

**Proposed Rezoning from
“Government, Institution or Community” to
“Residential (Group B)6” Zone to Include
Social Welfare Facility (RCHE only) and
Public Vehicle Park (excluding container vehicle)
at Lots Nos. 148 S.A RP (Part), 148 S.B RP (Part),
149 RP, 150 S.A, 150 S.B and 151 in D.D. 206
and Adjoining Government Land,
West of Wu Kai Sha Road, Ma On Shan,
New Territories**

Applicant	:	Oriental United Consultants Limited
Leading Consultants	:	Brand Star Limited
Planning Consultants	:	Vision Planning Consultants Limited
Project Architects	:	L & N Architects Limited
Traffic Consultants	:	LLA Consultancy Limited
Environmental Consultants	:	Allied Environmental Consultant Limited
Landscape Architects	:	Stephen Lai Studio Limited
Date of Submission	:	25 th October, 2023

TABLE OF CONTENTS

EXECUTIVE SUMMARY

MAIN TEXT

- 1. THE PURPOSE**
- 2. THE SITE AND ITS SURROUNDINGS**
- 3. LAND ASPECTS**
- 4. POLICES ON SUPPLY OF RCHE BED SPACES**
- 5. GROWTH IN AGING POPULATION**
- 6. SHORTFALL OF RCHE BED SPACES IN MA ON SHAN**
- 7. POLICES ON PARKING SPACE AND ELECTRIC VEHICLE PROVISIONS**
- 8. INDICATIVE REZONING PROPOSALS**
- 9. TECHNICAL ASSESSMENTS**
- 10. PLANNING JUSTIFICATIONS**
- 11. CONCLUSION**

LIST OF TABLES

- Table 1** Medium to High-rise Residential Developments Around Subject Site
- Table 2** Forecasted Elderly Population between 2019 and 2039
- Table 3** No. of Licensed Private EVs vs No. of Public Charging Facilities in the Territory (June 2011 to June 2023)
- Table 4** Key Development Parameters of the Proposed Development

LIST OF FIGURES

- Figure 1** Site Location Plan
- Figure 2** Lot Plan of the Subject Site
- Figure 3** The Site and Its Surroundings
- Figure 4** Building Height Profiles in the Vicinity of the Subject Site
- Figure 5** Public Transportation in the Vicinity of the Subject Site

Figure 6	Existing RCHEs within TPU 741-747 and 757
Figure 7	Indicative Master Layout Plan
Figures 8 - 9	Indicative Section Diagrams
Figures 10 - 12	Indicative Basement B3/F, B2/F & B1/F Layouts
Figure 13	Indicative Ground Floor Layout (Overall Development)
Figures 14 - 16	Indicative G/F, 1/F – 15/F Typical Floor Layouts (Residential)
Figures 17-18	Indicative Main Roof and Upper Roof Layouts
Figures 19 - 20	Indicative G/F and 1/F - 7/F Typical Floor Layouts (RCHE)
Figure 21	Indicative Landscape Master Plan

APPENDICES

Appendix I	Existing Schedule of Uses under the OZP
Appendix II	Proposed Draft Schedule of Uses under the OZP
Appendix III	Tree Preservation and Landscape Proposal
Appendix IV	Traffic Impact Assessment
Appendix V	Attachment VII of RNTPC Paper No. 8/22
Appendix VI	LegCo Panel on Transport – LC Paper No. CB(4)1330/20-21(04)
Appendix VII	Extract of Data on Population by Age and Sex within TPU 741-744 and 757 (2021 By-Census)
Appendix VIII	Drainage and Sewerage Impact Assessment
Appendix IX	Environmental Assessment
Appendix X	Visual Impact Assessment

EXECUTIVE SUMMARY

This rezoning request aims to seek an agreement from the Town Planning Board (“**TPB**”) to rezone Lots Nos. 148 S.A RP (part), 148 S.B RP (part), 149 RP, 150 S.A, 150 S.B, and 151 in D.D. 206 and adjoining Government Land (hereinafter collectively called the “**Subject Site**”), west of Wu Kai Sha Road, Ma On Shan, from “Government, Institution or Community” zone to “Residential (Group B)6” to include a ‘Social Welfare Facility’ [residential care homes for the elderly (“**RCHE**”) only] and a ‘Public Vehicle Park (excluding container vehicle)’ (“**PVP**”). Upon completion by 2027, the proposed rezoning scheme will yield a total of 184 private residential units, 178 RCHE bed spaces and 124 public vehicle parking spaces including 50 electric vehicle (“**EV**”) charging spaces.

The Subject Site covers a total land area of 4,325m². The proposed rezoning scheme comprises a total of 4 building blocks (two 16-storey residential towers, one 2-storey clubhouse and one 7-storey RCHE building) atop 3 levels of basement car park (the upper level is planned for ancillary parking provision and the lower two levels are planned as a PVP attempting to make the best effort to foster the future demands from the local villagers and residents, beach users, future promenade users and visitors). A shared-use footpath connecting Wu Kai Sha Road to Wu Kai Sha Beach via the Subject Site is also proposed to enhance the local connectivity in the area.

It has been demonstrated that the Subject Site is suitable for the proposed rezoning uses; the proposed rezoning scheme represents an optimal use of the long under-utilised land resources; it blends in well with its surrounding development settings; is compatible with its nearby existing developments, namely Villa Oceania and Villa Athena, in terms of urban design setting and character; meets the acute community demand for RCHE bed spaces and public car parking spaces; will not result in any significant adverse or unacceptable impact on the local area with respect to traffic, drainage, sewerage or visual aspects; will act as effective catalyst to improve the quality and general conditions of the existing Wu Kai Sha Beach; and will not be subject to any unacceptable noise or air-quality problem generated from its surrounding developments.

The agreement to the present rezoning request represents a “*Quick-win*” and “*all-win*” project. It also helps to facilitate realisation of the Government policy objective in “*Trawl for Talent*” and to avoid waste of limited land resources.

行政摘要

(內容如有任何差異，應以英文內文為準)

本改劃申請旨懇請「城市規劃委員會」(「城規會」)同意，把位於馬鞍山 烏溪沙路西側，丈量約份第 206 約第 148 號 A 分段餘段(部分)、第 148 號 B 分段餘段(部分)、第 149 號餘段、第 150 號 A 分段、第 150 號 B 分段及第 151 號，以及毗鄰政府土地(下統稱為「改劃地段」)，由現時的「政府、機構或社區」用途地帶改劃為「住宅(乙類)6」包括「社會福利設施」(僅供安老院舍設施)及「公眾停車場(貨櫃車除外)」的用途地帶。於 2027 年完工後，擬議發展計劃會提供合共 184 個私人住宅單位，178 個安老院舍床位及 124 個公眾停車位(當中有 50 個是公眾電車充電車位)。

改劃地段佔地約為 4,325 平方米。整個擬議發展有四幢建築物(兩幢為 16 層高的住宅樓，一幢兩層高會所和一幢七層高安老院舍)，建立於一個三層地下停車庫上(最上層為發展配套停車庫，下兩層為公眾停車場，以應對未來附近村民、居民、沙灘享用者、日後海濱使用者及遊客的需求)。此外，擬議發展也會一併提供一條穿越改劃地段而連接烏溪沙路及烏溪沙海灘的共享人行道，提升該區人行道的通達度。

