

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

RNTPC Paper No. 4/21

**For Consideration by
The Rural and New Town Planning Committee on 16.4.2021**

**PROPOSED AMENDMENTS TO THE
APPROVED LAU FAU SHAN AND TSIM BEI TSUI OUTLINE ZONING PLAN
NO. S/YL-LFS/9 AND APPROVED TIN SHUI WAI OZP NO. S/TSW/14**

**PROPOSED AMENDMENTS TO THE
APPROVED LAU FAU SHAN AND TSIM BEI TSUI OUTLINE ZONING
PLAN (OZP) NO. S/YL-LFS/9 AND APPROVED TIN SHUI WAI OZP NO.
S/TSW/14**

1. Introduction

1.1 This is to seek Members' agreement that:

- (a) the proposed amendments to the approved Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/9 (LFS OZP) (**Attachment I**) as shown on the draft LFS OZP No. S/YL-LFS/9A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance);
- (b) the revised Explanatory Statement (ES) of the LFS OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the LFS OZP, and is suitable for exhibition together with the draft LFS OZP and its Notes;
- (c) the proposed amendments to the approved Tin Shui Wai OZP No. S/TSW/14 (TSW OZP) (**Attachment V**) as shown on the draft TSW OZP No. S/TSW/14A (**Attachment VI**) and its Notes (**Attachment VII**) are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (d) the revised ES of the TSW OZP (**Attachment VIII**) should be adopted as an expression of the planning intentions and objectives of the Board for the various land use zonings of the TSW OZP, and is suitable for exhibition together with the draft TSW OZP and its Notes.

2. Status of the Current OZPs

2.1 On 16.10.2018, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft LFS and TSW OZPs, which were subsequently renumbered as S/YL-LFS/9 and S/TSW/14 respectively, and exhibited for public inspection on 26.10.2018 under section 9(5) of the Ordinance.

2.2 On 25.8.2020, the CE in C referred the approved LFS OZP No. S/YL-LFS/9

and the approved TSW OZP No. S/TSW/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 4.9.2020, the reference back of the OZPs were notified in the Gazette under section 12(2) of the Ordinance.

3. Proposed Amendments

3.1 **Amendment Item A – Proposed Public Housing Development at Tin Wah Road (Plans 1a, 2a, 3a, 4a and 4b)**

Background

3.1.1 To meet the policy objective for ten-year housing supply target announced in the 2015 Policy Address, the Planning Department (PlanD) and other relevant Government departments have jointly identified potential public housing sites for study on the feasibility and development potential. A site near Tin Wah Road, which is mainly zoned “Residential (Group C)” (“R(C)”) and partly zoned “Green Belt” (“GB”) on the LFS OZP, was identified as one of these potential public housing sites. Under the original plan, a site zoned “Government, Institution or Community” (“G/IC”) on the TSW OZP, which was adjacent to this identified site, had been reserved for the Hospital Authority (HA)’s supporting services centre. Subsequently, the Food and Health Bureau (FHB) confirmed in November 2018 that the subject “G/IC” site was no longer required for HA’s supporting services centre and could be released for other purposes. To achieve better land utilisation, the site for potential public housing development had been extended to include the adjacent “G/IC” site.

3.1.2 The Civil Engineering and Development Department (CEDD) completed an engineering feasibility study (EFS) for the proposed housing development and associated retail and Government, Institution and Community (GIC) facilities at the above enlarged site to provide 3,990 public housing units to accommodate about 11,170 people.

The Site and its Surroundings

3.1.3 The site (about 3.95 ha), being at the western fringe of TSW New Town and adjacent to Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA), is located to the north of Tin Wah Road, west of Tin Ying Road and east of Sha Kong Wai (**Plan 1a**). The site falls partly within the “R(C)” and “GB” zones on the LFS OZP and partly within the “G/IC” zone with a minor portion on the area shown as ‘Road’ on the TSW OZP (**Plan 2a**). Eastern part of the site is currently vacant Government land partly covered with vegetation while western part of the site is occupied by temporary private car parks (**Plans 2a and 3a**). The site is currently

accessible via a local road (New Sha Kong Wai Road) leading to Tin Wah Road at the south.

