RURAL AND NEW TOWN PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

RNTPC Paper No. 5/17

For Consideration by
the Rural and New Town Planning Committee of
the Town Planning Board on 14.7.2017

PROPOSED AMENDMENTS TO
THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

RNTPC Paper No. 5/17
For Consideration by
the Town Planning Board
on 14.7.2017

PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

1. Introduction

This paper is to seek Members' agreement that :

(a) the proposed amendments to the approved Tai Po Outline Zoning Plan (OZP) No. S/TP/26 (**Attachment I**) as shown on the OZP No. S/TP/26B (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and

(b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current OZP

On 8.9.2015, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tai Po OZP, which was subsequently renumbered as S/TP/26 (**Attachment I**). On 14.3.2017, the CE in C referred the approved Tai Po OZP No. S/TP/26 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

3. Proposed Amendments to the OZP

3.1 As stated in the Policy Address 2016, housing is still the most important livelihood issue to be addressed. The Government has been increasing land supply through a multi-pronged approach with short, medium and long-term measures to achieve the target to provide a total of 460,000 housing units in coming ten years.

3.2 To meet the pressing need for housing land supply, a "Government, Institution or Community" ("G/IC") site at Yau King Lane/Pok Yin Road in Area 39 (**Amendment Item A on Plan 1a**) and a "Green Belt" ("GB") site at Ma Wo Road (**Amendment Item D on Plan 1d**) have been identified for residential developments and rezoning of these sites for residential purposes is required. Opportunity is also taken to take forward a section 12A application (No. Y/TP/24) approved by the Rural and New Town Planning Committee (the Committee) of the

Board on 28.10.2016 by rezoning a "Residential (Group C)" ("R(C)") site at Yau King Lane near Tsiu Hang in Area 39 to a "R(C)" sub-zone (**Amendment Item B on Plan 1b**), and to revise the building height restriction (BHR) of a "G/IC" site at On Pong Road in Area 4 from 3 storeys to 8 storeys to facilitate the development of a proposed clinic building to meet the district needs (**Amendment Item C on Plan 1c**).

Item A – Proposed Private Housing Development at Pok Yin Road

The Site and Its Surroundings

3.3 The site, with an area of about 3.81 ha, is located at Pok Yin Road/Yau King Lane in Area 39 (**Plans 2a** and **3a**). It is currently zoned "G/IC" subject to a maximum BHR of 47mPD. The site was originally reserved for tertiary educational institution and associated uses. As advised by the Education Bureau, there is no expansion plan for the Chinese University of Hong Kong and the Hong Kong Education University to use the site and there is no implementation programme on the site for education development. The Education Bureau (EDB) has no objection to releasing the site to facilitate other development of higher priority.

3.4 The site is a piece of vacant Government land covered with grasses and scattered trees mainly along its north-western edge. There are existing public drains at the site and a drainage reserve is required. Access to the site is via Yau King Lane. The surrounding area is sub-urban in character mainly comprising low to medium density residential developments, education facilities, village settlements and tree groups. To its immediate north is the sports centre of the Hong Kong Education University and to its immediate east is a "G/IC" site reserved for facilities of the Chinese University of Hong Kong. To the southwest across Yau King Lane is Cheung Shue Tan Village zoned "Village Type Development" ("V"). To the northwest is a "R(C)" site proposed to be rezoned to "R(C)10" (detailed in **Amendment Item B** below) and existing low-density residential developments including Deerhill Bay, Villa Castell and Villa Costa located on hill slope. Medium-density "Residential (Group B)" residential developments with plot ratio (PR) ranging between 3.0 and 3.6 are found on the opposite side of Tolo Highway in Pak Shek Kok.

The Rezoning Proposal

3.5 Having regard to the development intensities of the surrounding developments (such as Pak Shek Kok developments with PR between 3.0 and 3.6) and the need to exclude an area of about 1.36 ha occupied by drainage reserve and public road from the net site area (NSA) for PR calculation, the site is proposed to be rezoned from "G/IC" to "Residential (Group B)9" subject to a maximum GFA of 88,200m^2 (about PR of 3.6 based on NSA), of which a GFA of not exceeding 7,500m^2 (about PR of 0.3) should be provided for retail purpose to serve the increasing population in the locality. The requirement will be incorporated into the lease at the land disposal stage and such intention has been specified in paragraph 9.3.4 of the ES of

the OZP (**Attachment IV**). By adopting a stepped building height concept with building height gradually descending down from Tai Po Road to the west of Tolo Highway, a maximum BHR of 50mPD is imposed after taking into account the low-to-medium density residential character of the neighbourhood. An indicative layout of the proposed development and the drainage reserve area are shown on **Drawing 1**. It is expected that the site could provide about 1,150 flats.

Air Ventilation Aspect

3.6 According to the Air Ventilation Assessment (Expert Evaluation (AVA(EE)) commissioned by the Planning Department (PlanD) (**Appendix Ia),** east-north-east, east and east-south-east winds are identified as the annual prevailing winds while south, south-south-west and south-west winds are identified as the summer prevailing winds. With the provision of a 15m wide non-building area (NBA) running from northeast to southwest along the drainage reserve and the public road as well as a 10m-17m wide drainage reserve running from northwest to southeast along the eastern boundary of the site, it is anticipated that the future development with a maximum BHR of 50mPD would not create significant air ventilation impact on the overall wind environment around the site except for slight potential impact in the immediate downstream at the Hong Kong Education University's Sports Centre under east and east-south-east winds. It is recommended in the AVA(EE) that if the design measures (i.e. the NBA and drainage reserve) cannot be provided, further quantitative assessments should be conducted to demonstrate that the performance of any future development be no worse off than the scenario with these measures. To take forward the recommendations of the AVA(EE) report, the requirements of the design measures and quantitative air ventilation assessment, where necessary, will be incorporated into the future land lease. Such requirements have been included in paragraph 9.3.4 of the ES of the OZP (**Attachment IV**).

Visual Appraisal

3.7 PlanD has conducted a Visual Appraisal (VA) to assess the possible visual impact of the proposed development on the surrounding areas. As shown in the photomontages prepared by PlanD (**Figures 1** to **6** in **Appendix III)**, the proposed development, based on the indicative layout with building heights ranging from 12 to 13 storeys, would not induce substantial visual impact on the surroundings and is considered visually compatible with the surroundings.

Traffic Aspect

3.8 According to the Transport Department (TD)'s traffic impact assessment (TIA), with assumption that the site is fully occupied before 2024, the junction assessment covering the design years 2026 and 2031 reveals that all assessed junctions including Tolo Highway/Chong San Road, Chong San Road/Fo Chun Road, Pok Yin Road/Fo Chun Road/Fo Shing Road, Yau King Lane/Pok Yin Road/Cheung Shue Tan Road, Tai Po Road-Tai Po Kau/Lookout Link and Chong San Road/Fo

Yin Road will be operating with acceptable performance. The road link capacity assessment shows that it would not experience any significant adverse traffic impact with the proposed development being in place due to the minimal amount of increase of traffic volume. Regarding the public transport facilities, as the green mini-bus (GMB) service between Pak Shek Kok (Providence Bay) and Sha Tin Central has nearly saturated (occupancy approximately 84%) during the current morning peak, TD will consider providing additional GMB route(s) during both morning and evening peaks period to accommodate the future demand generated by the site. An Executive Summary of the TIA report is in **Appendix IIa**.

Environmental and Infrastructure Aspects

3.9 Concerned Government departments have no objection to/no adverse comment on the rezoning proposal from environmental, drainage and sewerage perspectives. The Environmental Protection Department (EPD) also advises that adequate air buffer distance from Tolo Highway, Po Yin Road and Yau King Lane should be provided to avoid adverse vehicular emissions. The requirement on provision of air buffer distance and relevant technical assessments including Noise Impact Assessment (NIA), Sewerage Impact Assessment (SIA) and Drainage Impact Assessment (DIA), etc. would be incorporated into the lease at the land disposal stage. Such requirement has been included in paragraph 9.3.4 of the ES of the OZP (**Attachment IV**).

Item B – Proposed Private Housing Development at Yau King Lane near Tsiu Hang in Area 39

The Site and Its Surroundings

3.10 The site, with an area of about 3.64ha comprising private land and Government land, is located to the west of the Hong Kong Education University's sports centre and to the southeast of a residential development namely Deerhill Bay. It is currently zoned "R(C)" subject to a maximum PR of 0.6 and maximum BHR of 4 storeys.

The Rezoning Proposal

3.11 Pursuant to the Committee's agreement to the s.12A rezoning application No. Y/TP/24 on 28.10.2016, it is proposed to rezone the site from "R(C)" to "R(C)10" subject to a maximum PR of 1.2 and the maximum BH of 55mPD for the northern portion and 65mPD for the southern portion. About 60% of the site is Government land and the remaining is privately owned land, of which about 74% is under the same ownership. According to the submitted Master Layout Plan of the indicative scheme as shown on **Drawing 2a**, the site is divided into two portions (i.e. the northern portion (Site A) of about 1.42 ha and the southern portion (Site B) of about 2.22 ha). Site A would accommodate four residential towers ranging from 12 to 14 storeys to provide 289 flats, whilst Site B would accommodate five residential towers ranging from 9 to 13 storeys to provide 506 flats. The paper and minutes of

the s.12A planning application will be deposited at the Secretariat for Members' reference.

Technical Considerations

3.12 The applicant for the rezoning has undertaken relevant technical assessments including TIA, DIA, SIA, AVA by Computational Fluid Dynamics, Visual Impact Assessment, Landscape Assessment, Environmental Assessment and Geotechnical Planning Review Report (GPRR), which demonstrated that the proposed development would not result in any insurmountable impacts on drainage, air ventilation, visual and environment on the surrounding areas. According to the indicative scheme (**Drawing 2b**) submitted at the rezoning application stage, adequate NBAs, building separations and setback (including an NBA of 26m wide aligned in the east-west direction within the northern portion, a building separation of 60m wide aligned in the southeast-northwest direction between the northern and southern portions, a building separation of 15m aligned in the southeast-northwest direction within the southern portion, a 14m setback from the site boundary near Deerhill Bay, and maintaining an open area at the northern-most portion of the site) should be provided for air ventilation purpose. If the design measures cannot be provided, further quantitative assessments should be conducted to demonstrate that the performance of any future development be no worse off than the scenario with these measures. To take forward these air ventilation measures, the requirement of their provision will be incorporated into the land lease at the land exchange stage. Such requirements have been included in paragraph 9.4.4 of the ES of the OZP (**Attachment IV**).

3.13 The site is in the vicinity of Tai Po Kau Nature Reserve and natural streams are found within the site. Members of the Committee had raised concern on the ecological impacts of the proposed development at the time of considering the rezoning application. To ensure that the future development would not cause adverse impacts on the surrounding areas, the requirement on relevant technical assessments, where appropriate, would be incorporated into the land lease at the land exchange stage. Such requirements have been included in paragraph 9.4.4 of the ES of the OZP.

Item C – Revision of Building Height Restriction for a "G/IC" site at On Pong Road

The Site and Its Surroundings

3.14 The site, with an area of about 0.45ha, is a piece of vacant Government land bounded by On Po Road to the north and Nam Wan Road to the east. It is currently zoned "G/IC" subject to a maximum BH of three storeys. The site is surrounded by a mix of high-rise residential developments and various GIC uses. A multi-storey (11-storey) carpark, being part of Tai Po Centre, is adjoining the site to the west. To the south and further west are high-density high-rise residential developments, namely Tai Po Centre and Tai Po Plaza, with BH from 72mPD to 107mPD. To the north across a cycle track and On Po Road are Tai Yuen Estate and Carmel Park U Secondary School with building height of 6 storeys. To the east across Nam Wan

Road is Sun Hing Garden whilst to the northeast and southeast are a single-storey sewage pumping station and the 17-storey Tai Po Police Station (**Plans 1c** and **2c**).

The Building Height Relaxation Proposal

3.15 According to the Food and Health Bureau (FHB), the site is reserved for the development of a proposed clinic building to be operated by the Hospital Authority and other primary care services to be provided by the Department of Health, with a view to providing primary care services to meet the district needs. Having regard to the project scope of the proposed clinic building and the building height of the surrounding developments, it is proposed to relax the BHR of the site from three to eight storeys to optimize the use of the site and to meet the accommodation requirements without causing adverse air ventilation and visual impacts.

Air Ventilation Aspect

3.16 According to the AVA(EE) commissioned by the PlanD (**Appendix Ia**), east-north-east, east and east-south-east winds are identified as the annual prevailing winds while east, east-south-east, south-east and south-south-west winds are identified as the summer prevailing winds. It is concluded that the increase in building height from three storeys to eight storeys would not impose any major ventilation problem on the overall wind environment.

Visual Appraisal

3.17 PlanD has conducted a VA to assess the possible visual impact of the proposed development on the surrounding areas. Based on the indicative scheme and photomontages prepared by PlanD as shown on **Figures 12** to **15** in **Appendix III**, the proposed 8-storey development, based on the preliminary layout prepared by Architectural Services Department, is considered not visually incompatible with the surroundings.

Environmental and Infrastructure Aspects

3.18 Concerned Government departments have no objection to/no adverse comment on the rezoning proposal from environmental, drainage and sewerage perspectives. Like all Government projects, the Department of Health/relevant project proponent would be required to submit a Preliminary Environment Review (PER) in accordance with ETWB TCW No. 13/2003 to address any environmental implications of the project.

Item D – Proposed Private Residential Development at Ma Wo Road

The Site and Its Surroundings

3.19 The site, with an area of about 2.28 ha, is a piece of Government land located on a slope to the north of Ma Wo Road near Classical Gardens I in Area 6 (**Plans 2d** and **3d**). The site is largely vacant and covered with scattered tree groups. According to the Lands Department (LandsD), 6 Government Land Licences (GLL) for cultivation/ temporary structures, 3 graves, 5 urns and over 10 domestic structures would be affected. There are also some temporary structures not covered by any form of permits. Site clearance is required prior to land disposal. Access to the site is proposed to be via the roundabout at Ma Wo Road.

3.20 The site is located at the urban fringe of Tai Po near Tai Po Market Station. The surrounding areas are mainly urban in character with medium-rise medium-density residential developments including Classical Gardens I, Classical Gardens II, Dynasty View, Grand Dynasty View and The Balmoral (**Plans 1d** and **2d**). On the OZP, they are zoned "R(B)" and its sub-areas, with PR ranging between 1.8 and 3.3 and BH ranging between 8 and 13 storeys.

The Rezoning Proposal

3.21 As announced in the Policy Address 2014, the Government considers that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, it is feasible to generally increase the maximum domestic PR currently permitted for the other "density zones" in the territory by around 20% as appropriate. Taking into account the medium density residential character of the neighbourhood with maximum PR of 3.3 and the said policy, it is proposed to rezone the site from "GB" to "R(B)10" subject to a maximum GFA of 72,640m^2 (which is equivalent to a PR of 4.0 based on a net site area of about 1.82ha). It is expected that the site could provide about 1,210 flats.

3.22 According to an indicative layout for the proposed residential development prepared by PlanD as shown on **Drawing 3**, the proposed development would be about 13 storeys in height, which is consistent with the general BH of other developments in the vicinity. Since the site is situated on a sloping ground at levels between 46mPD and 90mPD, to allow design flexibility and provide more certainty on BH control, the site would be subject to a maximum BHR of 110mPD (which is equivalent to about 13 storeys in height) and a stepped building height profile descending from the northern part to the southern part of the site to commensurate with the surroundings should be formulated.

Air Ventilation Aspect

3.23 According to the AVA(EE) report at **Appendix Ib,** the annual wind of the site mainly comes from the east and southeast while the summer wind mainly comes from the east, southeast, south and southwest. When prevailing wind comes from the east, southeast, south and southwest, the development at the site is likely to create some wake areas on the leeward side. However, there are no sensitive receivers on the surrounding areas, which are mostly "GB". On the whole, the

proposed development will have no significant air ventilation impacts on the surrounding areas.

Visual Appraisal

3.24 Based on the indicative scheme, PlanD has conducted a VA to assess the possible visual impact of the proposed development on the surrounding areas. As shown in the photomontages prepared by PlanD (**Figures 7** to **11** in **Appendix III)**, whilst the proposed development entails visual obstruction to some surrounding buildings, it is only visible from a few view points in the vicinity and the effect on public views is minimal. The minor adverse visual impact associated with the development is considered acceptable given the imminent housing supply for the greater good.

Landscape Aspect

3.25 According to the tree survey conducted by the LandsD, there are 384 trees within the site. The site is dominated by fruit trees such as *Dimocarpus longan* (龍眼), *Clausena lansium* (黃皮) and *Artocarpus heterophyllus* (菠蘿蜜). Some native trees, such as *Macaranga tanarius* var. *tomentosa* (血桐), *Ficus hispida* (對葉榕) and *Alangium Chinense* (八角楓), could also be found. There are no Old and Valuable Trees (OVT) and an *Aquilaria sinensis*土沉香 at the northeastern fringe, which is protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap.586), should be preserved. According to the landscape assessment by PlanD at **Appendix IV**, majority of the existing trees within the site would be affected. The landscape character will be changed from rural fringe character to urban residential landscape. A minimum of 30% green coverage should be provided in accordance with PNAP APP-152. Relevant tree preservation clause, including the provision of a tree buffer planting area along the northern and eastern boundary of the site, will be incorporated in the land lease and the respective developer(s) will be required to carry out appropriate greening measures and tree preservation/compensation proposals in accordance with the established guidelines[1] so as to minimize landscape impact. CTP/UD&L, PlanD has no adverse comment on the proposed rezoning from landscape perspective.

Traffic Aspect

3.26 According to the TD's TIA conducted in 2016, the proposed development would not impose insurmountable traffic impact to the nearby road network. The junction assessment covering the design years 2021, 2026 and 2031 reveals that all assessed junctions including Nam Wan Road/Shan Tong Road, Tat Wan Road/Ma Wo Road, Tat Wan Road/Nam Wan Road, Tat Wan Road/Fung Wan Road, Tat Wan Road/Slip Roads to/from Tolo Highway and Ma Wo Road/access road to Ma Wo Village will be operating with ample reserve capacities and the road link capacity

[1] Lands Department Practice Note (No. 7/2007) : Tree Preservation and Tree Removal Application for Building Development in Private Projects.

assessment shows no adverse traffic impact on the road links even if the proposed development is in place. Regarding the public transport facilities, spare capacity is available for the existing GMB route between Ma Wo and East Rail Tai Po Market Station for the evening peak period while marginal spare capacity is available for the morning peak period. To avoid any adverse impact on the current public transport facilities, it is proposed to enhance the existing or to provide additional public transport services, such as GMB and franchised bus, to address the extra trips to be generated. Road improvement works are required at the roundabout of Ma Wo Road in order to make it suitable for the manoeuvre of 12.8m length buses. An Executive Summary of TIA report is at **Appendix IIb**.

Environmental and Infrastructure Aspects

3.27 Concerned Government departments have no objection to/no adverse comment on the rezoning proposal from environmental, drainage and sewerage perspectives. EMSD advises that there is a high pressure underground town gas transmission pipeline (running along Tolo Highway) in the vicinity of the site. A quantitative risk assessment (QRA) would be required from the project proponent to assess the potential risks associated with the gas installation. EPD also advises that adequate buffer distance from Tolo Highway is required to avoid adverse vehicular emissions. The requirement on provision of adequate buffer distance and relevant technical assessments (including NIA, SIA, DIA, QRA and NTHS, etc), if considered necessary, would be incorporated into the lease at the land disposal stage. Such requirement has been included in paragraph 9.3.5 of the ES of the OZP (**Attachment IV**).

4. Provision of Open Space and GIC Facilities

4.1 Taking into account the proposed developments under Items A, B and D, the population of the planning area is estimated to be increased by about 11,700 in total. Based on the HKPSG requirements and the planned population for the area, the district and local open space and a range of GIC facilities, except for primary classrooms and hospitals beds, in the area are generally adequate to meet the need of the planned population. The provision of open space and major community facilities in the planning area is detailed at **Appendix V**.

4.2 There is a surplus of planned district and local open space of 15.89 ha and 32.51 ha respectively. As for the provision of school facilities, there is a need to cater for the demand for education facilities arising from the projected population. Based on the PlanD's estimate, there is a shortfall of 50 primary school classrooms and a surplus of 111 secondary school classrooms. EDB will keep reviewing the latest projections and monitoring closely the supply and demand of schools places in the Tai Po District. PlanD will continue to liaise with the Education Bureau on the feasibility to utilize those surplus secondary school sites for primary school purpose. For the shortfall of 121 hospital beds, the provision can be met in a regional context. The proposed relaxation of building height restriction at the "G/IC" site at On Pong Road would accommodate more facilities providing primary care services to serve

district needs. Relevant departments will take into account factors such as population intake, provision and utilization of existing facilities and Government policy and resources in determining the priorities of the facilities to be implemented.

5. Proposed Amendments to Matters shown on the Plan (Attachment II)

The proposed amendments as shown on the draft Amendment Plan No. S/TP/26B at **Attachment II** are as follows:

Amendment Item A (about 3.81ha)

(a) Rezoning of a site at Pok Yin Road near Tsiu Hang from "G/IC" to "R(B)9" and revising the building height restriction from 47mPD to 50mPD.

Amendment Item B (about 3.64ha)

(b) Rezoning of a site at Yau King Lane near Tsiu Hang from "R(C)" to "R(C)10" and stipulation of building height restrictions of 55mPD at the northern portion and 65mPD at the southern portion.

Amendment Item C (about 0.45ha)

(c) Revising the building height restriction for a site zoned "G/IC" at On Pong Road from 3 storeys to 8 storeys.

Amendment Item D (about 2.28ha)

(d) Rezoning of a site at Ma Wo Road near Classical Gardens I from "GB" to "R(B)10" and stipulation of building height restriction of 110mPD.

6. Proposed Amendments to the Notes of the OZP (Attachment III)

6.1 Amendments to the Notes of the OZP are proposed as follows :

(a) Incorporation of a new set of Notes for "R(B)9" sub-area;

(b) Revision to the Remarks for "R(B)" zone to incorporate development restrictions for "R(B)10" sub-area, and to include a minor relaxation clause on non-building area restriction to the Remarks of the "R(B)" zone to allow planning application to relax the non-building area restrictions for "R(B)" sub-areas; and

(c) Revision to the Remarks for "R(C)" zone to incorporate development restrictions for "R(C)10" sub-area.

6.2 With a view to support art development, the Town Planning Board agreed on 16.6.2017 to add 'Art Studio (excluding those involving direct provision of services or goods)' as a Column 1 use in Schedule II of the "Other Specified Use" annotated "Business" ("OU(B)") zone. As 'Art Studio' is currently subsumed under the 'Place of Recreation, Sports or Culture', corresponding amendment will also be made to replace 'Place of Recreation, Sports or Culture" under Column 2 in the same schedule by 'Place of Recreation, Sports or Culture (not elsewhere specified)'.

6.3 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ~~crossed out~~) is at **Attachment III** for Members' consideration.

7. Revision to the Explanatory Statement of the OZP

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

8. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/TP/27.

9. Consultation

Departmental Consultation

9.1 The rezoning proposals have been circulated to relevant departments for comment. No objection or adverse comments have been received and their comments (if any) have been incorporated into the proposed amendments to the OZP as appropriate.

District Officer's Comments

9.2 District Officer/Tai Po has the following comments :

(a) For Item A, the rezoning of a site at Pok Yin Road in Area 39 to "R(B)9", the villagers of Cheung Shue Tan may have concerns over the obstruction of sightline by the proposed residential development. The development on the southeast side may obstruct the feng shui line from the Tsz Tong of Cheung Shue Tan. Also, the villagers might have concerns about the increase traffic flow in future. It is also expected that there would be opposing views from the residents of nearby residential development, namely Deerhill Bay on environmental nuisance and traffic issue.

(b) For Item C, the relaxation of the building height restriction to 8 storeys at On Pong Road in Area 4, the Tai Po District Council (TPDC) has long been

urging for early implementation of the proposed clinic building in Tai Po and the location of such use is a matter of concern. Furthermore, TPDC has been very concerned about the progress of the proposed clinic building in the district. As such, PlanD or the relevant departments are highly advised to conduct a formal consultation with TPDC, representatives of the nearby residential developments, DC members of the constituencies concerned, and relevant stakeholders on the proposal, before implementation.

(c) For Item D, the rezoning of a site at Ma Wo Road to "R(B)10", the residents of Classical Gardens and Dynasty View may have a few opposing views even though the site is not adjacent to their residence. The residents nearby may have concerns about transportation problems and the reduction of "GB" zone.

Consultation with District Council, Rural Committee and Local Residents

9.3 On 10.5.2017, the Environment, Housing and Works Committee (EHWC) of the TPDC was consulted on the proposed OZP amendments. In general, EHCW does not support the amendment Items A and D whilst it has no strong views on Items B and C. Notwithstanding that, the Chairman of EHWC requested PlanD to further consult the Tai Po Rural Committee (TPRC), local residents and the concerned district council members before submitting the proposed amendments to the Board. Subsequently, TPRC was consulted on 23.5.2017, and two local consultations arranged by the concerned TPDC members were held on 26.5.2017 and 31.5.2017 respectively. All parties consulted raised strong objection to Items A and D on rezoning of sites for residential purpose. As for Item C on relaxation of building height of a "G/IC" site, views collected were diverse. The relevant extracts of the draft notes of the meeting of EHWC and TPRC are at **Appendix VI** and **VII** respectively. Letters from LegCo/TPDC members, Ma Wo Development Alliance (MWDA 關注大埔馬窩土地用途大聯盟) and the locals are at **Appendix VIII**.

9.4 The general views of EHWC, TPRC, MWDA and the locals mainly on traffic concerns and inadequate provision of community facilities and the responses of Government departments are summarized in the following table:

General Views	**Government's Responses**
(a) The Government should have a comprehensive transport planning for Tai Po before proposing zoning amendments for residential use.	In the planning and land development, the Government will ascertain the relevant sites' development feasibility, and take into account the road infrastructure and other supporting facilities of the area. According to the assessments by relevant departments, the proposed developments will not cause negative traffic and infrastructural impacts on nearby areas.
(b) Consideration should be given to expand public transport interchanges at Tai Po Market	TD advises that service enhancement through a combination of GMB and public bus services would suffice to cater for the

General Views	Government's Responses
Station and Tai Po Centre.	demand generated without the need to explore new routes or to expand the PTIs at Tai Po Market Station and Tai Po Centre.
(c) The Government should provide a railway station at Pak Shek Kok	TD advises that the request to provide an additional railway station at Pak Shek Kok involves a territory-wide catchment review on rail mode transportation and is beyond the scope of the present TIA.
(d) Suggested to provide a direct road link to Tolo Highway (northbound) from Tat Wan Road.	According to TD, vehicles can rely on existing routings via Kwong Fuk Roundabout or Tai Po Tai Wo Road to access Tolo Highway Northbound.
(e) Tai Po is lack of parking facilities. The increase in population arising from the proposed developments will further aggravate the problem of insufficient parking facilities in the area. The Government should provide adequate parking spaces to meet public demand.	The comment has been conveyed to TD for consideration. TD considers that suitable amount of parking spaces complying with the HKPSG would be provided to meet public demand without overloading the road infrastructure.
(f) Tai Po is lack of community facilities, such as library and integrated family service centre. The Hong Kong Planning Standards and Guidelines (HKPSG) is outdated and cannot meet the public aspirations.	Various policy bureaux and departments will formulate and review the planning standards and guidelines as appropriate, taking into account established policies and relevant development requirements. In reviewing whether those sites would be suitable for housing development, PlanD and relevant departments will make reference to the relevant standards for provision of facilities as stipulated under the HKPSG, to assess the community facilities and open space of the district concerned, so as to ensure sufficient facilities to be provided in meeting the demand of increased population.

9.5 Detailed comments on the individual amendment items and Government's responses are at **Appendix IX**. In gist, there are objections to the Amendment Item A mainly on the grounds of adverse traffic, visual (wall effect), air ventilation, ecological and feng shui impacts and some villagers request the Government to expand the "V" zone

of the Cheung Shu Tan village. For Amendment Item B, the Cheung Shu Tan villagers also have concerns on the feng shui impacts. As for Amendment Item C on the proposed relaxation of building height restriction from 3 storeys to 8 storeys of the "GIC" site at On Pong Road, some support the proposed amendment whilst the others suggest to develop the site for a multi-purpose GIC complex, amongst others with library, social welfare facilities, car parking purposes, and raise concerns on the adverse traffic, visual and environmental impacts on the surrounding areas. The general public views on Amendment Item D on the proposed "R(B)10" zone are mainly on felling of trees, clearance of vegetation, clearance of domestic structures within the site, insufficient transport infrastructure and car parking spaces for the area, causing adverse traffic, visual, landscape and environmental impacts on the surroundings.

Public Consultation

9.6 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/TP/27 upon exhibition) and its Notes will be suitable for exhibition under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. The TPDC and the TPRC will be further consulted on the proposed amendments during the plan exhibition period.

10. Decision Sought

Members are invited to:

(a) agree that the proposed amendments to the approved Tai Po OZP No. S/TP/26 and its Notes and that the Tai Po OZP No. S/TP/26B (to be renumbered to S/TP/27 upon exhibition) at **Attachment II** and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and

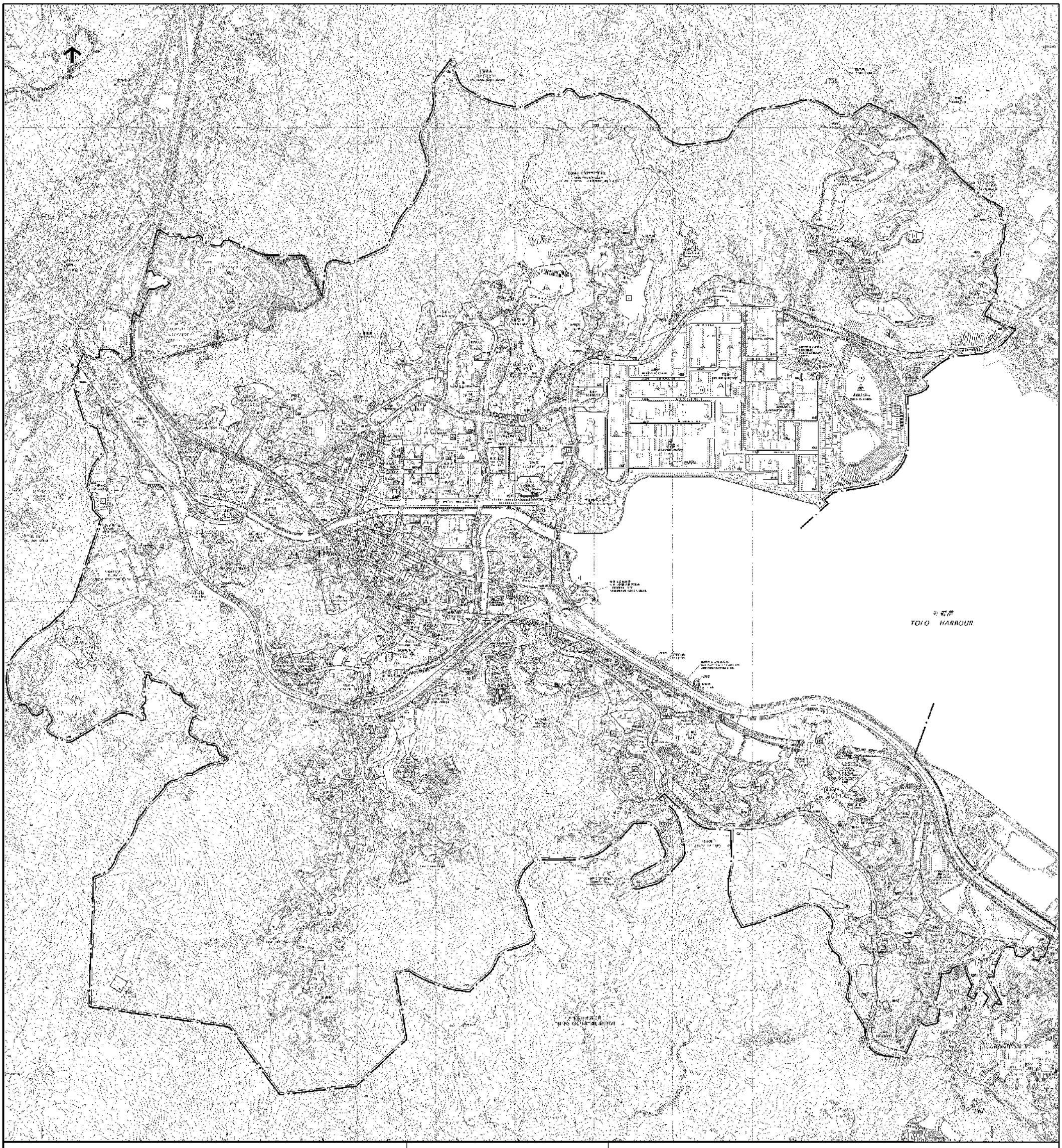
(b) adopt the revised ES at **Attachment IV** for the draft Tai Po OZP No. S/TP/26B as an expression of the planning intentions and objectives of the Board for the various land use zonings on the Plan and agree that the revised ES is suitable for publication together with the OZP.

11. Attachments

Attachment I	Approved Tai Po OZP No. S/TP/26 (reduced version)
Attachment II	Draft Tai Po OZP No. S/TP/26B
Attachment III	Notes of the draft Tai Po OZP No. S/TP/26B
Attachment IV	Explanatory Statement of the draft Tai Po OZP No. S/TP/26B
Plans 1a to 1d	Site Plans of Amendment Items A to D
Plans 2a to 2d	Aerial Photos of Amendment Items A to D
Plans 3a to 3d	Site Photos of Amendment Items A to D

Drawing 1	Indicative layout for residential development at Pok Yin Road for Amendment Item A
Drawing 2a	Indicative layout for residential development at Yau King Lane near Tsiu Hang for Amendment Item B
Drawing 2b	Design layout showing provision of mitigation measures recommended by AVA for Amendment Item B
Drawing 3	Indicative layout for residential development at Ma Wo Road for Amendment Item D
Appendix Ia	Final Report of Air Ventilation Assessment (Expert Evaluation) for Amendment Items A and C
Appendix Ib	Final Report of Air Ventilation Assessment (Expert Evaluation) for Amendment Item D
Appendix IIa	Executive Summary of Traffic Impact Assessment for Amendment Item A
Appendix IIb	Executive Summary of Traffic Impact Assessment for Amendment Item D
Appendix III	Visual Appraisal Report provided by PlanD on Amendment Items A, C and D
Appendix IV	Landscape assessment provided by PlanD on Amendment Item D
Appendix V	Provision of open space and major G/IC facilities in the Tai Po OZP
Appendix VI	Draft Notes of EHWC Meeting held on 10.5.2017
Appendix VII	Notes of TPRC Meeting held on 23.5.2017
Appendix VIII	Letters from LegCo/TPDC Members and the locals
Appendix IX	Summary of the EHWC/TPRC/local views on individual proposed amendment items and Government responses

PLANNING DEPARTMENT
JULY 2017



圖例
NOTATION

ZONES		地帶	COMMUNICATIONS		交通
COASTAL PROTECTION AREA	CPA	海岸保護區	ROAD (WITH NUMBER) / JUNCTION		道路（附編號）／路口
COMMERCIAL (1)	C(1)	商業（一）	RAILWAY		鐵路
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）			
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）			
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）			
RESIDENTIAL (GROUP D)	R(D)	住宅（丁類）	MISCELLANEOUS		其他
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展	BOUNDARY OF CLASSIFIED USE		分類用途界線
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區	PLANNING SCHEME BOUNDARY		規劃圖則界線
OPEN SPACE	O	休憩用地	BUILDING (EXISTING BUILDING SHOWN FOR REFERENCE ONLY)		建築物（現有建築物只供參考）
OTHER SPECIFIED USES	OU	其他指定用途	BOUNDARY OF AREA SUBJECT TO AIR VENTILATION ASSESSMENT (AVA)		須作空氣流通評估地區界線
GREEN BELT	GB	綠化地帶	BOUNDARY OF AREA SUBJECT TO RESTRICTION ON BUILDING HEIGHT BY REFERENCE TO ridgeline		建築物高度須參照山脊線而受限制地區界線
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區	BOUNDARY OF AREA SUBJECT TO RESTRICTION ON BUILDING HEIGHT (NON-BUILDING AREA)		建築物高度限制地區界線（非建築用地）
COMMERCIAL	C	商業區	PEDESTRIAN PRECINCT / STREET		行人專用區／街道
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）	BUILDING		建築物
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）			

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	約數 APPROXIMATE		用途
	公頃 HECTARES	%	
COASTAL PROTECTION AREA	9.27	0.73	海岸保護區
RESIDENTIAL (GROUP A)	103.93	8.18	住宅（甲類）
RESIDENTIAL (GROUP B)	25.47	2.01	住宅（乙類）
RESIDENTIAL (GROUP C)	6.72	0.53	住宅（丙類）
RESIDENTIAL (GROUP D)	9.76	0.77	住宅（丁類）
VILLAGE TYPE DEVELOPMENT	19.93	1.57	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	175.79	13.83	政府、機構或社區
OPEN SPACE	42.27	3.33	休憩用地
COMMERCIAL	2.29	0.18	商業區
OTHER SPECIFIED USES	98.83	7.78	其他指定用途
GREEN BELT	486.22	38.28	綠化地帶
COMPREHENSIVE DEVELOPMENT AREA	15.62	1.23	綜合發展區
BOUNDARY OF AREA SUBJECT TO RESTRICTION ON BUILDING HEIGHT	42.76	3.37	建築物高度限制地區界線
COLUMBARIUM	3.82	0.30	骨灰安置所
INTERCHANGE	20.57	1.62	交匯處
ROAD/RAILWAY	56.77	4.47	道路/鐵路
TOTAL PLANNING SCHEME AREA	1,270.24	100	規劃圖則總面積

※ 括弧內的數字僅供參考
THE FIGURES IN BRACKETS ARE FOR REFERENCE ONLY

註：
NOTE:

根據城市規劃條例第3(1)(a)條擬備
PREPARED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 3(1)(a) OF THE TOWN PLANNING ORDINANCE

憲報公告日期 2015年9月18日
GAZETTED ON 18 SEPTEMBER 2015

行政會議秘書
CLERK TO THE EXECUTIVE COUNCIL

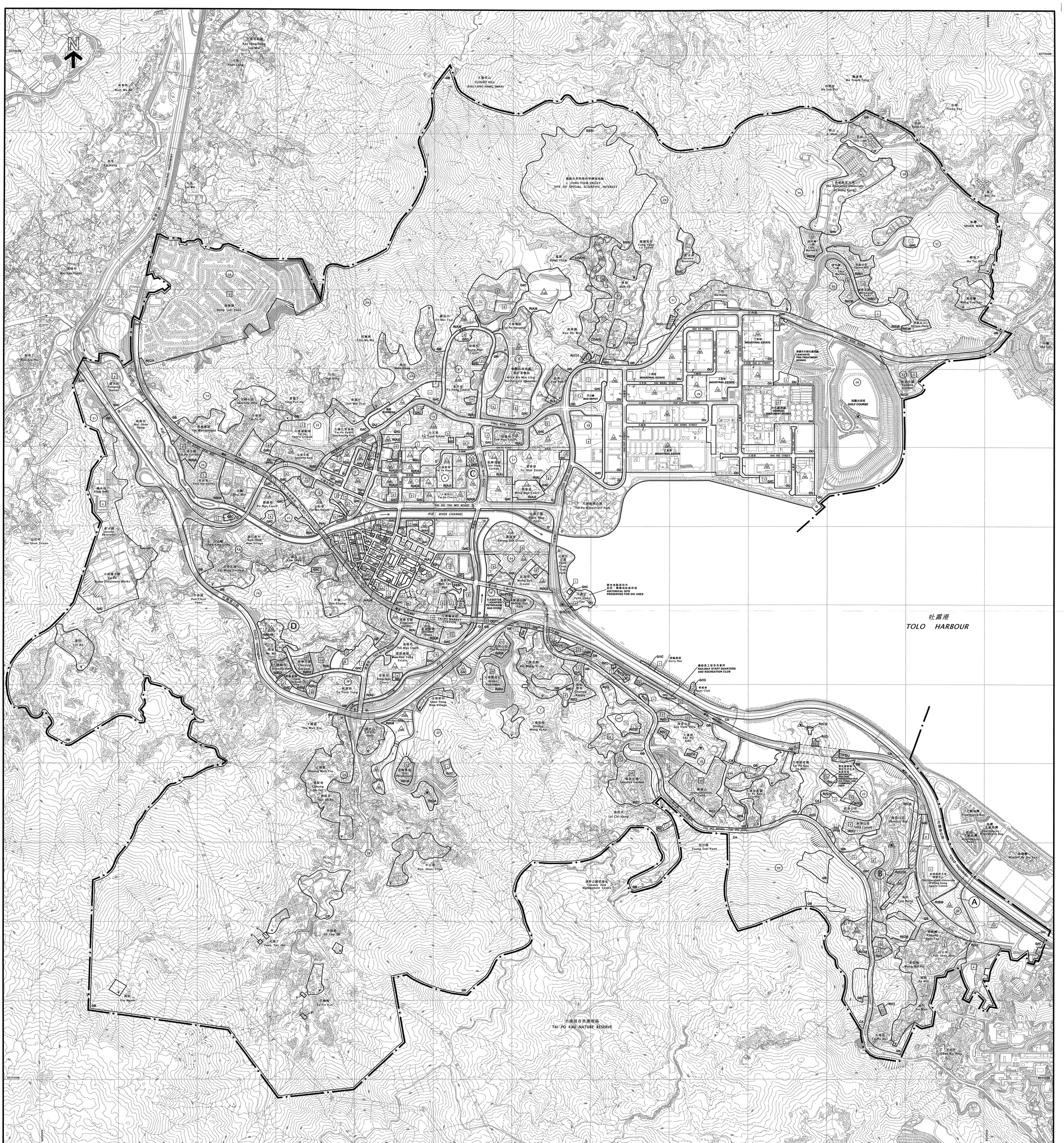
香港城市規劃委員會依據城市規劃條例擬備的大埔分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TAI PO - OUTLINE ZONING PLAN

1:5,000 1千米 1 KM

城市規劃委員會秘書處擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/TP/26

ATTACHMENT I


N
837000N
831000N
833500E
836500E
FANLING HIGHWAY
TAI PO ROAD - TAI WO
TAI PO ROAD - FANLING
TAI PO ROAD - TAI PO KAU
TING KOK ROAD
DAI FU STREET
DAI WANG STREET
DAI CHEONG STREET
DAI SHING STREET
DAI HEI STREET
CHIK DAU LI STREET
DAI WANG SCHOOL STREET
KWONG FUK ROAD
ON CHEE ROAD
ON PO ROAD
TAI WO STATION
TAI PO MARKET STATION
TAI PO HOSPITAL
TOLO HIGHWAY
RIVER CHANNEL
RAILWAY
SSSI
FUNG YUEN VALLEY
SITE OF SPECIAL SCIENTIFIC INTEREST
CLOUDY HILL
(KAU LUNG HANG SHAN)
TAI PO KAU NATURE RESERVE
TOLO HARBOUR
LEACHATE PRE-TREATMENT WORKS
SEWAGE TREATMENT WORKS
GOLF COURSE
The Education University of Hong Kong
Fung Yuen
Lo Tsuen
Mah Uk
Ha Hang
Tai Po Hospital
Alice Ho Miu Ling Nethersole Hospital
Tai Po Waterfront Park
Yuen Chau Tsai Park
Kwong Fuk Park
Kwong Fuk Court
Wang Fuk Court
Kwong Fuk Estate
Fu Shin Estate
Ming Nga Court
Sun Hing Gardens
Tai Po Plaza
Tai Po Centre
Tai Wo Estate
Po Nga Court
Yee Nga Court
Tai Yuen Estate
Tai Po Public Swimming Pool
Sports Ground
Serenity Park
Tai Po Garden
Parc Versailles
Filter Beds
Service Reservoir
Water Treatment Works
Fu Heng Estate
Yat Ngo Court
Wan Tau Tong Estate
Classical Gardens
Dynastic View
Grand Dynasty View
King Nga Court
Grand Palisades
The Pinnacle
Sun Tong Kan
Chateau Royale
The Passion
Hei Wong Yi Au
Sheung Wong Yi Au
Ha Wun Yiu
Sheung Wun Yiu
Shan Tong New Village
Kam Shek New Village
Kam Shek Kwu Long
Kam Shan
Wan Tau Kok
Pun Chun Yuen
Pan Chung
Chuk Hang
Nam Hang
Cho Ma Wu
Tit Mei Tsai
Kau Tong Hang San Wai
Yuen Leng
Nam Wa Po
Tai Hang
Tai Wo
Wai Tau Tsuen
Hong Lok Yuen
Kau Liu Ho
She Shan Tsuen
Tin Ao
Ma Wo
Yin Ngam
Yuen Tin Ho
Lo Tau Tsi
Fai Ti Yan
Pan Shan Chau
Lai Chi Hang
Tsung Tsai Yuen
Tai Po Kau Tsai Wai
Tai Po Kau To Wai
Sea View Villa
Tai Po Kau
Constellation Cave
Skyarena Garden
Villa Costa
Villa Castell
Tsiu Lam
Ho Lek Pui
Ma Tsuk Tong
Tseng Tau
Tung Tau
A Shan
Wan Ha
Shuen Wan
Ha Tei Ha
Wong Yue Tsuen
Ha Hang
Tai Po Tau
Mui Shue Hang
Shek Kwu Chau
Fortuna Garden
Mayfair By The Sea
Tsui Hang
Pak Shek Kok
Wong Nai Tau
Po Sam
Pak Mun
Tai Po Mei
Chau Mei Pong
Tsiu Hang
Cheung Shan Tau
Providence Bay
The Graces - Providence Bay
Beverly Hill
Ferry Pier
Boat Club
Railway Staff Quarters and Recreation Club
Historical Site Preserved for G/IC Uses
Liquefied Petroleum Gas Store
Tai Po Fire Station
Tai Po Police Station
Tai Po Market Station
Tai Po Post Office
Tai Po Government Offices
Tai Po Complex
Tai Po Industrial Estate
Tai Po Bus Depot
Tai Po Sports Centre
Tai Po Public Library
Tai Po Tin Hau Temple
Tai Po Kau Nature Reserve
Country Park Management Centre
Fung Yuen Service Reservoir
Tai Po Service Reservoir
Tai Po Water Treatment Works
Tai Po Filter Beds
Tai Po Sewage Treatment Works
Tai Po Leachate Pre-Treatment Works
Tai Po Golf Course
Tai Po Waterfront Park
Tai Po Kau Nature Reserve
Tai Po Kau Nature Reserve
Tai Po Kau Nature Reserve

~~APPROVED~~ *DRAFT* TAI PO OUTLINE ZONING PLAN NO. S/TP/26*B*

(Being ~~an Approved Plan~~ ***a Draft Plan*** for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

(1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.

(2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.

(3) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.

(b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.

(c) For the purposes of subparagraph (a) above, "existing use of any land or building" means -

(i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),

- a use in existence before the publication of the first plan which has continued since it came into existence; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

(ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

(4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

(5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.

(7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned "Site of Special Scientific Interest" or "Conservation Area" :

(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;

(b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(c) maintenance or repair of watercourse and grave.

(8) In areas zoned "Site of Special Scientific Interest" or "Conservation Area",

(a) the following uses or developments are always permitted:

(i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and

(ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

(9) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board :

on-street vehicle park and railway track.

(10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

(11) In these Notes,

"Existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

~~Approved~~ ***Draft*** Tai Po Outline Zoning Plan No. S/TP/26***B***

Schedule of Uses

	Page
COMPREHENSIVE DEVELOPMENT AREA (1)	1
RESIDENTIAL (GROUP A)	4
RESIDENTIAL (GROUP B)	8
RESIDENTIAL (GROUP C)	~~10~~*12*
RESIDENTIAL (GROUP D)	~~13~~*15*
VILLAGE TYPE DEVELOPMENT	~~15~~*17*
GOVERNMENT, INSTITUTION OR COMMUNITY	~~17~~*19*
GOVERNMENT, INSTITUTION OR COMMUNITY (1)	~~19~~*21*
GOVERNMENT, INSTITUTION OR COMMUNITY (2)	~~20~~*22*
OPEN SPACE	~~21~~*23*
RECREATION PRIORITY AREA	~~22~~*24*
OTHER SPECIFIED USES	~~24~~*26*
GREEN BELT	~~40~~*42*
CONSERVATION AREA	~~42~~*44*
SITE OF SPECIAL SCIENTIFIC INTEREST	~~43~~*45*
COUNTRY PARK	~~44~~*46*

S/TP/26*B*

COMPREHENSIVE DEVELOPMENT AREA (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Agricultural Use (Crop Cultivation Only) Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified) House Market Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Residential Institution Shop and Services School Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for low-density residential and agricultural uses with the provision of open spaces and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

Remarks

(a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area (1)" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :

(i) the area of the proposed land uses, the nature, position, dimensions and heights of all buildings to be erected in the area;

(ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (Cont'd)

Remarks (Cont'd)

(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iv) the alignment, widths and levels of any roads proposed to be constructed leading to or within the area;

(v) the landscape, tree preservation and urban design proposals within the area;

(vi) programmes of development in detail;

(vii) an environmental assessment including an ecological assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(x) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(xi) an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(xii) such other information as may be required by the Town Planning Board.

(b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

(c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 0.64 and a maximum building height in terms of number of storeys as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (Cont'd)

Remarks (Cont'd)

(d) In determining the maximum plot ratio for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(e) In determining the maximum number of storeys for the purposes of paragraph (c) above, any basement floor(s) may be disregarded.

(f) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(g) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)1" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room: Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The "Residential (Group A)1" and "Residential (Group A)9" zones are intended for public housing development.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks

(a) On land designated "Residential (Group A)" ("R(A)"), "Residential (Group A)1" ("R(A)1"), "Residential (Group A)2" ("R(A)2"), "Residential (Group A)3" ("R(A)3"), "Residential (Group A)4" ("R(A)4"), "Residential (Group A)5" ("R(A)5"), "Residential (Group A)6" ("R(A)6"), "Residential (Group A)7" ("R(A)7"), "Residential (Group A)8" ("R(A)8") and "Residential (Group A)9" ("R(A)9"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) On land designated "R(A)", no new development of or redevelopment to a domestic or non-domestic building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5, or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of or redevelopment to a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(c) On land designated "R(A)", no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (b) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –

(i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (b) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(d) On land designated "R(A)1", "R(A)2", "R(A)3", "R(A)4", "R(A)5", "R(A)6", "R(A)7", "R(A)8" and "R(A)9", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio/gross floor area (GFA) specified below, or the plot ratio/GFA of the existing building, whichever is the greater:

Sub-area	Maximum Plot Ratio/GFA
R(A)1	25,220m^2 for domestic and 8,000m^2 for non-domestic
R(A)2	plot ratio of 3.8
R(A)3	plot ratio of 4.7 for domestic and 0.45 for non-domestic
R(A)4	plot ratio of 4.2 for domestic and 1.40 for non-domestic
R(A)5	plot ratio of 4.8 for domestic and 1.22 for non-domestic
R(A)6	plot ratio of 3.8 for domestic and 1.57 for non-domestic
R(A)7	plot ratio of 4.1 for domestic and 1.13 for non-domestic
R(A)8	plot ratio of 4.4 for domestic and 1.82 for non-domestic
R(A)9	total plot ratio of 6.0 (including a maximum non-domestic plot ratio of 0.5)

(e) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(f) In determining the maximum plot ratio/GFA for the purposes of paragraphs (b) to (d) above, the area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted from calculation of the site area.

(g) In determining the maximum plot ratio/GFA for the purposes of paragraphs (b) to (d) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(h) Where the permitted plot ratio/GFA as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/GFA for the building on land to which paragraphs (b) to (d) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/GFA specified in paragraphs (b) to (d) above may thereby be exceeded.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(i) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and/or plot ratio/GFA restrictions stated in paragraphs (a) to (d) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(j) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Market Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

Remarks

(a) On land designated "Residential (Group B)" ("R(B)"), "Residential (Group B)1" ("R(B)1"), "Residential (Group B)2" ("R(B)2"), "Residential (Group B)3" ("R(A)3"), "Residential (Group B)4" ("R(B)4"), "Residential (Group B)5" ("R(B)5"), "Residential (Group B)6" ("R(B)6"), "Residential (Group B)7" ("R(B)7"), ~~and~~ "Residential (Group B)8" ("R(B)8") ***and "Residential (Group B)10" ("R(B)10")***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

(b) On land designated "R(B)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.3 or the plot ratio of the existing building, whichever is the greater.

(c) On land designated "R(B)1", "R(B)2", "R(B)3", "R(B)4", "R(B)5", "R(B)6", "R(B)7", ~~and~~ "R(B)8" ***and "R(B)10"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio/GFA specified below, or the plot ratio/GFA of the existing building, whichever is the greater:

Sub-area	Maximum Plot Ratio/GFA
R(B)1	plot ratio of 1.8
R(B)2	plot ratio of 2.8
R(B)3	plot ratio of 2.4
R(B)4	plot ratio of 2.1
R(B)5	plot ratio of 1.75
R(B)6	plot ratio of 1.65
R(B)7	21,852m^2 for domestic and 1,304m^2 for non-domestic
R(B)8	107,100m^2
R(B)10	***72,640m^2***

(d) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(e) In determining the maximum plot ratio/GFA for the purposes of paragraphs (b) and (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(f) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(g) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B) 9

Column 1 *Uses always permitted*	*Column 2* *Uses that may be permitted with or without conditions on application to the Town Planning Board*
Flat *Government Use (Police Reporting Centre, Post Office only)* *House* *Library* *Residential Institution* *School (in free-standing purpose-designed building only)* *Utility Installation for Private Project*	*Ambulance Depot* *Eating Place* *Educational Institution* *Government Refuse Collection Point* *Government Use (not elsewhere specified)* *Hospital* *Hotel* *Institutional Use (not elsewhere specified)* *Market* *Off-course Betting Centre* *Office* *Petrol Filling Station* *Place of Entertainment* *Place of Recreation, Sports or Culture* *Private Club* *Public Clinic* *Public Convenience* *Public Transport Terminus or Station* *Public Utility Installation* *Public Vehicle Park (excluding container vehicle)* *Recyclable Collection Centre* *Religious Institution* *School (not elsewhere specified)* *Shop and Services* *Social Welfare Facility* *Training Centre*
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:	
Eating Place *Off-course Betting Centre* *Office* *Place of Entertainment* *School* *Shop and Services*	

Planning Intention

This zone is intended primarily for medium-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

(Please see next page)

RESIDENTIAL (GROUP B) 9 (Cont'd)

Remarks

(a) ***No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 88,200m^2 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.***

(b) ***In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.***

(c) ***Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.***

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Flat (on land designated "R(C)1" only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Library Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution Rural Committee/Village Office School Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

Remarks

(a) On land designated "Residential (Group C)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.6 and a maximum building height in terms of number of storeys as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks (Cont'd)

(b) On land designated "Residential (Group C)1" ("R(C)1"), "Residential (Group C)2" ("R(C)2"), "Residential (Group C)3" ("R(C)3"), "Residential (Group C)4" ("R(C)4"), "Residential (Group C)5" ("R(C)5"), "Residential (Group C)6" ("R(C)6"), "Residential (Group C)7" ("R(C)7"), "Residential (Group C)8" ("R(C)8"), ~~and~~ "Residential (Group C)9" ("R(C)9") ***and "Residential (Group C)10" ("R(C)10")***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio/GFA, site coverage, and building height specified below, or the plot ratio/GFA, site coverage and height of the existing building, whichever is the greater: -

Sub-area	Maximum Plot Ratio/GFA	Maximum Site Coverage	Number of Storeys/ ***Metres above Hong Kong Principal Datum***
R(C)1	plot ratio of 0.4	-	as stipulated on the Plan
R(C)2	plot ratio of 1.5	50%	3
R(C)3	plot ratio of 1.2	50%	6 storeys above car park
R(C)4	plot ratio of 0.6	25%	3 storeys above car park
R(C)5	Domestic: 57,500m^2 Non-domestic: 1,500m^2	-	12 residential storeys over 3 storeys of car park
R(C)6	plot ratio of 0.8	-	as stipulated on the Plan
R(C)7	20,000m^2	-	as stipulated on the Plan
R(C)8	plot ratio of 1.5	-	as stipulated on the Plan
R(C)9	46,200m^2	-	as stipulated on the Plan
R(C)10	***plot ratio of 1.2***	-	***as stipulated on the Plan***

(c) In determining the maximum number of storeys for the purposes of paragraphs (a) and (b) above, any basement floor(s) may be disregarded.

(d) In determining the maximum plot ratio/GFA for the purposes of paragraphs (a) and (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks (Cont'd)

(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/site coverage/building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP D)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (Redevelopment; Addition, Alteration and/or Modification to existing house only) On-Farm Domestic Structure Rural Committee/Village Office	Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified)# House (not elsewhere specified)# Institutional Use (not elsewhere specified)# Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation# Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution# Residential Institution# School# Shop and Services Social Welfare Facility# Utility Installation for Private Project
In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House: Eating Place Library School Shop and Services	

Planning Intention

This zone is intended primarily for improvement and upgrading of existing temporary structures through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.

Remarks

(a) No addition, alteration and/or modification to or in-situ redevelopment of an existing temporary structure or an existing building (except to 'New Territories Exempted House' or to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building area of 37.2m^2 and a maximum building height of 2 storeys (6m), or the building area and height of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP D) (Cont'd)

Remarks (Cont'd)

(b) No development including redevelopment for 'Flat' and 'House' uses, other than those to which paragraph (a) above shall apply, shall result in a development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 2 storeys (6m), or the plot ratio and height of the existing building, whichever is the greater.

(c) In determining the maximum plot ratio for the purposes of paragraph (b) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House (New Territories Exempted House only) On-Farm Domestic Structure Religious Institution (Ancestral Hall only) Rural Committee/Village Office	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) # House (not elsewhere specified) Institutional Use (not elsewhere specified) # Market Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation # Public Vehicle Park (excluding container vehicle) Religious Institution (not elsewhere specified) # Residential Institution # School # Shop and Services Social Welfare Facility # Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House:

Eating Place
Library
School
Shop and Services

Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.

(b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Pier Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Rural Committee/Village Office School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp Hotel House Marine Fuelling Station Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Government Use (not elsewhere specified) Library Public Convenience Public Utility Installation Religious Institution Rural Committee/Village Office	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 2 storeys or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY (2)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Eating Place (Canteen only) Educational Institution Field Study/Education/Visitor Centre Government Use Library Place of Recreation, Sports or Culture Residential Institution (Hostel and Dormitory only) School Social Welfare Facility Training Centre	Eating Place (not elsewhere specified) Exhibition or Convention Hall Institutional Use (not elsewhere specified) Public Utility Installation Religious Institution Residential Institution (not elsewhere specified) Shop and Services Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs for such uses as hostel cum youth centre, and other institutional establishments.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 2,412m^2 and a maximum non-domestic GFA of 1,040m^2, or the GFA of the existing building, whichever is the greater.

(b) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(c) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Exhibition or Convention Hall Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

RECREATION PRIORITY AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (not elsewhere specified) Aviary Barbecue Spot Field Study/Education/Visitor Centre Government Use (Police Reporting Centre only) Holiday Camp On-Farm Domestic Structure Picnic Area Place of Recreation, Sports or Culture Public Convenience Rural Committee/Village Office Tent Camping Ground	Agricultural Use (Intensive Livestock Rearing only) Animal Boarding Establishment Boat Repairing Yard Broadcasting, Television and/or Film Studio Eating Place Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Marina Pier Place of Entertainment Private Club Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution Shop and Services Social Welfare Facility Theme Park Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for recreational developments for the use of general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 3,300m^2 and a maximum building height in terms of number of storeys as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

RECREATION PRIORITY AREA (Cont'd)

Remarks (Cont'd)

(c) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(e) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Bus Depot" Only	
Bus Depot	Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is primarily to provide land for the use of bus depot.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Business" Only

Schedule I: for open-air development or for building other than industrial or industrial-office building[@]

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Use (Police Reporting Centre, Post Office only)
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[^])
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Religious Institution
Research, Design and Development Centre
School (excluding free-standing purpose-designed school building and kindergarten)
Shop and Services
Training Centre
Utility Installation for Private Project
Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility
Government Refuse Collection Point
Government Use (not elsewhere specified)
Non-polluting Industrial Use (not elsewhere specified)
Petrol Filling Station
School (not elsewhere specified)
Social Welfare Facility (excluding those involving residential care)
Warehouse (excluding Dangerous Goods Godown)
Wholesale Trade

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Business" Only (Cont'd)

Schedule II: for industrial or industrial-office building @

Ambulance Depot
Art Studio (excluding those involving direct provision of services or goods)
Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods^)
Office (excluding those involving direct provision of customer services or goods)
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Research, Design and Development Centre
Shop and Services
(Motor-vehicle Showroom on ground floor, Service Trades only)
Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods^, the following use is always permitted :

Office

Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Industrial Use (not elsewhere specified)
Off-course Betting Centre
Office (not elsewhere specified)
Petrol Filling Station
Place of Recreation, Sports or Culture ***(not elsewhere specified)***
Private Club
Shop and Services
(not elsewhere specified)
(ground floor only except Ancillary Showroom# which may be permitted on any floor)
Vehicle Repair Workshop
Wholesale Trade

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Business" Only (Cont'd)	
In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution School (excluding kindergarten) Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

@ *An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.*

△ *Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).*

\# *Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.*

Planning Intention

This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" Only (Cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 9.5 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(b) In determining the maximum plot ratio for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(c) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (a) above may thereby be exceeded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Golf Course" Only	
Golf Course Golf Driving Range Utility Installation ancillary to Golf Course/Golf Driving Range/ Landfill Restoration Use	Government Use Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of a golf course.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure), except floodlight post and protective fencing, shall result in a total development and/or redevelopment in excess of a maximum building height of 9 metres above ground level or the height of the existing building (including structure), whichever is the higher.

(b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Historical Building Preserved for Cultural and Community Uses" Only	
Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Use (Police Reporting Centre, Post Office Only) Library Place of Recreation, Sports or Culture	Eating Place Educational Institution House Private Club Religious Institution Social Welfare Facility

Planning Intention

This zone is intended to preserve, restore and convert the Tai Po Lookout building(s) of heritage interest on the site into a local heritage attraction with the provision of cultural and community facilities for the enjoyment of the public.

Remarks

(a) Any demolition of, or any addition, alteration and/or modification to the existing Tai Po Lookout building(s) of heritage interest on the site requires planning permission from the Town Planning Board.

(b) No new development, or addition, alteration and/or modification to an existing building shall result in a total development in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(c) In determining the maximum number of storeys for the purposes of paragraph (b) above, any basement floor(s) may be disregarded.

(d) Based on the individual merits of a development proposal, minor relaxation of the building height restriction stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Historical Site Preserved for GIC Uses" Only

Education Centre/Visitor Centre	Private Club
Government Use	Public Utility Installation
Institutional Use (not elsewhere specified)	Residential Institution
Place of Recreation, Sports or Culture	Utility Installation for Private Project

Planning Intention

This zone is intended to preserve the site for adaptive reuse for government, institution or community and related uses.

Remarks

(a) Any new development, or major addition, alteration and/or modification to the existing building requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(b) No new development, or addition, alteration and/or modification to the existing building shall result in a total development in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(c) In determining the maximum number of storeys for the purposes of paragraph (b) above, any basement floor(s) may be disregarded.

(d) Based on the individual merits of a development proposal, minor relaxation of the building height restriction stated in paragraph (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Industrial Estate" Only

Ambulance Depot
Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility
Dangerous Goods Godown
Eating Place
Electric Power Station
Gas Works
Government Refuse Collection Point
Government Use (not elsewhere specified)
Industrial Use
Information Technology and Telecommunications Industries
Office
Petrol Filling Station
Pier
Private Club
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Refuse Disposal Installation
Research, Design and Development Centre
Shop and Services
Social Welfare Facility (excluding those involving residential care)
Training Centre
Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)
Wholesale Trade
Library
Off-course Betting Centre
Offensive Trades
Oil Depot, Oil Refinery and Petro-chemical Plant
Place of Recreation, Sports or Culture
Service Industries (not elsewhere specified)

Planning Intention

This zone is intended to provide/reserve land for the development of an industrial estate for industries to be admitted by the Hong Kong Science and Technology Parks Corporation according to the criteria set by the Corporation. Industries to be included would normally not be accommodated in conventional industrial buildings because of their specific requirements.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Industrial Estate" Only (Cont'd)

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 2,023,274m^2 and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(b) In determining the maximum GFA for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Leachate Pre-treatment Works" Only	
Leachate Pre-treatment Works	Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is intended primarily to provide land for leachate pre-treatment works.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Liquefied Petroleum Gas Store" Only	
Liquefied Petroleum Gas Store	Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is primarily to provide land for the use of liquefied petroleum gas store.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Petrol Filling Station" Only	
Petrol Filling Station	Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is primarily to provide land for the use of petrol filling station.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Railway" Only	
Railway Track Railway Station	Eating Place Government Use Public Utility Installation Shop and Services (excluding Motor-vehicle Showroom) Utility Installation for Private Project

Planning Intention

This zone is intended primarily to provide land for the use of railway stations and railway track.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Railway Staff Quarters and Recreation Club" Only

Flat
Government Use (Police Reporting Centre, Post Office only)
Private Club
Utility Installation for Private Project

Government Use (not elsewhere specified)
Public Utility Installation

Planning Intention

This zone is intended primarily to provide land for railway staff quarters and recreation club.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 11,200m^2 and a maximum non-domestic GFA of 1,850m^2, or the GFA of the existing building, whichever is the greater.

(d) In determining the maximum GFA for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and/or building height restrictions stated in paragraphs (a) and (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Sewage Treatment Works" Only	
Sewage Treatment Works	Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is primarily to provide land for the use of sewage treatment works.

Remarks

(a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(b) In determining the maximum number of storeys for the purposes of paragraph (a) above, any basement floor(s) may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Country Park* Government Use (Police Reporting Centre only) House (rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Burial Ground Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp House (not elsewhere specified) Marine Fuelling Station Petrol Filling Station Pier Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

* *Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required.*

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

(Please see next page)

GREEN BELT (Cont'd)

Remarks

Any filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Tai Po Outline Zoning Plan No. S/TP/20 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

CONSERVATION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use (other than Plant Nursery) Country Park* Nature Reserve Nature Trail On-Farm Domestic Structure Wild Animals Protection Area	Burial Ground Field Study /Education/Visitor Centre Government Use (not elsewhere specified) House (Redevelopment only) Public Convenience Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation

* *Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required.*

Planning Intention

This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Site of Special Scientific Interest or Country Park from the adverse effects of development.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

Remarks

(a) No redevelopment, including alteration and/or modification, of an existing house shall result in a total redevelopment in excess of the plot ratio, site coverage and height of the existing house.

(b) Any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Tai Po Outline Zoning Plan No. S/TP/20 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

SITE OF SPECIAL SCIENTIFIC INTEREST

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Wild Animals Protection Area	Agricultural Use Field Study/Education/Visitor Centre Government Use Nature Reserve Nature Trail On Farm Domestic Structure Picnic Area Public Convenience Public Utility Installation Tent Camping Ground Utility Installation for Private Project

Planning Intention

The planning intention of this zone is to conserve and protect the features of special scientific interest which are designated as Site of Special Scientific Interest (SSSI) and are important habitats for egrets and herons and for breeding of some rare butterflies which are protected under the Wild Animals Protection Ordinance. It intends to deter human activities or developments within the SSSI.

There is a general presumption against development in this zone. No developments are permitted unless they are needed to support the conservation of the features of special scientific interest in the SSSI, to maintain and protect the existing character of the SSSI, or for educational and research purposes.

Remarks

Any filling or excavation of land necessary to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except maintenance and repair works) shall not be undertaken or continued on or after the date of the publication in the Gazette of the notice of the draft Tai Po Outline Zoning Plan No. S/TP/18 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

COUNTRY PARK

Country Park means a country park or special area as designated under the Country Parks Ordinance (Cap. 208). All uses and developments require consent from the Country and Marine Parks Authority and approval from the Town Planning Board is not required.

Attachment IV

DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/26*B*

EXPLANATORY STATEMENT

~~APPROVED~~ *DRAFT* TAI PO OUTLINE ZONING PLAN NO. S/TP/26*B*

EXPLANATORY STATEMENT

Contents			Page
1.	INTRODUCTION		1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES		1
3.	OBJECT OF THE PLAN		3
4.	NOTES OF THE PLAN		3
5.	THE PLANNING SCHEME AREA		~~3~~*4*
6.	POPULATION		4
7.	BUILDING HEIGHT RESTRICTIONS IN THE AREA		4
8.	NON-BUILDING AREA		6
9.	LAND-USE ZONINGS		
	9.1	Comprehensive Development Area (1)	7
	9.2	Residential (Group A)	8
	9.3	Residential (Group B)	~~10~~*11*
	9.4	Residential (Group C)	~~11~~*12*
	9.5	Residential (Group D)	~~12~~*14*
	9.6	Village Type Development	~~13~~*14*
	9.7	Government, Institution or Community	~~13~~*15*
	9.8	Open Space	~~16~~*17*
	9.9	Recreation Priority Area	~~16~~*17*
	9.10	Other Specified Uses	~~16~~*18*
	9.11	Green Belt	~~19~~*20*
	9.12	Conservation Area	~~19~~*21*
	9.13	Site of Special Scientific Interest	~~20~~*21*
	9.14	Country Park	~~21~~*22*
10.	COMMUNICATIONS		~~21~~*22*
11.	UTILITY SERVICES		~~22~~*23*
12.	CULTURAL HERITAGE		~~23~~*24*
13.	IMPLEMENTATION		~~24~~*25*

~~APPROVED~~ *DRAFT* TAI PO OUTLINE ZONING PLAN NO. S/TP/26*B*

(Being ~~an Approved~~ ***a Draft*** Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the ~~approved~~ ***draft*** Tai Po Outline Zoning Plan (OZP) No. S/TP/26***B***. It reflects the planning intention and objectives of the Town Planning Board (the Board) for various land-use zonings of the plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 On 28 February 1980, under the delegated power by the then Governor, the then Secretary for Lands and Works, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), directed the Board to prepare a draft outline zoning plan for Tai Po New Town. Since the exhibition of the draft Tai Po OZP No. LTP/47 on 12 December 1980, the OZP has been amended/approved several times to reflect the changing circumstances.

2.2 On 11 July 2000, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tai Po OZP, which was subsequently renumbered as S/TP/12. On 10 October 2000, the CE in C referred the approved Tai Po OZP No. S/TP/12 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.

2.3 On 4 May 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tai Po OZP, which was subsequently renumbered as S/TP/17. On 29 June 2004, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

2.4 On 8 November 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tai Po OZP, which was subsequently re-numbered as S/TP/19. On 8 May 2007, the CE in C referred the approved Tai Po OZP No. S/TP/19 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under sections 5 and 6C(2) of the Ordinance to reflect the changing circumstances.

2.5 On 13 January 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tai Po OZP, which was subsequently renumbered as S/TP/21.

On 8 December 2009, the CE in C referred the approved Tai Po OZP No. S/TP/21 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

2.6 On 17 September 2010, the draft Tai Po OZP No. S/TP/22, incorporating amendments to impose plot ratio, gross floor area (GFA) and building height restrictions on development zones, to designate non-building areas, to rezone "Commercial/Residential" sites, free-standing Government, institution or community buildings in public housing sites, the Po Heung Street site for public housing development, completed open space sites and various sites to other appropriate zonings to reflect the as-built situation, to rationalize zoning boundaries and to revise the schedule of Notes, was exhibited for public inspection under section 5 of the Ordinance. Subsequently, the draft OZP was amended three times and exhibited for public inspection under sections 6C(2) and 7 of the Ordinance to reflect the changing circumstances.

2.7 On 27 August 2013, the CE in C under section 9(1)(a) of the Ordinance, approved the draft Tai Po OZP, which was subsequently re-numbered as S/TP/24. On 13 September 2013, the approved Tai Po OZP was exhibited for public inspection under section 9(5) of the Ordinance. On 3 December 2013, the CE in C referred the approved Tai Po OZP No. S/TP/24 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

2.8 On 11 April 2014, the draft Tai Po OZP No. S/TP/25, incorporating amendments to rezone several sites in Tai Po New Town for residential developments, a site at Po Heung Street for hostel cum youth centre use, and revision to the building height restriction of a site at Hong Chi Pinehill Village, was exhibited for public inspection under section 5 of the Ordinance. ***Subsequently, the draft OZP was amended once and exhibited for public inspection under section 6C(2) of the Ordinance.*** ~~During the two-month exhibition period, a total of 6,322 valid representations were received. On 5 August 2014, the representations were published for three weeks for public comments and 439 valid comments were received. After considering the representations and comments on 27 November 2014, 11 December 2014, 18 December 2014 and 14 January 2015, the Board on 13 February 2015 decided to uphold/partially uphold some of the representations and considered that the draft OZP should be amended to meet/partially meet the representations. On 8 March 2015, the Chief Executive, under section 8(2) of the Ordinance, agreed to extend the statutory time limit for the Board to submit the draft OZP to the CE in C for approval for a period of six months from 11 March 2015 to 11 September 2015. On 13 March 2015, the proposed amendments to meet the representations were published under section 6C(2) of the Ordinance. Upon expiry of the three-week public inspection period, three valid further representations were received. After giving consideration to the further representations under section 6F(1) of the Ordinance on 12 June 2015, the Board decided not to uphold the further representations and agreed to amend the draft OZP by the proposed amendments. In accordance with section 6H of the Ordinance, the draft OZP should hereafter be read as including the proposed amendments.~~

2.9 On 8 September 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tai Po OZP, which was subsequently re-numbered as

S/TP/26. On 18 September 2015, the approved Tai Po OZP No. S/TP/26 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance. ***On 14 March 2017, the CE in C referred the approved Tai Po OZP No. S/TP/26 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 24 March 2017 under section 12(2) of the Ordinance.***

2.10 ***On xxx.xx.2017, the draft Tai Po OZP No. S/TP/27, incorporating amendments to rezone a "Government, Institution or Community" ("G/IC") site at Pok Yin Road to "Residential (Group B)9", a "Green Belt" site at Ma Wo Road to "Residential (Group B)10", a "Residential (Group C)" site at Yau King Lane to "Residential (Group C)10", and revision to the building height restriction of a "G/IC" site at On Pong Road, was exhibited for public inspection under section 5 of the Ordinance.***

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land-use zones and major road network for the Tai Po New Town so that development and redevelopment within the New Town can be put under statutory planning control. It also provides the planning framework for preparing more detailed non-statutory plans which form the basis for public works planning and site reservation for various uses.

3.2 The Plan is to illustrate the broad principles of development and planning control only. It is a small-scale plan and the road alignments and boundaries between the land-use zones may be subject to minor alterations as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zoning, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Tai Po area and not to overload the road network in the area.

3.4 Also, there would be cases that areas occupied by free-standing purpose-designed buildings that are solely accommodating schools or other Government, institution or community facilities, including those located on ground and on podium level, are included in the residential zones. Such areas should not be included into the plot ratio and site coverage calculations.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning

permission under section 16 of the Ordinance allows greater flexibility in land-use planning and control of development to meet changing needs.

4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.info.gov.hk/tpb.

5. THE PLANNING SCHEME AREA

5.1 The Planning Scheme Area (the Area) covered by the Plan is about 2,438 ha. The Area is encircled on three sides by the mountain ranges of Pat Sin Leng, Cloudy Hill, Tai Mo Shan and Grassy Hill. To the east, the coastline of Tolo Harbour forms its natural boundary. The boundary of the Area is shown by a heavy broken line on the Plan.

5.2 For planning and reference purposes, the Area has been divided into a number of smaller planning areas as shown on the Plan.

5.3 The Area can be broadly divided into three physical areas, namely the Tai Po Hui and its adjacent reclamation; the valley floors and lower hillslopes to the north and south; and the steep upper hillslopes in the peripheral areas.

5.4 Tai Po Hui and its adjacent reclamation in Tolo Harbour form the urban core of the Area. Tai Po Hui was once occupied mainly by tenement buildings, many of which have however been redeveloped in recent years. The reclamation to the south of Ting Kok Road is mainly for residential and industrial developments including public housing estates and the Tai Po Industrial Estate. The valleys and lower hillslopes to the north and south are dominated by agricultural use and rural settlements. The steep upper hillslopes are heavily wooded in most parts and form a scenic backdrop of the Area.

5.5 The northwest and southwest of the Area falls within the indirect water gathering grounds. To protect the water resources from being contaminated by wastes and pollutants, developments in this area would be strictly controlled.

6. POPULATION

~~According to~~ ***Based on*** the 2011 ***Population*** Census, the population of the Area ***was estimated by the Planning Department as*** about 251,200 persons. It is estimated that the planned population ***of the Area will*** be about ~~277,500~~***289,200*** persons.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment, to address public demand for greater certainty and transparency in the statutory planning system, and to meet the growing community aspiration for a better living environment, a review of the Tai Po OZP has been taken with a view to incorporating appropriate building height restrictions for various development zones to guide future development/ redevelopment. In the absence of building height control, tall buildings may

proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area and may sometimes obstruct air ventilation. In order to prevent excessively tall or out-of context buildings, to preserve some key urban design attributes (e.g. stepped building height from the urban core and preservation of public views to the mountain backdrop) and to provide better control on the building height of developments in the Area, building height restrictions are imposed for the development zones on the Plan.

7.2 A stepped building height concept with building heights gradually descending from the urban core at Tai Po Hui and the adjacent reclaimed areas to the peripheral areas has been adopted taking into account the local context, the local wind environment, and the need to maintain visually compatible building masses in the wider setting. The proposed height bands help preserve the natural topographical profile, public views to the ridgelines, maintain visual permeability, and wind penetration and circulation as far as possible.

7.3 Specific building height restrictions for the "Government, Institution or Community" ("G/IC") and "Other Specified Uses" ("OU") zones in terms of number of storeys or metres above Principal Datum (mPD) have been incorporated into the Plan, where appropriate, mainly to maintain the building height of developments at the existing and planned level, and to preserve their current function in providing visual and spatial relief to the high density environment of the Area.

7.4 For any site which covers a relatively large area, the development should be designed with a view to providing a variation in the height profile within the site, whilst not exceeding the maximum building height specified on the Plan.

7.5 Expert Evaluations on Air Ventilation Assessment (AVA) have been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken into consideration the findings of the AVA.

7.6 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each planning application under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

(a) amalgamating smaller sites for achieving better urban design and local area improvement;

(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;

(c) providing better streetscape/good quality street level public urban space;

(d) providing separation between buildings to enhance air and visual permeability;

(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the OZP; and

(f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

7.7 However, for any existing building with building height already exceeding the building height restrictions in terms of mPD and/or number of storeys as shown on the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

8. NON-BUILDING AREA

8.1 According to the findings of the AVA ***2010***, the major prevailing annual winds come from the East and North directions. The summer wind comes mainly from the East and the South. For most of the time, the Area is dominated by the prevailing wind coming from the East which blows along Lam Tsuen River, Tai Po Road (Tai Wo), Tai Po Tai Wo Road and Ting Kok Road. For the southeast summer wind, Kwong Fuk Road serves as an air path to the inner land. There are also two valley wind systems which blow from the north and south of the Area. The valley wind from the south blows over Wilson Trail Stage 7 and is assisted by the summer winds. The north wind connects to the east wind at air paths along the existing road network. In terms of air ventilation, the Area has an extensive green coverage and comprises many connected open space, greenery and GIC sites. There is no major air ventilation issue for the Area. However, to further improve the air path network, the AVA recommends a few strips of non-building/low building areas for better air ventilation of the Area.

8.2 Taking into account the findings of the AVA and other relevant factors, such as site constraints and impacts on development/redevelopment potential, the connection of two major east-west air paths in Areas 16, 17 and 24 is proposed by imposing a strip of "non-building area" (NBA) and two strips of land with building height restrictions of 1 and 3 storeys respectively on the Plan as follows:

(a) a 20m wide strip of NBA is designated across the northern part of Fu Shin Estate. The NBA passes through the existing internal road and landscaped areas of Fu Shin Estate. It connects to On Po Road and will help facilitate air flow from the east;

(b) a building height restriction of 1 storey is proposed for a 20m wide strip of land covering the existing shop/market in Tai Yuen Estate to maintain the east-west air path leading from On Po Road; and

(c) a building height restriction of 3 storeys is proposed for a 15m wide strip of land in Kwong Fuk Estate to help facilitate air flow from the east. It passes through the existing open area, estate road, car park podium, shopping centre and minor portions of Kwong Yan House and Kwong Yau House of the public housing estate and connects to Plover Cove

Road in Planning Area 1.

8.3 ~~Besides~~ ***According to the findings of the AVA 2014***, two 15m wide strips of NBAs and a 30m wide NBA are designated within the planned residential development at Lai Chi Shan to facilitate the penetration of winds from the east and southeast into Lai Chi Shan and Wun Yiu to the west of the site.

8.4 The above NBA and building height restrictions will not apply to underground developments. Moreover, a minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the stated NBA and building height restrictions as shown on the Plan under exceptional circumstances.

8.5 The AVA also stressed that building height restriction (or minor changes of building heights) is not the most effective method for maintaining and/or improving air ventilation. Breezeways, air paths, open spaces, gaps between buildings and building permeability – especially at near ground level, are more effective. Future developments are therefore encouraged to minimize any possible adverse air ventilation impacts. The adoption of suitable design measures such as greater permeability of podium, wider gap between buildings, non-building area to create air paths, perforate building towers and podium design, positioning of building towers to align with the prevailing are encouraged. Large scale developments including public housing estates, Home Ownership Scheme (HOS) and Private Sector Participation Scheme (PSPS) should undertake AVA study upon their redevelopments.

9. LAND-USE ZONINGS

9.1 Comprehensive Development Area (1) ("CDA(1)") : Total Area 18.37 ha

9.1.1 This is intended for comprehensive development/redevelopment of the area for low-density residential and agricultural uses with the provision of open spaces and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

9.1.2 The site located to the north of Ting Kok Road and to the south of Fung Yuen Site of Special Scientific Interest is under this zoning.

