

TOWN PLANNING BOARD

**TPB Paper No. 10895
For Consideration by the
Town Planning Board on 12.5.2023**

**DRAFT FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/3
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/FLN/3-R1 TO R7
AND COMMENT NO. TPB/R/S/FLN/3-C1**

**DRAFT FANLING NORTH OUTLINE ZONING PLAN NO. S/FLN/3
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/FLN/3-R1 TO R7
AND COMMENT NO. TPB/R/S/FLN/3-C1**

Subject of Representations / Representation Site	Representers	Commenter
<p><u>Amendment Item (Item) A</u> Rezoning of a site in Area 3 to the west of Man Kam To Road from “Government, Institution or Community” (“G/IC”) and an area shown as ‘Road’ to “Other Specified Uses” (“OU”) annotated “Logistics Facility” with stipulation of building height restriction (BHR)</p> <p><u>Item B</u> Rezoning of a site in Area 3 to the east of Man Kam To Road from “G/IC” and an area shown as ‘Road’ to “OU(Bus Depot)” with stipulation of BHR</p> <p><u>Item C1</u> Rezoning of a site in Area 5 to the south of Ng Tung River from “OU(Parking and Operation Facilities for Environmentally Friendly Transport System)” (“OU(POFEFTS)”), “G/IC” and an area shown as ‘Road’ to “Residential (Group A) 5” (“R(A)5”) with stipulation of BHR</p> <p><u>Item C2</u> Rezoning of a site at the southwest corner of Area 5 from “OU(POFEFTS)” to “OU(Sewage Pumping Station)” with stipulation of BHR</p> <p><u>Item C3</u> Rezoning of a site in the southern portion of Area 5 from “OU(POFEFTS)” to “G/IC” with stipulation of BHR</p> <p><u>Item C4</u> Rezoning of the residual land of planned Road L7 in Area 5 from an area shown as</p>	<p>Total: 7</p> <p><u>Support and Provide Views on Item A (1)</u> R1: Individual</p> <p><u>Oppose (6)</u></p> <p><u>Oppose Item A:</u> R2, R3, R4, R6 and R7: Individuals</p> <p><u>Oppose Item B:</u> R2 and R6: Individuals</p> <p><u>Oppose Items C1 to C5 and D:</u> R6: Individual</p> <p><u>Oppose Items E1 to E3:</u> R2 and R6: Individuals</p> <p><u>Oppose the OZP:</u> R5: Individual</p>	<p>Total: 1</p> <p><u>Providing Views C1 (also R6):</u> Individual</p>

Subject of Representations / Representation Site	Representers	Commenter
<p>'Road' to "Open Space" ("O")</p> <p><u>Item C5</u> Rezoning of a site at the southwest corner of Area 6 from "R(A)2" and an area shown as 'Road' to "R(A)6" with stipulation of BHR</p> <p><u>Item D</u> Revision of the BHR of a "G/IC" site in Area 11</p> <p><u>Item E1</u> Rezoning of a piece of land in Area 18 from "G/IC" and an area shown as 'Road' to "OU(Amenity Area)"</p> <p><u>Item E2</u> Rezoning of a piece of land in Area 18 from "O" and an area shown as 'Road' to "G/IC"</p> <p><u>Item E3</u> Rezoning of a piece of land in Area 19 from an area shown as 'Road' to "G/IC"</p>		

Note: The names of all representers and commenter are attached at **Annex III**. A soft copy of their submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board's website at https://www.info.gov.hk/tpb/en/plan_making/S_FLN_3.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board's Secretariat for Members' inspection.

1. **Background**

- 1.1 On 21.10.2022, the draft Fanling North Outline Zoning Plan (OZP) No. S/FLN/3 (the Plan) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the Plan is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.
- 1.2 During the two-month exhibition period, a total of seven valid representations were received. On 20.1.2023, the representations were published for three weeks for comments. Upon expiry of the publication period, one valid comment on the representations was received.
- 1.3 On 24.3.2023, the Board agreed to consider all the representations and comment collectively in one group.

- 1.4 This Paper is to provide the Board with information for consideration of the representations and comment. The list of representers and commenter is at **Annex III**. The representers and commenter have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

- 2.1 The Fanling North (FLN) New Development Area (NDA) is being implemented in two phases - the First Phase and the Remaining Phase (**Plan H-4**). The construction of the First Phase development commenced in September 2019 and the detailed design of the Remaining Phase development was started in December 2019 by Civil Engineering and Development Department (CEDD) and is now on-going. With due considerations of technical assessments under the detailed design study, a Landuse Review mainly on two “G/IC” sites (i.e. the sites covered by Amendment Items A and B) and one “OU(POFEFTS)” site (i.e. the sites covered by Amendment Items C1 to C4), which are no longer needed for the Hong Kong Police Force (HKPF) facilities and transport facilities, has been conducted. The review recommends changes in the land uses of the subject sites and therefore necessitates amendments to the OZP.