3.1.4 The surrounding area of the site has the following characteristics **(Plans 1a and 2a)**:

- (a) to the east across Tin Ying Road are the nullah and a public housing development named Tin Yan Estate which is zoned “Residential (Group A)” (“R(A)”) on the TSW OZP;
- (b) to the south across Tin Wah Road are temporary logistics centre, vehicle repairing workshop and vehicle park (covered by valid planning permission) which are zoned “G/IC” and “R(A)3” on the Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2;
- (c) to the west and north-west are the rural settlements of Sha Kong Wai Tsai and Sha Kong Wai which are zoned “Village Type Development” (“V”) on the LFS OZP; and
- (d) to the north and northeast is “Tin Shui Wai Greenfield Garden” (a site for recreational use covered by valid planning permission) which is zoned “GB” on the LFS OZP.

Rezoning Proposal

3.1.5 To take forward the proposed public housing development, it is proposed to rezone an area near the junction of Tin Wah Road and Man Tak Road from “R(C)” and “GB” on the LFS OZP to “R(A)” **(Amendment Item A on LFS OZP)** as well as to rezone an area near the junction of Tin Wah Road and Tin Ying Road from “G/IC” and an area shown as ‘Road’ on the TSW OZP to “R(A)1” **(Amendment Item A on TSW OZP)** with maximum PR of 6.9 and maximum building height (BH) of 165mPD. The proposed public housing development will be implemented in two phases. An indicative layout is at **Plan 5**. The development parameters of the proposed housing development are as follows:

	Phase 1	Phase 2	Total
Amendment Item	A (on TSW OZP ¹)	A (on LFS OZP ¹)	
Rezoning Area	About 1.13 ha	About 2.82 ha	About 3.95 ha
Site Area for Housing Development²	About 0.95 ha	About 1.96 ha	About 2.91 ha
Proposed Zoning	“R(A)1”	“R(A)”	

¹ Phase 1 development falls mainly within TSW OZP while Phase 2 development falls mainly within LFS OZP.

² Excluding area for road and drainage reserve.

	Phase 1	Phase 2	Total
Maximum PR	6.9	6.9	
Maximum BH	165mPD	165mPD	
Estimated No. of Flats	About 1,300	About 2,690	About 3,990
Estimated Population	About 3,640	About 7,530	About 11,170
Proposed No. of Residential Blocks	2	3	5
Tentative Population Intake	2030	2032	
Supporting Facilities	<ul style="list-style-type: none"> - Kindergarten(s) - Retail facilities - A multi-storey ancillary facilities/carpark building (subject to further investigation) - Other social welfare facilities³ 		

Land Use Compatibility and Development Intensity

3.1.6 The site, which is located at the fringe of TSW New Town, in proximity to existing residential developments and served by existing roads, is suitable for public housing development. Moreover, the proposed PR of 6.9 (assuming domestic PR of 6.5 and non-domestic PR of 0.4) and the proposed BH of 165mPD are compatible with the development intensity of the public housing developments in TSW New Town, in which domestic PRs ranging from about 5 to 6.5 and BHs ranging from about 110mPD to 160mPD are generally adopted.

Technical Assessments

3.1.7 As mentioned in paragraph 3.1.2 above, an EFS with technical assessments have been conducted by CEDD to assess the potential impacts arising from the proposed public housing development on traffic, environment, water supply, drainage, sewerage, landscape, visual, air ventilation and other aspects. According to the EFS, it is concluded that there is no insurmountable technical problem for the proposed housing development. The Final Report of the EFS is at **Attachment IX**.

Traffic and Transport Aspects

3.1.8 A preliminary Traffic and Transport Impact Assessment (TTIA) has been conducted to assess the traffic and transport impact arising from the proposed public housing development. The findings of the TTIA are summarized in Chapter 3 of the Final Report of the EFS

³ According to the 2020 Policy Address, the Hong Kong Housing Authority, together with the Development Bureau, will explore to set aside about 5% of the gross floor area of future public housing projects for the provision of social welfare facilities, as far as practicable.

