

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/YL-MP/9

- Applicant** : Profit Point Enterprises Limited represented by Masterplan Limited
- Plan** : Approved Mai Po and Fairview Park Outline Zoning Plan (OZP)
No. S/YL-MP/8
- Site** : Lots 50 S.A and 77 in D.D.101, Wo Shang Wai, Mai Po, Yuen Long
- Site Area** : About 207,408m²
- Lease** : Lot 50 S.A – Block Government Lease as modified for maintenance and
management as restored wetland area
Lot 77 – New Grant No. 22875 for private residential purpose
- Zoning** : “Other Specified Uses” annotated “Comprehensive Development to include
Wetland Restoration Area” (“OU(CDWRA)”) *[Restricted to a maximum plot ratio (PR) of 0.4 and a maximum building
height (BH) of 6 storeys including car park]*
- Proposed** : To amend the Notes of the “OU(CDWRA)” zone as follows:
Amendment (a) to amend the ‘maximum PR of 0.4’ to ‘maximum PR of 1.3’
(b) to amend the ‘maximum BH of 6 storeys including car park’ to
‘maximum of 10 storeys excluding 1 storey of basement for car park and
not exceeding 42mPD’

1. The Proposal

- 1.1 The applicant proposes to amend the Notes of the “OU(CDWRA)” zone on the OZP to relax the PR restriction from 0.4 to 1.3 (+0.9 / +225%) and the BH restriction from six storeys (no specific BH control in terms of mPD) including car park to 10 storeys excluding one storey of basement for car park and not exceeding 42mPD (+4 storeys aboveground / +66%), so as to facilitate a proposed residential development with a residential care home for the elderly (RCHE) and a wetland restoration area (WRA) (the Proposed Development) at the application site (the Site), which falls within an area zoned “OU(CDWRA)”¹ on the OZP (**Plan Z-1a**). No change is proposed to the planning intention, general development requirements in the Remarks, as well as the

¹ While the entire “OU(CDWRA)” zone has a total area of about 215,075m², the Site covers over 96% of the subject “OU(CDWRA)” zone of the OZP, with the remaining area of the “OU(CDWRA)” zone (i.e. 4% or about 7,667m²) mainly occupied by the existing Mai Po Ventilation Building and its access road, a vacant private lot covered with vegetation (i.e. Lot 43 S.B ss.3 RP in D.D. 104), as well as slope features within Lot 4754 S.A in D.D. 104 (i.e. existing development of Royal Palms) (**Plan Z-1a**).

Column 1 and Column 2 uses of the Notes for the “OU(CDWRA)” zone. With ‘Flat’, ‘House’, ‘Social Welfare Facility’ and ‘Wetland Habitat’ remain as Column 2 uses, planning permission from the Town Planning Board (the Board) is required to take forward the proposed development at the Site in the future.

- 1.2 Currently, the Site is largely vacant and partly covered with wild grass and partly paved, with the completed WRA in the northern part (**Plans Z-2, Z-3 and Z-4a to Z-4c**). The Site is subject to five previously approved s.16 applications (No. A/YL-MP/166, 185, 229, 291 and 344) submitted by the same applicant for proposed comprehensive house and wetland habitat development with/without filling and excavation of land, but of varied schemes with PR of 0.4 and BH ranges from two to four storeys. All applications were approved with conditions by the Rural and New Town Planning Committee (the Committee) of the Board between 2008 and 2024 (details at paragraph 5 below). Since the first approval of s.16 application for proposed comprehensive development at the Site in 2008, the applicant has implemented the WRA² at the northern part of the Site in 2010 for compliance with the approval condition under application No. A/YL-MP/166. Subsequently, the Management and Maintenance Plan (MMP) for the completed WRA, under which the applicant would take up the sole responsibility for the management of the WRA in the long term, was approved in 2015 for compliance with the approval condition under application No. A/YL-MP/229. After the approval of application No. A/YL-MP/291 in 2020, the funding agreement with the Environment and Conservation Fund (ECF)³ on the long-term maintenance and management of the WRA, based on the approved MMP, was signed on 26.1.2021. Lease modification for the WRA at Lot 50 S.A in D.D. 101 and land exchange for private residential at Lot 77 in D.D. 101 based on the approved scheme under application No. A/YL-MP/229 were both executed on 29.1.2021. The Site is also covered by an Environmental Impact Assessment (EIA) report (No. AEIAR-120/2008) (EP) for proposed comprehensive development approved by the Director of Environmental Protection (DEP) under EIA Ordinance on 31.7.2008 and relevant Environmental Permit (EP) (details at footnote 4 below).
- 1.3 According to the indicative scheme submitted by the applicant, the Proposed Development includes a completed WRA of about 4.74 ha at the northern part of the Site, while the residential portion at the southern part of the Site comprises 128 blocks of three-storey houses, 47 blocks of six to ten-storey residential towers, four blocks of two-storey clubhouses, a four-storey RCHE-cum-E&M building, a temporary sewage treatment plant (STP) (details at paragraph 1.17 below), and a basement level for car parks, underground sewage pumping station (SPS) and E&M facilities. The 100-place RCHE will be constructed and operated by the applicant. The indicative Master Layout Plan (MLP) and associated section plans, indicative Landscape Master Plan

² The WRA (with an area of about 4.74 ha) at the northern part of the Site was implemented to compensate the direct loss of 4.69 ha of wetland habitat (seasonal marsh and freshwater marsh/reedbed) existed at the time of consideration of the s.16 application No. A/YL-MP/166 (i.e. before the site formation works for the approved development was undertaken at the Site), and to serve as a buffer between the development at the Site and the wetland in the Deep Bay Area.

³ Under the Public-Private Partnership (PPP) Scheme of the New Natural Conservation Policy (NNCP), private developments of an agreed scale and plan will be allowed at the ecologically less sensitive portion of a site (Developable Portion) within the 12 priority sites with high ecological value for enhanced conservation, provided that land owners of the private land will provide a lump sum contribution to the ECF sufficient to generate recurrent income to support the long-term conservation work for the ecologically more sensitive portion (Conservation Portion). The land owner shall appoint a conservation agent to apply for time-limited funding from the ECF regularly to carry out the required conservation work. The proposed development at the Site, which is outside the 12 priority sites, has voluntarily adopted the funding and land arrangements of the NNCP PPP Scheme and identified the WRA as Conservation Portion.

(LMP), as well as the photomontages of the Proposed Development are at **Drawings Z-1 to Z-7j**, and major development parameters of the indicative scheme for the Proposed Development are as follows:

Major Development Parameters of the Indicative Scheme	
Total Site Area (about)	207,408m²
WRA (completed)	47,400m ²
Residential Portion	160,008m ²
PR (not more than)	1.3
Domestic PR	1.28
Non-domestic PR [#] (RCHE)	0.02
Gross Floor Area (GFA) (about)	269,879m²
Domestic GFA	266,079m ²
Non-domestic GFA (RCHE)	3,800m ²
Site Coverage (SC)	Not more than 25%
Number of Blocks	181
Houses	128
Residential towers	47 [@]
Clubhouses	4
RCHE cum E&M building	1
Temporary STP	1
BH (aboveground)	
Houses	3 storeys* (<i>about 21mPD</i>)
Residential towers	6 to 10 storeys* (<i>about 28mPD to 42mPD</i>)
Clubhouses	2 storeys* (<i>about 16mPD</i>)
RCHE cum E&M building	4 storeys (<i>about 25mPD</i>)
E&M building (temporary STP)	1 storey* (<i>about 12mPD</i>)
Number of units (about)	3,562
Average Flat Size (about)	74.7m²
Estimated Population (about)	9,974
Private Open Space	Not less than 9,974m²
Parking Spaces	2,529
Private car (Residents)	1,520
Private car (Visitors)	200
Private car (RCHE)	3
Motorcycle (Residents)	42
Bicycle (Resident)	764
Loading/Unloading (L/UL) Bays	50
Heavy goods vehicle (Residents)	47
Heavy goods vehicle (RCHE)	1
Light bus Lay-by (RCHE)	1
Ambulance Lay-by (RCHE)	1
Government, Institution and Community (GIC) facilities	100-place RCHE
Target Completion Year	2031
Note: [#] the non-domestic GFA/PR applies to the RCHE only, and exclude the ancillary clubhouse and E&M facilities as proposed by the applicant, subject to consideration by relevant authorities at the detailed design stage. [@] including 12 blocks of 6-storey towers, 16 blocks of 8-storey towers and 19 blocks of 10-storey towers [*] above one-storey of basement	

