

《小蠔灣分區計劃大綱草圖編號 S/I-SHW/1》

申述人名單

Draft Siu Ho Wan Outline Zoning Plan (OZP) No. S/I-SHW/1

List of Representers

附件 I

Annex I

申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1 )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1 )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'
R1	創建香港 Designing Hong Kong Limited	R2	守護大嶼聯盟 Save Lantau Alliance	R3	環保觸覺 Green Sense	R4	珀麗灣業主委員會 Park Island Owners' Committee
R5	土地正義聯盟 Land Justice League	R6	Daniel Tsui	R7	Jimmy Wai	R8	Law Kim Yi
R9	吳秀華	R10	Henry Mou	R11	Sa Sze	R12	Lee Man Wai
R13	黃明理	R14	Nang	R15	David Li	R16	伍靜茵
R17	Ke Chun Sam	R18	Yam Chun	R19	Leung Siu Wai	R20	Yip Fu Wing
R21	Raymond Lo	R22	Eric Kwok	R23	Ma Ka Yi	R24	Cally Yu
R25	Yeung King Tung	R26	一嚙雲	R27	Evelyn	R28	Li Ka Ming
R29	NHM	R30	Evelyn Fu	R31	Yeung Wai Hung	R32	Kevin Yip
R33	Cheung Man Sing	R34	Swing Siu	R35	Ho Wai Man	R36	Peter To
R37	Janet Mok	R38	Kch	R39	Rita Wong	R40	Kami Hui
R41	吳嘉濠	R42	Ashley Fung	R43	Peter Lo	R44	Singa Lo

申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'
R45	Lo Shing Kai	R46	Alfred Kwok	R47	Claire Wong	R48	Little Things
R49	Phoebe	R50	Anny Ng	R51	Tomaz Wong	R52	葉偉文
R53	Li King Wai	R54	王俊傑	R55	Bing Chan	R56	Law Kin Chung
R57	Tong Pi Si	R58	Talye Chan	R59	Tak Cheng	R60	Chan Shu Leung
R61	Elly Wong	R62	Chu	R63	Tsoi Kam Yuen	R64	Cat Chau
R65	Lam Man Lok	R66	Ho Loy	R67	Haster	R68	Karen Sing
R69	Chu Yi Jun	R70	Q T	R71	Tsang Lok Yan	R72	Liz Lam
R73	Tse Wai Yue	R74	謝世傑	R75	Yoko	R76	Yeeki So
R77	Lui Wah Ying	R78	Tse Ka Wai	R79	Sunny Ng	R80	Eric Chan
R81	Carmen	R82	Fong Fong Yim	R83	Camille Ho	R84	Vera
R85	錢家和	R86	Edmond Chui	R87	E Lee	R88	Ng Lung
R89	Mandy Cheung	R90	Jenson Lee	R91	吳卓恆	R92	Choi Wing Kam
R93	Cheng Boki	R94	Alki Poon	R95	Jacqueline Liu	R96	Gien Hui
R97	Wan Ka Ki	R98	Barbara Liu	R99	Phoebe Wong	R100	Lucia Kwok
R101	Waiyan Wong	R102	Winnie Chan	R103	Michelle Wong	R104	Yuen Yiu Man
R105	Leung Hin Yan	R106	Zoe	R107	Taison Chang	R108	Dennis Lee
R109	Kelly Yeung	R110	Carman Wong	R111	Tse Kit Yue Candy	R112	Teresa Chen

申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'
R113	沒有提供姓名 Name not provided	R114	Ng Yee Man	R115	Wong	R116	Carson Wong
R117	陸先生	R118	袁碧霞	R119	Mary Mulvihill	R120	譚凱邦（荃灣區議員） Roy Tam (Tsuen Wan District Councilor)
R121	Cheung Yuk Wah	R122	杜卓軒	R123	林凱鵬	R124	Kiki Wong
R125	Carol Tai	R126	Sanelord Chan	R127	張文祥	R128	Wong Hiu Hei
R129	李曜生	R130	SW Kwok	R131	陳夫人 Mrs Chan	R132	Daisy Lee
R133	Ada Ho	R134	Daniel Tam	R135	Harry Lin	R136	Iplongfai
R137	Kathryn Davies	R138	民間房屋聯席	R139	Fung Kam Lam	R140	鹿頸村原居民代表鍾新有 大青洲村原居民代表范樹明 花坪、草灣及大轉村原居民代表胡文輝 打棚埔村原居民代表胡有財 竹篙灣及扒頭鼓村原居民代表胡文彪

申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1 -)	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1 -)	申述人姓名 Name of 'Representer'	申述編號 Rep. No. (TPB/R/ S/ I-SHW/1- )	申述人姓名 Name of 'Representer'
R141	馬灣鄉事委員會轄下" 大嶼山東北區"各村村 民	R142	李先生	R143	Victor Kwok	R144	Wong Chung Yau

提意見人名單  
List of Commenters

意見編號 Comment No. (TPB/R/S /I-SHW/1 -)	提意見人姓名 Name of ‘Commenter’	意見編號 Comment No. (TPB/R/S/I -SHW/1-)	提意見人姓名 Name of ‘Commenter’	意見編號 Comment No. (TPB/R/ S/I-SH W/1-)	提意見人姓名 Name of ‘Commenter’	意見編號 Comment No. (TPB/R/ S/I-SH W/1-)	提意見人姓名 Name of ‘Commenter’
C1	香港鐵路有限公司 MTR Corporation Limited	C2	環保觸覺 Green Sense	C3	Winnie Chan	C4	Wright Fu
C5	Rita Wong	C6	Tony Lo	C7	Wong CW	C8	Edwin Li
C9	Mary Mulvihill	C10	Lee Lam Kong Jenson				

**Summary of the grounds of Representations/representers' proposal and Comments on Representations and PlanD's Responses**  
**in respect of the Draft Siu Ho Wan Outline Zoning Plan (OZP) No. S/I-SHW/1**

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
<b>R1</b>  <b>Designing Hong Kong Limited</b>	“Other Specified Uses” (“OU”) annotated “Depot and Public Transport Interchange with Commercial/ Residential Development”	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Supports the urban design principles adopted for the topside development of Siu Ho Wan railway depot</p> <p>(b) Concerns about the connectivity of cycling network and pedestrian linkages between Siu Ho Wan railway depot and its surroundings</p> <p>(c) To connect the proposed cycling network between Siu Ho Wan railway depot, Tai Ho, Tung Chung, Penny's Bay and Sunny Bay along the shoreline in order to provide a comprehensive cycling network in North Lantau</p> <p>(d) To provide comprehensive internal and external pedestrian linkages between Siu Ho Wan railway depot, Tai Ho, Tung Chung, Penny's Bay and Sunny Bay along the shoreline</p> <p><b><u>Representer's Proposal</u></b></p> <p>Nil</p>	<p>(a) Noted.</p> <p>(b) Requirement on submission of connectivity to proposal, which forms part of the landscape and</p> <p>(d) urban design proposal, has been stipulated in the ES of the draft OZP. A connectivity proposal of all-weathered pedestrian walkway/linkages and cycle track network is required to enhance both internal and external connectivity of the depot site with the surrounding areas. For the future Layout Plan submission under section 16 planning application, the project proponent has to follow the urban design measures as stated in the ES of the draft OZP. The Government would also explore to extend the existing cycle track network on Lantau under relevant infrastructure projects such as Road P1.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
<p><b>R2</b></p> <p><b>Save Lantau Alliance</b></p>	<p>“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Re sidential Development”</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Concerns about the housing type / mix of the topside development of Siu Ho Wan railway depot; the provision of luxury private housing cannot address the acute housing problem</p>	<p>(a) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government’s intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL’s participation etc. . The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(b) Lack of public engagement / consultation on the topside development of Siu Ho Wan railway depot proposed by MTRCL	(b) The established public consultation procedures for formulation of a new OZP have been duly followed. TWDC and IsDC were consulted before the Board's further consideration on the draft OZP. Relevant information on the proposed topside development has been made available in the public consultation. In addition, the statutory plan-making process, which involves 2-month exhibition of the draft OZP for public inspection and hearing of representations and comments received, is itself a public consultation process under the Town Planning Ordinance. Members of the public have been given the opportunity to provide views on the draft OZP in submitting representations and/or comments. All representers and commenters have been invited to the Board to present their views. The Board would take into account the representations and comments on the representations before making a decision on the OZP prior to its submission to the Chief Executive in Council for approval. Besides, the project proponent is required to submit a development proposal in the form of a Layout Plan with supporting technical documents through planning application for the Board's approval, whereas the public can submit their further views on the



