

**DRAFT WANG TAU HOM AND TUNG TAU  
 OUTLINE ZONING PLAN NO. S/K8/22  
 CONSIDERATION OF REPRESENTATION NO. TPB/R/S/22-R1  
 AND COMMENT NO. TPB/R/S/22-C1**

Subject of Representation/ Representation Site	Representer	Commenter
<b><u>Amendment Item A:</u></b> Rezoning of Mei Tung Estate from “Residential (Group A)” (“R(A)”) to “R(A)1” and revisions to the stipulated building height restrictions (BHRs).	<b>Total: 1</b>	<b>Total: 1</b>
	<b>Expressing Concerns</b>  <i>Individual</i> <b>R1</b>	<b>Providing View</b>  <i>Same Individual</i> <b>C1</b>

Note: The names of representer and commenter are attached at **Annex III**. The submissions of representation and comment are attached at **Annex IV** (*for Members only*) of this paper and are available for public inspection at the Town Planning Board’s (the Board) website at [https://www.info.gov.hk/tpb/en/Website\\_S\\_K8\\_22\\_ENG.html](https://www.info.gov.hk/tpb/en/Website_S_K8_22_ENG.html) and the Planning Enquiry Counters (PECs) of the Planning Department (PlanD) in North Point and Sha Tin.

**1. Introduction**

- 1.1 On 24.5.2019, the draft Wang Tau Hom and Tung Tau Outline Zoning Plan (OZP) No. S/K8/22 (the Plan) (reduced size at **Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the Plan is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**. The amendments mainly involve rezoning of Mei Tung Estate, Wong Tai Sin from “R(A)” to “R(A)1” (**Item A**) with revisions to the stipulated BHRs to facilitate the Mei Tung Estate redevelopment. There are two other amendments to reflect as-built conditions in the Planning Scheme Area (the Area)<sup>[1]</sup>, and revisions to the Notes of the OZP to incorporate ‘Public Vehicle Park’ as Column 1 use in “R(A)1” zone and the latest revision of the Master Schedule of Notes to Statutory Plans endorsed by the Board.
- 1.2 During the two-month exhibition period, one representation in respect of **Item A** was received. On 2.8.2019, the representation was published for three weeks for public comments. Upon expiry of the public inspection period on 23.8.2019, one comment (submitted by the representer) relating to **R1** was received. On 11.10.2019, the Board agreed to consider the representation and comment in one group.
- 1.3 This paper is to provide the Board with information for consideration of the representation and comment. The representer/commenter has been invited to attend the meeting in accordance with section 6(B)3 of the Ordinance.

<sup>1</sup> The two amendments to reflect as-built conditions in the Area include rezoning of the sections of Kai Tak River from “Open Space (1)” (“O(1)”) and “Undetermined” to areas shown as ‘Kai Tak River’ (**Item B1**) and a piece of land at the southern-eastern portion of Shek Ku Lung Road Playground and a strip of land along Prince Edward Road East from “Other Specified Uses” annotated “Landscaped Elevated Walkway” to “O” and an area shown as ‘Road’ respectively (**Item B2**) (**Plan H-1**).

## 2. **Background**

- 2.1 In accordance with the principles laid down in the Long Term Housing Strategy and the 'Refined Policy on Redevelopment of Aged Public Rental Housing Estates', the Hong Kong Housing Authority announced in August 2017 the redevelopment proposal for two older blocks of Mei Tung Estate (the Site), namely Mei Tung House (50mPD) and Mei Po House (49mPD), which were developed in 1974 and 1983 respectively and are currently providing about 700 public housing units. Apart from the above two blocks, Mei Tung Estate comprises another two high-rise blocks completed in 2010 and 2014 (i.e. Mei Yan House (138mPD) and Mei Tak House (120mPD), with total housing units of about 1,800) (**Plans H-2 to H-6**).
- 2.2 To take forward the redevelopment proposal and for optimizing the plot ratio (PR) permissible under the OZP to help meet the pressing demand for public housing and other community facilities, the Housing Department (HD) proposes to redevelop the Site with higher BHs. The BHRs for the Site was revised from 60mPD to 120mPD for the eastern portion and from 80mPD to 140mPD for the western portion. The BHR of Mei Yan House site was also amended from 120mPD to 140mPD to reflect the existing BH of about 138mPD (**Plans H-2 and H-4**). Besides, the Mei Tung Estate was rezoned from "R(A)" to "R(A)1" (with maximum domestic/total PRs remain unchanged at 7.5/9) for incorporation of a clause for disregarding the floor space for government, institution or community (GIC) facilities, as required by the Government, in PR calculation, and to allow flexibility for the provision of public vehicle park (PVP) if required by the Government as an always permitted use.
- 2.3 On 3.5.2019, the Metro Planning Committee (MPC) considered the proposed amendments to the Wang Tau Hom and Tung Tau OZP and agreed that the proposed amendments were suitable for public inspection under section 5 of the Ordinance. The MPC Paper No. 8/19 (the MPC Paper) is available at the Board's website at [www.info.gov.hk/tpb/en/papers/MPC/626-mpc\\_8-19.pdf](http://www.info.gov.hk/tpb/en/papers/MPC/626-mpc_8-19.pdf) and the minutes of the above MPC meeting is at **Annex V**. The MPC Paper is also available for public inspection at the PECs of PlanD in North Point and Sha Tin.