擬議改劃發展證實，改劃地段是適合擬議發展用途；擬議發展計劃是代表善用長期間置的土地資源；能夠融入其周邊的發展佈局環境；亦與周邊現有發展的城市設計形態和格局互相協調，尤其是類同海典居及雅典居兩個住宅的發展模式；適時應對社區對安老院舍床位及公眾停車位的迫切需求；整個發展也證實不會對本區造成任何不良或不可接受的道路交通、污水處理、雨水排放或視覺景觀影響問題；亦成為改善現有烏溪沙海灘的質素和條件，供大眾享用的催化劑；同時，方案本身也不會受到附近發展而導致不可接受的噪音或空氣污染問題。

同意今次改劃申請，是代表一個「快贏」和「多贏」的項目。同時，也有助達成「招攬人才」的政府政策目標，以及避免浪費我們有限的土地資源。

1. THE PURPOSE

- 1.1 Vision Planning Consultants Limited has been commissioned by Oriental United Consultants Limited (the “**Applicant**”), to prepare and to submit this rezoning request for proposed amendments to the statutory town plan on its behalf. The Applicant is the registered owner of Lots Nos. 148 S.A RP, 148 S.B RP, 149 RP, 150 S.A, 150 S.B and 151 in D.D. 206, west of Wu Kai Sha Road, Ma On Shan, New Territories.
- 1.2 The site under this application consists of Lots Nos. 148 S.A RP (part), 148 S.B RP (part), 149 RP, 150 S.A, 150 S.B and 151 in D.D. 206 and adjoining Government Land (“**GL**”) (hereinafter collectively called the “**Subject Site**”). The location plan and lot index plan of the Subject Site are shown in **Figure 1** and **Figure 2** respectively. As shown in **Figure 2**, the Applicant also owns other group of private lots immediately north and farther north of the Subject Site as indicated in Area A and Area B in **Figure 2**.
- 1.3 The purpose of this rezoning request aims to make the best use of the Subject Site for a comprehensive medium-rise residential development to include ‘Social Welfare Facility’ (“**SWF**”) [residential care homes for the elderly (“**RCHE**”) only] and ‘Public Vehicle Park (excluding container vehicle)’ (“**PVP**”).
- 1.4 The Subject Site falls within an area zoned “Government, Institution or Community” (“**G/IC**”) on the Draft Ma On Shan Outline Zoning Plan No. S/MOS/27 (“**OZP**”) (**Figure 1**). In the Notes of the OZP, for “G/IC” zone, both SWF and PVP are Column 1 uses, whereas ‘Flat’ is a Column 2 use, which may be approved with conditions on application to the Town Planning Board (“**TPB**”) under section 16 of the Town Planning Ordinance.
- 1.5 In additional, the maximum building height of the Subject Site has been restricted to 3 storeys on the present OZP (**Figure 1**) and paragraph (c) in the remarks of the “G/IC” zone in the same Notes has stated that “*Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated...may be considered by the Town Planning Board...*” (**Appendix I**).

- 1.6 However, as the Applicant intends to rezone the Subject Site from a 3-storey “G/IC” site into a “Residential (Group B)6” (“**R(B)6**”) sub-area for a medium-rise (16 storeys above ground level) residential development complex, a rezoning request under section 12A of the Town Planning Ordinance is considered most appropriate from the land use planning standpoint.
- 1.7 A proposed draft Schedule of Uses (“**SoU**”) specifically set out for the proposed “R(B)6” sub-area, as attached in **Appendix II**, is proposed for consideration of the TPB. This SoU has incorporated the specific key development parameters and planning requirements to guide the future development accordingly. The Applicant is happy to accept the imposition of any reasonable planning requirements that TPB considers necessary to be added in this draft SoU and/or Special Conditions under lease as enforceable development guidance of the Subject Site for future construction and operational phases.
- 1.8 To facilitate Members of the TPB to consider the present rezoning request in a holistic manner, this planning statement includes: a brief background of the Subject Site, the land aspects, brief description of the indicative development proposals, relevant technical impact assessments, landscape proposals (including tree survey, tree felling and tree compensatory proposals) and land use planning justifications.

2. THE SITE AND ITS SURROUNDINGS

- 2.1 The Subject Site is located at the southwest of the roundabout intercepting Yiu Sha Road and Wu Kai Sha Road (**Figure 1**). It covers a total land area of about 4,325m² [i.e., about 2,173 m² (about 50.24%) is private lot and about 2,152m² (about 49.76%) is Government Land (“**GL**”) (**Figure 2**). The Subject Site has been paved with a layer of gravel for some while ago for easy management. At present, as requested by nearby local villagers, it is now being used as a temporary convenient vehicles’ holding area (**Figure 3**).
- 2.2 The Subject Site is located southwest of the junction of Wu Kai Sha Road and Yiu Sha Road (**Figure 3**). A recreational complex, known as Wu Kai Sha Youth Village, is located to the south and southwest of the Subject Site, but is

separated by a local non-standard access road (**Figure 4**); an existing village settlement, known as Wu Kai Sha Village, is situated about 140m away to its farther southeast; a strip of 20m wide planned “Open Space” (“O”) zoning (likely to be a new section of waterfront promenade to connect to Ma On Shan Promenade and Wu Kai Sha Pier in future) is being designated more than 30m to the west and north-west of the Subject Site (**Figure 4**); and a huge residential development, known as Double Cove (迎海) is about 35m northeast of the Subject Site, but is separated by Yiu Sha Road and Wu Kai Sha Road (**Figure 4**) containing a total of 27 housing blocks with building heights ranged from 12 to 35 storeys provided 4,000 private flats.

- 2.3 Within 500m neighbourhood catchment radius of the Subject Site, at least 9 large-scale medium to high-rise residential development clusters with various building heights are closely distributed in the vicinity of the Subject Site. These 9 residential developments are outlined in **Table 1** below and their locations are shown in **Figure 4**.

Table 1 Medium to High-rise Residential Developments Around Subject Site

Name	Block/Storey	Zoning
1. St. Barths (雲海)	7 blocks and 2 to 12 storeys	R(C)4
2. Altissimo (泓碧)	4 blocks and 2 to 15 storeys	R(C)5
3. Double Cove (迎海)	27 blocks and 12-35 storeys	CDA(1)
4. Lake Silver (銀湖)	6 blocks and 38 to 46 storeys	OU
5. Monte Vista (翠擁華庭)	12 blocks and 32 storeys	R(B)2
6. Lee On Estate (利安邨)	5 blocks and 35 storeys	R(A)
7. Kam Lung Court (錦龍苑)	4 blocks and 35 storeys	R(A)
8. Villa Athena (雅典居)	10 blocks and 26 to 27 storeys	R(B)1
9. Villa Oceania (海典居)	7 blocks and 16 storeys	R(B)2

- 2.4 It is noted that Villa Oceania (海典居), which is a group of seven 16-storey residential blocks each with main roof level up to 60mPD as shown in **Figure 4**, it shares very similar geographical setting context as that in the Subject Site. Villa Oceania is closely enclosed by Ma On Shan Park (to its immediate east, north and west) (**Figure 4**) and Ma On Shan Promenade (to its immediate north-east) (see photo 4 in **Figure 4**).

