

**PROPOSED AMENDMENTS TO THE  
APPROVED TAI PO OUTLINE ZONING PLAN NO. S/TP/28**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tai Po Outline Zoning Plan (OZP) No. S/TP/28 (**Attachment I**) as shown on the draft OZP No. S/TP/28A (**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 the various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 21.8.2018, the Chief Executive in Council (CE in C) under section 9(1)(a) of the Ordinance approved the draft Tai Po OZP, which was subsequently renumbered as S/TP/28. On 31.8.2018, the approved Tai Po OZP No. S/TP/28 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 28.4.2020, the CE in C referred the approved Tai Po OZP No. S/TP/28 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 8.5.2020, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

**3. Background**

- 3.1 According to the 2013 Policy Address, the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. It was reaffirmed in the 2014 Policy Address that the Government would continue to review various land uses and rezone sites as appropriate for residential use. To meet and expedite housing land supply in the short and medium terms, the Government has been carrying out various land use reviews on an on-going basis, including reviews on the government land currently vacant, under Short Term Tenancies or different short-term or government uses, as well as the reviews on "Green Belt" ("GB") sites, with a view to identifying more suitable sites for conversion to residential use. As stated in the 2020 Policy Address, it is imperative for the Government to increase land supply and develop land resources for housing development in a resolute and persistent manner to meet the keen housing demands of the public and to prevent the acute problem of land shortage from emerging again.

- 3.2 To meet the pressing need for housing land supply, a “GB” site at To Yuen Tung, Ma Wo Road in Area 6, Tai Po (**Item A**) has been identified for public housing development. An Engineering Feasibility Study (EFS) with technical assessments to support the proposed housing development has been conducted by the Civil Engineering and Development Department (CEDD). The findings of the EFS conclude that there is no insurmountable technical problem for the proposed housing development and associated government, institution and community (GIC) uses.
- 3.3 Opportunity has also been taken to take forward a section 12A application (No. Y/TP/28) agreed by the Rural and New Town Planning Committee (the Committee) of the Board on 11.6.2021 by rezoning a site at Yau King Lane near Tsiu Hang from “Residential (Group C) 10” (“R(C)10”) to “Residential (Group B) 11” (“R(B)11”) and “Residential (Group B) 12” (“R(B)12”) (**Items B1 and B2**) for housing developments.
- 3.4 Apart from the corresponding amendments to the Notes in connection with the above proposed amendments, technical amendments to other parts of the Notes of the OZP have also been made to incorporate the latest revision of the Master Schedule of Notes to Statutory Plans.

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

##### **Amendment Item A – Proposed Housing Development at To Yuen Tung, Ma Wo Road (Plans 1a, 2a, 3a, 4a, 5, 6, 7, 8a to 8d and 9)**

##### ***The Site and its Surroundings (Plan 2-a)***

- 4.1 The Item A site (about 3.87 ha) mainly comprises government land with about 0.2 ha of private lots (about 5%). It has a sloping terrain mainly covered by vegetation. There are some platforms at levels of around 21mPD to 35mPD and a few existing village settlements, temporary structures and scattered graves/Kam Taps are found.
- 4.2 The site is bounded by Ma Wo Road and Tat Wan Road in the north and east. To the west and northwest are private residential developments namely the Balmoral, Classical Gardens I and II, Grand Dynasty View, and Dynasty View zoned “Residential (Group B)” (“R(B)”) and its sub-areas subject to building height restrictions (BHRs) of 8 to 13 storeys. To the north across Ma Wo Road is an extensive area zoned “Government, Institution or Community” (“G/IC”) subject to BHRs ranging from 1 storey to 8 storeys, which is currently occupied by two schools namely American School of Hong Kong and Law Ting Pong Secondary School, a local open space namely Ma Wo Road Garden, and temporary open-air car parks reserved for the development of a sports centre and other GIC uses. To the east across Tat Wan Road is a cluster of public housing developments comprising Wan Tau Tong Estate, Tak Nga Court and King Nga Court under the zoning of “Residential (Group A)” (“R(A)”) subject to a BHR of 110mPD. To the immediate southeast is a densely vegetated knoll with mature trees and trees of conservation interest (i.e. *Aquilaria sinensis* (土沉香)) as well as a concentration of graves. A minor portion of the knoll falls within the village ‘environs’ of Ha Wun Yiu village. To the south is the Tolo Highway.

## ***Rezoning Proposal***

- 4.3 As announced in the 2014 Policy Address, the Government considers that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, it is feasible to generally increase the maximum domestic plot ratio (PR) currently permitted for the other density zones in the territory by around 20% as appropriate. Furthermore, in view of the increasing acute demand for public housing, the Executive Council agreed in December 2018 to allow further increase of domestic PR for public housing sites by 10% (i.e. up to 30% in total) where technically feasible.
- 4.4 Taking into account the above policy directive for intensification of the maximum PR for public housing sites, the site context and the results and recommendations of the EFS, it is proposed to rezone the site from “GB” to “Residential (Group A) 10” (“R(A)10”) for public housing development subject to a maximum PR and BH restrictions of 6.8 and 135mPD respectively.
- 4.5 The preliminary major development parameters are as follows (the conceptual layout plan and the conceptual outline landscape plan are at **Plans 5 and 6** respectively):

