin and Fo Tan Railway Station, as well as cross-district trips to Tsuen Wan. The proposed development is also within walkable distance to Fo Tan Station of around 500m. According to the TIA, the future public transport services would be able to cope with the additional trips demand generated by the proposed development, except the GMB service 481 which will be fully occupied. As the existing bus route 48P can also serve passengers of GMB 481 with similar destinations, the servicing frequency of 48P is proposed to be extended to provide a more flexible boarding time to divert the passenger demands from GMB 481. TD will make reference to HD's TIA and timely review the traffic demand of the area, and suitably adjust the level of services of the public transport services.
- 4.16 Regarding the assessed pedestrian flow, the TIA has concluded that with the proposed development, the pedestrian flow will be operating at an acceptable level for normal walking maneuvers.
- 4.17 The TIA concludes that the proposed development is acceptable from traffic point of view with the implementation of the proposed traffic improvement works. The Commissioner for Transport (C for T) has no in-principle objection to the rezoning proposal from traffic engineering and transport operation point of view.

Environmental Aspects

- 4.18 Environmental Assessment Study (EAS), Sewerage Impact Assessment (SIA) and Water Works Impact Assessment (WWIA) have been conducted to assess quantitatively the environmental impact from air quality and noise aspects, sewerage impact, and water demands arising from the proposed development and potential I/R interface problems associated with industrial operations within the study area.
- 4.19 In terms of air quality, according to the EAS summarised in Chapter 7 – Annex 1 of **Attachment V**, it is concluded that the cumulative impact of Nitrogen Dioxide, Respirable Suspended Particulates, and Fine Suspended Particulates from open roads, public transport interchanges and industrial chimneys as well as the background concentrations at all levels of the proposed development would comply with the corresponding Air Quality Objectives. Therefore, no adverse air quality impact arising from the proposed development is anticipated.

4.20 Regarding the noise impacts from road traffic noise, fixed sources noise and PTI noise, the result of the EAS has concluded that the predicted noise levels at the proposed development would comply with noise criteria as set out in the Hong Kong Planning Standards and Guidelines with the implementation of the following mitigation measures:

- (a) Building Disposition and Orientation
the proposed development has considered the noise source and adjusted the building orientation to minimise the direct line of sight to the industrial buildings along Fo Tan Road and the public transport interchange (PTI) at Shan Mei Street;
- (b) Use of Podium Structure
a podium deck is incorporated to the buildings to increase the separation between the residential towers and the nearby carriageways to minimise road side air quality and traffic noise impact to the residence;
- (c) Direct Noise Mitigation Measures at Residential Towers
acoustic windows and fixed windows are proposed at noise sensitive uses of the affected units to further mitigate excessive road traffic noise; and
- (d) Mitigation Measures at social welfare facilities
openable windows at the social welfare facilities sites to be located away from the traffic noise sources and PTI as far as practicable, or provided with air-conditioning system alternatively in the detailed design stage.

4.21 Subject to the detailed design of the proposed development, a building setback of around 10m from the north-western boundary of the site has been incorporated to allow buffer distance with the adjacent Supreme Industrial Building (**Plan 5**).

4.22 According to the findings of the SIA and WWIA (Chapters 5 and 6 – Annex 1 of **Attachment V**), it is concluded that, with necessary mitigation measures through the re-lining of a section of the existing pipeline, the existing sewerage, fresh water, and salt water systems would have sufficient capacities to cater for the additional demands generated from the proposed public housing development.

4.23 Concerned departments including DEP, CE/MS of DSD and CE/C of WSD have no in-principle objection to the proposed amendment with the implementation of relevant mitigation measures.

Visual Aspect

4.24 The site is surrounded by existing public housing development of Yuk Wo Court recently completed in 2020, private housing development of Au Pui Wan Street CDA site currently under construction, and commercial development of Shatin Galleria, with BH ranging from 80mPD to 165mPD in the vicinity, and existing industrial buildings with BH ranging from 55mPD to 125mPD. As illustrated in the conceptual layout plan (**Plan 5**), the proposed public housing development

comprises two domestic blocks has incorporated a 15m wide building gap in-between Block 1 and Block 2, and a building setback of about 10m from the adjacent industrial building, to alleviate the visual impact of the proposed development.