- 2.5 A planned section of road extension, about 25m to 30m wide, as shown in **Figure 1** and **Figure 4**, has been designated on the OZP intentionally to provide greater and wider vehicular and pedestrian accessibilities to connect Yiu Sha Road, to On Chun Street and to Sai Sha Road as well as those existing developments on its two sides (**Figure 4**).
- 2.6 Upon completion of this planned road extension, the existing rural settlement of Wu Kai Sha New Village (3 storeys rural housing development) and a group of 26-27 storeys tall residential development, known as Villa Athena (雅典居), will then be separated physically i.e. by 68m from building wall to building wall (see photo 3 in **Figure 4**). Such physical setting character already sets a unique local urban design pattern and it is indeed also very similar to that in the Subject Site.
- 2.7 Therefore, a mixture of medium to high-rise residential developments and low-rise rural settlements is not uncommon in this part of the Wu Kai Sha Area. For examples, Villa Oceania (16-storey with permissible building height limit of 60mPD) is being located about 128m away from a cluster of single-storey houses (see photo 2 in **Figure 4**); and Villa Athena (26-27 storeys with permissible building height limit of 110mPD) is being located about 68m away from Wu Kai Sha New Village (3 storeys) (see photo 3 in **Figure 4**). They are all under R(B) zoning on the OZP and are good practical reference cases for the present proposed rezoning development.
- 2.8 The results of the tree survey have indicated that a total of 83 trees have been identified: 80 of them are within the site boundary and 3 are located off-site but within 2m beyond site boundary. Within the Subject Site, there are one dead tree and five undesirable species *Leucaena leucocephala*. The location and species of these surveyed trees are briefly provided in **Appendix III**. All these surveyed trees are common species and no Old and Valuable Tree has been identified within the Subject Site.
- 2.9 It is noted that part of the Subject Site falls within Wu Kai Sha Site of Archaeological Interest (“SAI”), the Applicant has committed that upon TPB’s agreement on the present proposed rezoning request, an archaeologist will be

engaged to apply a licence from the Antiquities and Monuments Office (“**AMO**”) to conduct an archaeological investigation (“**AI**”) under the Antiquities and Monuments Ordinance.

2.10 The Applicant also commits that no on-site engineering works in association with the present proposed rezoning development will be carried out before the agreement of AMO on the above AI. In doing so, AMO would allow sufficient time to consider the findings and the recommendations of the above AI. This is the most pragmatic and reasonable approach to all parties concerned, including the Applicant, as the results of the AI will remain unaffected and, more importantly, the AMO’s decision and recommendations on that AI remains applicable for and enforceable to the Subject Site.

2.11 The Subject Site enjoys extremely high vehicular and pedestrian accessibilities. It has been served by an existing local access road directly branches off from the roundabout of Yiu Sha Road and Wu Kai Sha Road (**Figure 5**). A new section of local distributor road to be connected this roundabout to On Chun Road and to Sai Sha Road are shown in **Figure 4**.

2.12 For public transport facilities, the MTR Wu Kai Sha Station is located within 500m neighbourhood walking distance to and from the Subject Site (**Figure 5**). Besides, there are a total of 37 bus routes and 9 Green Mini-bus routes operating along Wu Kai Sha Road and Yiu Sha Road requiring less than 8 to 10 minutes of walking time to and from the Subject Site (**Figure 5**).

2.13 Details of these public transport facilities are provided in **Appendix IV** – the report of the Traffic Impact Assessment (“**TIA**”). Two pedestrian connection systems are being provided to and from the Subject Site, one is an elevated walkway between Yiu Sha Road and MTR Wu Kai Sha Station via Double Cove, and the other one is between the MTR Wu Kai Sha Station and Wu Kai Sha Road via an elevated footbridge (**Figure 5**) requiring 8 to 10 minutes walking time.

3. LAND ASPECTS

3.1 As shown in **Figure 2**, the Applicant owns some 7,000m² private lots (as

coloured in blue) in this part of the Wu Kai Sha coastal area (i.e., Site A and Site B). Among this total private land area, about 2,152m² (about 31%) are located within the Subject Site. However, if the Lands Department considers acceptable, the Applicant is willing to surrender about 4,848m² (about 69%) of its lots (i.e., about 227m² in Site A and 4,600m² in Site B) by way of a non-in-situ land exchange for the proposed rezoning development at the Subject Site.

- 3.2 In doing so, the whole piece of Site B (amounting to about 4,600m² in land area), as shown in **Figure 2**, will be transferred into GL and this portion of new GL, together with other adjoining vacant GL sites, will then become one integrated piece of readily disposable GL (amounting to one plot of GL with land area of about 7,000m²), i.e., Site C in **Figure 2**. This sizeable new plot of GL would enable many types of Government projects required to serve the community.
- 3.3 The Subject Site covers a total land area of about 4,325m² [i.e., about 2,173 m² (about 50.24%) is private lot owned by the Applicant and about 2,152m² (about 49.76%) is GL. **Figure 2** shows the land status of the Subject Site.

4. POLICIES ON SUPPLY OF RCHE

- 4.1 It is noted that since July 2003, the Government has been encouraging the provision of RCHE premises in new private developments through a policy initiative scheme¹. Eligible RCHE premises under such scheme would be exempted from payment of premium under different types of land transactions, including lease modification, land exchange and private treaty grant, with incorporation of certain lease conditions to ensure the delivery of the RCHE premises.
- 4.2 In the 2018 Policy Address, it continues to highlight that the Government will *"continue to adopt the approach of according priority to provision of home care and community care, which are supplemented by residential care, in providing support for frail elderly persons. To meet the different needs of elderly persons*

¹ Source: 'Scheme to Encourage Provision of Residential Care Home for the Elderly Premises' Available at: https://www.swd.gov.hk/en/index/site_pubsvc/page_elderly/sub_residentia/id_schemetoen/

living in the community and to offer them choices, [...] The Government will also implement a new scheme to set up day care units for the elderly at qualified private and self-financing Residential Care Homes for the Elderly (RCHE) to boost the supply of day care services” (paragraph 235 in that Policy Address).

4.3 In the 2020 Policy Address, it gives further impetus for the provision of social welfare facility to meet the needs of the community: “[...] will invite the HKHA and the HKHS to work with DevB to explore increasing the plot ratio of future public housing projects so that about 5% of the gross floor area can be set aside for the provision of social welfare facilities [...]” (paragraph 132 in that Policy Address).

4.4 In the 2021 Policy Address, it further states: the Government “*must boost the short, medium and long-term supply of residential care services through a multi-pronged approach, including [...] developing welfare facilities on Government sites [...]*” (paragraph 124 in that Policy Address).

