

**PROPOSED AMENDMENTS TO THE  
APPROVED SHA TIN OUTLINE ZONING PLAN NO. S/ST/36**

**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/36 (**Attachment I**) as shown on the draft Sha Tin OZP No. S/ST/36A (**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**) should be adopted as 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 draft OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 8.11.2022, the Chief Executive in Council (CE in C), under section 9(1)(a) of the pre-amended Ordinance<sup>1</sup>, approved the draft Sha Tin OZP No. S/ST/35 which was subsequently renumbered as S/ST/36. On 18.11.2022, the approved Sha Tin OZP No. S/ST/36 (**Attachment I**) was exhibited for public inspection under section 9(5) of the pre-amended Ordinance.
- 2.2 On 30.5.2023, the CE in C referred the approved Sha Tin OZP No. S/ST/36 to the Board for amendment under section 12(1)(b)(ii) of the pre-amended Ordinance. On 9.6.2023, the reference back of the OZP was notified in the Gazette under section 12(2) of the pre-amended Ordinance.

**3. Background**

**Proposed Public Housing Development to the West of Ex-Fo Tan Cottage Area  
(Amendment Item A - Plans 1a, 2a, 3a and 4a)**

- 3.1 As set out in various Policy Addresses (PAs) in recent years, the Government has adopted a multi-pronged approach to increase land supply and build up land reserve with a view to meeting housing and other development needs. To meet

---

<sup>1</sup> The "pre-amended Ordinance" refers to the Town Planning Ordinance as in force immediately before 1.9.2023.

and expedite housing land supply in short and medium term, the Government has been carrying out various land use reviews on an ongoing basis, including reviews on the “Green Belt” (“GB”) sites, in order to identify suitable sites for rezoning to residential use. A “GB” site to the west of Ex-Fo Tan Cottage Area at the junction of Wong Chuk Yeung Street and Kwei Tei San Chuen Road in the northwestern part of Fo Tan has been identified for public housing development in the second stage of “GB” review<sup>2</sup>. The Engineering Feasibility Study (EFS) conducted by Civil Engineering and Development Department (CEDD) had confirmed that no insurmountable technical problem is envisaged to develop public housing at the site. The findings of the EFS will be further elaborated in paragraphs 4.11 to 4.26. To take forward the proposal, corresponding amendment to the OZP is required.

- 3.2 As announced in the 2014 PA, except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, the maximum domestic plot ratio (PR) that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. According to the decision of Executive Council in 2018, the Government will increase development intensity as appropriate by allowing further increase of domestic PR for public housing sites by 10% (i.e. 30% in total equivalent to a maximum domestic PR 6.5) where technically feasible. Against this background, the development intensity of the subject public housing site is derived, as detailed in paragraph 4.4 below.

**Proposed Joint-user Complex (JUC) on Shan Mei Street, Fo Tan (Amendment Item B - Plans 1a, 2b, 3b, 4b and 5)**

- 3.3 According to PA 2018, the Government will strengthen the implementation of the “single site, multiple use” (“SSMU”) development model for Government Land (GL) by integrating and providing more government, institution or community (GIC) facilities to meet the demand for public services while making optimal use of limited land resources. The 2019-2020 Budget further announced that approximately 22 billion dollars would be reserved to take forward the six first batch projects under the “SSMU” initiative, which include the proposed Fo Tan JUC on Shan Mei Street. To facilitate the above development proposal, rezoning of the subject site from “Industrial” (“I”) to “Government, Institution or Community” (“G/IC”) is required.

**Proposed Commercial and Private Residential Development in Shek Mun and Siu Lek Yuen (Amendment Items C1, C2, D, E and F - Plans 1b, 2c, 2d, 3c, 3d and 4c to 4g)**

- 3.4 According to the ‘Report on 2020 Area Assessments of Industrial Land in the Territory’ (2020 AA) undertaken by the Planning Department (PlanD), Shek Mun Business Area (SMBA) with a mixture of industrial and business uses currently mainly zoned “Other Specified Uses” (“OU”) annotated “Business” is further

---

<sup>2</sup> The first stage of “GB” review in 2012 mainly covered “GB” areas which were formed, deserted or devegetated, but possessed potential for residential development. The second stage of “GB” review in 2013 covered “GB” zones at the fringe of built-up areas close to existing urban areas and new towns, and those vegetated areas with relatively less buffering effect and lower conservation value.

restructuring into general business use, while Siu Lek Yuen Industrial Area (SLYIA) under “Industrial (1)” (“I(1)”) zone has seen active transformation to commercial uses. With proximity to the MTR Shek Mun Station and City One Station, GL zoned “G/IC” or “Open Space” (“O”) in the areas with no implementation programme has potential to be rezoned for more gainful use such as commercial or residential use to optimize the development potential of valuable land resources.

- 3.5 Technical assessments including Preliminary Environmental Review (PER), Traffic Impact Assessment (TIA), Visual Appraisal (VA), Air Ventilation Assessment (AVA) and Tree Survey have been conducted to ascertain the feasibility.

#### Other Amendments

- 3.6 Opportunity is also taken to amend the OZP to reflect a completed hotel development (**Amendment Item G**) (**Plans 1b, 2d, 3d, 4d to 4f**) in Siu Lek Yuen and to take forward four section 12A applications agreed by the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (the Board) (**Amendment Items H1, H2, J and K**) (**Plans 1c, 1d, 2e to 2g, 3e to 3g and 4h to 4j**).

#### **4. Proposed Amendments**

##### **Amendment Item A – Rezoning of the Site to the West of Ex-Fo Tan Cottage Area for Public Housing Development (About 3.4ha)**

##### *The Site and its Surroundings (Plans 1a, 2a, 3a, 4a and 5)*

- 4.1 The site under Item A is located at the northwestern hilly fringe of Fo Tan. It is bounded by Chun Yeung Estate PR of 6.1 and building height (BH) of 164mPD) on Wong Chuk Yeung Street to its north, Choi Wo Court (PR of 5.8 and BH of 170mPD) on Wo Sheung Tun Street to its east, and existing slopes, tree clusters, woodland and temporary structures to its south and west. It is accessible to Fo Tan Road via Wong Chuk Yeung Street and Kwei Tei Street (**Plan 1a**).
- 4.2 Located on sloping terrain ranging from about 70 metres above the Principal Datum (mPD) to 100mPD in height, the site is a piece of GL zoned “GB” covered by dense trees groups, vegetation, and woodland with some scattered temporary structures. An existing semi-natural watercourse with channalized sections running in a west-east direction is located outside the site at the northern fringe, while another one is located within the site. Several private lots are located to the northwest of the site along Wong Chuk Yeung Street (**Plan 2a**).
- 4.3 Chun Yeung Shopping Centre (about 500m from the site) on Kwei Tei Street to the further northeast of the site and Sha Tin Galleria (about 900m from the site) on Shan Mei Street to its further southeast have retail and commercial facilities to cater for the daily necessities for residents. The existing Chun Yeung Estate Public

Transport Interchange (PTI) providing various public transport services to the locality is located on the ground floor of Chun Yeung Shopping Centre while East Rail Line Fo Tan Station is located about 1,500m from the site to its southeast.

### ***Rezoning Proposal***

- 4.4 Taking into account the above policy directive for intensification of the maximum PR for public housing sites in paragraph 3.2, the site context and the results and recommendations of the EFS, the site is proposed to be rezoned from “GB” to “Residential (Group A) 8” (“R(A)8”) for public housing development, subject to a maximum PR of 6.7 and maximum BH of 240mPD.
- 4.5 The proposed major development parameters are as follows (the preliminary master layout plan and elevation plan are shown in **Drawings 1** and **2** respectively):

Site Area	About 3.4 ha
Net Site Area	About 2.2 ha
Maximum PR <sup>(1)</sup>	6.7
Maximum BH	240mPD <sup>(2)</sup>
Number of Building Blocks	4
Estimated No. of Flats (Estimated Population) <sup>(3)</sup>	about 3,300 (about 8,900)
Target Completion Year	2034/2035
Social Welfare Facilities (SWFs) <sup>(4)</sup>	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 <sup>(4)</sup>
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 domestic PR of 6.5, and non-domestic PR of about 0.2.
- (2) A maximum BH of 240mPD will accommodate 47 to 48 domestic floors on 2 to 5 podium levels with site formation levels ranging from 68mPD to 95mPD (**Drawing 2**).
- (3) No. of flats and population subject to confirmation at detailed design stage.
- (4) SWFs will be exempted from PR calculation. The location, type and actual provision of SWFs will be subject to detailed design in consultation with relevant government departments including the Social Welfare Department (SWD).