Item A (Proposed Logistics Facility), Item B (Proposed Bus Depot), and Items C1 to C4 (Proposed Public Housing Development with Government/Community Facilities and Open Space)

- 2.2 Based on the findings of the Landuse Review, Items A and B Sites in Area 3 have been rezoned to “OU(Logistics Facility)” and “OU(Bus Depot)” on the OZP respectively (**Plan H-1**), and Items C1 to C3 Sites in Area 6 have been rezoned to “R(A)5”, “OU(Sewerage Pumping Station)”, and “G/IC” on the OZP for public housing development with government/community facilities including a larger sewerage pumping station and a sports/leisure centre respectively (**Plan H-1**).
- 2.3 An originally planned Road L7 in Area 6 is no longer required and proposed to be deleted. The northern portion of Road L7 would be incorporated into the “R(A)5” site and has been designated as non-building area (NBA) on the OZP to maintain the wind corridor extending from Ng Tung River. A residual portion (Item C4 Site) at the northern end of the planned Road L7 would be merged with the planned open space along Ng Tung River and has been rezoned to “O” on the OZP (**Plan H-1**).

Item C5 (Expansion of a Planned Public Housing Development)

- 2.4 The southern portion of the planned Road L7 would be merged with the adjoining planned public housing site to its east in Area 6 and has been designed as NBA on the OZP. Item C5 Site has been rezoned from “R(A)2” to “R(A)6” with a larger site area and also relaxation of total plot ratio (PR) (from 5 to 6.5) and building height (BH) (from 120mPD to 145mPD) in view of government’s policy in 2018 to allow intensification of development intensity of public housing sites by 30% (**Plan H-1**).

Item D (Revision of BHR of a “G/IC” site)

- 2.5 To allow more design flexibility and to prepare for provision of additional government services and facilities to serve the increasing population in the NDA, the maximum BH of Item D Site zoned “G/IC” in Area 11 has been relaxed from 5 to 8 storeys (**Plan H-1**).

Item E1 to E3 (Reflecting the Approved Road Alignment)

- 2.6 The Fanling Bypass (Eastern Section) in the First Phase of FLN NDA is currently under construction. Items E1 to E3 Sites are to reflect the approved road alignment of Fanling Bypass (Eastern Section) and corresponding zoning amendments to the adjoining areas (**Plan H-1**).

Amendments to the Notes of the OZP

- 2.7 In relation to the above amendment items, the Notes of the OZP have been revised accordingly. Opportunity was also taken to incorporate other technical amendments into the Notes of the OZP for reflecting the latest revision of the Master Schedule of Notes to Statutory Plans.

Amendments to the OZP

- 2.8 On 23.9.2022, the Rural and New Town Planning Committee (RNTPC) of the Board agreed that the proposed amendments to the approved Fanling North OZP No. S/FLN/2 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant RNTPC Paper No. 5/22 are available at the Board’s website¹ and extract of the minutes of the said RNTPC meeting is at **Annex V**. Accordingly, the draft Fanling North OZP No. S/FLN/3 was gazetted on 21.10.2022.

3. Local Consultation

Prior to Submission of the Proposed Amendments to RNTPC

- 3.1 On 14.7.2022, 26.7.2022 and 2.8.2022, PlanD and CEDD jointly consulted the, Sheung Shui District Rural Committee (SSDRC), North District Council (NDC) and Fanling District Rural Committee (FDRC) respectively on the proposed OZP amendments.
- 3.2 In general, members of both RCs supported the proposed amendments while SSDRC members expressed concerns on the reprovisioning of brownfield operations in the region and potential traffic impacts to the area.
- 3.3 In general, NDC supported the proposed amendments, except that they raised objection to proposed bus depot under Item B adjacent to Ng Tung River. There were also individual NDC members expressed concerns on the potential environmental impact generated from the proposed bus depot use. Responses from

¹ The RNTPC Paper No. 5/22 is available at the Board’s website at:
<https://www.info.gov.hk/tpb/en/papers/papers.html>

relevant Government departments on the main concerns raised by the NDC members in the meeting are stated in the extract of the minutes of the NDC meeting is at **Annex IV**.

Upon Gazettal of the Draft OZP

- 3.4 On 21.10.2022, the draft OZP was gazetted for public inspection under section 5 of the Ordinance. NDC, FDRC and SSDRC members were also notified on the same date that members of the public can submit representations on the amendments in writing to the Secretary of the Board during the exhibition period of the draft OZP. No representation from members of NDC, FDRC or SSDRC was received.