4.5 In the 2022 Policy Address, it still states that the Government will “*leverage market forces to boost the supply, [...] to put forward proposals early next year to provide more incentives, such as granting GFA concessions, to encourage developers to build elderly service facilities in their private development projects*”. (paragraph 103 in that Policy Address).

4.6 A new Practice Note (i.e., Issue No. 5/2023) has been promulgated by the Lands Department on 20th June 2023. If the provision of the RCHE is supported by the Social Welfare Department (“**SWD**”), the ‘time-limited enhancements’ scheme of not more than 12,000m² in total gross floor area (“**GFA**”) may be exempted from land premium in land exchange for new private development. The validity of this ‘time-limited enhancements’ scheme is up to 19 June 2026.

4.7 Compared to that in the Issue No. 4/2003, it represents an increase of 6,600m² RCHE GFA (i.e., from 5,400m² GFA to 12,000m² GFA). Clearly, the Government has taken one bigger step forward to encourage the provision of

RCHE in new private developments to meet the acute demand in the community.

5. GROWTH IN AGING POPULATION

5.1 In accordance with the statistics produced by SWD, as at 30 June 2023, a total of 17,000 elderly persons were registered in the Central Waiting List for various types of subsidized residential care services for the elderly². It has been estimated that the average waiting time for care-and-attention places and nursing places is about 27 and 3 months respectively.

5.2 **Table 2** below summarises the forecasted elderly population in the territory³ (i.e., 65 years old and over) between 2019 and 2039. The results of the elderly population forecast, as highlighted in **Table 2**, have indicated that the overall estimated elderly population with ages between 65 and above will be cumulatively increased to 999,200 in a period of 15 years commencing from 2019 to 2034. Such an increase will inevitably become a sign for a better planning to cater for the huge social development needs in the community.

Table 2 Forecasted Elderly Population Between 2019 and 2039 (,000)⁴

Year	2019	2024	2029	2034	2039
65-69	443.4	561.2	614.4	527.1	515.7
70-74	307.5	426.5	540.4	592.6	510.5
75-79	190.7	282.9	398.8	506.3	557.9
80-84	173.4	162.7	248.6	352.5	450.6
85+	206.3	248.4	263.9	342.0	482.3
Total Population	7,180.3	7,363.8	7,476.4	7,553.7	7,566.9
Elderly (≥ 65)	1,321.3	1,681.7	2,066.1	2,320.5	2,517.0
Elderly %	18.40%	22.84%	27.63%	30.72%	33.26%
Increase in Elderly Population	/	360.4 (27.3%)	744.8 (56.4%)	999.2 (75.6%)	1,195.7 (90.5%)

5.3 Therefore, it is logical to deduce that the demand pressure for supply of RCHE facilities, no matter whether they are in the form of privately owned or public,

² Source: ‘Waiting list for subsidised residential care services for the elderly’ Available at: [https://www.swd.gov.hk/storage/asset/section/632/en/LTC_statistics_HP-Eng\(202306\).pdf](https://www.swd.gov.hk/storage/asset/section/632/en/LTC_statistics_HP-Eng(202306).pdf)

³ Source: ‘Hong Kong Population Projections 2020-2069’ Available at: https://www.censtatd.gov.hk/en/data/stat_report/product/B1120015/att/B1120015082020XXXXB0100.pdf

⁴ Source: ‘Tables B2 and B3 of ‘Hong Kong Population Projections 2020-2069’ Available at: https://www.censtatd.gov.hk/en/data/stat_report/product/B1120015/att/B1120015082020XXXXB0100.pdf

or subsidized operations, is anticipated to be extremely high in the next 10 to 15 years ahead. A multi-pronged approach, including the encouragement of private RCHE operations, as initiated by the Government, represents a positive and proactive manner in tackling such an acute shortfall of RCHE bed spaces in the community to meet the medium and long-term needs.

6. SHORTFALL OF RCHE BED SPACES IN MA ON SHAN

- 6.1 According to the Appendix VII in RNTPC Paper No. 8/22 (December 2022) (**Appendix V**), it has pointed out the fact that, up to the present moment, when compared to the planned provision of RCHE bed spaces per planned population in the Ma On Shan Planning Area, there is a **shortfall of 1,243 RCHE bed spaces**⁵ in the Area in accordance with the requirements set out in Hong Kong Planning Standards and Guidelines (“**HKPSG**”).
- 6.2 The results of a desktop review on the provision of registered local RCHEs within a small Tertiary Planning Unit (“**TPU**”) No. 741-744 and 757 (including the Subject Site) containing a total population of about 219,248 (**Appendix VI**) in about 75,317 housing units have revealed that only two registered RCHEs are found⁶ (**Figure 6**). These two registered RCHE developments, as shown in **Figure 6**, provide a total of about 217 RCHE bed spaces.
- 6.3 Based on the 2021 By-Census, it is estimated that in the next 5 years ahead, the overall population in this TPU in age groups between 55⁷ to 79 will be 71,899 persons (or about 32.8% of its total population). These age groups of population will very likely be the potential users of RCHE bed spaces in the next 5 to 10 years.
- 6.4 In view of the above, it is very clear that the demand pressure for supply of RCHE bed spaces in the Ma On Shan area is and will be extremely high. Proactive and positive support for provision of such SWFs in this area should

⁵ In accordance with the “Provision of Major Community Facilities and Open Space in Ma On Shan OZP” table in Appendix VII of RNTPC Paper No. 8/22, there is a shortfall of 1,243 RCHE bed spaces against the planned provision in Ma On Shan Planning Area.

⁶ Source: Search Result for Residential Care Home for the Elderly in Ma On Shan from Social Welfare Department. Available at: <https://www.elderlyinfo.swd.gov.hk/en/search-result?dt%5B0%5D=15>

⁷ As the anticipated year of completion for the present proposed RCHE project is 2027, under normal circumstances the age group of 59 in 2021 will be reached to 65 in age by 2027

be given by relevant Government departments and TPB as long as situation permits.

7. POLICIES ON SUPPLY OF PARKING SPACES AND ELECTRIC VEHICLE CHARGING SPACES

Supply of Car Parking Spaces

- 7.1 The vehicular fleet in Hong Kong has been increasing in the past decade and the insufficient parking spaces across the territory is a concern of many car owners. In the LegCo Paper on Update on Car Parking Initiatives (Paper No. CB(4)1330/20-21(04) dated 20.8.2021 (paragraph 4 in **Appendix VII**), it states: “As at end May 2021, there were approximately 812,000 licensed vehicles across the territory, of which nearly 80% were PCs and van-type light goods vehicles (“vans”). From 2010 to 2020, the numbers of PCs and vans increase from 457 000 to about 626,000, whereas the number of parking spaces available for use by these vehicles increased from about 633,000 to about 688,000...”
- 7.2 Unfortunately, all such increase in provision of parking spaces were not distributed evenly in each district. As a result, many districts have experienced a proliferation of illegal parking situations. Let alone between the period in December 2022 and July 2023⁸, the Hong Kong Police Force issued a total 4,507 illegal parking tickets in Ma On Shan.
- 7.3 To tackle the problem of current uneven distributed parking spaces for private vehicles and commercial vehicles across the territory, the Government has embarked on increasing the number of parking spaces through a multi-pronged approach.
- 7.4 In the 2017 Policy Address, it announced that the Government will “... implement a series of short- and medium- to long-term measures to increase parking spaces in various districts having regard to the local situation in order to combat illegal parking. We will accord priority to meeting the parking needs of commercial vehicles, and will at the same time provide an appropriate

⁸ Source: Paper Nos. TT 7/2023; TT 20/2023; TT 29/2023 and TT 43/2023 on the Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan from the Traffic and Transport Committee of the Sha Tin District Council.

number of parking spaces for private cars. These measures include studying the opening up of parking spaces and loading/unloading bays currently designated for own use of the development projects concerned and putting them up for night-time public parking of commercial vehicles; requiring developers to provide parking spaces at the higher end of the range under the Hong Kong Planning Standards and Guidelines; and providing public car parks in suitable new government, institution and community facilities.” (paragraph 217 in that Policy Address).