- 4.6 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 (Plan 5)**

4.7 Fo Tan is an established industrial area in Sha Tin with industrial buildings (PRs ranging from 3.2 to 10.1, and BHs range from 39mPD to 140mPD) in the core area. Residential clusters are mainly around MTR Fo Tan Station and on the hilly areas of Fo Tan at the northeastern, northwestern and southwestern fringe. The PRs and BHs of these residential clusters are as follows:

<b>Locations in Fo Tan</b>	<b>Major Existing/Planned Developments</b>	<b>Zonings</b>	<b>PR Range</b>	<b>BH Range</b>
Near Fo Tan Station	The Palazzo (御龍山), Jubilee Garden (銀禧花園), Royal Ascot (駿景園), The Arles (星海堤岸), Yuk Wo Court (旭禾苑), Redevelopment of Sui Fai Factory Estate for public housing development (穗輝工廠大廈重建)	“OU(Railway Depot CDA)”, “CDA(1)”, “R(A)5” and “R(A)8”	3.3 – 6.7	124mPD – 165mPD
Northeastern Fringe	The Grandville (晉名峰), Haywood Villa (杏苑山莊), Rosary Villas (樂怡小築), and Ascot Heights (雅士閣)	“R(B)”	0.5 – 2.1	46mPD – 171mPD
Northwestern Fringe	Chun Yeung Estate (駿洋邨), and Choi Wo Court (彩禾苑)	“R(A)2” and “R(A)3”	5.8 – 6.1	164mPD – 170mPD
Southwestern Fringe	Sui Wo Court (穗禾苑), Sha Tin 33 (碧霞花園), Scenery Garden (豐景花園), and Garden Villa (田禾苑)	“R(A)” and “R(B)”	0.4 – 3.9	151mPD – 241mPD

4.8 The proposed public housing development at the northwestern fringe of Fo Tan is considered not incompatible with the general setting of Fo Tan and is compatible with its immediate surroundings including Chun Yeung Estate and Choi Wo Court in terms of land use, development type and built form.

4.9 According to the preliminary master layout plan (**Drawings 1 and 2**), four residential towers up to 240mPD with 47 to 48 domestic floors on 2 to 5 floors of podium for retail, welfare facilities and car parking areas are proposed. The proposed development scale has balanced various site-specific and technical considerations, including sloping terrain, requirements of specific building design, layout and disposition for mitigating ecological, air ventilation, visual, landscaping, noise and air quality impacts and the need to optimize land resources. Taking into account the policy directive as mentioned in paragraph 3.2 and given

that the site is located on much higher platform than the surrounding developments, the proposed BH restriction of 240mPD has already struck a balance on various considerations and is considered acceptable in the locality. As demonstrated in the Landscape and Visual Impact Assessment (LVIA) as detailed in paragraphs 4.15 and 4.16 below, although the proposed development would inevitably alter the existing visual context of its hillside locality, it would form part or extension of the existing urban context of Fo Tan townscape in a wider area.

### ***Technical Assessments***

- 4.10 The findings of the EFS have demonstrated that the proposed public housing development is technically feasible with no insurmountable problems in traffic, environmental, ecological, landscape and visual, air ventilation and infrastructural aspects. The findings are set out in the Planning Report at **Attachment V** and are summarized in the ensuing paragraphs. The individual reports of relevant technical assessments would be deposited at the meeting for Members' information.

### **Traffic and Transport Aspects**

- 4.11 The proposed public housing development will be connected to Wong Chuk Yeung Street (**Drawings 1 and 2**). The Traffic and Transport Impact Assessment (TTIA) conducted under the EFS (Section 3 of **Attachment V**) indicated that the proposed public housing development is acceptable from traffic engineering and transport operation perspective, and there will be no significant adverse traffic and transport impact induced by the proposed development on the critical road junctions and road links after the implementation of the proposed junction improvement schemes. The Transport Department (TD) has no adverse comment on the TTIA.
- 4.12 To enhance the road junction performance, improvement measures are proposed for 5 junctions including Fo Tan Road / Sui Wo Road (J03), Fo Tan Road / Min Fong Street / Shan Mei Street (J05), Fo Tan Road / Lok King Street (J06), Fo Tan / Tai Chung Kiu Road (J11), and Sui Wo Road / Shan Mei Street (J16) (**Drawing 6**) to alleviate the increased traffic arising from the proposed development.
- 4.13 To cater for public transport demand from the proposed development and the neighboring community, bus lay-bys and a green mini-bus (GMB) lay-by are proposed to the northeast of the site to enable public transportation services connecting the site to the nearby railway system and other districts (**Drawing 5**).
- 4.14 In view of the steep gradient of the existing Wong Chuk Yeung Street, a pedestrian footbridge connecting the site with the adjacent Chun Yeung Estate will also be explored by Housing Department (HD) at the detailed design stage (**Drawing 5**).

### **Urban Design and Visual Aspect**

- 4.15 The proposed public housing development would introduce a visual element up to a BH of 240mPD. Given its valley setting which is largely surrounded by vegetated hillslopes on three sides, except on the east where the urban high-rise

developments of Fo Tan are located, the viewing points (VPs) with more adverse visual impacts are mainly from the east or within a close distance. According to the LVIA (Section 4 of **Attachment V**) conducted under the EFS, while most VPs would have negligible to moderately adverse visual impacts, two VPs from Wong Chuk Yeung Street Sitting-out Area (VP10) and top of slope from Wong Chuk Yeung Tsuen Path (VP13) will have substantially adverse impacts mainly due to their proximity to the proposed development (see photomontages on **Drawings 4a to 4g**). Although the proposed development would inevitably alter the existing visual context of its hillside locality, it would form part or extension of the existing urban townscape of Fo Tan at most of the VPs.

- 4.16 To reduce the potential visual impacts, proposed mitigation measures such as plantation of compensatory or new trees, buffer plantings, compatible design of building façade and landscape treatment within the housing site will enhance visual uniformity with the surrounding rural landscape. Moreover, building separation of not less than 15m wide between the building blocks will be adopted to enhance visual permeability and openness (**Drawing 3**). To preserve scenery of riverside, a buffer zone along the semi-natural watercourse at the northern fringe of the site will be provided. Furthermore, at-grade green area has been placed in the western end of the site. With the implementation of the aforesaid visual mitigation measures and additional design measures to be considered at detailed design stage, such as permeable podium design, compliance with the Sustainable Building Design Guidelines and variation in BH profile, visual impact on the overall visual context and character would be alleviated. Chief Town Planner/Urban Design & Landscape, PlanD (CTP/UD&L, PlanD) has no adverse comment on the LVIA from the visual impact perspective.

#### Air Ventilation Aspect

- 4.17 According to the Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) (Section 5 of **Attachment V**) (**Drawing 7**), the annual prevailing wind directions identified at the site are from NNE, NE, ENE, and E directions, while summer prevailing winds are originating from S, SSW, and SW directions. There would be some wind blockage effects induced by the proposed development. To alleviate the air ventilation impact induced by the proposed development under the NNE, NE, S, SW, SSW wind directions, the minimum 15m building separation between Building Blocks 2 and 3 would serve as an air path to ventilate the site and its downstream areas, and the open space at the western portion of the site could alleviate the ventilation impacts on the western vicinity. The building blocks arrangements are generally parallel to the upstream ENE and E winds, and it would facilitate most of these winds bypass the site to ventilate the downstream areas of the site. Existing roads, Wong Chuk Yeung Tsuen Path and Wong Chuk Yeung Street, would facilitate ENE and E winds, while Kwei Tei San Chuen Road would facilitate NE and SW winds in the northern vicinity of the site. The AVA-EE concludes that the proposed development with mitigation measures would not induce significant adverse impact on the general air ventilation performance in the areas of the site and its surroundings. To further reduce the impact and improve the wind environment, good design features shall be considered at detailed design

stage. CTP/UD&L of PlanD has no adverse comment on the AVA-EE from the air ventilation perspective.

