

**SCHEDULE OF AMENDMENTS TO
THE APPROVED TAI PO OUTLINE ZONING PLAN NO. S/TP/28
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site at To Yuen Tung, Ma Wo Road from “Green Belt” (“GB”) to “Residential (Group A)10” (“R(A)10”) with stipulation of building height restriction.
- Item B1 – Rezoning of the northern portion of a site at Yau King Lane from “Residential (Group C)10” (“R(C)10”) to “Residential (Group B)11” (“R(B)11”).
- Item B2 – Rezoning of the southern portion of a site at Yau King Lane from “R(C)10” to “R(B)12”.

II. Amendments to the Notes of the Plan

- (a) Revision to the “R(A)” zone to revise ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)1” only)’ to ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)1” and “R(A)10” only)’ under Column 1.
- (b) Revision to the Remarks for the “R(A)” zone to incorporate development restrictions and requirements for “R(A)10” sub-area.
- (c) Revision to the “R(B)” zone to incorporate ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(B)11” and “R(B)12” only)’ and ‘Social Welfare Facility (on land designated “R(B)11” and “R(B)12” only)’ under Column 1, and to correspondingly replace ‘Public Vehicle Park (excluding container vehicle)’ and ‘Social Welfare Facility’ under Column 2 by ‘Public Vehicle Park (excluding container vehicle) (not elsewhere specified)’ and ‘Social Welfare Facility (not elsewhere specified)’.
- (d) Revision to the Remarks for the “R(B)” zone to incorporate development restrictions and requirements for “R(B)11” and “R(B)12” sub-areas.
- (e) Deletion of ‘Market’ from Column 2 of the “Comprehensive Development Area (1)”, “R(B)”, “R(B) 9”, “Residential (Group D)” and “Village Type Development” zones.
- (f) Revision to the “R(A)” and “Government, Institution or Community” zones to revise ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2.

Town Planning Board

17 September 2021

Annex III of
TPB Paper No. 10816

List of Representatives in respect of the
Draft Tai Po Outline Zoning Plan No. S/TP/29

Rep. No. TPB/R/S/TP/29	Name of ‘Representer’
R1	Li Man Yee
R2	Ford World Development Limited
R3	The Conservancy Association (長春社)
R4	Kadoorie Farm & Botanic Garden Corporation (嘉道理農場暨植物園公司)
R5	毛家俊議員辦事處
R6	Law Hiu Lam
R7	Li Yin Ping
R8	雷志良
R9	Wong Woon Wah
R10	Kei San Fai
R11	Lee Chung Shing
R12	李曉盈
R13	陳大文
R14	張大明
R15	鄭中一
R16	Chong Shing Chuen Anfernee
R17	Mo Sui Sum
R18	俞肇熊
R19	Lee Pik Yuk Christina
R20	Lam Pui Wah
R21	Josephine Leung
R22	Tan Kang John
R23	Ng Tzi Yun Christina
R24	Chow Siu Lun
R25	Siu Wa Lam
R26	Luk Siu Ming Carmen
R27	Chung Ka Lee
R28	Chow Man Sum Manus

Rep. No. TPB/R/S/TP/29	Name of ‘Representer’
R29	陳紫婷
R30	林令文
R31	Sum Kai
R32	Lo Chi Ying Emily
R33	Lee Siu Yuk
R34	Lee May Yuk
R35	Lee Kai Cheong
R36	Lee Fai
R37	Wong Pui Fung Annie
R38	Lee May Mei Ying
R39	Li Chun Kit
R40	Lui Yi Ting
R41	Wu Kwung Chung
R42	Tang Yeung Sin
R43	Kong Chauwah
R44	Chan Ka Yee
R45	Chan Ka Pan
R46	方大明
R47	Wing Sau Wah
R48	Lam Kwok Pan
R49	Kwok Wing Lok
R50	Chan Hong Ling
R51	Lam Shunye
R52	Chan Yiu Kwan
R53	Li Kwok Wa
R54	Chau Mun Yi
R55	Sin Po Yee Joey
R56	Ho Kwok Chun
R57	Wong Ho Ming
R58	Yu Hoi Ying
R59	Lam Chin Yu
R60	李弘浚

Rep. No. TPB/R/S/TP/29	Name of ‘Representer’
R61	馮明港
R62	Tang Yuk Heung
R63	Tsui Wai Mo
R64	Wong Pui Lam
R65	陳小文
R66	Wong Shun Man 黃信文
R67	Liu Xiaodong
R68	Leung Wing Mui
R69	周以諾
R70	區怡采
R71	Yeung Chor Kin
R72	Szeto Wing Yik
R73	顏焯軒
R74	Lam Shuk Ling
R75	Sam Ngai Hung
R76	Fung On Lung
R77	Ng Shan Ho
R78	Tang Wai Hung
R79	Ma Cristina Delfin Arcilla
R80	Pamplona, Arizton Po En
R81	Ng Wai Ting Wesley
R82	Liu Yun Kit
R83	Chan Yat Hung
R84	Cheng Nga Ki
R85	Ng Lai Lan
R86	Ma Po Man
R87	Wong Man Wai
R88	Li Tze Wan
R89	Chang Yu Chau
R90	Mak Oi Chun
R91	Liu Yiqin
R92	Chan Yuk Ying

Rep. No. TPB/R/S/TP/29	Name of ‘Representer’
R93	Ma Hung Shing
R94	Ma Pui Ki
R95	Lee Hing Tin
R96	Chang Tsz Yuet
R97	Chung Fuk Sang
R98	溫友才
R99	林惠琼
R100	Wong HC
R101	Ma Muk Yan
R102	Man Yuk Ha
R103	Wan Che Wai
R104	叶曉峰
R105	梁衍昌
R106	Chan Izumi
R107	Lo Hoi Ngan
R108	Hui Yan Lung Eric
R109	Wong Shuk Ying Judith
R110	Wong Hing Kau
R111	Lo Ying Sheung
R112	Chung Choi Wah
R113	Chung Y F
R114	Cheng Yin Mui
R115	Chan Yvonne
R116	Wan Kin On
R117	錢贊泉
R118	Chan Ming Chu
R119	姚堅忠

Rep. No. TPB/R/S/TP/29	Name of ‘Representer’
R120	葉佳坤
R121	陳奕明
R122	Shum Ho Yuen
R123	Jeanie Belle Jacobsen
R124	Lo Wai Yung
R125	Tsang Yuk Yue
R126	Lee Wai Hong
R127	Lam Kan
R128	Ng Yun Ho
R129	Lee Che Leung
R130	勞浩泉
R131	Shek Wan Cheung
R132	Shek Ho Ming
R133	Cheung Chuen Yee
R134	姚鳳玲
R135	Chung Kwok Ying
R136	Kung Wing Kit Billy
R137	勞銳民
R138	Ting Chi Tak
R139	Kan Chui Man Ivy
R140	K C Lo
R141	Wong Sui Kuen
R142	Chow Mei Sim
R143	楊黔渝
R144	錢伊蔓
R145	Chang Wai Fong
R146	Wong Sui Hing

Rep. No. TPB/R/S/TP/29	Name of ‘Representer’
R147	Cheung Yuet Ngor, Winnie
R148	Tai Yan Tung
R149	Cheung Tung Leong
R150	陳月梅
R151	H Lui
R152	Cheung Chun Shing
R153	Hwang Shou Hwa
R154	Chen Lily
R155	Tai Ching Yip
R156	Chang Ming Yuk Erica
R157	Nicholas Brandon Jacobsen
R158	To Kar Man Angela
R159	Lui Phannee
R160	Ting Mui Lin
R161	Ting Long Hin Alex
R162	Chan Lai Kwan
R163	Leung Pui Keung
R164	Yee Kelvin
R165	Chan Mei Ling
R166	Shum Yick Fung
R167	Wong Mei
R168	Chan Mei Li
R169 (also C1)	Mary Mulvihill
R170	The Hong Kong and China Gas Company Limited
R171	MTR Corporation Limited

List of Commenter in respect of the
Draft Tai Po Outline Zoning Plan No. S/TP/29

Comment No.	Name of ‘Commenter’
TPB/R/S/TP/29-C1 (also R169)	Mary Mulvihill

**Summary of Representations and Comment and Government's Responses
in respect of the Draft Tai Po Outline Zoning Plan (OZP) No. S/TP/29**

(1) The grounds and proposals of the representers (TPB/R/S/TP/29-R1 to R171) as well as responses are summarised below:

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
Supports Amendment Item A		
R1 (individual)	<u>Ground of Representation</u> (a) The site is current idle and adjacent to residential areas with little impact on the ecology. It is suitable for residential development to help relieving the housing shortage problem in Hong Kong.	The supportive views are noted.
Supports Amendment Items B1 and B2		
R2 (Ford World Development Limited)	<u>Grounds of Representation</u> (a) Items B1 and B2 are in line with the Government's policy initiatives to increase housing supply and to optimize the use of valuable land resources. (b) The proposed developments are fully compatible with surrounding land uses and consistent with development intensity of surrounding developments. The building height restrictions (BHR) remain unchanged so as to maintain the stepped height profile of the area. (c) The proposed developments involve provision of public vehicle parks and social welfare facilities, including a	The supportive views are noted.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	residential care home for the elderly cum day care unit, a hostel for severely mentally handicapped persons cum day activity centre, which could be regarded as planning gains. (d) Various technical assessments have been submitted at the rezoning application stage to demonstrate that the increase in development intensity at the Items B1 and B2 sites would not cause insurmountable impacts on traffic, visual, landscape, air ventilation, environment, sewerage and drainage aspects. (e) In light of a new railway station to be located at the sports centre of Education University of Hong Kong (EdUHK) which is in close proximity to the Items B1 and B2 sites, there is scope to explore higher development intensity and relaxation of BHR in order to better use of land resources to alleviate the pressing housing demand.	
Opposes Amendment Item A		
R3 (The Conservancy Association (長春社))	<u>Grounds of Representations</u> (a) The site is one of the remaining “Green Belt” (“GB”) sites that performs good buffer function for that particular region. The “GB” site and its adjacent hillslope are well-wooded. Rezoning of the “GB” site to for housing development would lead to a loss of about 3.87ha of “GB” and its corresponding functions performed.	(a) The “GB” Review has been conducted since 2012 to identify and review “GB” sites that were de-vegetated, deserted or formed and those vegetated “GB” sites with a relatively lower buffer or conservation value and adjacent to existing transport and infrastructure facilities.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	Approval of the proposed amendment would set an undesirable precedent for similar amendments in future and affect the integrity of the habitats in different districts.	The Item A site has been identified for public housing development under the “GB” Review. It is located at the fringe of Tai Po New Town served by Ma Wo Road, and is in close proximity to the cluster of public housing developments at Wan Tau Tong Estate across Tat Wan Road and the cluster of private housing developments along Ma Wo Road. In terms of land use compatibility, the proposed development is compatible with the existing residential developments in the vicinity. It is also close to the existing transport node and partly formed/deserted with relatively low buffer/conservation value. The Item A site is considered meeting the selection criteria for the “GB” Review. Technical assessments conducted under the Engineering Feasibility Study (EFS) for the proposed housing development at To Yuen Tung have demonstrated no insurmountable problem on the traffic, environmental, visual, air ventilation, landscape, ecology, drainage, sewerage, water supply, natural terrain hazards, geological, quantitative risk, utilities and other aspects. According to the Preliminary Ecological Impact Assessment (PEcoIA) carried out under the EFS, the overall ecological impact, including both direct and indirect impact on habitats

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	(b) Provision of adequate housing and environmental conservation are not contradictory. The proposed rezoning of a “GB” site should be withdrawn, and alternatives on land supply should be considered, including the use of brownfield and idle sites.	and species of conservation interest, is considered acceptable with the implementation of mitigation measures including woodland compensation and transplantation/compensatory planting of species of conservation interest. Good site practices are also recommended to minimise the potential impacts to local ecology during construction stage. Agriculture, Fisheries and Conservation Department (AFCD) has no adverse comment on the proposed development and Amendment Item A. At the detailed design stage, an Environmental Review will be conducted by CEDD to further assess the ecological impact and propose appropriate mitigation measures. (b) The Government will continue to adopt a multi-pronged land supply strategy as recommended by the TFLS following an extensive public engagement. Whilst the Government will press ahead with the eight land supply options (including developing brownfield sites and new development areas in the New Territories) worthy of priority study and implementation as recommended by the TFLS, concurrently, the Government will continue with the various on-going land supply initiatives with a view to narrowing the gap between land supply and demand and avoid aggravating the land shortage problem.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	(c) While it is estimated that 1,330 trees would be removed, it has not included some young trees with less than 95 mm in diameter at breast height (DBH) which would not be reflected in the submission to the Town Planning Board (TPB).	Amongst others, various land use reviews are conducted on an on-going basis, including reviews of “GB” sites (“GB” Review). The “GB” Review has been conducted since 2012 to identify and review “GB” sites that were de-vegetated, deserted or formed and those vegetated “GB” sites with a relatively lower buffer or conservation value and adjacent to existing transport and infrastructure facilities. (c) Under the EFS, a tree survey has been conducted to identify all trees covering Item A site and its immediate surrounding (i.e. 10m from its boundary), about 1,330 existing trees were identified within and along the boundary of the site with no registered Old and Valuable Trees (OVT). According to the Preliminary Landscape and Visual Impact Assessment (PLVIA), about 990 existing trees would be removed as a result of site formation works for the proposed housing development whereas those trees (including five <i>Aquilaria sinensis</i> (土沉香)) located above the proposed engineered slopes at the southern portion of the site would be retained. For those trees to be removed, majority of them have a DBH of less than 1m and are of common species except one <i>Ficus microcarpa</i> (細葉榕) with a DBH over 1m and 11 trees of conservation interest (eight <i>Ixonanthes reticulata</i> (黏木) and three <i>Michelia x alba</i> (白蘭)). These trees are considered not technically

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
		feasible to be transplanted due to their locations on the existing slopes. As stated in the PLVIA, <i>Ficus microcarpa</i> (細葉榕) is a common species, <i>Michelia x alba</i> (白蘭) is an exotic tree species and those found in the site are planted, and <i>Ixonanthes reticulata</i> (黏木) is a commonly found species in Hong Kong. As advised by CEDD, a detailed baseline vegetation survey and tree survey will also be conducted in the subsequent detailed design stage, before the commencement of site clearance works, with the objective of identifying the presence and location of floral species of conservation interest. In case in-situ preservation is not feasible, transplantation would be considered as far as practical based on individual plant's health condition and suitability for transplanting. Should there be any loss of plant individuals of conservation interest, it would be compensated at a ratio of not less than 1:1 in terms of quantity at the off-site woodland compensation area. In addition, amenity planting/landscape treatment will be incorporated in the proposed development to alleviate the potential landscape impact. Not less than 178 new trees of native and diversified species will be planted at the future development site. Other landscape mitigation measures include protection of existing trees and minimization of felling

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	(d) As there are no detailed vegetation survey and tree survey available for public inspection, it is worried that the adverse impact on the existing woodland would be underestimated. The proposed development would inevitably lead to large scale vegetation clearance and this would result in fragmentation of woodland habitats in the area.	or transplanting works, sensitive streetscape design, a minimum 20% of greenery/amenity planting within the housing site, sensitively sited and designed retaining walls, and using climber plantings to blend in with existing landscape character. The EFS concludes that the proposed development will not result in adverse landscape impact or unacceptable ecological impact with the implementation of the proposed mitigation measures. AFCD and the Urban Design and Landscape Unit (UD&L) of PlanD have no adverse comment on the proposed development and Item A. (d) According to the PEcoIA carried out under the EFS, the overall ecological impact, including both direct and indirect impact on habitats and species of conservation interest, is considered acceptable with the implementation of mitigation measures including woodland compensation and transplantation/compensatory planting of species of conservation interest. Good site practices are also recommend to minimise the potential impacts to local ecology during construction stage. AFCD has no adverse comment on the PEcoIA. Under the EFS, a tree survey has been conducted to identify all trees covering Item A site and its immediate surrounding (i.e. 10m from its boundary).

