

**METRO PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

**MPC Paper No. 5/21  
For Consideration by the  
Metro Planning Committee on 11.6.2021**

**PROPOSED AMENDMENTS TO THE  
APPROVED TSING YI OUTLINE ZONING PLAN  
NO. S/TY/30**

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**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendment to the approved Tsing Yi Outline Zoning Plan (OZP) No. S/TY/30 (**Attachment I**) as shown on the draft OZP No. S/TY/30A (**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**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 3.3.2020, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tsing Yi OZP, which was subsequently renumbered as S/TY/30. On 13.3.2020, the approved OZP No. S/TY/30 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 2.2.2021, the CE in C referred the approved Tsing Yi OZP No. S/TY/30 to the Board for amendments under section 12(1)(b)(ii) of the Ordinance. On 11.2.2021, 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 review 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.

**4. Rezoning of a site to the west of Tsing Yi Road West for Public Housing Development (About 2.73 ha)**

***The Site and its Surroundings (Plans 1 to 5)***

- 4.1 To meet the pressing need for housing land supply, a site to the west of Tsing Yi Road West (the Site) (**Item A**) (**Plan 1**) is proposed for public housing development. An Engineering Feasibility Study (EFS) on the proposed development has been conducted by the Civil Engineering and Development Department (CEDD). The findings of the EFS show that there is no insurmountable technical problem for the proposed development.
- 4.2 The Site (about 2.73 ha) is a Government land with a sloping terrain ranging from about 20 metres above the Principal Datum (mPD) to about 66mPD in height. It falls in the eastern fringe of a hillside zoned “GB” on the OZP. It is mainly covered by vegetation with temporary structures identified near the western boundary of the Site. There is a watercourse running across the Site from a south to north direction (**Plan 2**). A short section of the Tsing Yi Nature Trails is located at the northern portion of the Site. The southern part of the Site falls within the consultation zone of an oil depot, namely Shell Tsing Yi Installation, which is a Potentially Hazardous Installation (PHI) located to the further southwest of the Site (**Plan 5**).
- 4.3 The Site is mainly surrounded by a number of public housing developments, namely Cheung Hang Estate and Cheung Wang Estate to the north (with an existing building height (BH) up to about 190mPD and 196mPD respectively), as well as Cheung Hong Estate and Ching Wah Court located to the east and southeast of the Site across Tsing Yi Road West (with an existing BH up to about 155mPD and 175mPD respectively) (**Plans 4a to 5**). There are also a private housing development, namely Mount Haven with an existing BH up to about 103mPD, and a village namely Liu To Village to the northwest. The above developments are not subject to any BH restriction as stipulated on the OZP. The peak of the hill to the southwest of the Site is about 214mPD.
- 4.4 The Liu To Road Garden, Tsing Yi Road West Park, a secondary school and a primary school are located to the north, northeast and east of the Site (**Plan 2**).

***Rezoning Proposal***

- 4.5 According to Chapter 2 of the Hong Kong Planning Standards and Guidelines (HKPSG), the maximum plot ratio (PR) for Tsing Yi Island is normally 5. 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 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.

- 4.6 Taking into account the above policy directive for intensification of the maximum PR for public housing sites, the site context and the results of the EFS, it is proposed to rezone the Site from “GB” to “Residential (Group A) 5” (“R(A)5”) for public housing development subject to a maximum PR and BH restriction of 6.7 and 220mPD respectively.
- 4.7 The indicative development scheme as provided by the Housing Department (HD) is at **Attachment VI** with the major preliminary development parameters as follows :