#### Landscape Aspect

- 4.18 A LVIA has been conducted to assess the potential landscape impact arising from the proposed public housing development (Section 4 at **Attachment V**). According to the preliminary tree and vegetation survey under the report, while no registered Old and Valuable Tree (OVT) is found, about 898 trees of common species will be felled due to the proposed public housing development. Further tree and vegetation surveys will be conducted at the design stage.
- 4.19 Suitable mitigation measures and amenity planting/landscape treatment including tree planting in a compensatory ratio of 1:1 is proposed to alleviate the landscape impact. Tentative location for off-site planting at a slope to the northeast of the site has been considered (**Drawing 9**). Furthermore, a minimum of 20% overall green coverage and local open space (i.e. 1m<sup>2</sup> per person) with new tree planting will be provided in the proposed public housing site to contribute to a desirable landscape setting to enhance living environment (**Drawing 3**). Details of the compensatory planting proposal, including off-site planting and locations, will be further explored at the design stage in accordance with the relevant technical circular. With the implementation of mitigation measures, the residual landscape impact is considered slight. CTP/UD&L of PlanD and Agriculture, Fisheries and Conservation Department (AFCD) have no comment on the landscape impact of the public housing development.

#### Environmental Aspects

- 4.20 A preliminary environmental review (PER) has been conducted (Section 6 of **Attachment V**) to identify the key environmental issues associated with the proposed public housing development and related site formation and infrastructure works. Based on the findings of the PER, there would be no insurmountable environmental impact on air quality, noise, water quality, waste management and land contamination aspects arising from the proposed public housing development, with the implementation of the proposed mitigation measures. More detailed assessment will be carried out at the design stage to formulate appropriate mitigation measures.
- 4.21 According to the air quality impact assessment, adverse air quality impact arising from the proposed development is not anticipated during the operation phase, by adopting a minimum of 5m buffer distance from the proposed air sensitive uses to nearby traffic roads in accordance with the requirement of the HKPSG. Besides, no industrial chimney has been identified within the assessment area.
- 4.22 There is fixed plant noise impact from the surrounding industrial buildings including BOC Hong Kong Data Centre, Wah Sang Industrial Building, Yan Hing Centre and Wah Luen Industrial Centre (**Plan 5**). The noise impact assessment has shown that there is no adverse impact from fixed noise sources.

- 4.23 Road traffic noise impact to the proposed development is assessed. With the provision of suitable noise mitigation measures, such as acoustic window etc., adverse noise impact associated with the proposed development is not anticipated during the operation phase. Environmental Protection Department (EPD) has no adverse comment on the rezoning proposal.

#### Ecological Aspect

- 4.24 Ecological Impact Assessment (EcoIA) has been conducted under the EFS (Section 6 of **Attachment V**). The findings revealed that about 1.4ha of woodland with medium ecological value and about 371m in length of semi-natural watercourse with low ecological value will be directly affected. To compensate for the unavoidable loss of woodland habitat, a woodland compensation will be implemented. Among the eleven species of conservation importance recorded within the site boundary (**Drawing 8**), only two flora species, i.e. *Cibotium barometz* (金狗毛蕨) and *Diospyros vaccinioides* (小果柿), and one aquatic invertebrate species, i.e. *Cryptopotamon anacoluthon* (鰓刺溪蟹), will be directly impacted. Transplantation/translocation of these species is recommended to minimize the direct impact on them. With the implementation of the proposed mitigation measures and good site practice during the construction and operational stage, the overall ecological impact is considered to be acceptable. AFCD has no adverse comments on the EcoIA.

#### Infrastructural Aspect

- 4.25 According to the Drainage Impact Assessment (DIA) (Section 8 of **Attachment V**) (**Drawing 6**), the existing drainage system has sufficient capacity to cater for the additional runoff from the development with the proposed drainage discharge network. The proposed drainage infrastructure has taken into account the effect of climate change including the potential increase in rainfall and rise in sea levels in accordance with the latest design guidelines from Drainage Services Department (DSD). Rainwater intercepted by the drainage channels along the boundary of the site will be ultimately discharged into the Shing Mun River. No insurmountable drainage impact due to the proposed development is anticipated.
- 4.26 According to the Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment (WSIA) (Sections 8 of **Attachment V**), it is indicated that with necessary mitigation measures including the construction of Ha Wo Che Fresh Water and Salt Water Service Reservoirs extension, upgrading of Fo Tan Fresh Water and Salt Water Pumping Station, as well as laying of associated water mains and upgrading of the existing sewerage pipeline, the existing/proposed sewerage, fresh water, and salt water supply systems would have sufficient capacities to cater for the additional demands generated from the proposed public housing development. Concerned departments including EPD, DSD and Water Supplies Department (WSD) have no in-principle objection to the proposed development with the implementation of relevant mitigation measures.

**Amendment Item B – Rezoning of a Site on Shan Mei Street for the proposed JUC under the “SSMU” initiative (Plans 1a, 2b, 3b, 4b and 5)**

The Site and its Surroundings

- 4.27 A site on Shan Mei Street with an area of about 0.77ha is a piece of GL zoned “I” currently occupied by the existing Fo Tan Cooked Food Market (East), Shan Mei Street Public Transport Interchange (PTI), Sitting-out Area, Basketball Court and Public Toilet.
- 4.28 The site is bounded by Shan Mei Street and Sui Fai Factory Estate (existing BH at 92mPD) to its southwest and Sha Tin Galleria (BH as 82mPD) to its northwest, Fo Tan Road to the northeast. It is located in a central location of Fo Tan amidst the industrial buildings and surrounding residential developments are mainly at the fringe (**Plans 2b, 3b, 4b and 5**). The adjacent Sui Fai Factory Estate will be redeveloped for public housing providing about 1,360 flats by 2029/2030. The site is easily accessible by public transport with MTR Fo Tan Station at about 500m away to its southeast and a planned PTI at the “CDA” site on Au Pui Wan Street (i.e. The Arles).

Rezoning Proposal

- 4.29 The site is proposed to be developed into a JUC of about 17 storeys (excluding 2 basement levels) to take forward one of the first batch projects under “SSMU” initiative. According to the tentative plan, the JUC will accommodate sports centre, library, community hall, elderly and youth social welfare facilities, clinical/healthcare facilities, government offices, reprovisioning of the existing PTI on-site and public car park to optimize site utilization. The indicative layout, sections and landscape plan are shown in **Drawings 10, 11 and 12**, and the major development parameters are summarized as follows:

Site Area	About 0.77ha
Net Site Area	About 0.60ha
Maximum PR	About 9.5
Maximum BH	No more than 140mPD
No. of Blocks	1

Note: The proposed development parameters and facilities are indicative only and will be subject to change at detailed design stage.

- 4.30 To facilitate implementation of the JUC, the site is proposed to be rezoned from “I” to “G/IC”, subject to a maximum BH restriction of 140mPD which is comparable to the adjacent redevelopment of Sui Fai Factory Estate with BH restriction of 140mPD. The proposed development scale of JUC is considered not incompatible with the high-rise high-density context in the central Fo Tan and area near MTR Fo Tan Station with PR up to 10.1 and BH up to about 165mPD (**Plan 5**).

- 4.31 Technical reviews on various aspects, including traffic review, visual appraisal, landscape assessment and air ventilation appraisal have been conducted by the Government Property Agency (GPA) to confirm the technical feasibility of the proposed JUC. They are attached at **Attachments VIa to VIId**. The photomontages are shown in **Drawings 13a to 13e**. The technical reviews have demonstrated that there is no insurmountable problem on traffic, visual, landscape and air ventilation aspects. TD and CTP/UD&L, PlanD have no adverse comment on the technical reviews. As regards other technical aspects such as drainage, sewerage, water supply, air and noise impact, relevant government departments including DSD, WSD and EPD have no adverse comment /no objection to the proposed rezoning.