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
		As advised by CEDD, a detailed baseline vegetation survey and tree survey will also be conducted in the subsequent detailed design stage, before the commencement of site clearance works, with the objective of identifying the presence and location of floral species of conservation interest. In case in-situ preservation is not feasible, transplantation would be considered as far as practical based on individual plant's health condition and suitability for transplanting. Should there be any loss of plant individuals of conservation interest, it would be compensated at a ratio of not less than 1:1 in terms of quantity at the off-site woodland compensation area. Moreover, under the established mechanism, before clearance of existing trees, a Tree Preservation and Removal Proposal (TPRP) supported by tree and vegetation survey is required to be submitted to a Tree Works Vetting Panel (TWVP), comprising landscaping and engineering professionals, for approval. The proposed compensatory measures for woodland loss will also follow the "like for like" basis as stipulated in Annex 16 of the Technical Memorandum on Environmental Impact Assessment Process under the Environmental Impact Assessment Ordinance.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	(e) Similar to other rezoning proposals involving “GB” sites in other districts, there are grave concerns on the existing mechanisms for tree compensation and transplantation to be adopted as it might, to a certain extent, help preserve individuals trees, but it would certainly not re-create a habitat of an equivalent ecological value and integrity.	(e) As in-situ woodland conservation cannot be achieved due to the proposed site formation works, the EFS recommends to mitigate the landscape and ecological impacts by off-site compensatory planting with a ratio not less than 1:1, and a woodland compensation area of not less than 1.95 ha is proposed on a piece of unallocated government land at Lin Au, which is about 1.45km to the west of the site. The site at Lin Au is mostly covered by a mosaic of shrubland-grassland, and the compensated habitat could form a continuous woodland cover with the existing woodland on the hillside when the newly planted trees mature (Plan H-5). Factors such as availability of suitable land, ecological connectivity of the compensated woodland as well as the sustainability of the compensated habitat (from development pressure and other potential disturbance), have been considered during the site selection process under the EFS. In response to a Member’s suggestion at the Rural and New Town Planning Committee (RNTPC) meeting held on 27.8.2021 in considering the proposed amendments to the OZP, CEDD undertakes to review the suitability and explore the feasibility of expanding the proposed off-site compensation area at Lin Au at the detailed design stage.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
		A Woodland Compensatory Plan with detailed planting approach and monitoring/ maintenance requirements as well as a detailed baseline vegetation and tree survey report will be submitted to AFCD and relevant authorities for review during the detailed design stage before the commencement of site clearance works. Compensatory planting will commence at the earliest stage of the construction programme followed by a minimum 5-year post-planting monitoring programme undertaken by CEDD's contractor to monitor the establishment of the compensated woodland. AFCD, UD&L of PlanD and the Lands Department (LandsD) have no in-principle objection to the proposed off-site compensatory planting/woodland compensation area at Lin Au.
R4 (Kadoorie Farm & Botanic Garden Corporation (嘉道理農場暨植物園公司))	<u>Grounds of Representation</u> (a) The site is in general largely well-vegetated with many mature trees. The proposed development would affect many trees and habitats for wildlife (the site is frequented by local wildlife such as the Pallas's Squirrel).	(a) Responses (a) and (c) to R3 above are relevant. A 4-month ecological survey has been carried out in the wet season under the PEcoIA. Pallas's Squirrel (赤腹松鼠) as well as the other fauna recorded within Item A site and the area 500m from the site boundary are common and widespread in Hong Kong. The concerned wildlife are all highly mobile and there are similar habitats in the vicinity, and hence the potential impact from woodland loss to those concerned

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	(b) TPB should liaise with relevant authorities to ascertain whether there is a detailed ecological impact assessment conducted to identify and evaluate the potential ecological impacts (if any).	wildlife would be minor. Good site practices are recommended under the PEcoIA to minimise the potential impacts to local ecology during construction stage. Together with the implementation of other mitigation measures including woodland compensation, transplantation/ compensatory planting of the affected flora of conservation interest, unacceptable residual impact from the proposed development is not anticipated. At the detailed design stage, an Environmental Review will be conducted by CEDD to further assess the ecological impact and propose appropriate mitigation measures. AFCD has no adverse comment on the PEcoIA and the proposed amendment. (b) Under the EFS, a PEcoIA has been carried out as mentioned in (a) above in accordance with relevant guidelines. At the detailed design stage, a further Environmental Review will be conducted to further assess the ecological impact and propose appropriate mitigation measures. AFCD has no adverse comment on the proposed amendment.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
R5 (毛家俊議員辦事處) R6 to R11 (individuals)	<u>Grounds of Representations</u> (a) Although the junction at Ma Wo Road/Tat Wan Road is proposed to be widened, there is currently traffic congestion at morning and evening hours (R5 to R11). The traffic congestion problem will be further aggravated by illegal parking of large vehicles along Tat Wan Road, together with additional traffic flow generated by the proposed sports centre, private residential development (Tai Po Town Lot No. 243) and the existing international school in the vicinity (R6 to R11).	(a) A Preliminary Traffic Impact Assessment (PTIA) under the EFS has been conducted to assess the potential traffic impact. To minimise the traffic impact, road improvement works are proposed at Ma Wo Road/Tat Wan Road, Tat Wan Road/Nam Wan Road and Kwong Fuk Road Roundabout before population intake (Drawing H-3). With the implementation of improvement works, the nearby key road junctions would perform within their capacities after occupation of the proposed development, the intersections at Tat Wan Road/Nam Wan Road, Ma Wo Road/ Tat Wan Road and slip roads to/from Tolo Highway would be capable to handle the forecast traffic in peak hours. The PTIA concludes that the proposed development is acceptable from traffic point of view and Transport Department (TD) has no in-principle objection to Amendment Item A from traffic engineering point of view. The traffic impacts from newly completed/ planned developments along Ma Wo Road including private housing development at Tai Po Town Lot No. 243 (TPTL 243), the proposed sports centre at the junction of Ma Wo Road and Ma Chung Road and the Ma Wo Road Garden have been considered in the PTIA. A further Traffic and Transport Impact Assessment (TTIA) would be conducted at detailed

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	(b) The proposed school will be sharing Ma Shing Path with the Balmoral which will result in vehicle-pedestrian conflicts at commuting hours (R5 to R11). (c) The proposed development will only provide a bus lay-by with no bus terminus is considered not capable to handle the large	design stage to, among others, review the findings of the PTIA under the EFS taking into account the latest available planning information. The TTIA would also review the transport provision for the proposed housing development. (b) The school traffic generated from the proposed new primary school and the nearby schools has been taken into account in the PTIA. In addition, in order to accommodate the forecast additional traffic/pedestrian flow, loading/ unloading activities in connection with the new primary school, Ma Shing Path will be widened with a new lay-by and a new footpath provided along the widened Ma Shing Path near the school. Traffic management measures during operation stage, e.g. No Stopping Restriction, would also be considered at the detailed design stage. During construction stage, appropriate traffic control measures, such as restricting the construction traffic in peak hours and manual traffic control, would be considered to minimise the impacts to the nearby residents. With the recommended road works under the PTIA, the widened Ma Shing Path will be able to accommodate the additional traffic and pedestrian demand arising from the proposed school. (c) According to PTIA, additional green minibus/ bus route is proposed to provide feeder services to the railway station to

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	number of commuters (R5 to R11). The bus lay-by proposed at Ma Wo Road is considered insufficient taking into account the length of a bus of about 12.8m and spaces required for passengers queuing up for boarding. While according to TD that the buses will be able to make use of the existing lay-by at Tat Wan Road outside of Law Ting Pong Secondary School, but that location is far away from the proposed development (R5). Moreover, there are no public bus services serving Ma Wo Road, residents mainly rely on residents' bus services (R6, R7) or have to walk a relatively long open-air walkway to access the railway station and are subject to scorching heat of the sun or lashing rains (R5 to R7). (d) While it is proposed that the future residents will travel to Tai Po Market Railway Station, the station and its vicinity areas are already overcrowded with no available pick-up/drop-off points for new bus services. This problem cannot be resolved in the short term (R5 to R7). Since there will be more residential developments completed along Tai Po Road in the future, unless there are redevelopment/ modification plans for the Tai Po Market Railway Station, it is difficult to find available pick-up/drop-off points for bus services (R5).	cater for the future passenger demand generated by the development. To facilitate the provision of new public transport services, a bus lay-by is proposed at Ma Wo Road (Drawing H-3), which will be further reviewed at the detailed design stage to comply with the prevailing standard. TD will closely monitor the construction progress of the development and introduce/ strengthen public transport services as appropriate in a timely manner so as to meet the commuting demand from the new population intake. Residents in the vicinity will also benefit from the strengthened public transport services. (d) Under the current transport policy to use railway as the backbone of the public transport system, Tai Po Market Railway Station has been designated as a major transport hub to enable the railway to perform as the trunk carrier. TD has been closely monitoring the traffic condition of the road network in the vicinity of Tai Po Market Railway Station and has taken appropriate actions to alleviate the congested traffic condition, including diversion of some pick-up/drop-off points of the existing public transport services to other locations away from the congested Exit A of the station which are connected by pedestrian subway. The pick-up/drop-off points of feeder

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	(e) The noise generated from the proposed primary school will cause severe nuisance and affect the residents at the Balmoral (R5, R6).	bus services at Tai Po Market Railway Station will be further reviewed at detailed design stage. (e) The noise generated by the proposed school during operation phase is not expected to exceed the prevailing noise standards. As advised by EPD, school is not regarded as noise emitters under the Hong Kong Planning Standards and Guidelines (HKPSG) and significant noise impact from the proposed school to the surrounding residents is not expected. Nevertheless, the noise generated from the operation of the school is controlled under the Noise Control Ordinance. Enforcement action will be taken if noise generated from the school exceeds the relevant standards under the Noise Control Ordinance. Moreover, road traffic and construction noise impacts to the surrounding developments arising from the proposed school have been evaluated in the PER. Mitigation measures would be adopted during the construction phase to minimise the potential disturbance to the existing residents nearby including temporary traffic arrangement, proper scheduling of construction activities, use of Quality Powered Mechanical Equipment and quieting working methods, provision of temporary/movable noise barriers, noise enclosure, acoustic materials with noise mitigating properties, dust screens, sheeting and netting around the work sites, etc.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	(f) The flats of the proposed public housing development on the middle floors facing the elevated Tolo Highway are expected to be subject to severe noise pollution (R5 to R7). There is no known proposal for effective noise mitigation measures (e.g. installing enclosed noise barriers along Tolo Highway, double glazing windows, etc.) to mitigate the potential noise pollution (R5). (g) The proposed three blocks of 41-storey developments erecting at the hillside will not only affect the ridgeline, but also not compatible with the overall planning (R5 to R7). The proposed carpark block and school will face the entrance of Block 1 of the Balmoral, with a height of about 50m for the proposed school, the views of the residents in the Balmoral and Grand Dynasty View will be affected (R6 to R11).	(f) Noise impact from the traffic of Tolo Highway has been evaluated in the PER. There are noise barriers on the corresponding section of Tolo Highway near the development. Predicted noise level of the proposed development facing Tolo Highway complies with the noise criteria. Adverse noise impact from Tolo highway to the development is therefore not anticipated. Moreover, mitigation measures are recommended in the PER, such as noise tolerant buildings and acoustic windows, to ensure no insurmountable environmental impact to the proposed development. An environmental assessment study (EAS) would be conducted by the Housing Department (HD) at the detailed design stage based on the detailed development layout to identify appropriate mitigation measures in details. (g) The site is located at the fringe of Tai Po New Town and is in close proximity to the cluster of public housing developments across Tat Wan Road with BHs ranging from 106mPD to 110mPD. The three proposed residential blocks with a building height of 135mPD are considered not incompatible with those high-rise residential developments in the vicinity (Plan H-2a). Moreover, as illustrated in the conceptual

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		layout plan (Drawing H-1), the proposed primary school and the carpark block at the western and southwestern portions of the site with lower building heights of around 49mPD and 56mPD respectively are comparable to the adjoining medium-rise residential developments (i.e. the Balmoral and Grand Dynasty View) with building heights ranging from 53mPD to 65mPD. The conceptual layout of the proposed development under the EFS is strategically designed to be compatible and visually coherent with the existing Tai Po urban landscape by proposing the higher-rise residential blocks in the eastern portion of the site near Wan Tau Tong Estate while descending towards the west by proposing primary school and carpark block with relatively smaller building masses as a buffer between the proposed housing blocks and the existing residential blocks to its west. Moreover, sensitive architectural treatment of building facades will be adopted, for example, by adopting a non-garish colour scheme to create an attractive building environment that will visually blend in with the proposed development with the background. According to the PLVIA under the EFS, most of the key public viewing points will experience insubstantial impacts, while

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	(h) The housing blocks look like three incense sticks facing	those subject to moderate/ substantial impacts are due to their close proximity to Item A site. With the adoption of appropriate mitigation measures, including sensitive building design and façade treatment, as well as amenity planting, the PLVIA has confirmed that the overall visual impact significance of the proposed development is slightly adverse (Drawings H-2a to 2d). UD&L of PlanD has no adverse comment on the proposed amendment. As for private views, according to the Town Planning Board Guidelines No. 41 on “Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board”, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. Regarding ridgeline, according to the Urban Design Guidelines of the HKPSG, eight strategic vantage points have been identified with the aim of preserving views to ridgelines/ peaks and mountain backdrop with recognised importance around Victoria Harbour. Areas covered by the Tai Po OZP do not fall within the “view fan” under the eight strategic vantage points. (h) ‘Feng shui’ is not a planning consideration. According to the

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	Classical Gardens II affecting the nearby residents' mental health and 'feng shui' (R6, R7). (i) The proposed carpark block and school of 50m high facing the entrance of Block 1 of the Balmoral will affect the air ventilation of the Balmoral and Grand Dynasty View (R5).	LandsD, no 'feng shui' areas are known to be affected by the proposed development. (i) A qualitative air ventilation assessment in the form of expert evaluation (AVA-EE) has been conducted under the EFS to assess the wind performance of the proposed public housing development. The preliminary AVA-EE concludes that the proposed development would not have significant adverse air ventilation impact on the surrounding environment with the incorporation of mitigation measures including building separations and podium setback. Moreover, a quantitative AVA would be carried out at the detailed design stage to optimize the scheme design and to demonstrate that the wind performance of the future scheme would not have any significant air ventilation impact on the surroundings. The proposed public housing development will be guided by an administrative planning brief. The requirement of the mitigation measures and a quantitative AVA will be incorporated in the planning brief for implementation. Regarding the air ventilation impact arising from the proposed school and carpark block, according to the AVA-EE, it is expected that some sections of Ma Wo Road and Blocks 30 and 31 of Grand Dynasty View will be potentially affected.

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	(j) In view of factors such as mass emigrations and low fertility rate, it is questionable whether there is still a need to build more schools. Furthermore, sites have been reserved for primary schools in Tai Po Area 9 and Chung Nga Road West (CNRW). According to EDB's submission to the Legislative Council in October 2021, it is anticipated that decrease in future school-age population will not be transient but structural, and the decrease might be greater than the original estimation. Building new school now is irresponsible and will repeat the same mistakes some 10 years ago in reduction of classes and closure of schools. (R5, R6)	However, with the designation of 15m wide building separations between the residential blocks, carpark block and school within the site, it is anticipated that the potential air ventilation impact could be mitigated. A portion of the ESE prevailing wind will circulate through the proposed building separation between the carpark block and school, and reach Ma Shing Path towards the Balmoral. Hence, no problematic areas under ESE prevailing wind conditions are expected. UD&L of PlanD has no adverse comment on the proposed amendment. (j) As advised by Education Bureau (EDB), the Government under the established mechanism will reserve sites for school development when preparing town plans and planning large-scale residential developments having regard to the planned population intake and on the basis of the needs for community services with reference to the HKPSG. A 18-classroom primary school site is reserved in accordance with this mechanism. EDB has all along been prudent in its development of public sector school building projects so as to commensurate with overall and district-specific needs, the steady development of

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		the school sector, and at the same time enhancing schools' learning and teaching environment. According to prevailing mechanism, EDB will make reference to the school-age population projections, which are compiled based on the population projections updated regularly by the Census and Statistics Department, and take into account the actual number of students at various levels as well as the latest demographic changes (including the number of newly-arrived children from the Mainland) in estimating the future demand for school places and related resources. EDB will consider factors such as the latest projections, other factors that may affect the demand for school places in certain districts, different options to increase the supply of school places in particular districts, the prevailing education policies (including to enhance teaching and learning environment through reprovisioning) before deciding whether it is necessary to allocate school premises (including suitable vacant school premises) for setting up new school(s) or reprovisioning of existing school(s). Most school premises built in recent years have been used for reprovisioning those schools built with past standards so as to provide them with a better learning and teaching environment. In view of the decline in student population, EDB's school

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	<u>Representer's Suggestions/Proposals</u> (k) The BH and development scale of the proposed development should be reduced (R5).	premises allocation exercises in the future will focus on the reprovisioning /expansion of school premises to improve the quality of school premises. EDB will also actively encourage school sponsoring bodies to apply for cross-district reprovisioning of public sector schools in areas with surplus school places, in order to meet the demand for school places in new development areas, as well as to improve the learning and teaching environment of public sector schools. EDB will continue monitoring the projected supply and demand of public sector school places in Hong Kong as a whole and in Tai Po District, and will carefully consider all relevant factors to plan for school building projects as needed. (k) The domestic PR of 6.5 proposed for Item A site is based on the policy directives of increasing the maximum domestic PR of 5 for the site by around 20% (i.e. PR 5 to 6) as appropriate (except for the north of Hong Kong Island and Kowloon Peninsula) as announced in the 2014 Policy Address, and a further increase of domestic PR of 10% for public housing sites where technically feasible, as agreed by the Executive Council in December 2018. The EFS for Item A site has concluded that there is no insurmountable technical problem for the proposed public housing development.