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) No additional jobs are provided for the increase in population	<p>application.</p> <p>(c) It should be noted that the planning for Siu Ho Wan area has already taken into consideration other known and planned development projects on Lantau and its surrounding from a macro perspective. TCNTE with a regional office node and the commercial belt around the railway stations will provide about 877,000m<sup>2</sup> GFA for commercial developments including office, retail and hotel uses, which will create about 40,000 job opportunities. There would also be job opportunities associated with various GIC facilities such as post-secondary institution. The operation of 3RS and the commercial development with GFA of about 668,000m<sup>2</sup> at NCD at HKIA, etc., it would eventually bring new employment opportunities closer to local residents so as to achieve synergy, optimal coordination and collaboration among these developments. In addition, the commercial portion with GFA of about 30,000m<sup>2</sup> of the proposed topside development would provide local retail facilities and hence local employment opportunities.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(d) Concerns about the transport network in North Lantau and/or its surroundings, including North Lantau Highway and Lantau Link. Taking into account various major infrastructure projects and developments in the area, the transport network may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot; the Siu Ho Wan topside development should not proceed until traffic problem in North Lantau is resolved	<p>(d) A traffic and transport impact assessment (TTIA) for the proposed topside development with a new railway station has been undertaken under MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(e) Concerns about the carrying capacity of railway traffic (Tung Chung Line)	<p>will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(e) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(f) Concerns about the wall effect of the topside development of Siu Ho Wan railway depot as</p>	<p>that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(f) Visual impact assessment and air ventilation assessment for the proposed topside</p>

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		<p>well as the layout and design of the buildings</p> <p>(g) It is anticipated that the future Siu Ho Wan reclamation works would cause serious environmental impacts on the residents of the topside development of Siu Ho Wan railway depot; the layout and design of the topside development should be suitably adjusted to address the impact</p>	<p>development have been conducted under MTRCL's technical study. The proposed topside development atop the Siu Ho Wan railway depot would inevitably have an impact on the existing wind availability and open view towards the sea as well as affect the visual transition between the Area and Tai Ho Estuary. However, the proposed topside development is not considered incompatible with the adjacent planned townscape of Tung Chung East. For the future Layout Plan submission under section 16 planning application, the project proponent has to follow the urban design measures as stated in the ES of the draft OZP, examine design concepts and give due considerations to further alleviate the visual and air ventilation impact of the residential buildings and podium with a view to harmonizing with the landscape character of the surrounding area.</p> <p>(g) It should be noted that the formulation and extent of the draft OZP do not cover the proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. Head of the Sustainable Lantau Office (H(SLO)), CEDD advises that the programme for the subsequent planning and engineering</p>

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		<p><b><u>Representer's Proposal</u></b></p> <p>To state the public and private housing ratio of the topside development of Siu Ho Wan railway depot, or reserve part of the site for public housing development</p>	<p>study for Siu Ho Wan Reclamation is under review. Notwithstanding, in line with the established procedures, the Government will consult relevant stakeholders including relevant district councils on the Siu Ho Wan Reclamation during the feasibility study. Nevertheless, should the reclamation projects at Siu Ho Wan be taken forward, a statutory EIA shall be conducted to ensure no adverse impacts would be imposed on the environment and ecology.</p> <p>It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government's intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure,</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>development timeline and MTRCL's participation etc. . The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p> <p>The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p>





Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) Concerns that the transport network in North Lantau and/or its surroundings may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot	<p>of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>(c) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road</p>

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			<p>capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(d) Concerns about the carrying capacity of railway traffic (Tung Chung Line)	<p>(d) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(e) The topside development area of Siu Ho Wan railway depot should be designed as a “car-free” city in order to minimize adverse traffic impacts on NLH	<p>TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(e) The concept of reducing the usage of private car is in line with the current planning in which railway system is planned as a backbone of the passenger transport system in the Area so as to minimise road traffic. Whether a “car-free” concept is to be adopted in the future topside development, the potential traffic impact on major road and rail infrastructure should be assessed in the TTIA to be submitted with the Layout Plan for the proposed development for consideration by the Board. C for T advises that the project proponent should put forward mitigation measures so as to ensure the public transport infrastructure could cope with the traffic demand brought by the proposed topside development. Furthermore, comprehensive networks of cycle track, cycle parking facilities and pedestrian walkway connecting the major destinations in the region would encourage cycling and promote convenient cycle and pedestrian movements. These measures would reduce the demand for vehicles that coincide to the “car-free” concept.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(f) Should include the adjacent reclamation proposal into consideration</p> <p><b><u>Representer's Proposal</u></b></p> <p>Nil</p>	<p>(f) It should be noted that the formulation and extent of the draft OZP do not cover the proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. Head of the Sustainable Lantau Office (H(SLO)), CEDD advises that the programme for the subsequent planning and engineering study for Siu Ho Wan Reclamation is under review. The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.</p>
<p><b>R4</b></p> <p><b>Park Island Owners' Committee</b></p>	<p>"OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development"</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Concerns that the transport network in North Lantau and/or its surroundings, including Lantau Link, may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot</p>	<p>(a) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p>

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			<p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(b) Concerns about the carrying capacity of railway traffic (Tung Chung Line)</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(b) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p>
<b>R5-R108</b>  <b>Land Justice League (R5) &amp; Individuals</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) The Siu Ho Wan railway depot site should be developed into public / subsidized housing	(a) The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board’s consideration. Public can also tender their views on the proposed development during the publication of the planning application.