4. The Representation Sites

4.1 The Representation Sites and their Surrounding Areas

Representation Sites under Items A and B (Plans H-1, H-2a and H-3a)

- 4.1.1 Items A and B Sites to the north of Ng Tung River, on eastern and western sides of Man Kam To Road, were originally reserved for HKPF. As the reserved HKPF facilities would be consolidated and relocated to Kong Nga Po, Items A and B have been rezoned for proposed logistics facility and bus depot with public goods vehicles parking uses respectively. The areas under Items A and B Sites are mainly intermixed with existing squatters, temporary structures, open storage yards and various brownfield uses as well as active/fallow farmland. Currently, the surrounding areas of Items A and B Sites are predominantly occupied by warehouses/storage yards with domestic structures and vacant land. To the northeast is an area zoned “OU(Port Back-up Uses)” on the Fu Tei Au and Sha Ling OZP, which is mainly occupied by fallow agricultural land intermixed with scattered open storage yards at present, and is intended primarily to accommodate the anticipated increasing cross-boundary freight traffic, especially the parking of container vehicles including container trailers and tractors and other port back-up uses. To the south across Ng Tung River are planned public/private residential sites zoned “R(A)” and “Residential (Group B)” (“R(B)”). To the west is an “Agriculture” (“AGR”) zone with active/fallow farmlands and the major village settlement of Fu Tei Au Tsuen, which is about 400m to 800m from Items A and B Sites (**Plans H-1, H-2a and H-3a**).
- 4.1.2 Item A Site with an area of 5.22 ha is zoned “OU(Logistics Facility)” subject to a maximum PR of 7 and maximum BH of 100mPD (**Plan H-2a**). Having considered its direct access to Man Kam To Road and Fanling Bypass, Item A Site is proposed for development of multi-storey building to support logistics development in Hong Kong with a view for housing brownfield operations including those affected by Government projects. The proposed logistics facility is also in line with the Northern Metropolis Development Strategy announced in October 2021 to promote upgrading of the logistics industry as well as creating employment opportunities.

- 4.1.3 Item B Site with an area of 3.27 ha is zoned “OU(Bus Depot)” subject to a maximum BH of 60mPD (**Plan H-2a**). Having considered its distance of over 100m from the planned residential sites to the south of Ng Tung River as buffer, Item B Site is proposed primarily for development of permanent multi-storey bus depots, including one depot for the reprovisioning of an existing bus depot at Po Shek Wu Road (which would temporarily relocated to Choi Shun Street Site) in Sheung Shui. A public vehicle park for goods vehicles would also be co-located at the bus depot site to address the shortfall of parking spaces of heavy goods vehicles in the North District.

Representation Sites under Items C1 to C5 (Plans H-1, H-2a, and H-3a)

- 4.1.4 Items C1 to C5 Sites are located to the south of Ng Tung River in Area 5 and in the western part of the OZP, which have direct access to the Jockey Club Road and/or the planned Road L4 (**Plans H-1, H-2a and H-3a**). These sites are mainly occupied by brownfield operations and temporary structures at present. To the immediate north and east is a planned open space/promenade along Ng Tung River. To the further east is a cluster of planned public housing sites zoned “R(A)2” and “R(B)”. To the south is a “G/IC” zone which is mainly occupied by Fung Kai Primary and Secondary schools complex and some Government uses. To the west is a “Green Belt” zone occupied by some existing open storage yards (**Plans H-2a and H-3a**).
- 4.1.5 Item C1 Site (about 2.15 ha) for proposed public housing development in Area 5 is zoned “R(A)5” subject to a maximum PR of 4.85 and maximum BH ranging from 95mPD (northern portion) to 110mPD (southern portion) (**Plan H-2a**). The main development parameters are summarised below:

Site Area	2.15 ha
Total PR	4.85
- Domestic PR	4.55
- Non-domestic PR	0.3
Maximum BH	95mPD (northern portion) 110mPD (southern portion)
No. of Flats	About 2,400
Estimated population	About 6,100
Non-domestic facilities⁽¹⁾	Social welfare facilities ⁽²⁾ , retail facilities

Notes

- (1) The actual provision of non-domestic facilities will be subject to confirmation by relevant government departments at the detailed design stage.
- (2) Gross floor area (GFA) equivalent to about 5% of the domestic GFA of the public housing development will be reserved for the provision of social welfare facilities. The location, type and actual provision of social welfare facilities will be subject to the advice from the Social Welfare Department (SWD) and Housing Department (HD) at detailed design stage.

- 4.1.6 Item C2 Site (about 0.14 ha) at the southwest corner of Area 5 is zoned “OU(Sewage Pumping Station)” subject to a maximum BH of 15mPD for expansion of the adjoining planned sewage pumping station to address the future demand due to increasing population in the area (**Plan H-2a**).