- 4.25 According to the Visual Appraisal (VA) summarised in Annex 3 of **Attachment V**, the visual impacts of all selected viewpoints ranges from 'negligible' to 'not visually incompatible' with the surrounding area (**Plan 10a to 10e**). Compared to the linear building form of the existing SFFE, the proposed development with two domestic blocks separated by the building gap in-between and the building setback from its north-western boundary, is expected to enhance visual penetration in the locality (**Plan 5**). The proposed residential towers are considered not visually incompatible with nearby high-rise residential and industrial buildings. With the incorporation of building gap and setback from site boundary, as well as other mitigation measures including façade treatment with harmonious colour scheme or pattern and greening to be explored at later design stage, Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the VA.

Air Ventilation Aspect

- 4.26 A qualitative air ventilation assessment (AVA) in the form of expert evaluation has been conducted to assess the wind performance of the proposed public housing development. The Preliminary AVA – Expert Evaluation (AVA-EE) is summarised in Annex 2 of **Attachment V**. The annual prevailing wind directions identified for the site are from NE, ENE, and E directions, while summer prevailing winds are originating from E, S, SSW, and SW directions. To minimise the potential air ventilation impact to the surrounding area, building separation of a 15m-wide NE-SW aligned between Block 1 and Block 2; and an approximately 10m building setback (between the existing Supreme Industrial Building and Block 1) from the site boundary have been adopted in the conceptual layout (**Plan 5**). The AVA-EE concludes that the proposed development would not have significant adverse impact on the surrounding environment in terms of air ventilation. CTP/UD&L of PlanD has no adverse comment on the AVA-EE.

Clearance Arrangements

- 4.27 HKHA's factory estates are operated on commercial principles. The factory units are let to tenants for a fixed term of three years with no option to renew. Pursuant to the tenancy agreement, HKHA has the right to terminate the tenancies by giving three months' notice. Tenants are not legally or contractually entitled to relocation or any form of compensation. To assist tenants' removal, HKHA has announced the clearance package and related arrangements on 24.5.2021.

Amendment Item B – Rezoning of a site to the south of Fo Tan Road to take forward an approved section 12A Application

- 4.28 On 10.9.2021, the Committee agreed to a section 12A application (No. Y/ST/47) to rezone a site to the south of Fo Tan Road, which is currently occupied by a columbarium development known as Memorial Park Hong Kong (MPHK) (孝思園) from “V” (around 458m² - 88% of the subject site) and “GB” (around 62m² - 12% of the subject site) to “OU(Columbarium)1” to permit the current columbarium use with a total of 3,499 niches as of right as proposed by the applicant. The application was agreed by the Committee mainly on the consideration that the site was located in a convenient location well-served by public transport, and accessible via an independent pedestrian access not shared by nearby villagers, no significant adverse traffic and environmental impacts were envisaged and concerned government departments had no objection to or no adverse comment on the application. An extract of the relevant meeting minutes of the Committee is at **Attachment VI**.
- 4.29 In this regard, Item B site is proposed to be rezoned from “V” and “GB” to “OU(Columbarium(1))” to take forward the decision of the Committee. While the user schedule of the “OU(Columbarium)1” zone is proposed to follow the existing “OU(Columbarium)” zone with columbarium use permitted as of right, the Remarks for the “OU(Columbarium)” zone will be revised to stipulate relevant restrictions including the maximum GFA, site coverage (SC), BH, and number of niches into the “OU(Columbarium)1” sub-zone as proposed by the applicant. In this regard, the “OU(Columbarium)1” sub-zone is proposed to be subject to a maximum GFA of 293m², a maximum SC of 40%, a maximum BH of 6.2m, and a maximum number of niches for columbarium use of 3,499.
- 4.30 The operation of MPHK must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable, including the licensing scheme established under the Private Columbaria Ordinance aiming to regulate the operation of private columbaria by obtaining specified instruments.