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(b) Sufficient GIC facilities should be provided in the topside development of Siu Ho Wan railway depot; local employment should be encouraged; to establish a self-sufficient community	<p>(b) According to the indicative development scheme submitted in MTRCL's technical study report, various GIC and retail facilities would be provided to serve the new population and the community. Such provision requirements have been clearly stipulated in the ES of the draft OZP.</p> <p>As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc..</p> <p>Adequate provision of community, social welfare, recreational and educational facilities would be provided in a holistic manner to serve the future population in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant bureaux/departments.</p> <p>It should be noted that the planning for Siu Ho Wan area has already taken into consideration other known and planned development projects</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) The right of topside development of Siu Ho Wan railway depot site should not be granted to MTRCL for private housing	<p>on Lantau and its surrounding from a macro perspective. TCNTE with a regional office node and the commercial belt around the railway stations will provide about 877,000m<sup>2</sup> GFA for commercial developments including office, retail and hotel uses, which will create about 40,000 job opportunities. There would also be job opportunities associated with various GIC facilities in Tung Chung such as post-secondary institution. The operation of 3RS and the commercial development with GFA of about 668,000 m<sup>2</sup> at NCD at HKIA, etc., it would eventually bring new employment opportunities closer to local residents so as to achieve synergy, optimal coordination and collaboration among these developments. In addition, the commercial portion with GFA of about 30,000m<sup>2</sup> of the proposed topside development would provide local retail facilities and hence local employment opportunities.</p> <p>(c) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. The Siu Ho Wan railway depot provides important maintenance and supporting service to the current railway network. The proposed</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(d) Lack of public consultation on the topside development of Siu Ho Wan railway depot proposed by MTRCL</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan railway depot, the Government will follow up with the MTRCL on various details including its participation in the topside development.</p> <p>(d) The established public consultation procedures for formulation of a new OZP have been duly followed. TWDC and IsDC were consulted before the Board's further consideration on the draft OZP. Relevant information on the proposed topside development has been made available in the public consultation. In addition, the statutory plan-making process, which involves 2-month exhibition of the draft OZP for public inspection and hearing of representations and comments received, is itself a public consultation process under the Town Planning Ordinance. Members of the public have been given the opportunity to provide views on the draft OZP in submitting representations and/or comments. All representers and comments have been invited to the Board to present their views. The Board would take into account the representations and comments on the representations before</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>making a decision on the OZP prior to its submission to the Chief Executive in Council for approval. Besides, the project proponent is required to submit a development proposal in the form of a Layout Plan with supporting technical documents through planning application for the Board's approval, whereas the public can submit their further views on the application.</p>
<b>R109-R110</b>  <b>Individuals</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) The scale / flat number of the topside development of Siu Ho Wan railway depot should be reduced	(a) Siu Ho Wan railway depot is one of the important land supply sources to meet pressing territorial housing needs. Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(b) Concerns about the housing type / mix of the topside development of Siu Ho Wan railway depot	<p>envisaged.</p> <p>(b) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government's intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) Concerns that the transport network in North Lantau and/or its surroundings may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot	<p>(c) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(d) Concerns about the carrying capacity of railway traffic (Tung Chung Line)	<p>traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. The C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(d) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(e) No private car should be allowed to enter the topside development area of Siu Ho Wan railway depot in order to minimize adverse</p>	<p>person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(e) The concept of reducing the usage of private car is in line with the current planning in which railway system is planned as a backbone of the</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>traffic impacts</p> <p><b><u>Representer's Proposal</u></b></p> <p>Nil</p>	<p>passenger transport system in the Area so as to minimise road traffic. Whether a “car-free” concept is to be adopted in the future topside development, the potential traffic impact on major road and rail infrastructure should be assessed in the TTIA to be submitted with the Layout Plan for the proposed development for consideration by the Board. C for T advises that the project proponent should put forward mitigation measures so as to ensure the public transport infrastructure could cope with the traffic demand brought by the proposed topside development. Furthermore, comprehensive networks of cycle track, cycle parking facilities and pedestrian walkway connecting the major destinations in the region would encourage cycling and promote convenient cycle and pedestrian movements. These measures would reduce the demand for vehicles that coincide to the “car-free” concept.</p>
<p><b>R111-R113</b></p> <p><b>Individuals</b></p>	<p>“OU” annotated</p> <p>“Railway Depot and Public Transport Interchange with Commercial/Residential</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) The scale / flat number of the topside development of Siu Ho Wan railway depot should be reduced</p>	<p>(a) Siu Ho Wan railway depot is one of the important land supply sources to meet pressing territorial housing needs. Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
	Development”	(b) Concerns that the transport network in North Lantau and/or its surroundings may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot	<p>feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.</p> <p>(b) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL’s technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) Concerns about the carrying capacity of railway traffic (Tung Chung Line)	<p>departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(c) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(d) No private car should be allowed to enter the topside development area of Siu Ho Wan railway depot in order to minimize adverse traffic impacts</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(d) The concept of reducing the usage of private car is in line with the current planning in which railway system is planned as a backbone of the passenger transport system in the Area so as to minimise road traffic. Whether a "car-free" concept is to be adopted in the future topside development, the potential traffic impact on major road and rail infrastructure should be assessed in the TTIA to be submitted with the Layout Plan for the proposed development for consideration by the Board. C for T advises that the project proponent should put forward mitigation measures so as to ensure the public transport infrastructure could cope with the traffic demand brought by the proposed topside development. Furthermore, comprehensive networks of cycle track, cycle parking facilities and pedestrian walkway connecting the major destinations in the region would encourage</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>cycling and promote convenient cycle and pedestrian movements. These measures would reduce the demand for vehicles that coincide to the “car-free” concept.</p>
<p><b>R114-R115</b></p> <p><b>Individuals</b></p>	<p>“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Concerns that the transport network in North Lantau and/or its surroundings may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot</p>	<p>(a) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL’s technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(b) Concerns about the carrying capacity of railway traffic (Tung Chung Line)	<p>(b) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(c) No private car should be allowed to enter the topside development area of Siu Ho Wan railway depot in order to minimize adverse traffic impacts</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(c) The concept of reducing the usage of private car is in line with the current planning in which railway system is planned as a backbone of the passenger transport system in the Area so as to minimise road traffic. Whether a "car-free" concept is to be adopted in the future topside development, the potential traffic impact on major road and rail infrastructure should be assessed in the TTIA to be submitted with the Layout Plan for the proposed development for consideration by the Board. C for T advises that the project proponent should put forward mitigation measures so as to ensure the public transport infrastructure could cope with the traffic demand brought by the proposed topside development. Furthermore, comprehensive networks of cycle track, cycle parking facilities and pedestrian walkway connecting the major destinations in the region would encourage cycling and promote convenient cycle and pedestrian movements. These measures would reduce the demand for vehicles that coincide to</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(c) Concerns about the carrying capacity of railway traffic (Tung Chung Line)</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(c) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p>
<b>R117-R118</b>  <b>Individuals</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential”	<u><b>Grounds of Representation</b></u> (a) The scale / flat number of the topside development of Siu Ho Wan railway depot should be reduced	(a) Siu Ho Wan railway depot is one of the important land supply sources to meet pressing territorial housing needs. Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
	Development”	<p>(b) Concerns that the transport network in North Lantau and/or its surroundings may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot</p> <p><b><u>Representer’s Proposal</u></b> Nil</p>	<p>feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.</p> <p>(b) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL’s technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			departments would have further opportunities to review the traffic impact arising from the proposed topside development.
<b>R119</b>  <b>Mary Mulvihill</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) Concerns about the housing type / mix of the topside development of Siu Ho Wan railway depot	(a) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government’s intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL’s participation etc. . The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(b) Concerns whether the proposed topside development is served by any MTR station</p> <p>(c) Concerns about the development model of the Siu Ho Wan railway depot site</p>	<p>preclude the development of public or private housing.</p> <p>(b) A possible railway station at Siu Ho Wan has been explored by the MTRCL to provide train service for the residents of the proposed topside development. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL.</p> <p>(c) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. The Siu Ho Wan railway depot provides important maintenance and supporting service to the current railway network. The proposed development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan railway depot, the Government will follow up with the MTRCL on various details including its participation in the topside</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(d) All facilities are to be located on a podium, no genuine public open space</p> <p>(e) Concerns about potential aircraft noise impacts on the topside development</p>	<p>development.</p> <p>(d) According to the indicative development scheme submitted in MTRCL's technical study report, various GIC and retail facilities would be provided to serve the new population, including a public transport interchange, three 30-classroom schools, a total number of 24 kindergarten classrooms, a minimum of 75,600 m<sup>2</sup> of open space and a minimum of 4,000 m<sup>2</sup> GFA for social welfare facilities. Such provision requirements have been clearly stipulated in the ES of the draft OZP. The GIC uses would be carefully planned and located such that they are easily accessible by local residents and/or a wider community. PlanD will liaise with concerned bureaux/departments to review the exact provision and location of GIC facilities and open space in the area during implementation stage. A connectivity proposal of all-weathered pedestrian walkway/linkages and cycle track network is also required to enhance both internal and external connectivity of the depot site with the surrounding areas.</p> <p>(e) Regarding the concern on aircraft noise, there is a criterion stipulated in the HKPSG and the EIAO that no Noise Sensitive Receivers</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(f) Concerns about potential environmental impacts from surrounding developments, including noxious utilities uses and a large columbarium, on the topside development	<p>(NSRs) should be allowed within Noise Exposure Forecast (NEF) 25 contour. According to the EIA Reports, it is ascertained that the proposed topside development would not be within the NEF 25 contour. DEP advises that adverse aircraft noise impact would not be anticipated. The project proponent would also explore and review the use of acoustic insulation in the form of well-gasketed window to enhance the indoor living environment in accordance with the mitigation measures proposed under the approved EIA.</p> <p>(f) The environmental and ecological issues of the proposed topside development have been properly assessed and addressed in the relevant EIA Reports submitted under the EIA Ordinance (EIAO) (Cap. 499) to confirm its compliance with the EIAO requirement. On 29.11.2017, the EIA Reports for “Siu Ho Wan Station and Siu Ho Wan Depot Replanning Works” and “Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot” were approved with conditions in accordance with the provisions of the EIAO. With implementation of appropriate mitigation measures, no unacceptable environmental impact during the construction</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(g) Use the railway depot site for logistic park or massive GIC and cemetery complex</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>and operation phases is anticipated.</p> <p>A feasibility study of potential sites for columbarium development in Tsuen Wan District was completed by the CEDD in 2014. Under the study, preliminary technical assessments, covering traffic, air quality, environment, landscape and visual aspects, have been conducted and concluded that the site at Sham Shui Kok could be developed as columbarium. Government departments consulted have no adverse comment on/objection to the proposal.</p> <p>(g) The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings to reserve land for GIC facilities and supporting infrastructure as well as facilitate sustainable residential/commercial development and maximise the development potential on suitable land. As regards the representer's proposal to use the railway depot site for logistic park or massive GIC and</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) Concerns that the transport network in North Lantau and/or its surroundings may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot; the traffic impact assessment should not be undertaken basing on 100% capacity of Tsing Ma Bridge	<p>follow up with the MTRCL on various details including its participation in the topside development.</p> <p>(c) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(d) Concerns about the carrying capacity of railway traffic (Tung Chung Line)	<p>2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(d) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(e) No private car should be allowed to enter the topside development area of Siu Ho Wan railway depot in order to minimize adverse traffic impacts</p> <p>(f) To reduce the scale of the topside residential development by half to 7,000 flats which mainly in a form of HOS flats</p>	<p>(e) The concept of reducing the usage of private car is in line with the current planning in which railway system is planned as a backbone of the passenger transport system in the Area so as to minimise road traffic. Whether a “car-free” concept is to be adopted in the future topside development, the potential traffic impact on major road and rail infrastructure should be assessed in the TTIA to be submitted with the Layout Plan for the proposed development for consideration by the Board. C for T advises that the project proponent should put forward mitigation measures so as to ensure the public transport infrastructure could cope with the traffic demand brought by the proposed topside development. Furthermore, comprehensive networks of cycle track, cycle parking facilities and pedestrian walkway connecting the major destinations in the region would encourage cycling and promote convenient cycle and pedestrian movements. These measures would reduce the demand for vehicles that coincide to the “car-free” concept.</p> <p>(f) Siu Ho Wan railway depot is one of the important land supply sources to meet pressing territorial housing needs. Technical</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p><b><u>Representer's Proposal</u></b></p> <p>Nil</p>	<p>assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.</p> <p>The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			consideration. Public can also tender their views on the proposed development during the publication of the planning application.