- 4.1.7 Item C3 Site (about 0.76 ha) at the southern portion of Area 5 and to the north of planned Road L4 is zoned “G/IC” subject to a maximum BH of 8 storeys for provision of a sports/leisure centre together with other possible GIC uses to address the future district demand and relocation of a planned refuse collection point (RCP) (**Plan H-2a**).
- 4.1.8 Item C4 Site (about 0.03 ha) in Area 5 is zoned “O” to merge with the planned open space along Ng Tung River, as it is no longer required for the originally planned Road L7 (**Plan H-2a**).
- 4.1.9 Item C5 Site (about 1.5 ha) for a proposed public housing development in Area 6 is zoned “R(A)6” subject to a maximum PR of 6.5 and maximum BH of 145mPD. The main development parameters are summarised below:

Site Area	1.5 ha
Total PR	6.5
- Domestic PR	5.2
- Non-domestic PR	1.3
Maximum BH	145mPD
No. of Flats	About 1,900
Estimated population	About 4,800
Non-domestic facilities⁽¹⁾	Social welfare facilities ⁽²⁾ , retail facilities

Notes

- (1) The actual provision of non-domestic facilities will be subject to confirmation by relevant government departments at the detailed design stage.
- (2) GFA equivalent to about 5% of the domestic GFA of the public housing development will be reserved for the provision of social welfare facilities. The location, type and actual provision of social welfare facilities will be subject to the advice from SWD and HD at detailed design stage.

Representation Site under Item D (Plans H-1, H-2b and H-3b)

- 4.1.10 Item D Site, with a total area of 1.21 ha, is located at the western portion of Area 11 and at a central location of the NDA (**Plans H-1, H-2b and H-3b**), which is mainly occupied by warehouses at present. To the south is a planned open space (i.e. FLN Central Park). To its west is an existing residential development, namely Woodland Crest and to its east is a strip of open space development and another “G/IC” site subject to a maximum BH of 8 storeys reserved for schools. To the north is Ng Tung River and to the northeast across the Ng Tung River is a proposed public housing development with government facilities on the Fu Tei Au and Sha Ling OZP (**Plan H-2b**).
- 4.1.11 Item D Site is zoned “G/IC” subject to a maximum BH of 8 storeys to allow more design flexibility and to cater for provision of government services and facilities, including a government clinic/health centre, community hall, RCP, sports/leisure centre, public transport interchange, and some social welfare facilities, to serve the increasing population in the NDA.

Representation Sites under Items E1 to E3 (Plans H-1, H-2c and H-3c)

- 4.1.12 Items E1 and E3 Sites are occupied by the existing North District Temporary Wholesale Market for Agricultural Products while Item E2 Site forms part of an existing road, i.e. On Kui Road. Items E1 to E3 Sites are located at the proposed Lung Yeuk Tau Interchange of the Fanling Bypass (Eastern Section), and surrounded by a few “G/IC” sites for reprovisioning of government facilities and government reserve purposes. To the southwest is the On Lok Tsuen Industrial Area. To the west across Sha Tau Kok Road – Lung Yeuk Tau are some existing residential developments such as Green Code, Grand Regentville, Belair Monte, etc. To the east across the Ma Wat River are some existing village houses (**Plan H-2c**). The Fanling Bypass (Eastern Section) in First Phase of the FLN NDA is currently under construction. Corresponding amendments on the OZP were made to reflect the approved road layout and design of the Fanling Bypass (Eastern Section).
- 4.1.13 Item E1 Site (about 0.08 ha) is zoned “OU(Amenity Area)” for serving as visual buffer along the major road; Item E2 Site (about 0.11 ha) is zoned “G/IC” subject to a maximum BH of 10 storeys for reprovisioning of government facilities including public toilet and RCP; and Item E3 Site (about 0.64 ha) would form part of the adjacent “G/IC” site subject to a maximum BH of 5 storeys for reprovisioning of the North District Temporary Wholesale Market for Agricultural Products and On Lok Mun Street Playground.

4.2 Planning Intentions

The planning intentions of the zones in relation to the above representation sites are as follows:

- (a) The “R(A)5” and “R(A)6” zones under Items C1 and C5 are intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest two floors of a building excluding basements, or in a free-standing purpose-designed non-domestic building up to five storeys.
- (b) The “G/IC” zone under Items C3, D, E2 and E3 are intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.
- (c) The “O” zone under Item C4 is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- (d) The “OU(Logistics Facility)” zone under Item A is intended primarily for development of modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre and Logistics Hub.

- (e) The “OU(Bus Depot)” zone under Item B is intended primarily for the provision of multi-storey bus depots and public heavy goods vehicle parks.
- (f) The “OU(Sewage Pumping Station)” zone under Item C2 is primarily to provide/reserve land for specific purposes and uses.
- (g) The “OU(Amenity Area)” zone under Item E1 is intended primarily for the provision of landscaping and planting to enhance the environment.

5. The Representations

5.1 Subject of Representations

- 5.1.1 The seven representations received were all submitted by individuals, including one supporting the OZP amendments with general views on Item A (**R1**) and six (**R2 to R7**) opposing individual or all items.
- 5.1.2 The major grounds/comments of representations and Government departments’ responses are summarised in paragraph 5.2 below.