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	(l) To cater for flexibility in provision of schools in view of the decreasing number of school-age children, the proposed school should not be built with the housing blocks at the same time,	The site is located at the fringe of Tai Po New Town served by Ma Wo Road, and is in close proximity to the cluster of public housing developments zoned “Residential (Group A)” (“R(A)”) at Wan Tau Tong Estate across Tat Wan Road with building heights ranging from around 106mPD to 110mPD (subject to a maximum domestic PR of 5, or a maximum non-domestic PR of 9.5 on the OZP). The three proposed residential blocks with a building height of 135mPD are considered not incompatible with those high-rise residential developments in the vicinity (Plan H-2a). Moreover, as illustrated in the conceptual layout plan (Drawing H-1), the proposed primary school and the carpark block at the western and southwestern portions of the site with lower building heights of around 49mPD and 56mPD respectively are comparable to the adjoining medium-rise residential developments zoned “Residential (Group B)1” and “Residential (Group B)2” (i.e. the Balmoral and Grand Dynasty View) with PRs ranging from 1.8 to 3.3 and building heights ranging from 53mPD to 65mPD. (l) Land resources are valuable, and the construction, redevelopment or reprovisioning of primary and secondary schools involves substantial public expenditure. EDB has all

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	and the school site could be reserved for future provision when it is required in future, in a similar manner the school sites reserved in Tai Po Area 9 and CNRW (R5).	along been prudent in development of public sector school building projects, and will continue to closely monitor the changes in school-age population projections, and will carefully consider all relevant factors to plan for school building projects as needed.
R12 (individual)	<u>Grounds of Representation</u> (a) The proposed development will affect the tranquil environment of the area and the students attending classes in the nearby schools.	(a) A PER under the EFS for the proposed development has been conducted to assess the environmental impacts arising from the proposed housing development on air quality, noise, water quality, waste management and land contamination. The findings of the PER conclude that no insurmountable environmental impact is anticipated with implementation of the proposed mitigation measures. An EAS will be conducted by the HD at detailed design stage to ascertain any potential environmental impacts, including those related to road traffic noise, and to formulate the extent and details of the mitigation measures, if required. The noise generated by the proposed housing development and the proposed school during operation phase is not expected to exceed the prevailing noise standards. Moreover, road traffic and construction noise impacts to the surrounding developments arising from the proposed housing development and school have been evaluated in the PER. Mitigation

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	(b) The proposed development requires extensive tree felling which will destroy the environment. (c) The proposed development will cause adverse visual impact.	measures would be adopted during the construction phase to minimise the potential disturbance to the existing residents nearby including temporary traffic arrangement, proper scheduling of construction activities, use of Quality Powered Mechanical Equipment and quieting working methods, provision of temporary/movable noise barriers, noise enclosure, acoustic materials with noise mitigating properties, dust screens, sheeting and netting around the work sites, etc. EPD has no objection to the proposed amendment. (b) Response (c) to R3 above is relevant. (c) Response (g) to R5 to R11 above is relevant.
R13 (individual)	<u>Ground of Representation</u> (a) The proposed development will cause traffic congestions.	(a) Response (a) to R5 to R11 above is relevant.
R14 (individual)	<u>Ground of Representation</u> (a) The proposed development will affect 'feng shui'.	(a) Response (h) to R5 to R11 above is relevant.
R15 (individual)	<u>Ground of Representation</u> (a) The proposed development will affect the scenery of the area.	(a) Response (g) to R5 to R11 above is relevant.

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R16 (individual)	<u>Grounds of Representation</u> (a) The local road network is already saturated with severe traffic congestions on weekdays, and even worse during weekends. In the event of traffic incident on the Tolo Highway, gridlocks will be formed in areas around the Tai Po Market Railway Station. It cannot cope with the additional traffic generated from large-scale residential developments. (b) Livelihood facilities in the surrounding areas cannot cope with additional large-scale residential developments.	(a) Response (a) to R5 to R11 above is relevant. (b) In relation to provision of open space, community, recreational, retail and other supporting facilities, the responses are as follows: (i) Taking into account the proposed development, the planned population of the Tai Po Planning Scheme Area would be about 299,300. The existing and planned provision of government, institution or community (GIC) facilities and open space are generally adequate to meet the demand of the overall planned population in accordance with the requirements of the HKPSG (Annex VII). (ii) Although there is shortfall in social welfare facilities, including child care centre, community care services facilities and RCHE in the Tai Po District, the provision of these facilities is a long-term goal and the actual provision

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		would be subject to the consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate. These facilities should be carefully planned/reviewed by relevant departments/bureaux and premises-based GIC facilities could be incorporated in future development/ redevelopment when opportunities arise. The Government will continue to adopt a multi-pronged approach with long, medium and short-term strategies to identify suitable sites or premises for the provision of more welfare services. In this regard, various social welfare facilities (not less than 5% of the total domestic GFA) as requested by SWD have been incorporated in the proposed housing development at Item A site. (iii) As advised by HD, subject to detailed design, shops will be provided in the proposed housing development to serve the needs of future residents. Major shopping centres (such as Uptown Plaza) are easily accessible from Item A site. There are also commercial and community facilities being provided at Wan Tau Tong Estate on the other side of Tat Wan Road. (iv) In considering building new public markets, the

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		Government will take into account various factors, including demographic mix of the area, community needs, availability of market facilities and number of fresh provision retail outlets in the vicinity. There are currently two public markets managed by the Food and Environmental Hygiene Department (FEHD) in Tai Po District. FEHD does not have any plan to establish a new public market in the vicinity of the site. (v) Regarding the provision of recreational/sports facilities, a new sports centre is being planned at the “Government, Institution or Community” (“G/IC”) site on the opposite side of Ma Wo Road under the principle of “Single Site, Multiple Uses” with the provision of social welfare facilities and public vehicle park. (vi) Regarding primary health care services, the Hospital Authority (HA) is committed to providing community-based primary health care services. Under the management of New Territories East Cluster, there are currently two General Out-patient Clinics in Tai Po District, namely, Tai Po Jockey Club GOPC and Wong Siu Ching Family Medicine Centre. A site is also reserved on On Pong Road in Tai Po for the development of a

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		Community Health Centre (CHC) to provide one-stop primary healthcare service to the community. To cater for the medical needs of Tai Po District in the long run, a “G/IC” site on Ma Wo Road is also reserved for clinic development.
R17 (individual)	<u>Grounds of Representation</u> (a) The proposed development will cause pollution to the environment. (b) The proposed development will destroy the natural environment. (c) The proposed development will cause wall effect to the surroundings.	(a) A PER under the EFS for the proposed development has been conducted to assess the environmental impacts arising from the proposed housing development on air quality, noise, water quality, waste management and land contamination. The findings of the PER conclude that no insurmountable environmental impact is anticipated with implementation of the proposed mitigation measures. (b) Responses (a) and (c) to R3 above are relevant. (c) A qualitative air ventilation assessment in the form of expert evaluation (AVA-EE) has been conducted under the EFS to assess the wind performance of the proposed public housing development. The preliminary AVA-EE concludes that the proposed development would not have significant adverse air ventilation impact on the surrounding environment with the incorporation of mitigation measures including the following:

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		(i) a 15m wide building separation is provided between the proposed carpark block and school for ESE and SE prevailing winds to maintain good ventilation within the site; (ii) a 15m wide building separation is provided between the proposed residential blocks for SSW and S prevailing winds; (iii) the podium of the proposed housing development is reduced to a height at 21mPD for effective wind penetration. It will also be setback to enhance wind environmental quality at pedestrian level and mitigate street canyon effects; and (iv) a 10m-wide distance will be kept from the centerline of Tat Wan Road to allow SSW and S prevailing wind from the slope of Tai Mo Shan and Grassy Hill to circulate through Tat Wan Road and thus permitting wind penetration towards Tai Po inner areas. Moreover, a quantitative AVA would be carried out by HD at the detailed design stage to optimize the scheme design and to demonstrate that the wind performance of the future scheme would not have any significant air ventilation impact on the

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		surroundings. The proposed public housing development will be guided by an administrative planning brief. The requirement of implementing mitigation measures and quantitative AVA will be incorporated in the planning brief. In addition, to enhance the quality and sustainability of the built environment, the future design will comply with the Sustainable Building Design (SBD) Guidelines as promulgated in the PNAP APP-152. UD&L of PlanD has no adverse comment on the proposed amendment.
R18 (individual)	<u>Ground of Representation</u> (a) If the building height of the proposed public housing is too high, it will destroy the environment, cause pollution and traffic problems.	(a) Responses (a) and (g) to R5 to R11 regarding traffic aspect and building height respectively, and response (a) to R17 regarding environmental impact and pollution above are relevant.
R19 (individual)	<u>Grounds of Representation</u> (a) The proposed development will cause severe traffic congestions and affect the air ventilation of the surrounding area. (b) Concerned about the sewerage impact.	(a) Response (a) to R5 to R11 regarding traffic aspect and response (c) to R17 regarding air ventilation above are relevant. (b) The Preliminary Sewerage Impact Assessment under the EFS recommends to upgrade existing sewers along Ma Shing Path, Ma Wo Road, Tat Wan Road and Nam Wan Road to cater for the additional discharge from the proposed development. The sewage flow of the site contributes insignificant amount to

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	(c) The proposed development will affect the property prices of the nearby existing residential developments.	the designed capacities of the existing Tai Yuen Sewage Pumping Station and Tai Po Sewage Treatment Works and no adverse sewerage impact is anticipated. (c) The proposed amendment is to facilitate a public housing development with about 2,400 flats to help relieving the acute shortage of public housing. While the Board plays a role in ensuring appropriate land for housing and other development needs, property prices are subject to market forces and not a material consideration of the Board.
R20 (individual)	<u>Ground of Representation</u> (a) The proposed development involves felling of over 1,330 trees and turning a “GB” site into a high density residential area which will not only completely destroy the natural environment and bring substantial nuisance to all the nearby residents, but will also cause traffic congestions. <u>Representer’s Suggestion/Proposal</u> (b) The proposed development intensity and the number of felled trees should be reduced by two third and the proposed number of blocks and building height should be reduced by half.	(a) Response (a) to R5 to R11 regarding traffic aspect, response (a) and (c) to R3 regarding tree felling and ecology, and response (a) to R17 regarding environmental aspect above are relevant. (b) Responses (g) and (k) to R5 to R11 regarding visual aspect and development intensity above are relevant.
R21	<u>Grounds of Representation</u> (a) Rezoning a “GB” site directly to “R(A)” is a radical change	(a) Response (a) to R3 above is relevant. Tai Mo Shan Country

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(individual)	with strong local objection. It is unacceptable to rezone a “GB” zone in this manner. The site has been zoned “GB” for years, the planning intention of the “GB” zone should be considered as its function is linked to the nearby Tai Mo Shan Country Park and Wun Yiu area. (b) The site is a secondary forest and nourish the local environment for many years. Local <i>Egretta garzetta</i> (little egret), <i>Macaca mulatta</i> (rhesus macaque), <i>Sus scrofa</i> (wild boar) have been spotted within the locality. Destroying this “GB” site will result in irreversible environmental impact. (c) The proposed development involving three residential towers	Park is more than 500m away from the site. (b) Responses (a) and (c) to R3 above are relevant. A 4-month ecological survey has been carried out in the wet season under the PEcoIA. <i>Sus scrofa</i> (wild boar 野豬), <i>Egretta garzetta</i> (little egret 小白鷺) and other fauna recorded within the site and the area 500m from the site boundary are common and widespread in Hong Kong. Whilst the monkey (rhesus macaque) has not been recorded during the baseline ecological survey, the concerned wildlife are all highly mobile and there are similar habitats in the vicinity, and hence the potential impact from woodland loss to those concerned wildlife would be minor. AFCD has no adverse comment on the proposed amendment. At the detailed design stage, an Environmental Review will be conducted by CEDD to further assess the ecological impact and propose appropriate mitigation measures. (c) Response (g) to R5 to R11 above is relevant.

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	of around 135mPD high is not in line with the ridgeline and it is higher than the surrounding developments of Wan Tau Tong Estate and Classical Gardens. It is not compatible with the surrounding developments and the approval of this proposal will cause irreversible change to the landscape character and visual impact to the surrounding areas. (d) The proposed development will cause wall effect and directly affect the air ventilation of Grand Dynasty and Classical Gardens at the downhill. (e) Although there are traffic improvement works proposed to mitigate the potential traffic impact from the proposed development, the traffic impact assessment did not consider the traffic condition of Tai Po as a whole, in particular those of the Tai Po Market areas. With the increasing population in Tai Po South, there are traffic implications for the entire Tai Po. <u>Representer's Suggestion/Proposal</u> (f) The proposed development should have a reduced BH and be provided with more building setbacks. For example, the site could be rezoned to "Residential (Group B)" ("R(B)") instead of "R(A)" in keeping with the surrounding areas, as public housing developments do not necessarily have to be under	(d) Response (c) to R17 above is relevant. (e) Response (a) to R5 to R11 above is relevant. (f) Responses (g) and (k) to R5 to R11 above are relevant. According to the PLVIA, the proposed development will be setback from the site boundary of Ma Wo Road and Tat Wan Road with sensitive streetscape design providing amenity tree canopy walkway to pedestrian and spontaneously connecting

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	“R(A)” zoning.	with the surrounding. Corridor spaces will be reserved between the building blocks, so that the landscape garden, slope greening and the existing natural hillside could be visually connected.
R22 and R23 (individuals)	<u>Grounds of Representations</u> (a) Although the junction at Ma Wo Road/Tat Wan Road is proposed to be widened, there is currently traffic congestion at morning and evening hours. The traffic congestion problem will be further aggravated by illegal parking of large vehicles along Tat Wan Road, together with additional traffic flow generated by the proposed sports centre, private residential development (Tai Po Town Lot No. 243) and the existing international school in the vicinity. (b) The proposed school will be sharing Ma Shing Path with the Balmoral which will result in vehicle-pedestrian conflicts at commuting hours. (c) The proposed development will only provide a bus lay-by with no bus terminus is considered not capable to handle the large number of commuters. As there are no public bus services serving Ma Wo Road, residents mainly rely on residents’ bus services or have to walk a relatively long open-air walkway to access the railway station and are subject to scorching heat of	(a) Response (a) to R5 to R11 above is relevant. (b) Response (b) to R5 to R11 above is relevant. (c) Response (c) to R5 to R11 above is relevant.