<b>Site Area</b> <sup>(1)</sup>	about 3.87 ha
<b>Maximum PR</b> <sup>(2)</sup>	6.8
<b>Maximum Building Height</b>	135mPD
<b>Number of Building Blocks</b>	3
<b>Estimated No. of Flats (Estimated Population)</b>	2,400 (6,480)
<b>Target Completion Date</b>	2032/33
<b>Non-domestic Facilities</b> <sup>(3)</sup>	<ul style="list-style-type: none"> <li>• Kindergarten</li> <li>• Retail facilities</li> </ul>
<b>Social Welfare Facilities (SWFs)</b> <sup>(4)</sup>	Gross floor area (GFA) equivalent to about 5% of the domestic GFA will be reserved for the provision of SWFs, including elderly, child care and rehabilitation facilities
<b>Parking Facilities</b>	Ancillary car parking spaces and loading/unloading bays will be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)
<b>Other GIC Facilities</b>	A 18-classroom primary school

### Notes:

- (1) PR calculation will be based on Net Site Area of about 1.5 ha which excludes the adjoining public roads and footpaths, slopes and area reserved for primary school, and is subject to change at the detailed design stage.
- (2) The maximum PR of 6.8 includes a domestic PR of 6.5 and a non-domestic PR of 0.3.
- (3) The actual provision of non-domestic facilities will be subject to confirmation by relevant Government departments at the detailed design stage.
- (4) SWFs are assumed to be exempted from PR calculation. The location, type and actual provision of SWFs will be subject to detailed design by the Housing Department in consultation with relevant Government departments including the Social Welfare Department.

### ***Land Use Compatibility***

- 4.6 The site is located at the fringe of Tai Po New Town served by Ma Wo Road, and is in close proximity to the cluster of public housing developments zoned “R(A)” at Wan Tau Tong Estate (with a BHR of 110mPD) across Tat Wan Road and the cluster of private housing developments zoned “R(B)” and its sub-areas along Ma Wo Road (with BHRs ranging from 8 storeys to 13 storeys). In terms of land use compatibility, the proposed development with a building height of 135mPD is not incompatible with the existing high-rise public housing developments in the vicinity.

### ***Technical Assessments***

- 4.7 The EFS conducted by CEDD has assessed the potential impacts arising from the proposed public housing development on traffic, environmental, visual, air ventilation, landscape, ecology, drainage, sewerage, water supply, natural terrain hazards, geological, quantitative risk, utilities and other aspects. The findings of the EFS confirm that the proposed public housing development is technically feasible with no insurmountable technical problem. The various impact assessments are set out in the Planning Report for Rezoning Exercise under the EFS (“Planning Report”) at **Attachment V** and are summarised in the paragraphs below.

#### **Traffic Aspect**

- 4.8 A Preliminary Traffic Impact Assessment (PTIA) has been conducted to assess the traffic impact arising from the proposed housing development. The findings of the PTIA are summarized in Chapter 4 of **Attachment V**.
- 4.9 The proposed public housing development will be served by Ma Wo Road, which is a single two-lane carriageway also serving the adjacent residential developments including the Balmoral, Grand Dynasty View, Dynasty View, Classical Gardens I and II and a private residential development at a site zoned “Residential (Group B) 10”. The adjoining Ma Shing Path, currently serving the Balmoral only, is proposed to be modified with an additional footpath, lay-by and roundabout to serve as the vehicular access for the proposed primary school. With regard to the road network, the critical road junctions/links assessment has indicated that the capacity of three of the existing key road junctions at Ma Wo Road/Tat Wan Road, Tat Wan Road/Nam Wan Road and Kwong Fuk Road Roundabout will be operating over their capacities as a result of the additional traffic generation induced by the proposed housing development. Road improvement proposals recommended in the PTIA are as follows (**Plan 7**):
- (a) the traffic lane for left-turn movement at the junction of Ma Wo Road/Tat Wan Road along the eastbound carriageway of the existing Ma Wo Road is proposed to be widened;
  - (b) the northbound carriageway of Tat Wan Road is proposed to be widened with an additional traffic lane for left-turn traffic at the junction of Tat Wan Road/Nam Wan Road; and
  - (c) an exclusive free flow traffic lane at the arm of Kwong Wang Street for left-turn traffic movement is proposed by modification works to the existing Kwong Fuk Road Roundabout to segregate Kwong Wang Street traffic heading to the Tolo Highway direction from the Kwong Fuk Road Roundabout.

- 4.10 With the implementation of the above proposed improvement works, the junctions of Ma Wo Road/Tat Wan Road and Tat Wan Road/Nam Wan Road and the Kwong Fuk Road Roundabout could perform within their capacities after occupation of the proposed development as confirmed by the PTIA.
- 4.11 Regarding the public transport services in the area, there is an existing green mini-bus (GMB) route serving Ma Wo Road, and a bus terminus at Wan Tau Tong Estate located about 500 m from the proposed development. Since the site is located about 950 m from the Tai Po Market Station, it is anticipated that the majority of the future residents accessing Tai Po Market Station will rely on feeder services. In order to cater for the public transport demand generated from the proposed development, the PTIA recommends the operation of franchised bus service on Ma Wo Road. To facilitate the operation of franchised bus service serving the development, a 13m long lay-by is proposed at the north of the site on Ma Wo Road for an intermediate bus stop (**Plan 7**). Furthermore, according to the PTIA, the surrounding footpaths are anticipated to operate with sufficient capacity to cater for the additional pedestrian flow arising from the proposed development.
- 4.12 The PTIA concludes that the proposed development is acceptable from traffic point of view with the implementation of the proposed traffic improvement works. The Commissioner for Transport (C for T) has no in-principle objection to the rezoning proposal from traffic engineering point of view.