### **Amendment Items C1, C2, D, E, F and G in Shek Mun and Siu Lek Yuen**

#### ***General Context of Shek Mun and Siu Lek Yuen Area (Plans 1b, 2c, 2d, 3c, 3d, 4c to 4g and 6)***

- 4.32 SMBA on the eastern bank of Shing Mun River Channel (**Plan 6**) is generally bounded by Tai Chung Kiu Road to the northwest, Tate's Cairn Highway to the northeast, On Ming Street to the southeast and On Muk Street to the southwest. MTR Shek Mun Station at the southeastern fringe serving SMBA is mainly within a 500m radius. Commercial buildings, hotel development, industrial buildings, data centre, open spaces and GIC uses are found in the area. According to the findings of 2020 AA, a number of new commercial developments have been completed or under construction within the "OU(B)" zone in SMBA since 2014, further restructuring of land use to general business is expected in future.
- 4.33 Located to the south of SMBA, SLYIA (**Plan 6**) is bounded by Siu Lek Yuen Road to the northeast, Chap Wai Kon Street to the northwest, Sha Tin Wai Road to the southeast and Ngau Pei Sha Street to the southwest. Industrial/converted industrial buildings, a bus depot, a hotel development, a commercial building (i.e. Citimark), GIC uses and open spaces are located within the area. The 2020 AA noted that SLYIA is experiencing active transformation to commercial uses. In view of the proximity to MTR City One Station which is within 500m radius of SLYIA, underutilized GL nearby has potential for more gainful use.
- 4.34 Although SMBA and SLYIA are currently dominated by industrial or commercial uses, they are surrounded by various residential developments (**Plan 6**) including Ravana Garden, Garden Vista and Pictorial Garden to the north (PR about 5 and BH 72mPD to 104mPD), City One Shatin, Yue Tin Court, Prima Villa and Yu Chui Court to the west (PR about 3.1 to 5.4 and BH from about 105mPD to 120mPD) and the recently completed Shek Mun Estate and Yu Tak Court (PR about 6 and BH from about 110mPD to 140mPD) on the eastern side of the nullah. While the existing buildings in SMBA generally have a PR of about 5 to 10 and BH from about 77mPD to 115mPD, the existing buildings in SLYIA have a PR ranging from about 3.2 to 9.5 and BH ranging from about 28mPD to 141mPD. Overall speaking, the PR in the area is mostly about 3 to 5 for domestic development and up to 10 for non-domestic building with BH generally at about 100mPD to 120mPD. .

- 4.35 Taking into account the changing character of SMBA and SLYIA, five pieces of GL either under “G/IC” or “O” zones with no development programme and currently occupied by temporary uses are identified as suitable for commercial or residential uses. Given the development intensity and BH profile in the area, appropriate development restrictions are recommended for the identified rezoning sites with due regard to the technical constraints and requirements of each site and the need to optimize development potential.

**Amendment Items C1, C2 and D – Proposed Commercial Development in Shek Mun and Siu Lek Yuen (Plans 1b, 2c, 2d, 3c, 3d, 4c and 4e)**

***The Sites and their Surroundings***

- 4.36 Two sites (**Items C1 and C2**) to the north and south of On Sum Street at the northern fringe of SMBA are identified as having potential for commercial use. Item C1 site is currently occupied by a temporary public car park, while Item C2 site is currently a temporary works area for CEDD. The sites are generally bounded by Shek Mun Interchange to the north, Tai Chung Kiu Road to the northwest, Shek Mun Playground to the south and a petrol station and a fresh water pumping station to the east.
- 4.37 A site (**Item D**) at the northeastern side of SLYIA currently occupied by a temporary public car park is identified for commercial use. The site is bounded by Chiaphua Centre and PCCW Yuen Chau Kok Telephone Exchange Building to the north, Yuen Hong Street to the east, Yuen Shun Circuit to the south. To the east across Yuen Hong Street is Alva Hotel by Royal which is under Amendment Item G below and KMB Sha Tin Depot to the south.

***Rezoning Proposals***

- 4.38 According to the HKPSG, the maximum PR of commercial use in new town is recommended as 9.5. Taking into account the BH profile of the area of about 120mPD, Items C1, C2 and D sites are proposed to be rezoned to “Commercial (1)” (“C(1)”) for commercial development with a maximum PR of 9.5 and BH of 130mPD for Items C1 and C2 in view of the additional GIC facilities and public vehicle park (PVP) to be incorporated in the sites and BH of 120mPD for Item D. The rezoning proposal, development restrictions and the proposed GIC facilities are tabulated as follows:

	<b>Item C1 North of On Sum Street</b>	<b>Item C2 South of On Sum Street</b>	<b>Item D Junction of Yuen Hong Street and Yuen Shun Circuit</b>
Existing Zoning	“G/IC”	“O”	“G/IC”
Proposed Zoning	“C(1)”		
Site Area	0.85ha	0.41ha	0.11ha
BH Restriction	130mPD		120mPD
PR restriction	9.5		
Proposed GIC Facilities <sup>(1)</sup>	<ul style="list-style-type: none"> <li>• floorspace equivalent to about 5% of the total attainable GFA will be reserved for the provision of welfare facilities, including elderly, child care and rehabilitation facilities<sup>(1)</sup></li> <li>• Facilities of Department of Health (DH) equivalent to 2.2% of total GFA</li> </ul>	<ul style="list-style-type: none"> <li>• floorspace equivalent to about 4.5% of the total attainable GFA will be reserved for the provision of welfare facilities, including elderly, child care and rehabilitation facilities<sup>(1)</sup></li> </ul>	N/A
Parking Facilities <sup>(2)</sup>	<ul style="list-style-type: none"> <li>• PVP</li> <li>• Ancillary car parking spaces and loading/unloading bays</li> </ul>	<ul style="list-style-type: none"> <li>• Ancillary car parking spaces and loading/unloading bays</li> </ul>	<ul style="list-style-type: none"> <li>• Ancillary car parking spaces and loading/unloading bays</li> </ul>

Note:

- (1) SWFs and GIC facilities will be exempted from PR calculation. The location, type and actual provision of SWFs and GIC facilities will be subject to detailed design by the future developers in consultation with relevant government departments including the SWD and DH.
- (2) Ancillary car parking spaces and loading/unloading bays to be provided in accordance with the HKPSG.

**Amendment Items E and F – Proposed Private Residential Development in Siu Lek Yuen (Plans 1b, 2d, 3d, 4c, 4d, 4f and 4g)**

*The Sites and their Surroundings*

- 4.39 The site under **Item E** in SLYIA bounded by Siu Lek Yuen Road to the north, Sha Tin Wai Road to the east, Swire Coca-Cola HK to the southwest, and Yuen Shun Circuit and Goldlion Holdings Centre to the west and northwest is identified for private residential use. It is currently under a short term tenancy (STT) for temporary parking, repairing and/or maintenance of motor vehicles. A drainage reserve for storm drains and box culvert tranverses the eastern and southwestern parts of the site (**Plan 2d**). As advised by DSD, no structure or support for any structure should be erected on this drainage reserve. A gas governor kiosk owned by the Hong Kong and China Gas Co. Ltd. is also found within the site.
- 4.40 Another site (**Item F**) in SLYIA bounded by Chap Wai Kon Street and Shatin Industrial Centre to the north, Yuen Shun Circuit to the southeast and Siu Lek Yuen Fire Station to the southwest is having potential for private residential use. It is currently occupied by a temporary public car park.

*Rezoning Proposals*

- 4.41 The site under **Item F** is proposed to be rezoned from “G/IC” to “Residential (Group A) 10” (“R(A)10”) with PR 6 and BH restriction of 120mPD taking into account the policy directive on increase of maximum domestic PR by 20% as mentioned in paragraph 3.2 above and the BH profile in the area as mentioned in paragraph 4.34 respectively. For the site under Item E, in view of the environmental constraints as detailed in paragraph 4.47 below, the site is proposed to be rezoned from “O” to “Residential (Group A) 9” (“R(A)9”) with a lower PR of 5 and BH restriction of 110mPD. The rezoning proposal, development restrictions and the proposed GIC and parking facilities are tabulated as follows:

	<b>Item E Sha Tin Wai Road</b>	<b>Item F Chap Wai Kon Street</b>
Existing Zoning	“O”	“G/IC”
Proposed Zoning	“R(A)9”	“R(A)10”
Site Area	0.56ha	0.28ha
Maximum BH	110mPD	120mPD
Maximum PR	5	6
Proposed GIC Facilities <sup>(1)</sup>	N/A	<ul style="list-style-type: none"> <li>• floorspace equivalent to about 5.3% of the total attainable GFA for the provision of welfare facilities, including elderly, child care and rehabilitation facilities<sup>(1)</sup></li> </ul>

Parking Facilities <sup>(2)</sup>	<ul style="list-style-type: none"> <li>Ancillary car parking spaces and loading/unloading bays</li> </ul>	<ul style="list-style-type: none"> <li>PVP</li> <li>Ancillary car parking spaces and loading/unloading bays</li> </ul>
-----------------------------------	-----------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

Note:

- (1) SWFs will be exempted from PR calculation. The location, type and actual provision of SWFs will be subject to detailed design by the future developers in consultation with relevant Government departments including the SWD.
- (2) Ancillary car parking spaces and loading/unloading bays to be provided in accordance with the HKPSG.