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	the sun or lashing rains. (d) While it is proposed that the future residents will travel to Tai Po Market Railway Station, the station and its vicinity areas are already overcrowded with no available pick-up/drop-off points for new bus services. This problem cannot be resolved in the short term. (e) The proposed carpark block and the school of 50m high facing the entrance of Block 1 of the Balmoral will affect the views of the residents in the Balmoral and Grand Dynasty View. (f) In view of factors such as mass migrations and low fertility rate, it is questionable whether there is still a need to build more schools. Furthermore, sites have been reserved for primary schools in Tai Po Area 9 and CNRW. According to EDB's submission to the Legislative Council in October 2021, it is anticipated that decrease in future school-age population will not be transient but structural, and the decrease might be greater than the original estimation. Building new school now is irresponsible and will repeat the same mistakes some 10 years ago in reduction of classes and closure of schools.	(d) Response (d) to R5 to R11 above is relevant. (e) Response (g) to R5 to R11 above is relevant. (f) Response (j) to R5 to R11 above is relevant.
R24	<u>Grounds of Representations</u> (a) The road network around the areas of Ma Wo Road cannot cope	(a) Response (a) to R5 to R11 above is relevant.

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(individual)	with the traffic generated by the proposed development. In the event of traffic incident, gridlocks will be formed on the Tolo Highway and the areas in the vicinity of the Tai Po Market Railway Station, seriously affecting the residents in Tai Po. (b) The proposed development will completely block the views of residents at the Balmoral and Grand Dynasty View. The proposed development of over 40 storeys is not compatible with the residential buildings of low to medium density (below 20 storeys in height), such as the Classical Gardens. <u>Representer's Suggestion/Proposal</u> (c) The proposal should be withdrawn and the site should be retained as "GB".	(b) Response (g) to R5 to R11 above is relevant. (c) Response (a) to R3 above is relevant.
R25 (individual)	<u>Grounds of Representation</u> (a) Ma Wo Road is already very congested during school commuting hours every morning with the Law Ting Pong Secondary School and American School Hong Kong. The proposed public housing development with a new primary school, together with the new private residential development at Ma Wo Road (Tai Po Town Lot No. 243), will definitely affect the traffic condition of the area along Ma Wo Road and Tat Wan Road.	(a) Response (a) to R5 to R11 above is relevant. The school traffic generated from the proposed new primary school and the nearby schools had been considered in the PTIA. The traffic impacts from planned developments along Ma Wo Road including private housing development at TPTL 243 have also been considered in the PTIA.

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	(b) The proposed development will bring adverse environmental impact and/or pollution to the environment. (c) The proposed three 41-storey blocks will seriously affect the air ventilation of the area. <u>Representer's Suggestion</u> (d) The site should be retained as "GB".	(b) Response (a) to R17 above is relevant. (c) Response (c) to R17 above is relevant. (d) Response (a) to R3 above is relevant.
R26 (individual)	<u>Grounds of Representation</u> (a) There are already inadequate "GB" zone in Tai Po with residential developments everywhere. The site should be retained as "GB" for public enjoyment of the natural environment. (b) There are already many public housing developments in the nearby Wan Tau Tong. The transportation facilities in the surrounding areas are already saturated. New public housing developments would require using more public resources to provide additional supporting and transportation facilities and this is not a cost-effective way to spend public money.	(a) Response (a) to R3 above is relevant. (b) Response (a) to R5 to R11 above on traffic aspect is relevant. The Item A site is adjacent to existing built-up areas with existing transport and infrastructure facilities. The proposed public housing development at this location requires mainly upgrading of existing infrastructure rather than building new infrastructure.
R27 (individual)	<u>Grounds of Representation</u> (a) The planning and design of the proposal is unsatisfactory.	(a) Response (a) to R3 above is relevant.

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	<u>Representer's Suggestion</u> (b) The proposed public housing blocks should be built towards the Tolo Highway side (i.e. to the south) to reduce its visual impact along Ma Wo Road which might also reduce the number of north-facing flats. (c) The number of storeys and development intensity should be reduced, for example similar to those of Po Heung Estate (i.e. 80mPD), so as to be more compatible with the surrounding environment.	(b) Response (g) to R5 to R11 on visual aspect and response (f) to R21 regarding building setback above are relevant. (c) Response (k) to R5 to R11 above is relevant.
R28 (individual)	<u>Grounds of Representation</u> (a) The proposed development should minimize its visual impact to the surrounding areas and add greenery in the surrounding environment. (b) The conceptual layout of the proposed development proposing five buildings located closely along Ma Wo Road with three blocks over 41 storeys high. This will create a wall along the road and the proposed greening and recreational facilities will be hidden at the back of the housing blocks for the use of the future residents only. <u>Representer's Suggestion/Proposal:</u> (c) The proposed development should setback from Ma Wo Road	(a) Response (g) to R5 to R11 on visual aspect and response (f) to R21 regarding greenery provision above are relevant. (b) Response (g) to R5 to R11 regarding visual aspect and response (f) to R21 regarding greenery provision above are relevant. (c) Response (g) to R5 to R11 regarding visual aspect and

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	and provide some or all of the greening and open space facilities along Ma Wo Road with trees planted so that the existing scenery of the road can be kept for the enjoyment of the existing nearby residents.	response (f) to R21 regarding building setback and greenery provision above are relevant.
R29 and R30 (individuals)	<u>Grounds of Representations</u> (a) The proposed residential development will seriously affect the “GB” zone and traffic conditions. <u>Representers’ Suggestion/Proposal</u> (b) It is suggested to use brownfield and idle government sites instead (R30).	(a) Response (a) to R3 regarding site selection and response (a) to R5 to R11 regarding traffic aspect above are relevant. (b) Responses (a) and (b) to R3 above is relevant.
R31 (individual)	<u>Grounds of Representation</u> (a) The extensive site formation works required for the proposed development, in addition to the land clearance required, will be lengthy and cannot timely respond to the acute housing needs. The extensive site formation works would also involve substantial public resources, felling of trees, lengthy construction time and generation of a large amount of construction and demolition (C&D) materials.	(a) Responses (a) and (b) to R3 regarding site selection and response (b) to R26 regarding public resources above are relevant. Regarding C&D materials, site formation works would be optimized by utilizing soil nails to allow steeper cut slopes, adopting suitable retaining structures to reduce the excavation volume, and allowing re-use of C&D material wherever possible. With the optimization measures, the estimated C&D material could be reduced by more than 20,000m ³ . In addition, a C&D Materials Management Plan, aiming to better reduction and reuse of C&D materials, would be required for

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	(b) According to the PTIA, 7 out of 14 assessed junctions would be operated approaching and/or over their capacities in 2039 with the proposed development. Nevertheless, improvement works are only proposed for some of these junctions with the most congested junction (i.e. J7, Nam Wan Road/ Kwong Fuk Road) without any proposed improvement works. Proposed road improvement works should be made holistically to ensure no worsening of traffic condition in the area resulted from the proposed development. Moreover, the construction traffic impact assessment only considered three junctions in the vicinity of the site, but the nearest disposal site for excavation materials is the North East New Territories Landfill (NENTL), 18km from the site, the shortest route to the landfill from the	approval by the Public Fill Committee. Regarding the development programme, the Item A site will be able to provide about 2,400 public housing units. Although the proposed development at Item A site is expected to be completed in 2032/33, there is a need to produce land in a sustainable manner in order to cater for the long-term demand of housing land. In order to expedite land and housing supply, the Government will carry out different land production procedures in parallel where practicable. (b) Response (a) to R5 to R11 regarding traffic aspect above is relevant. Under the PTIA , road improvement works are proposed for three of the existing key road junctions operating over their capacities due to additional traffic generated by the proposed housing development, whereas the assessment reveals that traffic generated by the proposed development will not result in any significant changes to the capacities of the other four key road junctions , namely Nam Wan Road/Kwong Fuk Road (J7), Tai Wo Road/Nam Wan Road (J9), Tai Wo Road/Ting Kok Road (J11) and Tai Wo Road/Po Nga Road (J12). Having said that, TD has commissioned a traffic and transport review study for Tai Po in early 2021 to holistically review the traffic condition in the Tai Po district and

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	site involves some of the congested junctions as mentioned above in the PTIA. Due assessment should be made on the above junctions regarding the construction traffic impact. The PTIA under the EFS was not completed in a comprehensive manner and a resubmission should be required for further consideration. (c) The proposed new franchised bus route serving Ma Wo Road does not consider the local traffic demands as a whole with the new private housing development at Tai Po Town Lot No. 243, and a holistic review of public transport infrastructure should be made. A bus terminus, instead of a bus turn-around facility, should be built at the end of Ma Wo Road to provide better public transport services to residents along Ma Wo Road. <u>Representer's Suggestion/Proposal</u> (d) Suggested to utilise the existing temporary open-air carparks (zoned "G/IC") at the junction of Ma Wo Road and Ma Chung Road for the proposed housing development to avoid extensive site formation works. In particular, the "G/IC" site reserved	recommend appropriate traffic improvement scheme. Further traffic review will also be conducted by CEDD in the subsequent detailed design stage to further assess the traffic impact and update the road improvement measures, if necessary. Regarding the construction traffic impact, it is expected that the construction traffic would use the most direct route to the nearest public fill area in Tuen Mun, i.e. via Tolo Highway, Fanling Highway, etc. Hence, the concerned intersections from the site to Tolo Highway were assessed in the EFS. (c) Response (c) to R5 to R11 above is relevant. (d) Responses (a) and (b) to R3 regarding site selection above are relevant. The EFS conducted for Item A site has confirmed that the proposed housing development is technically feasible with no insurmountable problem. The Item A site is suitable

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	for the proposed sports centre could be developed together with the proposed public housing development under the “Single Site, Multiple Use” model . As such, the Item A site can be retained as “GB” or developed as a park with minimum works to preserve the natural terrains and greenery.	for housing development with supporting facilities to meet the acute housing need of the community. Regarding the open-air carpark zones “G/IC” on the opposite side of Ma Wo Road, the site on the west of Ma Chung Road is reserved for the proposed sports centre development and the Leisure and Cultural Services Department (LCSD) is currently working with relevant government departments to finalise the project scope and is preparing to conduct a technical feasibility study for its implementation. Under the current proposal, the proposed development will follow the principle of “Single Site, Multiple Uses” providing a sports centre, social welfare facilities and public vehicle park to meet the community needs. As for the site on the east of Ma Chung Road, it is intended for a clinic development which will be developed under the principle of “Single Site, Multiple Uses”
R32 (individual)	<u>Grounds of Representation</u> (a) The proposed development will add burden to the surrounding road network. (b) As population in Tai Po District is rapidly increasing in recent years, the pedestrian flow around Tai Po Market Railway Station is already saturated and MTR will not be able to cope	(a) Response (a) to R5 to R11 above is relevant. (b) Response (d) to R5 to R11 regarding public transport services above is relevant.

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	with the additional population at peak hours. (c) The proposed development will affect air quality of the surroundings. (d) The proposed development will affect the existing tranquil environment and living quality of the surrounding areas as it is too close to the Classical Gardens. (e) The proposed development will destroy the natural environment/ecology.	According to PTIA, the existing pedestrian network will be adequate to accommodate the forecast pedestrian flow arising from the proposed housing development and other existing and known planned developments in the area. Regarding the capacity of the East Rail Line, additional rail-based trips induced by the proposed development on the most critical part of East Rail Line (i.e. from Tai Wai Station to Kowloon Tong Station) during peak period are negligible and therefore insignificant impact on the railway service is expected. (c) Responses (a) and (c) to R17 regarding environmental and air ventilation aspects above are relevant. Air quality impact has been evaluated in the PER. No insurmountable environmental impact is anticipated with implementation of the proposed mitigation measures. (d) Response (a) to R12 is relevant. (e) Responses (a) and (c) to R3 above are relevant.

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	(f) The proposed development will affect the views of the existing residents in Classical Gardens. (g) The community facilities in the surrounding areas cannot cope with this sudden increase in population. (h) The proposed school is too close to the existing residential developments. <u>Representer's Suggestion/Proposal</u> (i) The proposal should be withdrawn or an alternative site away from the existing residential developments should be selected instead.	(f) Response (g) to R5 to R11 above is relevant. . (g) Response (b) to R16 above is relevant. (h) Responses (b), (e), (g) and (i) to R5 to R11 regarding various aspects on the proposed school above are relevant. (i) Responses (a) and (b) to R3 above are relevant.
R33 to R38 (individuals)	<u>Grounds of Representations</u> (a) The proposal is a huge waste of public resources as there is no demand for more housing in the area (R33). There are already many on-going/planned large-scale public infrastructure works along Ma Wo Road, alternative sites in Tai Po should be considered for the proposed development (R37). (b) The proposed development will affect/destroy the natural environment and/or ecology (R33 to R35, R38). There are also habitats of migratory birds along Ma Shing Path (R37).	(a) Responses (a) and (b) to R3 regarding site selection and response (b) to R26 regarding public resources above are relevant. (b) Responses (a) and (c) to R3 and response (b) to R21 regarding ecology above are relevant.

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	(c) The Ma Shing Path is currently only used by the residents of The Balmoral, modifying it to become the entrances of the school and carpark is not acceptable which will bring traffic congestions and surge in pedestrian flow on Ma Shing Path as well as causing air/noise pollution, visual impact and security issues to the residents of the Balmoral during construction and operation phases (R33 to R38). (d) It is unnecessary to build more carparks as there is no demand for new carparks in the vicinity (R33 to R38). There are also two open-air carparks across Ma Wo Road (R35, R38). Also, with the sufficient ancillary parking spaces in the residential developments along Ma Wo Road and convenient access to public transportation, building new carparks in the area will only cause more traffic congestions (R37). Instead of building a new carpark block at the site, it would be smarter to develop on the existing open-air carpark sites (R38).	(c) Responses (b), (e), (g) and (i) to R5 to R11 regarding various impacts of the proposed school/carpark above are relevant. Measures such as erecting hoarding along the site boundary; carrying out temporary traffic arrangement; erecting scaffolding around the perimeter of the building with canopy, dust screens, sheeting and netting, etc. would be considered during the construction phases to address the potential privacy and security issues. Moreover, under the conceptual layout of the proposed development, the ancillary carpark will share the vehicular access of the public housing development at Ma Wo Road. (d) Ancillary parking spaces will be provided to serve the proposed housing development and supporting facilities in accordance with the HKPSG. According to the conceptual layout, the ancillary parking facilities will be provided in a carpark block of 8 storeys high. The low-rise ancillary carpark block can serve as a buffer between the proposed housing blocks and the existing residential developments to the west of Item A site (namely The Balmoral and Grand Dynasty View). Regarding the use of open-air carparks for development, responses (d) to R31 above is relevant.

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	(e) The proposed primary school is unnecessary as there is no demand for another primary school in the area (R33 to R35, R38). As there are so many schools along Ma Wo Road and Tat Wan Road and proposed school closure in Tai Po District in recent years, the Government should first utilise existing school premises instead of building new schools (R36, R37). (f) The existing ‘wall’ of Ma Shing Path should not be demolished (R34 to R36, R38). Should the Government decide to proceed with the proposed works at Ma Shing Path to serve as vehicular access to the proposed school and carpark, there is concern on the compensation to the existing residents of the Balmoral as the residents have been paying management fees to maintain the road and the adjoining structures/slopes (R34, R38).	(e) Response (j) to R5 to R11 above is relevant. (f) In order to accommodate the forecast traffic/pedestrian flow, loading/ unloading activities in connection with the new primary school, the existing retaining wall/slope at Ma Shing Path along the south-eastern side abutting the proposed development (Slope Feature No. 7NW-B/CR/656) would be removed for road widening to accommodate a new lay-by and a new footpath. The concerned slope feature falls on unleased government land and is maintained by HyD (Plan H-2a). A small section of the slopes and structures on the northern side of Ma Shing Path (Slope Feature No. 7NW-B/CR/657) is on government land maintained by the owners of Tai Po Town Lot No. 179 (the Balmoral) under lease. The owners of the Balmoral under the lease are responsible for the formation, landscaping and subsequent maintenance of the works thereon. Under the EFS, the proposed road works would not affect this

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	(g) The proposed development will affect the property prices of the nearby residential development of the Balmoral (R34 to R36). (h) The road network stretching from Ma Wo Road to Tolo highway and Tai Po Market Railway Station is already very congested during school commuting hours since the opening of the international school (i.e. American School Hong Kong). The transport planning of the area is already a failure (R37). <u>Representers' Suggestions/Proposals</u> (i) An alternative development site should be selected at unutilized sites elsewhere, instead of wasting money and affect the natural environment by developing the Item A site (R33, R34). (j) The entrance/access of the proposed school and carpark block should not be located along Ma Shing Path as it will not be able	concerned slope feature. Should there be any future public works proposed involving demolishing and/or other works on this slope feature, it shall be re-delivered to the Government upon demand without any compensation as stipulated in the lease conditions. . (g) Response (c) to R19 above is relevant. (h) Response (a) to R5 to R11 above is relevant. (i) Response (a) to R3 above is relevant. (j) Response (a) to R5 to R11 regarding traffic aspect above is relevant. Under the conceptual layout of the proposed

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	to cater for the additional traffic and the proposal will cause inconvenience to the existing residents at the Balmoral (R35). (k) Relocate the proposed school and carpark block to another location which do not affect the 'boundary wall' of Ma Shing Path (R36). (l) It is suggested to have the vehicular ingress/egress of the proposed public housing development located at Nam Wan Road instead of Ma Wo Road or Ma Shing Path, as the current ingress/egress would affect the traffic condition and the existing tranquil environment (R37).	development, the ancillary carpark will share the vehicular access of the public housing development at Ma Wo Road. (k) Responses (b), (e), (g) and (i) to R5 to R11 regarding the various aspects of the proposed school/carpark above are relevant. (l) Response (a) to R5 to R11 regarding the above is relevant.
R39 to R42 (individuals)	<u>Grounds of Representations</u> (a) The proposed development will result in insufficient road space at Ma Shing Path and bring inconvenience for the residents. (b) It is unnecessary to build more carparks as there are already two large carparks as well as ancillary carparks within the private residential developments in the vicinity. (c) The proposed development will bring nuisance and affect the livelihood of the existing residents in the surrounding areas.	(a) Response (a) to R5 to R11 above is relevant. (b) Response (d) to R33 to R38 above is relevant. (c) Response (a) to R12 above is relevant.