(Attachment IX).

- 3.1.9 The site is currently accessible via a local access (New Sha Kong Wai Road) leading to Tin Wah Road (**Plan 2a**). The local access will be modified and upgraded to the design standard (**Plan 5**). A standard priority junction with Tin Wah Road will be formed and only left-in/left-out access arrangement will be provided at this new junction. Besides, an alternative road access at Man Tak Road (subject to further investigation) is also proposed (**Plan 5**).
- 3.1.10 With regard to the road network, the critical road junctions/links assessment has indicated that all the key road junctions/links are operating within capacities except for the junction of Tin Wah Road/Ping Ha Road/Lau Fau Shan Road. It is recommended converting the junction of Tin Wah Road/Ping Ha Road/Lau Fau Shan Road from a priority junction to a roundabout and widening a section of Tin Wah Road (from Tin Ying Road to Lau Fau Shan Road) to dual 2-lane road (**Plan 6**).
- 3.1.11 Currently the public transport services in the area are limited. Since the site is located about 750m from the Chung Fu Light Rail Transit (LRT) Station (about 25 to 30 minutes walking distance) (**Plan 1a**), it is anticipated that the future residents will mainly rely on road-based transport. 39m-long bus laybys are recommended to be provided on Tin Wah Road eastbound and westbound respectively and at-grade pedestrian crossing will be provided across Tin Wah Road (**Plan 5**). In addition, at-grade pedestrian crossing across Tin Ying Road at the junction of Tin Wah Road/ Tin Ying Road will also be provided to facilitate the east-west pedestrian movements connecting the site with the existing public transport facilities in TSW New Town (**Plan 5**).
- 3.1.12 As mentioned above, in view of the distance (more than 500m) to the nearest LRT station, it is estimated that only an approximate 671 passengers per hour will be generated from the development for the rail transport and it will only induce a marginal increase to the maximum hourly passenger flow during the AM peak at the West Rail Line.
- 3.1.13 According to the TTIA, with the implementation of the aforementioned improvement measures, the proposed housing development will have manageable traffic impact on the local and nearby road links, junctions and transport facilities. Overall speaking, the proposed development is acceptable from the traffic point of view.

Environmental Aspect

- 3.1.14 A Preliminary Environmental Review (PER) has been conducted to assess the environmental impacts arising from the proposed housing

development on air quality, noise, water quality, waste management, ecological, cultural heritage and land contamination aspects. The findings are summarised in Chapters 10 and 12 of the Final Report of the EFS (**Attachment IX**). The PER concluded that no insurmountable environmental impact will be anticipated with the mitigation measures proposed.

Air Quality Aspect

- 3.1.15 Regarding the air quality impact, according to the PER, sensitive receivers within the site will be affected by vehicular exhaust from Tin Ying Road, Tin Wah Road and the proposed local access to the site. The layout design has incorporated appropriate setback distance of at least 5m and 10m from the local road and district distributor respectively. Furthermore, with appropriate design of air sensitive/fresh air intake uses away from Tin Wah Road and the proposed local access, adverse air quality impact is not anticipated.

Noise Aspect

- 3.1.16 Road traffic noise impacts are proposed to be mitigated by a combination of 2.5m, 5m and 6m-vertical barriers at Tin Wah Road and application of low-noise road surfacing material for the section of Tin Wah Road and the junction of Lau Fau Shan Road and Tin Wah Road, architectural fins and acoustic windows for some residential blocks. With the mitigation measures in place, the predicted noise levels at all the representative planned noise sensitive receivers within the site will comply with the relevant noise criteria.

Ecological Aspect

- 3.1.17 According to the PER, the site is located on existing urban land uses including open car parks, vacant Government land and a few short sections of village-type road, in which no sensitive ecological resources such as natural or semi-natural habitats, species of conservation interest (neither flora nor fauna), were identified. Significant adverse ecological impact arising from the development is not anticipated.