<b>R121</b>  <b>Individual</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) Opposes the draft Siu Ho Wan OZP No. S/I-SHW/1 / “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/ Residential Development” zone  (b) Concerns about the housing types / mix of the topside development of Siu Ho Wan railway depot	(a) The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.  The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.  (b) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government’s intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) The Siu Ho Wan railway depot site should be developed into public / subsidized housing	<p>available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p> <p>(c) The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any,</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(d) Concerns about the carrying capacity of railway traffic (Tung Chung Line)	<p>could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>(d) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p> <p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(e) Sufficient GIC facilities should be provided in the topside development of Siu Ho Wan railway depot; encourage local employment; to establish a self-sufficient community	<p>development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(e) According to the indicative development scheme submitted in MTRCL's technical study report, various GIC and retail facilities would be provided to serve the new population and the community. Such provision requirements have been clearly stipulated in the ES of the draft OZP.</p> <p>As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc..</p> <p>Adequate provision of community, social</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>welfare, recreational and educational facilities would be provided in a holistic manner to serve the future population in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant bureaux/departments.</p> <p>It should be noted that the planning for Siu Ho Wan area has already taken into consideration other known and planned development projects on Lantau and its surrounding from a macro perspective. TCNTE with a regional office node and the commercial belt around the railway stations will provide about 877,000m<sup>2</sup> GFA for commercial developments including office, retail and hotel uses, which will create about 40,000 job opportunities. There would also be job opportunities associated with various GIC facilities such as post-secondary institution. The operation of 3RS and the commercial development with GFA of about 668,000m<sup>2</sup> at NCD at HKIA, etc., it would eventually bring new employment opportunities closer to local residents so as to achieve synergy, optimal coordination and collaboration among these developments. In addition, the commercial portion with GFA of about 30,000m<sup>2</sup> of the proposed topside</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(f) The right of topside development of Siu Ho Wan railway depot should not be granted to MTRCL for private housing</p> <p>(g) Lack of public consultation on the topside development of Siu Ho Wan railway depot proposed by MTRCL</p>	<p>development would provide local retail facilities and hence local employment opportunities.</p> <p>(f) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. The Siu Ho Wan railway depot provides important maintenance and supporting service to the current railway network. The proposed development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan railway depot, of the Government will follow up with the MTRCL on various details including its participation in the topside development.</p> <p>(g) The established public consultation procedures for formulation of a new OZP have been duly followed. TWDC and IsDC were consulted before the Board's further consideration on the draft OZP. Relevant information on the proposed topside development has been made available in the public consultation. In addition, the statutory plan-making process, which involves 2-month exhibition of the draft OZP for public inspection and hearing of</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(h) To provide public housing, public wet markets, public shopping malls as well as VTC Hong Kong Institute of Vocational Education (IVE). “Smart City” devices should also be applied in the aforesaid public shopping malls</p>	<p>representations and comments received, is itself a public consultation process under the Town Planning Ordinance. Members of the public have been given the opportunity to provide views on the draft OZP in submitting representations and/or comments. All representers and commenters have been invited to the Board to present their views. The Board would take into account the representations and comments on the representations before making a decision on the OZP prior to its submission to the Chief Executive in Council for approval. Besides, the project proponent is required to submit a development proposal in the form of a Layout Plan with supporting technical documents through planning application for the Board’s approval, whereas the public can submit their further views on the application.</p> <p>(h) The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>Adequate provision of community, social welfare, recreational and educational facilities would be provided in a holistic manner to serve the future population in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant bureaux/departments.</p> <p>Regarding the provision of VTC IVE, a site at Area 137 of Tung Chung East is reserved for post-secondary institution. The Government will keep identifying and allocating suitable sites for the provisions subject to the advice of Education Bureau on the demand.</p> <p>For request on the application of the "Smart City" devices, it could be incorporated as part of the proposed topside development of Siu Ho Wan railway depot.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(i) To construct a new railway line, via Ma Wan, Sunny Bay, Tung Chung East, Tung Chung Town Centre, Tung Chung West and East Lantau Metropolis, connecting the MTR South Island Line (West)</p> <p><b><u>Representer's Proposal</u></b></p> <p>Nil</p>	<p>(i) The Government is planning to take forward strategic studies on railway and major roads beyond 2030. Based on the latest planning data in Hong Kong, the Study will examine the transport needs of the whole territory beyond 2031 holistically. It will study the necessary strategic transport infrastructure network for meeting the traffic needs of the Strategic Growth Areas recommended by the Hong Kong 2030+ on one hand, while improving the traffic conditions of the existing transport corridors on the other hand.</p>
<p><b>R122-R127</b></p> <p><b>Individuals</b></p>	<p>“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Opposes “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone</p> <p>(b) The Siu Ho Wan railway depot site should be developed into public / subsidized housing</p>	<p>(a) The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.</p> <p>(b) The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) Sufficient GIC facilities should be provided in the topside development of Siu Ho Wan railway depot; encourage local employment; to establish a self-sufficient community	<p>development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>(c) According to the indicative development scheme submitted in MTRCL's technical study report, various GIC and retail facilities would be provided to serve the new population and the community. Such provision requirements have been clearly stipulated in the ES of the draft OZP.</p> <p>As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc..</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>Adequate provision of community, social welfare, recreational and educational facilities would be provided in a holistic manner to serve the future population in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant bureaux/departments.</p> <p>It should be noted that the planning for Siu Ho Wan area has already taken into consideration other known and planned development projects on Lantau and its surrounding from a macro perspective. TCNTE with a regional office node and the commercial belt around the railway stations will provide about 877,000m<sup>2</sup> GFA for commercial developments including office, retail and hotel uses, which will create about 40,000 job opportunities. There would also be job opportunities associated with various GIC facilities such as post-secondary institution. The operation of 3RS and the commercial development with GFA of about 668,000m<sup>2</sup> at NCD at HKIA, etc., it would eventually bring new employment opportunities closer to local residents so as to achieve synergy, optimal coordination and collaboration among these developments. In addition, the commercial portion with GFA of</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(d) The right of the topside development of Siu Ho Wan railway depot should not be granted to MTRCL for private housing</p> <p>(e) Lack of public consultation on the topside development of Siu Ho Wan railway depot proposed by MTRCL</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>about 30,000m<sup>2</sup> of the proposed topside development would provide local retail facilities and hence local employment opportunities.</p> <p>(d) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. The Siu Ho Wan railway depot provides important maintenance and supporting service to the current railway network. The proposed development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan railway depot, of the Government will follow up with the MTRCL on various details including its participation in the topside development.</p> <p>(e) The established public consultation procedures for formulation of a new OZP have been duly followed. TWDC and IsDC were consulted before the Board's further consideration on the draft OZP. Relevant information on the proposed topside development has been made available in the public consultation. In addition, the statutory plan-making process, which involves 2-month exhibition of the draft OZP</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>for public inspection and hearing of representations and comments received, is itself a public consultation process under the Town Planning Ordinance. Members of the public have been given the opportunity to provide views on the draft OZP in submitting representations and/or comments. All representers and commenters have been invited to the Board to present their views. The Board would take into account the representations and comments on the representations before making a decision on the OZP prior to its submission to the Chief Executive in Council for approval. Besides, the project proponent is required to submit a development proposal in the form of a Layout Plan with supporting technical documents through planning application for the Board's approval, whereas the public can submit their further views on the application.</p>
<b>R128</b>  <b>Individual</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential	<u><b>Grounds of Representation</b></u> (a) Opposes “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone	(a) The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
	Development”	<p>(b) Land should be reserved for public / subsidized housing in the topside development of Siu Ho Wan railway depot</p> <p>(c) Retail and GIC facilities including community hall, library, school, sports ground and wet market should be provided in the Area; to encourage local employment</p> <p><b><u>Representer’s Proposal</u></b> Nil</p>	<p>land use zonings.</p> <p>(b) The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board’s consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>(c) According to the indicative development scheme submitted in MTRCL’s technical study report, various GIC and retail facilities would be provided to serve the new population and the community. Such provision requirements have been clearly stipulated in the ES of the draft OZP.</p> <p>Adequate provision of community, social welfare, recreational and educational facilities</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>would be provided in a holistic manner to serve the future population in accordance with the requirements under the Hong Kong Planning Standards and Guidelines (HKPSG) and based on the advice of relevant bureaux/departments.</p> <p>It should be noted that the planning for Siu Ho Wan area has already taken into consideration other known and planned development projects on Lantau and its surrounding from a macro perspective. TCNTE with a regional office node and the commercial belt around the railway stations will provide about 877,000m<sup>2</sup> GFA for commercial developments including office, retail and hotel uses, which will create about 40,000 job opportunities. There would also be job opportunities associated with various GIC facilities in Tung Chung such as post-secondary institution. The operation of 3RS and the commercial development with GFA of about 668,000 m<sup>2</sup> at NCD at HKIA, etc., it would eventually bring new employment opportunities closer to local residents so as to achieve synergy, optimal coordination and collaboration among these developments. In addition, the commercial portion with GFA of about 30,000m<sup>2</sup> of the proposed topside development would provide local retail</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			facilities and hence local employment opportunities.
<b>R129</b>  <b>Individual</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) Opposes “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone  (b) Topside development of Siu Ho Wan railway depot will affect TCNTE project and is not conducive to long-term development of North Lantau	(a) The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.  (b) According to the Sustainable Lantau Blueprint, the “North Lantau Corridor” covering TCNTE, the topside development at HKBCF Island and Siu Ho Wan Development is proposed mainly for economic and housing development.  The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) Development of low to medium-rise residential use does not address housing demand problem	<p>It should be noted that the planning for Siu Ho Wan area has already taken into consideration other known and planned development projects on Lantau and its surrounding from a macro perspective.</p> <p>(c) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government's intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(d) The topside development of Siu Ho Wan railway depot may overload the infrastructures and public facilities in Tung Chung and North Lantau</p> <p>(e) Concerns that the transport network in North Lantau and/or its surroundings may not be able to cope with the new population of the topside development of Siu Ho Wan railway depot</p>	<p>considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p> <p>(d) Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.</p> <p>(e) A TTIA for the proposed topside development with a new railway station has been undertaken under MTRCL's technical study to assess the traffic impact and public transport facilities requirement based on the existing and planned road and railway networks, with due consideration of various committed projects in</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>North Lantau including TCNTE, the 3RS and NCD at HKIA, TM-CLKL, HZMB, etc. Government departments have been consulted on the TTIA and they have no adverse comment/objection.</p> <p>The TTIA, with the latest traffic pattern due to the commissioning of TM-CLKL and HZMB taken into account, reveals that major road links including Tsing Ma Bridge are predicted to be operating within manageable level upon full development of the proposed topside development. There would be sufficient road capacities to support the proposed topside development with Route 11 and Road P1 (Tai Ho to Sunny Bay Section) which are expected to be available before the Assessment Year of 2038 in the TTIA. Besides, TM-CLKL to be completed before the first population intake of the proposed topside development in 2026/27 will offer an alternative route and ease the traffic flow of NLH. No insurmountable road capacity issue is envisaged with the proposed topside development and the implementation of the planned infrastructural works.</p> <p>According to the draft OZP, the project proponent of the topside development is</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(f) Concerns about the carrying capacity of railway traffic (Tung Chung Line)</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>required to submit a planning application with supporting technical assessments for the approval of the Board. C for T advises that the project proponent of the proposed topside development is required to conduct further TTIA and put forward mitigation proposals so as to ensure that the transport infrastructure can cope with the additional traffic flow brought by the new development projects. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p> <p>(f) MTRCL has planned to upgrade the signalling system of several railway lines, including TCL, for completion by 2026 tentatively. With the completion of the upgrading of signalling system amongst other railway lines, the overall carrying capacity can be increased by around 10%. According to the TTIA, it is estimated that the design capacity of TCL (assuming 4 person per m<sup>2</sup>) at the critical section between Sunny Bay Station to Tsing Yi Station (i.e. covering Tsing Ma Bridge) can accommodate the traffic demand of the planned population of the topside development upon full development by 2038.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>According to the draft OZP, the project proponent of the topside development is required to submit a planning application with supporting technical assessments for the approval of the Board. CE/RD2-2,HyD advises that the project proponent would evaluate in their TTIA whether the additional population arising from the proposed development would bring any adverse impacts to the loading of TCL. The project proponent should justify whether the capacity of TCL could cope with the transport demand and propose measures to alleviate the impacts to TCL. Government departments would have further opportunities to review the traffic impact arising from the proposed topside development.</p>
<b>R130-R131</b>  <b>Individuals</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) Opposes “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone  (b) Opposes luxury residential development in the topside development of Siu Ho Wan railway depot by MTRCL	(a) The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.  (b)