#### Environmental Aspects

- 4.13 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 and land contamination. The findings of the PER summarised in Chapter 11 of **Attachment V** conclude that no insurmountable environmental impact is anticipated with implementation of the proposed mitigation measures. An environmental assessment study will be conducted at detailed design stage to ascertain any potential environmental impacts, including those related to road traffic noise, and to formulate the extent and details of the mitigation measures if required. The Director of Environmental Protection (DEP) has no objection to the rezoning proposal.

#### Visual and Air Ventilation Aspects

- 4.14 The site is in close proximity to existing public housing developments of Wan Tau Tong Estate, King Nga Court and Yat Nga Court with building heights ranging from 106mPD to 108mPD. As illustrated in the conceptual layout plan (**Plan 5**), the three proposed residential blocks with a building height of 135mPD are considered not incompatible with those nearby high-rise public housing blocks. Moreover, the proposed primary school and the carpark block at the western and south-western portions of the site with lower building heights of around 49mPD and 56mPD respectively are comparable to the adjoining medium-rise residential developments (the Balmoral and Grand Dynasty View) with building heights ranging from about 53mPD to 65mPD.

- 4.15 According to the Preliminary Landscape and Visual Impact Assessment (PLVIA) summarised in Chapter 13 of **Attachment V**, the scale and height of the proposed development are generally compatible and visual coherent with the existing Tai Po urban landscape. Most of the key viewing points will experience insubstantial impacts, while those having moderate to substantial impacts are in close proximity to the proposed development. The relevant photomontages of the proposed development are at **Plans 8a to 8d**. Mitigation measures, including sensitive building design and façade treatment, amenity planting and maximizing greenery provision are recommended. With the implementation of the above mitigation measures, the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the PLVIA.
- 4.16 A qualitative air ventilation assessment (AVA) in the form of expert evaluation has been conducted to assess the wind performance of the proposed public housing development. The Preliminary AVA – Expert Evaluation (AVA-EE) are summarised in Chapter 15 of **Attachment V**. The annual prevailing wind directions identified for the site are from ESE, E and SE directions, while summer prevailing winds are originating from SE, SSW and S directions. To minimise the potential air ventilation impact to the surrounding area, building separations of at least 15m and setback of the podium have been adopted in the conceptual layout. The AVA-EE concludes that the proposed development would not have significant adverse impact on the surrounding environment in terms of air ventilation. Moreover, a quantitative AVA would be carried out at the detailed design stage to optimize the scheme design and to demonstrate that the wind performance of the future scheme would not have any significant air ventilation impact on the surroundings. The proposed public housing development will be guided by an administrative planning brief. The requirement of the mitigation measures and a quantitative AVA will be incorporated in the planning brief for implementation. CTP/UD&L of PlanD has no adverse comment on the AVA-EE.

#### Landscape and Ecological Aspects

- 4.17 According to the PLVIA summarized in Chapter 13 of **Attachment V**, about 1,330 existing trees were identified within and along the boundary of the site with no registered Old and Valuable Trees (OVT). Under the current proposal, about 990 trees would be removed as a result of site formation works for the proposed housing development whereas the other trees (including five *Aquilaria sinensis* (土沉香)), mostly located above the proposed engineered slopes at the southern portion of the site, would be retained. For those trees to be removed, majority of them have a Diameter at Breast Height (DBH) of less than 1m and are of common species except one *Ficus microcarpa* (細葉榕) with a DBH over 1m and 11 trees of conservation interest (eight *Ixonanthes reticulata* (黏木) and three *Michelia x alba* (白蘭)). These trees are considered not technically feasible to be transplanted due to their locations on the existing slopes. As stated in the PLVIA, *Ficus microcarpa* (細葉榕) is a common species, *Michelia x alba* (白蘭) is an exotic tree species and those found in the site are planted, and *Ixonanthes reticulata* (黏木) is a commonly found species in Hong Kong. The loss of plant individuals of conservation interest would be compensated at a ratio of not less than 1:1 in terms of quantity.

- 4.18 The findings of the Preliminary Ecological Impact Assessment (PEcoIA) (Chapter 14 of **Attachment V**) indicate that the proposed development would affect 1.95 ha of woodland with moderate ecological value. As in-situ woodland conservation cannot be achieved due to the proposed site formation works, the EFS recommends to mitigate the landscape and ecological impacts by off-site compensatory planting with a ratio not less than 1:1 and a woodland compensation area of not less than 1.95 ha is proposed on a piece of unallocated government land at Lin Au, which is about 1.45km to the west of the site (**Plan 9**). The site at Lin Au is mostly covered by a mosaic of shrubland-grassland, and the compensated habitat could form a continuous woodland cover with the existing woodland on the hillside when the newly planted trees mature. A Woodland Compensatory Plan with detailed planting approach as well as monitoring and maintenance requirements will be submitted to Agriculture, Fisheries and Conservation Department and relevant authorities for review during the detailed design stage before commencement of site clearance works. Compensatory planting will commence at the earliest stage of the construction programme followed by a minimum 5-year post-planting monitoring programme undertaken by CEDD's contractor to monitor the establishment of the compensated woodland.
- 4.19 In addition, amenity planting/landscape treatment will be incorporated in the proposed development to alleviate the potential landscape impact. Not less than 178 new trees of native and diversified species will be planted at the future development site. Other landscape mitigation measures include protection of existing trees and minimization of felling or transplanting works, sensitive streetscape design, a minimum 20% of greenery/amenity planting within the housing site, sensitively sited and designed retaining walls, and using climber plantings to blend in with existing landscape character (**Plan 6**). The EFS concludes that the proposed development will not result in adverse landscape impact or unacceptable ecological impact with the implementation of the above proposed mitigation measures. CTP/UD&L of PlanD and Director of Agriculture, Fisheries and Conservation have no adverse comment on the rezoning proposal. District Lands Officer/Tai Po of Lands Department (DLO/TP of LandsD) also has no in-principle objection to the proposed off-site compensatory planting/woodland compensation area at Lin Au.