## 3. **Local Consultation**

- 3.1 In taking forward the OZP amendment, the statutory and administrative procedures in consulting the public have been duly followed by PlanD, including the consultation with the Housing Committee of Wong Tai Sin District Council (HC of WTSDC). Prior to submission of the proposed OZP amendments to MPC for consideration, on 24.10.2017 HD consulted the HC of WTSDC on the clearance and rehousing arrangements for the proposed redevelopment at the Site. WTSDC was also informed that the BHRs on the Site was proposed to be relaxed. The WTSDC members had no adverse comment on the proposed redevelopment except some comments on the proposed rehousing arrangement.
- 3.2 Views raised by the HC of WTSDC members and HD's responses<sup>[2]</sup> had been suitably

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<sup>2</sup> According to HD, the affected households (of about 700 nos.) can all be accommodated in Tung Tau (II) Estate Phase 8 in close proximity (**Plan H-4**) which is under construction and is expected to be ready for intake in mid-2020. Rehousing allowance would be offered to the affected tenants and a community service team will be set up and stationed on-site to help maintain effective communications with affected tenants, in particular the elderly.

incorporated into the MPC Paper for the proposed amendments, which were considered and agreed by the MPC on 3.5.2019.

- 3.3 During the exhibition period of the OZP, PlanD and HD consulted the HC of WTSDC on 11.6.2019. In gist, the WTSDC members agreed in-principle to the proposed relaxation of BHRs of the Site to facilitate the Mei Tung Estate redevelopment for providing more public housing units and optimising the scarce land resources. In addition, members raised concerns on traffic and public transport services, and made suggestions for provision of sufficient building separation for better air ventilation, provision of PVP, and retail/GIC facilities and enhancement of pedestrian connectivity with other phases of Mei Tung Estate. The relevant extract of minutes of the meeting (Chinese version only) is at **Annex VI**.

#### **4. The Representation**

##### **4.1 Subject of Representation (Plan H-1)**

There is one representation submitted by an individual (**R1**).

##### **4.2 Major Grounds of Representation**

**R1** expresses concerns on **Item A** as the proposed redevelopment with higher BHs would have considerable visual impact to the surrounding and the proposed scheme would not bring improvement to the townscape and amenity of the locality. Besides, there would be significant air ventilation impacts and the mitigation measures as proposed would not effectively alleviate the adverse impacts arising from the redevelopment. **R1** also has concerns about the local traffic issue and provision of parking facilities within the proposed redevelopment.

##### **4.3 Representer's Proposal**

**R1** has not provided any proposal.

#### **5. Comment on Representation**

One comment on the representation (**C1**), submitted by **R1**, was received who considers that the redevelopment proposal could be improved.

#### **6. Planning Considerations and Assessment**

##### **6.1 The Representation Site and Its Surrounding Areas (Plans H-2 to H-6)**

- 6.1.1 The Site is located within a residential neighbourhood supported by various GIC facilities<sup>[3]</sup> and open spaces (namely Kowloon Walled City Park and

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<sup>[3]</sup> The Hong Kong Buddhist Hospital is located to the further north of the Site across the Hong Kong Chinese Christian Churches Union Cemetery (Kowloon). Various school developments are located in the vicinity, e.g. Bishop Ford Memorial School, Bishop Walsh Primary School, HKICC Lee Shau Kee School of Creativity, Munsang College and Holy Family Canossian School. These GIC facilities are low-to-medium rise with existing BHs in the range of 24-59mPD.

Carpenter Road Park).