***Technical Assessments***

4.42 A number of technical assessments (**Attachments VIIa to VIIe**) are conducted in support of the rezoning proposals in SMBA and SLYIA, including a TIA, VA, AVA, and Tree Survey. These assessments have confirmed that the proposed commercial and residential developments are technically feasible with no insurmountable technical problems. In addition, PER has been conducted for sites to be rezoned for residential use in SLYIA and confirm that no insurmountable problem is anticipated. The individual reports of relevant technical assessments would be deposited at the meeting for Members’ information.

Traffic Aspect

4.43 A TIA has been conducted to assess the traffic impact arising from the proposed commercial and residential developments. The findings of the TIA are summarized in **Attachment VIIa**<sup>3</sup>. The TIA concludes that the proposed developments are acceptable from traffic point of view with the implementation of the proposed junction improvement works with the major ones at junctions of Fo Tan Road / Tai Chung Kiu Road, Tai Chung Kiu Road / On Lai Street and Tai Chung Kiu Road / On Sum Street (**Plan 6**). The improvement works would be carried out by the Government and future developers of the amendment sites. TD has no in-principle objection to the rezoning proposals from traffic engineering and transport operation point of view.

4.44 The TIA indicates that the existing public transport services would have sufficient capacity to cater for the public transport demand generated from Item C1, C2, D, E and F sites. The TIA reveals that the opening of MTR Tuen Ma Line in June 2021 and MTR East Rail Line Cross Harbour Extension in May 2022 has further

---

<sup>3</sup> Item D site was originally proposed for residential use but subsequently proposed for commercial use as the adverse noise impact from the adjacent industrial buildings, bus depot and hotel development is difficult to mitigate at the site itself, cooperation from third party might be required. While the assumptions of the TIA include Item D site proposed for residential instead of commercial use, and Item E with a development restriction of maximum BH of 130mPD and PR 6 instead of maximum BH of 110mPD and PR 5, TD anticipated that the changes in the TIA due to the two revised amendment items would be insignificant and the findings/recommended traffic mitigation measures are still valid in light of the latest proposal as recommended in this paper.

enhanced the connectivity of railway network and offers more travelling options to the public.

- 4.45 The provision of the internal transport facilities for each site shall be provided in accordance with the HKPSG for commercial and residential uses, and based on user's operational need for GIC use. In addition, to cater for on-street parking demand in the vicinity of the sites as well as demand due to closure of the existing STT car parks under Items C1, D and F (with a total of 230 parking spaces), PVP provisions (about 200 parking spaces in total subject to detailed design) are proposed to absorb/alleviate the above demand at Items C1 and F sites.

#### Environmental Aspects

- 4.46 A PER covering air, noise and water quality impact, waste management and land contamination aspects has been conducted by CEDD's consultant to assess the environmental impact arising from the proposed private residential development under Items E and F. A summary of the PER is at **Attachment VIIb**.

#### **Item E**

- 4.47 As revealed in the air quality impact assessment for Item E site, a buffer distance requirement of 5m from Yuen Shun Circuit (a local distributor), and 20m from Sha Tin Wai Road and Siu Lek Yuen Road (Primary Distributor) are required according to HKPSG (**Drawing 15a**) for off-site vehicular emission. A 10m horizontal separation distance with a 40m height difference between the site and the industrial chimney exit from Swire Coca-Cola HK (at 150mPD) abutting to the south-west of the site is also required. With the proposed maximum BH of 110mPD at the Item E site, a 40m vertical height difference will be provided to satisfy the HKPSG requirement (**Drawing 15b**). In view of the environmental and height constraint, as well as a drainage reserve at the site that prohibits structures to be built over (**Plan 2d**), a maximum PR of 5 and a BH restriction of 110mPD are proposed for the site.
- 4.48 For the noise impact aspect, through incorporating mitigation measures such as adjustment of building disposition and orientation, acoustic windows, architectural fins and single aspect design to alleviate traffic noise from the nearby road network, the operation of KMB Sha Tin Bus Depot during peak hours and fixed plants noise from Swire Coca-Cola HK (**Drawing 15c**), no insurmountable noise impact is anticipated.
- 4.49 Based on site inspection, no visual evidence of land contamination is identified. Provided that land contamination assessment is conducted prior to any development work, no insurmountable problem is envisaged. Also, provided that appropriate mitigation measures are adopted, no adverse water quality or waste management impact is anticipated from the proposed residential development.

## **Item F**

- 4.50 As revealed in the air quality impact assessment, no adverse impact is envisaged provided that a buffer distance of 5m from Chap Wai Kon Street, Yuen Shun Circuit and Ngau Pei Sha Street (local distributors) is maintained in accordance with the requirement of HKPSG (**Drawing 16a**) for off-site vehicular emission.
- 4.51 For the noise impact, through incorporating mitigation measures such as adjustment of building disposition and orientation, acoustic windows and architectural fins to alleviate traffic noise from the nearby road network, the operation of the bus depot and railway noise, no unacceptable noise impact is anticipated (**Drawing 16b**).
- 4.52 Provided that appropriate mitigation measures are adopted, no adverse water quality or waste management impact is anticipated from the proposed residential development. Potential land contamination is not anticipated.
- 4.53 Concerned departments including EPD, DSD and WSD have no adverse comments on the PER and no in-principle objection to the proposed amendments in SMBA and SLYIA.

### Visual Aspect

- 4.54 A VA at **Attachment VIIc** to assess the potential visual impact of the proposed rezoning in SMBA and SLYIA has been conducted. According to the VA, the potential visual impact of the proposed developments at the rezoning sites to the surrounding visual sensitive receivers ranges from “negligible” to “moderately adverse” (**Drawings 14b to d**), with one VP from Shek Mun Playground (Viewpoint 5) being “significantly adverse” (**Drawing 14a**) mainly due to the proximity to Items C1 and C2 sites causing visual obstruction to the existing open sky view. Nevertheless, the proposed scales of developments are considered compatible with the existing high-density developments in Sha Tin. CTP/UD&L, PlanD has no adverse comment on the VA.

### Air Ventilation Aspect

- 4.55 A qualitative AVA-EE (**Attachment VIId**) was conducted to assess the wind performance of the proposed commercial and residential developments at Items C1, C2, D, E and F sites, as well as the existing hotel development at Item G site (discussed in paragraph 4.60 below). According to the AVA-EE, the proposed developments in SMBA and SLYIA would not obstruct the major wind breezeways that help maintain the wind environment in the vicinity of the sites and the identified potential wind sensitive areas. It is anticipated there are no big changes in the wind flow patterns with the proposed developments in place.
- 4.56 It was also noted in the AVA-EE that good design measures including building separations to enhance site permeability, low-rise podium, set-backs, and empty

bay near pedestrian level would help facilitate flow of north-easterly and south-westerly prevailing wind. In this regard, good design measures are encouraged to be incorporated in the proposed developments.

- 4.57 The AVA-EE concludes that the proposed development would not induce significant adverse air ventilation impact on the surrounding environment. CTP/UD&L of PlanD has no adverse comment on the AVA-EE.