#### Infrastructural Aspect

- 4.20 The EFS concludes that there is no insurmountable problem in terms of drainage, sewerage, water supply, natural terrain hazards, geotechnical and utilities aspects with the implementation of proposed upgrading works and appropriate mitigation measures. The findings are summarised in Chapters 5, 6, 7, 8, 9, 10 and 16 of the Planning Report (**Attachment V**).
- 4.21 On drainage aspect, new additional drains are proposed at and around the site to direct drainage flow from the site to the existing public drainage system. According to the EFS, additional runoff generated from the proposed development will only contribute an insignificant amount of drainage flow to the existing box culvert below Ma Wo Road and Tai Po River and hence no adverse drainage impact is anticipated.

- 4.22 The Preliminary Sewerage Impact Assessment recommends to upgrade existing sewers along Ma Shing Path, Ma Wo Road, Tat Wan Road and Nam Wan Road to cater for the additional discharge from the proposed development. The sewage flow of the site contributes insignificant amount to the designed capacities of the existing Tai Yuen Sewage Pumping Station and Tai Po Sewage Treatment Works and no adverse sewerage impact is anticipated. The Chief Engineer/Mainland North of Drainage Services Department and DEP have no objection to the rezoning proposal.

#### Quantitative Risk Assessment

- 4.23 There is a high pressure underground town gas pipeline running along Tolo Highway south of the site. A Preliminary Quantitative Risk Assessment (PQRA) (Chapter 12 of **Attachment V**) has been conducted for the proposed development and its findings conclude that the overall risk level due to the proposed development resulting in a population increase will remain in the acceptable region and is considered to be in compliance with the Hong Kong Risk Guidelines and other relevant guidelines with no mitigation measure required. Director of Electrical and Mechanical Services has no objection to the rezoning proposal.

#### Land Requirement

- 4.24 Based on the land status records, resumption of about 0.2 ha of private land (subject to confirmation at the detailed design stage) will be required. In addition, some graves, Kam Taps and temporary structures identified on government land within the site may be affected. Subject to further confirmation at the subsequent stage, the clearance and compensation of the affected structures, graves and Kam Taps will be handled according to established procedures. DLO/TP of LandsD has no objection to the rezoning proposal.

### **Amendment Items B1 and B2 –Proposed Housing Development at Yau King Lane near Tsiu Hang in Area 39 (Plans 1b, 2b, 3b, 4b, 10, 11 and 12)**

#### ***The Site and its Surroundings (Plans 2b)***

- 4.25 To take forward a section 12A application (No. Y/TP/28) agreed by the Committee, OZP amendments are proposed to rezone a site at Yau King Lane near Tsiu Hang. The site (about 3.64 ha) is located to the west of the Hong Kong Education University (EdUHK)'s sports centre and to the southeast of a residential development namely Deerhill Bay. It is currently zoned "R(C)10" subject to a maximum PR of 1.2 and maximum BHR of 55mPD for the northern portion and 65mPD for the southern portion.

#### ***Rezoning Proposal***

- 4.26 On 11.6.2021, the Committee agreed to a section 12A application No. Y/TP/28 which proposed to rezone the application site from "R(C)10" to a "R(B)" sub-area subject to a maximum PR of 3.6 with the current maximum BHR of 55mPD/65mPD remain unchanged. About 60% of the site is Government land with the remaining private land mainly (about 97%) owned by the applicant. According to the submitted Master Layout Plan of the indicative scheme as shown on **Plan 10**, the site is divided into two portions (i.e. the northern portion (Site A) and the southern portion (Site B)).

Site A would accommodate three residential towers ranging from 14 to 15 storeys to provide 912 flats, and Site B would accommodate six residential towers ranging from 10 to 18 storeys to provide 1,286 flats. Besides, the applicant has proposed to provide SWFs and basement public vehicle parks (PVPs) as the planning gains for the rezoning application. The applicant has also proposed to surrender private land within Site A to the Government and to retain Site B for private residential development upon completion of land exchange. An extract of the relevant meeting minutes is at **Attachment VI**. The RNTPC paper of the section 12A application will also be deposited at the Secretariat for Members' reference.

4.27 Since the technical feasibility to develop Site A and Site B up to the respective total GFA has been demonstrated under the section 12A application, it is proposed to rezone the site from "R(C)10" to "R(B)11" and "R(B)12" subject to individual GFA and BH restrictions. The delineation of the "R(B)11" and "R(B)12" sub-areas follows the two BHR sub-areas of 55mPD and 65mPD as shown on the OZP (**Plan 2b**). The northern portion (i.e. Site A) will be rezoned to "R(B)11" (**Item B1**) subject to a maximum GFA of 50,981m<sup>2</sup> and a maximum BH of 55mPD, and the southern portion (i.e. Site B) will be rezoned to "R(B)12" (**Item B2**) subject to a maximum GFA of 80,217m<sup>2</sup> and a maximum BH of 65mPD. To facilitate the provision of the proposed SWF and PVP which have been demonstrated to be feasible by technical assessments under the rezoning application, 'Social Welfare Facility' and 'Public Vehicle Park (excluding container vehicle)' are proposed to be Column 1 uses on land designated "R(B)11" and "R(B)12" where GIC facilities (including SWFs) are exempted from GFA calculation.