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	(d) The proposed development will destroy the natural environment and ecology as well as the habitats of the birds. (e) There is no need to build more school in the area, as there are already many vacant schools in Tai Po. The Government should ensure the existing school premises are well utilised to avoid wasting public resources.	(d) Responses (a) and (c) to R3 and response (b) to R21 regarding ecology above are relevant. (e) Response (j) to R5 to R11 above is relevant.
R43 (individual)	<u>Grounds of Representation</u> (a) The planning intention of the “GB” zone is to facilitate conservation of the natural environment and to avoid urban sprawl. Rezoning these “GB” zones which are near Country Parks and secondary woodlands would erode the landscape and integrity of the eco-system in the long term. (b) The road network in the surrounding areas cannot cope with the saturated population in Tai Po South. Ma Wo Road, Tat Wan Road, Nam Wan Road and other roads connecting to the Tai Po Old Market and railway station are already very congested at weekends. It is suspected that the traffic impact assessment (TIA) for the proposed development has not considered the accumulative traffic generated by the proposed residential development with around 1000-1,200 units at the northwestern end of Ma Wo Road (i.e. Tai Po Town Lot No. 243), the existing schools and the Ma Wo Road Garden.	(a) Response (a) to R3 regarding site selection above is relevant. Tai Mo Shan Country Park is more than 500m away from the site. (b) Response (a) to R5 to R11 regarding traffic aspect above is relevant. All the trip generation from the nearby planned developments have been considered in the PTIA study.

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	Together with the traffic generated by the proposed development, it will inevitably cause traffic gridlocks in the area. Moreover, the open-air carparks in the vicinity are always full and there is illegal parking causing road blockage along Ma Wo Road, reducing the road space from three lanes to single lane at some sections. Only relying on the proposed road widening and signal control measures could not solve the underlying traffic problems. (c) The proposed public housing blocks of over 40 storeys high will bring adverse visual impact and completely block the views of those living in Wan Hang House (of Wan Tau Tong Estate) as well as those living in Classical Gardens and the Balmoral which are only around 10 storeys high. The proposed development is not in line with the HKPSG which suggests that developments should adopt stepped building height profiles with building heights gradually descending to low-medium rise from the core areas (e.g. Tai Po Centre) to the fringe areas of the town (e.g. Classical Gardens, etc.); and buildings that are out-of-context and incompatible to the surroundings should be avoided. New developments should also consider the unique topology and landscape of the new town, so that the environment of the new town and its nearby low-rise developments can be compatible and integrated.	(c) Response (g) to R5 to R11 regarding visual aspect above is relevant. Due to the limitations of site configuration and optimization of flat production, stepped building height profile could result in the building height more than 135mPD, which might impose adverse visual impact to the surrounding areas.

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	(d) According to Chapter 11 of the HKPSG, “the ridgelines and mountains in the New Territories define the edges of new towns as well as vista points of the city and the country parks beyond”. TPB should protect the ridgeline of Tai Po as well as ensure compatibility with the surrounding areas; and to adopt appropriate building height profile and density to retain low-rise/low-density areas so that the developments in the urban core areas can be more diversified.	(d) Response (g) to R5 to R11 above is relevant.
R44 (individual)	<u>Grounds of Representation</u> (a) There are already a few public housing developments, large scale residential developments and many village houses near Item A site. With more housing developments completed or to be completed recently (e.g. Fu Tip Estate and the Regent), it will further overload the capacities of the infrastructure and facilities in Tai Po District. The community, commercial and livelihood supporting facilities in the surrounding areas cannot cope with this sudden increase in population. There are inadequate affordable parking spaces, wet market, large shopping mall and cinema. While retail facilities will be provided within the proposed development, it will be an "estate-style" shopping mall with similar retail mix to those already existed in the vicinity. In addition, there is a lack of leisure and recreational facilities in Tai Po with only one public	(a) Response (b) to R16 regarding provision of community and commercial facilities above is relevant. Regarding the provision of public parking spaces, as announced in the 2018 Policy Address, the Government will follow the principle of “Single Site, Multiple Uses” to provide public car park in suitable GIC facilities and public open space projects. A “G/IC” site reserved for the development of a sports centre on the opposite side of Ma Wo Road is proposed to incorporate a public vehicle park subject to findings of technical feasibility study and detailed design to provide parking spaces.

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	swimming pool. Other facilities such as libraries are merely adequate to support the existing population. The Government should not only develop public housing developments at “in-fill” sites to meet the flat production target, but also holistically enhance the facilities of a wider community. Just adding population in an area with inadequate supporting facilities will cause other social issues. (b) There is a traffic congestion problem at peak hours, particular morning commuting hours on weekdays and weekends. Transportation to/from Tai Po heavily relies on the East Rail Line and the Tolo Highway. The proposal only recommends widening of local roads with no improvement for external transportation to connect to Kowloon. The Kowloon-bound traffic on the Tolo Highway is already very congested. Traffic incidents on the Tolo Highway could cause gridlocks extending back to Tai Po.	(b) As mentioned in response (a) to R5 to R11 regarding traffic aspect above, a PTIA has been conducted under the EFS to assess the impacts on the existing road links and junctions within the Area of Influence (AOI) due to the proposed housing development. Regarding external connections to urban areas, CEDD is implementing the road widening works for Tai Po Road (Sha Tin Section) scheduled for completion in 2023. Besides, the Government is conducting an investigation study on the construction of Trunk Road T4 providing a dual two-lane carriageway connecting Sha Tin Road and Shing Mun Tunnel Road/Tsing Sha Highway. Construction works are tentatively scheduled to commence in 2023 for completion in 2028. In December 2020, TD and the Highways Department (HyD)

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	(c) There is inadequate public transport services, in particular public bus services. For bus services to Kowloon, the nearby Wan Tau Tong Estate is only served by a few morning special bus services. Other than these special bus services, local residents have to walk to bus stops at Kwong Fuk Road/Kwong Fuk Estate for commuting to urban areas. The buses services are often very crowded during peak hours. (d) With only 9-car train services on the East Rail Line in the future, it is anticipated that the overall capacity of the East Rail	commenced the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+) to explore the layout of railway and major road infrastructure of Hong Kong (including the connection between new development areas in New Territories North and the urban area), and to conduct preliminary engineering and technical assessments for the alignments and supporting facilities. The RMR2030+ studies will ensure that the planning of large-scale transport infrastructure will complement or even reserve capacity to meet the long-term developments of Northeast New Territories. The Studies will also examine the impact of the proposed transport infrastructure on the existing transport network in order to formulate the corresponding strategies. I (c) Response (c) to R5 to R11 above is relevant. (d) Response (a) to R44 regarding public car parking spaces and response (b) to R32 regarding the capacity of East Rail Line

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	Line will be reduced, even with more frequent services. Moreover, there will be new public housing developments to be completed in the coming years in the North District. Assuming only half or one third of such future residents will commute by the East Rail Line, the trains will inevitably become more crowded leaving little room for Tai Po residents to board the trains at peak hours.	above are also relevant.
R45 (individual)	<u>Grounds of Representation</u> (a) The proposal is to provide about 2,400 units to accommodate around 6,400 people. Together with the traffic and pedestrian flows brought by the nearby large-scale residential developments (e.g. the Regent with around 1,400 units), the road and pedestrian network in the vicinity of Classical Gardens and Wan Tau Tong Estate is now already crowded. In particular, Ma Wo Road, Tat Wan Road, Nam Wan Road and the road network in Tai Po Market and the Tolo Highway are already very congested during morning peak hours and weekends. Besides, there is a new private residential development adjacent to Classical Gardens (i.e. Tai Po Town Lot No. 243), it is anticipated that the existing traffic problem will be worsened. The proposed road improvement works for Item A may not be sufficient to cope with all the additional traffic and pedestrian flows.	(a) Response (a) to R5 to R11 regarding traffic aspect above is relevant. According to PTIA, the existing pedestrian network will be adequate to accommodate the forecast pedestrian flow arising from the proposed housing development and other existing and known planned developments in the area.

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	(b) The high development cost and lengthy implementation timeframe of the proposal due to the extensive site formation works are not cost-effective in increasing housing supply. (c) Three blocks of over 40 storeys high will create wall effect and affect the air ventilation of the surrounding area. The proposed density is too high which will result in flats too close to other. Such a crowded living environment may affect health in the long term. (d) The majority of the units on high floors of the proposed development will face the (elevated) Tolo Highway, but no noise mitigation measures are proposed (e.g. full noise enclosures). The noise pollution will only affect the living environment of the future residents.	(b) Response (b) to R26 regarding development cost and response (a) to R31 regarding implementation timeframe above is relevant. (c) Responses (g) and (k) to R5 to R11 regarding visual aspect and development intensity, response (a) to R12 regarding environmental aspect and response (c) to R17 regarding air ventilation aspect above are relevant. (d) Response (f) to R5 to R11 above is relevant.
R46 (individual)	<u>Ground of Representation</u> (a) The proposed development will affect the scenery.	(a) Response (g) to R5 to R11 above is relevant.
R47 to R49 (individuals)	<u>Ground of Representations</u> (a) The “GB” site should not be rezoned for residential use.	(a) Response (a) to R3 above is relevant.
R50 to R54	<u>Grounds of Representations</u> (a) The livelihood supporting and transportation facilities in the	(a) Response (a) to R5 to R11 regarding traffic aspect and

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(individuals)	surrounding areas and/or the Tai Po and North Districts cannot cope with this sudden increase in population (R50 to R54). (b) The capacity of the existing Tolo Highway cannot support additional population (R53, R54).	response (b) to R16 regarding provision of community/retail facilities above are relevant. (b) Response (b) to R44 above is relevant.
R55 (individual)	<u>Grounds of Representation</u> (a) There is insufficient transport infrastructure to support new public housing developments in the area. There is also a lack of public transport services serving the developments along Ma Wo Road. However, new bus services will overload the local road network. (b) There is inadequate supporting facilities such as carparks, medical and recreation facilities to serve the increased population. (c) The proposed development will destroy the existing scenery of the area as it is currently a “GB” site.	(a) Responses (a) and (c) to R5 to R11 regarding traffic aspect and public transport services above are relevant. (b) Response (b) to R16 regarding provision of medical, recreational and other community facilities and response (a) to R44 regarding provision of public parking spaces above are relevant. (c) Response (g) to R5 to R11 above is relevant.
R56 (individual)	<u>Grounds of Representation</u> (a) The existing population of the area is already saturated with residential developments in Wan Tau Tong, Ma Wo, Pak Kiu Tsai, Lai Chi Shan, Sha Po Tsai, San Uk Ka, the Regent, etc. It is impossible to add over 6,000 people in a new public	(a) Responses (a) and (b) to R3 regarding site selection, response (b) to R16 regarding provision of community/recreational and other facilities and response (a) to R44 regarding provision of public parking spaces above are relevant.

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	housing development in the area. The parking, community facilities, school, leisure facilities, etc. are overloaded. When planning for new public housing developments, appropriate site selection process should consider whether the area have adequate supporting facilities and infrastructure to support the new developments. (b) Tai Po District is suffering from an increasingly serious traffic congestion problem without any improvement over the years. Traffic problems, such as inadequate minibuses services, should be resolved.	(b) Responses (a) and (c) to R5 to R11 regarding traffic aspect and public transport services above are relevant.
R57 (individual)	<u>Grounds of Representation</u> (a) There is inadequate public transport services in Tai Po failing to function at morning peak hours. (b) The capacities of the livelihood supporting facilities in the surrounding areas such as shopping mall and market may not be able to cope with the increase of population from the proposed development.	(a) Response (c) to R5 to R11 above is relevant. (b) Response (b) to R16 above is relevant.
R58 (individual)	<u>Grounds of Representation</u> (a) There is a vacant site adjacent to American School Hong Kong and another open-air carpark site both on government land. These sites could be better utilized for development without the need for extensive works wasting public resources.	(a) Responses (a) and (b) to R3 regarding site selection, response (b) to R26 regarding public resources and response (d) to R31 regarding the use of the open-air carpark sites on the opposite side of Ma Wo Road above are relevant.

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	(b) The proposed development involves extensive tree felling which will affect the ecology.	(b) Responses (a) and (c) to R3 above are relevant.
R59 (individual)	<u>Ground of Representation</u> (a) The “GB” site should not be rezoned for residential use. The proposed development would involve site formation and tree felling and the area has inadequate supporting facilities.	(a) Responses (a), (b) and (c) to R3 regarding site selection, ecology and tree felling, and response (b) to R16 regarding provision of supporting facilities above are relevant.
R60 (individual)	<u>Ground of Representation</u> (a) There are concerns on the lack of transport and road planning as well as livelihood supporting facilities to support the proposed development. The existing transportation facilities and communal facilities such as ball courts, livelihood shops and restaurants at Wan Tau Tong Estate are already highly utilised. Increasing population will overload the existing facilities.	(a) Responses (a) and (c) to R5 to R11 regarding traffic aspect and response (b) to R16 regarding provision of recreational, community, retail and other facilities above are relevant.
R61 (individual)	<u>Grounds of Representation</u> (a) The area is already very congested during morning and evening peak hours. The proposed development will bring in more traffic and pedestrian flows adding on the existing busy traffic condition. Together with the new private residential development at Tai Po Town Lot No. 243, the traffic condition will be further worsened and the existing residents of Classical Gardens will face difficulty in using public transportation services to access Tai Po Market Railway Station or Kwong	(a) Responses (a) and (c) to R5 to R11 regarding traffic aspect and public transport services above are relevant.

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	Fuk Road for taking MTR/bus services for commuting in the future. The Government should not propose new housing development at To Yuen Tung before resolving the existing traffic problems in Tai Po South.	
R62 (individual)	<u>Ground of Representation</u> (a) The road and transportation system cannot able to cope with the proposed development. The road network will be congested at morning peak hours. With the new private residential development at Tai Po Town Lot No. 243, the schools and the proposed public housing development, it is expected that there will be traffic congestions due to the additional traffic generated by the great increase of population.	(a) Response (a) to R5 to R11 above is relevant.
R63 (individual)	<u>Grounds of Representations</u> (a) The transportation, community and retail facilities in the surrounding areas cannot cope with the proposed development.	(a) Response (a) to R5 to R11 regarding traffic aspect and response (b) to R16 regarding provision of community and retail facilities above are relevant.
R64 (individual)	<u>Grounds of Representation</u> (a) The residential developments along Ma Wo Road are all low-to-medium density residential developments. The residents choose to live here mainly for its tranquil environment. Building three 41-storey high blocks of high-density residential development will seriously destroy the existing tranquility of the area and blocking the existing views of the	(a) Response (g) to R5 to R11 regarding visual aspect and response (a) to R12 regarding environmental aspect above are relevant.