- 1.4 In support of the application, the applicant has submitted a Supporting Planning Statement and technical assessments including Traffic Impact Assessment (TIA), Ecological Impact Assessment (EcoIA), Environmental Assessment (EA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA), Visual Impact Assessment (VIA), Air Ventilation Assessment (AVA) and Landscape Master Plan (LMP) (including Tree Preservation Proposal (TPP)).

Ecology

- 1.5 According to the submitted EcoIA (**Drawing Z-8**), the completed WRA² functions as a mitigation wetland of moderate to high ecological value, whereas the residential portion comprising bare ground, grassland, seasonal marsh and drainage channel is of low ecological value. Specifically, according to survey findings from the Environmental Monitoring and Audit (EM&A) Report⁴ as cited in the EcoIA, the completed WRA has induced ecological gain with increase in the total number of species and species of conservation importance for birds, amphibians, reptiles, butterflies and odonates species utilising the WRA. Under the indicative scheme, the completed WRA at the northern part of the Site will be retained without any changes in its design and operation, and will continue to serve its ecological function as a buffer between the Proposed Development at the Site and the wetland in the Deep Bay Area, including the planned Sam Po Shue Wetland Conservation Park (SPS WCP)⁵ and the wetland conservation area (WCA)⁶ to its immediate north.
- 1.6 In view of the proposed increase in development intensity as compared to the prevailing OZP restrictions, design measures are proposed under the indicative scheme to minimise human disturbance on the WRA within the Site, as well as the adjoining wetland habitats and the planned SPS WCP to its immediate north. A stepped BH profile is adopted, with the tallest residential towers of 10 storeys located in the central part of the Site and the residential towers of six storeys in the southern part of the Site adjoining the existing residential development of Palm Springs and Royal Palms, whereas houses of three storeys are deposited along the WRA in the northern part (**Drawings Z-1 and Z-9**). In particular, residential towers of six to 10 storeys are proposed to be located at least 50m from the WRA, with the nearest 10-storey building positioned at least 80m away from the WCA and wetland in Deep Bay Area including the planned SPS WCP (**Drawing Z-9 and Z-17b**). The building disposition and

⁴ The Site is the subject of an EIA report (No. AEIAR-120/2008) for proposed comprehensive development at the Site approved on 31.7.2008; an EP (No. EP-311/2008) for the construction and operation of the development issued on 9.9.2008 (with latest revision issued on 19.12.2017 under EP-311/2008/E); and variations to the EP reflecting the approved development schemes (with the latest version dated 19.12.2017 under No. VEP-538/2017). One of the conditions of the EP requires the submission of a monthly EM&A Report during the construction of the project.

⁵ The planned SPS WCP aims to enhance the ecological quality and biodiversity of the Northern Metropolis, providing the public with high-quality outdoor eco-education and eco-recreational facilities, as well as to introduce modernised and sustainable aquaculture into the Park. It will also compensate for the impacts on ecology and fisheries resources arising from the development at San Tin/Lok Ma Chau area of the San Tin Technopole (the Technopole). The Park will be established in phases, with phase 1 works expected to commence in 2026/2027 the earliest for completion in 2031. The entire Park is scheduled for completion by 2039, to align with the estimated time for full operation of the Technopole. The Site abuts the remaining phase of the planned SPS WCP.

⁶ The Site falls within wetland buffer area (WBA) and directly abuts the WCA of the Deep Bay Area to its north under the Town Planning Board Guidelines No. 12C on 'Development within the Deep Bay Area under Section 16 of the Town Planning Ordinance' (TPB PG-No. 12C) (**Plan Z-1a**). According to the TPB PG-No. 12C, the intention of WBA is to protect the ecological integrity of the fish ponds and wetland within WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds. TPB PG-No. 12C only applies to s.16 applications falling within the WBA and WCA, and is not applicable for the current application.

orientation will also concentrate human activities, domestic noise and night-time lighting away from the WRA. Besides, visually unobtrusive and non-reflective building materials are also proposed to avoid potential impact of bird collision. To further screen off the potential human disturbance to the wetland habitat, additional measures are proposed on top of those under the previously approved EIA Report/EcoIA, including the provision of 7.5m-wide buffer planting (including 5m within the residential portion and 2.5m within the WRA) and a 2m-high solid fence wall between the residential portion and the WRA (**Drawings Z-5, Z-6 and Z-17b**).

- 1.7 During the construction stage, in addition to erecting a 3m-high hoarding between the WRA and the residential portion, the three-storey houses abutting the WRA will be constructed first, such that the completed houses could serve as physical barriers between the WRA and the remaining residential portion of taller BH. Good site practices, such as the use of quiet equipment to minimise noise disturbance, minimisation of night-time lighting and locating the light source away from the wetlands, and prevention of feral dogs from accessing the Site, will be adopted to reduce possible sources of disturbance. With the above mitigation measures, the submitted EcoIA concludes that no significant adverse ecological impact arising from the Proposed Development is anticipated.
- 1.8 The Proposed Development also includes in the residential portion proposals of providing opportunities for raising public awareness and education on ecology, i.e. provision of wildlife viewing points with vegetation screening at the edge outside the WRA and at the rooftop of two residential blocks (**Drawing Z-17b**); and landscaped gardens and ponds with recreational walk/nature trail to create potential ecological habitats and ecological linkage to the adjacent wetlands (**Drawings Z-6 and Z-17b**). The wildlife viewing points and landscaped gardens and ponds with recreational walk/natural trail will be opened to the future residents and their guests only through a registration and management system to minimise the potential disturbances.

Long-term Maintenance and Management and Funding Arrangement of WRA

- 1.9 For the completed WRA in the northern portion of the Site, the applicant has been implementing the approved Maintenance and Management Plan (MMP), and the funding agreement made between the applicant and the ECF in 2021 is fully applicable to this application (details at paragraph 1.2 and footnote 3 above). Under the Proposed Development, some additional ecological mitigation measures were proposed as mentioned in paragraph 1.6 above. While there is no indication that these measures would affect the funding arrangement, if required, the applicant is committed to collaborating with relevant bureaux/departments (B/Ds) to review the implications of additional mitigation measures of the Proposed Development on the amount of funding support to be made to the of ECF and conduct necessary procedures to make relevant amendments at the detailed design and implementation stage.