9.1.3 This zoning is intended to encourage a comprehensive development/ redevelopment of the site with a view to discontinuing the undesirable open storage and car-repairing workshop uses that existed on the site. The comprehensive development at the site comprises two portions, one portion for low-density residential use and the other for agricultural use. In view of the general infrastructure constraints pertinent to the area, residential development within the site is restricted to a maximum domestic plot ratio of 0.64. The agricultural use permitted is limited to crop cultivation only.

9.1.4 Developments or redevelopments within this zone are also subject to

NBA restriction and the maximum building height restrictions as stipulated on the Plan, or the height of the existing building, whichever is the greater. The buffer area between the Fung Yuen SSSI and the planned residential development at the "CDA(1)" zone is designated as NBA. To provide flexibility for innovative design, minor relaxation of the NBA, building height and/or plot ratio restrictions may be considered by the Board through the planning permission system. The criteria given in paragraph 7.6 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of NBA, building height and/or plot ratio restrictions will be considered on its own merits.

9.1.5 Any development proposal in this zone requires the approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes of the Plan for the approval of the Board under section 4A(2) of the Ordinance. A copy of the approved MLP will be made available in the Land Registry for public inspection pursuant to section 4A(3) of the Ordinance.

9.2 "Residential (Group A)" ("R(A)") : Total Area 108.48 ha

9.2.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The lowest three floors of a building include basements but exclude any floor used wholly or mainly for ancillary car parking, loading/unloading bay and/or plant room. Commercial uses on any floor above the lowest three floors will require planning permission from the Board.

9.2.2 Sites in Planning Areas 3, 4, 6, 8, 16, 17, 23 and 24 zoned for this purpose are intended for public housing development including public housing estates, HOS as well as PSPS. Within these developments, local open spaces and neighbourhood shopping and community facilities are provided to serve the needs of the residents.

9.2.3 Existing public housing estates include Tai Wo Estate in Planning Areas 3 and 23, Wan Tau Tong Estate in Planning Area 6, Fu Heng Estate in Planning Area 8, Tai Yuen Estate in Planning Area 16, Fu Shin Estate in Planning Area 17 and Kwong Fuk Estate in Planning Area 24. Nine HOS developments have been completed. They are King Nga Court, Tak Nga Court and Yat Nga Court in Planning Area 6, Chung Nga Court in Planning Area 8, Ting Nga Court in Planning Area 16, Ming Nga Court and Yee Nga Court in Planning Area 17, Po Nga Court in Planning Area 23 and Wang Fuk Court in Planning Area 24. Three PSPS developments have been completed. They are Tai Po Plaza in Planning Area 4, Elegance Garden in Planning Area 6 and Sun Hing Garden in Planning Area 17. The "R(A)1" zone at Po Heung Street in Planning Area 1 and "R(A)9" zone at Chung Nga Road and Planning Area 9 are intended for public housing developments. The comprehensive public housing development within the "R(A)9" zone comprises three sites

including two along Chung Nga Road, namely Chung Nga Road West and Chung Nga Road East and an adjoining site in Planning Area 9. Two primary schools with one at Chung Nga Road West and one at Planning Area 9 forming an integral part of the comprehensive public housing development are proposed to serve the community.

9.2.4 Most of the private "R(A)" developments in Planning Areas 1, 2, 4 and 9 have been completed.

9.2.5 Developments or redevelopments in areas zoned "R(A)" are subject to a maximum domestic plot ratio of 5, or a maximum non-domestic plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater. The proposed public housing developments at the eastern and western portions of Chung Nga Road and Planning Area 9 zoned "R(A)9" are subject to a total plot ratio of 6.0 (including a maximum non-domestic plot ratio of 0.5). The stipulated plot ratio restriction is the maximum only. All public housing estates are also governed by planning briefs. Any increase in GFA/plot ratio must be supported by relevant assessment on the infrastructural implications e.g. traffic impact assessment, drainage impact assessment and sewerage impact assessment.

9.2.6 Developments or redevelopments in areas zoned "R(A)" are also subject to the maximum building height restrictions as stipulated on the Plan, or the height of the existing building, whichever is the greater. The stipulated building height restriction is the maximum only. Within public housing estates, there are a wide range of low-rise free-standing GIC facilities including schools, community halls, children and youth centres, elderly centres, social and welfare centres as well as ancillary facility buildings such as car park, shopping centres and markets serving the residents of the concerned estates. Such low-rise free-standing GIC and ancillary facility buildings should be kept as breathing spaces and visual relief for the building masses. No new addition, alteration and/or modification to or redevelopment of these existing individual free-standing GIC and ancillary facility buildings shall result in a height exceeding that of the existing building. All public housing estates are governed by planning brief. Upon the future redevelopment of the estates, the layout and design of these GIC and ancillary facility buildings should be comprehensively reviewed with the support of relevant impact assessments on air ventilation and visual aspects.

9.2.7 The "R(A)" sites in Tai Po Hui (Area 1) comprise small lots along narrow streets with a number of on-street parking areas. The area is close to the existing Tai Po Market Station and well served by public transport facilities. Under the prevailing leases for most of the lots in Tai Po Hui, they are not required to provide on-site car parking and loading/unloading facilities. To preserve the character of Tai Po Hui, the provision of podium for on-site car parking and loading/unloading facilities should be discouraged and the building height of future developments/redevelopments should be kept as low as possible while the maximum PR of 5/9.5 is still achievable. A more stringent building height restriction of 55mPD is therefore imposed for most of the "R(A)"

sites in Tai Po Hui which will accommodate developments with not more than 2 storeys of commercial uses at the lowest floors. The restriction is considered necessary to maintain the existing market town character and pedestrian-oriented environment for Tai Po Hui and to enhance air flow.

9.2.8 The "R(A)" zone is sub-divided into a number of sub-areas. These sub-areas have different PR/GFA restrictions as specified in the Remarks in the Notes of the Plan and they are also subject to the maximum building height restrictions as stipulated on the Plan, or the PR/GFA and height of the existing building, whichever is the greater. These restrictions are required to avoid further increase in development intensity and building bulk. In order to ensure that essential commercial floorspace would be provided to serve the function of the town centre, non-domestic plot ratio restriction is specified for sites within the town centre. The plot ratio/GFA restrictions for the "R(A)" sub-areas are as follows:

Site	Zone	Maximum Plot Ratio (PR)/GFA
Public Housing Development at Po Heung Street	"R(A)1"	Domestic GFA of 25,220 m^2 Non-domestic GFA of 8,000 m^2
Ming Nga Court, Ting Nga Court and Wang Fuk Court	"R(A)2"	Total PR of 3.8
Treasure Garden and Eightland Garden	"R(A)3"	Domestic PR of 4.7 Non-domestic PR of 0.45
Jade Plaza and Fortune Plaza	"R(A)4"	Domestic PR of 4.2 Non-domestic PR of 1.40
Tai Po Plaza	"R(A)5"	Domestic PR of 4.8 Non-domestic PR of 1.22
Tai Po Centre Blocks 1-19 and multi-storey carpark	"R(A)6"	Domestic PR of 3.8 Non-domestic PR of 1.57
Tai Po Centre Blocks 20-23	"R(A)7"	Domestic PR of 4.1 Non-domestic PR of 1.13
Uptown Plaza	"R(A)8"	Domestic PR of 4.4 Non-domestic PR of 1.82 (the public transport interchange permitted below the development is included in non-domestic PR calculation)
Planned Public Housing Development at eastern and western portions of Chung Nga Road and Planning Area 9	"R(A)9"	Total PR of 6.0 (including a maximum non-domestic PR of 0.5)

9.2.9 Planning brief(s) setting out the development parameters and the design requirements of individual public housing site(s) will be provided to guide the future development of the site(s).

9.2.10 Minor relaxation of the NBA, building height and/or plot ratio/GFA restrictions may be considered by the Board on application under section

16 of the Ordinance. The criteria given in paragraph 7.6 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of NBA, building height and/or plot ratio/GFA restrictions will be considered on its own merits.

9.3 "Residential (Group B)" ("R(B)") : Total Area ~~29.43~~ ***35.52*** ha

9.3.1 This zoning is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. Areas under this zoning lie mostly in the lower hillslopes, valley floors or borrow areas in Planning Areas 6, 7, 15, 22 and 30.

9.3.2 Two private residential developments namely Serenity Park in Area 22 and Classical Garden II in Area 6 are zoned "R(B)". Developments or redevelopments in areas zoned "R(B)" are subject to a maximum plot ratio of 3.3 and the respective building height restrictions as stipulated on the Plan, or the plot ratio and the height of the existing building, whichever is the greater.

9.3.3 The "R(B)" zone is sub-divided into a number of sub-areas. These sub-areas have different PR/GFA restrictions as specified in the Remarks in the Notes of the Plan and they are also subject to the maximum building height restrictions as stipulated on the Plan, or the PR/GFA and height of the existing building, whichever is the greater. These restrictions are necessary to preserve the local character of the fringe area of the New Town and to maintain a stepped height profile descending from the town centre. The plot ratio/GFA restrictions for the "R(B)" sub-areas are as follows:

Site	Zone	Maximum Plot Ratio/GFA
Forest Hill and Balmoral	"R(B)1"	1.8
Grand Dynasty View	"R(B)2"	2.8
Classical Gardens I, Dynasty View and Grand Palisades	"R(B)3"	2.4
Parc Versailles	"R(B)4"	2.1
Tai Po Garden	"R(B)5"	1.75
The Paragon	"R(B)6"	1.65
Richwood Park	"R(B)7"	Domestic GFA of 21,852m^2 Non-domestic GFA of 1,304m^2
Lai Chi Shan	"R(B)8"	107,100m^2
Pok Yin Road, Area 39	***"R(B)9"***	***88,200m^2***
Ma Wo Road near Classical Gardens I	***"R(B)10"***	***72,640m^2***

9.3.4 A site zoned "R(B)9" at Pok Yin Road is subject to a maximum GFA of 88,200m^2 and a maximum building height of 50mPD, of which a

GFA of not exceeding 7,500m^2 should be provided for retail purpose to serve the increasing population in the locality. According to the findings of an AVA 2017 for the development, a 15m wide NBA running from northeast to southwest should be provided along the existing drainage reserve to facilitate the penetration of wind from the east-north-east to reach the downstream areas. The existing drainage reserve along the eastern boundary of the site would also facilitate wind penetration and alleviate potential air ventilation impact on the surrounding area. Should the future developer wish to make any changes to these measures, a quantitative AVA should be carried out to demonstrate that the performance of any future development be no worse off than the scenario with these measures. Requirement of the design measures and quantitative AVA will be incorporated into the future lease/land grant. Besides, the requirement on provision of adequate air buffer distance and relevant technical assessments including Noise Impact Assessment (NIA), Sewerage Impact Assessment (SIA) and Drainage Impact Assessment (DIA), etc. would also be incorporated into the lease at the land disposal stage.

9.3.5 ***A site zoned "R(B)10" at Ma Wo Road is subject to a maximum GFA of 72,640m^2 and a maximum building height of 110mPD. Since the site is located on a sloping ground at a higher level than other nearby developments, a stepped building height profile descending from the northern part to the southern part of the site should be formulated in relation to the topography. Besides, the requirement on provision of adequate air buffer distance and relevant technical assessments (including NIA, SIA, DIA, quantitative risk assessment and natural terrain hazard study (NTHS), etc), if considered necessary, would also be incorporated into the lease at the land disposal stage.***

9.3.4*6* Minor relaxation of the ***NBA,*** building height and/or plot ratio/GFA restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance. The criteria given in paragraph 7.6 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of ***NBA,*** building height and/or plot ratio/GFA restrictions will be considered on its own merits.

9.4 "Residential (Group C)" ("R(C)") : Total Area 141.04 ha

9.4.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

9.4.2 Areas under "R(C)" zone are located largely on the hillslopes in Planning Areas 7, 10, 11, 12 and 31 overlooking Tolo Harbour. Developments or redevelopments in area zoned "R(C)" are subject to a maximum plot ratio of 0.6 and the respective building height restrictions as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

9.4.3 The "R(C)" zone is sub-divided into a number of sub-areas. These sub-areas have plot ratio/GFA/site coverage/building restrictions as specified in the Remarks in the Notes of the Plan and stipulated on the Plan, or that of the existing building, whichever is the greater. The restrictions are intended to retain the existing scale and character of developments which blend in well with the natural environment. The plot ratio/GFA and site coverage restrictions for the "R(C)" sub-areas are as follows:

Site	Zone	Maximum PR/GFA	Maximum Site Coverage
Hong Lok Yuen, Tai Po Town Lot 109, Fortune Garden and Riverain Bayside	"R(C)1"	0.4	-
Tai Po Inland Lot 12	"R(C)2"	1.5	50%
Redland Garden and Tolo Ridge	"R(C)3"	1.2	50%
J.C. Castle	"R(C)4"	0.6	25%
The Deerhill Bay	"R(C)5"	Domestic GFA of 57,500m^2 Non-domestic GFA of 1,500m^2	-
Casa Marina I & II, Tycoon Place, and the Paramount	"R(C)6"	0.8	-
Yat Yiu Avenue	"R(C)7"	20,000m^2	-
Kon Hang near Cheung Shue Tan	"R(C)8"	1.5	-
Lo Fai Road near Tycoon Place	"R(C)9"	46,200m^2	-
Yau King Lane near Tsiu Hang	***"R(C)10"***	***1.2***	-

9.4.4 ***A site zoned "R(C)10" at Yau King Lane near Tsiu Hang is subject to a maximum plot ratio of 1.2 and maximum building heights of 55mPD at the northern portion and 65mPD at the southern portion. Adequate NBAs, building separations and setback (including an NBA of 26m wide aligned in the east-west direction within the northern portion, a building separation of 60m wide aligned in the southeast-northwest direction between the northern and southern portions, a building separation of 15m aligned in the southeast-northwest direction within the southern portion, a 14m setback from the site boundary near Deerhill Bay, and maintaining an open area at the northern-most portion of the site) should be provided for air ventilation purpose. If the design measures cannot be provided, further quantitative assessments should be conducted to demonstrate that the performance of any future development be no worse off than the scenario with these measures. To ensure that the future development would not cause adverse impacts on the surrounding areas, the requirement on the air ventilation measures and relevant technical assessments, where appropriate, would be incorporated into the land lease at the land exchange stage.***

9.4.4*5* Minor relaxation of the plot ratio/GFA/site coverage/building height restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance. The criteria given in paragraph 7.6 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of plot ratio/GFA/site coverage/building height restrictions will be considered on its own merits.

9.5 "Residential (Group D)" ("R(D)") : Total Area 0.73 ha

9.5.1 This zone covers the CARE village in Area 10 and is intended primarily for improvement and upgrading of the existing fishermen's village through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board. Within this zoned area, redevelopment of existing houses shall not result in a total redevelopment of a maximum building area of 37.2m^2 and a maximum building height of 2 storeys(6m), or the building area and height of the existing building, whichever is the greater.

9.5.2 Apart from the intention of residential upgrading, very low-rise and low density residential development may be permitted on application to the Board. To be in line with the general development intensity of the surrounding areas, residential development shall not result in a total development in excess of a maximum plot ratio of 0.4 and a maximum building height of 2 storeys (6m), or the plot ratio and height of the existing building, whichever is the greater.

9.5.3 Minor relaxation of plot ratio and/or building height restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance. The criteria given in paragraph 7.6 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of plot ratio and/or building height restrictions will be considered on its own merits.

9.6 "Village Type Development" ("V") : Total Area 150.35 ha

9.6.1 The planning intention of this zone is to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

9.6.2 In order to ensure that any future development or redevelopment within these villages would retain the village character, a maximum building

height of 3 storeys (8.23m) or the height of the existing building(s) whichever is the greater is imposed under this zoning.

9.6.3 Land under this zoning is mainly located to the north of Ting Kok Road and along the valleys and foothills to the south of the East Rail.

9.6.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9.7 "Government, Institution or Community" ("G/IC") : Total Area ~~175.92~~ *172.12* ha

9.7.1 This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

9.7.2 Major existing GIC facilities include two water treatment works, a fresh water primary service reservoir, a fresh water service reservoir and a fresh water pumping station in Planning Area 21, six fresh water service reservoirs in Planning Areas 12, 31 (including 2 service reservoirs), 34, 37 and 57, a salt water pumping station in Planning Area 26 and two salt water service reservoirs in Planning Areas 21 and 31; two fire stations in Planning Areas 3 and 26; an ambulance depot in Planning Area 3; a major police station complex in Planning Area 17; the Tai Po Swimming Pool and the Tai Po Sports Ground in Planning Area 22; a major transport interchange in Planning Area 6; the Railway Museum in Planning Area 1; the Tai Po Hospital and Alice Ho Miu Ling Nethersole Hospital in Planning Area 9; the campus site of the Hong Kong ~~Institute of~~ Education ***University (HKEdU)*** in Planning Area 34; the sports centre of the ~~Hong Kong Institute of Education~~ ***HKEdU*** in Planning Area 39; a special school in Planning Area 8; a market complex in Planning Area 1; a gas pigging station in Planning Area 24; a site of the Fraternity of the Little Sisters of Jesus for religious purpose in Planning Area 19; as well as primary and secondary schools, clinics, indoor recreation centres and community centre at various locations.

9.7.3 Proposed GIC facilities include a sports centre, a community hall and soccer pitches in Planning Area 1; ~~a clinic and~~ a sports centre in Planning Area 6; and ~~the possible tertiary educational institution and associated uses~~ ***a clinic building and other possible community facilities*** in Planning Area ~~39~~ ***4***. Other local GIC facilities will also be provided in the detailed planning of future development areas.

9.7.4 A number of primary and secondary schools have been provided and planned within the Area. This zoning covers some of the existing schools and adjacent ball courts, local open space etc., which fall within public housing estates. The ball courts, local open space etc. are common facilities shared by the schools and residents of the concerned

estates. It also covers the Tai Wo Neighbourhood Community Centre, the refuse collection point at Tai Wo Estate as well as the Housing Department contractor depot and the adjoining ball courts.

9.7.5 When detailed planning and development for the Area proceeds, local community facilities such as kindergartens and neighbourhood centres, as may be required by relevant Government departments, will be provided within the public housing estates and the large private residential developments.

9.7.6 Developments or redevelopments within the "G/IC" zone are subject to building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater. Minor relaxation of the building height restrictions may be considered by the Board on application. Each application for minor relaxation of building height restriction will be considered on its own merits, taking into account the relevant criteria as set out in paragraph 7.6 above.

9.7.7 This zoning includes two sub-zones which are subject to the following development restrictions:

(a) "Government, Institution or Community (1)" ("G/IC(1)") : Total Area 0.01 ha

(i) This sub-zone is intended to cover the rural committee building for the Tai Po Yuen Chau Tsai Fishermen's Village Association with a maximum building height of 2 storeys or the height of the existing building(s), whichever is the greater. Minor relaxation of the building height restriction may be considered by the Board on application. Each application for minor relaxation of building height restriction will be considered on its own merits, taking into account the relevant criteria as set out in paragraph 7.6 above; and

(ii) as this zone is located within the site boundary of Island House which is a declared monument, any work within this zone is prohibited except with a permit issued by the Antiquities Authority under section 6 of the Antiquities and Monuments Ordinance (Cap. 53). Application for permits under section 6 of the Antiquities and Monuments Ordinance through the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department should be made well in advance.

(b) "Government, Institution or Community (2)" ("G/IC(2)") : Total Area 0.04 ha

(i) This sub-zone covers a site at Po Heung Street which is intended for hostel cum youth centre use. Development or redevelopment within this zone is subject to a maximum domestic GFA of 2,412m^2, a maximum non-domestic GFA of 1,040m^2 and a maximum building height of 80mPD, or the

GFA and height of the existing building, whichever is the greater. The non-domestic use is primarily intended for the in-situ reprovisioning of the youth centre under the subvention of Social Welfare Department. Minor relaxation of the GFA and/or building height restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance. The criteria set out in paragraph 7.6 above are relevant for assessing minor relaxation of building height restrictions. Each application for minor relaxation of plot ratio and/or building height restrictions will be considered on its own merits; and

(ii) the site will be subject to noise impact from the East Rail and fixed plants of adjacent buildings. Upon development or redevelopment of the site, the project proponent is required to conduct noise impact assessment to address the noise issues and to implement mitigation measures identified in the assessment.

9.8 "Open Space" ("O") : Total Area 65.77 ha

9.8.1 This zoning is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

9.8.2 One of the major existing open spaces is the promenade along Lam Tsuen River in Planning Area 4. The promenade provides a visual corridor to Tolo Harbour in the east and Tai Mo Shan in the west. Other existing open spaces include one in Planning Area 17, Mui Shue Hang Playground in Planning Area 15, Tai Po Tau Playground in Planning Area 22, Yuen Chau Tsai Park in Planning Area 24, the Tai Po Waterfront Park in the southern part of Planning Areas of 26 and 33. The waterfront park, together with the adjacent proposed recreation ground, also act as a buffer to separate the town centre from the Industrial Estate in Planning Area 26.

9.8.3 In addition to the major open spaces as indicated on the Plan, local open spaces are/will be provided to serve the residents and factory workers within the residential neighbourhoods and industrial areas.

9.9 "Recreation Priority Area" ("RPA") : Total Area 3.75 ha

9.9.1 This zone covering the site of the Kerry Lake Egret Nature Park in the eastern part of Planning Area 10 at Tai Po Kau is intended primarily for eco-tourism related recreational developments for the use of general public. Development within this zoning will be restricted to recreational and other ancillary uses. Uses in support of the recreational developments may be permitted subject to planning permission.

9.9.2 Developments or redevelopments within the "RPA" zone are subject to NBA restriction, the maximum GFA restriction of 3,300m^2 as specified in the Remarks in the Notes of the Plan, and the maximum building

height restriction as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. The existing playground and open/landscaped area of the Park within the "RPA" zone is designated as a NBA. Minor relaxation of the NBA, GFA and/or building height restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance. The criteria given in paragraph 7.6 above would be relevant for assessment for minor relaxation of building height restriction. Each application for minor relaxation of NBA, GFA and/or building height restrictions will be considered on its own merits.

9.10 "Other Specified Uses" ("OU") : Total Area 188.74 ha

9.10.1 This zoning covers land annotated for the following specific uses:

Business

9.10.2 Land zoned for "OU" annotated "Business" is intended for general business uses. The site comprises six existing buildings with mixed industrial and office uses. Under this zoning, a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are permitted in new "business" buildings. However, in order to ensure that the concerns on fire safety and environmental impacts are properly addressed, only less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public are permitted as of right in existing industrial buildings or industrial-office buildings within this zone. As it is not possible to phase out existing polluting and hazardous industrial uses all at once, it is necessary to ensure compatibility of the uses within the same industrial building until the whole area is transformed to cater for the new non-polluting business uses. Development within this zone should make reference to the relevant Town Planning Board Guidelines. Developments or redevelopments within this zone are subject to a maximum plot ratio of 9.5 and a building height restriction as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

Golf Course

9.10.3 This zone covers the former Shuen Wan Landfill site in Area 28 and is intended primarily for a golf course. To avoid visual intrusion to the surrounding mountain backdrop, no addition, alteration and/or modification to or redevelopment of an existing building including structure, except floodlight post and protective fencing, shall result in a total development and/or redevelopment in excess of a maximum building height of 9 metres above ground level or the height of the existing building including structure, whichever is the higher.

Industrial Estate

9.10.4 This zone covers the Tai Po Industrial Estate in Planning Area 26 and is intended to provide/reserve land for the development of an industrial estate for industries to be admitted by the Hong Kong Science and

Technology Parks Corporation. Industries to be included would normally not be accommodated in conventional industries buildings because of their specific requirements. In allocating sites, preference is given to those industries which involve a high level of technology, provide employment at a high level of skills, or produce new products for export or for local industries. The Industrial Estate has largely been developed.

9.10.5 Within this zone, the maximum total GFA of all developments or redevelopments is 2,023,274m^2, which is equivalent to a plot ratio of 2.5 for the area designated for industrial development and a plot ratio of 5 for a site designated for estate centre as set out in the lease for the Tai Po Industrial Estate. Developments or redevelopments within this zone are also subject to a building height restriction as stipulated on the Plan, or the height of the existing building, whichever is the greater. According to the lease of the lot, individual subdivision in the Tai Po Industrial Estate may be developed up to a plot ratio of 2.625 provided that the overall plot ratio of the area designated for industrial use within the lot would not exceed a maximum plot ratio of 2.5.

Historical Building Preserved for Cultural and Community Uses

9.10.6 This zoning covers the Tai Po Lookout site in Planning Area 12 and is intended to preserve, restore and convert the historic building(s) of heritage interest on the site into a local heritage attraction with the provision of cultural and community facilities for the enjoyment of the public. To retain the historic value of the Tai Po Lookout, any demolition of, or any addition, alteration and/or modification to the building(s) of heritage interest on the site requires planning permission from the Town Planning Board. Developments within this zone are subject to a maximum building height restriction as stipulated on the Plan, or the height of the existing building, whichever is the greater.

Historical Site Preserved for GIC Uses

9.10.7 This zoning covers the Island House site in Yuen Chau Tsai, which is a declared monument, and is intended to preserve the site for adaptive re-use for government, institution or community and related uses. Redevelopment of the existing historical building is not allowed in this particular "OU" zone. Any new development, or major addition, alteration and/or modification to the existing building requires planning permission from the Town Planning Board. Developments within this zone are subject to a maximum building height restriction as stipulated on the Plan, or the height of the existing building, whichever is the greater.

Railway

9.10.8 This zone is primarily to provide land for the use of railway stations and railway track. The Tai Po Market Station in Planning Area 6, the Tai Wo Station in Planning Areas 3 and 23 and the railway track of East Rail are under this zoning. Developments or redevelopments within this zone are

subject to ~~a~~ ***the*** maximum building height restriction as stipulated on the Plan, or the height of the existing building, whichever is the greater.

Railway Staff Quarters and Recreation Club

9.10.9 This zone covers the Trackside Villas in Planning Area 10 and is intended to provide land for railway staff quarters and recreation club. Developments or redevelopments within this zone are subject to a maximum domestic GFA of 11,200m^2, a maximum non-domestic GFA of 1,850m^2 and the building height restriction as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

9.10.9 Others

9.10.10 Other "OU" sites in Tai Po are as follows:

(a) a liquefied petroleum gas store in Planning Area 5;
(b) the sewage treatment works in Planning Area 26;
(c) the leachate pre-treatment works in Area 28;
(d) the existing petrol filling stations in Planning Areas 2, 3, 5, 12 and 22; and
(e) a bus depot site in Planning Area 33.

Developments or redevelopments within the above zones are subject to a maximum building height restriction as stipulated on the Plan or in the Notes, or the height of the existing building, whichever is the greater.

9.10.11 Minor relaxation of the plot ratio/GFA/ building height restrictions for the "OU" zone may be considered by the Board on application under section 16 of the Town Planning Ordinance. The criteria given in paragraph 7.6 above would be relevant for assessment for minor relaxation of building height restrictions. Each application for minor relaxation of plot ratio/GFA/building height restrictions will be considered on its own merits.

9.11 "Green Belt" ("GB") : Total Area ~~1,264.83~~ ***1,262.54*** ha

9.11.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

9.11.2 This zoning covers mainly steep hillsides in the peripheral areas which are of limited potential for urban type development and should be retained in their natural state. These areas nevertheless provide opportunities for additional outdoor passive recreational outlets.

9.11.3 There is a general presumption against development within this zone. Nevertheless, limited developments may be permitted if they are justified on strong planning grounds. Developments requiring planning permission from the Board will be considered on their individual merits taking into account the relevant Town Planning Board Guidelines.

9.12 "Conservation Area" ("CA") : Total Area 75.49 ha

9.12.1 This zoning is intended to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, educational and research purposes and to separate sensitive natural environment such as Site of Special Scientific Interest or Country Park from the adverse effects of development. There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or are essential infrastructure projects with overriding public interest may be permitted.

9.12.2 There are five sites designated as "CA" on the Plan. The Tai Po Kau Headland near the coast of Tolo Harbour is a significant area of highly diverse woodland habitat with mature and rich lowland forest. A high degree of protection is required to retain their inherent value.

9.12.3 The Tolo Pond Mangrove near Constellation Cove is zoned "CA" on the Plan in order to conserve its ecological value. The mangroves in this area are valuable habitats and should be protected from adverse effects of developments.

9.12.4 The inter-tidal ponds to the east and west of Tai Po Kau Headland consist of mangroves and mudflat which are the feeding habitats of egrets and herons. They represent the remaining semi-natural coastlines in Tolo Harbour worthy of protection.

9.12.5 There is another "CA" in Pai Mun Shan located in Area 40 of the Plan adjacent to the Tai Po Kau Nature Reserve. Mature woodlands and vegetated middle hill slopes which are worth preserving are found in this area. Its role as buffer zone and ecological linkage to other natural habitats should be well retained.

9.13 "Site of Special Scientific Interest" ("SSSI") : Total Area 43.50 ha

9.13.1 The planning intention of this zone is to conserve and protect the features of special scientific interest which are designated as Site of Special Scientific Interest (SSSI) and are important habitats for egrets and herons and for breeding of some rare butterflies which are protected under the Wild Animals Protection Ordinance. It intends to deter human activity or development within the SSSI. There is a general presumption against development in this zone. No developments are permitted unless they are needed to support the conservation of the features of special scientific interest in the SSSI, to maintain and protect the existing character of the SSSI, or for educational and research purposes.

9.13.2 There are two sites designated as "SSSI" on the Plan. The Fung Yuen Valley SSSI in Planning Area 29 was designated on 5 February 1980. The site is a well-forested ravine. Some rare plants are recorded in the site, e.g. *Illigera celebica* and *Aristolochia tagala*. The site is also an important breeding site for some rare butterflies.

9.13.3 The Tai Po Egretry, which is located at Planning Area 1 near Tai Po town centre, was designated as a SSSI on 13 August 1994. The site provides an important habitat for egrets and herons. The unique location of the SSSI and its closeness to the town centre provides an excellent opportunity to demonstrate the importance of wildlife conservation in the planning of the New Town.

9.14 "Country Park" ("CP") : Total Area 5.73 ha

9.14.1 The intention of this zone is to encourage passive recreation and tourism, protect vegetation and wildlife, preserve and maintain buildings and sites of historical or cultural significance and to provide facilities and services for the public enjoyment of the countryside. All uses and developments require consent from the Country and Marine Parks Authority and approval from the Board is not required.

9.14.2 The zoned area is situated at Planning Area 38 on the southern side of the Tai Po New Town. The subject site is part of the Tai Mo Shan Country Park.

10. COMMUNICATIONS

10.1 Roads

10.1.1 The major road network, which comprises the trunk road (Tolo Highway) and major distributor roads, is shown on the Plan.

10.1.2 Tolo Highway is intended for uninterrupted long-distance traffic and forms part of the New Territories Circular Road system. It runs along the southern part of the Area and provides high-speed links to the Main Urban Areas and other parts of the New Territories. To cope with the growing traffic demand in the north-eastern region of the New Territories and those due to the cross boundary traffic movements on Tolo Highway, the Tolo Highway will be widened in two stages. A 5.4km long section between Sha Tin and Tai Po was widened from dual 3-lane to dual 4-lane and completed in August 2003. Another 5.7km long section of Tolo Highway between Island House Interchange and Tai Hang commenced in August 2009 for completion in 2014. A 3.0km long section of Fanling Highway between Tai Hang and Wo Hop Shek Interchange will be widened from dual 3-lane to dual 4-lane. Construction commenced in July 2013 for completion of the major works in 2018.

10.1.3 Access from Tolo Highway to the distributor roads system is provided at the Island House Interchange, the Tai Po South and North Interchanges. An access road linking the northern part of Pak Shek Kok reclamation area and the northbound carriageway of Tolo Highway was completed in 2003.

10.2 Railway

Tai Po is served by the East Rail which provides an important transport link between the Area, Kowloon and the eastern part of the New Territories. There are two railway stations serving the Area, one in Planning Area 6 (Tai Po Market Station) and the other in Planning Areas 3 and 23 (Tai Wo Station).

10.3 Public Transport

Public transport interchange facilities are provided at the two railway stations in Planning Area 6 and Planning Areas 3 and 23. A major bus terminus is provided in Planning Area 4 to serve the town centre developments whilst another one is located within the Tai Po Industrial Estate in Planning Area 26 to serve the industrial workers. Bus and minibus termini are also provided within public housing estates and peripheral development areas.

10.4 Pedestrian and Cycle Networks

A comprehensive network of segregated cycle tracks and footpaths has been planned for the Area, which links all major land-use elements and provides links with the surrounding countryside. The cycle track network along Ting Kok Road, the section of Tolo Highway between Tai Po and Ma Liu Shui and within the town centre has been developed.

11. UTILITY SERVICES

11.1 Water Supply

Fresh water supply is provided by the existing treatment works at Planning Area 21 via Tai Po Tau Fresh Water Primary Service Reservoir and eight other secondary service reservoirs and water tanks located at various locations of the Area. Salt water supply for flushing is provided by Tai Po Salt Water Pumping Station via two salt water service reservoirs at Pun Chun Yuen and Ha Hang.

11.2 Sewerage and Drainage Facilities

11.2.1 There is existing public sewerage in the major parts of the Area. The existing sewerage system collects and conveys sewage to Tai Po Sewage Treatment Works (STW) situated inside Tai Po Industrial Estate for treatment and disposal. To cater for the anticipated increase of sewage to be generated within the catchment area, phase I of the upgrading works for the STW has commenced in 2005 and was completed in 2010. Phase II of the upgrading works commenced in 2010 and was completed in 2014.

11.2.2 Provision of further public sewers within the Area has been planned under Stage I (Phase IIC) and Stage II of the "Tolo Harbour Sewerage of Unsewered Areas" project. Stage I, Phase IIC will include sewerage works at Tai Po Road (near Hong Lok Yuen) and 10 villages alongside Ting Kok Road, while Stage II will include those at Cheung Shue Tan, Tai Po Mei, Lin Au, Tai Po Tau, Fung Yuen, CARE Village, Shan Tong

New Village, Ha Wong Yi Au, Wong Nai Fai, Ma Wo, Ha Wun Yiu and San Uk Ka. The Stage I, Phase IIC sewerage works commenced in 2009 was completed in 2015. The Stage II works is scheduled for completion in 2021.

11.2.3 Drainage improvement works for the existing drainage systems in Tai Po urban area and for Upper Tai Po River (near Wun Yiu) have been recommended in the "Stormwater Drainage Master Plan Study in Sha Tin and Tai Po" which is under the project "Drainage Improvement Works in Tai Po". The drainage improvement works in Tai Po urban area was completed in 2009, while the works for Upper Tai Po River was completed in 2012.

11.3 Electricity

The Area is currently supplied with electricity. Additional electricity supply can be provided to cater for future development in the Area by expanding the existing electricity network. Since there are 132kV and 400kV high voltage overhead lines passing through some regions inside the Area. Relevant guidelines in Chapter 7 of the Hong Kong Planning Standards and Guidelines regarding building developments in the vicinity of the 132kV and 400kV overhead lines and the corresponding safety clearances from these lines should be observed.

11.4 Gas Supply

There are existing town gas distribution network and piped liquefied petroleum gas systems in the Area and should be adequate to meet the demand of gas supply.

11.5 Telephone Service

There are three existing telephone exchanges located in Planning Areas 1 and 17, and Ting Kok respectively. These should be adequate in meeting the demand for telephone services.

12. CULTURAL HERITAGE

12.1 Several sites of archaeological interest are located within the Area, namely Cheung Shue Tan Site of Archaeological Interest, Tai Po Kau Stone Circle, Wun Yiu Site of Archaeological Interest, Wun Yiu Trackway and Shek Kwu Lung Site of Archaeological Interest. Also, the Wai Tau Site of Archaeological Interest is situated in the close vicinity of the Area. There are seven declared monuments located within the Area. The declared monuments are Old District Office North, Island House, Wun Yiu Pottery Kilns, Old Tai Po Market Railway Station, Man Mo Temple, Fan Sin Temple and King Law Ka Shuk. There are also graded and proposed graded historic buildings within the Area. On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which some buildings within the area have been given proposed gradings. All the above declared monuments, graded and proposed graded historic buildings/structures and sites of archaeological interest are worthy of preservation. The AAB also released a list of new items in addition to the list of 1,444 historic

buildings. These items are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and the new items have been uploaded onto the official website of the AAB at http://www.aab.gov.hk.

12.2 Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above sites of archaeological interest, declared monuments, graded and proposed graded historic buildings/structures, new items pending grading assessment and their immediate environs. An Assessment shall be conducted to evaluate the archaeological impact imposed by the proposed works if there is any development within the site of archaeological interest. If necessary, a professional archaeologist shall be engaged to apply for a licence from the Antiquities Authority under the Antiquities and Monuments Ordinance (Cap. 53) for an archaeological field investigation to evaluate whether the proposed works is acceptable from an archaeological preservation point of view and propose appropriate mitigation measures.

13. IMPLEMENTATION

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

13.2 This Plan provides a broad land-use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used within the Government as the basis for public works planning and site reservation ***within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works department, such as the Highways Department and the Architectural Services Department.*** ~~Formation of sites and provision of infrastructure are undertaken in accordance with the Development Programme prepared jointly by the Civil Engineering and Development Department and Planning Department. The programme forecasts the availability of land for private residential, industrial and other developments. It also incorporates the programmes of Government engineering and construction projects such as reclamation, the construction of roads and other infrastructure, the provision of public housing and other Government and community facilities.~~ Implementation of these public works projects will be subject to the availability of resources. ***In the course of implementation of the Plan, the Tai Po District Council would also be consulted as appropriate.***

13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into

account all relevant planning considerations which may include the departmental outline development plans/layout plans, and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board; and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
~~SEPTEMBER~~ *XXXX* 2015*7*

Appendix Ia

Final Report of Air Ventilation Assessment (Expert Evaluation) for Amendment Items A and C

CONSULTANCY STUDY FOR AIR VENTILATION ASSESSMENT SERVICES

CAT. A1 – TERM CONSULTANCY FOR EXPERT EVALUATION ON AIR VENTILATION ASSESSMENT (PLNQ A1-6/AVA 2015)

AIR VENTILATION ASSESSMENT EXPERT EVALUATION REPORT

FOR

AN INSTRUCTED PROJECT FOR TAI PO

(PLNQ A1-6/AVA 2015)

21 March 2017

Submitted to:
Planning Department

Prepared By:

BeeXergy Consulting Limited (BXG)
Phone: (852) 3568-4701
Address: Unit 2608-09, Apec Plaza
49 Hoi Yuen Road, Kwun Tong
Kowloon, Hong Kong
Email: info@beexergy.com

Project:	Air Ventilation Assessment Expert Evaluation Report for an Instructed Project for Tai Po
Report No.:	RP16179

Revision	Issue Date	Description	Author	Checker	Approver
0	21/3/17	Issued for Submission	CC	YS	HM

Prepared by:

Curtis Chan
Assistant Consultant

Checked by:

Sui Hang YAN
Technical Director

Approved by:

Henry Mak
Director

Disclaimer:

- This report is prepared and submitted by Beexergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

TABLE OF CONTENTS

1 INTRODUCTION 1
1.1 PROJECT BACKGROUND 1
1.2 OBJECTIVES 1
1.3 STUDY TASKS 2
2 SITE CHARACTERISTICS 3
3 SITE WIND AVAILABILITY 7
3.1 HONG KONG OBSERVATORY 7
3.2 RAMS WIND DATA 9
3.3 SITE WIND AVAILABILITY FOR CURRENT STUDY 11
4 QUALITATIVE ASSESSMENT ON THE EXISTING CONDITION OF PROJECT AREA 1 WITH COMMITTED DEVELOPMENTS 12
4.1 ENE WIND 13
4.2 E WIND 14
4.3 ESE WIND 15
4.4 S AND SSW WINDS 16
4.5 SW WIND 17
5 QUALITATIVE ASSESSMENT ON THE EXISTING CONDITION OF PROJECT AREA 2 18
5.1 ENE WIND 20
5.2 E WIND 21
5.3 ESE AND SE WINDS 22
5.4 SSW WIND 23
6 EXPERT EVALUATION AND RECOMMENDATIONS OF THE PLANNED SCENARIO 24
6.1 PROJECT AREA 1 24
6.2 PROJECT AREA 2 26
7 FURTHER DESIGN PRINCIPLES 27
8 FURTHER QUANTITATIVE STUDY 27
9 CONCLUSION 27

EXECUTIVE SUMMARY

BeeXergy Consulting Limited was commissioned by the Planning Department of Hong Kong Special Administrative Region Government to undertake an Air Ventilation Assessment (AVA) – Expert Evaluation (EE) for an instructed project for Tai Po. The current study aims to assess the preliminary air ventilation impacts of the proposed developments on their surroundings.

Project Area 1 is approximately 32,200 m² in area, currently zoned "Government, Institution or Community" ("G/IC") on the approved Tai Po OZP No. S/TP/26 with a building height restriction of 47mPD. It is bounded by Pok Yin Road and Yau King Lane. Project Area 2 is approximately 4,500 m² in area located near Tai Po Centre. It is also zoned "G/IC" on the approved Tai Po OZP No. S/TP/26 with a building height restriction of 3 storeys. The annual and summer prevailing winds were studied in this AVA-EE using the RAMS wind data.

Project Area 1

For Project Area 1, ENE, E and ESE winds are identified as the annual prevailing wind directions while S, SSW and SW winds are identified as the summer prevailing wind directions. It is proposed to rezone this site for private residential development with a maximum building height of 50mPD at plot ratio 3.6. The key findings are summarized below:

- Under ENE wind, the future development may create potential impact on the immediate downstream. To avoid impact created by a long continuous building façade, it is proposed to designate a non-building area (NBA) of a minimum width of 15m running in the NE/SW direction. Such NBA would facilitate penetration of ENE wind to reach the downstream areas (including Cheung Shue Tan Village).
- Under E wind, given no massive structure is expected at the northern part of the site, it is not expected that the future development with a maximum building height of 50mPD under the planned scenario would create any impact on the committed development in Area 39 which is located 300m away from Project Area 1
- Under E and ESE wind, it is expected that future development at Project Area 1 would split incoming wind into two air streams to travel along Pok Yin Road and Yau King Lane to reach the downstream area. However, a small area of The Education University of Hong Kong Sports Centre to the immediate northwest of the project area would fall into the wake of the future development and would be slightly affected. It is encouraged to increase the building permeability within Project Area 1.

- Under S, SSW and SW winds, the committed development at "R(B)6" is located at about 150m downstream from Project Area 1. The summer winds are expected to skim over the future development at Project Area 1 and reattach at pedestrian level around the committed development at "R(B)6". In addition, provision of the NE/SW oriented NBA in the middle of Project Area 1 could avoid a long continuous building façade and facilitate wind penetration through the future development.

Project Area 2

For Project Area 2, ENE, E and ESE winds are identified as the annual prevailing wind directions while E, ESE, SE and SSW winds are identified as the summer prevailing wind directions. It is proposed to relax the building height restriction to 8 storeys for a proposed community health centre. The key findings are summarized below:

- Under ENE and E wind conditions, given that the effective width of two existing air paths (i.e. Nam Wan Road and On Po Road) are mainly governed by the existing developments (i.e. Tai Po Mega Mall Multi-Storey Carpark and Tai Po Mega Mall) along these air paths, it is anticipated that the future development at Project Area 2 under the planned scenario would not further reduce the effective width of these air paths under the prevailing wind directions. However, the planned scenario with an increase in building height will inevitably induce a larger potential wind wake at the immediate downstream area when compared to the existing condition
- Under ESE, SE and SSW winds, it is expected that winds would skim over the future development at Project Area 2 and reattach at the open areas to the northwest and northeast of Project Area 2. No significant air ventilation impact on the developments further downstream is expected.

Conclusion

For Project Area 1, with the provision of the NE/SW oriented NBA as well as the 10-17m drainage reserve, it is anticipated that the future development at Project Area 1 with maximum building height of 50mPD would not create significant air ventilation impact on the overall pedestrian wind environment around Project Area 1 except for slight potential impact in the immediate downstream at the sports centre under E and ESE winds.

Provided that the proposed mitigation measures (i.e. NBA) would be fulfilled as recommended in the building design for Project Area 1, there would be no major air ventilation issues. If the requirements cannot be met, further quantitative assessments should be conducted to demonstrate that the performance of any further development would be no worse off than the scenario with these measures.

For Project Area 2, the increase in building height may have a slight adverse impact on the localized pedestrian wind environment. However, no major ventilation problem on the overall wind environment is anticipated and no further air ventilation assessment is required.

All future developments at both Project Area 1 and Project Area 2 should consider the following design principles at the detailed design stage:

- Adopt building permeability equivalent to 20% to 33.3% with reference to PNAP APP-152;
- Minimize podium bulk with ground coverage of not more than 65%;
- Adopt building setback with reference to PNAP APP-152;
- Incorporate greening measures with a target of not less than 30% for sites larger than 1 ha, and not less than 20% for sites below 1 ha, preferably through tree planting at grade;
- Avoid long continuous façades; and
- Make reference to the recommendations of design measures in the Hong Kong Planning Standards and Guidelines.

行政摘要

香港特別行政區政府規劃署委託豐能顧問有限公司為大埔一個指定項目進行空氣通風評估 - 專家評估。本研究旨在評估擬議開發項目對其周邊地區的初步空氣流通影響。

項目 1 發展地盤面積約為 32,200 平方米，位於博研路及優景里旁，現於「大埔分區計劃大綱核准圖編號 S/TP/26」（大綱圖）被劃作「政府、機構或社區」地帶，高度限制為主水平基準上 47 米。項目 2 面積約為 4,500 平方米，位於大埔中心附近，現於大綱圖上亦被劃作「政府、機構或社區」地帶，高度限制為三層。本報告根據區域大氣模擬系統的風模擬數據研究全年及夏季盛行風環境。

項目 1

項目 1 的全年盛行風為東北偏東、東和東南偏東風，而夏季盛行風為南、西南偏南和西南風，現擬議把地盤改劃作私人樓宇發展，高度限制為主水平基準上 50 米，地積比率為 3.6。主要分析結果概述如下：

- 在東北偏東風下，未來的發展有可能直接對其下游地區產生潛在影響。 為了避免出現過長的建築物而帶來的負面影響，建議設一東北/西南走、寬度最小為 15 米的非建築用地。 這樣的非建築用地將有利於東北偏東風滲透到發展的下游地區（包括樟樹灘村）。
- 在東風下，由於預計在地盤北部將不會有大型結構物及在計劃下未來發展的最高建築高度設為主水平基準上 50 米, 故預料發展不會對位於項目 1 約 300 米外的第 39 區發展產生任何影響。
- 在東和東南偏東風下，預計未來發展會將盛行風分為兩股氣流，並沿博研路和優景里前進到達其下游地區。 然而，香港教育大學體育中心位於項目 1 西北面的一小片地區將落入未來的發展的風影區。 因此鼓勵提高項目 1 內的建築滲透率，從而減少未來發展對附近行人風環境的影響。
- 在南，西南偏南和西南風下，附近已規劃的“R（B）6”區位於項目 1 下風位置約 150 米，這些夏季盛行風預計將會掠過項目 1，並 於“R（B）6” 區重新接到行人水平。此外，擬議於項目 1 中間東北/西南向的非建築用地可以避免過長的建築物，增加未來發展的風穿透性。

項目 2

項目 2 的全年盛行風為東北偏東、東和東南偏東風，而夏季盛行風為東、東南偏東、東南和西南偏南風，現擬議把地盤作社區健康中心，高度限制為 8 層。主要分析結果概述如下：

- 在東北偏東和東風的情況下，兩條現行風道(即南運路和安埔路)的有效寬度主要受現有發展（即大埔超級城的多層停車場及商場）影響，計劃下項目 2 的未來發展將不會進一

步縮窄這些風道在盛行風向下的有效寬度。相反與現時情況相比，建築物高度的增加將不可避免地在未來發展緊接的下游區域帶來一些潛在影響。

- 在東南偏東、東南和西南偏南風下，盛行風預期會掠過項目 2 的未來發展，並於項目 2 的西北和東北部的地方重新接回地面。預計項目 2 的未來發展將不會對其下游帶來顯著的影響。

結論

考慮到項目 1，將提供一條東北/西南向的非建築用地以及地盤內有一 10-17 米的排水系統專用範圍，預計建築高度為主水平基準上 50 米的的未來發展將不會對周邊的整體行人風環境產生顯著的通風影響。但在東和東南偏東風下則對下游的運動中心帶來相對輕微的潛在影響。

如於項目 1 的未來發展能提供擬議的緩解措施（即非建築用地），發展將不會有重大的通風問題。 如果不能滿足這個要求，則應進行進一步的空氣流動定量評估，以證明任何進一步發展相較提供緩解措施的方案，不會對附近行人風環境造成更壞的影響。

至於項目 2，雖然增加建築物的高度可能會對行人風環境造成輕微的通風影響，但預期將不會為整體行人風環境帶來通風問題。

項目 1 和項目 2 的未來設計發展可在詳細設計階段考慮以下設計原則：

- 參考 PNAP APP-152，提供建築物滲透率相當於 20%至 33.3%;
- 盡可能縮減平台，致地面覆蓋不超過 65%;
- 參考 PNAP APP-152 的建築物後移地帶;
- 大於 1 公頃的地盤需提供不低於 30%綠化覆蓋率，而 1 公頃以下的地盤則需提供不低於 20%綠化覆蓋率，並於地面種植樹木為佳;
- 避免過長的建築物; 及
- 參考“香港規劃標準與準則”中有關的良好通風設計措施的建議。

1 INTRODUCTION

1.1 PROJECT BACKGROUND

BeeXergy Consulting Limited (BXG) was commissioned by the Planning Department (PlanD) of the Hong Kong Special Administrative Region Government to undertake an Air Ventilation Assessment (AVA) – Expert Evaluation (EE) for an instructed project in Tai Po.

To meet the pressing need at housing supply, a site at Yau King Lane/Pok Yin Road in Area 39 which is currently zoned "Government, Institution or Community" ("G/IC") on the approved Tai Po Outline Zoning Plan (OZP) No. S/TP/26 has been identified for housing development (hereby referred to as **Project Area 1**). According to the OZP, Project Area 1 is restricted to a maximum building height of 47mPD. Another "G/IC" site at On Pong Road in Tai Po Area 4 has been reserved for a proposed Community Health Centre (CHC) to meet the district needs (hereby referred to as **Project Area 2**). In order to accommodate the facilities proposed by Department of Health and Hospital Authority, the building height restriction of Project Area 2 is proposed to be relaxed from three storeys to eight storeys.

The current study aims to assess the potential air ventilation impacts of the proposed developments on the surrounding areas.

In conducting this AVA EE, the following previous AVA studies related to Project Areas 1 and 2 have been made reference to:

- Term Consultancy For Expert Evaluation on Air Ventilation Assessment for Tai Po Area (August 2010)
- Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment for Pak Shek Kok (East) Central Area, Tai Po (February 2014)
- Term Consultancy For Expert Evaluation on Air Ventilation Assessment for Tai Po (May 2014)

1.2 OBJECTIVES

The objectives of this study are to (i) review the existing wind environment of Project Areas 1 and 2 and their surroundings and (ii) assess qualitatively the potential air ventilation impacts of the proposed developments on the surroundings using the methodology of AVA, based on the "Housing Planning and Lands Bureau – Technical Circular No. 1/06, Environment, Transport and Works Bureau – Technical Circular No. 1/06" issued on 19th July 2006 (the Technical Circular) and *"Technical Guide for Air Ventilation Assessment for Development in Hong Kong – Annex A"* (the Technical Guide) of the Technical Circular.

1.3 STUDY TASKS

The major task of this study is to carry out an AVA EE on the characteristics of the site wind availability data of the project areas and assessment of the wind performance under the existing development situation and the proposed building design option in a qualitative way. The AVA EE will also cover the following tasks:

- Review the existing wind environment of Project Areas 1 and 2 and their surroundings
- Assess qualitatively the potential air ventilation impacts of the proposed private housing and CHC developments on their surroundings
- Identify major breezeway(s), air-path(s), problematic area(s)
- Evaluate the potential localized wind impacts of the proposed private housing and CHC developments in their surroundings
- Identify if there are any wind stagnation and wind amplification causing uncomfortable and unsafe wind environment
- Recommend improvement and mitigation measures
- Recommend if any further study is necessary

2 SITE CHARACTERISTICS

Project Area 1 is approximately 32,200 m² in area, currently zoned "G/IC" with a building height restriction of 47mPD on the approved Tai Po OZP No. S/TP/26. Figure 1 shows the location of Project Area 1 and its surrounding area.

It is bounded by Pok Yin Road and Yau King Lane and surrounded by a mix of low-to-medium density residential developments (i.e. Providence Peak, Providence Bay, The Graces – Providence Bay, Mayfair By The Sea and Cheung Shue Tan Village) and various GIC uses (i.e. Lo Kwee Seong Integrated Biomedical Sciences Building and The Education University of Hong Kong Sports Centre) as shown in Figure 1.

The Education University of Hong Kong Sports Centre is located to the north of Project Area 1. To the east are the Integrated Biomedical Sciences Building, the vacant site of extension area of the Chinese University of Hong Kong and committed developments in "R(B)5 and "R(B)6" zones. To the southwest of Project Area 1 are a stormwater pumping station, an open-air public car park and Cheung Shue Tan Village. To the further west is the residential development of Deerhill Villas, Deerhill Avenue and Deerhill Tower of Deerhill Bay with maximum building height of 88mPD, 70mPD and 113mPD respectively as well as the proposed mid-rise development in Area 39 with a maximum plot ratio of 1.2 and maximum building heights of 55 mPD at the northern portion and 65 mPD at the southern portion under application No. Y/TP/24 approved on 28 October, 2016. To the northeast across Tolo Highway are medium-density residential developments of Pak Shek Kok (i.e. namely Providence Peak with maximum building height of 51mPD). The ground elevation of Project Area 1 is relatively flat and constant at approximately 7.0mPD. Table 1 shows the building height of the existing and planned developments around Project Area 1.

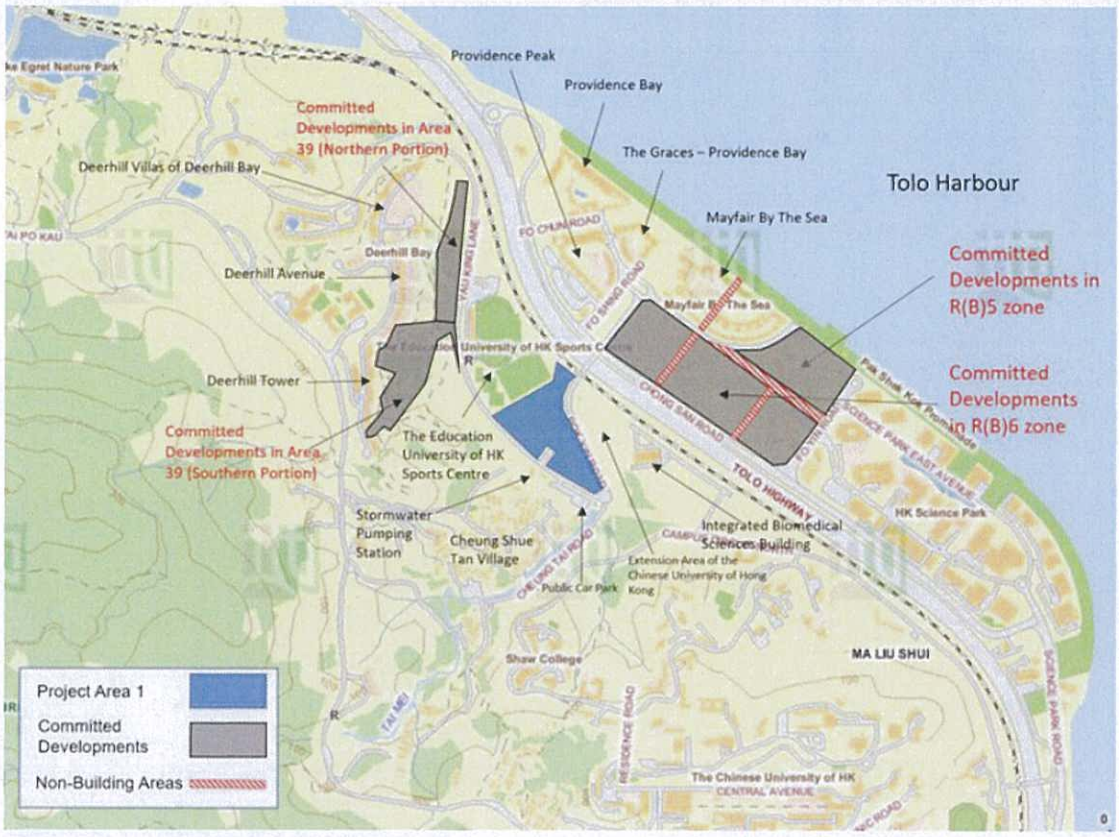


Figure 1 Location of Project Area 1

Table 1 Building Height for Existing and Planned Developments around Project Area 1

Name of Surrounding Developments	Maximum Building Height (mPD)
Cheung Shue Tan Village	33
Lo Kwee Seong Integrated Biomedical Sciences Building	47
Providence Peak	51
Providence Bay	36
The Graces – Providence Bay	36
Mayfair By The Sea	51
The Education University of Hong Kong Sports Centre	21
Sewage Pumping Station and Storm Water Pump House	13
Deerhill Villas of Deerhill Bay	88
Deerhill Avenue of Deerhill Bay	70
Deerhill Tower of Deerhill Bay	113
HK Science Park	54
Proposed Development in Area 39 (Northern Portion)	55
Proposed Development in Area 39 (Southern Portion)	65
Committed Development in "R(B)5" Zone	52
Committed Development in "R(B)6" Zone	65

Project Area 2 is approximately 4,500 m² in area, currently zoned "G/IC" with a building height restriction of 3 storeys on the approved Tai Po OZP No. S/TP/26. Figure 2 shows the location of Project Area 2 and its surroundings. It is located near Tai Po Centre and abuts Nam Wan Road.

Project Area 2 is surrounded by a mix of high-rise residential developments and various GIC uses. A multi-storey carpark with maximum building height of 44mPD adjoins the site to the west. To the south and further west are high-density high-rise residential developments, namely Tai Po Centre with maximum building height of 85mPD and Tai Po Plaza with maximum building height of 106mPD. To the north are Tai Yuen Estate with maximum building height of 75mPD and Carmel Pak U Secondary School with maximum building height of 21mPD. To the east across Nam Wan Road is Sun Hing Garden with maximum building height of 101mPD whilst to the southeast is Tai Po Police Station. To the northeast of the project area is a relatively open area. The ground elevation of Project Area 2 is flat and constant at approximately 6.5mPD. Table 2 shows the building height of the existing and planned developments around Project Area 2.

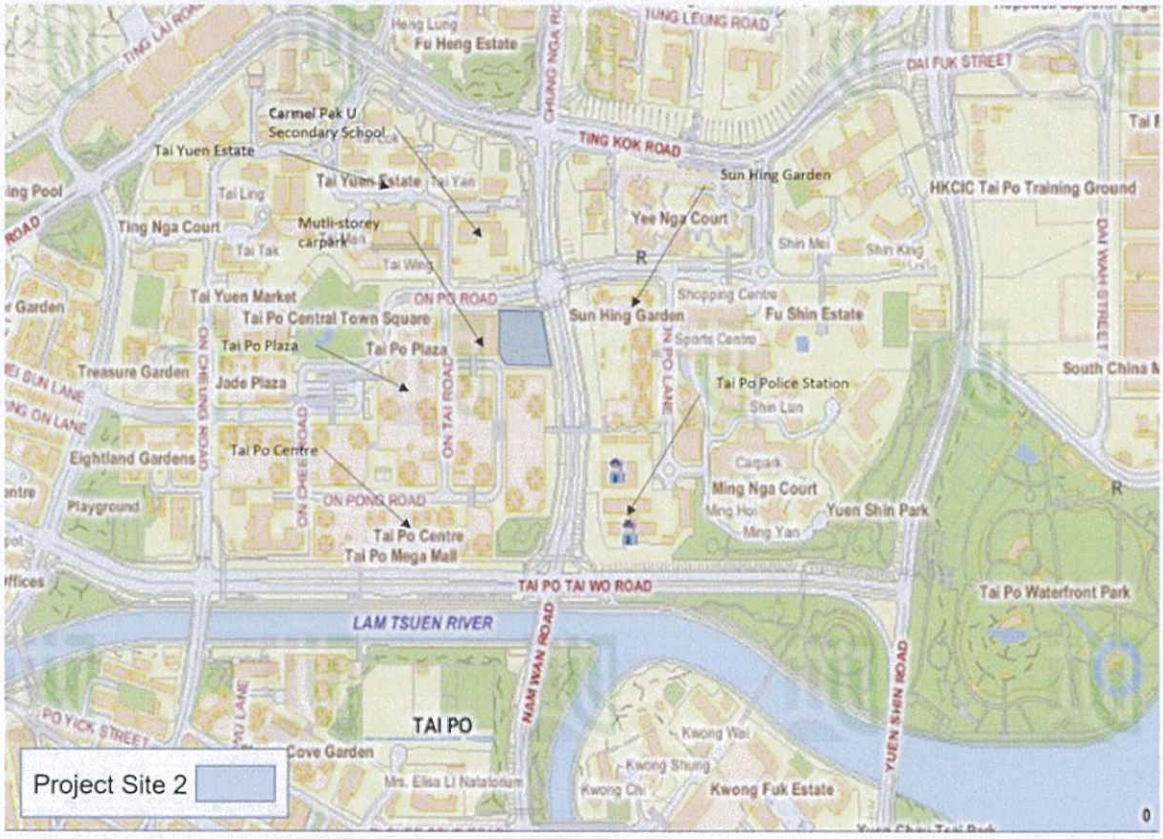


Figure 2 Location of Project Area 2

Table 2 Building Height for Existing and Planned Developments around Project Area 2

Name of Surrounding Developments	Maximum Building Height (mPD)
Multi-storey Car Park (West of Project Area 2)	44
Tai Po Centre	85
Tai Po Plaza	106
Tai Yuen Estate	75
Carmel Pak U Secondary School	21
Sun Hing Garden	101
Tai Po Police Station	69

3 SITE WIND AVAILABILITY

The characteristic of the site wind availability should be identified in order to investigate the wind performance of Project Areas 1 and 2. Site wind availability data could be used to assess the wind characteristics in terms of the magnitude and frequency of approaching wind from each wind direction. There are two sources of site wind data for both project areas including the nearby Hong Kong Observatory (HKO) Station – Tai Po Weather Station (Station Code: TP) and simulated Regional Atmospheric Modelling System (RAMS) wind data. No experimental site wind data from wind tunnel test is available for Tai Po.

3.1 HONG KONG OBSERVATORY

The prevailing wind direction for each month measured at the closest weather station – Tai Po Weather Station from the Hong Kong Observatory is tabulated in Table 3. The HKO weather station is located around 3km and 2km away from Project Area 1 and Project Area 2 respectively. **Figure 3** below shows the location of Tai Po Weather Station.

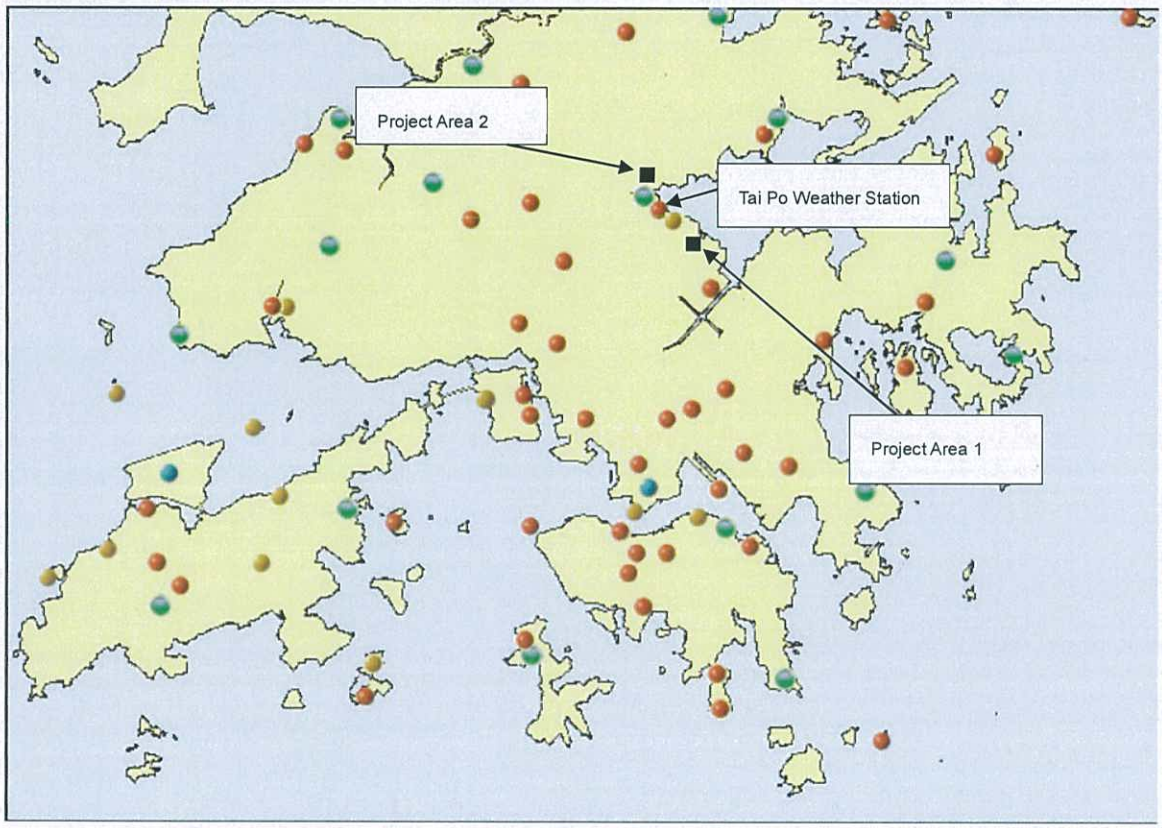


Figure 3 Location of Tai Po Weather Station (Source: Hong Kong Observatory)

From Table 3, NE wind is the annual prevailing wind direction while the WSW wind is the summer prevailing wind direction.

Table 3 Monthly Wind Direction Recorded at Tai Po Weather Station

Month		Prevailing Wind Direction (°)
January		040
February		050
March		050
April		050
May		080
June	**(Summer)**	240
July		260
August		260
September		040
October		040
November		040
December		040
Annual		050

3.2 RAMS WIND DATA

A set of wind availability data of the Territory for AVA study is available at Planning Department's Website[1] by RAMS simulation.

The wind availability data at 200mPD obtained from the grid of (X086, Y066) for the RAMS simulation covers Project Area 1 and is shown in Figure 4.

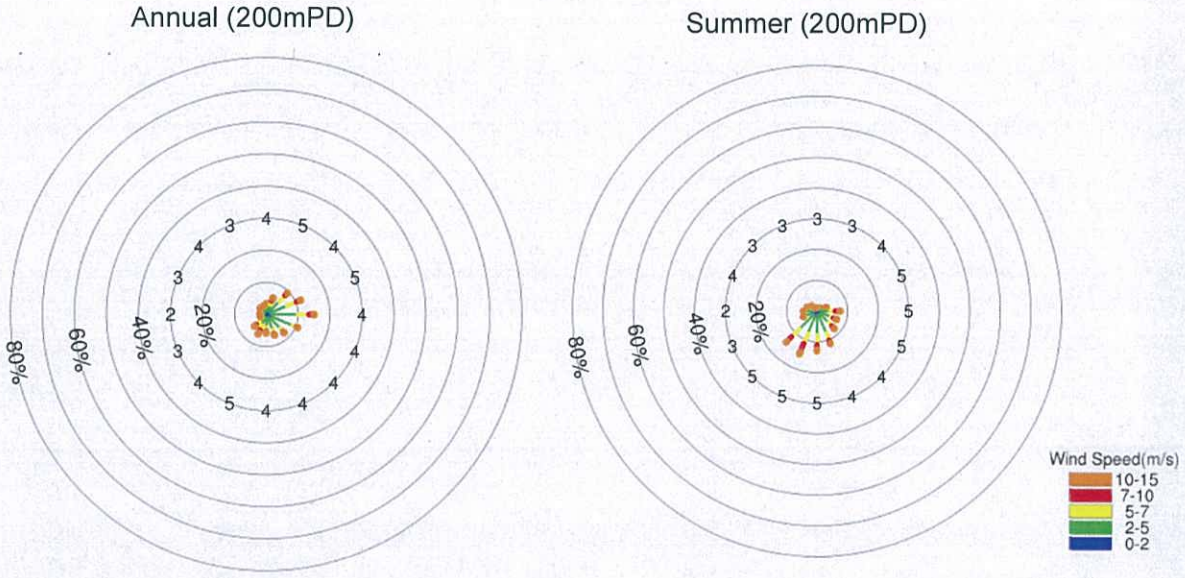


Figure 4 Wind Roses for the Project Area 1 (X086, Y066) by RAMS Wind Data

Table 4 Prevailing Wind Frequency of Project Area 1 by RAMS Wind Data

Prevailing Wind	Annual			Summer		
Wind Direction	**ENE**	**E**	**ESE**	**S**	**SSW**	**SW**
Wind Frequency	11.8%	15.2%	10.8%	12.9 %	15.1%	14.3%

According to the RAMS wind data of Project Area 1, ENE, E and ESE winds contribute to 11.8%, 15.2% and 10.8% of the annual wind frequency respectively while S, SSW and SW winds contribute to 12.9%, 15.1% and 14.3% of the summer wind frequency respectively.

Hence, ENE, E and ESE winds are identified as the annual prevailing wind direction while S, SSW and SW winds are identified as the summer prevailing wind direction for Project Area 1.

[1] http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html

The wind availability data at 200mPD obtained from the grid of (X080, Y072) for the RAMS simulation covers Project Area 2 and is shown in Figure 5.

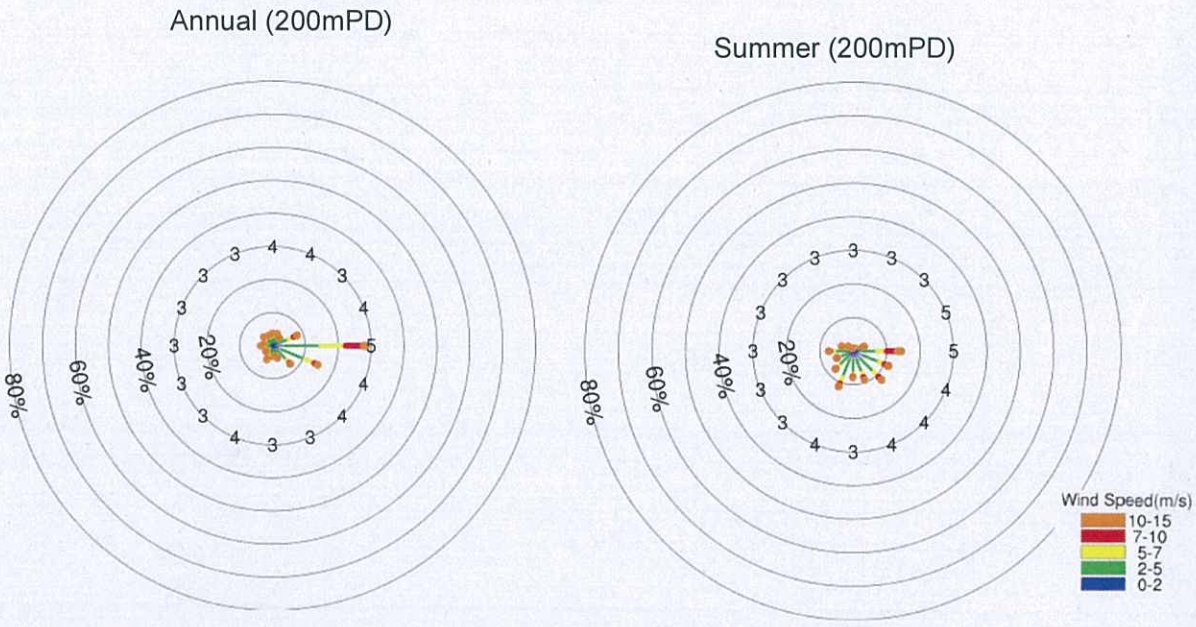


Figure 5 Wind Roses for the Project Area 2 (X080, Y072) by RAMS Wind Data

Table 5 Prevailing Wind Frequency of Project Area 2 by RAMS Wind Data

Prevailing Wind	Annual			Summer			
Wind Direction	**ENE**	**E**	**ESE**	**E**	**ESE**	**SE**	**SSW**
Wind Frequency	8.3%	28.7%	15.0%	14.6 %	11.5%	12.2%	11.4%

According to the RAMS wind data of Project Area 2, ENE, E and ESE winds contribute to 8.3%, 28.7% and 15.0% of the annual wind frequency respectively while the E, ESE, SE and SSW winds contribute to 14.6%, 11.5%, 12.2% and 11.4% of the summer wind frequency respectively.

Hence, ENE, E and ESE winds are identified as the annual prevailing wind direction while E, ESE, SE and SSW winds are identified as the summer prevailing wind direction for Project Area 2.

3.3 SITE WIND AVAILABILITY FOR CURRENT STUDY

These two sets of wind data have been studied. The wind data from the closest HKO weather station and RAMS wind data indicate the prevailing wind directions and are tabulated in Table 6.

Since the closest HKO weather station is relatively far from both project areas and the RAMS wind data is obtained at the locations of both project areas, RAMS wind data would be adopted as the basis of study for Project Area 1 and Project Area 2. Table 6 is a summary of the prevailing wind directions for the project areas.

Table 6 Prevailing wind directions for Project Areas 1 and 2

Prevailing Wind Direction	HKO	RAMS (Project Area 1)	RAMS (Project Area 2)
Annual	NE	ENE,E,ESE	ENE,E,ESE
Summer	WSW	S,SSW,SW	E,ESE,SE,SSW

4 QUALITATIVE ASSESSMENT ON THE EXISTING CONDITION OF PROJECT AREA 1 WITH COMMITTED DEVELOPMENTS

As mentioned, Project Area 1 is located on a relatively flat area currently zoned "G/IC". At present, the area is vacant but development with a maximum building height of 47mPD is allowed. It is surrounded by a mix of low-to-medium density residential developments and various GIC uses. With consideration of the existing topographical condition, the wind environments under both annual and summer conditions are qualitatively assessed below based on the wind data presented in Section 3. Under annual wind condition, the prevailing winds are mainly from ENE, E and ESE. Under summer wind condition, the prevailing winds are mainly from S, SSW and SW. Tolo Harbour is located approximately 500m to the northeast of Project Area 1. Between the harbour and Project Area 1, three sites are zoned "Residential (Group B)4" ("R(B)4") (i.e. Mayfair By the Sea), "R(B)5" and "R(B)6" on the approved Pak Shek Kok (East) OZP No. S/PSK/13, upon which developments are required to provide non-building areas (NBAs) to facilitate wind penetration. Three NBAs each of 15m wide designated in these sites will allow annual wind to reach Project Area 1. Tai Po Kau Nature Reserve of approximately 300mPD in height is situated at the upstream of the summer prevailing wind entrance area. The topography may slightly divert the incoming south-westerly wind and affect the summer wind availability of Project Area 1.

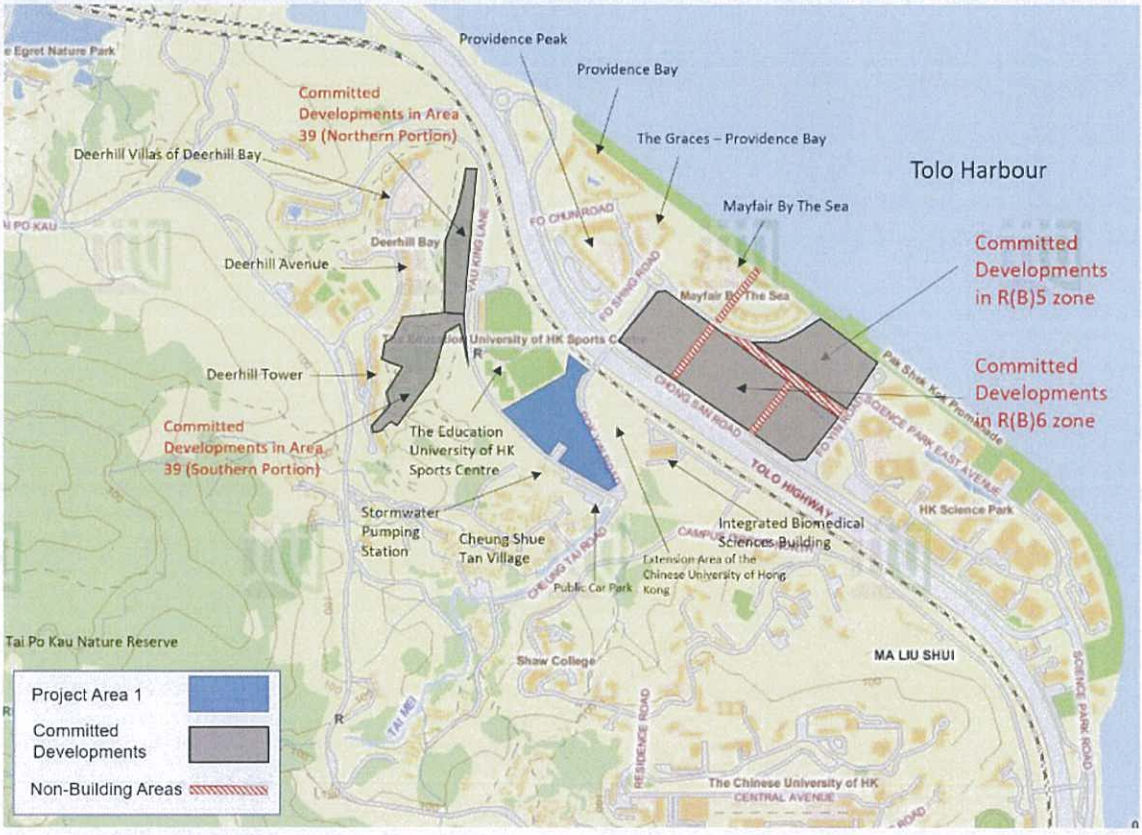


Figure 6 Location plan

4.1 ENE WIND

ENE wind is one of the annual prevailing winds for Project Area 1. Figure 7 illustrates that the incoming ENE wind from Tolo Harbour is diverted southwards by the residential development, The Graces – Providence Bay, and may be able to reach Project Area 1 as well as The Education University of Hong Kong Sports Centre via Fo Shing Road and Pok Yin Road. It is also expected that some ENE wind would travel along the NBAs within Mayfair by the Sea and the future developments in "R(B)6" zone to reach Project Area 1 (blue arrows). Another airstream would pass through the building separations of HK Science Park and reach Project Area 1 (red arrow). Considering the existing open nature of Project Area 1, ENE wind could penetrate through the site and reach its downstream area (i.e. Cheung Shue Tan Village) freely. According to the current OZP, a development of maximum building height of 47mPD could be built at Project Area 1. Considering the long site frontal length of about 305m facing NE, such notional development may affect penetration of ENE wind through the project area at the pedestrian level inducing some slight potential impact on the pedestrian wind environment in the surrounding. Higher level wind would skim over the notional development and reattach further downstream.

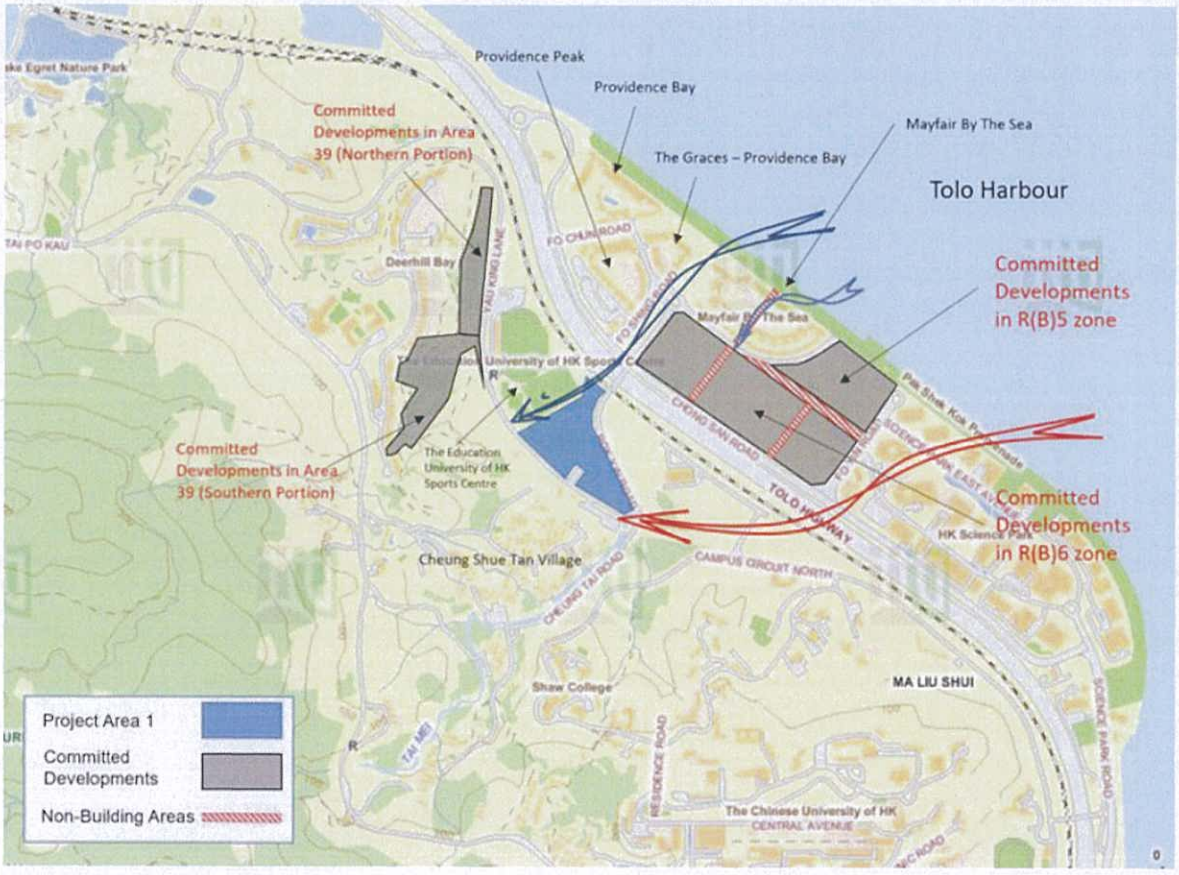


Figure 7 Major air paths under ENE wind with the presence of notional development at Project Area 1

4.2 E WIND

E wind is also one of the annual prevailing winds for Project Area 1. Since HK Science Park is mid-rise in nature and located approximately 650m away from Project Area 1, E wind is expected to skim over the existing building cluster of HK Science Park and reattach at low level to reach Project Area 1 (red arrow). The committed developments in "R(B)5" and "R(B)6" zones located to the east of Project Area 1 may block E wind (blue arrow). Considering the open nature of Project Area 1 and its surrounding, E wind could penetrate through the site and reach its downstream area (i.e. The Education University of Hong Kong Sports Centre and Committed Developments in Area 39) freely. The notional development with a maximum building height of 47mPD may split E wind into two air streams to travel along Pok Yin Road and Yau King Lane to reach the downstream area, i.e. The Education University of Hong Kong Sports Centre (purple arrows), while some high level E wind would skim over the notional development and reattach further downstream. However, area of The Education University of Hong Kong Sports Centre to the immediate northwest of Project Area 1 would fall into the wake of such notional development and it would be slightly affected.