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	majority of existing buildings. (b) Ma Wo Road is already very congested during peak hours. In particular during morning school-commuting hours, there are a lot of school buses and private cars driving students to the nearby schools. With an increase in population of 6,400 and a new primary school, it will cause serious burden on the traffic in the area and affecting the local road network extending to the Tai Po Market Railway Station and Tolo Highway. The proposed widening of Ma Wo Road/Tat Wan Road junction will not be effective in solving the traffic problem.	(b) Response (a) to R5 to R11 above is relevant.
R65 (individual)	<u>Ground of Representation</u> (a) The proposed development will block the views.	(a) Response (g) to R5 to R11 above is relevant.
R66 (individual)	<u>Grounds of Representation</u> (a) The proposed development will add burden to the local transport network, in particular, causing traffic chaos to the Classical Gardens, the Balmoral and the schools in the area. (b) Increasing the population density will add pressure on traffic, pedestrian network as well as community facilities in the area.	(a) Responses (a) and (b) to R5 to R11 above is relevant. (b) Response (a) to R5 to R11 regarding traffic aspect and response (b) to R16 regarding provision of community facilities above are relevant. According to PTIA, the existing pedestrian network is adequate to accommodate the forecast pedestrian flow from the proposed housing development and

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	(c) Increasing the population density will also add pressure on sewerage, water supplies, utility and gas supplies in the area.	other existing and known planned developments in the area. (c) The EFS concludes that there is no insurmountable problem in terms of drainage, sewerage, water supply and utilities aspects with the implementation of proposed upgrading works and appropriate mitigation measures. The Preliminary Sewerage Impact Assessment under the EFS recommends to upgrade existing sewers along Ma Shing Path, Ma Wo Road, Tat Wan Road and Nam Wan Road to cater for the additional discharge from the proposed development. The sewage flow of the proposed development contributes insignificant amount to the designed capacities of the existing Tai Yuen Sewage Pumping Station and Tai Po Sewage Treatment Works and no adverse sewerage impact is anticipated. According to the Preliminary Water Supply Impact Assessment conducted under the EFS, the capacities of the existing Pun Chun Yuen Fresh Water Service Reservoir and Pun Chun Yuen Salt Water Service Reservoir could meet the forecast demand of water supply for the population in the concerned water supply zone (i.e. including the proposed development at To Yuen Tung).

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	(d) The increased population brought by the proposed development will adversely affect hygiene and health. (e) The proposed development will affect the ridgeline.	Utility undertakers including CLP, town gas and telecommunications network services would be consulted in subsequent stage on the planned utilities for the proposed development. (d) Response (a) to R17 above is relevant. (e) Response (g) to R5 to R11 above is relevant.
R67 (individual)	<u>Ground of Representation</u> (a) The proposed development intensity is too high. Tat Wan Road is often congested during morning school commuting hours.	(a) Responses (a), (b) and (k) to R5 to R11 regarding traffic aspect and development intensity above are relevant.
R68 (individual)	<u>Ground of Representation</u> (a) The residential population in the area along Ma Wo Road is close to saturation. The existing residents should be able to continue to enjoy the existing greenery. Replacement of the “GB” site with and “in-fill” high-rise development will affect the local residents.	(a) Responses (a) and (b) to R3 regarding site selection and response (g) to R5 to R11 regarding visual aspect above are relevant.
R69 (individual)	<u>Ground of Representation</u> (a) The proposed development will adversely affect the environment and greenery and cause nuisance to the local residents as well as affecting the traffic condition.	(a) Responses (a) and (g) to R5 to R11 regarding traffic and visual aspects, response (a) to R12 regarding environmental aspect above are relevant.

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R70 (individual)	<u>Ground of Representation</u> (a) The Tai Po District is already over populated with inadequate transportation facilities and there is a traffic congestion problem in the morning.	(a) Response (a) to R5 to R11 above is relevant.
R71 (individual)	<u>Grounds of Representation</u> (a) The proposed residential development will seriously destroy the “GB” zone. (b) The transportation facilities are overloaded. (c) The proposed school is too close to the existing residential developments causing nuisance to the local residents.	(a) Response (a) to R3 above is relevant. (b) Response (a) to R5 to R11 above is relevant. (c) Responses (b), (e), (g) and (i) to R5 to R11 regarding various aspects on the proposed school above are relevant.
R72 (individual)	<u>Grounds of Representation</u> (a) The scale of the proposed development is too large with huge increase in population and traffic will adversely affect the traffic condition and cause traffic congestions. (b) The proposed high-rise development will block the ridgeline and create wall effect.	(a) Responses (a) and (k) to R5 to R11 above regarding traffic aspect and development intensity respectively are relevant. (b) Response (g) to R5 to R11 regarding visual aspect and response (c) to R17 regarding air ventilation aspect above are relevant.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
R73 (individual)	<u>Grounds of Representation</u> (a) The proposed development will cause traffic congestions. (b) The proposed development involving site formation works will affect ecology and vegetation at the site.	(a) Response (a) to R5 to R11 above is relevant. (b) Response (a) and (c) to R3 above is relevant.
R74 (individual)	<u>Ground of Representation</u> (a) The transportation facilities in Tai Po cannot cope with new population increase and the proposed development will aggravate the existing local traffic condition. The proposed three blocks of 41-storey developments is not compatible with the nearby Classical Gardens and will bring adverse visual impact to the area.	(a) Responses (a) and (g) to R5 to R11 regarding traffic and visual aspects above are relevant.
R75 (individual)	<u>Ground of Representation</u> (a) The transportation facilities are inadequate. Developing “in-fill” developments by sacrificing “GB” sites will affect the living quality of the local residents.	(a) Responses (a) and (b) to R3 regarding site selection, response (a) to R5 to R11 regarding traffic aspect and response (a) to R12 regarding environmental aspect above are relevant.
R76 (individual)	<u>Ground of Representation</u> (a) The proposed buildings are too close to the existing residential developments and against the low-density planning principle of the surrounding area with adverse visual impact and ‘feng shui’ issue. The proposed development will also cause traffic congestion.	(a) Responses (a), (g) and (h) to R5 to R11 above regarding traffic, visual and ‘feng shui’ aspects respectively are relevant.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
R77 (individual)	<u>Ground of Representation</u> (a) Tat Wan Road is reaching its full capacity, with intense traffic volume at peak hours. The unresolved illegal parking near the junction of Nam Wan Road and Ma Wo Road has worsened the situation. The traffic congestion at the pick-up/drop-off points around Tai Po Market Railway station is also severe. It is recommended to conduct a traffic flow study covering that location before implementing the proposed development.	(a) Responses (a) and (d) to R5 to R11 regarding traffic aspect and the pick-up/drop-off points at the Tai Po Market Railway Station above is relevant.
R78 (individual)	<u>Grounds of Representation</u> (a) The site should be retained as “GB” for public enjoyment of the natural environment. (b) There are already many public housing developments in the nearby Wan Tau Tong. New public housing developments would require spending more public resources into provision of additional transportation facilities and this is not a cost-effective way to spend public money.	(a) Responses (a) to (c) to R3 regarding site selection above is relevant. (b) Response (b) to R26 above are relevant.
R79 (individual)	<u>Ground of Representation</u> (a) This is an unnecessary development when there are already existing schools and carparks in the vicinity, a better alternative is to use existing facilities more efficiently. This will cause harm to the existing community, affecting the environment, creating traffic congestion and noise pollution.	(a) Response (a) to R5 to R11 , regarding traffic aspect, response (j) to R5 to R11 regarding the proposed school, response (a) to R12 regarding environmental aspect, and response (d) to R33 to R38 regarding the proposed ancillary carpark above are relevant.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
R80 (individual)	<u>Ground of Representation</u> (a) There are other locations in the vicinity to develop carpark, and the surrounding area already has more than enough schools. In the long run, the proposed development would affect the well-being of existing residents in the vicinity. For the sake of public health and to minimize disruptions to the area, vacant government sites away from private residential developments should be selected for the proposed development.	(a) Responses (a) and (b) to R3 regarding site selection, response (j) to R5 to R11 regarding the proposed school, response (a) to R12 regarding environmental aspect, and response (d) to R33 to R38 regarding the proposed ancillary carpark above are relevant.
R81 (individual)	<u>Grounds of Representation</u> (a) With over 33 blocks in Classical Gardens and the Balmoral, and village houses in Ma Wo, there is already a large population in the area. Also, with the lack of transportation facilities in the vicinity, adding three more public housing blocks will make the surrounding environment more crowded. Based on the current provision of supporting facilities, the proposed housing development should not be proposed in the area. (b) There are many temporary open-air carparks in the vicinity. There is no need to fell many old trees and waste public resources to develop the site with site formation works. (c) The American School is operating in a former public school which has been vacant for years. With decreasing school-age	(a) Responses (a) and (b) to R3 regarding site selection, responses (a) of R5 to R11 regarding traffic aspect, response (g) to R5 to R11 regarding visual aspect, and response (b) to R16 regarding provision of supporting facilities above are relevant. (b) Responses (a) to (c) to R3 regarding site selection and tree felling above are relevant. (c) Response (j) to R5 to R11 above is relevant.

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	population, there is actually no need for one more school. (d) The proposed school and carpark block are too close to the Balmoral and Grand Dynasty View causing adverse visual impact to the surrounding area.	(d) Response (g) to R5 to R11 above is relevant.
R82 (individual)	<u>Grounds of Representation</u> (a) It is unnecessary to build more carparks as there are already many carparks in the vicinity. (b) The proposed development will bring nuisance and affect the livelihood of the existing residents. (c) There is no need to build more school in the area, as there are already many vacant schools in Tai Po. The Government should ensure the existing school premises are well utilised to avoid wasting public resources.	(a) Response (d) to R33 to R38 above is relevant. (b) Response (a) to R17 above is relevant. (c) Response (j) to R5 to R11 above is relevant.
R83 (individual)	<u>Grounds of Representation</u> (a) The surrounding area (i.e. Wan Tau Tong Bus Terminus and area along Ma Wo Road) and Kowloon-bound traffic on Tolo Highway are already very congested, in particular during peak hours. There are already many large-scale housing developments in the area. The proposed public housing development will definitely result in increase of pedestrian and traffic flow. The supporting and transportation facilities	(a) Response (a) to R5 to R11 and response (b) to R44 regarding traffic aspect and response (b) to R16 regarding provision of supporting facilities above are relevant.

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	cannot cope with the additional traffic generated and will definitely result in traffic congestions in the surroundings (including Tat Wan Road and Wan Tau Tong Bus Terminus) and Tolo Highway, causing severe inconvenience and time costs for local residents. (b) Developing the site will require the felling of over 1,000 trees. (c) The proposed high-rise public housing development will have adverse visual impact to the surrounding.	(b) Response (c) to R3 above is relevant. (c) Response (g) to R5 to R11 above is relevant.
R84 (individual)	<u>Grounds of Representation</u> (a) The inadequate transport infrastructure will result in traffic congestions. (b) If residents' bus services are provided and stopping at Nam Wan Road instead of Tai Po Market Railway Station, it will cause inconvenience to the future residents. But, the provision of new minibus/bus services is considered unfair to the existing residents in other residential developments. It is also questionable on whether the Uptown Plaza can sufficiently cater for the residents' daily needs. Otherwise, there should be public transport services to facilitate the residents accessing livelihood centres, such as Tai Po Centre and the market at Tai Po Market, etc.	(a) Response (a) to R5 to R11 above is relevant. (b) Response (c) to R5 to R11 regarding public transport services and response (b) to R16 regarding provision of retail facilities above are relevant.

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
R85 (individual)	<u>Grounds of Representation</u> (a) There is a new development at Ma Wo Road providing about 1,000 units (i.e. Tai Po Town Lot No. 243). In addition to the existing cluster of residential developments of Classical Gardens, relying on Ma Wo Road for vehicular access will inevitably add burden and traffic congestion to the area. (b) The existing facilities in Wan Tau Tong Estate are only adequate to cater for existing residents. The proposed development will add burden to the existing facilities. (c) The site was originally zoned “GB”, rezoning it for residential development will completely change the environment. The 41-storey high buildings will bring adverse visual, environmental and air ventilation impacts to the nearby residential developments. (d) The proposed development will require extensive tree felling which will seriously affect the existing natural environment and ecology.	(a) Response (a) to R5 to R11 above is relevant. (b) Response (b) to R16 above is relevant. (c) Responses (a) and (b) to R3 regarding site selection, response (g) to R5 to R11 regarding visual aspect, response (a) to R12 regarding environmental aspect, and response (c) to R17 regarding air ventilation aspect above are relevant. (d) Responses (a) to (c) to R3 regarding site selection, ecology and tree felling above is relevant.
R86 (individual)	<u>Ground of Representation</u> (a) The proposed development will seriously affect the living quality of the nearby local residents.	(a) Response (a) to R12 above is relevant.

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R87 (individual)	<u>Ground of Representation</u> (a) The road is narrow and the proposed development will create wall buildings affecting the air ventilation of the area. It will also affect the traffic condition of the area due to over-population.	(a) Response (a) to R5 to R11 regarding traffic aspect and response (c) to R17 regarding air ventilation aspect above are relevant.
R88 (individual)	<u>Grounds of Representation</u> (a) The existing capacity of the Tolo Highway cannot support any more traffic arising from new developments in Sha Tin and the Northern New Territories. (b) The proposal will result in a very high-density development with substantial height at an original “GB” site, which is considered not compatible to the surrounding developments. To Yuen Tung, together with the nearby private developments such as Classical Gardens, are physically separated from the public housing developments in Wan Tong Tau by Tat Wan Road. Any development at To Yuen Tung should be low in intensity and height, and its height should be slightly lower than the adjacent private developments to maintain a terraced urban design in the area with a view to achieving better environmental design and avoiding walled building design.	(a) Response (a) to R5 to R11 and response (b) to R44 above are relevant. (b) Responses (g) and (k) to R5 to R11 regarding visual aspect and development intensity above are relevant.

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Oppose Amendment Item B		
R89 to R113 and R116 to R161 (individuals)	<u>Grounds of Representations</u> (a) The proposed development intensity/PR for Items B1 and/or B2 are too low. With a new railway Station, more population could be accommodated as the traffic condition in the area is expected to be improved. Higher development intensity/PR should be adopted so that more housing units could be provided to meet the pressing housing demand and to better utilize scarce land resources.	(a) As announced in 2021 Policy Address, the Government will invite MTR Corporation Limited (MTRCL) to study the construction of a new Science Park/Pak Shek Kok Station at the current site of EdUHK's Sports Centre and will make the best use of the development potential of the station site and its adjoining land to provide more housing and parking spaces, shops and public facilities for local residents. The study is being undertaken by the MTRCL and findings of the study are yet to be available at this stage. Items B1 and B2 are to take forward the RNTPC's decision on the s.12A application No. Y/TP/28. The development intensity proposed under the rezoning application (PR of 3.6) was supported by relevant technical assessments and was comparable with the nearby "Residential (Group B)9" site at Pok Yin Road/Yau King Lane to the southeast and those residential developments in Pak Shek Kok area to the east across Tolo Highway. As there is no technical assessment submitted under the representations to demonstrate that further increase in development intensity would have no insurmountable problems on traffic and environmental aspects and infrastructure provision, it would be premature to adopt a

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	<u>Representers' Suggestions/Proposals</u> (b) Higher development intensity/PR should be adopted for the amendment sites, for example PR ranging from 5 to 7. (R89 to 100, R102, R103, R116 to R123, R140 to R149) (c) In light of the new railway station, PR for public housing should be 5 or above (R101).	higher PR as proposed for the amendment sites at this stage. (b) The maximum GFA of 50,981m² and 80,217m² stipulated for Items B1 and B2 sites respectively (equivalent to PR of 3.6 for each site) are based on the development scheme of the approved application No. Y/TP/28. There is no technical assessment submitted by representers to support the proposal to further increase the maximum GFA/PR. (c) According to the approved application No. Y/TP/28, the applicant proposed to surrender all private lots within the "Residential (Group B)11" ("R(B)11") site to the Government and to retain the "Residential (Group B)12" ("R(B)12") site for private residential development. Upon completion of land exchange application, the Government would determine suitable housing type to be developed at the "R(B)11" site. As there is no technical assessment submitted under the representations to demonstrate that further increase in development intensity would have no insurmountable problems on traffic and environmental aspects and infrastructure provision, it would be premature to adopt a higher PR as proposed for the amendment sites at this stage.