7.5 In the 2018 Policy Address, the Government continued to highlight that: *“the Government will follow the principle of “single site, multiple uses” to provide public car parking spaces in suitable “Government, Institution or Community” (“G/IC”) facilities and public open space (POS) projects.”* (paragraph 262 in that Policy Address).

7.6 In an attempt to increase provision of parking spaces in new developments, the Government also reviewed the parking standards under the HKPSG for both private cars and commercial vehicles. As promulgated in July 2021, the Transport Department revised parking standards for residential developments (including subsidised and private housing developments) and retail facilities, and incorporated dimensional standards for “shared-use” parking spaces.

For Electric Vehicles (“EVs”)

7.7 In March 2021, the Government promulgated the *“Hong Kong Roadmap on Popularisation of Electric Vehicles”*⁹ (the **“Report”**) which sets the long-term policy objectives and plans to promote the adoption of EVs in Hong Kong. With the aim to promote wider use of EVs, the Report states that *“the use of fuel-propelled vehicles would be phased out progressively by ceasing the new registration of fuel-propelled and hybrid private cars in 2035 or earlier (paragraph 3.2.7) ... on the other hand, the Government would proactively develop a charging network and support infrastructure to promote the development of EVs (paragraph 3.3.23) ... ”.*

⁹ Source: Hong Kong Roadmap on Popularisation of Electric Vehicles published by the Environmental Bureau on 17 Mar 2021. Available at: https://www.eeb.gov.hk/sites/default/files/pdf/EV_roadmap_eng.pdf

7.8 In October 2021, the Environmental Protection Department announced a "Climate Action Plan 2050" with a view to achieving a policy objective in carbon neutrality include replacing conventional fossil energy, purchasing renewable energy, etc, to reduce or offset the carbon emissions generated from the activities of the place.

7.9 According to the Report, it states that: "it is the Government's target to have at least 5,000 public chargers provided by 2025, and plans to double the number in future. To achieve the targets, the Government will continue exploring different approaches and install public charging facilities. Together with the growing demand, the marketisation of charging services will give impetus to the provision of additional public charging facilities." (paragraph 4.4.5 of the Report).

7.10 **Table 3** below summarises the number of licensed EVs in Hong Kong and the number of public EV charging facilities in the territory. It is observed that there was a substantial growth in the number of licensed EVs in Hong Kong from 111 in June 2011 to 58,798 in June 2023. As at June 2023, there were a total of 58,798 licensed EVs, which is more than five times the number that was recorded in June 2018. The growth momentum of EVs will likely sustain under the Government's vision for carbon neutrality. Nevertheless, as at June 2023, there were only 6,142 public EV charging spaces in the territory. The ratio of the number of licensed EV to the number of public EV charging spaces is around 9.6:1.

Table 3 No. of Licensed Private EVs¹⁰ vs No. of Public Charging Facilities¹¹ in the Territory (from June 2011 to June 2023)

	2011	2016	2017	2018	2019	2020	2021	2022	2023
No. of Licensed EVs	111	5,112	10,341	10,670	13,120	17,352	26,833	45,726	58,798
Increase in No. of Licensed EVs (%)	-	3,121	5,229	329	2,450	4,232	9,481	18,893	13,072
		(-)	(102.29%)	(3.18%)	(23.0%)	(32.26%)	(54.64%)	(70.41%)	(-)

¹⁰ Source: The Numbers of Licensed Private Car between 2011 to 2023 are extracted from the "Monthly Traffic and Transport Digest" provided by the Transport Department at [https://www.td.gov.hk/en/transport in hong kong/transport figures/monthly traffic and transport digest/index.html](https://www.td.gov.hk/en/transport%20in%20hong%20kong/transport%20figures/monthly%20traffic%20and%20transport%20digest/index.html).

¹¹ Source: Latest Public EV Charger Data provided by the Environmental Protection Department (September 2023) at https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion_ev/promotion_ev.html#Report.

No. of Public Charger for EVs	-	-	-	-	-	-	-		6,142
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7.11 Within the Ma On Shan area, a total of 54 public EV charging spaces⁵ are available: 6 spaces in MOS Town (Phase 3 to 5); 6 spaces in Ma On Shan Centre; 3 spaces in Double Cove Place; 4 spaces in We Go Mall; 6 spaces in Ma On Shan Swimming Pool, 15 spaces in Ma On Shan Sports Ground and 14 spaces in Kam Fai Court.

7.12 However, within the 500m catchment area of the Subject Site, only 3 public EV charging spaces are available (i.e., 3 spaces in Double Cove Place) (**Figure 5**). It is no doubt that the demand pressure on supply of public EV charging spaces in this part of the Ma On Shan area is extremely huge and such enormous demand pressure will continue to increase in the near future.

8. INDICATIVE REZONING PROPOSALS

The Scheme

8.1 The proposed indicative rezoning scheme comprises four key building blocks (i.e., two 16-storey residential towers; one 2-storey clubhouse and one 7-storey RCHE) on top of three levels of basement car park (where the upper level is planned as ancillary car parking provision for the whole development, and the lower two levels are for a public car park purpose).

8.2 **Table 4** below summarises the key development parameters of the proposed rezoning development.

8.3 **Figure 7** is the Master Layout Plan (“MLP”) of the proposed rezoning development. **Figures 8 and 9** are the indicative section diagrams of the proposed rezoning development.

8.4 With a total land area of about 4,325m² and a total domestic GFA of 10,189m², the overall resultant domestic plot ratio (“PR”) for the private residential development is about 2.356. Upon completion by 2027, the proposed rezoning scheme will provide a total of 184 private flats (each tower will provide 92 flats), 178 RCHE bed spaces and 124 public parking spaces (of which 50 will be EV charging spaces).