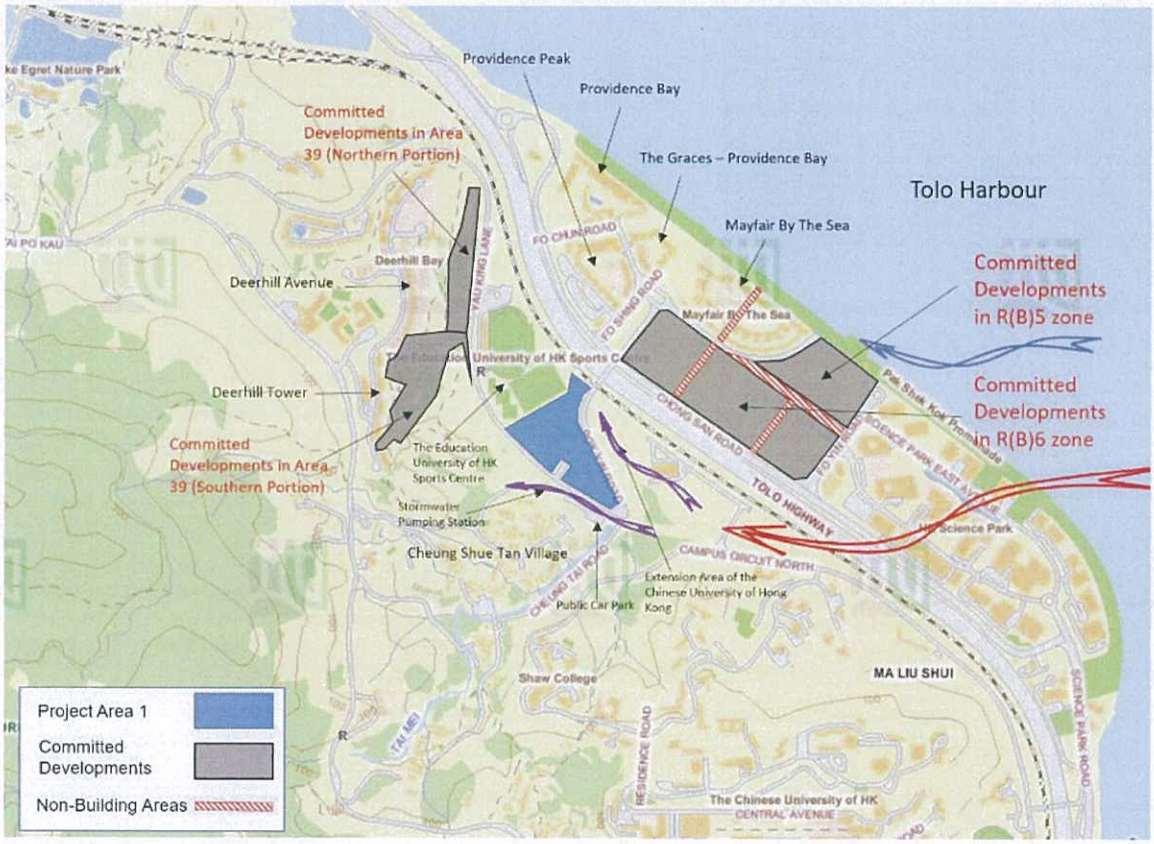


Figure 8 Major air paths under E wind with the presence of notional development at Project Area 1

4.3 ESE WIND

Under the annual prevailing ESE wind, Tolo Highway and Yau King Lane are the major air paths around Project Area 1. Although there are some existing buildings (The Chinese University of Hong Kong) at the hillside area of Ma Liu Shui, it is expected that ESE wind will be able to skim over these developments considering that they are low-rise buildings and are scattered. ESE wind would then reattach near the open space located to the southeast of Project Area 1. It is anticipated that the ESE wind would penetrate Project Area 1 freely. Pedestrian wind environment in the downstream area (i.e. The Education University of Hong Kong Sports Centre) of Project Area 1 could enjoy ESE wind freely. Similar to E wind, the notional development of maximum building height of 47mPD may split ESE wind into two air streams to travel along Pok Yin Road and Yau King Lane to reach the downstream area, i.e. The Education University of Hong Kong Sports Centre (purple arrows), while some higher level ESE wind would skim over the notional development and reattach further downstream. However, area of The Education University of Hong Kong Sports Centre to the immediate northwest of the project area would fall into the wake of such notional development and would be slightly affected.

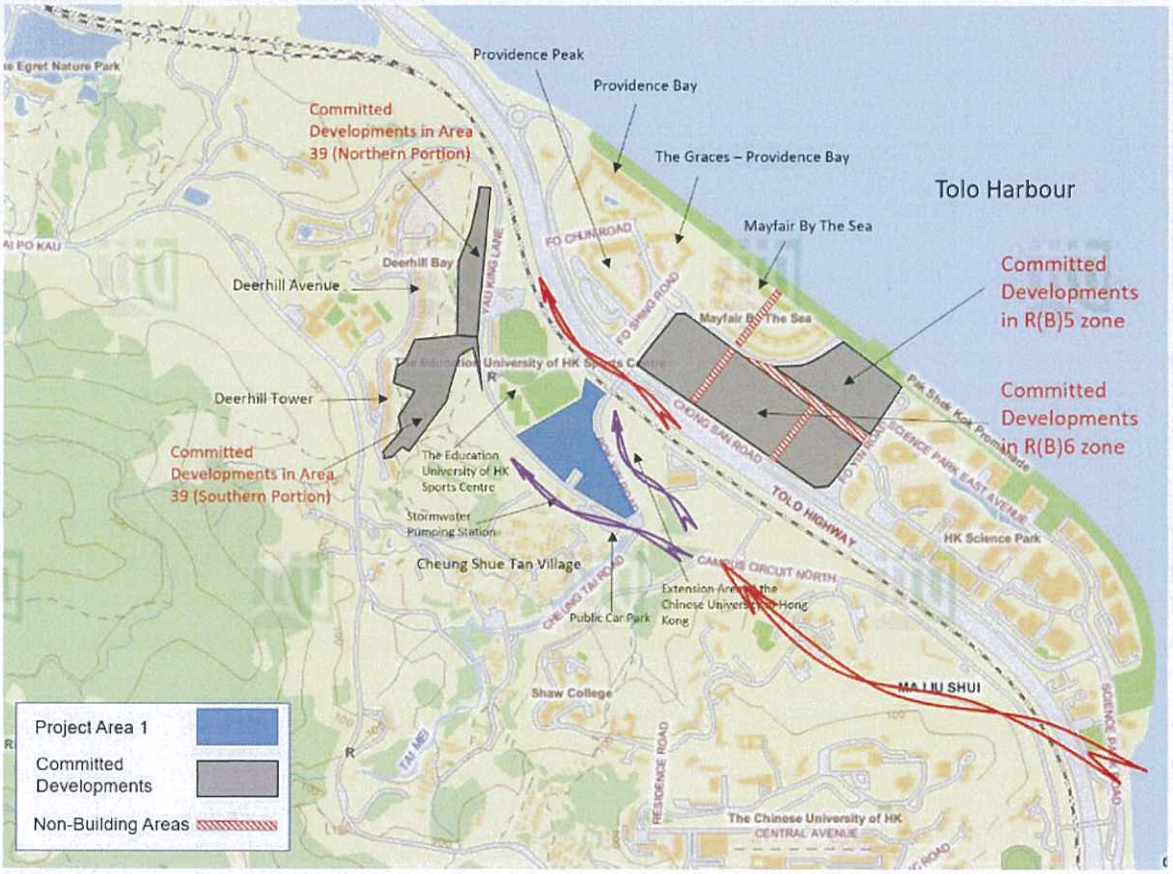


Figure 9 Major air paths under ESE wind with the presence of notional development at Project Area 1

4.4 S AND SSW WINDS

S and SSW are the major prevailing winds under summer condition. To the south of Project Area 1, Cheung Shue Tan Village is low-rise in nature. Hence, S and SSW winds are expected to skim over Cheung Shue Tan Village and reach Project Area 1. Considering the open nature of Project Area 1 and its surrounding, S wind could penetrate through the site and reach its downstream area (i.e. Providence Peak and committed development in "R(B)6") freely. With the presence of the notional development at maximum building height of 47mPD, it is anticipated that S and SSW winds would split into two streams (purple arrows) as well as skim over such notional development to reach the downstream area (i.e. part of The Education University of Hong Kong Sports Centre, Tolo Highway and the residential developments further downstream). However, an area of The Education University of Hong Kong Sports Centre to the immediate northwest of the project area would fall into the wake of such notional development and would be slightly affected.

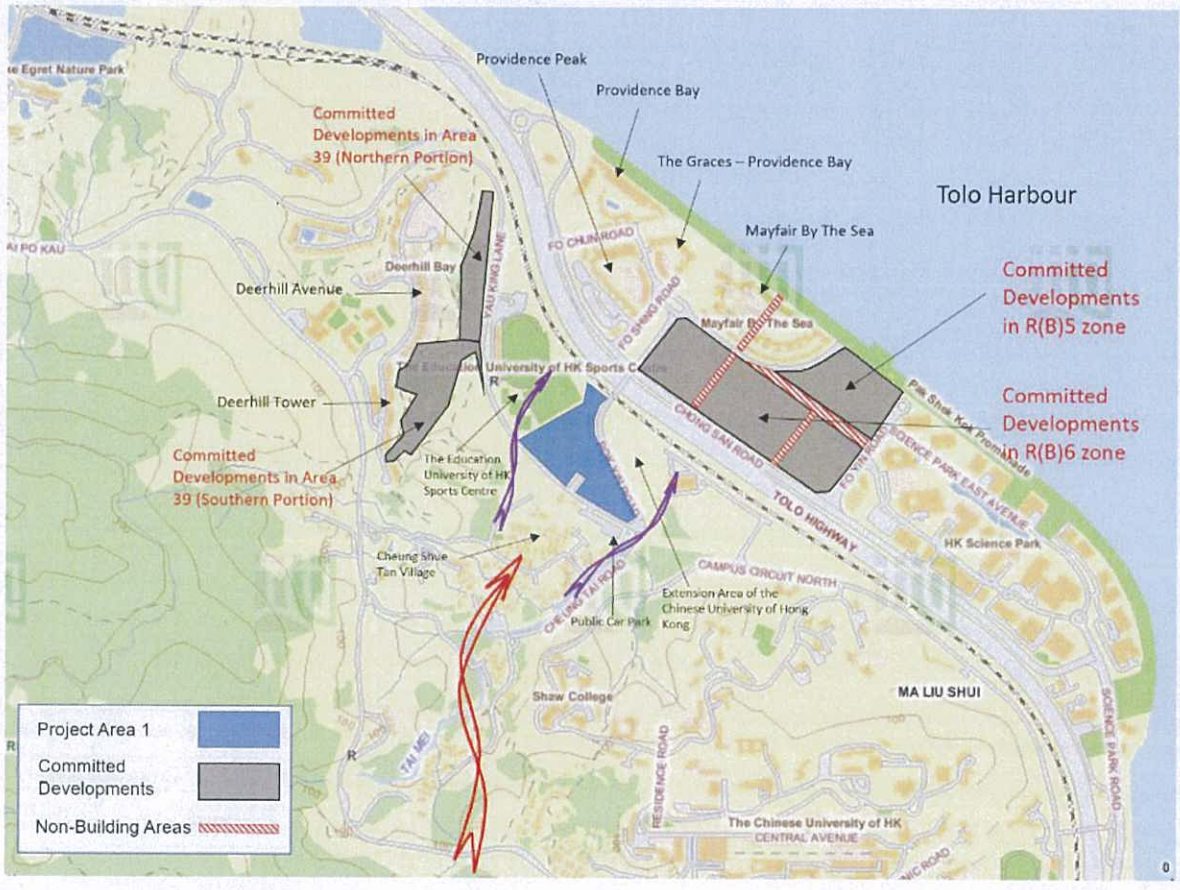


Figure 10 Major air paths under S and SSW winds with the presence of notional development at Project Area 1

4.5 SW WIND

Under the summer condition, prevailing SW wind would travel through The Education University of Hong Kong Sports Centre and Cheung Tai Road around Project Area 1 (purple arrows). These winds are also expected to skim over the low-rise Cheung Shue Tan Village to reach Project Area 1. Considering the open nature of the Project Area 1 and its surrounding, SW wind could penetrate through the site and reach its downstream area (i.e. committed development in "R(B)6" zone) freely (red arrow). Under the scenario with the notional development at maximum building height of 47mPD at Project Area 1, it is anticipated that SW wind would mainly skim over such notional development to reach the downstream area (i.e. Tolo Highway and the residential developments further downstream).

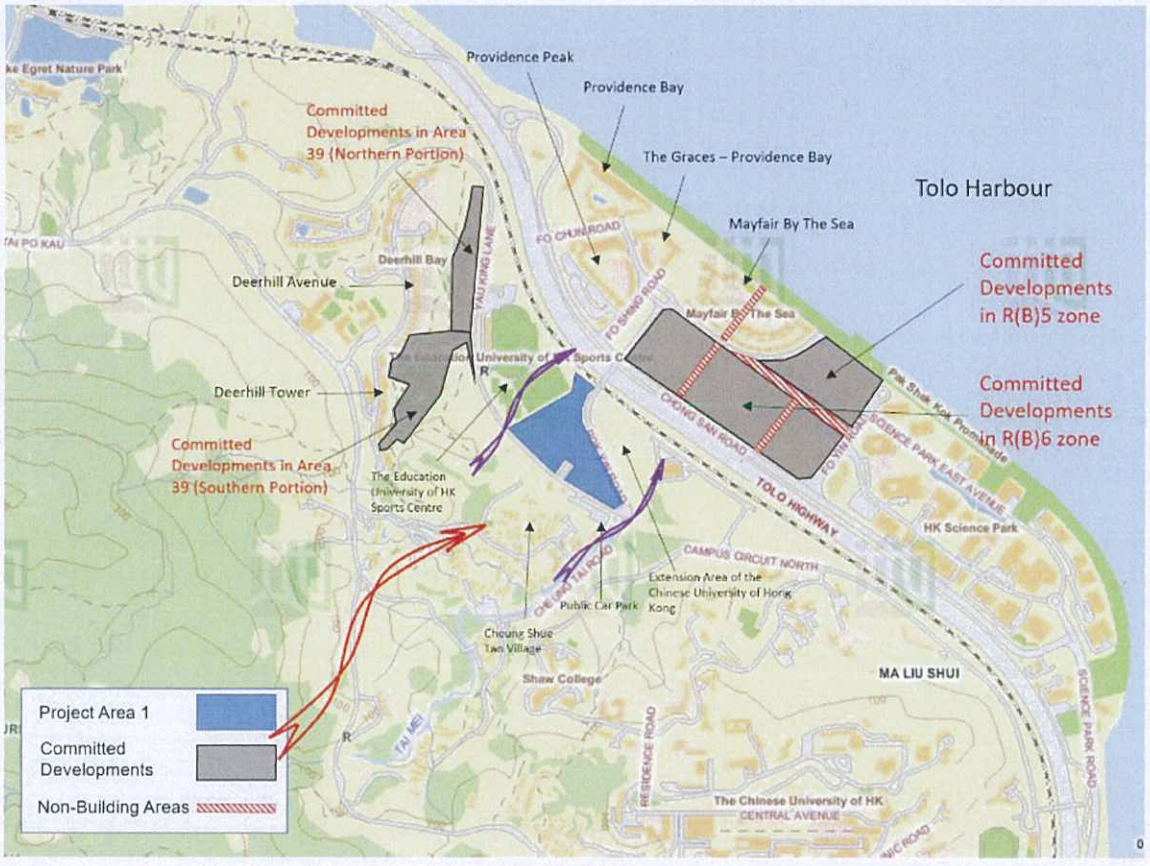


Figure 11 Major air paths under SW wind with the presence of notional development at Project Area 1

5 QUALITATIVE ASSESSMENT ON THE EXISTING CONDITION OF PROJECT AREA 2

As mentioned, Project Area 2 is located on a relatively flat area currently zoned "G/IC" subject to a building height restriction of 3 storeys. It is surrounded by a mix of high-rise residential developments and various GIC uses.

With consideration of the existing topographical condition, the wind environments under both annual and summer conditions are qualitatively assessed below based on the wind data presented in Section 3. Under annual wind condition, the prevailing winds are mainly from ENE, E and ESE. Under summer wind condition, the prevailing winds are mainly from the E, ESE, SE and SSW.

The major air paths in the area most relevant to Project Area 2 are marked in Figure 11. According to the AVA report *"Term Consultancy For Expert Evaluation on Air Ventilation Assessment for Tai Po Area (August 2010)"* by The Chinese University of Hong Kong, Tai Po Tai Wo Road is a main breezeway for E wind and the adjacent Lam Tsuen River is another breezeway for both E and ESE winds (blue arrows). ENE, E and ESE winds would travel along On Po Road (red arrow). Nam Wan Road acts as major air path under N and SSW winds (orange arrow).

Considering Project Area 2 is currently occupied by an open-air carpark, it is anticipated that all prevailing winds are able to penetrate through the project area and reach its downstream areas freely. No air ventilation issue is expected under the existing condition for Project Area 2.

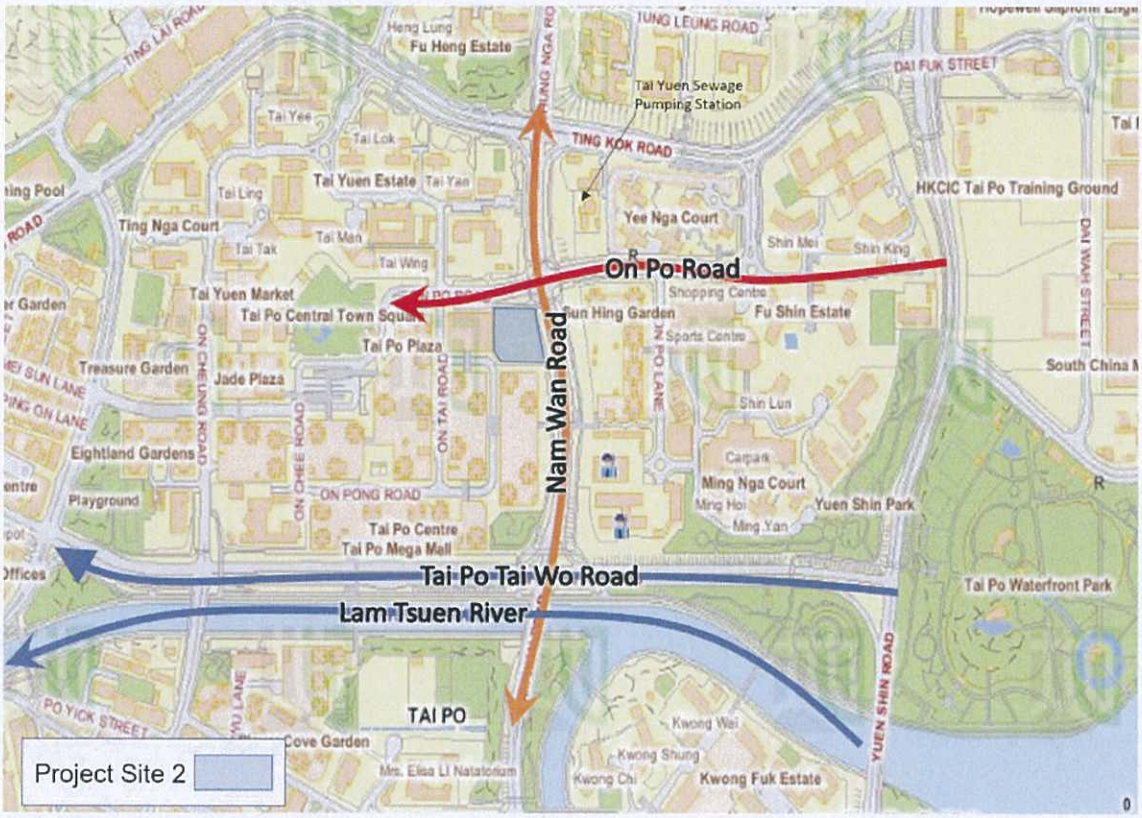


Figure 12 Major air paths under the existing wind environment

5.1 ENE WIND

ENE wind is one of the annual prevailing winds for Project Area 2. ENE wind would travel along Ting Kok Road and is expected to skim over the low-rise structure of Tai Yuen Sewage Pumping Station and reach Project Area 2 (blue arrow). Although On Po Road is not fully aligned with ENE wind, it is expected that wind entrance at junction of Yuen Shin Road and On Po Road would allow a portion of the ENE wind to travel along On Po Road to reach Project Area 2. According to the current OZP, a development of maximum 3 storeys could be built at Project Area 2. It is expected that some ENE wind may be able to skim over such low-rise notional development and reach On Pong Road (green arrow).

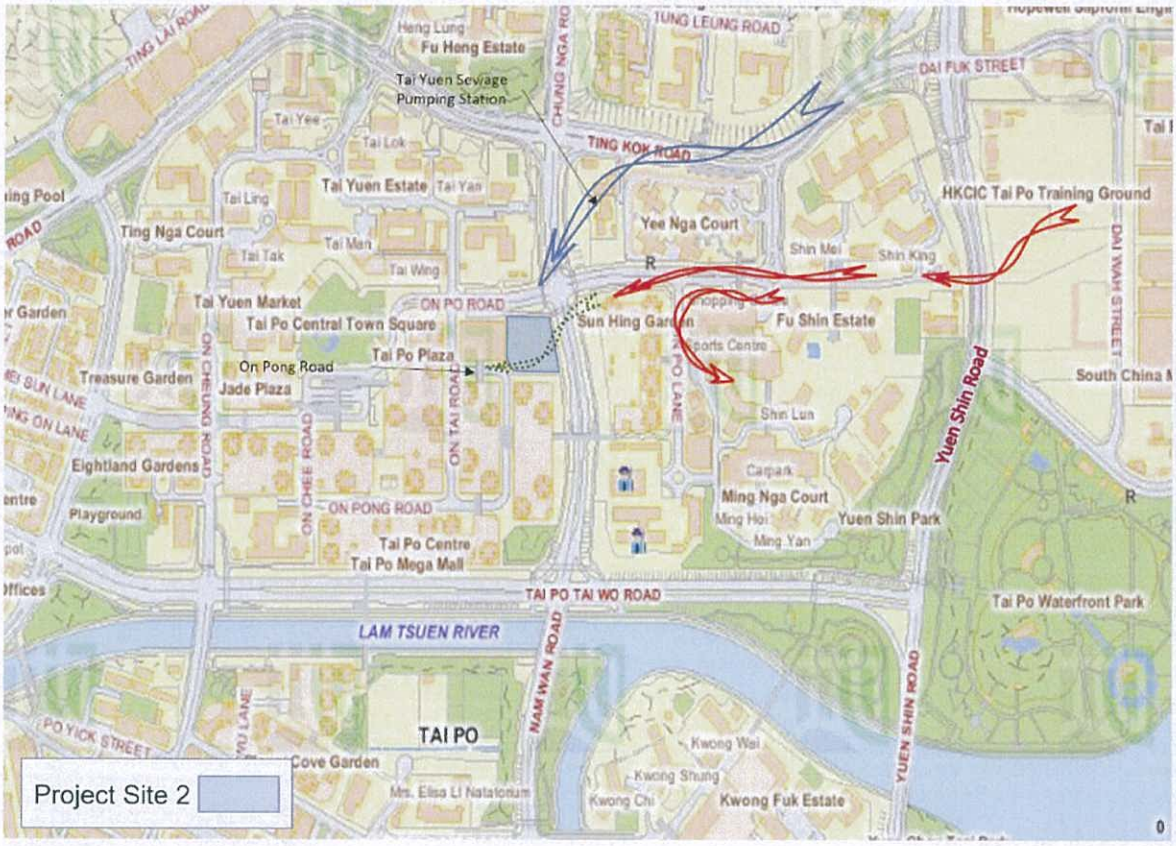


Figure 13 Major air paths under ENE wind with the presence of notional development at Project Area 2

5.2 E WIND

E wind is the prevailing wind for both annual and summer conditions for Project Area 2. E wind would travel along On Po Road. Project Area 2 abuts On Po Road, but it is expected that the notional 3-storey development would not affect the performance of the major air path along On Po Road under E wind (red arrow). E wind from Fu Shin Estate would be blocked by Sun Hing Garden (which reach about 100mPD) and would be diverted southwards and hence may not able to reach Project Area 2 (blue arrow).

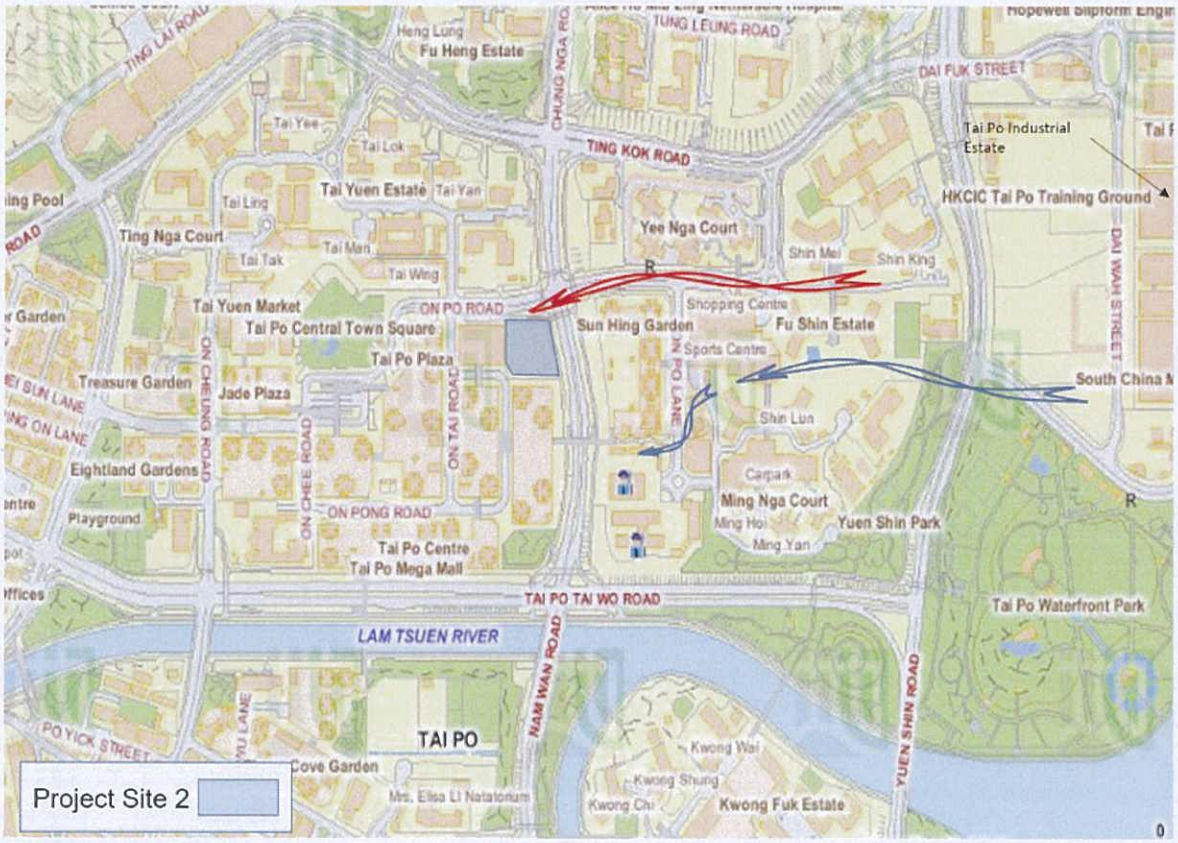


Figure 14 Major air paths under E wind with the presence of notional development at Project Area 2

5.3 ESE AND SE WINDS

ESE wind is the prevailing wind for both annual and summer conditions whereas SE wind is a summer prevailing wind for Project Area 2. Tai Po Waterfront Park and Yuen Shin Park would form the major wind entrance for both ESE and SE winds. Wind from Tai Po Waterfront Park is expected to pass through the gap between Tai Po Police Station and Sun Hing Garden and then travel along Nam Wan Road. The low-level wind would be diverted by Tai Po Mega Mall of Tai Po Town Centre, and then flow north to reach Project Area 2 (blue arrows). ESE and SE winds are also expected to travel through Lam Tsuen River to enter Nam Wan Road to reach Project Area 2 (red arrows). Project Area 2 abuts Nam Wan Road, but it is expected that the notional 3-storey development at the project area would not affect the performance of the major air path along Nam Wan Road.

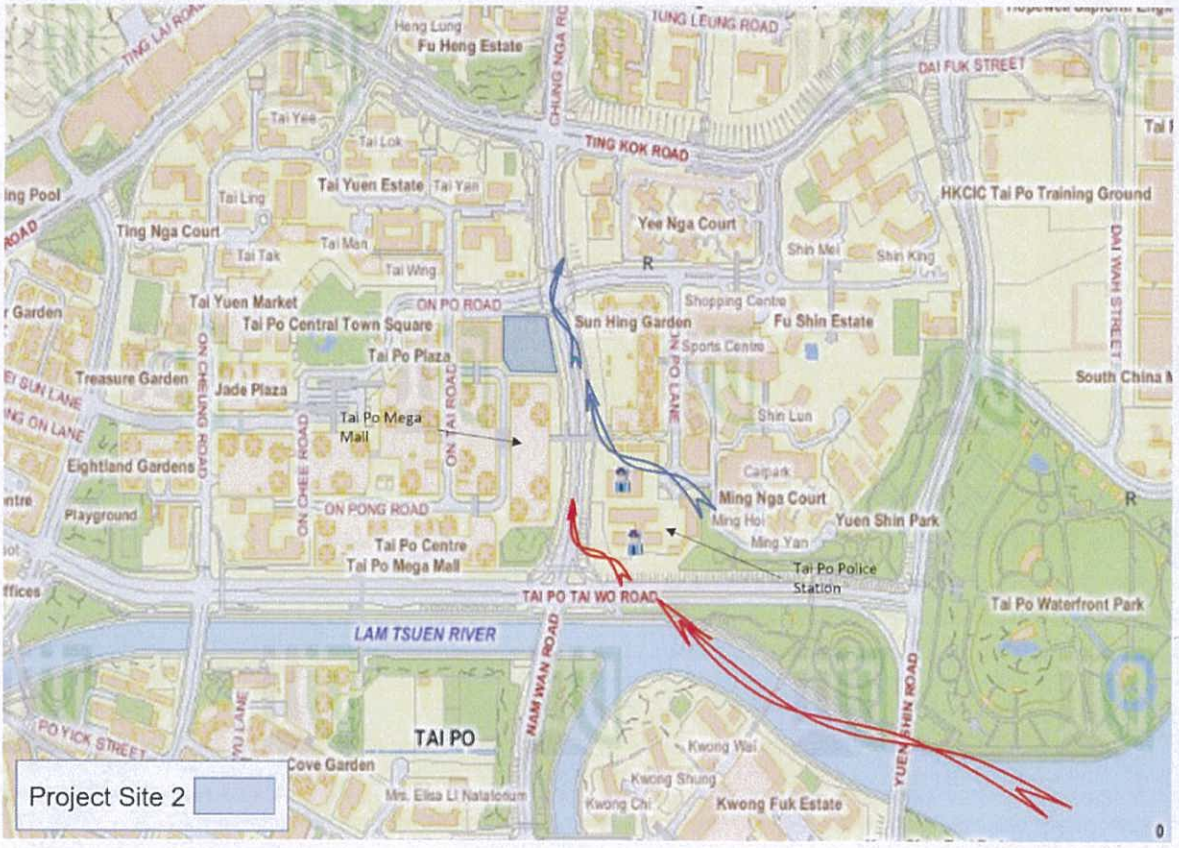


Figure 15 Major air paths under ESE and SE winds with the presence of notional development at Project Area 2

5.4 SSW WIND

SSW wind is one of the prevailing wind for summer conditions for Project Area 2. SSW is expected to travel through Lam Tsuen River to enter Nam Wan Road to reach Project Area 2. Project Area 2 abuts Nam Wan Road, but it is expected that the notional 3-storey development at the project area would not affect the performance of the major air path along Nam Wan Road.

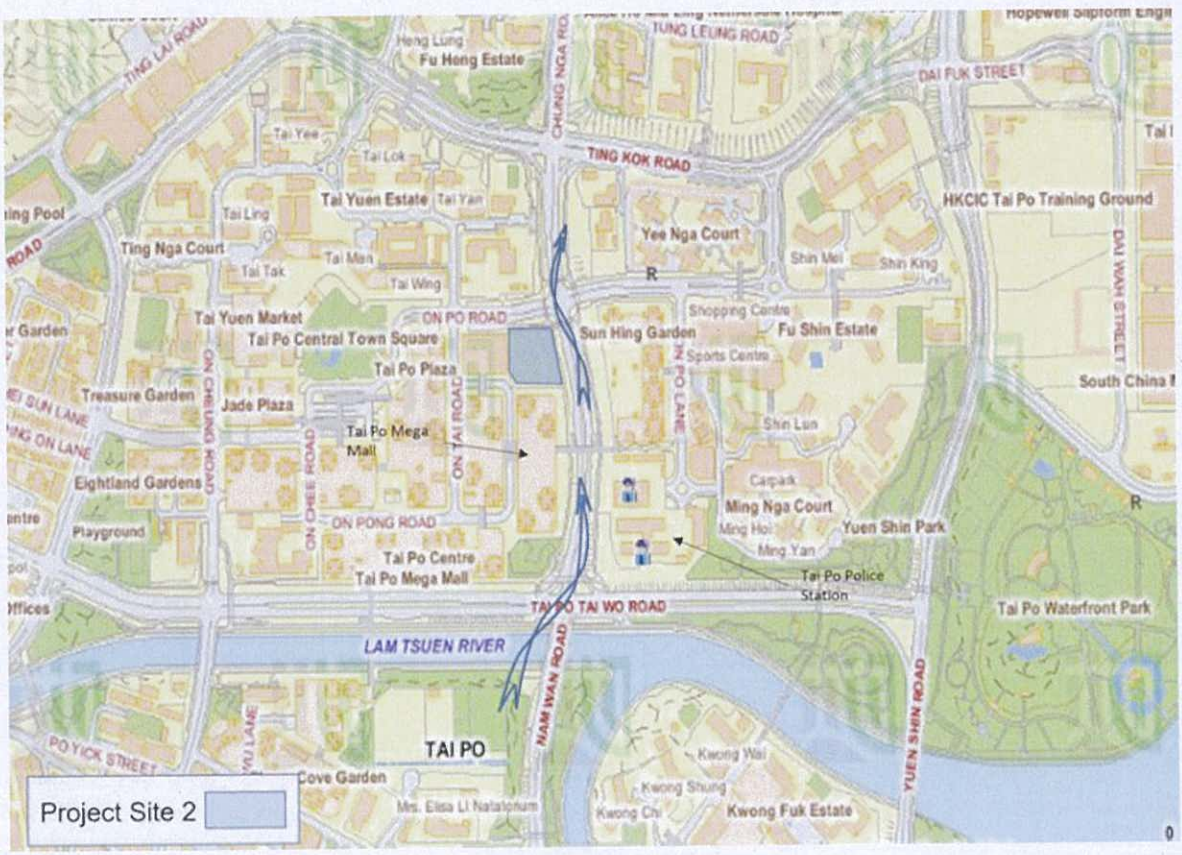


Figure 16 Major air paths under SSW wind with the presence of notional development at Project Area 2

6 EXPERT EVALUATION AND RECOMMENDATIONS OF THE PLANNED SCENARIO

6.1 PROJECT AREA 1

The planned scenario for Project Area 1 is illustrated in Figure 17. Project Area 1 has a site area of approximately 32,200m² with long frontal length of about 305m facing NE. A 10-17m wide drainage reserve, analogous to an open area, is situated along the eastern boundary of Project Area 1 (see Figure 17). It is proposed to rezone the project area for private residential development with a maximum building height of 50mPD at plot ratio 3.6.

In view of the analysis in Section 4, the future development with a maximum building height of 50mPD in Project Area 1 under the planned scenario may have some potential air ventilation on its immediate surrounding under various prevailing winds. Relevant mitigation measures should be provided.

Under ENE wind, the future development may create potential impact on the immediate downstream. In order to avoid impact created by a long continuous building façade, it is proposed to designate a non-building area (NBA) of a minimum width of 15m running in the NE/SW direction. This NBA should align with the drainage reserve in the middle of Project Area 1 (Figure 17) to connect with the proposed vehicular entrance to the project area. Such NBA would facilitate penetration of ENE wind to reach the downstream areas (including Cheung Shue Tan Village).

Considering the open nature to the east and west of Project Area 1 as well as the 10-17m wide drainage reserve along the eastern boundary of Project Area 1, it is expected that future development at Project Area 1 would split incoming E and ESE winds into two air streams to travel along Pok Yin Road and Yau King Lane to reach the downstream area (i.e. The Education University of Hong Kong Sports Centre). However, a small area of The Education University of Hong Kong Sports Centre to the immediate northwest of the project area would fall into the wake of the future development and would be slightly affected. It is encouraged to increase the building permeability within Project Area 1.

Under E wind, given no massive structure is expected at the northern part of the site, it is not expected that the future development with a maximum building height of 50mPD under the planned scenario would create any impact on the committed development in Area 39 which is located 300m away from Project Area 1.

Under S, SSW and SW winds, given that immediate downstream area of Project Area 1 is open in nature with a wide separation of about 150m from the committed development at "R(B)6" further downstream, the summer winds are expected to skim over the future

development at Project Area 1 and reattach at pedestrian level around the committed development at "R(B)6". In addition, provision of the NE/SW oriented NBA in the middle of Project Area 1 could avoid a long continuous building façade and facilitate wind penetration through the future development. The 10-17m wide drainage reserve could further reduce the potential wake on the immediate downstream area.

Based on the above analysis, with the provision of the NE/SW oriented NBA as well as the 10-17m drainage reserve, it is anticipated that the future development at Project Area 1 with maximum building height of 50mPD would not create significant air ventilation impact on the overall pedestrian wind environment around Project Area 1 except for slight potential impact in the immediate downstream at the sports centre under E and ESE winds.

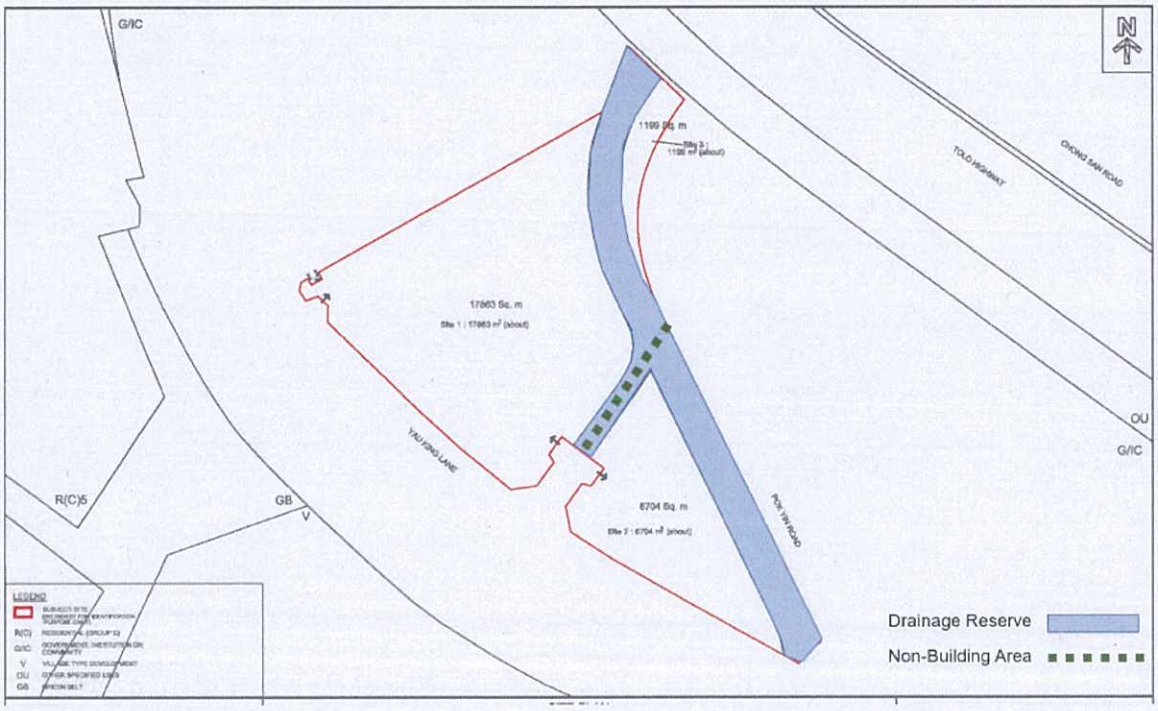


Figure 17 Site layout of Project Area 1

6.2 PROJECT AREA 2

Project Area 2 has a site area of approximately 4,500 m². It is proposed to relax the building height restriction for the area from 3 storeys to 8 storeys for accommodating a proposed community health centre.

In view of the analysis in Section 4, Project Area 2 abuts two major air paths along On Po Road and Nam Wan Road. Given that the effective width of these two air paths are mainly governed by the existing developments (i.e. Tai Po Mega Mall Multi-Storey Carpark and Tai Po Mega Mall) along these air paths, it is anticipated that the future development at Project Area 2 under the planned scenario would not further reduce the effective width of these air paths under the prevailing wind directions. Rather, the planned scenario with an increase in building height will inevitably induce a larger potential wind wake at the immediate downstream area (i.e. part of On Pong Road, Tai Po Mega Mall Multi-storey Carpark and part of On Po Road) when compared to the existing condition under ENE and E wind. Under ESE, SE and SSW winds, it is expected that winds would skim over the future development at Project Area 2 and reattach at the open areas to the northwest and northeast of Project Area 2. No significant air ventilation impact on the developments further downstream is expected. In conclusion, no major ventilation issue on the overall pedestrian wind environment is anticipated under the planned scenario for Project Area 2.

7 FURTHER DESIGN PRINCIPLES

All future developments should consider the following design principles at the detailed design stage as the prevailing effort for improvement in urban climate.

- Adopt building permeability equivalent to 20% to 33.3% with reference to PNAP APP-152;
- Minimize podium bulk with ground coverage of not more than 65%;
- Adopt building setback with reference to PNAP APP-152;
- Incorporate greening measures with a target of not less than 30% for sites larger than 1 ha, and not less than 20% for sites below 1 ha, preferably through tree planting at grade;
- Avoid long continuous façades; and
- Make reference to the recommendations of design measures in the Hong Kong Planning Standards and Guidelines.

8 FURTHER QUANTITATIVE STUDY

Provided that the proposed design measures (i.e. NBA and drainage reserve) as set out in Section 6 would be fulfilled as recommended in the building design for Project Area 1, the planned scenario would not induce major air ventilation issues. If the requirements cannot be met, further quantitative assessments should be conducted to demonstrate that the performance of any future development at Project Area 1 would be no worse off than the scenario with these measures.

For Project Area 2, no further quantitative assessment is required for the planned scenario as no air ventilation issue is anticipated.

9 CONCLUSION

AVA EE on the wind environment for Project Area 1 and Project Area 2 at Tai Po were conducted. According to the analysis, the annual prevailing wind comes from ENE, E and ESE directions and the summer prevailing wind is from S, SSW and SW directions for Project Area 1. The annual prevailing wind comes from ENE, E and ESE directions and the summer prevailing wind is from E, ESE, SE and SSW directions for Project Area 2.

For Project Area 1, it is expected that the future development would not bring significant impact to the vicinity developed areas with the provision of mentioned mitigation measures (i.e. NBA and drainage reserve). A quantitative AVA should be conducted if the mitigation measures could not be provided in the future development. For Project Area 2, it is anticipated that the future development under the planned scenario would not create significant impact on the surrounding due to its small scale and low building height.

Appendix Ib

Final Report of Air Ventilation Assessment (Expert Evaluation) for Amendment Item D

CONSULTANCY STUDY FOR AIR VENTILATION ASSESSMENT SERVICES

Cat. A1– Term Consultancy for Expert Evaluation on Air Ventilation Assessment (PLN AVA 2015)

Final Report

For an Instructed Project for Tai Po

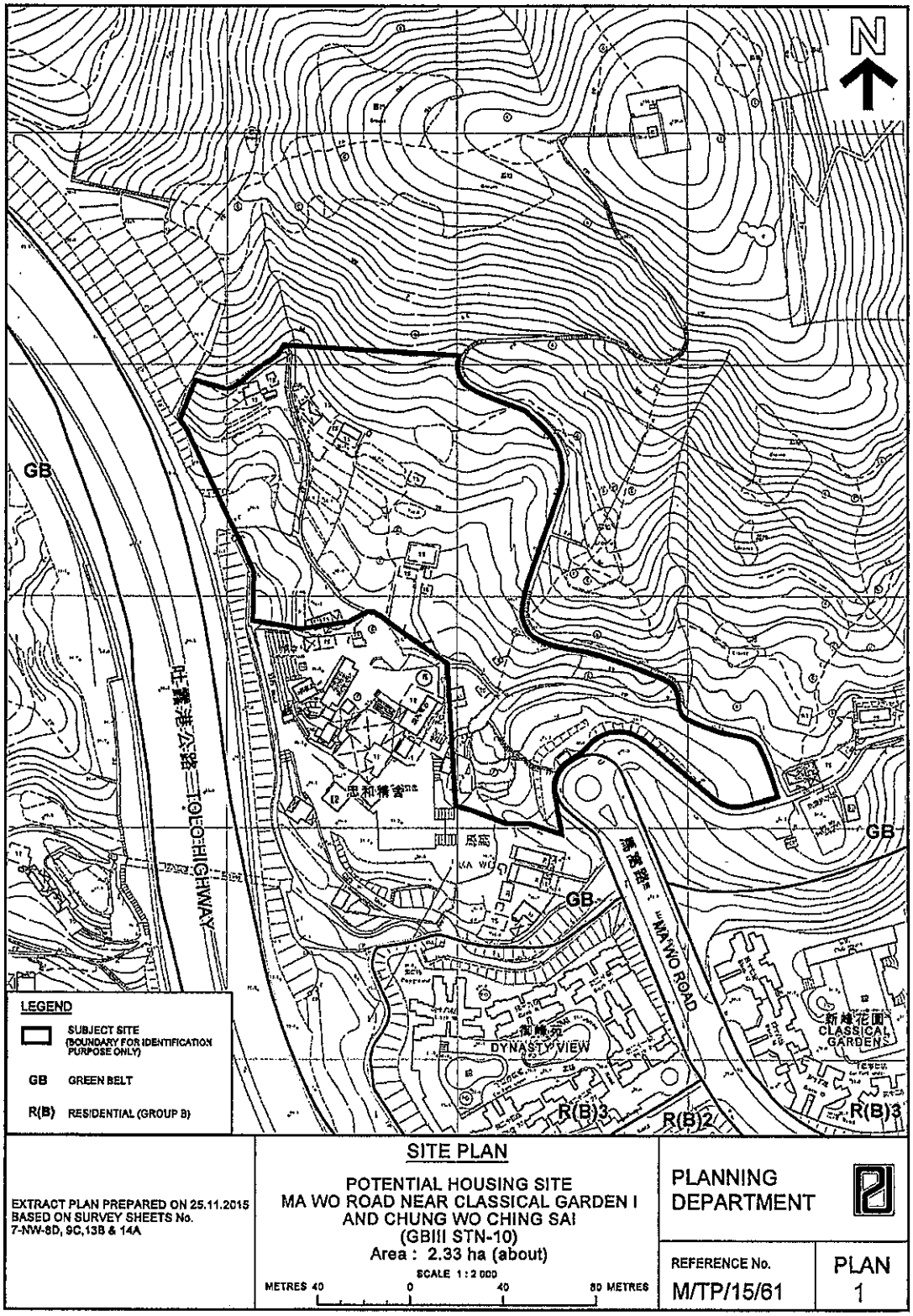
June 2017

INSTITUTE OF Future Cities

.....

by Professor Edward Ng
School of Architecture, CUHK, Shatin, NT, Hong Kong
T: 39436515 F: 26035267
E: edwardng@cuhk.edu.hk W: www.edwardng.com

The Study Area



Expert Evaluation Report
for an Instructed Project for Tai Po

Executive summary

0.1 Wind Availability

(a) The annual wind of the Project Area mainly comes from the east (E) and southeast (SE). The summer wind of this area mainly comes from the east (E) southeast (SE), south (S) and southwest (SW).

0.2 Existing Conditions

(a) The Project Area has a relatively open exposure to the wind from the east as there are no immediate developments east of this project area. There are some developments including Dynasty View, Grand Dynasty View and Classical Gardens up to 65 mPD south of the Project Area. However, due to the higher ground level of the Project Area (above 60mPD), the wind from southerly quarters can flow into the Project Area over the surrounding developments.

0.3 Expert Evaluation of Project Areas

(a) In general, air ventilation can achieve better performance if measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability are applied. Especially reducing site coverage of the podia to allow more open space at grade is recommended.

(b) When prevailing wind comes from the east, southeast, south and southwest, the developments in the Project Area are likely to create some wake areas on the leeward side. However, there are no sensitive receivers in the surrounding areas, which are mostly "Green Belt". On the whole, proposed development in the Project Area will have no significant air ventilation impacts on the surrounding areas.

0.4 Further Work

(a) The Project area would have no major air ventilation issues. However, all future developments in the Project Area should consider the following design principles at the detailed design stage as the prevailing effort for improvement in urban climate.

- Minimization of podium bulk with ground coverage of no more than 65%;
- Building setback with reference to PNAP APP-152;

- Greenery (preferably tree planting) of no less than 30% for sites larger than 1 ha, and 20% for sites below 1 ha at lower levels, preferably at grade; and
- Avoid long and continuous façades.

Expert Evaluation Report

for an Instructed Project for Tai Po

1.0 The Assignment

1.1 To increase land supply to meet the housing needs of Hong Kong, the Government has continued reviewing various land uses and rezoning sites as appropriate and, where the original intended use is no longer required, converting the land for housing development. A potential housing site in Tai Po Area was identified. It is considered necessary to conduct an Expert Evaluation to assess the preliminary air ventilation impacts of the proposed housing developments on the surrounding areas.

1.2 This expert evaluation report is based on the materials given by Planning Department (PlanD) to the Consultant including:

Site Plan of Project Area
Height of the existing buildings of surrounding areas
Wind information from Hong Kong Observatory and PlanD

1.3 The consultant has studied the foregoing materials. During the preparation of the report, the consultant has visited the site and conducted working sessions with PlanD.

2.0 Background

2.1 PlanD's study: "Feasibility Study for Establishment of Air Ventilation Assessment System" (Feasibility Study) has recommended that it is important to allow adequate air ventilation through the built environment for pedestrian comfort.

2.2 Given Hong Kong's high density urban development, the Feasibility Study opines that: "more air ventilation, the better" is the useful design guideline.

2.3 The Feasibility Study summarizes 10 qualitative guidelines for planners and designers. For the OZP level of consideration, breezeways/air paths, street grids and orientations, open spaces, non-building areas, waterfront sites, scales of podium, building heights, building dispositions, and greeneries are all important strategic considerations.

2.4 The Feasibility Study also suggests that Air Ventilation Assessment (AVA) be conducted in three stages: Expert Evaluation, Initial Studies, and Detailed Studies. The suggestion has been adopted and incorporated into Housing Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) Technical Circular no. 1/06. The key purposes of Expert Evaluation are to the following:

(a) Identify good design features.

(b) Identify obvious problem areas and propose some mitigation measures.
(c) Define "focuses" and methodologies of the Initial and/or Detailed studies.
(d) Determine if further study should be staged into Initial Study and Detailed Study, or Detailed Study alone.

2.5 To conduct the Expert Evaluation systematically and methodologically, it is necessary to undertake the following information analyses:

(a) Analyse relevant wind data as the input conditions to understand the wind environment of the Area.
(b) Analyse the topographical features of the study area, as well as the surrounding areas.
(c) Analyse the greenery/landscape characteristics of the study area, as well as the surrounding areas.
(d) Analyse the land use and built form of the study area, as well as the surrounding areas.

Based on the analyses of site context and topography:

(e) Estimate the characteristics of the input wind conditions of the study area.
(f) Identify the wind paths and wind flow characteristics of the study area through slopes, open spaces, streets, gaps and non-building areas between buildings, and low rise buildings; also identify stagnant/problem areas, if any.
(g) Estimate the need of wind for pedestrian comfort.

Based on the analyses of the EXISTING urban conditions:

(h) Evaluate the strategic role of the study area in air ventilation term.
(i) Identify problematic areas which warrant attention.
(j) Identify existing "good features" that needs to be kept or strengthened.

Based on an understanding of the EXISTING urban conditions:

(k) Compare the prima facie impact, merits or demerits of the different development restrictions as proposed by PlanD on air ventilation.
(l) Highlight problem areas, if any. Recommend improvements and mitigation measures if possible.
(m) Identify focus areas or issues that may need further studies. Recommend appropriate technical methodologies for the study if needed.

3.0 The Wind Environment

3.1 Hong Kong Observatory (HKO) stations provide useful and reliable data on the wind environment in Hong Kong (Figure 3.1). There are some 46 stations operated by HKO in Hong Kong. Together, these stations allow for a good general understanding of the wind environment especially near ground level.

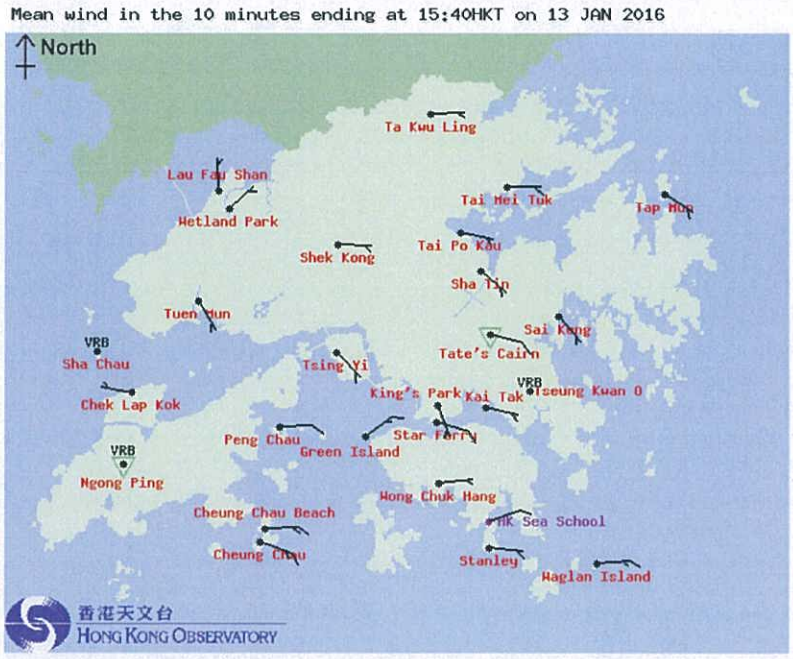


Figure 3.1 Some of the HKO stations in Hong Kong. This is a screen capture at 15:40 on 13 Jan 2016 from the HKO website. The arrows show the wind directions and speeds at the given time.

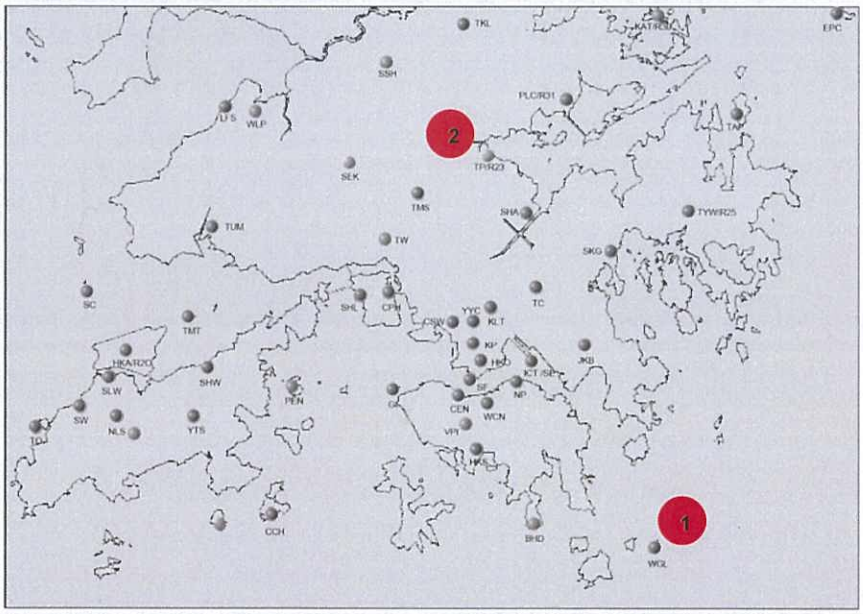


Figure 3.2 The HKO stations at 1: Waglan Island (WGL), 2: Tai Po.

3.2 The HKO station at Waglan Island (WGL) is normally regarded by wind engineers as the reference station for wind related studies (Location 1 in Figure 3.2). The station has a very long measurement record, and is unaffected by Hong Kong's complex topography. However it is known not to be able to capture the thermally induced local wind circulation like sea breezes very well. Based on WGL wind data, AVA studies are typically employed to estimate the site wind availability taking into account the topographical features around the site.

3.3 Based on the annual wind rose of WGL (Figure 3.3), it is apparent that the annual prevailing wind in Hong Kong is from the east. A major component of wind also comes from the northeast; and there is a minor, but nonetheless observable component from the southwest. WGL has weak to moderate wind (0.1m/s to 8.2 m/s) approximately 70% of the time.

3.4 For the AVA study, seasonally or monthly wind environment should be understood (Figures 3.4 and 3.5). During winter, the prevailing wind comes from the northeast, whereas during summer, it comes from the southwest. As far as AVA is concerned, in Hong Kong, the summer wind is very important and beneficial for thermal comfort. Hence, based on WGL data, it is very important to plan our city, on the one hand, to capture the annual wind characteristics, and on the other hand, to maximize the penetration of the summer winds (mainly from the South-West) into the urban fabric.

3.5 Apart from WGL, the wind data of Tai Po (Figure 3.6) have also been extracted from HKO for reference[1] (Figure 3.7 to Figure 3.9) as the nearest station measuring wind environment for the Project Area. It can be observed that the annual prevailing winds are mainly from the northeast and east. The summer prevailing winds are mainly from the northeast, east, southeast, southwest and west.

3.6 Noting the limitation of the data of Waglan Island mentioned in para. 3.2, wind characteristic from the web-based database system provided by PlanD has also been referred[2]. Data from the Project Area (x:078; y:069) were simulated at 200m, 300m and 500m above the ground (Figures 3.10). This location, according to the application of Regional Atmospheric Modeling System (RAMS), was selected to reflect the general wind patterns of the Project Area induced by topography. Prevailing wind directions are summarised in Table 1. As the HKO station at Tai Po is relatively far away from the Project Area and the surroundings of Tai Po are different from those of Project Area (Figure 3.6), the web-based wind data provided by PlanD is likely to be more representative to reflect the wind availability of the Project Area. Based on the wind data from the PlanD, it can be observed that the annual prevailing wind of the Project Area is mainly from east and southeast. The summer wind of Project Area mainly comes from the east, southeast, south and southwest. In general, the wind data from PlanD's website is consistent with that of Tai Po and Waglan Island.

[1] http://www.hko.gov.hk/cis/region_climat/TP/TP_windrose_year_e.htm
[2] http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html

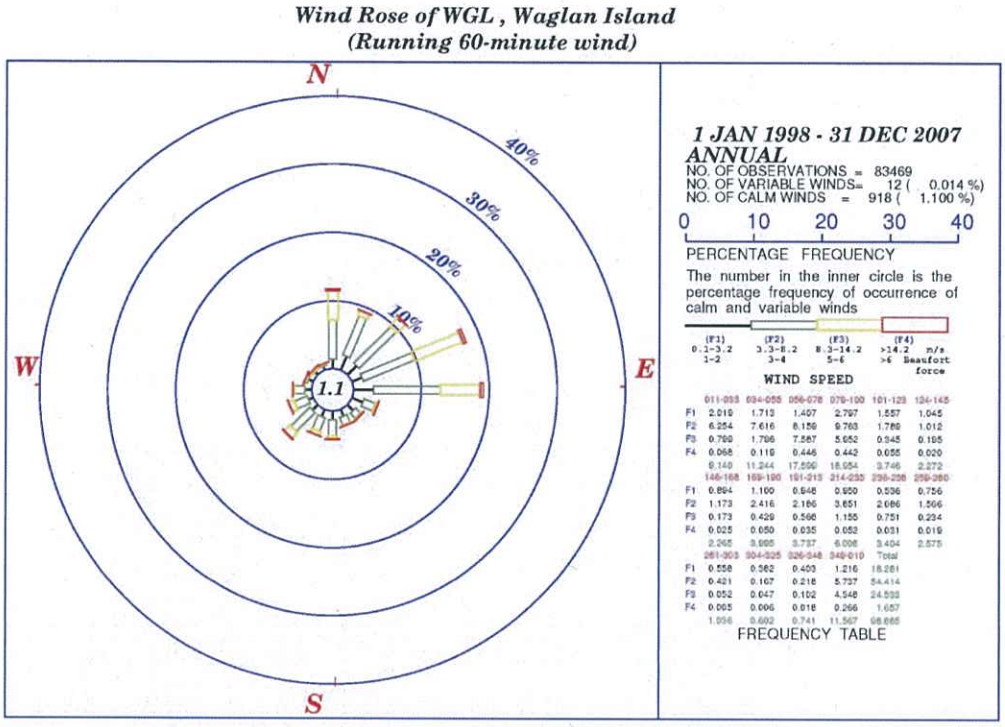


Figure 3.3 Wind rose of WGL from 1998 to 2007[1] (annual).

[1] Wind data from 1998 to 2007 are the latest available 10-year data from HKO to the consultant.

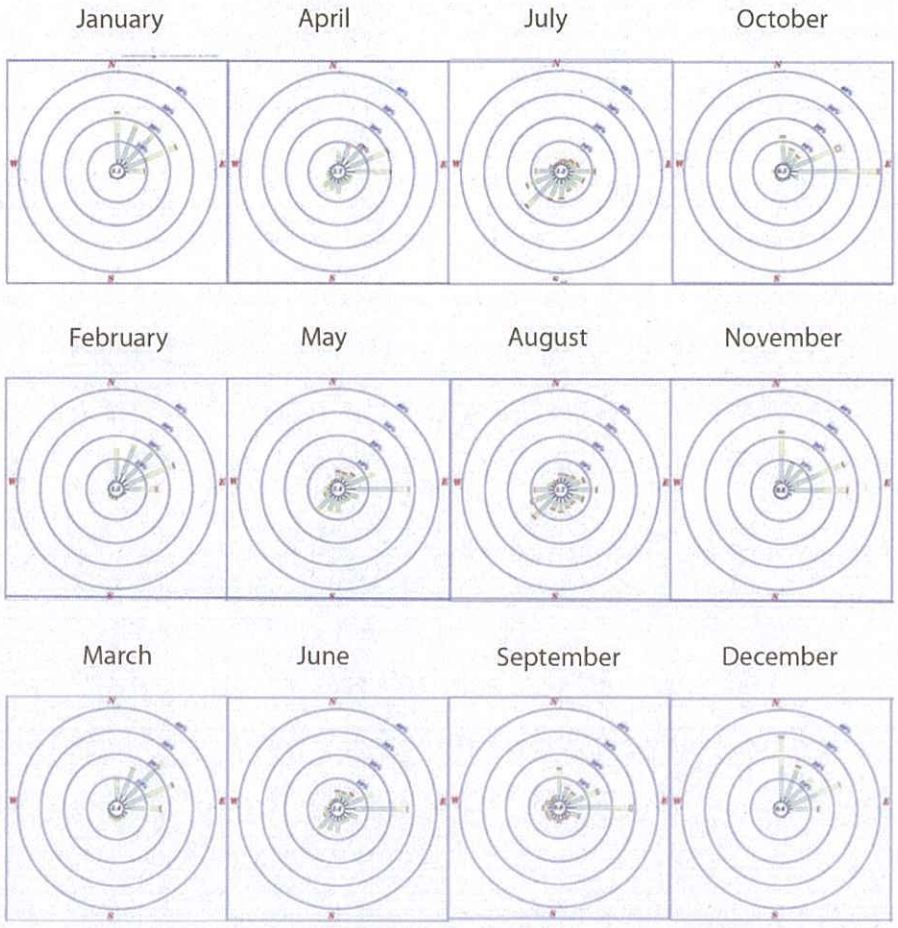


Figure 3.4 Monthly wind roses of WGL from 1998 to 2007.

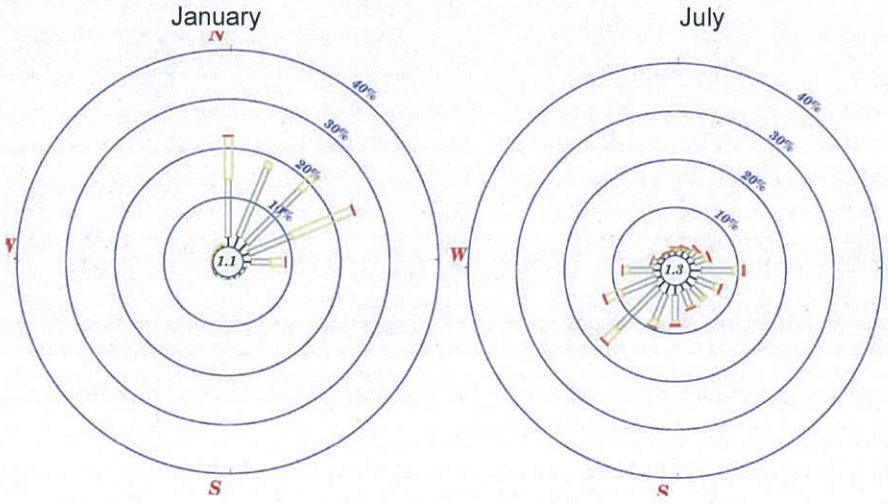


Figure 3.5 Wind roses of WGL from 1998 to 2007 (Jan and July).

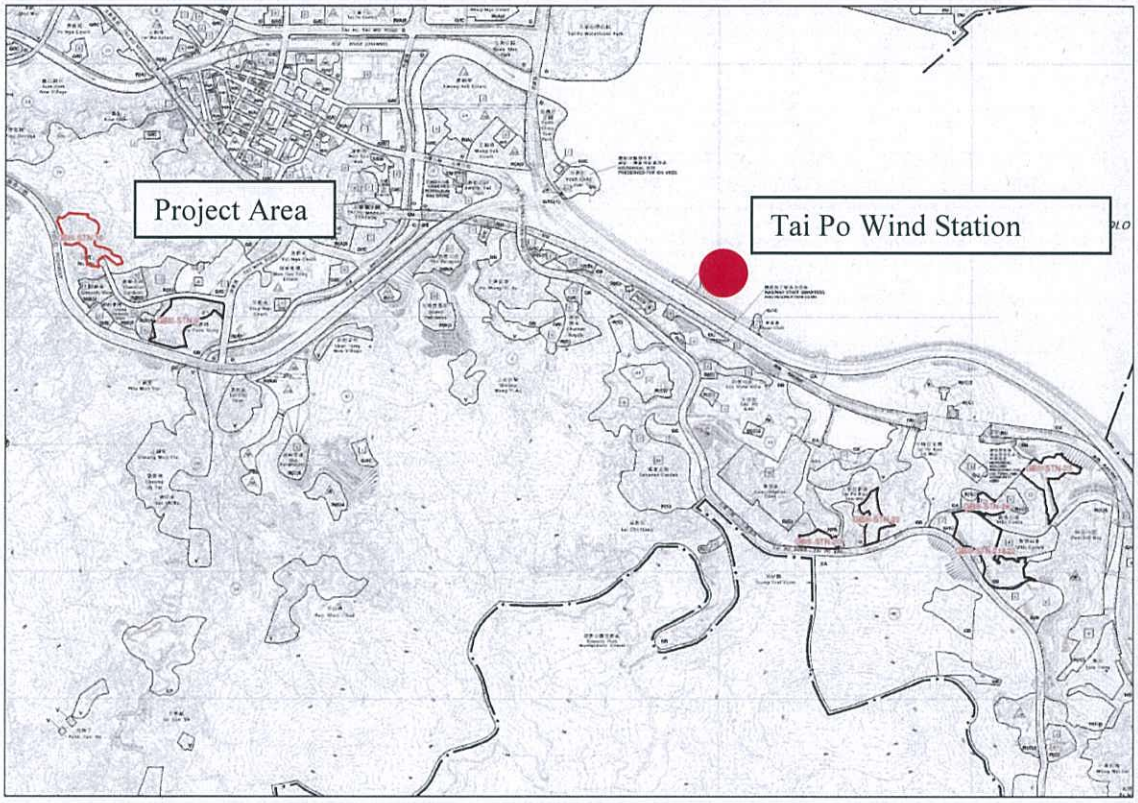


Figure 3.6 The location of Tai Po Wind Station and the Project Area.

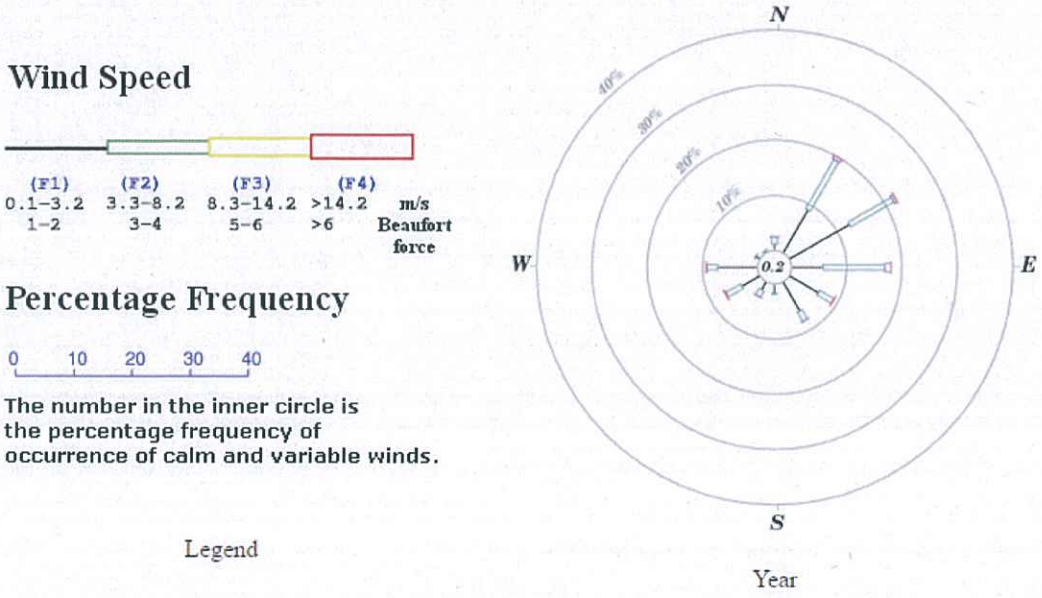


Figure 3.7 Wind rose of Tai Po from 2000 to 2015 (annual)

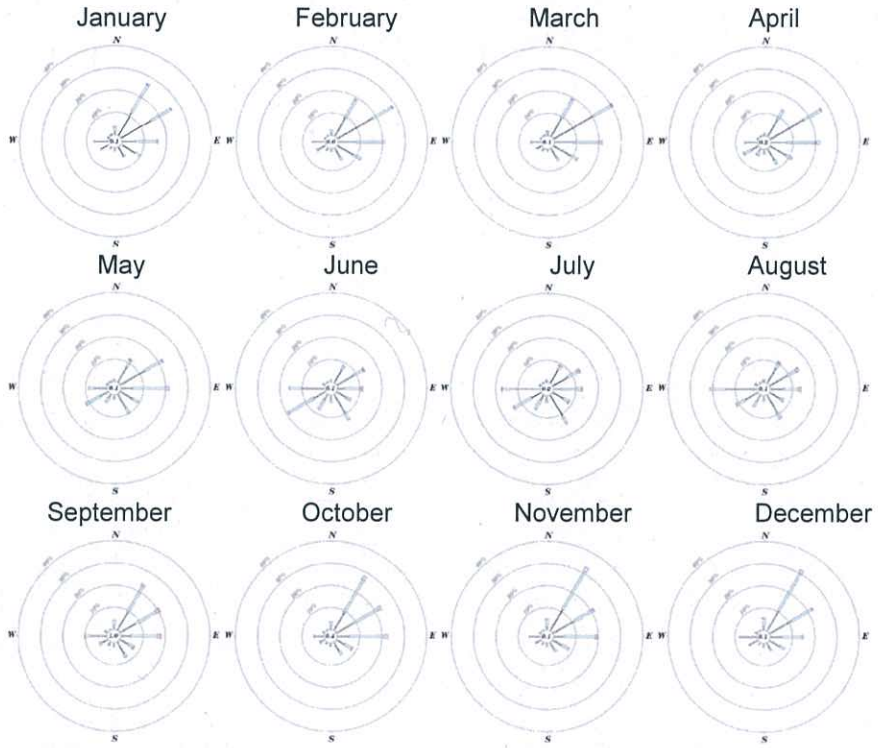


Figure 3.8 (as an example) monthly wind roses of Tai Po from 2000 to 2015

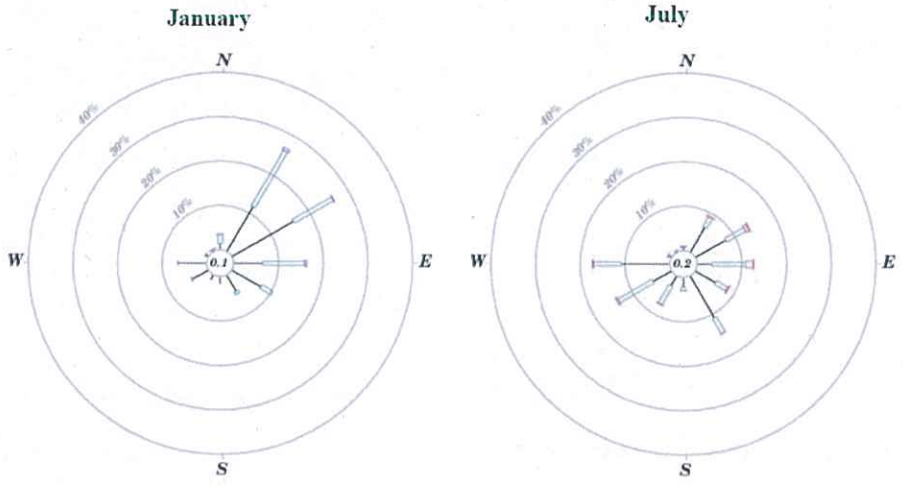


Figure 3.9 (as an example) Wind roses of Tai Po from 2000 to 2015 (Jan and July)

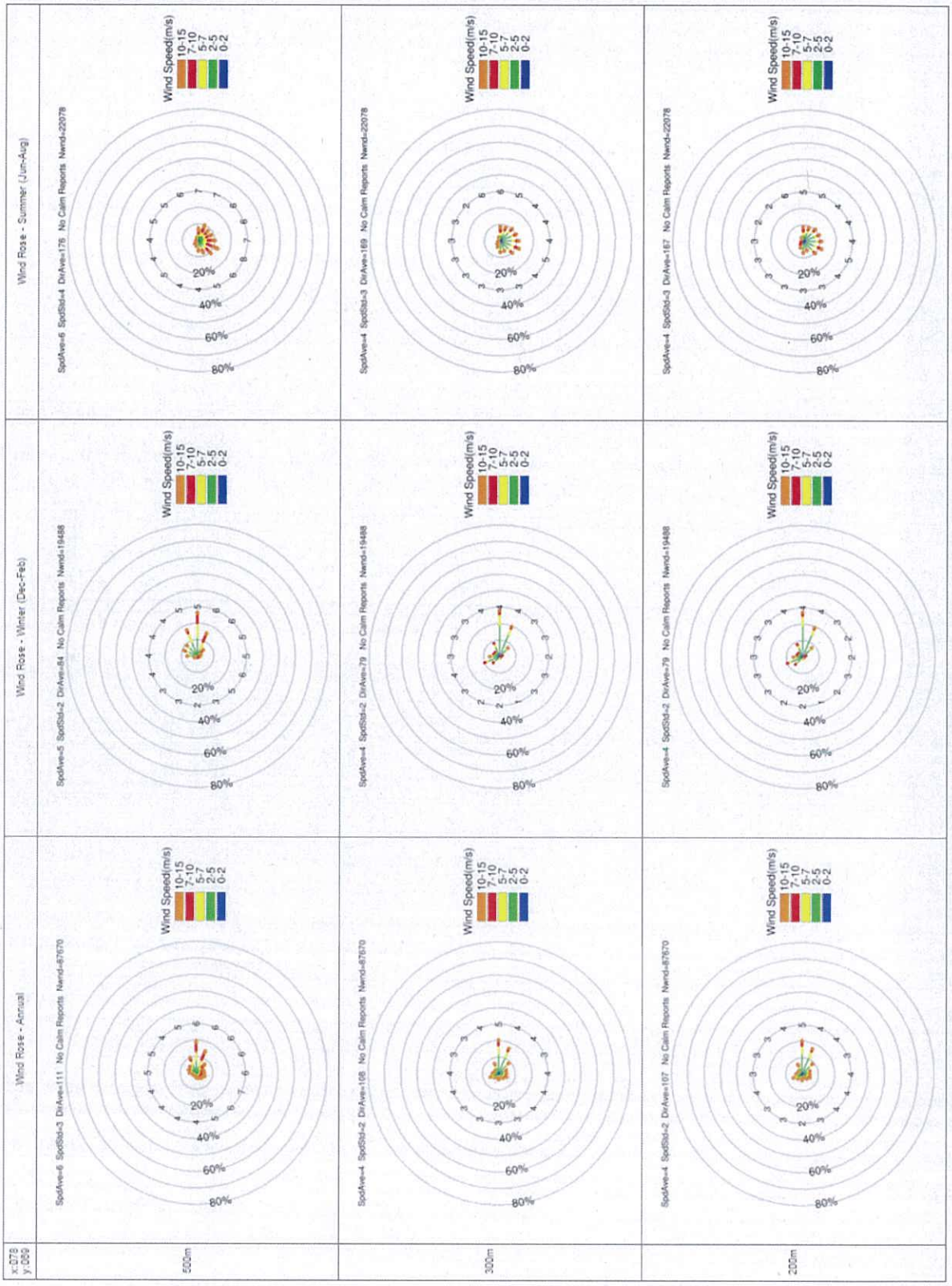


Figure 3.10 The wind data provided by PlanD for the Project Area (x:078; y:069).

3.7 In summary, based on the available wind data (Table 1) by considering that wind data provided by Planning Department is likely to be more representative to reflect the wind availability of the Project Area elaborated in Para. 3.6, it can be concluded that the annual wind of the Project Area mainly comes from the east (E) and southeast (SE). The summer wind of the area mainly comes from the east (E) southeast (SE), south (S) and southwest (SW) (Figure 3.11).