Visual, Air Ventilation and Landscape

- 1.10 A VIA has been conducted to assess the potential visual impact of the Proposed Development against the baseline scenario (i.e. the last approved scheme under application No. A/YL-MP/344 for house development subject to PR of 0.4 and BH of two to three storeys aboveground (i.e. 16.8mPD to 21.3mPD)) (**Drawings Z-7a to Z-7j**). According to the VIA, the overall visual impact of the Proposed Development is considered to range from negligible to moderately adverse, and the visual impacts will be mitigated through the incorporation of design measures to reduce the overall mass

and visual obstruction of the Proposed Development. These design measures include stepped BH profile as mentioned in paragraph 1.6 above in view of the completed WRA and adjacent low-rise residential developments (**Drawings Z-9, Z-10 and Z-17a**); sensitive disposition and orientation of building blocks and provision of buffer planting and solid fence wall to minimise potential impact on the visual amenity of the WRA and the planned SPS WCP as mentioned in paragraph 1.6 above (**Drawing Z-5, Z-10 and Z-17b**); provision of visual corridor/building separations with widths of about 16m, 12m and 11m, two building gaps with widths of about 14m and 78m above +21mPD, and building setbacks with widths of about 5m to 33m along the eastern and western boundaries of the Site (**Drawing Z-10**); and provision of 3m-wide buffer zone with perimeter tree planting and 2.5m-high wall along the site boundary fronting existing low-rise developments in the west, south and east (**Drawings Z-5 and Z-17b**). Taking into account the future visual context, which will be a more developed character with the planned developments of the Technopole and Ngau Tam Mei New Development Area (NTM NDA), the VIA concludes that the Proposed Development is not visually incompatible and will not cause significant additional impact on the surrounding areas of the Site when compared with the baseline scenario.

- 1.11 According to the submitted AVA, the overall ventilation performance of the Proposed Development is comparable to that under the baseline scenario. The AVA concludes that the Proposed Development, with the proposed mitigation measures implemented, i.e. provision of north-south building separations, gaps and setbacks as mentioned in paragraph 1.10 above as well as an east-west wind path in the central part of the residential portion (**Drawings Z-10 and Z-17a**), will not induce significant adverse air ventilation impact on the surrounding areas.
- 1.12 The TPP included in the submitted LMP reveals that no endangered trees species, rare and precious plants, old and valuable trees and trees of particular interests are observed within the Site or its periphery. Among the 203 existing trees located within the residential portion of the Site, 187 trees are proposed to be felled and the remaining 16 trees would be transplanted to the south-eastern periphery of the residential portion. In addition, 1,200 trees are proposed within the residential portion of the Site (**Drawing Z-6**), amongst which 349 trees of standard size are already planted at the 3m-wide buffer zone at the perimeter of the Site (**Drawing Z-17b**) and 851 trees of heavy standard size will be planted. Private open space of not less than 9,974m² with lawns, landscaped gardens and ponds, children's play areas and pocket open space scattered around the Site will be provided (**Drawings Z-6 and Z-17a**). Together with other landscape elements such as green roofs and vertical greens, communal landscaping along internal roads and pedestrian pathways, as well as the landscaped buffer zones abutting the WRA and the residential portion, a minimum greening ratio of 30% will be achieved.

Transport and Traffic

- 1.13 The Site is accessible from Mai Po South Road leading to Castle Peak Road – Mai Po, with a proposed ingress/egress at the eastern part of the Site. According to the submitted TIA, the parking and L/UL facilities are provided at the Proposed Development in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG). Besides, to address the public transportation demand arising from the Proposed Development, the applicant proposes to provide coach services to the planned San Tin Station of Northern Link (NOL) Main Line⁷,

⁷ The construction of NOL Main Line is targeted to commence in 2025 for completion by 2034 or earlier.

and to Kowloon/Hong Kong Island. Potential bus stops and other public transport facilities for potential bus route and public transport services are also proposed within the Proposed Development. Detailed arrangement of the proposed coach/public transport services will be subject to the review and agreement of the relevant government departments and public transport operators in the implementation stage.

- 1.14 Taking into account the proposed road works at the junctions of Shek Wu Wai Road/San Tin Highway Slip Road (**Drawing Z-11**), and Shek Wu Wai Road/Road D3/Road L11/Road L12 (**Drawing Z-12**) under the development of the Technopole, and the proposed junction improvements works at the Fairview Park Interchange to be implemented by other parties⁸ (**Drawing Z-13**), the submitted TIA demonstrates that all assessed junctions and road links will be operated within capacity with the Proposed Development in place, except San Tin Highway. Since additional traffic flow generated by the Proposed Development on the road links of San Tin Highway is assessed to be minimal, such additional traffic flow could be catered by the NM Highway under planning⁹. In case the proposed junction improvement works at the Fairview Park Interchange mentioned above is not completed as planned, the applicant undertakes to take forward the related junction improvement works. In addition, the applicant undertakes to widen the footpath and queueing area of the two nearby bus stops (i.e. Palm Spring Bus Stop along Castle Peak Road – Mai Po and Maple Garden Bus Stop along San Tam Road) to cater for the pedestrian flow at a satisfactory level of service (**Drawing Z-14**).
- 1.15 Sensitivity tests have also been conducted taking into account the possible delay in the proposed road works in the Technopole¹⁰, the cumulative impacts of the surrounding potential developments based on the design year of 2034¹¹ and the scenario for full population intake of the Technopole in 2039. It is concluded that with the proposed junction improvement works to be implemented by other parties, all the assessed junctions and road links will be operated within capacity in 2034 and 2039. In view of the above, the TIA concludes that the Proposed Development is considered acceptable from traffic engineering point of view.

Environment

- 1.16 The air quality, noise, water quality and waste management aspects of the Proposed

⁸ According to the submitted TIA, a planned junction improvement scheme for the Fairview Park Interchange committed under the Preliminary Technical Review on Site Formation and Infrastructure Works for Proposed Public Housing Developments at Sha Po, Shap Pat Heung and Tai Kei Leng, Yuen Long – Feasibility Study under Agreement No. CE 10/2020 (CE) and the approved planning application No. Y/YL-MP/10 would involve widening of the entry lanes at Fairview Park Boulevard, Castle Peak Road – Tam Mi, San Tam Road and the slip road from San Tin Highway northbound and southbound; and an additional exclusive left-turn lane at San Tin Highway northbound for the traffic to Castle Peak Road - Tam Mi southbound. These works are anticipated to be completed in or before 2031.

⁹ The NM Highway under planning is a major east-west corridor linking the development nodes (including Ngau Tam Mei, the Technopole, Kwu Tung North/Fanling North and New Territories North New Town) in the NM with a total length of approximately 24 kilometers. The proposed alignment of the NM Highway will link the interchange at San Tin Highway. The San Tin Section of NM Highway is targeted to be completed in or before 2036.

¹⁰ In case of a delay in the road works of the Technopole, the applicant undertakes to carry out the related junction improvement works at the existing junction of Castle Peak Road – San Tin/Shek Wu Wai Road.

¹¹ Due to similar population intake year of the proposed residential developments in the surrounding areas, traffic generations from the on-going planning applications in the Mai Po area have been considered in the sensitivity test. The sensitivity test has taken into account a planned junction improvement scheme for the junction in Kam Pok Road to be conducted under the approved planning application No. Y/YL-MP/10. The applicant undertakes to carry out the related junction improvement works in case of a delay.

Development have been assessed in the submitted EA, which concludes that no insurmountable adverse impacts are anticipated. On air quality, building setbacks of at least 10m as buffer areas from adjacent roads such as Castle Peak Road and Mai Po South Road are proposed in accordance with HKPSG requirements (**Drawing Z-10**). Besides, the temporary on-site STP (details at paragraph 1.17 below) will be fully enclosed and designed with odour removal system, and odour impact on the Proposed Development and the surrounding areas is not anticipated. On noise aspect, with the implementation of the acoustic windows at the affected façades of residential towers and RCHE-cum-E&M building, the potential traffic noise impacts could be mitigated to an acceptable level. Proper design of the temporary on-site STP and E&M facilities in the RCHE-cum-E&M building, which will be small in scale and entirely enclosed, will also comply with relevant noise requirements under the HKPSG and the Noise Control Ordinance. For the construction stage of the Proposed Development, the applicant also commits to complying with relevant environmental related legislations, and adopting good site practices to avoid nuisances to the surrounding areas. Since the Site is covered by an approved EIA report and relevant EP⁴, the applicant is committed to reviewing the implications of the Proposed Development under EIAO and ensure compliance with relevant statutory requirements.