Amendment Item C – Rezoning of a site to the south of Che Kung Miu Road to take forward an approved section 12A Application

- 4.31 On 4.12.2020, the Committee agreed to a section 12A application (No. Y/ST/42) to rezone a site to the south of Che Kung Miu Road, which is currently occupied by a religious cum columbarium development known as Ku Ngam Ching Yuen (KNCY) (古巖靜苑) from “V” to “G/IC” to continue the current religious institution use and make provision for application for columbarium use. According to the proposal of the applicant, detailed technical assessments to justify the operation of the columbarium will be submitted at subsequent s.16 application stage. The application was agreed by the Committee mainly based on the consideration that the subject religious institution had been long in existence at the Site and it was a use previously permitted under the “V” zone; there were

no adverse comments from departments concerned; and ‘Columbarium’ use in “G/IC” zone is a Column 2 use requiring planning permission from the Board and any development proposal would be further scrutinized in the subsequent s.16 planning application stage. An extract of relevant meeting minutes of the Committee is at **Attachment VII**.

- 4.32 In this regard, Item C site is proposed to be rezoned from “V” to “G/IC” to take forward the decision of the Committee. According to the Notes of the Sha Tin OZP, ‘Religious Institution’ is a Column 1 use permitted as of right, and ‘Columbarium’ is a Column 2 use requiring planning permission from the Board under “G/IC” zone. The operator of the subject columbarium will be required to submit a detailed proposal to demonstrate its technical feasibility to the Committee for approval at the s.16 stage. The proposed “G/IC” zone in reflecting the overall planning intention of the site while retaining development control for ‘Columbarium’ use is considered appropriate.

Amendment Item D – Rezoning of a “CDA(1)” site at the junction of Che Kung Miu Road and Lion Rock Tunnel Road to “R(A)7” to reflect the as-built conditions

- 4.33 The latest CDA Review was considered by the Committee on 28.5.2021 (RNTPC Paper No. 5/21). The residential development (known as ‘Riverpark’) at Item D site has been completed in 2013 and agreed by the Committee for re-designating to other suitable land use zoning to provide flexibility in subsequent modification of use within the development. Opportunity is therefore taken to rezone the site to “R(A)7” with a maximum GFA of 90,655m² and a maximum BH of 160mPD to reflect its as-built conditions.

5. Provision of GIC Facilities and Open Space

- 5.1 With the proposed increase of population by about 3,700 from the redevelopment of SFFE, the planned population of the Sha Tin Planning Area would be about 518,800. As shown in the summary on existing and planned provision of GIC facilities and open space (**Attachment VIII**), the existing and planned provision of GIC facilities and open space are generally adequate to meet the demand of the overall planned population in accordance with the requirements of HKPSG.

GIC Facilities

- 5.2 According to the population-based planning standards for elderly services and facilities and child care centres recently incorporated into HKPSG, there will be shortfalls in the area in community care services facilities, child care centres, and residential care homes for the elderly. As the HKPSG requirements for these facilities are a long-term goal, the actual provision would be subject to consideration of the Social Welfare Department in the planning and development process as appropriate. These facilities should be carefully planned/reviewed by relevant government departments/bureau, and premises-based GIC facilities could

be incorporated in future development/redevelopment when opportunities arise. In this regard, various elderly, child care and rehabilitation facilities as requested by SWD have been incorporated in the proposed housing development under Amendment Item A.

Open Space

5.3 There is a surplus of planned district and local open space of about 17.03 ha and 58.89 ha respectively in the area.

6. Proposed Amendments to Matters Shown on the Plan

The proposed amendments as shown on the draft Sha Tin OZP No. S/ST/34A (**Attachment II**) are as follows:

(a) Amendment Item A (about 0.90 ha) (Plans 1a, 2a, 3a and 4a)

Rezoning of a site at Shan Mei Street from “I” to “R(A)8” subject to a maximum PR of 6.7 and a maximum BH of 140mPD as stipulated on the Plan.