4.28 The major development parameters of the proposed "R(B)11" and "R(B)12" sites, as per the indicative scheme under the approved rezoning application, are as follows:

	<b>"R(B)11" (Site A under Application No. Y/TP/28)</b>	<b>"R(B)12" (Site B under Application No. Y/TP/28)</b>
<b>Site Area (about)</b>	14,161 m <sup>2</sup>	22,283 m <sup>2</sup>
<b>Total GFA (about)</b>	50,981 m <sup>2</sup>	80,217 m <sup>2</sup>
<b>No. of Blocks</b>	3	6
<b>No. of Flats</b>	912	1,286
<b>BH</b>	Not more than 55mPD	Not more than 65mPD
<b>No. of Storeys</b>	14 – 15	10 – 18
<b>Design Population <sup>(1)</sup></b>	2,554	3,601
<b>SWFs <sup>(2)</sup></b>	<ul style="list-style-type: none"> <li>60-place Hostel for Severely Mentally Handicapped Persons (HSMH)</li> <li>60-place Day Activity Centre (DAC)</li> </ul>	<ul style="list-style-type: none"> <li>160-place Residential Care Home for the Elderly (RCHE)</li> <li>30-place Day Care Unit (DCU)</li> </ul>
<b>PVPs <sup>(3)</sup></b>	157	158

Notes:

(1) Assuming 2.8 persons per flat.

(2) Provision of SWFs may be adjusted subject to the advice from the Social Welfare Department at land exchange stage. Such facilities are not included in GFA calculation.

(3) Provision of parking spaces in the PVPs may be adjusted subject to the advice from the Transport Department at land exchange stage.

### ***Technical Considerations***

- 4.29 Technical assessments for the rezoning application have demonstrated that the proposed development would not result in any insurmountable impacts on traffic, visual, air ventilation, drainage, sewerage and environmental aspects. To accommodate the additional traffic and transport demand generated by the proposed development, the applicant has proposed traffic mitigation measures including a bus turn-around facility at the northern tip of Site A, a public transport terminus and two bus lay-bys along Yau King Lane, and junction improvement works along Chong San Road and at the Chak Cheung Street roundabout (**Plan 11**), and undertaken to implement and complete such measures before any population intake. A traffic review would also be conducted by the applicant before land exchange to ascertain the details of the proposed traffic mitigation measures. Moreover, according to the indicative scheme under the rezoning application, six building separations ranging from 15m to 43m wide and an 80m setback from the southern end of Site B would be provided for visual and air ventilation purposes (**Plan 12**). If the above design measures cannot be provided, a further quantitative AVA should be conducted to demonstrate that the performance of any future development scheme be no worse off than that with the above design measures.
- 4.30 In addition, taking into account relevant departmental comments, future developer(s) of the respective sites would be required under the land grant document governing the development to carry out detailed noise impact assessment, sewerage impact assessment, drainage impact assessment and natural terrain hazard assessment to ascertain the scope of proposed mitigation measures and implement the mitigation measures identified therein. Furthermore, the provision of SWFs and PVPs within Site A and Site B will be specified in the respective land grant document to ensure their implementation. Such requirements have also been included in paragraphs 9.3.6 to 9.3.9 of the ES of the OZP (**Attachment IV**).

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

- 5.1 Taking into account the proposed amendments mentioned above, the planned population of the Tai Po Planning Scheme Area would be about 299,300. As shown in the summary table at **Attachment VII**, 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 the HKPSG.

### ***GIC Facilities***

- 5.2 Although there is shortfall in SWFs including child care centre, community care services facilities and RCHE in the Tai Po Planning Scheme Area, the provision of these facilities 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. In this regard, various SWFs as requested by SWD have been incorporated in the proposed housing developments under Amendment Items A, B1 and B2.

### ***Open Space***

- 5.3 There is a surplus of planned district and local open space of about 12.75 ha and 31.18 ha respectively in the Tai Po Planning Scheme Area.

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

The proposed amendments as shown on the draft Tai Po OZP No. S/TP/28A (**Attachment II**) are as follows:

- (a) Amendment Item A (about 3.87 ha) (Plans 1a, 2a, 3a and 4a)

Rezoning of an area at To Yuen Tung, Ma Wo Road from “GB” to “R(A)10” with a maximum PR of 6.8 and a maximum BH of 135mPD as stipulated on the Plan.

- (b) Amendment Items B1 and B2 (about 3.64 ha) (Plans 1b, 2b, 3b and 4b)

Rezoning of an area at Yau King Lane near Tsiu Hang from “R(C)10” to “R(B)11” (**Item B1**) subject to a maximum GFA of 50,981m<sup>2</sup> and a maximum BH of 55mPD and “R(B)12” (**Item B2**) subject to a maximum GFA of 80,217m<sup>2</sup> and a maximum BH of 65mPD as stipulated on the Plan.

## **7. Proposed Amendments to the Notes of the OZP**

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

### ***“R(A)” zone***

- 7.2 In relation to Amendment Item A as mentioned in paragraph 6(a) above, the Notes and the Remarks for “R(A)” zone will be revised to incorporate the development restrictions for the “R(A)10” sub-area. In determining the maximum PR for the “R(A)10” sub-area, any floor space that is constructed or intended for use solely as GIC facilities as required by the Government may be disregarded. To allow flexibility, 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”.

### ***“R(B)” zone***

- 7.3 In relation to Amendment Items B1 and B2 mentioned in paragraph 6(b) above, the Notes and the Remarks for “R(B)” zone will be revised to incorporate the respective development restrictions for the “R(B)11” and “R(B)12” sub-areas. In determining the maximum GFA for the “R(B)11” and “R(B)12” sub-areas, any floor space that is constructed or intended for use solely as GIC facilities as required by the Government may be disregarded. The Notes of the “R(B)” zone will also specify that ‘Social Welfare Facility’ and ‘Public Vehicle Park (excluding container vehicle)’ uses are always permitted on land designated “R(B)11” and “R(B)12”.