#### Landscape Aspect

- 4.58 A landscape assessment based on tree survey for Items C1, C2, D, E and F sites conducted by LandsD's consultant in support of the rezoning is at **Attachment VIIe**. According to the tree survey, there are a total of 149 trees within and in the vicinity of the sites. All of them are common species. No registered OVTs or rare species were identified in the sites. Two trees with diameter at breast height (DBH) over 1m (*Ficus benjamina* and *Ficus microcarpa*) and one tree scheduled under the Forests and Countryside Ordinance (Cap. 96), *Michelia x alba* are found in Item E site. The two large trees with DBH over 1m have low amenity value and poor structural condition while *Michelia x alba* is commonly planted in Hong Kong.
- 4.59 CTP/UD&L of PlanD has no adverse comment on the tree survey and considers that the proposed developments in SMBA and SLYIA are not incompatible with the surrounding environment. She advises that appropriate landscape design approach to minimise disturbance to existing trees, maximize the greening opportunity in the sites including screen planting adjacent to the main traffic road, and mitigate the impact of existing trees in accordance with the prevailing technical circular should be adopted.

#### **Amendment Item G – Rezoning of a Site in Siu Lek Yuen to reflect a completed hotel development (Plans 1b, 2d, 3d, 4d to 4f)**

- 4.60 Alva Hotel by Royal in SLYIA was completed in 2019 and is currently in operation with a non-domestic GFA of about 31,863m<sup>2</sup> and a BH of about 101mPD. To reflect the as-built hotel development, the site with an area of about 0.64ha (**Item G**) is proposed to be rezoned from "I(1)" to "Commercial (2)" ("C(2)") with 'Hotel' as a Column 1 use and subject to a maximum GFA of 32,000m<sup>2</sup> and maximum BH of 120mPD.

#### **Amendment Items H1 and H2 – Rezoning of a Site on Tung Lo Wan Hill Road to take forward an agreed section 12A Application (Plans 1c, 2e, 3e and 4h)**

- 4.61 On 13.1.2023, the Committee agreed a section 12A application (No. Y/ST/58) to rezone a site with an area of about 0.61ha on Tung Lo Wan Hill Road from "GB" and "G/IC" to "Residential (Group B) 3" ("R(B)3") with maximum PR of 2.5 and BH of 140mPD for private residential development on considerations that the ecological impact would be restricted within the application site, which was largely formed and devegetated; the proposed development is not incompatible with the

surroundings and the existing landscape setting in the proximity; and there were no adverse comments from departments on the technical aspects. An extract of relevant minutes of the Committee meeting is at **Attachment VIII**.

- 4.62 Subsequently, the applicant submitted supplementary information and responses-to-comments on 28.2.2023, 24.5.2023 and 5.6.2023 to PlanD with a view to addressing concerns raised by the Committee, including concerns on the compensatory planting ratio; lack of details in the landscape proposal; soil area for the compensated trees; ecological impact of the landscape proposal; landscape treatment of the area within the same subject lot (i.e. Lot 379 and the remaining area of Lot 380 R.P. in D.D. 186) but outside the application site; extent of works for excavation, erection of retaining wall and road improvement works at Tung Lo Wan Hill Road, and the management and maintenance responsibilities of the proposed access road.
- 4.63 The clarifications and revisions provided by the applicant are summarized as follows:
- (a) as indicated in the revised Master Layout Plan, landscape section and tree planting plan submitted by the applicant (**Drawings 17a to 17c**), the revised scheme proposed an increased number of new trees from 115 to 150 for the loss of 115 trees, resulting in a compensatory ratio of 1:1.3 in terms of number and 1:0.64 in terms of quality, which complies with the compensation ratio requirement under the Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 4/2020 on Tree Preservation in that compensatory ratio should not be less than 1:1 in terms of number;
  - (b) sufficient growing space and soil depth (0.6m excluding drainage layer for planters and not less than 1.2m excluding drainage layer for new trees) including "continuous soil bed with connected planting subgrade soil surface" would be provided for the trees in the proposed development. The applicant would plant native species and keep close liaison with AFCD during the subsequent detailed design stage;
  - (c) the current natural state of Lot 379 and the remaining area of Lot 380 R.P. in D.D. 186 outside of the application site will be kept with regular monitoring;
  - (d) deep excavation and retaining walls are needed for the proposed residential towers and basement car park, and the structures would be designed to confine within the application site, while landscape treatment would be adopted to mitigate the adverse visual and ecological impact of the retaining structures;
  - (e) the proposed alignment of the road improvement works for Tung Lo Wan Hill Road would cause minimal landscape impact; and

- (f) the applicant has proposed to take up the maintenance and management responsibilities of the access road and such responsibility will not be transferred to individual owners.

Relevant government departments including CTP/UD&L of PlanD, Lands Department, AFCD and Leisure and Cultural Services Department have no adverse comments on the proposal.

- 4.64 In this regard, the application site (**Item H1**) (0.6 ha) is proposed to be rezoned from “GB” and “G/IC” to “R(B)3” with ‘Flat’ as a column 1 use and subject to development restrictions of PR 2.5 and BH of 140mPD to take forward the subject agreed s.12A application.
- 4.65 As a result of amendment Item H1, there will be a remnant narrow strip of land (about 0.05ha) remaining under the “GB” zone to the immediate south of the application site. As the strip of land is currently occupied by part of the Tung Lo Wan Hill Road which serves Sha Tin North Service Reservoir (STNSR) at the northern end of Tung Lo Wan Hill Road, it is proposed to rezone the strip of land from “GB” to “G/IC” (**Item H2**) to form part of the “G/IC” zone primarily intended for STNSR.

**Amendment Item J – Rezoning of a Site to the south of Mei Tin Road to take forward two agreed section 12A Applications (Plans 1c, 2f, 3f and 4i)**

- 4.66 On 14.10.2022 and 14.7.2023, the Committee agreed two section 12A applications No. Y/ST/48 and Y/ST/49 respectively to rezone a site with an area of about 0.4ha to the north of Mei Tin Road in Tai Wai, which is currently occupied by a three-storey religious institution and columbarium known as Puguangming Temple (PGMT) (普光明寺), from “R(B)” and “GB” to “Other Specified Uses” annotated “Religious Institution with Columbarium” (“OU(Religious Institution with Columbarium)”) for a maximum of 4,779 niches<sup>4</sup> in total. The applications were agreed by the Committee mainly on considerations that the site was accessible via an independent footpath not shared by the residents of the nearby residential development (i.e. Mei Tin Court); no significant adverse traffic and environmental impacts were envisaged; and concerned government departments had no objection to or adverse comment on the application. Extracts of the relevant minutes of the Committee meeting are at **Attachment IX**.
- 4.67 To take forward the agreed s.12A applications, the subject site (**Item J**) is proposed to be rezoned from “R(B)” and “GB” to “OU(Religious Institution with Columbarium)” with ‘Religious Institution’ and ‘Columbarium’ uses as column 1 use subject to a maximum GFA of 1,416m<sup>2</sup>, a maximum BH of 3 storeys, and a maximum number of 4,779 niches for columbarium use.

---

<sup>4</sup> The permitted 4,779 niches include 1,779 existing niches proposed under application No. Y/ST/48 and an additional 3,000 niches proposed under application No. Y/ST/49.

**Amendment Item K – Rezoning of a Site to the south of Chek Nai Ping, Ma Liu Shui to take forward an agreed section 12A Application (Plans 1d, 2g, 3g and 4j)**

- 4.68 On 28.1.2022, the Committee agreed a section 12A application (No. Y/ST/53) to rezone a site with an area of about 0.02ha to the south of Chek Nai Ping, Ma Liu Shui, which is currently occupied by a columbarium development known as Sha Tin Ching Yuen (STCY) (沙田靜苑), from “GB” to “Other Specified Uses” annotated “Columbarium (2)” (“OU (Columbarium(2))”) for a total of 1,716 niches. The application was agreed by the Committee mainly on considerations that the site was located at the fringe of the “GB” zone surrounded by natural slopes; 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 minutes of the Committee meeting is at **Attachment X**.
- 4.69 To take forward the proposal, the application site (**Item K**) is proposed to be rezoned from “GB” to “OU(Columbarium(2))” with ‘Columbarium’ as a Column 1 use subject to a maximum GFA of 120m<sup>2</sup>, a maximum BH of 7.7m, and a maximum number of 1,716 niches for columbarium use.