Sewerage, Drainage and Water Supply

- 1.17 SIA, DIA and WSIA have been submitted to demonstrate that no adverse sewerage, drainage and water supply impacts are envisaged from the Proposed Development. In respect of sewerage as examined under the submitted SIA, the applicant proposes that sewage generated from the Proposed Development can be discharged to the proposed San Tin Effluent Polishing Plant (STEPP)¹² (**Drawing Z-15**). Depending on the design of the STEPP, an internal underground SPS at the Site is proposed to be constructed and maintained by the applicant if a twin rising mains is required in the future (**Drawing Z-15**). In case the STEPP is not timely in place as planned, the applicant proposes either to develop a temporary STP¹³ (**Drawing Z-1**) to treat the sewage, or to collect the sewage with the abovementioned internal underground SPS before discharging to Yuen Long Sewage Treatment Works via Nam Sang Wai SPS.
- 1.18 On drainage aspect, the submitted DIA reveals that surface runoff generated from the Site will be drained via the drainage system of the Proposed Development and no adverse drainage impact on the surrounding area is anticipated, taking into account the tide levels and rainfall with a 200-year return period. Besides, the drainage system of the WRA is independent from that of the residential portion, and no runoff generated from the residential portion will be discharged to the WRA or vice versa even during severe rainstorm events.
- 1.19 In terms of water supply, the submitted WSIA concludes that the existing water supply mains around the Proposed Development is insufficient for the water demand and a new water supply scheme is required. Subject to further discussion with relevant government departments, the proposed new water supply scheme will either run through the existing subway at San Tam Road or under San Tin Highway (**Drawing**

¹² Phase 1 of STEPP with a treatment capacity of at least 65,000m³ per day is expected to be commissioned by the end of 2031 in support of the development of the Technopole.

¹³ An area has been reserved on the MLP for a temporary on-site STP (**Drawing Z-1**). According to the applicant, if the STP is not required or after decommissioning, the land is intended for landscape amenity or bicycle parking facilities.

Z-16).

1.20 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 7.2.2025 and Supplementary Information (SI) received on 13.2.2025
- (b) Supplementary Planning Statement (SPS) received on 7.2.2025
- (c) Further Information (FI) received on 28.5.2025[#] **(Appendix Ib)**
- (d) FI received on 18.9.2025[#] **(Appendix Ic)**

[#] not exempted from publication and recounting requirements

1.21 On 28.3.2025 and 18.7.2025, the Committee of the Board agreed to the applicant's requests to defer making a decision on the application for two months each.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the SPS and FIs at **Appendices Ia to Ic**. They can be summarised as follows:

- (a) In view of the Government's initiative of developing the NM and with the improving planned infrastructure, such as the NOL and NM Highway, the surrounding areas of the Site have been in transformation from low-density rural setting to high-density developments, as reflected by the approval of planning applications for increasing development intensity/upzoning to facilitate private residential developments in Mai Po and Nam Sang Wai areas. The Site is strategically located in close proximity to the Technopole with high-density residential developments with PRs of 6 to 6.5 and near the planned San Tin Station and Ngau Tam Mei Station of NOL. The Proposed Development could unleash the development potential of the Site. The proposed increase in PR and BH is also considered compatible with the evolving character of the surrounding areas.
- (b) The Proposed Development could contribute to private housing supply, addressing a potential shortfall in private housing while providing diversified housing choices of houses and residential towers. Optimising the use of a readily available site, the Proposed Development can be implemented speedily to provide private housing choices in support of the innovation and technology (I&T) developments at the Technopole which would help attracting and retaining talents.
- (c) While the developments of the Technopole about the planned SPS WCP, stepped BH profile with BH descending towards the planned SPS WCP has been adopted for the developments in the Technopole to minimise impacts to the wetland while optimising land resources for development. Similarly, the Proposed Development will adopt a sensitive design taking into account the planned SPS WCP to its north and existing low-rise residential developments to its south. A stepped BH profile is proposed by locating the 10-storey residential towers at the central portion of the Site, descending towards the three-storey houses to its north abutting the planned SPS WCP and descending towards the six-storey residential towers to its south fronting the existing residential neighbourhood.
- (d) The Proposed Development has incorporated various planning gains and design merits (**Drawings Z-17a and Z-17b**). A 100-place RCHE is proposed to be constructed and operated by the applicant in the indicative scheme to address a district-wide shortfall.

The RCHE will be in full compliance with prevailing statutory and licencing requirements and will not incur financial implication to the Government. In addition, sensitive building design is proposed by incorporating visual corridors and building separations, while adopting stepped BH profile. Additional merits include the provision of communal open space, landscape gardens, nature trails, and wildlife viewing points to promote public education on biodiversity.

- (e) The proposed amendment only involves relaxation of PR and BH restrictions, with no change in the planning intention of the “OU(CDWRA)” zone. The Proposed Development will continue to facilitate a comprehensive residential development that includes a WRA, thereby upholding the zone’s primary objective of providing an incentive for the restoration of degraded wetlands.
- (f) No change is proposed to the design or operation of the WRA with reference to the Wetland Restoration Plan in the approved EIA report and the approved MMP under previous planning approval, and the completed WRA would remain intact for wetland restoration purpose.
- (g) The Proposed Development complies with the TPB PG-No. 12C⁶. The applicant has submitted various technical assessments, including TIA, EcoIA, EA, DIA, SIA, WSIA, VIA, AVA and LMP (including TPP), which have demonstrated that the Proposed Development is technically feasible with no insurmountable issues.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

- 4.1 The Site was largely a piece of vacant formed land with vegetation and a pond, and occupied by an open storage yard for trailers at its north-eastern portion before the gazettal of the draft Mai Po and Fairview Park Interim Development Permission Area Plan No. IDPA/YL-MP/1 gazetted on 17.8.1990. The Site fell within an area designated as “Unspecified Use” on the said IDPA Plan.
- 4.2 The Site was later zoned “Conservation Area” (“CA”) on the draft Mai Po and Fairview Park OZP No. S/YL-MP/1 gazetted on 3.6.1994. After giving preliminary consideration to an objection against the “CA” zone for the Site and taking into account the findings of the Fish Pond Study completed in 1997, the Board in 1999 decided to propose amendments to the draft OZP to partially meet the objection by rezoning portion of the objection site and its adjoining area from “CA” to “OU(CDWRA)”. The draft Mai Po and Fairview Park OZP (and re-numbered as S/YL-MP/2) was approved on 18.5.2001 and the subject “OU (CDWRA)” zone has remained unchanged since then.
- 4.3 The Site is currently not subject to any active planning enforcement action.

5. **Previous Applications**

- 5.1 The Site is not involved in any previous rezoning request/s.12A application.