Landscape and Visual Aspects

- 3.1.18 According to the findings of the Landscape and Visual Impact Assessment (LVIA) summarised in Chapter 11 of the Final Report of the EFS (**Attachment IX**), the development will affect the landscape resources of mixed trees, shrubs and grassland and amenity planting within the site. According to the broad brush tree survey report, while about 724 trees fall within the site and the associated infrastructure works area, they are common species and no registered Old and Valuable Trees (OVTs) are identified.

Amongst the surveyed trees, 92 will be transplanted, 187 will be retained, and 445 will be felled due to unavoidable conflicts with the development. A compensatory planting ratio of a minimum of 1:1 by number will be provided as far as possible. Off-site compensatory planting on other vacant Government land will be further explored in the detailed investigation and design stage. After adopting the proposed mitigation measures such as compensatory planting, provision of 20% greenery area, the provision of landscape roof on top of multi-storey ancillary facilities/ carpark building, podium-level greening, streetscape and amenity landscape area, the overall residual landscape impact is generally low to medium sensitivity.

- 3.1.19 As illustrated in the indicative layout (**Plan 5**), 5 residential blocks with BHs ranging from 36 to 51 residential floors (i.e. about 147 to 163mPD) are proposed. The maximum BH of 165mPD has taken into account the existing BH of the residential developments at TSW New Town to its east ranging from 110mPD to 160mPD and the proposed BH of the residential developments under “R(A)” zone in HSK/HT NDA to its south ranging from 90mPD to 160mPD (the nearest “R(A)3” zone with BH of 140mPD). Building separations of at least 15m between the building blocks has been incorporated in the indicative layout. Other mitigation measures, including planting, greening, building form and disposition, façade treatment and stepped building heights, will be further considered at the technical feasibility/ detailed-design stage to mitigate residual visual impacts. With the implementation of recommended mitigation measures, the significance of visual impact will be reduced to moderately adverse. The overall visual impact is considered acceptable with mitigation measures as shown in the photomontages at **Plans 7a to 7e**.

Air Ventilation Aspect

- 3.1.20 A preliminary air ventilation assessment in the form of expert evaluation (AVA-EE) was conducted as summarised in Chapter 13 of the Final Report of the EFS (**Attachment IX**). The annual prevailing wind directions identified for the region are from N, NNE, NE, E and ENE, whereas the summer prevailing wind comes from S, SSE, SW and SSW directions.
- 3.1.21 To minimise the potential air ventilation impact to the surrounding area, building block disposition aligned with the prevailing wind direction, building separations of at least 15m between residential towers and setback from the eastern and western boundary of the site have been adopted in the indicative layout. These design features will enhance the air ventilation for the downstream areas in Sha Kong Wai and planned HSK/HT NDA development. At detailed design stage, a quantitative air ventilation assessment shall be carried out, if required, to assess the effectiveness of the proposed

mitigation measures and optimise the building arrangement of the public housing development. A planning brief will also be prepared to set out the planning parameters and the design requirements to guide its future development.

Infrastructure Aspect

3.1.22 The EFS reveals that there are no adverse drainage, sewerage, water supply, utilities and geotechnical impacts, following the implementation of the proposed upgrading works and appropriate mitigation measures. The findings are summarized in Chapters 4 to 8 of the Final Report of the EFS (**Attachment IX**).

Land Requirement

3.1.23 Based on the land status records, resumption of about 1.46 ha of land involving 14 private lots (subject to confirmation) will be required, and about 4 ha Government land will be affected by the proposed housing development and associated infrastructure works. There is no burial ground, grave, urn/ kam tap, temple/shrine and other built heritage resource identified within the proposed works limit.

3.2 **Amendment Item B (Plans 1b, 2b, 3b and 4c)** – Rezoning of an area (about 1.86 ha) at the junction of Tin Wing Road and Tin Yan Road in the centre of TSW New Town from “Undetermined” (“U”)” to “Residential (Group B)2” (“R(B)2”), to reflect the existing private residential development of Central Park Towers which was completed in 2010.