### ***Technical Amendments***

7.4 To incorporate the revised Master Schedule of Notes to Statutory Plan agreed by the Board on 28.12.2018, the following technical amendments will be made to the Notes to reflect 'Market' as a use subsumed under 'Shop and Services' under the Broad Use Terms and Definition of Terms used in Statutory Plans:

- (a) deletion of "Market" from Column 2 use in "Comprehensive Development Area (1)" ("CDA (1)"), "R(B)" and "Village Type Development" zones; and
- (b) revising 'Shop and Services' to 'Shop and Services (not elsewhere specified)' under Column 2 of "R(A)" and "G/IC" zones.

## **8. Revision to the Explanatory Statement of the OZP**

The ES of the OZP has been revised to take into account the proposed amendments 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 where appropriate. 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 numbered as S/TP/29.

## **10. Consultation**

### ***Local Consultation***

10.1 PlanD and CEDD jointly consulted the Planning, Housing and Works Committee (PHWC) of the Tai Po District Council (TPDC) on 20.7.2021 and the Tai Po Rural Committee (TPRC) on 26.7.2021 regarding the EFS for the proposed public housing development at To Yuen Tung and the proposed amendments to the Tai Po OZP. Besides, a letter was received from the Vice-chairman of the Tai Po South Area Committee (TPSAC) on 19.8.2021.

### **Consultation with TPDC on 20.7.2021**

10.2 PHWC of TPDC did not support the proposed public housing development at To Yuen Tung and passed a motion objecting to Amendment Item A on the grounds of insufficient local consultation (**Attachment VIII**). Their major comments/views are as follows:

#### ***Amendment Item A -***

- (a) the development proposal involved tree felling at the "GB" site and the proposed residential towers of about 41 storeys high would totally change the "GB" character and cause adverse visual impact. The Government should consider redevelopment of Tai Yuen Estate (which was over 40 years) rather than development of "GB" site;

- (b) objected to the proposed primary school as the Government's forecast demand for primary school places in Tai Po District was incorrect without taking into account the low fertility rate, increase in migrating families and decrease in cross-boundary students. The school site should be used for providing more community and SWFs such as library and facilities for elderly and child care services. They pointed out that a total of four clinics should be provided in Tai Po District in accordance with the HKPSG, but there were only two existing clinics and the third one was still under planning. The Government should also explore using basements to provide in-need facilities such as public vehicle park;
- (c) should provide adequate parking, pedestrian and public transport facilities to cater for the need of the proposed development. As many residents were expected walking to Tai Po Market Station, the Government should consider providing sufficient pedestrian crossing facilities such as footbridge or subway at the junction of Tat Wan Road/Ma Wo Road;
- (d) the proposed site formation works, road works at Ma Shing Path as well as the additional traffic generated by the proposed school would greatly affect the existing residential developments, in particular the Balmoral. Moreover, the proposed housing development would be subject to traffic noise problem from the adjoining Tolo Highway;
- (e) whether the private land owners and residents within the site would be compensated;

***Amendment Items B1 and B2 -***

- (f) it was doubtful whether the proposed junction improvements could resolve the traffic problems, in particular the bus services were proposed to travel from Tsiu Hang to Pak Shek Kok via Pok Yin Road. The Government should consider TPDC members' earlier proposal of providing a slip road at Tolo Highway and a new railway station to serve developments in Pak Shek Kok and Science Park; and
- (g) there were serious shortage in retail and parking facilities in the locality.

**Consultation with TPRC on 26.7.2021**

10.3 The TPRC members were generally in support of the proposed public housing development under Amendment Item A. Their major comments/views are as follows:

***Amendment Item A -***

- (a) there were inadequate parking spaces (in particular for commercial vehicles), community facilities and retail shops in the area;
- (b) doubtful about the need for a new primary school at the site as there were surplus school places in Tai Po District;
- (c) the proposed development would aggravate the existing traffic congestion in Tai Po. The Government should explore providing a slip road at Tat Wan Road connecting to northbound carriageway of Tolo Highway, so that future residents can bypass the congested Tai Po town centre;

- (d) Covered walkway/footbridge should be provided to connect the proposed development with the surrounding developments;
- (e) the monotonous building design currently adopted in many public housing development should be avoided. The proposed development should be designed to blend in well with the surrounding rural character;
- (f) removal/relocation of existing graves should be properly handled in consultation with the affected villagers;

***Amendment Items B1 and B2 -***

- (g) the Government should consider to develop Pak Shek Kok Station with footbridge(s) connecting to surrounding residential developments and the Science Park so as to improve the external connectivity of the Pak Shek Kok area;
- (h) the planning of Pak Shek Kok area was poor without adequate retail and parking facilities. There was illegal parking problem in Cheung Shue Tan Village due to the residential developments at Pak Shek Kok, which might be further aggravated arising from the proposed development in Tsiu Hang; and
- (i) the proposed development should not block the existing views from Deerhill Bay and cause adverse air ventilation impact on surrounding areas.

Letter received from TPSAC on 19.8.2021

- 10.4 A letter dated 19.8.2021 was received from Mr. LO Hiu Fung, the Vice-chairman of the TPSAC, (**Attachment IX**) expressing concerns on the proposed public housing development at To Yuen Tung (i.e. Amendment Item A) regarding the noise and traffic impacts on the surrounding areas as well as insufficient provision of parking and community facilities to serve the area concerned. Moreover, out of the 1,200 questionnaires sent to the nearby local residents of Classical Gardens I and II, Dynasty View, Grand Dynasty View and the Balmoral, a total of 234 questionnaires were collected and 94% of which objected to Amendment Item A mainly on the grounds of inadequate capacity of Ma Wo Road and public transport facilities in the area; and destroying the tranquil living environment due to the proposed “infill” development.