S.16 Applications

- 5.2 The Site is the subject of five previous planning applications (No. A/YL-MP/166, 185, 229, 291 and 344) submitted by the same applicant for proposed comprehensive house and wetland habitat development with/without filling and excavation of land approved with conditions by the Committee between 2008 and 2024. The planning permissions for applications No. A/YL-MP/166, 185 and 291¹⁴ lapsed in 2012, 2015 and 2024 respectively.
- 5.3 Application No. A/YL-MP/229, which involves house development subject to a PR of 0.4 and BH of two to three storeys aboveground (i.e. 15.6mPD to 19.1mPD), was approved with conditions by the Committee in 2015 mainly on the considerations that the Proposed Development was in line with the planning intention of “OU(CDWRA)” zone; and there was no change in PR/GFA and site coverage as well as the completed WRA. The approved development commenced with general building plans approved in 2016.
- 5.4 Application No. A/YL-MP/344, which involves house development subject to PR of 0.4 and BH of two to three storeys aboveground (i.e. 16.8mPD to 21.3mPD), was approved with conditions by the Committee in 2024 mainly on similar considerations as stated in paragraph 5.3 above. The planning permission is valid until 16.2.2028.
- 5.5 The Site is also the subject of application No. A/YL-MP/394 currently under processing which is submitted by the same applicant for proposed amendments to the approved scheme under application No. A/YL-MP/344 (with PR and BH remained unchanged). On 19.9.2025, the Committee agreed to the applicant’s request to defer making a decision on the application for two months.
- 5.6 Details of these previous applications are summarised at **Appendix II** and their locations are shown on **Plan Z-1b**.

6. **Similar Application**

There is no similar s.12A application within the same “OU(CDWRA)” zone on the OZP.

7. **The Site and Its Surrounding Areas (Plans Z-1a to Z-4c)**

- 7.1 The Site is:
- (a) largely vacant, partly covered with wild grass and partly paved, which is accessible from Mai Po South Road branching off Castle Peak Road – Mai Po;
 - (b) occupied by the completed WRA in its northern part; and

¹⁴ For applications No. A/YL-MP/166, 185 and 291, the proposed PR was all 0.4 and the proposed BHs (aboveground) were three to four storeys (9.8m to 13.1m), two to three storeys (15.6mPD to 19.1mPD) and two to three storeys (11.9mPD to 28.8mPD) respectively.

- (c) within the WBA and directly abutting the WCA of the Deep Bay Area to its north.

7.2 The surrounding areas have the following characteristics:

- (a) to the immediate north and north-west is an extensive area of ponds falling within the planned SPS WCP;
- (b) to its immediate north-east and east are the existing Mai Po Ventilation Building for the Guangzhou-Shenzhen-Hong Kong Express Rail Link project and existing village settlements of Mai Po Lo Wai and Mai Po San Tsuen respectively. The Technopole¹⁵, which is planned as a world class I&T hub and a liveable community, is located to its further north-east at a distance of about 150m across San Tin Highway;
- (c) to its south and immediate west are existing low-rise, low-density residential developments with maximum BH of three storeys including the Palm Springs and Royal Palms, as well as residential structures in Wo Shang Wai, intermixed with ponds in the “CA” zone and some brownfield uses and temporary structures in “Open Space” zone; and
- (d) to the further south across Palm Springs and Royal Palm is an approved s.12A application No. Y/YL-MP/10 for rezoning the application site from “Residential (Group D)” to “Residential (Group C)” to facilitate a proposed comprehensive residential development with commercial use, transport lay-by and GIC facilities, which is subject to a maximum PR of 1.59 and maximum BH of 16 storeys (excluding basement) (or 59.85mPD). NTM NDA¹⁶, which is planned for a University Town (including the Third Medical School) complementing the I&T development in the Technopole, an integrated hospital, as well as a residential neighbourhood, is located to the further south-east of the Site to the east of San Tin Highway at a distance of about 880m.

8. **Planning Intention**

- 8.1 The “OU(CDWRA)” zone is intended to provide incentive for the restoration of degraded wetlands adjoining existing fish ponds through comprehensive residential and/or recreational development to include WRA. It is also intended to phase out existing sporadic open storage and port back-up uses on degraded wetlands. Any new building should be located farthest away from Deep Bay.

¹⁵ Residential sites at the Technopole are subject to maximum PRs of 6.5 or 6.8, and maximum BHs ranging from 160mPD to 200mPD as stipulated on the San Tin Technopole OZP (STT OZP). For the I&T Sites adjoining the SPS WCP, a 35m-wide non-building area and stepped BHs gradually decreasing from 105mPD to 15mPD towards the SPS WCP are stipulated on the STT OZP. Phase 1 Stage 1 development of the Technopole has already commenced in late 2024 for substantial completion in 2031, including the first batch of land for I&T uses targeted to be available in 2026/2027 the earliest. The first population intake of the Technopole will be in 2031, and the entire Technopole development is targeted for completion by 2039.

¹⁶ To take forward the development proposal for NTM NDA, the draft NTM OZP No. S/YL-NTM/15 is exhibited for public inspection on 31.10.2025. Residential sites at the NTM NDA are subject to maximum PRs of 6.5 or 6.8, and maximum BHs ranging from 180mPD to 200mPD. According to the latest programme, site formation and infrastructure works are planned to commence from 2027, with the first batch of formed sites available from 2028 onwards to support the development of the University Town (including the Third Medical School) and other sites be formed progressively to support the first population intake starting from 2033.

- 8.2 To ensure that development and/or redevelopment would be developed in a comprehensive manner, an applicant should submit to the Board a development and/or redevelopment proposal in the form of a comprehensive development scheme to include a layout plan with supporting documents, including an environmental impact study which should include, inter alia, an EcoIA and a VIA; and traffic, drainage and sewerage impacts study reports as well as information on programming, phasing and implementation schedule of the development. The applicant should also submit a wetland restoration and/or creation scheme, including its detailed design, wetland buffer proposals to mitigate the potential impact on the nearby existing wetland, a MMP with implementation details, arrangement of funding and monitoring programme to ensure the long-term management of the restored wetland. The EcoIA should demonstrate that any negative ecological impacts on the area could be fully mitigated through positive measures. The submission should demonstrate that the development and/or redevelopment would not cause a net increase of pollution load into Deep Bay.

9. Comments from Relevant Government Bureau/Departments

- 9.1 The following Government bureau/departments have been consulted and their views are summarized as follows:

Land Administration

- 9.1.1 Comments of the District Lands Officer/Yuen Long, Lands Department (LandsD):

- (a) no objection to the application;
- (b) the Site comprises two private lots namely Lots 50 S.A and 77 in D.D. 101. Lease modification for the WRA are at Lot 50 S.A in D.D. 101 and land exchange for private residential at Lot 77 in D.D. 101 based on the approved scheme under application No. A/YL-MP/229 were both executed on 29.1.2021;
- (c) Lot 50 S.A in D.D. 101 is held under Block Government Lease as modified by a Modification Letter dated 29.1.2021 which requires the Lessee to maintain and manage the lot in accordance with the MMP for conservation of the lot as restored wetland area in all respects to the satisfaction of the Director of Agriculture, Fisheries and Conservation (DAFC);
- (d) Lot 77 in D.D. 101 is held under New Grant No. 22875 dated 29.1.2021 (the Conditions). The Conditions contains, inter alia, the following conditions:
 - (i) Building covenant: On or before 30.6.2027
 - (ii) User restriction: Private residential purposes
 - (iii) Total GFA: Not less than 49,778m² and not exceeding 82,963m²
 - (iv) Vehicular Access: Between the points X and Y through Z
 - (v) Such parking, loading and unloading requirements in connection with the aforesaid permitted purposes; and

- (e) the proposal would contravene the Conditions, including but not limited to the total GFA and vehicular access. Should the Board approve the application, the applicant has to apply for a lease modification to implement the planning scheme. However, there is no guarantee at this stage that the lease modification application would be considered and approved. Such application, if submitted, will be dealt with by LandsD acting in the capacity of the landlord at his discretion, and if it is approved, the approval would be subject to such terms and conditions including amongst others, the payment of premium and administrative fee as may be imposed LandsD.