Table 4 Key Development Parameters of the Proposed Development

1. Subject Site (about)	4,325m² (100%)
Private Lot	2,173m ² (50.24%)
Government Land	2,152m ² (49.76%)
2. Total GFA (about)	13,045m²
Residential	10,189m ²
Clubhouse	500m ² * (<5% of Residential GFA)
RCHE (Social Welfare Facility)	2,856m ² *
3. Total Plot Ratio (about)	
A. Residential Only	2.356
B. RCHE (Social Welfare Facility)	0.66*
C. (A+B)	3.016
4. Total Site Coverage (about)	31.38 %
Residential	15.39%
Clubhouse	5.88%
RCHE (Social Welfare Facility)	9.43 %
Staircase for PVP Access	0.68%
5. Building Height (No. of Storeys*1)	
Residential (at main roof level)	55.65mPD (16)
Clubhouse (at main roof level)	14.0mPD (2)
RCHE (at main roof level)	27.05mPD (7)
6. Total No. of Residential Units	184
Tower 1 / Tower 2	92 / 92
7. Average Unit Size	about 49.09m²
8. Estimated Residential Population	about 534 (184 x 2.9)
9. RCHE (No. of Bed Spaces)	178
10. Total Greenery Provision (about)	984 m² (22.7%)
11. Provision of Parking Spaces	-
Residential	64 (incl. 2 disabled, 10 visitors & 26 EV Charging Spaces)
RCHE	8 (incl. 2 disabled)
Light Bus	3
Motorcycle	2
Bicycle	8
Public Vehicle Park (PVP)	124 (incl. 4 disabled & 50 EV Charging Spaces)
Motorcycle (PVP)	13
12. Provision of L/UL Bays	
LGVs / HGVs	1 / 2
13. Anticipated Completion Year	2027

* Exempted from GFA Calculation. *1 above ground level.

Special Urban Design Considerations

8.5 The proposed rezoning scheme has taken into account the following special urban design considerations:

- i. To provide a minimum building separation of 15m between residential towers (to maintain reasonable local visual and wind permeabilities);
- ii. To offer peripheral set-back for landscaping treatment (to maintain the local green and pleasant landscape setting and in harmony with the future

waterfront environment);

- iii. To provide a proper walkable connection between Wu Kai Sha Road and Wu Kai Sha Beach via the rezoning scheme (to enhance the local pedestrian connectivity);
- iv. To maintain at least 30m buffer distance from the planned promenade (currently zoned as “O”) for better and greater spatial arrangement in future;
- v. To adopt existing compatible building height profile nearby, namely Villa Oceania and Villa Athena in particular (to blend in with the surrounding development profile setting and character);
- vi. To adopt a stepped-building height concept between the residential development and the RCHE building (to create more dynamic visual and spatial design arrangements; and
- vii. To integrate the private residential, RCHE and public car park in one development site in harmony with each other while maintaining adequate privacy (to make the best use of the land resources).

8.6 **Figures 10 - 12** show the indicative layouts of the basement car park (from B3 to B1). **Figure 13** is the indicative layout plan of G/F; **Figures 14 - 18** are the typical floor layout plans for G/F, 1/F – 15/F (4/F and 14/F omitted), 16/F – 18/F, Main Roof and Upper Roof of the two residential towers; and **Figures 19** and **20** are floor layout plans for G/F and 1/F – 7/F of the RCHE respectively.

8.7 With reference to the building heights of Villa Oceania (16-storey at 60mPD) and Villa Athena (26-27-storey at 110mPD), the Applicant proposes to adopt the building height profile of Villa Oceania (i.e., 16-storey with a main roof level) but keeping the mPD level at 55.65mPD (**Figures 8 and 9**). As a result, it represents a reduction of 4.35m in building height when compared to that in the Villa Oceania (**Figure 4**).

8.8 A building separation of not less than 15m between the two residential towers, as shown in **Figure 7** and **Figure 8**, is provided in the proposed rezoning scheme. Compared to the development layouts of Villa Oceania and Villa Athena, the provision of such building separation represents a substantial improvement both in visual and wind permeability terms.

Internal Traffic and Transport Arrangements

- 8.9 The internal traffic and transport arrangements, including ingress/egress point, internal road system, pedestrian capacity assessment, junction impact assessment and the provision of ancillary and public parking facilities are detailed in the report of the Traffic Impact Assessment (“TIA”) in **Appendix IV**. **Table 4** above outlines the key provisions of the ancillary and public parking facilities.
- 8.10 A 1.55m wide pedestrian passageway alongside the eastern and northern edges of the Subject Site, as shown in **Figure 7**, is also proposed as a shared-use convenient connection linking the local pedestrian system to Wu Kai Sha Beach. This shared-use passageway is proposed to be opened to the public between 7:30am to 8:00pm daily as far as the security and privacy of the proposed development are being considered.

Indicated Landscaping Proposals

- 8.11 **Figure 21** is the indicative Landscape Master Plan (“LMP”) of the proposed rezoning scheme. As all surveyed existing trees (totally 83 of them) will be in conflict with the proposed rezoning development, they are proposed to be felled. To compensate for the loss of these trees, a total of 83 new trees of heavy standard will be planted on-site with proper landscaping treatments as shown in **Figure 21**. Details of the tree compensatory scheme and landscape proposals are in **Appendix III**.

On-site Sewerage and Drainage Arrangements

- 8.12 For sewerage arrangement, an underground on-site interim sewage treatment plant is proposed (**Figures 7** and **9**) to cater for the proposed rezoning development without overtaxing the capacity of the existing sewer system. For drainage arrangement, it is suggested to install two manholes at the south-western end of the Subject Site by gravity discharge systems. Details of the proposed drainage and sewerage systems are in **Appendix VIII** – Drainage and Sewerage Impact Assessments (“D/SIA”). A revised SIA will be conducted and be submitted to the satisfaction of relevant Government departments at the detailed design stage.

9. NO UNACCEPTABLE TECHNICAL IMPACT

TIA (Appendix IV)

- 9.1 The results of TIA have concluded that all junctions and road links will operate satisfactorily both for reference and design scenarios. No significant traffic impact on the local system due to the proposed rezoning development is anticipated. The results of footpath capacity assessment and railway patronage capacity assessment have indicated that both pedestrian and railway services can accommodate the future demand to be induced by the proposed development. The proposed public car park spaces and 13 motorcycle parking spaces will definitely meet the local demand in future.

D/SIA (Appendix VIII)

- 9.2 The results of the D/SIA have demonstrated that with the implementation of the proposed on-site drainage and interim sewerage systems, no significant adverse or unacceptable impact on the local drainage or sewerage system due to the proposed rezoning development is anticipated. Details of the design of these on-site drainage and sewerage systems will be provided at the detailed building design stage.

Environmental Assessment (“EA”) (Appendix IX)

- 9.3 The results of the EA have demonstrated that the proposed rezoning development at the Subject Site will not be subject to any significant adverse or unacceptable air quality or noise (both road traffic noise and fixed plant noise) impact generated from its surrounding developments. Details of the EA are in **Appendix IX**. To ensure the future development will not result in any unacceptable noise impact from the surrounding developments, the Applicant has committed to conduct a revised traffic noise impact assessment and submit it to the satisfaction of relevant Government departments at the detailed design stage.