3.3 **Amendment Items C1 and C2 (Plans 1b, 2c, 3c and 4d)** - Rezoning of a strip of land (about 0.03 ha) to the north of Tin Yip Road from an area shown as ‘Road’ to “G/IC”; and rezoning of a strip of land (about 0.07 ha) to the south of Tin Yip Road from “G/IC” to an area shown as ‘Road’ to reflect the existing alignment of Tin Yip Road in TSW Area 109⁴.

4. Provision of Open Space and GIC Facilities

4.1 The provision of GIC facilities and open space within the planning scheme areas of the TSW OZP and LFS OZP has been assessed. For the TSW OZP (**Attachment X**), based on a planned population of about 298,600 persons, including the estimated population of Phase 1 of the proposed public housing development (about 3,640 persons), the planned provision of GIC facilities in the TSW OZP is generally adequate to meet the need of the planned population. For the LFS OZP (**Attachment XI**), based on a planned population of about 19,970 persons, including the estimated population of Phase 2 of the proposed public housing development (about 7,530 persons), most of the GIC facilities do not meet the provision

⁴ The “G/IC” zone to the northeast and southeast of Tin Yip Road in TSW Area 109 is reserved for the proposed leisure and cultural complex to be implemented by the Leisure and Cultural Services Department.

requirements under the Hong Kong Planning Standards and Guidelines (HKPSG). Nevertheless, while the planned provision of GIC facilities in the LFS OZP such as secondary school, primary school, kindergarten, etc. may not be adequate to meet the need of the planned population, the planned provision of such GIC facilities in the whole Yuen Long district as well as TSW New Town⁵ is generally adequate, some even with a surplus, which could supplement the need of the planned population in the LFS OZP.

- 4.2 According to the HKPSG, there will be a shortage of 543 and 110 hospital beds in the TSW OZP and LFS OZP respectively. The provision of hospital beds is determined in a regional context while the Hospital Authority and FHB will comprehensively review the overall demand and provision of hospital facilities in the territory and determine whether there is a need of site reservation for hospitals to meet the demand.
- 4.3 Although there is shortfall in social welfare facilities such as child care centre, community care services facilities and residential care home for the elderly in both the TSW OZP and LFS OZP, this is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate. These facilities should be carefully planned/reviewed by relevant government departments/bureaux and premises-based GIC facilities could be incorporated in future development/redevelopment when opportunities arise. Moreover, various social welfare facilities as requested by SWD would be considered to incorporate in the proposed public housing development at the detailed design stage.
- 4.4 For the provision of public open space, the proposed public housing development will provide sufficient local open space to serve the planned population. There is also surplus in planned district and local open space in both the TSW OZP and LFS OZP.

5. Proposed Amendments to Matters Shown on the Plans

- 5.1 The following amendment to the LFS OZP is proposed:

Amendment Item A (about 2.82 ha)

Rezoning of an area near the junction of Tin Wah Road and Man Tak Road from “R(C)” and “GB” to “R(A)”.

- 5.2 The following amendments to the TSW OZP are proposed:

Amendment Item A (about 1.13 ha)

Rezoning of an area near the junction of Tin Wah Road and Tin Ying Road

⁵ There are 263 and 346 surplus secondary and primary classrooms respectively in the Yuen Long District, and there are 230, 297 and 111 surplus secondary, primary and kindergarten/nursery classrooms respectively in the TSW New Town.

from “G/IC” and an area shown as ‘Road’ to “R(A)1”.

Amendment Item B (about 1.86 ha)

Rezoning of an area near the junction of Tin Wing Road and Tin Yan Road from “U” to “R(B)2”.

Amendment Item C1 (about 0.03 ha)

Rezoning of an area to the north of Tin Yip Road from the area shown as ‘Road’ to “G/IC”.

Amendment Item C2 (about 0.07 ha)

Rezoning of an area to the south of Tin Yip Road from “G/IC” to an area shown as ‘Road’.

6. Proposed Amendments to the Notes of the OZPs

- 6.1 The following proposed amendments have been incorporated in the draft Notes at **Attachments III and VII** with addition in *bold and italic* and deletion in ~~single crossed out~~ for Members’ consideration.