Nature Conservation

9.1.2 Comments of the Secretary for Environment and Ecology (SEE):

- (a) no adverse comment on the application from the nature conservation perspective at this stage, subject to further detailed assessment at the s.16 application stage; and
- (b) from the perspective of funding arrangements under the NNCP PPP Scheme (details at paragraph 1.2 and footnote 3 above), if the detailed assessment for s.16 application later indicates that additional ecological mitigation measures would be required and would cause an implication on the amount of funding needed so as to sufficiently support the long-term maintenance and management of the WRA, there may be a need to review and/or adjust the amount of funding that has to be made to the ECF as well as the signed funding agreement.

9.1.3 Comments of the DAFC:

- (a) no adverse comment on the application from the nature conservation perspective at this stage, subject to further detailed assessment at the s.16 application stage;
- (b) in the revised EcoIA, elaboration on the additional ecological impacts by the proposed increase in development intensity has been provided, such as the disturbance impacts in terms of light, noise, human activities and traffic, the disturbance impacts on different taxa groups, and the extent of disturbance zones under the latest scheme as compared with the approved scheme. It is claimed that the additional impacts resulted would be insignificant under the latest scheme with a further setback of the closest 10-storey building from the WCA and wetlands in Deep Bay Area including the planned SPS WCP and proper implementation of the proposed mitigation measures, e.g. restriction on construction activities, increase in the width of buffer planting, avoiding direct lighting to the WRA;
- (c) according to the revised EcoIA, it is claimed that the completed WRA has documented ecological gain based on the monitoring result from the EM&A reports and there is no additional direct loss of wetland habitats under the Proposed Development when compared with the previously approved development schemes;

- (d) given that there is no change in the development footprint, no major bird flightlines over the residential portion, and that the additional disturbance impacts on the WCA and associated wildlife would be minimised through the setback of taller buildings and other mitigation measures including the completed WRA, he has no comment on the revised EcoIA and considers that no additional mitigation measures within the completed WRA are required; and
- (e) an updated EcoIA with further details on the implementation of the proposed mitigation measures would be required to support the future s.16 application.

Traffic

9.1.4 Comments of the Commissioner for Transport (C for T):

- (a) no in-principle objection to the application from traffic engineering perspective, taking into account the applicant's proposals under the submitted TIA;
- (b) the vehicular access, car parking, pick-up/drop-off, L/UL and public transport facilities for the Proposed Development should be self-sustained and design and implemented to the satisfaction of C for T;
- (c) the road improvement works proposed by the applicant should be designed and implemented to the satisfaction of C for T and completed before the population intake of the Proposed Development;
- (d) in case of programme mismatch of the Proposed Development and planning application No. Y/YL-MP/10 and/or the Technopole and/or Sha Po Public Housing Development, the design and implementation of the identified road improvement works should be undertaken by the applicant before population intake of the Proposed Development; and
- (e) no vehicle is allowed to queue back to or reverse onto/from public road during construction and operation stage of the Proposed Development.

9.1.5 Comments of the Chief Highways Engineer/New Territories West, Highways Department (CHE/NTW of HyD):

- (a) no in-principle objection to the planning application from highways maintenance point of view;
- (b) if any proposed road improvements in the TIA are considered necessary by the Transport Department (TD) due to the Proposed Development, they shall be implemented by the applicant to the satisfaction of TD and HyD at the applicant's own cost;
- (c) HyD is not/shall not be responsible for the maintenance of any access connecting the Site and Mai Po South Road;

- (d) HyD shall not be responsible for the maintenance of any internal transport facilities within the Site, if any; and
- (e) adequate drainage measures should be provided at the site access to prevent surface water flowing from the site to nearby public roads or exclusive road drains.

Environment

9.1.6 Comments of the DEP:

- (a) no objection to the application from environmental planning perspective;
- (b) with the implementation of mitigation measures, the Proposed Development will unlikely cause adverse environmental impacts;
- (c) it is noted that the applicant is required to apply for s.16 planning application in future. There should be a mechanism (i.e. the future s.16 planning application) for the applicant to submit a proper Noise Impact Assessment (NIA) report to review, explore, demonstrate and implement appropriate noise mitigation measures for full compliance with the relevant noise criteria and requirements under Professional Persons Environmental Consultative Committee Practice Notes, HKPSG and Noise Control Ordinance in both construction and operation phases of the Proposed Development. Similarly for sewerage infrastructure, an updated SIA report should be submitted by the applicant under such mechanism to assess the potential sewerage impact with the detailed scheme and ensure the implementation of mitigation measures, if required; and
- (d) the Proposed Development is covered under an EIA report approved (AEIAR-120/2008) and an EP issued (EP-311/2008/E) under the EIAO. The applicant should review the EIAO implications at later stage and confirm with the EPD. The applicant should also observe and ensure the Proposed Development will comply with all statutory requirements under the EIAO.

Urban Design, Air Ventilation and Landscape

9.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L of PlanD):

Urban Design and Visual

- (a) no adverse comment on the application from urban design and visual perspective;
- (b) the Site is surrounded by existing low-rise, low-density residential developments up to three storeys and fish ponds. Future developments of the Technopole are located to its further east;
- (c) a VIA is submitted to compare the current development proposal

against the approved scheme (i.e. the approved planning application No. A/YL-MP/344). The VIA concluded that the current development proposal would not have significant additional impact compared with the approved scheme. It is noted that various design measures are proposed to promote visual permeability under the indicative scheme, such as stepped BH profile with BH descending from the residential blocks of six to 10 storeys in the south towards houses of three storeys along the completed WRA in the north, visual corridors and various building separations and setbacks;

Air Ventilation

- (d) an AVA Initial Study (IS) using computational fluid dynamic modelling has been carried out to compare the indicative scheme under current application against the baseline scheme (i.e. the approved planning application No. A/YL-MP/344). As set out in the AVA IS report, mitigation measures including various building separations, have been incorporated in the indicative scheme of the Proposed Development with the aim to address the potential adverse air ventilation impact induced by the proposal on the surrounding areas. For the areas along the long strips indicated as 16m-wide and 12m-wide building separations, the applicant is suggested to provide building separations of not less than 15m-wide in future s.16 planning application.
- (e) according to the simulation results, the overall performances of the baseline and indicative schemes on pedestrian wind environment are comparable under both annual and summer conditions; and
- (f) considering the above, it is not anticipated that the Proposed Development with mitigation measures as mentioned above would generate significant adverse air ventilation impact on the overall pedestrian wind environment as compared with the approved scheme.

Landscape

- (g) no adverse comment from landscape planning perspective;
- (h) the Site is situated in an area of rural inland plains landscape character comprising pond, temporary structures, low-rise residential buildings and scattered tree groups. The Proposed Development of 181 domestic/non-domestic blocks of maximum 10 storeys would bring noticeable changes to the existing landscape character surrounded by low-rise buildings and fish ponds;
- (i) according to the TPP, 203 existing trees are surveyed within the Site. 187 existing trees are proposed to be felled. 1,200 new trees are proposed within the Site. Compared with the previous approved planning application No. A/YL-MP/344, there is no change to the tree treatment proposal. According to the LMP, landscape provisions with hard and soft landscape treatment, including buffer planting, lawn, private garden, swimming pool, water feature, etc. are proposed; and

(j) detailed comments are at **Appendix III**.

9.1.8 Comments of the Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC of ArchSD):

from the photomontages provided in the VIA, it appears that the Proposed Development would create little visual impact to the existing surrounding environment. She has no comment from architectural and visual impact point of view.

Drainage

9.1.9 Comments of Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD):

(a) no comment on the SIA and DIA reports; and

(b) detailed comments are at **Appendix III**.