Visual Impact Assessment (“VIA”) (Appendix X)

- 9.4 The results of the VIA have demonstrated that among the six selected public viewing points, three are of negligible visual impact and three are of slightly to moderately adverse visual impact when compared to the existing visual context. Clearly, the development intensity and building height under this application

are compatible and blend in well with its surrounding developments. The provision of 15m building separation between the two towers has also contributed meaningful visual and wind permeability effects in this part of the Wu Kai Sha coastal area. Details of the VIA are in **Appendix X**.

10. PLANNING JUSTIFICATIONS

Fully In-line with Government Policy Objectives

For Supply of Vehicle Parking Spaces

- 10.1 As mentioned in paragraph 7.2 above, due to the uneven distribution in provision of public parking spaces in the Territory, many districts, like Ma On Shan, have experienced a proliferation of illegal parking activities. It seems that the increase in provision of parking spaces in new developments under the HKPSG will not help to improve the situation in this part of the Ma On Shan area as no new development/redevelopment sites will likely be available in the vicinity of the Subject Site.
- 10.2 Paragraph 7.11 above also mentioned that up to the present moment, there are a total of 54 public EV charging spaces within the Ma On Shan area. Among these 54 public EV charging spaces, only 3 of them are available within the 500m catchment area of the Subject Site (**Figure 5**). Such quantity of provisions is definitely far from meeting the needs in the community. Indeed, the PVP in the Proposed Development will provide a total of 124 parking spaces, 74 for private cars and 50 for EV charging spaces (**Table 4** above).
- 10.3 It should be noted that all private car parking spaces in the Proposed Development can flexibly be converted into EV charging spaces if and when necessary. The approval of this application hence **totally in line with the Government’s promulgation on “Popularization of Electric Vehicles” in 2021** (paragraphs 7.7 to 7.9 above). It will definitely help to meet the pressing demand both for public car-parking and public EV charging spaces timely in the community so as to help improve the on-street illegal parking problems in the area. **It is a gain to the community.**

For Supply of RCHE Bed Spaces

- 10.4 The shortfall of RCHE bed spaces has become a very popular social issue in many districts of Hong Kong. This undesirable situation will continue to increase in the coming 15 years ahead. Despite the Government has adopted a multi-pronged approach to increase the provision of RCHE bed spaces to meet soaring demand in the community, more than 17,000 elderly persons are still in the Central Waiting List for various types of subsidised RCHE bed spaces (paragraph 5.1 above).
- 10.5 It is noted that in the Ma On Shan Area alone, there is a shortfall of 1,243 RCHE bed spaces against the planned population as at December 2022 (paragraph 6.1 above and **Appendix V**). As mentioned in paragraph 6.3 above, it has been estimated that in about 5 to 10 years later, a sum of about 71,899 persons in this part of the Ma On Shan area is the potential demand group for the RCHE bed spaces in the area.
- 10.6 The approval of this application will contribute to the community a total of 178 RCHE bed spaces by 2027. This provision represents a medium-term supply of RCHE facilities in the community. It is **totally in-line with the Government’s policy objective to support and to encourage such type of social welfare facility to meet the pressing demand in the community.**
- 10.7 The approval of this Application is a **gain to the community at large.**
- No Impact on Provision of Major GIC Facilities or Open Space**
- 10.8 The proposed rezoning scheme will not result in any deficit of land area for implementing the planned GIC facilities for the Planning Area of Ma On Shan OZP. According to paragraph 5.1 in the recent RNTPC Paper No. 8/22 (**Appendix V**), it states that “*the existing and planned provision of major GIC facilities and open space, except hospital beds, child care centres, community care services, residential care homes for the elderly, per-school rehabilitation services and residential care services, are generally adequate to meet the demand in accordance with the requirements the Hong Kong Planning Standards and Guidelines...*”.
- 10.9 It is understood that the provision of hospital beds is a regional planning context subject to the Hospital Authority’s strategic consideration. For the

provision of social welfare services, the Remarks of the **Appendix V** have explained that "...the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in planning and development process as appropriate" (**Appendix V**).

10.10 The proposed rezoning development will generate an increase of population by 534 persons upon full development. It is not anticipated that such an increase will result in any significant adverse implication on the provision of major community facilities and open space in the Planning Area of the Ma On Shan OZP as compared to those under the current situation as highlighted in **Appendix V**.

10.11 To make the best use of the land resources and the needs to respect the original zoning of the Subject Site, the Applicant takes the initiative to propose to include both the RCHE with 178 bed spaces and a public car park (including 50 EV charging spaces) to meet the local community needs. It is **an all-thought-out planning scheme** for this piece of long under-utilised land.

Releasing Potential Developable Site

10.12 The present rezoning scheme represents a multi-purpose in releasing potential developable land to meet the needs of the community. The agreement of this rezoning request will not only stand for a proactive and positive approach to make the best use of our under-utilised land resources to meet the community needs, but will also yield an integrated piece of sizeable private lot to the farther north of the Subject Site (i.e., the Site C), as shown in **Figure 2**, if the Government considers a non-in-situ land exchange for this proposed rezoning development is acceptable.

10.13 It has been estimated that if the private lots of Site B can be transferred to the Government and this, together with those GL surrounding Site B, will form a new single piece of large site (about 7,000m² in land area) (i.e., the Site C). Given the fact that the location of this potential developable site has been fully equipped with basic infrastructural development, it will be a piece of new developable land and a readily disposable land for many potential major GIC facilities or housing development or any other community-based development

as considered appropriate.

- 10.14 Although it is noted that this piece of potential readily disposable land falls within an area zoned “Conservation Area” (“CA”) on the OZP, it has been left unattended for decades. Indeed, there are no supportive information or evidence-based scientific survey to demonstrate why or on what basis it is worthwhile to designate it as a “CA” zoning for more than two decades but ends up being completely forgotten by the Government. If this “CA” zone continues its forgotten status, it will continue to serve as a **Planning Blight** in the area.
- 10.15 If this rezoning request is agreed by the TPB, the Applicant is willing to take the liberty to provide funding to conduct a field survey study for this “CA” zone with a view to further verifying whether this zoning is still valid for and applicable to its land use planning function of “CA” zoning under the OZP nowadays. It will help to avoid a **waste of land resources**. The report of such study will then be submitted to relevant Government departments for further necessary actions, if any. It is also a **good and positive form of collaborative community planning approach**.

Land Use Compatibility

- 10.16 The Subject Site is closely surrounded by medium to high-rise residential developments in this part of the Wu Kai Sha area as shown in **Figure 1** and **Figure 4**. It has been well served by major infrastructural facilities. It is a piece of developable land taking into account its long-under-utilised situation without compromising the provision of existing and planned major GIC facilities and open space. Therefore, an alternative land use to make the best use of this piece of developable land resources, like the medium-rise residential development complex under the present rezoning request, is not unacceptable from the positive and proactive land use planning standpoint.
- 10.17 The proposed PR and BH fully align with the residential developments in the surroundings of the Subject Site, in particular when compared to those in Villa Oceania and Villa Athena. As shown in **Figure 4**, the development intensity, BH and site conditions of the proposed rezoning development are very similar to those in Villa Oceania. Compared to the existing development profiles of

Villa Oceania and Villa Athena, the proposed rezoning scheme has taken more thoughtful urban design considerations as outlined in paragraph 8.4 above.