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(c) Concerns about the development model of the Siu Ho Wan railway depot site</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. It is the Government's intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p> <p>(c) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. The Siu Ho Wan railway depot provides important maintenance and supporting service to the</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>current railway network. The proposed development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan depot, of the Government will follow up with the MTRCL on various details including its participation in the topside development.</p>
<p><b>R132</b></p> <p><b>Individual</b></p>	<p>“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Re sidential Development”</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Opposes the draft Siu Ho Wan OZP No. S/I-SHW/1</p> <p>(b) Opposes luxury residential development in the topside development of Siu Ho Wan railway depot by MTRCL</p>	<p>(a) The current OZP aims to provide statutory planning guidance and control on the existing to</p> <p>(b) uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.</p> <p>The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.</p> <p>It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. It is the Government’s intention to plan different types of residential development to ensure a</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(c) Concerns about the future development of Siu Ho Wan Reclamation</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p> <p>(c) It should be noted that the formulation and extent of the draft OZP do not cover the proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot. H(SLO), CEDD advises that the programme for the subsequent planning and engineering study</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>for Siu Ho Wan Reclamation is under review. Notwithstanding, in line with the established procedures, the Government will consult relevant stakeholders including relevant district councils on the Siu Ho Wan Reclamation during the feasibility study. Nevertheless, should the reclamation projects at Siu Ho Wan be taken forward, a statutory EIA shall be conducted to ensure no adverse impacts would be imposed on the environment and ecology.</p>
<b>R133</b>  <b>Individual</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) Opposes the draft Siu Ho Wan OZP No. S/I-SHW/1  (b) Opposes luxury residential development in the topside development of Siu Ho Wan railway depot by MTRCL	<p>(a) The current OZP aims to provide statutory to planning guidance and control on the existing</p> <p>(b) uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.</p> <p>The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.</p> <p>It should be noted that the exact housing type/mix as well as the development model are</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(c) Concerns about the future development of Siu Ho Wan Reclamation	<p>yet to be determined by the Government. It is the Government's intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p> <p>(c) It should be noted that the formulation and extent of the draft OZP do not cover the proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(d) Concerns about the increase of population in Siu Ho Wan</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>development atop Siu Ho Wan railway depot. H(SLO), CEDD advises that the programme for the subsequent planning and engineering study for Siu Ho Wan Reclamation is under review. Notwithstanding, in line with the established procedures, the Government will consult relevant stakeholders including relevant district councils on the Siu Ho Wan Reclamation during the feasibility study. Nevertheless, should the reclamation projects at Siu Ho Wan be taken forward, a statutory EIA shall be conducted to ensure no adverse impacts would be imposed on the environment and ecology.</p> <p>(d) Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			commercial development would be envisaged.
<b>R134-R135</b>  <b>Individuals</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Re sidential Development”	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Opposes the draft Siu Ho Wan OZP No. S/I-SHW/1</p> <p>(b) The topside development of Siu Ho Wan railway depot, or part of it, should be reserved for public / subsidized housing development</p> <p><b><u>Representer’s Proposal</u></b></p> <p>Nil</p>	<p>(a) The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.</p> <p>The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.</p> <p>(b) The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.
<b>R136</b>  <b>Individual</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) Opposes the draft Siu Ho Wan OZP No. S/I-SHW/1  (b) Lack of public consultation on the draft OZP  (c) Information should be made available to the public  <u><b>Representer's Proposal</b></u> Nil	(a) The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is appropriate while relevant government departments have no adverse comments on the land use zonings.  (b) The established public consultation procedures to (c) for formulation of a new OZP have been duly followed. TWDC and IsDC were consulted before the Board's further consideration on the draft OZP. Relevant information on the proposed topside development has been made available in the public consultation. In addition, the statutory plan-making process, which involves 2-month exhibition of the draft OZP for public inspection and hearing of representations and comments received, is itself a public consultation process under the Town