Table 1 Summary of Prevailing Wind Directions

			Period	
			Annual	Summer
HKO station	Tai Po		NE, E	NE, E, SE, SW, W
Wind data provided by Planning Department	Project Area (x:078; y:069)	200m	E, SE	E, SE, S, SW
		300m	E, SE	E, SE, S, SW
		500m	E, SE	E, SE, S, SW

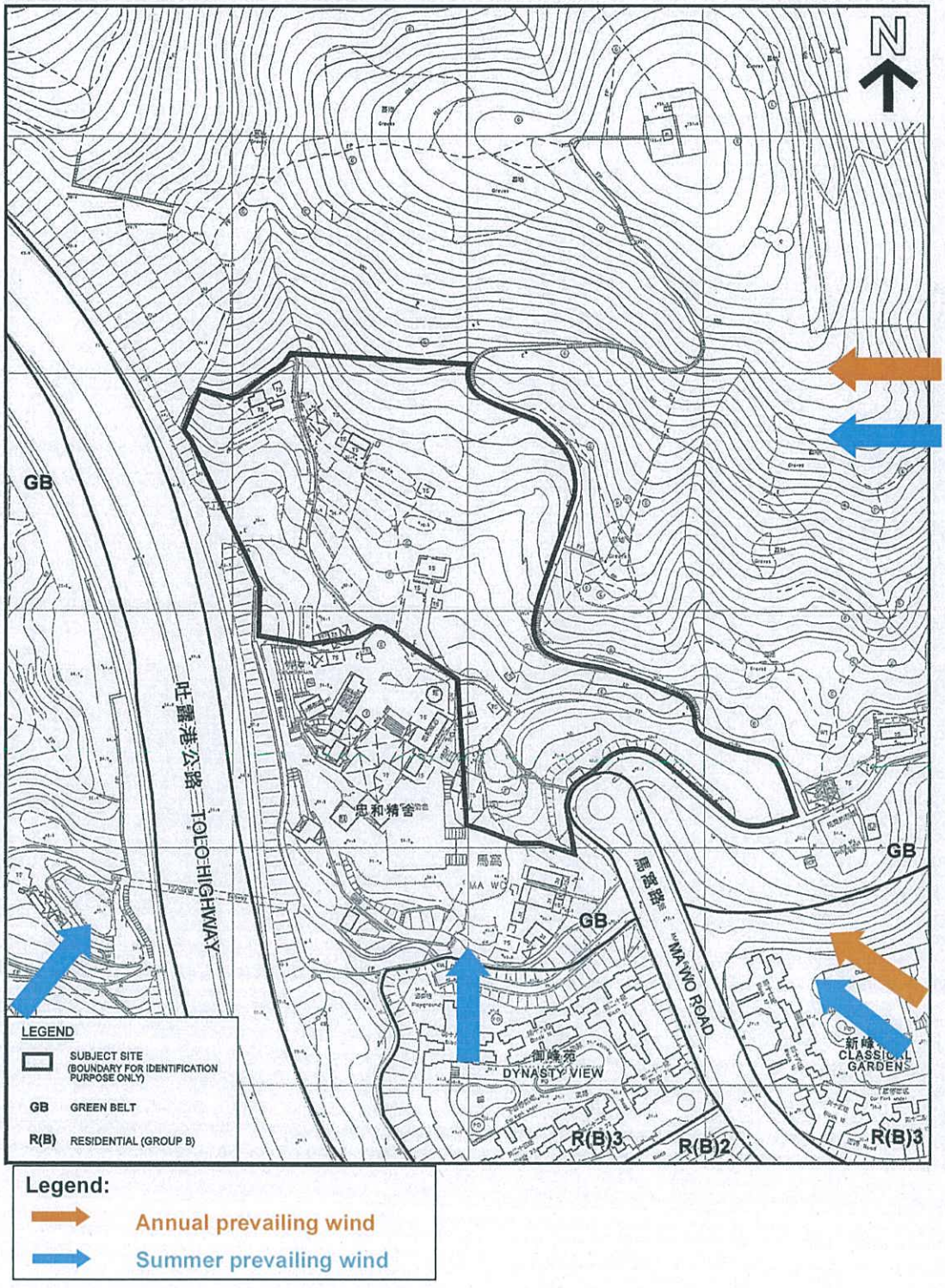


Figure 3.11 A summary of the prevailing winds of the Project Area.

4.0 Topography and the Wind Environment

4.1 Referring to Tai Po AVA Expert Evaluation report in 2010[1], some major breezeways through Tai Po central area such as Lam Tsuen River can be identified and some katabatic (downhill) air movement can be expected from the vegetated hill slopes in Tai Po area (Figures 4.1 and 4.2). The Project Area is not on the major breezeways identified previously.

4.2 The natural topography of Tai Po area descends from the high level at north-east (about 400 mPD) and south (about 335 mPD) towards Tolo Harbour (Figure 4.1). The Project Area is located on the hill slope in the southwestern fringe of Tai Po area with ground level at around 50mPD to 100mPD. With relatively high ground level of the Project Area, the wind from the east will be unobstructed by the topography flowing to the Project Area. However, wind from the southerly quarters will be slowed and weakened by the shielding effects of the hills southeast, south and southwest of the Project Area.

4.3 As previous AVA report mentioned[1], katabatic (downhill) air movements can be expected from the vegetated hill slopes surrounding Tai Po area (Figure 4.1). The Project Area is unlikely to block the major katabatic air movements in Tai Po area.

[1] http://www.pland.gov.hk/pland_en/info_serv/ava_register/ProjInfo/AVRG51_AVA_FinalReport.pdf

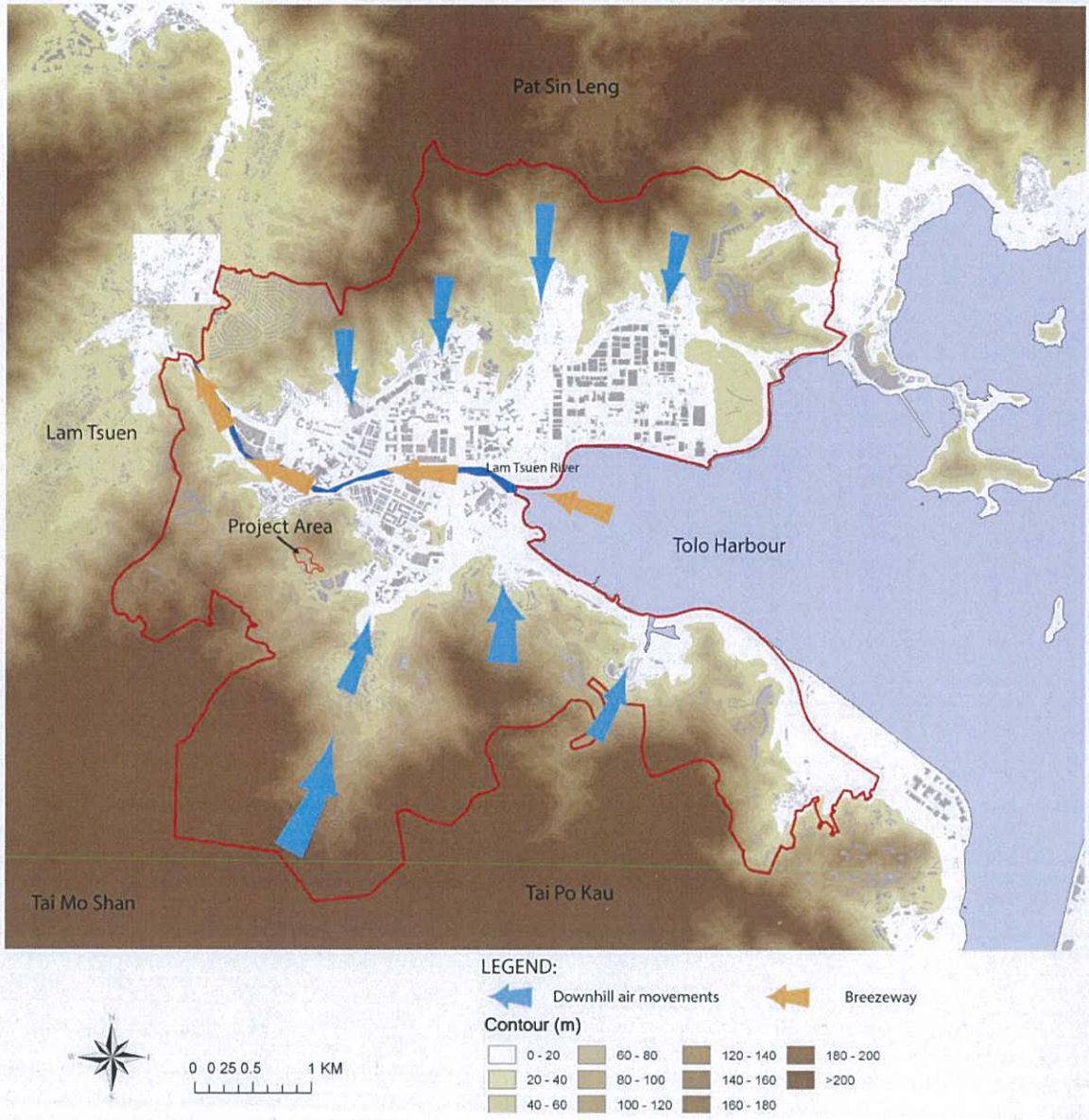


Figure 4.1 Topography and wind environment surrounding the Project Area.

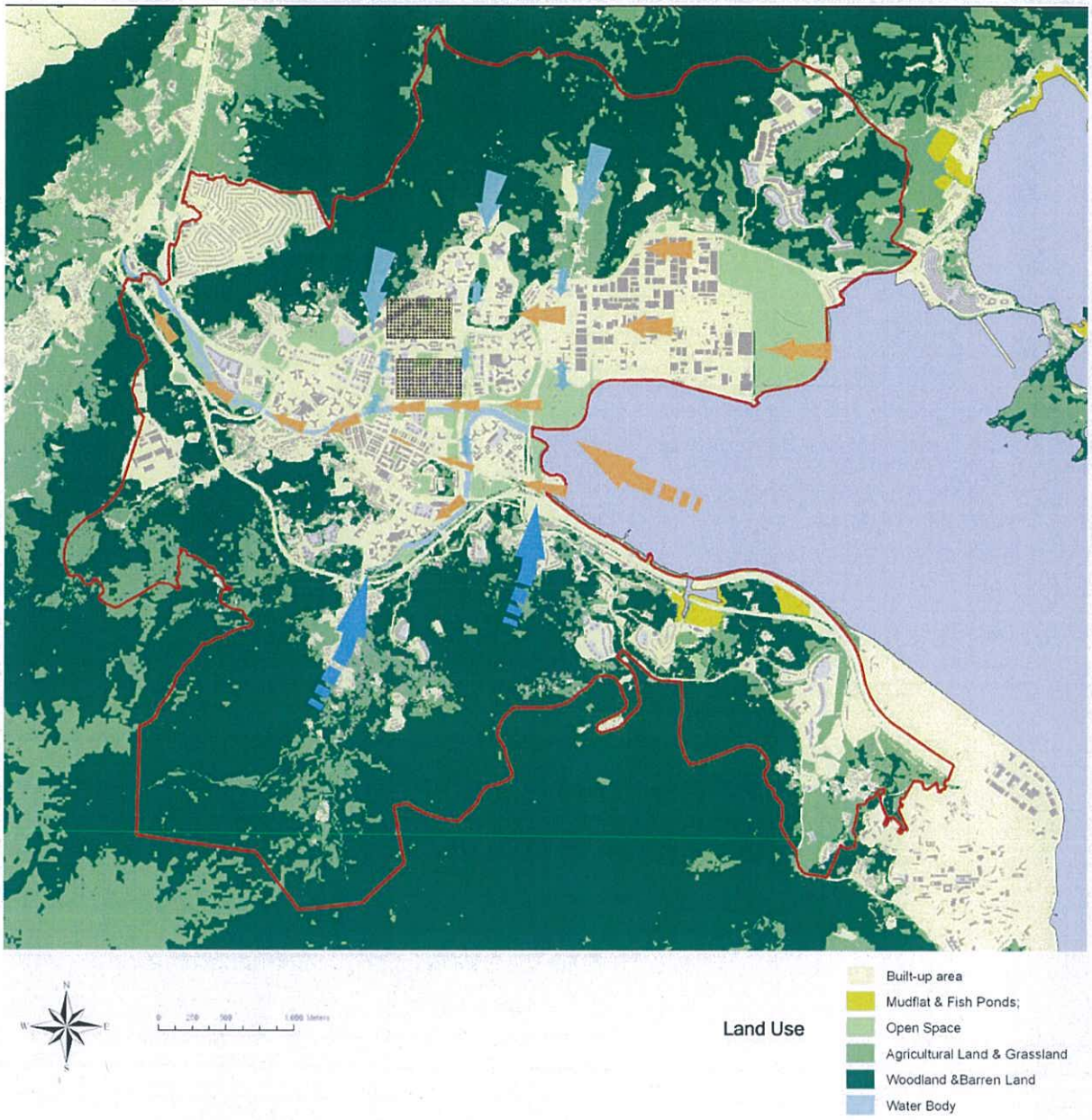


Figure 4.2 Air paths of the Tai Po area[1]

[1] http://www.pland.gov.hk/pland_en/info_serv/ava_register/ProjInfo/AVRG51_AVA_FinalReport.pdf

5.0 Existing Conditions

5.1 The existing building heights surrounding the Project Area are shown in Figure 5.1. The Project Area has a relatively open exposure to the wind from the east as there are no immediate developments east of this project area. There are some developments including Dynasty View, Grand Dynasty View and Classical Gardens up to 65 mPD south of the Project Area. However, due to the higher ground level of the Project Area (above 60mPD), the wind from southerly quarters can flow into the Project Area over the surrounding developments.

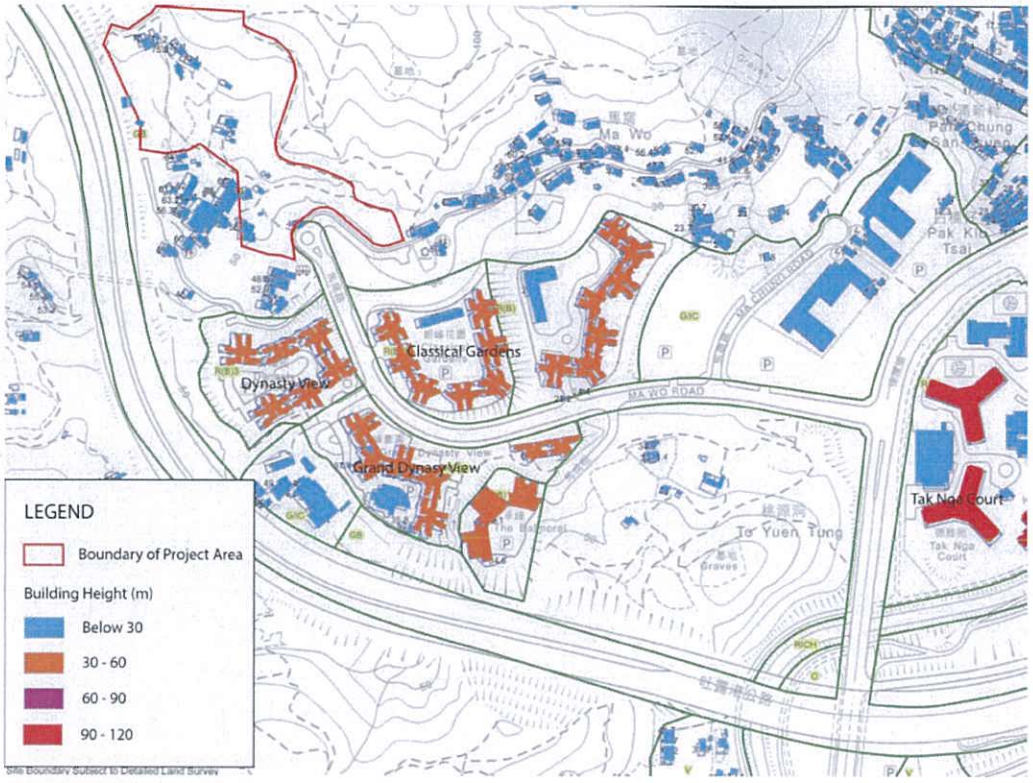


Figure 5.1 Absolute height of the existing buildings surrounding the Project Areas.

6.0 Air Paths

6.1 Major roads/streets in parallel with or less than 30 degrees to the prevailing wind directions together with open spaces and low-rise buildings can form air paths. For the Project Area, there are some mid-rise to high-rise developments in the surrounding. The roads between the developments such as Ma Wo Road, Tolo Highway, Ma Shing Path, Ma Chung Road, Tat Wan Road and Tai Po River can function as air paths for the surrounding areas (Figures 6.1 and 6.2).

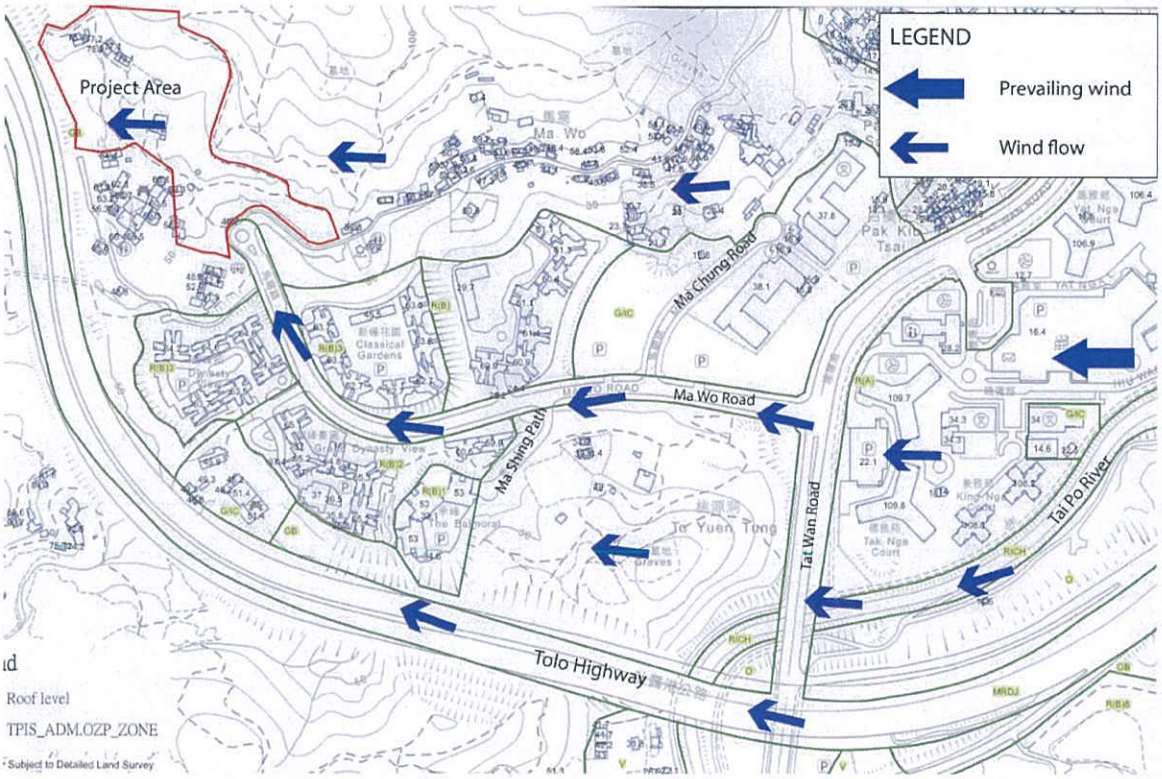


Figure 6.1 Wind flow in the Project Area and surrounding areas under easterly prevailing winds.

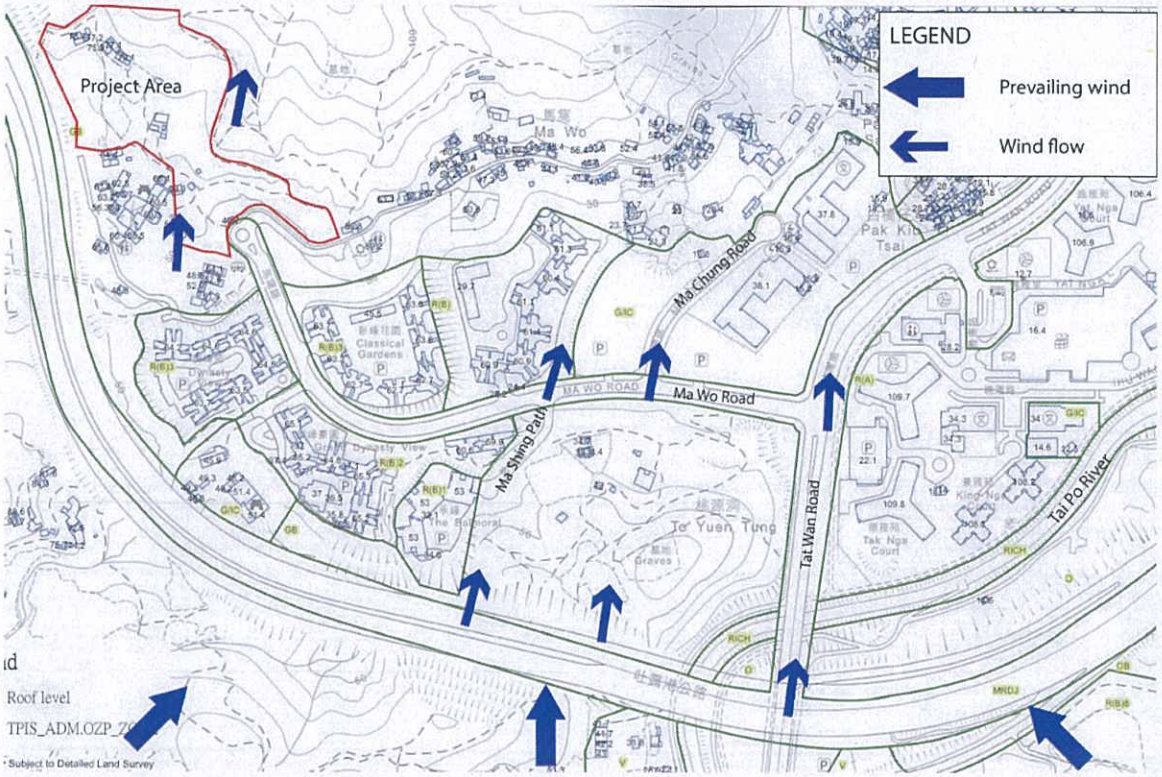


Figure 6.2 Wind flow in the Project Area and surrounding areas under southerly prevailing winds.

7.0 Expert Evaluation of Project Areas

7.1 The AVA Study has assessed the wind performance of the potential housing site in Ma Wo. In general, air ventilation can achieve better performance if measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability are applied. Especially reducing site coverage of the podia to allow more open space at grade is recommended (See Figure A-1 in Appendix).

7.2 The Project Area of about 23,300m^2 is located to the southwest of the urban core at Ma Wo Road off Tat Wan Road (Figure 7.1). It is currently zoned "Green Belt" under the approved Tai Po OZP No. S/TP/26. These is a small knoll at about 63mPD to the east. This project area is proposed to be rezoned to residential developments with Building Height of 13 storeys[1] and Plot Ratio of 4.

7.3 When prevailing wind comes from the east, southeast, south and southwest, the developments in the Project Area are likely to create some wake areas on the leeward side. However, there are no sensitive receivers in the surrounding areas, which mostly are "Green Belt". On the whole, proposed development in the Project Area will have no significant air ventilation impacts on the surrounding areas.

[1] Overall building height of about 110mPD

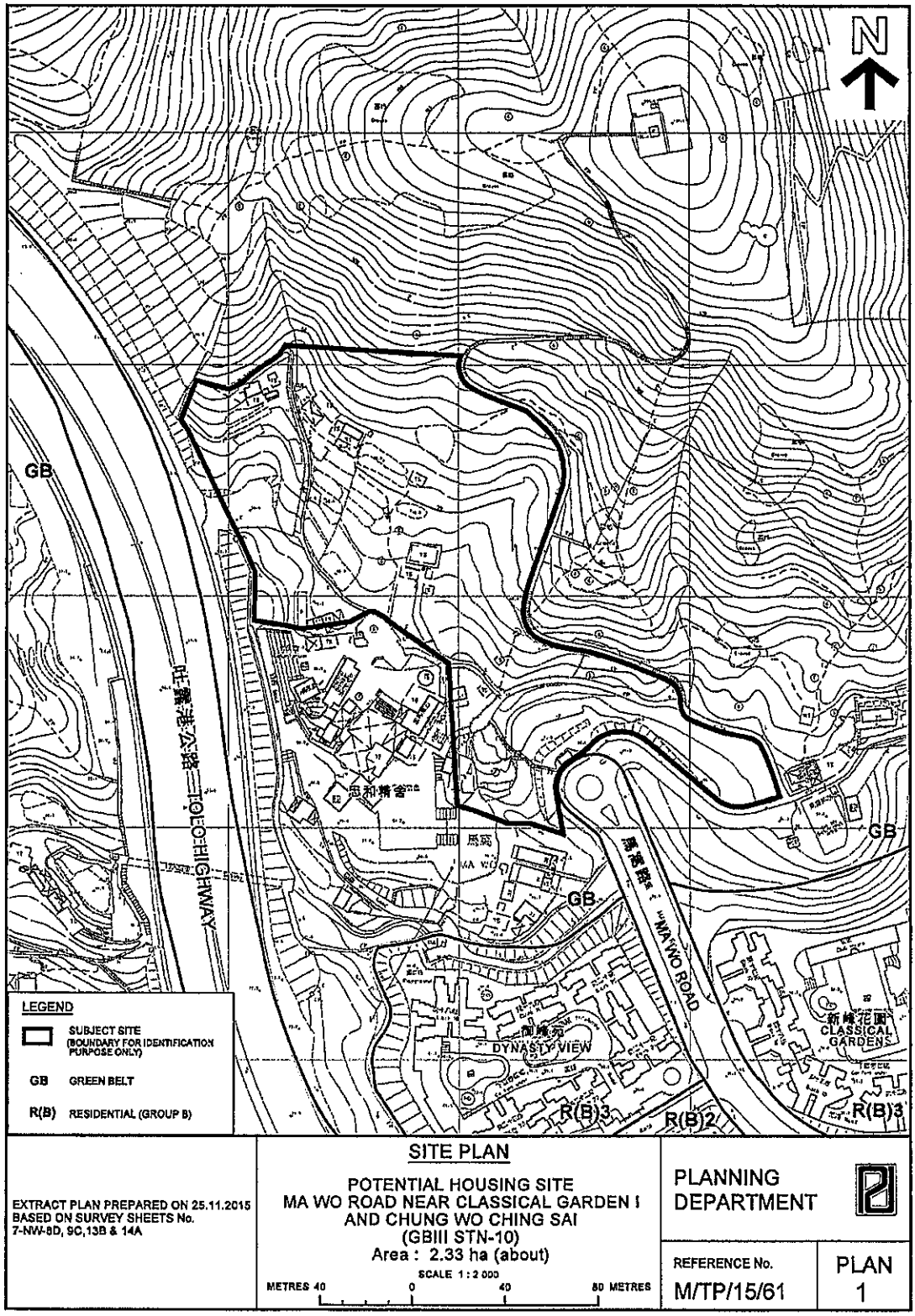


Figure 7.1 Site plan of the Project Area.

8.0 Further Work

8.1 The Project area would have no major air ventilation issues. However, all future developments in the Project Area should consider the following design principles at the detailed design stage as the prevailing effort for improvement in urban climate.

- Minimization of podium bulk with ground coverage of no more than 65%;
- Building setback with reference to PNAP APP-152;
- Greenery (preferably tree planting) of no less than 30% for sites larger than 1 ha, and 20% for sites below 1 ha at lower levels, preferably at grade; and
- Avoid long and continuous façades.

Appendix

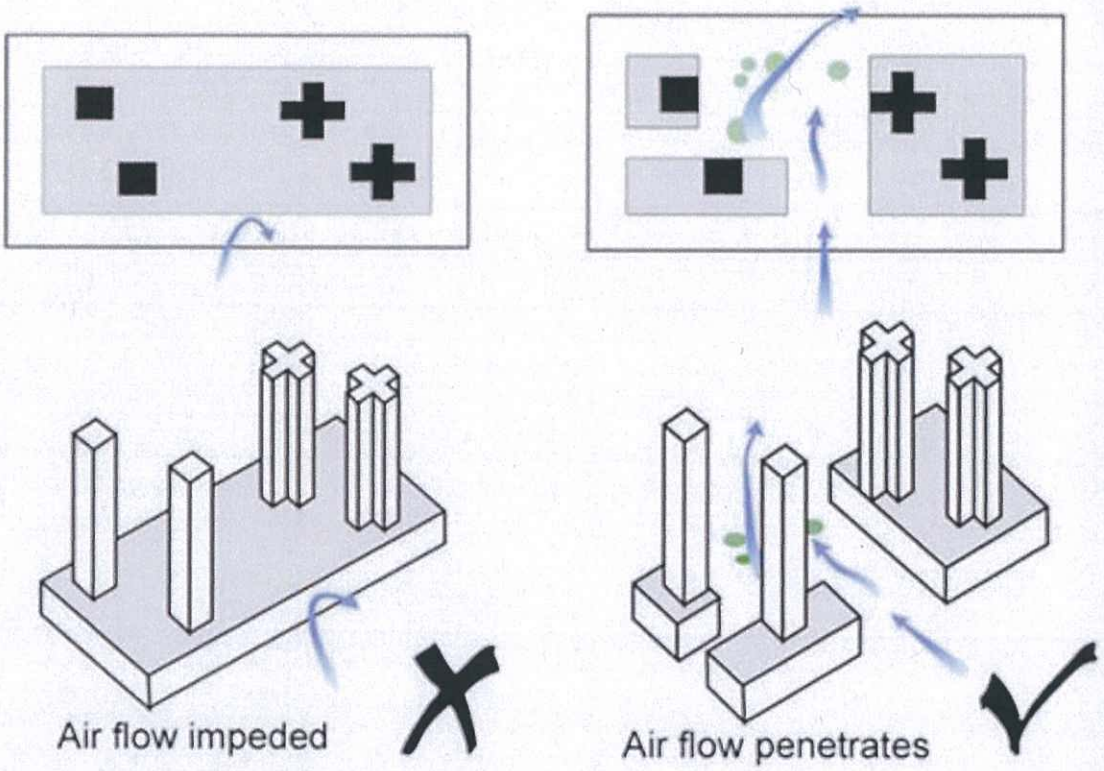


Figure A-1 Reducing Site Coverage of the Podia to Allow More Open Space at Grade

[Reference: Hong Kong Planning Standard and Guidelines]

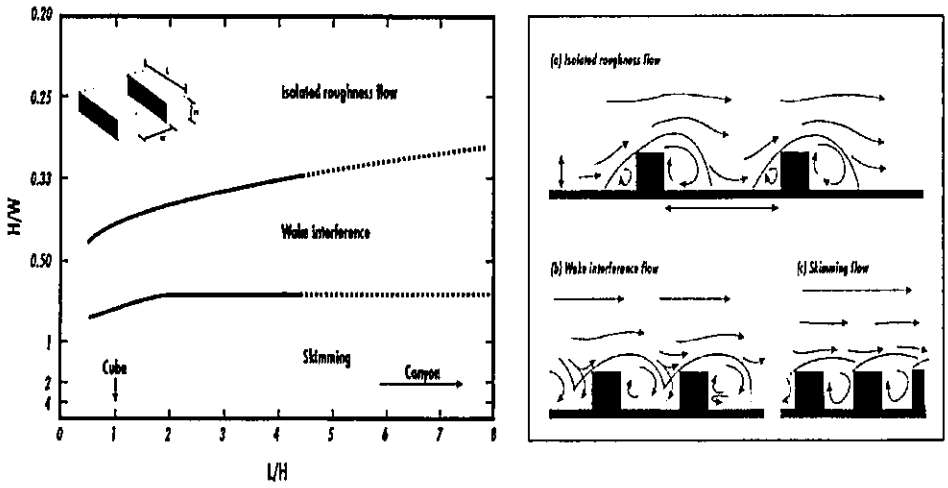


Figure A-2 The relationship between building height and street width ratio and the possible flow regimes.

[Reference: Oke, T. R. (1987). *Boundary layer climates*. Routledge.]

With wind from directions perpendicular to the canyons, downwashes due to the differentials in building heights is occasionally likely when building heights are very different. Otherwise, with smaller building height differences, this is unlikely. It is known that for long and deep canyons with an H/W ratio of 2 and above, a double vortex phenomenon will be observed (see Figure A-2). However, beyond a H/W ratio of 2:1, the ground level of canyons, even with the so call downwash effects, will have very weak eddies and air ventilation.

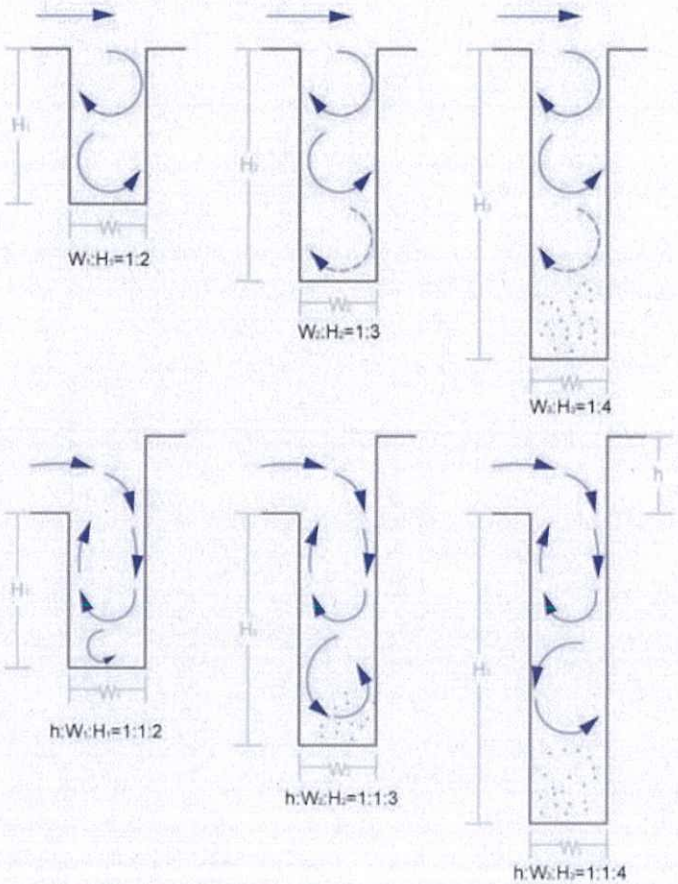
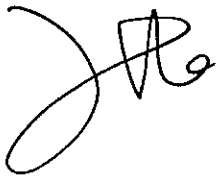


Figure A-3 The figure shows a generic understanding of the wind regimes in canyons, and canyons with downwashes.

.

[Reference: A. KOVAR-PANSKUS, P. LOUKA, J.-F. SINI, E. SAVORY, M. CZECH, A. ABDELQARI, P. G. MESTAYER and N. TOY, INFLUENCE OF GEOMETRY ON THE MEAN FLOWWITHIN URBAN STREET CANYONS – A COMPARISON OF WIND TUNNEL EXPERIMENTS AND NUMERICAL SIMULATIONS, Water, Air, and Soil Pollution: Focus 2: 365–380, 2002, Kluwer Academic Publishers.]

Prepared by



Date: 22 June 2017

Dr. Justin Ho

Endorsed by



Date: 22 June 2017

Professor Edward Ng
On behalf of technical experts in the term consultant term

The Chinese University of Hong Kong,
Shatin, NT, Hong Kong
T: 39436515 F: 26035267
E: edwardng@cuhk.edu.hk

Consultant team

	Expertise
Professor Edward Ng CUHK, Hong Kong	Coordinator, Architect, Environmental scientist, AVA methodology
Professor Justin Ho CUHK, Hong Kong	Environmental scientist
Professor Jimmy Chi-Hung Fung HKUST, Hong Kong	Mathematician, Mesoscale wind simulation, Climatic studies
Professor Chao Ren CUHK, Hong Kong	Architect, Urban Climatologist

Appendix IIa

Executive Summary of Traffic Impact Assessment for Amendment Item A

Agreement No. TD 346/2015 – Traffic Impact Assessment for the Proposed Developments in Pak Shek Kok, Tai Po and along Route Twisk, Tsuen Wan

05/07/2017

Reference number CHK50229010

EXECUTIVE SUMMARY (VOLUME 1 – PAK SHEK KOK)

SYSTRA MVA

AGREEMENT NO. TD 346/2015 – TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

EXECUTIVE SUMMARY (VOLUME 1 – PAK SHEK KOK)

IDENTIFICATION TABLE	
Client/Project owner	Transport Department
Project	Agreement No. TD 346/2015 – Traffic Impact Assessment for the Proposed Developments in Pak Shek Kok, Tai Po and along Route Twisk, Tsuen Wan
Study	Executive Summary (Volume 1 – Pak Shek Kok)
Type of document	Report
Date	05/07/2017
File name	g:\mva\hkte\hk502290\chk50229010\working files\report\20170601_des(vol1).docx
Reference number	CHK50229010

APPROVAL					
Version	**Name**		**Position**	**Date**	**Modifications**
1	Author	Dan Chau	Traffic Engineer	05/07/2017	
	Checked by	Edmond Chu	Technical Director	05/07/2017	
	Approved by	Chapman Lam	Director	05/07/2017	

MVA Hong Kong Limited
22/F Genesis • 33-35 Wong Chuk Hang Road • Hong Kong
T. +852 2529 7037 • F. +852 2527 8490 • E. info@mvaasia.com • www.mvaasia.com

TABLE OF CONTENTS

PAGE

1	INTRODUCTION	6
1.1	BACKGROUND	6
1.2	SITE LOCATION	6
2	DEVELOPMENT CONTEXT	7
2.1	DEVELOPMENT PARAMETERS	7
2.2	PROPOSED PEDESTRIAN AND VEHICULAR ACCESS ARRANGEMENTS	7
2.3	PROPOSED INTERNAL TRANSPORT PROVISIONS	7
3	SUMMARY AND CONCLUSION OF TRAFFIC IMPACT ASSESSMENT FINDINGS	10
3.1	DESIGN YEARS	10
3.2	DEVELOPMENT TRAFFIC GENERATION AND DISTRIBUTION	10
3.3	AREA OF INFLUENCE	11
3.4	JUNCTION AND ROAD LINK CAPACITY ASSESSMENT	11
3.5	CONSTRUCTION TRAFFIC IMPACT ASSESSMENT	13
3.6	REVIEW OF PUBLIC TRANSPORT AND PEDESTRIAN FACILITIES	13
3.7	SENSITIVITY TEST	14
3.8	CONCLUSION	15

LIST OF TABLES

PAGE

Table 2.1 Development Parameters 7

Table 2.2 Review of Car Parking Provisions 8

Table 2.3 Proposed Internal Transport Provisions – Motorcycle Parking 8

Table 2.4 Proposed Internal Transport Provisions – Loading/Unloading 9

Table 3.1 Recommendations on Vehicular Trip Rates for Site 1 10

Table 3.2 Recommendations on Vehicular Trip Rates for Site 1 (Retail) 11

Table 3.3 Estimation of Vehicular Trips for Site 1 11

Table 3.4 Junction Capacity Assessment Results for Year 2016 12

Table 3.5 Junction Capacity Assessment Results for Year 2026 12

Table 3.6 Junction Capacity Assessment Results the Year 2031 12

Table 3.7 Road Link Capacity Assessment for Years 2026 and 2031 13

Table 3.8 Estimated Construction Traffic 13

Table 3.9 Estimated Demand on non-private mode for Site 1 14

Table 3.10 Estimated Pedestrian Flows for Site 1 14

LIST OF FIGURES

1 Site Location

2 Proposed Conceptual Site Access Arrangement for Site 1

3 2016 Observed Peak Traffic Flows in Tai Po

4 2026 Reference Flows (Site 1)

5 2031 Reference Flows (Site 1)

6 Access Routings for Site 1

7 2026 Design Flows (Site 1)

8 2031 Design Flows (Site 1)

9 Proposed Area of Influence

10 Pedestrian Flows and Performance of Footpaths in Tai Po

1 INTRODUCTION

1.1 Background

1.1.1 Transport Department (hereinafter called "the Client") of the Government of the Hong Kong Special Administrative Region (HKSAR) appointed MVA Hong Kong Ltd (MVA), under Agreement No. TD 346/2015, to provide professional services in Pak Shek Kok, Tai Po and along Route Twisk, Tsuen Wan (hereinafter called "the Assignment"). The official commencement date of the Assignment was 6th October 2016.

1.1.2 The proposed developments consist of three sites (the Sites) in Pak Shek Kok and Tsuen Wan areas, which are planned to be developed into residential developments. This executive summary (volume 1) focuses on the study findings for Site 1 in Tai Po, while Sites 2 and 3 in Tsuen Wan are presented in volume 2 of this executive summary.

1.2 Site Location

1.2.1 Site 1 is located adjacent to Hong Kong Institute of Education (HKIE) Sports Centre near Yau King Lane – Pok Yin Road Roundabout in Pak Shek Kok, Tai Po(as shown in **Figure 1**). It is currently zoned as "Government, Institution or Community" ("G/IC") under the prevailing Tai Po Outline Zoning Plan and is vacant and ready for development. Tentatively, it is scheduled to be rezoned to "Residential (Group B)" ("R(B)") in Year 2017/18 and occupied in Year 2022/23. The proposed residential developments will accommodate a maximum domestic GFA of 80,700m² and approximately, 1,150 nos. of flats with a size of about 70m² will be supplied. In addition, Gross Floor Area of 7,500 m² would be reserved for Site 1 for retail purpose.

2 DEVELOPMENT CONTEXT

2.1 Development Parameters

2.1.1 Site 1 occupies an area of about 3.22 hectares and will accommodate a maximum domestic GFA of 80,700m². Approximately 1,150 numbers of flats with size of about 70 m² will be provided. The development parameters of Site 1 are summarised in **Table 2.1**.

Table 2.1 Development Parameters

Site No.	Proposed Zoning / Land Use	Proposed GFA (m²)	Estimated Flat Nos.	Estimated Site Availability
1	R(B)	80,700	1,150	2022-23
1	Retail	7,500	N/A	2022-23

2.2 Proposed Pedestrian and Vehicular Access Arrangements

2.2.1 Site 1 is located adjacent to Yau King Lane and Pok Yin Road. At present, a cycle track is sited alongside Pok Yin Road. In order not to impose adverse traffic impact onto the subject cycle track, the vehicular accesses are therefore proposed at Yau King Lane.

2.2.2 Under the latest planning, Site 1 would possibly be divided into 2 sites for the future land sale. For the sake of flexibility, it is proposed to provide two access points, one at the northern end of the site and the other one at the existing hammer-head connecting Yau King Lane as shown in **Figure 2**. Both accesses fulfill TPDM requirements on visibility and minimum clearance from the junction stop-line.

2.2.3 In addition, for serving the future Site 1, an on-street lay-by is proposed next to the site access to provide additional space for proper general pick-up/drop-off activities, also a pair of additional GMB and bus lay-bys are proposed at both bounds of Yau King Lane. **Figure 2** presents the proposed access arrangement and the associated traffic/ pedestrian facilities on Yau King Lane for Site 1.

2.3 Proposed Internal Transport Provisions

Car Parking

2.3.1 To determine car parking provision for the Proposed Development, the parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) are reviewed. The findings are summarised in **Table 2.2**.

Table 2.2 Review of Car Parking Provisions

Parameter	Provision in Accordance with HKPSG[1]	Recommended Provision
Site 1		
1,150 nos. of residential units (average unit size 70m²)		
- Resident parking	90 to 135 nos.	135 nos.
- Retail (7500m²)	68 to 87 nos.	87 nos.
- Visitor parking	1 to 5 nos.	5 nos.
Total:		227 nos.

Note: [1] Provisions are presented in rounded-up figures.

2.3.2 In view of the remoteness of the subject site where mass public transport facilities are limited, it is recommended to adopt the upper bound of the HKPSG car parking provision for Site 1.

2.3.3 For visitor parking, in view of the limited availability of public parking spaces in the vicinity of the subject site, it is recommended to adopt the upper end of the HKPSG provision, i.e. 5 spaces per residential block for Site 1.

Motorcycle Parking

2.3.4 The provisions of motorcycle parking spaces at the proposed development is reviewed against the HKPSG stipulations, and the provisions are tabulated in **Tables 2.3**.

Table 2.3 Proposed Internal Transport Provisions – Motorcycle Parking

Parameter	Provision Ratio in Accordance with HKPSG	Recommended Provision
Site 1		
1,150 nos. of residential units (average unit size 70m²)		
- Resident parking	1 space per 100 units	12 nos.
- Retail (7500m²)	5 to 10% of the total provision for private cars with respect to each type of development	9 nos.
- Visitor parking	N/A	N/A
Total:		21 nos.

Loading/Unloading Bays

2.3.5 The subject site is a domestic establishment with minimal routine operational demand on loading/unloading (i.e. refuse collection). Hence it is recommended to adopt the minimum HKPSG provision. **Table 2.4** summarises the recommended provisions for Site 1.

Table 2.4 Proposed Internal Transport Provisions – Loading/Unloading

Parameter	Provision Ratio in Accordance with HKPSG	Recommended Provision
Site 1		
1,150 nos. of residential units (average unit size 70m^2)		
- Resident parking	1 space per 800 units subject to a minimum of 1 heavy goods vehicles (HGV) per block	Minimum of 1 no of heavy goods vehicles (HGV) per block
- Retail (7500m^2)	1 space per 800m^2 to 1200m^2	7 nos.

3 SUMMARY AND CONCLUSION OF TRAFFIC IMPACT ASSESSMENT FINDINGS

3.1 Design Years

3.1.1 According to the Study Brief, the base year for the assessment is year 2016 while traffic forecasts and traffic impact assessments will be carried out for years 2026 and 2031.

3.1.2 The existing traffic flows for base year 2016 are shown in **Figure 3**.

3.1.3 Traffic forecasts for 2026 and 2031 reference (i.e. no development at the subjected site) traffic flows are shown in **Figures 4 to 5**.

3.2 Development Traffic Generation and Distribution

3.2.1 In order to estimate the future vehicular traffic generation at Site 1, vehicular traffic generation surveys were conducted at two selected residential developments considered to exhibit similar traffic patterns to that of the subject site.

3.2.2 On the other hand, reference will also be made on the trip rates from the Transport Planning and Design Manual (TPDM). However, TPDM makes no recommendation on trip generation rates for flats of size less than 100sqm for R(B). In order to best adhere to the TPDM rates, it is considered appropriate to extrapolate the TPDM rates on private housings R(B) to obtain the rates that correspond to the average flat size of the surveyed sites. These extrapolated rates will be compared with/against the vehicular trip rates observed at the reference sites.

3.2.3 For R(B) zone with accessibility level A, the surveyed trip rate is lower than the lower bound of the extrapolated TPDM trip rates in the morning peak hour. However, the surveyed trip rates are higher than the lower bound of the extrapolated TPDM trip rates in the afternoon peak hour. For conservative purpose, it is therefore proposed to adopt the lower extrapolated TPDM trip rates for the morning peak and the surveyed trip rates for the afternoon peak. The recommended trip rates are summarised in **Table 3.1**.

Table 3.1 Recommendations on Vehicular Trip Rates for Site 1

Site No.	Proposed Zoning	Average Flat Size (m^2)	Recommended Vehicular Trip Rates (pcu/hr/unit)			
			Morning Peak		Evening Peak	
			Gen	Att	Gen	Att
1	R(B)	70	0.1270	0.0515	0.0563	0.0766

3.2.4 For retail trip rate, it is proposed to adopt the 'Mean' trip rate for retail land use as stated in TPDM. The recommendations on vehicular trip rates for retail component are presented in **Table 3.2**.

Table 3.2 Recommendations on Vehicular Trip Rates for Site 1 (Retail)

Site No.	Proposed Land use	Gross Floor Area (m^2)	Recommended Vehicular Trip Rates (pcu/hr/100m^2)			
			Morning Peak		Evening Peak	
			Gen	Att	Gen	Att
1	Retail	7,500	0.2296	0.2434	0.3100	0.3563

3.2.5 The estimation of traffic generation at the Site is presented in **Table 3.3.**

Table 3.3 Estimation of Vehicular Trips for Site 1

Site No.	Proposed Zoning / Land Use	Gross Floor Area (m^2)	Nos. of Flats	Estimated Vehicular Trips (pcu/hr)			
				Morning Peak		Evening Peak	
				Gen	Att	Gen	Att
1	R(B)	80,700	1,150	146	59	65	88
1	Retail	7,500	N/A	17	18	23	27
			Total	163	77	88	115

3.2.6 The distribution of development-generated traffic is based on references to other neighbourhood zones with similar land uses in the traffic model and their respective trip origin-destination (O-D) patterns. **Figure 6** present the ingress and egress routings for the Site.

3.2.7 The 2026 and 2031 Design (i.e. with development at subject site) traffic flows are shown in **Figures 7** and **8**.

3.3 Area of Influence

3.3.1 In order to determine a reasonable Area of Influence (AOI) for the traffic impact assessment, an analysis on the ratio of the anticipated development traffic to the reference traffic flow on key development access route in design year 2026 is conducted and the results are summarised in **Figure 9.**

3.3.2 The results indicated that once the development traffic reaches the Chong San Road / Fo Yin Road Junction, the percentage of traffic increase to the reference traffic would be insignificant (less than 3%). Similarly, for development traffic from Yau King Lane to Tai Po Road, the percentage increase in traffic is also insignificant. It accounts for about 2% of the peak hour traffic flow, and this is less than the daily variation percentage for ATC in the Tai Po area, which is about 7%. Hence it is considered that the area outside these junctions would not be significantly affected by the proposed development traffic. The critical junctions/road links within the AOI have also been identified and included for assessment as summarised in **Figure 9.**

3.4 Junction and Road Link Capacity Assessment

3.4.1 The junction and road link capacity assessments were conducted and their results covering the 2016 base year and the 2026 and 2031 design years for both the reference and design scenarios are summarised in the following **Tables 3.4** to **3.7**.

Table 3.4 Junction Capacity Assessment Results for Year 2016

No.	Junction	Type(1)	RFC(2)	
			2016 Morning	2016 Evening
J1	Tolo Highway / Chong San Road	R	0.33	0.15
J2	Chong San Road / Fo Chun Road	P	0.34	0.26
J3	Chong San Road / Fo Shing Road	P	0.50	0.36
J4	Pok Yin Road / Fo Chun Road / Fo Shing Road	R	0.14	0.10
J5	Yau King Lane / Pok Yin Road / Cheung Shue Tan Road	R	0.11	<0.10
J6	Tai Po Road - Tai Po Kau / Lookout Link	P	0.12	0.11
J7	Chong San Road / Fo Yin Road	P	0.30	0.25

Notes
(1) Junction Type: P – Priority; R – Roundabout; S – Signalised;
(2) RFC: Ratio of Flow to Capacity for priority junctions (P) and roundabout (R)

Table 3.5 Junction Capacity Assessment Results for Year 2026

No.	Junction	Type(1)	2026 REF		2026 With Developments	
			Morning	Evening	Morning	Evening
J1	Tolo Highway / Chong San Road	R	0.64	0.43	0.64	0.44
J2	Chong San Road / Fo Chun Road	S	29%	25%	22%	21%
J3	Chong San Road / Fo Shing Road	S	42%	68%	31%	63%
J4	Pok Yin Road / Fo Chun Road / Fo Shing Road	R	0.37	0.27	0.37	0.28
J5	Yau King Lane / Pok Yin Road / Cheung Shue Tan Road	R	0.25	0.13	0.28	0.17
J6	Tai Po Road - Tai Po Kau / Lookout Link	P	0.15	0.11	0.26	0.14
J7	Chong San Road / Fo Yin Road	P	0.81	0.75	0.82	0.76

Notes
(1) Junction Type: P – Priority; R – Roundabout; S – Signalised;
(2) RC: Reserved Capacity in percentage (%) for signalised junctions (S);
(3) RFC: Ratio of Flow to Capacity for priority junctions (P) and roundabout (R)

Table 3.6 Junction Capacity Assessment Results the Year 2031

No.	Junction	Type(1)	2031 REF		2031 With Developments	
			Morning	Evening	Morning	Evening
J1	Tolo Highway / Chong San Road	R	0.64	0.43	0.65	0.44
J2	Chong San Road / Fo Chun Road	S	29%	24%	22%	20%
J3	Chong San Road / Fo Shing Road	S	41%	68%	30%	63%
J4	Pok Yin Road / Fo Chun Road / Fo Shing Road	R	0.37	0.27	0.37	0.28
J5	Yau King Lane / Pok Yin Road / Cheung Shue Tan Road	R	0.25	0.13	0.28	0.17
J6	Tai Po Road - Tai Po Kau / Lookout Link	P	0.15	0.11	0.26	0.14
J7	Chong San Road / Fo Yin Road	P	0.80	0.75	0.82	0.76

Notes
(1) Junction Type: P – Priority; R – Roundabout; S – Signalised;
(2) RC: Reserved Capacity in percentage (%) for signalised junctions (S);
(3) RFC: Ratio of Flow to Capacity for priority junctions (P) and roundabout (R)

Table 3.7 Road Link Capacity Assessment for Years 2026 and 2031

Key Routes		Year 2026		Year 2031	
		Reference AM (PM)	Design AM (PM)	Reference AM (PM)	Design AM (PM)
Yau King Lane	EB	0.17 (0.14)	0.25 (0.21)	0.17 (0.14)	0.25 (0.21)
	WB				

Note: Road link capacity is assessed in terms of V/C ratio (Volume-to-Capacity Ratio), whereby >1.0 denotes overloaded condition.

3.4.2 In view of the marginal increment of traffic generated/attracted by Site 1, the junction assessment shows that there is negligible impact on the performance of the above junctions in the future design years. All assessed junctions will be operating with ample reserve capacities in all design years, with minimal traffic impact imposed by Site 1.

3.4.3 By the same token, trip generation/attraction from Site 1 is not excessive. Therefore, the result of the road link capacity assessment shows no adverse traffic impact on the road links even Site 1 is in place.

3.5 Construction Traffic Impact Assessment

3.5.1 The amount of construction traffic to be generated at Site 1 is estimated in accordance with the construction traffic flow rate of the reference construction site. **Table 3.8** presents the estimated construction traffic.

Table 3.8 Estimated Construction Traffic

Site	Nos. of Flats	GFA (m^2)	Morning Peak (pcu/hr)		Evening Peak (pcu/hr)	
			Gen	Att	Gen	Att
Site 1	1150	88,200	34	34	34	34

Note: The total GFA includes 80700m^2 of residential and 7500m^2 of retail.

3.5.2 Considering year 2026 to be taken as the design year, the magnitude of construction traffic is compared with the development traffic. The comparison shows that the magnitude of development traffic is much higher than the construction traffic. Therefore, the construction traffic would not be critical in terms of traffic impact to junctions and road link capacities.

3.6 Review of Public Transport and Pedestrian Facilities

3.6.1 During the survey, it is observed that most of the pedestrian trip generated by retail are contributed by the residential development itself. Therefore most of the pedestrian trip generated by retail would not contribute to public transit nor pedestrian network. For conservative purpose, nominal 5% of pedestrian generated by retail would use public transport facilities.

3.6.2 **Table 3.9** presents the estimated demand on public transport services to be generated by Site 1.

Table 3.9 Estimated Demand on non-private mode for Site 1

Site	Morning Peak (pph)		Evening Peak (pph)	
	Generation	Attraction	Generation	Attraction
Site 1 (Residential)	268	176	211	278
Site 1 (Retail)	2	2	24	23
Total	270	178	235	301

3.6.3 As the GMB services has nearly saturated during the current morning peak, it is opined necessary to enhance the existing public transport services by initiating an additional GMB or bus route in order to cater for the additional demand from Site 1.

3.6.4 The frequency of the GMB should be an additional 17 nos of 16 seats GMB or 15 nos of 19 seats GMB per hour in order to cope with the estimated peak demand of 270 passengers per hour during the morning peak. For evening peak, an additional 19 nos of 16-seats GMB per hour should be provided or 16 nos of 19 seats GMB per hour to cater for the anticipated passenger demand.

3.6.5 TD would review the public transport service provisions at the area concerned near the time of population intake of the Site such that appropriate transport service would be provided to address the passenger demand.

3.6.6 Pedestrian generation for the proposed developments were estimated based on the results of the pedestrian trip generation surveys from similar-natured residential developments in the vicinity of Site 1. The results of the estimated pedestrian generation for Site 1 is summarised in **Table 3.10**.

Table 3.10 Estimated Pedestrian Flows for Site 1

Site	Morning Peak (pph)		Evening Peak (pph)	
	Generation	Attraction	Generation	Attraction
Site 1 (Residential)	454	299	347	456
Site 1 (Retail)	3	3	39	38
Total	457	302	386	494

3.6.7 Apart from public transport requirements, adequacy of pedestrian facilities provided in the vicinity of Site 1 after the completion of the developments were also reviewed. The magnitude of pedestrians generated by Site 1 and its implication on the immediate footpaths are presented in **Figure 10**. The results show that all footpaths immediately abutting Site 1 are adequate to cope with the estimated demand generated by Site 1.

3.7 Sensitivity Test

3.7.1 A sensitivity test was conducted to explore an alternative scheme with possible increase of domestic GFA from 80,700 m^2 (i.e. approx. 1150 flats) to 88,200 m^2 (i.e. approx. 1,260 flats) by converting all retail GFA to domestic GFA (i.e. 7,500m^2).

3.7.2 By comparing the trip generation between the original scheme and the tested scenario on converting 7500 m^2 from retail purpose to residential purpose as mentioned in the above. The tested scenario would have a lower trip generation than the proposed scheme and hence generate less traffic than the proposed proposal. Hence it is expected that the junctions within Pak Shek Kok would still operate within capacity with the tested scenario.

3.7.3 For public transit demand, the test scenario would have a higher public transit demand than the proposed scheme in AM peak hour but similar demand in PM peak hour. Hence it is expected the frequency of GMB are required to increase, by 2 nos of 16 seats /19 seats GMB per hour compared as with the proposed scheme.

3.7.4 It is concluded that both proposed scheme and tested scenario would not cause any significant traffic impact to the surrounding road network.

3.8 Conclusion

3.8.1 In view of the above, it is concluded that the proposed developments in Site 1 would not generate insurmountable traffic impact to the surrounding road and pedestrian networks.

FIGURES



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

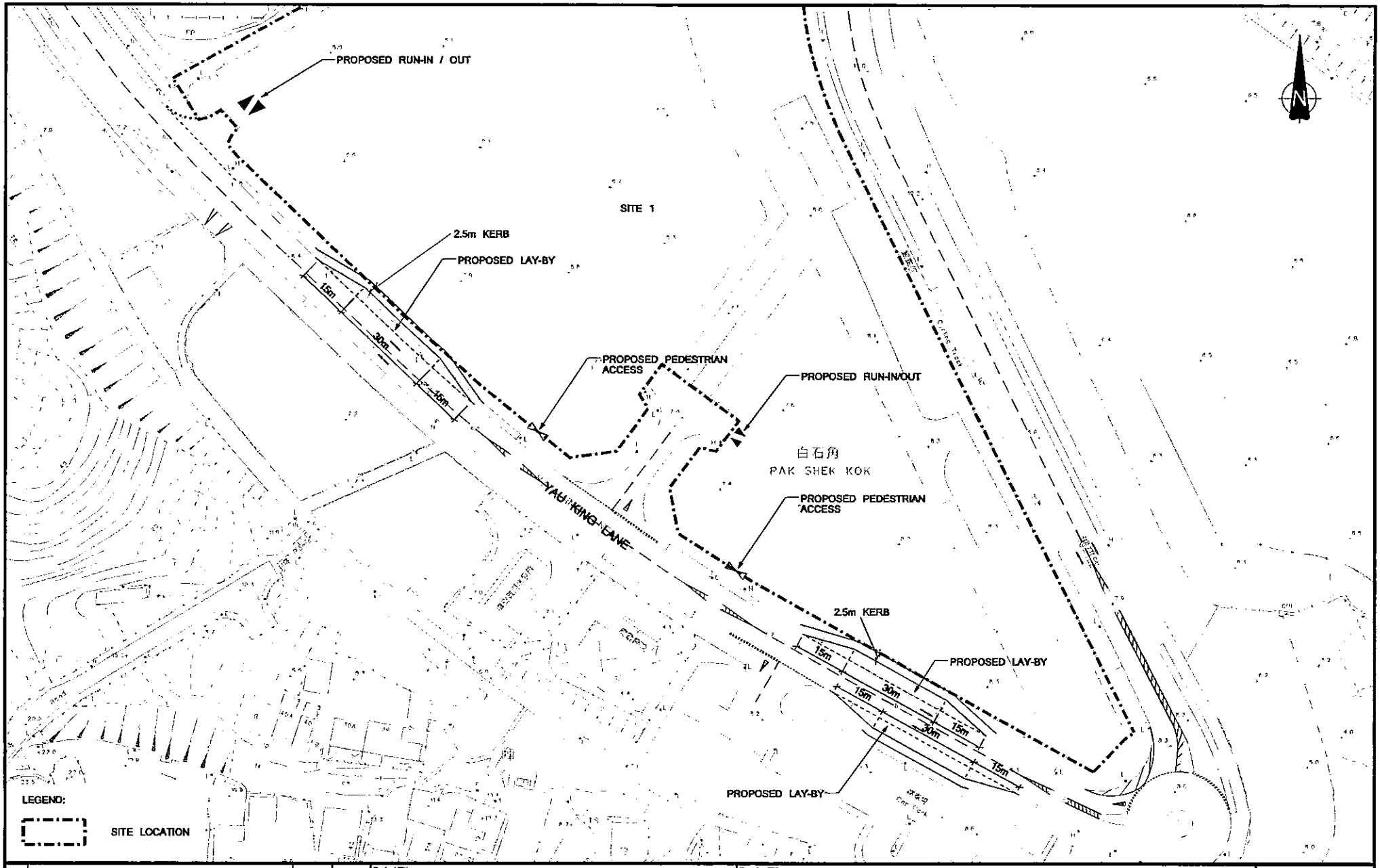
Drawing Title

SITE LOCATION

Designed	Checked	Scale	Date	Drawing No.	Rev.
HKH	EDC	NTS	MAY 2017	1	-

SYSTRA MVA

C:\HK50229010\ES\VOL_1\F1.CDR\LLH\MAY17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 348/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

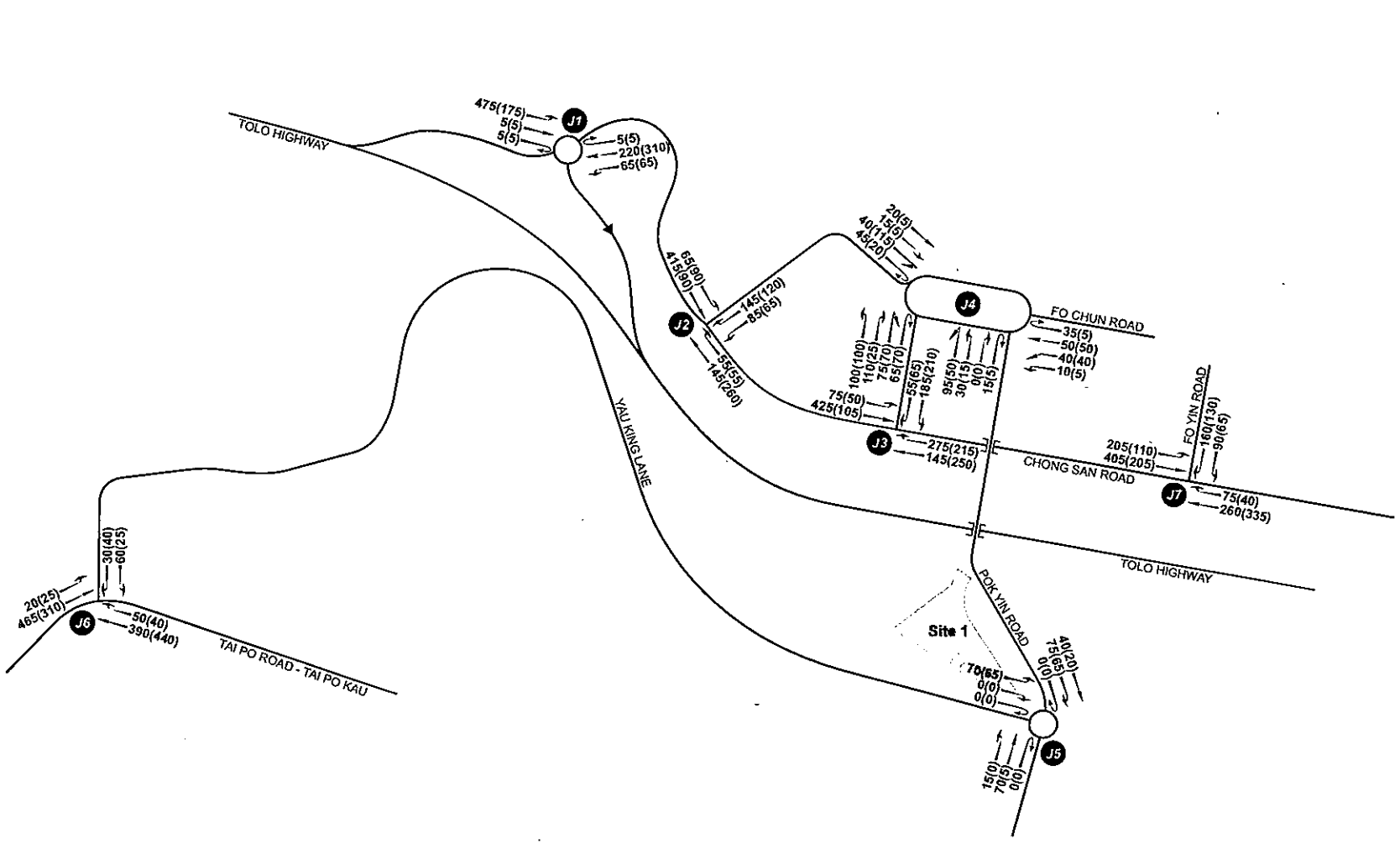
Drawing Title

PROPOSED CONCEPTUAL SITE ACCESS ARRANGEMENT FOR SITE 1

Designed	Checked	Scale	Date	Drawing No.	Rev.
HKH	CWH	1:1000(A3)	MAY 2017	2	-

SYSTRA MVA

CHK50229010/ES/VOL_1/F2.DGN/KCF/02MAY17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

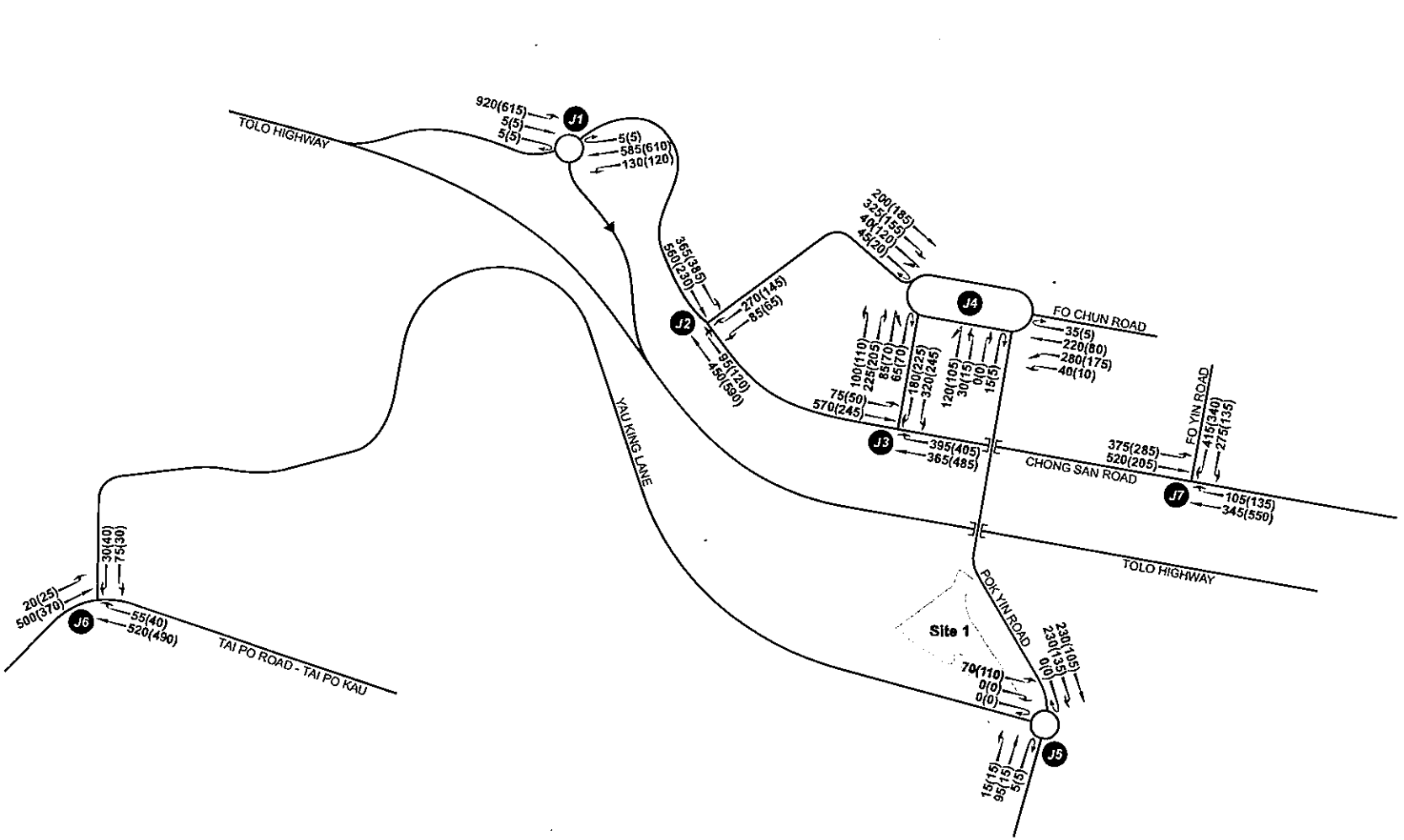
Drawing Title

2016 OBSERVED PEAK TRAFFIC FLOWS IN TAI PO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	EDC	NTS	APR 2017	3	-

SYSTRA MVA

CHK50229010/ESA/OL_1/F3.CDR/LLH/20APR17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

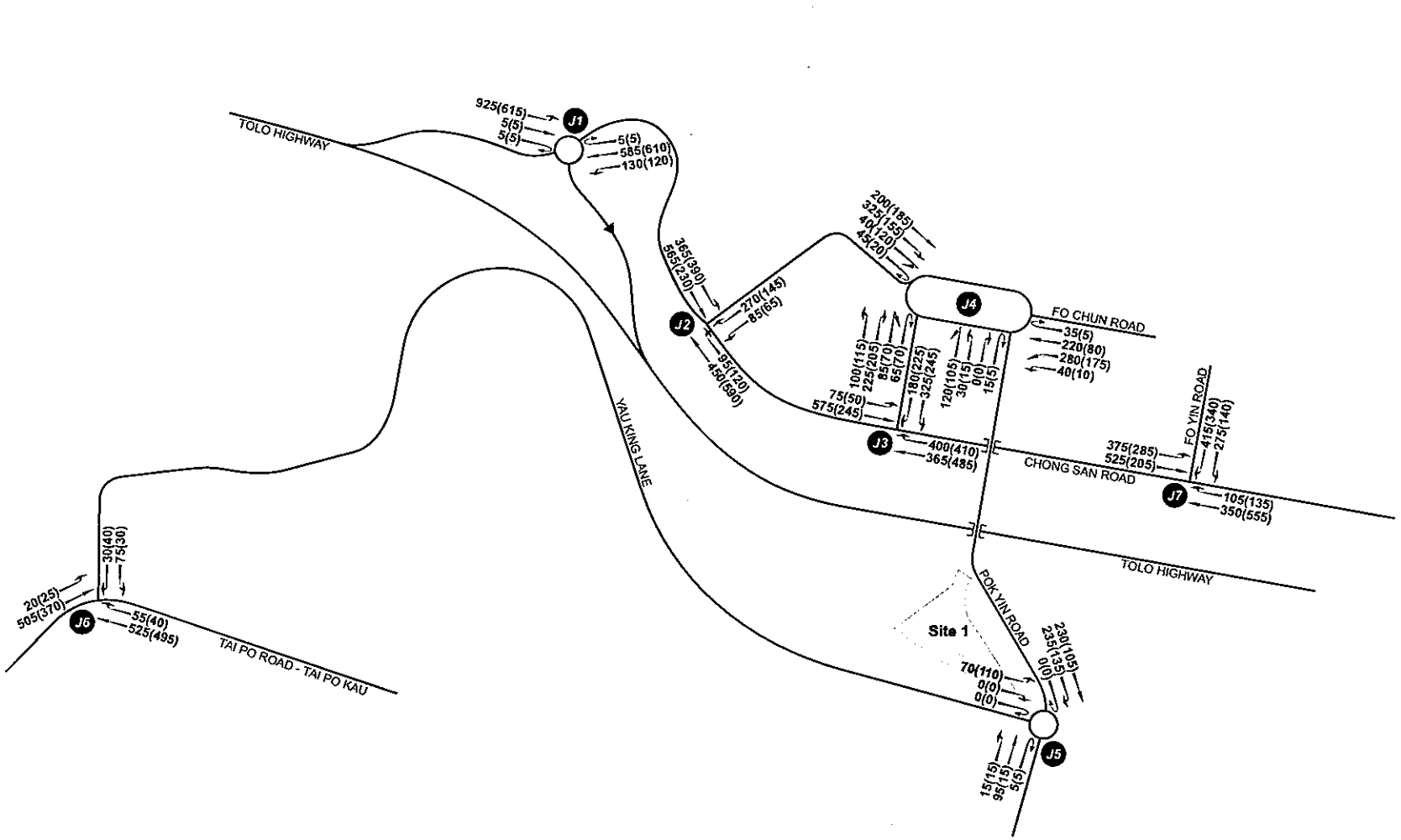
Drawing Title

2026 REFERENCE FLOWS (SITE 1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
HKH	EDC	NTS	MAY 2017	4	-

SYSTRA MVA

C:\KS0229010\ES\VOL_1\F4 CDR\CKW2\MAY17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

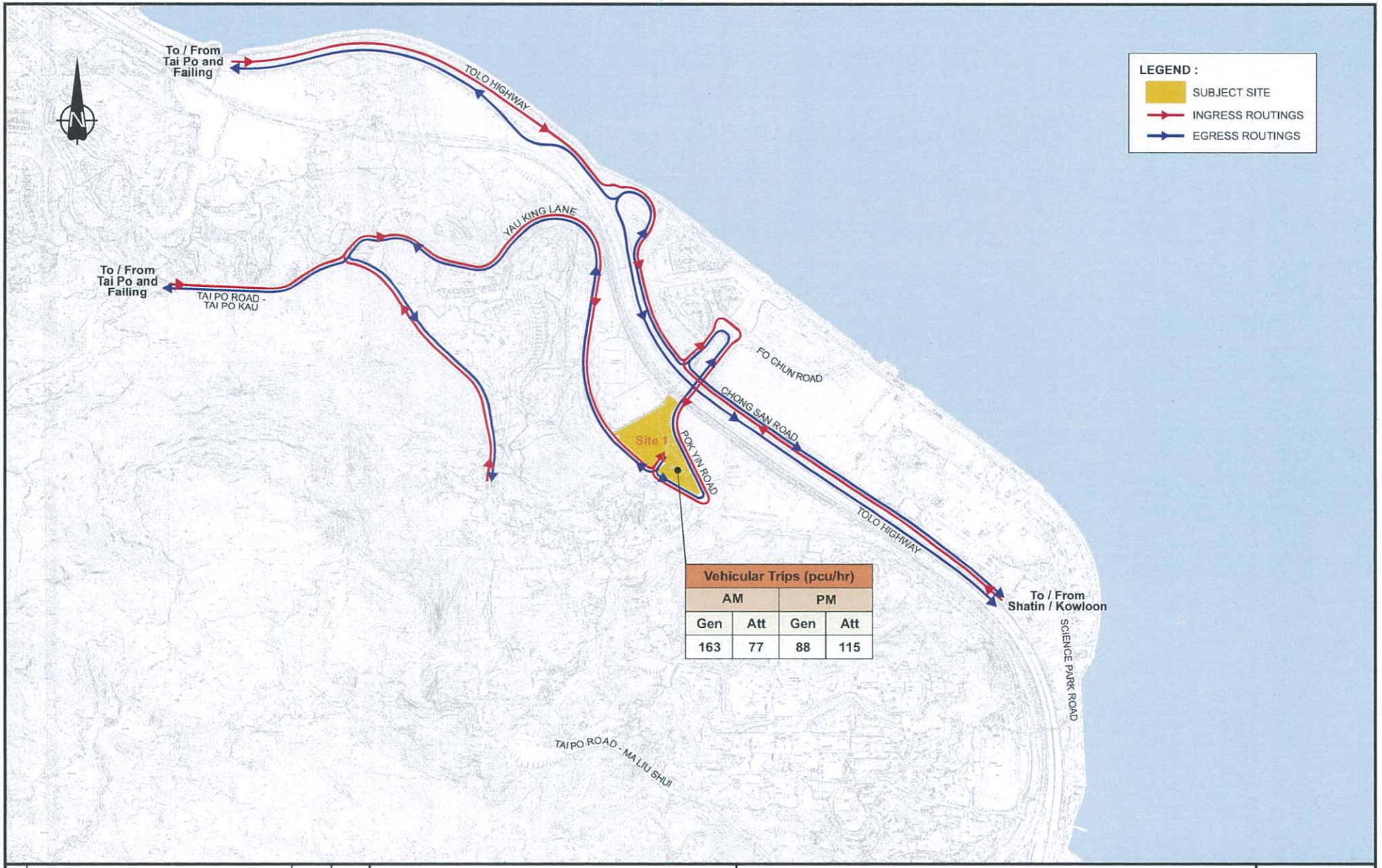
Drawing Title

2031 REFERENCE FLOWS (SITE 1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
HKH	EDC	NTS	MAY 2017	5	-

SYSTRA MVA

CHK50229010/ES/VOL_1/F5.CDR/CKM/2MAY17



Vehicular Trips (pcu/hr)			
AM		PM	
Gen	Att	Gen	Att
163	77	88	115

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

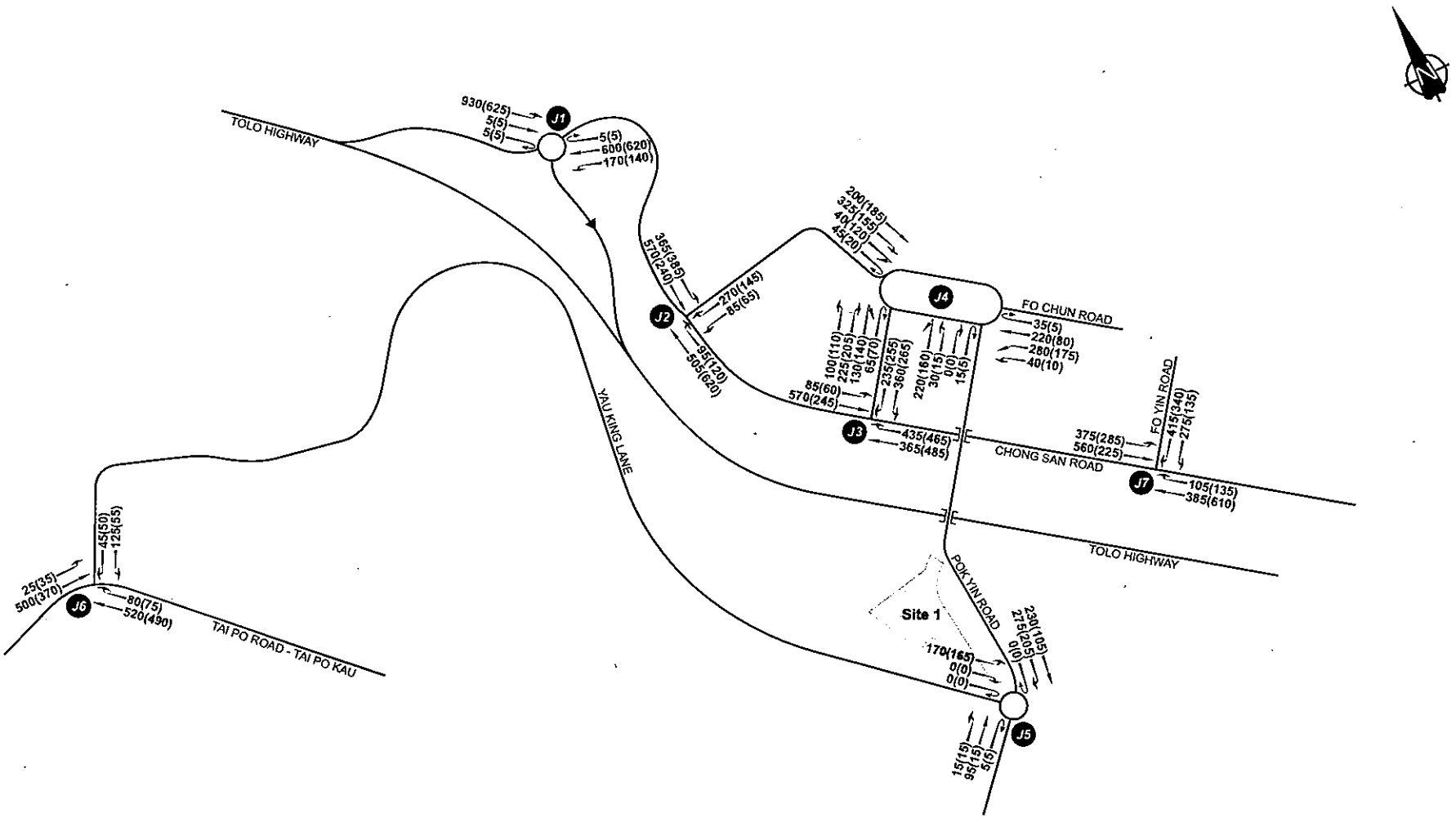
Drawing Title

ACCESS ROUTINGS FOR SITE 1

Designed	Checked	Scale	Date	Drawing No.	Rev.
HKH	EDC	NTS	MAY 2017	6	-

SYSTRA MVA

CHK50229010/ES/VOL_1/F6.CDR/LLH/22MAY17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

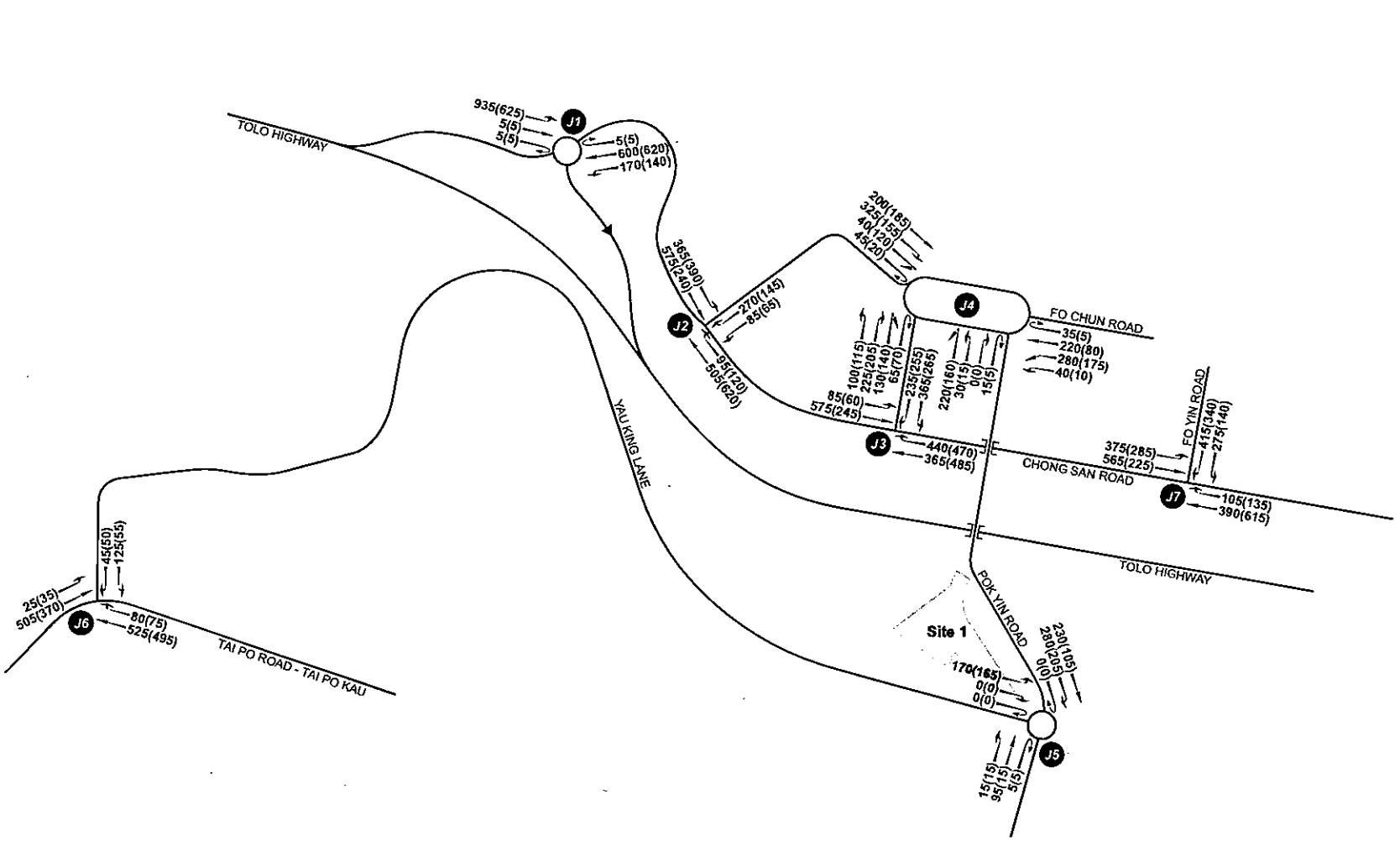
Drawing Title

2026 DESIGN FLOWS (SITE 1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
HKH	EDC	NTS	MAY 2017	7	-

SYSTRA MVA

CHK50229010/CS/VOL_1/F7.CDR/CKW/2MAY17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

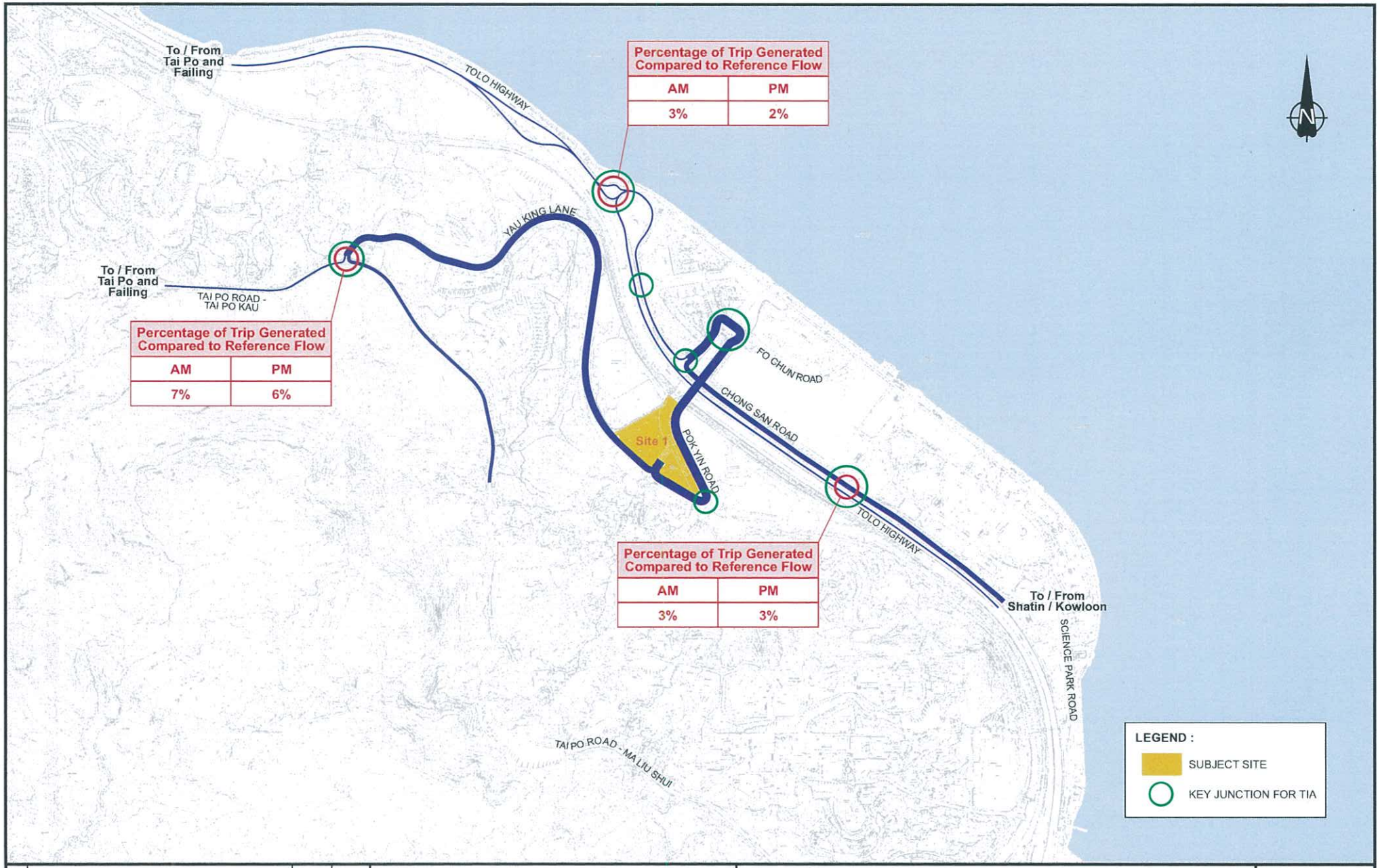
Drawing Title

2031 DESIGN FLOWS (SITE 1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
HKH	EDC	NTS	MAY 2017	8	-

SYSTRA MVA

CHK5022910/ES/VOL_1/F8.CDR/CKM/2MAY17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

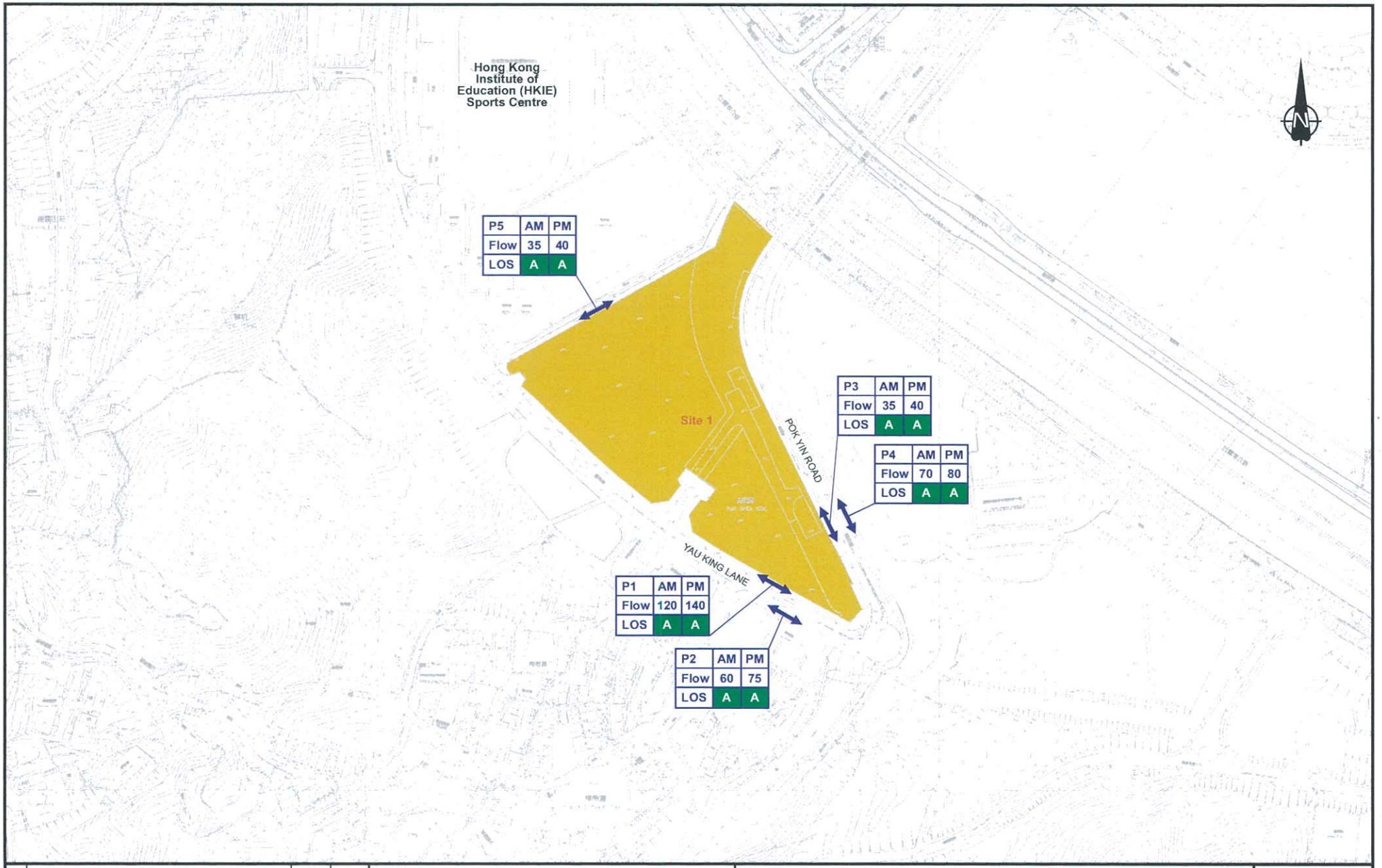
Drawing Title

PROPOSED AREA OF INFLUENCE

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	EDC	NTS	MAY 2017	9	-

SYSTRA MVA

CHK50229010/ES/VOL_1/F9.CDR/LLH/22MAY17



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 346/2015 TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN PAK SHEK KOK, TAI PO AND ALONG ROUTE TWISK, TSUEN WAN

Drawing Title

PEDESTRIAN FLOWS AND PERFORMANCE OF FOOTPATHS IN TAI PO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	EDC	NTS	MAY 2017	10	-

SYSTRA MVA

CHK5029010/ES/VOL_1/F10.CDR/LLH/16MAY17

APPENDIX A RESPONSE TO COMMENTS ON DRAFT EXECUTIVE SUMMARY

Comments	Response
Transport Department, E/TP2, TE/NTE, Mr, Kenny Wong **By Email dated 30 June 2017** Further to my email earlier today, as discussed, please incorporate the sensitivity test and the findings in the executive summary, and the executive summary will be available by 5 July 2017.	Noted, the result of sensitivity test has incorporated in the final executive summary, as the tested scenario would have a lower trip generation that the proposed scheme, hence it is expected that the junctions within Pak Shek Kok would still operate within capacity with the tested scenario and both the proposed scheme would not cause any significant traffic impact to the surrounding road network.