- 10.18 The results of the VIA (**Appendix X**) have demonstrated that the proposed rezoning development at the Subject Site is not incompatible with its surrounding developments and will blend in well with its local settings.

“Quick-win” and “All-win” Project

- 10.19 In the Policy Address 2020, the Chief Executive (“CE”) states: “...*the core of the housing problem in Hong Kong lies in the shortage of land for housing development...private developers have the capability and capacity to build more flats.*” (paragraph 96).
- 10.20 In the Policy Address 2022, the CE further asserts that “...*the demand for private housing in the next 10 years will be 129,000 units. We will work to achieve this basic target and get sufficient land ready for providing no less than 72,000 residential units in the next five year...*” (paragraph 66). This means that not less than 57,000 private housing units will have to be provided between 2027 and 2031. Further to above, the CE also states: “.... *apart from actively nurturing and retaining local talents, the Government will proactively trawl the world for talents.....*” (paragraph 29). Noting the fact that one of the most fundamental conditions to attract talents (no matter for local or foreign talents) is the living environment and conditions.
- 10.21 In view of the above, the implementation of this rezoning scheme would be a “quick-win” and “all-win” project to achieve the Government policy objective to ‘*continue to create strong impetus for growth*’ as a role to act “*as an important gateway connecting the Mainland with global market*” (paragraph 25 in Policy Address 2022).

No Unacceptable Technical Impact

- 10.22 As mentioned in paragraph 9 above, the proposed rezoning development will not result in any significant adverse or unacceptable impact on the local traffic (**Appendix IV**), drainage or sewerage (**Appendix VIII**), or visual (**Appendix X**) aspects.

10.23 The results of the Environmental Assessment (**Appendix IX**) have also proved that the proposed rezoning development at the Subject Site will not be subjected to any significant adverse or unacceptable noise or air quality problem generated from the surrounding developments. Therefore, the proposed rezoning development is technically acceptable and feasible in this part of the Ma On Shan area. The overall development under application is suitable in the area from the land use planning point of view.

Enforceable Development

10.24 Apart from the specific planning requirements as stipulated in the draft SoU (**Appendix II**), relevant requirements, including but not limited to the specific impact assessments and/or key planning and design requirements, if TPB considers appropriate, could be imposed in that draft SoU or to be imposed as Special Conditions under lease on the subsequent land exchange application to guide the future development at the Subject Site. This is not uncommon practice for new private development sites. Therefore, the whole development under this rezoning request will be completely enforceable from its detailed design, to construction and even to its operational phases.

Effective Catalyst to Local Improvement

10.25 It is anticipated that the implementation of the proposed rezoning scheme at the Subject Site will no doubt become an effective catalyst to improve the general quality and environmental conditions of the existing waterfront development in this part of the Wu Kai Sha Beach area. The proposed pedestrian connectivity through the rezoning scheme and the provision of on-site PVP will enhance the attractiveness of the existing nature beach side resources of Wu Kai Sha Beach. The more the number of people using this beach, the greater the incentive from the Government to provide proper public beach facilities and management for this unattended Wu Kai Sha Beach in future. It is **a golden opportunity** to improve the conditions and overall management of the Beach for genuine enjoyment by the public in the area.

Achievable Planning Merits

10.26 In light of the above, it is anticipated that the proposed rezoning scheme will bring in the following planning merits benefiting the local community

development and to facilitate realisation of the Government policy objective in “*trawl for talents*”:

- i. to enable to make the best use of a long-under-utilised land resources;
- ii. to enable to verify the actual land use function of the existing “CA” zone;
- iii. to provide much needed social welfare facilities (i.e., 178 RCHE bed spaces) in the neighbourhood;
- iv. to set out another good collaborative community planning case in a harmonious manner;
- v. to enable to provide a new and proper vehicular access branching off directly from Yiu Sha Road/Wu Kai Sha Road Roundabout so as to improve the accessibility of Cheung Kang Village;
- vi. to enable to improve the existing pedestrian walkway system between Wu Kai Sha Beach and its adjoining inner land areas through a shared-use passageway during normal opening hours;
- vii. to enable to improve the quality of existing off-shore vegetations/plantings;
- viii. to enable to release new sizeable developable piece of new GL for future community development needs so as to optimise the use of under-utilised land resources;
- ix. to enable to provide a PVP contains a total of 124 car parking spaces, including 50 EV charging spaces, to meet the anticipated demands from the local villagers and residents, beach users, future promenade users and visitors;
- x. to enable to facilitate realisation of Government policy objective in “*trawl for talents*” by offering 184 high-end and high-quality private housing units with unique seaview and beachside living environment which is a dream home for most of young families, especially those from overseas; and
- xi. to enable to act as a catalyst to improve the quality, conditions and proper management of the existing waterfront area adjoining the Wu Kai Sha Beach area.

11. CONCLUSION

- 11.1 The present rezoning request aims to seek an agreement of the Town Planning Board to rezone the Subject Site from “G/IC” to “R(B)6” zone for a proposed

- medium-rise residential development to include ‘Social Welfare Facility’ (RCHE only) and ‘Public Vehicle Park (excluding container vehicle)’ (“PVP”) to make the best use of the long-under-utilised land resources to meet the needs of the community.
- 11.2 The proposed rezoning scheme comprises a total of 4 building blocks (two 16-storey residential towers, one 2-storey clubhouse and one 7-storey RCHE) on top of three levels basement car park (of which the upper top level is planned to cater for the ancillary provision of the proposed rezoning development and the lower two levels are being planned as PVP).
- 11.3 The key development parameters of the proposed rezoning scheme are summarised in **Table 4** above. Upon completion by 2027, a total of 184 private residential units, 178 RCHE bed spaces and 124 public car parking spaces will be provided to meet the needs of the community.
- 11.4 It has been demonstrated that the Subject Site is suitable for the proposed rezoning development; the proposed development blends in well with its surrounding development settings; it is compatible with the local development character and setting; will have no significant adverse implication on the provision of existing and planned major GIC facilities and open space within the Planning Area of Ma On Shan OZP; will not result in any significant adverse or unacceptable impact on the local area with respect to traffic, drainage, sewerage or visual aspects; will act as a catalyst to improve the general conditions of Wu Kai Sha Beach with proper management control for enjoyment of the public; and will not subject to any unacceptable noise or air-quality problem generated from its surrounding developments.
- 11.5 The agreement of the present rezoning request will set out a good, positive and enforceable collaborative community planning case. It will help to release a piece of new sizeable and developable GL in the area to meet the community needs, and represents a “Quick-win” and “All-win” project with several achievable planning gains to the community as outlined in paragraph 10.26 above.
- 11.6 In view of the above, we respectfully request Members of TPB to give

favourable consideration to and agree the present rezoning request so as to allow the Applicant to make the best use of this long-under-utilised land resource to implement the proposed rezoning development to meet the needs of the community.

VISION PLANNING CONSULTANTS LIMITED

25th October, 2023