5.2 Supportive Representation

Major Ground(s)/View(s)	Rep No.
<p>(1) The Amendment Item A is supported for it is very difficult to identify suitable site for displaced brownfield operations.</p> <p>(2) The planning intention of the “OU(Logistics Facility)” zone about development of multi-storey buildings for logistics facility with a view to housing brownfield operations in the territories should be clearly reflected in the Explanatory Statement of the OZP.</p>	R1
Responses	
<p>In response to (1) and (2):</p> <p>(a) The supporting views are noted.</p> <p>(b) The planning intention of the “OU(Logistics Facility)” zone is primarily for development of modern logistics facilities to complement the development of Hong Kong as a Regional Distribution Centre and Logistics Hub has been explicitly specified in the Notes and Explanatory Statement of the “OU(Logistics Facility)” zone in the OZP.</p>	

5.3 Adverse Representations

5.3.1 *Item A*

Adverse Impacts on the Heritage, Ecology and Agricultural Activities in Fu Tei Au Tsuen

Major Grounds/Comments	Rep No.
(1) The existing squatter settlement in Fu Tei Au Tsuen (Plan H-1) possesses high historical and cultural values, which should be preserved. However, the proposed logistics facility would necessitate demolition of the existing squatters.	R3
(2) Fu Tei Au Tsuen possesses rich ecological resources. The proposed logistics facility would result in adverse environmental and ecological impacts including impacts on migratory birds, fireflies, and biodiversity in the surrounding areas. Besides, Item A Site for the proposed logistics facility is in proximity to the nearby nature conservation area.	R3
(3) The proposed logistics facility would generate additional traffic flow by the heavy goods vehicles, causing adverse traffic and environmental impacts including air and noise nuisance/pollution to the surrounding areas.	R3, R4, R7
(4) The sunlight which is critical for agricultural activities in Fu Tei Au Tsuen would be blocked by the proposed logistics facility with a BH of 100mPD. The high-rise development is not visually compatible with the surrounding natural area. Item A Site is more suitable for other uses.	R4, R7
Proposals	
(i) Amendment Items A to C5 should be deleted so that the existing squatters and the natural ecology of Fu Tei Au Tsuen could be preserved for achieving the historical/cultural heritage and ecological conservation purposes.	R3
Responses	
In response to (1), (2) and (i):	
(a) Major village settlement of Fu Tei Au Tsuen (Plans H-1 and H-3a) occupied mainly by temporary domestic structures is located to the west of the Item A Site with a distance of about 400m. The major village settlement with some scattered domestic structures of Fu Tei Au Tsuen are zoned “AGR” on the FLN OZP and is not affected in	

the current round of zoning amendment. With such substantial distance and separation, it is unlikely that the proposed logistics facility at Item A Site would have any impact on Fu Tei Au Tsuen.

In response to (3) and (4):

- (b) Technical assessments on various aspects including traffic, environmental, air quality, noise, water quality, visual, landscape and air ventilation were conducted to ensure technical feasibility of the current rezoning proposals of the FLN NDA development. The assessments concluded that the FLN NDA development would not generate unacceptable impact or insurmountable problems with the implementation of suitable mitigation/improvement measures in the detailed design and project implementation stages.
- (c) The Traffic and Transport Impact Assessment review conducted for the current rezoning proposals has demonstrated that in the design year 2041, the performance of critical junctions in the vicinity of FLN NDA could operate with acceptable operational performance with the implementation of the proposed junction improvement schemes. The critical road links in the vicinity of FLN NDA would operate with satisfactory operation performance whereas strategic road link would still be at a manageable degree. The current rezoning proposals are technically feasible from the traffic and transport point of view. The proposed logistics facility would be accessible via Man Kam To Road and Fanling Bypass, and the concerned vehicles would not pass by the major village settlement of Fu Tei Au Tsuen, which is about 400m away from the Item A Site.
- (d) An Environmental Review on potential air quality, noise and water quality impacts has been conducted, which demonstrates that the current rezoning proposals are acceptable in the environmental perspective. For the proposed bus depot site under Item B, a full Environmental Impact Assessment in accordance with the Environmental Impact Assessment Ordinance to confirm the environmental acceptability of the bus depot use would be undertaken by the future project proponent at implementation stage.
- (e) Visual Impact Assessment was conducted to assess the impact on the spatial relationship between the proposed developments and its surrounding context. According to the assessment, the proposed developments are perceived as visually compatible to the surrounding context and no significant alteration to the planned urban context of the area would be resulted. There would be minor changes in skylines and openness and but there would not be any significant adverse impact on existing visual resources and visual amenity. The stepped building height profile in the NDA would be maintained. For daylight/sunlight assessment, the Sustainable Building Design Guidelines would ensure suitable separation and setback of building blocks. Besides, in view of the separation between the Fu Tei Au