<b>Gross Site Area</b>	About 2.73 ha
<b>Maximum PR</b>	6.7
• Domestic PR:	6.5
• Non-domestic PR:	0.2
<b>Maximum BH</b>	220mPD
<b>Number of Building Blocks</b>	3
<b>Estimated Number of Domestic Units</b>	About 3,800
<b>Estimated Population</b>	About 10,300
<b>Non-domestic Facilities<sup>(1)</sup></b>	<ul style="list-style-type: none"> <li>• A kindergarten with 8 classrooms</li> <li>• Retail facilities</li> </ul>
<b>Government, Institution and Community (GIC) Facilities, Open Space Provision and Transport Facilities<sup>(1)</sup> :</b>	
(i) Social Welfare Facilities <sup>(2)</sup>	Not less than 5% of the domestic gross floor area (GFA) will be reserved for the provision of social welfare facilities, including elderly, child care and rehabilitation facilities
(ii) Local Open Space and Recreational Facilities	Local open space of not less than 10,300m <sup>2</sup> will be provided in accordance with the HKPSG (i.e. 1m <sup>2</sup> per person). Recreational facilities and children’s play area will also be provided
(iii) Transport and Pedestrian Facilities	<ul style="list-style-type: none"> <li>• The proposed development will be accessible via Tsing Yi Road West</li> <li>• A covered Public Transport Interchange (PTI)<sup>(2)</sup></li> <li>• A pedestrian footbridge across Tsing Yi Road West</li> </ul>

(iv) Parking Facilities	Ancillary car parking spaces and loading/unloading bays will be provided in accordance with the HKPSG
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Notes:

- (1) The actual provision of the above facilities will be subject to confirmation by relevant Government departments at the detailed design stage.
- (2) The proposed social welfare facilities and PTI as required by the Government will be exempted from GFA calculation and have been included for assessment under the EFS.

### ***Technical Assessments***

- 4.8 The EFS conducted by CEDD includes Preliminary Traffic and Transport Impact Assessment (TTIA), Geotechnical Assessment, Site Formation Assessment, Drainage Impact Assessment, Sewerage Impact Assessment, Water Supply Impact Assessment, Land Requirement Study, Environmental Review (ER), Hazard Assessment (HA), Landscape and Visual Impact Assessment (LVIA), Sustainability Assessment, Utilities Impact Study and Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE). The findings of the EFS have confirmed that the proposed public housing development is technically feasible with no insurmountable technical problem. The findings are set out in **Attachment V** and are summarised in the following paragraphs.

#### Traffic and Transport Aspect

- 4.9 The proposed public housing development will be accessible via Tsing Yi Road West. According to the Preliminary TTIA (Chapter 3 of **Attachment V**), it is anticipated that there will not be significant adverse traffic impact on the critical road junctions (including Tam Kon Shan Interchange, Tsing Yi Interchange, etc.) and road links (including Tsing Yi Road West, Fung Shue Wo Road, Ching Hong Road, etc.) in the vicinity in the design year of 2037 after occupation of the proposed development.
- 4.10 To cater for additional public transport demand from the proposed development and to better serve the wider district, a covered PTI is proposed within the Site to facilitate future public transport services in the area to be determined by the Transport Department (TD). Subject to confirmation by the relevant Government departments at the detailed design stage, the PTI will accommodate facilities such as bus bays, taxi stands, etc. A pedestrian footbridge is also proposed to connect the Site with the adjacent area across Tsing Yi Road West to enhance the pedestrian connectivity in the area. The Preliminary TTIA has demonstrated that the traffic impact caused by the proposed development is considered acceptable from traffic point of view and no insurmountable traffic problem is anticipated.

#### Urban Design and Visual Aspect

- 4.11 The Site is located at the eastern fringe of a hillside. The peak of the hill to the southwest is about 214mPD. The Site is surrounded by a cluster of high-rise public housing developments to the north, east and southeast with existing BH ranging from about 88mPD to 196mPD (**Plan 5**). A maximum BH restriction of 220mPD is proposed for the subject public housing development.