“R(A)” zone

- 6.2 In relation to Amendment Item A as mentioned in paragraph 3.1 above, the Notes and the Remarks for “R(A)” zone of the LFS OZP will be added to incorporate the development restrictions for the “R(A)” zone with maximum PR of 6.9 and maximum BH of 165mPD while the Remarks for “R(A)” zone of the TSW OZP will be revised to incorporate the development restrictions for the “R(A)1” sub-zone with maximum PR of 6.9 and maximum BH of 165mPD. In determining the maximum plot ratio for the purpose of “R(A)” zone on the LFS OZP and the “R(A)1” sub-zone on the TSW OZP, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and GIC facilities, as required by the Government, may be disregarded.

“U” and “R(B)” zones

- 6.3 In relation to Amendment Item B as mentioned in paragraph 3.2 above, the Notes for “U” zone of the TSW OZP will be deleted while the Remarks for “R(B)” zone of the TSW OZP will be revised to incorporate the development restrictions for the “R(B)2” sub-zone with maximum domestic gross floor area of 159,206 m², maximum non-domestic GFA of 9,051 m² and maximum BH of 159mPD.

Technical Amendments

- 6.4 On 28.12.2018, the Board agreed a revised set of MSN to Statutory Plans.

Under the revised MSN, 'Market' use is being subsumed under 'Shop and Services' use. To effectuate such changes, updates have been made to the Notes of "Commercial/Residential", "Residential (Group D)", "Residential (Group E)" and "V" zones of the LFS OZP; as well as the Notes of "Commercial", "Comprehensive Development Area", "R(B)", "Other Specified Uses" ("OU") annotated "LRT Terminus" and "OU" annotated "Bus Terminus" zones of the TSW OZP.

- 6.5 Opportunity is also taken to revise the Remarks in the Notes of "OU" annotated "Comprehensive Development and Wetland Enhancement Area", "Conservation Area" ("CA"), "Coastal Protection Area" and "Site of Special Scientific Interest" zones of the LFS OZP as well as the "CA" zone of the TSW OZP for the excavation work/land filling/pond filling in association with public works co-ordinated or implemented by Government and maintenance, repair or rebuilding works to be exempted from the requirement of planning application.

7. Revision to the Explanatory Statements of the OZPs

The ESs of the OZPs have been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity is also taken to update the general information to reflect the latest circumstances within the planning scheme area of the OZPs. Copies of the revised ESs with the proposed additions highlighted in *bold and italics* and deletions in '~~crossed-out~~' is at **Attachments IV and VIII**.

8. Plan Number

Upon exhibition for public inspection, the LFS OZP will be renumbered as S/YL-LFS/10 whilst the TSW OZP will be renumbered as S/TSW/15.

9. Consultation

Consultation with District Council and Rural Committee

Amendment Item A for the proposed public housing development at Tin Wah Road

- 9.1 On 17.3.2021, PlanD, CEDD and the Housing Department (HD) consulted the Housing, Town Planning and Development Committee of Yuen Long District Council (HTPDC of YLDC) regarding the proposed amendments to the LFS OZP and TSW OZP for the proposed public housing development. The HTPDC members have some reservations on the proposed development mainly due to the concerns on compensation and rehousing, traffic impact on road network, provision of public transport and cycle track as well as provision of market, retail facilities and social welfare facilities.

- 9.2 On 9.4.2021, the Ping Shan Rural Committee (PSRC) was consulted regarding the proposed public housing development. The PSRC strongly objected to the proposed amendments to the LFS OZP and TSW OZP for the proposed public housing development and raised concerns mainly on fung shui, loss of place for holding religious activities, land use compatibility with Sha Kong Wai Tsuen, air ventilation and traffic impact on road network. The PSRC counter-proposed to develop the Fung Lok Wai area for public housing.