<p>Tsuen and Item A Site, adverse blockage of sunlight to the surrounding areas including the Fu Tei Au Tsuen is unlikely.</p>
<p>(f) Item A Site, with a direct access to Man Kam To Road and Fanling Bypass, is considered a suitable site for the proposed logistics facility. Besides, the site is located at least 150m from the planned public housing sites to its southeast with Ng Tung River as buffer in between. Relevant technical assessments have confirmed that the proposed logistics facility on the Item A Site is technically feasible without unacceptable adverse impact to the surrounding area. The proposal is also in line with the Northern Metropolis Development Strategy announced in October 2021 to promote upgrading of the logistics industry as well as creating employment opportunities.</p>

Public Consultation

Major Grounds/Comments	Rep No.
<p>(5) The villagers of Fu Tei Au Tsuen were not consulted on the proposed logistics facility and they should be informed prior to any construction/works.</p>	<p>R3</p>
Responses	
<p>In response to (5):</p> <p>(g) The statutory and administrative procedures relating to public consultation on the proposed OZP amendments have been duly followed. Prior to the submission of the proposed amendments to the OZP for consideration of the RNTPC, the NDC, FDRC and SSDRC were consulted as detailed in paragraphs 3.1 to 3.4 above. The views and comments received had been duly relayed to the RNTPC upon submission of the proposed amendments to the OZP. Also, the exhibition of OZP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Ordinance.</p>	

Provision of Government, Institution and Community (GIC) Facilities

Major Grounds/Comments	Rep No.
<p>(6) There is increasing demand for provision of more elderly health care and recreational facilities due to aging population. The Government proposes a target of GIC space provision of 3.5m² per person. However, the OZP amendments rezone the existing “G/IC” zones to “OU” zones. Same grounds/comments are also applicable on Items B and E1 Sites.</p>	<p>R2</p>

Responses

In response to (6):

- (h) While Items A and B Sites were previously zoned “G/IC”, they were reserved for HKPF facilities. Since the reserved HKPF facilities would be consolidated and relocated to Kong Nga Po, the two sites could be released for other alternative uses to serve the public needs. Based on the findings of the current rezoning proposals, Items A and B Sites are suitable to be rezoned to “OU(Logistics Facility)” and “OU(Bus Depot)” respectively given that the sites are in close proximity to the major roads/highways and the surrounding areas are predominantly occupied by brownfield operations and open storage yards. Regarding the details on site suitability of Item A Site, the response in paragraph 5.3.1 (f) above is relevant.
- (i) The proposed bus depots under Item B Site (including reprovisioning for the existing bus depot at Po Shek Wu Road, Sheung Shui) would be an essential facility for providing efficient franchised bus services for the existing population in North District as well as the additional population from FLN NDA. Item B Site would also serve to provide public goods vehicle parking spaces to address the acute parking needs for goods vehicles in the North District. The site is located at the fringe of the Fanling/Sheung Shui New Town and with distance of over 100m from the planned residential developments to the south of Ng Tung River.
- (j) The existing and planned provision of GIC facilities are generally adequate to meet the demand of the planned population in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) and assessments of relevant Government bureau/departments, except for secondary school places, hospital beds and some elderly, child care and rehabilitation facilities (**Annex VI**). As the provision of secondary school places is planned on a territory-wide basis, the deficits in Fanling North can be met by any surplus provision in the North District in the long run.
- (k) The Hospital Authority (HA) plans its services on a cluster basis. The New Territories East Cluster provides services for residents in Shatin, Tai Po and North Districts. There are a number of hospital development projects planned in the First and Second Ten-year Hospital Development Plans. HA will continue to review its service provisions to address the public healthcare needs on a cluster basis.
- (l) The standard provision of elderly, child care and rehabilitation facilities is a long-term goal and the actual provision is subject to consideration of SWD in the planning and development process as appropriate. Various social welfare facilities (floor area equivalent to not less than 5% of the total attainable domestic GFA) would be incorporated in the planned public housing developments in the FLN NDA. The Government will continue to adopt a multi-pronged

<p>approach with long, medium and short term strategies to identify suitable sites or premises for the provision of more social welfare services, so as to meet the ongoing welfare service needs of the district.</p>
<p>(m) The proposed public housing developments under Items C1 and C5 as well as other planned public housing sites in FLN NDA would provide appropriate social welfare, clinical/healthcare and other GIC facilities to meet the needs of the future residents in the FLN NDA.</p>
<p>(n) The BHR of the “G/IC” site under Item D site is relaxed from 5 to 8 storeys to accommodate more GIC facilities where feasible.</p>