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>Planning Ordinance. Members of the public have been given the opportunity to provide views on the draft OZP in submitting representations and/or comments. All representers and commenters have been invited to the Board to present their views. The Board would take into account the representations and comments on the representations before making a decision on the OZP prior to its submission to the Chief Executive in Council for approval. Besides, the project proponent is required to submit a development proposal in the form of a Layout Plan with supporting technical documents through planning application for the Board's approval, whereas the public can submit their further views on the application.</p>
<b>R137</b>  <b>Individual</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”	<u><b>Grounds of Representation</b></u> (a) Opposes the draft Siu Ho Wan OZP No. S/I-SHW/1	(a) The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.  The Siu Ho Wan railway depot is identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. It is considered that the general planning intention of the Area is



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(b) Concerns that the infrastructure in North Lantau and/or its surroundings may not be able to cope with development in the area</p> <p>(c) Lack of public consultation on the draft OZP</p>	<p>appropriate while relevant government departments have no adverse comments on the land use zonings.</p> <p>(b) Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.</p> <p>(c) The established public consultation procedures for formulation of a new OZP have been duly followed. TWDC and IsDC were consulted before the Board's further consideration on the draft OZP. Relevant information on the proposed topside development has been made available in the public consultation. In addition, the statutory plan-making process, which</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		(d) Concerns about the environmental and ecological impacts caused by the proposed developments / infrastructure developments on Lantau	<p>involves 2-month exhibition of the draft OZP for public inspection and hearing of representations and comments received, is itself a public consultation process under the Town Planning Ordinance. Members of the public have been given the opportunity to provide views on the draft OZP in submitting representations and/or comments. All representers and commenters have been invited to the Board to present their views. The Board would take into account the representations and comments on the representations before making a decision on the OZP prior to its submission to the Chief Executive in Council for approval. Besides, the project proponent is required to submit a development proposal in the form of a Layout Plan with supporting technical documents through planning application for the Board's approval, whereas the public can submit their further views on the application.</p> <p>(d) The Area, situated in the northshore Lantau and to the east of TCNTE, has always been an integral part of Lantau development. According to the Sustainable Lantau Blueprint published by the Government in June 2017, the "North Lantau Corridor" covering TCNTE, the topside</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p><b><u>Representer's Proposal</u></b></p> <p>Withdraw the draft OZP and enhance the conservation of Lantau Island</p>	<p>development at HKBCF Island and Siu Ho Wan Development is proposed mainly for economic and housing development, while TCL and NLH providing convenient connections to the urban areas could serve to enhance the accessibility of the corridor.</p> <p>It should be noted that the objective of the draft OZP is to indicate the broad land-use zonings for the Area so that development and redevelopment therein can be put under statutory planning control. Relevant EIA Reports for the proposed topside development have already been approved with conditions by DEP in accordance with the provisions of the EIAO. Major infrastructure projects would also be subject to statutory EIA process.</p> <p>There is no provision to withdraw an OZP under the Town Planning Ordinance.</p>
<p><b>R138</b></p> <p>民間房屋聯席</p>	<p>“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Re</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Opposes the draft Siu Ho Wan OZP No. S/I-SHW/1</p> <p>(b) Review the land use zonings / development in “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/</p>	<p>(a) According to the Sustainable Lantau Blueprint, to the “North Lantau Corridor” covering TCNTE,</p> <p>(b) the topside development at HKBCF Island and Siu Ho Wan Development is proposed mainly for economic and housing development.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
	<p>Residential Development” and “Government, Institution or Community” (“G/IC”) to the south east of the Siu Ho Wan Depot Site</p>	<p>Residential Development” zone should be planned together with adjacent land uses comprehensively</p> <p>(c) Review the development intensity of the draft OZP / The proposed development intensity of the topside development of Siu Ho Wan railway depot is too low</p>	<p>The Area is mainly occupied by various infrastructure and government uses to support TCNT, HKIA and Northeast Lantau developments while the Siu Ho Wan railway depot is also identified as one of the important land supply sources and its flat yield is vital to meet pressing territorial housing demand. The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot. It is considered that the general planning intention of the Area to reserve land for GIC facilities and supporting infrastructure as well as facilitate sustainable residential/commercial development and maximise the development potential on suitable land is appropriate while relevant government departments have no adverse comments on the land use zonings.</p> <p>(c) Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.</p> <p>With the future 3RS operations in HKIA, a review of the existing AHR for the current 2RS operations is being conducted. There is scope to further maximise the development potential of the site providing that the technical feasibility and the infrastructure capacity can be ascertained. As stated in the ES, to provide flexibility for maximizing development potential of the site upon relaxation of AHR and for innovative design adapted to the characteristics of the site and planning circumstances, there is provision in the Notes for “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone that relaxation of the relevant development restrictions, such as GFA restriction, may be considered by the Board through the planning application system. Each proposal will be considered on its individual planning merits.</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(d) Concerns about the effectiveness of the urban design measures mentioned in the Explanatory Statement (ES) in protecting the views of natural ridgeline, which may limit the intensity of development in appropriately</p> <p>(e) To review and implement the developments in the Siu Ho Wan area as soon as practicable</p> <p>(f) The proposed GIC facilities in the topside development should be provided within the "G/IC" zone opposite the depot site and connected by footbridge / deck-over podium in order to free up more space for residential development atop Siu Ho Wan railway depot</p>	<p>(d) Since the site is in an elongated configuration sitting along the foothill facing the seafront, a number of urban design measures should be considered to optimize the scheme design for the future topside development. For the future Layout Plan submission under section 16 planning application, the project proponent has to follow the urban design measures as stated in the ES of the draft OZP, examine design concepts and give due considerations to further alleviate the visual and air ventilation impact of the residential buildings and podium with a view to harmonizing with the landscape character of the surrounding area.</p> <p>(e) The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.</p> <p>(f) Regarding the GIC site on the opposite side of the NLH, the larger eastern portion of the GIC site is currently occupied by the existing Siu Ho Wan Government Maintenance Depot and the remaining western portion is an undesignated GIC site. Given that the site is separated from the railway depot by TCL and NLH and is not</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<u><b>Representer's Proposal</b></u> Nil	easily accessible, it is not appropriate for the provision of the supporting GIC facilities which is intended to serve the residents of the topside development.
<b>R139</b>  <b>Individual</b>	“OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development”, “G/IC” and “Green Belt” (“GB”)	<u><b>Grounds of Representation</b></u> (a) Opposes “Zoo” use under Column 2 of the “G/IC” and “GB” zones  (b) For ‘animals management’ purpose, ‘animal boarding establishment’ and ‘animal quarantine centre’ uses are already listed in column 1 or 2 of the Notes in specific zones on the draft OZP  (c) For ‘conservation’ purpose, ‘Wild animals protection area’ use is already under column 1 of “GB” zone of the draft OZP  (d) Regarding various OZPs covering Lantau Island, there are already sufficient land use zonings allowing ‘Zoo’ use application	(a) It should be noted that according to the Definitions of Terms promulgated by the Board, ‘Zoo’ means any place where animals and birds are kept for conservation purposes or display to the general public, which is different from ‘wild animals protection area’, ‘animal boarding establishment’ and ‘animal quarantine centre’. The Notes of the “G/IC” and “GB” zones primarily follow the Master Schedules of Notes (MSN) agreed by the Board which include uses like ‘Zoo’ that may be considered by the Board under the planning application system to allow flexibility for proposals that may be compatible with the surrounding area. The inclusion of ‘Zoo’ use in Column 2 of the Notes does not represent that the use would be provided in the Area. Each proposal will be considered by the Board taking into account the prevailing planning circumstances, relevant guidelines and in consultation with departments concerned including AFCD. In this connection, the current Notes for “G/IC”