6.1.2 The conceptual schemes as prepared by the HD are shown at **Plans H-7 to H-9** and the main development parameters for the proposed redevelopment at the Site are summarised below:

Site Area	About 2.1ha.
Net Site Area	About 1.37 ha. (with slopes and public/internal road excluded)
No. of Blocks	4 nos.
PR <sup>[^]</sup>	Domestic and total PR of 7.5 and 9
BH <sup>[†]</sup>	Eastern portion : 120mPD (about 33 storeys) Western portion : 140mPD (about 40 storeys)
No. of flats <sup>[@]</sup>	About 2,600
Design population <sup>[#]</sup>	About 6,100
Educational Facility	1 no. 8-classroom kindergarten
Social Welfare Facilities <sup>[*]</sup>	1 no. 80-place Day Care Centre for Elderly 1 no. Neighbourhood Elderly Centre 1 no. 150-place Residential Care Home for the Elderly 1 no. on-site pre-school rehabilitation services
Ancillary Parking Facilities	Parking and loading/unloading facilities for the proposed redevelopment will be provided in accordance with the high-end standard as stipulated under the Hong Kong Planning Standards and Guidelines (HKPSG), in consultation with Transport Department.
Retail Facilities	Retail facilities would be provided to serve the local community, details on type and scale of retail uses are subject to HD's further review in detailed design stage.
Redevelopment Program	Target clearance date by Q4/2020 and completion by 2027/28

Notes:

[^] Domestic and non-domestic PRs are the same as "R(A)" zone on previous OZP covering Mei Tung Estate and calculated based on net site area.

[†] No. of storeys as indicated include the podium level for non-domestic uses but exclude the basement level.

[@] There are currently about 700 public housing units at the Site. Upon redevelopment, the total flat number will increase to about 2,600 units (i.e. 1,900 additional units). Taking into account the existing 1,800 units at Mei Yan House and Mei Tak House, Mei Tung Estate as a whole will provide 4,400 units.

[#] Taken into account the existing population of about 4,500 at Mei Yan and Mei Tak Houses, upon redevelopment, Mei Tung Estate will have a population of about 11,000.

[\*] GIC as required by the Government are exempted from PR calculation. Details are subject to further review by HD and Social Welfare Department at detailed design stage.

6.1.3 To address the comments from the MPC members and those gauged during the statutory public inspection period, HD would review the scheme for provision of barrier-free pedestrian connections between different phases of Mei Tung Estate and the type and the scale of retail facilities to be provided

upon redevelopment in the detailed design stage. Besides, appropriate landscape treatment, including slope toe planters and wire mesh on lower portion of slope for growth of climber at the existing retaining slopes at the northern periphery of the Site and greening and tree plantings along the setback area abutting Tung Tau Tsuen Road, would also be proposed for enhancing the greening and amenity of the redevelopment scheme (**Plan H-9**). HD has also reviewed HC of WTSDC's suggestion on the provision of PVP within the Site, but considered that such facilities could not be incorporated as additional excavation works and associated building works for basement carpark would have substantial adverse impact on housing production programme. In any case, "Public Vehicle Park (excluding container vehicle)" is a column 1 use of the "R(A)1" zone that would allow flexibility for the provision of PVP to meet local parking demand, if required by the Government.

## 6.2 Planning Intention

The Site is zoned "R(A)1", and is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

## 6.3 Responses to Grounds of Representation (R1)

6.3.1 The two older public housing blocks proposed for redevelopment were completed in 1974 and 1983<sup>[4]</sup>. Since the first statutory plan covering the Area, the Site is zoned "R(A)" which is intended for high-density residential development and subject to a maximum domestic/total PR of 7.5/9 (same as other "R(A)" zones on the OZP, which remains unchanged in this round of amendment). The BHRs (60mPD and 80mPD) as previously stipulated for the Site followed the height bands that generally reflected the building height profile of the Area. The increase in BHRs for the Site is necessary for a redevelopment at the maximum PR permissible under the OZP. According to the notional scheme by HD, upon redevelopment of the two older blocks, there will be about 2,600 new public housing units (i.e. about 1,900 additional units) that would help meet the pressing housing demand. Besides, social welfare uses would also be provided that would meet the acute demand for such facilities in the district. The proposed redevelopment is in line with the Government's overall policies of better utilization of scarce land resources and increasing the provision of public housing and social welfare facilities, which are all in the public interests.