(b) Amendment Item B (about 0.05 ha) (Plans 1a, 2a, 3a and 4b)

Rezoning of a site to the south of Fo Tan Road from “V” and “GB” to “OU(Columbarium(1))” subject to a maximum GFA of 293m², a maximum site coverage of 40%, a maximum BH of 6.2m, and a maximum number of niches for columbarium use of 3,499.

(c) Amendment Item C (about 0.20 ha) (Plans 1b, 2b, 3b and 4c)

Rezoning of a site to the south of Che Kung Miu Road from “V” to “G/IC” with provision for planning application for ‘Columbarium’ use under Column 2 of the Notes.

(d) Amendment Item D (about 2.05 ha) (Plans 1b, 2b, 3b and 4d)

Rezoning of a site at the junction of Che Kung Miu Road and Lion Rock Tunnel Road from “CDA(1)” to “R(A)7” subject to a maximum GFA of 90,655m² and a maximum BH of 160mPD as stipulated on the Plan.

7. Proposed Amendment to the Notes of the OZP

7.1 The following proposed amendments have been incorporated in the draft Notes at **Attachment III** with additions in *bold and italics* and deletions in ~~single crossed out~~ for Members’ consideration.

“R(A)” zone

- 7.2 In relation to the Amendment Items A and D as mentioned in paragraphs 6(a) and 6(d) above, the Notes and the Remarks for “R(A)” zone will be revised to incorporate the development restrictions for the “R(A)7” and “R(A)8” sub-zones.
- 7.3 Under Amendment Item A, the Notes of the “R(A)” zone will also specify that ‘Public Vehicle Park (excluding container vehicle)’ use is always permitted on land designated “R(A)8”.

“CDA” zone

- 7.4 In relation to the Amendment Item D as mentioned in paragraph 6(d) above, paragraph (c) under the Remarks for “CDA(1)” sub-zone pertaining to Amendment Item D will be deleted.

“OU(Columbarium) zone

- 7.5 In relation to the Amendment Item B as mentioned in paragraph 4 above, the Remarks for “OU(Columbarium)” zone will be revised to incorporate the development restrictions for the new “OU(Columbarium)1” sub-zone including the maximum GFA, site coverage, building height, and number of niches for columbarium use.

Technical Amendments

- 7.6 To incorporate the revised Master Schedule of Notes to Statutory Plan agreed by the Board on 28.12.2018, the following technical amendments will be made to the Notes to reflect ‘Market’ as a use subsumed under ‘Shop and Services’ under the Broad Use Terms and Definition of Terms used in Statutory Plans:
- (a) deletion of ‘Market’ or ‘Market (not elsewhere specified)’ from Column 1 use in “Commercial/Residential”, “Commercial” and “Other Specified Uses” annotated “Railway Depot Comprehensive Development Area” (“OU(RDCDA)”) zones;
 - (b) deletion of ‘Market’ or ‘Market (Hawker Centre only)’ from Column 2 use in “CDA(1)”, “Residential (Group B)”, “V” and “OU(RDCDA)” zones; and
 - (c) revising ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ or ‘Shop and Services (Hawker Centre, Motor-vehicle Showroom only)’ in Column 2 of “R(A)”, “G/IC”, and “OU(RDCDA)” zones.

8. Revision to the Explanatory Statement 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 various land use zones to reflect the latest status and planning circumstances of the OZP. The updated ES (with additions in ***bold and italics*** and deletions in ~~single crossed out~~) is at Attachment **IV** for Members' consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/ST/35.