Water Supply

9.1.10 Comments of Chief Engineer/Construction, Water Supplies Department (CE/C of WSD):

(a) no objection on the application; and

(b) no adverse comment to the water supply scheme as proposed in the WSIA.

Fire Safety

9.1.11 Comments of the Director of Fire Services (D of FS):

(a) no specific comment on the application; and

(b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. Furthermore, the provision of emergency vehicular access shall comply with the requirements as stipulated in s.6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority. In addition, height restriction as stipulated in relevant regulations governing the proposed social welfare facilities shall be observed. Licensing requirements will be formulated upon receipt of a formal application via the Licensing Authority.

Other Aspects

9.1.12 Comments of the Director of Social Welfare (DSW):

no in-principle objection to the development of the proposed RCHE from services perspective on the conditions that, (i) the design and construction of the proposed RCHE shall be in full compliance with prevailing statutory and licensing requirements, such as the Residential Care Homes (Elderly Persons)

Ordinance (Cap. 459) and its subsidiary legislation, and the latest version of the Code of Practice for Residential Care Homes (Elderly Persons); and (ii) the proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.

- 9.2 The following government departments have no objection to or no comment or no adverse comment on the application and their detailed comments, if any, are in **Appendix III**:

- (a) Chief Building Surveyor/New Territories West, Buildings Department;
- (b) Director of Electrical and Mechanical Services;
- (c) Director of Leisure and Cultural Services;
- (d) Director of Food and Environmental Hygiene;
- (e) Project Manager (West), Civil Engineering and Development Department (CEDD);
- (f) Project Manager (North), CEDD;
- (g) Head (Geotechnical Engineering Office), CEDD (H(GEO) of CEDD);
- (h) Chief Engineer/1-1, Railway Development Office, HyD;
- (i) Commissioner of Police; and
- (j) District Officer/Yuen Long, Home Affairs Department.

10. Planning Considerations and Assessments

The Proposal

- 10.1 The application is for amending the Notes of the “OU(CDWRA)” zone on the OZP to increase the maximum PR from 0.4 to 1.3 and the maximum BH from six storeys including car park to 10 storeys excluding one storey of basement for car park and not exceeding 42mPD, so as to facilitate a proposed residential development with a RCHE and a WRA at the Site (**Plan Z-1a**). According to the indicative scheme submitted by the applicant (**Drawing Z-1**), the Proposed Development comprises 128 blocks of three-storey houses (about 21mPD), 47 blocks of six to ten-storey residential towers (about 28mPD to 42mPD), four blocks of two-storey clubhouses, a four-storey RCHE-cum-E&M building and a temporary STP, as well as a basement level for car parks, underground SPS and E&M facilities as detailed in paragraph 1.3 above. A completed WRA (under previously approved application) with a total area of about 4.74 ha is located at the northern part of the Site and the 100-place RCHE will be constructed and operated by the applicant. The applicant has not proposed any change to the planning intention, general development requirements in the Remarks, and the Column 1 and Column 2 uses under the Notes of the “OU(CDWRA)” zone of the OZP, such that all proposed uses under the current application will remain to be Column 2 uses of the zone. Upon rezoning, the applicant will be required to submit a comprehensive development scheme to include a layout plan with supporting documents to demonstrate in details the technical feasibility and the adequacy of the infrastructural capacity to effectuate the proposed development at the Site.

Planning Intention

- 10.2 The “OU(CDWRA)” zone is intended to provide incentive for the restoration of degraded wetlands adjoining existing fish ponds through comprehensive residential and/or recreational development to include WRA. It is also intended to phase out existing sporadic open storage and port back-up uses on degraded wetlands. Under

the current application, except for relaxing the restrictions in PR and BH, there will be no change to the planning intention, the general development requirements in the Remarks and the Column 1 and Column 2 uses of the “OU(CDWRA)” zone. The WRA has already been completed to compensate the direct loss of 4.69 ha of wetland habitat existed at the time of consideration of the first previous s.16 application (No. A/YL-MP/166) for the proposed comprehensive development at the Site, and will be retained to continue to serve as a buffer between the proposed residential development at the Site and the wetland in the Deep Bay Area, including the planned SPS WCP to the immediate north of the Site. Both SEE and DAFC have no objection to the application from nature conservation perspective. The application with comprehensive residential development and the completed WRA is considered in line with the planning intention of the “OU(CDWRA)” zone.

Land Use Compatibility and Development Intensity

- 10.3 The Site is located at the northern edge of the existing sub-urban neighbourhood in the Mai Po and Fairview Park area, abutting the planned SPS WCP with extensive area of existing ponds to its immediate north (**Plan Z-1a**). While the immediate surroundings of the Site are currently mainly low-rise and low-density residential developments (e.g. Palm Springs and Royal Palms subject to a maximum BH of three storeys) and village settlements of Mai Po Lo Wai and Mai Po San Tsuen, there have been changing planning circumstances and development context in the wider area in recent years, including the developments of the Technopole and NTM NDA to the east and further south-east of the Site respectively (**Plan Z-1a**), new transport infrastructures such as the NOL Main Line and the NM Highway under planning.
- 10.4 The Site is located about 150m away from the Technopole, which is planned for a modern new development area with I&T development and a liveable environment, with residential sites subject to maximum PRs of 6.5 or 6.8 and maximum BHs ranging from 160mPD to 200mPD on the STT OZP. The Site is also located about 880m away from the NTM NDA with residential sites subject to maximum PRs of 6.5 or 6.8 and maximum BHs ranging from 180mPD to 200mPD on the NTM OZP. The first population intake for the future developments at the Technopole and NTM NDA is expected to take place from 2031 and 2033 respectively.
- 10.5 With the commissioning of new transport infrastructures including the planned NOL Main Line in 2034 or earlier as well as the San Tin Section of the NM Highway under planning in or before 2036, the accessibility of the Mai Po area will be greatly enhanced. Coupled with the planned new developments at the Technopole and NTM NDA and subject to technical feasibility and acceptability, there is potential for the Mai Po area to transform into a medium-rise residential neighbourhood. For instance, a s.12A application No. Y/YL-MP/10 for a private residential development at Kam Pok Road with increase in maximum PR (from 0.2 to 1.59) and BH (from two storeys to 16 storeys) was approved by the Committee in July 2025. Locating at the edge of the neighbourhood of Mai Po, the proposed development intensity for the Site, i.e. a maximum PR of 1.3 and maximum BH of 10 storeys excluding one storey of basement for car park and not exceeding 42mPD, with the proposed design measures (as set out in paragraph 1.10 above and assessed in paragraphs 10.6 to 10.8 below) is considered not out of keeping with the land use character of the existing sub-urban neighbourhood and the planned development context of the area benefiting from the enhanced accessibility (**Plan Z-1a**).

Visual, Air Ventilation and Landscape Aspects

- 10.6 The applicant has submitted a VIA to illustrate the visual compatibility of the Proposed Development with the surrounding areas, taking into account the aforementioned planned development context. The proposed stepped BH profile is proposed, with the tallest BH of 10 storeys in the central part of the Site descending to three storeys towards the WRA and the planned SPS WCP to its north and to six storeys towards the existing low-rise residential developments of three storeys to its south. Together with the proposed visual corridor, building separations/ gaps/ setbacks and periphery landscape buffer including tree planting, these design measures could help reduce the overall visual mass and enhance visual permeability and integration between the Proposed Development and the surrounding areas (**Drawing Z-10**). The AVA submitted by the applicant also demonstrates that the Proposed Development with the abovementioned design measures implemented would not induce significant adverse air ventilation impact on the surrounding areas of the Site. In this regard, CTP/UD&L of PlanD has no adverse comment on the application from urban design, visual and air ventilation perspectives having considered the abovementioned design measures. Noting that little visual impact on the existing surrounding environment might be resulted from the Proposed Development, CA/ASC of ArchSD has no comment on the application from architectural and visual impact point of view.
- 10.7 While 187 out of 203 existing trees within the residential portion of the Site are proposed to be felled, 16 trees will be transplanted and 1,200 trees of standard and heavy standard sizes are proposed to be planted for compensation purpose, including 349 of them already planted as landscape buffer at the perimeter of the Site. Private open space of not less than 9,974m² will be provided within the Site and a minimum greening ratio of 30% will be achieved. In this regard, CTP/UD&L of PlanD has no adverse comment on the application from landscape planning perspective.