6.3.2 Taking into account the site level at about 22mPD (**Plan H-8**), and the need for podium to accommodate various kindergarten, GIC and retail uses, BHs of 120mPD and 140mPD as imposed for the eastern and western portions of the Site respectively generally align with that of the two adjoining blocks with a stepped BH profile increasing from Mei Tak House (existing BH of 120mPD) in the east to Mei Yan House (existing BH of 138mPD) in the west, and are considered not incompatible with the medium-rise residential developments (namely the Tung Tau Estate, subject to maximum BH of 100mPD) to the east across Tung Tau Tsuen Road (**Plan H-4**).

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<sup>[4]</sup> The heights of the existing two blocks in the Site (49mPD and 50mPD) were restrained by the then Airport Height Restriction governing the Site.

### Visual Aspect

- 6.3.3 Visual appraisal (VA) has been conducted by HD to assess the possible visual impact of the proposed redevelopment. Suitable key public view points (VPs) have been selected in long, medium and short ranges which best represent public views to the proposed redevelopment. The increase in BHRs will cause visual impacts to the surroundings due to the perceivable increase in the mass of the development, however, the extent or magnitude of visual impact would depend on the particular viewpoints being assessed. As illustrated in the photomontages, as compared with the OZP compliant scheme (i.e. BHRs of 60mPD and 80mPD), the proposed BHs are considered not visually excessive and would have moderate/slight visual impact from medium- and long-range VPs (**Plans H-11** and **H-12**). Admittedly, the visual impacts of the proposed development would be moderate/high when viewed from the short-range public view points (**Plan H-13**), which will affect the visual openness within the immediate context of the townscape as compared with the OZP-compliant scheme which is low-to-medium rise in nature. With mitigation measures such as three building gaps (15m/30m in width) (**Plan H-7**) between blocks for improving visual permeability; stepped height profile to blend in with the adjoining blocks of Mei Tung Estate (**Plan H-8**); setback and greening along Tung Tau Tsuen Road to soften the building mass (**Plan H-9**); appropriate colour scheme for building and provision of greening to soften the building mass; articulate and varying building massing and facades to add visual interest and contribute to the pedestrian scale environment, the VA concludes that proposed redevelopment scheme is acceptable in terms of visual impact. The Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD considers that the changes in BHRs are relatively comparable with other nearby public housing developments. He also notes that mitigation measures as provided by HD would reduce potential adverse visual effects and improve visual quality of the proposed redevelopment where possible; as such he has no adverse comment on the proposed development from urban design and visual impact aspect.

### Air Ventilation Aspect

- 6.3.4 According to the Air Ventilation Assessment – Expert Evaluation (AVA-EE) by HD, the prevailing winds are in the north-easterly, east, south and south-westerly directions<sup>[5]</sup>. To enhance the wind performance of the proposed redevelopment and minimize localized ventilation impact on the surroundings, measures to facilitate prevailing wind direction would be incorporated in the redevelopment scheme as appropriate. Building separations (with two 15m-wide and one 30m-wide) are provided in order to allow wind penetration across the Site (**Plans H-7** and **H-8**). Empty bays are provided at ground floor and/or podium floor (**Plan H-10**) in order to enhance overall air ventilation. The AVA-EE Study concludes that the proposed redevelopment would not induce significant adverse impact to the

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<sup>[5]</sup> The annual prevailing winds come from north-northeast, east-northeast, east (E) and southeast (SE), while summer prevailing wind comes from E, SE, south-southwest and southwest.

surrounding area when compared with the existing scenario. Based on the results of AVA-EE, CTP/UD&L, PlanD advises that significant impact on air ventilation is not anticipated with the aforementioned mitigation measures implemented. Similar to other public housing projects, further quantitative analysis in form of AVA Initial Study would be conducted by HD to optimise the proposed scheme for further enhancement in the detailed design stage.

#### Traffic Aspect

- 6.3.5 According to the Traffic Impact Assessment (TIA) prepared by HD, the existing road junctions and pedestrian facilities in the surrounding areas would be operating within capacity except two road junctions at Junction Road/Inverness Road and at Prince Edward Road West/Boundary Street/Grampian Road that would encounter capacity problems even without the proposed redevelopment. Road junction improvement measures<sup>[6]</sup> are therefore recommended in the TIA (**Plans H-14 and H-15**). These improvement works would be implemented by the Government departments to tie in with completion of the proposed redevelopment and upon implementation of these improvements, the Commissioner for Transport (C for T) considers that the proposed redevelopment would not induce insurmountable traffic impact onto the adjacent road network. Parking and L/UL facilities for the proposed redevelopment will be provided in accordance with the high-end standard as stipulated under the HKPSG.