Other Aspects

Major Grounds/Comments	Rep No.
<p>(7) Details on the proposed developments including the layout plans, open space provision, tree planting proposal, etc. are not provided for the proposed developments. Same grounds/comments are also applicable on Items C1 to C5 and D Sites.</p>	R6
Responses	
<p>In response to (7):</p> <p>(o) At the rezoning stage, the main considerations are the land use compatibility with the surrounding areas, development intensity and technical feasibility. Details on the proposed developments would be worked out at detailed design stage in accordance with the established standards including the HKPSG and Sustainable Building Design Guidelines, and in compliance with other relevant legislations and Government requirements.</p>	

5.3.2 Items E1 to E3

Major Grounds/Comments	Rep No.
<p><u>Items E1 and E2</u></p> <p>(1) The reasons behind the provision of more land for road use under these two amendment items is questioned.</p> <p><u>Item E3</u></p> <p>(2) The compatibility of reprovisioning the North District Temporary Wholesale Market for Agricultural Products and On Lok Mun Street Playground within the same site is questioned.</p>	R6

Responses
<p>In response to (1):</p> <p>(a) Items E1 to E3 Sites are to reflect the authorised road alignment of Fanling Bypass (Eastern Section) and corresponding zoning amendments to the adjoining areas.</p>
<p>In response to (2):</p> <p>(b) Both the North District Temporary Wholesale Market for Agricultural Products and On Lok Mun Street Playground are affected by the Fanling Bypass (Eastern Section), and the latter has been closed for construction works. They are to be reprovisioned at the same “G/IC” site (i.e. Item E3 Site) as planned. The two uses were used to be located in the same neighbourhood and reprovisioning of which in the same area is considered compatible. Such arrangement was agreed by NDC at its meeting held on 15.7.2019. Detailed design of the reprovisioning facilities including mitigation measures to address interfacing issue would be further considered by relevant Government departments and incorporated at detailed design stage.</p>

5.3.3 *General Issues involving All Amendment Items*

Major Grounds/Comments	Rep No.
<p><u>Public Consultation</u></p> <p>(1) The consultation period should be extended.</p>	<p>R5</p>
<p><u>Technical Aspects</u></p> <p>(2) The proposed developments would cause changes to the existing landscape, blockage of ridgeline/views, tree felling, and there is insufficient mitigation measures to address potential traffic, visual, landscape and air ventilation impacts.</p>	<p>R6</p>
Responses	
<p>In response to (1):</p> <p>(a) Response on public consultation in paragraph 5.3.1 (g) above is relevant.</p> <p>(b) The draft Fanling North OZP incorporating the proposed amendments was gazetted under section 5 of the Ordinance. The statutory public consultation procedures have been stipulated in the Ordinance. The established public consultation procedures for OZP amendments had been duly followed.</p>	

In response to (2):

- (c) Responses on technical feasibility on traffic and visual aspects in paragraphs 5.3.1 (c) and (e) above are relevant.

Landscape

- (d) According to the Landscape Assessment, the landscape impacts arising from the current rezoning proposals are considered not significant with implementation of suitable mitigation measures. For the amendments relating to road works (i.e. Items E1 to E3), fine-scaled compensatory trees and landscapes shall be provided along roads, etc. to minimise the possible landscape impact during the construction and operation phase. Provision of vertical green walls for softening the building facades, green roofs for enhancing aesthetic visual quality and softening edges as far as practicable, would also be undertaken to mitigate the anticipated visual impacts above tree canopy levels. Other possible mitigation measures, such as architectural finishes and structural designs of the proposed logistics facility and bus depot buildings contributing to visual impact reduction should be considered and reviewed in subsequent design stages conducted by respective project proponents. Regarding the existing trees, site-specific tree surveys would be conducted at later stages to ensure that the anticipated impacts on trees would be minimised.

Air Ventilation

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

6. Comments on Representations

- 6.1 One comment (C1) submitted by an individual was received, and C1 is also a representer (R6). C1 expressed that the provision of GIC facilities should be increased and therefore Amendment Items A and B to rezone two “G/IC” zones to “OU” zones should not proceed as there is not sufficient provision of GIC facilities

including hospital and district health clinic. The responses on provision of GIC facilities in paragraphs 5.3.1 (j) to (n) above are relevant.

- 6.2 **C1** also expressed that since there are many unsold units in the market, additional housing units are not required, and proposed that Items C1 to C3 Sites should be used for bus depot, and Item B Site should be reserved for district community facilities with open space to meet the new standard on provision of GIC and open space. In responses to **C1's** above suggestion, in terms of housing supply, it is the Government's ongoing policy of adopting a multi-pronged approach to increase land supply to meet the acute housing demand. For the suitability of Item B Site, the response in paragraph 5.3.1 (i) above is relevant.
- 6.3 Regarding **C1's** proposal to develop the bus depot at Items C1 to C3 Sites, since Items C1 to C3 Sites are located in close proximity to planned residential sites zoned "R(A)2" and "R(B)" to the their immediate east (**Plans H-1 and H-2**), and considering the potential environmental impact associated with bus depot use, bus depot use at Item C1 and C3 Sites is not compatible with the surrounding planned developments.