Ecological Aspect

- 10.8 Based on the EcoIA submitted by the applicant, the completed WRA at the northern portion of the Site has moderate to high ecological value, while the residential portion of the Site is of low ecological value. The EcoIA reveals that the completed WRA has induced ecological gain according to survey findings and there is no additional direct loss of wetland habitats under the Proposed Development when compared with the previously approved development schemes. The WRA has been and will continue to serve as a buffer between the residential portion and the ponds falling within the planned SPS WCP to the immediate north of the Site. On the other hand, in view of the increase in the development intensity under the current application, the applicant proposes design measures including stepped BH profile, setback of the 10-storey towers and increase in the width of the buffer planting as well as erection of solid wall between the WRA and residential portion of the Proposed Development as mentioned in paragraphs 1.6 and 1.7 above. With proper implementation of the proposed mitigation measures, the disturbance to the WCA and the planned SPS WCP as well as the associated wildlife would be minimised. In view of the above and taking into account that there is no change in the development footprint and no major bird flightlines over the residential portion, DAFC considers that no additional mitigation measures within the completed WRA are required. SEE and DAFC have no adverse comment on the application from nature conservation perspective at this stage, subject to further detailed assessment at the subsequent s.16 planning application stage.
- 10.9 In terms of the funding agreement with ECF on the long-term maintenance and

management of the WRA, SEE advised that from the perspective of funding arrangements under the NNCP PPP Scheme, if the detailed assessment for s.16 planning application later indicates that additional ecological mitigation measures would be required and would cause an implication on the amount of funding needed so as to sufficiently support the long-term maintenance and management of the WRA, there may be a need to review and/or adjust the amount of funding that has to be made to the ECF as well as the signed funding agreement. In this regard, the applicant is committed to collaborating with relevant B/Ds to review the implications of the additional mitigation measures on the amount of funding support to be made to ECF, and conducting the necessary statutory procedures to make relevant amendments, if required.

Environmental, Drainage and Sewerage, and Water Supply Aspects

- 10.10 According to the EA submitted by the applicant, no adverse impacts on air quality, noise, water quality and waste management arising from the Proposed Development are anticipated. Various mitigation measures, as mentioned in paragraphs 1.16 to 1.19 above, are incorporated in the indicative scheme to minimise the potential traffic noise on the Proposed Development, as well as the potential noise and air quality impacts arising from the operation of the Proposed Development, including the operation of the temporary STP as well as the E&M facilities in the RCHE-cum-E&M building, to the surrounding areas. DIA, SIA and WSIA have also been submitted which demonstrate that no adverse drainage, sewerage and water supply impacts are anticipated from the Proposed Development. In particular, connection to STEPP (**Drawing Z-15**) is proposed to collect and discharge the sewage generated by the Proposed Development. New water supply schemes connecting to the Proposed Development are also proposed by the applicant (**Drawing Z-16**).
- 10.11 In light of the above, DEP, CE/MN of DSD and CE/C of WSD have no objection to the application from environmental planning, public drainage and water supply perspectives. DEP advises that NIA report and SIA report should be submitted in the future s.16 planning application. In addition, the Site is covered under an approved EIA report and an EP under the EIAO, and the applicant undertakes to review the implications of the Proposed Development under EIAO and will ensure compliance with relevant statutory requirements.

Transport and Traffic Aspects

- 10.12 The applicant has submitted a TIA and proposed the widening of the queueing area of the two nearby bus stops at Castle Peak Road – Mai Po and San Tam Road to be implemented by the applicant as mentioned in paragraph 1.14 above (**Drawing Z-14**). Taking into account other planned road works/junction improvement works, the TIA concludes that all critical junctions, road links and pedestrian footpaths will operate within capacity with the Proposed Development in place, except San Tin Highway. Notwithstanding, the traffic burden of the said road link could be shared by the NM Highway under planning, which will be partially completed in or before 2036. In addition, the Proposed Development will not impose insurmountable pressure on the existing public transport facilities serving the area with potential bus stops and other public transport service enhancement which will be subject to further discussion and agreement of relevant government departments at the implementation stage. In view of the above, the TIA concludes that the Proposed Development is considered acceptable from traffic engineering point of view. Taking into account the applicant's proposals in the submitted TIA, C for T has no in-principle objection to the application

from traffic engineering perspective and advises that the identified road improvement works should be completed by the applicant before the population intake of the Proposed Development. CHE/NTW of HyD also has no objection to the application from highway maintenance perspectives.

Provision of GIC Facilities

- 10.13 The Site is located in an existing rural area with no major community facilities. The applicant proposes to provide a 100-place privately operated RCHE with a non-domestic GFA of about 3,800m² to serve the neighbourhood. DSW has no objection to the proposed RCHE.

Other Technical Aspects

- 10.14 The applicant has also submitted various technical assessments and all other relevant government departments including D of FS and H(GEO) of CEDD have no objection to or adverse comment on the application.

11. Planning Department's Views

- 11.1 Based on the assessment made in paragraph 10, the Planning Department has no in-principle objection to the application.
- 11.2 Should the Committee decide to agree/partially agree to the application, PlanD will work out the appropriate amendments to the OZP, including development restrictions to be set out in the Notes and Explanatory Statement, for the consideration of the Committee prior to gazetting under s.5 of the Town Planning Ordinance upon reference back of the OZP.
- 11.3 Alternatively, should the Committee decide not to agree to the subject application, the following reason is suggested for Members' reference:

the proposed development intensity and building height for the Site are considered excessive and incompatible with its surrounding environment. There is no strong planning justification in the submission for rezoning the Site for a development with the proposed higher development intensity.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 12.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

13. Attachments

Appendix I	Application Form received on 7.2.2025 and SI received on 13.2.2025
Appendix Ia	Supporting Planning Statement
Appendix Ib	FI received on 28.5.2025
Appendix Ic	FI received on 18.9.2025

Appendix II
Appendix III

Previous s.16 Applications covering the Site
Government Departments' Detailed Comments

Drawing Z-1	Indicative Master Layout Plan
Drawing Z-2	Indicative Basement Floor Plan
Drawings Z-3 to Z-5	Indicative Sections
Drawing Z-6	Indicative LMP
Drawings Z-7a to Z-7j	Photomontages
Drawing Z-8	Habitat Map
Drawing Z-9	Distance between the Residential Towers and the WCA
Drawing Z-10	Urban Design Considerations
Drawings Z-11 to Z-13	Proposed Road Works and Junction Improvement works
Drawing Z-14	Proposed Widening of Footpath and Queueing Area
Drawing Z-15	Proposed Sewerage Connection
Drawing Z-16	Proposed Water Supply Scheme
Drawings Z-17a to 17b	Planning and Design and Ecological Merits
Plan Z-1a	Location Plan
Plan Z-1b	Previous Applications Plan
Plan Z-2	Site Plan
Plan Z-3	Aerial Photo
Plans Z-4a to Z-4c	Site Photos

PLANNING DEPARTMENT
NOVEMBER 2025