Appendix IIb

Executive Summary of Traffic Impact Assessment for Amendment Item D

Reference number CHK50133110

EXECUTIVE SUMMARY (VOLUME 2 – MA WO)

MVA
SYSTRA GROUP

AGREEMENT NO. TD 1/2015 – TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN TAI PO KAU AND MA WO

EXECUTIVE SUMMARY (VOLUME 2 – MA WO)

IDENTIFICATION TABLE	
Client/Project owner	Transport Department
Project	Agreement No. TD 1/2015 – Traffic Impact Assessment for the Proposed Developments in Tai Po Kau and Ma Wo
Study	Executive Summary (Volume 2 – Ma Wo)
Type of document	Report
Date	24/06/2016
File name	g:\mva\hk501331\chk50133110\report\es_20160610_vol 2 (ma wo).docx
Reference number	CHK50133110

APPROVAL					
Version	Name		Position	Date	Modifications
1	Author	KC Tong	Senior Traffic Engineer	24/06/2016	
	Checked by	Edmond Chu	Associate Director	24/06/2016	
	Approved by	Chapman Lam	Director	24/06/2016	

TABLE OF CONTENTS

PAGE

1	INTRODUCTION	6
1.1	BACKGROUND	6
1.2	SITE LOCATION AND STUDY AREA	6
2	DEVELOPMENT CONTEXT	7
2.1	DEVELOPMENT PARAMETERS	7
2.2	PROPOSED PEDESTRIAN AND VEHICULAR ACCESS ARRANGEMENTS	7
2.3	PROPOSED INTERNAL TRANSPORT PROVISIONS	7
3	SUMMARY AND CONCLUSION OF TRAFFIC IMPACT ASSESSMENT FINDINGS	9
3.1	DESIGN YEARS	9
3.2	DEVELOPMENT TRAFFIC GENERATION AND DISTRIBUTION	9
3.3	JUNCTION AND ROAD LINK CAPACITY ASSESSMENT	10
3.4	CONSTRUCTION TRAFFIC IMPACT ASSESSMENT	12
3.5	REVIEW OF PUBLIC TRANSPORT AND PEDESTRIAN FACILITIES	12
3.6	CONCLUSION	13

LIST OF TABLES

PAGE

Table 2.1 Development Parameters 7

Table 2.2 Review of Car Parking Provisions 7

Table 2.3 Proposed Internal Transport Provisions – Motorcycle Parking 8

Table 2.4 Proposed Internal Transport Provisions – Loading/Unloading 8

Table 3.1 Estimation of Vehicular Trips for Site 5 9

Table 3.2 Junction Capacity Assessment Results for Year 2015 10

Table 3.3 Junction Capacity Assessment Results for Year 2021 10

Table 3.4 Junction Capacity Assessment Results for Year 2026 10

Table 3.5 Junction Capacity Assessment Results for Year 2031 11

Table 3.6 Road Link Capacity Assessment for Years 2021, 2026 and 2031 11

Table 3.7 Estimated Construction Traffic 12

Table 3.8 Estimated Demand on non-private mode for Site 5 12

Table 3.9 Estimated Pedestrian Flows for Site 5 13

LIST OF FIGURES

1	Proposed Study Area of Influence in Ma Wo
2	Proposed Conceptual Site Access Arrangement For Site 5
3	2015 Observed Peak Traffic Flows in Ma Wo
4	2021 Reference Flows in Ma Wo
5	2026 Reference Flows in Ma Wo
6	2031 Reference Flows in Ma Wo
7	Access Routing for The Subject Site in Ma Wo
8	2021 Design Flows in Ma Wo
9	2026 Design Flows in Ma Wo
10	2031 Design Flows in Ma Wo
11	Swept Path Analysis for Double-decker Buses on Ma Wo Roundabout
12	Pedestrian Flows and Performance of Footpaths in Ma Wo

1 INTRODUCTION

1.1 Background

1.1.1 Transport Department (hereinafter called "the Client") of the Government of the Hong Kong Special Administrative Region (HKSAR) appointed MVA Hong Kong Ltd (MVA), under Agreement No. TD 1/2015, to provide professional services in respect of – Traffic Impact Assessment for the Proposed Developments in Tai Po Kau and Ma Wo (hereinafter called "the Assignment"). The official commencement date of the Assignment was 21st August 2015.

1.1.2 The proposed developments consist of five sites in Tai Po Kau and Ma Wo areas, which are planned to be developed into residential developments. This Executive Summary (ES) summarises the study findings for Site 5 in Ma Wo, while study findings for Sites 1-4 in Tai Po Kau are presented in Volume 1 of this ES.

1.2 Site Location and Study Area

1.2.1 Site 5 is located north of the roundabout in Ma Wo Road. The site is also currently zoned as "Green Belt" under the latest Tai Po Outline Zoning Plan. Tentatively, Site 5 is scheduled to be rezoned to "Residential (Group B)" in late-2016. The proposed residential development will adopt a plot ratio of 4, producing approximately 1,240 nos. of flats of a size of about 60sqm.

1.2.2 The subjected site location and study area is shown in **Figure 1.**

2 DEVELOPMENT CONTEXT

2.1 Development Parameters

2.1.1 Site 5 occupies an area of about 2.57 hectares and will adopt a plot ratio of 4. Approximately 1,240 numbers of flat with size of about 60 m^2 will be provided. The development parameters of the site are summarised in **Table 2.1.**

Table 2.1 Development Parameters

Site No.	Proposed Zoning	Proposed Plot Ratio	Average Flat Size (m^2)	Estimated Flat Nos.	Estimated Site Availability
5	R(B)	4	60	1240	2018-19

2.2 Proposed Pedestrian and Vehicular Access Arrangements

Site 5

2.2.1 Frontage for the site access of Site 5 is available on the roundabout of Ma Wo Road and along the access road to Ma Wo Village.

2.2.2 An access road of about 6.1 m wide and a footpath of 2.5m wide along the north kerbside of the access road are present to link up the roundabout with Ma Wo Village. Based on site observation, this road primarily serves the traffic to Ma Wo Village and the Refuse Collection Point (RCP), both of which are located at the end of this road.

2.2.3 It is proposed to provide the site access at the roundabout to minimise disturbance to the local access road.

2.2.4 **Figure 2** presents the proposed site access arrangement on Ma Wo Road at Site 5.

2.3 Proposed Internal Transport Provisions

Car Parking

2.3.1 To determine car parking provision for the proposed developments, the parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) are reviewed. The findings are summarised in **Table 2.2.**

Table 2.2 Review of Car Parking Provisions

Sites	Nos. of Flats	Provision[1]
		Based on HKPSG
5	1240	97 - 145

Note: [1] Provisions are presented in rounded-up figures.

2.3.2 In view of remoteness of Site 5 where mass public transport provisions are limited, it is recommended to adopt the upper bound of the HKPSG car parking provision for Site 5.

2.3.3 For visitor parking, in view of the limited availability of public parking spaces in the vicinity of the subject sites, it is recommended to adopt the upper end of the HKPSG provision, i.e. 5 spaces per residential block for Site 5.

Motorcycle Parking

2.3.4 The provision of motorcycle parking at Site 5 is also reviewed against the HKPSG stipulation, and the provision is tabulated in **Table 2.3.**

Table 2.3 Proposed Internal Transport Provisions – Motorcycle Parking

Parameter	Provision Ratio in Accordance with HKPSG	Recommended Provision
Site 5		
1240 nos. of residential units (average unit size 60m^2)		
- Resident parking	- 1 space per 100 units	13 nos.
- Visitor parking	- N/A	-

Loading/Unloading Bays

2.3.5 The subject sites are domestic establishments with minimal routine operational demand on loading/ unloading (i.e. refuse collection). Hence it is recommended to adopt the minimum HKPSG provision. **Table 2.4** summarises the recommended provision for Site 5.

Table 2.4 Proposed Internal Transport Provisions – Loading/Unloading

Parameter	Provision Ratio in Accordance with HKPSG	Recommended Provision
Site 5		
1240 nos. of residential units (average unit size 60m^2)	1 space per 800 units subject to a minimum of 1 per block	Minimum of 1 no per block

3 SUMMARY AND CONCLUSION OF TRAFFIC IMPACT ASSESSMENT FINDINGS

3.1 Design Years

3.1.1 According to the Study Brief, the base year for the assessment is year 2015 while traffic forecasts and traffic impact assessments will be carried out for years 2021, 2026 and 2031.

3.1.2 The existing traffic flows for base year 2015 are shown in **Figure 3.**

3.1.3 Traffic forecasts for 2021,2026 and 2031 reference (i.e. no development at the subjected site) traffic flows are shown in **Figures 4** to **6.**

3.2 Development Traffic Generation and Distribution

3.2.1 In order to estimate the future vehicular traffic generation at Site 5, vehicular traffic generation surveys were conducted at three selected residential developments considered to exhibit similar traffic patterns to that of the subject sites. Reference will also be made on the trip rates from the Transport Planning and Design Manual (TPDM).

3.2.2 TPDM makes no recommendation on trip generation rates for flats of size less than 100sqm for R(B) zones. In order to best adhere to the TPDM rates, it is considered appropriate to extrapolate the TPDM rates on private housings R(B) to obtain the rates that correspond to the average flat size of the surveyed sites. These extrapolated rates will be compared with/against the vehicular trip rates observed at the reference sites.

3.2.3 For R(B) zone, the lower extrapolated TPDM trip rates are similar to or slightly greater than the surveyed trip rates in the morning peak hour. However, the surveyed trip rates are higher than the lower extrapolated TPDM trip rates in the afternoon peak hour. It is proposed to adopt the lower extrapolated TPDM trip rates for the morning peak and the surveyed trip rates for the afternoon peak for Site 5.

3.2.4 The estimation of traffic generation at the Site is presented in **Table 3.1.**

Table 3.1 Estimation of Vehicular Trips for Site 5

Site No.	Proposed Zoning	Average Flat Size (m^2)	Nos. of Flats	Estimated Vehicular Trips (pcu/hr)			
				Morning Peak		Evening Peak	
				Gen	Att	Gen	Att
5	R(B)	60	1240	170	59	71	105

3.2.5 The distribution of development-generated traffic is based on references to other residential zones in the traffic model and their respective trip origin-destination (O-D) patterns. **Figure 7** present the ingress and egress routings for Site 5.

3.2.6 The 2021, 2026 and 2031 Design (i.e. with development at subject site) traffic flows are shown in **Figures 8** to **10.**

3.3 Junction and Road Link Capacity Assessment

3.3.1 The junction and road link capacity assessments were conducted and their results covering the 2015 base year and the 2021, 2026 and 2031 design years for both the reference and design scenarios are summarised in the following **Tables 3.2** to **3.6.**

Table 3.2 Junction Capacity Assessment Results for Year 2015

No.	Junctions	Type[1]	RC[2] / RFC[3]	
			2015 AM	2015 PM
J8	Nam Wan Road/Shan Tong Road	S	70%	90%
J9	Nam Wan Road/Tat Wan Road	S	52%	53%
J10	Tat Wan Road/Fung Wan Road	S	92%	>100%
J11	Tat Wan Road/Ma Wo Road	S	>100%	>100%
J12	Tat Wan Road / Slip Road to Tolo Highway	S	>100%	>100%
J13	Tat Wan Road / Slip Road from Tolo Highway	S	>100%	>100%
J14	Ma Wo Road / Access Road to Ma Wo Village	R	<0.10	<0.10

Notes
(1) Junction Type: P – Priority; R – Roundabout; S – Signalised;
(2) RC: Reserved Capacity in percentage (%) for signalised junctions (S) and the result is rounded to the nearest 5%;
(3) RFC: Ratio of Flow to Capacity for priority junctions (P) and roundabout (R)

Table 3.3 Junction Capacity Assessment Results for Year 2021

No.	Junction	Type	2021 REF		2021 With Developments	
			Morning	Evening	Morning	Evening
J8	Nam Wan Road/Shan Tong Road	S	30%	45%	30%	45%
J9	Nam Wan Road/Tat Wan Road	S	40%	50%	35%	45%
J10	Tat Wan Road/Fung Wan Road	S	90%	>100%	75%	>100%
J11	Tat Wan Road/Ma Wo Road	S	>100%	>100%	95%	>100%
J12	Tat Wan Road / Slip Road to Tolo Highway	S	75%	>100%	50%	>100%
J13	Tat Wan Road / Slip Road from Tolo Highway	S	>100%	>100%	>100%	>100%
J14	Ma Wo Road / Access Road to Ma Wo Village	R	<0.1	<0.1	0.17	<0.1

Notes
(1) Junction Type: P – Priority; R – Roundabout; S – Signalised;
(2) RC: Reserved Capacity in percentage (%) for signalised junctions (S) and the result is rounded to the nearest 5%;
(3) RFC: Ratio of Flow to Capacity for priority junctions (P) and roundabout (R)

Table 3.4 Junction Capacity Assessment Results for Year 2026

No.	Junction	Type	2026 REF		2026 With Developments	
			Morning	Evening	Morning	Evening
J8	Nam Wan Road/Shan Tong Road	S	25%	45%	25%	45%
J9	Nam Wan Road/Tat Wan Road	S	30%	35%	30%	25%
J10	Tat Wan Road/Fung Wan Road	S	75%	95%	60%	85%
J11	Tat Wan Road/Ma Wo Road	S	>100%	>100%	70%	85%
J12	Tat Wan Road / Slip Road to Tolo Highway	S	70%	>100%	50%	>100%
J13	Tat Wan Road / Slip Road from Tolo Highway	S	>100%	>100%	>100%	>100%

No.	Junction	Type	2026 REF		2026 With Developments	
			Morning	Evening	Morning	Evening
J14	Ma Wo Road / Access Road to Ma Wo Village	R	<0.1	<0.1	<0.17	<0.1

Notes
(1) Junction Type: P – Priority; R – Roundabout; S – Signalised;
(2) RC: Reserved Capacity in percentage (%) for signalised junctions (S) and the result is rounded to the nearest 5%;
(3) RFC: Ratio of Flow to Capacity for priority junctions (P) and roundabout (R)

Table 3.5 Junction Capacity Assessment Results for Year 2031

No.	Junction	Type	2031 REF		2031 With Developments	
			Morning	Evening	Morning	Evening
J8	Nam Wan Road/Shan Tong Road	S	15%	45%	15%	45%
J9	Nam Wan Road/Tat Wan Road	S	25%	25%	20%	20%
J10	Tat Wan Road/Fung Wan Road	S	60%	90%	50%	80%
J11	Tat Wan Road/Ma Wo Road	S	95%	>100%	60%	75%
J12	Tat Wan Road / Slip Road to Tolo Highway	S	65%	>100%	45%	>100%
J13	Tat Wan Road / Slip Road from Tolo Highway	S	>100%	>100%	>100%	>100%
J14	Ma Wo Road / Access Road to Ma Wo Village	R	<0.1	<0.1	0.17	<0.1

Notes
(1) Junction Type: P – Priority; R – Roundabout; S – Signalised;
(2) RC: Reserved Capacity in percentage (%) for signalised junctions (S) and the result is rounded to the nearest 5%;
(3) RFC: Ratio of Flow to Capacity for priority junctions (P) and roundabout (R)

Table 3.6 Road Link Capacity Assessment for Years 2021, 2026 and 2031

Key Routes		Year 2021		Year 2026		Year 2031	
		REF	With Dev	REF	With Dev	REF	With Dev
Tolo Highway (near Ma Wo)	EB	0.66 (0.59)	0.67 (0.60)	0.79 (0.64)	0.80 (0.65)	0.91 (0.67)	0.92 (0.68)
	WB	0.52 (0.48)	0.53 (0.49)	0.60 (0.56)	0.61 (0.57)	0.68 (0.66)	0.69 (0.66)

Note: Road link capacity is assessed in terms of V/C ratio (Volume-to-Capacity Ratio), whereby >1.0 denotes overloaded condition.

3.3.2 In view of the marginal increment of traffic generated/attracted by Site 5, the junction assessment shows that there is negligible impact on the performance of the above junctions in the future design years. All assessed junctions will be operating with ample reserve capacities in all design years, with minimal traffic impact imposed by Site 5.

3.3.3 By the same token, trip generation/attraction from Site 5 is not excessive. Therefore, the result of the road link capacity assessment shows no adverse traffic impact on the road links even if Site 5 is in place.

3.4 Construction Traffic Impact Assessment

3.4.1 The amount of construction traffic to be generated at Site 5 is estimated in accordance with the construction traffic flow rate of the reference construction site. **Table 3.7** presents the estimated construction traffic.

Table 3.7 Estimated Construction Traffic

Sites	Nos. of Flats	GFA (m^2)	Morning Peak (pcu/hr)		Evening Peak (pcu/hr)	
			Gen	Att	Gen	Att
Site 5	1240	74400	29	29	29	29

Note: GFA is assumed by multiplying the nos. of flats with average flat size.

3.4.2 Considering that year 2021 is assessed as the design year, the magnitude of construction traffic is compared with the development traffic. The comparison shows that the magnitude of development traffic is much higher than the construction traffic. Therefore, the construction traffic would not be critical in terms of traffic impact to junctions and road link capacities.

3.5 Review of Public Transport and Pedestrian Facilities

3.5.1 **Table 3.8** presents the estimated demand on public transport services to be generated by Site 5.

Table 3.8 Estimated Demand on non-private mode for Site 5

Sites	Morning Peak (pph)		Evening Peak (pph)	
	Generation	Attraction	Generation	Attraction
Site 5	876	153	238	493

3.5.2 Spare capacity is available for the existing GMB route for the evening peak period while marginal spare capacity is available for the morning peak period. To avoid any adverse impact onto the current public transport situation, it is proposed to enhance existing or to provide additional public transport services, such as GMB and bus, to address the extra trips generated.

3.5.3 The frequency of the GMB should be at least 55 vehicles per hour in order to cope with the estimated demand of 876 passengers per hour during the morning peak.

3.5.4 The use of 12.8m long typical double decker buses could be another option. Currently there is no public bus service running along Ma Wo Road. It is estimated that 7 buses per hour are required to accommodate the estimated demand without introducing additional services to the existing GMB route..

3.5.5 A combination of both GMB and public buses services could promote flexibility in operation and could be considered.

3.5.6 The feasibility of operating typical 12.8m double-decker bus is checked on Ma Wo Road and is presented in **Figure 11.** The swept path analysis shows that modification is required at the roundabout of Ma Wo Road in order to make it suitable for the manoeuvre of 12.8m length buses.

3.5.7 In association to the modification of roundabout, the existing meter parking is also proposed to be modified as a lay-by for use by both buses and GMBs to facilitate their operations to serve the development.

3.5.8 Pedestrian generation for the Proposed Development was estimated based on the results of the pedestrian trip generation surveys from similar natured residential developments in the vicinity of Site 5. The results of the estimated pedestrian generation for Site 5 are summarised in **Table 3.9**.

Table 3.9 Estimated Pedestrian Flows for Site 5

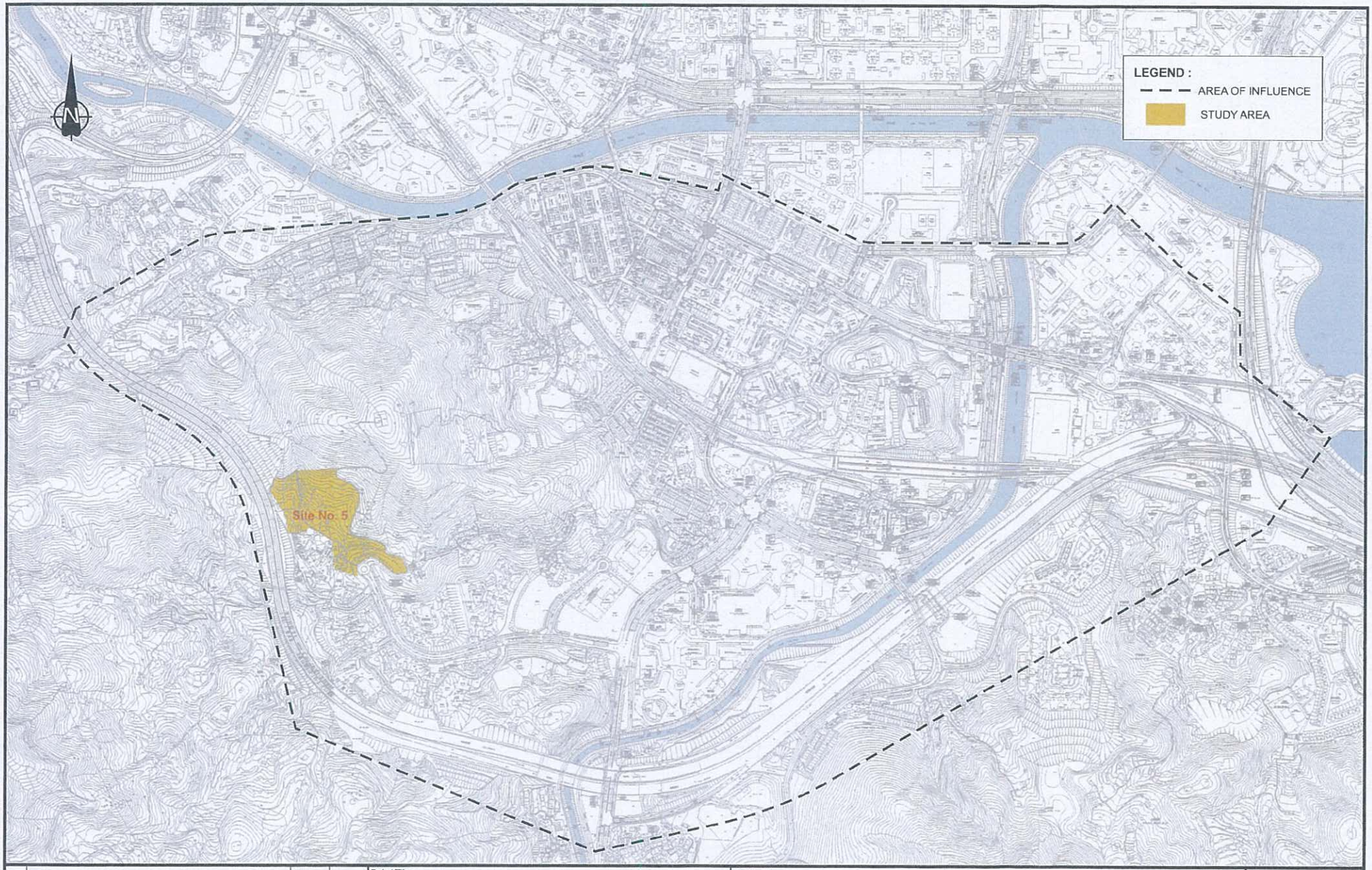
Sites	AM Peak (pph)		PM Peak (pph)	
	Generation	Attraction	Generation	Attraction
Site 5	925	162	252	523

3.5.9 Apart from public transport requirements, adequacy of pedestrian facilities provided in the vicinity of Site 5 after the completion of the development were also reviewed. The magnitude of pedestrians generated by Site 5 and its implication on the immediate footpaths are presented in **Figure 12**. The results show that all footpaths immediately abutting Site 5 are adequate to cope with the estimated demand generated by Site 5.

3.6 Conclusion

3.6.1 In view of the above, it is concluded that the proposed development in Site 5 would not generate insurmountable traffic impact to the surrounding road and pedestrian networks.

FIGURES



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

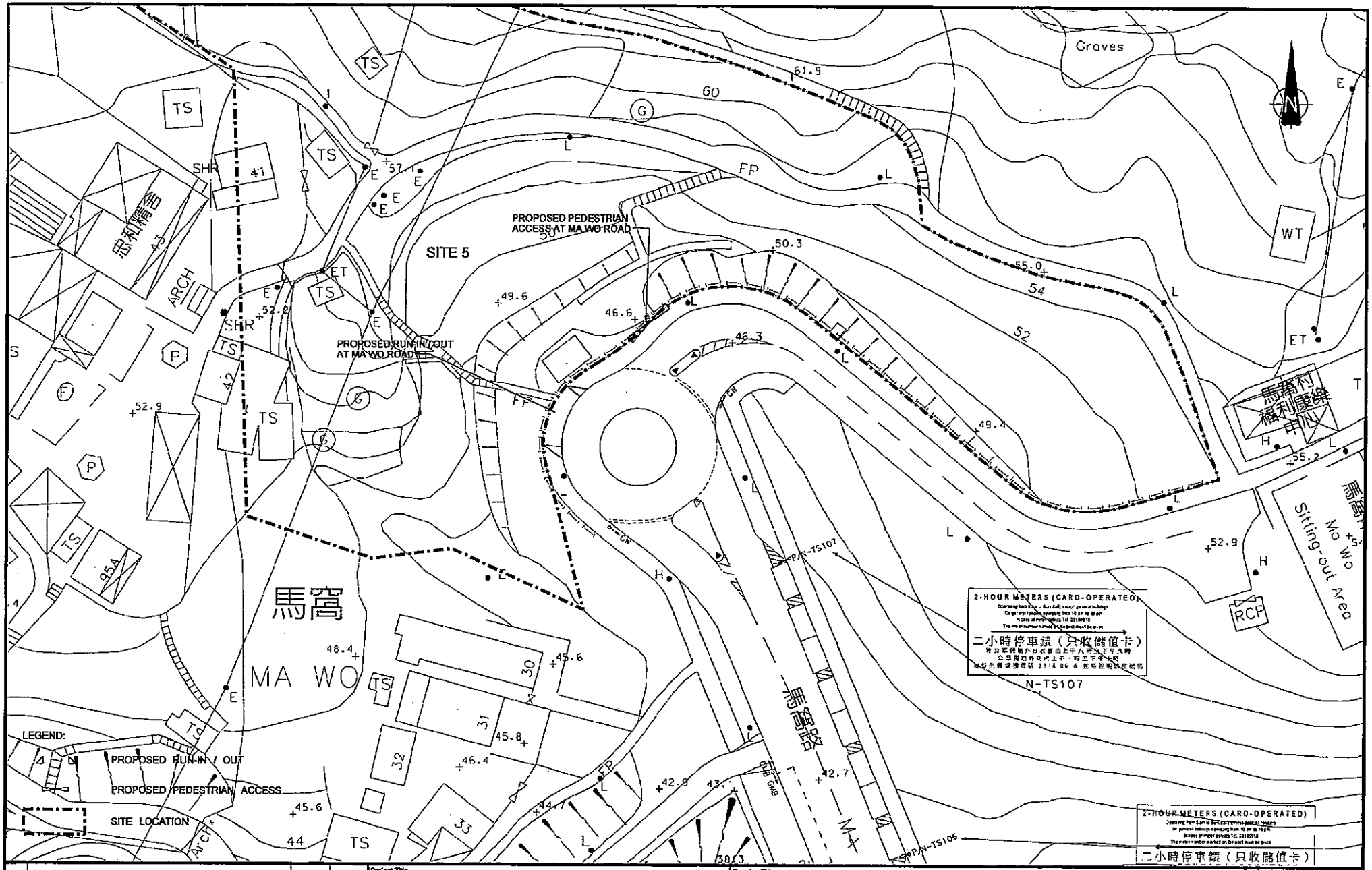
Drawing Title

PROPOSED STUDY AREA OF INFLUENCE IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	1	-

MVA
SYSTRA GROUP

CHK50133110/FES-MW/F1.CDR/LLH/23JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

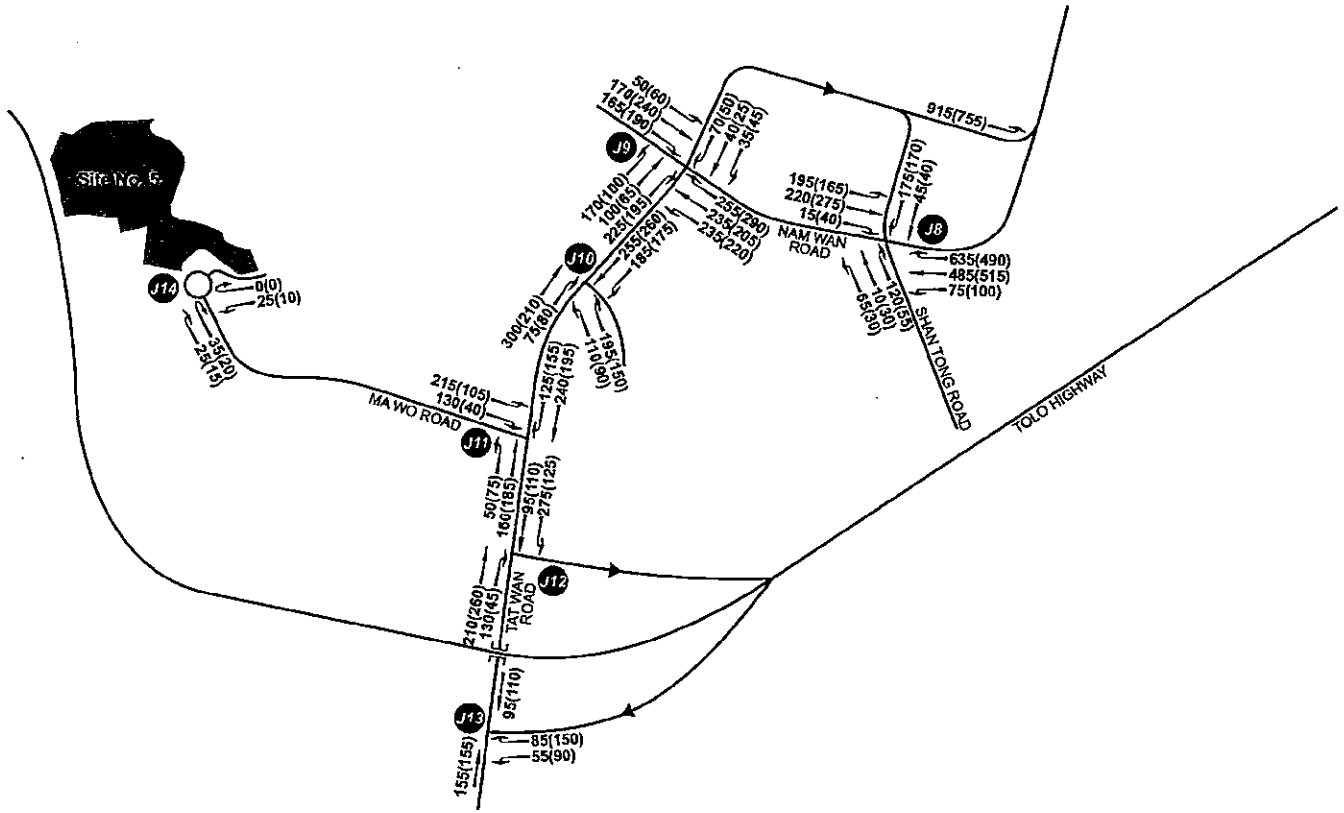
Drawing Title

PROPOSED CONCEPTUAL SITE ACCESS ARRANGEMENT FOR SITE 5

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	1:500(A3)	JUN 2016	2	-

MVA SYSTRA GROUP

CHK50133110/ES-NW/F2.DGN/KCF/10JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

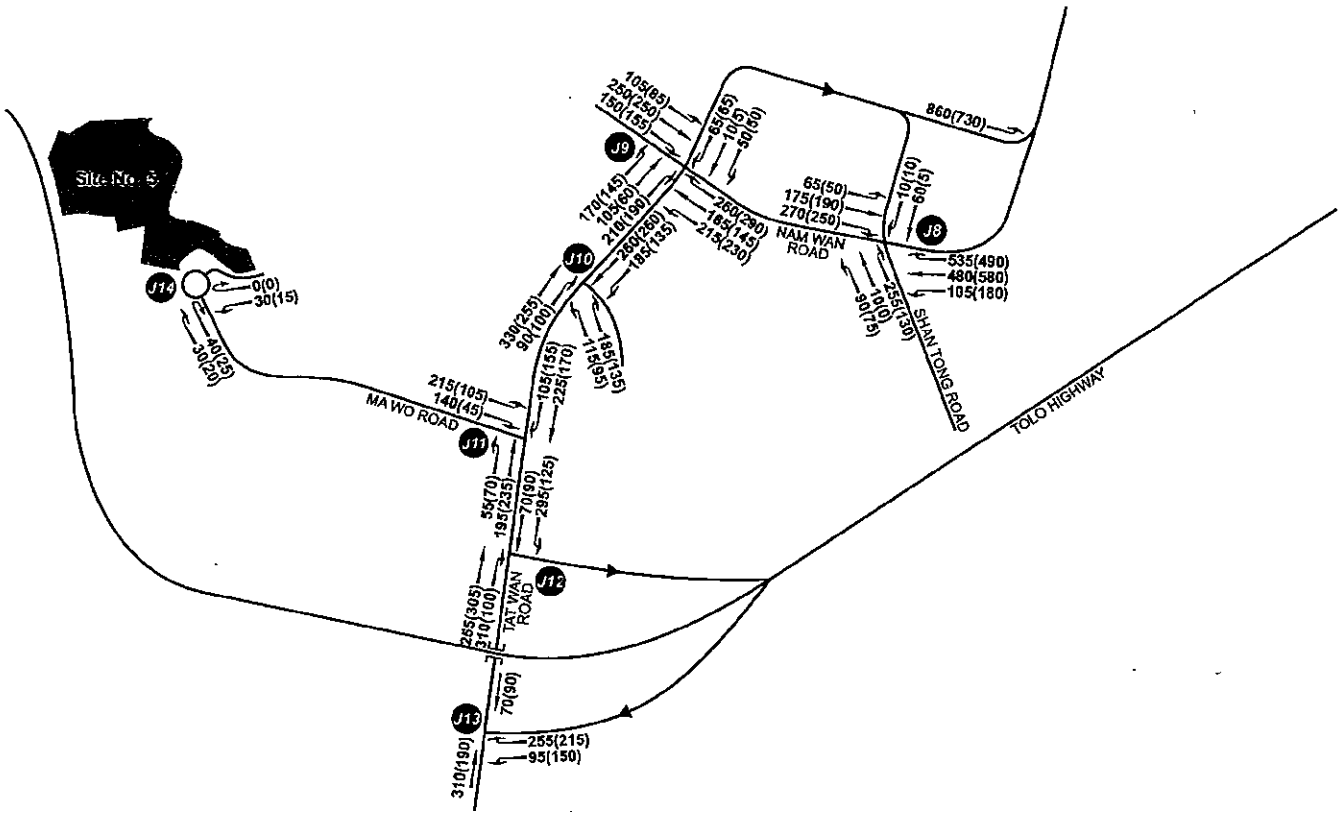
Drawing Title

2015 OBSERVED PEAK TRAFFIC FLOWS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	3	-

MVA SYSTRA GROUP

CHK50133110/FES-MW/F3.CDR/LLJ/23JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

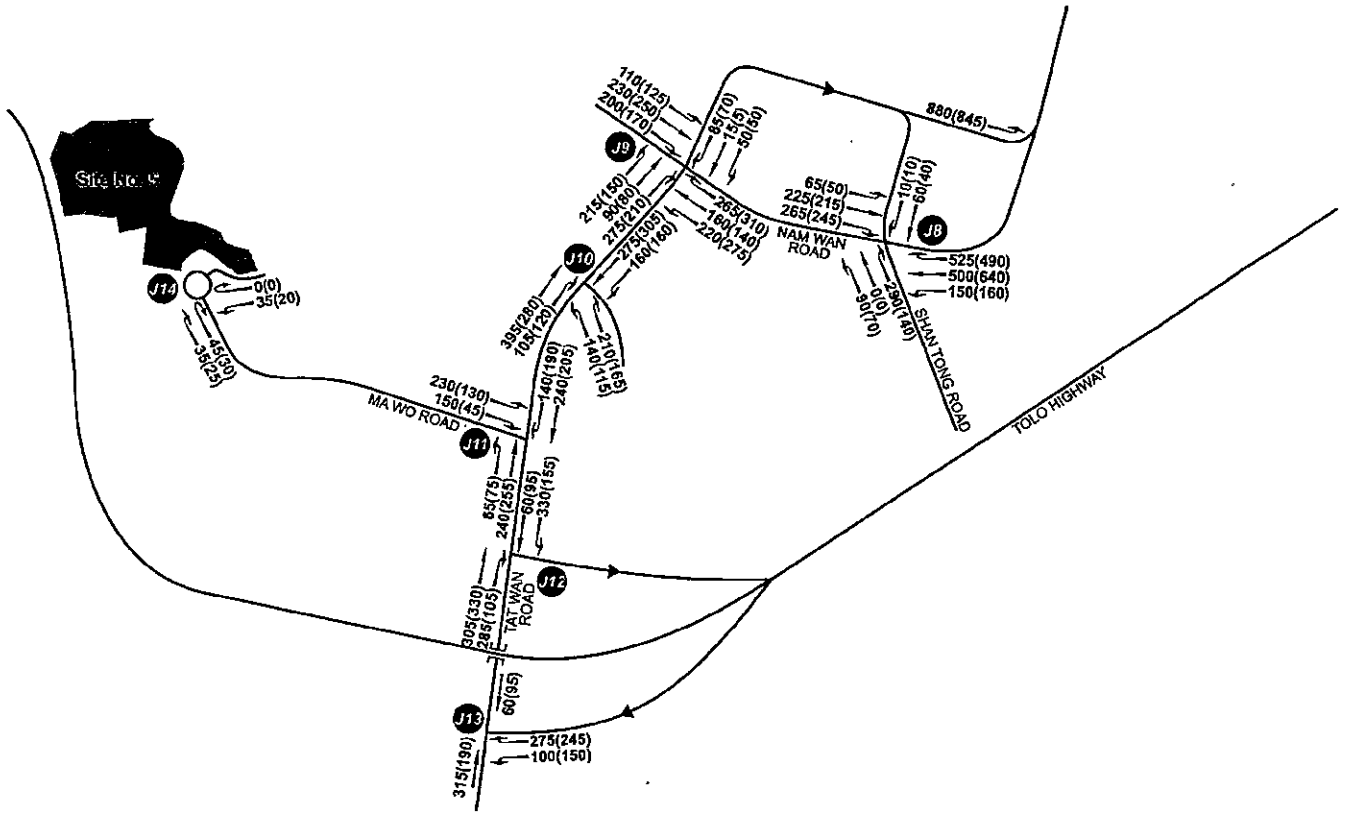
Drawing Title

2021 REFERENCE FLOWS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	4	-

MVA SYSTRA GROUP

CHKS0133110FES-MWF4.CDR/LHY23JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

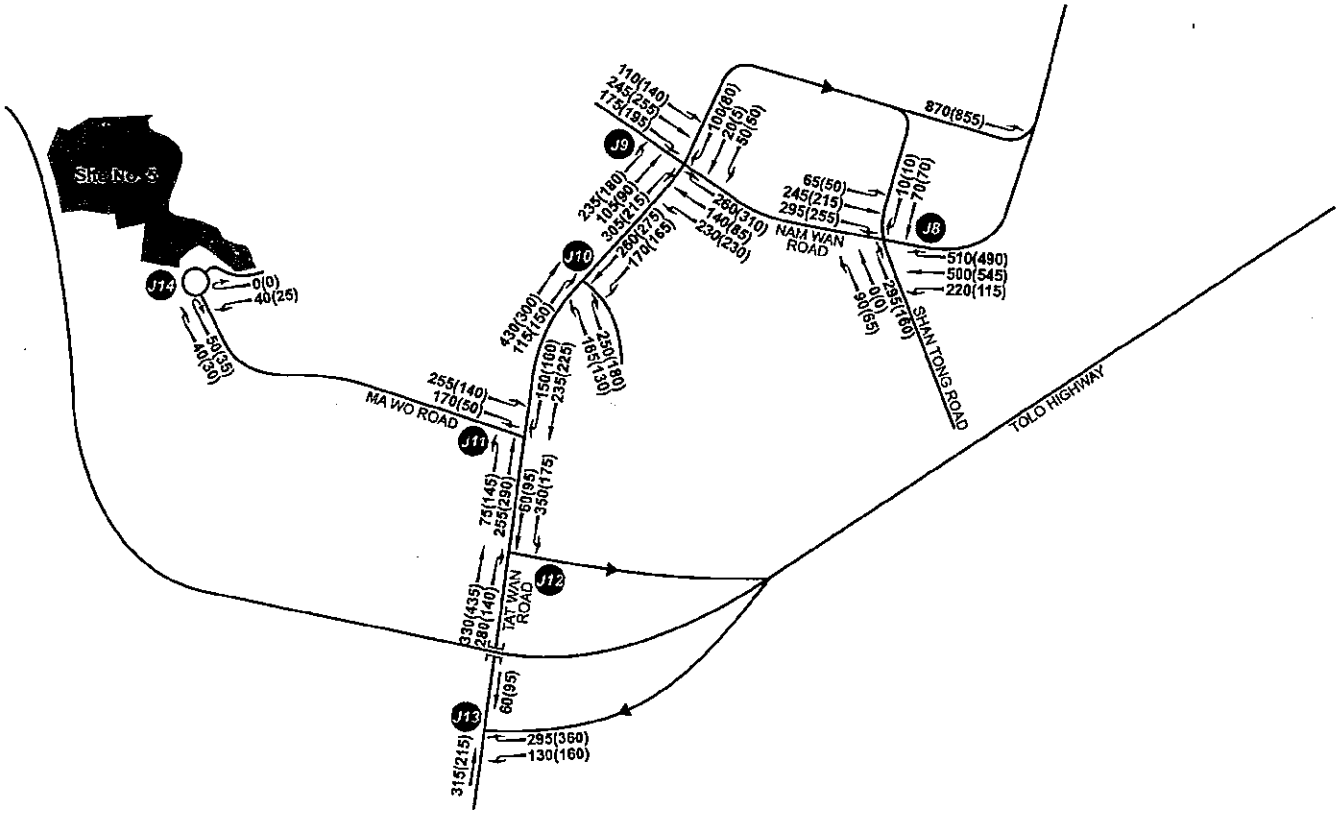
Drawing Title

2026 REFERENCE FLOWS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2018	5	-

MVA SYSTRA GROUP

CH/5013311G/FES-MWF5.CDR/LLHZ3/JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

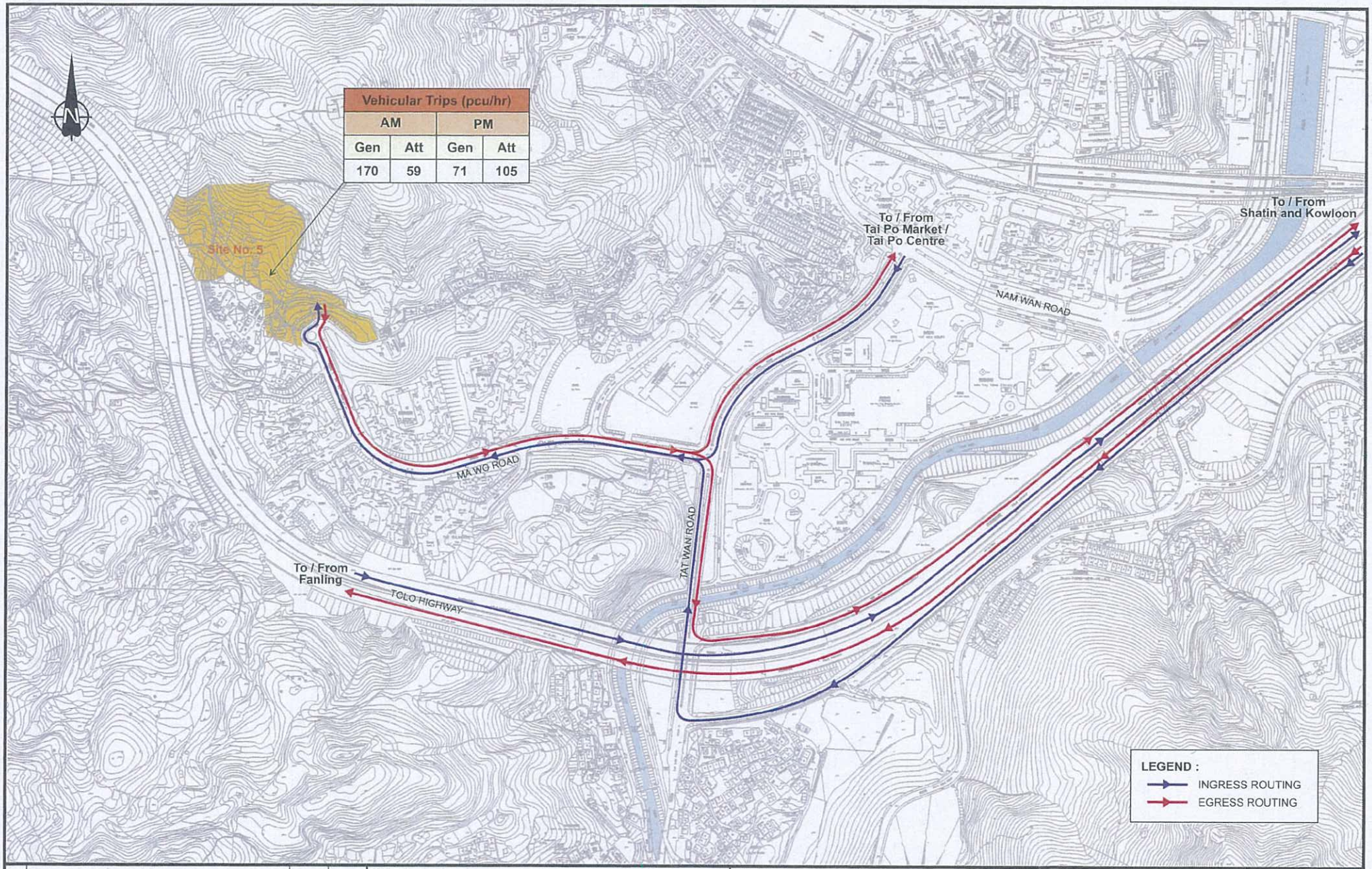
Drawing Title

2031 REFERENCE FLOWS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	6	-

MVA SYSTRA GROUP

CHK50133110/FES-MW/F4.CDR/LLH/22JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

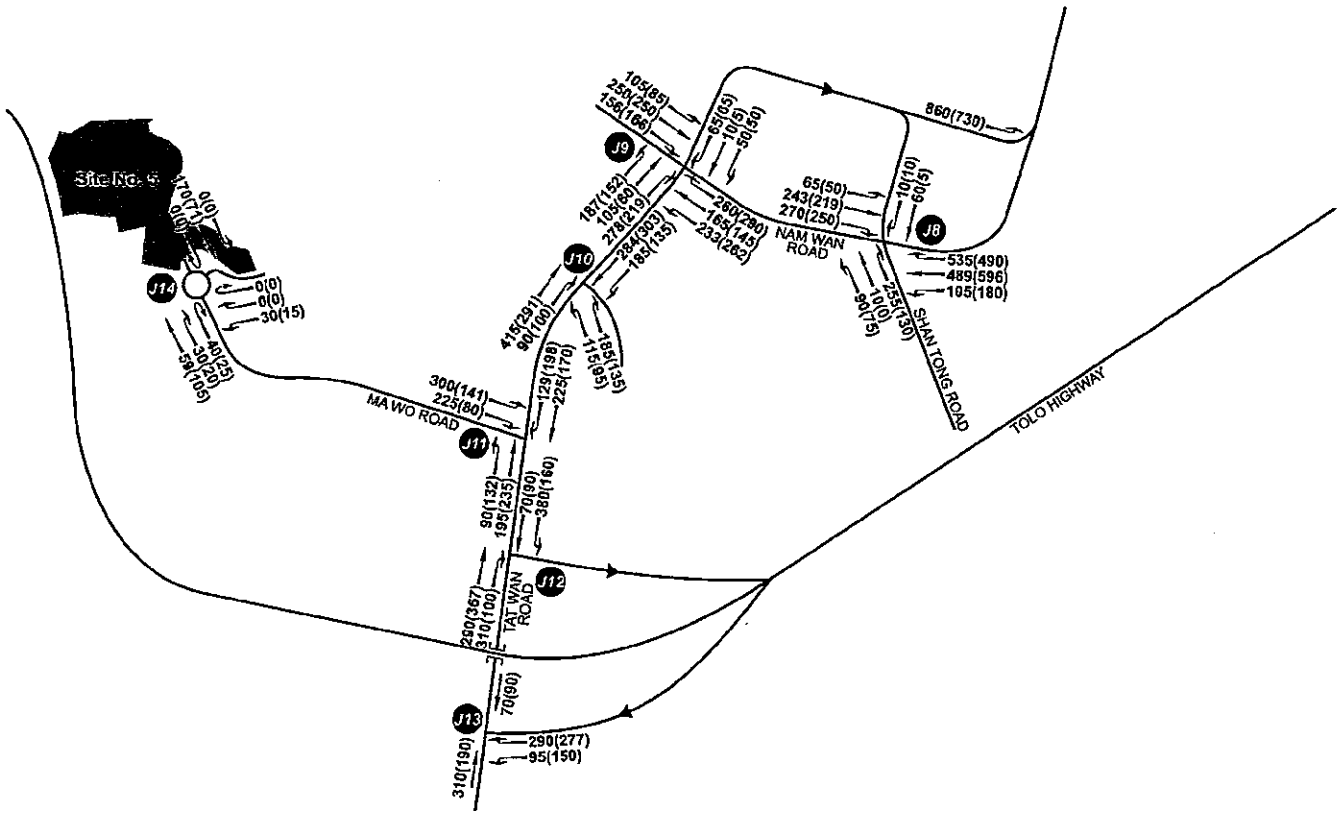
Drawing Title

ACCESS ROUTINGS FOR THE SUBJECT SITE IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	7	-

MVA SYSTRA GROUP

CHK50133110/FES-MW/F7.CDR/LLH/23JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

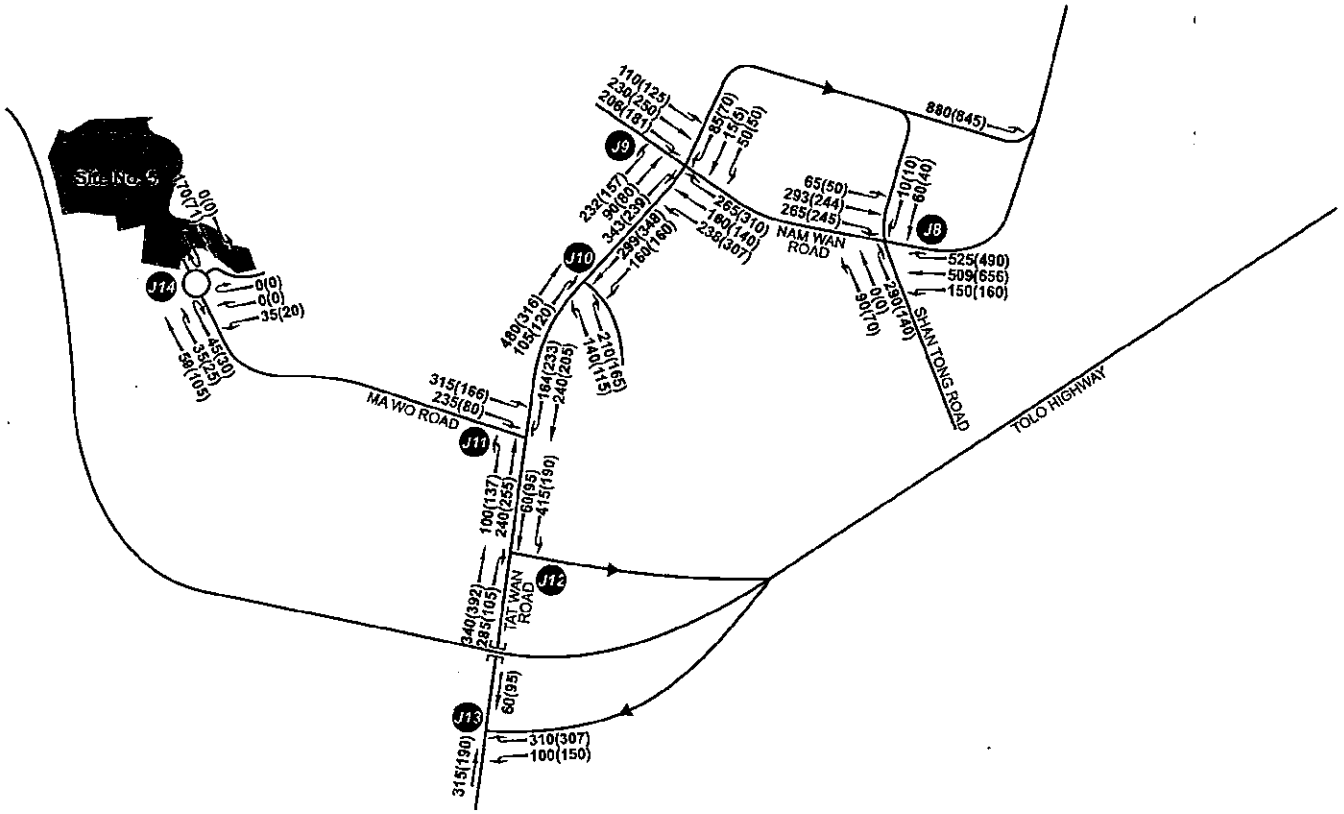
Drawing Title

2021 DESIGN FLOWS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	8	-

MVA SYSTRA GROUP

CHK50133110\FES-MW\F8.CDR\LLH\23JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

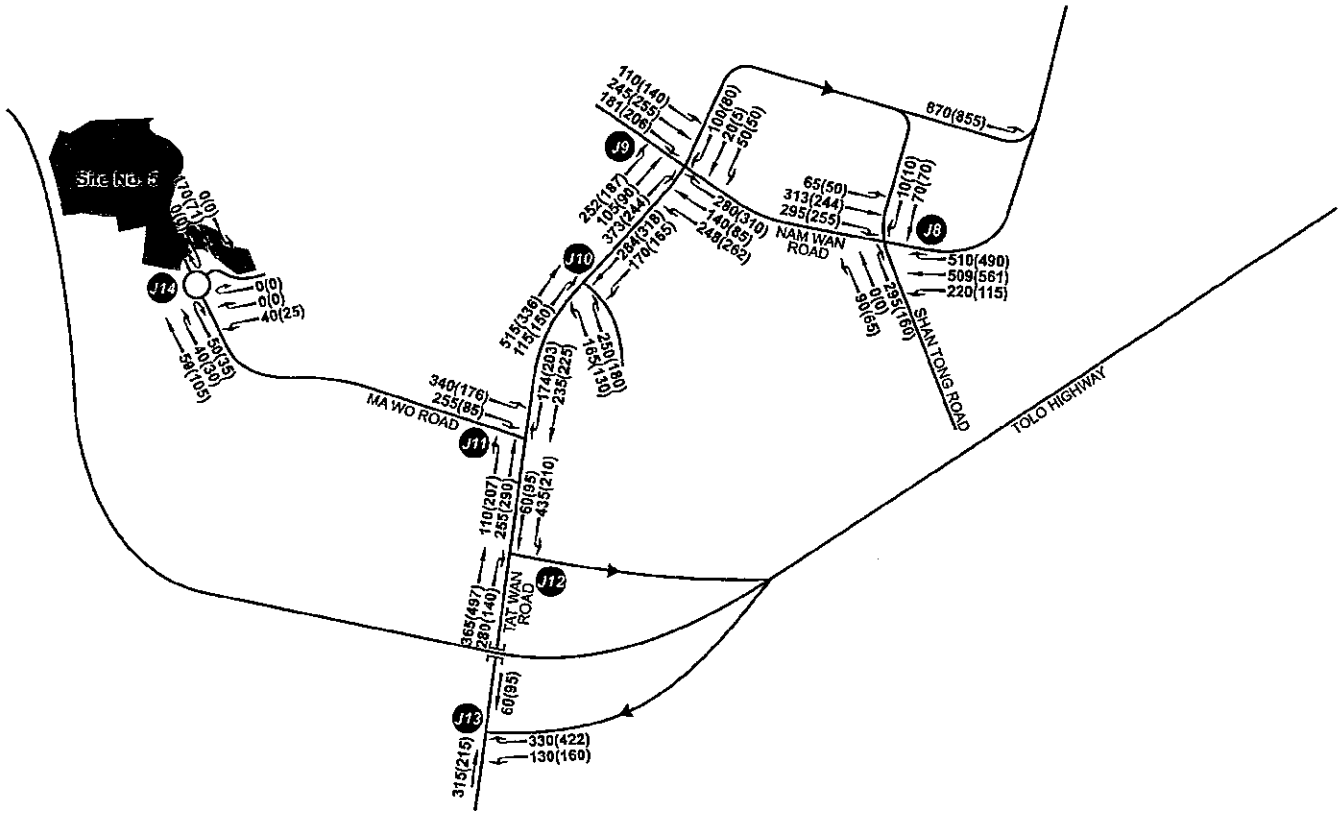
Drawing Title

2026 DESIGN FLOWS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	9	-

MVA SYSTRA GROUP

CHK50133110\FES-MWF9\CDR\LH23JUN15



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

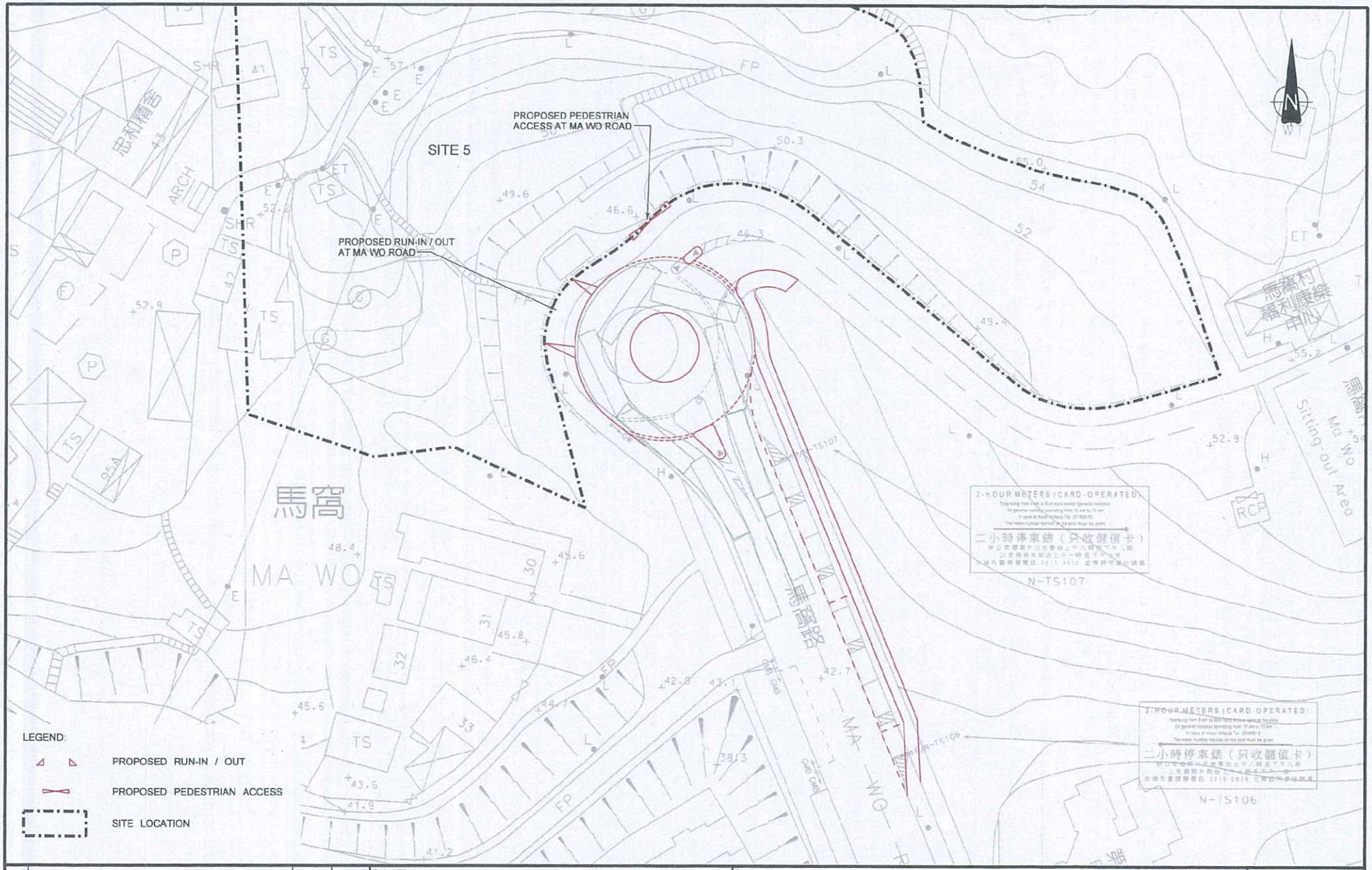
Drawing Title

2031 DESIGN FLOWS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	10	-

MVA SYSTRA GROUP

CHK50133110\FES-MW\F10.CDR\LDH\23JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENTS IN TAI PO KAU AND MA WO

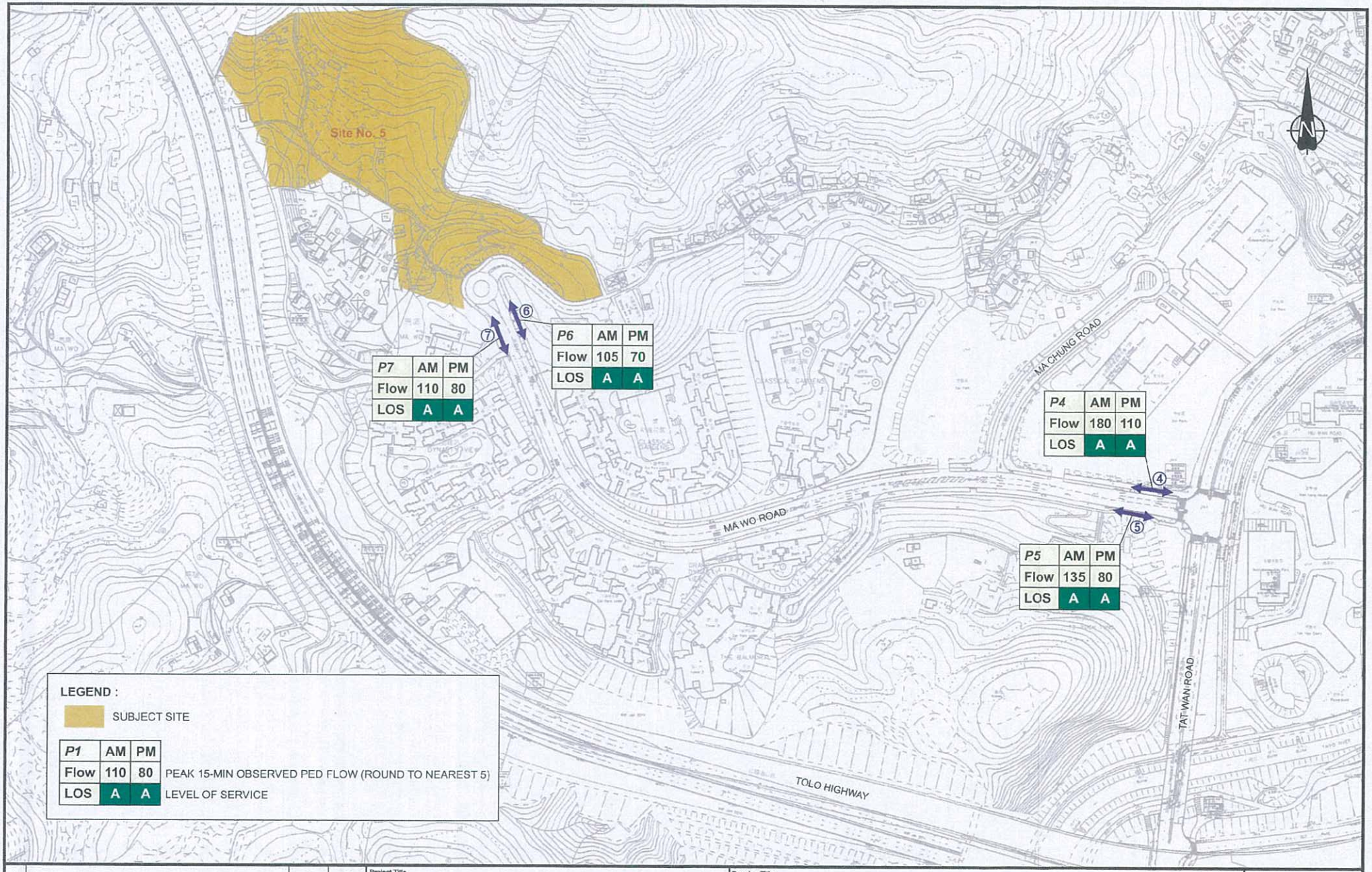
Drawing Title

SWEPT PATH ANALYSIS FOR DOUBLE-DECKER BUS ON MA WO ROUNDABOUT

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	1:500(A3)	JUN 2016	11	-

MVA SYSTRA GROUP

CHK50133110/ES-MW/F11.DGN/KCF/10JUN16



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

AGREEMENT NO. TD 1/2015
TRAFFIC IMPACT ASSESSMENT FOR
THE PROPOSED DEVELOPMENTS IN
TAI PO KAU AND MA WO

Drawing Title

PEDESTRIAN FLOWS AND PERFORMANCE OF FOOTPATHS IN MA WO

Designed	Checked	Scale	Date	Drawing No.	Rev.
CWH	YCY	NTS	JUN 2016	12	-

MVA SYSTRA GROUP

CHK50133110/FES-MW/F12.CDR/LLH/23JUN16

Appendix III of
RNTPC Paper No. 5/17

VISUAL APPRAISAL IN RELATION TO PROPOSED AMENDEMNTS TO TAI PO OUTLINE ZONING PLAN

(Items A, C and D)

PLANNING DEPARTMENT
JULY 2017

Purpose

1. To meet the pressing need for housing land and facilitate the community health centre development, a number of amendments to the approved Tai Po OZP No. S/TP/26 is proposed.

2. This visual appraisal (VA) is to examine the possible visual impact of the proposed developments under Items A, C and D at the various sites after the rezoning. Item B is not included in the assessment since it is a subject of an approved section 12A application with its visual impact assessment accepted by the Town Planning Board.

The Proposed Development and Visual Appraisal

3. As per para. 4.5 of TPB PG-No. 41, the VA should focus on public views and local vantage points as these areas are easily accessible and popular to the public. It will also assess the impact on sensitive public viewers from the most influenced viewing points ('VPs'). The visually sensitive receivers ('VSRs') may include users of the nearby parks, open spaces, cycle tracks and pedestrian passers-by in the surrounding neighbourhood. A range of public VPs are selected to effectively represent the public views. Developments on the sites with the proposed development parameters are reflected through the Indicative Development Schemes (the Schemes). Plans demonstrate the public VPs which have been selected for the VA. The following amendments are proposed and their visual appraisal from viewpoints accessible by the public (**Figures 1, 7** and **12**) are as follows:

Proposed Amendment Item A

3.1 To rezone a site at Pok Yin Road near Tsiu Hang from "G/IC" to "R(B)9" for medium-density residential development at a maximum maximum GFA of 88,200m^2 (domestic 80,700 m^2 and non-domestic 7,500 m^2, equivalent to a domestic PR of about 3.3 and a non-domestic PR of about 0.3) and a maximum building height of 50mPD. Development on the site with such parameters is capable to deliver about 1,150 flats as illustrated from an indicative scheme, subject to detailed design.

3.2 Setting back from Tolo Highway, the site is bounded by Pok Yin Road to the northeast, Yau King Lane to the southwest and Education University's Sports Centre to the northwest. The site is currently vacant and covered by grasses and scattered trees with site levels range from 6.0mPD to 8.8mPD. Key visual resources mainly include the ridgeline of Tai Po Kau and Deer Hill. Surrounding visual elements are characterized by a mix of residential, GIC and village type developments. This current "G/IC" site is restricted to 47mPD on the OZP. To the southeast is the Chinese University Hong Kong's extension site also restricted to 47mPD, with the existing Lo Kwee-seong Integrated Biomedical Sciences Building and proposed hostel buildings built/to be built to 46.5mPD. To the immediate north is

the sports centre of the Hong Kong Education University subject to a 2-storey BH restriction. To the southwest across Yau King Lane is Cheung Shue Tan Village. To the northwest and further northwest are a "R(C)" site proposed to be rezoned to "R(C)10" (PR 1.2 and BH 55mPD at the northern portion and 65mPD at the southern portion) and existing low-density residential developments including Deerhill Bay (PR 0.32 and BH 12 storeys over 3 storeys of car park and houses), Villa Castell (PR 0.48 and BH 4 storeys), Villa Costa (PR 0.47 and BH 4 storeys). Medium-density developments (e.g. Providence Peak) and sites with PR ranging between 3.0 and 3.6 and building heights ranging between 36mPD and 65mPD are found on the opposite side of Tolo Highway and East Rail in the further east at Pak Shek Kok.

Viewpoint 1 - Cycle Track along Pok Yin Road

3.3 This medium-range kinetic VP is located on the cycle track directly adjacent to Pok Yin Road to the northeast of the site. It represents users of the cycle track, pedestrian passers-by and vehicle drivers. Given the predominantly kinetic nature of users in this VP location, the visual sensitivity of this VP is considered low.

3.4 From **VP1**, the main roof levels of the the Scheme is at a lower level than that of Deerhill Bay's platform levels ranging from about 61mPD to 69mPD and the Scheme maintains some visual permeability through separation between blocks. As seen in **Figure 2**, the existing environment is already characterized with buildings of Deerhill Bay and HK &KLN KWFA Sun Fong Chung College in the foreground. Although there is likely loss of greenery and visual openness, the development profile with the proposed residential use in place would still be in keeping with the surrounding environment, and the key visual resource (e.g, ridgeline) can still be visually retained. The visual impact as compared with the original GIC development at about 47mPD is insignificant.

Viewpoint 2 - Bus Bay adjacent to Chong San Road

3.5 This medium-range VP is kinetic considering it is located at a bus stop close to Tolo Highway. It represents people travelling along Chong San Road and Tolo Highway. Given the predominantly kinetic nature of users in this VP location, the visual sensitivity of this VP is considered low.