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R114 and R115 (individuals)	<u>Grounds of Representations</u> (a) Given the demand for more housing units and the new proposed MTR station in the vicinity, the amendment sites are considered suitable for residential development.	(a) The amendment sites have been planned for residential use for a long time. They were first zoned as “Residential (Group C)” (“R(C)”) in 1983 and subsequently rezoned to “Residential (Group C)10” in 2016. The Items B1 and B2 are to take forward the approved application No. Y/TP/28 to rezone the amendment sites to “R(B)11” and “R(B)12” with higher development intensity from a PR of 1.2 to 3.6.
Oppose Amendment Items A, B1 and B2		
R162 (individual)	<u>Grounds of Representation</u> (a) The proposed development will affect the traffic condition.	(a) <u>For Item A:</u> Response (a) to R5 to R11 above is relevant. <u>For Items B1 and B2:</u> During the planning application stage, the applicant has submitted various technical assessments, including traffic impact assessment and environmental assessment, as well as tree preservation proposal to demonstrate that with the implementation of relevant mitigation measures, the proposed development would not cause adverse traffic, environmental and landscape impacts to surrounding areas. Relevant departments, including TD, EPD, AFCD and UD&L of PlanD had no objection to/no adverse comments on the rezoning proposal and the submitted technical assessments.

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	(b) There are inadequate supporting facilities in surrounding areas.	(b) <u>For Item A:</u> Response (b) to R16 above is relevant. <u>For Items B1 and B2:</u> (i), (ii) and (vi) under response (b) to R16 above regarding provision of GIC facilities/open space, social welfare facilities and medical facilities in Tai Po are also relevant to Items B1 and B2. Regarding the provision of supporting facilities in the vicinity of Items B1 and B2 sites, such as retail shops and eating places, non-domestic floor spaces will be/have been provided in residential developments at the “R(B)9” site at Pok Yin Road/Yau King Lane to the southeast and the “Residential (Group B)3” and “Residential (Group B)4” sites (i.e. The Graces Providence Bay and Mayfair By the Sea) in Pak Shek Kok area across Tolo Highway to meet such demand. Furthermore, opportunity would be taken to provide more parking spaces, shops and public facilities for local residents at the new railway station site and other potential sites in the area.
R163 (individual)	<u>Grounds of Representation</u> (a) Concerned on the traffic and environmental impacts of the proposed development.	(a) <u>For Item A:</u> Response (a) to R5 to R11 regarding traffic aspect and response (a) to R17 regarding environmental aspect above are relevant.

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	<u>Representer's Suggestion/Proposal</u> (b) The site should be retained as "GB".	<u>For Items B1 and B2:</u> Response to (a) to R162 above is relevant. (b) Response (a) to R3 above is relevant.
R164 (individual)	<u>Ground of Representation</u> (a) There are inadequate supporting facilities in surrounding areas.	(a) <u>For Item A:</u> Response (b) to R16 above is relevant. <u>For Items B1 and B2:</u> Response (b) to R162 above is relevant.
R165 (individual)	<u>Grounds of Representation</u> (a) The proposed development will cause adverse environmental, noise pollution, traffic impacts and felling of trees.	(a) <u>For Item A:</u> Response (c) to R3 regarding tree felling, response (a) to R5 to R11 regarding traffic aspect, and response (a) to R17 regarding environmental aspect above are relevant. <u>For Items B1 and B2:</u> Response (a) to R162 above is relevant.
R166 (individual)	<u>Ground of Representation</u> (a) The transportation facilities in the district cannot cope with massive increase of population.	(a) <u>For Item A:</u> Response (a) to R5 to R11 above is relevant. <u>For Items B1 and B2:</u> Response (a) to R162 above is relevant.
R167 (individual)	<u>Grounds of Representation</u> (a) There are already 10 new public housing blocks proposed in Tai Po Area 9. There are too many developments.	(a) <u>For Item A:</u> Response (a) to R3 above is relevant.

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	(b) The Kowloon-bound traffic is already very congested with a large amount of new residential units being completed in Pak Shek Kok. No new housing development should be built when there is no additional supporting facilities. (c) The proposed development will destroy the natural environment.	<u>For Items B1 and B2:</u> Response (a) to R162 above is relevant. (b) <u>For Item A:</u> Response (a) to R5 to R11 regarding traffic aspect and response (b) to R16 regarding provision of supporting facilities above are relevant. <u>For Items B1 and B2:</u> Responses (a) and (b) to R162 above are relevant. (c) <u>For Item A:</u> Responses (a) and (c) to R3 above is relevant. <u>For Items B1 and B2:</u> Response (a) to R162 above is relevant.
R168 (individual)	<u>Ground of Representation</u> (a) The proposed development will cause traffic congestions.	(a) <u>For Item A:</u> Response (a) to R5 to R11 above is relevant. <u>For Items B1 and B2:</u> Response (a) to R162 above is relevant.
R169 (individual)	<u>Grounds of Representation on Item A</u> (a) The site is described as 1.95 ha of woodland with moderate ecological value which is suspected to be a thriving eco-system instead.	(a) Responses (c) to (e) to R3 above are relevant.

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	The study reports often concluded that trees identified are not valuable but in fact this is not always the case. For instance, valuable incense trees and other rare species were found at a “GB” site in Tseung Kwan O and TPB subsequently did not agree to approve the proposed development. The proposed woodland/tree compensation area at Lin Au is far away from the site and the effectiveness of this mitigation measure is questionable. Moreover, the proposed woodland/tree compensation area at Lin Au is also zoned “GB”, it may eventually be subject to development by private developers by way of planning application. The flora and fauna in the remaining “GB” zone to the southeast of the site would be subject to high levels of light, noise and traffic- generated pollution that would preclude the possibility that the current bio-diversity to survive. (b) The proposed development will block the ridgeline which is unacceptable. The existing public housing developments are subject to a BHR of 110mPD and they are much closer to the town centre. Having two shorter school and carpark buildings next to the housing blocks would resolve the incompatibility with the surrounding low to medium height	(b) Response (g) to R5 to R11 above is relevant. Regarding VP 2.4 (Drawing H-2d), the existing view mainly comprises the urban landscape of southern Tai Po, the natural hillside at Kam Shan in the middle distance and the natural hillside of Tai Mo Shan in the far distance. While the proposed development will block views of part of the Tai Mo Shan ridgeline and

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	developments is not sound. The VP 2.4 in the PLVIA has demonstrated that much of the remaining vista of ridgeline would be eliminated by the proposed development. Ridgelines in the New Territories should be protected in the same manner as those of Kowloon and Hong Kong Island. (c) There is no proposed basketball court at the development site and the proposed recreational activities would be limited to podium with lots of paving and no contact with nature. <u>Grounds of Representation on Item B</u> (d) Development intensity of the amendment sites have been increased several times in past years. It is expected that future developers of the amendment sites would seek further increase in development intensity to resolve housing needs.	hillside, the natural hillside at Kam Shan will be unaffected. UD&L of PlanD has no adverse comment on the Amendment Item A. (c) HD will provide ancillary recreation facilities within the proposed housing development to serve the new public housing population in accordance with the HKPSG. Communal play area for people of different age groups is also proposed. Landscape area will be provided to facilitate residents carrying out various types of outdoor activities. The exact type(s) of recreation facilities to be provided will be determined in the detailed design stage. Furthermore, basketball courts and various recreational facilities are provided in the Ma Wo Road Garden on the opposite site of Ma Wo Road. (d) Items B1 and B2 are to take forward RNTPC's decision on the section 12A application No. Y/TP/28. Should future project proponents wish to seek further increase in development intensity, a planning application with sufficient planning justifications and technical assessments should be submitted to substantiate the proposal, which will be considered by TPB on

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	<u>Grounds of Representation on All Items</u> (e) According to the HKPSG, there are deficits in facilities for child care, community care and residential care home for elderly but the proposed development is not addressing these shortfalls.	its own merits. (e) Various social welfare facilities (not less than 5% of the total domestic GFA) as requested by SWD have been incorporated in the proposed housing developments at Items A, B1 and B2 sites respectively. Although there is still shortfall in social welfare facilities, including child care centre, community care services facilities and RCHE in the Tai Po District, the provision of these facilities is a long-term goal and the actual provision would be subject to the consideration of the SWD in the planning and development process as appropriate. These facilities should be carefully planned/reviewed by relevant bureaux/ departments and premises-based GIC facilities could be incorporated in future development/ redevelopment when opportunities arise. The Government will continue to adopt a multi-pronged approach with long, medium and short-term strategies to identify suitable sites or premises for the provision of more welfare services.
R170 (The Hong Kong and China Gas Company Limited)	<u>Provides Views on Item A</u> (a) Since the proposed development is in close vicinity to a high pressure gas pipeline along Tolo Highway and will involve significant increase in future population in the area, the project proponent should conduct a Quantitative Risk Assessment (QRA) to evaluate the potential risk and determine the	(a) A Preliminary QRA (PQRA) conducted under the EFS concludes that the overall risk level due to the population increase from the proposed development will remain in the acceptable region and is considered to be in compliance with the Hong Kong Risk Guidelines and other relevant guidelines

Representation No. TPB/R/S/TP/29-	Subject of Representation	Responses to Representation
	necessary mitigation measures, as required. The project proponent should consult and coordinate with the Hong Kong and China Gas Company Limited during the design and construction stages and provide protective measures, as appropriate.	with no mitigation measure required. EPD and Electrical and Mechanical Services Department (EMSD) have no adverse comment on the findings of the PQRA.
R171 (MTR Corporation Limited)	<u>Provides Views on Items B1 and B2</u> (a) The amendment sites are in proximity to the East Rail Line which would generate adverse noise impacts to future occupants. Future development proponents should conduct a detailed railway noise impact assessment and implement any necessary noise mitigation measures at their own cost to ensure full compliance with relevant statutory requirements.	(a) During the processing of land disposal, any requirement on submission of relevant technical assessment, including detailed noise impact assessment, and implementation of mitigation measures identified therein, would be incorporated into the land grant document(s) governing future developments at the “R(B)11” and “R(B)12” zones.

(2) One valid comment (**TPB/R/S/TP/29-C1**) on representations was submitted by the representer (**R169**):

Comment No. TPB/R/S/TP/29-	Related Representation	Gist of Comments	Responses to Comment
C1 (also R169) (individual)	Nil.	<u>In relation to Item A:</u> (a) Support the representations submitted by green groups and local residents with regard to the impact on the ecological system and the loss of green panorama as well as those who question the need for the proposed primary school.	(a) Responses to R3 and R4 submitted by green groups and response (j) to R5 to R11 regarding the proposed school above are relevant.

		<u>In relation to Items B1 and B2:</u> (b) The opposing representations are a push for further increase in PR and the submissions did not indicate the relationship between the individuals and the developer.	(b) Responses to R89 to R113 and R116 to R161 and R114 and 115 regarding development intensity above are relevant.
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**Extract of Minutes of Meeting of
the Rural and New Town Planning Committee held on 27.8.2021**

~~The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.~~

~~[The Chairman thanked Ms W.H. Ho, STP/SKIs, for her attendance to answer Members' enquiries. She left the meeting at this point.]~~

Sha Tin, Tai Po and North District

Agenda Item 7A

[Open Meeting]

Proposed Amendments to the Approved Tai Po Outline Zoning Plan (OZP) No. S/TP/28
(RNTPC Paper No. 7/21)

35. The Secretary reported that the proposed amendments mainly involved two sites in Tai Po, including a public housing site to be developed by the Hong Kong Housing Authority (HKHA) which was supported by an Engineering Feasibility Study (EFS) conducted by the Civil Engineering and Development Department (CEDD), and a site under an agreed s.12A application No. Y/TP/28 which was submitted by Ford World Development Limited (a subsidiary of Henderson Land Development Company Limited (HLD)) and AECOM Asia Company Limited (AECOM) was one of the consultants of the applicant. The following Members had declared interests on the item:

- | | | |
|---|---|---|
| Dr C.H. Hau | - | having past business dealings with HLD, being an employee of the University of Hong Kong which had received a donation from a family member of the Chairman of HLD before, currently conducting contract research project with CEDD and having past business dealings with AECOM; |
| Mr Gavin C.T. Tse
(as Chief Engineer
(Works), Home Affairs
Department) | - | being a representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and the Subsidised Housing Committee of HKHA; |
| Mr Stephen L.H. Liu | - | being a member of the Council of Hong Kong Polytechnic University (PolyU) which had obtained sponsorship from HLD before; |
| Mr K.K. Cheung | - | his firm having current business dealings with HKHA and HLD; |
| Mr L.T. Kwok | - | his serving organisation operating a social service team which was supported by HKHA and openly bid funding from HKHA; |
| Dr Lawrence K.C. Li | - | being the Deputy Chairman of the Council of the PolyU which had obtained sponsorship from HLD before; |
| Dr Venus Y.H. Lun | - | owning a property in Tai Po; |
| Dr Conrad T.C. Wong | - | having current business dealings with HKHA; |
| Mr Y.S. Wong | - | being a member of Funds Management Sub-committee of HKHA; and |

Mr Peter K.T. Yuen - being a member of the Board of Governors of the Hong Kong Arts Centre which had received a donation from an Executive Director of HLD before.

36. The Committee noted that Mr L.T. Kwok and Dr Lawrence K.C. Li had tendered apologies for being unable to attend the meeting.

37. The Committee noted that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendments, including those for public housing development, were the subject of amendments to the Outline Zoning Plan (OZP) proposed by the Planning Department (PlanD), the interests of Members in relation to HKHA on the item only needed to be recorded and they could stay in the meeting. As the interests of Messrs Stephen L.H. Liu and Peter K.T. Yuen were indirect, Dr C.H. Hau and Mr K.K. Cheung had no involvement in the proposed amendment item relating to HLD, and the property owned by Dr Venus Y.H. Lun had no direct view of the sites under the proposed amendment items, the Committee agreed that they could stay in the meeting.

Presentation and Question Session

38. The following government representatives and the consultants were invited to the meeting at this point:

PlanD

Ms Jessica H.F. Chu - District Planning Officer/Shia Tin, Tai Po and North (DPO/STN)

Ms Kathy C.L. Chan - Senior Town Planner/Shia Tin, Tai Po and North

CEDD

Mr K.H. Tao - Project Team Leader/Project (PTL/P)

Mr Johnny C.P. Chan - Senior Engineer/Project

Housing Department

Ms Regina M.L. Chan - Senior Planning Officer

Ms Kerry K.K. Lee - Planning Officer

Transport Department

Mr H.F. Pang - Engineer/Tai Po (E/TP)

Consultants

Mr Stanley Y.K. Chow	}	Atkins China Limited (Atkins)
Mr Howard C.K. Fung		

39. The Chairman extended a welcome and invited the government representatives to brief Members on the Paper. With the aid of a PowerPoint presentation, Ms Jessica H.F. Chu, DPO/STN, PlanD presented the proposed amendments as detailed in the Paper and covered the following main points:

Background

- (a) to meet the pressing need for housing land supply, a “Green Belt” (“GB”) site at To Yuen Tung, Ma Wo Road in Area 6, Tai Po had been identified for public housing development for providing about 2,400 units, with government, institution and community (GIC) and social welfare facilities (SWF);
- (b) on 11.6.2021, the Committee agreed to a s.12A application (No. Y/TP/28) for rezoning a site at Yau King Lane near Tsiu Hang from “Residential (Group C) 10” (“R(C)10”) to “Residential (Group B) 11” (“R(B)11”) and “R(B)12” for private residential development for providing a total of 2,198 flats;

Proposed Amendments

- (c) Amendment Item A (about 3.87ha) – rezoning an area at To Yuen Tung, Ma

Wo Road from “GB” to “Residential (Group A) 10” (“R(A)10”) subject to a maximum plot ratio (PR) of 6.8 and a maximum building height (BH) of 135mPD;

- (d) Amendment Items B1 and B2 (about 3.64 ha) - rezoning an area at Yau King Lane near Tsiu Hang from “R(C)10” to “R(B)11” (Amendment Item B1) subject to a maximum gross floor area (GFA) of 50,981m² and a maximum BH of 55mPD, and “R(B)12” (Amendment Item B2) subject to a maximum GFA of 80,217m² and a maximum BH of 65mPD;

Technical Assessments

- (e) the EFS for the proposed public housing development (i.e. Amendment Item A) conducted by CEDD covered various technical assessments including traffic, environmental, visual, air ventilation, landscape, ecological, infrastructural, risk and land requirement aspects, which concluded that there was no insurmountable technical problem for the proposed development;
- (f) technical assessments submitted by the applicant of the rezoning application (i.e. Amendment Items B1 and B2) demonstrated that the proposed housing development would not result in any insurmountable impacts on various aspects;

Provision of GIC Facilities and Open Space

- (g) taking into account the proposed amendments, the existing and planned provision of GIC facilities and open space was generally adequate to meet the demand of the overall planned population in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). Although there was shortfall in SWFs, various SWFs as requested by the Social Welfare Department had been incorporated in the proposed housing developments under the Amendment Items. There was a surplus of planned district and local open space in the Tai Po Planning Scheme Area.