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

- 5.1 With the proposed increase of population by about 12,800 from the proposed amendment items, the planned population of the Sha Tin Planning Area would be about 531,600. As shown in the summary on existing and planned provision of GIC facilities and open space (**Attachment XI**), 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.
- 5.2 Although there will be shortfalls in community care services facilities, child care centres, and residential care homes for the elderly, day rehabilitation services and residential care services, the HKPSG requirements for these facilities are long-term goals, the actual provision would be subject to consideration of the SWD 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 fact, various elderly, child care and rehabilitation facilities as requested by SWD have been incorporated in the proposed housing developments under **Amendment Items A, B, C1, C2 and F**.
- 5.3 Despite **Amendment Items C2 and E** involve proposed rezoning of existing areas zoned “O” (about 1ha) to commercial/ residential use, there is still a surplus of district and local open space of about 10.92ha and 63.90ha respectively in the Sha Tin planning area.

## 6. **Proposed Amendments to Matters Shown on the Plan**

The proposed amendments as shown on the draft Sha Tin OZP No. S/ST/36A (**Attachment II**) are as follows:

- (a) Amendment Item A (about 3.42ha) (**Plans 1a, 2a, 3a and 4a**)

Rezoning of a site at the junction of Wong Chuk Yeung Street and Kwei Tei San Chuen Road from “GB” to “R(A)8”, subject to a maximum PR of 6.7 and a maximum BH of 240mPD as stipulated on the Plan.

- (b) Amendment Item B (about 0.77ha) (**Plans 1a, 2a, 3a and 4b**)

Rezoning of a site on Shan Mei Street from “T” to “G/IC”, subject to a maximum BH of 140mPD as stipulated on the Plan.

- (c) Amendment Item C1 (about 0.85ha) (**Plans 1b, 2c, 3c and 4c**)

Rezoning of a site at the north of On Sum Street from “G/IC” to “C(1)”, subject to a maximum PR of 9.5 and a maximum BH of 130mPD as stipulated on the Plan.

- (d) Amendment Item C2 (about 0.41ha) (**Plans 1b, 2c, 3c and 4c**)

Rezoning of a site at the south of On Sum Street from “O” to “C(1)”, subject to a maximum PR of 9.5 and a maximum BH of 130mPD as stipulated on the Plan.

- (e) Amendment Item D (about 0.11ha) (**Plans 1b, 2c, 3c and 4c**)

Rezoning of a site at the junction of Yuen Hong Street and Yuen Shun Circuit from “G/IC” to “C(1)”, subject to a maximum PR of 9.5 and a maximum BH of 120mPD as stipulated on the Plan.

- (f) Amendment Item E (about 0.56ha) (**Plans 1b, 2d, 3d, 4d and 4f**)

Rezoning of a site on Sha Tin Wai Road from “O” to “R(A)9”, subject to a maximum PR of 5 and a maximum BH of 110mPD as stipulated on the Plan.

- (g) Amendment Item F (about 0.28ha) (**Plans 1b, 2d, 3d and 4g**)

Rezoning of a site on Chap Wai Kon Street from “G/IC” to “R(A)10”, subject to a maximum PR of 6 and a maximum BH of 120mPD as stipulated on the Plan.

- (h) Amendment Item G (about 0.64ha) (**Plans 1b, 2d, 3d, 4d to 4f**)

Rezoning of a site at the east of Yuen Hong Street from “I(1)” to “C(2)”, subject to a maximum GFA of 32,000m<sup>2</sup> and a maximum BH of 120mPD as stipulated on the Plan.

(i) Amendment Item H1 (about 0.61ha) (Plans 1c, 2e, 3e and 4h)

Rezoning of a site on Tung Lo Wan Hill Road from “GB” and “G/IC” to “R(B)3”, subject to a maximum PR of 2.5 and a maximum BH of 140mPD as stipulated on the Plan.

(j) Amendment Item H2 (about 0.05ha) (Plans 1c, 2e, 3e and 4h)

Rezoning of a strip of land at the northern end of on Tung Lo Wan Hill Road from “GB” to “G/IC”.

(k) Amendment Item J (about 0.40ha) (Plans 1c, 2f, 3f and 4i)

Rezoning of a site to the north of Mei Tin Road, Tai Wai from “R(B)” and “GB” to “OU(Religious Institution with Columbarium)”, subject to a maximum GFA of 1,416m<sup>2</sup> and a maximum BH of 3 storeys as stipulated on the Plan and a maximum number of niches of 4,779.

(l) Amendment Item K (about 0.02ha) (Plans 1d, 2g, 3g and 4j)

Rezoning of a site to the south of Chek Nai Ping, Ma Liu Shui from “GB” to “OU(Columbarium(2))”, subject to a maximum GFA of 120m<sup>2</sup> and a maximum BH of 7.7m, and a maximum number of niches of 1,716.

## 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.

### *“C” zone*

7.2 In relation to the Amendment Items C1, C2 and D as mentioned in paragraphs 6(c) to 6(e) above, the Notes and the Remarks for “C” zone will be revised to incorporate the development restrictions including the maximum PR and BH for the “C(1)” and “C(2)” sub-zones, and GIC facilities required by the Government may be disregarded in determining the maximum PR for the “C(1)” sub-zone.

### *“R(A)” zone*

7.3 In relation to the Amendment Items E and F as mentioned in paragraphs 6(f) and 6(g) above, the Notes and the Remarks for “R(A)” zone will be revised to incorporate the development restrictions including the maximum PR and BH for the “R(A)9” and “R(A)10” sub-zones, and GIC facilities required by the

Government may be disregarded in determining the maximum PR for the “R(A)10” sub-zone.

- 7.4 Under Amendment Item F, 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)10”.

***“OU(Religious Institution with Columbarium)” zone***

- 7.5 In relation to the Amendment Item J as mentioned in paragraph 6(k) above, a new zoning for “OU(Religious Institution with Columbarium)” zone will be incorporated in the Notes of “OU” zone, which will specify the development restrictions for the new zone including the maximum GFA, BH, and number of niches for columbarium use.

***“OU(Columbarium)” zone***

- 7.6 In relation to the Amendment Item K as mentioned in paragraph 6(l) above, the Remarks for “OU(Columbarium)” zone will be revised to incorporate the development restrictions for the new “OU(Columbarium)2” sub-zone including the maximum GFA, BH, and number of niches for columbarium use.

**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/37.

**10. Consultation**

- 10.1 PlanD consulted the Development, Housing and Environmental Hygiene Committee (DHEHC) of the Sha Tin District Council (STDC) on 19.9.2023 regarding the proposed amendments to Sha Tin OZP. Members of the DHEHC of STDC expressed their concerns mainly on the following areas:

Amendment Item A

- (a) the proposed public housing development might block the view of surrounding areas. While the BH of the adjacent Chun Yeung Estate should be made reference to, the considerations in determining the BH of the subject development should be clarified;
- (b) in view of the hilly topography, the proposed public housing development might be susceptible to adverse drainage impact during severe weathers;
- (c) the proposed public housing development might be subject to adverse traffic impact. The car parking provision under the HKPSG would be insufficient to accommodate the demand from the additional population;
- (d) concerns about the decanting and compensation arrangements for the affected parties in the temporary structures including squatters affected by the proposed public housing development;

Amendment Item B

- (e) concerns about the progress and implementation programme of the proposed Fo Tan JUC;

Amendment Items C1, C2, D, E and F

- (f) with some sites currently zoned “O” being rezoned for other uses, whether there would be sufficient open space in Sha Tin; and
- (g) with the existing temporary fee-paying public car parks planned for other uses, there might not be sufficient parking in the area in particular for heavy goods vehicles.

***Responses from Relevant Government Bureaux/Departments***

***Concerns on Building Height of Amendment Item A***

- 10.2 The proposed BH of 240mPD has taken into account the high site levels, technical site constraints and building profile of the surrounding developments, as well as the need to optimize land resources. Please refer to paragraphs 4.7 to 4.9 and paragraphs 4.15 and 4.16 for the detailed assessment on land use compatibility and potential visual impact respectively.

***Concerns on technical feasibility of Amendment Item A***

- 10.3 Regarding the concerns on the drainage impact of the proposed development, paragraphs 4.25 and 4.26 above are relevant. Appropriate mitigation measures including suitable drainage infrastructure are proposed to minimize the potential

drainage impact during severe weather. Detailed assessments will also be conducted at the detailed design stage if required.