3.6 From **VP2** (**Figure 3**), the Scheme would not lead to significant loss of visual openness as compared with the originally planned GIC development. The trees along Tolo Highway in the foreground screen part of the Scheme from this VP. An uninterrupted view to ridgeline around Tai Po Kau can largely be maintained and the effect of visual change is considered to be insignificant as compared with the original GIC development at about 47mPD.

Viewpoint 3 - Local Open Space outside Hip Tin Kung, Cheung Shue Tan

3.7 This medium-range static VP is located to the southwest of the site outside the Hip Tin Kung within Cheung Shue Tan village. This VP represents the users of the open space and worshippers to the temple. The visual sensitivity of this VP is considered medium.

3.8 From **VP3** (**Figure 4**), the Scheme will only slightly alter the visual composition as only the upper floors of the proposed residential development will be visible above the tops of the village houses and tree tops at Cheung Shue Tan village. Whilst the proposed development partially reduces the skyview, the effect of visual change is considered to be insignificant as compared with the original planned GIC development.

Viewpoint 4 - The Hong Kong Education University (EdU) Sports Centre

3.9 The medium-range static VP is located within the running tracks in the EdU Sports Centre to the northwest. It represents users of the sports centre facilities. While the majority of the visitors to the facility will be actively involved in various sports and activities, there is a mini stadium where people would come to watch sport race/competition. The visual sensitivity of this VP is considered medium.

3.10 From **VP4** (**Figure 5**), mainly looking towards the football field of Education University's Sports Centre with the Chinese University's campus buildings in the background, the Scheme would not lead to significant loss of visual openness as compared with the original planned GIC development. However, the ridgeline is disrupted by the proposed development. The effect of visual change is considered to be slightly adverse.

Viewpoint 5 - Open Space Area along Chong San Road

3.11 This medium-range kinetic VP is located to the north of the site close to the pedestrian subway across Tolo Highway. This VP represents the cyclists and pedestrians travelling to/from the open space. The visual sensitivity of this VP is considered low given its fair distance from the site and it is partly obstructed by the Providence Peak.

3.12 From **VP5** (**Figure 6**), the Scheme is partially screened by Providence Bay and the buildings under construction. The Scheme is visually compatible in scale and massing with the residential developments including Deerhill Bay and the proposed residential development at Yau King Lane in the local context. View to the existing mountain backdrop is retained. In general, the Scheme forms a gradual transition in BH in the Tai Po Kau area as viewed from this VP and the character of the townscape is maintained. The effect of visual change is considered to be insignificant.

3.13 In conclusion, the visual impact of the Scheme will be **insignificant** and is considered visually compatible with the surroundings.

Proposed Amendment Item D

3.14 To rezone a site at Ma Wo Road near Classical Garden I (about 2.28ha) from "GB" to "R(B)10" for medium-density residential development at a maximum GFA of 76,240m^2 (equivalent to a domestic PR of about 4.0) and a maximum building height of 13 storeys (with a general building height profile of about 110mPD). The proposed development will deliver about 1,210 flats, subject to detailed design.

3.15 The site is on a sloping ground with levels between about 46mPD to 90mPD and within a medium-density residential neighbourhood. The developments in the vicinity include Classical Gardens I subject to a 9-storey BH restriction (about 64mPD), Classical Gardens II subject to a 13-storey BH restriction (about 61mPD), Dynasty View subject to a 9-storey BH restriction (about 65mPD), Grand Dynasty View subject to a 11-storey BH restriction (about 65mPD) and Balmoral subject to a 8-storey BH restriction (about 53mPD). To the southwest is Chung Wo Ching Sai and Tolo Highway is found to the immediate west. Surrounding visual elements are characterized by a mix of residential, schools, GIC and open space developments, as well as grave yards and "GB". Nonetheless, there is no important visual element along the sightline and no prominent ridgeline for preservation.

Viewpoint 6 –Viewing Platform at Hill Top

3.16 The medium-range static VP is located at the viewing platform at the hill top which is a popular place for morning exercise. It represents hikers and morning exercisers come up to viewing platform. Although it is distant from the proposed development, the visual sensitivity of this VP is considered medium.

3.17 From **VP6 (Figure 8)**, the proposed development is shielded by dense trees and not visible. Direct sight to the proposed residential development is not envisaged. There is no visual change and the quality of view from the users of the viewing platform would therefore not be affected.

Viewpoint 7 – Footpath near Green Mini-bus Station at Ma Wo Road

3.18 This short-range VP is kinetic considering it is located near a green mini-bus stop at Ma Wo Road. It represents pedestrians travelling along Ma Wo Road and people waiting for the green mini-bus. In light of its close distance from the site, the visual sensitivity of this VP is considered medium.

3.19 From **VP7 (Figure 9)**, as the site is viewed from a very close distance, the nearest residential blocks would block some sky view and visual greenery. Nevertheless, disposition of the proposed housing development would be sensitively designed to provide visual permeability and to improve visual compatibility with the adjacent uses through proper landscaping. Although there would be visual chanhes induced by the proposed development, as shown in Figure 9, the effect of visual change is considered to be adverse but still acceptable.

Viewpoint 8 – Footpath at Ma Wo Road

3.20 This medium-range VP is kinetic considering it is located at the footpath just outside Grand Dynasty View and Dynasty View. It represents pedestrians travelling along Ma Wo Road. Given the predominantly kinetic nature of users in this VP location and distant from the site, the visual sensitivity of this VP is considered low.

3.21 From **VP 8 (Figure 10)**, the roadside trees along Ma Wo Road in the foreground screen part of the proposed residential development and only a few residential blocks fronting roundabout at Ma Wo Road are visible. Whilst the proposed development partially reduces the skyview, it is coherent with the height profile of the adjacent Classical Gardens I (about 64mPD) and Dynasty View (about 65mPD). In view that there is no important visual element along the sightline, the proposed development is not visually incompatible with the surrounding areas. The effect of visual change is considered to be insignificant.

Viewpoint 9 – Cycle Track near the junction of Ma Wo Road and Tat Wan Road

3.22 This medium-range VP is kinetic considering it is located at the cycle track along Tat Wan Road near the junction of Ma Wo Road and Tat Wan Road. It represents cyclists travelling along Tat Wan Road. Given the predominantly kinetic nature of users in this VP location, the visual sensitivity of this VP is considered low.

3.23 From **VP 9 (Figure 11)**, the Scheme is entirely screened by the slopes and trees at To Yuen Tung and Classical Gardens I and II. No effect of visual change is anticipated.

3.24 Whilst the Scheme entails visual obstruction to some surrounding buildings, it is only visible from a few view points in the vicinity and the effect on public viewers is minimal. The minor adverse visual impact associated with the Scheme is considered acceptable given the imminent housing supply for the greater good. In conclusion, the visual impact of the Scheme will be **slightly adverse**.

Proposed Amendment Item C

3.25 To relax the building height restriction of a "G/IC" site at On Pong Road from three storeys to eight storeys to facilitate a Community Health Centre (CHC) development.

3.26 The site, covering a piece of Government land with a site area of about 4,500m^2, is reserved for the development of a CHC. It is flat and currently vacant, bounded by On Po Road to the north and Nam Wan Road to the east. It is surrounded by a mix of high-rise residential developments and various GIC uses. A multi-storey (11-storey) carpark is adjoining the site to the west. To the south and further west are high-density high-rise residential developments, namely Tai Po Centre and Tai Po Plaza, with building heights from 72mPD to 107mPD. To the north across a cycle track and On Po Road are Tai Yuen Estate and Carmel Park U Secondary School with building height of 6-storey. To the east across Nam Wan Road is Sun Hing Garden whilst to the northeast and southeast are a low-rise sewage pumping station and the 17-storey Tai Po Police Station. Nonetheless, there is no important visual element along the sightline and no prominent ridgeline for preservation.

Viewpoint 10 – Sitting-out Area of Tai Yuen Estate

3.27 This medium-range static VP is located at the sitting-out area at the south-eastern corner of Tai Yuen Estate. This VP represents the users of the sitting-out area. The visual sensitivity of this VP is considered medium.

3.28 From **VP 10 (Figure 13),** the proposed CHC development partially reduces the skyview and obstructs a portion of a residential development namely Sun Hing Garden. Nevertheless, the proposed development with lower building height than the adjacent multi-storey car park (about 46mPD) and Sun Hing Garden (about 101mPD) in the background is coherent with the height profile of the area. In view that there is no important visual element along the sightline, the proposed development is not visually incompatible with the surrounding areas.

Viewpoint 11 - Bus Stop at Nam Wan Road

3.29 This short-range VP is kinetic considering it is located at a bus stop on the opposite side of Nam Wan Road outside Sun Hing Garden. In light of its close distance from the site, the visual sensitivity of this VP is considered medium.

3.30 From **VP 11 (Figure 14)**, while the roadside trees along Nam Wan Road in the foreground screen part of the CHC building, the proposed CHC development partially reduces the skyview and obstructs a portion of a residential development namely Tai Yuen Estate (about

81mPD). Nevertheless, the proposed development with lower building height than the adjacent residential buildings of Tai Po Centre (about 72mPD) in the foreground and Fu Heng Estate in the right middle-ground (about 110mPD) is coherent with the height profile of the area. In view that there is no important visual element along the sightline, the proposed development is not visually incompatible with the surrounding areas.

Viewpoint 12 – Cycle Track at Ting Kok Road

3.31 This medium-range VP is kinetic considering it is located at the cycle track on the traffic island at Nam Wan Road at the junction of Nam Wan Road and Ting Kok Road. It represents cyclists crossing Nam Wan Road. Given the predominantly kinetic nature of users in this VP location, the visual sensitivity of this VP is considered low.

3.32 From **VP 12 (Figure 15)**, the roadside trees along Nam Wan Road screen part of the CHC building. Besides, the proposed CHC development, together with the adjacent multi-storey car park (about 46mPD) and Carmel Pak U Secondary School (about 23mPD) on the other side of On Pong Road, visually form a continuous lower building profile than the residential buildings of Tai Po Centre (about 72mPD) and Tai Po Plaza (about 107mPD) at the background. Whilst it obstructs a portion of the residential blocks of Tai Po Centre, the skyview and visual openness are largely unaffected and the proposed development blends in harmoniously with the general townscape of the surrounding areas.

Conclusion

4. Based on the above, the proposed amendments are considered not visually incompatible with the surrounding areas.

Attachments

Figures 1 to 6	Viewpoints and Photomontages for Amendment Item A
Figures 7 to 11	Viewpoints and Photomontages for Amendment Item D
Figures 12 to 15	Viewpoints and Photomontages for Amendment Item C

PLANNING DEPARTMENT
JULY 2017

Figure 1 : Photomontage View Points - Item A & B

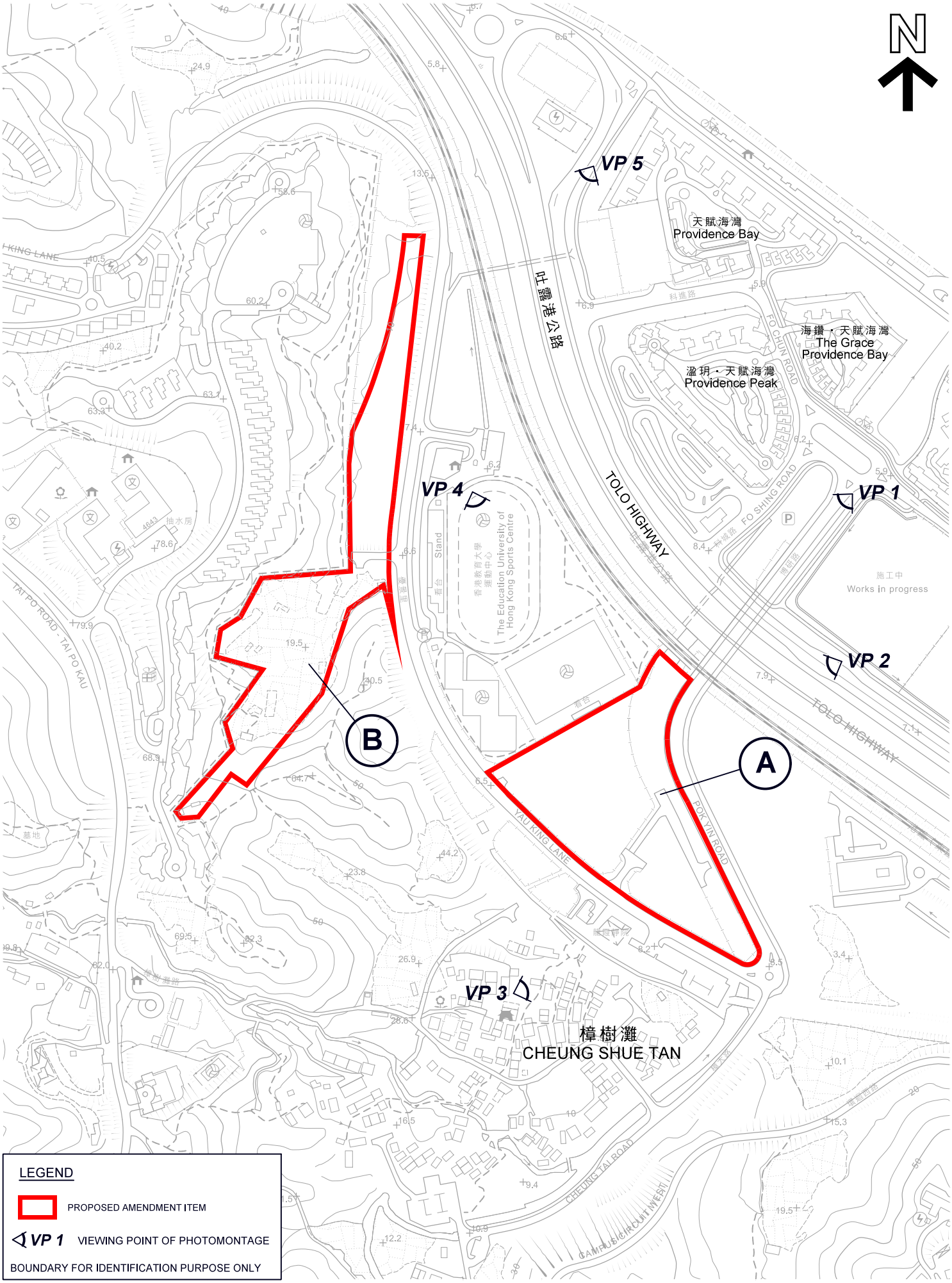
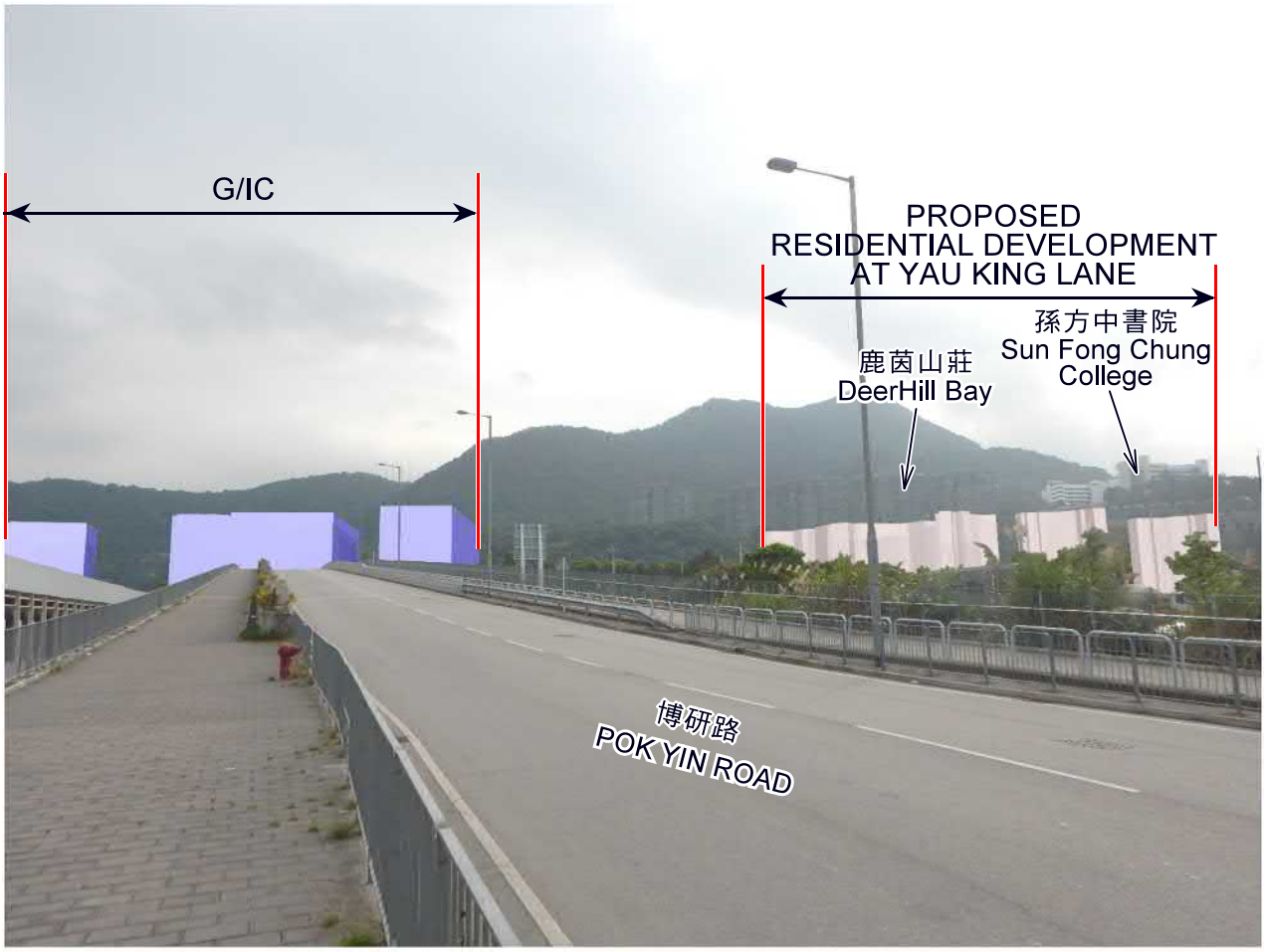


Figure 2 : Viewpoint 1 - Photomontage viewing from Pok Yin Road

Photomontage with Original Planned G/IC

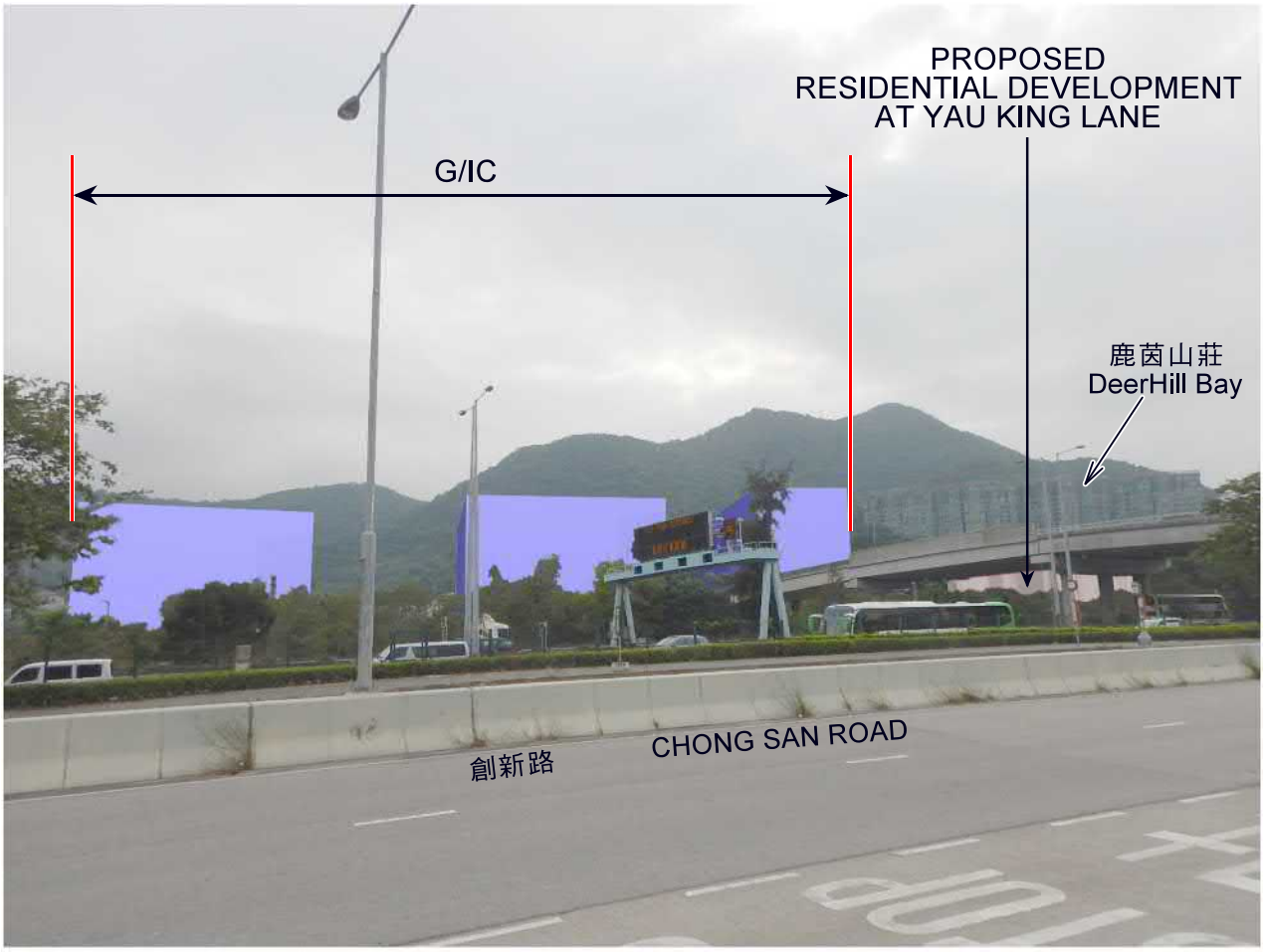


Photomontage with Proposed Development



Figure 3 : Viewpoint 2 - Photomontage viewing from Chong San Road

Photomontage with Original Planned G/IC



Photomontage with Proposed Development



Figure 4 : Viewpoint 3 - Photomontage viewing from Cheung Shue Tan

Existing Condition without Proposed Development

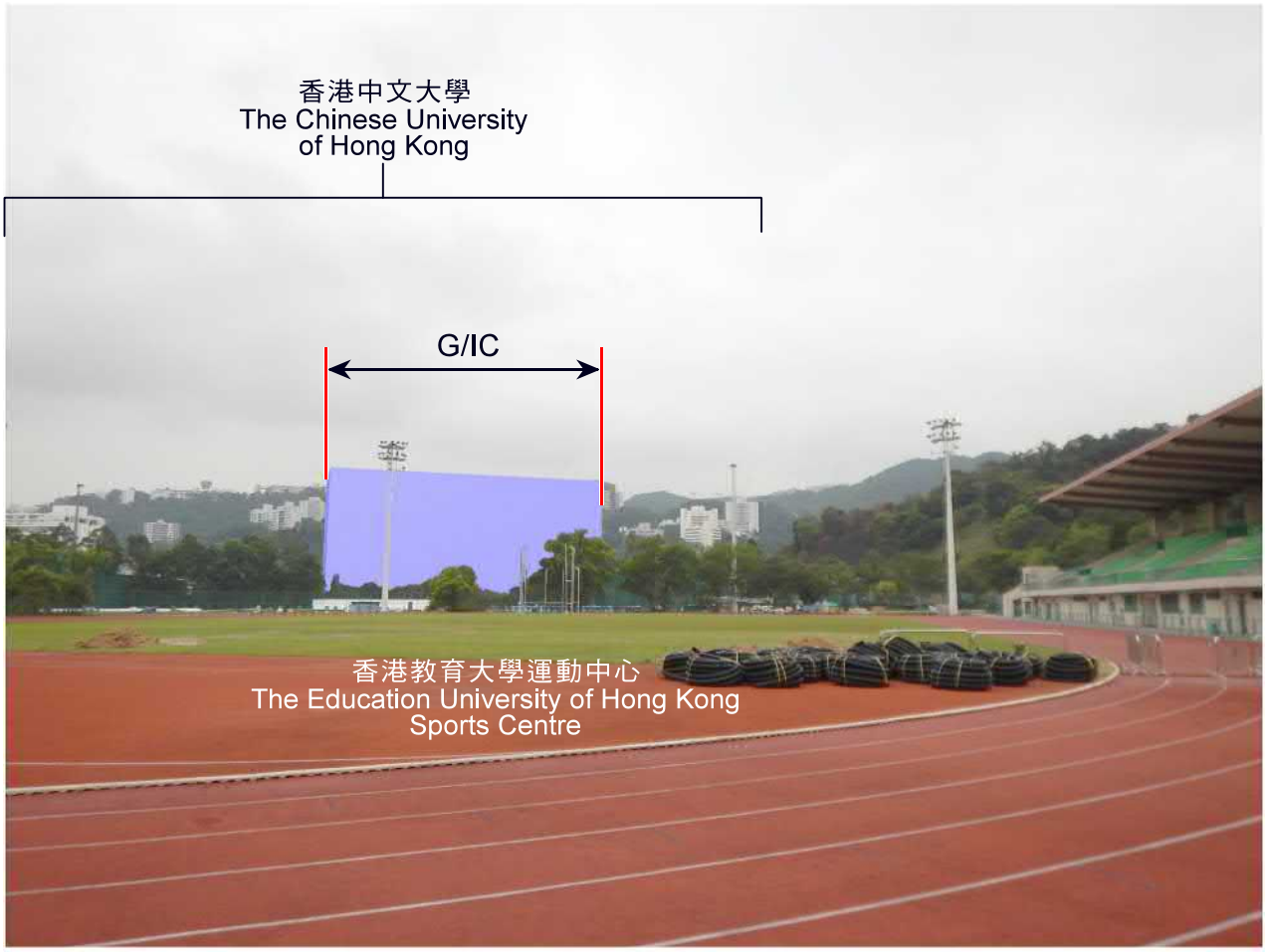


Photomontage with Proposed Development



Figure 5 : Viewpoint 4 - Photomontage viewing from The Education University of Hong Kong Sports Centre

Existing Condition without Proposed Development



Photomontage with Proposed Development



Figure 6 : Viewpoint 5 - Photomontage viewing from Chong San Road

Photomontage with Original Planned G/IC



Photomontage with Proposed Development



Figure 7 : Photomontage View Points - Item D

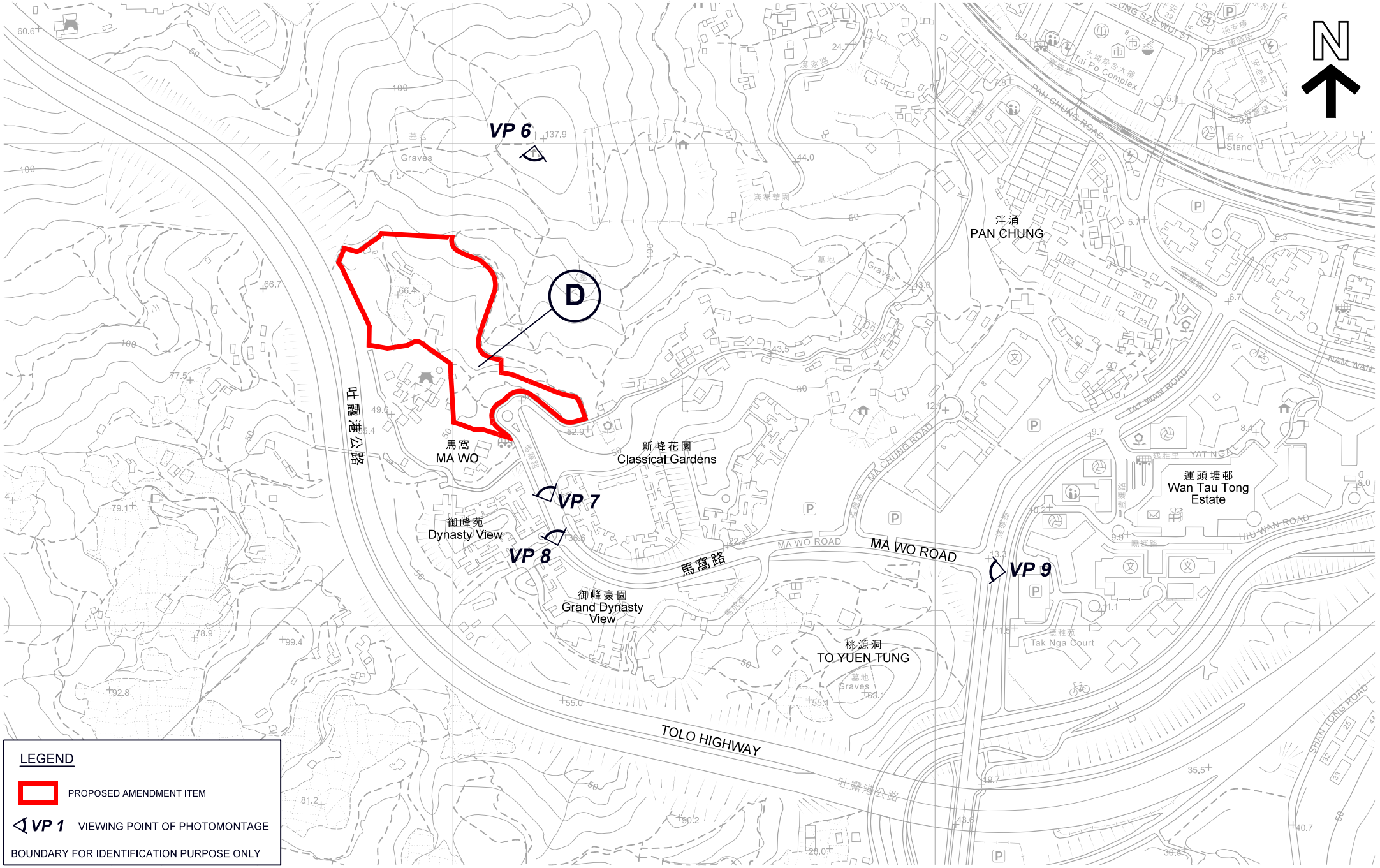


Figure 8 : Viewpoint 6 - Photomontage viewing from Footpath leading to Viewing Platform

Existing Condition without Proposed Development



Photomontage with Proposed Development



Figure 9 : Viewpoint 7 - Photomontage viewing from Ma Wo Road

Existing Condition without Proposed Development



Photomontage with Proposed Development

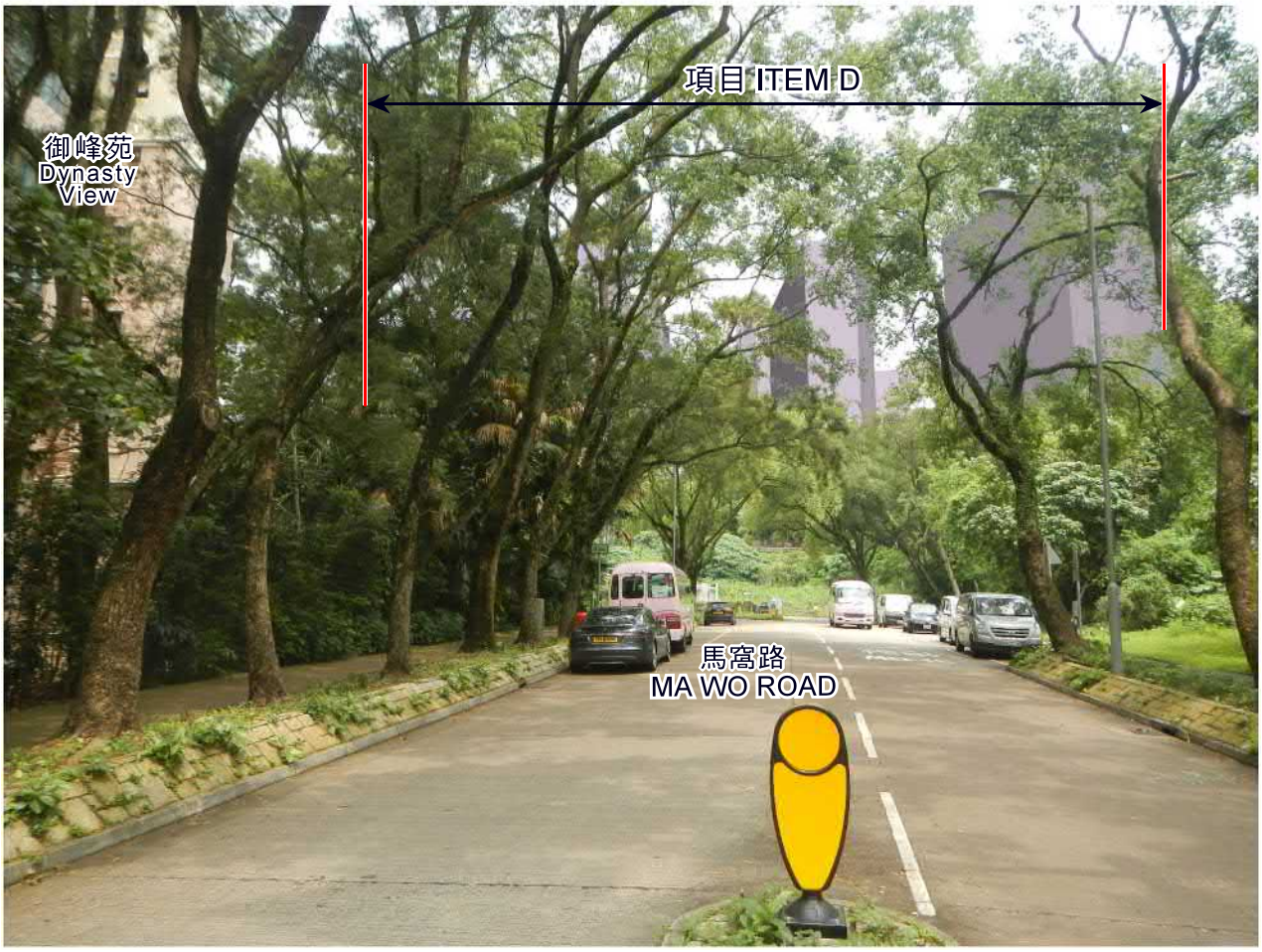


Figure 10 : Viewpoint 8 - Photomontage viewing from Ma Wo Road

Existing Condition without Proposed Development



Photomontage with Proposed Development



Figure 11 : Viewpoint 9 - Photomontage viewing from Tat Wan Road

Existing Condition without Proposed Development



Photomontage with Proposed Development



Figure 12 : Photomontage View Points - Item C

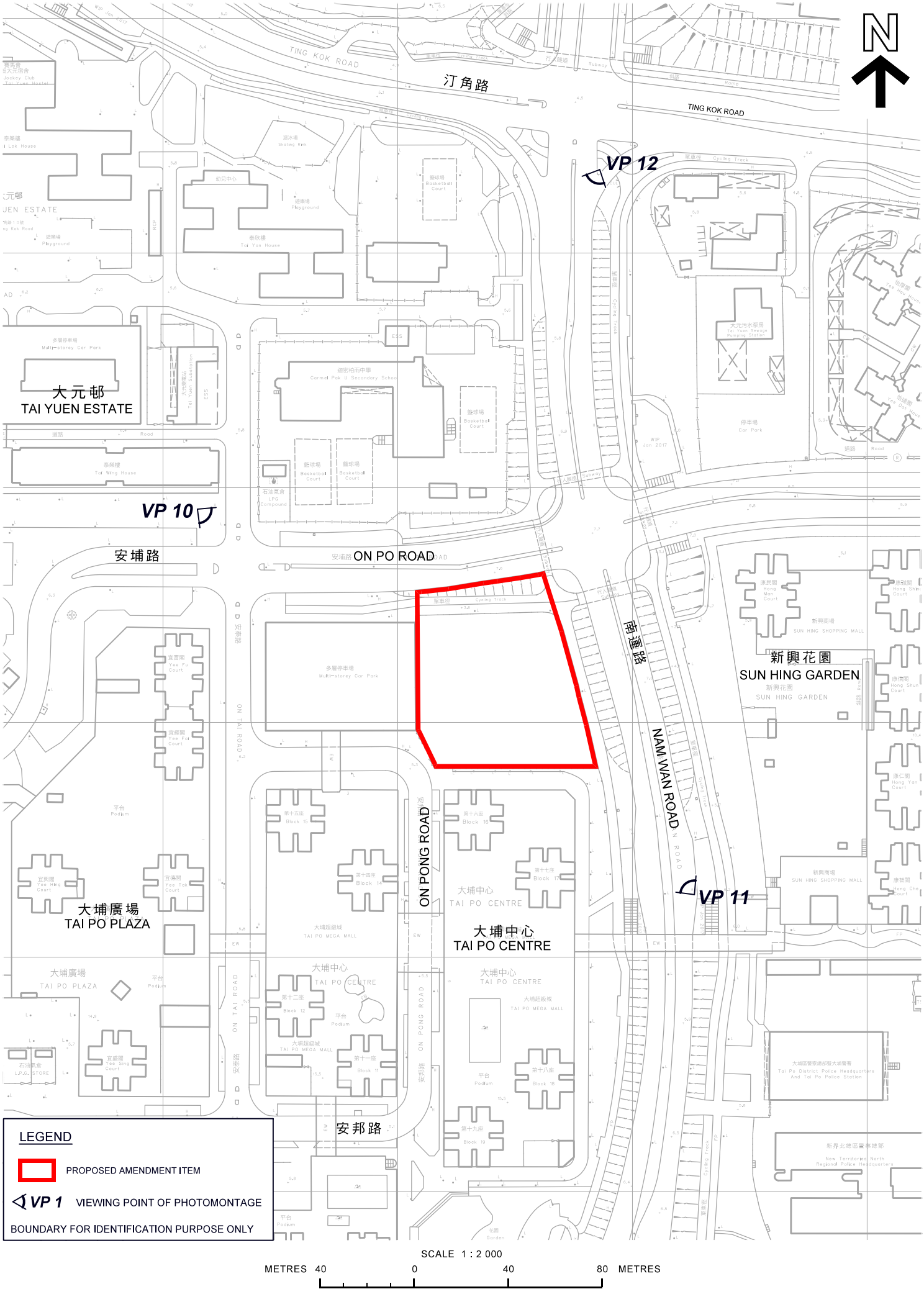


Figure 13 : Viewpoint 10 - Photomontage viewing from Sitting-out Area at Tai Yuen Estate

Photomontage with Proposed Development of 3 Storeys



Photomontage with Proposed Development of 8 Storeys



Figure 14 : Viewpoint 11 - Photomontage viewing from Nam Wan Road

Photomontage with Proposed Development of 3 Storeys

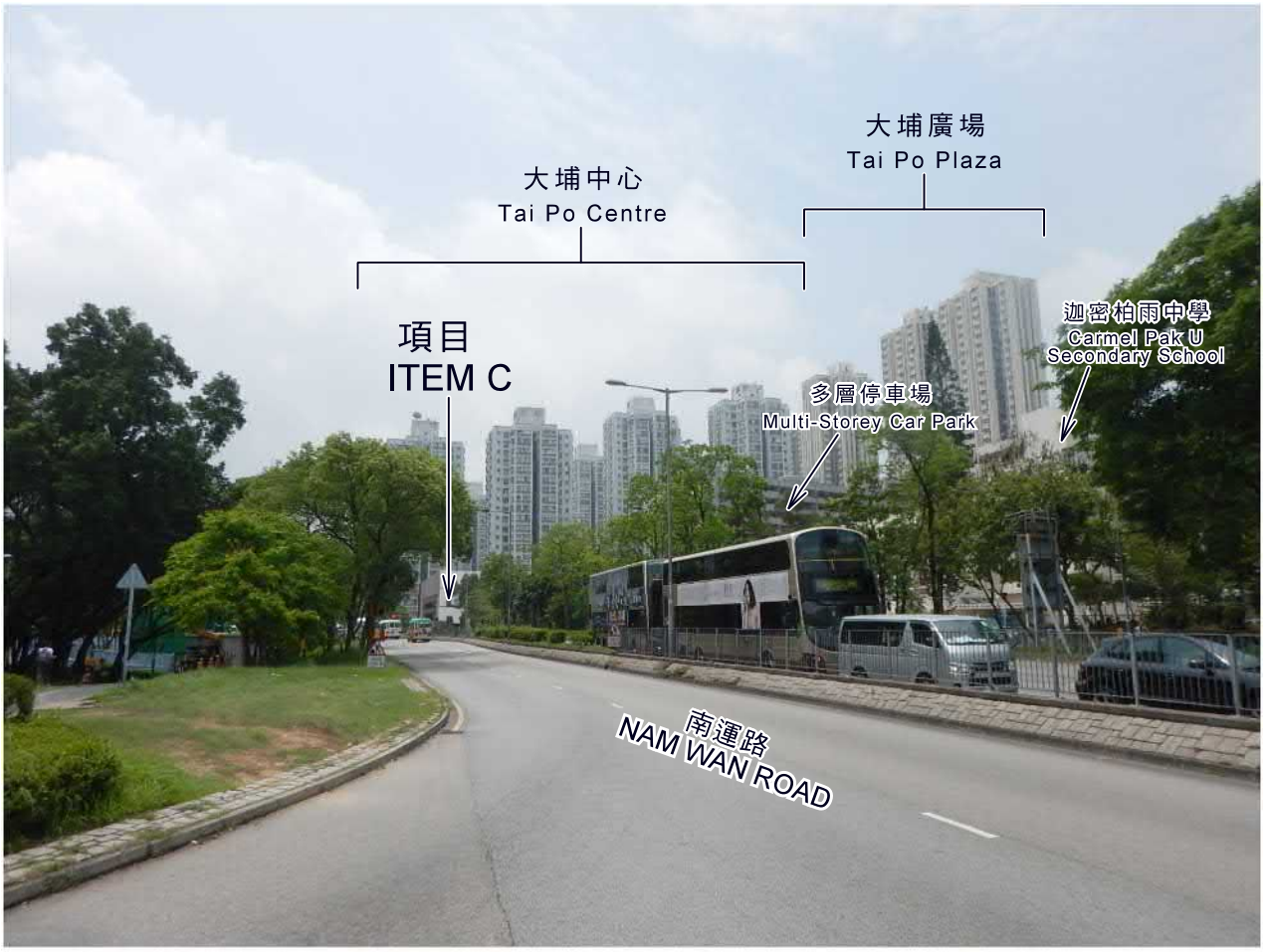


Photomontage with Proposed Development of 8 Storeys

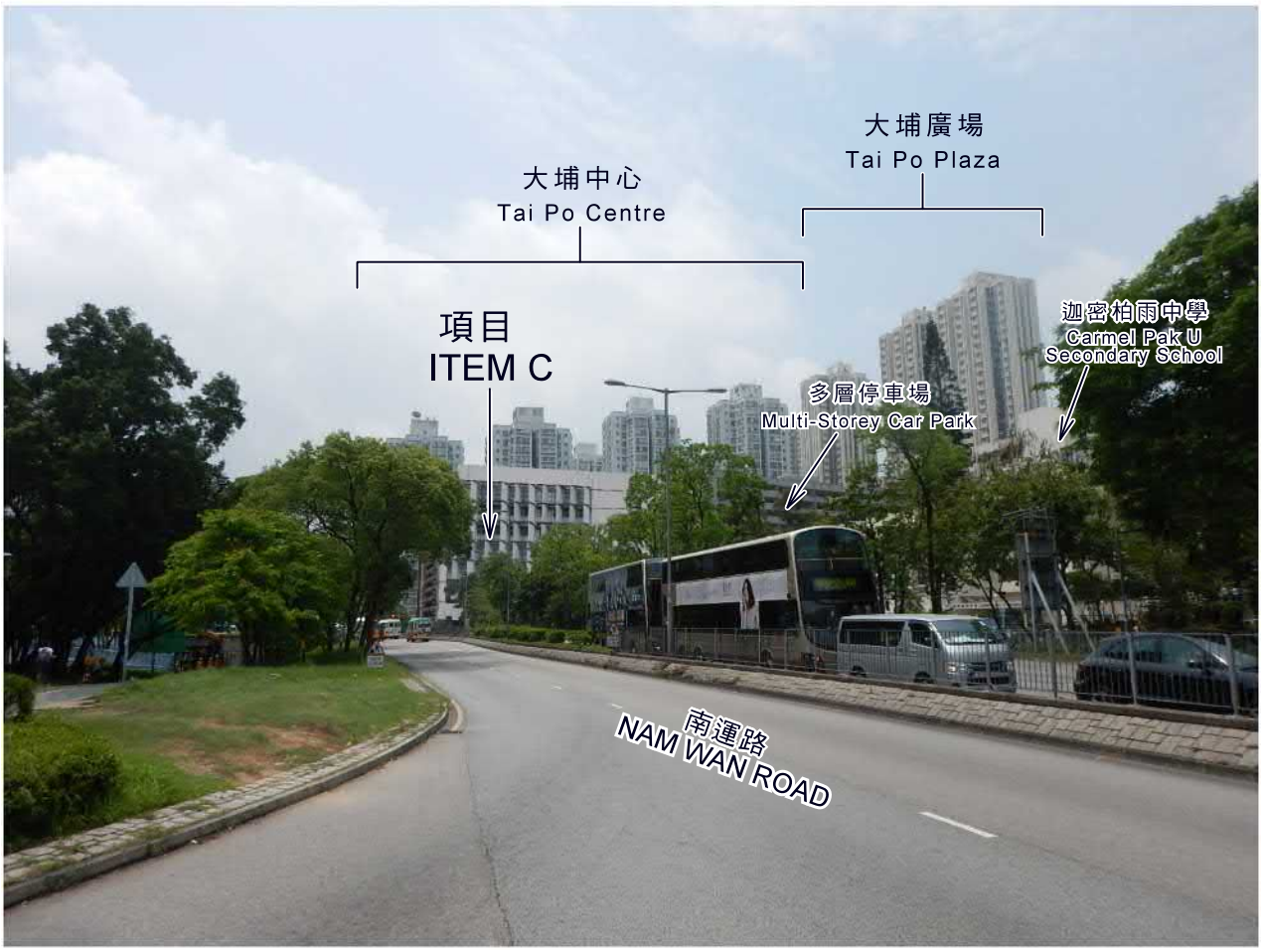


Figure 15 : Viewpoint 12 - Photomontage viewing from Nam Wan Road

Photomontage with Proposed Development of 3 Storeys



Photomontage with Proposed Development of 8 Storeys



Appendix IV

Landscape Assessment on Amendment Item D for Potential Residential Development at Ma Wo Road

1. Site Particulars and Proposed Development

1.1 The site is located to the north of the roundabout of Ma Wo Road on a vegetated hillside with level ranging from 90mPD to 46mPD. The site is of rural landscape character bounded by woodland as greenbelt to the north and east, mid-rise residential development at the south, a single storey columbarium to the southwest, and Tolo Highway to the west. Similar residential use can be found in proximity of the site. Subject to appropriate detailed design, the proposed use is considered not incompatible with the existing landscape context.

1.2 According to the aerial photo taken in 2015, the site is a hillslope covered with tree groups and shrubland, scattered fallow agricultural land and isolated temporary structures. With reference to the tree survey conducted by LandsD, there are approximate 384 trees within the site. They are common Hong Kong native species and fruit trees in fair to good conditions. The most dominant species is *Dimocarpus longan* 龍眼 (123 nos.). No Registered Old and Valuable Trees are found within the site. However, there are 1 no. of *Aquilaria sinensis* 牙香樹 (T267), which is protected under Cap. 586, and 3 nos. of trees with significant size (T27 *Dimocarpus longan* 龍眼 (DBH: 750mm), T29 *Machilus pauhoi* 刨花潤楠 (DBH: 700mm), and T100 *Cleistocalyx nervosum* 水翁 (DBH: 800mm)) in fair to good condition within the site that are of high preservation value.

1.3 It is anticipated that the site will be substantially modified to accommodate the proposed development and the majority of the existing trees within and adjacent to the site would be affected due to the site formation. Significant irreversible adverse impact on existing landscape resource is anticipated. The landscape character will be changed from rural fringe character to urban residential landscape.

1.4 Other potential impact arising from the proposed development includes the anticipated slopeworks/retaining structures associated with site formation work, structures as mitigation measures for the noise impact arising from Tolo Highway.

2. Opportunities

2.1 Landscape opportunities are as follows:

(a) Making use of existing landscape resources by retaining existing trees on site as far as practicable. For any tree removal/transplantation, a tree removal proposal should be properly prepared and provide tree compensation in accordance to LAO PN no. 7/2007. A tree preservation clause should therefore be imposed in the lease.

(b) To create a tree buffer planting area along the north and east boundary interfacing with the "GB" zone for better integration with the surrounding and as a measure to keep development away from the remaining existing landscape resources, in particular those existing trees on slope.

(c) A minimum 30% of the greening should be provided in accordance with PNAP APP 152. It is recommended that a landscape provision clause should be provided under lease as appropriate.

(d) To maximize greening opportunities within the site, quality landscape should be provided in associated with slopes, retaining walls, noise barriers and roadworks.

(e) Provision of open space to meet the need of planned population as per HKPSG, i.e. min 1m^2 open space per person.

Annexes

Annex I Summary of Existing Trees

PLANNING DEPARTMENT
JULY 2017

Summary of Existing Trees

Species and quantity of existing trees recorded within the tree survey boundary are tabulated below:

Botanical Name	Chinese Name	Qty.
Acacia auriculiformis	耳果相思	1
Acacia confusa	台灣相思	2
Alangium chinense	八角楓	17
Aporusa dioica	銀柴	3
Aquilaria sinensis	土沉香	1
Araucaria heterophylla	異葉南洋杉	1
Archidendron lucidum	亮葉猴耳環	2
Artocarpus heterophyllus	菠蘿蜜	22
Averrhoa carambola	楊桃	17
Canarium album	白欖	5
Carica papaya	番木瓜	9
Celtis sinensis	朴樹	7
Citrus maxima	柚	8
Clausena lansium	黃皮	40
Cleistocalyx nervosum	水翁	1
Cratoxylum cochinchinense	黃牛木	1
Dead tree	枯死樹木	3
Dimocarpus longan	龍眼	123
Eriobotrya japonica	枇杷	4
Ficus hispida	對葉榕	19
Ficus microcarpa	細葉榕	1
Ficus variegata var. chlorocarpa	青果榕	3
Garcinia oblongifolia	黃牙果	1
Leucaena leucocephala	銀合歡	6
Litchi chinensis	荔枝	13

Litsea monopetala	假柿木薑子	5
Macaranga tanarius var. tomentosa	血桐	20
Machilus breviflora	短序潤楠	1
Machilus chekiangensis	浙江潤楠	6
Machilus gambei	芳槁潤楠	1
Machilus pauhoi	刨花潤楠	2
Mallotus paniculatus	白楸	9
Mangifera indica	杧果	10
Michelia x alba	白蘭	2
Osmanthus fragrans	桂花	3
Phyllanthus emblica	油甘子	1
Sapium discolour	山烏桕	1
Sapium sebiferum	烏桕	1
Schefflera heptaphylla	鴨腳木	2
Sterculia lanceolata	假蘋婆	3
Sterculia nobilis	蘋婆	1
Syzygium jambos	蒲桃	4
Tetradium glabrifolium	楝葉吳茱萸	1
Trema tomentosa	山黃麻	1
TOTAL		384

1 no. of rare or endangered species was recorded within the tree survey boundary:
- T267 (*Aquilaria sinensis* 土沉香) which is protected species under Cap. 586.

No potential "Old and Valuable Trees" (pOVTs) was recorded within the tree survey boundary.

No trees of particular value as specified under the Lease were recorded within the tree survey boundary.

Appendix V

Provision of GIC Facilities and Open Space in Tai Po

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement based on planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision after proposed rezoning	
District Open Space	10 ha per 100,000 persons	27.72ha[1]	40.87	43.61	+15.89ha
Local Open Space	10 ha per 100,000 persons	27.72ha	55.90	60.23	+32.51ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	452 classrooms	563	563	+111 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	718 classrooms	572	668	-50 classrooms
Kindergarten/ Nursery	24 classrooms for 1,000 children aged 3 to 6	195 classrooms	221	236	+41 classrooms
District Police Station	1 per 200,000 to 500,000 persons	1	1	1	0
Divisional Police Station	1 per 100,000 to 200,000 persons	1	1	1	0
Hospital	5.5 beds per 1,000 persons	1,590 beds	1,469 beds	1,469 beds	-121 beds
Clinic/Health Centre	1 per 100,000 persons	3	2	3	0
Post Office	1 per 30,000 persons	NA	3	3	NA

[1] The calculation of open space requirement is based on a planned population of 277,200 which excludes transient residents

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement based on planned population	Provision		Surplus/ Shortfall against planned provision
			Existing Provision	Planned Provision after proposed rezoning	
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	4	7	7	+3
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	2	2	2	0
Library	1 district library for every 200,000 persons	1	1	1	0
Sport Centre	1 per 50,000 to 65,000 persons	4	5	7	+3
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	1	1	1	0
Swimming Pool Complex	1 complex per 287,000 persons	1	1	2[2]	+1

[2] The proposed swimming pool complex in Area 1 will include a 25m x 25m indoor heated swimming pool, a 25m x 10m indoor heated training pool and a Jacuzzi

大埔區議會
環境、房屋及工程委員會
2017年第三次會議記錄

日　期：2017年5月10日(星期三)
時　間：下午2時45分至下午8時43分
地　點：大埔區議會會議室

出席者	出席時間	離席時間
主席		
陳笑權議員,MH	會議開始	會議完畢
副主席		
李華光議員	會議開始	下午6時45分
委員		
區鎮樺議員	會議開始	下午8時20分
陳灶良議員,MH	會議開始	下午4時18分
周炫瑋議員	會議開始	下午7時35分
關永業議員	會議開始	下午6時45分
劉志成博士	下午2時56分	會議完畢
劉勇威議員	會議開始	會議完畢
羅曉楓議員	下午3時09分	會議完畢
李國英議員,BBS,MH,JP	下午2時57分	下午5時38分
李耀斌議員,BBS,MH,JP	會議開始	下午7時29分
譚榮勳議員	下午2時57分	下午7時57分
鄧銘泰議員	會議開始	會議完畢
黃碧嬌議員,BBS,MH,JP	下午2時57分	下午7時07分
胡健民議員	下午2時59分	會議完畢
任啟邦議員	會議開始	會議完畢
任萬全議員	會議開始	會議完畢
余智榮議員	下午2時57分	會議完畢
增選委員		
邱榮光博士,JP	會議開始	下午7時46分
李少文委員	會議開始	會議完畢
郭永健委員	會議開始	下午6時45分

秘書

梁仲華先生　　會議開始　　會議完畢

行政主任(區議會)1／

大埔民政事務處／民政事務總署

列席者

鄭俊平議員,JP	大埔區議員
呂少珠女士,JP	大埔民政事務專員／大埔民政事務處／民政事務總署
李佳盈女士	大埔民政事務助理專員／大埔民政事務處／民政事務總署
黃淑嫻女士	食物及衞生局首席助理秘書長(食物)2／食物及衞生局
馮英倫先生	發展局局長政治助理／發展局
朱霞芬女士	沙田、大埔及北區規劃專員／新界區規劃部／規劃署
劉志庭先生	高級城市規劃師(大埔)／新界區規劃部／規劃署
容伯煬先生	城市規劃師(大埔)1／新界區規劃部／規劃署
江詩雅女士	城市規劃師／新圖規劃 2／新界區規劃部／規劃署
黃展和先生	高級環境保護主任(區域北)1／環保法規管理科／環境保護署
趙謝淑燕女士	高級房屋事務經理(大埔及北區)／屋邨管理處／房屋署
宋雅亭先生	高級結構工程師／C2／C 組／樓宇(1)部／屋宇署
曾志偉先生	結構工程師／C2-3／C 組／樓宇(1)部／屋宇署
王國良先生	高級工程師／工程項目及大埔／運輸署
湛淑媛女士	工程師／49(新界東)／新界東拓展處／土木工程拓展署
羅偉基先生	工程師／顧問工程管理 14／水務署
陳耀華先生	衞生總督察 1／大埔區環境衞生辦事處／食物環境衞生署
劉素梅女士	署理行政助理／大埔地政處／地政總署
黃耀明先生	大埔區副康樂事務經理 2／康樂及文化事務署
鍾志堅先生	署理警署警長／香港警務處
馮子勁先生	駐地盤工程師／博威工程顧問有限公司
李裕修先生	高級行政主任(區議會)／大埔民政事務處／民政事務總署
陳樂謙先生	行政主任(發展)／大埔民政事務處／民政事務總署

請假者

李錦松委員

缺席者

陳梓華委員

開會詞

主席宣布以下事項：

(i) 由於社會服務委員會會議超時，本委員會會議順延至下午 2 時 45 分開始。

(ii) 鄧佩詩女士已辭任大埔區議會環境、房屋及工程委員會增選委員一職。

(iii) 鄭俊平議員及大埔民政事務專員呂少珠女士列席會議。

(iv) 警務處何耀民先生因事未能出席會議，由鍾志堅先生代為出席。

(v) 李錦松委員因事未能出席會議，他已於會前向秘書處提交缺席通知。根據《大埔區議會常規》第 51(1)條，委員會只會同意委員因身體不適(包括因懷孕而引起的身體不適)、擔任陪審員、代表區議會出席會議／活動、出席立法會會議、出席行政會議、分娩或侍產而提出的缺席申請。按照上述規定，他的申請不獲批准。

I. 通過環境、房屋及工程委員會 2017 年 3 月 8 日第二次會議記錄
(大埔區議會文件 EHW 22/2017 號)

2. 主席表示，秘書處收到規劃署就上次會議記錄提出的修訂建議(見大埔區議會文件 EHW 22/2017 號)。席上沒有其他委員提出修訂，上次會議記錄按照規劃署的建議修訂後獲通過作實。

II. 土地用途檢討—短中期適合改作房屋發展的用地
(大埔區議會文件 EHW 23/2017 號)

3. 主席歡迎發展局局長政治助理馮英倫先生；規劃署沙田、大埔及北區規劃專員朱霞芬女士；高級城市規劃師劉志庭先生及城市規劃師容伯煬先生就是項議程出席會議。

4. 馮英倫先生簡介如下：

(i) 要在短中期內增加房屋土地供應，政府必須善用市區和新市鎮現有的已建設土地，以及鄰近基建設施的地帶。發展局、規劃署和其他有關部門一直有進行各類土地用途檢討，在全港物色到超過 210 幅短中期適合改作房屋發展的用地，當中包括 20 幅位於大埔區的用地會建議改劃作公私營房屋發展之用，預計共可提供約 33 000 個住宅單位。在這 20 幅用地中，13 幅已完成法定改劃程序，預計共可提供約 15 760 個公私營住宅單位(包括 8 040 個公營住宅單位及 7 720 個私人住宅單位)。政府致力推展餘下七幅用地的改劃工作，以提供約 17 770 個住宅單位(公私營住宅單位比例約為 87：13)。是次會議亦會討論兩幅位於大埔第 39 區博研路及馬窩路的用地的規劃事宜。

(ii) 在提出有關短中期房屋用地的發展建議時，當局已作出詳細考慮，不論規劃署以至其他專業部門，都透過其機制和準則，評估各發展建議是否符合《香港規劃標準與準則》，以及會否對當區居民造成不可接受的影響。此外，政府亦已詳細考慮多個實際規劃因素，包括交通和基建容量、社區設施和休憩用地的提供、相關發展限制、當區的特色和現時的發展密度、對當區環境的潛在影響，以及對景觀和空氣流通的影響等。政府會全盤考慮這些因素，並已進行所需的技術評估。如有需要，政府會採取緩解措施，務求減輕發展對當區的潛在影響。

他希望委員和居民支持大埔區的土地改劃及房屋發展建議。

5. 劉志庭先生介紹文件及大埔區的規劃現況。

6. 李少文委員申報他是大埔尾原居民代表。他提出以下意見：

(i) 政府當年以低價向村民購入第 39 區博研路的用地作“政府、機構或社區”地帶用途，現時卻建議改劃土地發展私人住宅，兩個用地的土地價值差距很大。此外，在該處建屋可能會遮擋大埔尾及樟樹灘村一帶的景觀及造成屏風效應，政府應體恤當區居民的情況，慎加考慮。

(ii) 該區現時的交通配套和泊位均未能滿足居民的需求，加建住宅必然會令交通更加擠塞。

(iii) 大埔尾坑附近有河流，有關發展可能會影響自然生態環境。政府應考慮這個因素。

7. 李耀斌議員提出以下意見及查詢：

(i) 土地規劃甚為複雜，關鍵在於是否有社會效益。另外，亦應考慮居民會否受規劃影響及交通配套是否足夠等。

(ii) 政府容許發展商在面積細小的土地建屋，間接加劇“納米樓”的形成。

(iii) 現時全港約有四成及超過兩成土地為郊野公園及綠化地帶，而全港市民能使用的土地只有百分之七左右。這顯示政府的規劃並非以人為本。

(iv) 馬鞍山樟木頭以東及帝琴灣以南仍有什麼地方可發展房屋？

(v) 政府不應“見縫插針”式地增建房屋，而是應作更長遠的規劃，覓地進行更大型的房屋發展項目，因此他對文件表示反對。

8. 鄧銘泰議員詢問規劃署在諮詢區議會前是否已諮詢當區居民及持份者。他表示區議員難以單靠圖則判斷規劃是否會或如何影響當區居民，當局必須先了解居民的想法才諮詢區議會，否則會降低討論的效用。

9. 劉志成議員表示，他支持政府在大埔覓地興建房屋，但政府必須相應地做好交通方面的評估和規劃(如適當地放寬道路及擴建交通交匯處等)，否則只會加重大埔區的交通負荷，使民怨四起。他舉例指，現時港鐵大埔墟站外根本沒有位置泊車。他不理解為何當局還建議在春秋二祭時安排穿梭巴士，由大埔墟港鐵站往來擬建骨灰安置所的船灣選址。他認為政府應作長遠規劃及改善交通配套設施，以惠及市民。

10. 余智榮議員感謝部門努力覓地建屋，但他認為政府應全盤考慮交通配套是否足夠。他指達運路有道路連接吐露港公路往九龍方向的南行線，惟沒有道路連接往北區方向的北行線。由於政府擬改劃馬窩路兩幅土地作房屋發展，該處的人口會有所增長，因此他建議政府在達運路開闢道路，通往吐露港公路的北行線，以方便駕駛人士，同時紓緩大埔公路元洲仔段一帶的擠塞情況。

11. 邱榮光博士同樣關注區內的交通情況。他表示汀角路一帶近年有不少住宅落成，如在該區增建萬多個住宅單位，定必會加重該區的交通負荷，政府必須設法提供足夠的交通配套疏導交通。此外，他認為政府應在發展和規劃的過程中多顧及鄉村的道路發展。

12. 羅曉楓議員提出以下意見：

(i) 本年5月4日大埔區議會會議上，食物及衞生局副局長陳肇始教授聽取區議員對政府擬在船灣建骨灰安置所的意見，包括研究其他選址的可行性。不過，委員卻在5月5日收到環境、房屋及工程委員會的會議文件，得悉規劃署建議改劃前船灣堆填區西南角一幅土地作骨灰安置所及紀念花園用途。他質疑政府沒有慎重考慮區議員的意見，亦沒有預留足夠時間讓區議員諮詢居民。

(ii) 他指他收到新峰花園、馬窩村及運頭塘邨等居民的來信，居民都希望局方多聆聽地區人士對馬窩路用地的發展的意見，特別是他們對該區交通及社區配套設施不足的關注。

13. 任萬全議員提出以下意見：

(i) 早在發展大埔第9區時，他已提出區內交通及社區設施配套不足等問題，惟政府沒有正視，繼續在該處興建公營房屋。現時區內配套設施不足是不爭的事實，但政府仍然沒有就整個大埔區的發展作出長遠規劃(如興建醫療中心、圖書館及社區綜合服務大樓，以及完善交通配套等)，只顧不斷改劃用地建屋。政府在規劃的過程中，除了須要關注市民的住屋需要，亦須通盤考慮及平衡居民對其他配套設施的需要。

(ii) 他不理解為何政府集中在大埔第9區兩幅用地興建公營房屋，其餘多幅用地則用作興建私營房屋。他詢問規劃署按甚麼準則分配公私營房屋的用地。

14. 任啟邦議員提出以下意見：

(i) 規劃署所提供的資料不足，除交代改劃土地的位置外，並無提供土地面積、住戶數目、預計人口等資料，以致委員無法討論規劃是否恰當。

(ii) 以《香港規劃標準與準則》所定的標準對比大埔區現時的設施供應情況，指出現時區內普通科診療所、健康中心、醫院病床等的供應已經不足，更遑論日後大埔區人口進一步增加後。

(iii) 元朗和屯門有很多棕地，政府應先發展這些地方，之後才考慮改劃其他用地。

(iv) 規劃署將科學園部分地方改劃作建屋之用，這與政府近年鼓勵創新科技的理念相違背。

(v) 政府應先解決大埔及北區交通配套不足的問題，以及照顧大埔居民對社區設施的需求，之後才考慮在區內建屋。

15. 郭永健委員提出以下意見及查詢：

(i) 在發展綠化地帶前應先發展棕地。根據民間團體收集到的資料，指桐梓路近香港教育大學對開有一幅面積達九公頃的棕地，現時用作戶外貨倉，作業範圍更不斷擴大。規劃署是否知情及有否就該用地進行規劃？

(ii) 政府近年不斷改劃綠化地帶作建屋及其他用途。對署方而言，綠化地帶的定位和價值是否有所改變？

(iii) 私營房屋價格昂貴，並非一般市民所能負擔，因此應降低私營房屋的比例。

(iv) 犧牲綠化地帶或“政府、機構或社區用地”以興建私營房屋絕對不能接受。

(v) 規劃署所提供的資料不足，他希望署方提供更多資料。

16. 劉勇威議員提出以下意見：

(i) 在發展綠化地帶之前，應考慮是否沒有其他土地可用。

(ii) 除醫療設施外，大埔區亦沒有足夠圖書館及綜合家庭服務中心等社區設施。他不滿政府無視居民對這些配套設施的需求，不斷改劃“政府、機構或社區用地”建屋，做法極不負責。

(iii) 規劃署只粗疏地交代有關用地預計可供發展的年份及位置，並無提供其他基本資料，例如土地面積、單位數目及詳細地圖。署方在這個情況下，便把有關規劃建議呈交區議會審議，並希望得到委員支持，對區議會有欠尊重。

17. 區鎮樺議員提出以下意見：

(i) 《香港規劃標準與準則》的內容不切實際且不合時宜，所訂立的標準並不貼近社會的真正需要。此外，他不滿政府選擇性地執行《香港規劃標準與準則》，例如當委員向政府表示區內車位不足時，有關部門會回覆稱，政府只能提供準則所訂明的車位數量，而不考慮實際的情況上調車位數目；但另一方面，政府亦未能根據該準則的要求，為大埔區提供足夠的社區設施。政府應先增加區內的配套設施，之後才考慮增加房屋用地。

(ii) 中低下階層的市民的住屋需求最大，但大埔區新建的私營房屋多屬低密度的高尚私人住宅，難以紓緩整體的住屋需要。

(iii) 交通方面，吐露港公路交通繁忙，經常塞車，嚴重時甚至會癱瘓大埔區內的交通。署方有否考慮加建一條幹道連接大埔及九龍，以期把吐露港公路的交通分流？

18. 胡健民議員申報他在汀角路附近居住。他引述《香港 2030+：跨越 2030 年的規劃遠景與策略》的內容，指政府沒有針對新界南北走向的交通作長遠規劃。他舉例指，汀角路一帶的交通隨着人口增加而日漸繁忙，但運輸署卻因目前的車流未達道路的負荷上限而安於現狀，沒有一早作出相應規劃。他強調他支持政府增加公私營房屋供應，但前提是政府必須為市民提供足夠的配套設施。

19. 黃碧嬌議員提出以下意見：

(i) 大埔原居民一直支持政府收地發展房屋。政府現時需要覓地建屋解決住屋問題，她亦十分支持，惟她希望政府在規劃的過程中多聽地區意見。她舉例指政府當年計劃興建寶鄉邨，區議會曾提出區內交通配套及其他設施不足的問題，雖然區議會最終支持有關規劃，但因此承受不少來自地區及立法會的壓力。

(ii) 規劃署的文件過於粗疏。

(iii) 政府是否能排除困難，在馬窩路桃源洞、馬鞍山樟木頭以東及帝琴灣以南建屋。

(iv) 規劃署在諮詢區議會前必須先進行地區諮詢，以充分了解持份者的意見。

20. 關永業議員提出以下意見及查詢：

(i) 新界東北人口增長迅速，而大埔、北區和沙田使用同一條公路往市區，令幹道的交通負荷很大，惟未見政府有良好的規劃配合將來的發展。

(ii) 政府應檢討人口政策、單程證配額制度和審批權等，否則長遠而言，香港的房屋不足問題會惡化。

(iii) 近年不少內地發展商來港購地，土地及房屋價格飆升，與香港市民購買力脫節。鑑於現時大埔的房屋發展用地以興建私營房屋為主，日後政府會否推出“港人港地”或限制外資投地的政策，以免問題惡化？

(iv) 政府將部分前公營房屋用地改劃興建私營房屋，使公私營房屋的發展失衡，間接造成現時樓價高企的情況。

21. 馮英倫先生回應如下：

(i) 香港的土地規劃工作在“沙士”後因應房屋市場情況，土地和房屋發展減慢，造成後來的土地房屋供應短缺問題。現時政府必須多管齊下，一方面在中短期改劃用地建屋，另一方面作出長遠規劃，例如發展洪水橋、新界東北等新發展區，以及為長遠規劃策略增長區如東大嶼都會和新界北，全方位增加土地房屋供應。

(ii) 交通及社區配套是各個地區共同關注的問題。發展局會向運輸及房屋局等有關部門轉達地區訴求。

22. 朱霞芬女士回應如下：

(i) 規劃署在 2017 年 5 月 4 日大埔區議會會議舉行前已擬議修訂前船灣堆填區西南角一幅土地的用途，署方亦已於 2017 年 5 月 2 日將討論文件呈交大埔區議會秘書處。她澄清署方並非在大埔區議會會議後才加入該項修訂建議。

(ii) 對於委員指討論文件所載的資料不足，她表示這份討論文件的主要目的是概述大埔區整體房屋發展用地的情況，包括 13 幅已改劃用途及其他具潛力發展的土地位置。文件所載的資料屬初步，土地面積及發展可行性等細節需待署方完成詳細研究後才可向委員會發放。屆時署方會再次徵詢區議會的意見。

(iii) 規劃交通配套十分重要。署方會先行評估地盤面積及發展對附近交通的影響，之後提出適當建議或緩解措施，並會向區議會報告情況。

(iv) 大埔區議會文件 EHW 23/2017號附件三所列七個“待展開改劃”項目中，有五個是公營房屋項目，署方希望藉此滿足市民的住屋需求。

(v) 規劃署會在下個議程提出一項修訂建議，以助大埔區推展興建醫療中心的計劃。關於新界東整體的醫療設施，威爾斯親王醫院將會重建、仁安醫院將會擴建，香港中文大學醫院亦在籌建中，相信屆時將可提供更多的病床資源，以期應付市民的醫療需要。

(vi) 規劃確實有可能影響居民。署方樂意繼續進行諮詢及聽取居民的意見。

(vii) 不同區議會均曾就《香港規劃標準與準則》提出意見。規劃署總部會檢視這些意見，有需要時會作出適當修訂。

23. 李耀斌議員提出以下意見：

(i) 只要政府提出的選址恰當，同時又能改善當區的居住環境及配套，居民便會支持有關規劃。政府需提供誘因爭取持份者的支持。他舉例指，如政府在平洲興建水電設施幫助提升島上村民的生活質素，相信他們亦會歡迎政府在島上發展房屋。

(ii) 政府不應在資源緊張或配套不足的地區建屋，否則只會加劇資源競爭，難以爭取社會的支持。

24. 鄭俊平議員表示，剛才委員已就交通、醫療、社區配套等方面提出很多關注。他相信規劃署必定會在落實有關房屋發展計劃前諮詢地區，及向委員會提供更多補充資料。

25. 主席總結如下：

(i) 規劃署應徵詢及尊重地區持份者、大埔鄉事委員會及西貢北約鄉事委員會("西貢北鄉委會")意見，不應倉促通過有關規劃。

(ii) 區內的交通配套確實不足，他不理解為何署方不考慮在白石角興建鐵路站。

(iii) 居民指規劃署沒有就大埔滘乾坑近樟樹灘路的規劃進行諮詢，亦沒有提供合理賠償。他請署方跟進此事。

(iv) 興建公營房屋需要提供完善的周邊配套，例如學校、巴士總站、街市等。

(v) 馬窩路桃源洞、馬鞍山樟木頭以東及帝琴灣以南的選址並不合適。

(vi) 發展局與規劃署應考慮重新進行地區諮詢，之後再在委員會會議上繼續討論。

III. 《大埔分區計劃大綱核准圖編號 S/TP/26》的擬議修訂項目
(大埔區議會文件 EHW 24/2017 號)

26. 主席歡迎食物及衞生局首席助理秘書長(食物)2 黃淑嫻女士；規劃署沙田、大埔及北區規劃專員朱霞芬女士、高級城市規劃師劉志庭先生及城市規劃師容伯煬先生就是項議程出席會議。

27. 劉志庭先生介紹文件並簡介以下擬議修訂項目：

(i) **A項** – 把大埔第39區博研路近蕉坑的一塊土地由"政府、機構或社區"地帶改劃為"住宅(乙類)9"地帶，以及訂明該"住宅(乙類)9"地帶的總樓面面積及建築物高度限制。

(ii) **B項** – 把位於第39區優景里近蕉坑的一塊土地由"住宅(丙類)"地帶改劃為"住宅(丙類)10"地帶，以及訂明該"住宅(丙類)10"地帶的地積比率及建築物高度限制。

(iii) **C項** – 把位於前船灣堆填區西南角的一塊土地由"其他指定用途"註明"高爾夫球場"地帶改劃為"其他指定用途"註明"靈灰安置所及紀念花園"地帶，以及訂明該"其他指定用途"地帶的建築物高度限制。

(iv) **D項** – 把位於大埔安邦路的一塊"政府、機構或社區"用地的建築物高度限制，由三層放寬至八層。

(v) **E項** – 把位於馬窩路的一塊土地由"綠化地帶"改劃為"住宅(乙類)10"地帶，以及訂明該"住宅(乙類)10"地帶的總樓面面積及建築物高度限制。

28. 委員就A項提出以下意見及查詢：

(i) 李少文委員表示，在這幅土地建50米高的建築物會遮擋附近樓宇的景觀，亦會造成屏風效應。他認為政府應慎重考慮項目對周邊環境及居民的影響。他續指，A項及B項會增加第39區的人口，但附近的交通配套卻見不足(如欠缺鐵路)。

(ii) 主席認為規劃署應就有關規劃重新諮詢大埔鄉事委員會、相關居民代表及業主立案法團。此外，他指白石角鄰近中文大學、科學園及多個屋苑，有居民曾建議在該處興建鐵路站。他希望政府考慮有關建議。

(iii) 邱榮光博士表示，他是樟樹灘村的居民。他指樟樹灘村位於"鄉村式發展"地帶，該處的屋宇只有三層高，如政府在樟樹灘村與吐露港公路之間(即優景里及博研路用地)興建一排約十多層高的樓房，不但會影響樟樹灘村的景觀，亦會造成屏風效應。他表示，樟樹灘村有一條河道及五個祠堂，政府在發展的同時須避免影響河道的生態環境，亦須考慮鄉村的傳統文化背景。此外，他指該"鄉村式發展"地帶的可建屋面積因道路建設而有所減少，居民正向政府爭取擴大該"鄉村式發展"地帶的範圍。他認為政府現時建議在該處興建的私營房屋的性質與規模，與批出土地讓村民興建村屋相近，假如政府集中資源在其他合適的地方發展大型屋苑會更具成效。

(iv) 胡健民議員支持政府在大埔區興建骨灰安置所，但他指船灣選址的面積達 1.72 公頃，但只提供 15 000 個龕位(即每個龕位平均佔地 1.1 平方米)，做法不具成本效益。他認為在平山仔或沙螺洞興建骨灰安置所或更合適。

(v) 黃碧嬌議員表示，船灣選址附近剛有釣魚區落成，加上日常有不少居民在該處做運動，因此不宜在該處興建骨灰安置所。她認為政府不能因急於在各區興建骨灰安置所而選擇以前堆填區作為選址。此外，她指食衞局副局長於本年 5 月 9 日的來信未有完全反映大埔區議會的意見，而信中"大埔區議會對船灣選址有所保留，但並不反對政府可繼續進行該選址的各項跟進工作"的說法是錯誤的。她認為當時主席只建議當局研究在船灣選址以外，是否有更合適的地方建設骨灰安置所。她指有委員已建議政府在平山仔或沙螺洞興建骨灰安置所，反映大埔區議會樂意作出配合。她認為局方以基礎設施不足為由拒絕考慮在平山仔及沙螺洞興建骨灰安置所並不合理。她表示不支持 C 項。

(vi) 羅曉楓議員表示，食物及衞生局於本年 5 月 4 日大埔區議會會議上，表示會研究區議員建議的選址是否適合用作骨灰安置所，但規劃署卻在此時建議改劃船灣一幅土地作靈灰安置所用途，這顯示部門間的協調出現問題。他指多個委員均反對船灣的選址，他希望規劃署慎重考慮委員的意見。

(vii) 余智榮議員批評政府根本沒有聽取區議員的意見。他表示，大埔區內有其他可興建更多龕位的地方，因此反對規劃署在前船灣堆填區興建骨灰安置所，並要求食物及衞生局重新選址。

(viii) 主席表示委員普遍反對於船灣興建骨灰安置所。他建議規劃署先撤回這個選址。他補充，在船灣選址的臨海地段興建 15 600 個龕位不合乎成本效益。他建議政府研究在其他選址興建更大規模的骨灰安置所。

31. 委員就 D 項提出以下意見：

(i) 區鎮樺議員支持將建築物高度限制由三層放寬至八層。他建議在該幅用地興建中小型綜合大樓，內設圖書館、自修室、社福設施、政府辦事處(如社會福利署服務單位)、醫療機構、長者和兒童設施等，以配合大埔北人口增長。他認為安邦路的位置優越，擬建設施應多樣化，如只興建醫療中心，或難以得到居民的支持。此外，他建議政府研究在該處增設地下停車場，藉此紓緩大埔區違泊及泊位不足的問題。他認為政府亦可考慮以短期租約方式批出閒置的用地作臨時公眾停車場。

(ii) 鄭俊平議員支持政府發展安邦路的用地，惟他認為擬建大樓只有八層高並不足夠。他贊成區鎮樺議員的建議，認為政府應研究在上址興建多樣化的設施，以及運用閒置土地作臨時停車場。

(iii) 任啟邦議員表示，委員需就各幅土地的用途諮詢居民及持份者，他希望有關部門盡早向委員提供相關資料。他指居民歡迎政府在區內興建社區醫療服務中心，但他們亦希望政府興建文康設施。他建議規劃署以綜合形式發展有關土地，提供圖書館、長者中心、健康或醫療中心等設施。此外，他對比大埔區和北區、荃灣及西貢區的人口和圖書館比例，發現大埔區的圖書館數量不足及落後於其他地區。他稱已多番向政府爭取在區內增設圖書館，希望政府會積極考慮。

(iv) 周炫瑋議員支持興建社區醫療中心，他希望了解政府按甚麼原則決定提供甚麼醫療服務。他解釋，醫管局曾在 2009 年向區議會建議在大埔興建綜合社區健康中心，提供日間醫療、社康護理及物理治療等服務，但如今卻改為提供學生／老人健康服務及非全日評估服務。他希望政府在決定該醫療服務中心將提供甚麼服務前先作諮詢。此外，他指現時大埔區的圖書館及自修室不足，政府有需要增設這些設施。

(v) 黃碧嬌議員表示，在社會服務委員會會議上，有委員指大埔區普通科門診服務不足，亦欠缺社區醫療服務中心，而規劃署迅速回應委員的訴求，提供安邦路的用地以供發展有關設施。她表示她不反對有關規劃，但她更關注大埔中心一帶的交通問題。她指早前曾討論在安邦路興建一個多層停車場或臨時停車場，以解決泊位不足的問題，惟建議最終因大埔中心居民反對而擱置。她認為委員支持與否，關鍵在於有關規劃能否得到當區持份者支持。因此，她希望政府與大埔中心的業主委員會溝通，了解他們是否支持在上址興建社區醫療中心。

(vi) 羅曉楓議員認為政府應接納委員的建議加設圖書館。另外，由於區內的醫療配套不足，他不反對在區內增建社區服務中心，但他指署方未有就擬議規劃諮詢當區議員，對他們欠缺尊重。

(vii) 主席希望署方考慮委員的建議及諮詢地區持份者。他又請署方研究在 D 項增設圖書館及停車場，並在完成規劃前批出閒置土地作臨時停車場之用。

32. 委員就 E 項提出以下意見及查詢：

(i) 李國英議員詢問土地將用作私營或公營房屋發展。

(ii) 任萬全議員詢問在馬窩路用地興建公營房屋預計可提供多少單位及供多少人入住。

(iii) 郭永健委員指綠化地帶有其保育價值。他詢問規劃署在改劃這幅位於馬窩路的綠化地帶土地前，有否詳細研究及評估規劃對該區環境可能造成的影響。他又詢問署方是否計劃以馬窩路作為連接將來發展項目的主要道路。此外，他查詢有關交通評估報告的結果。他指該用地範圍內有一些房屋。他詢問這些房屋是否已荒廢。

(iv) 羅曉楓議員詢問規劃署如何處理該區獲批牌照的構築物及墳墓。他指如依賴馬窩路作為主要的出入口通道(亦是該處唯一的緊急車輛通道)，該區的交通會更加擠塞。他續指該區的公共交通配套亦不足以應付人口增長。他表示，人口增長亦會令該區的社區配套服務更見緊拙，居民要求政府在大埔第6區增設休憩用地及體育館，他請政府正視他們的訴求，之後才考慮往後的發展。