Departmental Comments

- (h) relevant government bureaux and departments (B/Ds) had no objection to or no adverse comment on the proposed amendments; and

Consultation

- (i) the Planning, Housing and Works Committee of the Tai Po District Council (TPDC) was consulted on 20.7.2021 and members passed a motion objecting the Amendment Item A on the grounds of insufficient local consultation. The Tai Po Rural Committee was consulted on 26.7.2021 and members were generally in support of Amendment Item A and provided views on Amendment Items B1 and B2. Besides, a letter was received from the Vice-chairman of the Tai Po South Area Committee on 19.8.2021 expressing concerns on Amendment Item A. Major views and the responses from relevant B/Ds were set out in paragraph 10 of the Paper.

40. As the presentation by PlanD's representative had been completed, the Chairman invited questions from Members.

[Miss Winnie W.M. Ng left the meeting at this point.]

41. Some Members raised the following questions on Amendment Item A:

- (a) noting that a 18-classroom primary school would be provided, whether there was a shortfall of primary school in Tai Po;
- (b) the development intensity of the residential development located to the east of the site, namely Tak Nga Court;
- (c) the GIC facilities in the vicinity of the site;

- (d) the proposed traffic arrangements and details of the proposed exclusive flow traffic lane as stated in paragraph 4.9(c) of the Paper;
- (e) noting that a woodland compensation area (WCA) was proposed on a piece of unallocated government land in Lin Au, which was about 1.45km to the west of the site, the reasons for not providing the compensatory plantings at the site;
- (f) noting from Plan 9 of the Paper that the boundary of the WCA was irregular in shape, whether there was scope to expand the WCA for a more comprehensive and continuous woodland cover; and
- (g) how to ensure that the WCA would not be disturbed by any future development.

42. In response, Ms Jessica H.F. Chu, DPO/STN, PlanD, Mr K.H. Tao, PTL/P, CEDD, Mr Johnny C.P. Chan, SE/P, CEDD and Mr Howard C.K. Fung, Atkins, with reference to some PowerPoint slides, made the following main points:

- (a) taking into account the planned population within areas covered by the Tai Po OZP, which was estimated to be about 299,000 persons, there would be a surplus in the provision of primary school classrooms in accordance with HKPSG. However, if the planned population of about 423,000 persons for areas within the TPDC boundary was considered, there was actually a shortfall of about seven primary school classrooms;
- (b) Tak Nga Court fell within an area zoned “R(A)” which was subject to a maximum domestic PR of 5 or a maximum non-domestic PR of 9.5 as stipulated in the Notes of the OZP;
- (c) there were various existing GIC facilities in the vicinity of the site, such as Yan Oi Tong Jockey Club Tin Ka Ping Integrated Children and Youth Services Centre, neighbourhood elderly/community centres, post office, schools and kindergartens. As for the proposed public housing

development, a kindergarten, a 18-classroom primary school, and elderly, child care and rehabilitation facilities would also be provided;

- (d) the proposed public housing development would be served by Ma Wo Road. The adjoining Ma Shing Path was proposed to be modified to serve as the vehicular access for the proposed primary school with additional footpath and lay-by. The Preliminary Traffic Impact Assessment conducted had recommended road improvement proposals for the three existing key road junctions at Ma Wo Road/Tat Wan Road, Tat Wan Road/Nam Wan Road and Kwong Fuk Road Roundabout and an intermediate bus stop at the north of the site on Ma Wo Road to cater for the additional traffic generation and public transport demand generated by the proposed public housing development. The exclusive free flow traffic lane at the arm of Kwong Wang Street for left-turn traffic movement was proposed to the existing Kwong Fuk Road Roundabout to segregate Kwong Wang Street traffic heading to the Tolo Highway direction from the Kwong Fuk Road Roundabout;
- (e) as in-situ woodland compensation could not be achieved due to the proposed site formation works for the proposed public housing development, an off-site WCA of not less than 1.95 ha, which was mostly covered by a mosaic of shrubland and grassland, and a compensatory planting with a ratio of not less than 1:1, was proposed to compensate the felling of about 990 trees within the development site;
- (f) the land to the east and south of the WCA was privately owned or fell within the boundary of Country Park. Eastward and southward expansion was thus infeasible. Nevertheless, westward expansion of the WCA could be explored, subject to the agreement with the maintenance authority for the trees to be planted in the WCA; and
- (g) as the WCA was situated at a remote location constrained by infrastructural provision, it would unlikely be disturbed by any future development.

43. The Chairman concluded that Members generally supported the proposed public housing development under Amendment Item A and noted that CEDD would explore the feasibility of expanding the WCA under the item at the detailed design stage. As for Amendment Item B, it was incorporated in the OZP to reflect a rezoning application thoroughly discussed and agreed by the Committee on 11.6.2021.

44. After deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Tai Po Outline Zoning Plan (OZP) No. S/TP/28 and that the draft Tai Po OZP No. S/TP/28A at Attachment II of the Paper (to be renumbered as S/TP/29 upon exhibition) and its Notes at Attachment III of the Paper were suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised ES at Attachment IV of the Paper for the draft Tai Po OZP No. S/TP/28A (to be renumbered as S/TP/29) as an expression of the planning intentions and objective of the Town Planning Board (the Board) for various land use zonings on the OZP and agree that the revised ES was suitable for exhibition together with the OZP.

45. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Ordinance. Any major revisions would be submitted for the Board's consideration.

[The Chairman thanked the government representatives and the consultants for their attendance to answer Members' enquiries. They left the meeting at this point.]

大埔南分區委員會 Tai Po South Area Committee

通訊處：新界大埔汀角路1號大埔政府合署2樓
c/o 2/F, Tai Po Government Offices Building, 1 Ting Kok Road, Tai Po, N.T.

檔號：() in HAD TP CA/11/25/5/1 Pt. 1

電話：2654 1259

傳真：2652 1187

新界沙田上禾輦路1號

沙田政府合署13樓

沙田、大埔及北區規劃處

沙田、大埔及北區規劃專員

朱霞芬女士

(經辦人：陳卓玲女士)

朱專員：

大埔南分區委員會對大埔桃源洞公營房屋發展規劃的意見

大埔南分區委員會(“本會”)於2021年8月25日召開第二次會議，在會議上，委員就大埔桃源洞公屋發展規劃(“該規劃”)對周邊社區的影響發表意見。經討論後，委員一致同意把會上所收集到的意見以書面形式向貴處轉達，以供考慮。有關的意見請參閱夾附的文件一及二。

2. 希望貴處在處理該規劃及修訂《大埔分區計劃大綱核准圖》時，可以考慮本會委員的意見。如就本函內容有查詢，請致電與大埔民政事務處聯絡主任何璋明先生(2654 1236)或曾威海先生(2654 1259)聯絡。



大埔南分區委員會主席
胡健民

附件：文件一-大埔南分區委員會副主席羅曉峰先生會議提案信件
文件二-大埔南分區委員會第二次會議會議記錄(節錄)(草擬)

2021年10月18日



致 大埔南分區委員會主席
胡健民先生, MH

**強烈關注桃源河公園發展對社區
的環境噪音、交通負荷、道路車位及公共文康設施等影響**

早於2017年,本人曾在區議會上批評政府在桃源河及馬崗村加建大量針樓,增加當區逾萬人口,是完全漠視當區承載力及居民感受;及後,2019年,發展局及屋宇局到訪區議會,席間本人亦重申新峰一帶的社區設施及交通配套嚴重不足,亦指出根據規劃文件,把山坡改劃建屋,所涉及的土地平整及地基鞏固工程的所需技術較高,時間及成本亦相對地高,但對周邊的滋擾大,亦未能善用土地空間,故不建議有關方案。惟當時政府回應本人,指有關規劃須等待可行性研究報告,故此項議題需留待下屆區議會方可討論。

然而,2020年新一屆區議會上場,從來有區議員主動地在議會上就桃源河改建公屋一事作出關注和跟進工作,直到2020年年7月政府遞交相關文件時,初如夢初醒;更甚,本區代表新峰花園的區議員,亦早已辭職離任,將居民於不顧,讓席懸空,當區居民的意見無處走入區議會之中,遑論向局方反映任何意見及訴求。

本人作為大埔南分區會成員及當區前任議員,望能為新峰居民略盡綿力,故早前以自費方式,向該屋苑合共郵寄了1121份問卷,並在截止2021年8月11日,在成功回收的有效問卷達218份,當中有94%反對,在眾反對意見中,最受關注的便是交通設施不足及道路負荷兩大問題。

因此,本人特此來函,望 希望將上述議題列入8月大埔南分區委員會會議中,邀請相關部門到本會作詳細解說,冀 主席予以批准。謝謝。

大埔南分區委員會 副主席
羅勵楓 謹啟

二零二一年八月十一日

~~上落客區分流至隧道網絡的其他出口。~~

29. 陳笑權副主席建議康文署移除於富雅花園及大埔墟站的士站附近的花槽，並要求警方加強打擊邨巴上落客區附近的違泊問題。

30. 主席表示，大埔區人口日漸增加，需要更完善的交通配套，並建議署方於大埔墟小巴士站及巴士站上蓋提供更多泊車設施，方便市民轉乘鐵路。

議程八： 要求在運頭街(大埔墟綜合大樓外)小巴士站候車處加設上蓋 (文件 20/21 號)

31. 提案人葉俊傑委員簡介文件 20/21 號，並將運頭街修正為大埔鄉事會街。

32. 運輸署李詠琛女士表示，專線小巴士上蓋是由專線小巴營運商出資或由民政事務總署審批小型工程計劃撥款興建，並已將委員意見轉交有關專線小巴營運商及民政事務總署。

33. 大埔民政事務處方嵐女士表示需要檢視該項目是否屬於小型工程計劃範疇，並稍後再作回應。

34. 主席建議方嵐女士於會後聯絡葉俊傑委員。

(會後補註：民政事務總署小型工程計劃不包括興建專線小巴士上蓋。 大埔民政事務處已於 2021 年 9 月 7 日回覆葉俊傑委員，如擬就大埔墟綜合大樓外近小巴士站候車處加設避雨上蓋，可經大埔區議員向大埔區議會秘書處提交地區小型工程計劃建議書。)

議程九： 要求政府對桃源洞公屋發展規劃對周邊社區的環境噪音、交通負荷、道路車位及公共文康設施需要等影響作詳細解說，以釋公眾疑慮 (文件 21/21 號、21a/21 號、21b/21 號及 21c/21 號)

35. 主席表示，由於提案人羅曉楓副主席因事離開會議，因此代為簡介文件 21/21 及 21a/21 號。

36. 文春輝委員認為運房局的房屋規劃進退失據，建屋時沒有完善周邊的道路及基建，導致住戶入伙後面對各種交通問題，例如天鑽及荔枝山一帶只可以直接轉入吐露港公路的南行線，如要北行則需繞路至廣福邨。 文委員亦指出運房局沒有履行於寶鄉邨落成後建造廣福道行車橋的承諾。 另外，文委員建議規劃署在賣地時向私人發展商加設附帶條款，要求發展商投得土地的同時亦需完善周邊交通基建。 文委員認為規劃署應妥善進行規劃，否則日後市民及其他政府部門便承受項目衍生的問題，並要求規劃署派人出席會議。

37. 陳笑權副主席不反對增建房屋，但認為政府不應先建屋，後考慮配套，並希望政府檢視該區連接吐露港公路的塞車問題，以及合法車位不足。陳副主席建議興建行人天橋連接桃源洞及火車站，並希望政府能利用鄉郊地方廣闊的優勢改善區內配套。

38. 文春輝委員認為政府可參考內地經驗，以大膽和創新的方式解決規劃問題。

39. 麥成灝委員表示根據文件 21a/21 號，羅曉楓副主席向新峰花園居民就題述事項的問卷調查收到 94%反對意見，認為規劃署應派員出席會議，以釋除當區居民的疑慮。另外，麥委員表示由於當區區議員職位懸空，故此要求秘書處向規劃署反映，將分區委員會的意見納入城規會考慮。

(會後補註：城規會已於 2021 年 9 月 17 日發出「大埔分區計劃大綱核准圖編號 S/TP/28 的修訂」邀請公眾作出申述。此外，秘書處已於 2021 年 10 月 18 日去信規劃署轉達委員的意見。)

議程十：各政府部門報告

A) 食物環境衛生署

40. 王子聰先生表示 2021 年大埔區第一期滅鼠運動於 1 月 4 日至 3 月 12 日進行，期間在區內後巷、街市、熟食檔及地盤等約 4,700 多個地點放置毒餌及捕鼠器，共毀滅 68 個鼠洞、收集約 200 隻死老鼠及捕獲 129 隻活老鼠。另外，王先生表示食環署亦向私人樓宇的物業管理公司、食肆負責人及街市檔販舉辦 12 次防治蟲鼠宣傳活動，並提供滅鼠資訊和建議。王先生補充，2021 年大埔區第二期滅鼠運動於 7 月 5 日至 9 月 10 日期間進行。

B) 警務處

41. 馮達仁先生表示警方在三月至六月期間，分別於創新路及科進路發出 522 張及約 1,400 張違例泊車告票，並會繼續於白石角一帶加強巡邏，如發現違規情況會立刻作出檢控行動。

42. 何寶怡委員認為違泊情況雖有改善，但當警方沒有執勤時問題便故態復萌，並指出合法車位不足、駕駛者態度及鄰近國際學校家長接送子女時停車等候等都是違泊問題的主要成因，因此她希望其他政府部門能合力執法。

43. 馮達仁先生表示警方在執勤時發現任何違例泊車行為都會無差別作出檢控，並指出經交通執法小隊一連串票控行動後，白石角違泊情況已持續改善。

Provision of Major Community Facilities and Open Space in Tai Po Outline Zoning Plan

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 (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	29.12 ha	41.28 ha	41.87 ha	+12.75 ha
Local Open Space	10 ha per 100,000 persons [#]	29.12 ha	55.07 ha	60.30 ha	+31.18 ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	355 classrooms	566 classrooms	566 classrooms	+211 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	463 classrooms	506 classrooms	614 classrooms	+151 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	151 classrooms	221 classrooms	251 classrooms	+100 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	2	1	1	-1
Hospital	5.5 beds per 1,000 persons [^]	1,646 beds	1,599 beds	2,399 beds	+753 beds
Clinic/Health Centre	1 per 100,000 persons	3	2	4	+1
Child Care Centre	100 aided places per 25,000 persons ^{#@}	1,165 places	297 places	689 places	-476 places
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
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#]	N.A.	1	1	N.A.

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 (including Existing Provision)	
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	N.A.	7	8	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#**@}	1,581 places	365 places	575 places	-1,006 places
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	1,958 beds	805 beds	1,159 beds	-799 beds
Library	1 district library for every 200,000 persons	1	1	2	+1
Sports 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 – standard	1 complex per 287,000 persons [#]	1	1	2	+1

Note:

The planned resident population in Tai Po Planning Area would be about 291,200. If including transients, the overall planned population is about 299,300. All population figures have been adjusted to the nearest hundred.

The requirements exclude planned population of transients.

^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.

* The planning standard of community care services (CCS) facilities (including both centre-based and home-based) is population-based. There is no rigid distribution between centre-based CCS and home-based CCS stated in the Elderly Services Programme Plan. Nonetheless, in general, 60% of CCS demand will be provided by home-based CCS and the remaining 40% will be provided by centre-based CCS.

@ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

March 2022