Responses from Relevant Government Bureaux/Departments

***Amendment Item A -***

*Motion passed by PHWC of TPDC and letter from TPSAC*

- 10.5 Taking note of the PHWC’s motion objecting to and TPSAC’s letter expressing concerns on Amendment Item A (**Attachments VIII and IX**), Development Bureau on 24.8.2021 wrote to the Tai Po District Office (**Attachment X**) to further explain the need for rezoning suitable sites to meet the acute housing needs and that the Government would continue with the proposed rezoning and submission would be made to the Committee on 27.8.2021. Apart from consulting PHWC on 20.7.2021, the Administration also consulted the TPRC on 26.7.2021 with the attendance of the representative of To Yuen Tung Village.

- 10.6 Furthermore, when the draft OZP incorporated with the proposed amendments is gazetted, members of the public can submit representations on the amendment items and comments on the representations received during the exhibition periods, and the representations and comments would be heard by the Board in accordance with the Ordinance. The representation and hearing procedures also form part of the statutory public consultation process under the Ordinance.

*Concerns on environmental, landscape, visual and air ventilation aspects*

- 10.7 Regarding the concerns on environmental, landscape, visual and air ventilation aspects, paragraphs 4.13 to 4.19 above are relevant. Appropriate mitigation measures will be adopted to minimize potential impacts and detailed assessments will be conducted at the detailed design and implementation stages if required.

*Deletion of the proposed primary school*

- 10.8 The Education Bureau (EDB) has been further consulted regarding the need for a proposed primary school as commented by PHWC of TPDC. After reviewing the case, EDB reconfirms that site reservation of an 18-classroom primary school at the proposed development is necessary. EDB emphasises that according to the prevailing mechanism, various factors would be considered in setting up new school(s) or reprovisioning of existing school(s) such as the latest school-age population projections, other factors that may affect the demand for school places in certain district, and the prevailing education policies (including those on enhancing teaching and learning environment through reprovisioning). In estimating the future demand for public sector primary school places, EDB will take into account factors include the number of students studying in kindergartens and public sector primary schools in Hong Kong, school-age population projections, the age-specific enrolment ratio and its latest trend for entry grades of kindergartens and public sector primary school, and the estimated number of cross-boundary students and newly-arrived children who have not been enrolled to schools in Hong Kong.

- 10.9 It is, however, worth noting that there are some uncertainties in the projections of school-age population over the past few years, including the development of the COVID-19 epidemic which has affected the number of newly-arrived students and cross-boundary students joining local schools, the birth rate (i.e. the school age population in a few years' time), etc. Yet, the school age population may rebound as the epidemic fades away. EDB will continue to closely monitor the changes in school-age population projections.

*Shortfall in SWFs and community facilities*

- 10.10 As stated in paragraphs 5.1 and 5.2 above and shown in **Attachment VII**, the existing and planned provision of GIC facilities are generally adequate to meet the demand of the overall planned population of the Tai Po Planning Scheme Area in accordance with the requirements of the HKPSG. Regarding the provision of SWFs, SWD advises that a multi-pronged approach has all along been adopted with close liaison with relevant government departments to identify suitable accommodation so as to meet the ongoing welfare service needs. SWD quotes some examples in Tai Po including integrated social welfare building at the ex-CCC Kei Ching Primary School and Fu Tip Estate as well as RCHE at the private residential development at Yau King Lane (Tai Po Town Lot No. 244).

- 10.11 Moreover, the proposed housing developments under the OZP amendment items will incorporate various types of SWFs including community care services facilities, RCHE and child care centres to serve the community. To promote social integration, SWD is of the view that distribution of SWFs should be dispersed throughout the housing development as far as practicable and the design of a standalone welfare block to accommodate all SWFs should be avoided. For the suggested use of basements to provide more carparks and other facilities, as the proposal is at early planning stage, the actual layout of the proposed development will be reviewed by the Housing Department and other relevant departments at detailed design stage.

*Shortfall in clinic provision*

- 10.12 At the time of conducting local consultation, the provision of three clinics (i.e. two existing clinics and a planned community health centre at On Pong Road) within the Tai Po Planning Scheme Area is able to meet the requirement in accordance with the HKPSG. However, the PHWC of TPDC queried about the adequacy as the overall planned population for the entire Tai Po District would be over 400,000. After consultation with the Food and Health Bureau, in order to cater for the medical needs of the district in the long run, suitable “G/IC” site will be reserved for clinic development.

*Traffic and transport facilities*

- 10.13 Regarding comments on the potential traffic and transport impacts arising from the proposed development, the findings and recommendations of the PTIA summarised in paragraphs 4.8 to 4.12 above are relevant. For the possibility of providing a slip road at Tat Wan Road to the northbound carriageway of Tolo Highway, according to the findings of the PTIA, the surrounding road network will have sufficient capacity to accommodate the additional traffic flow generated by the proposed development with the implementation of the proposed road improvement works. Moreover, in response to the request for a pedestrian footbridge/subway crossing the junction of Tat Wan Road/Ma Wo Road, CEDD on 30.7.2021 issued a reply letter enclosing with the PTIA to demonstrate that the signal controlled pedestrian crossings at the junction of Ma Wo Road and Tat Wan Road would be capable to handle the additional pedestrian flow induced by the proposed development (**Attachment XI**). Furthermore, C for T will closely monitor the situation of the public transport services in Tai Po where detailed public transport plans will be reviewed prior to the completion of the proposed development.