10. Consultation

10.1 PlanD and HD jointly consulted the Development and Housing Committee (DHC) of the Sha Tin District Council (STDC) on 31.8.2021 mainly regarding the proposed amendments to Sha Tin OZP and the feasibility study for the redevelopment of SFFE for proposed public housing development. On the redevelopment of SFFE, a petition letter from “穗輝清拆關注組” to PlanD was received on 31.8.2021; and letters from an individual to HD were received on 30.8.2021 and 27.9.2021, and subsequently the same individual's letter to PlanD was received on 5.11.2021

Consultation with STDC on 31.8.2021

10.2 DHC of STDC expressed concern on the following issues and requested HD to provide details for consideration of the proposed housing development at Shan Mei Street, Fo Tan (Amendment Item A). Their major comments/views towards Amendment Item A are as follows:

- (a) the project proponent should provide comprehensive compensation and decanting arrangements for all affected tenants of SFFE and should seek assistance from relevant departments including Social Welfare Department (SWD) and Labour Department (LD) as appropriate;
- (b) the proposed development will generate additional traffic/pedestrian flow to the already congested roads and junctions in Fo Tan, as well as Sha Tin District. Redevelopment of SFFE for public housing development will result in adverse traffic impact to the surroundings;
- (c) the proposed development located within Fo Tan Industrial Area will be susceptible to noise and air pollutions from surrounding industrial buildings; and there are also concerns over the potential impacts of the proposed development from air ventilation perspective; and

- (d) there are insufficient GIC facilities within Fo Tan; and there are concerns on the development proposal and implementation programme of the proposed Fo Tan Joint-User Complex.
- 10.3 During the DHC meeting, motion was also passed by STDC members generally regarding Amendment Item A. The letter regarding the motions passed by STDC is attached at **Appendix IX**. Their major comments/views are summarized as follows:
- (a) against any clearance actions of SFFE before settling the decanting and compensation arrangements for the affected tenants;
 - (b) request meeting with representatives from THB, HD and relevant government departments on the decanting and compensation arrangements for the affected tenants;
 - (c) object to the proposed Amendment Item A prior to improvements over the existing planning issues in Fo Tan area including traffic, noise, and GIC provision aspects;
 - (d) request relevant bureaux and departments to update on the progress of Fo Tan Joint-User Complex, and to provide relevant study / reports regarding the redevelopment of SFFE; and
 - (e) if the clearance action of SFFE will be implemented, HD should arrange independent community task force to work with LD to assist the affected tenants in handling the situation in face of the clearance.

Letter received from ‘穗輝清拆關注組’ on 31.8.2021

- 10.4 A petition letter dated 31.8.2021 was received from ‘穗輝清拆關注組’ (**Attachment X**), expressing similar concerns of DHC of STDC on the redevelopment of SFFE for proposed public housing development (i.e. Amendment Item A) mainly over the clearance package and related arrangements, the technical feasibility of the proposal including environmental and traffic aspects, and the provision of GIC facilities in Fo Tan.

Letters received from an individual on 30.8.2021, 27.9.2021 and 5.11.2021

- 10.5 Letters dated 30.8.2021 and 27.9.2021 from an individual to HD, and a letter dated 5.11.2021 from the same individual to PlanD (**Attachment XI**) raised objection to the proposed building height (140mPD) of the redevelopment of SFFE for public housing development, and recommended to maintain the existing building height of SFFE mainly on the consideration that the proposed building height of 140mPD would affect the views of residents living at Scenery Garden, and would bring adverse visual impact to them.

Responses from Relevant Government Bureaux/Departments

Motions passed by DHC of STDC and letters from concerned parties

- 10.6 Taking note of DHC's motion and the petition letter from '穗輝清拆關注組' objecting to Amendment Item A, various bureaux and departments have provided their responses on the subsequent DHC meeting held on 26.10.2021 (**Attachment XII**). In addition, Development Bureau on 8.11.2021 also wrote to the Sha Tin District Council (**Attachment XIII**) to further explain the need for rezoning suitable sites to meet the acute housing needs and that the Government would continue with the proposed rezoning and submission would be made to the Committee on 12.11.2021.
- 10.7 With regard to the letters from an individual concerning the potential visual impact of the proposed development, HD provided his responses via letters dated 16.9.2021 and 2.11.2021 explaining that the proposed building height of the SFFE redevelopment had taken into account effective use of land resources and development potential, and the visual permeability in the locality through the incorporation of suitable building separation. Paragraphs 4.24 and 4.25 above regarding the visual impact of the proposed development are also relevant.