Departmental Consultation

- 9.3 The proposed amendments have been circulated to relevant Government bureaux and departments for comments. Their comments have been incorporated where appropriate. Concerned bureaux/departments have no objection to or no adverse comments on the proposed amendments and no insurmountable problems have been raised by the Government departments consulted:

- Secretary for Development;
- Secretary for Transport and Housing;
- Secretary for Education;
- District Lands Officer/Yuen Long, Lands Department (LandsD);
- Principle Land Executive/Yuen Long Projects (Acquisition Section), LandsD;
- Antiquities and Monument Office, Development Bureau;
- Commissioner for Transport;
- Chief Highway Engineer/New Territories West, Highways Department;
- Director of Environmental Protection;
- Director of Housing;
- Project Manager (West), CEDD;
- Chief Engineer/Housing Projects 2, CEDD;
- Chief Engineer/Housing Projects 3, CEDD;
- Head of the Geotechnical Engineering Office, CEDD;
- Chief Town Planner/Urban Design & Landscape, PlanD;
- Director of Fire Services;
- Chief Engineer/Mainland North, Drainage Services Department;
- Chief Engineer/Construction, Water Supplies Department;
- Chief Architect/Central Management Division 2, Architectural Services Department;
- Chief Building Surveyor/New Territories West, Buildings Department;
- Director of Electrical and Mechanical Services;
- Director of Agriculture, Fisheries and Conservation;
- Director of Food and Environmental Hygiene;
- Director of Leisure and Cultural Services;
- Director of Social Welfare;
- Director of Health;
- Commissioner of Police; and
- District Officer (Yuen Long), Home Affairs Department.

Public Consultation

9.4 If the proposed amendments are agreed by the Committee, the draft LFS OZP No. S/YL-LFS/9A (to be renumbered as S/YL-LFS/10 upon exhibition), draft TSW OZP No. S/TSW/14A (to be renumbered as S/TSW/15 upon exhibition) and their Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZPs to the Board during the statutory exhibition period. The YLDC and PSRC will be informed on the proposed amendments during the statutory exhibition period of the draft OZPs.

10. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved LFS OZP No. S/YL-LFS/9 as shown on the draft LFS OZP No. S/YL-LFS/9A at **Attachment II** (to be renumbered as S/YL-LFS/10 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition for public inspection under section 5 of the Ordinance;
- (b) adopt the revised ES at **Attachment IV** for the draft LFS OZP No. S/YL-LFS/9A (to be renumbered as S/YL-LFS/10) 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 together with the OZP;
- (c) agree to the proposed amendments to the approved TSW OZP No. S/TSW/14 as shown on the draft TSW OZP No. S/TSW/14A at **Attachment VI** (to be renumbered as S/TSW/15 upon exhibition) and its Notes at **Attachment VII** are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (d) adopt the revised ES at **Attachment VIII** for the draft TSW OZP No. S/TSW/14A (to be renumbered as S/TSW/15) 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 together with the OZP.

11. Attachments

Attachment I	Approved Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/9 (reduced scale)
Attachment II	Draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/9A
Attachment III	Notes of the Draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/9A

Attachment IV	Explanatory Statement of the Draft Lau Fau Shan and Tsim Bei Tsui OZP No. S/YL-LFS/9A
Attachment V	Approved Tin Shui Wai OZP No. S/TSW/14 (reduced scale)
Attachment VI	Draft Tin Shui Wai OZP No. S/TSW/14A
Attachment VII	Notes of the Draft Tin Shui Wai OZP No. S/TSW/14A
Attachment VIII	Explanatory Statement of the Draft Tin Shui Wai OZP No. S/TSW/14A
Attachment IX	Final Report of Site Formation and Infrastructural Works for Proposed Public Housing Developments in Yuen Long North – Feasibility Study
Attachment X	Provision of Major GIC Facilities and Open Space in Tin Shui Wai
Attachment XI	Provision of Major GIC Facilities and Open Space in Lau Fau Shan and Tsim Bei Tsui
Plans 1a and 1b	Location Plans
Plans 2a to 2c	Site Plans
Plans 3a to 3c	Aerial Photos
Plans 4a to 4d	Site Photos
Plan 5	Conceptual Layout of Proposed Public Housing Development at Tin Wah Road
Plan 6	Junction Improvement Plan
Plans 7a to 7e	Photomontages of Proposed Public Housing Development at Tin Wah Road

PLANNING DEPARTMENT
APRIL 2021