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(e) Opposes “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/ Residential Development” zone, as there is no guarantee that the site would provide public housing</p> <p><b><u>Representer’s Proposal</u></b></p> <p>(1) To delete “Zoo” use from the draft OZP</p>	<p>and “GB” zones are considered appropriate.</p> <p>(e) The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board’s consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>(1) It should be noted that according to the Definitions of Terms promulgated by the Board, ‘Zoo’ means any place where animals and birds are kept for conservation purposes or display to the general public, which is different from ‘wild animals protection area’, ‘animal boarding establishment’ and ‘animal quarantine centre’. The Notes of the “G/IC” and “GB” zones primarily follow the Master Schedules of Notes (MSN) agreed by the Board which</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(2) To revise the planning intention of the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/ Residential Development” zone in the Notes by incorporating a clause “including public housing” after “residential development”</p> <p>(3) To revise the remark (b) of the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/ Residential Development” zone in the Notes by incorporating a clause stipulating the provision of public housing with not less than 40% of the total gross floor area</p>	<p>include uses like ‘Zoo’ that may be considered by the Board under the planning application system to allow flexibility for proposals that may be compatible with the surrounding area. The inclusion of ‘Zoo’ use in Column 2 of the Notes does not represent that the use would be provided in the Area. Each proposal will be considered by the Board taking into account the prevailing planning circumstances, relevant guidelines and in consultation with departments concerned including AFCD. In this connection, the current Notes for “G/IC” and “GB” zones are considered appropriate.</p> <p>(2) The designation of the subject “OU” annotated to “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board’s consideration. Public can also tender their views on the proposed development during the</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(4) To revise paragraph 8.1.2 in the ES, “Early implementation of residential development atop the depot could help address the acute demand for housing” should be revised to “Early implementation of residential development including public housing atop the depot could help address the acute demand for housing”</p> <p>(5) To revise paragraph 15.2 in the ES, “Public housing, if any, together with the supporting facilities will be built by the Housing Authority or other relevant agents” should be revised to “Public housing together with the supporting facilities will be built by the Housing Authority or other relevant agents”.</p>	<p>publication of the planning application. It is considered that the current Notes, remarks and ES for the “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/ Residential Development” zone are appropriate.</p>
<p><b>R140</b></p> <p>鹿頸村原居民代表鍾新有 大青洲村原居民代表范樹明 花坪、草灣及大轉村原居民代表胡文輝 打棚埔村原居民代表胡有財 竹篙灣及扒頭鼓村原居民代表胡文彪</p>	<p>“OU” annotated “Columbarium”</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Oppose the “OU” annotated “Columbarium” zone</p> <p>(b) Concerns that developing a columbarium may overload the transport system</p> <p>(c) Concerns about psychological impacts of the proposed columbarium on local residents / visitors</p>	<p>(a) A feasibility study of potential sites for to columbarium development in Tsuen Wan District was completed by the CEDD in 2014.</p> <p>(d) Under the study, preliminary technical assessments, covering traffic, air quality, landscape and visual aspects, have been conducted and concluded that the site at Sham Shui Kok could be developed as columbarium. Government departments consulted have no adverse comment on/objection to the proposal.</p>



Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			<p>mentioned in “Guidelines on Air Pollution Control for Paper Artifacts Burning at Funeral Parlours and Other Places of Worship” published by the Environmental Protection Department (EPD) would be adopted to remove smoke and ash flakes from joss paper burning. DEP advises that the subject columbarium is remote from the nearby villages. With proper mitigation measures, the potential environmental impacts can be further minimized.</p>
<p><b>R141</b></p> <p>馬灣鄉事委員會轄下 “大嶼山東北區” 各村村民</p>	<p>“OU” annotated “Columbarium”</p>	<p><b><u>Grounds of Representation</u></b></p> <p>(a) Opposes the “OU” annotated “Columbarium” zone</p> <p>(b) Concerns that developing a columbarium may overload the transport system</p>	<p>(a) A feasibility study of potential sites for columbarium development in Tsuen Wan to</p> <p>(b) District was completed by the CEDD in 2014. Under the study, preliminary technical assessments, covering traffic, air quality, landscape and visual aspects, have been conducted and concluded that the site at Sham Shui Kok could be developed as columbarium. Government departments consulted have no adverse comment on/objection to the proposal.</p> <p>The Government will carry out further technical study taken into account the local concerns for the subject columbarium development in due course. An EFS Review</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(c) Concerns about environment impacts of the proposed columbarium and its operation on the surroundings</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>will be commissioned by CEDD tentatively in 2019. Relevant planning considerations including access arrangement, infrastructure capacity, environmental assessment and visual impact, etc. will be taken into account during the review of EFS and detailed design of the proposed columbarium development.</p> <p>(c) FEHD emphasizes that the design of the proposed columbarium development would aim to “blend-in with the surrounding environment” by adopting different landscape design strategies to enhance the overall greening effect of the building. Low-smoke worshipping would be encouraged in the proposed columbarium by providing communal incense holders at suitable locations instead of incense holding trough at each individual niche wall. For joss paper burning facilities, the best available technology including the use of electrostatic precipitation and water scrubbers for flue gas treatment as mentioned in “Guidelines on Air Pollution Control for Paper Artifacts Burning at Funeral Parlours and Other Places of Worship” published by the Environmental Protection Department (EPD) would be adopted to remove smoke and ash flakes from joss paper burning. DEP advises that the subject columbarium is</p>

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
			remote from the nearby villages. With proper mitigation measures, the potential environmental impacts can be further minimized.
<b>R142</b>  <b>Individual</b>	No Specific Site	<p><b><u>Grounds of Representation</u></b> The split between public and private housing is not related to the draft OZP</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.
<b>R143</b>  <b>Individual</b>	No Specific Site	<p><b><u>Grounds of Representation</u></b> (a) Opposes reclamation for luxury private residential development</p>	(a) It should be noted that the formulation and extent of the draft OZP do not cover the proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. The current OZP aims to provide statutory planning guidance and control on the

Rep. No. (TPB/R/S/I-SHW/1-)	Representation Site (Plan P-1)	Gist of Representation	Responses
		<p>(b) Land should be reserved for public / subsidized housing development</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.</p> <p>(b) The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p>
<p><b>R144</b></p> <p><b>Individual</b></p>	<p>No Specific Site</p>	<p><b><u>Grounds of Representation</u></b> Opposes reclamation for luxury private residential development</p> <p><b><u>Representer's Proposal</u></b> Nil</p>	<p>It should be noted that the formulation and extent of the draft OZP do not cover the proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. The current OZP aims to provide statutory planning guidance and control on the existing uses of the Area and facilitate potential development atop Siu Ho Wan railway depot.</p>

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
<p><b>C1</b></p> <p><b>MTR Corporation Limited</b></p>	<p><b>R2 to R138</b></p>	<p>(a) Responses to R2 to R137's concerns on the proposed topside development of Siu Ho Wan railway depot:</p> <ul style="list-style-type: none"> <li>i. in assessing the development potential, due consideration have been given to its site constraints, including the existing AHR, infrastructural capacity and surrounding development context</li> <li>ii. technical assessments performed have demonstrated that there would be sufficient transport and utility infrastructural capacities to support the proposed comprehensive residential and commercial development atop Siu Ho Wan railway depot; while potential environmental and visual impacts are found to be acceptable with mitigation in the approved EIA Reports</li> <li>iii. close liaison and coordination with relevant government departments would be maintained to ensure compatibility between the proposed topside development and the possible Siu Ho Wan Reclamation</li> </ul> <p>(b) Response to R138's concerns:</p> <ul style="list-style-type: none"> <li>i. Subject to outcome of the AHR review for the future 3RS of the Hong Kong</li> </ul>	<p>(a) Noted.</p> <ul style="list-style-type: none"> <li>i. Noted.</li> <li>ii. Noted.</li> <li>iii. Noted.</li> </ul> <p>(b) Noted.</p> <ul style="list-style-type: none"> <li>i. Noted.</li> </ul>



Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
		International Airport, there may be scope to further enhance the development potential of the Siu Ho Wan railway depot Site. Any changes would be subject to submission of Layout Plan and supplementary information for the Board's approval	
C2  Green Sense	R3, R139	(a) Support R139's proposal to delete the "Zoo" use in the Notes of the draft OZP	(a) It should be noted that according to the Definitions of Terms promulgated by the Board, 'Zoo' means any place where animals and birds are kept for conservation purposes or display to the general public, which is different from 'wild animals protection area', 'animal boarding establishment' and 'animal quarantine centre'. The Notes of the "G/IC" and "GB" zones primarily follow the MSN agreed by the Board which include uses like 'Zoo' that may be considered by the Board under the planning application system to allow flexibility for proposals that may be compatible with the surrounding area. The inclusion of 'Zoo' use in Column 2 of the Notes does not represent that the use would be provided in the Area. Each proposal will be considered by the Board taking into account the prevailing planning circumstances, relevant guidelines and in consultation with departments concerned

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
		(b) The development scale of the proposed topside development of Siu Ho Wan railway depot should be reduced taking into account the carrying capacities of North Lantau's transport system and infrastructures	<p>including AFCD. In this connection, the current Notes for "G/IC" and "GB" zones are considered appropriate.</p> <p>(b) Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical problems in developing the site for residential and commercial development would be envisaged.</p>
<b>C3</b>  <b>Individual</b>	-	(a) Support to reserve land for the provision of public housing	(a) The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
		(b) Object to the “Zoo” use	<p>of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board’s consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>(b) It should be noted that according to the Definitions of Terms promulgated by the Board, ‘Zoo’ means any place where animals and birds are kept for conservation purposes or display to the general public, which is different from ‘wild animals protection area’, ‘animal boarding establishment’ and ‘animal quarantine centre’. The Notes of the “G/IC” and “GB” zones primarily follow the MSN agreed by the Board which include uses like ‘Zoo’ that may be considered by the Board under the planning application system to allow flexibility for proposals that may be compatible with the surrounding area. The inclusion of ‘Zoo’ use in Column 2 of the Notes does not represent that the use would be provided in the Area. Each proposal will be considered by the Board taking into account the prevailing planning circumstances, relevant guidelines and in consultation with departments concerned</p>

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
			including AFCD. In this connection, the current Notes for “G/IC” and “GB” zones are considered appropriate.
C4  Individual	R138, R139 and R142	<p>(a) Support R138’s proposal to provide more public housing in Siu Ho Wan with due consideration on the carrying capacity of the transport system and environmental impacts, e.g. air ventilation</p> <p>(b) Support R139’s representation against “Zoo” use in the Notes of the draft OZP</p>	<p>(a) The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board’s consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>(b) It should be noted that according to the Definitions of Terms promulgated by the Board, ‘Zoo’ means any place where animals and birds are kept for conservation purposes or display to the general public, which is different from ‘wild animals protection area’, ‘animal boarding establishment’ and ‘animal quarantine</p>

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
		<p>(c) Object <b>R142</b> on the ground that public/private housing mix should be designated with different zonings and is related to plan-making; concerns that the development right of Siu Ho Wan railway depot site would be granted to MTRCL</p>	<p>centre'. The Notes of the "G/IC" and "GB" zones primarily follow the MSN agreed by the Board which include uses like 'Zoo' that may be considered by the Board under the planning application system to allow flexibility for proposals that may be compatible with the surrounding area. The inclusion of 'Zoo' use in Column 2 of the Notes does not represent that the use would be provided in the Area. Each proposal will be considered by the Board taking into account the prevailing planning circumstances, relevant guidelines and in consultation with departments concerned including AFCD. In this connection, the current Notes for "G/IC" and "GB" zones are considered appropriate.</p> <p>(c) It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. The Siu Ho Wan railway depot provides important maintenance and supporting service to the current railway network. The proposed development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan railway depot, the Government will follow up with the MTRCL on various details</p>

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
			including its participation in the topside development.
<b>C5 to C6</b>  <b>Individuals</b>	-	With due consideration on the carrying capacity of the transport system, the Siu Ho Wan railway depot site should be reserved for public/subsidized housing development or affordable housing for Hong Kong residents	The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board’s consideration. Public can also tender their views on the proposed development during the publication of the planning application.
<b>C7</b>  <b>Individual</b>	-	The Siu Ho Wan railway depot site should be reserved for public housing development and community/recreational facilities	The designation of the subject “OU” annotated “Railway Depot and Public Transport Interchange with Commercial/Residential Development” zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
			<p>incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p> <p>According to the indicative development scheme submitted in MTRCL's technical study report, various GIC and retail facilities would be provided to serve the new population and the community. Such provision requirements have been clearly stipulated in the ES of the draft OZP.</p> <p>Adequate provision of community, social welfare, recreational and educational facilities would be provided in a holistic manner to serve the future population in accordance with the requirements under the HKPSG and based on the advice of relevant bureaux/departments.</p>
<b>C8</b>  <b>Individual</b>	-	Object luxury private residential development in the topside development of Siu Ho Wan railway depot which should be reserved for public housing development	It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. Stipulating the amount of public housing in the OZP may limit the flexibility of housing mix and layout design. It is the Government's intention to plan different types of residential development to ensure a balanced housing mix and different housing choices could be available for the public. As stated in the Policy

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
			<p>Address 2018, the Government hopes to develop the depot site into a Siu Ho Wan community with public and private housing as well as community facilities, with due regard to factors including planning, public-to-private housing mix, transport infrastructure, development timeline and MTRCL's participation etc. The types of housing could be determined upon implementation of the development taking into account the prevailing government policies, relevant planning considerations and provision of supporting facilities. The zoning in the OZP would not preclude the development of public or private housing.</p> <p>The designation of the subject "OU" annotated "Railway Depot and Public Transport Interchange with Commercial/Residential Development" zone is intended primarily to facilitate appropriate planning control over the development mix, scale, design and layout of development. As required under the Notes of the draft OZP, planning application in the form of Layout Plan with supporting technical assessments should be submitted, in which provision of public/subsidized housing, if any, could be incorporated for the Board's consideration. Public can also tender their views on the proposed development during the publication of the planning application.</p>



Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
<b>C9</b>  <b>Mary Mulvihill</b>	<b>R119</b>	<p>The draft OZP should be withdrawn and there should be a review of development model regarding the current arrangement that MTRCL obtains lucrative development rights and long term assets in the form of shopping malls, parking facilities and the related management income</p>	<p>There is no provision to withdraw an OZP under the Town Planning Ordinance. The objective of the draft OZP is to indicate the broad land-use zonings for the Area so that development and redevelopment therein can be put under statutory planning control.</p> <p>It should be noted that the exact housing type/mix as well as the development model are yet to be determined by the Government. The Siu Ho Wan railway depot provides important maintenance and supporting service to the current railway network. The proposed development should not interrupt the operation of existing TCL and AE service. As MTRCL is the current occupier and operator of the Siu Ho Wan railway depot, of the Government will follow up with the MTRCL on various details including its participation in the topside development.</p>
<b>C10</b>  <b>Individual</b>	<b>-</b>	<p>Object to development on the grounds that</p> <p>(a) reclamation would have impacts to the ecology</p> <p>(b) there are many vacant/underutilized sites in urban areas; there is no need for reclamation</p>	<p>(a) It should be noted that the formulation and to extent of the draft OZP do not cover the</p> <p>(b) proposed Siu Ho Wan Reclamation which is in a preliminary stage subject to further feasibility study. Head of the Sustainable Lantau Office (H(SLO)), CEDD advises that the programme for the subsequent planning and engineering study for Siu Ho Wan Reclamation is under</p>

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
		(c) the existing infrastructure/population policy should be reviewed	<p>review. Notwithstanding, in line with the established procedures, the Government will consult relevant stakeholders including relevant district councils on the Siu Ho Wan Reclamation during the feasibility study. Nevertheless, should the reclamation projects at Siu Ho Wan be taken forward, a statutory EIA shall be conducted to ensure no adverse impacts would be imposed on the environment and ecology.</p> <p>(c) It should be noted that the objective of the draft OZP is to indicate the broad land-use zonings for the Area so that development and redevelopment therein can be put under statutory planning control. Technical assessments on various aspects including traffic and transport, air ventilation, environmental, sewerage, drainage, water supply and utilities, quantitative risk, geotechnical and structural feasibility, landscape and visual for the proposed residential and commercial development atop Siu Ho Wan depot have been undertaken to review the feasibility of the development proposal and the required supporting infrastructure. It is confirmed that the proposed development is technically feasible and no insurmountable technical</p>

Comment No. (TPB/R/S/I-SHW/1-)	Related Representation	Gist of Comment	Responses
			<p>problems in developing the site for residential and commercial development would be envisaged.</p>