- 4.12 According to the Preliminary LVIA (Chapter 10 of **Attachment V**), visual impacts for the selected viewpoints will range from “slightly to moderately adverse” to “significantly adverse”. While the Site is situated at a higher location of the hilly terrain of Tsing Yi Island with the future ground floor level of about 60mPD, the proposed development with an absolute BH of about 160m will result in changes in the visual character of the area and loss of visual permeability and openness to the selected viewpoints (see photomontages in **Attachment VII**). Notwithstanding this, the proposed development can be generally perceived as an extension of the surrounding high-rise residential clusters. Mitigation measures are proposed to alleviate the potential visual impact, including the provision of amenity planting/landscape treatment, building separation of not less than 15m wide between the building blocks, as well as adoption of sensible building design with use of finishing materials/colour/façade which is compatible with the surrounding public housing developments.

#### Air Ventilation Aspect

- 4.13 A Preliminary AVA-EE has been conducted based on the site wind characteristics and wind environment (Chapter 9 of **Attachment V**). According to the AVA-EE, the proposed development would induce some air ventilation impact to the surroundings under various prevailing winds. Mitigation measures and building design principles are recommended to alleviate the potential air ventilation impact, including the provision of building separation of not less than 15m wide, building setback of 10m from Tsing Yi Road West and 30m from the northern boundary, and a podium garden of 4m high. It is also recommended that a quantitative AVA shall be carried out at the detailed design stage to review and assess the effectiveness of the proposed mitigation measures as well as to optimise the building arrangement. Such requirement has been specified in the proposed revised ES of the OZP under amendment.

#### Landscape, Tree and Ecological Aspects

- 4.14 According to the Preliminary LVIA (Chapter 10 of **Attachment V**), about 1,264 trees were identified within the Site and the works area. Among them, four *Aquilaria sinensis* (including three trees with diameter of breast height (DBH) over 95mm and one younger tree with DBH of around 60mm) were identified at the northeastern portion of the Site, which are proposed to be transplanted. No registered or potential Old and Valuable Trees (OVTs) are recorded at the Site.
- 4.15 To alleviate the potential landscape impact, amenity planting/landscape treatment will be incorporated within the proposed development where appropriate. A greenery coverage of 20% to 30% and a minimum 1m<sup>2</sup> of local open space per person will be provided. Besides, about 302 to 342 new trees are proposed to be planted, including 215 to 255 trees within the Site and 87 trees at the modified slope adjacent to the Site (**Attachment VIII**). Details of the compensatory planting proposal, including off-site planting, will be explored at the detailed design stage in accordance with the relevant technical circular.
- 4.16 Besides, diversion of the existing watercourse/nullah to the northern and western fringe of the Site is required upon development (**Attachment IX**). According to

the Preliminary ER (Chapter 8 of **Attachment V**), two freshwater crab species of conservation importance (namely *Nanhaipotamon hongkongense* and *Cryptopotamon anacoluthon*) are recorded in the watercourse and are proposed to be translocated in order to minimise the potential ecological impact arising from the diversion works. Opportunities will be taken to revitalise the diverted watercourse with incorporation of ecological elements, such that microhabitats are provided in the diversified watercourse to enhance biodiversity and ecological functions. A 10m-wide buffer zone is also proposed along the diverted watercourse to minimise the potential indirect impact of human activities from the proposed development.

#### Environmental Aspect

- 4.17 The Preliminary ER has also assessed the environmental impacts arising from the proposed development on air quality, noise, water quality, waste management, land contamination and cultural heritage. The findings of the Preliminary ER summarised in Chapter 8 of **Attachment V** conclude that no insurmountable environmental impact would be anticipated with the implementation of mitigation measures. Amongst others, the use of acoustic window and acoustic fin for the domestic building blocks, as well as the minimisation of openable windows and use of acoustic window/fixed glazing for the frontage of the podium structure facing Tsing Yi Road West have been recommended in the Preliminary ER as mitigation measures to alleviate the potential road traffic noise impact.

#### Risk Aspect

- 4.18 The southern part of the Site falls within the consultation zone of a PHI (i.e. Shell Tsing Yi Installation) located to the further southwest of the Site. A HA has been conducted to assess the impact to the risk level induced by the increase of population arising from the proposed development (Chapter 8 of **Attachment V**). The HA concludes that the individual risk criteria complies with the Risk Guidelines as outlined in the HKPSG whereas the societal risks is within the level of “As Low As Reasonably Practicable”. Relevant Government departments including Electrical and Mechanical Services Department, Fire Services Department, Environmental Protection Department, etc. have no in-principle objection to the HA.