Concerns on clearance arrangement of SFFE

- 10.8 As mentioned in paragraph 4.27 above, HKHA will handle affected tenants applications pursuant to the clearance package and related arrangement. The individual affected tenants of SFFE have been informed in writing of the clearance package and related arrangements twice on 25.5.2021 and 11.6.2021 respectively.
- 10.9 As advised by LD, tenants affected by the redevelopment of SFFE could obtain comprehensive and free employment services at LD's 13 job centres (including Shatin Job Centre), three industry-based recruitment centres set up respectively for the catering, retail and construction industries, online platforms, etc, if needed. LD supplemented that employers or employees affected by the redevelopment of SFFE may approach branch offices of the Labour Relations Division to enquire on their obligations and rights under the Employment Ordinance. Affected tenants in need of welfare needs could also contact SWD. For affected tenants assessed to be in need of welfare services, SWD would provide assistance to them accordingly.

Concerns on technical feasibility for the redevelopment of SFFE

- 10.10 Regarding comments on the potential traffic and transport impacts arising from the proposed development, the findings and recommendation of the TIA summarized in paragraphs 4.11 to 4.17 above are relevant. According to the conclusion of the TIA, the proposed development is acceptable from traffic and transport point of view with minimal impact to most of the assessed junctions. In

addition, an extra left turn lane for Ming Fong Street approach arm is recommended to improve the junction performance by changing the road marking of an existing right turn lane to left turn and removing the existing refuge island at Min Fong Street. To ensure sufficient public transport services in Fo Tan, C for T will also closely monitor the situation where detailed public transport plans will be reviewed prior to the completion of the proposed development.

- 10.11 Regarding the concerns on environmental, visual and air ventilation aspects, paragraphs 4.18 to 4.26 above are relevant. Appropriate mitigation measures including suitable building design, setback and separation will be adopted to minimize potential impacts and detailed assessments will be conducted at the design and implementation stages if required.

Concerns on shortfall in SWFs and community facilities

- 10.12 As stated in paragraphs 5.1 and 5.2 above and shown in **Attachment VIII**, the existing and planned provision of GIC facilities are generally adequate to meet the demand of the overall planning population of the Sha Tin Planning Area in accordance with the requirements of the HKPSG.
- 10.13 Regarding the provision of SWFs, SWD advises that a multi-pronged approach has all along been adopted with close liaison with relevant government departments to identify suitable accommodation so as to meet the ongoing welfare service needs. In fact, the proposed housing development under Item A will incorporate various types of SWFs including elderly, child care and rehabilitation facilities to serve the community. Nonetheless, the actual provision of SWFs will be subject to review by HD and other relevant departments at the detailed design stage.
- 10.14 To further enrich the provision of various community services in the district, the government is taking forward a “Single Site, Multiple Uses” project at Shan Mei Street opposite to SFFE (**Plan 2a**). The proposed joint-user complex is intended to provide a variety of community facilitiesⁱⁱ in addition to a Sports Complex development originally proposed at a nearby site to serve the community. In this regard, Government Property Agency consulted the Cultural, Sports & Community Development Committee of the STDC of the project on 28.10.2021 and DC members generally welcomed the proposal.

Departmental Consultation

- 10.15 The proposed amendments to the OZP have been circulated to the following bureau/departments for comment. No objection or adverse comments have been

ⁱⁱ The proposed uses in the joint-user complex include community hall, kindergarten, child care centre, integrated children and youth services centre, neighbourhood elderly centre, day care centre for the elderly, residential care home cum day care unit for the elderly, district health centre, maternal and child health centre, Library, Sports Complex, bus terminus and public vehicle park.

received and their comments (if any) have been incorporated into the proposed amendments to the OZP as appropriate.