#### 6.4 Responses to Grounds of Comment (C1)

In proceeding with detailed design, HD advises that the building block/podium layout and disposition will be sensitively designed to enhance visual permeability and air ventilation at pedestrian level as far as practicable. Besides, HD would further refine the detailed designs of the redevelopment scheme so as to address the concerns of the WTSDC members as detailed in para. 6.13 above and would further consult the HC of WTSDC, as and when appropriate during detailed design stage. The proposed public housing development will be guided by administrative planning brief prepared by HD in consultation with the relevant bureaux/departments (B/Ds), which would set out planning parameters, design requirements, provision of GIC, local open space/recreational and parking facilities, as well as any further technical assessments to be conducted for the development.

### 7. Departmental Consultation

- 7.1 The following Government departments have been consulted and their responses have been incorporated in the above paragraphs, where appropriate:
- (a) CTP/UD&L, PlanD;
  - (b) C for T; and
  - (c) Director of Housing

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<sup>[6]</sup> Road junction improvement measures including modification to the method of signal control for these two junctions as well as road widening at Junction Road/Inverness Road junction for providing two southbound lanes at Junction Road (**Plans H-14 and H-15**).

7.2 The following Government B/Ds have no comment on the representation/comment:

- (a) Secretary for Education;
- (b) Assistant Director (Property Services), Architectural Services Department;
- (c) Chief Engineer/Mainland South, Drainage Services Department;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Chief Highway Engineer/Kowloon, Highways Department;
- (f) Commissioner of Police;
- (g) Director of Agriculture, Fisheries and Conservation;
- (h) Director of Electrical and Mechanical Services;
- (i) Director of Environmental Protection;
- (j) Director of Fire Services;
- (k) Director of Leisure and Cultural Services;
- (l) Director of Social Welfare;
- (m) District Lands Officer/Kowloon East, Lands Department;
- (n) District Officer (Wong Tai Sin), Home Affairs Department;
- (o) Project Manager (East), Civil Engineering and Development Department (CEDD);
- (p) Head of Geotechnical Engineering Office, CEDD; and
- (q) Government Property Administrator

## **8. Planning Department's Views**

8.1 Based on the assessments in paragraph 6 above and for the following reasons, PlanD does not support R1 and considers that the Plan should not be amended to meet the representation:

- (a) land suitable for housing development in Hong Kong is scarce and there is a genuine need for optimising the use of land available to meet the pressing demand for housing. The building height restrictions stipulated for the Site to facilitate the redevelopment proposal is compatible with the surrounding environment and sustainable from visual, air ventilation, environmental and traffic perspectives;
- (b) with implementation of recommended mitigation measures, the public housing redevelopment proposal would not impose significant adverse visual and air ventilation impacts; and
- (c) with the implementation of local junction improvement works, the redevelopment will not induce unacceptable traffic impact onto the road network in the surrounding areas.

## **9. Decision Sought**

The Board is invited to give consideration to the representation and comment and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representation.

**10. Attachments**

<b>Annex I</b>	Draft Wang Tau Hom and Tung Tau Outline Zoning Plan No. S/K8/22 (reduced size)
<b>Annex II</b>	Schedule of Amendments to the Approved Wang Tau Hom and Tung Tau Outline Zoning Plan No. S/K8/21
<b>Annex III</b>	List of Representer (R1) and Commenter (C1)
<b>Annex IV</b>	Submissions of Representer and Commenter [ <i>for TPB Members only</i> ]
<b>Annex V</b>	Extract of Minutes of Meeting of Metro Planning Committee held on 3.5.2019
<b>Annex VI</b>	Extract of Minutes of Meeting of Wong Tai Sin District Council held on 11.6.2019 (Chinese version only)
<b>Plan H-1</b>	Location Plan of Representation Site
<b>Plan H-2</b>	Site Plan of Representation Site with Existing Building Heights in Surrounding Areas
<b>Plan H-3</b>	Aerial Photo of Representation Site
<b>Plan H-4</b>	Existing Building Height in Vicinity of Mei Tung Estate
<b>Plan H-5 and H-6</b>	Site Photos of Representation Site
<b>Plan H-7 to H10</b>	Conceptual Scheme
<b>Plan H-11 to H13</b>	Photomontages
<b>Plan H-14 and H15</b>	Proposed Junction Improvement Measures

**PLANNING DEPARTMENT  
NOVEMBER 2019**