#### Infrastructural Aspect

- 4.19 The relevant impact assessments on drainage, sewerage, water supply, utilities and geotechnical aspects (Chapters 4 to 6 of **Attachment V**) have demonstrated that with the implementation of the proposed upgrading works and mitigation measures where appropriate, no insurmountable impact on the above aspects is anticipated.

#### Other Aspects

- 4.20 Clearance of the existing temporary structures and any other occupations at the Site may be required. In this regard, the Lands Department (LandsD) will carry out pre-clearance survey to identify those temporary structures and occupations to be

affected at the Site and will follow the established procedures to compensate and rehouse the eligible parties, as appropriate, affected by the clearance.

- 4.21 A short section of the Tsing Yi Nature Trails will be affected by the proposed development. It will be diverted to the west of the Site with connection to the footpath along Tsing Yi Road West (**Attachment IX**).

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

- 5.1 Taking into account the proposed amendment as mentioned above, the planned population of the Tsing Yi Planning Area would be about 211,000 persons. As shown in the summary on existing and planned provision of GIC facilities and open space (**Attachment X**), 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 According to the population-based planning standards for elderly and child care services/facilities recently incorporated into the HKPSG, there will be shortfalls in the Tsing Yi Planning Area in the provision of residential care homes for the elderly, community care services facilities and child care centres. In applying the standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate. Opportunities will be taken by the relevant Government departments to provide appropriate facilities to be determined at the detailed design stage.
- 5.3 Although the provision of hospital beds will be in deficit (-1,160 beds) for the planned population in the Tsing Yi Planning Area, the assessment of the overall provision is based on a hospital cluster<sup>1</sup>. According to the Food and Health Bureau, a number of hospital redevelopment projects are planned in the Kowloon West Cluster under the First and Second Ten-year Hospital Development Plans, including the redevelopment of Kwai Chung Hospital, expansion of Lai King Building in Princess Margaret Hospital (PMH), redevelopment of PMH, expansion of Yan Chai Hospital, etc. The Hospital Authority will also monitor the service utilisation and update the service demand projection regularly for the service planning with reference to the latest population projection and development plan of the Government.

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<sup>1</sup> The Kowloon West Cluster provides public healthcare services for residents in Kwai Tsing, Sham Shui Po, Tsuen Wan and Lantau Island.



### *Open Space*

- 5.4 There is a surplus of planned district and local open space of about 0.75 ha and 29.07 ha respectively in the Tsing Yi Planning Area.

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

The proposed amendment as shown on the draft Tsing Yi OZP No. S/TY/30A (**Attachment II**) is as follows:

### Amendment Item A (about 2.73 ha)

Rezoning of a site to the west of Tsing Yi Road West from “GB” to “R(A)5” with stipulation of BH restriction of 220mPD.

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

- 7.1 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.

- 7.2 In relation to Item A as mentioned in paragraph 6 above, the Notes and the Remarks for the “R(A)” zone will be revised to incorporate the development restrictions on the PR and BH for the “R(A)5” sub-zone. In determining the maximum PR for the “R(A)5” sub-zone, any floor space that is constructed or intended for use solely as PTI and GIC facilities, as required by the Government, may be disregarded. The Notes for the “R(A)” zone will also specify that ‘public vehicle park (excluding container vehicle)’ use is always permitted on land designated “R(A)5”.