(v) 主席請規劃署就這項規劃諮詢當區居民。

33. 委員就大埔區議會文件EHW 24/2017號附件二("大埔區休憩用地及主要社區設施規劃標準及供應表")所載的資料提出以下意見及查詢：

(i) 區鎮樺議員指根據附件二所載的資料，區內已規劃的體育中心、運動場館／運動場及標準游泳池均比現有的供應多。他請規劃署提供這些設施的位置。他表示，根據《香港規劃標準與準則》，每20萬人便應有一間圖書館，而大埔區的人口已近30萬，政府是否應該在區內增設多一間圖書館？

(ii) 任萬全議員指，文件顯示大埔區內現有及已規劃的標準游泳池分別為兩個及三個，他請規劃署提供具體資料。此外，他指假若區內18幅中短期房屋用地均順利改劃，大埔區將新增七至八萬人口，而根據休憩用地及主要社區設施的規劃標準，屆時區內的配套設施數目將不能達標。他請規劃署研究如何增加區內的配套設施，以便委員衡量是否應支持是次修訂規劃。

(iii) 任啟邦議員希望規劃署指出區內現時有哪兩個標準游泳池。他指將來建成的游泳池並非一個標準游泳池。他希望署方提供有關資料。

(iv) 劉勇威議員指表格所顯示的資料過時，每項資料所採用的人口基數亦不同，其準確性成疑。此外，他指與沙田和北區相比，大埔區的圖書館數目遠遠落後於人口標準及其他地區。他續指現時大埔區的人口已超過30萬，假若有關用地順利改劃，區內人口會增至近40萬。因此，他希望規劃署增加區內的圖書館及其他文娛康體設施，如在安邦路的用地增設圖書館。他續表示，大埔區(特別是市區)泊位不足，政府可考慮在規劃安邦路的項目或其他政府用地時加入停

車場設施。

34. 朱霞芬女士就委員的提問綜合回應如下：

(i) 運輸署已就A及E項進行詳細交通評估，以確保有關發展不會影響區內的交通。

(ii) 規劃署主要按個別地區的情況及環境分配公私營房屋的用地，不會只集中發展公營房屋或高尚住宅。

(iii) 就委員對A項可能會形成屏風樓的關注，她指該處現時的建築物高度限制為主水平基準上47米(規劃署建議提升至主水平基準上50米)。根據署方的可行性研究報告，將來的發展項目約高13至14層，住用覆蓋面積約34%。署方會確保樓宇間有足夠的距離。

(iv) 規劃署收到樟樹灘村居民就B項所寄來的信件，他們要求署方落區向居民講解有關規劃情況及進行諮詢。署方會積極回應他們的要求。

(v) D項位於安邦路的一幅土地一向屬“政府、機構或社區用地”。規劃署曾考慮批出該幅土地作其他短期用途，惟地政總署提出的建議都因附近居民的反對而未能落實。她感謝委員支持將建築物高度限制由三層放寬至八層，使地盡其用。她補充，該處是“政府、機構或社區用地”，用途不局限於提供醫療設施。規劃署會積極與食物及衞生局商討加設圖書館及地下停車場的建議。

(vi) E項的用地將預留作私營房屋發展。在社區配套方面，該區有一幅“政府、機構或社區用地”，她知悉康樂及文化事務署(“康文署”)正進行有關項目的籌備工作。

(vii) 規劃署按大埔分區計劃大綱圖的人口估算各項休憩及社區設施的供應情況。關於區內游泳池數目的資料，署方將於會後聯絡相關議員作出跟進。

(viii) 政府需提供不同類型的房屋滿足市民的需求。鑑於市場出現不少“納米樓”，政府需加快增加土地供應，避免情況進一步惡化。她希望委員支持A、B、D及E項的擬議修訂。

(ix) 規劃署會把A、B、D及E項及委員的意見一併轉交城市規劃委員會(“城規會”)考慮。規劃署會繼續進行諮詢及向居民介紹有關規劃。

(x) 政府計劃在船灣選址興建骨灰安置所，而為作配合，規劃署建議改劃有關土地的用途。規劃署已在大埔區議會會議舉行前向秘書處提交會議文件。因此，署方並非在得知委員的意見後才決定提交文件。

(xi) 規劃署於 2011 年詳細研究骨灰安置所的大埔選址。署方認為現時的船灣選址合適。該處以前是堆填區，地下有污水及廢氣，發展限制極大，並不適宜作住宅或商業發展。在該處興建骨灰安置所可地盡其用，避免使用其他可用來作房屋或商業發展的用地。

35. 黃淑嫻女士就骨灰安置所項目補充如下：

(i) 食物及衞生局("食衞局")亦已就區議員所提出的骨灰安置所選址諮詢相關決策局及部門。根據資料，平山仔及沙螺洞欠缺基本設施及道路網絡，因此不適合在該處興建骨灰安置所。

(ii) 擬建骨灰安置所屬低層構築物。據橫截面圖，有關構築物不會對周邊環境造成負面的視覺影響。

(iii) 食衞局知悉委員希望將來可延伸大埔海濱公園的單車徑，並已就此徵詢發展局及拓展署。局方會在擬建骨灰安置所範圍的近岸位置預留足夠空間，供日後延伸單車徑之用。

(iv) 目前的改劃土地用途修訂建議只反映規劃意向，食衞局在完成概念設計後會適時再向大埔區議會匯報，之後才會申請撥款。

36. 委員次輪的意見及提問如下：

(i) 李耀斌議員認為耗用如此多資源興建少量龕位並不值得。他指龕位供不應求，幾年後政府或需再次覓地興建骨灰安置所。他認為將骨灰安置所設於前堆填區對先人有欠尊重，因此他反對在船灣選址興建骨灰安置所。他批評政府因平山仔及沙螺洞的道路設施不足而拒絕在該處興建大型骨灰安置所，顯示政府沒有誠意解決問題。此外，他指大元邨有荒廢校舍，該處附近亦有巴士總站，交通便利。他建議政府利用這些現有資源興建骨灰安置所。

(ii) 鄧銘泰議員表示，即使在外觀設計上能將骨灰安置所隱藏於自然環境之中，亦不代表它不存在，附近居民在心理上還是會受到影響。他表示政府須作出長遠規劃，透過開發鄉郊地方建設大型及永久的骨灰安置所，以滿足社會未來數十年的需求及減低對居民的滋擾。他要求規劃署撤回 C 項的修訂建議。

(iii) 區鎮樺議員對於規劃署表示委員會並不反對 D 項的修訂建議的說法有保留。他指任啟邦議員、關永業議員及他本人建議在安邦路的用地興建中小型綜合大樓，內設圖書館、自修室、政府公共機構、長者中心、停車場等設施，令居民更加容易接受有關規劃。因此，他希望署方就 D 項作進一步修訂，加入上述建議。

(iv) 關永業議員表示，早前沙螺洞發展公司及環保團體向大埔區議會提出在沙螺洞興建一所可容納約八萬個龕位的骨灰安置所，惟計劃最終告吹。他表示當時區議員普遍支持計劃，認為該區有發展骨灰安置所的空間。他不理解為何政府不嘗試研究在該區興建骨灰安置所的可行性。

(v) 李少文委員希望規劃署確定是否將於會後向城規會提交 A 項的修訂建議。此外，就骨灰安置所的事宜，他詢問署方有沒有統計過坊間的龕位數目。他認為如將這些龕位放回政府的骨灰安置所，萬多個龕位很快便會用完。除平山仔及沙螺洞外，他指政府亦可考慮在岩洞興建骨灰安置所。

(vi) 羅曉楓議員表示，委員普遍反對各項修訂建議，但規劃署仍堅持將修訂建議提交城規會。他詢問署方諮詢區議會的作用為何。他指規劃署沒有做足空氣流通評估、交通影響評估及地區諮詢工作，亦沒有提出社區配套設施建議。他促請委員會反對《大埔分區計劃大綱核准圖編號 S/TP/26》的擬議修訂項目。

(vii) 劉志成博士希望主席確定規劃署是否撤回 C 項的修訂建議。

(viii) 劉勇威議員要規劃署解釋文件各項資料所採用的人口基數為何不同。他亦詢問為何署方需在會後才回應有關標準游泳池的查詢。此外，他指如安邦路的用地最終未能加設圖書館，署方亦可研究在區內其他地方加設圖書館。

37. 主席綜合委員的意見，並就 A 至 E 項作出簡單總結：

(i) A 項方面，當區村民代表已於會前清晰表達他們的反對意見。規劃署應先向他們解釋有關規劃，並在諮詢他們後把有關規劃建議交由委員會討論。委員會現階段不會支持有關規劃建議。

(ii) B 項方面，規劃署已修訂地積比率及建築物高度限制。附近一帶居民的反對意見已減少。

(iii) C 項方面，委員會要求規劃署先撤回這項修訂，並與食衞局研究以平山仔、沙螺洞或其他地方代替船灣的選址。

(iv) D 項方面，委員會普遍支持有關放寬建築物高度限制的修訂，但委員會對有關用地日後可提供的設施和服務提出多項建議，例如增設圖書館及停車場等。署方應就擬建大樓的用途諮詢持份者。

(v) E 項方面，羅曉楓議員已清晰表達他和相關業主立案法團的反對意見。委員會認為該處交通配套不足，不宜倉促發展用地，因此反對有關規劃，規劃署亦應繼續諮詢地區。

38. 朱霞芬女士回應如下：

(i) 規劃署收到委員就A、B、D及E項所提出的意見，稍後會如實向城規會反映這些意見。署方會透過民政事務處安排到地區諮詢持份者。

(ii) 規劃署備悉委員對骨灰安置所選址的關注。她會向有關決策局及部門如實反映委員會要求暫時撤回C項的修訂建議，並會適時向區議會報告跟進情況。

39. 黃淑嫻女士補充，政府多個決策局及部門均有參與骨灰安置所的項目，因此，規劃署須向這些部門轉達委員的意見後，之後才可回覆區議會。

40. 區鎮樺議員質疑在刊憲後才諮詢地區，日後或難以修改規劃內容。

41. 朱霞芬女士表示，刊憲後有兩個月公眾諮詢期，而根據《城市規劃條例》，任何人士均可在圖則展示期間向城規會作出書面申述，城規會會決定是否修訂圖則。她補充，城規會過往亦曾因應申述所提出的理據而撤回有關位於鳳園及那打素醫院附近的規劃修訂建議。

42. 區鎮樺議員認為規劃署應在刊憲前完成諮詢工作，並適當地修改擬議修訂項目的內容。此外，他指他早前曾向規劃署查詢附件二所載體育中心、運動場館／運動場、標準游泳池及圖書館的數目。他請部門稍後向他作出書面回覆。

43. 羅曉楓議員再次詢問規劃署諮詢委員會的目的為何。他強調除C項外，他亦反對E項。他認為署方應先收集地區持份者的意見並回應委員的建議，之後再適當地修改有關圖則，最後才把有關圖則交予城規會考慮及刊憲作公眾諮詢。

44. 朱霞芬女士回應，規劃署預計於本年5月底將有關意見轉交城規會考慮，期間如民政事務總署能安排人員到地區與居民會面，署方亦樂意配合。她重申，署方會如實向城規會反映委員的意見，她亦會告知有關決策局及部門反映委員會希望撤回C項的修訂建議。她強調，諮詢工作不會停止，署方亦會繼續落區諮詢居民。

45. 李佳盈女士表示，根據指引，規劃方面的地區諮詢工作應由規劃署主導，署方可直接聯絡當區議員邀請他們參與諮詢工作；如有需要，大埔民政事務處(“大埔民政處”)會按署方的要求提供協助。

46. 主席希望規劃署押後向城規會提交有關文件的時間。此外，他請署方澄清是否會撤回C項的修訂建議。

47. 劉志成博士表示，如政府認為船灣是唯一合適選址，並必須在該位置興建骨灰安置所，他會建議食衞局在船灣另一個位置興建骨灰安置所，以釋除部分居民的疑慮。

48. 黃淑嫻女士回應，能否撤回C項的修訂建議屬政府集體決定，因此需待有關部門商討後才可回覆大埔區議會。

49. 朱霞芬女士補充，規劃署會待政府作出決定後才考慮向城規會提交C項的修訂建議。

50. 周炫瑋議員表示，會議當日至5月底只有兩星期。他質疑規劃署是否有足夠時間吸納委員的意見。他詢問署方向城規會提交委員的建議的作用為何。

51. 李耀斌議員指，規劃署必會按程序諮詢區議會，亦會如實向城規會反映區議會的意見，惟城規會只會按政府的意思作出決定而不會理會地區或區議會的意見，這是制度上的缺失。

52. 任萬全議員引用大埔第9區的例子，指城規會以往亦曾無視居民的反對而通過有關規劃建議。

53. 就委員指於2017年5月5日才收到討論文件，秘書回應指，根據慣常做法，秘書處會盡量集齊部門所提交的後補文件，之後才一次過向委員發放，避免造成混亂。他表示，秘書處於2017年5月2日下午收到規劃署就議程第二及第三項提交討論文件，並於2017年5月5日把有關討論文件連同其他議程的後補文件一併發放予委員。

54. 主席重申，委員會要求規劃署撤回C項的修訂建議，並在完成地區諮詢工作前暫緩向城規會提交文件所載的各項修訂建議。

IV. 《平洲分區計劃大綱草圖編號S/NE-PC/1》
(大埔區議會文件EHW 25/2017號)

55. 主席歡迎規劃署沙田、大埔及北區規劃專員朱霞芬女士及城市規劃師江詩雅女士就是項議程出席會議。

香港新界大埔汀角路 1 號大埔政府合署 2 樓

敬啟者：

現附上補充資料修正版本「**會議紀錄**」
修改日期: 2017 年 5 月 29 日

注: 「大埔鄉事委員會第二十一屆執行委員會 與 規劃處就有關大埔分區計劃大綱核准圖 S/TP/26 擬議修訂項目會議。會議紀錄日期：2017 年 5 月 23 日(星期二) 」**會議紀錄內容部分資料需要修正。**

此致
大埔民政事務處助理專員
李佳盈女士

大埔鄉事委員會委員
大埔尾村原居民代表 李少文

回郵地址：　　電話:

2017 年 5 月 29 日

大埔鄉事委員會第二十一屆執行委員會
與規劃處就有關大埔分區計劃大綱核准圖 S/TP/26 擬議修訂項目會議
會議紀錄

日期：2017 年 5 月 23 日(星期二)

時間：上午九時三十分

地點：本會會議廳

主席：陳笑權首副主席

出席：陳笑權　張國棟　邱榮光　丘華安　江世榮　邱東平　鄭倫光
　　溫文傑　李少文　江甲興　邱天權　邱志成　邱仕生　李永強
　　鍾偉強　李少川　丘庚有　陳長有　李玉明　(19 人)

列席：朱霞芬　容伯揚　劉志庭　陳嘉偉　(4 人)

會議內容：

甲. 九時三十五分陳笑權首副主席宣布開會

乙. 討論內容

陳笑權首副主席多謝規劃處朱專員、規劃處同事和民政處同事參與是次會議。是次會議是因應規劃處 10/5 日到大埔區議會之環房會議作解釋，當天大埔尾村李少文村長已就有關大埔 39 區土地改變用途表達不滿，委員認為規劃處未有充份諮詢地區人士意見，沒有聽取各持分者的觀點，因此環房會也表示不支持計劃。作為當區區議員陳首副多年來一直為大埔尾和樟樹灘兩村向政府要求擴大兩村的 V-ZONE，但政府一直未有回應，現在短期內又要求將該區一幅 GIC 用地改劃為私人住宅用地，確實引起很多村民不滿。而他要求規劃處、民政處要派員落區諮詢，希望專員先聽取村民的意見才開展改劃工作。

朱霞芬專員首先多謝鄉事會邀請，了解大埔 39 區博研路改變土地用途計劃很接近大埔尾和樟樹灘兩村，今天主要是來聆聽各位的意見。在未開始聽取各人意見之先，讓規劃處劉生簡介今次規劃的詳情。

劉志庭先生指出過去幾年政府努力覓地興建房屋，期中一幅為大埔 39 區博研路近蕉坑的政府土地，建議由現時”政府、機構或社區”用地，改劃為”

住宅(乙類)9" 用地，地盤面積 3.81 公頃，住宅總樓面面積為 80,700 平方米，估計可提供約 1,150 個住宅單位，此外亦有 7,500 平方米用作非住宅用途，最高建築物高度限制由主水平基準上 47 米放寬至主水平基準上 50 米。該幅 GIC 土地現時主要為長有雜草的政府土地。

丘華安鄉長認為規劃處講解過份簡化，給予各持分者的資料不足夠用作評估。他指出規劃處只講出地盤的界綫，沒有清楚指出將來於該區興建住宅單位數目，停車場車位數目等都欠缺具體數字，質疑計劃有沒有評估過對居住於樟樹灘鄉的村民之影響。

大埔尾村李少文村代表指出計劃推出很倉卒，本月尾即將呈上城規會。此地盤位於大埔尾村和樟樹灘村的大門口，客家話是(面前灘)，當年政府把該幅土地撥給香港教育學院，現在教育學院不要此地，政府計劃拍賣。當年政府以很便宜的農地價錢收地，現改劃並以高昂價錢拍賣為住宅用地，對村民不公平。另外，規劃處是由下向上拍攝的規劃圖，但反觀由村民的角度(即由上而下)去評估將來興建住宅對本村景觀之影響，村民擔心發展商建屋的高度會令現時看到吐露港的海岸綫也會消失。他質疑本村已有四百多年的歷史，又為大埔區發展付出了貢獻，但政府卻無視我們村民的意見，大埔尾村的排污系統要到 2028 年才開展，實際上沒有人性化地顧及村民人口自然增長。回顧本村的小巴線和村路是區議員多年努力才成功爭取，將來人口增加，就會有更多人爭用私家車車位和小巴座位，影響村民的生活。他重申政府應落區實地視察，考慮樓宇高度是否遮擋我村的觀景，又要重視新界原居民的意見和風水的觀點。

大埔尾村李永強村代表指出政府努力覓地建屋，解決香港市民的居住需求，原則上村民是支持的，但反觀政府卻莫視大埔尾和樟樹灘兩村村民的興建丁屋的訴求。從歷史背景來說，樟樹灘村 2006 年 713CL 計劃收了該村超過 26 萬呎農地，屋地 1600 多呎，當中有十多萬呎是 V-Zone 地，給予政府用作基建。本來該村的 V-ZONE 地周邊可擴展以興建丁屋，政府這十多年來莫視其村的建屋要求和擴展 V-ZONE 的要求，從來沒有計劃撥回土地補償村的 V-ZONE，他代表樟樹灘鄉強烈反對大埔 39 區改劃土地用途。另外，改變土

地用途會改變本村之風水，前輩因本村風水被破壞而家族發生嚴重事件，事件始末將由其他村代表交代。

樟樹灘村邱東平村代表指出1910年因要開發火車路段，蕉坑的風水被破壞，我家族身受其害，祖父母早逝，父親作為孤兒，生活艱苦，後來移居樟樹灘村才能成家。當年蕉坑最少 30 多戶，現今人口四散，村不成村，就是風水帶來的問題，希望政府能重視我們新界人的風水。樟樹灘村之協天宮乃該村四姓長期共同供奉之神明，如政府於樟樹灘的大門口容許興建屏風樓，將會影響該村的空氣、環保和造成大的風水問題，他希望政府慎重考慮以上問題，在該區進行胡亂發展，該村表示強烈反對。

李永強村代表補充風水的問題，樟樹灘村向海的大門口為前灘，我們客家人稱為面前灘，是為兩村的水位，在風水學乃為“吸水位”，雖現在被填平，仍不會影響風水之格局。另外，由大埔尾坑流出吐露港的小河流亦為“水位”，將來有任何建築物也會破壞河道，現在被遮蓋了，造了暗渠，其實此處最好做明渠，兩旁種樹，不宜作暗渠，小河另有一段沒有做暗渠仍有小魚和其他生物，也應保育。

陳笑權首副主席介紹今天會議有民政處代表作紀錄會上各持份者意見，再把紀錄交予規劃處以便一併呈上城規會，民政處的意見是非常重要的。今天還有大埔鄉事會張國棟副主席、鍾偉強總務主任、執行委員鄭倫光、陳長有、李玉明和邱榮光博士也有出席會議，他們都屬支持樟樹灘鄉鄉民意見。

邱榮光太平紳士表示他是屬於區議會環房會的委員之一，收到文件時間非常緊迫，但亦感謝陳笑權首副主席的安排才能促成是次會議。因規劃處下月初就會上城規會，希望規劃處呈文件上城規會前能聆聽各持分者的意見和觀點，並加以考慮。其實風水問題現今的理解為環境和空氣對流，主要是環境更適合人居住。樟樹灘鄉的河是立村已有，生物豐富，土地改劃前必須做環評報告，保護當中的生物。他個人高度關注興建屏風樓宇問題，建築物應依山而建，但如樟樹灘鄉前興建二十層之樓宇，再加上平台和停車場設施，對兩村很大機會造成熱島效應，規劃處應給予村民更多資料。同時政府覓到建屋之

餘也要顧及村民之感受，必須考慮到村民也有人口增加而需要拓寬 V-ZONE 作興建丁屋之用途。

七約代表丘庚有指政府 2006 年推行發展村之計劃，兩村村民全面配合政府之發展，現回顧這似乎是政府在設一圈套，來欺騙村民。現在圍村村民已沒有任何利用價值，最後政府任何民意也不會聽。政府修改 2006 年之計劃又沒有充份諮詢村民意見，根本是閉門造車，莫視民意，收了村民的土地後又不撥回給村民，他感到忿怒。他自己有一幅地就被政府收了，現在被圍封，如政府改變當初收地的目的，他願意以原價向政府贖回土地的擁有權。他的親身經歷正反映了很多村民的故事，他希望政府尊重民意，以安撫民心。

鍾偉強總務主任今天只代表大埔鄉事委員會發言，指出修訂文件上規劃處寫得不盡不實，只有寥寥幾項，寫得過份簡單、概括而文字漂亮，但若深入研究，此文件卻影響村民的福祉深遠，如政府想發展該區的土地，決策部門宜有屬村村代表在內，讓村代表可以對樓宇高度、車位數目、地區交通配套及村民擴大 V-ZONE 等訴求提出意見。

李永強村代表補充樟樹灘村不是要求擴大 V-ZONE，而是以前收地時有 V-ZONE 地也被收了，導致本村 V-ZONE 地縮細了，現只是要求補償 V-ZONE 土地。

李玉明委員補充交通方面的意見，他指出規劃處給予的數據不足，屋住單位數目與預留車位數目沒有清楚數字，日後車位的規劃是否由發展商自行規劃，實際上政府不能控制發展商提供車位數目，恐怕日後出現樟樹灘村路會被私家車攻佔。他提醒村民要避免重犯鳳園嵐山因車位不足，連露天的車位也供不應求，造成每日黃昏就出現嚴重違規泊車情況，滋擾村民日常生活。希望規劃處能給予村民實際數字，讓村民評估日後居住的人數，公共小巴、巴士是否能夠駛入村，同時問政府是否打算在此地設立一個火車站。

江世榮村代表指出天賦海灣及逸瓏灣居民經常用樟樹灘村之村路作捷徑駛出大埔公路，令村路交通非常繁忙，兩旁也泊滿車輛，危及村民之安全。

李少文村代表補充江村長指出的村路是由大埔舊路入樟樹灘之村路，即是斜路村路當作公路使用，會令村路不勝負荷。將來若蕉坑發展，會有同樣情況出現，以村路直出大埔公路，或到油站入油。由於村路斜度甚高，房屋密集，若車輛危及村民房屋，責任誰屬？由於村路是由政府出資建造，村民不能禁示其他人使用，該區若再建豪宅，車位一定嚴重不足。

丘華安鄉長感激李玉明委員分享當區的真實經驗，因缺乏規劃而衍生車位不足問題，並促請各村吸取教訓。因方便關係，確實有很多鹿茵山莊、天賦海灣和逸瓏灣之車主經過樟樹灘村之村路，使村路交通非常繁忙。他指責規劃處經常閉門造車，不聽取民意。據他所知，政府現今之計劃於蕉坑興建七百多個住宅，當初村民曾提出反對，但政府從未接受過村民的意見，霸王硬上弓。項目增加的人口和車流，又沒有足夠的交通配套和車位，確實令村民擾心不已。過往在博研路收地十年也從未對村民的 V-ZONE 進行過補償，村民一直反對該區的發展計劃，現規劃處提供給村民的資料不盡不實，現重申反對立場不變。

鄭倫光委員指出過往鄉事會於寶鄉邨規劃期間也曾強烈要求政府多興建車位，但只能增加一百個，週末期間本區居民於大埔墟連一個非法車位也找不到，更遑論一個合法的車位。政府在規劃方面成效強差人意，當年董建華年代的曾推出八萬五房屋計劃是時間上未能配合，因國內的人還未富起來，到曾蔭權年代因要拓起樓市，容許內地人投資六百萬買香港房產就可以取得香港身份證。因國內很多富人喜歡到香港買樓，他贊成政府應尊重村民意見，以合適地方用填海方式來拓展更多建屋土地。

邱榮光博士回顧十多年前樟樹灘村的村路是幾經波折，在區議員和立法會議員努力爭取下才成功建成的，其後才能引入小巴作公共交通，方便居民出入。但此村路的承載力是以當年的數字作依據的，千辛萬苦才能興建成功，村民希望日後不會出現重大改變，得以安居樂業。

李永強補充發展項目B兩村一直去信反對，但政府從來沒有理會他們意見就通過，但他們的反對立場一直沒有變。從規劃處的會議紀錄顯示，現教育學院計劃把運動場用地並同前蕉坑村所在地一併歸還政府拍賣，由於蕉坑是樟樹灘村龍脈所在，影響該村之風水，他們一直保持反對立場。

邱東平村代表指出蕉坑位於34約的土地是從歷史上是丘氏擁有，因當年興建火車鐵路而破壞風，令該村人口四散，作為新界原居民他們仍擁有丁權可建丁屋，政府發展本區之餘也應顧及我們的建屋需要並先諮詢我們的意見。這四年間他們跟規劃處容生多次會面，反映意見，但容生從來不回覆他們。村民只有一個很卑微要求，就是要求政府釋放一幅於優景里被圍封而屬於蕉坑村村界內的一小處地方，但規劃處堅持圍封此蚊型地預留作交通交匯處，此地面積太少，根本不適合作交通交匯處，專員應親身落區視察。

鍾偉強總務主任強調上次有關大埔尾村及樟樹灘村的大綱草圖項目，鄉事會曾提出充份的反對理據，並就村民的討論發言及意見去信城規會作反對，但最終的結果也是沒有作出任何修訂，這令他認為政府莫視民意，並質疑今天村民、鄉事會委員的發言和意見，規劃專員是否只聆聽後就不予理會，甚至於城規會也是隻字不提。

鄭倫光委員重申政府以前以較便宜的農地價格收購大埔尾村和樟樹灘村之土地，但現在政府以較昂貴的住宅土地買給發展商，對村民並不公平，理應補償村民。回顧沙田和大埔兩個新市鎮之發展，新界原居民的貢獻是不可抹殺的，政府若銳意在大埔區進行長遠發展，不宜散件式覓地，最好是推行大規模填海工程增加土地供應。

陳笑權首副主席指出項目B推出前，作為區議員他曾與天賦海灣、逸瓏灣、鹿茵山莊居民及去信城規會反對，成功令其地積比因應而降低至1.2，單位數目由1千多減至7百多。就有關蕉坑30多戶的遭遇，陳笑權首副主席建議邱東平村代表正式去信規劃處和城規會提出訴求，並抄送大埔鄉事委員會和區議會備案，因政府部門接到信函才會跟進。由2006年開始中文大學拓展校園和成功興建羅桂祥研究中心，樟樹灘鄉盡力配合政府工作，村民對鄰

近的發展作出非常大的貢獻，政府應補償村民。他感慨規劃處在大埔區的規劃強差人意，與發展局合作也不協調，自天賦海灣和逸瓏灣入伙後，人口增加導致白石角區車位不足情況。現今大埔區擁有 30 多萬人口，交通配套嚴重滯後，本區更名列全港抄牌之冠，但政府卻不了解違規泊車是由於車位不足而衍生。他在大埔區議會曾要求政府在本區多處增加車位都不得要領，他更質疑運輸署的交通評估基數，所以規劃署務必要落區聽取鄉事會的意見。

朱專員多謝各位村代表和村民的意見，她作為專員很樂意聽取各人之意見，會議上她已如實反映了村代表的意見，但城規會有最終的決策權，不存在村民的意見沒有在城規會會議上反映。

她明白因車位不足為大埔區居民帶來困擾，她也親身體驗大埔區私家車車位不足問題，每逢週末到大埔墟只能使用共公交通工具。但就著大埔 39 區地盤運輸署已作了評估，認為該區交通問題不大，但車位不足問題規劃處也會向運輸署反映，村民認為這一區的交通已非常繁忙，如有新住宅項目，應自行提供村巴或商議開拓新專線小巴服務來配合該區交通流量。

建築物高度方面，2006 年政府以興建政府機構或社區用途作收地的高度限制為 40 多米，現只要求增加至 50 米，並不是太多，現在規劃處用梯級式發展，建築物高度限制蕉坑 60 米縮減至樟樹灘村為 50 米，避免遮擋吐露港西的小山丘。現行的建屋要求，屋宇署對樓宇間的間距有指引，不會出現大家擔心的屏風樓問題。處方尊重樟樹灘村民對風水的意見，並提供了一張設計圖，當中顯示將來的建築物不影響協天宮出口不阻礙風水通道。現時小河流經的地方為暗渠，往後於暗渠上不會有任何建築物。

火車站能否納入在計劃內，要看人口增長，暫時不能落實。

用填海方式去解決土地問題，並不簡單，就沙田烏溪沙的填海工程也遇到很多反對。

2006 年政府藉興建政府機構和社區設施收了大埔尾村的土地，現改變土地用途，規劃處會向地政署反映。

陳笑權首副主席對運輸署的估算表示懷疑，據他了解興建一個港鐵站最少要超過四萬人次。他強調歷屆政府並不重視新界原居民的意見，對村民擴大 V-ZONE 的訴求更是吋步不讓，新界人早於英國人管轄香港前已定居，理應

有傳統合法建屋之權利，他促請專員考慮大埔尾及樟樹灘兩村對 V-ZONE 的要求，並檢討是否需要補償兩村的 V-ZONE 地。鄉事會同人一致反對大埔 39 區土地用途改變計劃，希望民政事務處同事把今天各持份者的發言作詳細紀錄，如實反映村民之意見。

丘華安鄉長表示規劃署聆聽了村民的意見後要作出修改，不要只是開會聆聽後就不理會村民意見。若規劃署銳意要在該區發展，樟樹灘鄉則提出建議，希望政府要整體考慮，別分割式的發展。應該顧及地區的整體和諧發展思維，甚至擴張發展規模，令整個規劃更完善，交通和社區配套更好，類似沙田新城市廣場的發展模式，計劃另外發展一個樟樹灘廣場。

丙. 會議結束時間：上午十一時正陳笑權首副主席宣布散會

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region of the People's Republic of China

大埔區議會 Tai Po District Council
陳笑權 議員 CHAN Siu-kuen, MH, DC Member
新界沙田上禾輋路1號
沙田政府合署13樓
沙田、大埔及北區規劃處

本處檔案：CSK/2017/046

有關：強烈反對改變部分第39區「土地用途檢討短中期適合改作房屋發展用地」及「大埔分區計劃大綱核准圖《編號S/TP/26》的擬議修訂項目」

有關 貴署擬議改變部分第39區「土地用途檢討短中期適合改作房屋發展用地」及「大埔分區計劃大綱核准圖《編號S/TP/26》的擬議修訂項目」，貴署聯同發展局曾於2017年5月10日派員到大埔區議會「環境、房屋及工程委員會(環房會)」會議介紹上述項目。當時樟樹灘鄉(大埔尾村及樟樹灘村)村民均表示強烈不滿。本人對此亦表示強烈反對，理由如下：

(一)交通配套不足

據悉 貴署擬議將第39區博研路近蕉坑的一塊政府土地由「政府、機構或社區」地帶改劃為「住宅(乙類)9」用途，提供約1,150個單位，及將優景里近蕉坑的一塊土地由「住宅(丙類)地帶改劃為「住宅(丙類)10」，提供約795個單位，上述項目合共將會興建約1,945個單位，以每戶4人居住計算，預算帶來人口約7,780人，現時該區的公共交通配套已非常不足，現有的泊車位亦即將飽和，在人口及車輛急增下，將令該區的基建及交通配套設施不勝負荷。

(二)諮詢不足

貴署於改變土地用途前並沒有就改劃建議進行全面的地區諮詢，並未充份諮詢當區所有持份者，或派員親身落區視察環境，與村民及地區人士充份溝通。

(三)形成屏風效應

貴署若改變用途，興建高樓，必會形成屏風效應，阻礙自然風進出，影響週邊居民的生活環境、空氣質素、景觀及自然光，對該區的空氣質素造成嚴重及長遠影響，對居民健康構成威脅。

(四)破壞自然優美環境

上述項目的設計與週邊環境完全不協調，影響山脊景觀，嚴重破壞自然優美的環境。

本人懇請 貴署能尊重及接納本區持份者的意見，接納及考慮他們的實際需要。

此致

大埔區
陳笑權議員辦事處
電話：26387868
傳真：26519886

大埔區議員 陳笑權MH 謹啟
2017年5月31日

通訊處：新界大埔靖遠街5號靖安樓2樓 • 1/F., Tsing On Building, No 5, Tsing Yuen Street, Tai Po, N.T.
電 話：2638 7868 • 傳 真：2651 9886 • 電子郵件：chan0001@netvigator.com

大埔鄉事委員會
TAI PO RURAL COMMITTEE

本會檔號：21/OUT-AD/17-176A

香港添馬添美道2號政府總部西翼18樓

敬啟者：

反對政府進行「土地用途檢討短中期適合改作房屋發展用地」
及「大埔分區計劃大綱核准圖的擬議修訂項目」

茲接獲大埔尾及樟樹灘兩村村代表來函，要求本會向　貴署反映就上述標題提出反對。

規劃署聯同發展局於2017年5月10日出席大埔區議會環境、房屋及工程委員會會議，並介紹有關上述工程項目，引起兩村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

為此，本會認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。現特具　專函，敬祈慎重考慮。隨函附上大埔尾村及樟樹灘村代表來函副本，以供參閱。

此致

發展局局長

馬紹祥先生

RECEIVED
23 MAY 2017

大埔鄉事委員會主　席：張學明
副主席：陳笑權
張國棟

副本：樟樹灘鄉代表丘華安

二零一七年五月十九日

新界大埔寶鄉街一號寶鄉邨G01室　G01, Po Heung Estate, No.1 Po Heung Street, Tai Po, N. T.
電話TEL：2656 5266-7　傳真FAX: 2653 3223　電郵 e-mail：tprc1@yahoo.com.hk

敬啓者：

反對政府進行「土地用途檢討短中期適合改作房屋發展用地」及
「 大埔分區計劃大綱核准圖的擬議修訂項目」

就標題事宜規劃署聯同發展局曾於 2017 年 5 月 10 日派員到大埔區議會「環境、房屋及工程委員會 (環房會)」會議介紹有關項目。大埔尾村及樟樹灘村同人表示強烈不滿，反對興建屏風樓，嚴重影響週邊環境及空氣對流。而政府改變土地用途並未充份諮詢所有持分者或派員親身落區視察環境，與村民溝通。

當日會前，大埔尾村及樟樹灘村原居民代表李少文、李永強、邱東平及居民代表温文傑帶領兩村二十多位村民，連同陳笑權區議員及鄧銘泰區議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

現致函　貴會懇請協助去信有關政府部門，就標題事宜作出反對，並要求政府重啓咨詢程序，派員落區與村民溝涌。

此致
大埔鄉事委員會
張學明主席

樟樹灘鄉鄉長：　　大埔尾村原居民代表：　　樟樹灘村原居民代表：

二零一七年五月十七日

RECEIVED
23 MAY 2017

大埔鄉事委員會
TAI PO RURAL COMMITTEE

1/TP/3

本會檔號：21/OUT-PL/17-176

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討短中期適合改作房屋發展用地」
及「大埔分區計劃大綱核准圖的擬議修訂項目」

茲接獲大埔尾及樟樹灘兩村村代表來函，要求本會向　貴署反映就上述標題提出反對。

規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會環境、房屋及工程委員會會議，並介紹有關上述工程項目，引起兩村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

為此，本會認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。現特具　專函，敬祈慎重考慮。隨函附上大埔尾村及樟樹灘村代表來函副本，以供參閱。

此致

規劃署署長

李啓榮太平紳士

大埔鄉事委員會主　席：張學明

副主席：陳笑權

張國棟

副本：樟樹灘鄉代表丘華安

二零一七年五月十九日

新界大埔寶鄉街一號寶鄉邨G01室　G01, Po Heung Estate, No.1 Po Heung Street, Tai Po, N. T.
電話TEL：2656 5266-7　傳真 FAX: 2653 3223　電郵 e-mail：tprc1@yahoo.com.hk

敬啓者：

反對政府進行「土地用途檢討短中期適合改作房屋發展用地」及
「 大埔分區計劃大綱核准圖的擬議修訂項目」

就標題事宜規劃署聯同發展局曾於 2017 年 5 月 10 日派員到大埔區議會「環境、房屋及工程委員會 (環房會)」會議介紹有關項目。大埔尾村及樟樹灘村同人表示強烈不滿，反對興建屏風樓，嚴重影響週邊環境及空氣對流。而政府改變土地用途並未充份諮詢所有持分者或派員親身落區視察環境，與村民溝通。

當日會前，大埔尾村及樟樹灘村原居民代表李少文、李永強、邱東平及居民代表温文傑帶領兩村二十多位村民，連同陳笑權區議員及鄧銘泰區議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

現致函　貴會懇請協助去信有關政府部門，就標題事宜作出反對，並要求政府重啓咨詢程序，派員落區與村民溝涌。

此致
大埔鄉事委員會
張學明主席

樟樹灘鄉鄉長：　　大埔尾村原居民代表：　　樟樹灘村原居民代表：

二零一七年五月十七日

樟樹灘村居民代表

香港添馬添美道2號政府總部西翼18樓

RECEIVED

敬啟者：

-1 JUN 2017

反對政府進行「土地用途檢討短中期適合改作房屋發展用地」及
「大埔分區計劃大綱核准圖《編號S/TP/26》的擬議修訂項目」

就2017年5月10日，規劃署及發展局出席大埔區議會「環境，房屋及工程委員會」會議時闡述政府現進行「土地用途檢討短中期適合改作房屋發展的用地」及大埔分區計劃大綱核准圖《編號S/TP/26》的擬議修訂項目，謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達強烈不滿及極力反對是項規劃的可行性及實踐性，理據如下：-

1. 就規劃署圖側參考編號 M/TP/17/12 Plan 1 所顯示，在大埔分區計劃大綱核准圖編號 S/TP/26 作出的擬議修訂的所在地，正是樟樹灘鄉原來的「鄉村發展區」 V-zone 地段。於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地共 268,277 平方呎，屋地 1,609 平方呎。其中十多萬平方呎屬於 V-zone 地。當政府在此處完成所有工程後，將部分收回的土地空置荒廢，兩村居民多次向大埔地政署、民政署、和規劃署申請將該地段原本是村界的土地復還給兩村原居民，以解決本鄉土地可作原居民申請建丁屋的嚴重不足情況。唯過去四年多以來一直只有由本鄉代表多次約見政府部門官員陳述理據，唯政府官員只是空有出席，但會後並無給予任何正面回應或跟進，此舉實在是負責政府官員敷衍了事，令人費解。現就資料顯示，政府擬將該地段納入為住宅（乙類）R(B) 用途。此舉實令本鄉居民感到非常詫意和憤慨！莫非就是官官相惠，漠視民意？真的要官迫民反嗎？！
2. 樟樹灘鄉建村歷史悠久，經歷四百多年。鄉民在此繁衍生息，至今已經歷十四宗代，薪火相傳。鄉內協天宮古廟及四姓：丘（邱）、李、江、溫，均有祠堂和先人殯葬區，共一脈相連，風水龍脈之所在。亦保持了中華文化的傳承，對此鄉民絕不含糊！另外，除河道區生態的自然保護外，河道也是本鄉龍脈的重要組成部份。現今 S/TP/26 Plan1 覆蓋的地方，正是本鄉河道流向吐露港的出口處。在此處的任何建築地基，誓必會切斷本鄉龍脈，影響本鄉風水的整體性。此舉令鄉民惶恐不安，深感憂慮！本鄉居民誓要保衛這處龍脈不受破壞，並遏力阻止禍延子孫後代繁衍及平安的胡亂規劃！
3. 本鄉大部份房屋乃依山而建，伸延至海邊平地。從大埔道至優景里地段可清楚看見整個鄉是背靠着山，面向着海，保留着山脊的秀麗，海風送爽的格局，與大自然和諧共處。若然在 S/TP/26 改變用途，興建高樓，必會形成屏風效應，影響空氣流通，將本鄉猶如孤立在峽谷之中。原本適宜居住的條件盡喪，對本鄉的風水、居民的健康福祉影響更為嚴重，此舉極不能接受！政府是否要進行如此滅鄉滅村的行為胡亂改變呢？！
4. 現時鄰近本鄉的交通配套極為不足，鄉民都長期飽受輪候公共巴士或小巴不足之苦。而現有的交通停車位預計不久將會飽和，不敷應用。蕉坑原本屬樟樹灘村，但早年已被政府以賤價收回。現今規劃署亦直接納入計劃大綱 (M/TP/17/12 Plan 2)，只設計小部份車位，除未正視停車位的不足，道路的不勝負荷外，更不顧及本鄉多年來申請希望回修村界 VE 的訴求。凡此種種形勢都反影了香港政府於回歸以來，都莫視新界原居民的丁屋需求問題，實在迫使全體鄉民聯合起來作出反應，要求政府有關當局作出公平、公正及公開的回應。並撤銷 S/TP/26 改變為住宅（乙類）用途。

5. 現時由吐露港快速公路通往本鄉的天橋乃本鄉居民聯同本區議員超過十年的申請所爭取的成果，如今政府因利成便，未評估過上述計劃將對本鄉居民及周邊住戶的影響，實不是一個負責任政府的所為。我們堅決反對！

上述5項只闡述部份本鄉原居民的反對理由，有更多的歷史因素未能在此一一盡列。我們重申：要求政府重新啟動咨詢程序。並派員立即落區與鄉民及有關持份者溝通，了解情況，不要遠離民意，製造矛盾，分化鄉郊居民與其他市民的和諧共處。

此致

發展局長
馬紹祥先生

大埔樟樹灘鄉鄉代表：丘華安

樟樹灘村村代表/居民代表：

江世榮 邱東平 溫文傑

大埔尾村村代表/居民代表：

李永强 李少文 李煌勝

副本： 大埔鄉事委員會張學明主席
本區陳笑權區議員

二零一七年五月二十三日

回郵地址：

電話：

強烈反對大埔白石角 39 區改變用途

我樟樹灘鄉在十多年前政府徵收本村內 V- zone 地十多萬呎至今已有十多年之久，而村界內優景里旁之本村 V- zone 地在我們鄉民多次要求也得不到政府的理應補償 V- zone 地，政府應給予我村民擴大本村 V- zone 地作補償。

政府改變興建高樓大廈之 39 區地段正是本鄉村大門口及我鄉四姓邱、李、江、溫歷來供奉之協天宮古廟，主要龍脈必遭破壞，此舉對我鄉風水影響深遠，有極大嚴重傷害，人命關天，後果嚴重，誰能擔當。

本人及我村、鄉居民強烈反對上述地段改變興建高樓大廈用途。

RECEIVED
- 1 JUN 2017

此致

發展局局長 馬紹祥先生

大埔樟樹灘村

原居民代表：邱東平 示

二０一七年五月二十三日

強烈反對大埔白石角 39 區改變用途

我樟樹灘鄉在十多年前政府徵收本村內 V- zone 地十多萬呎至今已有十多年之久，而村界內優景里旁之本村 V- zone 地在我們鄉民多次要求也得不到政府的理應補償 V- zone 地，政府應給予我村民擴大本村 V- zone 地作補償。

政府改變興建高樓大廈之 39 區地段正是本鄉村大門口及我鄉四姓邱、李、江、溫歷來供奉之協天宮古廟主要龍脈必遭破壞，此舉對我鄉風水影響深遠，有極大嚴重傷害，人命關天，後果嚴重，誰能擔當。

本人及我村、鄉居民強烈反對上述地段改變興建高樓大廈用途。

此致

規劃署署長：李啟榮太平紳士

大埔樟樹灘村

原居民代表：邱東平 示

二０一七年五月二十三日

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」

及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！政府幕視本鄉兩村可建小型屋宇土地需求，就村界問題上，多年和政府周旋沒有結果，實在不公平！項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足。*(補充附件 p.2、p.3、p.4)*

當日會議前，大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。*(附件圖 p.3)*

為此，樟樹灘鄉鄉長、大埔尾村及樟樹灘村原居民代表和居民代表認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。

此致

規劃署署長

李啓榮太平紳士

大埔尾村原居民代表 李少文

副本：大埔鄉事委員會張學明主席、大埔區議員陳笑權。

回郵地址：　　電話:　　2017 年 5 月 23 日　　

***補充附件 p.2*

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 強烈不滿及極力反對 是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！

* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！*(**補充附件 p.3、p.4)*

* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！

* 早年吐露填海工程，政府已低微價錢收購村民土地，現以高價賣出發展，實在不公平！政府就可以修改土地用途，將本應政府、機構或社區地帶改劃為可用作私營房屋發展！

* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！ *(**補充附件 p.3)*

* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！

* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！

* 反對城規閉門造車，胡亂規劃，破壞環境！

為此，樟樹灘鄉 大埔尾村及樟樹灘村同人、就標題事宜表達強烈不滿。

* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為補償。

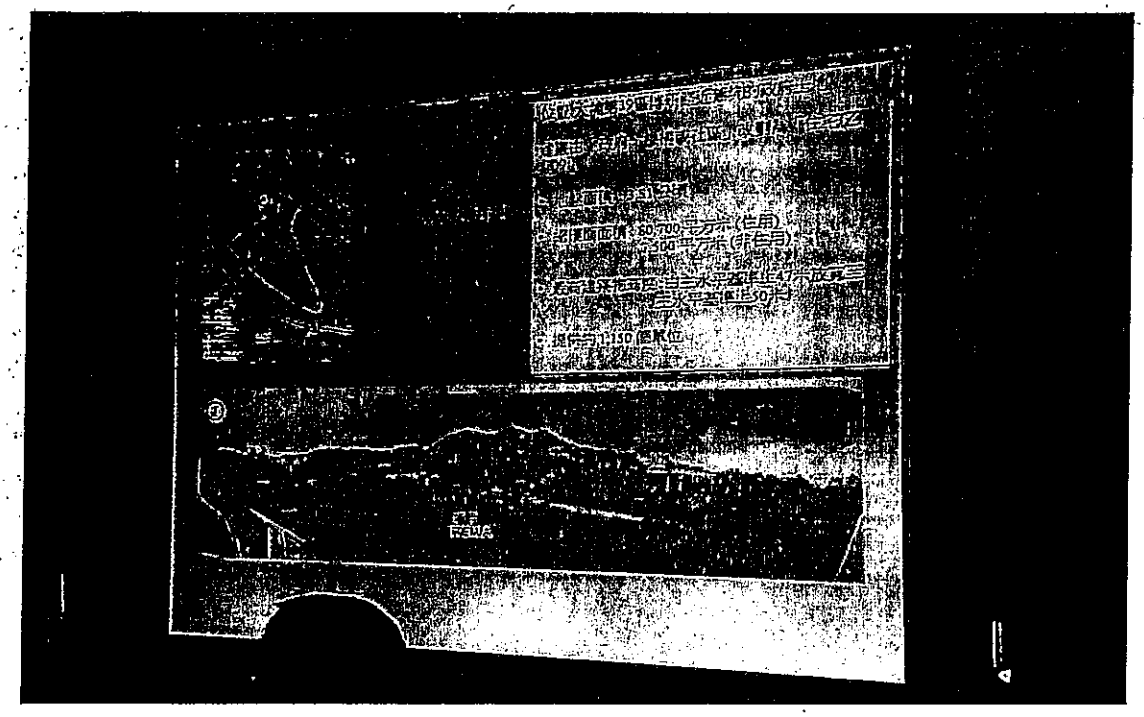
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

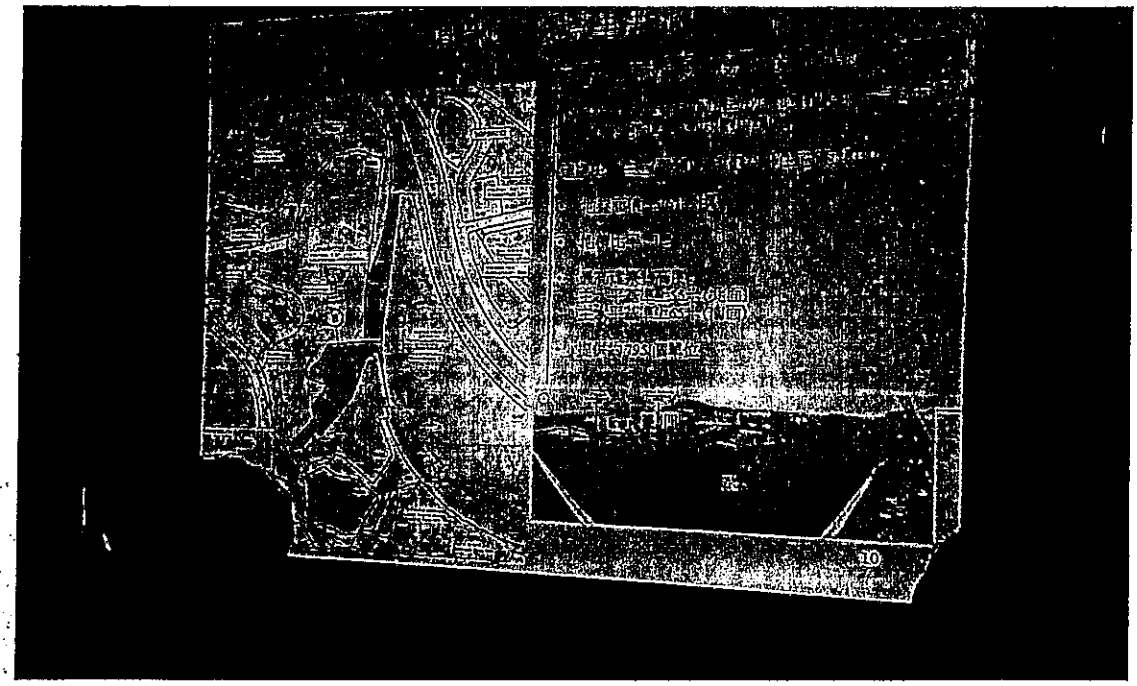


2017 年 5 月 10 日大埔區議會「環境、房屋及工程委員會」會議，會前大埔尾村原民代表李少文(本人)、大埔尾村及樟樹灘村兩村村代表及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

反對興建屏風高樓房，項目嚴重影響本區環境，破壞本鄉兩村風水，導致本鄉兩村村民日夜擔憂家宅安寧，威脅健康！



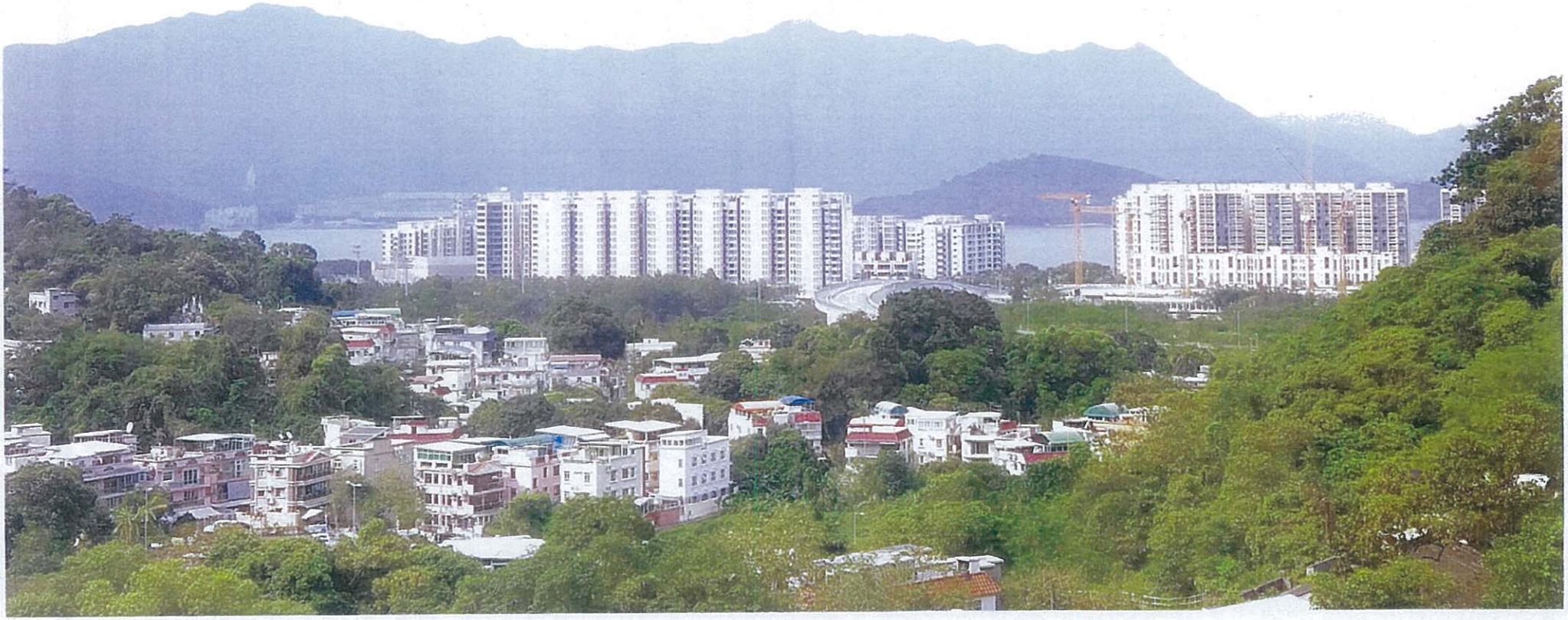
A 項目地方填海前是兩村前灘，屬風水聚財之地。



B 項目地段位處協天宮龍脈。

2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議中，規劃署介紹有關上述工程項目中圖片。

由大埔尾村望出 (A)





李少文
Lee Siu Man
Mobile: (
Email:

第廿一屆執行委員
(2015-2019)
總務組委員
資訊科技組委員
義工團委員
大埔舊原居民代表

大埔鄉事委員會
Tai Po Rural Committee
香港新界大埔寶鄉街一號寶鄉邨G01室
G01, Po Heung Estate, No. 1 Po Heung Street, Tai Po, N.T., HK.
電話：(852) 2656 5266 Website: www.taiporural.com
傳真：(852) 2653 3223 大埔鄉事委員會

致：規劃署署長

極度關注規劃署改變第 39 區土地用途，要求政府落區諮詢所有持分者。反對興建屏風樓。

樟樹灘鄉同人

要求全面諮詢地區持分者

地區人口增加 要求加建火車站

人流車流急增

交通配套不足

致：規劃署署長

反對興建屏風樓

大埔尾村不支持土地改變用途

大埔尾村同人

造成屏風樓效應

要求政府落區諮詢所有持分者

人流車流急增

交通配套不足

致：規劃署署長

反對興建屏風樓

樟樹灘村不支持土地改變用途

樟樹灘村同人

發展影響地區環境
破壞本鄉風水

影響本鄉協天宮、李氏、
邱氏、江氏及温氏宗祠
村民日夜擔憂家宅安寧！

致：規劃署署長

政府賤價收民地高價賣出

反對興建屏風樓

大埔尾村同人

樟樹灘鄉不支持土地改變用途

樟樹灘鄉　大埔尾村　樟樹灘村

不支持第 39 區土地改變用途

人流車流急增

交通配套不足

要求政府落區諮詢 全面諮詢地區持分者！

致：規劃署署長

興建屏風樓嚴重影響環境

造成屏風樓效應

樟樹灘鄉同人

發展地段有坑河
生態環境受破壞

項目影響本鄉“大埔尾坑”河道自然生態，坑河流通貫穿項目地段直出吐露港！

致：規劃署署長

政府賤價收民地高價賣出

反對興建屏風樓

樟樹灘村同人

新界沙田上禾輋路 1 號 沙田政府合署 14 樓

敬啟者：

反對政府進行「土地用途檢討 – 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目（第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V-zone）問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，（徵收民地改變用途）將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具　專函，敬祈慎重考慮。　（*xx補充附件　p. 2*）

此致
規劃署
沙田大埔及北區規劃專員
朱霞芬女士

村民

2017 年 5 月 29 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>强烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

＊ 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
＊ 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
＊ 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
＊ 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將（徵收民地）本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
＊ 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
＊ 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
＊ 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
＊ 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
＊ 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個**"預計"**動工時間由 2021 年至 2028 年（其中包括大埔尾村和樟樹灘村在內)。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
＊ 反對城規閉門造車，胡亂規劃，破壞環境！

＊ 政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V -zone）問題上，多年和政府周旋沒有結果，實在不公平！
政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為"補償"！

＊ 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！
講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 5 月 29 日

新界沙田上禾輋路 1 號 沙田政府合署 14 樓

敬啟者：

反對政府進行「土地用途檢討 – 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 （第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V-zone）問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，（徵收民地改變用途） 將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具　專函，敬祈慎重考慮。 （***補充附件　p. 2*）

此致
規劃署
沙田大埔及北區規劃專員
朱霞芬女士

村民.

2017 年 5 月 29 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>强烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將（徵收民地）本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個“預計”動工時間由 2021 年至 2028 年（其中包括大埔尾村和樟樹灘村在內）。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V -zone）問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為“補償”！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 5 月 29 日

新界沙田上禾輋路 1 號 沙田政府合署 14 樓

敬啟者：

反對政府進行「土地用途檢討 – 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目（第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及溫文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及溫氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V-zone）問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，（徵收民地改變用途）將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具　專函，敬祈慎重考慮。　（***補充附件　p. 2*）

此致
規劃署
沙田大埔及北區規劃專員
朱霞芬女士

李[illegible]

村民.

2017 年 五 月 廿九 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>强烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將（徵收民地）本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個“預計”動工時間由 2021 年至 2028 年（其中包括大埔尾村和樟樹灘村在內）。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V -zone）問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為“補償”！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 五 月 廿 七 日

新界沙田上禾輋路 1 號 沙田政府合署 14 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衛生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (V-zone) 問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，(徵收民地改變用途) 將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具　專函，敬祈慎重考慮。 (***補充附件　p. 2*)

此致
規劃署
沙田大埔及北區規劃專員
朱霞芬女士

村民

2017 年 5 月 29 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>強烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將（徵收民地）本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個“預計”動工時間由 2021 年至 2028 年（其中包括大埔尾村和樟樹灘村在內)。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V -zone）問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為“補償”！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 5 月 29 日

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」

及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足。

當日會議前，本村 大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

為此，樟樹灘鄉鄉長、大埔尾村及樟樹灘村原居民代表和兩村村民、認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。(***補充附件 p.2*)

此致

規劃署署長

李啓榮太平紳士

村民

2017 年 5 月 23 日

C

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足。

當日會議前，本村 大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

為此，樟樹灘鄉鄉長、大埔尾村及樟樹灘村原居民代表和兩村村民、認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。(***補充附件 p.2*)

此致

規劃署署長
李啓榮太平紳士

村民

2017 年 5 月 23 日

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足。

當日會議前，本村 大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

為此，樟樹灘鄉鄉長、大埔尾村及樟樹灘村原居民代表和兩村村民、認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。(***補充附件 p.2*)

此致

規劃署署長
李啓榮太平紳士

村民

鄭仕生

2017 年 5 月 23 日

C

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」

及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！政府漠視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足。

當日會議前，本村 大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

為此，樟樹灘鄉鄉長、大埔尾村及樟樹灘村原居民代表和兩村村民、認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。(***補充附件 p.2*)

此致

規劃署署長

李啓榮太平紳士

村民

2017 年 5 月 23 日

香港北角渣華道333號北角政府合署17樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目（第39區A、B)」

就標題事宜，規劃署聯同發展局於2017年5月10日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衛生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及溫文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及溫氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V-zone）問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於2006年初為配合政府推行的工務計劃第713CL號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，（徵收民地改變用途）將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具　專函，敬祈慎重考慮。　（*冰補充附件　p.2*）

此致
規劃署署長
李啓榮太平紳士

村民

2017年5月25日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>强烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將（徵收民地）本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個“預計”動工時間由 2021 年至 2028 年（其中包括大埔尾村和樟樹灘村在內)。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V -zone）問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為“補償”！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年5 月25 日

香港北角渣華道333號北角政府合署17樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目（第39區A、B)」

就標題事宜，規劃署聯同發展局於2017年5月10日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衛生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻擋景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V-zone）問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於2006年初為配合政府推行的工務計劃第713CL號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，（徵收民地改變用途）將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具　專函，敬祈慎重考慮。 （***補充附件　p.2*）

此致
規劃署署長
李啓榮太平紳士

村民.

2017年 5月 25日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>强烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將（徵收民地）本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個“預計”動工時間由 2021 年至 2028 年（其中包括大埔尾村和樟樹灘村在內)。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界（V -zone）問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為“補償” ！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 5 月 25 日

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (V-zone) 問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，(徵收民地改變用途) 將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。 (***補充附件 p.2*)

此致
規劃署署長
李啓榮太平紳士

Kwan Pui Lau 村民

2017 年 5 月 26 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>强烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將 (徵收民地) 本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個 **"預計"** 動工時間由 2021 年至 2028 年 (其中包括大埔尾村和樟樹灘村在內)。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (V -zone) 問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為 "補償" ！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 5 月 26 日

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (V-zone) 問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，(徵收民地改變用途) 將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。 (**補充附件 p.2*)

此致
規劃署署長
李啓榮太平紳士

李金華
村民

2017 年 5 月 26 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 強烈不滿及極力反對是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將 (徵收民地) 本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個“預計”動工時間由 2021 年至 2028 年 (其中包括大埔尾村和樟樹灘村在內)。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (V -zone) 問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為“補償” ！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 5 月 26 日

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

當日會議前，樟樹灘鄉大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (V-zone) 問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於 2006 年初為配合政府推行的工務計劃第 713CL 號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，(徵收民地改變用途) 將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。 (***補充附件 p.2*)

此致
規劃署署長
李啓榮太平紳士

李騰煌

村民

2017 年 5 月 27 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 <u>强烈不滿及極力反對</u>
是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！
* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！
* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！
* 早年吐露填海工程，及為配合 2006 年政府推行的工務計劃第 713CL 號，政府已低微價錢，徵收了兩村大量農地！現政府修改土地用途，將 (徵收民地) 本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展，現以高價賣出給可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！
* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界(V-zone)問題上，多年和政府周旋沒有結果，實在不公平！
* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！
* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！
* 這些年來，本區發展項目導致區內人多車多，非本村人士車輛穿梭本鄉單程路村路由如公路般使用！單程村路設計不勝負荷，令到村民日夜擔憂，慎防意外發生！導致傷人傷車或房屋損毀！這問題一定要向政府反映及要關注！
* 本鄉兩村民生設施不足，政府沒有照顧需要！2016 年尾區議會政府文件有關在大埔區污水處理收集計劃詳情內！其中項目，大埔區有 23 個 **"預計"** 動工時間由 2021 年至 2028 年 (其中包括大埔尾村和樟樹灘村在內)。本鄉兩村民生只有等望！但發展項目就應有盡有。政府實在對本鄉兩村不合情、不合理、不公平！
* 反對城規閉門造車，胡亂規劃，破壞環境！

*** 政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (V -zone) 問題上，多年和政府周旋沒有結果，實在不公平！**

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為 "補償" ！

*** 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！**

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

2017 年 5 月 27 日

香港北角渣華道 333 號北角政府合署 17 樓

敬啟者：

反對政府進行「土地用途檢討 - 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目 (第 39 區 A、B)」

就標題事宜，規劃署聯同發展局於 2017 年 5 月 10 日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衞生及空氣對流，加上人多車多，交通配套不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足。

當日會議前，本村 大埔尾村原居民代表李少文、李永強、樟樹灘村原居民代表邱東平及温文傑居民代表、邱榮光博士及兩村二十多位村民，連同陳笑權議員及鄧銘泰議員向規劃署及發展局官員遞交請願信，表達強烈不滿。

為此，樟樹灘鄉鄉長、大埔尾村及樟樹灘村原居民代表和兩村村民、認為政府有關部門應就上述工程項目作出公開諮詢，以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。(***補充附件 p.2*)

此致

規劃署署長
李啓榮太平紳士

村民

2017 年 5 月 23 日

謹此樟樹灘鄉（包括大埔尾村和樟樹灘村）全體村民及居民表達 強烈不滿及極力反對 是項規劃的可行性及實踐性，理據如下：-

* 反對興建屏風高樓房，發展項目鄰近本鄉兩村，最近只有一路隔建高樓，屏風樓效應阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水！

* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！發展破壞本鄉兩村風水如何補償，本鄉村民日夜擔憂家宅安寧，威脅健康！

* 項目影響本鄉「大埔尾坑」河道自然生態要保護，河道也是本鄉中龍脈重要部分，坑河流通貫穿項目地段直出吐露港！

* 早年吐露填海工程，政府已低微價錢收購村民土地，現以高價賣出發展，實在不公平！

政府就可以修改土地用途，將本應政府、機構或社區地帶改劃為可用作私營房屋發展！

* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！

* 政府未來建屋目標導致多項大型屋苑在本區發展，項目導致地區人口及車輛急增，本區交通配套嚴重不善及泊車位嚴重不足，引起村民及地區人士擔憂！

* 政府改變土地用途並未充份諮詢所有持分者，及沒有派員落區入鄉村視察環境與村民及地區人士溝通！

* 反對城規閉門造車，胡亂規劃，破壞環境！

為此，樟樹灘鄉 大埔尾村及樟樹灘村同人、就標題事宜表達強烈不滿。

* 政府幕視本鄉兩村可建小型屋宇土地需求，就村界 (v-zone) 問題上，多年和政府周旋沒有結果，實在不公平！

政府漠視兩村擴大「鄉村發展區」(V zone) 的請求可作為反對有關改劃項目的理由，政府在 2006 年初為推行工務計劃第 713CL 號，徵收兩村農地 268277 平方呎 、屋地 1609 平方呎，其中十多萬平方呎屬於 V zone 地，政府理應擴大兩村 V zone 作為補償。

* 項目影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水！

講到風水，一定要提協天宮及兩村四姓祠堂風水，B 項目地段位處協天宮龍脈，A 項目地方填海前是兩村前灘，屬風水聚財之地，任何大型建設必嚴重損害協天宮及四姓祠堂風水格局 ，從而破壞兩村風水，後果嚴重，政府必須正視！

香港北角渣華道333號北角政府合署17樓

Standard letter from Cheung Shue Tan villagers (Total: 36)

敬啟者：

「反對」政府進行「土地用途檢討 – 短中期適合改作房屋發展的用地」
及 「大埔分區計劃大綱核准圖《編號 S/TP/26》的擬議修訂項目（第39區A、B)」

就標題事宜，規劃署聯同發展局於2017年5月10日出席大埔區議會「環境、房屋及工程委員會」會議，並介紹有關上述工程項目，引起樟樹灘鄉大埔尾村及樟樹灘村村民強烈不滿，認為有關項目在全無諮詢下強行推出，完全沒有顧及兩村村民的感受。再者，按上述項目計劃興建屏風樓，嚴重影響週邊環境衛生及空氣對流。項目導致地區人口及車輛急增，交通配套及泊車位嚴重不足等問題，引起村民擔憂不已，故作出強烈反對有關工程項目。

大埔鄉事委員會於5月23日召開特別會議，就標題事宜，邀請規劃署專員出席並介紹是次擬修訂項目。會議出席有大埔鄉事委員會兩位副主席及委員，樟樹灘鄉鄉長、大埔尾村及樟樹灘村村代表和兩村村民。各持份者都發表意見，講出反對理由！「反對」聲音很清晰及一致不支持項目修訂。會議中，規劃署專員不能釋除樟樹灘鄉同人的擔憂和害怕及反對聲音！鄉長、兩村村代表及村民都強烈反對是次擬修訂項目及一致不支持土地改變用途！鄉事會兩位副主席及委員都一致反對是次擬修訂項目。

發展項目建高樓房，阻檔景觀，影響空氣對流，威脅居民健康，也嚴重破壞本鄉兩村風水。影響本鄉協天宮廟、鄉中四姓、李氏、邱氏、江氏及温氏宗祠風水。影響本鄉「大埔尾坑」自然環境，河道自然生態要保護，河道也是本鄉中龍脈重要組成部分，坑河流通貫穿項目地段直出吐露港值得關注！

政府漠視本鄉兩村可建小型屋宇土地需求，就村界（V-zone）問題上，多年和政府周旋沒有結果，實在不公平！早年吐露港填海工程及於2006年初為配合政府推行的工務計劃第713CL號，徵收了兩村大量農地作地區發展！當年政府已低微價錢收購村民土地，現以高價賣出發展！政府修改土地用途，(徵收民地改變用途）將本應劃為政府、機構或社區地帶改劃為可用作私營房屋發展！實在對本鄉兩村不合情理、不公平！

為此，本人認同樟樹灘鄉、大埔尾村及樟樹灘村村民，強烈反對有關工程項目、認為政府有關部門應就上述工程項目作出充份公開諮詢，及派員落區入鄉村視察環境與村民及地區人士溝通！以釋村民疑慮。本人現特具 專函，敬祈慎重考慮。

此致

規劃署署長 啓榮太平紳士

樟樹灘鄉 鄉民

2017年6月6日

回郵地址：

副本 cc：規劃署 沙田大埔及北區規劃專員 朱霞芬女士

天賦海灣業主委員會

地址：大埔科進路 5 號

檔案編號：PVB/L/2017/OC/01

沙田、大埔及北區規劃處
沙田上禾輋路 1 號
沙田政府合署 13 樓

傳 真 :2691 2806

執事先生：

反對政府改變部分第 39 區「土地用途檢討短中期適合改作房屋發展用地」及「大埔分區計劃大綱核准圖的擬議修訂項目」

就上述事宜，規劃署聯同發展局曾於 2017 年 5 月 10 日派員到大埔區議會「環境、房屋及工程委員會 (環房會)」會議介紹有關項目（見附件）。當時大埔尾村及樟樹灘村村民均表示強烈不滿，亦反對興建屏風樓，嚴重影響週邊環境及空氣對流。本會亦反對有關項目發展，理由如下：

1. 有關項目據悉會為地區增加 1,175 住宅單位，導致地區人口及車輛急增，惟現時白石角區的公共交通配套已非常不足，泊車位更甚，只有一個小型停車場，根本不足以滿足全區的需要；
2. 政府改變土地用途並未充份諮詢所有持份者，或派員親身落區視察環境，與村民及地區人士充份溝通；
3. 現時天賦海灣附近已有多個地盤正在施工中，倘日後再加建樓宇，恐防會引起屏風效應，對區域的空氣質素造成長遠的影響；
4. 由於白石角已續步形成一個大型社區，倘附近的樓宇續步落成，現時的公共交通班次根本不足以應付需要。參考其他新市填及發展區域，加設「白石角」港鐵站是未來可疏導交通的其中一個可行方案。

現謹致函 貴處作出反對，希望 貴處可於 14 天內給予回覆及重啟諮詢程序，派員落鄉落區與鄉民及市民溝通。如對上述事宜有任何疑問，請致電 [redacted] 與蔡先生聯絡。

天賦海灣業主委員會主席

何寶兒女士謹啟
2017 年 5 月 29 日

副本致：
大埔區區議員陳笑權先生

溫玥・天賦海灣業主委員會

地址：大埔科進路 8 號

檔案編號：PVP/L/2017/OC/02/007

沙田、大埔及北區規劃處
沙田上禾輋路 1 號
沙田政府合署 13 樓

傳 真 :2691 2806

執事先生：

反對政府改變部分第 39 區「土地用途檢討短中期適合改作房屋發展用地」及「 大埔分區計劃大綱核准圖的擬議修訂項目」

就上述事宜，規劃署聯同發展局曾於 2017 年 5 月 10 日派員到大埔區議會「環境、房屋及工程委員會 (環房會)」會議介紹有關項目（見附件）。當時大埔尾村及樟樹灘村村民均表示強烈不滿，亦反對興建屏風樓，嚴重影響週邊環境及空氣對流。本會亦反對有關項目發展，理由如下：

1. 有關項目據悉會為地區增加 1,175 住宅單位，導致地區人口及車輛急增，惟現時白石角區的公共交通配套已非常不足，泊車位更甚，只有一個小型停車場，根本不足以滿足全區的需要；
2. 政府改變土地用途並未充份諮詢所有持份者，或派員親身落區視察環境，與村民及地區人士充份溝通；
3. 現時天賦海灣附近已有多個地盤正在施工中，倘日後再加建樓宇，恐防會引起屏風效應，對區域的空氣質素造成長遠的影響；
4. 由於白石角已續步形成一個大型社區，倘附近的樓宇續步落成，現時的公共交通班次根本不足以應付需要。參考其他新市填及發展區域，加設「白石角」港鐵站是未來可疏導交通的其中一個可行方案。

現謹致函 貴處作出反對，希望 貴處可於 14 天內給予回覆及重啟諮詢程序，派員落鄉落區與鄉民及市民溝通。如對上述事宜有任何疑問，請致電 與黃先生聯絡。

溫玥・天賦海灣業主委員會主席

陳廷軒先生謹啟
2017 年 5 月 29 日

副本致：
大埔區區議員陳笑權先生

海鑽・天賦海灣業主委員會

地址：大埔科進路 9 號

檔案編號：PVP/L/OC/2017/005

沙田、大埔及北區規劃處　　傳 真：2691 2806
沙田上禾輋路 1 號
沙田政府合署 13 樓

敬啟者：

關於：第 39 區「土地用途檢討短中期適合改作房屋發展用地」及
「 大埔分區計劃大綱核准圖的擬議修訂項目」

據悉，貴處聯同發展局的代表曾於 2017 年 5 月 10 日到大埔區議會「環境、房屋及工程委員會」介紹相關項目。

作為居民代表，本會對計劃持强烈保留意見，認為在本區交通未有完善的配套規劃之前，不宜再進一步增加房屋發展的規模。

香港市民知道增加房屋供應的必要性及迫切性，對規劃合理的項目都應予大力支持。但白石角、科學園及鄰近地區發展迅速，作為對外交通的主要干線，吐露港公路的流量則已接近飽和。如果只片面地建屋，而不作相關的交通規劃，就等於曹星如與同級拳手比賽時，左手不斷出拳、但右手却低垂不動，結局如何，毫無懸念。

本區居民已向運輸及房屋局、運輸署、代表新界東的立法會議員和大埔當區區議員等，多次表達東鐵線增建白石角/科學園站的必要性。增建鐵路站需時，如現在仍不開始規劃，十幾年後也不一定能付諸使用。如按規劃署的建議，繼續把更多的居民引進本區，但又不加以疏導，隨着時間的推移，居民出行所遇到的困難，肯定越来越大。届時，引起民意沸騰，也就悔之已晚。

故此，在白石角/科學園鐵路站被納入規劃之前，本會都對增加本區房屋供應持反對態度。

順頌

夏怡！

海鑽·天賦海灣業主委員會主席

黃斌元謹啟

2017 年 5 月 31 日

副本致：
運輸及房屋局副局長邱誠武先生
大埔區區議員陳笑權先生

Ps. 聯絡人：何素敏小姐　電話：

----- Forwarded by stndp/PLAND/HKSARG on 09/06/2017 09:44 -----

From:	Yuk Keung Lo
To:	"stndpo@pland.gov.hk" <stndpo@pland.gov.hk>,
Date:	08/06/2017 22:08
Subject:	大埔前賽馬會泳池用地擬興建8層社區綜合大樓

敬啓者,
有關規劃署的建議,本人有以下意見:
大樓接近民居，裏面有診所，醫療中心，所產生的醫療藥水氣味和病菌容易影响到居民，本人不贊成將社區綜合大樓增加到8層，理由樓層太高,通風不足, 上述影响更接近民居，尤其是位於低層的住宅。
這意見都是我們17座很多居民的心聲，希望有關政府部門能正視, 不勝感激。.