*Clearance and compensation*

- 10.14 As mentioned in paragraph 4.24 above, subject to further confirmation at the subsequent stage, the clearance and compensation matters will be handled according to LandsD’s established procedures. The representative of To Yuen Tung Village has also been informed of the above at the TPRC meeting held on 26.7.2021.

***Amendment Items B1 and B2 -***

- 10.15 Regarding the traffic, parking, visual and air ventilation concerns relating to Amendment Items B1 and B2, paragraphs 4.29 and 4.30 above are relevant. C for T and CTP/UD&L of PlanD have no objection to the rezoning proposal.

- 10.16 On the proposed railway station at Pak Shek Kok, it is noted that the Government has commenced the “Strategic Studies on Railways and Major Roads beyond 2030” to explore the layout of railway and major road infrastructure, such that the planning of large scale transport infrastructures will complement or even reserve capacity to meet Hong Kong's overall long-term development needs.

### ***Departmental Consultation***

- 10.17 The proposed amendments to the OZP have been circulated to the following bureaux/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 for Development;
- (b) Secretary for Education;
- (c) Secretary for Food and Health;
- (d) Secretary for Home Affairs;
- (e) Executive Secretary (Antiquities and Monuments), Development Bureau;
- (f) Chief Architect/Central Management Division 2, Architectural Services Department;
- (g) Chief Building Surveyor/New Territories West, Buildings Department;
- (h) Chief Engineer/Construction, Water Supplies Department;
- (i) Chief Engineer/Mainland North, Drainage Services Department;
- (j) Chief Highway Engineer/New Territories East, Highways Department;
- (k) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (l) Commissioner for Transport;
- (m) Commissioner of Police;
- (n) Director of Agriculture, Fisheries and Conservation;
- (o) Director of Electrical and Mechanical Services;
- (p) Director of Environmental Protection;
- (q) Director of Fire Services;
- (r) Director of Food and Environmental Hygiene;
- (s) Director of Health;
- (t) Director of Housing;
- (u) Director of Leisure and Cultural Services;
- (v) Director of Social Welfare;
- (w) District Lands Officer/Tai Po, Lands Department;
- (x) District Officer (Tai Po), Home Affairs Department;
- (y) Head of Geotechnical Engineering Office, Civil Engineering and Development Department;
- (z) Project Manager (North), Civil Engineering and Development Department; and
- (aa) Project Team Leader/Project, Civil Engineering and Development Department.

### ***Public Consultation***

- 10.18 If the proposed amendments are agreed by the Committee, the draft Tai Po OZP No. S/TP/28A (to be renumbered to S/TP/29 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month exhibition period. The TPDC and TPRC will be informed of the proposed amendments during the statutory exhibition period of the draft OZP.

## 11. **Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Tai Po OZP No. S/TP/28 as shown on the draft Tai Po OZP No. S/TP/28A at **Attachment II** (to be renumbered as S/TP/29 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 Tai Po OZP No. S/TP/28A (to be renumbered as S/TP/29) as an expression of the planning intentions and objective 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.

## 12. **Attachments**

<b>Attachment I</b>	Approved Tai Po Outline Zoning Plan No. S/TP/28 (reduced scale)
<b>Attachment II</b>	Draft Tai Po Outline Zoning Plan No. S/TP/28A
<b>Attachment III</b>	Revised Notes of Draft Tai Po Outline Zoning Plan No. S/TP/28A
<b>Attachment IV</b>	Revised Explanatory Statement of Draft Tai Po Outline Zoning Plan No. S/TP/28A
<b>Attachment V</b>	Planning Report for Rezoning Exercise under the Engineering Feasibility Study for Amendment Item A
<b>Attachment VI</b>	Extracted Minutes of the Rural and New Town Planning Committee Meeting held on 11.6.2021 in relation to Amendment Items B1 and B2
<b>Attachment VII</b>	Provision of Major Community Facilities and Open Space in Tai Po Outline Zoning Plan
<b>Attachment VIII</b>	Motion Passed by the Planning, Housing and Works Committee of Tai Po District Council
<b>Attachment IX</b>	Letter received from the Vice-chairman of the Tai Po South Area Committee on 19.8.2021
<b>Attachment X</b>	Letter dated 23.8.2021 from the Development Bureau to the Tai Po District Office
<b>Attachment XI</b>	Letter dated 30.7.2021 from the Civil Engineering and Development Department to the Tai Po District Council
<b>Plans 1a and 1b</b>	Location Plans
<b>Plans 2a and 2b</b>	Site Plans
<b>Plans 3a and 3b</b>	Aerial Photos
<b>Plans 4a and 4b</b>	Site Photos
<b>Plan 5</b>	Conceptual Layout for Amendment Item A

<b>Plan 6</b>	Conceptual Outline Landscape Plan for Amendment Item A
<b>Plan 7</b>	Proposed Traffic Improvement Works for Amendment Item A
<b>Plans 8a to 8d</b>	Photomontages for Amendment Item A
<b>Plan 9</b>	Proposed Off-site Woodland and Tree Compensation Area for Amendment Item A
<b>Plan 10</b>	Indicative Development Scheme for Amendment Items B1 and B2
<b>Plan 11</b>	Proposed Traffic Mitigation Measures by the Applicant for Amendment Items B1 and B2
<b>Plan 12</b>	Urban Design Considerations for Amendment Items B1 and B2

**PLANNING DEPARTMENT  
AUGUST 2021**