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

The ES of the OZP has been revised to take into account the proposed amendment as mentioned in paragraph 6 above. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

## **9. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/TY/31.

## 10. Consultation

### *Consultation with Kwai Tsing District Council (K&TDC)*

10.1 Planning Department (PlanD), CEDD and HD jointly consulted K&TDC on 11.5.2021 regarding the EFS for the proposed public housing development at the Site and the proposed amendment to the Tsing Yi OZP. While K&TDC Members in general did not object to the provision of more public rental housing units, they considered that the proposed development was not acceptable and expressed the major concerns as follows:

- (a) strong justifications should be given on why the proposed location and a “GB” site was selected for the proposed public housing development. Alternative location, such as brownfield sites and the Tsing Yi North area, should be considered for public housing development;
- (b) the proposed development intensity and BH was considered excessive and would create adverse visual impact;
- (c) the proposed development would induce substantial adverse traffic impact given the very chaotic traffic condition particularly at the peak hours. It was considered that the findings of the TTIA had under-estimated or inaccurately assessed the actual traffic problem;
- (d) the proposed PTI might not address the problem of insufficient public transport services. Sufficient public transport services and car parking facilities should be provided to support the additional population;
- (e) the proposed development would affect the existing *Aquilaria sinensis* and watercourse, and would create adverse ecological impact. The ecological study might under-estimate the feasibility of species transplantation/translocation and watercourse diversion;
- (f) there were already inadequate open space, GIC and retail facilities in the area. Sufficient open space, GIC and retail facilities should be provided within the proposed development; and
- (g) there is uncertainty of the type of public housing development currently proposed, i.e. whether it is intended for public rental units or sale flats.

10.2 K&TDC also passed a motion that the proposed development should be suspended or an alternative site be identified unless the proposal has been suitably refined on the aspects of planning, environment, traffic, greening, etc. They also requested the concerned Government departments to provide the detailed reports of various technical assessments for inspection and to conduct local consultation with a detailed programme. The motion is set out at **Attachment XI**.

10.3 During consultation with K&TDC, a letter from the Owners’ Committee of Mount Haven dated 10.5.2021 was also received expressing objection to the proposed development (**Attachment XII**).

Responses from the Relevant Government Departments

- 10.4 The Government has adopted a multi-pronged strategy to meet the pressing need for housing land supply, including carrying out various land use reviews on an on-going basis. The Site proposed for public housing development is located at the fringe of the existing built-up areas in Tsing Yi and is in close proximity to existing roads. Taking into account that no habitats of high conservation value nor ecologically important streams are found within the Site under the EFS, it is proposed to rezone the Site for public housing development to meet the keen housing demands of the public. A development intensity with a maximum PR and BH restriction of 6.7 and 220mPD is proposed respectively with reference to the policy directive for intensification of the maximum PR for public housing site as set out in paragraph 4.5 above, as well as the site context and the findings of the EFS which have demonstrated that the proposed development is technically feasible.
- 10.5 Regarding the concerns on adverse traffic impact, the traffic assessment summarised in paragraphs 4.9 and 4.10 above are relevant. CEDD will also carry out a detailed traffic impact assessment at the next stage and implement road/junction improvement works if needed. In this relation, the Commissioner for Transport (C for T) has no comment on the relevant assessment under the EFS as well as the proposed amendment to the OZP. C for T will also closely monitor the situation of the public transport services in Tsing Yi where detailed public transport plans will be reviewed prior to the completion of the proposed development.
- 10.6 In terms of ecological impact including the potential impact to the affected *Aquilaria sinensis* and watercourse, paragraphs 4.14 and 4.16 above are relevant. In this relation, the Director of Agriculture, Fisheries & Conservation (DAFC) has no comment on the relevant assessment under the EFS as well as the proposed amendment to the OZP.
- 10.7 As for the concerns on open space and GIC provision in Tsing Yi, as explained in paragraph 5 and shown in **Attachment X**, the existing and planned provision of open space and GIC facilities are generally adequate to meet the demand of the overall planned population in accordance with the HKPSG requirement. Besides, open space and car parking facilities will be provided in the proposed development with reference to the HKPSG. Retail and social welfare facilities will also be incorporated, of which the actual provision will be further considered by relevant Government departments at the detailed design stage.
- 10.8 In response to the motion passed by K&TDC at **Attachment XI**, a letter was issued by the Secretary of Development (SDEV) on 4.6.2021 (**Attachment XIII**) to (i) further explain on the need for rezoning the Site to meet the housing needs; (ii) provide detailed responses to the comments/concerns raised; and (iii) advise K&TDC that the Government would proceed with the proposed rezoning programme by making submission to the Committee on 11.6.2021. Members of the public can submit representations on the amendment item and provide comments on the representations in accordance with the established practice under the Ordinance.