- 10.4 Regarding comments on the potential traffic and transport impacts arising from the proposed development, the findings and recommendation of the TTIA summarized in paragraphs 4.11 to 4.14 above are relevant. According to the conclusion of the TTIA, the proposed development is acceptable from traffic and transport point of view with the implementation of the proposed junction improvement measures. To ensure sufficient public transport services in Fo Tan, TD will also closely monitor the situation where detailed public transport plans will be reviewed prior to the completion of the proposed development. As regards the carparking provision, HD will follow the latest HKPSG requirements to provide ancillary car parking spaces in consultation with relevant departments.

***Concerns on clearance arrangement of Amendment Item A***

- 10.5 Land resumption is not required for the proposed public housing development. As regards the clearance and compensation of the affected temporary structures on the GL, the established procedures under the lands regime will be followed.

***Concerns on progress of Fo Tan JUC***

- 10.6 GPA is undertaking the implementation of JUC and will continuously closely liaise with relevant government departments and stakeholders.

***Concerns on provision of open space in Sha Tin***

- 10.7 The total area of area zoned “O” being affected is about 1ha, under proposed Amendment Items C2 and E. There is currently no programme for implementation of open space at the sites by the relevant government departments. Sha Tin is a well-planned new town with about 176ha of planned open space under the OZP, which is sufficient for the planned population of about 531,600 according to HKPSG (**Attachment XI**).

***Concerns on parking provision for heavy goods vehicles***

- 10.8 As advised by TD, based on the findings of the TIA, there is currently available fee-paying spaces for heavy goods vehicles in the car park at Grandtech Centre in Shek Mun. Moreover, the Government has been actively pursuing a host of measures to provide parking spaces for commercial vehicles (CV) including designating suitable on-street locations for CV parking, requiring minimum CV parking spaces in STT car parks, revising HKPSG in 2021 to increase requirements of CV parking spaces in subsidized housing developments, and providing CV parking spaces in GIC and open space projects following the principle of SSMU.

### ***Departmental Consultation***

10.9 The proposed amendments to the OZP have been circulated to the following bureau/departments for comment. No objection or adverse comments have been 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 Food and Health;
- (c) Executive Secretary (Antiquities and Monuments), Development Bureau;
- (d) Commissioner for Transport;
- (e) Director of Agriculture, Fisheries and Conservation;
- (f) Director of Environmental Protection;
- (g) Director of Housing;
- (h) Government Property Administrator;
- (i) Director of Social Welfare;
- (j) Director of Health;
- (k) Chief Engineer/Special Duties (Works) Division, Civil Engineering and Development Department;
- (l) PM(N), Civil Engineering and Development Department;
- (m) Chief Engineer/Housing Projects 3, Civil Engineering and Development Department;
- (n) Head of Geo Engineering Office, Civil Engineering and Development Department;
- (o) District Lands Officer/Shan Tin, Lands Department;
- (p) District Lands Officer/Land Supply, Lands Department;
- (q) District Office (Shan Tin), Home Affairs Department;
- (r) Chief Building Surveyor/New Territories 2 & Railway, Buildings;
- (s) Chief Engineer/Construction, Water Supplies Department;
- (t) Chief Engineer/Development(2) Division, Water Supplies Department;
- (u) Chief Engineer/Mainland South, Drainage Services Department;
- (v) Chief Highway Engineer/New Territories East, Highways Department;
- (w) Commissioner for Labour;
- (x) Commissioner of Police;
- (y) Director of Fire Services;
- (z) Director of Food and Environmental Hygiene;
- (aa) Director of Leisure and Cultural Services;
- (bb) Director of Electrical and Mechanical Services;
- (cc) Director-General of Trade and Industry;
- (dd) Chief Engineer/Railway Development 1-1, Railway Development Office, Highways Department; and
- (ee) Chief Town Planner/Urban Design and Landscape, Planning Department.

### ***Public Consultation***

10.10 If the proposed amendments are agreed by the Committee, the draft OZP incorporating the amendments (to be renumbered to S/ST/37 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/36 as shown on the draft Sha Tin OZP No. S/ST/36A at **Attachment II** (to be renumbered as S/ST/37 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/36A (to be renumbered as S/ST/37) 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

<b>Attachment I</b>	Approved Sha Tin OZP No. S/ST/36 (reduced scale)
<b>Attachment II</b>	Draft Sha Tin OZP No. S/ST/36A
<b>Attachment III</b>	Revised Notes of Draft Sha Tin OZP No. S/ST/36A
<b>Attachment IV</b>	Revised ES of Draft Sha Tin OZP No. S/ST/36A
<b>Attachment V</b>	Planning Report for Amendment Item A
<b>Attachment VIa</b>	Final Report of Traffic Review for Amendment Item B
<b>Attachment VIb</b>	Visual Appraisal for Amendment Item B
<b>Attachment VIc</b>	Landscape Assessment for Amendment Item B
<b>Attachment VIId</b>	Air Ventilation Appraisal for Amendment Item B
<b>Attachment VIIa</b>	Summary of Traffic Impact Assessment for Amendment Items C1, C2, D, E and F
<b>Attachment VIIb</b>	Summary of Preliminary Environmental Review for Amendment Items E and F
<b>Attachment VIIc</b>	Summary of Visual Appraisal for Amendment Items C1, C2, D, E, F and G
<b>Attachment VIId</b>	Summary of Air Ventilation Assessment for Amendment Items C1, C2, D, E, F and G
<b>Attachment VIIe</b>	Summary of Tree Survey for Amendment Items C1, C2, D, E and F
<b>Attachment VIII</b>	Extract Minutes of the Rural and New Town Planning Committee Meeting held on 13.1.2023 in relation to Amendment Item H
<b>Attachment IX</b>	Extract Minutes of the Rural and New Town Planning Committee Meetings held on 14.10.2022 and 14.7.2023 in relation to Amendment Item J

<b>Attachment X</b>	Extract Minutes of the Rural and New Town Planning Committee Meeting held on 28.1.2022 in relation to Amendment Item K
<b>Attachment XI</b>	Provision of Major Community Facilities and Open Space in Sha Tin Outline Zoning Plan
<b>Drawing 1</b>	Amendment Item A – Conceptual Layout Plan
<b>Drawing 2</b>	Amendment Item A – Section Plan
<b>Drawing 3</b>	Amendment Item A – Conceptual Landscape Plan
<b>Drawings 4a to 4g</b>	Amendment Item A – Photomontages
<b>Drawing 5</b>	Amendment Item A – Proposed Pedestrian Connectivity
<b>Drawing 6</b>	Amendment Item A – Proposed Infrastructure Improvement Measures
<b>Drawing 7</b>	Amendment Item A – Wind Environments
<b>Drawing 8</b>	Amendment Item A – Habitat Map and Species of Conservation Interest Recorded
<b>Drawing 9</b>	Amendment Item A – Proposed Location for Compensatory Planting
<b>Drawing 10</b>	Amendment Item B – Master Layout Plan
<b>Drawing 11</b>	Amendment Item B – Section Plan
<b>Drawing 12</b>	Amendment Item B – Conceptual Landscape Plan
<b>Drawings 13a to 13e</b>	Amendment Item B – Photomontages
<b>Drawings 14a to 14d</b>	Amendment Items C1, C2, D, E, F and G – Selected Photomontages
<b>Drawings 15a to 15c</b>	Amendment Item E – Recommended Environmental Mitigation Measures
<b>Drawings 16a and 16b</b>	Amendment Item F – Recommended Environmental Mitigation Measures
<b>Drawings 17a to 17c</b>	Amendment Item H1 – Revised Landscape Proposal Submitted by the Applicant
<b>Plans 1a to 1d</b>	Location Plans
<b>Plans 2a to 2g</b>	Site Plans
<b>Plans 3a to 3g</b>	Aerial Photos
<b>Plans 4a to 4j</b>	Site Photos
<b>Plan 5</b>	Site Context of Amendment Items A and B in Fo Tan
<b>Plan 6</b>	Site Context of Amendment Items C1 and C2 in Shek Mun and Amendment Items D, E, F and G in Siu Lek Yuen