大埔中心17座居民
盧先生
電話:

----- Forwarded by stndp/PLAND/HKSARG on 09/06/2017 09:42 -----

From:	Tommy kyk
To:	stndpo@pland.gov.hk,
Date:	07/06/2017 23:23
Subject:	致規劃署專員，有關前賽馬會泳池興建醫療中心事宜

規劃署專員：

我是大埔中心17座住客。本人強烈反對前賽馬會泳池興建醫療中心 ，因為由南運路轉入安邦路現時已經很塞車，如興建了中心，必定更加影響道路暢通。再者，中心離民居很近，病人病菌很容易傳到旁邊民居，影響我們健康，中心應建設在遠離民居的地方。

嚴木娣

民主黨
THE DEMOCRATIC PARTY
新界東支部 大埔工作隊

區鎮棣議員辦事處

Office of Au Chun Wah, Tai Po District Councillor

傳真號碼：2116 0751

香港渣華道 333 號
北角政府合署 17 樓
規劃署
規劃署署長
李啓榮太平紳士

李署長：

就大埔前賽馬會泳池用地擬預留建社區醫療服務中心的意見

大埔區前賽馬會泳池由關閉至今已達 18 年之久，期間政府曾就該荒廢用地研究多個發展方案，包括將用地放於土地儲備作興建住宅或單一商業用途、以短期租約方式作爲露天停車場或政府地盤工程物料臨時存放處等，經諮詢鄰近居民意見，先後否決上述建議。

5 月中大埔區議會環境、房屋及工程委員會討論上述議題後，我們隨即於區內舉辦居民諮詢會，並邀請　貴署派員出席，期間亦開設多次街站收集居民對建議將用地更改興建高度限制及預留作社區醫療中心用途的意見。

諮詢會的居民意見，請參閱附件。以下是我們在不同渠道收集的意見簡報：支持：居民大多居住附近，但不是直接受影響的第 16 座居民；大致對建議能令區內居民提供更多服務表示支持，認爲應善用土地，同意興建樓層增加以便安排更多服務單位；亦同意善用地底興建停車場以改善車位不足問題，但規劃署及運輸署需全面研究改善道路設計，警務處配合嚴厲執法，改善現時經常出現的違泊及擠塞問題等。

反對：居民主要是有可能直接受影響的第 14/16/17 座居民，亦有少量居於附近的居民；主要憂慮區內的交通配套問題，因爲現時的安邦路及安泰路經常出現嚴重擠塞，若於區內興建社區醫療服務中心，十分擔心會爲區內交通加重負荷；認爲該用地太近住宅，除會影響對外景觀，亦很擔心社區醫療服務中心建成後的空氣流通問題，容易傳播細菌或疾病；增加人流擔心影響附近居民帶來不便；認爲醫療中心選址應遠離民居等。



我們認爲前賽馬會泳池用地已荒廢多年，在善用土地資源的前題下，應審慎研究及小心考慮如何善用大埔區僅餘的黃金地段，擴闊規劃用途，以增加社區設施如：圖書館、自修室、社區會堂、多用途活動室、政府部門及社區服務機構、日間長者及幼兒中心等多用途中小型社區綜

地址：香港新界大埔郵政信箱 479 號　ADDRESS：P.O.BOX No. 479 TAI PO POST OFFICE, N.T. HONG KONG
地址：香港新界大埔大元邨泰樂樓地下31號　ADDRESS：ROOM 31, G/F, TAI LOK HOUSE, TAI YUEN ESTATE, TAI PO, N.T. HONG KONG
電話 TEL：(852) 2662 1151　傳真 FAX：(852) 2662 1191　電郵 E-mail：rayau_office@dphk.org　網頁 HOMEPAGE：http://www.facebook.com/office.rayau

合大樓，以改善大埔中一帶以至大埔北的社區服務。

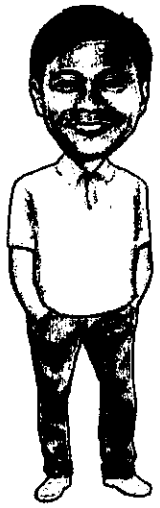
總括而言，我們認爲善用土地是十分重要，但我們亦關注區內居民對放寬興建高度限制及建社區醫療服務中心的憂慮。在發展的同時，亦需權衡各方的利弊。

爲此，本人特具此函致　閣下，向　貴署表達居民對前賽馬會泳池用地擬預留建社區醫療服務中心的意見。如有任何查詢，請致電　　或 2662 1151 與本人聯絡。

區鎮樺　　謹上

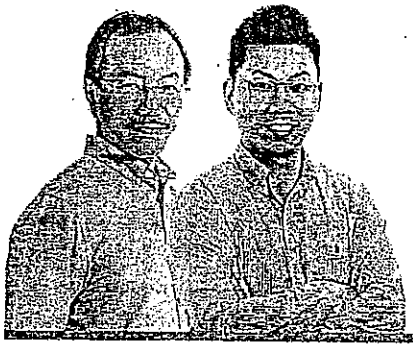
2017 年 6 月 11 日

附件：就前賽馬會泳池用地擬預留建社區醫療服務中心諮詢會的居民意見



地址：香港新界大埔郵政信箱 479 號　ADDRESS：P.O.BOX No. 479 TAI PO POST OFFICE, N.T. HONG KONG
地址：香港新界大埔大元邨泰樂樓地下31號　ADDRESS：ROOM 31, G/F, TAI LOK HOUSE, TAI YUEN ESTATE, TAI PO, N.T. HONG KONG
電話 TEL：(852) 2662 1151　傳真 FAX：(852) 2662 1191　電郵 E-mail：rayau_office@dphk.org　網頁 HOMEPAGE：http://www.facebook.com/office.rayau

就前賽馬會泳池用地擬預留建社區醫療服務中心的諮詢會中居民表達的意見：	
居民 A：	- 安邦路及安埔路使用量已超乎負荷，長期出現擠塞 - 若於前賽馬會泳池用地興建社區醫療服務中心，預計車場及行人入口均會選擇面向安邦路（即前賽馬會泳池的入口），預計使用者的車輛及復康巴士等會進一步造成安邦路的負荷 - 安邦路、安泰路的道路設計有需要改變，以解決人流車量問題 - 大埔超級城一帶經常有貨車停泊於卸貨區，令安邦路、安泰路及至安埔路出現堵塞情況
居民 B：	- 發展現時區內缺乏的社區設施，例如：室內單車場、2 歲或以下幼童的日間託管中心、室內體育設施 - 早於 30 年前，現時大埔中心巴士總站位置，原爲網球場；期望政府可以擇址再建
居民 C：	- 區內的小朋友愈來愈多，應增設圖書館、兒童康樂設施及體育設施
居民 D：	- 強烈反對由三層高度放寬至八層 - 會擋到大埔中心對外的視線 - 可接受興建康樂設施 - 不接受興建醫療設施
居民 E：	- 現時大埔的王少清及賽馬會診所的使用量已爆滿 - 大埔區欠缺嬰幼兒的日間託管及長者日間照顧中心，宜加入這兩類服務
居民 F：	- 若可以解決安邦路、安埔路及安泰路的交通嚴重擠塞問題，不論是三層、六層還是八層的建築物都會支持 - 但未解決交通擠塞問題，則會堅決反對有關計劃 - 現時安邦路、安慈路、安泰路、南運路，甚至大埔太和路都經常出現全線擠塞問題
居民 G：	- 堅決反對有關計劃 - 與大埔中心 16 座沒有一街之隔 - 現時大埔中心一帶已人多車多，若再於區內興建醫療中心，人流及車流之多令人擔心
居民 H：	- 建議於區內現有的醫療設施進行擴建，而非再於前賽馬會泳池用地再建社區醫療服務中心 - 要興建任何建築物前，必須先解決大埔中心一帶的交通擠塞問題 - 若不解決好交通擠塞問題，則不應該興建任何建築物，避免再加重大埔中心一帶的道路交通負荷



工黨 LABOUR PARTY 張超雄立法會議員辦事處

社區主任 郭永健

(852) 6016 7718 (852) 2799 7290

kwokwk@cheungchiuhung.org.hk

規劃署署長
李啟榮 先生

李先生：

有關大埔區的綠化地帶改劃為住宅用地

規劃署在2017年5月10日的大埔區議會環境、房屋及工程委員會提出計劃改劃六幅原為綠化地帶的土地為住宅用地。當中，位於大埔馬窩路（近新峰花園第1期及忠和精舍）的綠化地帶土地更只是用來興建私營房屋。

根據政府的規劃意向，綠化地帶「主要是利用天然地理環境作為市區和近郊的發展區的界限，以抑制市區範圍的擴展，並提供土地作靜態康樂場地。根據一般推定，此地帶不宜進行發展。」因此，除非沒有其他替代發展的土地，以及具有強烈的發展理由，實在不應破壞綠化地帶。根據本土研究社的資料顯示，大埔教育學院對出、位於洞梓路旁的棕地，面積約9公頃，主要作露天貨倉用途。過去十多年來該棕地範圍不斷擴大，2015年植被明顯消失。

我認為政府應採取「先棕後綠」原則，先發展難以復原的棕地作公營房屋用途。此外，興建更多的私營房屋無助解決基層及中下層的住屋問題，我認為綠化地帶實在不應改劃為私營房屋的住宅用地。

就此，我希望 貴署能提供有關綠化地帶植被的情況、樹木的數目及樹齡、保育價值、發展的面積、地積比、高度限制及單位數目，及上述棕地的發展計劃。敬希回覆，謝謝！

工黨社區主任 郭永健

立法會議員 張超雄

二零一七年五月九日

致規劃署:

在缺乏向公眾提供空氣流通評估報告,交通影響評估及社區設施配套建議下,我們在本次5月26日的地區簡介會上,明確反對在大埔馬窩路的一塊綠化地帶改劃為住宅(乙類)10地帶,以及訂明該住宅(乙類)10地帶的總樓面面積及建築物高度限制。

	姓名	單位	簽署
1	陳文揚	大埔區議員	
2	羅曉楓	大埔(南區)區議員	
3	余智榮	大埔區議員	
4	洪耀榮	新峰3期業委	
5	崔月媚	新峰3期業委	
6	周善敏	新峰三期業委	
7	吳振輝	新峰4期業委	
8	朱立明	〃 〃 〃 業主	
9	廖兆安	新峰3期主席	
10	余惠娟	〃 〃 副主席	
11			

12	尹永榮	新峰花園二期主席	
13	陳東友	承峰	
14	江偉明	二期	
15	杜潤明	〃 〃 副主席	
16	楊楚雄	承峰主席	
17	梁遠洋	新峰二期	
18	蔡錦華	新峰二期	
19	林素華	新峰3期	
20	朱仲如	二期	
21			
22			
23			
24			
25			

2017年5月26日

CLASSICAL Gardens II

新界大埔靖遠街5號靖安樓2樓
大埔區議會環境、房屋及工程委員會主席
陳笑褀先生

郵寄及傳真 2651 9886

陳先生:

反對將馬窩路的一塊土地由「綠化地帶」改為「住宅用途」

本會於2017年5月5日收到區議員羅曉楓先生的來函，指規劃署通知按照「大埔分區計劃大綱圖」(檔案編號:S/TP/26)，將會把位於馬窩路一塊總面積為2.27公頃的土地（即規劃署文件內的「項目E」）由「綠化地帶」改劃為「住宅(乙類)10」地帶，預計總樓面面積及建築面高度為72,640平方米及13層，可提供約1,210個住宅單位。本會於5月8日召開特別會議討論有關事宜，在研究相關文件及詳細討論後，反對將「項目E」的土地由「綠化地帶」改為「住宅用途」，理由如下:

1. 在馬窩路增加住宅單位勢必產生交通擠塞及公共交通工具不足等問題。現時馬窩路路面設計頗為狹窄，擴展困難，在早上及傍晚繁忙時間已時有交通擠塞的情況發生，假如貿然增加一個規模等同新峰花園一期至四期戶數總和的屋苑，將會做成人車爭路、交通擠塞等嚴重問題。 而馬窩路是唯一政府緊急車輛通往新峰花園各期及馬窩村之道路，人口這樣上升將導致交通擠塞及增加交通意外機會，萬一新峰花園各期或馬窩村發生事故，緊急援助將嚴重受阻。因此，在未有具體解決上述問題的方案前而先改變該土地用途，我們堅決反對。

2. 假如在未來數年內增加1,210個單位供應，整個馬窩社區是否有足夠的休憩、醫療、教育以及文化娛樂設施供本區居民使用呢? 雖然按照規劃署的文件顯示相關措施是足夠的，但實際上規劃署是用整個大埔區的總人口計算，而大部份設施均座落在大埔北區。大埔南區的文娛康樂設施嚴重不足，是不爭的事實。故此，如果馬窩社區在未來數年增加千戶人口只會令原有的休憩、醫療、教育更捉襟見肘，而文娛康樂設施，更形緊絀。在沒有考

CLASSICAL Gardens II

處到區內社區配套，特別是對區內文娛康設施的落實，而貿然改變上述土地用途，我們表示反對。

增加土地供應以興建公營及私營房屋故然是顧及民生之舉，然而必需按照該社區的實際狀況而作政策決定及執行有關政策，以免對現有居民造成不便及困擾。在此，本會再次表明反對將項目E內的馬窩路土地由「綠化地帶」改為「住宅用途」，並希望　貴會明白本苑居民的意見及訴求。

CLASSICAL GARDENS II OWNERS' COMMITTEE 新峰花園二期業主委員會

Ernest Wan

新峰花園二期業主委員會主席
尹永榮謹啟

二零一七年五月九日

副本抄送：　大埔區議會議員羅曉楓先生　(傳真: 2524 3028)
→ 規劃署　(傳真: 2877 0389)

新峰花園二期業主委員會
Classical Gardens II Owners' Committee
新界大埔馬窩路八號新峰花園二期一座地下側
Ground Floor, Block 1, Classical Gardens II, 8 Ma Wo Road, Tai Po, New Territories



大埔區議會(新富)

羅曉楓區議員辦事處

地址：大埔泮涌村 162 號地下

電話：2457 8028　傳真：2524 3028　手提：9520 7968

電郵：lohiufungoffice@gmail.com

檔案編號：C2017010

致

規劃署

地區規劃處

新界區規劃部

沙田、大埔及北區規劃專員

朱霞芬 女士

反對：新峰花園一期旁改劃土地用途事宜

本人一直關注新峰花園 1 期旁（近忠和精舍）的一幅綠化地改劃為住宅(乙類)10 用途，及訂明該住宅(乙類) 10 地帶的總樓面面積事宜。在　貴署遞交文件到大埔區議會討論時，本人認為 貴署的諮詢工作過於倉促，加上資料文件不足，已即時在區議會上就上述標題事宜提出反對，並要求　貴署必須「落區」了解居民的意見，把區內各持分者對改劃事宜的關注，列入城規會審議時的必須考慮因素之中。

誠然，本人明白社會對覓地建屋的需求越趨強烈，政府有改劃土地用途以增加房屋供應的急切性；然而，當區居民的訴求、擔憂，以及地區的負荷能力都是不容忽視的，署方在作出改劃時，是必須慎重考慮和了解居民意見。故此，在 5 月 26 日規劃署及新峰花園居民的會議上，各期代表均積極地向署方表達了各個不同的關注和建議，而本人亦得此來函，要求　貴署必須考慮下列的社區問題，並作出相應的回應及改善措施：

首先，在交通問題上，目前當區居民主要依靠邨巴及公共小巴前往大埔墟鐵路站，再轉乘其它交通工具。但過去一直而來，沿馬窩路一帶均缺乏公共交通工具連接，，加上邨巴的負載能力亦已到極限；由於上述改劃私營住宅用途將新增 1210 個住宅單位，預計屆時會為沿馬窩路帶來超過 3000 多新增人口，這將大大增加該區的交通負擔，嚴重影響原有居民生活，造成不便；此外，新峰花園屬中高上私人住宅物業，不少居民均以私家車作為出入的代步工具，但該區根本沒有足夠的公眾泊車位，現時新峰花園旁的臨時停車場，僅屬於「臨時性質」，更衍生了違例泊車問題；故此，有見規劃中的房屋為中低密度住宅，預計將吸引較富裕的人士入住，屆時該區的私家車數量將會大增，令泊車位短缺的問題更見嚴重。



大埔區議會(新富)
羅曉楓區議員辦事處
地址：大埔泮涌村 162 號地下
電話：2457 8028　傳真：2524 3028　手提：9520 7968
電郵：lohiufungoffice@gmail.com

因此，本人認為署方在考慮改劃用地時，必須一併考慮該區的公共交通工具配套，及加強邨巴的班次服務等，既改善目前馬窩路一帶的交通問題，亦能滿足將來新增人口對公共交通服務的需要；除此之外，本人認為必須新建道路，直接連接吐露港公路出市區，分流道路使用者，為該區車輛出入時提供新選擇，減輕原有馬窩路的負荷；同時，亦必順加強在泊車位上的規劃，增加大量固定及長期的泊車位置，以應付車輛增加的需求。

另外，在社區配套方面，本區（第六區）一直而來均沒有休憩及體育設施，在相關規劃上持續討論十餘年仍未見成效，居民往往需要跨區使用鄰近的社區休憩及體育設施。故本人認為，目前原有居民對社區文康設施的殷設尚未能滿足，若再增加額外的居住人口，誓必將對該區居民的生活質素造成嚴重的負面影響。

因此，本人建議在考慮是次土地改劃前，政府必須先落實前市政局年代已經承諾發展的體育館及休憩用地工程，讓居民能在原區享受康樂設施，滿足現有居民的需要，亦為新增人口做好相應的社區配套準備。

第三，改劃土地用途將大量削減該區的綠化地帶，減少城市和鄉郊地區的緩衝。本人認為，這不但會影響了綠化帶作為「城市之肺」的作用，亦會大量砍伐樹木、削減植被面積，大大破壞該區的綠化面貌。

故此，本人認為署方在改劃土地用途時，必須全面評估及向大眾公佈改劃用地對該區空氣質素及綠化環境的影響，進一步釋除公眾對生態環境破壞的憂慮；同時，在將來考慮建設房屋結構時，必須引入相關限制條款，避免出現「屏風樓」的建築方式，減低對原有居民的影響；在樓宇發展高度上，因應馬窩路一帶的地勢，本人要求署方在預定規劃上的十三層，必須進一步降低，以避免新建的房屋阻擋原有住宅單位的日照；而就綠化地的補償上，本人建議署方亦必須加入特定條款，列明該區的新增住宅發展項目必須提供大幅度的綠化休憩環境，及保持該區環境面貌的一致性，以進一步提供舒適和綠色的生活環境予該區居民。

最後，是次土地改劃範圍涉及不少了寮屋用地，據了解，這些寮屋住戶已在該處居住了幾十年，不少老村民對現有鄉村生活模式及傳統有難以保償或取締的感情，同時這批老村民及其後代，亦難而負擔和適應新的居民環境，署方在改劃成私人住宅用地時，亦需考慮這班小眾基層村民的傳統生活和權益。另一方面，土地改劃範圍內有不少先人山墳，本人必須強調，慎終追遠是中國社會的傳統觀，更何



大埔區議會(新富)

羅曉楓區議員辦事處

地址：大埔泮涌村 162 號地下

電話：2457 8028　傳真：2524 3028　手提：9520 7968

電郵：lohiufungoffice@gmail.com

談是次改劃需要遷拆祖先山墳，署方必須聆聽村民意見，妥善處理。

總括而言，本人明白香港的房屋嚴重供不應求，改劃更多土地作住宅用途實有其需要性和必要性。不過，在發展新的住宅項目時，政府需要聆聽和接納當區各持分者的意見和關注；尤其新增住宅項目所帶來的額外人口，定會對原有交通配套及社區設施造成壓力，貴署在土地改劃用途時，必須一併考慮。

但可惜，規劃署目前所提供的資料文件，不但在 5 月 10 日區議會的環境、房屋及工程委員會上未能回應到眾大埔區議員的提問；在 5 月 26 日與新峰屋苑代表的會議上亦未能回應到各期居民們的關注。故本人得此來函，反對署方把新峰花園一期旁的綠化地，改劃為私營住宅用途，並要求署方必需回應及跟進上述的關注事項，作出相應的改善措施，方可考慮是次土地改劃之決定。

如有問題或查詢，可致電 24578028 與本辦事處職員聯絡。

大埔(新富)區議員

羅曉楓　　謹敬

二零一七年六月十一日

副本抄送：新峰 1 期管業會、新峰 2 期管業會、御峰苑管業會、御峰豪園管業會、承峰管業會、馬窩村村公所、大埔區議會環境、房屋及工程委員會主席陳笑權議員、經民聯立法會議員盧偉國博士、運頭塘區議員余智榮議員

關注大埔馬窩土地用途大聯盟

香港北角
渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書

郵寄

城市規劃委員會：

有關：要求正視更改大埔馬窩路土地用途以興建房屋的問題

於 5 月 26 日晚上，大埔區議會、地政總署、規劃署等政府代表到新峰花園講解有關擬於馬窩路更改土地用途事宜。

在缺乏向公眾提供不同的評估報告（包括空氣流通、交通影響、社區設施配套建議），大埔區議員陳笑權、余智榮、羅曉楓、新峰花園一期、新峰花園二期、御峰苑、御峰豪園、承峰代表均表示反對有關更改土地用途。

現時馬窩路已經不勝負荷，更改馬窩路土地用途絕對令馬窩路塞上加塞，嚴重影響馬窩區正常車輛及緊急車輛的道路使用。事實上，新峰花園 5 個期數合共 1223 個車位、再加上 20S 專線綠色小巴、新峰花園穿梭巴士、學校巴士及的士已經令馬窩路日常使用頻繁，如有額外屋苑的住戶、訪客車輛等均會造成更擠塞、更多噪音、空氣污染、治安和交通問題。

我們懇請 貴署認真關注我們馬窩居民的意見，希望 貴會能代本區居民發聲。如有任何查詢，請致電 與御峰苑客戶服務中心陳永昌先生聯絡。

此致

關注大埔馬窩土地用途大聯盟 謹啟

2017 年 6 月 6 日

通訊地址：

御峰豪園業主委員會
Owner's Committee of Grand Dynasty View

香港北角
渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書

郵寄

城市規劃委員會：

有關：要求正視更改大埔馬窩路土地用途以興建房屋的問題

於 5 月 26 日晚上，大埔區議會、地政總署、規劃署等政府代表到新峰花園講解有關擬於馬窩路更改土地用途事宜。

在缺乏向公眾提供不同的評估報告（包括空氣流通、交通影響、社區設施配套建議），大埔區議員陳笑權、余智榮、羅晚楓、新峰花園一期、新峰花園二期、御峰苑、御峰豪園、承峰代表均表示反對有關更改土地用途。

現時馬窩路已經不勝負荷，更改馬窩路土地用途絕對令馬窩路塞上加塞，嚴重影響馬窩區正常車輛及緊急車輛的道路使用。事實上，新峰花園 5 個期數合共 1223 個車位、再加上 20S 專線綠色小巴、新峰花園穿梭巴士、學校巴士及的士已經令馬窩路日常使用頻繁，如有額外屋苑的住戶、訪客車輛等均會造成更嚴塞、更多噪音、空氣污染、治安和交通問題。

我們懇請 貴署認真關注我們馬窩居民的意見，希望 貴會能代本區居民發聲。如有任何查詢，請致電 2651 3105 與御峰苑客戶服務中心陳永昌先生聯絡。

此致

COMMITTEE OF GRAND DYNASTY VIEW OWNERS' 御峰豪園 業主委員會

御峰豪園業主委員會署理主席
吳樹輝 謹啟

2017 年 6 月 8 日

THE BALMORAL 承峰

The Balmoral Owners' Committee

承峰業主委員會

檔案編號：BAMO/OC/L002/06/17

LM(21) in TPB/TP 1/0/1 (17)

致 規劃署
新界區規劃部
沙田、大埔及北區規劃專員
朱霞芬女士

朱女士：

反對馬窩路(近新峰一期/忠和精舍及桃源洞)兩幅土地由「綠化地帶」改爲「住宅用途」

首先多謝朱女士，同事劉先生連同運輸署代表於 2017 年 5 月 26 日晚撥冗與新峰各期代表舉行會議，席間主要討論將馬窩路一塊總面積 2.27 公頃的土地(即規劃署文件 E 項目) 由綠化地帶改爲住宅用地，大約可提供 1210 個私營單位，而桃源洞位置則建議留作興建公營房屋。

本苑居民對此深感關注及反對是項土地改變用途，原因如下：

1. 交通問題
現時馬窩路交通於早上及傍晚繁忙時間已相當擠塞，試想若再增加一個規劃等同我們新峰一至五期人口總和的屋苑，必定會做成此帶交通進一步惡化，更而影響到達運路一帶伸延到火車站直到大埔墟。雖然席間運輸處表示已做過顧問報告，但我們都相當懷疑其準確性，因爲現時我們此區有部份居民是徙步行往區內如大埔火車站、大埔墟及運頭塘商場，但日後該私營屋苑位置較遠，相信居民均採用汽車作爲日常出入交通工具，而且馬窩路大部份地段屬雙向單線行車，若發生交通事故勢必癱瘓此帶交通。

2. 社區規劃
現時本區(整個大埔南) 的文娛康樂設施嚴重不足，若然再在原地增加倍數人口，勢必令原本的休憩、醫療、教育以致文娛康樂更形緊絀。

3. 環境影響
多年以來，本區的綠化帶正好平衡高速公路在馬窩路做成的廢氣污染，爲附近就讀的學生及居民提供良好的空氣質數，多一點綠化區，可提高學生們對地球綠化的體驗，亦令居民可以吸收清新空氣。

THE BALMORAL 承峰

The Balmoral Owners' Committee

承峰業主委員會

我們明白政府在覓地興建公/私營房屋方面是顧及民生所需，然而亦必須按照實際狀況而作有關決定，以免對原/現有居民做成不便及困擾，因此本會是反對將上述兩幅土地由「綠化地帶」改爲「住宅用途」，希望 貴署明白本苑居民的意見及訴求。

祝

工作順利

承峰業主委員會
第三屆業主委員會主席

楊楚健先生
2017 年 6 月 15 日

副本抄送：大埔區議會
環境房屋及工程委員會主席陳笑權議員
新富區羅曉楓議員

新界大埔馬成徑 1 號承峰

HH(21)

規劃署敦事先生/小姐：

反对大埔馬窩路(近虎和精舍)的
綠化地帶改劃為住宅地段

本人李可愉，住址……，身份証號碼：……），反对馬窩路地段的綠化地帶興建住宅單位，原因如下：

本人現居地為大龍區，本來也是住普通屋屋樓宇，大約5年前結婚，嫁給跟家人同住的住於馬窩路租屋的先生。我慶幸婚後能住在如此鳥語花香，空間充足，環境清幽的家。我每天心情也很平靜舒暢，跟我以前住住宅樓宅那種壓迫的感覺有很大差異。

我5年間先後誕下兩位可愛兒子，很明顯地兒子們在這個環境長大得非常健康，因我們居住及附近環境美原，兒子們的體能發展比一般小朋優勝，尤其对大自然及身邊環境的認知尤其優勝。亦不喜像普通小朋友一樣沈迷手機或电腦。希望貴署教慮小朋友的成長發展，不要把我的小朋友困在一個幾百尺的鬼空間。

再者，這個家庭環境容許我與婆婆及姑姑同住，互相依靠，互相帮忙。坦白說，養二個小朋友十分花精神心機時間，我丈夫每天也要工作賺錢，其他家人能夠村出那忙及依靠，確實令到我的壓很重心。加上我婆婆及大姑近年也患病，我也希望做後輩的能夠照顧她們。

如果因改劃包圍所致我們兩個家庭，令我們不能互相依靠及照料，我們日後生活一定大受影响，希望貴署慎重考慮，每位小市民的情況及難處。

總括以上原因，本人及家人堅決反对政府改變馬窩路地段的綠化地帶的屬土地用途。

簽署：

回覆日：22/5/2017

C

LM(21)in 附件 1/0 M1(17)

規劃署袁幸堯先生/小姐：

反對大埔馬窩路（近忠和精舍）的綠化地帶改劃為住宅地帶

本人陳蒂娣，住址[redacted]，身份証号碼：[redacted]，反对馬窩路地段的綠化地帶興建住宅單位，原因如下：

本人已是婦婦的身份，我小時候已經在這兒出生，在這兒長大，已經五代人在馬窩這個地方成長，這兒是我很有感情及依賴的地方，政府的改建計劃就是於我年老時破壞原有的家庭，在我已年長及患病時強迫我搬去另一個完全不適應的地方，很大可能影响我的康復。

聽說政府改建馬窩是為了興建私人樓宇，但本港私人樓宇已過多，樓價貴引致很多人也負擔不起私人樓。而且不能在和精舍，只收回我們小市民的屋，本人有理由懷疑官商勾結，是否收回我們的地段之後再賣或批給忠和精舍擴建建？

馬窩路後山有不少祖泉山墳，大興土木影响風水，打擾先人。一來施工時會有大量噪音，影响民居，二來因工程而搬遷祖墳，定必引起本村居民更大不滿！

總括而言，本人強烈反对政府改變馬窩路地段的綠化的土地用途。

簽署：陳蒂娣

日期：22/5/207

Lm (21)

規劃署執事先生/小姐

反對大埔馬窩村路(近惠和精舍)的綠化帶改劃為住宅帶

本人羅劍安 住址:.....; 身份證號碼:

就反對馬窩路地段的綠化地帶興建住宅單位,原因如下:

是次收地,只收沿惠和精舍外圍之土地,其實用面積或

交通配套是不符現實需求,令本人所住的居住面積,連接近

馬路,無論是開展樓宇或公園都不足夠使用,本人和母親反而

覺得是次收地可能或懷疑涉及官商勾結,先收回附近零星

地段,再向多次申請擴建(侵地)失敗的精忠,北岳土地。

而多年來這段綠化地段已孕育了不少生物,有松鼠,鳥類

各色各類的昆蟲,這次收地不單次毀了它們的家園,也次毀了

我的家園。。

總括而言,本人堅決反對政府改變馬窩路地段的綠化地

帶的土地用途。

22/5/2017

LN(21)

規劃署敬事先生/小姐：

反對大角咀馬寶路（近忠和精舍）的綠化地帶改劃為住宅地帶

本人最強烈衛，住址 _____ 身份證号碼：

反對馬寶路地段的綠化地帶興建住宅單位，

原因如下：

首先，我出生以來已是住在這個地方，有深厚感情，附近住有我的朋友，街坊，鄰里，大家手望相助，我二位仔子又健康快活，多空間走動，我與太太亦因為家庭有空間的关係，可以有條件給予双方私人空間，保持良好关係。

地方是夠志容許我聘請工人照顧二個兒子。我不能想像如果要被迫遷到一個三四百呎的地方住，連工人睡的地方也沒有的話，我們一家的生活應該如何過....

再者，我早前花了近過十萬裝修家居，為了上年細仔出世的安排，我有在家放了風水擺設，助我工作順利，一切都是為了往後幾十年的安居環境，如果政府突然遷遷，我花了的十幾萬等於化為烏有，十分不公平。

總結，本人大力及堅決反對政府改變馬寶路地段的綠化地帶的土地用途。

簽署 _____

日期：13-5-2013

LM(21)

規劃署數事先生/小姐：

反對大埔馬窩村（近忠和精舍）的綠化地帶改劃為住宅地帶。

本人是劏俾，住址：　　，身份証號碼：

反對馬窩村地段的綠化地帶興建住宅單位。

原因如下：

點解政府地產商唔為樓地唔用荒廢哂，而家又走嚟收綠化地帶起私人樓？邊仲嫌私人樓唔夠多？係咪只有有錢人先住人？窮人就要被逼去樓不公平對待？我哋一家4口，4度柏，6架車可以搬去邊度住先住得哂？

點解忠和精舍唔收？因為要搵錢？定政府收返之後首比地產商，地產商再賣返比忠和精舍做舍樓改建？

私人住宅附近有龍堂同山墳呢個係咩玩法？政府收取綠化地帶緊要賺土地根本就未為過窮人著想，想過死哂我哋。

簽署：

日期：22/5/2017

LM(21)

致：政府土地規劃署執事先生/小姐：

反對大埔馬窩路(近忠和精舍)的綠化地帶改劃為住宅用地.

本人杜嘉儀，身份証號碼：

住址：

反對原因如下：

(一) 本人四代居住馬窩村已超過八十年，對居住環境有着濃厚感情和習慣。

(二) 本人亦明白土地問題困擾香港多年，覓地建屋是現屆政府工作的重中之重，但據"本土研究社"透過Google earth資料和實地視察發現全港棕地多達一千二佰公頃，相等於約六十個維園面積，更甚是政府一方面積極改劃綠化帶和郊區地帶建屋，但另一方面卻因地區壓力不敢回收有潛在佔用官地問題的棕地，使棕地範圍一直未能有效發展房屋政策更衍生棕地蔓延跡象，希望政府能確立棕地優先發展政策，勿伸綠化地帶和郊野公園埋手。

(三) 將馬窩綠化地帶改為興建住宅，進一步的城市化將侵蝕綠化空間，斬樹翻土是必然之事。樹木對於改善城市空氣質素及緩衝環境和熱島效應等，有着重要作用，而綠化地帶

亦是郊野公園及城市間的重要緩衝。我們需要的不只是安身之所，更要一個能給我們健康及綠化的生活空間，不是一個不屎森林。

(四) 現時馬窩村的交通道路狹窄，若然再興建更多住宅，交通負荷必成重大問題。

總括以上原因，本人一家強烈反對政府改變馬窩地段的綠化帶用途。

簽署：杜嘉儀 (杜嘉儀)
原慶興 (原慶興)
原卓琳 (原卓琳)
杜嘉瑋 (杜嘉瑋)

Appendix IX

Summary of the EHWC/TPRC/local views on
individual proposed amendment items and Government responses

Views on Item A	Government's Responses
(a) Objections to the amendment are received mainly on the traffic, visual impacts, air ventilation and ecological impacts caused by the residential development. It is considered that the residential development on the site would create wall effect, affect feng shui of Cheung Shue Tan and break the ridgeline of the area.	TIA, VA and AVA have been conducted by the relevant Government departments and they have demonstrated that the proposed development would have no insurmountable impacts on the surrounding area. As for feng shui matter, it is beyond the consideration of the Board.
(b) Concerns on that existing and new residential developments would overload village access roads in the area are raised. And it is suggested that shuttle bus and GMB services should be provided for the new residential developments.	The TIA concludes that all the assessed junctions will be operation with acceptable performance and the road link capacity assessment shows that it would not experience any significant adverse traffic impact when the proposed development is in place. It also recommends additional GMB services to serve the areas. Internal parking and Loading/Unloading facilities of the proposed development would be provided in accordance with HKPSG and are considered adequate by TD.
(c) Reclamation approach for increasing land supply is suggested.	Noted. The Government is taking a multi-pronged strategy to increase supply of flats and all options would be considered.
(d) Part of the site, originally owned by villagers, had been resumed by Government at a very low price for public purpose. The Government should offer back the resumed land to villagers instead of selling the residential site for higher profit.	The Government will give proper consideration according to the established practice but is not obliged to offer back the resumed land to the ex-owners.
(e) As part of villagers' land had been resumed, the Government should designate additional area zoned for "Village Type Development" ("V") at Cheung Shue Tan to compensate their loss.	In drawing up the boundary of "V" zone, consideration has been given to the village 'environs' boundaries, the local topography, the existing land use pattern, the provision of infrastructural facilities, the approved applications for Small House development, the outstanding Small House applications, as well as the Small House demand forecast.

Views on Item B	Government's Responses
(f) TPRC and villagers of Cheung Shue Tan raise concern that the proposed residential development would have adverse feng shui impact on Cheung Shue Tan.	Feng Shui is beyond the planning jurisdiction of the Board. However, the VA has demonstrated that the proposed residential development with a building height of 55/65mPD would not have adverse visual impact on the surrounding areas. The AVA conducted by the project proponent at s12A rezoning application also concluded that with the provision of appropriate air corridors, no adverse air ventilation impact on the surrounding areas is anticipated.

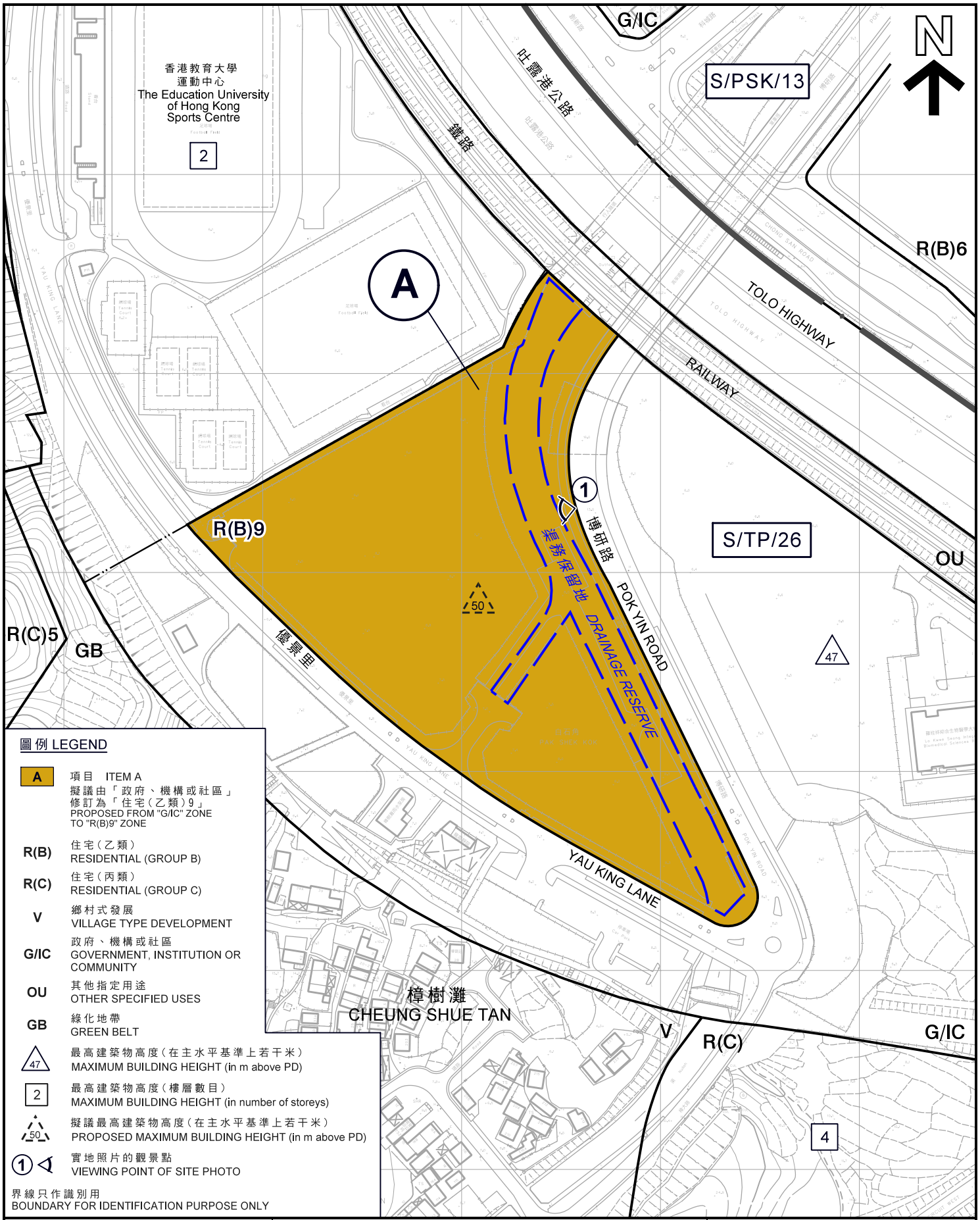
Views on Item C	Government's Responses
(a) The relaxation of building height is supported as the site can be better utilized to provide more services for the public.	Noted.
(b) Instead of solely for medical facilities, the "G/IC" site should be developed as a multi-purpose GIC complex to provide library, study room, social welfare facilities, elderly and children facilities (including child day care centre), and recreational facilities (including tennis court and indoor skating ground) to meet the needs of the local residents.	The request has been conveyed to Leisure and Cultural Services Department (LCSD) and Social Welfare Department (SWD) for consideration. Subject to the agreement of the concerned user departments and compatibility with the planned medical and health facilities, consideration would be given to accommodate the necessary social welfare/recreational facilities within the site. LCSD advises that the request for library facility in the subject area is noted. LCSD will study the population intake of the district and the long term community demand for library service in the concerned area. SWD notes that that there may be available floor area for welfare use upon height relaxation from 3 storeys to 8 storeys. Subject to the available floor area, some welfare facilities would be proposed.
(c) The concerns on the lack of parking spaces and illegal parking and traffic congestion near Tai Po Centre are raised. The G/IC site should be provided with basement public car	TD advises that about 200 numbers of private car parking spaces are scheduled to be provided in Plover Cove Road in 2020. TD in general supports the provision of more public car parks in this GIC site subject to the

	Views on Item C	Government's Responses
	parks to meet the parking demand and road improvement works including new ingress and egress point to alleviate current illegal parking and traffic congestion near Tai Po Centre should be formulated.	findings of the traffic impact assessment to be carried out by the project proponent, consultation with the concerned user departments and compatibility with the planned medical and health facilities and related safety issues.
(d)	Some residents, on the other hand, are of the view that the proposed development would attract more traffic and pedestrian flow to the area, thus affecting the living quality of the residents.	After reviewing the traffic condition of the roads abutting the site, TD confirmed that a Traffic Impact Assessment ("TIA") shall be carried out by the project proponent and the TIA will recommend improvement measures to alleviate any traffic problems on the road network if necessary.
(e)	Some residents consider that the proposed 8-storey development would block the views of some residential blocks in Tai Po Centre, and object to the clinic building on environmental nuisance grounds.	According to the VA conducted by PlanD, the proposed development would have insignificant visual impacts on the surrounding areas. In the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity.
(f)	Instead of using the site for medical facilities, the Government should consider expanding the existing Tai Po Jockey Club Clinic and Wong Siu Ching Clinic.	Noted. The Department of Health / Hospital Authority will continue to consider any in-situ renovation opportunity as required, in consultation with the other users of the two buildings.
(g)	Retaining building height restriction of 3 storeys and using the site for only recreational facilities are suggested.	The proposed relaxation of the building height restriction of the site from 3 storeys to 8 storeys would be able to accommodate more medical facilities to serve the Tai Po community and to facilitate better utilization of the limited land resources.
(h)	There is concern that the building will take up the whole site for development.	Future building disposition shall be subject to further detailed study in accordance with building regulations when all the information from user department(s)/ authority is available.

Views on Item D	Government's Responses
(a) Brownfield sites should be developed first before considering rezoning of "GB" sites.	To increase and expedite housing land supply in the short to medium term, the Government is taking a multi-pronged strategy to increase supply of flats. The brownfield sites could also be considered if found suitable for residential development, but development of brownfield sites would normally take a longer period due to lack of infrastructure, the need for land acquisition, site clearance and reprovisioning, and multiple ownership.
(b) The proposed development will inevitably involve felling of trees and clearance of vegetation. The reduction in "GB" site will affect the natural character of the area.	Tree survey has been conducted by LandsD. There is no OVT. To minimise the impacts on the environment, the developer(s) is required to carry out appropriate mitigation measures, including preservation or relocation of existing trees with conservation value, or compensatory planting in accordance with the existing greening guidelines and tree conservation mechanism.
(c) Concerns on the status of the domestic structures within the site at Ma Wo and how would these structures and graves within the site be handled are raised by a DC member as well as several locals living in structures within the site will be affected and their views should be considered. Some local residents object to the proposed residential development on the grounds that it would affect their residences and living environment, spoil the greenery and cause adverse traffic and environmental impacts to the area.	LandsD would follow the established procedures to inform the concerned parties and to clear the affected structures and graves for development. Regarding the local residents' concerns on traffic and environmental impacts, please see responses to (b), (d) and (e) of Item D.
(d) Concern on whether the existing Ma Wo Road would have adequate capacity to serve the additional population arising from the proposed rezoning is raised.	TIA has been conducted by TD. Ma Wo Road is capable to accommodate the future traffic demand. There are spare junction capacity at key junctions such as Tat Wan Road/Ma Wo Road, Tat Wan Road/Nam Wan Road, Tat Wan Road/Slip Roads to/from Tolo Highway. TD advises that the users of the existing GMB and resident shuttle services along Ma Wo Road are considered to be taking

Views on Item D	Government's Responses
	their immediate mode of transport as transit service to other public transport modes. Service enhancement through a combination of GMB and public bus services would suffice to cater for the demand generated without the need to explore new routes or to expand the public transport interchange. Existing public transport provision will be reviewed and new public transport services, such as GMB, will be provided when the residential development are in place.
(e) Concerns on the lack of parking spaces and the saturation of traffic capacity of Ma Wo Road are raised and it is suggested that new road linkage and more long-term parking should be provided for residential developments at Ma Wo Road. The traffic issues, particularly congestion at East Rail Tai Po Market Station, should also be resolved first before considering further residential developments in the area.	TD advises that Ma Wo Road has not been saturated. The two junctions leading to Tai Po Market Rail Stations (Nam Wan Road / Tat Wan Road, Nam Wan Road / Shan Tong Road) would be operating within capacity in the Year 2031 reference case. No intolerable congestion is envisaged.
(f) All technical assessment reports should be provided for inspection.	The RNTPC Paper has included summary of TIA, VA, LA and tree survey reports.
(g) Early implementation of an indoor recreation centre in Ma Wo Road before rezoning is requested. There is objection to public housing development at To Yuen Tung near Ma Wo.	The concerns have been conveyed to the LCSD for consideration. It is noted that an indoor recreation centre in Area 6, Tai Po has been included in projects for conducting technical feasibility study in the "Five-Year Plan" under the Policy Address 2017. As for the proposed public housing at To Yuen Tung, it does not form part of the current OZP amendment exercise and its feasibility will be examined by CEDD under an engineering feasibility study.
(h) The building height of 13 storeys should be further reduced to avoid blocking sunlight for the existing residential units.	VA and AVA have been conducted by the relevant Government departments and they have demonstrated that the proposed

	Views on Item D	Government's Responses
	The proposed development should incorporate measures to avoid wall effect building.	development would have no significant visual and air ventilation impacts on the surrounding area. The proposed building height of 13 storeys is also compatible with other developments in the vicinity. In order to provide more certainty (by avoiding variation due to different floor-to-floor height) and more design flexibility (such as different site formation level), the site would be subject to a maximum BHR of 110mPD. Prospective developer(s) will be required to comply with Buildings Ordinance and to follow the requirements of building separation as stipulated in Sustainable Building Design Guidelines. Provision of building setback and separation, if considered necessary, would be incorporated into the lease at the land disposal stage.
(i)	The land grant for the future development should incorporate landscaping clause to ensure it is compatible with adjoining development.	Relevant tree preservation clause, including the provision of a tree buffer planting area along the northern and eastern boundary of the site, will be incorporated in the land lease and the respective developer(s) will be required to carry out appropriate greening measures and tree preservation/ compensation proposals in accordance with the established guidelines.



圖例 LEGEND

A	項目 ITEM A 擬議由「政府、機構或社區」修訂為「住宅(乙類)9」 PROPOSED FROM "G/IC" ZONE TO "R(B)9" ZONE
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
R(C)	住宅(丙類) RESIDENTIAL (GROUP C)
V	鄉村式發展 VILLAGE TYPE DEVELOPMENT
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
OU	其他指定用途 OTHER SPECIFIED USES
GB	綠化地帶 GREEN BELT
47	最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (in m above PD)
2	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (in number of storeys)
50	擬議最高建築物高度(在主水平基準上若干米) PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年6月29日擬備，所根據的資料為測量圖編號
7-NE-16B、16D、17A及17C
EXTRACT PLAN PREPARED ON 29.6.2017 BASED ON SURVEY SHEETS No.
7-NE-16B, 16D, 17A & 17C

平面圖 - 項目A
SITE PLAN - ITEM A

在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
1a

S/TP/26

S/PSK/13

N

OU

G/IC

O

CA

蔚海山莊
VILLA COSTA

Existing Plot Ratio: 0.47
No. of Storeys: 4

R(C)

4

GB

優景里 YAU KING LANE

R(C)5

吐露港公路

鐵路

天賦海灣
PROVIDENCE BAY

Existing Plot Ratio: 3.0
Building Height : 30m

R(B)1

新翠山莊
VILLA CASTELL

Existing Plot Ratio: 0.48
No. of Storeys: 4

1

鹿茵山莊
DEERHILL BAY

Existing Plot Ratio: 0.32
No. of Storeys: 12 + 3 Car Park

8

RAILWAY

TOLO HIGHWAY

R(B)2

溢玥・天賦海灣
PROVIDENCE PEAK

Existing Plot Ratio: 3.5
Building Height : 45m

蕉坑
TSIU HANG

Existing BH
No. of Storeys: 5

Existing BH
No. of Storeys: 8

R(C)10

55

香港日本人學校大埔校
香港日本人學校
Japanese International School

6

新芳華女會
Sun Fong Chung College

B

香港教育大學
運動中心
The Education University of Hong Kong Sports Centre

2

大埔公路 — 大埔滘段
TAI PO ROAD - TAI PO KAU

Existing BH
No. of Storeys: 8

R(C)10

65

優景里

ITEM A

50

薄扶林路 POK YIN ROAD

47

YAU KING LANE

R(C)5

GB

樟樹灘的鄉村範圍
VILLAGE 'ENVIRONS' OF CHEUNG SHUE TAN

樟樹灘
CHEUNG SHUE TAN

V

R(C)

圖例 LEGEND

B 項目 ITEM B
擬議由「住宅(丙類)」地帶修訂為「住宅(丙類)10」地帶
PROPOSED FROM "R(C)" ZONE TO "R(C)10" ZONE

R(C) 住宅(丙類) RESIDENTIAL (GROUP C)

V 鄉村式發展 VILLAGE TYPE DEVELOPMENT

G/IC 政府、機構或社區 GOVERNMENT,INSTITUTION OR COMMUNITY

GB 綠化地帶 GREEN BELT

CA 自然保育區 CONSERVATION AREA

OU 其他指定用途 OTHER SPECIFIED USES

47 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (in m above PD)

★ 《註釋》內訂明最高建築物高度限制 MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES

8 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (in number of storeys)

55 擬議最高建築物高度(在主水平基準上若干米) PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)

① 實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSES ONLY

本摘要圖於2017年6月9日擬備，所根據的資料為測量圖編號
7-NE-11C、11D、16A及16B
EXTRACT PLAN PREPARED ON 9.6.2017 BASED ON SURVEY SHEETS No. 7-NE-11C,11D,16A & 16B

平面圖-項目B
SITE PLAN - ITEM B

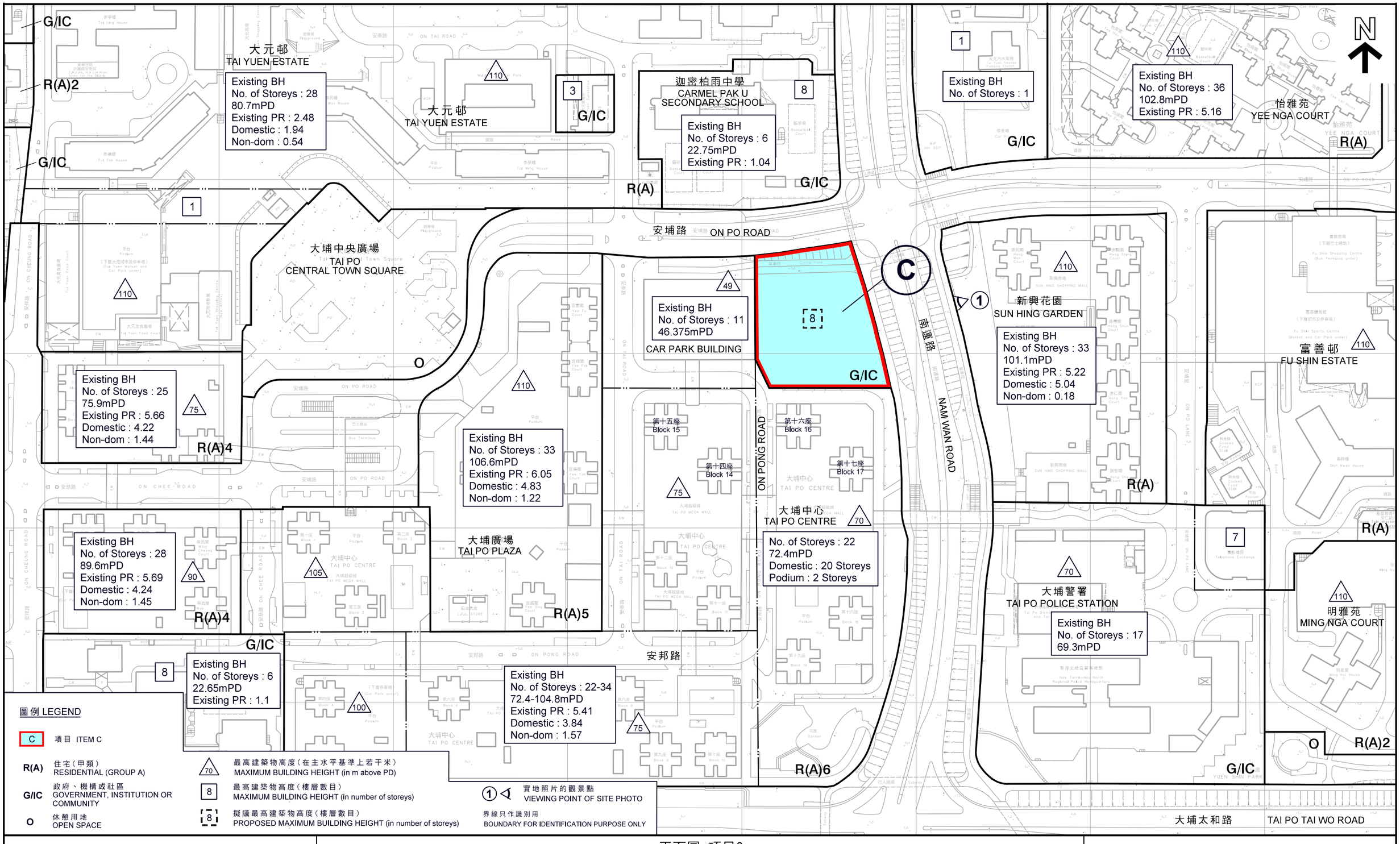
在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

SCALE 1 : 3 000 比例尺
米 METRES 60 0 60 120 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
1b



本摘要圖於2017年6月9日擬備，所根據的
資料為測量圖編號7-NW-4D、5C、9B及10A
EXTRACT PLAN PREPARED ON 9.6.2017
BASED ON SURVEY SHEETS No. 7-NW-4D, 5C, 9B & 10A

平面圖-項目C
SITE PLAN - ITEM C

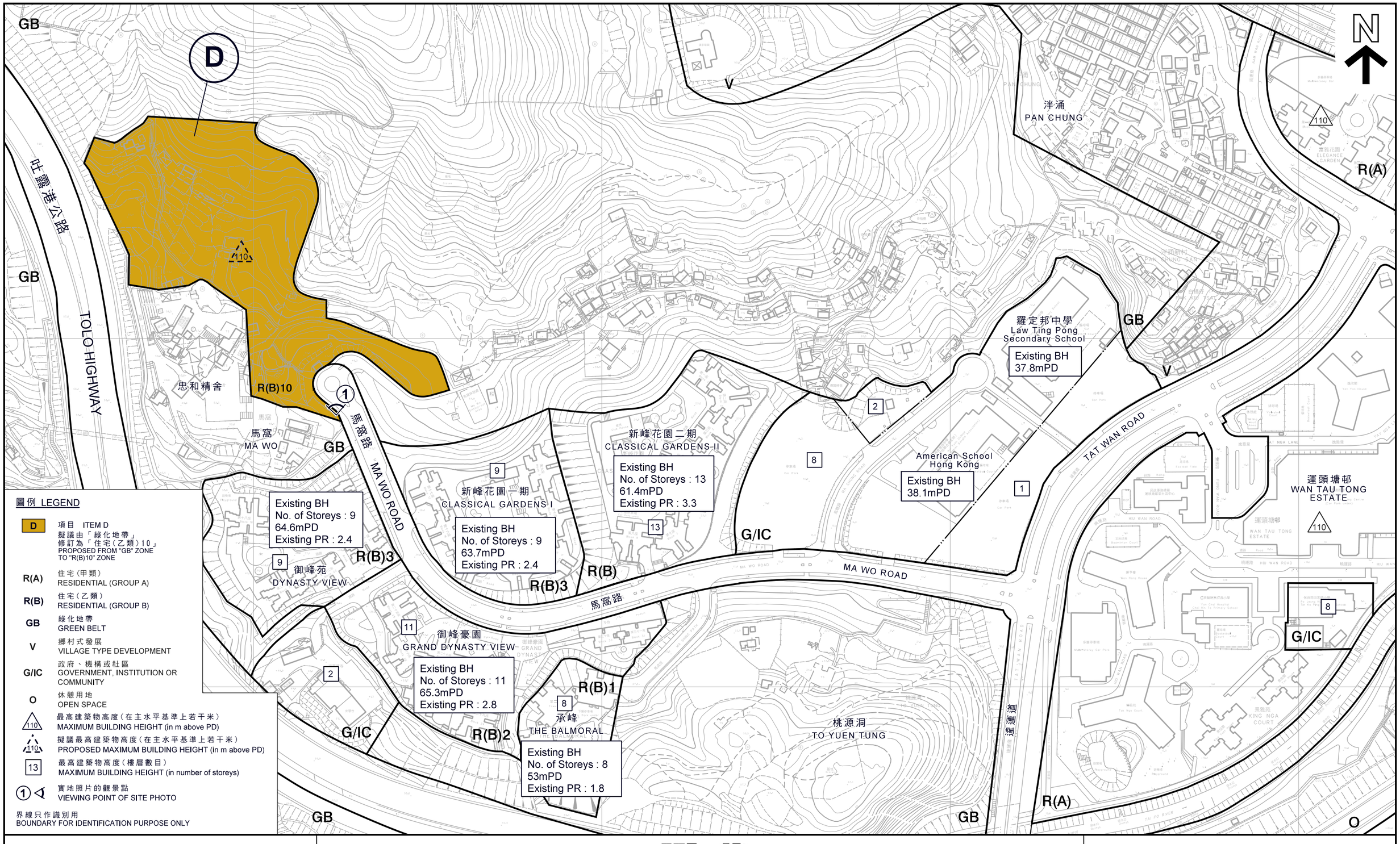
在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

SCALE 1 : 2 000
METRES 40 0 40 80 120 160 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
1c



圖例 LEGEND

D	項目 ITEM D 擬議由「綠化地帶」修訂為「住宅（乙類）10」 PROPOSED FROM "GB" ZONE TO "R(B)10" ZONE
R(A)	住宅（甲類） RESIDENTIAL (GROUP A)
R(B)	住宅（乙類） RESIDENTIAL (GROUP B)
GB	綠化地帶 GREEN BELT
V	鄉村式發展 VILLAGE TYPE DEVELOPMENT
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
110	最高建築物高度（在主水平基準上若干米） MAXIMUM BUILDING HEIGHT (in m above PD)
110	擬議最高建築物高度（在主水平基準上若干米） PROPOSED MAXIMUM BUILDING HEIGHT (in m above PD)
13	最高建築物高度（樓層數目） MAXIMUM BUILDING HEIGHT (in number of storeys)
①	實地照片的觀景點 VIEWING POINT OF SITE PHOTO

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年7月5日擬備，所根據的
資料為測量圖編號7-NW-8D、9C、9D、13B、14A及14B
EXTRACT PLAN PREPARED ON 5.7.2017 BASED ON
SURVEY SHEETS No. 7-NW-8D, 9C, 9D, 13B, 14A & 14B

平面圖 - 項目D
SITE PLAN - ITEM D

在大埔分區計劃大綱核准圖編號S/TP/26
作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED
TAI PO OUTLINE ZONING PLAN No. S/TP/26

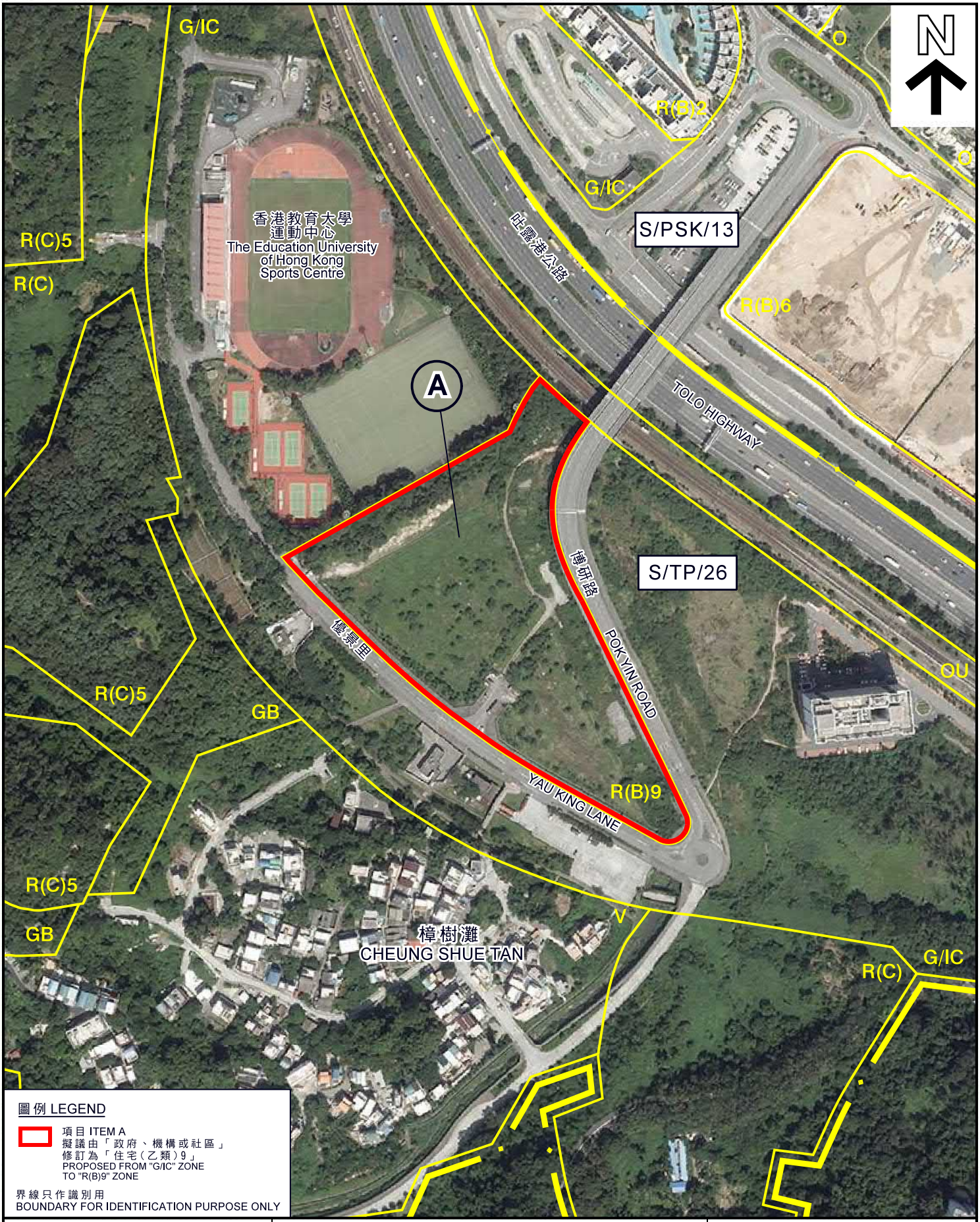
SCALE 1 : 2 500 比例尺

米 METRES 50 0 50 100 150 200 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
1d



圖例 LEGEND

項目 ITEM A
擬議由「政府、機構或社區」修訂為「住宅(乙類)9」
PROPOSED FROM "G/IC" ZONE TO "R(B)9" ZONE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年5月23日擬備，所根據的資料為地政總署於2016年10月6日拍得的航攝照片編號E002988C
EXTRACT PLAN PREPARED ON 23.5.2017 BASED ON AERIAL PHOTO No. E002988C TAKEN ON 6.10.2016 BY LANDS DEPARTMENT

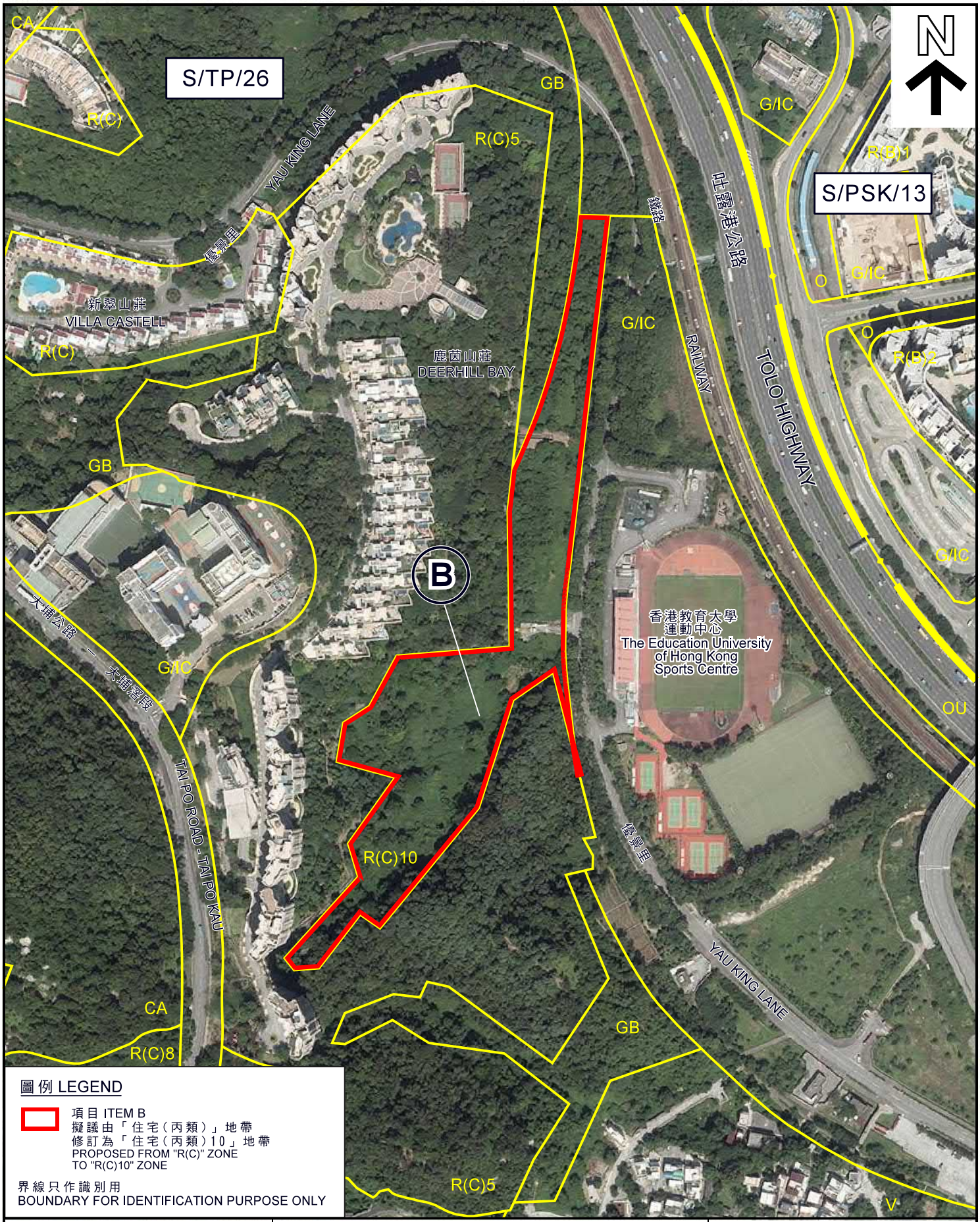
航攝照片 - 項目A
AERIAL PHOTO - ITEM A

在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN 2a



圖例 LEGEND

項目 ITEM B
擬議由「住宅(丙類)」地帶
修訂為「住宅(丙類)10」地帶
PROPOSED FROM "R(C)" ZONE
TO "R(C)10" ZONE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年6月15日擬備，
所根據的資料為地政總署
於2016年10月6日拍得的航攝照片
編號E002988C
EXTRACT PLAN PREPARED ON 15.6.2017
BASED ON AERIAL PHOTO No. E002988C
TAKEN ON 6.10.2016 BY
LANDS DEPARTMENT

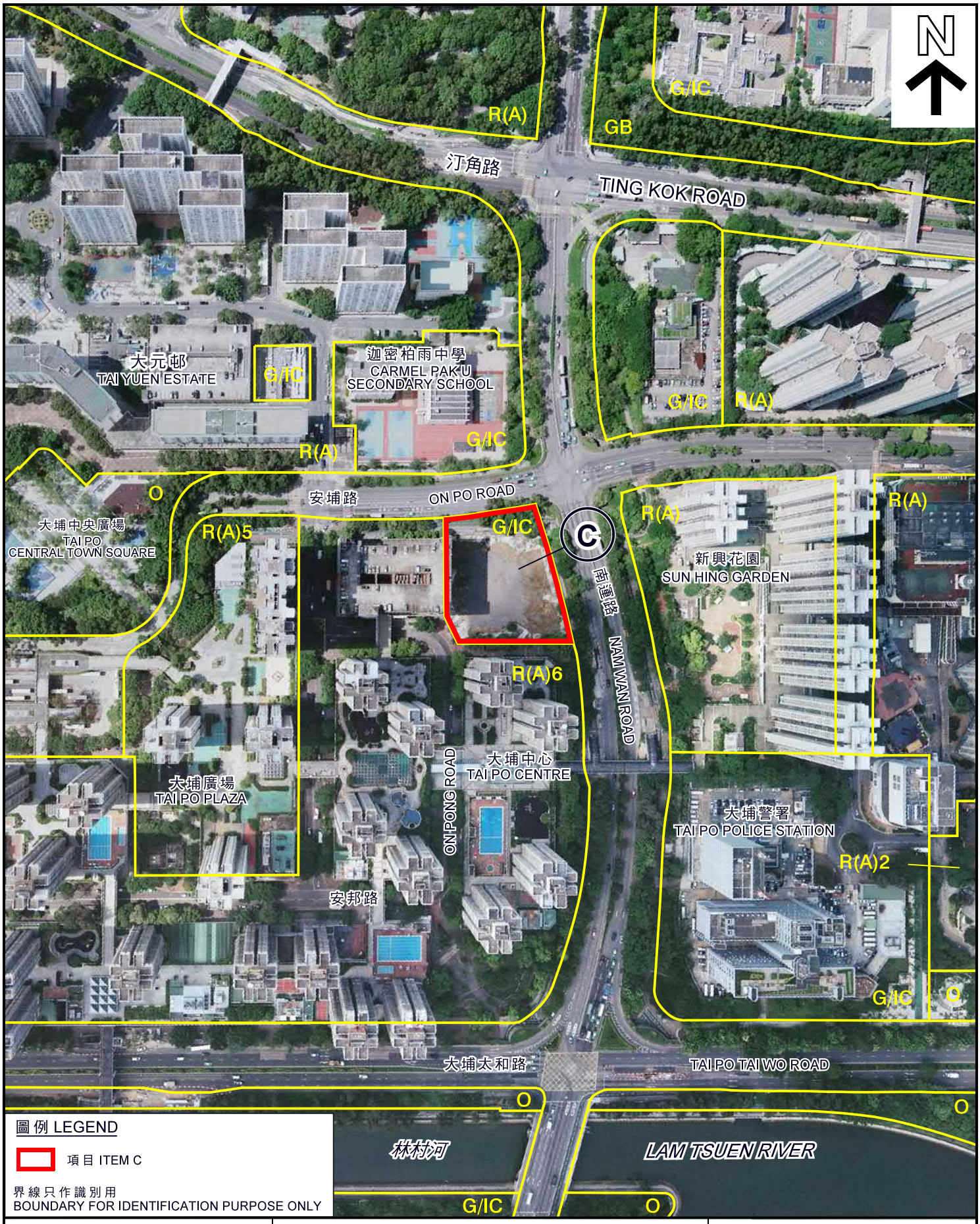
航攝照片-項目B
AERIAL PHOTO - ITEM B

在大埔分區計劃大綱核准圖
編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED
TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
2b



圖例 LEGEND

項目 ITEM C

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年5月22日擬備，
所根據的資料為地政總署
於2015年8月3日拍得的航攝照片
編號CW116007
EXTRACT PLAN PREPARED ON 22.5.2017
BASED ON AERIAL PHOTO No. CW116007
TAKEN ON 3.8.2015 BY
LANDS DEPARTMENT

航攝照片-項目C
AERIAL PHOTO - ITEM C

在大埔分區計劃大綱核准圖
編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED
TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
2c



圖例 LEGEND

項目 ITEM D
擬議由「綠化地帶」
修訂為「住宅(乙類)10」
PROPOSED FROM "GB" ZONE
TO "R(B)10" ZONE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年7月5日擬備，
所根據的資料為地政總署
於2016年10月6日拍得的航攝照片
編號E003715C
EXTRACT PLAN PREPARED ON 5.7.2017
BASED ON AERIAL PHOTO No. E003175C
TAKEN ON 6.10.2016 BY
LANDS DEPARTMENT

航攝照片 - 項目D
AERIAL PHOTO - ITEM D

在大埔分區計劃大綱核准圖編號S/TP/26
作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED
TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
2d



地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年6月15日擬備，所根據的資料為攝於2016年10月4日的實地照片
PLAN PREPARED ON 15.6.2017 BASED ON SITE PHOTO TAKEN ON 4.10.2016

實地照片 - 項目A
SITE PHOTO - ITEM A

在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
3a



地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年5月22日擬備，所根據的資料為攝於2016年4月8日的實地照片

PLAN PREPARED ON 22.5.2017 BASED ON SITE PHOTO TAKEN ON 8.4.2016

實地照片 - 項目B
SITE PHOTO - ITEM B

在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN 3b



地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年6月15日擬備，所根據的資料為攝於2015年6月11日的實地照片
PLAN PREPARED ON 15.6.2017 BASED ON SITE PHOTO TAKEN ON 11.6.2015

實地照片 - 項目C
SITE PHOTO - ITEM C

在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

圖 PLAN
3c

1



本圖於2017年5月22日擬備，所根據的資料為攝於2016年11月15日的實地照片
PLAN PREPARED ON 22.5.2017 BASED ON SITE PHOTO TAKEN ON 15.11.2016

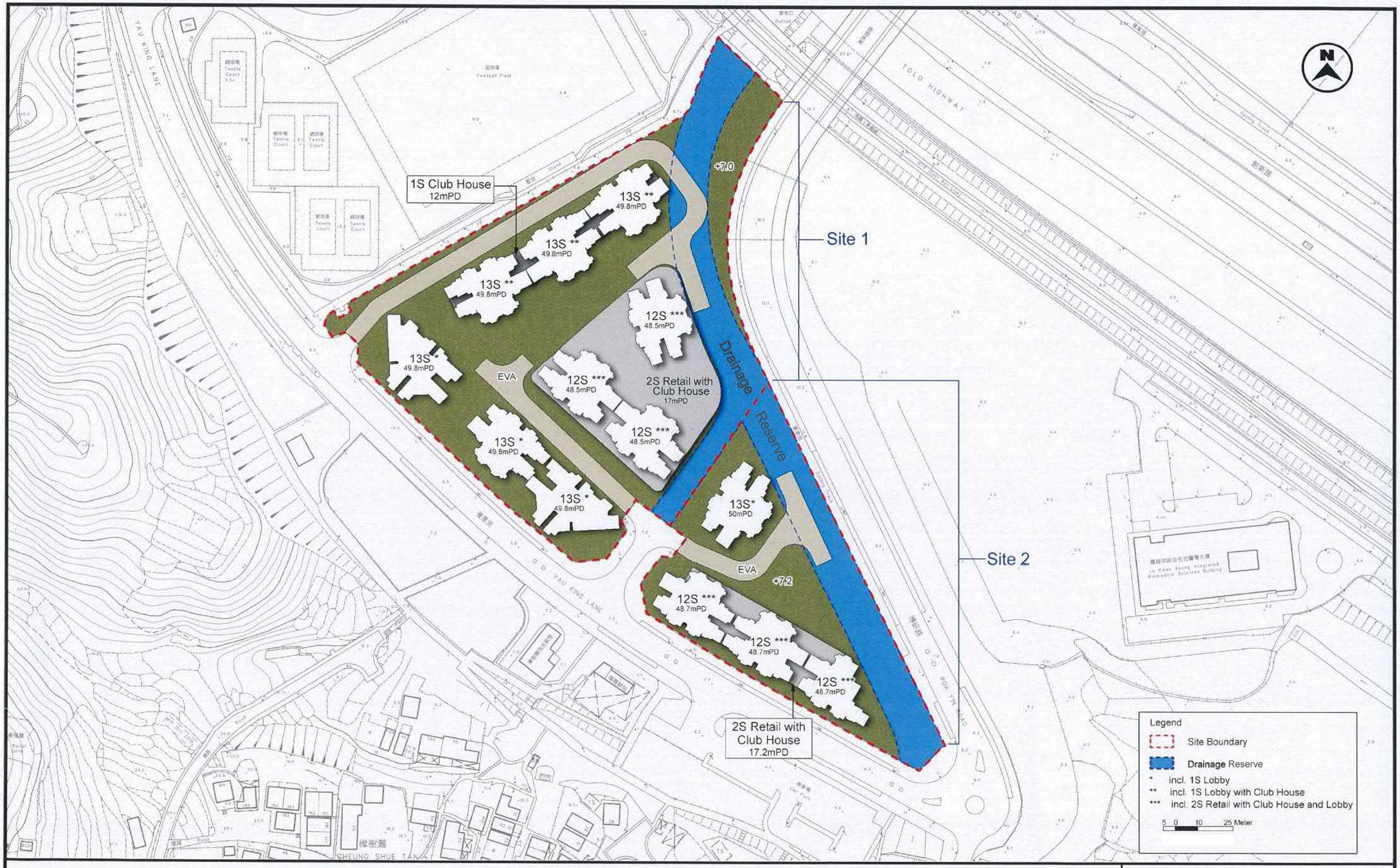
實地照片 - 項目D
SITE PHOTO - ITEM D

在大埔分區計劃大綱核准圖編號S/TP/26作出的擬議修訂
PROPOSED AMENDMENTS TO THE APPROVED TAI PO OUTLINE ZONING PLAN No. S/TP/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/TP/16/42B

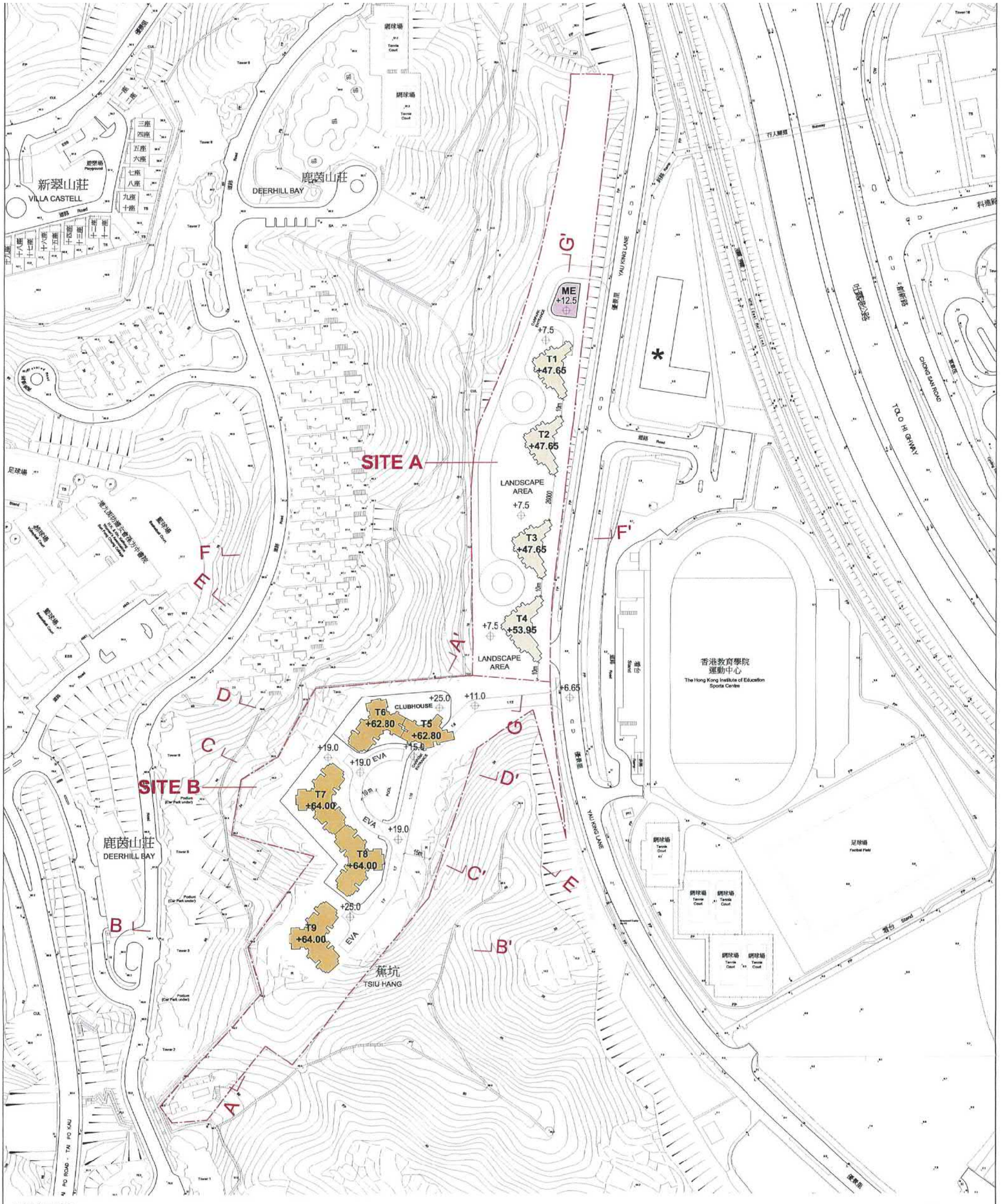
圖 PLAN
3d



Indicative Layout for Residential Development at Pok Yin Road (Item A)

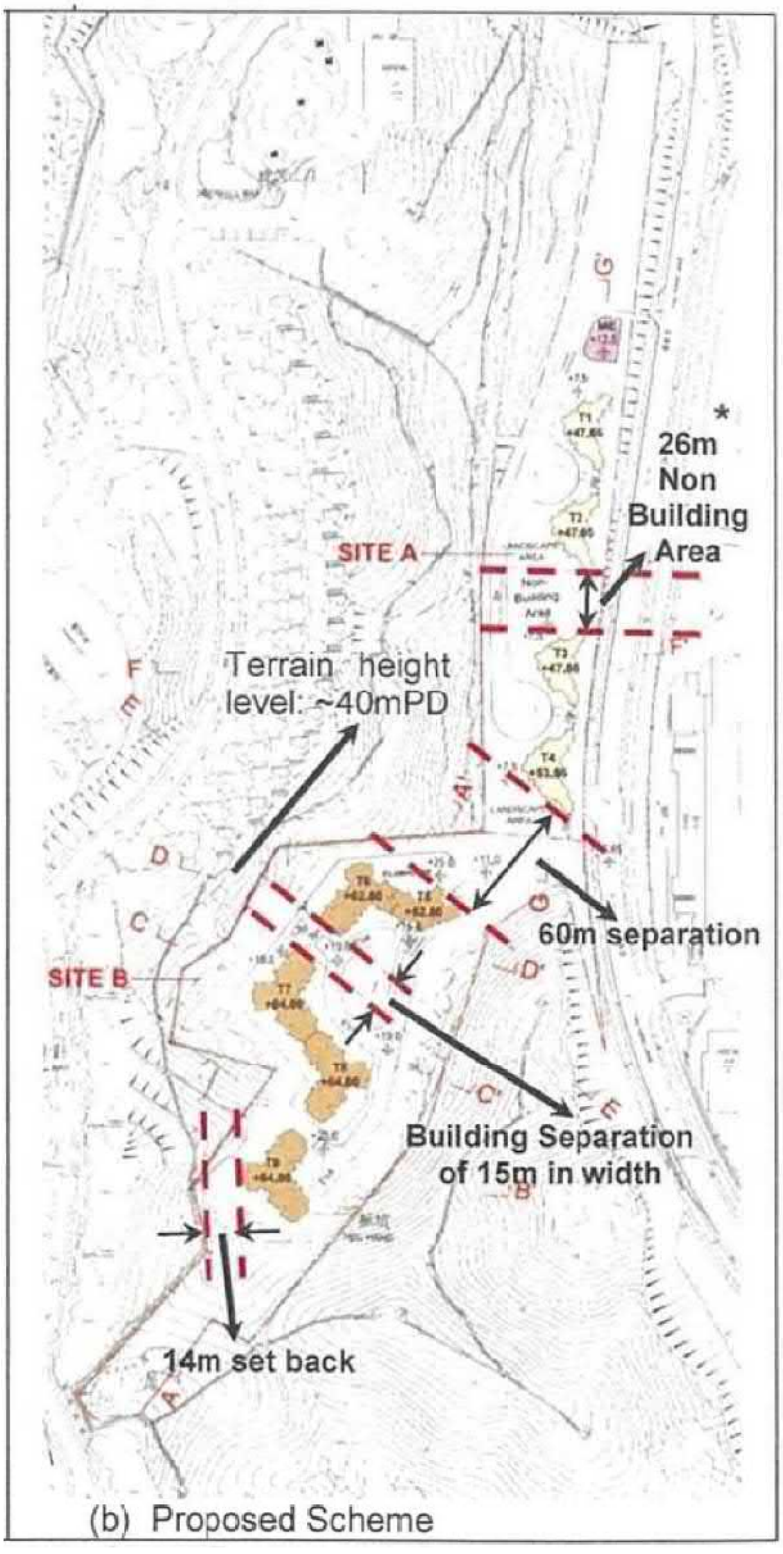
PLANNING DEPARTMENT

參考編號 REFERENCE No.	M/TP/16/42B	繪圖	DRAWING 1



Indicative Layout for Residential Development
at Yau King Lane near Tsiu Hang (Item B)

參考編號 REFERENCE No.	M/TP/16/42B	繪圖 DRAWING 2a



Design Layout Showing Provision of Mitigation Measures
Recommended by AVA as Submitted by Project Proponent

參考編號 REFERENCE No. M/TP/16/42B	繪圖 DRAWING 2b

1S
Club House
71mPD

13S**
108.8mPD

13S**
108.8mPD

EVA

+65mPD

+66mPD

13S*
107.8mPD

12S*
109.7mPD

+70mPD

13S*
107.8mPD

+61mPD

+65mPD

12S*
109.7mPD

13S*
107.8mPD

13S*
107.8mPD

+57mPD

EVA

13S**
92.8mPD

+50mPD

13S*
92.8mPD

13S*
92.8mPD

+50mPD

+47mPD

13S**
92.8mPD

13S*
92.8mPD

1S
Club House
55mPD

Legend

Site Boundary

* incl. 1S Lobby

** incl. 1S Lobby with Club House

10 0 10 30 Meters
scale

Indicative Layout for Residential Development at Ma Wo Road (Item D)

PLANNING DEPARTMENT

File Ref.	Plan No.
	M/UD/17/26/01

參考編號 REFERENCE No.	M/TP/16/42B	繪圖	DRAWING 3