### ***Departmental Consultation***

10.9 The proposed amendments have also been circulated to the relevant Government bureaux/departments for comments. All of them have no objection to/no adverse comment on the proposed amendments, and their comments have been incorporated in above paragraphs, where appropriate :

- (a) SDEV;
- (b) Secretary for Education;
- (c) Secretary for Transport and Housing;
- (d) C for T;
- (e) Chief Architect/Central Management Division 2, Architectural Services Department;
- (f) Chief Engineer/Construction, Water Supplies Department;
- (g) Chief Engineer/Mainland South, Drainage Services Department;
- (h) Chief Highway Engineer/New Territories West, Highways Department;
- (i) Chief Town Planner/Urban Design & Landscape, PlanD;
- (j) Commissioner of Police;
- (k) DAFC;
- (l) Director of Electrical and Mechanical Services;
- (m) Director of Environmental Protection;
- (n) Director of Fire Services;
- (o) Director of Food and Environmental Hygiene;
- (p) Director of Housing;
- (q) Director of Leisure and Cultural Services;
- (r) Director of Social Welfare;
- (s) Director-General of Civil Aviation;
- (t) District Lands Officer/Tsuen Wan and Kwai Tsing, LandsD;
- (u) District Officer (Kwai Tsing);
- (v) Government Property Administrator; and
- (w) Project Manager/New Territories West, Civil Engineering and Development Department.

### ***Public Consultation***

10.10 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/TY/31 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month exhibition period.

## **11. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendment to the approved Tsing Yi OZP No. S/TY/30 as and that the draft Tsing Yi OZP No. S/TY/30A at **Attachment II** (to be renumbered to S/TY/31 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and

- (b) adopt the revised ES at **Attachment IV** for the draft Tsing Yi OZP No. S/TY/30A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and that the revised ES will be published together with the OZP.

## **12. Attachments**

<b>Attachment I</b>	Approved Tsing Yi OZP No. S/TY/30 (reduced scale)
<b>Attachment II</b>	Draft Tsing Yi OZP No. S/TY/30A
<b>Attachment III</b>	Revised Notes of the draft Tsing Yi OZP No. S/TY/30A
<b>Attachment IV</b>	Revised ES of the draft Tsing Yi OZP No. S/TY/30A
<b>Attachment V</b>	Interim Report for Rezoning under the Engineering Feasibility Study for Amendment Item A
<b>Attachment VI</b>	Indicative Development Scheme for Amendment Item A
<b>Attachment VII</b>	Viewpoints and Photomontages for Amendment Item A
<b>Attachment VIII</b>	Conceptual Landscape Plan for Amendment Item A
<b>Attachment IX</b>	Proposed Diversion of Watercourse and Hiking Trail for Amendment Item A
<b>Attachment X</b>	Provision of Major Community Facilities in Tsing Yi Planning Area
<b>Attachment XI</b>	Motion Passed by K&TDC
<b>Attachment XII</b>	Letter from Owners' Committee of Mount Haven
<b>Attachment XIII</b>	The Administration's Letter to K&TDC on 4.6.2021
<b>Plan 1</b>	Comparison of Existing and Proposed Zoning on the OZP for Amendment Item A
<b>Plan 2</b>	Site Plan of Amendment Item A
<b>Plan 3</b>	Aerial Photo of Amendment Item A
<b>Plans 4a and 4b</b>	Site Photos of Amendment Item A
<b>Plan 5</b>	Existing Residential Building Height of the Surrounding Area

**PLANNING DEPARTMENT  
JUNE 2021**