7. Departmental Consultation

- 7.1 The following Government bureau/departments have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Transport and Logistics;
- (b) Director of Agriculture, Fisheries and Conservation;
- (c) Director of Environmental Protection;
- (d) Director of Housing;
- (e) Director of Social Welfare;
- (f) Commissioner for Transport;
- (g) Project Manager/North, Civil Engineering and Development Department;
- (h) Chief Highway Engineer/Railway Development Office, Highways Department; and
- (i) Chief Town Planner/Urban Design & Landscape, Planning Department.

- 7.2 The following Government bureaux/departments have been consulted and they have no comment on the representations and comment:

- (a) Secretary for Development;
- (b) Secretary for Education;
- (c) Antiquities and Monuments Office, Development Bureau;
- (d) Chief Building Surveyor/New Territories West, Buildings Department;
- (e) Chief Engineer/Construction, Water Supplies Department;
- (f) Chief Engineer/Mainland North, Drainage Services Department;
- (g) Chief Estate Surveyor/New Development Area, Lands Department;
- (h) Chief Highway Engineer/New Territories East, Highways Department;
- (i) Commissioner of Police;
- (j) Director of Electrical and Mechanical Services;
- (k) Director of Fire Services;

- (l) Director of Food and Environmental Hygiene;
- (m) Director of Health;
- (n) District Land Officer/North, Lands Department;
- (o) Director of Leisure and Cultural Services;
- (p) District Officer (North), Home Affairs Department;
- (q) Head of Geotechnical Engineering Office, Civil Engineering and Development Department; and
- (r) Government Property Administrator.

8. Planning Department's Views

8.1 The supportive views of **R1** are noted.

8.2 Based on the assessments in paragraph 5.3 above, the Planning Department does not support **R2** to **R7** and considers that the Outline Zoning Plan should not be amended to meet the representations for the following reasons:

- (a) Sites of Amendment Items A and B are located at the fringe of the Fanling North New Development Area and are suitable for the development of the proposed logistics facility and bus depot uses. Substantial impacts to the major village settlement of Fu Tei Au Tsuen, about 400m to 800m away, is unlikely. Relevant technical assessments on traffic, environmental, air quality, noise, water quality, visual, landscape and air ventilation aspects have been conducted and confirmed that there is no insurmountable technical impact arising from the proposed developments with the implementation of appropriate mitigation/ improvement measures (**R3, R4, R6 and R7**);
- (b) the planned Government, institution and community facilities are generally sufficient to meet the demand of the planned population in the Fanling North New Development Area (FLN NDA) in accordance with the Hong Kong Planning Standards and Guidelines and assessments of relevant Government bureaux/departments, except for secondary school places, hospital beds and some elderly, child care and rehabilitation facilities. The proposed housing developments under Items C1 and C5 as well as other planned public housing sites in FLN NDA will provide appropriate Government, institution and community facilities to meet the needs of the future residents in the FLN NDA. The provision of community facilities will be closely monitored by the relevant Government bureaux/departments (**R2**);
- (c) the statutory and administrative procedures in consulting the public on the proposed amendments have been duly followed. The exhibition of the Outline Zoning Plan and provisions of submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance (**R3 and R5**);
- (d) there are established standards in the provision of open space and greening in development projects. The proposed developments should also need to comply with other relevant legislations and Government requirements at detailed design stage (**R6**); and

- (e) Sites of Amendment Items E1 to E3 are technical in nature mainly reflecting the authorised road alignment of Fanling Bypass (Eastern Section) and corresponding zoning amendments to the adjoining areas **(R6)**.

9. Decision Sought

- 9.1 The Board is invited to give consideration to the representations and comments taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.
- 9.2 Should the Board decide that no amendment should be made to the OZP to meet the representations, Members are also invited to agree that the OZP, together with the Notes and updated Explanatory Statement, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

10. Attachments

Annex I	Draft Fanling North OZP No. S/FLN/3 (reduced size)
Annex II	Schedule of Amendments to the Approved Fanling North Outline Zoning Plan No. S/FLN/2
Annex III	List of Representers and Commenter in respect of Draft Fanling North OZP No. S/FLN/3
Annex IV	Extract of Minutes of NDC Meeting held on 26.7.2022 (<i>Chinese Version Only</i>)
Annex V	Extract of Minutes of RNTPC Meeting held on 23.9.2022
Annex VI	Provision of Major Community Facilities and Open Space in Fanling North OZP
Plan H-1	Location Plan of the Representation Sites
Plans H-2a to 2c	Site Plans of the Representation Sites
Plans H-3a to 3c	Aerial Photos of the Representation Sites
Plan H-4	Phasing Plan of the FLN NDA

**PLANNING DEPARTMENT
MAY 2023**