- (a) Secretary of Development;
- (b) Secretary for Education;
- (c) Secretary for Food and Health;
- (d) Secretary for Home Affairs;
- (e) Executive Secretary (Antiquities and Monuments), Development Bureau;
- (f) Chief Building Surveyor/New Territories 2 & Railway, Buildings
- (g) Chief Engineer/Construction, Water Supplies Department;
- (h) Chief Engineer/Mainland South, Drainage Services Department;
- (i) Chief Highway Engineer/New Territories East, Highways Department;
- (j) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (k) Commissioner for Labour;
- (l) Commissioner for Transport;
- (m) Commissioner of Police;
- (n) Director of Environmental Protection;
- (o) Director of Fire Services;
- (p) Director of Food and Environmental Hygiene;
- (q) Director of Health;
- (r) Director of Housing;
- (s) Director of Leisure and Cultural Services;
- (t) Director of Social Welfare;
- (u) Director-General of Trade and Industry;
- (v) District Lands Officer/Shau Tin, Lands Department;
- (w) District Office (Shau Tin), Home Affairs Department; and
- (x) Government Property Administrator.

Public Consultation

10.16 If the proposed amendments are agreed by the Committee, the draft OZP incorporating the amendments (to be renumbered to S/ST/35 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public exhibition. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. The STDC will be informed on the proposed amendments during the exhibition period of the draft OZP.

11. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Sha Tin OZP No. S/ST/34 as shown on the draft Sha Tin OZP No. S/ST/34A at **Attachment II** (to be renumbered as S/ST/35 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition for public inspection under section 5 of the Ordinance; and

- (b) adopt the revised ES at **Attachment IV** for the draft Sha Tin OZP No. S/ST/34A (to be renumbered as S/ST/35) 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 exhibition for public inspection together with the OZP.

12. Attachments

Attachment I	Approved Sha Tin OZP No. S/ST/34 (reduced scale)
Attachment II	Draft Sha Tin OZP No. S/ST/34A
Attachment III	Revised Notes of Draft Sha Tin OZP No. S/ST/34A
Attachment IV	Revised ES of Draft Sha Tin OZP No. S/ST/34A
Attachment V	Summary of Technical Assessments for Amendment Item A from HKHA
Attachment VI	Extract Minutes of the Rural and New Town Planning Committee Meeting held on 10.9.2021 in relation to Amendment Item B
Attachment VII	Extract Minutes of the Rural and New Town Planning Committee Meeting held on 4.12.2020 in relation to Amendment Item C
Attachment VIII	Provision of Major Community Facilities and Open Space in Sha Tin Outline Zoning Plan
Attachment IX	Motion passed by the Development and Housing Committee of Sha Tin District Council on 31.8.2021
Attachment X	Petition Letters received from 穗輝清拆關注組 on 31.8.2021
Attachment XI	Letters of Concern received from an individual on 30.8.2021, 27.9.2021 and 5.11.2021
Attachment XII	Reponses to Motion by various departments on 26.10.2021
Attachment XIII	Letter dated 8.11.2021 from Development Bureau to Sha Tin District Council
Plans 1a and 1b	Location Plans
Plans 2a and 2b	Site Plans
Plans 3a and 3b	Aerial Photos
Plans 4a and 4d	Site Photos
Plan 5	Conceptual Layout Plan for Amendment Item A
Plan 6	Conceptual Elevation Plan for Amendment Item A
Plan 7	Plot Ratios of existing / planned residential developments surrounding Amendment Item A
Plan 8	Building Height Profile of existing / planned developments surrounding Amendment Item A
Plan 9	Proposed Traffic Mitigation Measures for Amendment Item A
Plans 10a to 10e	Photomontages for Amendment Item A